



Baudette/Rainy River International Bridge Replacement

Town of Rainy River, Ontario and City of Baudette, Minnesota

GWP 6046-10-00

February 2017

Northwestern Region
Planning & Design Section
Ministry of Transportation Ontario

Transportation Environmental Study Report



TRANSPORTATION ENVIRONMENTAL STUDY REPORT

Baudette/Rainy River International Bridge Replacement

February 2017



PREPARED BY:

A handwritten signature in black ink, appearing to read "Nevena Gazibara", written over a horizontal line.

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Stantec Consulting Ltd.

REVIEWED BY:

A handwritten signature in black ink, appearing to read "Tim Belliveau", written over a horizontal line.

Tim Belliveau, P.Eng., AVS
Canadian Project Manager
Stantec Consulting Ltd.

REVIEWED BY:

A handwritten signature in blue ink, appearing to read "Dale A. Grove", written over a horizontal line.

Dale Grove, PE
Overall Project Manager
Stantec Consulting Ltd.

A handwritten signature in black ink, appearing to read "Theresa Maahs-Henderson", written over a horizontal line.

Theresa Maahs-Henderson, PE LEED AP
U.S. Task Manager
Stantec Consulting Ltd.

THE PUBLIC RECORD
ONTARIO MINISTRY OF TRANSPORTATION
BAUDETTE/RAINY RIVER INTERNATIONAL BRIDGE REPLACEMENT
NOTICE OF FILING - TRANSPORTATION ENVIRONMENTAL STUDY REPORT

This *Transportation Environmental Study Report* (TESR) is available for review from February 21, 2017 to March 23, 2017 at the following locations and business hours:

Ministry of the Environment and Climate Change Thunder Bay District Office 435 James Street South Suite 331B Thunder Bay ON Monday to Friday: 8:30 AM to 4:30 PM	Town of Rainy River Clerk's Office 201 Atwood Ave Rainy River ON Monday to Friday: 9:00 AM to 4:30 PM	Rainy River Public Library 334 4 th Street Rainy River ON Tuesday and Thursday: 2 PM to 7 PM Wednesday: 11 AM to 4 PM Friday: 11 AM to 4 PM Saturday: 11 AM to 4 PM
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The TESR is also available on the project website (<http://www.dot.state.mn.us/d2/projects/baudette-bridge>) in the Resources Section.

CLASS EA PROCESS AND ENVIRONMENTAL DOCUMENTATION

This project is being carried out in accordance with the requirements of the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, a process that has been accepted and approved under Ontario's *Environmental Assessment Act*.

Other required aspects of the Class EA process and environmental documentation are contained in the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. Readers interested in these matters are encouraged to refer to that document. Interested persons are encouraged to review the TESR and provide comments by March 23, 2017. If after consulting with ministry staff and consultants, you have serious unresolved concerns, you have the right to request a Part II Order (bump-up) from the Minister of the Environment and Climate Change (77 Wellesley Street West, 11th Floor, **Ferguson Block, Toronto ON M7A 2T5**). A 'bump-up' may lead to the preparation of an Individual Environmental Assessment. A copy of your request should also be forwarded to the Ministry of Transportation at the address below.

The following individuals are available to discuss the TESR and U.S. Environmental Documents and may be contacted as follows:

Tim Belliveau, P.Eng. Consultant Project Manager (Canada) Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 Tel: 905-381-3224 Call Collect: 905-385-3234 Fax: 905-385-3534 Email: tim.belliveau@stantec.com	Kevin Saunders MTO Senior Project Manager Ministry of Transportation Northwestern Region 615 James Street South Thunder Bay ON P7E 6P6 Tel: 807-473-2109 Toll free: 1-800-465-5034 Fax: 807-473-2168 Email: kevin.saunders@ontario.ca	Dale Grove, PE Consultant Project Manager (U.S.) Stantec Consulting Ltd. 6188 Rome Circle NW Rochester MN 55901-4846 USA Tel: 507-529-6039 Fax: 507-282-3100 Email: dale.grove@stantec.com	Joe McKinnon MnDOT Project Manager Minnesota Department of Transportation 3920 Highway 2 West Bemidji MN 56601 USA Tel: 218-755-6517 Email: joseph.mckinnon@state.mn.us
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Table of Contents

EXECUTIVE SUMMARY	1		
1.0 OVERVIEW OF THE UNDERTAKING	5		
1.1 General Description of Project	5		
1.1.1 Study Area	5		
2.0 THE ENVIRONMENTAL ASSESSMENT PROCESS	7		
2.5 Study Process	9		
2.5.1 Project Initiation	9		
2.5.2 Alternative Review and Evaluation	9		
2.5.3 Preferred Plan	9		
2.5.4 Confirmation of the Recommended Plan - Preliminary Design	9		
2.5.5 Consultation Program	10		
2.5.6 Environmental Clearance Ontario	10		
3.0 TRANSPORTATION NEEDS ASSESSMENT	11		
3.1 Transportation Problem and Opportunity	11		
3.2 Alternatives to the Undertaking	11		
3.2.1 Preliminary Screening of Alternatives to the Undertaking	11		
4.0 DESCRIPTION OF STUDY AREA CONSTRAINTS	13		
4.1 Natural Environment	13		
4.1.1 Groundwater and Surface Water	13		
4.1.2 Designated Areas	13		
4.1.3 Natural Sciences	14		
4.2 Socio/Economic environment	25		
4.2.1 Land Use	25		
4.2.2 Emergency Services	25		
4.2.3 Navigation	25		
4.2.4 Agriculture	25		
4.2.5 Aggregates	25		
4.2.6 Mining	25		
4.2.7 Recreation and Tourism	26		
4.3 Cultural Environment	26		
4.3.1 Indigenous Communities Context	26		
4.3.2 Transportation Conditions	26		
5.0 PRELIMINARY DESIGN ALTERNATIVES	29		
5.1 Development of Alignment of Alternatives	30		
5.1.1 Alternative 1 – Downstream of Existing Alignment (North Side)	30		
5.1.2 Alternative 2 – Upstream of Existing Alignment (South Side)	30		
5.1.3 Alternative 3A – Existing Alignment, Temporary Modular Bridge (TMB North of Existing Bridge)	30		
5.1.4 Alternative 3B – Existing Alignment, Temporary Modular Bridge (TMB South of Existing Bridge)	31		
5.2 Evaluation process	31		
5.2.1 Evaluation Criteria	31		
5.2.2 Evaluation of Alignment Alternatives	33		
5.2.3 Preferred Alignment Alternatives	37		
5.3 Development of Bridge Type Alternative	37		
5.3.1 Alternative A – Continuous Steel I-Girder Superstructure	37		
5.3.2 Alternative B – Simple-Span Precast/Prestressed I-Girder Superstructure	37		
5.3.3 Alternative C – Continuous Steel Box Girder Superstructure	37		
5.3.4 Alternative D – Segmental Concrete Box Girder	38		
5.3.5 Alternative E – Tied Arch Main Span with Precast/Prestressed I-Girder Approaches	38		
5.4 Evaluation of Bridge Type Alternatives	38		
5.4.1 Preferred Bridge Type	39		
6.0 CONSULTATION PROCESS	45		
6.1 U.S. and Canadian Coordinated Consultation	45		
6.2 Public Involvement Plan	45		
6.3 Project Website	45		
6.4 Study Commencement	45		
6.4.1 Comments Received from Notice of Study Commencement	46		
6.5 Public Meeting 1	46		
6.5.1 Attendance	46		
6.5.2 Comments Received	46		
6.6 Public Meeting 2	46		
6.6.1 Attendance	47		
6.6.2 Comments Received	47		
6.7 Public Meeting 3	47		
6.7.1 Attendance	47		
6.7.2 Comments Received	47		
6.8 Municipal Input	48		
6.8.1 Project Advisory Committee Meeting 1	48		
6.8.2 Project Advisory Committee Meeting 2	48		

6.8.3	Project Advisory Committee Meeting 3	48
6.8.4	Project Advisory Committee Meeting 4	48
6.9	Technical Advisory Committee	49
6.10	External Agency Consultation	49
6.11	International Stakeholder Webinars	49
6.11.1	International Stakeholder Webinar 1	49
6.11.2	International Stakeholder Webinar 2	49
6.11.3	International Stakeholder Webinar 3	50
6.11.4	Canadian Environmental Assessment Agency Meeting	50
6.11.5	Global Affairs Canada	50
6.11.6	Indigenous Communities	50
6.11.7	Future Consultation	51
7.0	RECOMMENDED PLAN	53
7.1	Recommended Alignment	53
7.2	Recommended Bridge Structure	53
7.3	Local Access	54
7.4	Active Transportation	54
7.5	Construction Methods	58
7.5.1	Conventional Erection Method	58
7.5.2	Launching the Bridge from Canada into the United States	58
7.5.3	Constructing on Winter Ice	58
7.5.4	Additional Construction Considerations	58
7.5.5	Construction Duration	58
7.5.6	Construction Activities	58
7.5.7	Construction Staging and Traffic Management	59
7.5.8	Decommissioning of Existing Baudette/Rainy River International Bridge	59
7.6	Utilities	59
7.7	Access	59
7.8	Property	59
7.9	Operations	59
7.10	Maintenance	65
8.0	ENVIRONMENTAL IMPACTS AND MITIGATION	67
8.1	Natural Environment	67
8.1.1	Physiography, Geology, and Soils	67
8.1.2	Drainage and Surface Water	67
8.1.3	Designated Areas	68
8.1.4	Natural Sciences	68
8.2	Socio/Economic Environment	70

8.2.1	Land Use	70
8.2.2	Agriculture	71
8.2.3	Aggregates	71
8.2.4	Mining	71
8.2.5	Recreation and Tourism	71
8.2.6	Navigable Waters	71
8.2.7	Construction Air Quality Mitigation Measures	71
8.2.8	Noise	71
8.3	Cultural Environment	72
8.3.1	Archaeology	72
8.3.2	Built Heritage and Cultural Landscape	72
9.0	FUTURE CONSULTATION AND SUMMARY OF IDENTIFIED CONCERNS, MITIGATING MEASURES AND FUTURE COMMITMENTS	73
9.1	Future Commitments	73
9.2	Summary of Environmental Effects, Proposed Mitigation and Commitments to Future Work	73
10.0	MONITORING	77

TABLES

Table 1:	Summary of Vegetation Communities	15
Table 2:	Evaluation Criteria and Factors Considered	32
Table 3:	Comparison of Alignment Alternatives to Replace the Baudette/Rainy River International Bridge	33
Table 4:	Alignment Scoring	35
Table 5:	Evaluation of Alignment Alternatives	37
Table 6:	Future Consultation with External Agencies	73
Table 7:	Outstanding Environmental Issues	74



EXHIBITS

Exhibit 1:	Recommended Plan	3
Exhibit 2:	Study Area	6
Exhibit 3:	Coordinated U.S. and Canadian EA Processes	8
Exhibit 4:	Lake of the Woods Drainage Basin	13
Exhibit 5:	Existing Environmental Conditions	17
Exhibit 6:	Existing Conditions – Fish & Fish Habitat	19
Exhibit 7:	Ecological Land Classification	21
Exhibit 8:	Terrestrial Impact Assessment	23
Exhibit 9:	Alignment Alternatives Overview	41
Exhibit 10:	Bridge Type Alternatives	43
Exhibit 11:	Typical Bridge Cross-Section	54
Exhibit 12:	Recommended Plan	55
Exhibit 13:	View from Peace Park on U.S. side and Baudette River – Looking North (one pier not shown)	57
Exhibit 14:	View from U.S. side sidewalk on bridge – Looking Northeast towards Canadian Port of Entry	57
Exhibit 15:	Bird's-eye View of Bridge showing both U.S. and Canadian Ports of Entry	57
Exhibit 16:	Bird's-eye View of Bridge, looking north from U.S. side towards Canadian Port of Entry (one pier not shown)	57
Exhibit 17:	Conceptual Staging for Conventional Erection Method	61
Exhibit 18:	Conceptual Staging for Launching Operation Method	63

APPENDICES

Appendix A:	Figures
Appendix B:	Notification Materials
Appendix C:	Correspondence
Appendix D:	Public Meeting Materials

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Executive Summary

GENERAL DESCRIPTION OF PROJECT

The Baudette/Rainy River International Bridge spans the Rainy River from Baudette, Minnesota to Rainy River, Ontario. As part of a joint ownership agreement, the Minnesota Department of Transportation (MnDOT) and the Ontario Ministry of Transportation (MTO) maintain and operate the bridge. Minnesota Trunk Highway (TH) 72 and Highway 11 carry traffic over the bridge between the U.S. and Canada. Full service Port of Entry (Customs) facilities are located on both sides of the bridge and are operated by the Canada Border Services Agency (CBSA) and the U.S. Customs and Border Patrol (CBP).

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation (MnDOT), retained Stantec to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. The MTO and MnDOT initiated this Preliminary Design and Environmental Assessment Study for the replacement of the Baudette/Rainy River International Bridge in the spring of 2015.

PURPOSE OF PROJECT AND TRANSPORTATION ENVIRONMENTAL STUDY REPORT

The purpose of the Baudette/Rainy River International Bridge Replacement study was to address the ongoing maintenance and repair issues of the existing bridge structure in order to maintain the international exchange of vehicular, freight and pedestrian traffic across the Rainy River and provide a safe roadway as follows:

- To provide a level of service that is consistent with the transportation needs of area residents, businesses/industries and farms
- To improve public safety by providing a safe roadway that conforms to the current safety and geometric standards
- To ensure the continued serviceability of the route

This *Transportation Environmental Study Report* documents the existing conditions, alternatives considered, impacts and protection measures, and the details of the proposed Recommended Plan.

ENVIRONMENTAL ASSESSMENT PROCESS

This project was carried out in accordance with the requirements of the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000). Environmental documentation within the Class EA process is required to describe the environmentally significant aspects of planning, design, construction, and operation of specific types of projects. This **project is being carried out following the requirements of the Class EA as a Group ‘B’ project**, which include major improvements to existing transportation facilities including highway improvements over land or water that provide **a significant increase in traffic capacity or cause a significant widening of the “footprint” beyond the** roadbed of an existing highway. Other aspects of the Class EA process and environmental documentation required by the process are contained in the Class EA document.

This project was also carried out in accordance with the Minnesota *Environmental Protection Act* and the U.S. *National Environmental Protection Act*, as described in Section 2.0.

PUBLIC CONSULTATION

Public input was sought throughout the study process. Details of the consultation program including the Public Involvement Plan, international agency consultation, and input received and responses provided during each stage of the process, are described in Section 6.0.

A Public Involvement Plan was developed as part of this project and outlines the various public consultation opportunities, the purpose of public meetings, as well as a schedule of all public meetings and review opportunities. The plan for this project was developed in conjunction with the U.S. Environmental Assessment and consultation process. The public meetings for this project were scheduled concurrently in Rainy River, Ontario and Baudette, Minnesota to make sure the same information was shared with the public and local stakeholders on both sides of the border at the same time throughout the duration of the project.

The consultation program included five formal points of contact with property owners, the general public, businesses, municipalities, agencies, and interest groups. They were:

- Initial Notification—May 2015
- Public Meeting 1—June 24, 2015
- Public Meeting 2—October 28, 2015
- Public Meeting 3—May 25, 2016
- *Transportation Environmental Study Report* Public Review Period—February 21, 2017 to March 23, 2017

A project website (<http://www.dot.state.mn.us/d2/projects/baudette-bridge>) was also made available to the public during the study.

EVALUATION OF ALTERNATIVES

The study included identifying alignment and bridge type alternatives, evaluating alternatives and selecting a Recommended Plan that provides safe operations and minimizes impacts to the existing ports of entry while also minimizing impacts to the natural, social and cultural environment. The study is consistent with the provincial **mandate to provide a transportation system that supports Ontario’s economic, social and environmental objectives.**

RECOMMENDED PLAN

The Recommended Plan was selected through an iterative and multi-stage evaluation process, as documented in Section 5.0.

The Recommended Plan for the replacement of the Baudette/Rainy River International Bridge includes a new bridge on a new alignment approximately 1 m south and directly adjacent to the existing bridge and also includes the decommissioning of the existing bridge once the replacement bridge is complete. The Recommended Plan includes tying into the Canadian and U.S. Port of Entry facilities located on either end of the existing bridge. The Recommended Plan evolved through the development and evaluation of alternatives process, with additional design details developed as the study progressed. The Recommended Plan is illustrated on Exhibit 1.

The Recommended Plan was selected based on the results of the analysis and evaluation, and with consideration of comments and input received from the public, stakeholders and external agencies.

A new alignment approximately 1 m south or upstream of the existing bridge was selected because:

- Access will be maintained across the border on the existing bridge until construction of the replacement bridge is complete
- It provides a desirable alignment and connections to existing U.S. and Canadian Port of Entry facilities
- U.S. Port of Entry detection equipment can remain in place
- Truck entry at the U.S. Port of Entry can be accommodated in both lanes
- The cost is consistent with other similar bridge replacement projects with minimal throw-away costs

The Steel I-Girder structure was selected as the preferred bridge type because it:

- Reduces future maintenance concerns since the bridge is not built in stages
- Requires the lowest number of piers in the river
- Has no apparent traffic impacts
- There is an opportunity to launch the bridge structure from the Canadian side, which may aide construction
- Reduces construction complexity and construction risks
- Increases sight distance across the bridge because the girders are shallower

ENVIRONMENTAL PROTECTION AND MITIGATION MEASURES

Environmental protection principles including: avoiding or minimizing environmental impacts through consideration of alternatives, balancing environmental protection considerations with transportation considerations, and providing mitigation efforts were utilized throughout the study.

Impacts to the natural environment have been minimized in part, by minimizing footprint impacts to undisturbed natural environments. The Recommended Plan minimizes impacts to terrestrial ecosystems by its close proximity (1 metre) to the existing bridge, and minimizes impacts to fish and sensitive fish habitat through bridge design and minimizing number of in-water piers and area of impact to the river bed.

Transportation Environmental Study Report

This *Transportation Environmental Study Report* (TESR) documents environmentally significant aspects of the planning, design, construction and operation of specific types of projects that fall within the definition of the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000).

This TESR fulfills the documentation requirements of the *Class EA for Provincial Transportation Facilities* (2000) for Group B projects. A minimum 30-day Public Review Period is required by the Class EA. This report is being submitted for a 30-day Public Review Period from February 21, 2017 to March 23, 2017.

You are encouraged to contact Stantec or the MTO if you have questions or concerns about this study. If you feel, after consultation with Stantec or MTO staff, that serious environmental concerns remain unresolved, and that the study did not follow the MTO Class EA process, it is your right to request a Part II Order to revise this study to an individual Environment Assessment by writing to the Minister of the Environment and Climate Change.

If a ‘Bump-Up’ request or Part II Order for an Individual Environmental Assessment is received during the public review period for this report, the Minister of the Environment and Climate Change will determine the need for an Individual Environmental Assessment.

NEXT STEPS

Following the public review period for the TESR, and if no serious unresolved concerns or Part II Orders (bump-ups) are received, the project will be considered to have met the requirements of the Class EA and will proceed to Detail Design.

1.0 Overview of the Undertaking

1.1 GENERAL DESCRIPTION OF PROJECT

The Baudette/Rainy River International Bridge spans the Rainy River from Baudette, Minnesota to Rainy River, Ontario. The bridge was originally built in 1959, and has served as an international border crossing since that time. As part of a joint ownership agreement, the Minnesota Department of Transportation (MnDOT) and the Ontario Ministry of Transportation (MTO) maintain and operate the bridge. Minnesota Trunk Highway (TH) 72 and Highway 11 carry traffic over the bridge between the U.S. and Canada. Full service Port of Entry (Customs) facilities are located immediately after exiting on either end of the bridge and are operated by the Canada Border Services Agency (CBSA) and the U.S. Customs and Border Patrol (CBP).

The existing Baudette/Rainy River International Bridge carries approximately 1,300 vehicles per day and provides access between the U.S. and Canadian full-service, 24-hour Ports of Entry (POE) for the movement of international traffic and commerce. The existing bridge is a six-span truss structure with six steel beam approach spans that carry two lanes of traffic over the Rainy River. It is approximately 391 m long and has a 7.3 m two-lane roadway with an open steel grate deck. There is also a 1.8 m sidewalk cantilevered on the south side of the bridge.

The existing bridge was the first bridge at this location and was part of transportation initiatives by local proponents to connect Minnesota and Ontario with a permanent transportation link (to replace the ferry service that existed at the time) and to provide an additional point of entry and border crossing connecting important industrial and commerce routes in Ontario and Minnesota. Regional and local traffic rely on Highway 11 and the Baudette/Rainy River Bridge for travel and for the movement of people and goods between the communities of Baudette and Rainy River and across the U.S. and Canadian border. Highway 11 is also the primary connection linking the communities of North Bay, Cochrane, Nipigon, Thunder Bay, and Fort Frances, and forms a strategic east-west link in the Trans-Canada Highway system.

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation (MnDOT), retained Stantec to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. In 2008, the Minnesota Department of Transportation completed a structural evaluation of the Baudette/Rainy River International Bridge to confirm that the bridge is structurally deficient and that it is not economically feasible to rehabilitate the existing bridge to meet current design and maintenance requirements. Following this determination, the Project was initiated and a range of bridge replacement alternatives were developed and evaluated. The MTO and MnDOT initiated this Preliminary Design and Environmental Assessment Study for the replacement of the Baudette/ Rainy River International Bridge in the spring of 2015.

The purpose of the Baudette/Rainy River International Bridge Replacement Project is to replace the existing bridge across the Rainy River and the United States of America (U.S.)/Canadian border with a new bridge to maintain access between the Town of Rainy River, Ontario and the City of Baudette, Minnesota. The project will address the deteriorating condition of the existing bridge structure in order to maintain the international exchange of vehicular, freight and pedestrian traffic across the Rainy River at this location as follows:

- To provide a level of service that is consistent with the transportation needs of area residents, businesses/industries and farms
- To improve public safety by providing a safe roadway that conforms to the current safety and geometric standards
- To ensure the continued serviceability of the route

The study included identifying alignment and bridge type alternatives, evaluating alternatives, and selecting a Preferred Plan that provides safe operations and minimizes impacts to the existing ports of entry while also minimizing impacts to the natural, social and cultural environment. The study is consistent with the provincial **mandate to provide a transportation system that supports Ontario's economic**, social, and environmental objectives.

The project consists of the construction and operation of a new bridge to replace the existing Baudette/Rainy River International Bridge and provide access across the Rainy River and the U.S./Canadian border and between the Town of Rainy River, Ontario and the City of Baudette, Minnesota. The project also includes the decommissioning and removal of the existing bridge.

This study was carried out in accordance with the MTO Class Environmental Assessment for Provincial **Transportation Facilities (2000) process for a Group 'B' project.**

In addition to the MTO environmental assessment process, a *Project Description* has been submitted to the Canadian Environmental Assessment Agency to determine whether a federal environmental assessment will be required in accordance with the *Canadian Environmental Assessment Act* (2012). The *Project Description* will be made available for public review at the same time as this report.

The Minnesota Department of Transportation's (MnDOT's) environmental assessment process will follow Minnesota's environmental review process set by the *National Environmental Policy Act* (NEPA), and *Minnesota Environmental Policy Act* (MEPA), to fulfill requirements at both the state and federal level. The U.S. Environmental Assessment documentation will provide information on the U.S. process and will be made available for public review at the same time as this report.

The environmental assessment processes are discussed in Section 2.0.

1.1.1 Study Area

The study area is generally bounded by the U.S. POE facility (approximately 292 m from the centre of the bridge to the POE) in the City of Baudette, Minnesota to the west and the Canadian POE facility (approximately 300 m from the centre of the bridge to the POE) in the Town of Rainy River, Ontario to the east. The north boundary of the project includes the northern limit of the existing bridge and the southern limit of the project is approximately 16 m from the

southern edge of the existing bridge. The project is located approximate 65 km southeast from the border of the Province of Manitoba.

The coordinates of the study area are as follows:

- West limit: Latitude: 48° 43' 4.7856" N, Longitude: 94° 35' 35.6172" W
- East limit: Latitude: 48° 43' 12.7488" N, Longitude: 94° 35' 16.2096" W

The Town of Rainy River is located approximately one km east from the existing bridge. Figure 1 in Appendix A shows the study area in a regional context. Figure 2 in Appendix A / Exhibit 5 in Section 4.1.3.2 shows the study area, existing land use, facilities, and other relevant features.

The study area is shown on Exhibit 2.

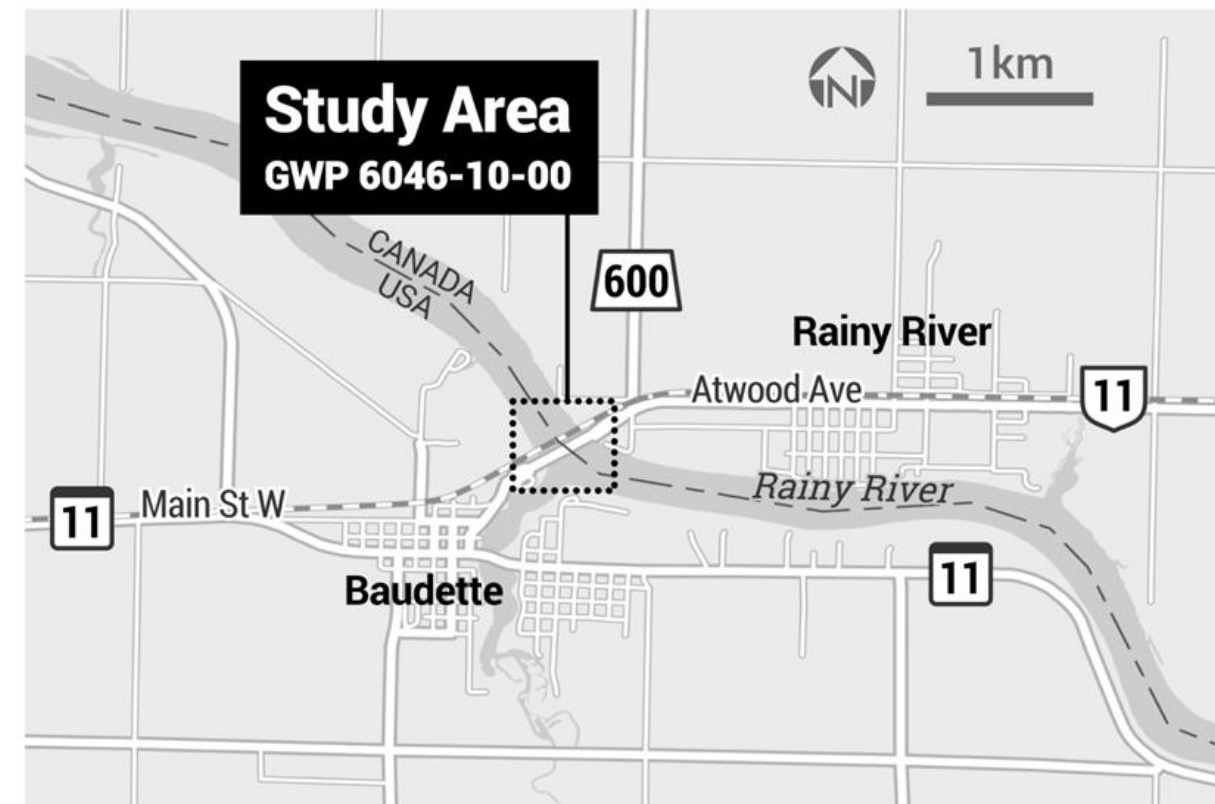


Exhibit 2: Study Area

2.0 The Environmental Assessment Process

A Preliminary Design and Environmental Assessment Study of this type must be carried out in accordance with applicable environmental legislation and current government policies and procedures. The policies and legislation that apply to this study are described below.

2.1 ONTARIO ENVIRONMENTAL ASSESSMENT ACT

The Ministry of Transportation's (MTO) Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) was approved under the Ontario *Environmental Assessment Act* (EAA) in the fall of 1997 and amended in 2000. The Class EA planning document defines groups of projects and activities, and the environmental assessment processes that the MTO has committed to follow for these projects. Provided that this process is followed and its requirements are met for a project, the requirements of the Ontario *Environmental Assessment Act* are considered to be met.

The project is being carried out following the requirements of the Class EA as a Group 'B' project, which include major improvements to existing transportation facilities including highway improvements over land or water that provide a **significant increase in traffic capacity or cause a significant widening of the "footprint" beyond the roadbed of an existing highway**.

2.2 CANADIAN ENVIRONMENTAL ASSESSMENT ACT

The *Canadian Environmental Assessment Act* (CEAA, 2012) is legislation that identifies which projects will be subject to federal environmental assessments (EAs). The *Canadian Environmental Assessment Act* (2012) applies to projects described in the Regulations Designating Physical Activities and to projects designated by the Minister of the Environment and Climate Change. **The proposed bridge replacement is considered a 'new' bridge that crosses an international boundary and therefore is classified as a Designated Project under CEAA (2012).** Section 28 of the Regulations Designating Physical Activities includes construction, operation, decommissioning and abandonment of a new international bridge (April 2015).

Accordingly, the *Project Description* has been submitted to fulfill the initial requirement for a designated project to enable the CEA Agency to conduct a screening to determine if the designated project requires an environmental assessment under CEAA 2012. The Project Description CEAA review process is a 45 – day period during which the CEA Agency reviews the document and also makes it available for public review for 20 days. Following the 45-day review period the CEA Agency makes a determination as to whether a Federal EA is required for the project.

2.3 U.S. ENVIRONMENTAL ASSESSMENT PROCESS

The Minnesota Department of Transportation's (MnDOT's) environmental assessment process will follow Minnesota's environmental review process set by the *National Environmental Policy Act* (NEPA), and *Minnesota Environmental Policy Act* (MEPA), to fulfill requirements at both the state and federal level. A combined Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) will be prepared. The Draft EA/EAW will be distributed for public comment over a 45-day public review period. At the federal level, the EA is used to provide

sufficient environmental documentation to determine the need for an Environmental Impact Statement (EIS) or that a Finding of No Significant Impact (FONSI) is appropriate. At the state level, the EAW is used to provide sufficient environmental documentation to determine the need for an EIS or that a Negative Declaration is appropriate. The U.S. Environmental Assessment documentation will provide information on the U.S. process.

2.4 COORDINATED U.S AND CANADIAN ENVIRONMENTAL ASSESSMENT PROCESS

The study process for this project, including the consultation program, has been developed with coordinated efforts from the Minnesota Department of Transportation (MnDOT) and the MTO to effectively coordinate the U.S. and Canadian study processes. The public review process for the *Project Description* will coincide with the public review period for this *Transportation Environmental Study Report*. The U.S. public comment period for the EA/EAW will also coincide with the public review period of the Canadian EA documents.

The coordinated U.S. and Canadian EA processes for this project are shown in Exhibit 3.



2.5 STUDY PROCESS

The Class EA process is a comprehensive planning process that involves identifying and evaluating project alternatives, identifying associated environmental impacts and developing a plan for a solution that minimizes impacts, while addressing the identified transportation problem.

The development and evaluation of alternatives was initiated in two parts (alignment and bridge type), as described in Section 5.0, and included the following steps:

- Development of Alignment Alternatives for the replacement bridge (independent of bridge types alternatives but compatible with all bridge types)
- Development of Bridge Type Alternatives for the replacement bridge
- Independent evaluation of Alignment Alternatives
- Independent evaluation of Bridge Type Alternatives
- Selection of Preferred Alignment Alternative and Preferred Bridge Type

The development and evaluation of alternatives was conducted separately for the Alignment Alternatives and the Bridge Type Alternatives since all alternatives were compatible with each other. The Alignment and Bridge Type Alternatives were presented to the public at the second Public Meeting and the Preferred Plan (preferred Alignment Alternative and preferred Bridge Type) was presented to the public at the third Public Meeting.

The study approach also included consideration of potential impacts to connected wetlands, fish habitat and floodplains. All potential impacts (U.S. and Canadian) were considered and U.S. impacts, permit requirements and protection measures are documented in the U.S. EA documents that are on file with MnDOT and available on the project website.

2.5.1 Project Initiation

This stage of the study included providing notice of the Study Commencement to the public, local municipalities, stakeholders, property owners, and external agencies; reviewing input received; initiating a review of background information available for the study area; reviewing and documenting the existing conditions at and adjacent to the existing Baudette/Rainy River International Bridge; and identifying and documenting key design, constructability and environmental constraints.

2.5.2 Alternative Review and Evaluation

During this stage, the Project Team confirmed existing natural, social, cultural, and transportation conditions and constraints in the study area, and developed a range of alignment and bridge type alternatives.

The Alignment Alternatives were evaluated with consideration for the evaluation criteria developed during the study and based on input received at and following the Public Meetings and the results of engineering and environmental field investigations. Each Alignment Alternative was evaluated and given a score based on how well they satisfied the evaluation criteria. The sum of the weighted scores provided a total score for each alternative.

The Bridge Type Alternatives were evaluated through a four-phase evaluation approach. During the first phase, existing site conditions were confirmed to determine potential bridge types and to develop site-specific evaluation criteria. The second phase of the evaluation included an initial screening and high-level evaluation of the five bridge type alternatives developed utilizing the preliminary bridge evaluation matrix. Following this preliminary screening, two alternatives were selected for further and more detailed evaluation. These two bridge type alternatives were evaluated utilizing a detailed evaluation matrix and one bridge type was selected following this evaluation. The final phase of the bridge type selection included determining the optimal span configuration as well as refinements to the selected bridge type (i.e., haunched/prismatic).

The Preferred Plan (preferred alignment and preferred bridge type) was subsequently selected based on the results of both evaluations and comments from the public, stakeholder and external agencies.

2.5.3 Preferred Plan

The concluding step in the analysis and evaluation process was the confirmation of a Preferred Plan. This process included:

- Reviewing the results of the analysis and evaluation based on specialist work and input received during the study
- Determining which criteria had the most influence on the outcome of the evaluation process
- Considering the sensitivity of the weightings (i.e., testing other weightings to determine if the results change substantially)
- Confirming the ranking of the alternatives
- Considering public/stakeholder response to the evaluation process

2.5.4 Confirmation of the Recommended Plan - Preliminary Design

During this stage the Preferred Plan was developed to a greater level of design detail including additional engineering and environmental studies specific to the Preferred Plan, and associated mitigation measures to minimize environmental impacts.

2.5.4.1 Transportation Environmental Study Report

This *Transportation Environmental Study Report* (TESR) documents environmentally significant aspects of the planning, design, construction and operation of specific types of projects that fall within the definition of the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000).

The purpose of the TESR is to describe the project; document input received from the public, external ministries, relevant stakeholders, agencies and municipalities; provide an overview of the alternatives considered during the study; document the evaluation of the alternatives; document the Recommended Plan; and document impacts and mitigation measures.

This TESR fulfills the documentation requirements of the *Class EA for Provincial Transportation Facilities* (2000) for Group B projects.

2.5.4.2 U.S. Environmental Assessment Public Review and Public Hearing

The U.S. EA process and EA/EAW report includes a public review and comment period. A combined public information meeting/public hearing will be held after the U.S. Environmental Assessment has been distributed to the public and to the required and interested federal, Native American Tribes, state, and local agencies for their review.

Following the comment period, MnDOT and the FHWA will make a determination as to the adequacy of the environmental documentation. When the environmental documentation is determined adequate, MnDOT will choose a project alternative, either the No Build or one of the alternatives under consideration. If an EIS is not necessary, **MnDOT will prepare a “Negative Declaration”** for the state environmental requirements. MnDOT will also prepare a request for a “Finding of No Significant Impacts” (FONSI) that will be submitted to the FHWA. If the FHWA agrees that this finding is appropriate, it will issue a FONSI. Additional information regarding the U.S. EA process can be found in the U.S. EA document, which is on file with MnDOT and made available on the project website.

2.5.5 Consultation Program

Public input was sought throughout the study process. Details of the consultation program including the Public Involvement Plan, international agency consultation, and input received and responses provided during each stage of the process, are described in Section 6.0.

The public consultation process provided an opportunity for the Project Team and representatives from the MTO and MnDOT to discuss the study process or any other issues relating to the project with the public including property owners, external agencies, and stakeholders.

The process aimed to notify all interested parties of the project (on the Canadian and U.S. sides) and to provide an opportunity for input to the study and decision-making processes. This process was accomplished by presenting the findings of each stage of work to the public, and through ongoing discussions with the various government agencies and ministries, non-government interest groups, and property owners.

2.5.6 Environmental Clearance Ontario

If there are no significant concerns following the Public Review Period, or once the Minister of the Environment and **Climate Change has reviewed any submitted ‘Bump-up’ Requests and provided** permission to move forward, Environmental Clearance for utility relocation and construction start will be provided for the study in accordance with the Class EA.

Environmental Clearance obtained at the conclusion of this study will also permit the Ministry of Transportation to:

- Initiate subsequent study stages (i.e., Detail Design and contract preparation) for the Recommended Plan when warranted

3.0 Transportation Needs Assessment

The transportation needs assessment process includes the following key tasks:

- Identifying transportation problems and opportunities
- **Evaluating and selecting reasonable alternatives, including ‘do nothing’**
- Developing potential transportation study objectives
- Initiating the study process

This section of the report provides an overview of the transportation *problem* and *opportunity* and assessment of Alternatives to the Undertaking that led to the initiation of this study.

3.1 TRANSPORTATION PROBLEM AND OPPORTUNITY

The primary transportation problem is that the existing 56-year old Baudette/Rainy River Bridge is classified as structurally deficient and is in need of improvements to address identified deficiencies. Currently, the Baudette/Rainy River Bridge can support normal weight loads, but is not permitted to carry overweight loads or oversized loads. The following deficiencies were identified:

- Vertical clearance restrictions (limited existing vertical clearance of 4.5 m)
- Pedestrian facility deficiencies (current sidewalk is timber plank decking in need of repair)
- Superstructure deficiencies (corrosion and pack rust, broken grid bars)
- Substructure deficiencies (surface corrosion, concrete scaling, timber debris, scour depressions)
- Load capacity deficiency (current legal load of 80,000 lbs)
- Non-redundant design features

The identified opportunity is to consider alternatives for rehabilitating or replacing the Baudette/Rainy River Bridge such that it would improve the safety and operation of the facility while minimizing impacts to the natural environment, local community and cultural environment during construction.

3.2 ALTERNATIVES TO THE UNDERTAKING

The Ontario *Environmental Assessment Act* requires that ‘reasonable alternatives’ be considered in addressing the identified deficiency. This involves two levels of analysis. The *Alternatives to the Undertaking* considers a broad range of alternatives that could address the project needs. Once the best alternative is selected, the *Alternative Methods of Carrying out the Undertaking* is studied. For this project, three alternatives to the undertaking were identified: do nothing, rehabilitation and replacement.

3.2.1 Preliminary Screening of Alternatives to the Undertaking

A screening process has been developed to evaluate these options and select only the most reasonable alternatives for more detailed study. This process allows unreasonable alternatives or alternatives that do not meet provincial policy requirements or U.S./MnDOT requirements to be eliminated from consideration in advance of the detailed development of alternatives and evaluation stage.

‘Do Nothing’

The ‘do nothing’ alternative involves making no improvements to the bridge. Under this planning alternative, the existing bridge would be retained in its present form. This would not address the structural and operational concerns associated with the existing Baudette/Rainy River Bridge. **Therefore, the ‘do nothing’ alternative is not considered a reasonable option and was not carried forward for further analysis.**

Rehabilitation of Existing Structure

Rehabilitating a structure can be considered to extend its service life. Rehabilitation of the Baudette/Rainy River Bridge would require extensive and costly repairs to strengthen the structure. In addition, the requirement to maintain access across the existing bridge across the U.S./Canada border and to the Port of Entry facilities during construction makes staged repairs difficult.

The U.S./MnDOT transportation needs assessment included a similar preliminary screening of alternatives to the undertaking. MnDOT reviewed two build options for alternative development including (1) building a new structure at a different location without affecting the historic integrity of the old bridge, and (2) rehabilitating the historic bridge **without affecting the historic integrity of the structure. MnDOT’s mitigation and rehabilitation options were constrained by MTO’s current practices. Based on MTO’s investigation, the Ontario Heritage Bridge Guidelines** application for Bridge 45-110 resulted in the determination of moderate heritage value. This determination disqualifies the bridge from the Ontario Heritage Bridge List; therefore, MTO concluded that rehabilitation of the existing bridge is not a viable option and recommended replacement. MTO supported their recommendation by indicating that the bridge is experiencing serious ongoing maintenance issues (i.e. scour) and operational deficiencies, as supported by its fracture critical classification. Rehabilitation of the bridge is, therefore, not considered to be a viable alternative.

Replacement of Existing Structure

Replacement of the Baudette/Rainy River Bridge would address the identified structural and operational concerns with the existing structure, while maintaining the integrity of the highway by reducing the risk of future closures of the highway due to bridge closures or load restrictions.

The replacement of the existing structure was carried forward for further analysis. Replacement of the Baudette/Rainy River Bridge on a new alignment was constrained to locations directly adjacent to the existing bridge in order to accommodate and tie-into the existing U.S. and Canadian Port of Entry facilities. Alignments further away from the existing bridge were not considered feasible due to the above-mentioned constraints and were not assessed.

4.0 Description of Study Area Constraints

This section of the report provides an overview of the existing natural, social, cultural, and transportation conditions in the study area.

Background studies and site specific field investigations were carried out for archaeology, fisheries and aquatic resources, noise, terrestrial resources, hydraulics/drainage, foundations, and land use. All work in Ontario was carried out in accordance with the requirements of the *Environmental Reference for Highway Design* (ERHD, 2006), which provides standards for scope of work, evaluation of potential impacts and proposed mitigation measures for Ministry of Transportation (MTO) undertakings.

The background reviews to identify existing conditions were initiated in the spring of 2015 and continued throughout the study. Significant environmental features identified as a result of the background studies were identified as constraints that were considered during the development and evaluation of alternatives.

Existing conditions in the study area are described in the following sections and are depicted on Exhibit 5.

4.1 NATURAL ENVIRONMENT

The study area is generally bounded by the U.S. Port of Entry (POE) facility (approximately 292 m from the centre of the bridge to the POE) in the City of Baudette, Minnesota to the west and the Canadian Port of Entry facility (approximately 300 m from the centre of the bridge to the POE) in the Town of Rainy River, Ontario to the east. The areas surrounding and directly adjacent to the POE facilities include some forested and wetland areas, and the residential communities of Rainy River, Ontario and Baudette, Minnesota.

4.1.1 Groundwater and Surface Water

The Baudette/Rainy River Bridge is located within the Lower Rainy sub basin of the Lake of the Woods drainage tributary basin (see Exhibit 4). Rainy River at the study area flows northward from Rainy Lake to Lake of the Woods, forming the border of the international divide between the United States and Canada.

The study area spans the Rainy River and is located adjacent to the confluence of the Rainy and Baudette Rivers.

Under present conditions, the existing Baudette/Rainy River Bridge site discharges runoff directly into the Rainy River. The Rainy River flows north and west to the Lake of the Woods (approximately 18 km downstream). There are several small wetland areas at the edge of the river on the U.S. side in the direct study area. The existing bridge deck is an open-grate deck and such, precipitation passes through the bridge deck unmanaged and untreated. Currently, runoff from the study area discharges at two points at the Canadian side of the bridge and three points on the U.S. side, all of which ultimately discharge into the Rainy River. Surface drainage at the Canadian border crossing approaches from drainage ditches on either side of Highway 11. These channels continue along the north and south of the bridge and outlet at the Rainy River. Stormwater at the bridge approach is divided at the crown of the roadway.

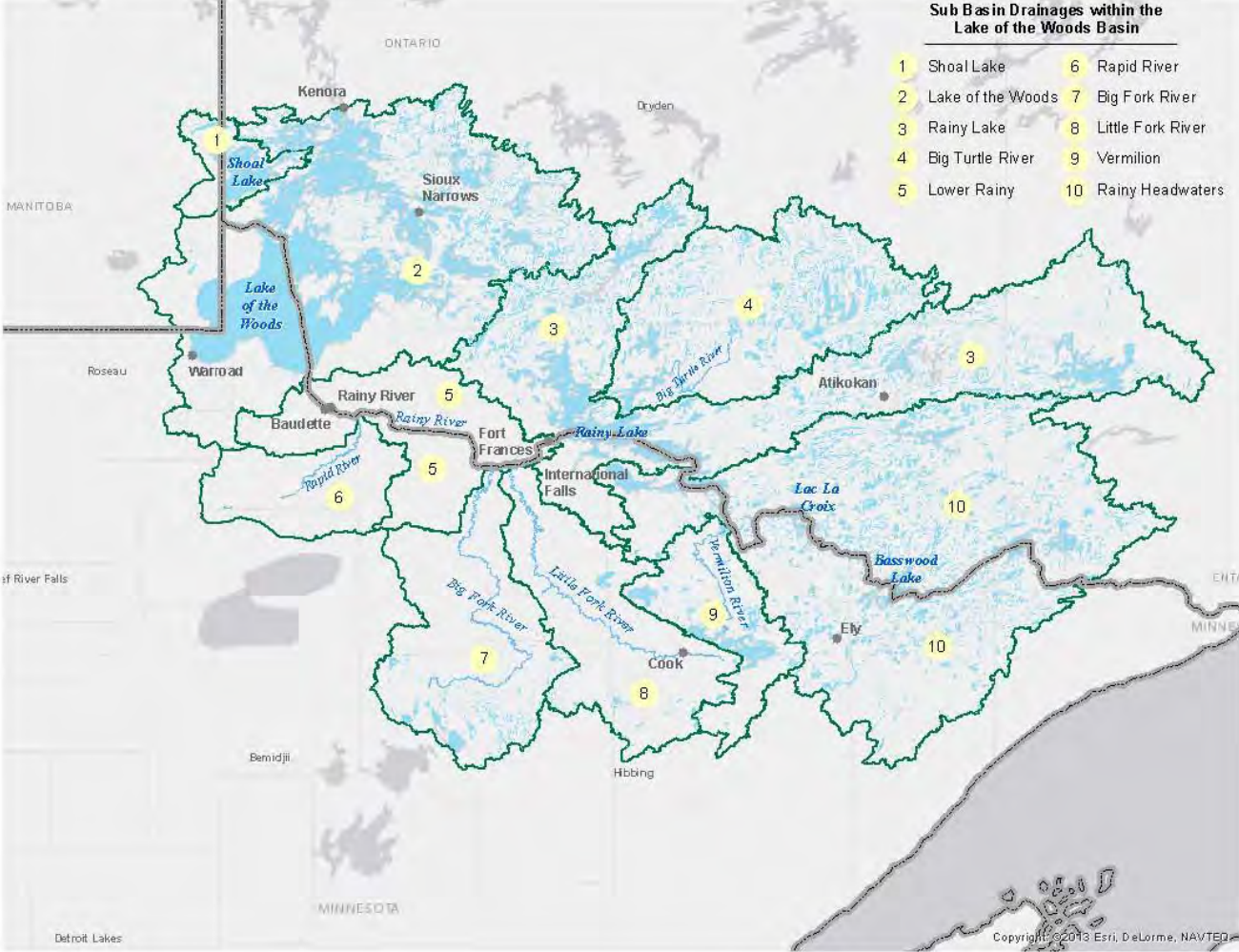


Exhibit 4: Lake of the Woods Drainage Basin

Depth to groundwater is approximately between 4.5 and 6.1 m near the study area. **Due to the project's proximity to the Rainy and Baudette Rivers, it is presumed that the groundwater level within the study area is consistent with the rivers' water elevation.**

There are no wellhead protection area records for the study area in Ontario.

4.1.2 Designated Areas

Designated Areas are defined by resource agencies, municipalities, the government and/or the public that may have a variety of ecological, recreational, or aesthetic features and functions that are highly valued. Designated Areas include,

but are not limited to: Provincial Land Use and Environmental Plans, the Trans Canada Trail, provincially significant Areas of Natural and Scientific Interest (ANSI), heritage rivers and national and provincial parks.

There are no ANSIs, Provincially Significant Wetlands (PSW), environmentally significant areas, conservation reserves or national or provincial parks within the study area and in the vicinity (120 m) of the site.

4.1.3 Natural Sciences

A Fish and Fish Habitat Study and a Terrestrial Ecosystems Study were carried out as part of this project. Terrestrial and aquatic ecosystems field investigations were conducted in August 2015. The studies are documented in a *Terrestrial Ecosystems Existing Conditions Report* (January 2016), *Terrestrial Ecosystems Impact Assessment Report* (June 2016), a *Fish and Fish Habitat Existing Conditions Report* (April 2016) and a *Fish and Fish Habitat Impact Assessment Report* (August 2016) that are on file with the MTO. All field investigations were conducted according to the MTO *Environmental Reference for Highway Design* (2006) and the MTO *Environmental Guide for Fish and Fish Habitat* (2006).

4.1.3.1 Fisheries and Aquatic Resources

Fisheries resources in the study area were identified through field investigations and data provided by the Ministry of Natural Resources and Forestry (MNRF), Minnesota Department of Natural Resources (MnDNR) and DFO.

The Rainy River is a large watercourse, with a coolwater thermal regime (MNRF 2015c). The study area is located approximately 18 km upstream from Lake of the Woods, which supports a diverse fish community. The study area is situated within the Rainy River and Lake of the Woods watershed. Lake Sturgeon and Shortjaw Cisco, which are **Threatened species protected by Ontario's *Endangered Species Act***, are also present in Lake of the Woods and Rainy River. Baudette Bay and the Rainy River, including the area under the existing bridge, provide habitat for the following species during spawning migrations.

- Walleye – move through the study area in late March to April to spawn in the Rainy River at rapids located farther upstream (at River Mile 40)
- Northern Pike – spawn before ice out (late March to early April) in Rainy River tributaries, including Baudette Bay
- Lake Sturgeon – spawn in the Rapid River (located upstream of the Baudette River confluence) and migrate through the study area in April to May

The Rainy River provides a migratory corridor to many resident fish species. Within the study area, nearshore areas provide potential rearing habitat for a variety of species and potential spawning habitat for Northern Pike. Beyond the shallow nearshore areas, sand is the predominant substrate in the Rainy River. There are some coarse substrates in the nearshore areas and around bridge abutments and piers within the study area. Although limited coarse substrates associated with rock protection around bridge abutments and piers exist within the study area, fish habitat in the study area is not specialized, and functions primarily as a migratory corridor for a range of species including: Walleye, Northern Pike and Lake Sturgeon. In recent correspondence regarding habitat sensitivity, the MNRF (2016) indicated that it is unlikely that the study area provides spawning habitat for Walleye, White Sucker and Lake Sturgeon. While

overwintering likely occurs in the study area, Lake of the Woods is 18 km downstream and likely provides more suitable overwintering habitat than the Rainy River or Baudette River. The habitat under the bridge is not specialized but part of the migratory corridor used to access upstream spawning areas.

On the east side of the Rainy River, nearshore habitat is similar on both sides of the existing bridge. On the west side of the river, there is a wider band of aquatic vegetation on the south side relative to the north side; therefore, a smaller area of wetland and in-water aquatic vegetation would be disturbed by the placement of a new bridge to the north of the existing structure.

Exhibit 6 identifies aquatic resources in the study area.

Aquatic Species at Risk

Background data indicated the potential presence of two aquatic species at risk (Ontario): Lake Sturgeon and Shortjaw Cisco.

Lake Sturgeon spawn in large rivers with high velocities over a variety of substrates including sand, gravel, cobble, and boulder as well as at the confluence of a tributary to a main river channel. Suitable depths, high velocities, and lack of barriers to movement seem to be the primary factor in habitat determination. Habitat requirements for Lake Sturgeon include diverse habitats, such as shallow sand bars with low velocity and deep water with moderate velocity over a variety of substrates. Substrate preference for general habitat is also variable and may vary between systems and populations.

Shortjaw Cisco prefer water that is deep (between 18 m and 183 m), cold, and well oxygenated. The species is typically found in lakes, but occasionally inhabit flowing water. Spawning occurs in lakes at depths between 10 m and 60 m. With suitable deep water habitat available nearby in Lake of the Woods, it is unlikely that Shortjaw Cisco would utilize the Rainy River as habitat.

4.1.3.2 Terrestrial Ecosystems

The Terrestrial Ecosystem Study included identifying vegetation units and wildlife habitat, based on available background data and field investigations carried out for the study. For this report the study area is the 120 metre (m) zone of investigation around the existing Baudette/Rainy River Bridge and replacement alternatives on the Canadian side of the international border. The terrestrial features are depicted in Exhibit 7.

Vegetation and Wetlands

The study area is located in Ecoregion 5S. Ecoregion 5S is approximately 58% sparse forest, including deciduous forest, mixed, and coniferous forests. Remaining lands include pasture and major river segments, including the Rainy River.

Eleven distinct vegetation communities were identified in the study area, including forest, wetland and open water communities that are typical of the Rainy River Forest Section of the Great Lakes-St. Lawrence Forest Region. Constructed communities included infrastructure associated with the United States and Canadian Port of Entry

facilities, and constructed parklands. All vegetation communities are summarized in the table below and mapped on Exhibit 7 and terrestrial constraints are shown on Exhibit 8.

Table 1: Summary of Vegetation Communities

Code	Description	Vegetation Characteristics
Terrestrial System		
FOD7	Fresh-Moist Lowland Deciduous Forest Ecosite	Deciduous tree species > 75% of canopy cover Dominant species: balsam poplar, Manitoba maple, black ash, Tartarian honeysuckle
Cultural System		
CUW1	Mineral Cultural Woodland Ecosite	Tree cover 35-60%; community maintained by anthropogenic-based disturbance Trembling aspen, Manitoba maple, peach-leaved willow, willow, red raspberry, prickly rose, and cool season graminoids
CUM1-1	Dry-Moist Old Field Meadow Type	Tree cover < 25% and shrub cover < 25%; community maintained by anthropogenic-based disturbance
CGL_2	Constructed Parkland	Manicured lawn and gardens associated with developed lands
CV	Constructed	Port of Entry facilities
Wetland System		
CUM1-1/MAM2	Dry-Moist Old Field Meadow / Mineral Meadow Marsh Complex	Tree and shrub cover < 25%; seasonal flooding in low lying areas with herbaceous wetland species
MAM2	Mineral Meadow Marsh Ecosite	Tree and shrub cover < 25%; graminoids dominate; seasonal flooding along shorelines and inland, dry at time of field investigations
MAS2	Mineral Shallow Marsh Ecosite	Hydrophytic emergent macrophytes cover > 25%; shoreline communities with prolonged flooding Dominant species: Cattails
SWT2	Mineral Swamp Thicket Ecosite	Hydrophytic shrubs > 25% cover; shoreline communities with prolonged flooding Dominant species: Missouri willow, willow, red-osier dogwood, and groundnut
Aquatic System		
SA	Shallow Water Community Class	Submergent vegetation in near-shore areas; permanent water < 2m deep
OAO	Open Aquatic Community Series	No tree, shrub or macrophyte vegetation; water > 2m deep

Wetlands

Mapped wetlands include wetlands identified by the MNRF, and Ecological Land Classification (ELC) wetland communities as determined through field investigations and air photo interpretation. Wetland communities were identified in the study area during the terrestrial field investigations and are located north of the existing bridge and

directly south of the existing bridge along the shore of the Rainy River (see Exhibit 7). There are no provincially significant wetlands within the study area.

Rare Vegetation

One provincially rare plant (S3) was observed in the study area, wild licorice. Wild licorice was not delineated or mapped through the MNRF’s database and for the purposes of this project, have been identified using MNRF’s significant wildlife habitat technical guidance documents. This species was observed along the edge of the Cultural Woodland (CUW) and manicured lawn and gardens (CGL_2), south of the Canadian Port of Entry facility. A thorough search for the plant was not conducted and it may be present elsewhere along the river bank and woodland edges. No other rare or highly sensitive plant species were encountered during field surveys.

Significant Wildlife Habitat

Significant wildlife habitat is defined as habitat that is ecologically important in terms of features, functions, representation or amount and contributing to the quality and diversity of an identifiable geographic area or Natural Heritage System, and is protected under the *Provincial Policy Statement*.

Significant wildlife habitat includes habitats that fall within any of the following four categories:

- Seasonal concentration areas: such as moose aquatic feeding and wintering areas, deer winter yards, colonial bird nesting sites, reptile hibernacula, and heronries
- Rare vegetation communities and specialized habitats for wildlife: such as old-growth forest, areas known to support an unusually high diversity of species or vegetation communities, raptor nesting habitat, areas with concentrations of cavity trees and moose or bear foraging areas
- Habitats for species of conservation concern, excluding the habitats of endangered and threatened species: such as special concern species or species ranked provincially S1- S3, excluding the habitats of endangered and threatened species
- Animal movement corridors

The following confirmed significant wildlife habitat features were documented in the study area:

- Habitat for Species of Conservation Concern- Habitat with provincially rare species (wild licorice)

No records pertaining to specialized wildlife habitat for additional species, such as bat maternity colonies, deer wintering areas and moose late winter cover areas, and specialized wildlife habitat for birds, such as raptor wintering areas were provided by the MNRF and those habitats were not encountered during field work.

Avian Species and Migratory Birds

A comprehensive background review of avian species potentially within the study area was completed. The majority of bird species expected to be present within the study area are protected under the *Migratory Bird Convention Act (MBCA)*, which protects the birds and active nests during the breeding season.

Field investigations determined that there are no bird nests under the existing Baudette/Rainy River Bridge. The configuration of the bridge is such that it is not expected to provide the necessary protection to attract birds such as Barn Swallows. The bridge is a metal grate structure that does not offer protection from the elements, and the piers do not provide sufficient overhang to protect a bird nesting underneath. No bird nests were observed on the existing bridge structure. Vegetation in the study area is expected to support nests of common bird species that are protected under the MBCA.

Species of Conservation Concern

In Ontario, sensitive wildlife species and their habitat are protected under the *Provincial Policy Statement* (2005), the *Ontario Endangered Species Act* (2007), and the federal *Species-at-Risk Act* (2002).

Endangered, Threatened and Special Concern species are identified by the MNRF using procedures established by the Committee on the Status of Species-at-Risk in Ontario (COSSARO). The Committee on the Status of Endangered Wildlife in Canada (COSEWIC) assesses and designates which wildlife species are in some danger of disappearing at a federal level. Many, but not all, of the species designated as Endangered, Threatened or Special Concern may also be listed on the Species-at-Risk in Ontario list issued by the MNRF under the provincial *Endangered Species Act* or Schedule 1 of the federal *Species at Risk Act*. Provincial ranks (S-ranks) are used by the NHIC to set protection priorities for rare species and natural communities. They are based on the number of occurrences in Ontario and are not legal designations. By comparing the global and provincial ranks, the status, rarity, and the urgency of conservation needs can be ascertained.

Rare species are considered at a number of levels including globally, nationally and provincially. Significant species (or Species of Conservation Concern) include species that are provincially rare (with a provincial S-rank of S1 to S3) or are ranked as Endangered, Threatened, or Special Concern by COSSARO or COSEWIC. Provincial S-ranks are defined as follows:

S1: Critically imperiled; usually fewer than 5 occurrences

S2: Imperiled; usually fewer than 20 occurrences

S3: Vulnerable; usually fewer than 100 occurrences

S4: Apparently secure; uncommon but not rare, usually more than 100 occurrences

S5: Secure; common, widespread, and abundant

S?: Rank is uncertain

A review of the atlases identified 117 breeding birds, 45 mammals, eight amphibians and six reptiles with ranges that overlap with the study area. Thirteen of these species are designated in Ontario and/or Canada as Endangered (two species), Threatened (four species) and Special Concern (seven species), and six additional species are provincially rare (S1-S3). The bird, mammal, reptile and amphibian range maps are at relatively small scales and do not offer precise locations or detailed information on concentrations or densities of records; for example, the Ontario Breeding Bird Atlas records are provided in 10 kilometre (km) by 10 km square grids.

A review of the NHIC database did not identify any records of terrestrial species at risk within 1 km of the study area (see Section 4.1.3.1 for aquatic species at risk). MNRF **correspondence indicated that the “bridge replacement has the potential to harm or harass Barn Swallows and/or damage/destroy their protected habitat but that there are currently no records indicating that other species at risk...inhabit the bridge site.”** The entire Baudette/Rainy River International Bridge was searched by canoe during field investigations for the presence of Barn Swallow nests and nests of other species protected by the *Migratory Bird Convention Act*. Although no nests were seen, one Barn Swallow was observed near the bridge during the field investigations.

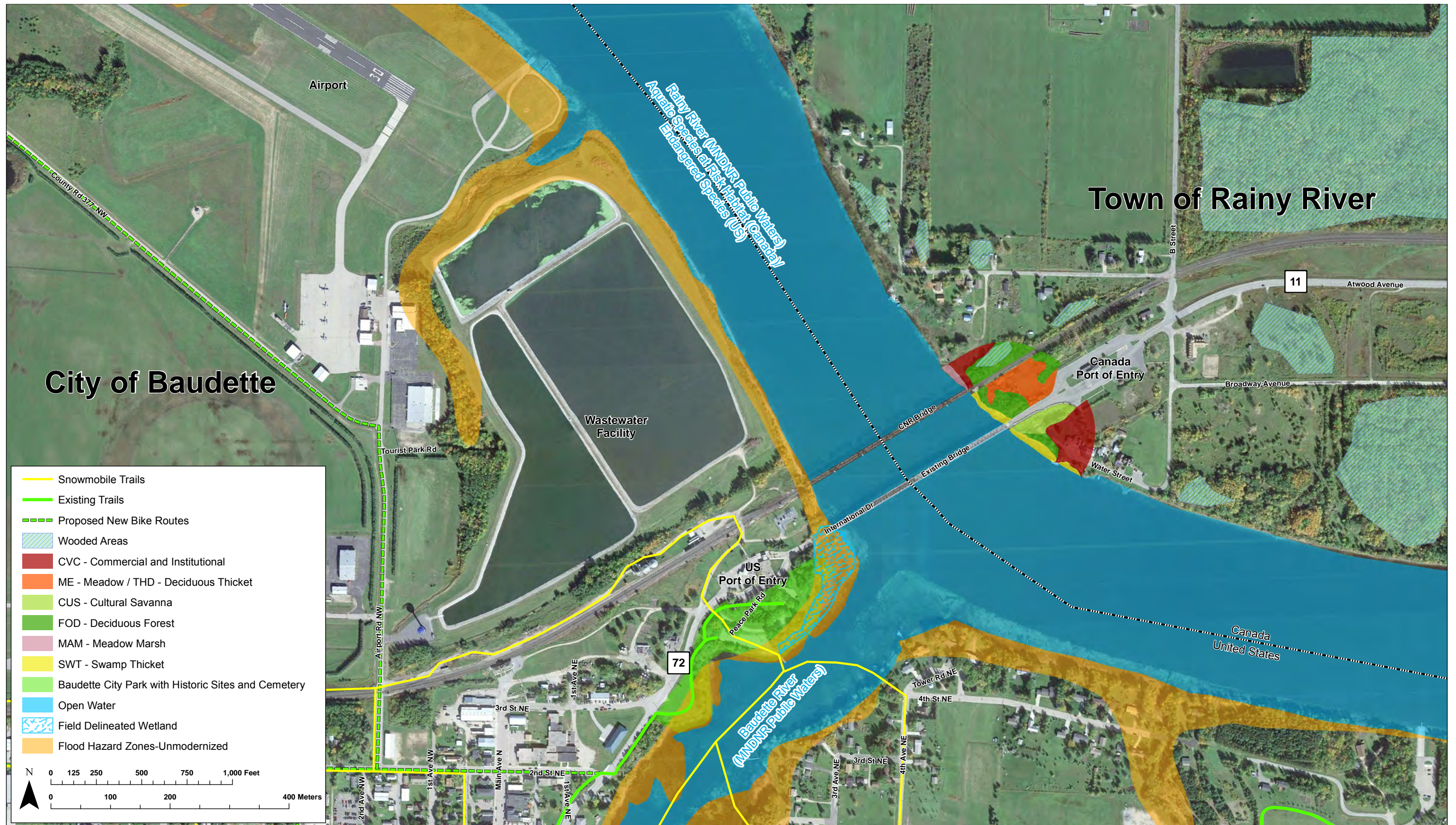
Although the NHIC database did not identify any records of species at risk, it did identify nine records of provincially rare (S1-S3) species within 1 km of the study area:

- Plants: wild licorice, **Leiberg’s panicgrass**, **saxifrage**, **prairie white heath** and **rigid sedge**
- Mammals: **Franklin’s Ground Squirrel**, **White-tailed Jack Rabbit**
- Insects: Elusive Clubtail, and Grey Copper

MNRF also noted that milkweed plants are known to occur in the study area. The Monarch butterfly is provincially ranked as S4 (apparently secure) and is designated as Special Concern federally and provincially.

The Monarch in the CUM1-1c community had an abundance of Common Milkweed, the larval host plant for this species. However, meadow habitat is not a limiting factor for Monarch in Ontario, and is not considered significant wildlife habitat.

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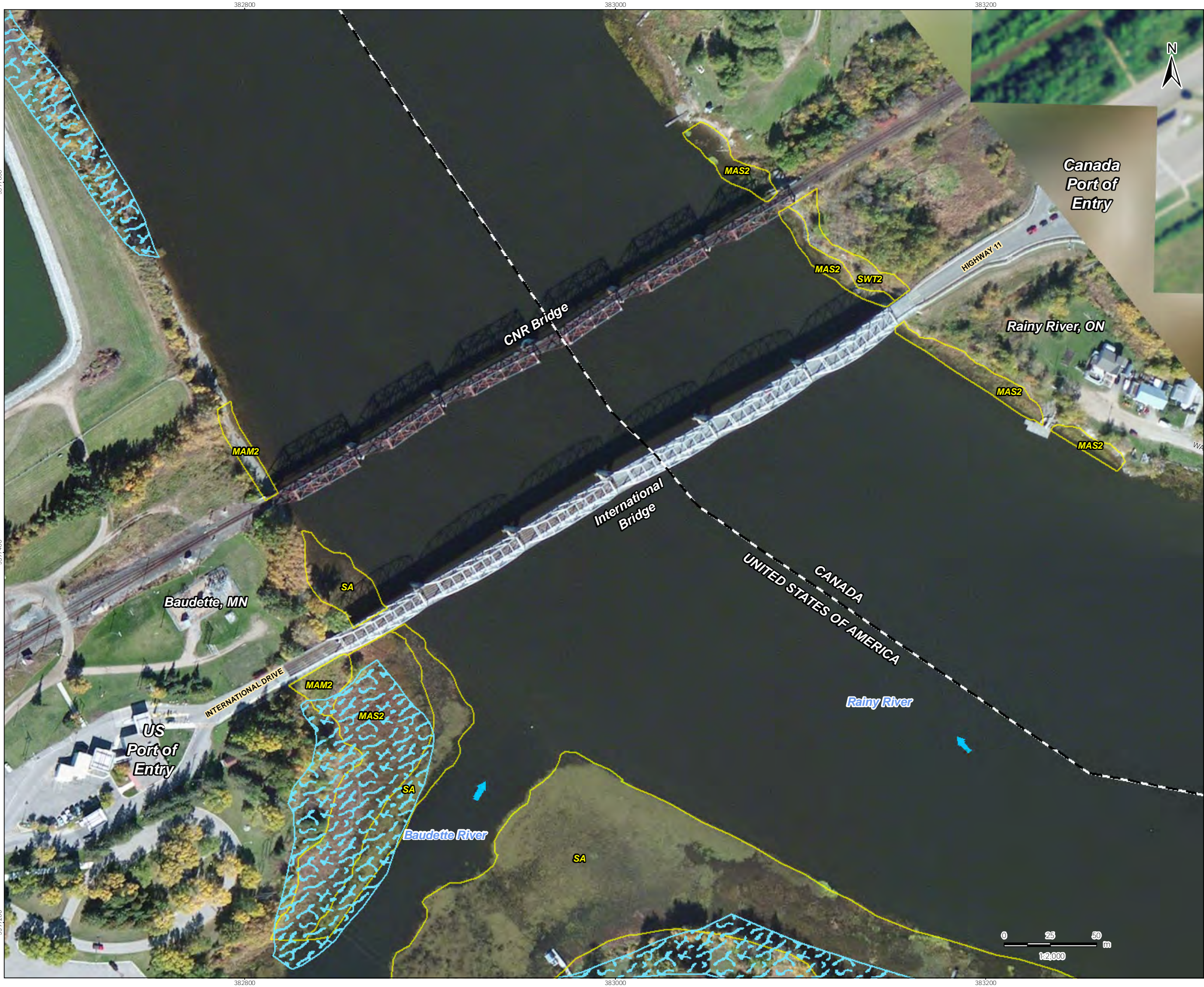


EXISTING CONDITIONS

MINISTRY OF TRANSPORTATION ONTARIO
BAUDETTE/RAINY RIVER INTERNATIONAL BRIDGE

EXHIBIT 5

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Revised: 2016-04-28 By: awhite
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Legend

- Canada/US Border
- Flow Direction
- Wetland (USFWS)
- Ecological Land Classification (Stantec)

MAM2	Mineral Meadow Marsh Ecosite
MAS2	Mineral Shallow Marsh Ecosite
SA	Shallow Water Community Class
SWT2	Mineral Swamp Thicket Ecosite



Notes

- Coordinate System: NAD 1983 UTM Zone 15N
- Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario, 2015.
- Flood Hazard Zones produced by FEMA © 2006, FEMA Digital Flood Rate Insurance Maps (DFIRM), Minnesota, and Minnesota Department of Natural Resources (MNDNR)
- Park Boundary provided by Lake of the Woods County
- United States Fish and Wildlife Service (USFWS)
- Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

April 2016
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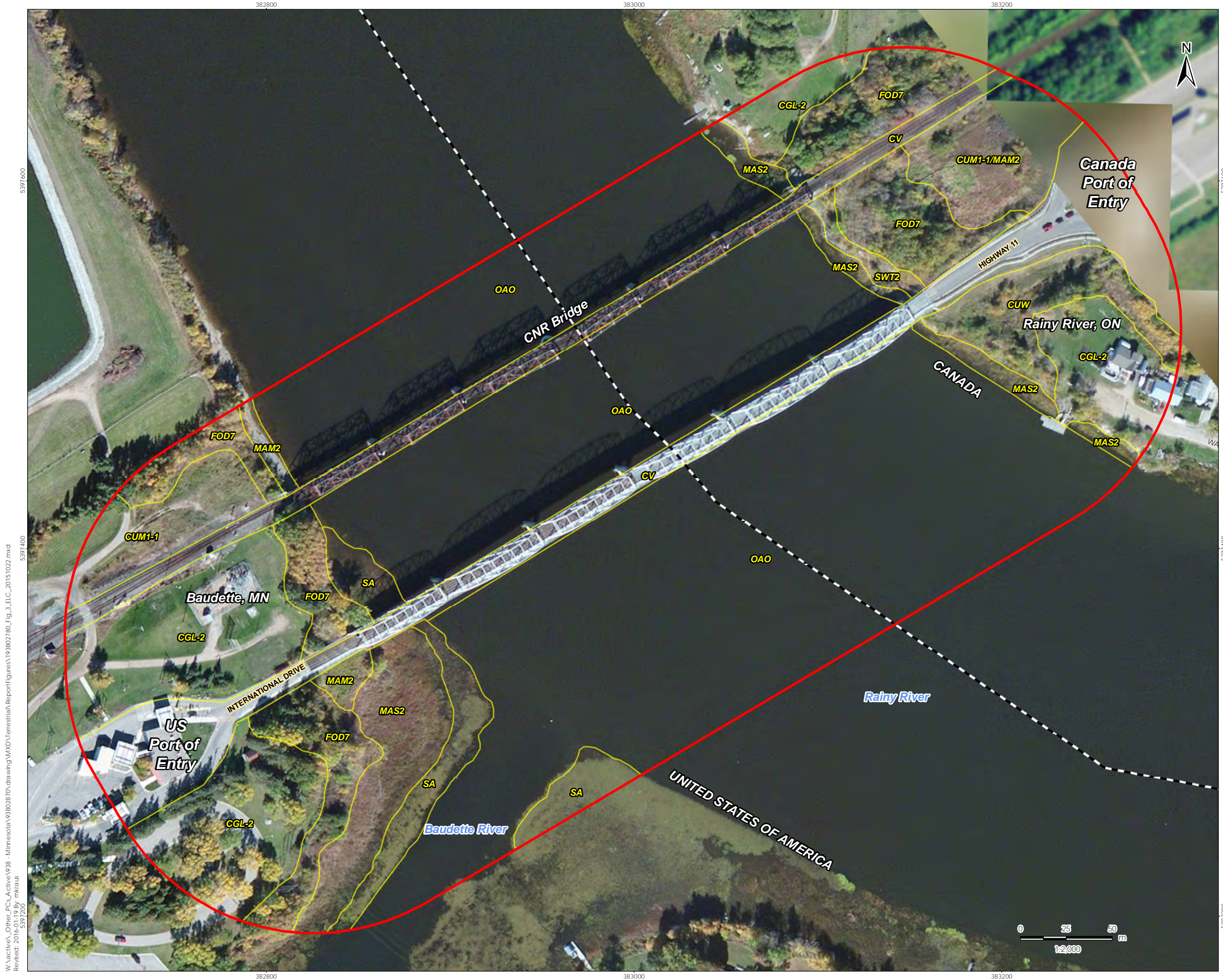
Client/Project

Baudette/Rainy River
International Bridge Replacement
GWP 6046-10-00

EXHIBIT 6

Title

Existing Conditions -
Fish and Fish Habitat



- Legend
- Canada/US Border
 - Ecological Land Classification
 - StudyArea

CODE	DESCRIPTION
Terrestrial System	
FOD7	Fresh-Moist Lowland Deciduous Forest Ecosite
Cultural System	
CUW	Cultural Woodland Community Series
CUM 1-1	Dry-Moist Old Field Meadow Type
CGL-2	Constructed Parkland
CV	Constructed
Wetland System	
CUM 1-1/ MAM 2	Dry-Moist Old Field Meadow/ Mineral Meadow Marsh Complex
MAM 2	Mineral Meadow Marsh Ecosite
MAS 2	Mineral Shallow Marsh Ecosite
SWT 2	Mineral Swamp Thicket Ecosite
Aquatic System	
SA	Shallow Water Community Class
OAO	Open Aquatic Community Series



- Notes
- Coordinate System: NAD 1983 UTM Zone 15N
 - Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario, 2015.
 - Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

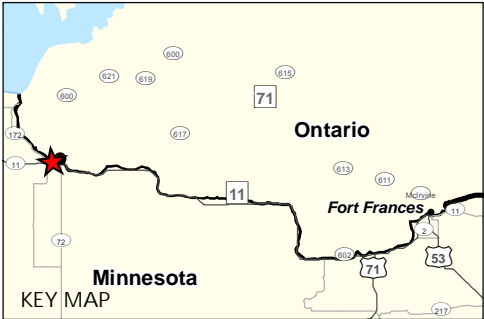
Client/Project
Baudette/Rainy River
International Bridge Replacement
GWP-6046-10-00

EXHIBIT 7
Ecological Land Classification



- Legend
- Study Area
 - Limit of Preferred Route
 - Ecological Land Classification (Stantec)
 - ELC within Preferred Route Disturbance Footprint
 - CUW1
 - MAS2

CODE	DESCRIPTION
Terrestrial System	
FOD7	Fresh-Moist Lowland Deciduous Forest Ecosite
Cultural System	
CUW1	Mineral Cultural Woodland Ecosite
CUM1-1	Dry-Moist Old Field Meadow Type
CGL-2	Constructed Parkland
CV	Constructed
Wetland System	
CUM1-1/	Dry-Moist Old Field Meadow/Mineral Meadow
MAM2	Marsh Complex
MAS2	Mineral Shallow Marsh Ecosite
SWT2	Mineral Swamp Thicket Ecosite
Aquatic System	
OAO	Open Aquatic Community Series



- Notes
- Coordinate System: NAD 1983 UTM Zone 15N
 - Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario, 2015.
 - Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Client/Project
Baudette/Rainy River
International Bridge Replacement
GWP-6046-10-00

EXHIBIT 8

Title

Terrestrial Impact Assessment

4.2 SOCIO/ECONOMIC ENVIRONMENT

4.2.1 Land Use

The study area is located within the Town of Rainy River and the Township of Dawson in the District of Kenora, Ontario and the City of Baudette, Lake of Woods County, Minnesota.

The study area includes the Canada Border Services Agency Port of Entry Facility at the east end of the bridge and the U.S. Port of Entry Facility at the west end of the bridge. The area surrounding the study area includes residential homes, rural and vacant land, a local business, and forested areas.

The Town of Rainy River *Official Plan* (2014) provides guidance for land use and development within the town limits. Similarly, **the City of Baudette's City Code provides guidance for land use and zoning within the City.** The Town of Rainy River's *Official Plan* (2014) has designated the land surrounding the study area as residential, institutional/municipal and rural land. Outside of the settlement areas of Rainy River, the majority of the land is designated as rural. Permitted land uses include residential, rural or vacant land. Rural properties within the study area are generally large lots with single family residences.

The Town of Rainy River is located in the District of Kenora and has a population of approximately 800 residents. The areas directly adjacent to and surrounding the study area are designated residential, institutional/municipal land and CN Rail land as per the Official Plan, 2014. The Town of Rainy River has an elementary school (Riverview Elementary School) and a high school (Rainy River High School), a health centre (Rainy River Health Centre), a curling club (Rainy River Curling Club) and a recreation centre (Rainy River Recreation Centre).

The City of Baudette, Minnesota is the county seat of Lake of Woods County and has a population of approximately 1,100 residents.

The City of Baudette and the Town of Rainy River are closely-linked communities with joint social and recreational activities (i.e. joint sports teams) and commercial and business ties. The Baudette/Rainy River Bridge provides direct access and easy flow between the two communities.

4.2.1.1 Future Development

The Town of Rainy River *Official Plan* does not have any areas designated for Future Development within the study area.

4.2.1.2 Student Transportation

The Rainy River District Transportation Services Consortium provides student transportation for all schools in the Rainy River District School Board, including Riverview Elementary School which is located in the Town of Rainy River.

4.2.1.3 Commercial

Highway 11 is used as a commercial and goods transportation corridor for cross-border and for Trans-Canada transport of commercial goods.

Within the study area on Highway 11, highway-oriented businesses include the LCBO, Northern Lights Credit Union, Busy Beaver Fuels gas station, Beaver Mills Market, the Road Runner Motel, Roadside Restaurant, and two automotive repair shops.

4.2.2 Emergency Services

In the Town of Rainy River, ambulance services are provided by the Rainy River District Social Services Administration Board. Police services are provided by the Ontario Provincial Police (OPP) - Rainy River Detachment. The OPP office is located in Fort Frances. Fire services are provided by the Town of Rainy River Fire Department.

There are no hospitals in the Town of Rainy River. The Rainy River Health Centre is located at 115 Fourth Street in the Town of Rainy River. Baudette, Minnesota and Rainy River, Ontario do not have a reciprocity agreement relative to emergency services. Despite this however, the Rainy River ambulance often transports critically ill/injured patients to the Baudette Regional Airport for medical airlift as the Rainy River community does not have an airport facility.

4.2.3 Navigation

The Rainy River is utilized as a recreational navigation channel within the study area and provides numerous recreational opportunities for local residents and tourists. Due to the international nature of the river, navigational channels must be maintained on both the Canadian and U.S. sides of the border.

The CN Rail Bridge is a fixed bridge and was confirmed during the study as the structure limiting navigation on this section of the Rainy River. During the study, Transport Canada confirmed that the vertical and horizontal clearance should at a minimum; meet the clearances provided by the CN Rail Bridge, which would be 4.3 metres in height with a horizontal clearance of 30.5 m. It was also requested that the navigation envelope and bridge piers match, where possible, the adjacent CN Rail Bridge. The Recommended Plant includes the recommended navigational clearances on both sides of the border (see Section 8.2.6).

4.2.4 Agriculture

There are several farms located north of the study area and outside of the Town of Rainy River municipal boundaries. In general, soil capacity is limited in the study area and region and contains Class 4 soils which have severe limitations that restrict the range of crops or require special conservation practices.

4.2.5 Aggregates

There are no designated aggregate deposit areas or active and registered aggregate permits within and in close proximity to the study area.

4.2.6 Mining

There are no operating mines within the study area. There is a proposed Rainy River gold mine project (owned by NewGold), set to be located approximately 65 km northwest of Fort Frances, which is currently undergoing an individual Environmental Assessment and a Federal Environmental Assessment concurrently.

4.2.7 Recreation and Tourism

The Town of Rainy River's *Official Plan* identifies expanding tourism as a key goal. The Town has several tourism engagement and development strategies including developing a tourism website and brochure, partnering with neighbouring communities, and promoting ideas that will make Rainy River a tourist destination.

There are many recreational activities that take place within the study area including year-round fishing, **snowmobiling, canoeing, snowshoeing, boating, and golfing. The City of Baudette is known as the “Walleye Capital of the World” and recreational fishing and associated tourism is a** significant contributor to the local economy. There are several fishing resorts located in the vicinity of the study area. The Rainy River Walleye Tournament takes place annually in late September and utilizes the Rainy River directly including the area near the existing bridge.

4.2.7.1 Trails and Active Transportation

There are no existing trails located in the study area. The Town of Rainy River *Official Plan* (2014) identifies walking trails outside of the study area but within the Town along Mill Avenue, River Avenue, Fourth Street and Tower Road. As per the *Official Plan* (2014) there are no plans for future trail development in the Town of Rainy River. The existing Baudette/Rainy River International Bridge has a sidewalk located on the south side of the bridge to provide pedestrian access.

4.2.7.2 Snowmobile Trails

The study area is located within District 17 of the Ontario Federation of Snowmobile Clubs (OFSC), and the Emo Borderland Snowmobile Club Association maintains the snowmobile trails within the study area. There is one official snowmobile trail in the vicinity of the study area, Club Trail L201 that runs along Highway 11 from the east and crosses Highway 11 at Government Road in the Town of Rainy River. In the wintertime the Rainy River is used as an informal crossing by snowmobilers once the river freezes.

4.2.7.3 Noise

An *Environmental Noise Assessment* (2016) was carried out in accordance with the requirements of the MTO – *Environmental Guide for Noise* (2008). The study analysed existing noise conditions and compared them to future noise levels (with and without the proposed bridge replacement) to assess potential impacts from the preferred alignment and bridge type. The study also assessed mitigation measures where required and construction noise. A copy of the report is on file with MTO.

In keeping with MTO and Ministry of the Environment and Climate Change (MOECC) practices, the area of investigation for the project has been determined by assessing noise levels at all of the nearby noise sensitive areas (NSA). A distance of 250 metres from the edge of pavement on either side of the bridge and roadway was selected for the assessment. In the vicinity of the study area, traffic is the primary source of noise. Nine NSAs were identified within the Area of Investigation for the assessment. Existing noise levels from the existing bridge are generally low. Noise impacts and mitigation are discussed in Section 8.2.8.

4.3 CULTURAL ENVIRONMENT

4.3.1 Indigenous Communities Context

The study area is located within the Treaty 3 lands of Northwestern Ontario. Treaty 3 was signed in 1873 with Ojibway and Cree communities in Northern Ontario and that provides those Indigenous communities with various traditional rights within the area prescribed by the Treaty. The Rainy River as a whole is used by the Rainy River First Nation and the Sunset County Métis Community for hunting, fishing, gathering, trapping, cultural/spiritual/archaeological activities.

4.3.1.1 Archaeology

A Stage 1 Archaeological Assessment was carried out as part of this study in accordance with the provisions of the *Ontario Heritage Act* (1990) and the *Standards and Guidelines for Archaeological Assessments* (2006) provided by the Ministry of Tourism and Culture (MTC).

According to the Stage 1 assessment, the potential for archaeological resources is high. The stage 1 assessment resulted in the determination that a Stage 2 archaeological assessment will be required.

A Stage 2 Archaeological Assessment Study was carried out for the Recommended Plan as part of this study and the results of the Stage 2 Assessment are documented in Section 8.3.1.

4.3.1.2 Built Heritage and Cultural Landscape

There are no identified built heritage or cultural landscape sites located directly within or in close proximity to the study area. The existing bridge is not listed and is not eligible for inclusion on the Ontario Heritage Bridge List, however, the bridge is eligible for listing in the U.S. National Register of Historic Places. The bridge was found to be a significant example of major river crossings in Minnesota and an uncommon bridge type (Pennsylvania through-truss). Since federal funds will be used to complete this project, effects to the NRHP-eligible bridge must be evaluated through Section 106 of the National Historic Preservation Act process. The Section 106 process involves assessing effects of project activities to identified historic resources and avoiding, reducing, or mitigating adverse effects, if necessary. The Section 106 process involves assessing effects of project activities to identified historic resources and avoiding, reducing, or mitigating adverse effects, if necessary. The proposed action of removing the existing bridge and replacing it with the Preferred Alternative **would result in an “adverse effect” under Section 106.**

4.3.2 Transportation Conditions

4.3.2.1 Provincial Traffic

Regional traffic relies on Highway 11 and the Baudette/Rainy River Bridge for travel and for the movement of people and goods between the communities of Baudette and Rainy River and across the U.S. and Canadian border. Highway 11 is also the primary connection linking the communities of North Bay, Cochrane, Nipigon, Thunder Bay, and Fort Frances, and forms a strategic east-west link in the Trans-Canada Highway system.

The posted speed limit on Highway 11 just before the bridge is generally 70 km/h. There is no posted speed limit on the existing bridge.

4.3.2.2 Traffic Operations on the Baudette/Rainy River International Bridge

A traffic operations analysis was initiated at the beginning to the study. The analysis identified that the existing traffic counts across the bridge are approximately 1,200 vehicles per day. The study is documented in a technical memorandum titled *Traffic Count Data, Projection and Summary Report* that summarizes existing and future traffic operations in the study area. A copy of the report is on file with MTO.

4.3.2.3 Existing Structure

The structure consists of six main spans (three in Ontario and three in Minnesota) and an additional two approach spans on the Ontario side and four approach spans on the Minnesota side. The main spans consist of 58.7 m steel through truss spans and each approach span is a 6.1 m slab-on-steel girder span. The total bridge length is 391 m.

The roadway width on the bridge is about 7.3 m, and the centre to centre spacing of the trusses is approximately 8.4 m. There is a 1.8 m wide timber sidewalk cantilever from the south trusses/girders. The deck consists of open steel grating. There is illumination situated along the centre of the bridge (suspended from truss cross members).

The six trusses are supported by concrete piers founded on timber piles. The piers for the approach spans are pile bent piers that consist of steel columns, beams, and bracing, founded on a concrete footing with timber piles. Scour has been observed at most piers located in the Rainy River. The two abutments consist of conventional concrete abutments founded on timber piles.

4.3.2.4 Railways

The Canadian National Railway (CNR) is an east-west line and there is an existing CN Rail bridge located directly north or downstream of the existing Baudette/Rainy River International Bridge that also crosses the Rainy River.

4.3.2.5 Utilities

There is existing illumination on the bridge, with conduit strapped to the trusses on the south side of the bridge. Telecommunication cables are situated along the south side of the existing bridge.

Utility companies in the study area were contacted early in the process to determine their existing facilities in the study area.

Bell Canada owns and operates a 25 pair single-mode fiber (SMF) cable on the south side of the bridge on the Canadian side to the U.S./Canada border. This cable provides local loop circuits to allow local calling between Rainy River and Baudette.

The MTO owns, operates and maintains the lighting and conduit on the Canadian side of the bridge. The Minnesota Department of Transportation owns and maintains conduit and lighting on the U.S. side of the bridge.

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5.0 Preliminary Design Alternatives

The purpose of this project is to generate and evaluate a range of reasonable alternatives to replace the Baudette/Rainy River International Bridge on Highway 11 in Rainy River, Ontario and Trunk Highway 72 in Baudette, Minnesota. This section of the report describes the alternatives considered and the evaluation process used to identify a Recommended Plan. The development of alternatives and the evaluation process encompassed the entire bridge on both sides of the border and included consideration of identified features and constraints on the Canadian and the U.S. sides of the border and bridge.

As discussed in Section 2.5 the development of alternatives began with identifying and evaluating a range of potential bridge replacement options with the goal of maintaining access from the U.S. and Canadian Port of Entry facilities and across the U.S./Canadian border, reducing the impact of construction to the surrounding communities of Baudette and Rainy River, and minimizing impacts to the natural environment including the Rainy River. The development and evaluation of alternatives for this project was separated into alignment alternatives and bridge type alternatives. The alignment alternatives were developed to be compatible with all of the bridge type alternatives but were evaluated independently from the bridge type alternatives.

A range of preliminary bridge replacement alignment and bridge type alternatives were evaluated through several stages of preliminary screenings including:

- Alignment Alternatives:
 - Alignment Alternative 1 – Downstream (north) of existing alignment
 - Alignment Alternative 2 – Upstream (south) of existing alignment
 - Alignment Alternative 3A – Replacement on existing alignment with temporary modular bridge located downstream of existing alignment
 - Alignment Alternative 3B – Replacement on existing alignment with temporary modular bridge located upstream of existing alignment
 - Alignment Alternative 4 – Replacement downstream of existing alignment-staged construction
 - Alignment Alternative 5 – Replacement upstream of existing alignment – staged construction
- Bridge Alternatives:
 - Bridge Alternative A – Continuous Steel I-Girder Superstructure
 - Bridge Alternative B – Simple – Span Precast/Prestressed I-Girder Superstructure
 - Bridge Alternative B1 – Spliced Prestressed Precast Concrete I-Girder Bridge
 - Bridge Alternative C – Continuous Steel Box Girder Superstructure
 - Bridge Alternative D – Segmental Concrete Box Girder Bridge
 - Bridge Alternative E – Tied Arch Main Span with Precast/Prestressed I-Girder Approaches

- Bridge Alternative E1 – Through Arch Bridge
- Bridge Alternative F – Concrete Slab Span Bridge
- Bridge Alternative G – Spliced Steel Girder Bridge
- Bridge Alternative H – Truss Bridge
- Bridge Alternative I – Cable-Stayed Bridge
- Bridge Alternative J – Suspension Bridge

A preliminary screening was completed for the alignment alternatives listed above and it was determined that Alternatives 4 and 5 would not be carried forward for the evaluation of alternatives due to increased cost and construction timing for the project.

Several stages of preliminary screenings of bridge type alternatives were also completed by the Project team and it was determined that Alternatives B1, E1, F, G, H, I, J would not be carried forward for the detailed evaluation of alternatives. These bridge type concepts were eliminated for the following reasons:

- Alternative B1 – Prestressed Precast Concrete Girder Bridge (Spliced): There is limited construction experience in both Minnesota and Ontario and existing alternatives could be refined later to capture this configuration
- Alternative E1 – Through Arch: This alternative is not cost effective for the span lengths considered
- Alternative F – Concrete Slab Span: The span lengths are too small for this crossing which would increase the number of piers in the channel and minimize the navigation channel
- Alternative G – Spliced Steel Girder: There is limited construction experience in both Minnesota and Ontario and existing alternatives could be refined later to capture this configuration
- Alternative H – Truss: The industry is moving away from truss bridges because they require higher maintenance costs, long-term maintenance challenges, and are generally more labor intensive
- Alternative I – Cable-Stayed: This alternative is not cost effective for the span lengths considered. The short span lengths would increase the number of piers in the channel. Additionally, the structure height would likely exceed the aviation clearance envelope
- Alternative J – Suspension: This alternative is more appropriate for spans that are longer than this crossing. For this crossing, this option is not cost effective and would require higher maintenance costs. Additionally, the structure height would likely exceed the aviation clearance envelope

5.1 DEVELOPMENT OF ALIGNMENT OF ALTERNATIVES

Following the preliminary screenings of the alternatives listed above, the alignment alternatives were developed independently from the bridge type alternatives to identify potential locations/alignments for the replacement bridge. These alternatives are summarized in the sections below and illustrated in Exhibit 9.

5.1.1 Alternative 1 – Downstream of Existing Alignment (North Side)

Alignment Alternative 1 is for a new alignment for the replacement bridge to be located approximately 1 m north or downstream of the existing Baudette/Rainy River Bridge.

Alignment Alternative 1 has the following advantages:

- Access will be maintained across the border on the existing bridge until construction of replacement bridge is complete
- Avoids impacts to Peace Park on the U.S. side
- Avoids impacts to unidentified gravesites and culturally significant features on the U.S. side
- Minimizes impacts to identified wetlands on the U.S. side
- No visual or aesthetic impact due to alignment
- Minimal potential for noise impacts
- Cost is consistent with other similar bridge replacement projects with minimal throw-away costs

Alignment Alternative 1 has the following disadvantages:

- Constrained construction area between the existing bridge and the CN Rail Bridge
- Due to restricted roadway geometry, trucks approaching U.S. Port of Entry (POE) can use right lane only to avoid impacts to POE equipment
- May impact contaminated soils from former electric power plant on the U.S. side
- Requires purchase of private/municipal property on the U.S. side of the border
- Construction area between the existing bridge and the CN Rail Bridge is constrained
- Relocation of detection equipment is required to accommodate trucks in left lane on the U.S. side of the border

5.1.2 Alternative 2 – Upstream of Existing Alignment (South Side)

Alignment Alternative 2 is for the replacement bridge to be located approximately 1 metre south or upstream of the existing Baudette/Rainy River Bridge.

Alignment Alternative 2 has the following advantages:

- Access will be maintained across the border on the existing bridge until construction of replacement bridge is complete

- Provides desirable geometric alignment connections to existing U.S. and Canadian POE facilities
- Improved truck entry at U.S. POE avoids impacts to POE equipment (i.e. trucks can be accommodated in both lanes)
- U.S. POE detection equipment can remain in place
- Cost is consistent with other similar bridge replacement projects with minimal throw-away costs
- Minimal potential for noise impacts

Alignment Alternative 2 has the following disadvantages:

- Requires the purchase of private/municipal property on the U.S. and Canadian sides
- Impacts Peace Park on the U.S. side
- Impacts identified wetlands located south of the existing bridge on the U.S. side
- May impact unidentified gravesites/culturally significant features on the U.S. side
- Potential visual and aesthetic impact due to closer proximity of bridge for residents
- Requires natural vegetation removal

5.1.3 Alternative 3A – Existing Alignment, Temporary Modular Bridge (TMB North of Existing Bridge)

Alternative 3A is for the replacement bridge to be located on the alignment of the existing bridge with a Temporary Modular Bridge (TMB) to be located north or downstream of the existing bridge to provide access across the border to the Port of Entry facilities during construction.

Alignment Alternative 3A has the following advantages:

- Geometry accommodates trucks in both lanes at the U.S. POE, which avoids impacts to POE facilities/equipment
- Avoids impacts to Peace Park on the U.S. side
- Avoids impacts to unidentified gravesites and culturally significant features on the U.S. side
- Minimizes impacts to identified wetlands on the U.S. side
- Minimal potential for noise impacts
- Does not impact any registered archaeological sites
- No visual or aesthetic impact due to alignment
- Maintains existing alignment and minimizes permanent impacts to U.S. and Canadian POE facilities
- Maintains existing horizontal alignment and minimizes permanent impacts to U.S. and Canadian POE facilities
- Truck entry at U.S. POE will be maintained

Alignment Alternative 3A has the following disadvantages:

- Cost of temporary bridge is high resulting in significant throw away costs
- Temporary traffic delays and safety concerns due to narrow temporary bridge
- Increased duration of construction
- Requires temporary property on the U.S. side
- Increased risk of fish and aquatic habitat impacts due to additional piers in water for temporary bridge
- Constrained construction area between the existing bridge and the CN Rail Bridge
- May impact contaminated soils from former electric power plant on the U.S. side
- Potential impacts to threatened and endangered species/Species-at-Risk and their habitat
- Requires natural vegetation removal

5.1.4 Alternative 3B – Existing Alignment, Temporary Modular Bridge (TMB South of Existing Bridge)

Alternative 3B is for the replacement bridge to be located on the alignment of the existing bridge with the option of a Temporary Modular Bridge to be located south or upstream of the existing bridge to provide access across the border to the Port of Entry facilities during construction.

Alignment Alternative 3B has the following advantages:

- Maintains existing alignment and minimizes permanent impacts to U.S. and Canadian POE facilities
- Existing truck entry at U.S. POE can be accommodated in both lanes, which avoids impacts to POE facilities/equipment
- Does not impact any registered archaeological sites
- No visual or aesthetic impact due to alignment
- Minimal potential for noise impacts

Alignment Alternative 3B has the following disadvantages:

- Cost of temporary bridge is high resulting in significant throw away costs
- Temporary traffic delays and safety concerns due to narrow temporary bridge
- Increased duration of construction
- Increased risk of fish and aquatic habitat impacts due to additional piers in water for temporary bridge
- Requires temporary property on the U.S. and Canadian sides
- Impacts Peace Park on the U.S. side

- Impacts identified wetlands located south of the existing bridge on the U.S. side
- Temporary property requirements on U.S. side and Canadian side
- Potentially impacts unidentified gravesites/cultural heritage features on U.S. side and areas with high archaeological potential
- Requires natural vegetation removal

Alternatives 3A and 3B are illustrated on Exhibit 9.

5.2 EVALUATION PROCESS

An evaluation process was developed to provide an objective approach to the analysis and evaluation of the alternatives that would form a justifiable tool for the selection of a Preferred Plan. The goal of the evaluation process was to select a cost-effective structure removal/ replacement plan that provides safe operation and accommodates local access to adjacent properties, while minimizing impacts to the natural, social, and cultural environments.

In accordance with the *Class EA for Provincial Transportation Facilities (2000)*, Ministry of Transportation projects are required to consider a wide range of potential impacts to the natural, social, and cultural environments in the study area in addition to meeting highway engineering requirements.

The development of evaluation criteria and the evaluation of alignment alternatives are discussed below.

5.2.1 Evaluation Criteria

In coordination with the project Technical Advisory Committee (TAC) (discussed in Section 6), evaluation criteria that address the key issues related to the decision-making process of selecting a preferred alignment for the bridge replacement were identified. The evaluation criteria were selected as independent variables to reflect the study area constraints (on both Canadian and U.S. sides of the study area) identified during the collection of background and existing conditions data.

The evaluation criteria are independent variables, each of which may contribute a positive or negative influence on the overall suitability of an alternative. Although it was important to explicitly consider the suitability of an alternative in terms of each criterion, it was also useful to establish an overall composite score by determining appropriate weighting (relative importance) among the criteria. Each evaluation criterion was assigned a weight that represented its relative importance to the other criteria. The judgements on the relative importance of the evaluation criteria were based on a comparison of each criterion to each other criterion to assess which criterion is more important and by how much. Determining the importance of each criterion was based on engineering judgement, and environmental significance. The evaluation process included sensitivity testing, which includes adjusting the weightings, to confirm that no individual factor is significantly influencing the final result. The relative importance (i.e., weight factor) of each evaluation criterion, as applied for this study, is also included in Table 2.

Table 2: Evaluation Criteria and Factors Considered

Category	Criteria	Factors Considered
Transportation Engineering (56%)	<i>Geometrics (24%):</i>	<ul style="list-style-type: none"> Horizontal alignment Vertical alignment Impacts to Port of Entry Facilities Proximity to adjacent CN Rail Bridge Sightlines for Port of Entry Facilities
	<i>Constructability (14%):</i>	<ul style="list-style-type: none"> Construction feasibility Construction staging Temporary impacts to Port Operations Delay for emergency service providers Delay for residents and commercial traffic
	<i>Cost (13%):</i>	<ul style="list-style-type: none"> Capital cost including construction and property acquisition Future maintenance costs
	<i>Pedestrians/Cyclists (5%):</i>	<ul style="list-style-type: none"> ADA/Accessibility (comply with ADA/accessibility regulations; not weighted) Safety and access
Social & Cultural Environment (25%)	<i>Property/Right of Way (3%):</i>	<ul style="list-style-type: none"> Private property and public land required
	<i>Archaeology and Cultural Heritage (12%):</i>	<ul style="list-style-type: none"> Registered Archaeological Sites Areas of high archaeological potential Culturally significant features within Baudette City Park/Peace Park
	<i>Impacts to Park Land/4(f) (5%):</i>	<ul style="list-style-type: none"> Designated parkland on U.S. side of border
	<i>Aesthetics/Visual Impacts (2%):</i>	<ul style="list-style-type: none"> Aesthetics of bridge structure
	<i>Environmental Justice/Business Impacts/Access Impacts (3%):</i>	<ul style="list-style-type: none"> Local businesses that rely on traffic Access restrictions for residents and travellers
Natural Environment (19%)	<i>Fish and Aquatic Habitat (10%):</i>	<ul style="list-style-type: none"> Alteration to existing watercourse (i.e., number of piers and locations) Sensitive aquatic habitat (i.e., spawning areas)
	<i>Wildlife and Terrestrial Habitat and Vegetation (3%):</i>	<ul style="list-style-type: none"> Threatened and Endangered Species/Species-at-Risk Area of sensitive/environmentally significant areas impacted Removal of vegetation Impact to wildlife habitat
	<i>Noise/Vibration (1%):</i>	<ul style="list-style-type: none"> Noise Sensitive Receptors Vibration Sensitive Receptors
	<i>Wetland/Floodplains/Protected Waters (5%):</i>	<ul style="list-style-type: none"> Area of wetlands impacted Area of floodplains impacted



Some environmental factors that are relevant to this study are potentially impacted to the same degree or in the same way with all the alternatives. Impacts to these factors (if any) can be mitigated successfully using typical Ministry of Transportation design and mitigation techniques during construction. Although these factors may be relevant to the study area, they do not affect one alternative more than the others and therefore were not explicitly considered in the evaluation that led to the selection of the Preferred Plan. Impacts that are common to all the scenarios are addressed through mitigation, which is discussed in Section 1.0.

In addition to the environmental evaluation factors considered, it was also important to include engineering and technical aspects in the evaluation and selection of the Preferred Plan. The plan must consider highway and bridge design standards, provide for safe movement of traffic through the study area, and be constructible.

5.2.2 Evaluation of Alignment Alternatives

As part of the Preliminary Design and Environmental Assessment Study for the Baudette/Rainy River International Bridge Replacement on Highway 11 in the Town of Rainy River, Ontario, and Trunk Highway 72 in the City of Baudette, Minnesota, a detailed evaluation process was developed to select a preferred alignment for the replacement bridge.

The goal of the evaluation process was to select an alignment for the new bridge that provides safe operations and minimizes impacts to the existing ports of entry and adverse impacts to the environment.

The evaluation of alignment alternatives also included a qualitative assessment of the alternatives by tabulating the advantages and disadvantages of each alternative based upon the evaluation criteria developed and the scale of potential impacts for each criterion. The alternatives were scored based on the weights of each evaluation criterion and the total score was established by adding the score for each factor together to determine a total weighted score for each alternative.

To evaluate each of the alignment alternatives, a comparison was completed between the alternatives as they related to the evaluation criteria noted in in the table above. The goal of this comparison was to gain information on each alignment alternative that would assist in the evaluation of the configurations, and ultimately to arrive at the preferred configuration. Table 3 summarizes the comparison of alignment alternatives to replace the Baudette/Rainy River Bridge. Advantages and disadvantages have been identified by a plus sign (+) and minus sign (-), respectively.

Otherwise, a bullet sign (●) denotes where there is no clear advantage or disadvantage.

Table 3: Comparison of Alignment Alternatives to Replace the Baudette/Rainy River International Bridge

Evaluation Category	Evaluation Criteria	Alternative 1 Downstream of Existing Alignment	Alternative 2 Upstream of Existing Alignment	Alternative 3A (Downstream) Replacement on Existing Alignment	Alternative 3B (Upstream) Replacement on Existing Alignment
Transportation Engineering	Geometrics	<ul style="list-style-type: none">• New profile meets design standards• New horizontal alignment meets design standards– Trucks approaching the U.S. Port of Entry can use right lane only– Relocation of detection equipment is required to accommodate trucks in left lane on the U.S side of the border	<ul style="list-style-type: none">• New profile meets design standards• New horizontal alignment meets design standards+ Provides desirable geometric alignment connections to existing U.S. and Canadian Ports of Entry facilities• U.S. Port of Entry detection equipment can remain in place+ Improved Truck entry at U.S. Port of Entry	<ul style="list-style-type: none">• New profile meets design standards• Maintains existing horizontal alignment and minimizes permanent impacts to U.S. and Canadian Ports of Entry facilities• U.S. Port of Entry detection equipment can remain in place• Truck entry at U.S. Port of Entry will be maintained– Temporary traffic delays and safety concerns due to narrow temporary bridge	<ul style="list-style-type: none">• New profile meets design standards• Maintains existing horizontal alignment and minimizes permanent impacts to U.S. and Canadian Ports of Entry facilities• U.S. Port of Entry detection equipment can remain in place• Truck entry at U.S. Port of Entry will be maintained– Temporary traffic delays and safety concerns due to narrow temporary bridge
	Constructability	<ul style="list-style-type: none">– Construction area between the existing bridge and the CN Rail bridge is constrained	<ul style="list-style-type: none">• No significant or unique constructability concerns	<ul style="list-style-type: none">– Construction area between the existing bridge and the CN rail bridge is constrained– Increased duration of construction	<ul style="list-style-type: none">– Increased duration of construction
	Cost	<ul style="list-style-type: none">+ Cost is consistent with other similar bridge replacement projects with minimal throw-away costs	<ul style="list-style-type: none">+ Cost is consistent with other similar bridge replacement projects with minimal throw-away costs	<ul style="list-style-type: none">– Cost of temporary bridge is high, resulting in significant throw away costs	<ul style="list-style-type: none">– Cost of temporary bridge is high, resulting in significant throw away costs
	Pedestrians/Cyclists	<ul style="list-style-type: none">• No impacts to criteria	<ul style="list-style-type: none">• No impacts to criteria	<ul style="list-style-type: none">• No impacts to criteria	<ul style="list-style-type: none">• No impacts to criteria

Evaluation Category	Evaluation Criteria	Alternative 1 Downstream of Existing Alignment	Alternative 2 Upstream of Existing Alignment	Alternative 3A (Downstream) Replacement on Existing Alignment	Alternative 3B (Upstream) Replacement on Existing Alignment
Social & Cultural Environment	Property/Right of Way	– Requires purchase of private/municipal property on U.S. side	– Requires purchase of property on U.S. side – Requires purchase of property on Canadian side	– Temporary property requirements on U.S. side	– Temporary property requirements on U.S. side – Temporary property requirements on Canadian side
	Archaeology and Cultural Heritage	<ul style="list-style-type: none"> Does not impact unidentified gravesites/cultural heritage features on U.S. side and areas with high archaeological potential Does not impact any registered archaeological sites 	<ul style="list-style-type: none"> Potentially impacts unidentified gravesites/cultural heritage features on U.S. side and areas with high archaeological potential Does not impact any registered archaeological sites 	<ul style="list-style-type: none"> Does not impact unidentified gravesites/cultural heritage features on U.S. side and areas with high archaeological potential Does not impact any registered archaeological sites 	<ul style="list-style-type: none"> Potentially impacts unidentified gravesites/cultural heritage features on U.S. side and areas with high archaeological potential Does not impact any registered archaeological sites
	Impacts to Park Land/4(f)	<ul style="list-style-type: none"> Does not impact Baudette City Park/Peace Park on U.S. side 	<ul style="list-style-type: none"> Impacts Baudette City Park/Peace Park on U.S. side 	<ul style="list-style-type: none"> Does not impact Baudette City Park/Peace Park on U.S. side 	<ul style="list-style-type: none"> Impacts Baudette City Park/Peace Park on U.S. side
	Aesthetics/Visual Impacts	<ul style="list-style-type: none"> No visual or aesthetic impact due to alignment 	<ul style="list-style-type: none"> Potential visual and aesthetic impact due to closer proximity of bridge for residents 	<ul style="list-style-type: none"> No visual or aesthetic impact due to alignment 	<ul style="list-style-type: none"> No visual or aesthetic impact due to alignment
	Environmental Justice/Business Impacts/ Access Impacts	<ul style="list-style-type: none"> No impacts to criteria 	<ul style="list-style-type: none"> No impacts to criteria 	<ul style="list-style-type: none"> No impacts to criteria 	<ul style="list-style-type: none"> No impacts to criteria
Natural Environment	Fish and Aquatic Habitat	<ul style="list-style-type: none"> Potential impacts to threatened and endangered/Species-at-Risk and their habitat Potential impacts to fisheries resources, including fish spawning areas May impact contaminated soils from former electric power plant on U.S. side 	<ul style="list-style-type: none"> Potential impacts to threatened and endangered species/Species-at-Risk and their habitat Potential impacts to fisheries resources, including fish spawning areas 	<ul style="list-style-type: none"> Potential impacts to threatened and endangered species/Species-at-Risk and their habitat Greater impacts to fisheries resources, including fish spawning and nursery areas (additional piers in water) May impact contaminated soils from former electric power plant on U.S. side 	<ul style="list-style-type: none"> Potential impacts to threatened and endangered species/Species-at-Risk and their habitat Greater impacts to fisheries resources, including fish spawning and nursery areas (additional piers in water)
	Wildlife and Terrestrial Habitat and Vegetation	<ul style="list-style-type: none"> Requires natural vegetation removal 	<ul style="list-style-type: none"> Requires natural vegetation removal 	<ul style="list-style-type: none"> Requires natural vegetation removal 	<ul style="list-style-type: none"> Requires natural vegetation removal
	Noise/Vibration	<ul style="list-style-type: none"> Minimal potential for noise impacts 	<ul style="list-style-type: none"> Minimal potential for noise impacts 	<ul style="list-style-type: none"> Minimal potential for noise impacts 	<ul style="list-style-type: none"> Minimal potential for noise impacts
	Wetlands/Floodplains/ Protected Waters	<ul style="list-style-type: none"> Minimizes impacts to identified wetlands on the U.S. side 	<ul style="list-style-type: none"> Impacts identified wetlands on the U.S. side 	<ul style="list-style-type: none"> Minimizes impacts to identified wetlands on the U.S. side 	<ul style="list-style-type: none"> Potential impacts to identified wetlands on the U.S. side

Following the comparison of the alignment alternatives as they relate to the evaluation criteria and the tabulation of positive, negative, and neutral counts, each alternative was scored based upon the sum of positive, neutral and negative counts multiplied by the criteria weights to determine a weighted score for each alternative. Specifically, the formula used to determine the weighted score for each evaluation criteria is [(Positive Count + 0.5 *Neutral Count)/(Positive Count+Neutral Count+Negative Count)] * Criteria Weight. Table 4 shows the results of the complete weighted scores for each alignment alternative.

Table 4: Alignment Scoring

Alternative 1: Downstream of Existing Alignment

Evaluation Category	Category Weight	Evaluation Criteria	Criteria Weight	Positive Count	Neutral Count	Negative Count	Raw Score	Weighted Score
Transportation Engineering	56%	Geometrics	24%	0	2	2	25.0%	6.0%
		Constructability	14%	0	0	1	0.0%	0.0%
		Cost	13%	1	0	0	100.0%	13.0%
		Pedestrians/Cyclists	5%	0	1	0	50.0%	2.5%
Social & Cultural Environment	25%	Property/Right-of-Way	3%	0	0	1	0.0%	0.0%
		Archaeology and Cultural Heritage	12%	0	2	0	50.0%	6.0%
		Impacts to Parkland/4(f)	5%	0	1	0	50.0%	2.5%
		Aesthetics/Visual Impacts	2%	0	1	0	50.0%	1.0%
		Environmental Justice/Business Impacts/Access Impacts	3%	0	1	0	50.0%	1.5%
Natural Environment	19%	Fish and Aquatic Habitat	10%	0	1	2	16.7%	1.7%
		Wildlife and Terrestrial Habitat and Vegetation	3%	0	0	1	0.0%	0.0%
		Noise/Vibration	1%	0	1	0	50.0%	0.5%
		Wetlands/Floodplains/Protected Waters	5%	0	1	0	50.0%	2.5%
Totals	100%		100%	1	11	7	34.2%	37.2%

Alternative 2: Upstream of Existing Alignment

Evaluation Category	Category Weight	Evaluation Criteria	Criteria Weight	Positive Count	Neutral Count	Negative Count	Raw Score	Weighted Score
Transportation Engineering	56%	Geometrics	24%	2	3	0	70.0%	16.8%
		Constructability	14%	0	1	0	50.0%	7.0%
		Cost	13%	1	0	0	100.0%	13.0%
		Pedestrians/Cyclists	5%	0	1	0	50.0%	2.5%
Social & Cultural Environment	25%	Property/Right-of-Way	3%	0	0	2	0.0%	0.0%
		Archaeology and Cultural Heritage	12%	0	1	1	25.0%	3.0%
		Impacts to Parkland/4(f)	5%	0	0	1	0.0%	0.0%
		Aesthetics/Visual Impacts	2%	0	0	1	0.0%	0.0%
		Environmental Justice/Business Impacts/Access Impacts	3%	0	1	0	50.0%	1.5%
Natural Environment	19%	Fish and Aquatic Habitat	10%	0	1	1	25.0%	2.5%
		Wildlife and Terrestrial Habitat and Vegetation	3%	0	0	1	0.0%	0.0%
		Noise/Vibration	1%	0	1	0	50.0%	0.5%
		Wetlands/Floodplains/Protected Waters	5%	0	0	1	0.0%	0.0%
Totals	100%		100%	3	9	8	37.5%	46.8%

Alternative 3A (Downstream): Replacement on Existing Alignment

Evaluation Category	Category Weight	Evaluation Criteria	Criteria Weight	Positive Count	Neutral Count	Negative Count	Raw Score	Weighted Score
Transportation Engineering	56%	Geometrics	24%	1	3	1	50.0%	12.0%
		Constructability	14%	0	0	2	0.0%	0.0%
		Cost	13%	0	0	1	0.0%	0.0%
		Pedestrians/Cyclists	5%	0	1	0	50.0%	2.5%
Social & Cultural Environment	25%	Property/Right-of-Way	3%	0	0	1	0.0%	0.0%
		Archaeology and Cultural Heritage	12%	0	2	0	50.0%	6.0%
		Impacts to Parkland/4(f)	5%	0	1	0	50.0%	2.5%
		Aesthetics/Visual Impacts	2%	0	1	0	50.0%	1.0%
		Environmental Justice/Business Impacts/Access Impacts	3%	0	1	0	50.0%	1.5%
Natural Environment	19%	Fish and Aquatic Habitat	10%	0	0	3	0.0%	0.0%
		Wildlife and Terrestrial Habitat and Vegetation	3%	0	0	1	0.0%	0.0%
		Noise/Vibration	1%	0	1	0	50.0%	0.5%
		Wetlands/Floodplains/Protected Waters	5%	0	1	0	50.0%	2.5%
Totals	100%		100%	1	11	9	31.0%	28.5%

Alternative 3B (Upstream): Replacement on Existing Alignment

Evaluation Category	Category Weight	Evaluation Criteria	Criteria Weight	Positive Count	Neutral Count	Negative Count	Raw Score	Weighted Score
Transportation Engineering	56%	Geometrics	24%	1	3	1	50.0%	12.0%
		Constructability	14%	0	0	1	0.0%	0.0%
		Cost	13%	0	0	1	0.0%	0.0%
		Pedestrians/Cyclists	5%	0	1	0	50.0%	2.5%
Social & Cultural Environment	25%	Property/Right-of-Way	3%	0	0	2	0.0%	0.0%
		Archaeology and Cultural Heritage	12%	0	1	1	25.0%	3.0%
		Impacts to Parkland/4(f)	5%	0	0	1	0.0%	0.0%
		Aesthetics/Visual Impacts	2%	0	1	0	50.0%	1.0%
		Environmental Justice/Business Impacts/Access Impacts	3%	0	1	0	50.0%	1.5%
Natural Environment	19%	Fish and Aquatic Habitat	10%	0	0	2	0.0%	0.0%
		Wildlife and Terrestrial Habitat and Vegetation	3%	0	0	1	0.0%	0.0%
		Noise/Vibration	1%	0	1	0	50.0%	0.5%
		Wetlands/Floodplains/Protected Waters	5%	0	0	1	0.0%	0.0%
Totals	100%		100%	1	8	11	25.0%	20.5%

5.2.3 Preferred Alignment Alternatives

After completing the evaluation process, including sensitivity testing, Alternative 2 has been selected as the preferred alignment. Alternative 2 had the highest overall weighted score and was also the highest scored (or tied for the highest score) alternative in 9 out of 13 categories analyzed.

The results of the evaluation of the alignment alternatives are shown in Table 5.

Table 5: Evaluation of Alignment Alternatives

Alternative	Weighted Score	Rank
Alternative 1	37.2%	2
Alternative 2	46.8%	1
Alternative 3A	28.5%	3
Alternative 3B	20.5%	4

5.3 DEVELOPMENT OF BRIDGE TYPE ALTERNATIVE

Similarly to the development of alignment alternatives, a set of five bridge type alternatives were developed independently from the alignment alternatives for the replacement bridge.

Alternatives A, B, C, D, and E are illustrated on Exhibit 10.

5.3.1 Alternative A – Continuous Steel I-Girder Superstructure

Alternative A is a continuous steel I-Girder superstructure which incorporates the following design features:

- Structural elements below deck require a higher roadway elevation
- Structure type is common in Minnesota and Ontario
- Construction can be performed using common techniques

5.3.2 Alternative B – Simple-Span Precast/Prestressed I-Girder Superstructure

Alternative B is a Simple-Span Precast/Prestressed I-Girder Superstructure which incorporates the following design features:

- Structural elements below deck require a higher roadway elevation
- Structure type is common in Minnesota and Ontario and standardized shapes exist
- Construction can be performed using common techniques

5.3.3 Alternative C – Continuous Steel Box Girder Superstructure

Alternative C is a continuous steel box girder superstructure which incorporates the following design features:

- Structural elements below deck require a higher roadway elevation
- Shape allows for construction of longer spans
- Construction can be performed using common techniques

5.3.4 Alternative D – Segmental Concrete Box Girder

Alternative D is a segmental concrete box girder structure which incorporates the following design features:

- Structural elements below deck require a higher roadway elevation
- Shape allows for construction of longer spans
- May require a specialty contractor to construct and/or inspect

5.3.5 Alternative E – Tied Arch Main Span with Precast/Prestressed I-Girder Approaches

Alternative E is a Tied Arch Main Span with Precast/Prestressed I-Girder approaches which incorporates the following design features:

- Structural elements above desk allow for a lower roadway elevation
- May result in the most piers in the river
- May require a specialty contractor to construct and/or inspect

5.4 EVALUATION OF BRIDGE TYPE ALTERNATIVES

An evaluation process was developed to provide an objective approach to the analysis and evaluation of the bridge type alternatives to form a justifiable tool for the selection of a preferred bridge type. The goal of the evaluation process was to select a cost-effective bridge replacement plan that provides safe operation and accommodates access to the U.S. and Canadian Port of Entry facilities and the communities of Baudette, Minnesota and Rainy River, Ontario, while minimizing impacts to the natural, social, and cultural environments. The Bridge Type Alternatives were evaluated through a four-phase evaluation approach.

During the first phase, existing site conditions were confirmed to determine potential bridge types and to develop site-specific evaluation criteria.

The second phase of the evaluation included an initial screening and high-level evaluation of the five bridge type alternatives developed utilizing the preliminary bridge evaluation matrix (see Figure 3 in Appendix A). The initial evaluation criteria developed for the bridge type alternative evaluation are listed below:

- Maximum increase in structure depth
- Number of substructures in river and location relative to adjacent CN Rail bridge
- Traffic impacts/staging considerations
- Geometric challenges

- Maintenance and inspection needs
- Security and vulnerability

The second phase eliminated the following three alternatives:

- Continuous steel box girder – This alternative was found to have minimal advantages over the continuous steel I-girder alternative, and would result in higher design and construction complexity and risk
- Segmental concrete box girder – This option had the deepest structure depth, resulting in the largest increase in roadway elevation, which seemed inappropriate for the context
- Tied arch main span with precast concrete I-girder approaches – Although this offered the shallowest structure depth, it did not provide sight distance from one bridge end to the other (requested by key stakeholders/TAC members), and resulted in a large number of substructures and increased complexity in design and maintenance

The two remaining alternatives, continuous steel I-girder and precast concrete I-girder superstructures, were further refined in the third phase of evaluation. The performance of these alternatives against the evaluation criteria can be seen in the matrix dated February 19, 2016 (in Appendix A). Through this refinement, the precast concrete I-girder alternative was eliminated due to several challenges. This bridge type would require the most substructures, increasing construction risk. This alternative would limit the number of potential fabricators, with few capable of fabricating a sufficiently long beam, especially in Canada. Lastly, the evaluation revealed differences between design practices and philosophies in Minnesota and Ontario, which would have required both bridge owners to compromise their typical practices.

The remaining alternative, a continuous steel I-girder superstructure, was brought into the final phase of evaluation, to determine the optimal span configuration. The agencies evaluated both four-span and five-span configurations, as well as haunched and prismatic (constant depth) superstructures. The matrix dated March 24, 2016 (in Appendix A), **documents the alternative's performance against the evaluation criteria.**

The four-span configuration was eliminated from consideration, mainly due to construction complexity and risk. A preliminary erection plan showed that this configuration would likely require eight temporary structures to support bridge segments during construction, compared to four segments with a five-span configuration. Additionally, the likely location of these temporary structures would decrease the allowable navigational opening by about half below the bridge during construction.

The evaluation between the five-span haunched and five-span prismatic continuous steel I-girder superstructures was primarily based on aesthetic components. From an aesthetic perspective, the haunched alternative featured a light and slender appearance, while the prismatic alternative featured a clean, parallel appearance. Ultimately, the five-span haunched continuous steel I-girder was selected as the Preferred Bridge Type Alternative based on the results of the evaluation and input from the Project Advisory Committee and the Technical Advisory Committee (see Section 6.0).

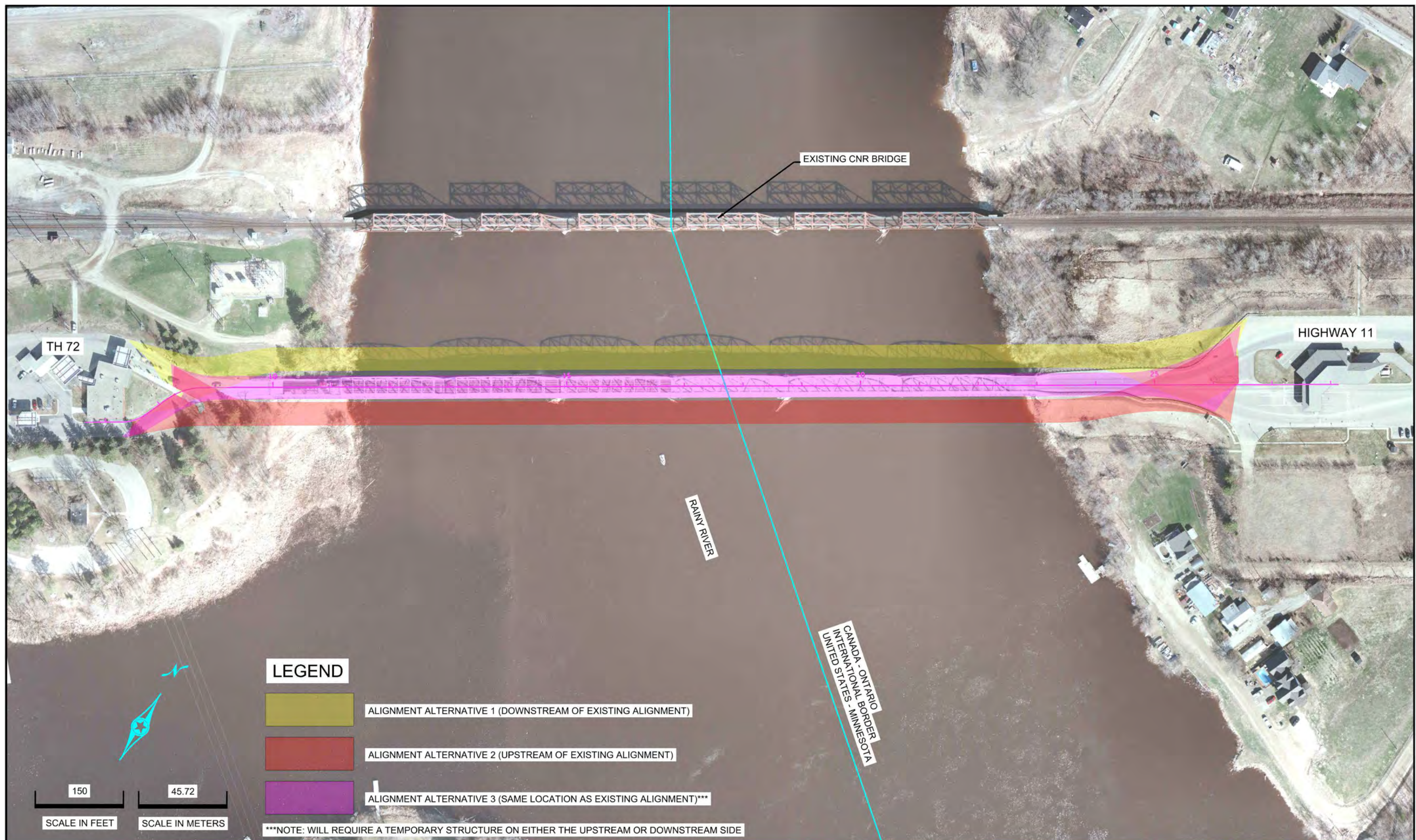
5.4.1 Preferred Bridge Type

After completing the evaluation process, Alternative A, the Steel I-Girder structure, was selected as the preferred bridge type. The Steel I-Girder structure was selected as the preferred bridge type because it:

- Requires the lowest number of substructures in the river
- No apparent traffic impacts
- Opportunity to launch structure
- Reduced design complexity
- Reduced construction risks
- Increased sight distance
- Construction can be performed using common techniques

Details of the Recommended Plan for the Baudette/Rainy River Bridge are discussed in Section 7.0.

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Camden Bridge, Minneapolis, MN

Characteristics:

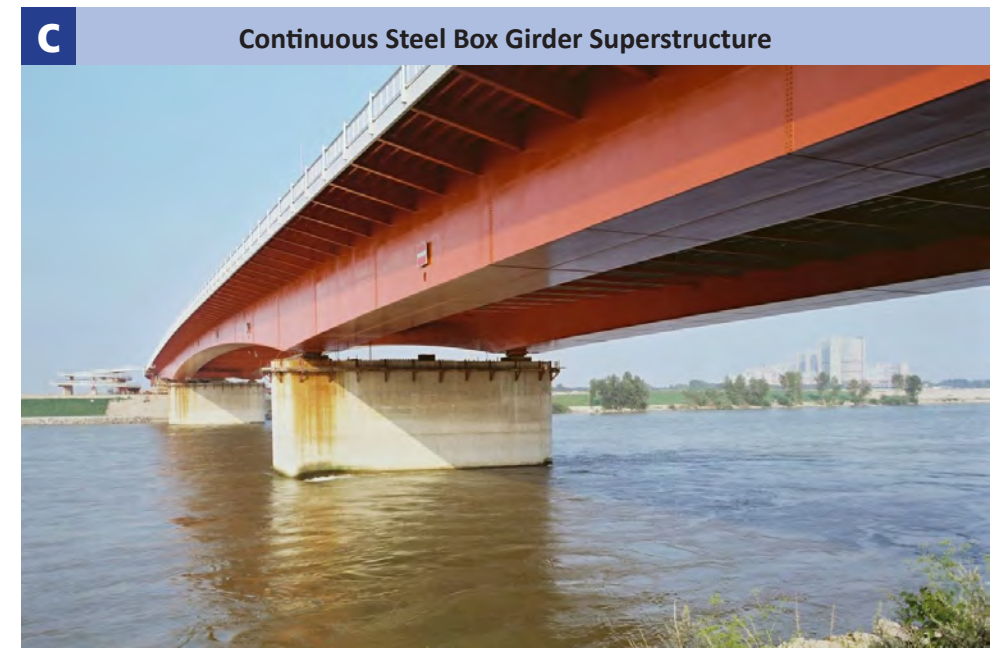
- a. Structural elements below deck require a higher roadway elevation
- b. Structure type is common in Minnesota and Ontario
- c. Construction can be performed using common techniques



Belleair Beach Causeway Bridge, Belleair Beach, FL

Characteristics:

- a. Structural elements below deck require a higher roadway elevation
- b. Structure type is common in Minnesota and Ontario and standardized shapes exist
- c. Construction can be performed using common techniques



Brigittenauer Bridge in Vienna Austria built 1982

Characteristics:

- a. Structural elements below deck require a higher roadway elevation
- b. Shape allows for construction of longer spans
- c. Construction can be performed using common techniques



I-35W Saint Anthony Falls Bridge, Minneapolis, MN

Characteristics:

- a. Structural elements below deck require a higher roadway elevation
- b. Shape allows for construction of longer spans
- c. May require a specialty contractor to construct and/or inspect



Blennerhassett Bridge, Belpre, OH & Parkersburg, WV

Characteristics:

- a. Structural elements above deck allow for a lower roadway elevation
- b. May result in the most piers in the river
- c. May require a specialty contractor to construct and/or inspect

BRIDGE ALTERNATIVES

6.0 Consultation Process

The consultation process provided an opportunity for the Project Team and representatives from the Ministry of Transportation (MTO) to discuss the study process with the public, property owners, external agencies, and stakeholders.

The process aims to notify all interested parties of the project and to provide an opportunity for input to the study and decision-making processes. This was accomplished by presenting the findings of each stage of work to the public, and through ongoing discussions with the various government agencies and ministries, non-government interest groups and property owners.

Public input was received at three Public Meetings, through meetings with the Ontario Ministry of Transportation (MTO), the Town of Rainy River, and other external agencies and stakeholders. On-going contact was maintained with groups and organizations with interests in the study area.

To make sure that all interested members of the public were contacted, a consultation plan was followed that included:

- Newspaper notices in the Rainy River Record and Fort Francis Times
- Mailings to impacted property owners within the study area
- Direct mailings to external agencies, stakeholders, and property owners in the study area as well as members of the public who indicated an interest in the study

Newspaper notices and notification materials are provided in Appendix B.

6.1 U.S. AND CANADIAN COORDINATED CONSULTATION

The study process for this project, including the consultation program, has been developed with coordinated efforts from MnDOT and MTO to effectively coordinate the U.S. and Canadian study processes.

The consultation plan for this project has been developed in conjunction with the U.S. Environmental Assessment and consultation process. The public meetings for this project have been scheduled concurrently in Rainy River and Baudette to make sure the same information is shared with the public and local stakeholders at the same time throughout the duration of the project. The U.S. consultation component of the project is documented in the U.S. Environmental Assessment document and is on file with the MnDOT.

6.2 PUBLIC INVOLVEMENT PLAN

A joint U.S. and Canadian Public Involvement Plan (PIP) was developed for this project that includes details of planned public meetings, agency meetings, online resources including a project website, a dedicated online project interface called MindMixer, and a Project Advisory Committee (PAC). The PIP also included detailed engagement plans for local, municipal, provincial, federal and international agencies and stakeholders throughout the duration of the project through various consultation methods (i.e., correspondence, conference calls, and meetings). The public

meetings for this project were scheduled concurrently to make sure the same information is shared with the public and local stakeholders on both sides of the border at the same time throughout the duration of the project.

The role of the PAC, which typically includes local organizations, agencies, municipalities, and emergency service providers, is to provide input on the project including the development of the alternatives, the evaluation of alternatives and the selection of a preferred plan. A total of four PAC meetings were held during this study.

In addition to the PIP, a separate Inter Agency Involvement Plan was developed that included an updated agency engagement consultation plan in order to increase international agency participation and coordination. The plan includes quarterly webinars and targeted agency meetings.

Informal and formal consultations have occurred with senior agency officials, elected federal provincial and municipal officials, their key political staff, **and key community members and organizations to inform them about MTO's and MnDOT's Preliminary Design and Environmental Assessment Study to replace the existing Baudette/Rainy River International Bridge.**

6.3 PROJECT WEBSITE

A project website (www.dot.state.mn.us/d2/projects/baudette-bridge) was developed to provide the public with easy access to project information, including background information, contact information and the ability to transfer information easily throughout the course of the study. As per MnDOT protocol, the project website was hosted on the MnDOT website. The website was updated frequently as the study progressed, and included links to project-specific documentation (i.e., study notifications, EA process, and Public Meeting displays) and supplementary information (i.e., Class EA document).

In addition to the project website, a dedicated online forum called MindMixer was also developed to provide and interactive online platform to facilitate online discussions on the project. The MindMixer website was regularly updated with project topics, milestones and consultation notices.

6.4 STUDY COMMENCEMENT

The purpose of the Notice of Study Commencement was to inform the public and external agencies about the study and to seek input from agencies, property owners, and users of the Baudette/Rainy River Bridge.

The Notice of Study Commencement was carried out through newspaper advertisements in the *Rainy River Record* on Tuesday, May 12, 2015 and the *Fort Frances Times* on Wednesday, May 13, 2015. The notice described the purpose of the study and the Class EA process. The notice also provided contact information for additional information on the study and requested public involvement.

Individual notification letters were sent to federal, provincial, and municipal agencies, property owners and stakeholder groups, including Indigenous Communities, expected to have an interest in the study. Letters to agencies requested information on the environmental (i.e., natural, social, or cultural) features of the study area and to seek

their input on the project. The correspondence included a flyer with additional information and a map of the study area. External agencies and stakeholders also received an agency comment sheet, requesting input by June 11, 2015.

Notification materials and a list of agencies and stakeholders that received the Notice of Study Commencement are contained in Appendix B.

6.4.1 Comments Received from Notice of Study Commencement

Following the Notice of Study Commencement, the Project Team received comments and emails from the general public, agencies, and property owners in the study area. In general, comments received included requests to be added to the project mailing list, potential impacts to the natural environment, permitting processes required, impacts to emergency services utilizing the existing bridge, and pedestrian safety concerns.

A summary of the comments received from the public and responses provided is in Appendix C. All names and addresses were added to the project mailing list.

6.5 PUBLIC MEETING 1

The first Public Meeting was held on Wednesday, June 24, 2015 at the Rainy River Recreation Centre in Rainy River, Ontario. Concurrently, a public meeting was held in the Lake of the Woods Ambulance Garage, in Baudette, Minnesota.

The purpose of Public Meeting 1 was to:

- Introduce the study
- Display and seek input on the existing conditions in the study area (i.e. natural, social, economic and cultural)
- Provide study background information
- Answer questions about the study

The Public Meeting was advertised in the *Rainy River Record* on Tuesday, June 16, 2015 and in the *Fort Frances Times* on Wednesday, June 17, 2015.

In addition, notification letters were mailed to Indigenous Communities, external agencies, stakeholders, property owners and the general public on Friday, June 5, 2015. External agencies and municipal staff were invited to attend an External Agency Drop-In Meeting prior to the Public Meeting from 3:00 PM to 4:00 PM, and the general public session was held at the same location from 4:00 PM to 7:00 PM.

Copies of the newspaper notice and notification letters are in Appendix B.

The following information was displayed at the first Public Meeting:

- | | |
|-------------------------|--------------------------|
| • Welcome | • Need and Justification |
| • Purpose and Objective | • Existing Conditions |
| • Coordination | • Evaluation |

- | | |
|-----------------|---------------------------|
| • Study Process | • Investigations |
| • Background | • Your input is important |

Comment sheets were available and comments were requested by July 23, 2015. All information displayed at the Public Meeting, as well as the comment sheets and text panels, is included in Appendix D.

6.5.1 Attendance

In total, 11 members of the public and external agency representatives signed the visitor registers available at the Public Meeting. External agencies and stakeholders that were represented at the Public Meeting included the Town of Rainy River and the Ontario Provincial Police.

6.5.2 Comments Received

Seven comment sheets, letters and emails were received following the Public Meeting.

The main comments identified following the first Public Meeting included potential impacts to private property, access provided by the bridge, new bridge aesthetics, construction timing, construction noise and disruption, EMS access and public water (dock) access.

The public also provided comments on which evaluation criteria were important to them. Preservation of the natural environment, property impacts, and impacts to local businesses, were identified as important evaluation criteria.

A summary of the comments received from the public and responses provided can be found in Appendix C.

6.6 PUBLIC MEETING 2

The second Public Meeting was held on Wednesday, October 28, 2015 at the Rainy River Recreation Centre. Concurrently, a public meeting was held in the Lake of the Woods Ambulance Garage, in Baudette, Minnesota.

The purpose of Public Meeting 2 was to:

- Display and seek input on the evaluation criteria and evaluation process
- Present and seek input on the preliminary alignment and structural bridge replacement alternatives
- Answer questions about the study

The Public Meeting was advertised in the *Rainy River Record* on Tuesday, October 20, 2015 and in the *Fort Frances Times* on Wednesday, October 21, 2015.

In addition, notification letters were mailed to external agencies, Indigenous Communities, stakeholders, impacted property owners and the general public on Thursday, October 1, 2015. A Canada Post Unaddressed Ad Mail was completed the week of October 7, 2015 and was distributed to approximately 451 residents and businesses within the Town of Rainy River. Copies of the newspaper notice and notification letters are in Appendix B.

External agencies and municipal staff were invited to attend an External Agency Drop-In Meeting prior to the Public Meeting from 3:00 PM to 4:00 PM, and the general public session was held at the same location from 4:00 PM to 7:00 PM.

The following information was displayed at the second Public Meeting:

- Welcome
- Objectives
- Background
- Study Process
- Coordination
- Need and Justification
- Alignment Alternative 1
- Alignment Alternative 2
- Alignment Alternative 3
- Bridge Alternatives
- Existing Conditions
- Investigations
- Preliminary Evaluation Criteria
- Your Input is Important

Comment sheets were available and comments were requested by November 27, 2015. All information displayed at the Public Meeting, as well as the comment sheets and text panels, is included in Appendix D.

6.6.1 Attendance

In total, 17 members of the public and external agency representatives signed the visitor registers available at the Public Meeting. External agencies and stakeholders that were represented at the PIC included the Township of Dawson, the Ontario Ministry of Natural Resources and Forestry, and the Ontario Provincial Police.

6.6.2 Comments Received

In total, four comment sheets, letters and emails were received following the Public Meeting. A summary of comments received from external agencies is included in Appendix C. Responses were provided to those who requested them.

The main comments identified following the second Public Meeting include preference for Alignment Alternative 1 as it avoids impacts to potential gravesites and Peace Park, preference for Alignment Alternative 2 due to reduced traffic and port activity impacts, noise impacts from trucks braking on bridge, potential impacts to the airport, aesthetics, and concern regarding disruption caused by construction activities.

A summary of the comments received from the public and responses provided can be found in Appendix C.

6.7 PUBLIC MEETING 3

The third Public Meeting was held on Wednesday, May 25, 2016 at the Rainy River Recreation Centre.

The purpose of Public Meeting 3 was to:

- Display and seek input on the Preferred Plan
- Present and seek input on the results of the evaluation of alternatives

- Answer questions about the study

The Public Meeting was advertised in the *Rainy River Record* on Tuesday, May 17, 2016 and in the *Fort Frances Times* on Wednesday, May 18, 2016.

In addition, notification letters were mailed to external agencies, Indigenous Communities, stakeholders, impacted property owners and the general public on Wednesday, May 4, 2016. A Canada Post Unaddressed Ad Mail was completed the week of May 11, 2016 and was distributed to approximately 408 residents and businesses within the Town of Rainy River. Copies of the newspaper notice and notification letters are in Appendix B.

External agencies and municipal staff were invited to attend an External Agency Drop-In Meeting prior to the Public Meeting from 3:00 PM to 4:00 PM, and the general public session was held at the same location from 4:00 PM to 7:00 PM.

The following information was displayed at the third Public Meeting:

- Welcome
- Objectives
- Background
- Study Process
- Coordination
- Need and Justification
- Existing Conditions
- Alignment Alternatives Evaluation
- Bridge Alternatives Evaluation
- Investigation
- Preferred Plan
- Preferred Plan Visualizations
- Historic Bridge Construction and Proposed Video
- Mitigation and Protection Commitments
- Your Input is Important

Comment sheets were available and comments were requested by June 24, 2016. All information displayed at the Public Meeting, as well as the comment sheets and text panels, is included in Appendix D.

6.7.1 Attendance

In total, 20 members of the public and external agency representatives signed the visitor registers available at the Public Meeting. External agencies and stakeholders that were represented at the Public Meeting included the Town of Rainy River, the Ontario Ministry of Natural Resources and Forestry, and the Ontario Ministry of Northern Development and Mines.

6.7.2 Comments Received

In total, four comment sheets, letters and emails were received following the Public Meeting. A summary of comments received from external agencies are included in Appendix C. Responses were provided to those who requested them.

The main comments identified following the third Public Meeting include support for the preferred plan, concern for noise from big trucks braking on the bridge, preference for no overhead structures on bridge, access across border should be provided during construction, and construction timing.

A summary of the comments received from the public and responses provided can be found in Appendix C.

6.8 MUNICIPAL INPUT

The Town of Rainy River Council members, City of Baudette, Chamber of Commerce members, and other staff were invited to participate in various consultation events throughout the study, including invitations to attend all Public Meetings and to participate in the Project Advisory Committee. The Project Advisory Committee (PAC) was formed in June 2014 to help provide community input into the project process and to encourage communications between the MTO, MnDOT and the affected communities. The PAC is composed of representatives from each county, city and township directly affected by the proposed project. At the first Public Meeting and during the PAC meetings, Council and staff members identified support for the study, and the need to replace the existing bridge, the importance of bridge aesthetics, and the strong ties between the Town of Rainy River and the City of Baudette. The PAC played an essential role in providing input related to aesthetics of the proposed bridge.

The PAC is composed of representatives from the following organizations:

- City of Baudette
- Town of Rainy River
- Rainy River & District Chamber of Commerce
- Lake of the Woods County
- Ontario Ministry of Northern Development and Mines
- U.S. Customs and Border Protection (CBP)
- Canada Border Services Agency (CBSA)
- EMS Baudette
- EMS Rainy River

An Aesthetic Vision Report was prepared to document the context sensitive design process for the new Rainy River International Crossing, to synthesize input from the PAC, and to propose an aesthetic vision to guide designers during the next phase of the project. The report reviewed the aesthetic aspects of the overall form, appurtenances, and related structures for the bridge. The PAC provided input through open discussion and on-going surveys. The two themes that continued to resonate were:

1. International pride, mutual respect, and cooperation of two long-linked towns.
2. Outdoor recreation and natural resources, including water bodies that define the landscape.

Identification of the physical crossing from one nation to the other has been identified as an important component of the new bridge. Although the existing bridge merely notes the crossing with a plaque, more noticeable and substantive border delineation options are desired for the new bridge. Recommendations from the PAC will be used to make further refinements on the bridge in the areas of border delineation.

6.8.1 Project Advisory Committee Meeting 1

PAC 1 was held on Tuesday, September 1, 2015 at the Baudette Ambulance Garage.

The purpose of the PAC was to identify initial issues and concerns with the project. PAC input was used by the project team to:

- Identify and determine the extent of the most important issues to be analysed
- Identify and suggest eliminating issues which are not significant, narrowing the analysis and discussion of these issues
- Identify and fully develop the potential positive and negative impacts of the alternatives
- Further avoid and minimize impacts to the extent possible

A PAC questionnaire was distributed regarding project factors and concerns, agency contacts and how information will be shared with the public.

6.8.2 Project Advisory Committee Meeting 2

PAC 2 was held on Wednesday, October 28, 2015 at the Baudette Ambulance Garage.

The purpose of the PAC was to encourage others to review the Environmental Assessment (EA), help others understand the information, and to develop and submit comments to the project team. PAC input was used by the project team to:

- Confirm the content of the EA
- Make factual corrections and supplement the analysis
- Remain focused on the significant issues to be considered in decision-making

A PAC questionnaire regarding the bridge aesthetic preferences was distributed, and four responses were received.

6.8.3 Project Advisory Committee Meeting 3

PAC 3 was held on Wednesday, May 25, 2016 at the Baudette Ambulance Garage.

The purpose of the meeting was to provide a project update; to present the preferred alignment, bridge type, and construction method; to obtain input on the aesthetic components of the bridge; and to review the materials to be presented at the third Public Meeting. PAC input was used by the project team to:

- Facilitate preparation of the final EA
- Identify the preferred alternatives
- Embody mitigation measures

6.8.4 Project Advisory Committee Meeting 4

PAC 4 was held on Wednesday, July 6, 2016 in the Town of Rainy River.

The purpose of the fourth PAC meeting was to provide a project update; to present the preferred alignment and the pier, railing, border delineation and colour aesthetic options, and distribute votes; and to present the results of the Aesthetic Theme Survey distributed at the previous PAC meeting.

6.9 TECHNICAL ADVISORY COMMITTEE

A Technical Advisory Committee (TAC) was created to communicate project status, outstanding issues, problems and recommended solutions, and next steps. The TAC was made up of key members of the project team, MTO, MnDOT, CBSA and the CBP. To date, 21 TAC meetings have been held.

6.10 EXTERNAL AGENCY CONSULTATION

The following ministries, agencies, and stakeholders were contacted during the study:

International	
<ul style="list-style-type: none">International Boundary Commission	<ul style="list-style-type: none">International Joint Commission
<ul style="list-style-type: none">International Rainy-Lake of the Woods Watershed Board	
Federal	
<ul style="list-style-type: none">Canada Border Services Agency	<ul style="list-style-type: none">Citizenship and Immigration Canada
<ul style="list-style-type: none">Canadian Environmental Assessment Agency	<ul style="list-style-type: none">Environment and Climate Change Canada
<ul style="list-style-type: none">Transport Canada	<ul style="list-style-type: none">Global Affairs Canada
<ul style="list-style-type: none">Infrastructure Canada	<ul style="list-style-type: none">Canadian National Railway
<ul style="list-style-type: none">Royal Canadian Mounted Police	<ul style="list-style-type: none">Fisheries and Oceans Canada
<ul style="list-style-type: none">Canada Revenue Agency	<ul style="list-style-type: none">Health Canada
Provincial	
<ul style="list-style-type: none">Ontario Ministry of Municipal Affairs and Housing	<ul style="list-style-type: none">Ontario Ministry of Tourism, Culture and Sports
<ul style="list-style-type: none">Ontario Ministry of the Environment and Climate Change	<ul style="list-style-type: none">Ontario Ministry of Natural Resources and Forestry
<ul style="list-style-type: none">Ontario Provincial Police-Rainy River Detachment	<ul style="list-style-type: none">Ontario Ministry of Northern Development and Mines
<ul style="list-style-type: none">Ontario Ministry of Aboriginal Affairs – Consultation Unit	

Municipal & Stakeholders	
<ul style="list-style-type: none">Town of Rainy River	<ul style="list-style-type: none">Township of Dawson
<ul style="list-style-type: none">Rainy River Chamber of Commerce	<ul style="list-style-type: none">Rainy River Record
<ul style="list-style-type: none">Rainy River District Social Services Administration Board	<ul style="list-style-type: none">Rainy River Emergency Medical Services
<ul style="list-style-type: none">Rainy River Health Centre	<ul style="list-style-type: none">New Gold
<ul style="list-style-type: none">Trans Canada Trails	<ul style="list-style-type: none">Federation of Anglers and Hunters
<ul style="list-style-type: none">Rainy River Future Development Corporation	<ul style="list-style-type: none">Rainy River Recreation Centre

A summary of input received and responses provided to external agencies and municipalities is provided in Appendix C.

6.11 INTERNATIONAL STAKEHOLDER WEBINARS

A series of **international stakeholder webinars** was developed as part of this project’s agency consultation plan. The webinars featured a common agenda; beginning with a look back at what was done over the last quarter, followed by a look ahead at what activities would occur in the next quarter and beyond. The webinars were planned to be interactive and intended to encourage involvement from the agencies. The goal of these meetings was to employ the connections and collective experience of the agency representatives to:

- 1. Identify opportunities for efficiencies between agencies
- 2. Define areas where we may have gaps
- 3. Confirm that we are headed in the right direction

6.11.1 International Stakeholder Webinar 1

International Stakeholder Webinar (ISW) 1 was held on Thursday, December 10, 2015. The purpose of the ISW 1 was to:

- Introduce the project to key stakeholders and agencies
- Review project bridge and alignment alternatives
- Discuss status of U.S. and Canadian permits and approvals; and,
- Provide an opportunity for agencies to provide input to the study and for interagency discussion

6.11.2 International Stakeholder Webinar 2

ISW 2 was held on Wednesday, March 2, 2016. The purpose of ISW 2 was to:

- Provide an update of project bridge and alignment alternatives
- Review the evaluation of alternatives and tentatively preferred alternatives

- Discuss status of U.S. and Canadian permits and approvals; and,
- Provide an opportunity for agencies to provide input to the study and for interagency discussion

6.11.3 International Stakeholder Webinar 3

ISW 3 was held on Thursday, August 11, 2016. The purpose of ISW 3 was to:

- Present the preferred alignment and the preferred bridge type
- Provide an update on Public Meeting 3
- Discuss potential environmental/social/cultural impacts and mitigation measures
- Discuss status of U.S. and Canadian permits and approvals; and,
- Provide an opportunity for agencies to provide input to the study and for interagency discussion

6.11.4 Canadian Environmental Assessment Agency Meeting

Several meetings were held with the Canadian Environmental Assessment Agency (CEAA) throughout the duration of the project. A meeting was held on Tuesday, January 26, 2016 at the CEA Agency office in Toronto. The purpose of the meeting was to provide a general overview of the Project as it then stood and to determine the need for the preparation and submission of a Project Description. The CEA Agency requested project updates, further details regarding the design, components and impacts of the Project and also noted that they would provide an informal review of the draft Project Description prior to the formal submission to the CEA Agency. The following agencies participated in the above-mentioned meeting: Global Affairs Canada, Fisheries and Oceans Canada, Environment and Climate Change Canada, and Transport Canada.

The purpose of this meeting was to discuss:

- Project history and funding
- Project schedule
- The environmental process
- A study area overview
- Project permits and approvals
- The CEAA process including: a project description, federal agency engagement/involvement, and Indigenous Communities consultation
- Next steps

A subsequent meeting was held on October 20, 2016 to discuss the project, project schedule, all relevant federal, provincial, and state environmental assessment processes, and all relevant permitting requirements. The following agencies participated in the meeting: Minnesota Department of Transportation, Ontario Ministry of Transportation, Canadian Environmental Assessment Agency, Federal Highways Administration, U.S. State Department, Global Affairs Canada, and Environment and Climate Change Canada. During the meeting, FHWA, MnDOT, CEAA and MTO

provided overviews of their respective legislative and EA processes and Stantec provided a summary of the project, potential environmental effects, and required Canadian and U.S. permits.

A further meeting was held with CEAA and the MTO on November 18, 2016 to discuss the CEAA Project Description requirements, submission process, timing of submission, coordination. The following topics were discussed:

- Project and process updates
- Scheduling of Canadian and U.S. EA Process
- Indigenous and Public Consultation

6.11.5 Global Affairs Canada

A meeting was also held on December 18, 2015 with Global Affairs Canada to discuss the applicability and requirements of the *International Boundary Waters Treaty Act* and the project and application submission to the International Joint Commission. Global Affairs Canada (GAC) was consulted via a teleconference meeting held on Friday, December 18, 2015. The purpose of this meeting was to discuss:

- Confirmation of project contact at Canada Desk in the US
- **Confirm the definition of ‘significant’ impact to hydrology;** and,
- Provide preliminary hydraulic analysis to GAC

6.11.6 Indigenous Communities

There are a number of Indigenous Communities either located within and in the vicinity of the study area, or who may have an interest in the study. The consultation program included written communications with the Big Grassy River First Nation, Rainy River First Nation, Ojibways of Onigaming First Nation, Anishnaabeg of Naongashiing, Naichatchewenin First Nation, Couchiching First Nation, Mitaanjigamiing First Nation, Nigigoonsiminikaaning First Nation, Northwest Angle No. 33, Grand Council Treaty #3, Anishinabe of Wauzhushk Onigum, Northwest Angle No. 37, Pwi-Di-Goo-Zing-Ne-Yaa-Zhing Advisory Services, MNO Sunset Country, and the Métis Consultation Unit of the Métis Nation of Ontario.

Indigenous Communities	
• Big Grassy River First Nations	• Northwest Angle No. 33
• Rainy River First Nation	• Grand Council Treaty # 3
• Ojibways of Onigaming First Nation	• Anishinabe of Wauzhushk Onigum
• Anishnaabeg of Naongashiing (Big Island)	• Northwest Angle No. 37
• Naicatchewenin First Nation	• MNO Sunset Country Métis Council
• Mitaanjigamiing First Nation	• Nigigoonsiminikaaning First Nation
• Couchiching First Nation	• Métis Consultation Unit Métis Nation of Ontario

The Indigenous communities listed above were notified at various stages of the project including:

- Notice of Study Commencement letter and copy of the Ontario Government Notice on April 29, 2015
- Notice of Public Meeting 1 letter and a copy of the Ontario Government Notice on June 5, 2015
- Notice of Public Meeting 2 letter and a copy of the Ontario Government Notice on October 1, 2015
- Notice of Public Meeting 3 letter and a copy of the Ontario Government Notice on May 4, 2016

The notification letters invited the Indigenous communities to participate in the study through several avenues including attending the planned External Agency meetings that occur prior to the Public Meetings and an option to request individual meetings and presentations with the MTO.

Prior to Public Meeting 3, the Métis Nation of Ontario (MNO) expressed an interest in the project, additional project information and a potential informal information session with the MTO. Following this request, the MTO continued to consult with the MNO and offered a separate presentation and information session in Rainy River/Baudette for the MNO Community Councils. To-date the MNO has not confirmed a date for the potential information session. The MTO will continue to follow-up and provide project information to the MNO. To date, no specific concerns have been raised regarding the Project.

6.11.7 Future Consultation

Public consultation is an ongoing and continuous process that extends beyond the timeframe of a planning project. To-date, no significant concerns or issues have been raised by members of the public, Indigenous Communities, agencies and stakeholders regarding this project. Consultation will continue after the Preliminary Design and Environmental Assessment Study is completed, as described in Section 9.0.

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7.0 Recommended Plan

This section of the report describes the Recommended Plan for the replacement of the Baudette/Rainy River International Bridge.

The Recommended Plan evolved through a process that included the development and evaluation of alignment and bridge type alternatives, with several iterations and evaluation stages throughout the study, as documented in this report (Section 5).

The Recommended Plan for the replacement of the Baudette/Rainy River International Bridge includes a new replacement bridge on a new alignment south and directly adjacent to the existing bridge and also includes the decommissioning of the existing bridge once the replacement bridge is complete. The Recommended Plan also includes tying into the existing Canadian and U.S. Port of Entry facilities located on either end of the existing bridge.

The Recommended Plan is illustrated in Exhibit 12.

7.1 RECOMMENDED ALIGNMENT

Following the development and evaluation of alignment alternatives, as described in Section 5, a preferred alignment was selected for the location of the replacement bridge. Alignment Alternative 2 which is upstream (south) of the existing alignment was selected as the preferred alignment.

Alignment Alternative 2 was selected as the preferred alignment because:

- Access will be maintained across the border on the existing bridge until construction of the replacement bridge is complete
- Provides desirable geometric alignment connections to existing U.S. and Canadian Port of Entry facilities
- U.S. Port of Entry detection equipment can remain in place
- Truck entry at U.S. Port of Entry can be accommodated in both lanes
- Reduced cost compared to Alternative 3 since a temporary modular bridge is not required

The preferred alignment for the replacement bridge will be approximately 1 metre south of the existing bridge and will tie-into the existing Canadian and U.S. Port of Entry facilities located on the ends of the existing bridge on land. The tie-ins for the preferred alignment will require minor modifications to the U.S. Port of Entry facility while no modifications will be required for the Canadian Port of Entry. The tie-ins on the U.S. and Canadian sides have been designed to meet Ontario and Minnesota geometric and safety standards and will accommodate a 21.9 metre size vehicle with a trailer. As the replacement bridge is being constructed, access across the existing bridge and the U.S./Canadian border will be maintained on the existing bridge. Once the replacement bridge is built and in order to build the tie-ins into the port of entry facilities, access will be unavailable for a short period of time (one day or less). The tie-ins are shown in Appendix A. Details of the construction tie-ins and duration of the closure will be confirmed in Detail Design.

7.2 RECOMMENDED BRIDGE STRUCTURE

The preferred bridge type selected following the development and detailed evaluation of bridge types was Alternative A – Continuous Steel I-Girder Superstructure. The structure is a 5-span haunched girder bridge with 4 in-water piers and two abutments.

Bridge Alternative A was selected as the preferred bridge type because:

- Requires the lowest number of substructures in the river
- No apparent traffic impacts
- Reduced design complexity and reduced construction risks
- Can accommodate lower bridge profile
- Can use prefabricated elements

The length of the replacement bridge will be approximately 408 metres and the elevation of the bridge will be 330 metres. The cross-section includes one lane in each direction (each lane 3.5 m wide) with 2.4 metre shoulders on both sides of the bridge. A 1.83 metre sidewalk is included on the south side of the bridge. The total width of the bridge is approximately 14.7 metres. The posted speed of the bridge will 50 km/h. A typical cross-section is provided in Exhibit 11.

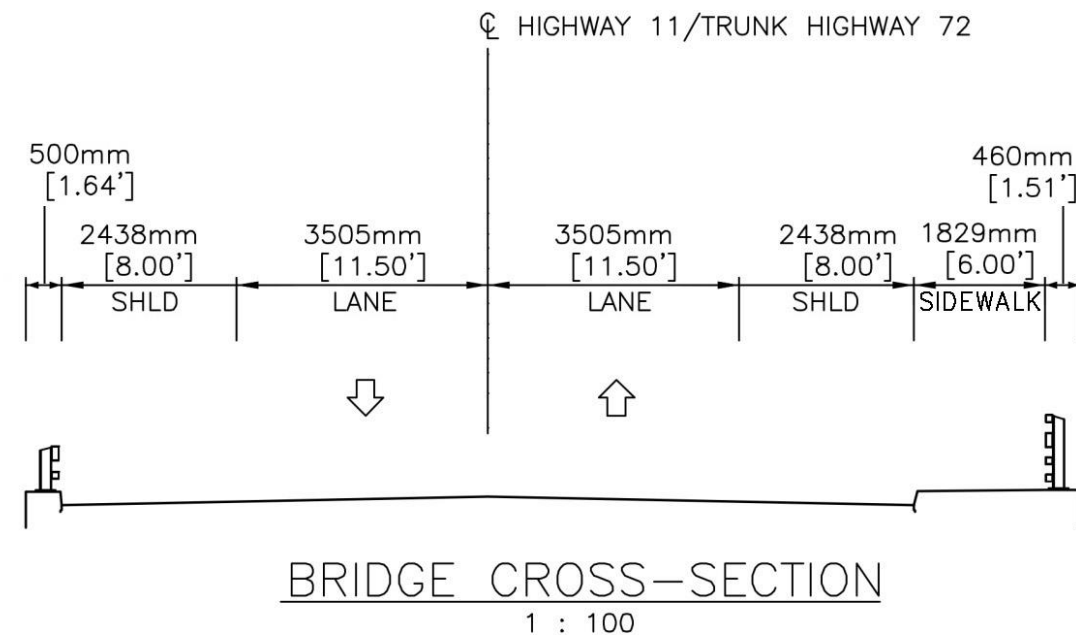


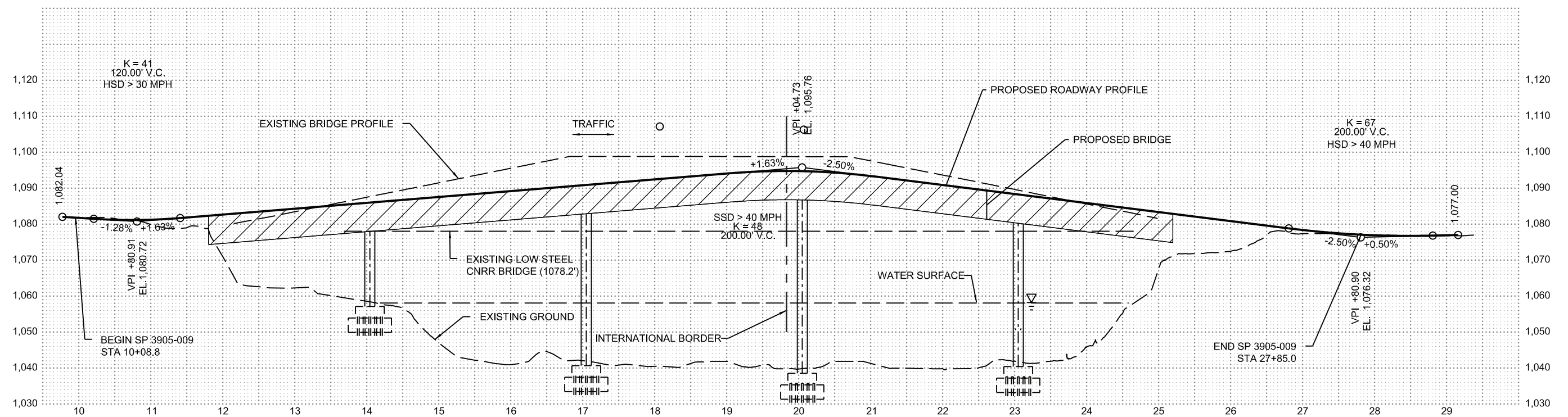
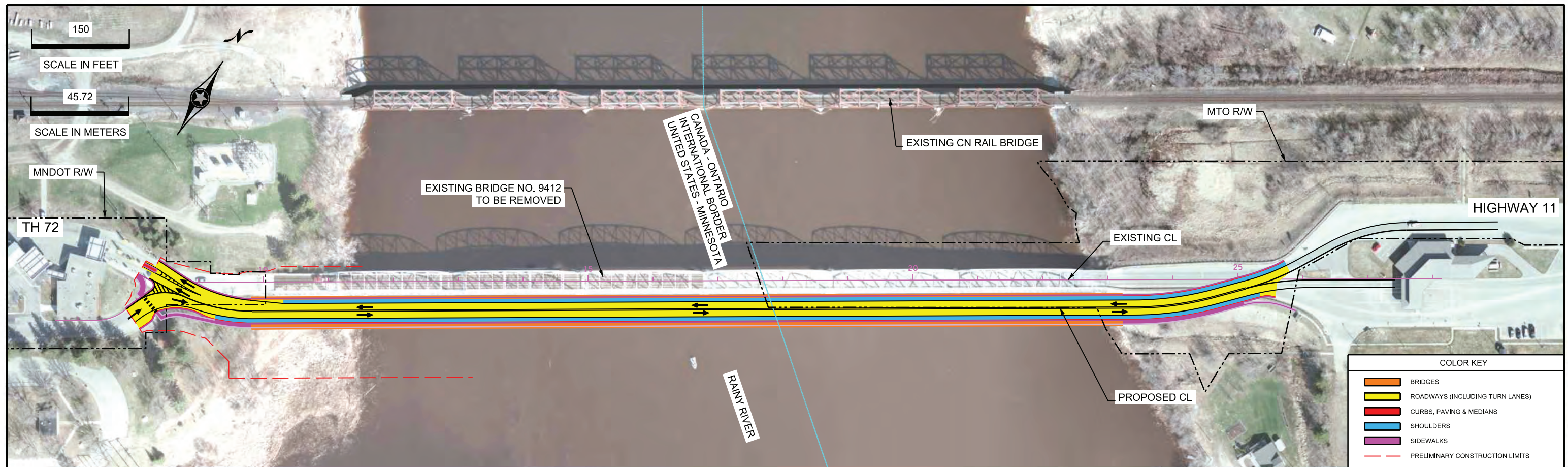
Exhibit 11: Typical Bridge Cross-Section

7.3 LOCAL ACCESS

Access will be maintained across the existing bridge during the construction of the replacement bridge. There will be no permanent changes in access following the completion of construction.

7.4 ACTIVE TRANSPORTATION

The Recommended Plan includes 2.4 metre shoulders on both sides of the bridge that will accommodate cyclists and a 1.8 metre sidewalk will be located on the south side of the bridge. The sidewalk will be designed according to both OADA and ADA requirements.



RECOMMENDED PLAN

MINNESOTA DEPARTMENT OF TRANSPORTATION AND MINISTRY OF TRANSPORTATION ONTARIO

BAUDETTE/RAINY RIVER INTERNATIONAL BRIDGE REPLACEMENT

DATE: 09/14/2016

PROJ. NO. 193802870

EXHIBIT 12

Conceptual renderings of the proposed bridge are shown in Exhibits 13 to 16.



Exhibit 13: View from Peace Park on U.S. side and Baudette River – Looking North (one pier not shown)



Exhibit 14: View from U.S. side sidewalk on bridge – Looking Northeast towards Canadian Port of Entry



Exhibit 15: Bird's-eye View of Bridge showing both U.S. and Canadian Ports of Entry



Exhibit 16: Bird's-eye View of Bridge, looking north from U.S. side towards Canadian Port of Entry (one pier not shown)

7.5 CONSTRUCTION METHODS

As part of this project, several construction methods were assessed as part of the bridge type study to determine the feasibility, and advantages and disadvantages of each construction method.

7.5.1 Conventional Erection Method

This method uses high capacity cranes with long boom capabilities and heavy duty temporary falsework towers that **will be 'leapfrogged' between spans** as steel erection progresses. It is assumed that falsework towers will require temporary pile foundations. The evaluation of environmental considerations included factors such as impacts of a minimum of five temporary falsework towers (four located over water), the possible need for stability towers in the river during construction, potential impacts of tower construction and removal, and the need for a shoreline staging area.

7.5.2 Launching the Bridge from Canada into the United States

Launching consists of assembling the steel framework on the Canadian side of the Rainy River and pushing or pulling it across the river and on top of the piers. This method has several advantages, including environmental, since temporary falsework and stability towers would not be required. As a result, the risk of effects to the river and surrounding environment are reduced in comparison to the conventional erection method.

7.5.3 Constructing on Winter Ice

This method utilizes winter ice and the frozen river as an erection platform. Available data for ice thickness on the Rainy River indicate that the thickness was not adequate to perform bridge construction using ice as a construction platform (ice thickness is 400-450 mm). A minimum ice thickness of 1,270 mm is required for the construction and erection methods.

Following the assessment it was determined that the conventional erection method is the least costly method, has lower risks from in-water construction, increased worker safety and decreased schedule duration. The winter ice construction method was eliminated from further consideration due to insufficient ice thickness. The conventional erection method and the launching superstructure method will be carried forward for further consideration during the Detail Design Study when the final construction method will be confirmed and finalized.

7.5.4 Additional Construction Considerations

All three construction method alternatives will require additional access components on the U.S. side to allow barge/equipment access closer to the U.S. shore for the proposed Pier 1. The U.S. side of the Rainy River has a shallow bank/shelf near the shoreline that impedes barge access to the Pier 1 location. Access via barge will either be provided by dredging of the shallow U.S. side of the Rainy River near the shoreline or will require construction of a temporary causeway from the U.S. shore upstream or just south of the existing bridge. The causeway structure is expected to be approximately 73 m by 15.4 m. If dredging is selected as the access method, clearing and grubbing sufficient for crane placement on the U.S. shore would still be required.

Additional potential impacts and environmental considerations for the temporary causeway and dredging access method alternatives for the U.S. side will be determined and evaluated during Detail Design.

7.5.5 Construction Duration

Construction of the project is expected to last approximately 22 months.

7.5.6 Construction Activities

It is expected that materials will be stored on the Canadian side south of the bridge and the Canadian Port of Entry facility. Once materials are mobilized to the site, construction will begin with the substructures. It is assumed that construction would begin with the two abutments before shifting to the piers.

Once substructure construction has been substantially advanced, construction of the superstructure can begin. Superstructure construction will begin with steel girder erection, and will then be followed by deck construction. Once barriers are placed and lanes are striped, the bridge may be opened to traffic.

Construction laydown areas will be required for materials storage, and two potential sites have been identified and are shown in Exhibit 17 and Exhibit 18. In addition to the potential construction laydown areas, a construction access road and a temporary dock will be required for access to the site and transportation of materials for both construction methods.

Building of a temporary dock on the Canadian side of the Rainy River will also be required for the launching construction method. The temporary dock will be approximately 130 m². The potential location and area of impact for the construction access road and temporary dock is also identified in Exhibit 17 and Exhibit 18. The final location of the construction laydown area, access road and temporary dock will be confirmed during Detail Design once the construction method has been confirmed.

Materials will be transported to the site by truck or barge transport and construction will begin with the substructures. Access to the proposed Pier 1 location on the U.S. shore will be created utilizing dredging or a temporary causeway alternative. It is assumed that construction would begin with the two abutments before shifting to the piers. Once substructure construction has been substantially advanced, construction of the superstructure can begin. Superstructure construction will begin with steel girder erection, and will then be followed by deck construction. Once barriers are placed and lanes are striped, the bridge may be opened to traffic.

Equipment will operate in different areas of the construction site at different times during the construction period. Construction is planned to take place between 7:00 AM and 9:00 PM but the majority of the activities will likely occur between 7:00 AM and 7:00 PM. The U.S. construction activity noise restrictions allow construction from 7:00 AM to 10:00 PM, however, since noise impacts for the project are considered a potential transboundary effect, the more stringent Canadian construction time periods should be utilized. Major construction activities will be planned for daytime hours. Construction activities and timing will be confirmed during Detail Design.

Activities associated with the construction of the replacement bridge will include activities common to construction projects, such as:

- Mobilize to site

- Clearing and removal of trees and brush
- Stripping of all surficial organics and topsoil
- Site grading, including cut and fill earthworks, to accommodate the proposed equipment and laydown areas and to create a level working area
- Construct access road to site (if required)
- Construct abutments
- Install cofferdams
- Construct piers
- Remove cofferdams
- Erect structural steel spans
- Place bridge deck
- Decommissioning of existing bridge including cutting and removal of steel and removal of piers
- Installation of utilities
- Site restoration, stabilization of disturbed soils and restoration and enhancement activities

7.5.7 Construction Staging and Traffic Management

During the construction of the new bridge, access will be maintained via the existing bridge. Once the new bridge is complete, there will be short-term lane closures in order to build the tie-ins to the U.S. and Canadian ports of entry. The duration of the short-term lane closures will be confirmed during Detail Design. Once the tie-ins are complete then access will be provided on the new bridge while the existing bridge is decommissioned.

7.5.8 Decommissioning of Existing Baudette/Rainy River International Bridge

Following the completion of the replacement Baudette/Rainy River International Bridge, the existing bridge will need to be decommissioned and removed from the site. The decommissioning process will include cutting (torch/air cut) of the existing steel components into manageable pieces and then removing the steel components and structure via barge to land for processing and load out and transportation. The existing piers would then be removed from the Rainy River.

The trusses will be removed in-place or picked off of the piers and transported to a staging area for demolition. The concrete abutments will be removed using air tools such as pneumatic hammers and blunted chisel tools. The abutments will be removed to an elevation at least two feet below the final ground surface.

The seven concrete piers will be removed to the elevation of the stream bed, at a minimum, unless required to be removed deeper in accordance with regulatory agencies such as Transport Canada. These requirements will be confirmed with regulatory agencies during Detail Design. The pile bent piers will be disassembled using cutting tools,

such that the members are a manageable size. Once severed, the members will be removed from the site. Pile bent piers will be removed to an elevation at least two feet below the final ground surface unless located in the Rainy River. For pile bents located in the Rainy River, the piers will be removed to the elevation of the stream bed, at a minimum.

The structural steel components of the existing bridge will be removed from site and will be transported to a waste and recycling facility where the steel will be melted down for raw materials to be re-used or will be disposed of as non-hazardous solid industrial or commercial waste. The location of the potential waste and recycling facilities will be identified during later study stages (i.e. Detail Design and Construction).

The concrete elements of the existing bridge will be removed from site and will be transported to a waste and recycling facility where they will either be disposed of as non-hazardous solid industrial or commercial waste or the concrete will be crushed and used for new granular/asphalt material.

7.6 UTILITIES

Utility relocations will be required to accommodate the Recommended Plan. Final utility relocations will be determined during Detail Design.

7.7 ACCESS

Access to the U.S. and Canadian Port of Entry facilities and buildings will be available throughout the entire construction duration of the replacement bridge. Access across the U.S./Canada border and to the Port of Entry facilities will be provided via the existing bridge during construction and traffic delays as a result of the construction are not anticipated. Navigation will be maintained throughout all project phases. There may be some minor delays for boaters due to barge activity and movement but these delays are expected to be minor. Once the replacement bridge is built, the bridge will be connected to the Port of Entry facilities and access will then be provided via the new bridge.

7.8 PROPERTY

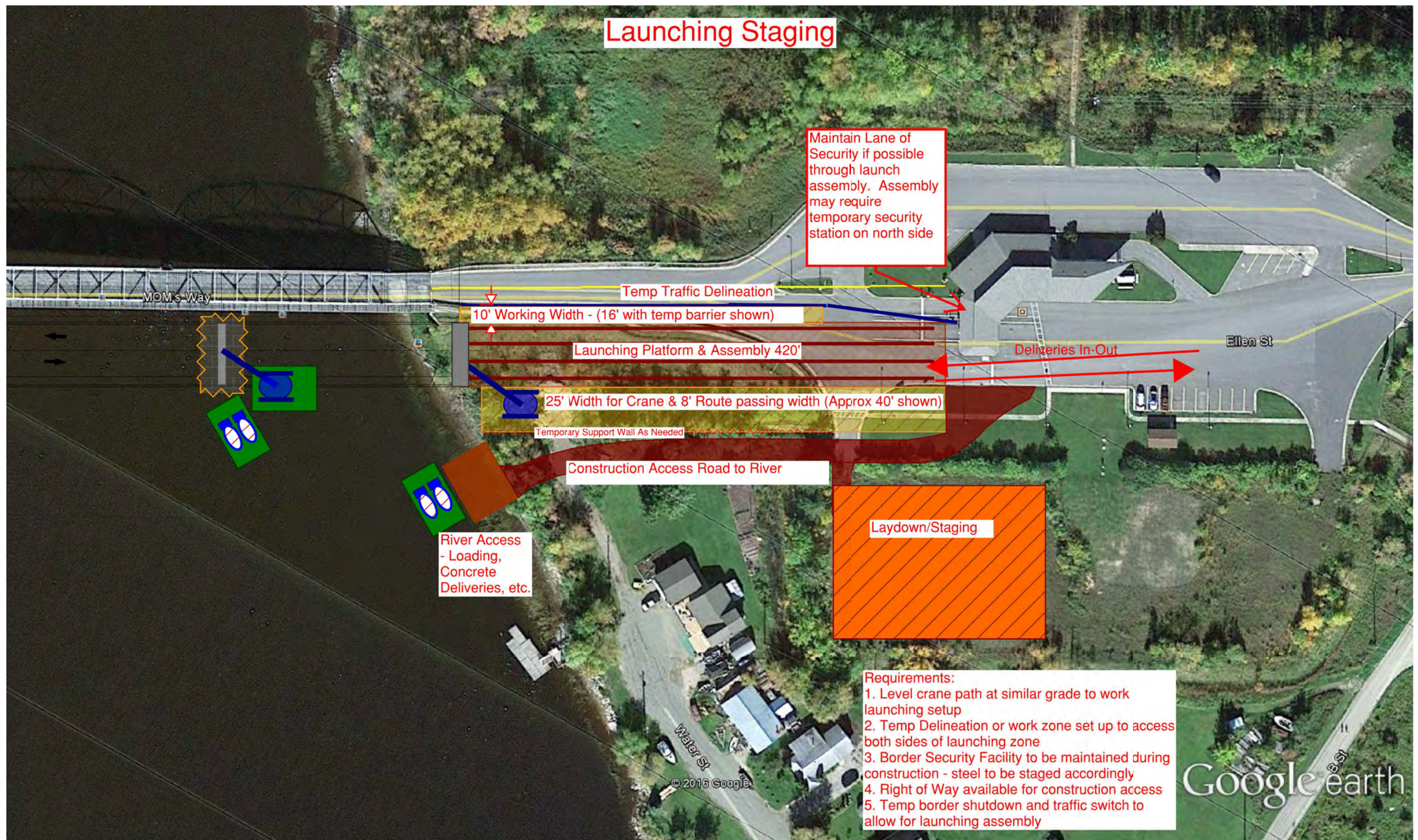
The Recommended Plan does not require the acquisition of any private property and is entirely located on MTO-owned land. There is the potential that temporary land may be required during construction of the replacement bridge (i.e., laydown areas) but that will be determined during Detail Design, once a construction method is selected. Potentially impacted property owners will be notified during the subsequent project stage, Detail Design, once construction methods and details have been confirmed. Impacts to property on the U.S. side are documented in the U.S. EA, which is on file with MnDOT and available on the project website.

7.9 OPERATIONS

The Baudette/Rainy River International Bridge will be open 24 hours a day, seven days a week, in conjunction with the U.S. and Canadian Port of Entry facilities on either end of the bridge.

The project will be designed and built to accommodate future traffic projections of 1,250 – 1,450 for the year 2038.

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CONCEPTUAL STAGING FOR LAUNCHING OPERATION METHOD

7.10 MAINTENANCE

The new bridge will be designed with a minimum design life of 75 years. Over this 75-year period, inspections are expected to occur on a 24-month schedule, with additional underwater inspections every 5 years. These inspections may result in some general repairs to concrete and steel elements, such as sealing of concrete deck cracking and sidewalk/curb repair, which will occur on an as-needed basis. General bridge cleaning is also recommended on an **annual basis to maximize the structure’s life. A maintenance contract for snow-plowing** will be arranged and signed by the MTO and MnDOT.

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8.0 Environmental Impacts and Mitigation

This section of the report describes the expected environmental impacts associated with the Recommended Plan, and appropriate mitigation at a Preliminary Design level of detail, in accordance with the *Class EA for Provincial Transportation Facilities* (2000) and the *Environmental Reference for Highway Design* (2006).

8.1 NATURAL ENVIRONMENT

The development of alignment and bridge structure alternatives was a systematic process that included consideration of input from the public, agencies, and stakeholder groups to help identify project specific issues and impacts. Alignment alternatives were generated based on the Principles for Generating Alternatives in the *Class EA for Provincial Transportation Facilities* (2000).

Impacts to the natural environment have been minimized in part, by minimizing footprint impacts to undisturbed natural environments. Impacts and mitigation to major components of the ecological system and the Rainy River are described in the following sections.

The preferred alignment and the preferred bridge type are shown in Exhibits 9-10. The Preferred Plan will be refined as a result of further studies (i.e. Detail Design) and ongoing consultation activities.

A variety of environmental protection and mitigation measures will be adopted to guide the planning, design, construction, operation, and decommissioning of the project. These include:

- Avoid sensitive areas such as wetlands, sensitive fish habitat, where possible and where unavoidable-minimize the size and number of natural features that may be affected
- Regulated standards for air and water emissions, for storage and disposal of solid wastes, and for handling and disposal of hazardous materials
- Implement Best Management Practises for erosion and sediment control:
- **Minimizing the “footprint” of Project facilities and activities to** consequently minimize the amount of disturbed land, wetlands, fish habitat and water resources
- Implement in-water construction timing restrictions (i.e., in-water work allowed from July 16 – March 14)
- Implement well-developed consultation program during all phases of Project (i.e., Detail Design)

As stated above, the details of the Preferred Plan will be refined and finalized during later project stages. To the extent possible, project facilities and components will be sited to avoid and minimize interactions with wetlands, high sensitivity habitats, and areas of high archaeological/built and cultural heritage potential; where avoidance is not possible, mitigation or compensation measures will be developed in consultation with the applicable regulatory authorities.

Although the Recommended Plan will have direct impacts to wildlife habitat and vegetation, impacts at the larger watershed and ecosystem scale are not expected to be significant.

8.1.1 Physiography, Geology, and Soils

8.1.1.1 Erosion and Sediment Control

This study included a review of potential erosion and sediment control requirements for the Recommended Plan, based on the results of the geotechnical assessment and available background information, including soils and geological mapping.

During Detail Design, slope heights and lengths and stability will also be confirmed, and recommendations will be developed to ensure the stability of slope surfaces and minimize erosion. Bridge construction may create instability in slopes and increase the rate of erosion along the highway from the removal of vegetation or other construction activities on steep slopes. These potential effects are expected to be minor in sections of the study area that are relatively flat. Any increased erosion will be temporary and limited to the construction period.

8.1.2 Drainage and Surface Water

8.1.2.1 Stormwater Management

A *Preliminary Stormwater Management Plan* was developed for the project to document existing drainage patterns and presents a conceptual drainage plan.

The new bridge deck and bridge approach will add approximately 1.5 acres (0.61 hectares) of impervious surface to the study area. Stormwater runoff for the project will be captured at the bridge approach panels by catch basins and directed via storm sewer away from the roadway low points. Drainage system improvements on the Canadian side of the bridge will be designed to tie in to the existing drainage system for the parking lot at the Canadian border crossing facility. Both the Minnesota and Canadian side of the bridge will ultimately drain to the Rainy River.

Preliminary analysis of water quality treatment indicates that the project meets or exceeds the applicable standards. The preferred stormwater management approach identified for the bridge on the Canadian side includes a grass swale on the north side of the bridge. It is recommended that a grass swale be maintained on the south side of the bridge or that other options be considered and confirmed during Detail Design. The proposed system includes stormwater management Best Management Practices (BMPs) designed to meet the project needs and permit requirements. Further stormwater management design features such as erosion control measures will be confirmed and refined during Detail Design.

Standard erosion and sedimentation measures and controls will be implemented to minimize potential suspended solids in runoff and other related environmental effects. These measures will include a requirement that waste oils, fuels, and hazardous wastes (if any) shall be handled in a safe manner. Contractors will be required to transport, store and handle all such substances as recommended by the suppliers/manufacturers and in compliance with all applicable international, federal, provincial or municipal regulations.

8.1.3 Designated Areas

The Recommended Plan does not impact any known Designated Areas.

8.1.4 Natural Sciences

This preliminary impact assessment identifies potential impacts (direct and indirect) to natural science environment features and functions that may arise from the implementation of the Recommended Plan. The assessment of impacts and mitigation recommendations will be refined further during Detail Design.

8.1.4.1 Fisheries and Aquatic Resources

Fisheries impacts and potential mitigation measures are described below. All fisheries impacts will be mitigated in accordance with the *MTO/DFO/MNRF Fisheries Protocol* (2013) or current MTO/DFO/MNRF fisheries regulations and appropriate U.S. and Minnesota fisheries protection regulations, as documented in the U.S. EA (currently on file with MnDOT and available on the project website).

Background data and habitat assessments indicated that the Rainy River is a migratory corridor for Lake Sturgeon (Stantec 2016). The Lake Sturgeon population in Northwestern Ontario is Threatened and as such, the species and its **habitats are protected by Ontario's *Endangered Species Act, 2007* (ESA 2007)**. The bridge design has considered Lake Sturgeon and their habitat and the project will avoid negative effects to the species. Permitting under the ESA 2007 is not anticipated and will be confirmed once details of the design are finalized.

Based on the information available from the Preliminary Design, the following potential effects to aquatic habitat were identified:

- Approximately 546 m² of natural substrate on the river bottom will be overprinted by the new bridge piers
- Aquatic vegetation and bottom substrate may be disturbed during construction; however, the disturbance would be temporary
- Other areas of the river bottom will be disturbed due to temporary work areas for construction

The footprint area of the bridge piers will occupy a relatively small area of the Rainy River. Although the area overprinted by the piers will not be available for use by fish, the areas around the piers will remain unchanged and the area currently occupied by piers of the existing bridge will provide habitat once the existing bridge is removed. Temporary work areas and shoreline areas will be rehabilitated following construction.

Mitigation measures that include in-water timing windows are provided in the *Fish and Fish Habitat Impact Assessment Report*. **Mitigation measures are consistent with DFO's *Measures to Avoid Causing Harm to Fish and Fish Habitat*.**

The following mitigation measures described below are applicable to protect fish and fish habitat in the study area and **are consistent with DFO's *Measures to Avoid Causing Harm to Fish and Fish Habitat*** (<http://www.dfo-mpo.gc.ca/pnw-ppe/measures-mesures/measures-mesures-eng.html>). The following measures will also protect Lake Sturgeon and their habitat.

Design

The Preferred Plan was designed to reduce the area of disturbance to the extent possible. Design considerations included as part of this study that may minimize potential impacts to fish and fish habitat include:

- Reduced number of in-water piers, when compared to the existing bridge
- Construction method options consider temporary structures such as false towers required for construction
- The preferred alignment alternative for the Recommended Plan (Alignment Alternative 2) does not require the use of a temporary modular bridge, which would result in a higher number of in-water piers (although temporary in nature)
- Wherever possible, the footprint of in-water piers was minimized

Construction

Timing of In-Water Work

Works adjacent to aquatic resources that provide fish habitat, or have the potential to support fish habitat, are often restricted to certain periods to avoid construction-related impacts to fish species during their most sensitive / vulnerable life cycles (i.e., during reproduction and early development stages of off-spring). Therefore, construction activities are often not permitted close to, or within fish habitat during these periods.

The thermal regime of the Rainy River is **'coolwater'** as per information provided by the MNRF (2015c); therefore, in-water construction for the project is permitted from July 16 to March 14 (Ontario- no in-water work from April 1 to July 15, Minnesota – no in-water work from March 15-June 15). The timing window protects the sensitive life stages of resident fish species including Lake Sturgeon migration.

Flow Diversion/Dewatering

If required, the following mitigation measures will be applied to isolate construction activities from the Rainy River during construction:

- Design and implement isolation plan to isolate temporary in-water work zones to maintain clean flow around the work zone at all times
- Fish rescue plan – Transfer fish in the work area away from the construction area using capture, handling, and release techniques to minimize harm and stress. Ensure the intakes of pumping hoses are equipped with an appropriate device to avoid entraining and impinging fish
- Manage water from dewatering operations to prevent erosion and/or release of sediment laden or contaminated water to the waterbody (e.g., settling basin, filter bag, energy dispersion measures)
- As a contingency, materials shall be on site at all times in the event that water levels re-enter the work area once construction begins

Various mitigation techniques will be employed during construction to reduce the risk of impacts to natural environment features. Mitigation measures for sediment erosion and dust control will be implemented to prevent

sediment and dust from entering the Rainy River. See Section 8.1.1 for recommended erosion and sediment control measures. Erosion and sediment control measures and site restoration will be in accordance with Ontario Provincial Standard Specifications (OPSSs).

Monitoring

The preliminary Aquatic Effects Assessment and Risk Assessment (as documented in the Fish and Fish Habitat reports) determined that the project will result in Low Risk of impacts to fish and fish habitat. Low Risk projects do not require DFO review or *Fisheries Act* authorization.

Approvals

The project is following the approved MTO/DFO/OMNR Fisheries Protocol for determining and identifying risks associated with the Project for fish and fish habitat. A Fish and Fish Habitat Impact Assessment for this Project was completed and determined that the project will not cause serious harm to fish. Authorization under the *Fisheries Act* is not anticipated and will be confirmed during Detail Design.

8.1.4.2 Terrestrial Ecosystems

The Preferred Plan requires the removal of 0.10 ha of Cultural Woodland (CUW1) and 0.01 ha of Shallow Marsh (MAS2) vegetation communities (Exhibit 8). The CUW1 and MAS2 units at this location occur within the existing Highway 11 and the Baudette/Rainy River International Bridge ROW, and include a high proportion of cool season graminoids (non-native grasses) and other common roadside plants. Given these factors, habitat quality in the impacted area is relatively low compared to natural areas occurring elsewhere in the study area.

Potential Impacts to Sensitive Features

The Preferred Plan interacts with habitat with provincially rare species (wild licorice in the CUW1 unit)

Woodland edges and other suitable habitat for wild licorice is well-represented in other parts of the study area, and negligible long-term implications to the local population are anticipated as result of the loss of 0.10 ha of Cultural Woodland. Potential loss of individual plants of wild licorice can be offset through site specific protection and mitigation measures recommended for this species, as discussed below.

Potential Interference with Bird Nests

The MBCA protects nests of migratory birds from damage while they are active, including nests in vegetation and on structures. There were no bird nests documented on the Baudette/Rainy River International Bridge; however, vegetation in the area of the Preferred Plan may support nests of MBCA and/or FWCA protected species. Vegetation clearing has the potential to damage or disturb nests of MBCA protected species. In order to avoid contravention of the federal *Migratory Bird Convention Act* (MBCA), vegetation clearing is not recommended between April 21 and August 14. If vegetation clearing is required during this period, nest searches should identify nests of protected species and implement an appropriate buffer so that they are not disturbed. Nest searches should be completed within 7 days of the proposed works.

Species-at-Risk and Species of Conservation Concern

Field investigations determined that there are no bird nests under the existing Baudette/Rainy River International Bridge. The configuration of the bridge is such that it is not expected to provide the necessary protection to attract birds such as Barn Swallows. The bridge is a metal grate structure that does not offer protection from the elements, and the piers do not provide sufficient overhang to protect a bird nesting underneath. Although no nests were seen, one Barn Swallow was observed near the bridge during the field investigations. Barn Swallow was not observed to be nesting on the Baudette/Rainy River International Bridge or elsewhere in the study area; therefore, mitigation or authorization under the ESA is not anticipated for this species.

The CUM1-1c community had an abundance of Common Milkweed, the larval host plant for this species. However, meadow habitat is not a limiting factor for Monarch in Ontario, and is not considered significant wildlife habitat.

Environmental Protection Measures

Sediment and Erosion Control

Various mitigation techniques will be employed during construction to reduce the risk of impacts to natural environment features. Mitigation measures for sedimentation, erosion, and dust control should be implemented to prevent sediment and dust from entering sensitive natural features.

The primary principles associated with sedimentation and erosion protection measures are to: (1) minimize the duration of soil exposure; (2) retain existing vegetation, where feasible; (3) encourage re-vegetation; (4) divert runoff away from exposed soils; (5) keep runoff velocities low; and (6) trap sediment as close to the source as possible. To address these principles, the following mitigation measures are proposed:

- The limits of construction (site boundaries) adjacent to all natural areas, including Cultural Woodland (CUW1) and Shallow Marsh (MAS2) communities, should be flagged and fenced prior to construction, and monitored during construction (along with sediment and erosion control measures)
- No equipment should be permitted to enter any natural areas beyond the sediment fencing (site boundaries) during construction
- All materials requiring stockpiling (fill, topsoil, etc.) should be stabilized and kept a safe distance from any sensitive natural features
- All exposed soil areas should be stabilized and re-vegetated. Seed and mulching, or seed and an erosion control blanket should be applied to disturbed sites promptly upon completion of construction activities
- Refuelling of equipment should be carried out away from any sensitive natural features to avoid potential impacts, in the event that an accidental spill occurs
- In addition to any specified requirements, additional erosion and sediment controls should be available on site, prior to grading operations, to provide a contingency supply in the event of an emergency

- All sediment and erosion controls should be monitored regularly and properly maintained, as required. Controls should be removed only after the soils of the construction area have been stabilized and vegetation cover is re-established
- Any natural areas that are temporarily disturbed for access or construction should be restored to natural self-sustaining conditions
- Sediment fencing will be used adjacent to sensitive receptors, including the Rainy River, when exposed soil slopes are at risk of eroding
- If there is insufficient time remaining in the growing season, sites shall be stabilized with temporary erosion control measures such as erosion control blankets and seeded the following spring. Erosion and sediment control measures shall be maintained until vegetation has been established in disturbed areas
- Banks of the Rainy River disturbed during construction shall be restored to pre-construction configuration and condition (or better) using native species, where possible
- Environmental controls should be monitored by an environmental inspector

Protection of Peripheral Vegetation

During construction adjacent to vegetated areas, heavy equipment could damage peripheral vegetation through contact, excavation and/or soil compaction. Where natural features occur adjacent to construction activities, barrier fencing should be erected to protect vegetation that is to be retained, including fencing to protect the retained portions of the Cultural Woodland (CUW1). Areas to be cleared of existing vegetation should be clearly marked to prevent unnecessary clearing. Barrier fencing may coincide with sediment fencing used to control erosion and sediment transport at the site.

Site-Specific Protection Measures

Wild Licorice and Milkweed

One provincially rare plant (S3) was observed in the study area, wild licorice. No other rare or highly sensitive plant species were encountered during field surveys. Mitigation is available to protect wild licorice, including transplanting individual plants that may be affected by construction.

Suitable habitat for milkweed is well-represented in the study area and adjacent lands, and negligible long-term implications to milkweed populations are anticipated. Mitigation is available to protect milkweed plants, including transplanting individual plants that may be affected by construction.

Wildlife and Wildlife Habitat

Contractors should be aware of potential encounters with wildlife and avoid them to the extent possible. Generally, sediment and construction fencing will also prevent wildlife access; however, there is some potential that individuals may enter the limits of construction.

Wildlife habitat, including candidate significant wildlife habitat will be protected during construction using measures that are proposed to reduce potential impacts on wetlands and other vegetation communities (described above). Assuming the above noted measures are implemented, negligible impacts to significant wildlife habitat are anticipated

during construction. Generally, sediment and construction fencing will serve the dual purpose of preventing access of wildlife; however there is some potential that individuals will enter the limits of construction; therefore, contractors should be aware of the potential to encounter other wildlife and avoid them to the extent possible.

Wetlands

Wetlands provide habitat for a diverse range of wildlife species and perform wetland hydrologic functions as water storage and water quality improvement.

Potential impacts to wetlands include:

- Direct alteration of wetland habitat through vegetation removal, grading, and other work associated with construction of the bridge
- Disturbance from vehicle use and construction activities and potential inadvertent releases of deleterious substances into the wetlands
- Alteration of wetland hydrology

Wetland Candidate significant wildlife habitat on the Canadian side is well-represented in the study area and adjacent lands, and negligible long-term implications to wildlife that use these areas are anticipated. Protection from indirect impacts to habitat such as sedimentation and erosion will be addressed through standard environmental protection measures discussed in the section above.

8.2 SOCIO/ECONOMIC ENVIRONMENT

This section of the report describes impacts and potential mitigation measures for the social and economic environments.

8.2.1 Land Use

Land use designations in the study area are not expected to change as a result of the Recommended Plan.

The Recommended Plan supports Regional and Provincial Growth Planning policies by providing the transportation infrastructure required to maintain a high level of service on the provincial highway system for the movement of people and goods.

It is not expected that residents in the study area will experience temporary delay or disruption during construction. Access will be maintained on the existing bridge while the replacement bridge is being built.

8.2.1.1 Communities

There are no impacts to the community facilities identified in Section 4.2.1.

Student Transportation

There will be no impacts to student bus routes as the Recommended Plan will maintain access across the border during construction of the bridge.

8.2.1.2 Commercial

The Recommended Plan is not anticipated to have any negative impacts to local businesses in Rainy River or Baudette as access across the border and to both communities will be maintained during construction of the replacement bridge.

8.2.1.3 Emergency Services

There are no anticipated impacts to emergency service providers in the study area because access will be maintained across the existing bridge while the replacement bridge is being built and once the replacement bridge is complete, access will be maintained across the bridge with 24-hour service across the bridge and the international border.

8.2.1.4 Municipal Services

There are no direct impacts to municipal services as a result of the Recommended Plan.

8.2.2 Agriculture

The Recommended Plan does not impact active agricultural land or associated operations.

8.2.3 Aggregates

The Recommended Plan does not impact any aggregate extraction facilities.

8.2.4 Mining

The Recommended Plan does not impact any mining operations or facilities.

8.2.5 Recreation and Tourism

The Recommended Plan supports regional tourism and recreational growth by replacing aging infrastructure, and improved safety and traffic operations within the study area; and by avoiding impacts to crown land, impacts to businesses and recreational facilities.

8.2.5.1 Trails and Active Transportation

The MTO is committed to sustainable transportation and active transportation as outlined in the MTO *Statement of Environmental Values* (2008). The Recommended Plan does not affect any identified trails in the study area.

The Recommended Plan includes 2.4 metre shoulders on both sides of the bridge that will accommodate cyclists and a 1.8 metre sidewalk will be located on the south side of the bridge.

8.2.5.2 Snowmobile Trails

There are no TOPS snowmobile trails or trail crossings located directly in the study area and there will be no direct impacts to any TOPS snowmobile trails.

8.2.5.3 Other Recreational Features

The Recommended Plan does not directly impact any known recreational features in close proximity to the study area

8.2.6 Navigable Waters

The project involves work on a waterway that is listed on the *List of Scheduled Waters*, governed by the Navigation Protection Act, which is administered by Transport Canada. Through consultation with Transport Canada it was determined that an application for the Project will be required to be submitted to the Navigation Protection Program for approval. Regulatory approval is required by Transport Canada for any works that occur in scheduled waterways. Through further consultation with Transport Canada it was established that the Recommended Bridge must provide navigational clearance that coincides with the existing navigational clearance and height of the CN Rail Bridge. In **keeping with Transport Canada's navigational requirements the Recommended Plan** and proposed bridge will have the same clearance or height from the surface of the Rainy River to the bottom of the substructure (6.1 metres).

Navigation will be maintained during construction and required clearances for watercraft will be provided. Any signage or lighting required for canoeists or boaters on the watercourse during construction will be confirmed during Detail Design.

8.2.7 Construction Air Quality Mitigation Measures

Intermittent air emissions as a result of the project construction will consist of products of combustion and will be limited to the following sources:

- Bridge Construction (including decommissioning of existing bridge): on-road mobile equipment (trucks), construction equipment (e.g., excavators, loaders, graders), and construction dust from construction equipment traffic on unpaved roads
- Construction emissions are expected to occur intermittently during the hours of construction over the duration of the construction period, depending on the level of construction activities
- Construction activities associated with the project will have the potential to generate dust. These emissions will be of relatively short duration and are unlikely to have any long-lasting effects on the surrounding area.

Construction dust impacts will be controlled during construction. The contractor will be required to adhere to standard restrictions (i.e., proper maintenance of equipment, no unnecessary idling) during construction. Standard dust suppressants (i.e., water, calcium chloride) will be used to minimize dust.

8.2.8 Noise

An *Environmental Noise Assessment* was carried out for the Recommended Plan in accordance with the MOE/MTO Noise Protocol and the MTO Noise Guide. A copy of the *Environmental Noise Assessment* is on file with the MTO.

In accordance with the MTO *Environmental Guide for Noise* (2006), residences that are exposed to sound level increases of 5 dBA or higher in the future or to future sound levels of 65 dBA or higher warrant investigation to **establish their eligibility for noise controls at their Outdoor Living Areas (OLA's).**

The following is a summary of the results of the noise study:

- Changes greater than 5 dB and absolute sound levels greater than 65 dBA are not predicted for residences within the study area. Therefore, noise mitigation is not required according to the MTO Environmental Guide for Noise requirements

8.2.8.1 Construction Noise

The Environmental Noise Assessment that was completed as part of this study recommended that a detailed construction noise evaluation be undertaken during Detail Design and documented in a separate report that also makes recommendations for a Code of Practice to minimize construction noise impacts.

In addition to the detailed construction noise evaluation, the contractor will be required to adhere to standard noise restrictions (i.e., proper maintenance of equipment, no unnecessary idling).

8.3 CULTURAL ENVIRONMENT

If cultural heritage values (archaeological or historical materials or features or human remains) are identified during operations, all activity in the vicinity of the recovery will be suspended and the Ministry of Tourism, Culture, and Sport archaeologist will be contacted (807-475-1551). Other appropriate authorities (i.e., Ontario Provincial Police, Registrar of Cemeteries, Ministry of Government Services) should also be notified, as needed. This condition provides for the potential for deeply buried or enigmatic local site areas not typically identified in evaluations of archaeological or heritage potential.

8.3.1 Archaeology

The Recommended Plan does not directly impact any registered archaeological sites. The Stage 1 background research resulted in the determination of high archaeological potential and that a Stage 2 Archaeological Assessment would be required. The Stage 2 Archaeological Assessment did not result in the identification of any archaeological materials.

The Stage 1 and 2 Archaeological Assessment Reports were filed with the MTCS for concurrence and endorsement through a Letter of Review and entry into the *Ontario Public Register of Archaeological Reports*.

8.3.2 Built Heritage and Cultural Landscape

The existing bridge is not listed and is not eligible for inclusion on the Ontario Heritage Bridge List, however, the bridge is eligible for listing in the U.S. National Register of Historic Places under Criterion A: Transportation and Criterion C: Engineering. Although the Preferred Alternative results in an adverse effect to Bridge 9412 under Section 106, the parties with jurisdiction over this resource has agreed that adequate measures were taken to minimize harm to the resource (to the extent possible, and that the mitigation measures are acceptable compensation for impacts). Mitigation measures for impacting the existing bridge are documented in a Section 106 Memorandum of Agreement (MOA) among the MnHPO, FHWA, MTO, and MnDOT. The MOA has been submitted and accepted by all signing parties and is in the process of being executed.

9.0 Future Consultation and Summary of Identified Concerns, Mitigating Measures and Future Commitments

9.1 FUTURE COMMITMENTS

Future consultation will be required during Detail Design to deal with all outstanding issues, including permits/ approvals from external agencies (international, federal, provincial), detailed environmental investigations regarding impacts and mitigation and engineering investigations to confirm the final design.

Future consultation is expected to include notification of the start of Detail Design to the public and external agencies and a Public Meeting near the completion of Detail Design to display plans, and to answer questions about the final design and proposed mitigation measures. The coordination of provincial, federal and international permits and approvals is a key component of this project and for future project phases including Detail Design. A summary of proposed future consultation is in Table 6.

Table 6: Future Consultation with External Agencies

External Agency	Subject of Consultation
International Joint Commission & Global Affairs Canada	<ul style="list-style-type: none">Confirm requirements of <i>International Boundary Waters Treaty Act</i> and special agreement between governments in order to circumvent IJC application process
International Boundary Commission	<ul style="list-style-type: none">Confirm requirements of application for working near the border as per the <i>International Boundary Commission Act</i>
Environment and Climate Change Canada	<ul style="list-style-type: none">Confirm stormwater management requirements
Fisheries and Oceans Canada	<ul style="list-style-type: none">Requirements of current MTO/DFO/MNRF Fisheries ProtocolConfirm potential fisheries impactsTiming restrictions and other fisheries mitigation in contract package
Transport Canada	<ul style="list-style-type: none">Confirm requirements of <i>Navigation Protection Act</i> permit and approval and submit applicationInternational Bridges and Tunnels Act permit application
Canadian Environmental Assessment Agency	<ul style="list-style-type: none">If CEAA determines that a federal Environmental Assessment is required, confirm all requirements of the federal EA process and initiate a federal EA
Ministry of Natural Resources and Forestry	<ul style="list-style-type: none">Confirm that habitat for Species-at-Risk are not negatively impacted by the Recommended PlanConfirm whether an <i>Endangered Species Act</i> permit is requiredConfirm potential mitigation measures for natural features and confirmed Significant Wildlife HabitatTiming restrictions and other fisheries mitigation in contract package

External Agency	Subject of Consultation
Ministry of the Environment and Climate Change	<ul style="list-style-type: none">Prepare a <i>Design and Construction Report</i> for each Detail Design contract to be placed on the public record
Town of Rainy River	<ul style="list-style-type: none">Confirm Recommended Plan during Detail DesignOngoing consultation during Detail DesignContinued participation in advisory committee
Railways	<ul style="list-style-type: none">Notify of start of Detail Design and construction phases
Snowmobile Clubs	<ul style="list-style-type: none">Notify of start of Detail Design and construction phases
Canada Border Services Agency	<ul style="list-style-type: none">Confirm Recommended Plan during Detail DesignDiscussions and agreement regarding temporary use of CBSA land for construction staging areasOngoing consultation regarding construction methods, access requirements
Emergency service agencies (i.e., OPP, Fire, ambulance, etc.)	<ul style="list-style-type: none">Notify of start of Detail Design (i.e., staging etc.) and construction phases to minimize impacts to emergency response times during and after construction
All other agencies/groups involved in planning and preliminary design study (i.e., Rainy River Chamber of Commerce)	<ul style="list-style-type: none">Notify of start of Detail Design and construction phases
Utility companies	<ul style="list-style-type: none">Notify of start of Detail Design to confirm that potential conflict areas are properly identified and resolved

The U.S. permitting requirements are documented in the U.S. EA currently on file with MnDOT.

Other issues to be dealt with, through consultation during Detail Design include:

- Confirm maintenance agreement requirements between MTO and MnDOT
- Confirm noise protection and mitigation measures during construction during Detail Design

9.2 SUMMARY OF ENVIRONMENTAL EFFECTS, PROPOSED MITIGATION AND COMMITMENTS TO FUTURE WORK

A summary of environmental effects, proposed mitigation, and commitments to future work, as identified at the end of this study, is provided in Section 9.1. Table 7 below **forms a comprehensive ‘checklist’** of outstanding issues identified at the end of preliminary design and will serve as a starting point for Detail Design.

Table 7: Outstanding Environmental Issues

ID #	Issue/Concerns and Potential Effects	Source	ID #	Mitigation or Commitment to Future Work
Natural Environment				
1	Surface Water <ul style="list-style-type: none"> Potential impacts to surface water and groundwater from disturbance of contaminated soils, leaks and accidental spills 	MTO Town of Rainy River MOECC Public	1.1 1.2 1.3 1.4 1.5 1.6	Complete drainage design to provide appropriate drainage capacity Direct runoff and overland flow away from working areas and areas of exposed soils Store all oils, lubricants and other chemicals in suitable containers and handle them in accordance with applicable regulations During construction, identify best management practices for fuel management including secondary containment of temporary fuel storage Identify spill response plan for construction and clean up all spills immediately and dispose of contaminated materials in an approved manner. The Ministry of the Environment and Climate Change will be informed of reportable spills Obtain draft Permit to Take Water (PTTW), if required
2	Fisheries and Aquatic <ul style="list-style-type: none"> Potential for impacts to fisheries habitat (direct habitat loss and indirect impact to habitat) 	MTO MNRF DFO Public	2.1 2.2 2.3 2.4 2.5 2.6 2.7 2.8	Include Special Provisions in Contract for work near watercourses Prepare erosion and sediment control plan to avoid or mitigate impacts to fish and fish habitat Confirm appropriate in-water work timing restrictions Where de-watering is required and fish habitat is present, apply DFO's Freshwater Intake End-of-Pipe Fish Screen Guideline Any displaced fish will be captured and released outside of the work area prior to the start of construction Refuelling of equipment will be carried out away from any sensitive natural features to avoid potential impacts, in the event that an accidental spill occurs Materials and equipment used for site preparation and project completion shall be operated and stored in a manner that prevents any deleterious substance from entering the water In-water work areas will be isolated so that clean flow is maintained downstream/around the work area
3	Vegetation and Wetlands <ul style="list-style-type: none"> Potential for vegetation loss Potential impact to provincially rare species Potential impact to and loss of wetland habitat Potential for wetland communities to be impacted by degradation of water quality due to erosion or surface water run-off during construction, or from contaminants from road run-off Potential for heavy construction equipment to damage peripheral vegetation from contact, excavation or soil compaction 	MTO MNRF Public	3.1 3.2 3.3	Areas to be cleared of existing vegetation should be clearly marked to prevent any unnecessary clearing Identify wetlands that provide sensitive species habitat and are not impacted by construction as an Environmentally Sensitive Area on construction drawings and the contractor will not be permitted to enter or store materials in these areas Confirm and refine stormwater management plans during Detail Design
4	Wildlife and SAR <ul style="list-style-type: none"> Potential for loss of wildlife habitat Potential for impacts to Species-at-Risk or species of Provincial concern 	MTO MNRF	4.1 4.2	Potential impacts to SAR are not anticipated as a result of the project but will be confirmed during Detail Design and appropriate mitigation and protection measures will be developed and confirmed, if required, during Detail Design Include timing restrictions for tree clearing activities to minimize impacts to breeding birds



ID #	Issue/Concerns and Potential Effects	Source	ID #	Mitigation or Commitment to Future Work
5	Erosion and Sedimentation <ul style="list-style-type: none">Potential for sediment laden runoff to impact downstream resources during constructionErosion of steep banks prior to stabilizationPotential fisheries impacts at fisheries habitatPotential wildlife impacts in and around wetland	MTO MNRF DFO Public	5.1	Prepare an Erosion and Sediment Control Plan in advance of construction
			5.2	Comply with Best Management Practices (BMPs) in the Environmental Guide for Erosion and Sediment Control During Construction of Highway Projects
			5.3	Minimize impacts at approaches to Rainy River, including installation of sediment control fencing, slope restoration and stabilization during construction
			5.4	Temporary erosion control measures will be maintained until vegetation is re-established to a sufficient degree to provide adequate protection to disturbed work areas
			5.5	Inspect slope areas regularly during construction to identify erosion problems and seepage areas and plan for appropriate temporary stabilization and drainage measures
			5.6	Depending on the proposed grading determined during Detail Design, rip rap may be required to protect the embankments
6	Management of Excess Material <ul style="list-style-type: none">Potential impacts to soil or surface water from the use of de-icing activities along provincial highways	MTO	6.1	Manage excess materials in accordance with OPSS 180 and standard MTO specifications
Social and Economic Environment				
7	Land Use <ul style="list-style-type: none">Temporary delay or disruption to residents during constructionTemporary delay or disruption to EMS providers during construction	MTO EMS Providers Town of Rainy River OPP Public	7.1	Maintain access to private entrances and side roads during construction
			7.2	Notify OPP, Fire department and ambulance of start of Detail Design, construction staging, start of construction, etc. to minimize delay in emergency response times during construction
			7.3	Maintain liaison/coordinate construction with responding agencies (including school boards)
8	Property <ul style="list-style-type: none">Potential temporary impacts to private properties during construction or temporary land interest (TLI)	MTO Property Owners CBSA	8.1	Contact general public through newspaper notices and directly affected property owners through correspondence at start of Detail Design
			8.2	Hold Public Meeting during Detail Design to display and seek input on detailed plan and construction staging
			8.3	Confirm construction laydown areas and temporary land interest requirements
9	Construction Noise and Dust <ul style="list-style-type: none">Potential noise and dust increase during construction	MTO Town of Rainy River Public	9.1	Confirm noise mitigation requirements and complete Construction Noise Evaluation during Detail Design and prior to construction
			9.2	Include standard construction noise mitigation measures in contract package
			9.3	The contractor will be required to adhere to standard noise restrictions (i.e., proper maintenance of equipment, no unnecessary idling)
			9.4	Standard dust suppressants (i.e., water, calcium chloride) will be used to minimize dust
10	Utilities <ul style="list-style-type: none">Potential impacts to existing utilities	MTO Utility Companies	10.1	Contact potentially affected utilities at start of future study phases to confirm details of relocations required

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10.0 Monitoring

The planning and preliminary design phase of the project is now complete. Specific mitigation measures identified in this report will require confirmation during Detail Design and monitoring during construction.

Monitoring will be conducted by on-site construction supervisory staff to make sure that environmental protection measures, as outlined in this report and confirmed during Detail Design, and included in the contract package, are implemented. This includes making sure that the implementation of mitigating measures and key design features is consistent with commitments made to external agencies prior to construction.

For certain activities, monitoring by a Qualified Environmental Specialist will be required.

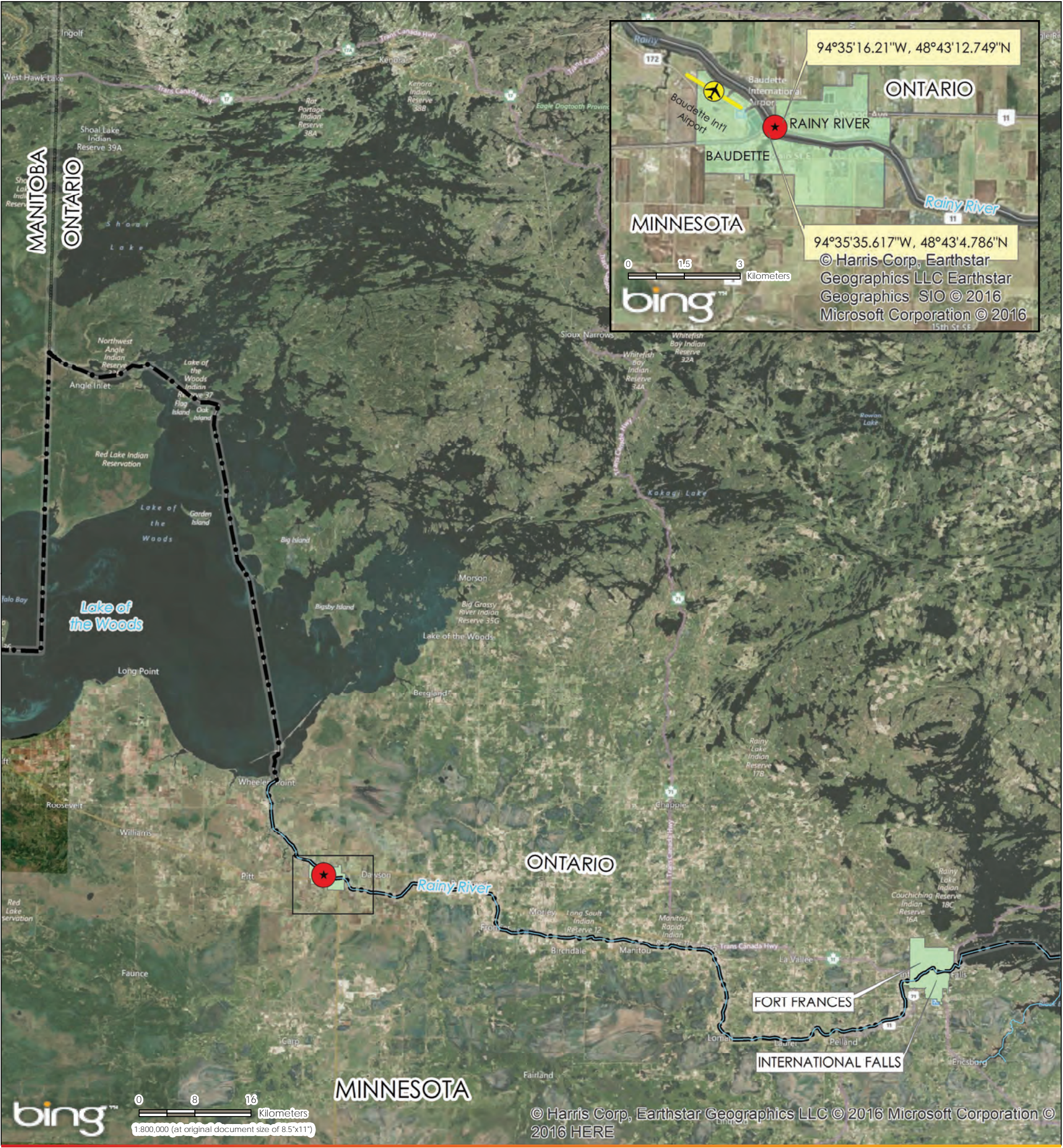
In the event that protective measures do not address concerns identified or if major problems develop, the appropriate agency will be contacted to provide additional input.

In the event that the impacts of construction are different than anticipated, or that the method of construction is such **that there are greater than anticipated impacts, the Contractor’s method of operation will be modified** to reduce those impacts.






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Appendix A: Figures

\\NUS1291-F01\workgroup\1938\active\193802870\GIS\Projects\Canadian Exhibits\AR Canadian Maps_metric_2016-12-22_overview.mxd
Revised: 2016-12-22 By: aribachonek



Legend

-  Project Area
-  Rainy River
-  International Boundary
-  Provincial Boundaries
-  Municipal Boundaries

Notes

1. Coordinate System: NAD 1983 UTM Zone 15N

2. Microsoft product screen shot(s) reprinted with permission from Microsoft Corporation

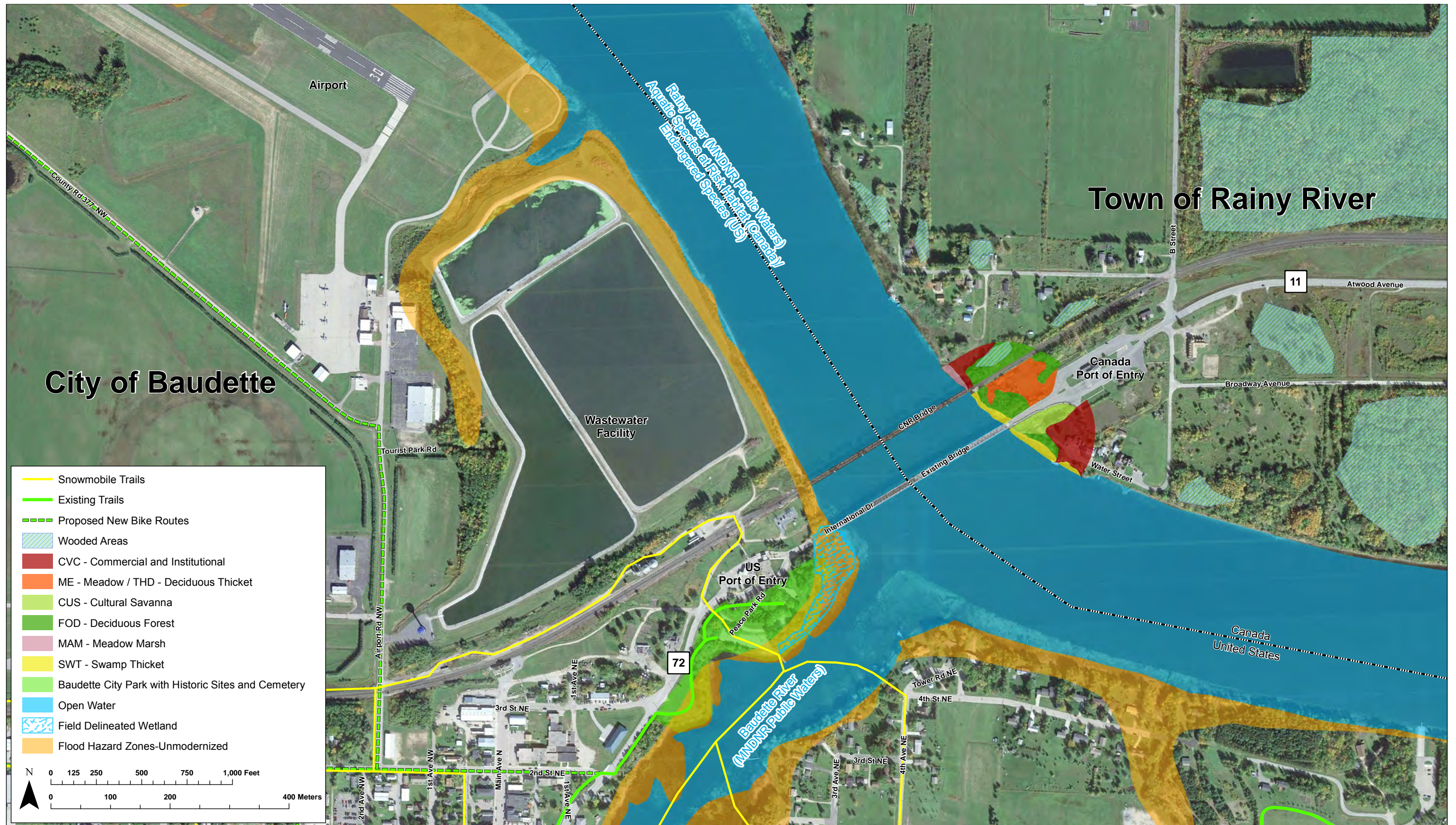
Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.



Project Location	193802870
T161N, R31W, S35	
City of Baudette, MN	
Client/Project	SP 3905-09
MnDOT / MTO	
Baudette/Rainy River International Bridge Replacement	

Figure No.	
1	
Title	
PROJECT SITE AND REGIONAL CONTEXT	

Plot Date: 09/28/2016 - 12:44pm
Drawing Name: V:\193802870\Environmental\MNDOT\PMIS\Designs\Baudette\Baudette-Ministry of Transportation Ontario TB-TX1-L.dwg
User: kws



EXISTING CONDITIONS

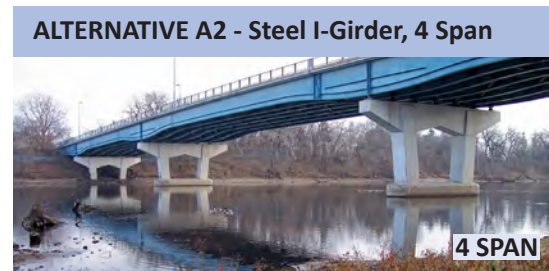
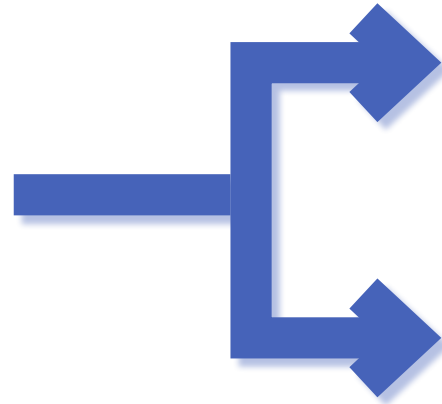
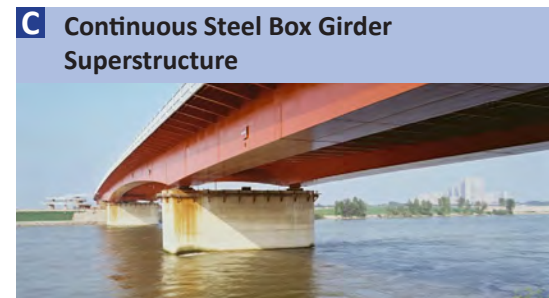
MINISTRY OF TRANSPORTATION ONTARIO
BAUDETTE/RAINY RIVER INTERNATIONAL BRIDGE

FIGURE 2

DATE: OCTOBER 2016

PROJ. NO.: 193802870

A wide range of initial bridge structure types were selected for review.
A preliminary analysis determined 5 alternatives to carry forward.



Reasons Not Carried Forward:

- a. Has minimal advantages over the continuous steel I-girder alternative
- b. Higher design complexity
- c. Increased construction risk

Reasons Not Carried Forward:

- a. Deepest structure depth, resulting in increased grades and reduced sight distance on bridge compared to other alternatives
- b. Higher design complexity
- c. Specialized construction/increased construction risk

Reasons Not Carried Forward:

- a. Reduced sight distance compared to other alternatives
- b. Requires the most piers in the water compared to other structures, increasing risk in construction and environmental impacts
- c. Increased complexity in design and maintenance



Reasons Not Carried Forward:

- a. Increased construction complexity and risk compared to 5 span alternative
- b. Would likely require eight temporary structures to support bridge segments during construction, compared to four segments with the 5 span alternative
- c. The location of temporary structures would greatly reduce the navigational opening below the bridge during construction

Reasons Not Carried Forward:

- a. Required the most substructures of remaining alternatives
- b. Could limit the number of potential fabricators because of long beams required for structure

BRIDGE TYPE ALTERNATIVE PRELIMINARY ANALYSIS

MINISTRY OF TRANSPORTATION ONTARIO BAUDETTE/RAINY RIVER

INTERNATIONAL BRIDGE

Appendix B: Notification Materials

Initial Notification



Memo

To:R. DeCal

From:Nevena Gazibara

MTO Northwestern Region

Stantec-Toronto Office

File:193802870

Date:April 28, 2015

Reference: Baudette/Rainy River International Bridge on Highway 11, Town of Rainy River (GWP 6046-10-00) Notice of Study Commencement Timing Strategy

Please find attached the Notice of Study Commencement timing strategy for the above-mentioned project for your information.

KEY STAGE	DATE
MTO Final Advertisement Approval and Internal Notification	Friday, April 24, 2015
Notice to MPP (sent by MTO)	Wednesday, April 29, 2015
External Agency Mailing (Letter, Flyer and Comment Sheet)	Wednesday, April 29, 2015
Businesses (Flyer), Property Owners (Letter and Flyer) and Stakeholder Mailing (Flyer)	Wednesday, April 29, 2015
Mailing to First Nation and Aboriginal groups (on MTO Letterhead)	Wednesday, April 29, 2015
Ontario Government Notice in: Rainy River Record (Published on Tuesdays)	Tuesday, May 12, 2015
Ontario Government Notice in: Fort Frances Times (Published on Wednesday)	Wednesday, May 13, 2015
External Agency Comments requested by:	Thursday, June 11, 2015

STANTEC CONSULTING LTD.

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Phone: 416-598-7663
Fax: 416-596-6680
nevena.gazibara@stantec.com

c. D. Grove, G. Cooke – Stantec Consulting Ltd.
J. McKinnon – Minnesota Department of Transportation

Design with community in mind



BAUDETTE/RAINY RIVER INTERNATIONAL BRIDGE REPLACEMENT
Highway 11, Town of Rainy River
Notice of Study Commencement

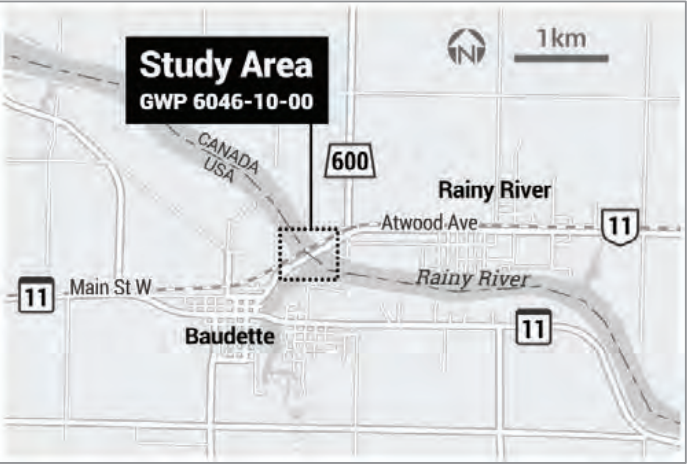
THE STUDY

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. The bridge provides access between the United States and Canada with 24-hour, full-service Port of Entry facilities in the City of Baudette and the Town of Rainy River. The study will include the development and evaluation of a range of reasonable bridge replacement alternatives; construction staging and traffic management options; and the selection of a Preferred Plan.

THE PROCESS

The study will follow the *Class Environmental Assessment* (Class EA) for *Provincial Transportation Facilities* (2000) process for a Group ‘B’ project. It includes carrying out environmental field investigations and undertaking consultation throughout the duration of the study. As part of the consultation process, three Public Information Centres (PICs) will be held. The first PIC is currently scheduled for summer 2015 to provide an opportunity to review the existing conditions in the study area (i.e., natural, social, economic and cultural) and to answer questions about the study.

Upon completion of Preliminary Design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for a 30-day public review period. Notices regarding the availability of the TESR and the times and location of the PICs will be published in local newspapers and sent to persons on the mailing list.



COMMENTS

If you wish to comment on this project, have your name added to the project mailing list, or have any questions about this project, please contact one of the individuals identified below.

Gregg Cooke, P.Eng.
Consultant Project Manager (Canada)
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: 905-381-3227
Call Collect: 905-385-3234
Fax: 905-385-3534
Email: gregg.cooke@stantec.com

Rick DeCal
MTO Senior Project Manager
Ministry of Transportation
Northwestern Region
615 James Street South
Thunder Bay ON P7E 6P6
Tel: 807-473-2187
Toll free: 1-800-465-5034
Fax: 807-473-2168
Email: rick.decal@ontario.ca

If you have any accessibility requirements in order to participate in the project, please contact one of the Project Team members listed above.

Comments and information are being collected to assist MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Gazibara, Nevena

From: Wall, Steven (MTO) <Steven.Wall@ontario.ca>
Sent: Thursday, April 30, 2015 10:29 AM
To: Cooper, Doug (MTO); Coulter, Ken (MNDM); Galloway, Iain (MTO); Piscopo, Annemarie (MTO); Prystanski, Wayne (MTO); Kaszuba, Linda (MTO); Caldwell, Bruce (MTO); Schutte, Dan (MTO); scmpp@ndp.on.ca
Cc: DeCal, Rick (MTO); Cooke, Gregg; Gazibara, Nevena
Subject: Notice of Study Commencement: Baudette/Rainy River International Bridge Crossing
Attachments: adv_02870_nosc_fnl.pdf

Attached is a copy of a public advertisement to be placed in the ***Rainy River Record*** on **Tuesday, May 12th, 2015** and the ***Fort Frances Times*** on **Wednesday, May 13, 2015**.

This is a routine notice advising of the Notice of Study Commencement for a Group B project, and is a requirement of the ministry's environmental assessment process. The ad has been submitted by our consultant, Stantec Consulting Limited.

Project specific comments and concerns may be directed to Gregg Cooke or Rick DeCal, as indicated in the advertisement.

Steve Wall
Senior Environmental Planner (Acting)
Ministry of Transportation - Northwest Region
615 James Street South
Thunder Bay, Ontario P7E 6P6
Phone:(807) 473-2126

MINISTRY OF TRANSPORTATION

Provincial Highways Management
Planning & Design Section
Northwestern Region
615 James Street South
Thunder Bay, Ontario P7E 6P6
Tel.: (807) 473-2002
Fax.: (807) 473-2168

April 29, 2015
File: 193802870

Ms. Ashley Johnson, Senior Advisor (Acting)
Ontario Ministry of Aboriginal Affairs – Consultation Unit
160 Bloor Street West, 9th Floor
Toronto ON M7A 2E6

Mr. Hank Rowlinson, Métis Community Relations Manager
Métis Nation of Ontario- Métis Consultation Unit
500 Old St. Patrick Street, Unit D
Ottawa ON K1N 9G4

Dear

**Reference: NOTICE OF STUDY COMMENCEMENT
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge Replacement on Highway 11
Town of Rainy River (GWP 6046-10-00)**

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. A copy of the Notice of Study Commencement is attached.

The purpose of the study is to identify a Recommended Plan for the replacement of the Baudette/Rainy River International Bridge on Highway 11. This study will include the development and evaluation of a range of reasonable bridge replacement alternatives; construction staging and traffic management options; and the selection of the Preferred Plan.

This Preliminary Design study is following an approved planning process under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) for a Group "B" project and will document the existing conditions and sensitivities of the study area, examine potential impacts/changes, give recommendations for proposed mitigation, and outline any commitments for future environmental work.

The project team will be contacting the following First Nations/Metis Groups to request their involvement in this study:

Chief Carl Tuesday Big Grassy River First Nation PO Box 414 Morson ON POW 1J0	Chief Jim Leonard II Rainy River First Nation PO Box 450 Emo ON POW 1E0	Grand Chief Warren White Grand Council Treaty # 3 Office of the Grand Chief PO Box 1720 Kenora ON P9N 3X7	Chief Katherine Kishiqueb Ojibways of Onigaming First Nation PO BOX 160 Nestor Falls ON P0X 1K0
Chief Wayne Smith Naicatchewenin First Nation PO BOX 15, RR 1 Devlin ON P0W 1C0	Chief Sara Mainville Couchiching First Nation RR 2, RMB 2027 Fort Frances ON P9A 3M3	Chief Janice Henderson Mitaanjigamiing First Nation PO BOX 609 Fort Frances ON P9A 3M9	Chief Patricia Big George Anishnaabeg of Naongashiing (Big Island) PO BOX 335 Morson ON P0W 1J0
Chief Darlene Ross Sandy Northwest Angle No. 33 PO Box 1490 Kenora ON P9N 3X7	Chief Aileen Oshie-White Northwest Angle No. 37 PO Box 267 Sioux Narrows ON P0X 1N0	Chief Chris Skead Anishinabe of Wauzhushk Onigum PO Box 1850 Kenora ON P9N 3X8	Chief William Windigo Nigigoonsiminikaaning First Nation PO Box 68 Fort Frances ON P9A 3M5

April 29, 2015
Page 2 of 2

Reference: NOTICE OF STUDY COMMENCEMENT
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge on Highway 11, Town of Rainy River
(GWP 6046-10-00)

Pwi-Di-Goo-Zing Ne-Yaa-Zhing Advisory Services PO Box 522 1455 Idylwild Drive Fort Frances ON P9A 3M8	President Clint Calder MNO Sunset Country Métis Council 418 Third Street East Fort Frances ON P9A 3M3
---	---

We would appreciate it if you could advise us if there are any outstanding land claims associated with the study area or any additional First Nation or Métis groups that should be contacted as part of this study.

If you have any questions regarding the study, please contact the undersigned or one of the Project Managers named in the enclosed material.

Yours Truly,



Rick DeCal
MTO Project Manager, Northwestern Region
Tel: (807) 473-2187
Fax: (807) 473-2168
rick.decal@ontario.ca

c. D. Grove, G. Cooke, N. Gazibara – Stantec Consulting Ltd.
J. McKinnon – Minnesota Department of Transportation

MINISTRY OF TRANSPORTATION

Provincial Highways Management
Planning & Design Section
Northwestern Region
615 James Street South
Thunder Bay, Ontario P7E 6P6
Tel.: (807) 473-2002
Fax.: (807) 473-2168



April 29, 2015
File: 193802870

LETTER TO FIRST NATIONS

Reference: NOTICE OF STUDY COMMENCEMENT
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge Replacement on Highway 11
Town of Rainy River (GWP 6046-10-00)

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. A copy of the Notice of Study Commencement is attached.

The purpose of the study is to identify a Recommended Plan for the replacement of the Baudette/Rainy River International Bridge on Highway 11. This study will include the development and evaluation of a range of reasonable bridge replacement alternatives; construction staging and traffic management options; and the selection of the Preferred Plan.

The study includes:

- Collecting and reviewing relevant background information and seeking input from the public, Aboriginal and First Nation groups, and external ministries/agencies
- Carrying out field investigations to confirm environmental and engineering information
- Detailed natural science, fisheries, migratory bird, noise and vibration studies
- A Stage 1 and Stage 2 Archaeological Assessment

This Preliminary Design study is following an approved planning process under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) for a Group "B" project and will document the existing conditions and sensitivities of the study area, examine potential impacts/changes, give recommendations for proposed mitigation, and outline any commitments for future environmental work.

A *Transportation Environmental Study Report* will be prepared documenting the existing natural and socio-economic environment, a summary of the Recommended Plan and design features, potential impacts of the undertaking, required mitigation procedures, and commitments to future work.

As part of the study commencement, MTO is inviting you to participate in this study and assist us in identifying the environmental, social, and cultural values your community may have within the study area. If you are aware of any additional First Nation or Aboriginal communities that we should be contacting, please forward that information to me and I will include them on our agency contact list.

The study team will keep you up-to-date on the status of the study as the project progresses. We invite and encourage your input.

Reference: Preliminary Design and Class Environmental Assessment Baudette/Rainy River International Bridge Replacement on Highway 11, Town of Rainy River (GWP 6046-10-00)
Notice of Study Commencement

Should you have any questions, please contact me at (807) 473-2187 or 1-800-465-5034, or by email at rick.decal@ontario.ca. If you would prefer a meeting with ministry staff, that could also be arranged. Please contact me at your earliest convenience if you are interested in such a meeting.

Yours Truly,

Rick DeCal
MTO Senior Project Manager, Northwestern Region
Tel: (807) 473-2187
Fax: (807) 473-2168
rick.decal@ontario.ca

- c. D. Grove, G. Cooke, N. Gazibara – Stantec Consulting Ltd.
J. McKinnon – Minnesota Department of Transportation

Baudette/Rainy River International Bridge Replacement (GWP 6046-10-00) First Nation and Aboriginal Communities and Agencies Mailing List

Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code
Ms.	Ashley	Johnson	Senior Advisor	Ministry of Aboriginal Affairs; Consultation Unit	160 Bloor Street West, 9th Floor		Toronto	ON	M7A 2E6
Chief	Carl	Tuesday	Chief	Big Grassy River First Nation	PO Box 414		Morson	ON	P0W 1J0
Chief	Jim	Leonard II	Chief	Rainy River First Nation	PO Box 450		Emo	ON	P0W 1E0
Chief	Katherine	Kishiqueb	Chief	Ojibways of Onigaming First Nation	PO BOX 160		Nestor Falls	ON	P0X 1K0
Chief	Wayne	Smith	Chief	Naicatchewenin First Nation	PO BOX 15	RR 1	Devlin	ON	P0W 1C0
Chief	Sara	Mainville	Chief	Couchiching First Nation	RR 2; RMB 2027		Fort Frances	ON	P9A 3M3
Chief	Janice	Henderson	Chief	Mitsaanijigaming First Nation	PO BOX 609		Fort Frances	ON	P9A 3M9
Chief	Patricia	Big George	Chief	Anishnaabeg of Naongashihing	PO BOX 335		Morson	ON	P0W 1J0
Chief	Darlene	Ross Sandy	Chief	Northwest Angle No.33	BOX 1490		Kenora	ON	P9N 3X7
Chief	Aileen	Oshie-White	Chief	Northwest Angle No.37	PO Box 267		Sioux Narrows	ON	P0X 1N0
Chief	Chris	Skead	Chief	Anishnabe of Wauzhushk Onigum	PO Box 1850		Kenora	ON	P9N 3X8
Chief	William	Windigo	Chief	Nigigoonsiminikaaning First Nation	PO Box 68		Fort Frances	ON	P9A 3M5
			Tribal Council	Pwi-Di-Goo-Zing Ne-Yaa-Zhing Advisory Services	PO Box 522; 1455 Idylwild Drive		Fort Frances	ON	P9A 3M8
Grand Chief	Warren	White	Grand Chief	Grand Council Treaty #3	PO Box 1720		Kenora	ON	P9N 3X7
President	Clint	Calder	President	MNO Sunset Country Métis Council	418 Third Street East		Fort Frances	ON	P9A 3M3
Mr.	Hank	Rowlinson	Manager	Métis Consultation Unit Métis Nation of Ontario	500 Old St. Patrick Street.; Unit D		Ottawa	ON	K1N 9G4



Stantec Consulting Ltd.
200 - 835 Paramount Drive, Stoney Creek, ON L8J 0B4

April 29, 2015
File: 193802870

«Organization_Name»
«Region»
«Address»
«Address_2»
«City» «Prov» «PostCode»

Attention: «First_Name» «Last_Name», «Position»

EXTERNAL AGENCY LETTER

Dear «Title» «Last_Name»:

**Reference: NOTICE OF STUDY COMMENCEMENT
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge Replacement on Highway 11
Town of Rainy River (GWP 6046-10-00)**

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. The bridge provides access between the United States and Canada with 24-hour, full-service Port of Entry facilities. The enclosed Notice of Study Commencement provides a key plan and additional details for your reference.

The purpose of this letter is to introduce the project, to seek your input on the existing conditions within the study area, and to identify any issues, concerns or approval requirements that your organization may have. We respectfully request that you complete and return the enclosed form by **Thursday, June 11, 2015** so that your comments may be considered early in the design process.

As part of the consultation process for this project, three Public Information Centres (PICs) will be held. You will be notified in advance of the first PIC, currently scheduled for summer 2015 to provide an opportunity to discuss the study with members of the project team and to provide comments. A separate External Agency Meeting will also be scheduled to coincide with the PIC.

If you have any questions regarding the study, please contact the undersigned or one of the Project Managers named in the enclosed material.

Sincerely,

STANTEC CONSULTING LTD.

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Phone: (416) 598-7663
Fax: (416) 596-6680
nevena.gazibara@stantec.com

Attachment: Notice of Study Commencement, Reply Form

- c. R. DeCal – MTO Northwestern Region
D. Grove, G. Cooke – Stantec Consulting Ltd.
J. McKinnon – Minnesota Department of Transportation

Design with community in mind

**PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Baudette/Rainy River International Bridge Replacement on Highway 11
Town of Rainy River (GWP 6046-10-00)**

AGENCY REPLY FORM

I have an interest in this project. Please keep my name on the study mailing list. ☐

Please remove my name from the study mailing list. ☐

Your organization's interests or concerns regarding the study area or the undertaking are:

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information and requires the following permits / approvals:

Additional comment space is provided on the back of this form.

Contact Information on Study Mailing List

«Title» «FirstName» «LastName», «Position»
«OrganizationName»
«Region»
«Address», «Address_2»
«City» «Province» «PostalCode»
Tel: «WorkPhone»

If this information is incorrect please provide updated information or identify the key project contact below.

Please return the completed form by June 11, 2015 to:

Nevena Gazibara, B.Sc., MREM, Environmental Planner
Stantec Consulting Ltd., 100 - 401 Wellington Street West, Toronto ON M5V 1E7
Tel. (416) 598-7663, Fax (416) 596-6680
Email: nevena.gazibara@stantec.com

New Contact:

Job Title:

Name of Agency:

Mailing Address:

Tel:

Fax:

E-mail:



Comments and information regarding this project are being collected to assist the Ontario Ministry of Transportation in meeting the requirements of the *Environmental Assessment Act*. This material will be maintained on file for use during the project and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

[illegible]

2.

Page 1 of 2

Category	Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code
Federal		Jean	Turner	Communications Specialist	Royal Canadian Mounted Police (RCMP)	130 Dufferin Avenue, 5th Floor PO Box 3240, Station B		London	ON	N6A 4K3
Federal				Enquiries Service (BCI)	Foreign Affairs and International Trade Canada	125 Sussex Drive		Ottawa	ON	K1A 0G2
Federal	Ms.	Nina	Hamad	Manager, Corporate and Internal Communications Unit	Canadian Food Inspection Agency	1400 Mervale Road Tower, Floor 2, Room 141		Ottawa	ON	K1A 0Y9
Federal	Ms.	Charlene	Bevan	Regional Director	Canada Food Inspection Agency (CFA)	174 Stone Rd. W.		Guelph	ON	N1G 4S9
Federal	Ms.	Kelly	Senkiw	Environmental Assessment Coordinator	Health Canada	269 Laurier Avenue West, A/L 4904A		Ottawa	ON	K1A 0K9
Federal	Mr.	Kyle	Hipsley	Acting Commissioner	International Boundary Commission (IBC) - US	2000L Street NW	Suite 615	Washington	DC	20036
Federal				International Boundary Commission US and Canada	International Boundary Commission - (IBC) Canada	575-615 Booth Street		Ottawa	ON	K1A 0E9
Utility	Ms.	Jackie	Macewicz	Manager of Public Projects	Canadian National Railway (CN)	1625 Depot Street		Stevens Point	WI	54481 USA
Utility	Mr.	Stefan	Under	Manager of Public Works	Canadian National Railway	4 Welding Way	PO Box 1000	Concord	ON	L4K 1B0



Stantec Consulting Ltd.
200 - 835 Paramount Drive, Stoney Creek, ON L8J 0B4

April 29, 2015
File: 193802870

«Address»
«Address_2»
«City» «Prov» «PostCode»

Attention: «First_Name» «Last_Name» PROPERTY OWNERS/STAKEHOLDERS

Dear «Title» «Last_Name»:

Reference: NOTICE OF STUDY COMMENCEMENT
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge Replacement on Highway 11
Town of Rainy River (GWP 6046-10-00)

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. The bridge provides access between the United States and Canada with 24-hour, full-service Port of Entry facilities. The enclosed Notice of Study Commencement provides a key plan and additional details for your reference.

The purpose of this letter is to introduce the project, to seek your input on the existing conditions within the study area, and to identify any issues that you may have.

As part of the consultation process for this project, three Public Information Centres (PICs) will be held. You will be notified in advance of the first PIC, currently scheduled for summer 2015 to provide an opportunity to discuss the study with members of the project team and to provide comments.

If you have any questions regarding the study, please contact the undersigned or one of the Project Managers named in the enclosed material.

Sincerely,

STANTEC CONSULTING LTD.

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Phone: (416) 598-7663
Fax: (416) 596-6680
nevena.gazibara@stantec.com

Attachment: Notice of Study Commencement

- C. R. DeCal – MTO Northwestern Region
- D. Grove, G. Cooke – Stantec Consulting Ltd.
- J. McKinnon – Minnesota Department of Transportation

Public Meeting 1



Memo

To:R. DeCal, K. Saunders, S. WallMTO Northwestern RegionFile:193802870

From:Nevena GazibaraStantec-Toronto OfficeDate:May 29, 2015

Reference: Baudette/Rainy River International Bridge on Highway 11, Town of Rainy River (GWP 6046-10-00) Notice of Public Information Centre (PIC) 1 Timing Strategy

Please find attached the Notice of Public Information Centre (PIC) 1 timing strategy for the above-mentioned project.

KEY STAGE	DATE
MTO Final Advertisement Approval and Internal Notification	Monday, May 25, 2015
Submit Draft PIC Displays to MTO	Monday, June 1, 2015
Notice to MPP (sent by MTO)	Tuesday, June 2, 2015
External Agency Mailing (Letter, Flyer and Comment Sheet)	Friday, June 5, 2015
Businesses, Property Owners and Stakeholder Mailing (Flyer)	Friday, June 5, 2015
Mailing to First Nation and Aboriginal groups (on MTO Letterhead)	Friday, June 5, 2015
Ontario Government Notice in: Rainy River Record (Published on Tuesdays)	Tuesday, June 16, 2015
Ontario Government Notice in: Fort Frances Times (Published on Wednesday)	Wednesday, June 17, 2015
External Agency Meeting 1 (Rainy River Recreation Centre, Rainy River)	Wednesday, June 24, 2015
Public Information Centre 1 (Rainy River Recreation Centre, Rainy River)	Wednesday, June 24, 2015
PIC Comments requested by:	Friday, July 24, 2015

STANTEC CONSULTING LTD.

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Phone: 416-598-7663
Fax: 416-596-6680
nevena.gazibara@stantec.com

c. D. Grove, G. Cooke – Stantec Consulting Ltd.
J. McKinnon – Minnesota Department of Transportation

Design with community in mind



BAUDETTE/RAINY RIVER INTERNATIONAL BRIDGE REPLACEMENT
Highway 11, Town of Rainy River
Notice of Public Information Centre 1

THE STUDY

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. This notice is to announce the first Public Information Centre (PIC).

The purpose of the PIC is to:

- Display and seek input on the existing conditions in the study area (i.e. natural, social, economic, and cultural);
- Provide study background information; and
- Answer questions about the study.

The PIC is scheduled as follows:

Date: Wednesday, June 24, 2015
Location: Rainy River Recreation Centre
219 Government Road
Rainy River ON
Time: 4:00 p.m. to 7:00 p.m.

The PIC will be held as a drop-in style, open house format. Representatives of the project team will be available to discuss the study, answer questions, and receive input on the study. We encourage you to attend this PIC to provide us with your comments.

THE PROCESS

This study is a Group ‘B’ project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and three Public Information Centres (PICs) will be held. The next PIC is planned for fall 2015 to review the bridge replacement alternatives, evaluation criteria and process to be used to identify a Preferred Plan.

A *Transportation Environmental Study Report* (TESR) will be prepared and made available for a 30-day public review period at the end of the study. Notices regarding the availability of the TESR and the times and location of the PICs will be published in local newspapers and sent to persons on the mailing list.

COMMENTS

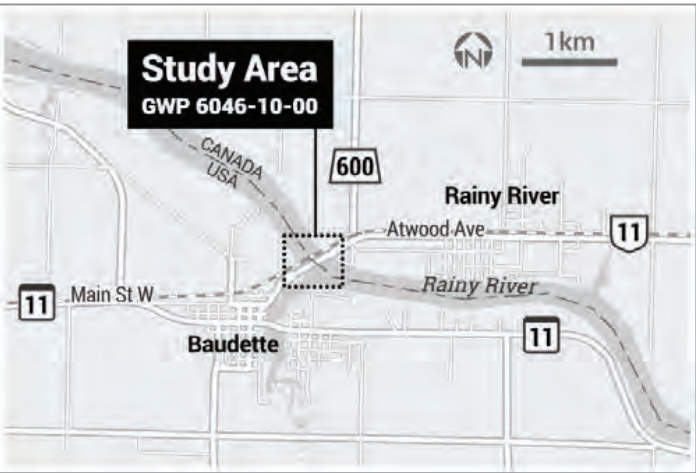
If you wish to comment on this project, have your name added to the project mailing list, or have any questions about this project, please contact one of the individuals identified below.

Gregg Cooke, P.Eng.
Consultant Project Manager (Canada)
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: 905-381-3227
Call Collect: 905-385-3234
Fax: 905-385-3534
Email: gregg.cooke@stantec.com

Rick DeCal
MTO Senior Project Manager
Ministry of Transportation
Northwestern Region
615 James Street South
Thunder Bay ON P7E 6P6
Tel: 807-473-2187
Toll free: 1-800-465-5034
Fax: 807-473-2168
Email: rick.decal@ontario.ca

If you have any accessibility requirements in order to participate in the project, please contact one of the Project Team members listed above.

Comments and information are being collected to assist MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.



Gazibara, Nevena

From: Wall, Steven (MTO) <Steven.Wall@ontario.ca>
Sent: Tuesday, June 02, 2015 3:20 PM
To: Cooper, Doug (MTO); Coulter, Ken (MNDM); Galloway, Iain (MTO); Piscopo, Annemarie (MTO); Prystanski, Wayne (MTO); Kaszuba, Linda (MTO); Caldwell, Bruce (MTO); Schutte, Dan (MTO); 'scmpp@ndp.on.ca'
Cc: DeCal, Rick (MTO); Cooke, Gregg; Gazibara, Nevena
Subject: Notice of Public Information Centre (PIC) 1: Baudette/Rainy River International Bridge Crossing
Attachments: adv_02870_PIC1_fnl.pdf

Attached is a copy of a public advertisement to be placed in the ***Rainy River Record*** on ***Tuesday, June 16, 2015*** and the ***Fort Frances Times*** on ***Wednesday, June 17, 2015***.

This is a routine notice advising of the Notice of Public Information Centre (PIC), and is a requirement of the ministry's environmental assessment process. This is the first of three Public Information Centres to be held for this project. The ad has been submitted by our consultant, Stantec Consulting Limited.

Project specific comments and concerns may be directed to Gregg Cooke or Rick DeCal, as indicated in the advertisement.

Steve Wall
Senior Environmental Planner (Acting)
Ministry of Transportation - Northwest Region
615 James Street South
Thunder Bay, Ontario P7E 6P6
Phone:(807) 473-2126

MINISTRY OF TRANSPORTATION

Provincial Highways Management
Planning & Design Section
Northwestern Region
615 James Street South
Thunder Bay, Ontario P7E 6P6
Tel.: (807) 473-2002
Fax.: (807) 473-2168



June 5, 2015
File: 193802870

Attention: Letter to First Nations and Aboriginal Groups

Dear Chief:

Reference: NOTICE OF PUBLIC INFORMATION CENTRE 1
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge on Highway 11, Town of Rainy River
(GWP 6046-10-00)

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River.

A letter was sent to you on April 29, 2015 to notify you of the commencement of the study, to provide you with information regarding environmental field investigations that are planned for this study, and to invite your input.

The purpose of this letter is to advise you of the first Public Information Centre (PIC) planned for the study. The enclosed Notice provides additional details for your reference.

External agencies and municipal staff are invited to attend an External Agency Drop-In Meeting on Wednesday, June 24, 2015, from 3:00 PM to 4:00 PM, at the Rainy River Recreation Centre, 219 Government Road, Rainy River. The External Agency Meeting is being held in advance of a general public session planned between 4:00 PM and 7:00 PM at the same location. The PIC will provide you with an opportunity to review the study background, existing conditions, and provide comments, and address questions or concerns directly with representatives of the project team. You are welcome to drop in anytime to review the display materials, provide comments, and address questions or concerns directly with the project team.

The project team will keep you up-to-date on the status of the study as the project progresses. We invite and encourage your input.

Reference: Preliminary Design and Class Environmental Assessment Baudette/Rainy River International Bridge on Highway 11, Town of Rainy River (GWP 6046 10 00) Notice of Public Information Centre 1

Should you have any questions, please contact me at (807) 473-2187 or 1-800-465-5034, or by email at rick.decal@ontario.ca. If you would prefer a meeting with ministry staff, that could also be arranged. Please contact me at your earliest convenience if you are interested in such a meeting.

Yours Truly,

Rick DeCal
MTO Senior Project Manager, Northwestern Region
Tel: (807) 473-2187
Fax: (807) 473-2168
rick.decal@ontario.ca

- c. D. Grove, G. Cooke, N. Gazibara – Stantec Consulting Ltd.
J. McKinnon – Minnesota Department of Transportation

Baudette/Rainy River International Bridge Replacement (GWP 6046-10-00) First Nation and Aboriginal Communities and Agencies Mailing List

Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code
Ms.	Ashley	Johnson	Senior Advisor	Ministry of Aboriginal Affairs; Consultation Unit	160 Bloor Street West, 9th Floor		Toronto	ON	M7A 2E6
Chief	Carl	Tuesday	Chief	Big Grassy River First Nation	PO Box 414		Morson	ON	P0W 1J0
Chief	Jim	Leonard II	Chief	Rainy River First Nation	PO Box 450		Eno	ON	P0W 1E0
Chief	Katherine	Kishiqueb	Chief	Ojibways of Onigaming First Nation	PO BOX 160		Nestor Falls	ON	P0X 1K0
Chief	Wayne	Smith	Chief	Nalcatchewenin First Nation	PO BOX 15	RR 1	Devlin	ON	P0W 1C0
Chief	Sara	Mainville	Chief	Couchiching First Nation	RR 2: RMB 2027		Fort Frances	ON	P9A 3M3
Chief	Janice	Henderson	Chief	Mitaanijigaming First Nation	PO BOX 609		Fort Frances	ON	P9A 3W9
Chief	Patricia	Big George	Chief	Anishnaabeg of Naongashling	PO BOX 335		Morson	ON	P0W 1J0
Chief	Darlene	Ross Sandy	Chief	Northwest Angle No.33	BOX 1490		Kenora	ON	P9A 3X7
Chief	Aileen	Oshie-White	Chief	Northwest Angle No.37	PO Box 267		Sioux Narrows	ON	P0X 1N0
Chief	Chris	Skead	Chief	Anishinabe of Wauzhushik Onigum	PO Box 1850		Kenora	ON	P9N 3X8
Chief	William	Windigo	Chief	Nigigoonsiminikaaning First Nation	PO Box 68		Fort Frances	ON	P9A 3M5
			Tribal Council	Pwi-Di-Goo-Zing Ne-Yaa-Zhing Advisory Services	PO Box 522, 1455 Idyllwild Drive		Fort Frances	ON	P9A 3M8
Grand Chief	Warren	White	Grand Chief	Grand Council Treaty #3	PO Box 1720		Kenora	ON	P9N 3X7
President	Clint	Calder	President	IMNO Sunset Country Métis Council	418 Third Street East		Fort Frances	ON	P9A 3M3
Mr.	Hank	Rowlinson	Métis Community Relations Manager	Métis Consultation Unit Métis Nation of Ontario	500 Old St. Patrick Street.; Unit D		Ottawa	ON	K1N 9G4



Stantec Consulting Ltd.
200 - 835 Paramount Drive, Stoney Creek, ON L8J 0B4

June 5, 2015
File: 193802870

«Organization_Name»
«Region»
«Address»
«Address_2»
«City» «Prov» «PostCode»

Attention: «First_Name» «Last_Name», «Position»

LETTER TO EXTERNAL AGENCIES

Dear «Title» «Last_Name»:

Reference: NOTICE OF PUBLIC INFORMATION CENTRE 1
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge Replacement on Highway 11
Town of Rainy River (GWP 6046-10-00)

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. The bridge provides access between the United States and Canada with 24-hour, full-service Port of Entry facilities.

The purpose of this letter is to advise you of the first Public Information Centre (PIC) planned for the study. The enclosed Notice provides additional details for your reference.

External agencies and municipal staff are invited to attend an External Agency Drop-In Meeting on **Wednesday, June 24, 2015**, from 3:00 PM to 4:00 PM, at the Rainy River Recreation Centre, 219 Government Road, Rainy River. The External Agency Meeting is being held in advance of a general public session planned between 4:00 PM and 7:00 PM at the same location. The PIC will provide you with an opportunity to review the study background, existing conditions, and provide comments, and address questions or concerns directly with representatives of the project team.

If you are unable to attend the External Agency Meeting and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Sincerely,

STANTEC CONSULTING LTD.

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Phone: (416) 598-7663
Fax: (416) 596-6680
nevena.gazibara@stantec.com

Attachment: Notice of Public Information Centre1

- c. R. DeCal – MTO Northwestern Region
D. Grove, G. Cooke – Stantec Consulting Ltd.
J. McKinnon – Minnesota Department of Transportation

Design with community in mind

Baudette/Rainy River International Bridge Replacement (GWP 6046-10-00) Agency Mailing List

Category	Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code
Provincial	Mr.	Ray	Boivin	Senior Environmental Officer-Kenora Area Office	Ministry of the Environment and Climate Change	808 Robertson Street		Kenora	ON	P9N 1X9
Provincial	Ms.	Rachel	Hill	District Planner-Fort Frances District	Ministry of Natural Resources and Forestry	SEND BY EMAIL 922 Scott Street		Fort Frances	ON	P9A 1J4
Provincial	Ms.	Bonnie	McNulty	Regional Advisor-Thunder Bay Office	Ministry of Tourism, Culture and Sport	435 James Street South	Suite 334	Thunder Bay	ON	P7E 6S7
Provincial	Ms.	Paige	Campbell	Archaeology Review Officer, Archaeology Program Unit	Ministry of Tourism, Culture and Sport	435 James Street South	Suite 334	Thunder Bay	ON	P7E 6S7
Provincial	Mr.	Frank	Bastone	Northern Development Advisor-Tourism, Kenora and Area	Ministry of Northern Development and Mines	810 Robertson Street	Suite 104	Kenora	ON	P9N 4J2
Provincial	Ms.	Kim	Austen	Northern Development Officer, Kenora and Area	Ministry of Northern Development and Mines	810 Robertson Street	Suite 104	Kenora	ON	P9N 4J2
Provincial	Ms.	Jane	Gillon	Northern Development Officer	Ministry of Northern Development and Mines	922 Scott Street		Fort Frances	ON	P9A 1J4
Provincial	Mr.	Ken	Mantey	Traffic Staff Sargent	Ontario Provincial Police, Northwest Region Headquarters	615 James Street South	2nd Floor	Thunder Bay	ON	P7E 6P6
Provincial	Mr.	Derek	McLean	Administrative Sergeant	Ontario Provincial Police Rainy River Detachment	320 Portage Avenue		Fort Frances	ON	P9A 3P9
Provincial	Mr.	Scott	Gobell	Staff Sargent	Ontario Provincial Police- Rainy River Detachment	320 Portage Avenue		Fort Frances	ON	P9A 3P9
Provincial	Mr.	Ron	Van Sraalen	Superintendent-Northwest Region Headquarters	Ontario Provincial Police, Northwest Region Headquarters	615 James Street South	2nd Floor	Thunder Bay	ON	P7E 6P6
Provincial	Ms.	Sarah	Campbell	MPP-Kenora-Rainy River	Sent by MTO	140 Fourth Street West	Suite 3	Fort Frances	ON	P9A 3B8
Municipal	Ms.	Veldron	Vogan	Chief Administration Officer	Town of Rainy River	PO Box 488		Rainy River	ON	P0W 1L0
Municipal	Ms.	Deborah	Ewald	Mayor	Town of Rainy River	PO Box 488		Rainy River	ON	P0W 1L0
Municipal	Mr.	Dan	McCormick	Chief Administration Officer	Rainy River District Social	450 Scott Street		Fort Frances	ON	P9A 1H2
Municipal	Mr.	Ed	Carlson	EMS Deputy Chief	EMS Rainy River District Social Services Administration Board	801 Scott Street		Fort Frances	ON	P9A 1J3
Federal	Mr.	Rob	Dobos	Manager, Environmental Assessment Section	Environment Canada	867 Lakeshore Road	Box 5050	Burlington	ON	L7R 4A6
Federal	Mr.	John	Woodward	Senior Environmental Officer, Ontario Region	Canadian Transportation Agency	15 Eddy Street		Gatineau	PQ	K1A 0N9
Federal				Fisheries Protection Program	Department of Fisheries and Oceans Canada	867 Lakeshore Road		Burlington	ON	L7S 1A1
Federal	Ms.	Caitlin	Cafaro	Environmental Assessment Officer	Canadian Environmental Assessment Agency	55 St. Clair Avenue East	Suite 907	Toronto	ON	M4T 1M2
Federal	EMAIL			Environmental Assessment Coordinator	Transport Canada					
Federal	Ms.	Mary	Boone	Manager, Fixed Infrastructure	Canada Border Services Agency (CBSA)	5755 River Road		Niagara Falls	ON	L2G 3K9
Federal	Ms.	Tuula	Schuler	Director, Operations Branch	Canada Border Services Agency (CBSA)	1 Bridge Street		Point Edward	ON	N7V 4J5
Federal	Ms.	Debbie	Dundas	Project Officer- Infrastructure and Environmental	Canada Border Services Agency (CBSA)	5755 River Road		Niagara Falls	ON	L2G 3K9
Federal	Ms.	Kim	Beaudry	Chief of Operations	Canada Border Services Agency (CBSA)	301 Scott Street 2nd Floor		Fort Frances	ON	P9A 1H1
Federal	Ms.	Carol	Duthie	Interim Manager, Fixed Infrastructure	Canada Border Services Agency (CBSA)	2265 St. Laurent Blvd, 2nd Floor		Ottawa	ON	K1G 4K3
Federal	Mr.	Christopher	Lazette	Manager, Infrastructure Northern Ontario	Canada Border Services Agency (CBSA)	2265 St. Laurent Blvd, 2nd Floor		Ottawa	ON	K1G 4K3

Category	Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code
Federal	Mr.	Paul	Loo		Canada Border Services Agency (CBSA)	2265 St. Laurent Blvd, 2nd Floor		Ottawa	ON	K1G 4K3
Federal	Mr.	Sylvain	Cyr	Director General, Infrastructure and Environmental Operations	Canada Border Services Agency (CBSA)	2265 St. Laurent Blvd, 2nd Floor		Ottawa	ON	K1G 4K3
Federal	Ms.	Angela	MacNeil	Facilities Officer for Rainy River (Senior Program Officer)	CBSA - SNC Lavalin (property caretakers)	100 Metcalfe Street, 17th Floor		Ottawa	ON	K1A 0L8
Federal		Rejean	Cantlon	Communications Advisor	Citizenship and Immigration Canada (CIC)	25 St. Clair Avenue East	Suite 700	Toronto	ON	M4T 1M2
Federal		Jean	Turner	Communications Specialist	Royal Canadian Mounted Police (RCMP)	130 Dufferin Avenue, 5th Floor PO Box 3240, Station B		London	ON	N6A 4K3
Federal				Enquiries Service (BCI)	Foreign Affairs and International Trade Canada	125 Sussex Drive		Ottawa	ON	K1A 0G2
Federal	Ms.	Nina	Hamad	Manager, Corporate and Internal Communications Unit	Canadian Food Inspection Agency	1400 Mervale Road Tower, Floor 2, Room 141		Ottawa	ON	K1A 0Y9
Federal	Ms.	Charlene Kelly	Bevan Senkiw	Regional Director Environmental Assessment Coordinator	Canada Food Inspection Agency (CFIA)	174 Stone Rd. W. 269 Laurier Avenue West, A/L 4904A		Guelph Ottawa	ON	N1G 4S9 K1A 0K9
Federal	Mr.	Kyle	Hipsley	Acting Commissioner International Boundary Commission US and Canada	International Boundary Commission (IBC) - US	2000L Street NW	Suite 615	Washington	DC	20036
Federal	Mr.	Joe	Harrietha	Senior Surveyor	Commission - (IBC) Canada	588 Booth Street	Rm 210	Ottawa	ON	K1A 0Y7
Utility	Ms.	Jackie	Macewicz	Manager of Public Projects	Canadian National Railway (CN)	1625 Depot Street		Stevens Point WI		54481 USA
Utility	Mr.	Stefan	Linder	Manager of Public Works	Canadian National Railway	4 Welding Way	PO Box 1000	Concord	ON	L4K 1B0



Stantec Consulting Ltd.
200 - 835 Paramount Drive, Stoney Creek, ON L8J 0B4

June 5, 2015
File: 193802870

«Address»
«Address_2»
«City» «Prov» «PostCode»

Attention: «First_Name» «Last_Name» LETTER TO PROPERTY OWNERS/STAKEHOLDERS

Dear «Title» «Last_Name»:

Reference: NOTICE OF PUBLIC INFORMATION CENTRE 1
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge Replacement on Highway 11
Town of Rainy River (GWP 6046-10-00)

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. The bridge provides access between the United States and Canada with 24-hour, full-service Port of Entry facilities.

The purpose of this letter is to advise you of the first Public Information Centre (PIC) planned for the study. The enclosed Notice provides additional details for your reference.

You are invited to attend a Public Information Centre (PIC) on **Wednesday, June 24, 2015**, from 4:00 PM to 7:00 PM at the Rainy River Recreation Centre, 219 Government Road, Rainy River. The PIC will provide you with an opportunity to review the existing conditions and proposed evaluation criteria, provide comments, and address questions or concerns directly with representatives of the project team.

If you have any questions regarding the study, please contact the undersigned or one of the Project Managers named in the enclosed material.

Sincerely,

STANTEC CONSULTING LTD.

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Phone: (416) 598-7663
Fax: (416) 596-6680
nevena.gazibara@stantec.com

Attachment: Notice of Public Information Centre 1

- C. R. DeCal – MTO Northwestern Region
- D. Grove, G. Cooke – Stantec Consulting Ltd.
- J. McKinnon – Minnesota Department of Transportation

Public Meeting 2



Memo

To: K. Saunders, S. Wall
MTO Northwestern Region
File: 193802870

From: Nevena Gazibara
Stantec-Toronto Office
Date: October 19, 2015

Reference: Baudette/Rainy River International Bridge on Highway 11, Town of Rainy River (GWP 6046-10-00) Notice of Public Meeting 2 Timing Strategy

Please find below the final Notice of Public Meeting 2 timing strategy for the above-mentioned project.

KEY STAGE	DATE
MTO Final Advertisement Approval and Internal Notification	Thursday, August 13, 2015
Notice to MPP (sent by MTO)	Friday, September 25, 2015
External Agency Mailing (Letter, Flyer and Comment Sheet)	Thursday, October 1, 2015
Businesses, Property Owners and Stakeholder Mailing (Flyer)	Thursday, October 1, 2015
Mailing to First Nation and Aboriginal groups (on MTO Letterhead)	Thursday, October 1, 2015
Canada Post Unaddressed Ad Mailing	Starting October 7, 2015
Ontario Government Notice in: <i>Rainy River Record</i> (Published on Tuesdays)	Tuesday, October 20, 2015
Ontario Government Notice in: <i>Fort Frances Times</i> (Published on Wednesday)	Wednesday, October 21, 2015
External Agency Meeting 2 (Rainy River Recreation Centre, Rainy River)	Wednesday, October 28, 2015
Public Meeting 2 (Rainy River Recreation Centre, Rainy River)	Wednesday, October 28, 2015
Public Meeting Comments requested by:	Friday, November 27, 2015



October 19, 2015
K. Saunders, S. Wall
Page 2 of 2

Reference: Baudette/Rainy River International Bridge on Highway 11, Town of Rainy River (GWP 6046-10-00) Notice of Public Meeting 2 Timing Strategy

A Canada Post Unaddressed Ad Mailing was included as part of the Public Meeting 2 notification to include many residents and businesses within the Town of Rainy River. Approximately 451 residents and businesses within the Town of Rainy River will receive the Public Meeting 2 flyer. Flyers will be distributed to addresses in the POW Forward Sortation Area.

Sincerely,

STANTEC CONSULTING LTD.

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Phone: 416-598-7663
Fax: 416-596-6680
nevena.gazibara@stantec.com

c. D. Grove, G. Cooke – Stantec Consulting Ltd.
J. McKinnon – Minnesota Department of Transportation



BAUDETTE/RAINY RIVER INTERNATIONAL BRIDGE REPLACEMENT

Highway 11, Town of Rainy River

Notice of Public Meeting 2

THE STUDY

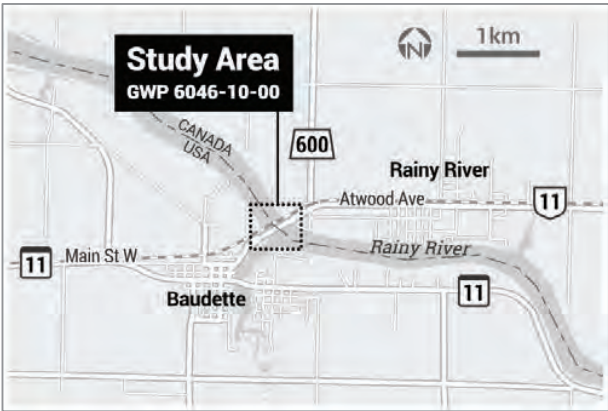
The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. This notice is to announce the second Public Meeting.

The purpose of the Public Meeting is to:

- Display and seek input on the evaluation criteria and the evaluation process;
- Present and seek input on the preliminary alignment and structural bridge replacement alternatives; and
- Answer questions about the study.

The Public Meeting is scheduled as follows:

Date: Wednesday, October 28, 2015
Location: Rainy River Recreation Centre
219 Government Road
Rainy River ON
Time: 4:00 p.m. to 7:00 p.m.



The Public Meeting will be held as a drop-in style, open house format. Representatives of the project team will be available to discuss the study, answer questions, and receive input on the study. We encourage you to attend this meeting to provide us with your comments.

THE PROCESS

This study is a Group 'B' project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and three Public Meetings will be held. The third Public Meeting is planned for the spring of 2016 and will provide the public with an opportunity to review and comment on the Preferred Plan.

A *Transportation Environmental Study Report* (TESR) will be prepared and made available for a 30-day public review period at the end of the study. Notices regarding the availability of the TESR and the times and location of the Public Meetings will be published in local newspapers and sent to persons on the mailing list.

COMMENTS

If you wish to comment on this project, have your name added to the project mailing list, or have any questions about this project, please contact one of the individuals identified below.

Gregg Cooke, P.Eng.
Consultant Project Manager (Canada)
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: 905-381-3227
Call Collect: 905-385-3234
Fax: 905-385-3534
Email: gregg.cooke@stantec.com

Kevin Saunders
MTO Project Manager
Ministry of Transportation
Northwestern Region
615 James Street South
Thunder Bay ON P7E 6P6
Tel: 807-473-2109
Toll free: 1-800-465-5034
Fax: 807-473-2168
Email: kevin.saunders@ontario.ca

You are encouraged to visit the project website, www.dot.state.mn.us/d2/projects/baudette-bridge, to obtain current project information. If you have any accessibility requirements in order to participate in the project, please contact one of the project team members listed above.

Comments and information are being collected to assist MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Gazibara, Nevena

From: Wall, Steven (MTO) <Steven.Wall@ontario.ca>
Sent: Friday, September 25, 2015 10:56 AM
To: Cooper, Doug (MTO); Coulter, Ken (MNDM); Galloway, Iain (MTO); Piscopo, Annemarie (MTO); Kaszuba, Linda (MTO); Caldwell, Bruce (MTO); Mossop, Ken (MTO); 'scmpp@ndp.on.ca'; Taylor, John (MOECC)
Cc: Saunders, Kevin (MTO); Cooke, Gregg; Gazibara, Nevena
Subject: Notice of Public Information Centre (PIC) 2: Baudette/Rainy River International Bridge Crossing
Attachments: adv_02870_PIC2_fnl.pdf

Attached is a copy of a public advertisement to be placed in the *Rainy River Record* on **Tuesday, October 20, 2015** and the *Fort Frances Times* on **Wednesday, October 21, 2015**.

This is a routine notice advising of the Notice of Public Information Centre (PIC), and is a requirement of the ministry's environmental assessment process. This is the second of three Public Information Centres to be held for this project. The ad has been submitted by our consultant, Stantec Consulting Limited.

Project specific comments and concerns may be directed to Gregg Cooke, Project Manager, Stantec or Kevin Saunders, Project Manager, MTO as indicated in the advertisement.

Steve Wall
Environmental Planner
Ministry of Transportation - Northwest Region
615 James Street South
Thunder Bay, Ontario P7E 6P6
Phone:(807) 473-2126

MINISTRY OF TRANSPORTATION

Provincial Highways Management
Planning & Design Section
Northwestern Region
615 James Street South
Thunder Bay, Ontario P7E 6P6
Tel.: (807) 473-2002
Fax.: (807) 473-2168

October 1, 2015
File: 193802870



LETTER TO FIRST NATIONS

Dear Chief / Sir / Madam:

**Reference: NOTICE OF PUBLIC MEETING 2
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge on Highway 11, Town of Rainy River
(GWP 6046-10-00)**

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River.

A letter was sent to you on June 5, 2015 to invite you to the first Public Meeting for this study.

The purpose of this letter is to advise you of the second Public Meeting planned for the study. The enclosed Notice provides additional details for your reference.

External agencies and municipal staff are invited to attend an External Agency Drop-In Meeting on Wednesday, October 28, 2015, from 3:00 PM to 4:00 PM, at the Rainy River Recreation Centre, 219 Government Road, Rainy River. The External Agency Meeting is being held in advance of a general public session planned between 4:00 PM and 7:00 PM at the same location. The Public Meeting will provide you with an opportunity to review the evaluation criteria and preliminary alignment and structure alternatives, and provide comments, and address questions or concerns directly with representatives of the project team. You are welcome to drop in anytime to review the display materials, provide comments, and address questions or concerns directly with the project team.

The project team will keep you up-to-date on the status of the study as the project progresses. We invite and encourage your input.

Should you have any questions, please contact me at (807) 473-2109 or 1-800-465-5034, or by email at kevin.saunders@ontario.ca. If you would prefer a meeting with ministry staff, that could also be arranged. Please contact me at your earliest convenience if you are interested in such a meeting.

Yours Truly,

Kevin Saunders
MTO Project Manager, Northwestern Region
Tel: (807) 473-2109
Fax: (807) 473-2168
kevin.saunders@ontario.ca

- c. D. Grove, G. Cooke, N. Gazibara – Stantec Consulting Ltd.
J. McKinnon – Minnesota Department of Transportation

Baudette/Rainy River International Bridge Replacement (GWP 6046-10-00) First Nation and Aboriginal Communities and Agencies Mailing List

Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code
Chief	Carl	Tuesday	Chief	Big Grassy River First Nation	PO Box 414		Morson	ON	P0W 1J0
Chief	Jim	Leonard II	Chief	Rainy River First Nation	PO Box 450		Emo	ON	P0W 1E0
Chief	Katherine	Kishiqueb	Chief	Ojibways of Onigaming First Nation	PO BOX 160		Nestor Falls	ON	P0X 1K0
Chief	Wayne	Smith	Chief	Naicatchewenin First Nation	PO BOX 15	RR 1	Devlin	ON	P0W 1C0
Chief	Sara	Mainville	Chief	Couchiching First Nation	RR 2; RMB 2027		Fort Frances	ON	P9A 3M3
Chief	Janice	Henderson	Chief	Mitaanijigaming First Nation	PO BOX 609		Fort Frances	ON	P9A 3M9
Chief	Patricia	Big George	Chief	Anishnaabeg of Naongashling	PO BOX 335		Morson	ON	P0W 1J0
Chief	Darlene	Ross Sandy	Chief	Northwest Angle No.33	BOX 1490		Kenora	ON	P9N 3X7
Chief	Aileen	Oshie-White	Chief	Northwest Angle No.37	PO Box 267		Sioux Narrows	ON	P0X 1N0
Chief	Chris	Skead	Chief	Anishnabe of Wauzhushk Onigum	PO Box 1850		Kenora	ON	P9N 3X8
Chief	William	Windigo	Chief	Nigigoonsimikaaning First Nation	PO Box 68		Fort Frances	ON	P9A 3M5
			Tribal Council	Pwi-Di-Goo-Zing Ne-Yaa-Zhing Advisory Services	PO Box 522; 1455 Idyllwild Drive		Fort Frances	ON	P9A 3M8
Grand Chief	Warren	White	Grand Chief	Grand Council Treaty #3	PO Box 1720		Kenora	ON	P9N 3X7
President	Clint	Calder	President	MNO Sunset Country Métis Council	418 Third Street East		Fort Frances	ON	P9A 3M3
Mr.	Hank	Rowlinson	Métis Community Relations Manager	Métis Consultation Unit Métis Nation of Ontario	500 Old St. Patrick Street.; Unit D		Ottawa	ON	K1N 9G4



Stantec Consulting Ltd.
200 - 835 Paramount Drive, Stoney Creek, ON L8J 0B4

October 1, 2015
File: 193802870

«Organization_Name»
«Region»
«Address»
«Address_2»
«City» «Prov» «PostCode»

Attention: «First_Name» «Last_Name», «Position»

LETTER TO EXTERNAL AGENCIES

Dear «Title» «Last_Name»:

Reference: NOTICE OF PUBLIC MEETING 2
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge Replacement on Highway 11
Town of Rainy River (GWP 6046-10-00)

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. The bridge provides access between the United States and Canada with 24-hour, full-service Port of Entry facilities.

The purpose of this letter is to advise you of the second Public Meeting planned for the study. The enclosed Notice provides additional details for your reference.

External agencies and municipal staff are invited to attend an External Agency Drop-In Meeting on **Wednesday, October 28, 2015**, from 3:00 PM to 4:00 PM, at the Rainy River Recreation Centre, 219 Government Road, Rainy River. The External Agency Meeting is being held in advance of a general public session planned between 4:00 PM and 7:00 PM at the same location. The Public Meeting will provide you with an opportunity to review the preliminary evaluation criteria, preliminary alignment and structure alternatives, and provide comments, and address questions or concerns directly with representatives of the project team.

If you are unable to attend the External Agency Meeting and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Sincerely,

STANTEC CONSULTING LTD.

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Phone: (416) 598-7663
Fax: (416) 596-6680
nevena.gazibara@stantec.com

Attachment: Notice of Public Meeting 2

- c. K. Saunders – MTO Northwestern Region
D. Grove, G. Cooke – Stantec Consulting Ltd.
J. McKinnon – Minnesota Department of Transportation

Design with community in mind

Baudette/Rainy River International Bridge Replacement (GWP 6046-10-00) External Agencies Mailing List

Category	Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code
Federal	Mr.	Rob	Dobos	Manager, Environmental Assessment Section	Environment Canada	867 Lakeshore Road	Box 5050	Burlington	ON	L7R 4A6
Federal	Mr.	Rob	Read	Environmental Assessment Officer	Environment Canada	867 Lakeshore Road	Box 5050	Burlington	ON	L7R 4A6
Federal	Mr.	John	Woodward	Senior Environmental Officer, Ontario Region	Canadian Transportation Agency	115 Eddy Street		Gatineau	QC	K1A 0N9
Federal				Fisheries Protection Program	Department of Fisheries and Oceans Canada	867 Lakeshore Road		Burlington	ON	L7S 1A1
Federal	Ms.	Caitlin	Cafaro	Environmental Assessment Officer	Canadian Environmental Assessment Agency	55 St. Clair Avenue East	Suite 907	Toronto	ON	M4T 1M2
Federal	Mr.	David	Zeit	Senior Environmental Officer	Transport Canada	4900 Yonge Street		North York	ON	M2N 6A5
Federal	Ms.	Sarah	O'Keefe	Senior Advisor - Environmental Assessment	Transport Canada	330 Sparks Street		Ottawa	ON	K1A 0N5
Federal	Ms.	Sarah	Bunting	Environmental Officer	Transport Canada	4900 Yonge Street		North York	ON	M2N 6A5
Federal	Ms.	Tania	Havelka	Navigable Waters Protection Officer	Transport Canada	100 Front Street South		Sarnia	ON	N7T 2M4
Federal	Mr.	Sébastien	Richard	Policy Advisor	Transport Canada	330 Sparks Street		Ottawa	ON	K1A 0N5
Federal	Mr.	Sylvain	Cyr	Director General, Infrastructure and Environmental Operations	Canada Border Services Agency (CBSA)	2265 St. Laurent Boulevard	2nd Floor	Ottawa	ON	K1G 4K3
Federal	Mr.	Christopher	Lazette	Manager, Infrastructure Northern Ontario	Canada Border Services Agency (CBSA)	2265 St. Laurent Boulevard	2nd Floor	Ottawa	ON	K1G 4K3
Federal	Mr.	Paul	Loo	Director	Canada Border Services Agency (CBSA)	79 Bentley Avenue	2nd Floor	Ottawa	ON	K1A 0L8
Federal	Ms.	Tuula	Schuler	Director, Northwestern Ontario District	Canada Border Services Agency (CBSA)	1 Bridge Street		Point Edward	ON	N7V 4J5
Federal	Ms.	Debbie	Dundas	Project Officer- Infrastructure and Environmental	Canada Border Services Agency (CBSA)	5755 River Road		Niagara Falls	ON	L2G 3K9
Federal	Ms.	Kim	Beaudry	Chief of Operations	Canada Border Services Agency (CBSA)	301 Scott Street 2nd Floor		Fort Frances	ON	P9A 1H1
Federal	Ms.	Angela	Machell	Facilities Officer for Rainy River (Senior Program Officer)	CBSA - SNC Lavalin (property caretakers)	100 Metcalfe Street, 17th Floor		Ottawa	ON	K1A 0L8
Federal		Rejean	Cantlon	Communications Advisor	Citizenship and Immigration Canada (CIC)	25 St. Clair Avenue East	Suite 700	Toronto	ON	M4T 1M2
Federal	Mr.	Normand	Roy	Staff Sergeant	Royal Canadian Mounted Police (RCMP)	221 Archibald Street North		Thunder Bay	ON	P7C 3Y3
Federal	Ms.	Daniella	Fisher	Public Affairs Officer	Department of Foreign Affairs, Trade and Development Canada	701 4th Avenue South	Suite 900	Minneapolis	MN	55415-1899
Federal	Mr.	Mathieu	Delorme	Senior Policy Officer	Department of Foreign Affairs, Trade and Development Canada	125 Sussex Drive		Ottawa	ON	K1A 0G2
Federal	Ms.	Nina	Hamad	Manager Corporate and Internal Communications Unit	Canadian Food Inspection Agency (CFIA)	1400 Mervale Road Tower, Floor 2, Room 141		Ottawa	ON	K1A 0Y9
Federal	Ms.	Charlene	Bevan	Regional Director	Health Canada	174 Stone Rd. W.		Guelph	ON	N1G 4S9
Federal	Ms.	Kelly	Senkw	Environmental Assessment Coordinator	Health Canada	269 Laurier Avenue West, A/L 4904A		Ottawa	ON	K1A 0K9
Federal	Mr.	Kyle	Hipsley	Acting Commissioner	International Boundary Commission (IBC) - US	200L Street NW	Suite 615	Washington	DC	20036 USA
Federal	Mr.	Joe	Harrietha	Senior Surveyor	International Boundary Commission (IBC) Canada	588 Booth Street	Room 210	Ottawa	ON	K1A 0Y7
Federal	Mr.	Daniel	Fortin	Senior Surveyor	International Boundary Commission (IBC) Canada	588 Booth Street	Room 210	Ottawa	ON	K1A 0Y7
Federal	Ms.	Trish	Morris	Director	International Joint Commission	100 Ouellette Avenue, 8th Fl		Windsor	ON	N9A 6T3
Utility	Ms.	Jackie	Macewicz	Manager of Public Projects	Canadian National Railway (CN)	1625 Depot Street		Stevens Point WI		54481
Utility	Mr.	Stefan	Linder	Manager of Public Works	Canadian National Railway	4 Welding Way	PO Box 1000	Concord	ON	L4K 1B0
Provincial	Mr.	Ray	Boivin	Senior Environmental Officer-Kenora Area Office	Ministry of the Environment and Climate Change	808 Robertson Street		Kenora	ON	P9N 1X9
Provincial	Ms.	Ellen	Cramm	Environmental Planner/EA Coordinator	Ministry of the Environment and Climate Change	435 James Street South	Suite 331	Thunder Bay	ON	P7E 6S7
Provincial	Ms.	Bonnie	McNulty	Regional Advisor-Thunder Bay Office	Ministry of Tourism, Culture and Sport	435 James Street South	Suite 334	Thunder Bay	ON	P7E 6S7

Category	Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code
Provincial	Ms.	Paige	Campbell	Archaeology Review Officer, Archaeology Program Unit	Ministry of Tourism, Culture and Sport	435 James Street South	Suite 334	Thunder Bay	ON	P7E 6S7
Provincial	Mr.	Frank	Bastone	Northern Development Advisor- Tourism, Kenora and Area	Ministry of Northern Development and Mines	810 Robertson Street	Suite 104	Kenora	ON	P9N 4J2
Provincial	Ms.	Kim	Austen	Northern Development Officer, Kenora and Area	Ministry of Northern Development and Mines	810 Robertson Street	Suite 104	Kenora	ON	P9N 4J2
Provincial	Ms.	Jane	Gillon	Northern Development Officer, Kenora and Area	Ministry of Northern Development and Mines	922 Scott Street		Fort Frances	ON	P9A 1H4
Provincial	Mr.	Ken	Mantey	Traffic Staff Sergeant	Ontario Provincial Police, Northwest Region Headquarters	615 James Street South	2nd Floor	Thunder Bay	ON	P7E 6P6
Provincial	Mr.	Dereck	McLean	Administrative Sergeant	Ontario Provincial Police- Rainy River Detachment	320 Portage Avenue		Fort Frances	ON	P9A 3P9
Provincial	Mr.	Ron	Van Straalen	Superintendent-Northwest Region Headquarters	Ontario Provincial Police, Northwest Region Headquarters	615 James Street South	2nd Floor	Thunder Bay	ON	P7E 6P6
Municipal	Ms.	Veldron	Vogan	Chief Administration Officer	Town of Rainy River	PO Box 488		Rainy River	ON	P0W 1L0
Municipal	Ms.	Deborah	Ewald	Mayor	Town of Rainy River	PO Box 488		Rainy River	ON	P0W 1L0
Municipal	Mr.	Dan	McCormick	Chief Administration Officer	Rainy River District Social Services Administration Board	450 Scott Street		Fort Frances	ON	P9A 1H2
Municipal	Mr.	Ed	Carlson	EMS Deputy Chief	EMS Rainy River District Social Services	801 Scott Street		Fort Frances	ON	P9A 1L3
Municipal	Ms.	Uinda	Armstrong	Mayor	Rainy River Health Centre	115 Fourth Street		Rainy River	ON	P0W 1L0
Municipal	Mr.	Patrick	Giles	Clerk	Dawson Township	PO Box 427		Rainy River	ON	P0W 1L0



Stantec Consulting Ltd.
200 - 835 Paramount Drive, Stoney Creek, ON L8J 0B4

October 1, 2015
File: 193802870

«Address»
«Address_2»
«City» «Prov» «PostCode»

Attention: «First_Name» «Last_Name» PROPERTY OWNER LETTER/STAKEHOLDERS

Dear «Title» «Last_Name»:

Reference: NOTICE OF PUBLIC MEETING 2
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge Replacement on Highway 11
Town of Rainy River (GWP 6046-10-00)

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. The bridge provides access between the United States and Canada with 24-hour, full-service Port of Entry facilities.

The purpose of this letter is to advise you of the second Public Meeting planned for the study. The enclosed Notice provides additional details for your reference.

You are invited to attend a Public Meeting on **Wednesday, October 28, 2015**, from 4:00 PM to 7:00 PM at the Rainy River Recreation Centre, 219 Government Road, Rainy River. The Public Meeting will provide you with an opportunity to review the preliminary evaluation criteria, preliminary alignment and structure alternatives, provide comments, and address questions or concerns directly with representatives of the project team.

If you have any questions regarding the study, please contact the undersigned or one of the Project Managers named in the enclosed material.

Sincerely,

STANTEC CONSULTING LTD.

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Phone: (416) 598-7663
Fax: (416) 596-6680
nevena.gazibara@stantec.com

Attachment: Notice of Public Meeting 2

- C. K. Saunders– MTO Northwestern Region
- D. Grove, G. Cooke – Stantec Consulting Ltd.
- J. McKinnon – Minnesota Department of Transportation

Public Meeting 3



Memo

To: K. Saunders, S. Wall
MTO Northwestern Region
File: 193802870

From: Nevena Gazibara
Stantec-Toronto Office
Date: April 27, 2016

Reference: Baudette/Rainy River International Bridge on Highway 11, Town of Rainy River (GWP 6046-10-00) Notice of Public Meeting 3 Timing Strategy

Please find below the draft Notice of Public Meeting 3 timing strategy for the above-mentioned project.

KEY STAGE	DATE
MTO Final Advertisement Approval and Internal Notification	Friday, April 8, 2016
Notice to MPP (sent by MTO)	Thursday, April 28, 2016
External Agency Mailing (Letter, Flyer and Comment Sheet)	Wednesday, May 4, 2016
Businesses, Property Owners and Stakeholder Mailing (Flyer)	Wednesday, May 4, 2016
Mailing to First Nation and Aboriginal groups (on MTO Letterhead)	Wednesday, May 4, 2016
Canada Post Unaddressed Ad Mailing	Starting May 11, 2016
Ontario Government Notice in: Rainy River Record (Published on Tuesdays)	Tuesday, May 17, 2016
Ontario Government Notice in: Fort Frances Times (Published on Wednesday)	Wednesday, May 18, 2016
External Agency Meeting 3 (Rainy River Recreation Centre, Rainy River)	Wednesday, May 25, 2016 3:00pm-4:00pm
Public Meeting 3 (Rainy River Recreation Centre, Rainy River)	Wednesday, May 25, 2016 4:00pm-7:00pm



April 27, 2016
K. Saunders, S. Wall
Page 2 of 2

Reference: Baudette/Rainy River International Bridge on Highway 11, Town of Rainy River (GWP 6046-10-00) Notice of Public Meeting 3 Timing Strategy

Public Meeting Comments requested by:	Friday, June 24, 2016
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A Canada Post Unaddressed Ad Mailing will be included as part of the Public Meeting 3 notification to include all residents and businesses within the Town of Rainy River. Approximately 451 residents and businesses within the Town of Rainy River will receive the notice. Flyers will be distributed to addresses in the POW Forward Sortation Area.

Sincerely,

STANTEC CONSULTING LTD.

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Phone: 416-598-7663
Fax: 416-596-6680
nevena.gazibara@stantec.com

c. D. Grove, G. Cooke – Stantec Consulting Ltd.
J. McKinnon – Minnesota Department of Transportation

Gazibara, Nevena

From: Wall, Steven (MTO) <Steven.Wall@ontario.ca>
Sent: Thursday, April 28, 2016 10:11 AM
To: Cooper, Doug (MTO); Coulter, Ken (MNDM); Galloway, Iain (MTO); Taylor, John P. (MTO); Piscopo, Annemarie (MTO); Kaszuba, Linda (MTO); Caldwell, Bruce (MTO); Weiss, Gary (MTO); scmpp@ndp.on.ca
Cc: Saunders, Kevin (MTO); DeCal, Patricia (MTO); Nye, Sharon (MTO); Cooke, Gregg;
Gazibara, Nevena
Subject: G.W.P. 6046-10-00, Rainy River/Baudette International Bridge, Hwy 11 - Ontario
Government Notice - Public Information Centre #3
Attachments: adv_02870_PIC3_fnl.pdf

Attached is a copy of a public advertisement to be placed in the following newspapers:

Rainy River Record Tuesday, May 17th, 2016
Fort Frances Times Wednesday May 18th, 2016

This is a routine notice for a Public Information Centre and is a requirement of the ministry's environmental assessment process. The ad has been prepared by our consultant Stantec Consulting Ltd.

Project specific comments and concerns may be directed to Kevin Saunders or Greg Cooke, as indicated in the advertisement.

Steve Wall
Environmental Planner
Ministry of Transportation – Northwest Region
615 James Street South
Thunder Bay, Ontario
(807) 473-2126



BAUDETTE/RAINY RIVER INTERNATIONAL BRIDGE REPLACEMENT
Highway 11, Town of Rainy River
Notice of Public Meeting 3

THE STUDY

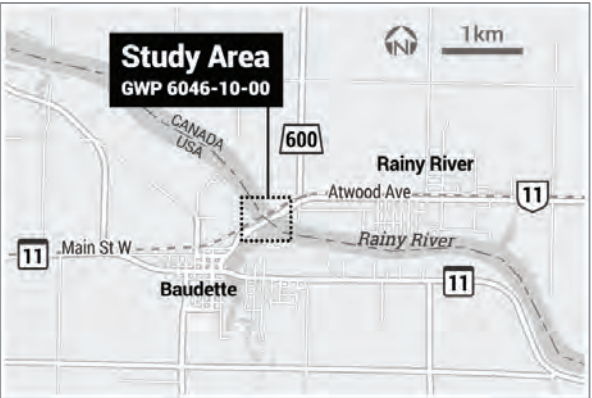
The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. This notice is to announce the third Public Meeting.

The purpose of the third Public Meeting is to:

- Present and seek input on the Preferred Plan (preferred alignment and preferred bridge type);
- Present and seek input on the results of the evaluation of alternatives; and
- Answer questions about the study.

The Public Meeting is scheduled as follows:

Date: **Wednesday, May 25, 2016**
Location: **Rainy River Recreation Centre**
 219 Government Road
 Rainy River ON
Time: **4:00 p.m. to 7:00 p.m.**



The Public Meeting will be held as a drop-in style, open house format. Representatives of the project team will be available to discuss the study, answer questions, and receive input on the study. We encourage you to attend this meeting to provide us with your comments.

THE PROCESS

This study is a Group 'B' project under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000), and three Public Meetings have been planned for this project. This will be the third and final Public Meeting.

A *Transportation Environmental Study Report* (TESR) will be prepared and made available for a 30-day public review period at the end of the study. Notices regarding the availability of the TESR will be published in local newspapers and sent to persons on the mailing list. This study is a Designated Project under the *Canadian Environmental Assessment Act* (2012). A Project Description will be prepared and submitted for public review at approximately the same time as the TESR public review period. The Project Description will be made publicly available on the Canadian Environmental Assessment Registry (www.ceaa-acee.gc.ca).

COMMENTS

If you wish to comment on this project, have your name added to the project mailing list, or have any questions about this project, please contact one of the individuals identified below.

Gregg Cooke, P.Eng. Consultant Project Manager (Canada) Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 Tel: 905-381-3227 Call Collect: 905-385-3234 Fax: 905-385-3534 Email: gregg.cooke@stantec.com	Kevin Saunders MTO Senior Project Manager Ministry of Transportation Northwestern Region 615 James Street South Thunder Bay ON P7E 6P6 Tel: 807-473-2109 Toll free: 1-800-465-5034 Fax: 807-473-2168 Email: kevin.saunders@ontario.ca
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You are encouraged to visit the project website, www.dot.state.mn.us/d2/projects/ baudette-bridge, to obtain current project information. If you have any accessibility requirements in order to participate in the project, please contact one of the Project Team members listed above.

Comments and information are being collected to assist MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

MINISTRY OF TRANSPORTATION

Provincial Highways Management
Planning & Design Section
Northwestern Region
615 James Street South
Thunder Bay, Ontario P7E 6P6
Tel.: (807) 473-2002
Fax.: (807) 473-2168

May 4, 2016
File: 193802870

Dear Chief / Sir / Madam:

Reference: NOTICE OF PUBLIC MEETING 3
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge on Highway 11, Town of Rainy River
(GWP 6046-10-00)

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River.

A letter was sent to you on October 1, 2015 to invite you to the second Public Meeting for this study. The purpose of this letter is to advise you of the third Public Meeting planned for the study. The enclosed Notice provides additional details for your reference.

We would also like to advise you that this study is a Designated Project under the *Canadian Environmental Assessment Act* (CEAA 2012). A Project Description will be prepared and submitted for public review at approximately the same time as the *Transportation Environmental Study Report* (TESR) public review period for the MTO Class EA process. If you have any questions about the CEAA process or would like to discuss the federal environmental assessment, please contact the CEAA Ontario office at 416-952-1576 or by email at CEAA.ontario.ACEE@ceaa-acee.gc.ca.

You are invited to attend an External Agency Drop-In Meeting on Wednesday, May 25, 2016, from 3:00 PM to 4:00 PM, at the Rainy River Recreation Centre, 219 Government Road, Rainy River, Ontario. The External Agency Meeting is being held in advance of a general public session planned between 4:00 PM and 7:00 PM at the same location. The Public Meeting will provide you with an opportunity to review the Preferred Plan, the results of the evaluation of alternatives, and to provide comments, questions or concerns to representatives of the project team. You are welcome to drop in anytime to review the display materials, provide comments, and address questions or concerns directly with the project team.

The project team will keep you up-to-date on the status of the study as the project progresses. We invite and encourage your input.

Should you have any questions, please contact me at (807) 473-2109 or 1-800-465-5034, or by email at kevin.saunders@ontario.ca. If you would prefer a meeting with ministry staff, that could also be arranged. Please contact me at your earliest convenience if you are interested in such a meeting.
Yours Truly,

Kevin Saunders
MTO Senior Project Manager, Northwestern Region
Tel: (807) 473-2109
Fax: (807) 473-2168
kevin.saunders@ontario.ca

c. D. Grove, G. Cooke, M. Caron, N. Gazibara – Stantec Consulting Ltd.
J. McKinnon – Minnesota Department of Transportation



LETTER TO FIRST NATIONS

Baudette/Rainy River International Bridge Replacement (GWP 6046-10-00) First Nation and Aboriginal Communities and Agencies Mailing List

Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code
Chief	Carl	Tuesday	Chief	Big Grassy River First Nation	PO Box 414		Morson	ON	P0W 1J0
Chief	Jim	Leonard II	Chief	Rainy River First Nation	PO Box 450		Emo	ON	P0W 1E0
Chief	Katherine	Kishiqueb	Chief	Ojibways of Onigaming First Nation	PO BOX 160		Nestor Falls	ON	P0X 1K0
Chief	Wayne	Smith	Chief	Naicatchewenin First Nation	PO BOX 15	RR 1	Devlin	ON	P0W 1C0
Chief	Sara	Mainville	Chief	Couchiching First Nation	RR 2; RMB 2027		Fort Frances	ON	P9A 3M3
Chief	Janice	Henderson	Chief	Mitaanigaming First Nation	PO BOX 609		Fort Frances	ON	P9A 3M9
Chief	Patricia	Big George	Chief	Anishnaabeg of Naongashling	PO BOX 335		Morson	ON	P0W 1J0
Chief	Darlene	Ross Sandy	Chief	Northwest Angle No.33	BOX 1490		Kenora	ON	P9N 3X7
Chief	Aileen	Oshie-White	Chief	Northwest Angle No.37	PO Box 267		Sioux Narrows	ON	P0X 1N0
Chief	Chris	Stead	Chief	Anishinabe of Wauzhushk Onigum	PO Box 1850		Kenora	ON	P9N 3X8
Chief	William	Windigo	Chief	Nigigoonsiminikaaning First Nation	PO Box 68		Fort Frances	ON	P9A 3M5
			Tribal Council	Pwi-Di-Goo-Zing Ne-Yaa-Zhing Advisory Services	PO Box 522; 1455 Idyllwild Drive		Fort Frances	ON	P9A 3M8
Grand Chief President	Warren	White	Grand Chief	Grand Council Treaty #3	PO Box 1720		Kenora	ON	P9N 3X7
	Clint	Calder	President	MNO Sunset Country Métis Council	418 Third Street East		Fort Frances	ON	P9A 3M3
Mr.	Hank	Rowlinson	Métis Community Relations Manager	Métis Consultation Unit Métis Nation of Ontario	500 Old St. Patrick Street.; Unit D		Ottawa	ON	K1N 9G4
Ms.	Joanne	Meyer	Director of Intergovernmental Relations	Métis Consultation Unit Métis Nation of Ontario	75 Sherbourne Street, Suite 311		Toronto	ON	M5A 2P9



Stantec Consulting Ltd.
300-49 Bathurst Street, Toronto ON M5V 2P2

May 4, 2016
File: 193802870

Organization
Region
Address
Address 2
City Province Postal Code

Attention: First Name Last Name, Position

LETTER TO EXTERNAL AGENCIES

Dear Title Last Name:

Reference: NOTICE OF PUBLIC MEETING 3
Preliminary Design and Class Environmental Assessment
Baudette/Rainy River International Bridge Replacement on Highway 11
Town of Rainy River (GWP 6046-10-00)

The Ontario Ministry of Transportation (MTO), in cooperation with the Minnesota Department of Transportation, has retained Stantec Consulting Ltd. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the replacement of the Baudette/Rainy River International Bridge on Highway 11 in the Town of Rainy River. The bridge provides access between the United States and Canada with 24-hour, full-service Port of Entry facilities.

The purpose of this letter is to advise you of the third Public Meeting planned for the study. The enclosed Notice provides additional details for your reference.

External agencies and municipal staff are invited to attend an External Agency Drop-In Meeting on **Wednesday, May 25, 2016**, from 3:00 PM to 4:00 PM, at the Rainy River Recreation Centre, 219 Government Road, Rainy River. The External Agency Meeting is being held in advance of a general public session planned between 4:00 PM and 7:00 PM at the same location. The Public Meeting will provide you with an opportunity to review the Preferred Plan, the results of the evaluation of alternatives, and to provide comments, and address questions or concerns directly with representatives of the project team.

If you are unable to attend the External Agency Meeting and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Sincerely,

STANTEC CONSULTING LTD.

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Phone: (416) 598-7663
Fax: (416) 596-6680
nevena.gazibara@stantec.com

Attachment: Notice of Public Meeting 3

- c. K. Saunders – MTO Northwestern Region
- D. Grove, G. Cooke – Stantec Consulting Ltd.
- J. McKinnon – Minnesota Department of Transportation

Design with community in mind

Baudette/Rainy River International Bridge Replacement (GWP 6046-10-00) External Agencies Mailing List

Category	Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code
Federal	Mr.	Rob	Dobos	Manager, Environmental Assessment Section	Environment Canada	867 Lakeshore Road	Box 5050	Burlington	ON	L7R 4A6
Federal	Mr.	Rob	Read	Environmental Assessment Officer	Environment Canada	867 Lakeshore Road	Box 5050	Burlington	ON	L7R 4A6
Federal	Mr.	John	Woodward	Senior Environmental Officer, Ontario Region	Canadian Transportation Agency	115 Eddy Street		Gatineau	QC	K1A 0N9
Federal				Fisheries Protection Program	Department of Fisheries and Oceans Canada	867 Lakeshore Road		Burlington	ON	L7S 1A1
Federal	Ms.	Caitlin	Cafaro	Environmental Assessment Officer	Canadian Environmental Assessment Agency	55 St. Clair Avenue East	Suite 907	Toronto	ON	M4T 1M2
Federal	Mr.	David	Zeit	Senior Environmental Officer	Transport Canada	4900 Yonge Street		North York	ON	M2N 6A5
Federal	Ms.	Sarah	O'Keefe	Senior Advisor - Environmental Assessment	Transport Canada	330 Sparks Street		Ottawa	ON	K1A 0N5
Federal	Ms.	Sarah	Bunting	Environmental Officer	Transport Canada	4900 Yonge Street		North York	ON	M2N 6A5
Federal	Ms.	Tania	Havelka	Navigable Waters Protection Officer	Transport Canada	100 Front Street South		Sarnia	ON	N7T 2M4
Federal	Mr.	Sébastien	Richard	Policy Advisor	Transport Canada	330 Sparks Street		Ottawa	ON	K1A 0N5
Federal	Mr.	Sylvain	Cyr	Director General, Infrastructure and Environmental Operations	Canada Border Services Agency (CBSA)	2265 St. Laurent Boulevard	2nd Floor	Ottawa	ON	K1G 4K3
Federal	Mr.	Christopher	Lazette	Manager, Infrastructure Northern Ontario	Canada Border Services Agency (CBSA)	2265 St. Laurent Boulevard	2nd Floor	Ottawa	ON	K1G 4K3
Federal	Mr.	Paul	Loo	Director	Canada Border Services Agency (CBSA)	79 Bentley Avenue	2nd Floor	Ottawa	ON	K1A 0L8
Federal	Ms.	Tuula	Schuler	Director, Northwestern Ontario District	Canada Border Services Agency (CBSA)	1 Bridge Street		Point Edward	ON	N7V 4J5
Federal	Ms.	Debbie	Dundas	Project Officer- Infrastructure and Environmental	Canada Border Services Agency (CBSA)	5755 River Road		Niagara Falls	ON	L2G 3K9
Federal	Ms.	Kim	Beaudry	Chief of Operations	Canada Border Services Agency (CBSA)	301 Scott Street 2nd Floor		Fort Frances	ON	P9A 1H1
Federal	Ms.	Angela	Machell	Facilities Officer for Rainy River (Senior Program Officer)	CBSA - SNC Lavalin (property caretakers)	100 Metcalfe Street, 17th Floor		Ottawa	ON	K1A 0L8
Federal		Rejean	Cantlon	Communications Advisor	Citizenship and Immigration Canada (CIC)	25 St. Clair Avenue East	Suite 700	Toronto	ON	M4T 1M2
Federal	Mr.	Normand	Roy	Staff Sergeant	Royal Canadian Mounted Police (RCMP)	221 Archibald Street North		Thunder Bay	ON	P7C 3Y3
Federal	Ms.	Daniella	Fisher	Public Affairs Officer	Department of Foreign Affairs, Trade and Development Canada	701 4th Avenue South	Suite 900	Minneapolis	MN	55415-1899
Federal	Mr.	Mathieu	Delorme	Senior Policy Officer	Department of Foreign Affairs, Trade and Development Canada	125 Sussex Drive		Ottawa	ON	K1A 0G2
Federal	Ms.	Nina	Hamad	Manager Corporate and Internal Communications Unit	Canadian Food Inspection Agency (CFIA)	1400 Mervale Road Tower, Floor 2, Room 141		Ottawa	ON	K1A 0Y9
Federal	Ms.	Charlene	Bevan	Regional Director	Health Canada	174 Stone Rd. W.		Guelph	ON	N1G 4S9
Federal	Ms.	Kelly	Senkw	Environmental Assessment Coordinator	Health Canada	269 Laurier Avenue West, A/L 4904A		Ottawa	ON	K1A 0K9
Federal	Mr.	Kyle	Hipsley	Acting Commissioner	International Boundary Commission (IBC) - US	200L Street NW	Suite 615	Washington	DC	20036 USA
Federal	Mr.	Joe	Harrietha	Senior Surveyor	International Boundary Commission (IBC) Canada	588 Booth Street	Room 210	Ottawa	ON	K1A 0Y7
Federal	Mr.	Daniel	Fortin	Senior Surveyor	International Boundary Commission (IBC) Canada	588 Booth Street	Room 210	Ottawa	ON	K1A 0Y7
Federal	Ms.	Trish	Morris	Director	International Joint Commission	100 Ouellette Avenue, 8th Fl		Windsor	ON	N9A 6T3
Utility	Ms.	Jackie	Macewicz	Manager of Public Projects	Canadian National Railway (CN)	1625 Depot Street		Stevens Point WI		54481
Utility	Mr.	Stefan	Linder	Manager of Public Works	Canadian National Railway	4 Welding Way	PO Box 1000	Concord	ON	L4K 1B0
Provincial	Mr.	Ray	Boivin	Senior Environmental Officer-Kenora Area Office	Ministry of the Environment and Climate Change	808 Robertson Street		Kenora	ON	P9N 1X9
Provincial	Ms.	Ellen	Cramm	Environmental Planner/EA Coordinator	Ministry of the Environment and Climate Change	435 James Street South	Suite 331	Thunder Bay	ON	P7E 6S7
Provincial	Ms.	Bonnie	McNulty	Regional Advisor-Thunder Bay Office	Ministry of Tourism, Culture and Sport	435 James Street South	Suite 334	Thunder Bay	ON	P7E 6S7

Category	Title	First Name	Last Name	Position	Organization	Address	Address 2	City	Province	Postal Code
Provincial	Ms.	Paige	Campbell	Archaeology Review Officer, Archaeology Program Unit	Ministry of Tourism, Culture and Sport	435 James Street South	Suite 334	Thunder Bay	ON	P7E 6S7
Provincial	Mr.	Frank	Bastone	Northern Development Advisor- Tourism, Kenora and Area	Ministry of Northern Development and Mines	810 Robertson Street	Suite 104	Kenora	ON	P9N 4J2
Provincial	Ms.	Kim	Austen	Northern Development Officer, Kenora and Area	Ministry of Northern Development and Mines	810 Robertson Street	Suite 104	Kenora	ON	P9N 4J2
Provincial	Ms.	Jane	Gillon	Northern Development Officer, Kenora and Area	Ministry of Northern Development and Mines	922 Scott Street		Fort Frances	ON	P9A 1J4
Provincial	Mr.	Ken	Mantey	Traffic Staff Sergeant	Ontario Provincial Police, Northwest Region Headquarters	615 James Street South	2nd Floor	Thunder Bay	ON	P7E 6P6
Provincial	Mr.	Dereck	McLean	Administrative Sergeant	Ontario Provincial Police- Rainy River Detachment	320 Portage Avenue		Fort Frances	ON	P9A 3P9
Provincial	Mr.	Ron	Van Straalen	Superintendent-Northwest Region Headquarters	Ontario Provincial Police, Northwest Region Headquarters	615 James Street South	2nd Floor	Thunder Bay	ON	P7E 6P6
Municipal	Ms.	Veldron	Vogan	Chief Administration Officer	Town of Rainy River	PO Box 488		Rainy River	ON	P0W 1L0
Municipal	Ms.	Deborah	Ewald	Mayor	Town of Rainy River	PO Box 488		Rainy River	ON	P0W 1L0
Municipal	Mr.	Dan	McCormick	Chief Administration Officer	Rainy River District Social Services Administration Board	450 Scott Street		Fort Frances	ON	P9A 1H2
Municipal	Mr.	Ed	Carlson	EMS Deputy Chief	EMS Rainy River District Social Services	801 Scott Street		Fort Frances	ON	P9A 1J3
Municipal	Ms.	Uinda	Armstrong	Mayor	Rainy River Health Centre	115 Fourth Street		Rainy River	ON	P0W 1L0
Municipal	Mr.	Patrick	Giles	Clerk	Dawson Township	PO Box 427		Rainy River	ON	P0W 1L0

Appendix C: Correspondence

Summary of Agency and Public Correspondence		
Contact Information	Issue/Concern	Action taken by Project Team
Environment and Climate Change Canada (ECCC)	AGENCY COMMENTS	
	<ul style="list-style-type: none">▪ Attended Global Affairs Canada (GAC) Meeting #1 (January 26, 2016) – separate meeting notes are available for the meeting▪ Noted during GAC meeting that ECCC will review preliminary design hydraulic assessment, and that they have models they will utilize as a guideline▪ Attended Canadian Environmental Assessment (CEA) Agency Meeting #1 (January 26, 2016) – separate meeting notes are available for the meeting▪ At the meeting ECCC:<ul style="list-style-type: none">- Discussed stormwater management and potential for U.S. stormwater to be directed toward Canada, along with differing standards of treatment on either side of the border- Noted they will discuss this internally and refer to experience on other international bridges▪ Email (January 26, 2016) stating that the federal jurisdiction is Department of Fisheries and Oceans Canada (DFO) for aquatic species and ECCC for terrestrial species▪ Noted that ECCC is discussing the issue of stormwater on the bridge and whether this issue has been raised/addressed in other international bridge projects▪ Response (July 7, 2016) indicated that the Queenston-Lewiston and Peace International Bridges were constructed with stormwater/sediment management systems during construction and operations. Provided an example from the Peace Bridge project with respect to stormwater management and sediment control during construction and operation (implementing controls, monitoring, etc.). Indicated that the Queenston-Lewiston Bridge may have a collection system which can be closed to capture materials spilled on the road surface, but no specifics provided▪ Attended CEA Agency Meeting #2 (October 20, 2016) – separate meeting notes are available for the meeting	<ul style="list-style-type: none">▪ During GAC Meeting (December 18, 2015) Stantec noted a new hydraulic model is being prepared for the area as part of the study▪ Response (February 9, 2016) asking whether or not there has been any discussion regarding the stormwater on the bridge based on experience with other international bridge projects
Fisheries Protection Program Department of Fisheries and Oceans Canada	<ul style="list-style-type: none">▪ Attended CEA Agency Meeting #1 (January 26, 2016) – separate meeting notes are available for the meeting▪ At the meeting, DFO had the following comments:<ul style="list-style-type: none">- Noted that permits under their authority cannot be issued until Canadian Environmental Assessment Act (CEAA) process is complete- Provided detailed overview of federal process to identify aquatic impacts and submit for permits under the Federal Fisheries Act- Noted that impacts to fish habitat are possible due to proposed piers or infill at bridge abutments, and construction related impacts including potential for infill, causeways or coffer dams- Noted impacts to fish habitat can be offset by providing mitigation- Noted Ontario Ministry of Transportation (MTO) and DFO have approved protocol to identify risk associated with project – this process is proceeding- Noted that once DFO is notified of the project, a DFO contact can be assigned – subsequent to meeting, Megan Lay was assigned to the project	<ul style="list-style-type: none">▪ Comments noted and circulated to project team
Global Affairs Canada 125 Sussex Drive Ottawa, Ontario K1A 0G2	<ul style="list-style-type: none">▪ Email (October 1, 2015) indicates that information about the project must be submitted to Global Affairs Canada (GAC) and the State Department, and an assessment would need to be done if there are impacts on water levels and flows. GAC will liaise with ECCC, who will conduct the technical analysis to determine if there is an impact on water levels/flows▪ Email (November 9, 2015) noting that the U.S. State Department should be included in the interagency consultation plan. Asked about federal and state funding and when construction is expected to begin. Asked what the third type of bidding process would be, aside from Design-build, and separate design and construction Request for Proposals (RFPs)▪ Email (November 11, 2015) update indicating that the funding and construction dates are projected for 2018▪ Response (November 16, 2015) noted that GAC would	<ul style="list-style-type: none">▪ Response (July 22, 2015) noting that the first international stakeholder meeting had not occurred yet and was tentatively scheduled for October 2015▪ Provided information about the Public Involvement Plan for the project▪ Provided the displays presented at the first Public Meeting and a summary document▪ Response (November 13, 2015) answering questions posed on November 9, 2015. Noted that a series of online webinar meetings to replace the international stakeholder meeting that had to be cancelled in October. Noted that the first webinar is scheduled for December. Asked how GAC would like to proceed with consultation. Provided a breakdown of funding for the project.

Summary of Agency and Public Correspondence		
Contact Information	Issue/Concern	Action taken by Project Team

Contact Information	Summary of Agency and Public Correspondence	
	Issue/Concern	Action taken by Project Team
	Internally discuss how they wish to proceed with consultation. Asked if any funding is projected to come from state dollars	Indicated and explained the new project delivery method of construction. Provided the Interagency Involvement Plan and Bridge Alignment Alternatives.
	<ul style="list-style-type: none">Response (December 2, 2015) with questions, including: is the State of Minnesota paying the entirety of the pre-letting consulting contract with Stantec, or is Ontario paying an equal amount?	<ul style="list-style-type: none">Response (November 16, 2015) indicated that all bonds are State of Minnesota funds
	<ul style="list-style-type: none">Attended GAC Meeting #1 (December 18, 2015) – separate meeting notes are available for the meeting	<ul style="list-style-type: none">Response (December 6, 2015) providing answers to questions posed on December 2, 2015. Indicated that Ontario is paying an equal amount of the pre-letting consulting contract and will participate equally in future contracts required for project development. The Minnesota Department of Transportation (MnDOT) and MTO are planning to split construction costs equally
	<ul style="list-style-type: none">At the meeting, GAC had the following comments:- Provided overview of their relationship with the IJC- Noted they are responsible for implementing International Boundary Waters Treaty Act for Canada- Noted that, based on discussions with ECCC, there are certain piers that are more hydraulically efficient than others- Noted the Act requires a hydraulic analysis be submitted, and that they will submit it to ECCC for review- Discussed study with US counterparts at the Canada Desk of the State Department- Advised that International Rainy-Lake of the Woods Watershed Board can provide expertise regarding drainage and stormwater management issues that have impacts across the border	<ul style="list-style-type: none">GAC responded during GAC Meeting #1 (December 18, 2015)Stantec asked for additional detail to identify what could be considered a significant impact to hydrologyStantec noted design issues related to drainage on proposed bridge, which could lead to stormwater from U.S. side of structure being treated in Canada
	<ul style="list-style-type: none">Response (January 7, 2016) provided contact information for the Rainy-Lake of the Woods Watershed Board	<ul style="list-style-type: none">Notified of PIC 2 and External Agency Meeting through direct mail (October 1, 2015)
	<ul style="list-style-type: none">Email (January 11, 2016) asking whether there is any information available on any plans to route traffic through the U.S.	<ul style="list-style-type: none">Email (January 7, 2016) indicating that the project team is interested in corresponding with the Rainy – Lake of the Woods Watershed Board to discuss stormwater management, and asked for a contact for the Board
	<ul style="list-style-type: none">Response (January 11, 2016) asking to confirm that there are no plans to re-route traffic through the U.S.	<ul style="list-style-type: none">Response (January 11, 2016) indicating one lane of traffic had been opened in the morning (eastbound). Jersey barriers were placed on the westbound lane to counterbalance uplift forces until the situation could be repaired. Noted there will be cross Canada traffic, and it will alternate between east and westbound traffic, with flaggers on
	<ul style="list-style-type: none">Attended CEA Agency Meeting #1 (January 26, 2016) – separate meeting notes are available for the meeting	
	<ul style="list-style-type: none">Email (March 2, 2016) indicating a potential issue during the construction stage, that because of anticipated U.S. federal funding, the project would be subject to U.S. content restrictions (e.g. Buy America) that would pose	



Contact Information	Summary of Agency and Public Correspondence	
	Issue/Concern	Action taken by Project Team
Canadian Environmental Assessment Agency	market access barriers to Canadian firms (e.g. steel manufacturers). Indicated that GAC is interested in tracking this and risk-managing with the Minnesota Department of Transportation	site
	<ul style="list-style-type: none">Email (May 9, 2016) asking if the project team had documentation regarding the Maine/New Brunswick example, and when Maine applied Buy America requirements. Inquired how recent this was, or if it was paid by New Brunswick	<ul style="list-style-type: none">Response (January 11, 2016) providing a response from the Minister, and indicated that traffic would no longer be directed through the U.S. corridor, and that oversized/overlimit vehicles are prohibited from the route
	<ul style="list-style-type: none">Telephone conversation (May 11, 2016) noted that GAC met with the State Department and IJC to discuss the project, and that there was concern that the project would have to go through the complete IJC process. Indicated that they are planning to prepare a Special Agreement between Governments to expedite the process, noting all effects and mitigation of changes to levels and flows. The agreement framework is based on an agreement from 1969, and hydraulic assessment information will be inserted later. GAC and the State Department believe that developing the framework now will expedite the process	<ul style="list-style-type: none">Provided Contract Documents received from New Brunswick for GAC's review (May 11, 2016) and noted that a conference call was being planned with the New Brunswick Project Managers to discuss international coordination of that project
	<ul style="list-style-type: none">Also advised that the Rainy River / Lake of the Woods Watershed Board is meeting August 8, and suggested the Project Team give an update	
	<ul style="list-style-type: none">Attended CEA Agency Meeting #2 (October 20, 2016) – separate meeting notes are available for the meeting	
	<ul style="list-style-type: none">During telephone conversation (September 9, 2015) noted that once the Preferred Plan is closer to being selected that the CEAA Project Description (PD) submission requirements can be discussed and a meeting can be arranged	<ul style="list-style-type: none">Response email to telephone conversation (September 10, 2015) providing update, PIC 1 displays, and information regarding the project (including website and mindmixer link)
	<ul style="list-style-type: none">Noted that sample PDs would be provided	<ul style="list-style-type: none">Noted that a summary package with any relevant information, notes, and handouts from the International Stakeholder Workshop would be provided
	<ul style="list-style-type: none">Attended CEA Agency Meeting #1 (January 26, 2016) – separate meeting notes are available for the meeting	<ul style="list-style-type: none">During CEA Agency Meeting #1 (January 26, 2016), Stantec noted project permitting flowchart includes 365-day timeline, but there is concern that it could affect construction start and utilization of funding
	<ul style="list-style-type: none">At the meeting, CEA Agency had the following comments:- Questioned whether CEAA Environmental Assessment (EA) timing has been considered in overall project	



Contact Information	Summary of Agency and Public Correspondence	
	Issue/Concern	Action taken by Project Team
	<p>schedule. Noted legislated timelines with both the PD and an EA required by CEAA. These timelines also include public comment periods on federal PD or EA documentation. 365 day timeline for EA does not include allowance for ‘timeouts’ that would pause timeline</p> <p>- Noted draft PD should be sent for review, so comments may be provided to confirm PD will meet agency requirements and recommendations for improvements, if required</p> <p>- Noted Section 5 of PD (transboundary effects) should discuss effects outside of Canada, and cumulative effects would include effects that are not affected by international borders</p> <p>- Noted that if construction is required on federal lands, Section 67 of CEAA could be triggered – requiring Canada Border Services Agency (CBSA) to determine significance of environmental effects to federal lands</p> <p>- Noted that CEA Agency should be copied on all consultation with federal agencies</p> <ul style="list-style-type: none">Email (March 4, 2016) indicating that the project construction delivery method will not have an impact on whether a federal EA is requiredNoted that if the delivery method is not selected before the PD submission, then the PD will need to describe how each delivery method will impact elements of the project (consultation, environmental effects, etc.), and the differences between who will have care and control of physical activities and project components (proponent; 3rd party)Email (April 6, 2016) requesting update on timelines for project, as he must forecast whether there will be any PDs to review in the coming 2 fiscal quartersResponse (April 14, 2016) acknowledges that he received the timeline and that he has no further input at this timeResponse (April 26, 2016) indicating that he does not have access to the CEAA Screening Report that was requested, and that the Responsible Authorities (TC and DFO in this	<ul style="list-style-type: none">MnDOT discussed that project schedule partly driven by a desire to utilize US Federal Funding available to MnDOT for this bridge – notes construction must start by June 2018Provided overview of aboriginal / First Nation consultation to date, and that list of groups contacted will be provided to CEA Agency for review, with summary of consultation to dateFuture correspondence with FN groups will identify the CEAA trigger for the project, and advise that CEA Agency will contact them in the near futurePD will include a plan of action for consultation with First Nations/aboriginal groupsCurrently showing that construction only lies on MTO property, so Section 67 of CEAA should not be an issueNotified of Second International Stakeholder Webinar through email (February 19, 2016)Phone call (February 24, 2016) and subsequent email correspondence asking whether the construction delivery method will have any effect on whether a federal EA is initiated. Also described the types of delivery methods being considered, including: design-bid-build, construction manager/general contractor, and design-buildCirculated response from CEA Agency to Project Team via email (March 15, 2016)Response (April 6, 2016) provides suggested schedule and notes project schedule is based on timing of planned provincial Transportation Environmental Study Report (TESR) and US public review periods, and that it would be preferred for the PD Public Review to occur in September, 2016Email (April 26, 2016) requesting an electronic copy of the CEAA Screening Report for the



Contact Information	Summary of Agency and Public Correspondence	
	Issue/Concern	Action taken by Project Team
	<p>case) would need to be contacted to fulfill the request</p> <ul style="list-style-type: none">Telephone conversation (May 12, 2016) to advise that greenhouse gas (GHG) emissions must be considered in the PD, and a formal letter will be delivered to the project team regarding the requirements. Advised that this only applies to construction/maintenance under the “care and control” of the proponents, thus traffic on the bridge need not be consideredTelephone conversation (mid-June, 2016) advising that the scope of the GHG assessment should be expanded beyond construction to include emissions from traffic (operations). Based on a direction received from ECCC after a PD for a new international bridge out west (George Matthew Tunnel Replacement) was submittedEmail (May 20, 2016) with attached letter requesting to include GHG emissions data in the PD to be submitted to the CEA AgencyResponse (August 2, 2016) indicating that CEA Agency staff will discuss with their U.S. counterpart to discuss the question regarding the U.S. EA Process. Asked if there is a contact that MTO or MnDOT has engaged with regarding the U.S. EA processAttended CEA Agency Meeting #2 (October 20, 2016) – separate meeting notes are available for the meetingAt the meeting, CEA Agency provided a presentation on the CEAA federal environmental assessment requirements including the Project Description submission process and timelinesAt the meeting, CEA Agency had the following comments:CEAA encourages submitting a draft Project Description for their internal review prior to the formal submission in order to confirm that the PD meets agency requirements.Noted that under CEA Act other federal approvals and permits cannot be issued until a decision has been made that either a federal EA is or is not required.	<p>Clair Fort Kent International Bridge</p> <ul style="list-style-type: none">Response (April 26, 2016) providing a draft letter to First Nations/Aboriginal groups to advise them of the next meeting, and requested comments and confirmation if a CEA Agency contact should be provided in the letterNotified of PIC 3 and External Agency Meeting through direct mail (May 4, 2016)Email (July 28, 2016) with questions, in addition to the question posed during the telephone conversation (May 12, 2016) of whether the decommissioning of the existing bridge should be included in the greenhouse gas emissions assessment. The email asks is it possible to provide an example of the summary that the CEA Agency requested, and if there should be a subsection for each environmental component (e.g. fish, noise, etc.) that discusses existing conditions and impacts on the U.S. side



Contact Information	Summary of Agency and Public Correspondence	
	Issue/Concern	Action taken by Project Team
Transport Canada	<ul style="list-style-type: none">Email (August 5, 2015) indicating that Rainy River is a scheduled navigable waterway listed in the NPA, so a review of impacts to navigation and authorization under the NPA will be required. A Notice of Work package must be submitted, and it will be referred to the Aboriginal Consultation Unit and Environmental Assessment Group if a federal EA is required	<ul style="list-style-type: none">Email (July 6, 2015) noted that a letter was sent to TC Navigation Protection Program office at the beginning of May requesting information on vertical and horizontal clearance requirements, but that no one has followed up. Asked for a contact who can answer the information request
	<ul style="list-style-type: none">Email (November 20, 2015) summarizing telephone conversation. Indicated TC's Navigation Protection Program (NPP) needs confirmation from Canadian National Railway Company (CN) that the bridge is no longer functioning as a swing bridge and that there are no plans to re-introduce that feature. Notes that if the rail bridge remains permanently stationary, then it is the structure limiting navigation and the vehicle bridge could be built to have the same clearances as the rail bridge. Noted that vessel navigation needs to be maintained during construction, which may include a marked navigation channel during construction	<ul style="list-style-type: none">Response (November 19, 2015) indicated that the preliminary design stage is proceeding and a preferred bridge location would likely be identified in early 2016. Noted that preliminary discussions have occurred with the TC EA group. Indicated that the project team met with the USCG, who indicated that the adjacent CN Rail Bridge to be the controlling structure for navigation and have provided alternative horizontal and vertical navigation requirements, and comments on the location of the navigation channel for the future bridge. Indicated that a meeting should be scheduled to discuss the difference in requirements that have been received as it may affect the bridge design
	<ul style="list-style-type: none">Response (December 11, 2015) indicates that the CN rail bridge is the structure limiting navigation. Asked if the U.S. Coast Guard (USCG) provided information in regards to their request for increased vertical clearance (compared to the rail bridge). Noted that a horizontal clearance of 100 feet per the recommendation of USCG would meet requirements. A safe navigation channel may need to be marked during construction. Indicated the navigation envelopes and bridge piers should match as much as possible between the two bridges	<ul style="list-style-type: none">Response (November 23, 2015) indicates that other agencies indicate that the swing portion of the bridge is no longer operational, but CN has not confirmed. Indicated that there would be a meeting on December 10, 2015
	<ul style="list-style-type: none">Response (January 22, 2016) indicates that if navigation is restricted to a marked channel, then separate navigation channels for both sides of the border are recommended to avoid reporting requirements with border services	<ul style="list-style-type: none">Notified of First International Stakeholder Webinar through email (November 24, 2015)Attended First International Stakeholder Webinar
	<ul style="list-style-type: none">Attended CEA Agency Meeting #1 (January 26, 2016) – separate meeting notes are available for the meeting	<ul style="list-style-type: none">Email (December 9, 2015) providing documents that verify the existing CN bridge is no longer a swing bridge
	<ul style="list-style-type: none">At the meeting they noted that permits under their authority cannot be issued until CEAA process is complete	<ul style="list-style-type: none">Circulated email from TC received on November 20, 2015 to the project team, and indicated that it is expected that TC will consider the CN bridge to be the controlling



Contact Information	Summary of Agency and Public Correspondence	
	Issue/Concern	Action taken by Project Team
Canada Border Services Agency (CBSA)		<p>structure for navigation (November 24, 2015)</p> <ul style="list-style-type: none">Response (December 15, 2015) indicating the project team had been informed and a follow-up email will be provided when the USCG clarifies their request for increased vertical clearanceResponse (January 22, 2016) asking if the TC navigation channel is required to be within Canadian boundaries, and if the temporary navigation channel during construction needs to be completely within Canada
	<ul style="list-style-type: none">Telephone call (October 26, 2015), where CBSA indicated that they are reviewing the Rainy River site to identify long-term needs and requirements, and within a year significant changes to the site in the future will be known; noted this may influence the study	<ul style="list-style-type: none">Circulated the telephone call information to the project team (October 26, 2015)
	<ul style="list-style-type: none">Submitted Comment Form (May 12, 2015) to indicate that authorization from the International Boundary Commission is required for work within 10' of border. Provided a link to the agency website for further information.Telephone call (December 19, 2016) to discuss IBC border delineation requirements for the replacement bridge. IBC indicated that	<ul style="list-style-type: none">Comments noted and circulated to project team
International Boundary Commission - (IBC) Canada		
	<ul style="list-style-type: none">Telephone call received (May 12, 2015) to inquire about the project and to request additional information on the Class EA process, and type of work that may be required along the river and banks to determine which MNRF permit may apply. Inquired about federal involvement and the process, as well as the project timeline.Telephone call received, requesting a summary of the habitat assessment that was conducted by Stantec on August 24, 2015Response (March 24, 2016) noted habitat sensitivity is moderate-low on the Canadian side of the riverNoted Lake Sturgeon and other fish with similar spawning requirements do not spawn here	<ul style="list-style-type: none">Consultant responded (May 12, 2015) to indicate that additional information on the Class EA process as well as potential alternatives and work that will be considered during the development and evaluation of alternatives will be provided on email. As per the Class EA process noted that a PD will be submitted to the CEA Agency in order to determine whether a federal EA will be required. Committed to providing information on the general timeline for the project.Response (March 18, 2016) with a summary of the Habitat Assessment and provided contact information for the Area Fisheries Supervisor



Contact Information	Summary of Agency and Public Correspondence	
	Issue/Concern	Action taken by Project Team
Ontario Provincial Police Rainy River Detachment	<ul style="list-style-type: none">Noted the area does not have deeper pools, thus is not suitable for juveniles, however aquatic vegetation suggests potential habitat – for this reason, it has been given a moderate-low sensitivity classificationSubmitted a Comment Form (May 25, 2016) requesting a copy of the weighing scores used to assess the design alternativesNoted that the southern Canadian alignment contains habitat for a species of special concern, and that this should be included in the report if it has not yet been addressedRequested information pertaining to the rehabilitation of the current Canadian alignmentAdvocates that natural vegetation features be included to compensate for the revised alignment	<p>from the Minnesota Department of Natural Resources (MnDNR)</p> <ul style="list-style-type: none">Provided a copy of the draft Fish and Fish Habitat Impact Assessment Report for their records and any comments (October 7, 2016)
	<ul style="list-style-type: none">Submitted a Comment Form (May 13, 2015) to note that traffic and pedestrians cross the bridge into Canada from the United States	<ul style="list-style-type: none">Comments noted and circulated to project team
	<ul style="list-style-type: none">Submitted a Comment Form (May 25, 2015) to note that the Town of Rainy River is interested in all aspects of this work.Submitted a Comment Form (May 25, 2015) to indicate that the project will have an impact on the community	<ul style="list-style-type: none">Comments noted and circulated to project team
	<ul style="list-style-type: none">Submitted a Comment Form (May 19, 2015) to note that access should be maintained for patient transportation since patients are regularly transported across this bridge including drop-off and pick-up at Baudette airport for return to Rainy River. The crossing is also used to ship critical patients to Winnipeg	<ul style="list-style-type: none">Comments noted and circulated to project team
Canadian National Railway	<ul style="list-style-type: none">Submitted Comment Form (May 19, 2015) to note that Highway 11 runs adjacent to CN rail and crosses Rainy River into the United States from Canada	<ul style="list-style-type: none">Comments noted and circulated to project team
	<ul style="list-style-type: none">Expressed concern regarding structural changes to the bridge including any construction works that could potentially impact CN and therefore noted that their future involvement on this project is required	



Contact Information	Summary of Agency and Public Correspondence	
	Issue/Concern	Action taken by Project Team
GENERAL PUBLIC COMMENTS		
	<ul style="list-style-type: none">Use of residents in the area that cross the bridge daily such as shopping in Baudette, sports, and school eventsPrefer Alignment Alternative 2 as it will result in less noise from trucks using brakesPrefer Alignment Alternative 1 as it will not impact the graves on the U.S. sideWould prefer a continuous span without impacts to the water columnRealigning the airport runway should be considered in evaluation to allow for suspension and cantilever design optionsPrefer Alignment Alternative 2 as it results in less disruption to traffic and to the surrounding areaBridge type alternatives are very similar but likely have different costs associated with each alternative-will wait to see what the cost isPrefer Alignment Alternative 1 as it results in less impact to park on U.S. side and is a better alignment with traffic and approach to the Canadian and U.S. CustomsSupport the Preferred PlanThe Preferred Plan has very little impacts on existing terrain or to nearby property ownersConcerned about noise impacts from large trucks braking-please include signage for no engine brakes	<ul style="list-style-type: none">Comments noted and circulated to project team



Appendix D: Public Meeting Materials

Public Meeting 1

Welcome

to the first

Public Meeting

for the replacement of the

Baudette – Rainy River International Bridge

This is the first Public Meeting for the
Baudette – Rainy River International Bridge Replacement
connecting Trunk Highway 72 in the City of Baudette, Minnesota
to Highway 11 in the Town of Rainy River, Ontario

Please sign-in

*and take time to review the information, or discuss any aspect of
the project with the study team members in attendance.*



REPLACEMENT OF THE
Baudette – Rainy River International Bridge

Public Meeting 1
June 2015



Objectives

Purpose and Objectives

The purpose and objectives of the first Public Meeting,
are as follows:

- Introduce the project and outline the process being followed,
see: **Study Process**
- Provide background information on the need for the improvements,
see: **Background**, and **Needs & Justification**
- Seek input from the public on the existing conditions in the study area
(e.g. natural, social, economic, and cultural conditions),
see: **Existing Conditions**
- Answer questions about the study

Contact Information

Dale Grove
Consultant Project Manager (US)
Stantec Consulting Ltd.
6188 Rome Circle NW
Rochester MN 55901-4846
USA
Tel: 507-529-6039
Fax: 507-282-3100
Email: dale.grove@stantec.com

Gregg Cooke
Consultant Project Manager (Canada)
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
CANADA
Tel: 905-385-3234 (+0 collect)
Fax: 905-385-3534
Email: gregg.cooke@stantec.com

Joe McKinnon
MnDOT Project Manager
Minnesota Department
of Transportation
3920 Highway 2 West
Bemidji MN 56601
USA
Tel: 218-755-6517
Email: joseph.mckinnon@state.mn.us

Rick DeCal
MTO Senior Project Manager
Ministry of Transportation
Northwestern Region
615 James Street South
Thunder Bay ON P7E 6P6
CANADA
Tel: 807-473-2187
Fax: 807-473-2168
Email: rick.decal@ontario.ca



REPLACEMENT OF THE
Baudette – Rainy River International Bridge

Public Meeting 1
June 2015



Coordination

A coordinated effort between the U.S. and Canada

The Baudette – Rainy River Bridge is jointly owned by the State of Minnesota and the Province of Ontario, and each respective state or provincial transportation agency is responsible for the maintenance on their half of the bridge. Since the bridge is jointly owned, decisions regarding the needs of this bridge are made by the Minnesota Department of Transportation (MnDOT) and the Ontario Ministry of Transportation (MTO).

This study process has been developed with coordinated efforts from MnDOT and MTO, and will abide by all applicable regulatory processes (U.S., Canadian, state, and provincial).

Public Involvement Plan

A public involvement plan has been developed as part of this study to coordinate the U.S. and Canadian study processes. It will allow the study team to effectively address all agency, stakeholder, and public concerns or comments, and fulfill regulatory processes and required approvals.

The public involvement plan includes three Public Meetings that will occur concurrently in the City of Baudette and the Town of Rainy River. In addition, separate agency meetings will also be scheduled throughout the duration of the project.



REPLACEMENT OF THE
Baudette – Rainy River International Bridge

Public Meeting 1
June 2015



Study Process



- This study follows multiple approved processes:
- Ontario Ministry of Transportation Class Environmental Assessment for Provincial Transportation Facilities (MTO Class EA)
 - U.S. National Environmental Policy Act (NEPA)
 - Minnesota Environmental Policy Act (MEPA)

The MTO Class Environmental Assessment Process

The MTO Class EA process is an approved process for highway planning, design, and construction projects. The study is following a Group 'B' process which is completed for major improvements to existing provincial transportation facilities.

A *Transportation Environmental Study Report (TESR)* will be filed for a 30-day public review period at the end of the study. During the 30-day public review period all comments are recorded and responded to and the public has an opportunity to request a Bump-Up / Part II Order from the Minister of the Environment and Climate Change. The *TESR* will summarize the study process, including a description of the project and its purpose, the consultation process, specific environmental effects and mitigation measures, the generation and evaluation of alternatives, and the selection of the Preferred Plan.

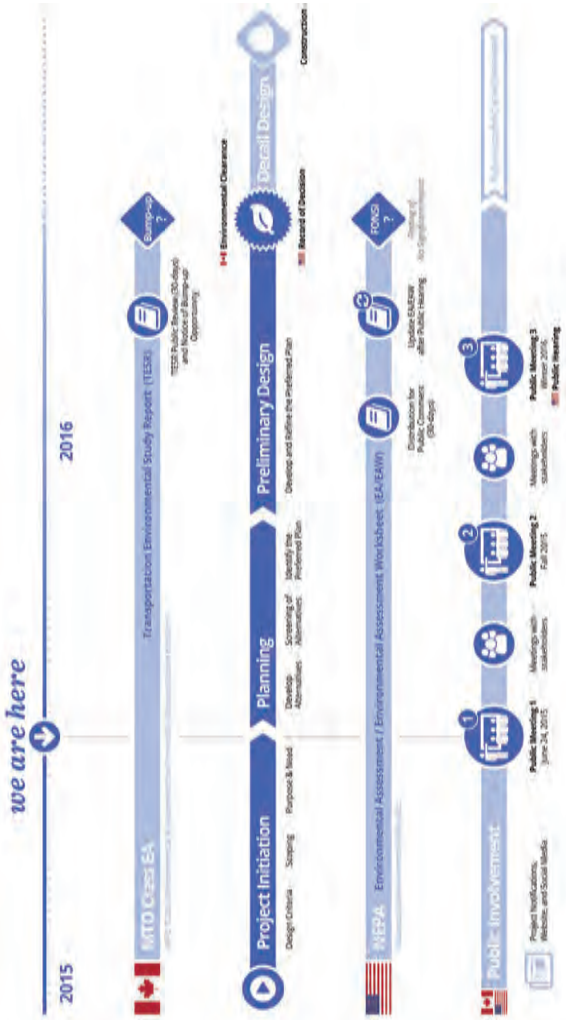
As part of this project and under the *Canadian Environmental Assessment Act, 2012 (CEAA 2012)*, a project description will be submitted to the Canadian Environmental Assessment Agency (the Agency) to determine whether a federal environmental assessment of the designated project is required. Following the submission of the project description, the Agency will have 45 days, including a 20-day public comment period, to conduct a screening of the designated project and determine whether a federal environmental assessment is required.

The MnDOT Environmental Review Process and NEPA

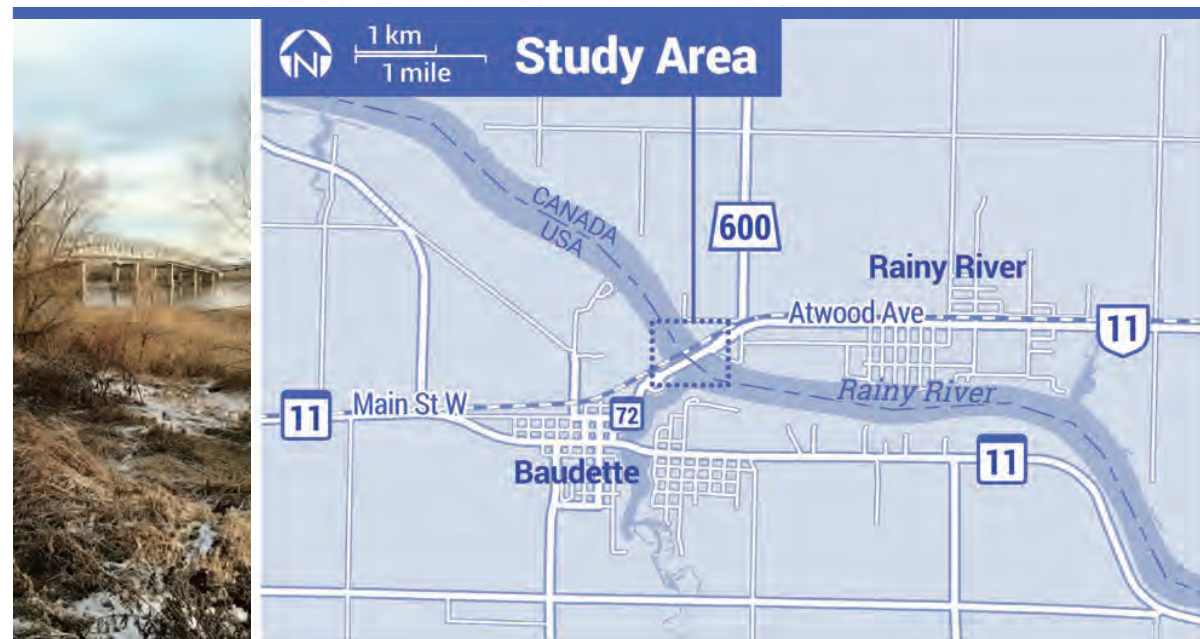
Minnesota Department of Transportation's (MnDOT's) environmental review will follow Minnesota's environmental review process set by the National Environmental Policy Act (NEPA), and Minnesota Environmental Policy Act (MEPA), to fulfill requirements at both the state and federal level. A combined Environmental Assessment / Environmental Assessment Worksheet (EA/EAW) will be prepared. The EA/EAW uses public input and technical analysis to determine the needs, deficiencies, impacts, mitigation and design of the proposed project.

The Draft EA/EAW will be distributed for public comment over a 30-day public review period. At the federal level, the EA is used to provide sufficient environmental documentation to determine the need for an Environmental Impact Statement (EIS) or that a Finding of No Significant Impact (FONSI) is appropriate. At the state level, the EAW is used to provide sufficient environmental documentation to determine the need for an EIS or that a Negative Declaration is appropriate.

Coordinated Environmental Assessment Process



Background



The Baudette – Rainy River International Bridge

is located on Minnesota Trunk Highway 72 and Ontario Highway 11 and spans the Rainy River between Baudette, Minnesota and Rainy River, Ontario.

The bridge was originally built in 1959 and serves as a vital link between the two communities.

It carries approximately 2,500 vehicles per day and provides access between the U.S. and Canadian full-service, 24-hour Ports of Entry for the movement of international traffic and commerce.

The existing bridge is a six-span truss structure with six steel beam approach spans that carry two lanes of traffic over the Rainy River. It is 1,285 feet long (391 m) and has a 24-foot wide (7.3 m) two-lane roadway with an open steel grate deck. There is also a 6-foot wide (1.8 m) sidewalk cantilevered on the south side of the bridge.



Need & Justification

MnDOT has recently completed a structural evaluation of the Baudette-Rainy River International Bridge to confirm that it is not economically feasible to rehabilitate the existing bridge to meet current design and maintenance requirements.

The study was initiated for the following reasons:

- Identify and evaluate bridge replacement alternatives to address the need to replace the existing bridge
- Identify a preferred bridge replacement location and structure type to be carried forward to detail design and construction
- Identify and consider construction staging and traffic management alternatives



Town of Rainy River

City of Baudette

Rainy River (MNDNR Public Waters)
(Lake Sturgeon Habitat)

Baudette River (MNDNR Public Waters)

Port of Entry

Wastewater Facility

Legend:

- Snowmobile Trails
- Existing Trails
- Proposed New Bike Routes
- Wooded Areas
- CN Railway Land (Rainy River Official Plan)
- Residential Land (Rainy River Official Plan)
- Vacant/Rural Land (Rainy River Official Plan)
- Baudette City Park with Historic Sites and Cemetery
- Open Water
- Welland from National Wetland Inventory
- Flood Hazard Zones-Unmodernized

Scale: 0 to 1,000 Feet / 0 to 400 Meters

North Arrow

The Evaluation Process

A detailed evaluation of alternatives will be carried out to identify an improvement plan that is cost-effective, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

Two additional Public Meetings will be scheduled following Public Meeting 1.

- Public Meeting 2 will present the evaluation criteria and the alternatives to be evaluated
- Public Meeting 3 will present the Preferred Plan

Evaluation Criteria

<h3>ENGINEERING</h3> <ul style="list-style-type: none"> _____ _____ _____ 	<h3>ENGINEERING</h3> <ul style="list-style-type: none"> _____ _____ _____
<h3>COMMUNITY</h3> <ul style="list-style-type: none"> _____ _____ _____ 	<h3>COMMUNITY</h3> <ul style="list-style-type: none"> _____ _____ _____
<h3>ENVIRONMENT</h3> <ul style="list-style-type: none"> _____ _____ _____ 	<h3>ENVIRONMENT</h3> <ul style="list-style-type: none"> _____ _____ _____

Identify Criteria

Evaluation criteria are established through:

- public input
- similar projects
- regulatory guidelines
- existing conditions

Evaluation

ALTS	PROS	CONS
1	+ _____ + _____ _____	- _____ _____
2	+ _____ + _____	- _____ - _____
3	+ _____ + _____ + _____	- _____ - _____
4	+ _____ + _____	- _____ - _____

Evaluate the Alternatives

Evaluation of the alternatives is completed by assessing the advantages and disadvantages for each alternative based on the evaluation criteria.

Evaluation

ALTS	PROS	CONS
1	+ _____ + _____	- _____ - _____
2	+ _____ + _____	- _____ - _____
3	+ _____ + _____ + _____	- _____ - _____ - _____
4	+ _____ + _____	- _____ - _____

Identify the Preferred Plan

The assessment of the alternatives is used as the basis for ranking the alternatives and identifying the Preferred Plan.

Investigations

In accordance with the MTO Class Environmental Assessment and U.S. National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy (MEPA), this study includes engineering and environmental specialists who are carrying out background studies and site-specific work to support the evaluation of alternatives, confirm details of the recommended plan, and identify impacts and mitigation.

The investigations for this study will include but are not limited to the following:

Engineering Investigations

- Bridge
- Drainage and Hydrology
- Foundations
- Highway
- Traffic

Environmental Investigations

- Terrestrial Resources
- Aquatic Resources
- Cultural, and Archaeological Resources
- Noise, Air, and Visual Assessments



REPLACEMENT OF THE
Baudette - Rainy River International Bridge

Public Meeting 1
June 2015



Thank you for attending

To provide your comments,

please fill out a comment sheet and place it in the comment box at today's meeting, or send your comments to:

Theresa Maahs, PE, LEED AP

Transportation Engineer
Stantec Consulting Ltd.
2335 Highway 36 West
St Paul MN 55113-3819
USA

☎ Tel: 651-604-4786

☎ Fax: 651-636-1311

✉ Email: theresa.maahs@stantec.com

Nevena Gazibara, B.Sc., MREM

Environmental Planner
Stantec Consulting Ltd.
100-401 Wellington St W
Toronto ON M5V 1E7
CANADA

☎ Tel: 416-598-7663

☎ Fax: 416-596-6680

✉ Email: nevena.gazibara@stantec.com

*We would appreciate receiving your comments by
July 24, 2015*

Your input is important!



Freedom of Information & Protection of Privacy Act

Comments and information regarding this study are being collected to satisfy the requirements of the *Environmental Assessment Act*, and in accordance with the *Freedom of Information and Protection of Privacy Act*.

With the exception of personal information, all comments will be part of the public record.



REPLACEMENT OF THE
Baudette - Rainy River International Bridge

Public Meeting 1
June 2015



COMMENT FORM
Baudette/Rainy River International Bridge Replacement on Highway 11,
Town of Rainy River (GWP 6046-10-00)

Public Information Centre 1, Rainy River Recreation Centre – Wednesday, June 24, 2015

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. *(Use the back of this sheet if you need more space.)*

1. Do you have any comments on the study and the need for the study?

2. Would you like to provide any additional information about the study area?

3. Do you have any other comments or questions?

Please leave your completed comment sheet in the drop box provided or submit **(by July 23, 2015)** to:
Nevena Gazibara, B.Sc., MREM
Environmental Planner
Stantec Consulting Ltd.
100-401 Wellington Street West
Toronto, ON M5V 1E7
Tel. (416) 598-7663 Fax (416) 596-6680, Email: nevena.gazibara@stantec.com

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel:

Fax:

Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.



COMMENT FORM
Baudette/Rainy River International Bridge Replacement on Highway 11,
Town of Rainy River (GWP 6046-10-00)

Public Information Centre 1, Rainy River Recreation Centre – Wednesday, June 24, 2015

Public Meeting 2

Welcome

to the second

Public Meeting

for the replacement of the

Baudette – Rainy River International Bridge

This is the second Public Meeting for the
Baudette – Rainy River International Bridge Replacement
on Trunk Highway 72 in the City of Baudette, Minnesota
and Highway 11 in the Town of Rainy River, Ontario

Please sign-in

*and take time to review the information, or discuss any aspect of the project
with the study team members in attendance. A comment sheet is available
for you to fill out at today's meeting and submit to the project team.*



REPLACEMENT OF THE
Baudette – Rainy River International Bridge

Public Meeting 2
October 2015



Objectives

Purpose and Objectives

The purpose and objectives of the second Public Meeting,
are as follows:

- Display and seek input on the evaluation criteria and the evaluation process, see: **Evaluation Criteria**
- Display and seek input on the preliminary alignment and structural bridge replacement alternatives, see: **Alternatives**
- Seek input from the public on the existing conditions in the study area (e.g. natural, social, economic, and cultural conditions), see: **Existing Conditions**
- Answer questions about the study

Contact Information

Dale Grove
Consultant Project Manager (US)
Stantec Consulting Ltd.
6188 Rome Circle NW
Rochester MN 55901-4846
USA
Tel: 507-529-6039
Fax: 507-282-3100
Email: dale.grove@stantec.com

Gregg Cooke
Consultant Project Manager (Canada)
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
CANADA
Tel: 905-385-3234 (+0 collect)
Fax: 905-385-3534
Email: gregg.cooke@stantec.com

Joe McKinnon
MnDOT Project Manager
Minnesota Department
of Transportation
3920 Highway 2 West
Bemidji MN 56601
USA
Tel: 218-755-6517
Email: joseph.mckinnon@state.mn.us

Kevin Saunders
MTO Project Manager
Ministry of Transportation
Northwestern Region
615 James Street South
Thunder Bay ON P7E 6P6
CANADA
Tel: 807-473-2109
Fax: 807-473-2168
Email: kevin.saunders@ontario.ca



REPLACEMENT OF THE
Baudette – Rainy River International Bridge

Public Meeting 2
October 2015



Coordination

A coordinated effort between the U.S. and Canada

The Baudette – Rainy River Bridge is jointly owned by the State of Minnesota and the Province of Ontario, and each respective state or provincial transportation agency is responsible for the maintenance on their half of the bridge. Since the bridge is jointly owned, decisions regarding the needs of this bridge are made by the Minnesota Department of Transportation (MnDOT) and the Ontario Ministry of Transportation (MTO).

This study process has been developed with coordinated efforts from MnDOT and MTO, and will abide by all applicable regulatory processes (U.S., Canadian, state, and provincial).

Public Involvement Plan

A public involvement plan has been developed as part of this study to coordinate the U.S. and Canadian study processes. It will allow the study team to effectively address all agency, stakeholder, and public concerns or comments, and fulfill regulatory processes and required approvals.

The public involvement plan includes three Public Meetings that will occur concurrently in the City of Baudette and the Town of Rainy River. The first Public Meeting for this project took place on June 24, 2015 in the Town of Rainy River and the City of Baudette, and all comments submitted and noted at the meetings have been incorporated into the study. In addition, separate agency meetings will also be scheduled throughout the duration of the project.

 **Project Website** www.mndot.gov/baudette-bridge

 **MindMixer** baudette-rainyriver-bridge.mindmixer.com



REPLACEMENT OF THE
Baudette – Rainy River International Bridge

Public Meeting 2
October 2015



Study Process



- This study follows multiple approved processes:
- Ontario Ministry of Transportation Class Environmental Assessment for Provincial Transportation Facilities (MTO Class EA)
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The MTO Class Environmental Assessment Process

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A *Transportation Environmental Study Report (TESR)* will be filed for a 30-day public review period at the end of the study. During the 30-day public review period all comments are recorded and responded to and the public has an opportunity to request a Bump-Up / Part II Order from the Minister of the Environment and Climate Change. The *TESR* will summarize the study process, including a description of the project and its purpose, the consultation process, specific environmental effects and mitigation measures, the generation and evaluation of alternatives, and the selection of the Preferred Plan.

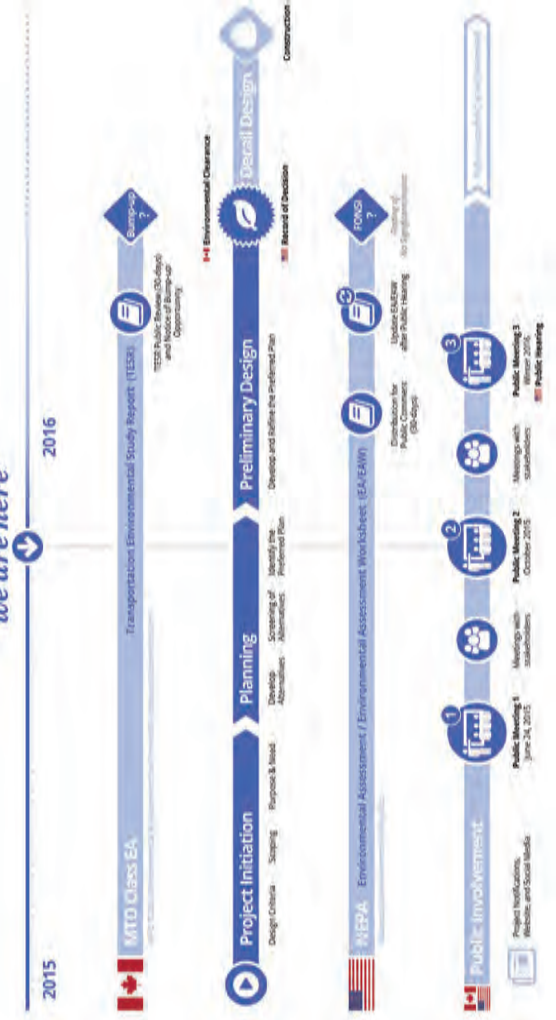
As part of this project and under the *Canadian Environmental Assessment Act, 2012 (CEAA 2012)*, a project description will be submitted to the Canadian Environmental Assessment Agency (the Agency) to determine whether a federal environmental assessment of the designated project is required. Following the submission of the project description, the Agency will have 45 days, including a 20-day public comment period, to conduct a screening of the designated project and determine whether a federal environmental assessment is required.

The MnDOT Environmental Review Process and NEPA

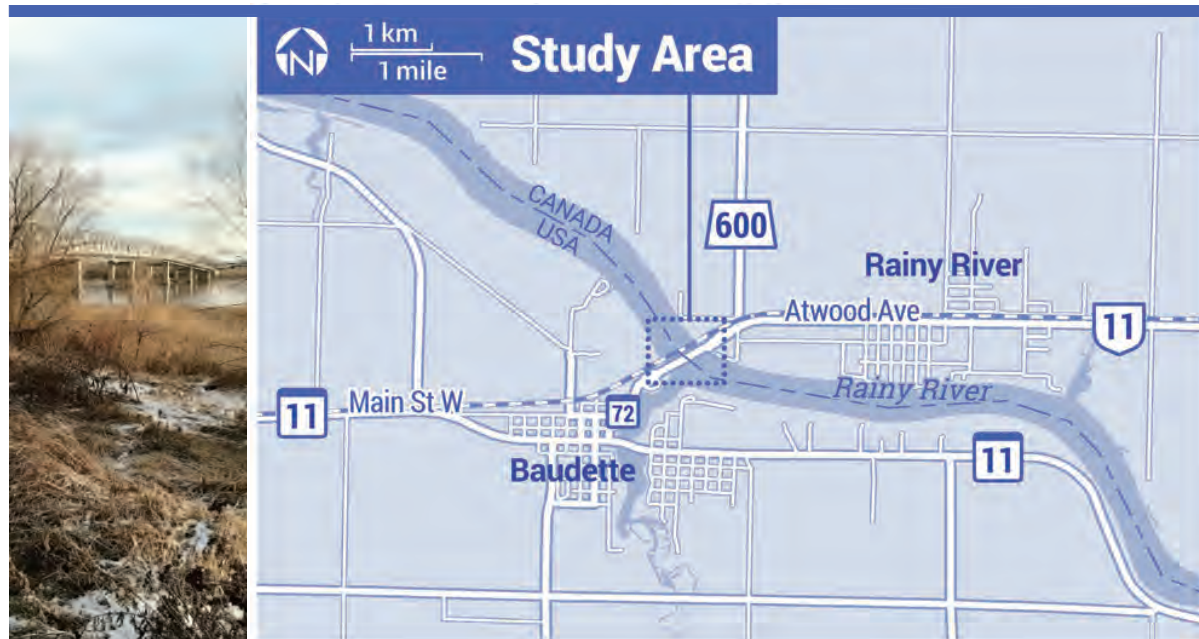
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Coordinated Environmental Assessment Process



Background



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is located on Minnesota Trunk Highway 72 and Ontario Highway 11 and spans the Rainy River between Baudette, Minnesota and Rainy River, Ontario.

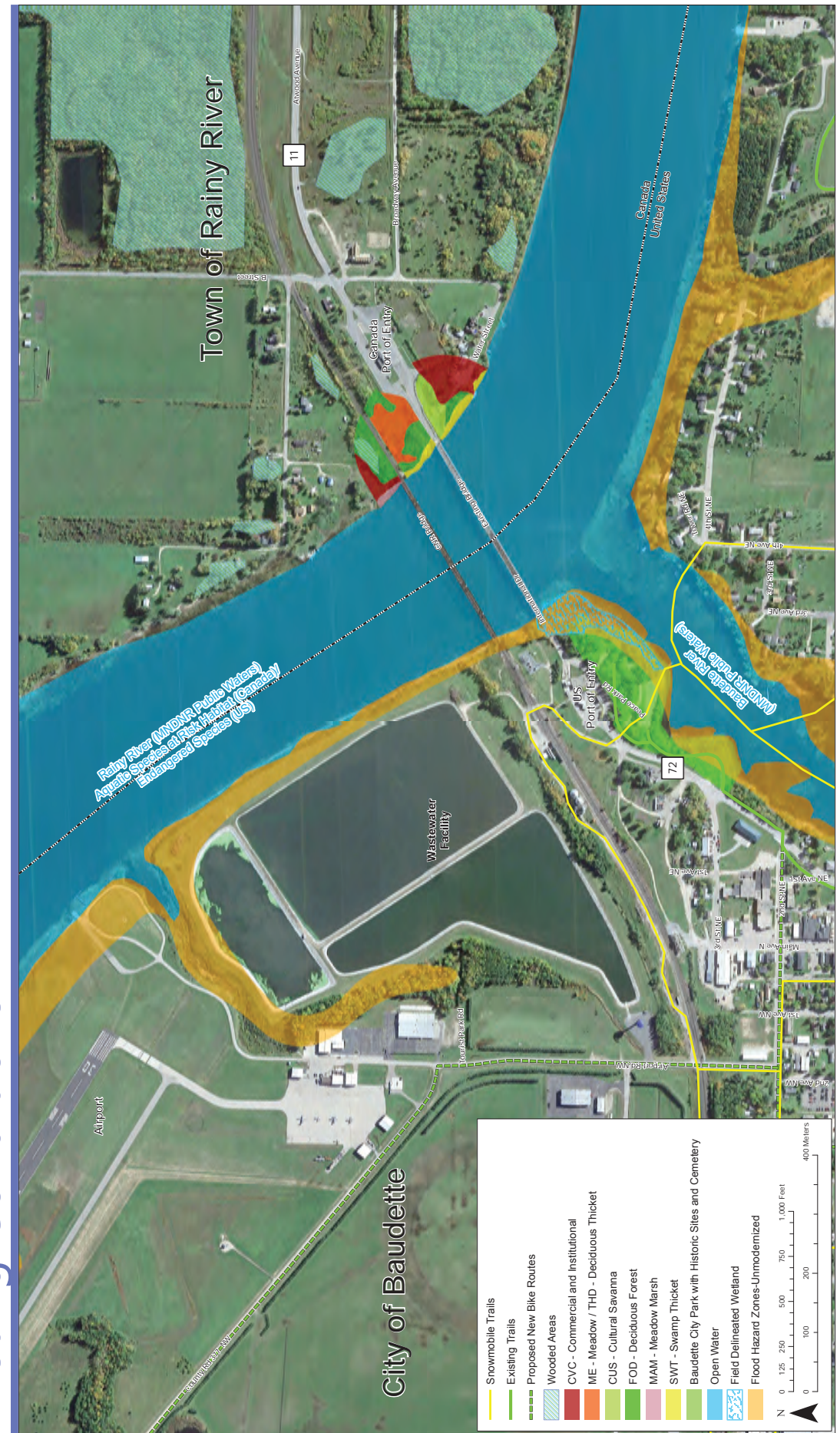
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Existing Conditions



Preliminary Evaluation Criteria

Category	Criteria	Factors Considered
Transportation Engineering	Geometrics:	<ul style="list-style-type: none">Horizontal and vertical alignment (i.e., curves and grade)SafetyAirport clearanceNavigation channelPermanent impacts to Port OperationsProximity to adjacent CN rail bridgeSightlines for Port Operators
	Constructability:	<ul style="list-style-type: none">Construction feasibilityConstruction stagingTemporary impacts to Port OperationsDelay for emergency service providersDelay for residents and commercial traffic
	Cost:	<ul style="list-style-type: none">Capital cost including construction and property acquisitionFuture maintenance costs
	Pedestrians/Cyclists:	<ul style="list-style-type: none">ADA/ODA/AccessibilitySafety and access
	Property:	<ul style="list-style-type: none">Private property and public land required
	Archaeology and Cultural Heritage:	<ul style="list-style-type: none">Registered archaeological sitesAreas of high archaeological potentialCulturally significant features within Baudette City Park
	Impacts to Park Land/4(f):	<ul style="list-style-type: none">Designated parkland on U.S. side of border
	Aesthetics/Visual Impacts:	<ul style="list-style-type: none">Aesthetics of bridge structure
	Environmental Justice/Business Impacts/Access:	<ul style="list-style-type: none">Local businesses that rely on trafficAccess restrictions for residents and travellers
	Natural Environment	Fish and Aquatic Habitat:
Wildlife and Terrestrial Habitat and Vegetation:		<ul style="list-style-type: none">Threatened and endangered species/species-at-riskArea of sensitive/environmentally significant areas impactedRemoval of vegetationImpact to wildlife habitatEnvironmentally sensitive areas or areas of biodiversity significance
Noise/Vibration:		<ul style="list-style-type: none">Noise sensitive receptorsVibration sensitive receptors
Wetlands/Floodplains/Protected Waters:		<ul style="list-style-type: none">Area of wetlands impactedImpact to floodplain

Investigations

In accordance with the MTO Class Environmental Assessment and U.S. National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy (MEPA), this study includes engineering and environmental specialists who are carrying out background studies and site-specific work to support the evaluation of alternatives, confirm details of the recommended plan, and identify impacts and mitigation.

The ongoing investigations for this study include, but are not limited to, the following:

Engineering Investigations

- Bridge
- Drainage and Hydrology
- Foundations
- Highway
- Traffic
- Electrical (lighting)

Environmental Investigations

- Terrestrial Resources
(Wildlife and Habitat, Vegetation, Threatened & Endangered Species / Species at Risk)
- Aquatic Resources
- Cultural, and Archaeological Resources
- Noise, Air, and Visual Assessments
- Contaminated Property, and Regulated Materials Review



REPLACEMENT OF THE Baudette – Rainy River International Bridge

Public Meeting 2
October 2015

Alignment Alternatives

Baudette-Rainy River International Bridge



FEATURES

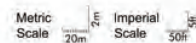
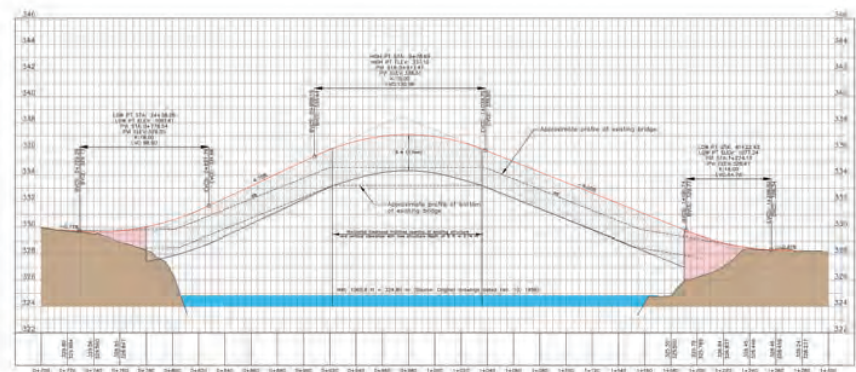
- Replacement bridge is built downstream of the existing bridge with approximately 1.0 m (3 ft) separation from the existing bridge
- Access will be maintained across the border on the existing bridge until construction of the replacement bridge is complete

ADVANTAGES

- Avoids impact to Baudette City Park on U.S. side
- Avoids impact to unidentified gravesites/cultural heritage features on U.S. side

DISADVANTAGES

- Requires purchase of private/ municipal property on the U.S. side of border
- Construction area between the existing bridge and the CN rail bridge is constrained
- Trucks approaching U.S. Port of Entry can use right lane only
- Relocation of detection equipment is required to accommodate trucks in left lane on the U.S. side of the border
- May impact contaminated soils from former electric power plant on the U.S. side of border



Alignment Alternatives

Baudette-Rainy River International Bridge



FEATURES

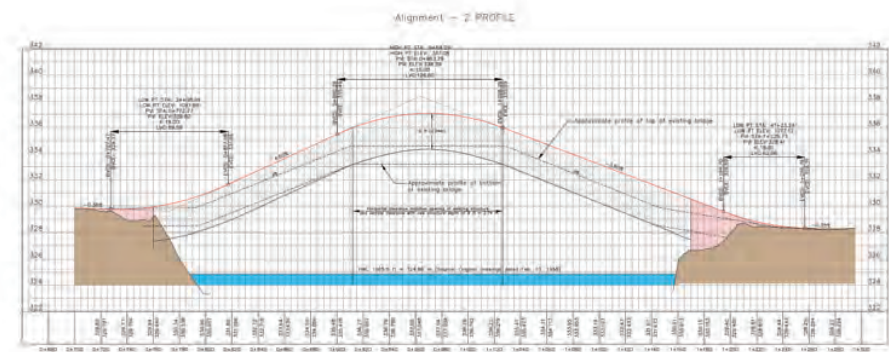
- Replacement bridge is built upstream of the existing bridge with approximately 1.0 m (3 ft) separation from the existing bridge
- Access will be maintained across the border on the existing bridge until construction of the replacement bridge is complete

ADVANTAGES

- Provides desirable geometric alignment connections to existing U.S. and Canadian Ports of Entry facilities
- U.S. Port of Entry detection equipment can remain in place
- Truck entry at U.S. Port of Entry can be accommodated in both lanes

DISADVANTAGES

- Impacts Baudette City Park (Designated Parkland 4 (f))
- May impact unidentified gravesites/cultural heritage features on U.S. side
- Requires purchase of property on the U.S. side of border and Canadian side of border
- May result in impacts to wetlands located south of the existing bridge on the U.S. side



Alignment Alternatives

Baudette-Rainy River International Bridge



FEATURES

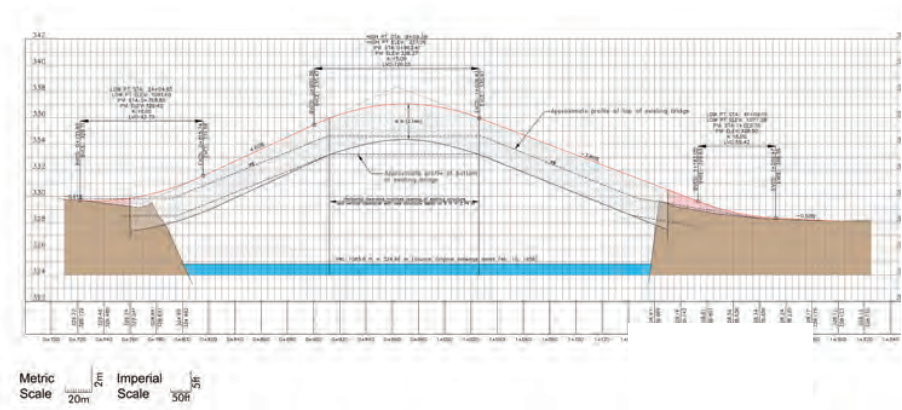
- Temporary bridge is built either downstream or upstream of the existing bridge to provide access while the replacement bridge is being constructed on the existing alignment

ADVANTAGES

- Maintains existing alignment and minimizes permanent impacts to U.S. and Canadian Ports of Entry facilities
- U.S. Port of Entry detection equipment can remain in place
- Truck entry at U.S. Port of Entry can be accommodated in both lanes
- Provides desirable geometric alignment connections to existing U.S. and Canadian Ports of Entry facilities

DISADVANTAGES

- Cost of temporary bridge is high, resulting in significant throw away costs
- Temporary traffic delays due to narrow temporary bridge
- Increased duration of construction
- Increased risk of environmental impact due to additional piers in water for temporary bridge



Bridge Alternatives

A Continuous Steel I-Girder Superstructure

Characteristics:

- a. Structural elements below deck require a higher roadway elevation
- b. Structure type is common in Minnesota and Ontario
- c. Construction can be performed using common techniques

B Simple-Span Precast/Prestressed I-Girder Superstructure

Characteristics:

- a. Structural elements below deck require a higher roadway elevation
- b. Structure type is common in Minnesota and Ontario and standardized shapes exist
- c. Construction can be performed using common techniques

C Continuous Steel Box Girder Superstructure

Characteristics:

- a. Structural elements below deck require a higher roadway elevation
- b. Shape allows for construction of longer spans
- c. Construction can be performed using common techniques

D Segmental Concrete Box Girder

Characteristics:

- a. Structural elements below deck require a higher roadway elevation
- b. Shape allows for construction of longer spans
- c. May require a specialty contractor to construct and/or inspect

E Tied Arch Main Span with Precast/Prestressed I-Girder Approaches

Characteristics:

- a. Structural elements above deck allow for a lower roadway elevation
- b. May result in the most piers in the river
- c. May require a specialty contractor to construct and/or inspect

Thank you for attending

To provide your comments,
please fill out a comment sheet and place it in the comment box at today's
meeting, or send your comments to:

Theresa Maahs, PE, LEED AP

Transportation Engineer
Stantec Consulting Ltd.
2335 Highway 36 West
St Paul MN 55113-3819
USA

☎ Tel: 651-604-4786

☎ Fax: 651-636-1311

✉ Email: theresa.maahs@stantec.com

Nevena Gazibara, B.Sc., MREM

Environmental Planner
Stantec Consulting Ltd.
100-401 Wellington St W
Toronto ON M5V 1E7
CANADA

☎ Tel: 416-598-7663

☎ Fax: 416-596-6680

✉ Email: nevena.gazibara@stantec.com

*We would appreciate receiving your comments by
November 27, 2015*

Your input is important!

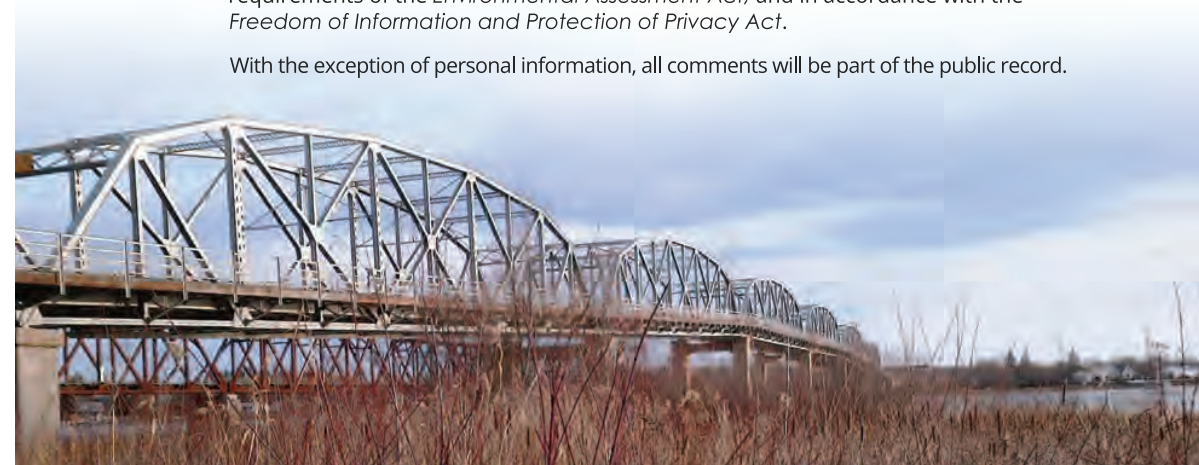
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REPLACEMENT OF THE
Baudette - Rainy River International Bridge

Public Meeting 2
October 2015



COMMENT FORM

Baudette/Rainy River International Bridge Replacement on Highway 11, Town of Rainy River (GWP 6046-10-00)

Public Meeting 2, Rainy River Recreation Centre – Wednesday, October 28, 2015

Your comments will help us to understand what is important to people in the study area. Please
provide your comments on the following questions.
(Use the back of this sheet if you need more space.)

1. Which Alignment Alternative do you prefer and why?

2. Please identify the preliminary evaluation criteria that are important to you? Do you have
other comments about the evaluation criteria or the evaluation process?

**Transportation/Highway
Engineering**

- ☐ Geometrics
- ☐ Constructability
- ☐ Pedestrians/Cyclists
- ☐ Cost

Natural Environment

- ☐ Fish and Aquatic
Habitat
- ☐ Wildlife and Terrestrial
Habitat and Vegetation
- ☐ Noise/Vibration
- ☐ Wetland/Floodplains/
Protected Waters

Social and Cultural Environment

- ☐ Property/ROW
- ☐ Archaeology and
Cultural Heritage
- ☐ Impacts to Parkland/4(f)
- ☐ Aesthetics/Visual
Impacts
- ☐ Environmental
Justice/Business
Impacts/Access
Impacts

3. Which Bridge Alternative do you prefer and why?

- ☐ **A** (Continuous Steel I-
Girder Superstructure)
- ☐ **D** (Segmental
Concrete Box Girder)

- ☐ **B** (Simple-Span PC/PS I-
Girder Superstructure)
- ☐ **E** (Tied Arch Main Span
with PC/PS I-Girder
Approaches)

- ☐ **C** (Continuous Steel Box
Girder Superstructure)

Please leave your completed comment sheet in the drop box provided or submit
(by November 27, 2015) to:

Nevena Gazibara, B.Sc., MREM
Environmental Planner
Stantec Consulting Ltd.
100-401 Wellington Street West
Toronto, ON M5V 1E7
Tel. (416) 598-7663 Fax (416) 596-6680, Email: nevena.gazibara@stantec.com

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel:

Fax:

Email:

COMMENT FORM
Baudette/Rainy River International Bridge Replacement on Highway 11,
Town of Rainy River (GWP 6046-10-00)

Public Meeting 2, Rainy River Recreation Centre – Wednesday, October 28, 2015

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4. Do you have any other additional comments or questions?

Public Meeting 3

Welcome

to the third

Public Meeting

for the replacement of the

Baudette – Rainy River International Bridge

This is the third Public Meeting for the
Baudette – Rainy River International Bridge Replacement
on Trunk Highway 72 in the City of Baudette, Minnesota
and Highway 11 in the Town of Rainy River, Ontario

Please sign-in

*and take time to review the information, or discuss any aspect of the project
with the project team members in attendance. A comment sheet is available
for you to fill out at today's meeting and submit to the project team.*



REPLACEMENT OF THE
Baudette – Rainy River International Bridge

Public Meeting 3
May 2016



Objectives

Purpose and Objectives

The purpose and objectives of the third Public Meeting,
are as follows:

- Display the results of the evaluation of alternatives,
see: **Evaluation of Alternatives**
- Display and seek input on the preferred plan,
see: **Preferred Plan**
- Answer questions about the study

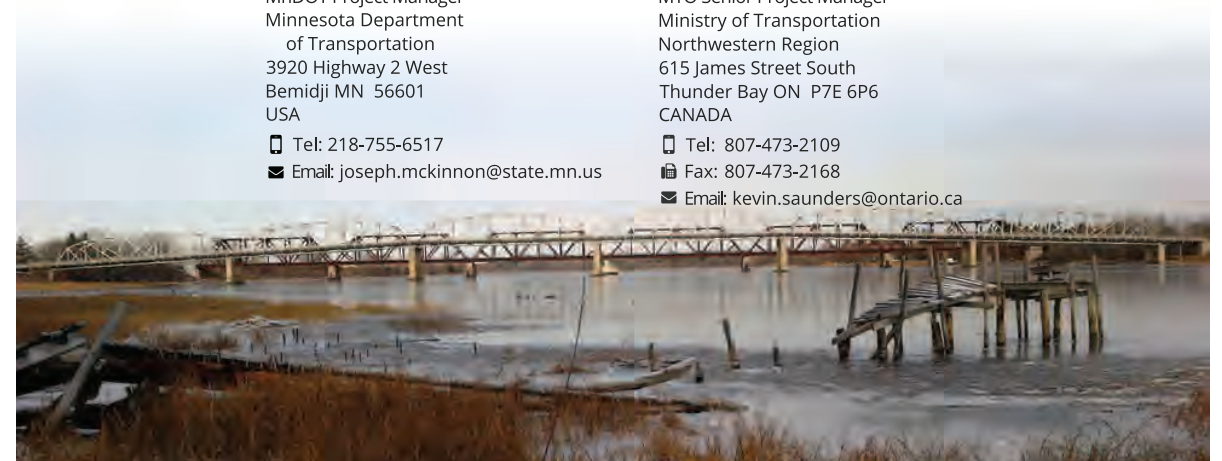
Contact Information

Dale Grove
Consultant Project Manager (US)
Stantec Consulting Ltd.
6188 Rome Circle NW
Rochester MN 55901-4846
USA
Tel: 507-529-6039
Fax: 507-282-3100
Email: dale.grove@stantec.com

Gregg Cooke
Consultant Project Manager (Canada)
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
CANADA
Tel: 905-385-3234 (+0 collect)
Fax: 905-385-3534
Email: gregg.cooke@stantec.com

Joe McKinnon
MnDOT Project Manager
Minnesota Department
of Transportation
3920 Highway 2 West
Bemidji MN 56601
USA
Tel: 218-755-6517
Email: joseph.mckinnon@state.mn.us

Kevin Saunders
MTO Senior Project Manager
Ministry of Transportation
Northwestern Region
615 James Street South
Thunder Bay ON P7E 6P6
CANADA
Tel: 807-473-2109
Fax: 807-473-2168
Email: kevin.saunders@ontario.ca



REPLACEMENT OF THE
Baudette – Rainy River International Bridge

Public Meeting 3
May 2016



Coordination

A coordinated effort between the U.S. and Canada

The Baudette – Rainy River Bridge is jointly owned by the State of Minnesota and the Province of Ontario, and each respective state or provincial transportation agency is responsible for the maintenance on their half of the bridge. Since the bridge is jointly owned, decisions regarding the needs of this bridge are made by the Minnesota Department of Transportation (MnDOT) and the Ontario Ministry of Transportation (MTO).

This study process has been developed with coordinated efforts from MnDOT and MTO, and will abide by all applicable regulatory processes (U.S., Canadian, state, and provincial).

Public Involvement Plan


A public involvement plan has been developed as part of this study to coordinate the U.S. and Canadian study processes. It will allow the study team to effectively address all agency, stakeholder, and public concerns or comments, and fulfill regulatory processes and required approvals.

The public involvement plan includes three Public Meetings that will occur concurrently in the City of Baudette and the Town of Rainy River. The first and second Public Meetings for this project took place on June 24, and October 28, 2015, in the Town of Rainy River and the City of Baudette. All comments submitted and noted at the meetings have been incorporated into the study. In addition, separate agency meetings will also be scheduled throughout the duration of the project. A public hearing for the US study process will be held during Fall 2016.



 **Project Website** www.mndot.gov/baudette-bridge



 **MindMixer** baudette-rainyriver-bridge.mindmixer.com



REPLACEMENT OF THE
Baudette – Rainy River International Bridge

Public Meeting 3
May 2016



Study Process



This study follows multiple approved processes:

- Ontario Ministry of Transportation Class Environmental Assessment for Provincial Transportation Facilities (MTO Class EA)
- Canadian Environmental Assessment Act (CEAA)
- U.S. National Environmental Policy Act (NEPA)
- Minnesota Environmental Policy Act (MEPA)

The MTO Class Environmental Assessment Process

The MTO Class EA process is an approved process for highway planning, design, and construction projects. The study is following a Group 'B' process which is completed for major improvements to existing provincial transportation facilities.

A *Transportation Environmental Study Report (TESR)* will be filed for a 30-day public review period at the end of the study. During the 30-day public review period all comments are recorded and responded to and the public has an opportunity to request a Bump-Up / Part II Order from the Minister of the Environment and Climate Change. The *TESR* will summarize the study process, including a description of the project and its purpose, the consultation process, specific environmental effects and mitigation measures, the generation and evaluation of alternatives, and the selection of the Preferred Plan.

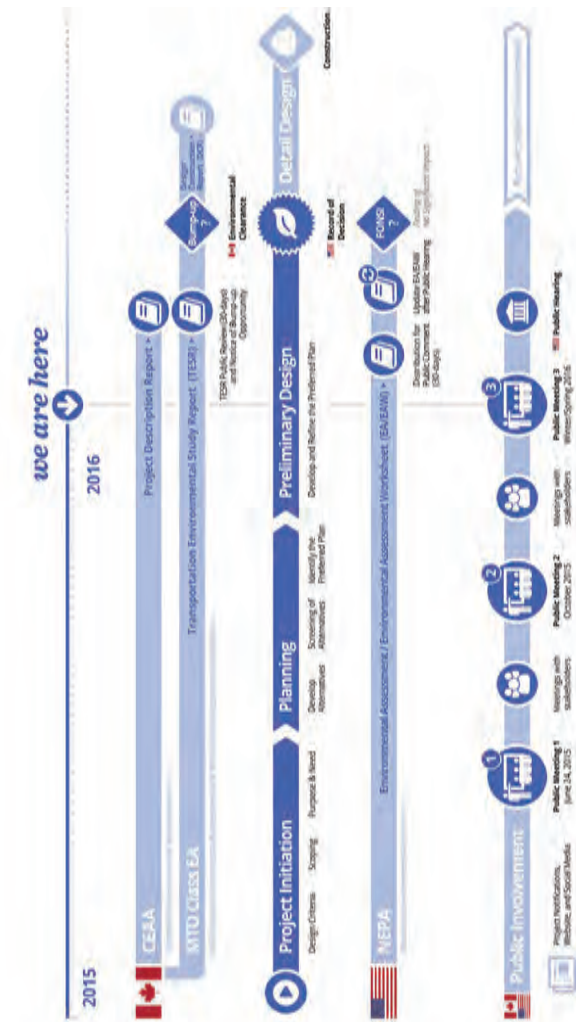
The Canadian Environmental Assessment Agency has confirmed that CEAA applies to this project. Section 28 of the regulations designating physical activities includes construction, operation, decommissioning, and abandonment of a new international bridge. A project description will be submitted to the agency to determine whether a federal environmental assessment of the designated project is required. Following the submission of the project description, the agency will have 45 days, including a 20-day public comment period, to conduct a screening of the designated project and determine whether a federal environmental assessment is required.

The MnDOT Environmental Review Process and NEPA

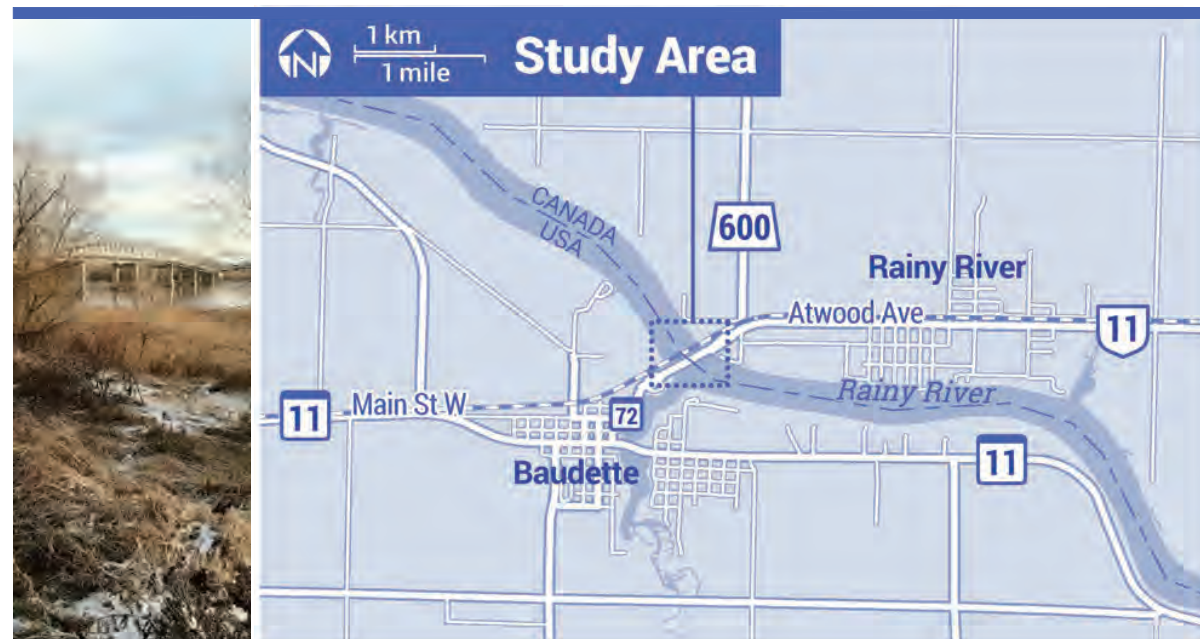
Minnesota Department of Transportation's (MnDOT's) environmental review will follow Minnesota's environmental review process set by the National Environmental Policy Act (NEPA), and Minnesota Environmental Policy Act (MEPA), to fulfill requirements at both the state and federal level. A combined Environmental Assessment / Environmental Assessment Worksheet (EAEAW) will be prepared. The EAEAW uses public input and technical analysis to determine the needs, deficiencies, impacts, mitigation and design of the proposed project.

The Draft EAEAW will be distributed for public comment over a 30-day public review period. At the federal level, the EA is used to provide sufficient environmental documentation to determine the need for an Environmental Impact Statement (EIS) or that a Finding of No Significant Impact (FONSI) is appropriate. At the state level, the EAW is used to provide sufficient environmental documentation to determine the need for an EIS or that a Negative Declaration is appropriate.

Coordinated Environmental Assessment Process



Background



The Baudette – Rainy River International Bridge

is located on Minnesota Trunk Highway 72 and Ontario Highway 11 and spans the Rainy River between Baudette, Minnesota and Rainy River, Ontario.

The bridge was originally built in 1959 and serves as a vital link between the two communities.

It carries approximately 2,500 vehicles per day and provides access between the U.S. and Canadian full-service, 24-hour Ports of Entry for the movement of international traffic and commerce.

The existing bridge is a six-span truss structure with six steel beam approach spans that carry two lanes of traffic over the Rainy River. It is 1,285 feet long (391 m) and has a 24-foot wide (7.3 m) two-lane roadway with an open steel grate deck. There is also a 6-foot wide (1.8 m) sidewalk cantilevered on the south side of the bridge.



Need & Justification

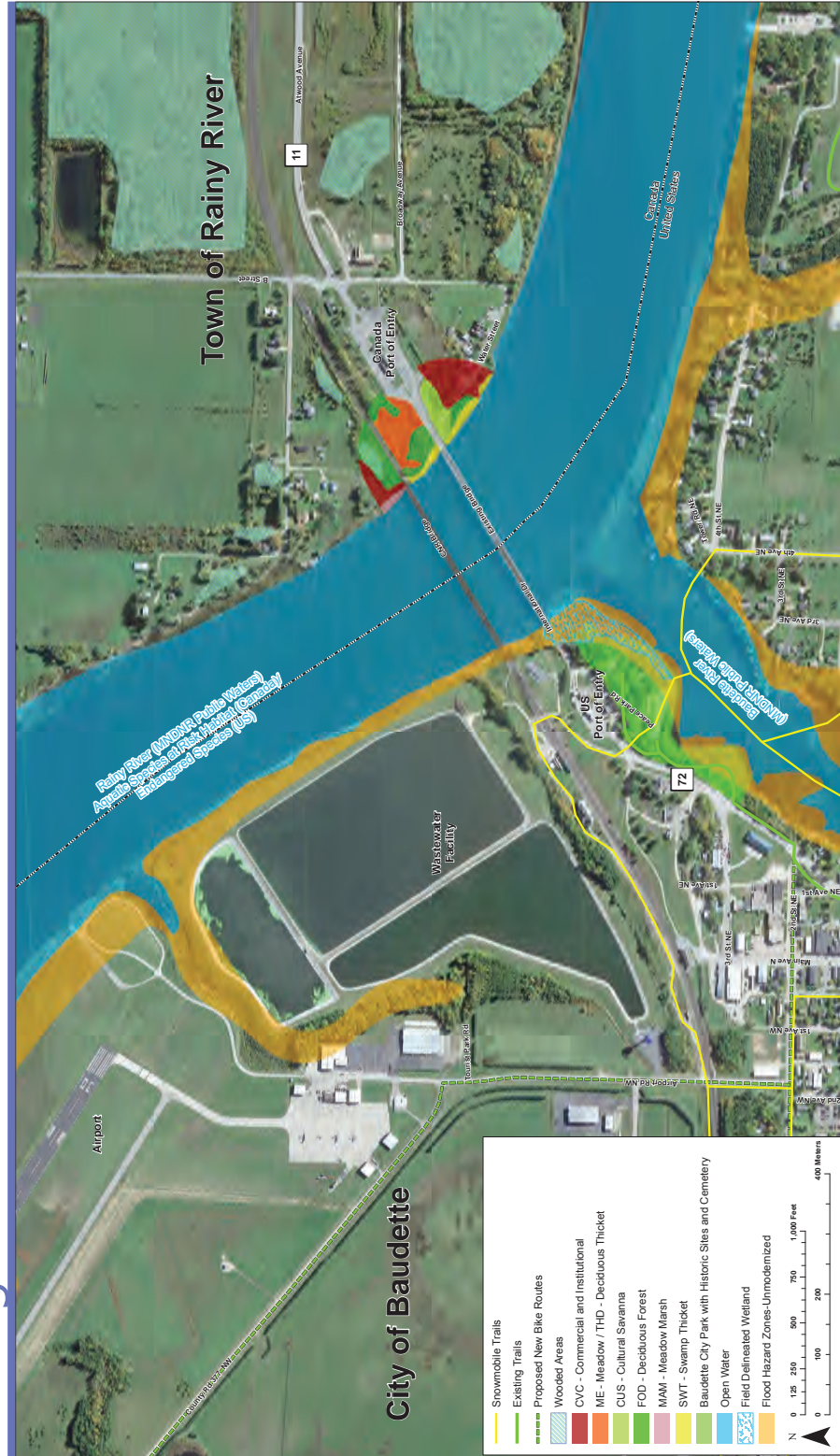
MnDOT has recently completed a structural evaluation of the Baudette-Rainy River International Bridge to confirm that it is not economically feasible to rehabilitate the existing bridge to meet current design and maintenance requirements.

The study was initiated for the following reasons:

- Identify and evaluate bridge replacement alternatives to address the need to replace the existing bridge
- Identify a preferred bridge replacement location and structure type to be carried forward to detail design and construction
- Identify and consider construction staging and traffic management alternatives



Existing Conditions



Evaluation Process

A detailed evaluation of alternatives was carried out to select a Preferred Plan that provides safe operations and minimizes impacts to the existing port of entry facilities, while minimizing the effects on the natural, social and cultural environments. This was accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

Evaluation Criteria

ENGINEERING

• _____
• _____
• _____

COMMUNITY

• _____
• _____
• _____

ENVIRONMENT

• _____
• _____
• _____

Identify Criteria

Evaluation criteria are established through:

- public input
- similar projects
- regulatory guidelines
- existing conditions

Evaluation

ALTS	PROS	CONS
1	+==	-==
2	+==	-==
3	+==	-==
4	+==	-==

Evaluate the Alternatives

Evaluation of the alternatives is completed by assessing the advantages and disadvantages for each alternative based on the evaluation criteria.

Evaluation

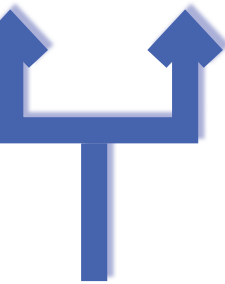
ALTS	PROS	CONS
1	+==	-==
2	+==	-==
3	+==	-==
4	+==	-==

Identify the Preferred Plan

The assessment of the alternatives is used as the basis for ranking the alternatives and identifying the Preferred Plan.

Bridge Alternatives

12 initial bridge structure types were selected for review.
A preliminary analysis determined 5 alternatives to carry forward.



Reasons Not Carried Forward:

- Has minimal advantages over the continuous steel I-girder alternative
- Higher design complexity
- Increased construction risk



Reasons Not Carried Forward:

- Deepest structure depth, resulting in increased grades and reduced sight distance on bridge compared to other alternatives



Reasons Not Carried Forward:

- Reduced sight distance compared to other alternatives
- Requires the most piers in the water compared to other structures, increasing risk in construction and environmental impacts
- Increased complexity in design and maintenance



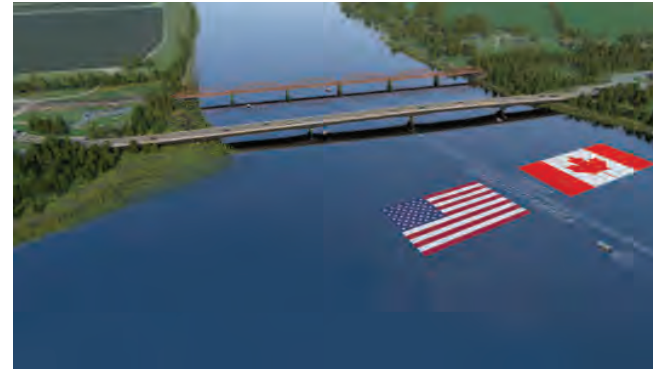
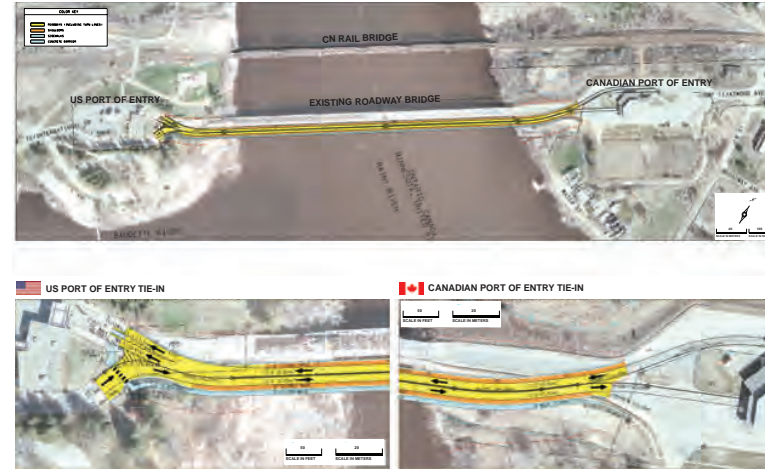
Reasons Not Carried Forward:

- Increased construction complexity and risk compared to 5 span alternative
- Would likely require eight temporary structures to support bridge segments during construction, compared to four segments with the 5 span alternative
- The location of temporary structures would greatly reduce the navigational opening below the bridge during construction

Reasons Not Carried Forward:

- Required the most substructures of remaining alternatives
- Could limit the number of potential fabricators because of long beams required for structure

The Preferred Plan



Alternative 2 was selected as the Preferred Alignment because:

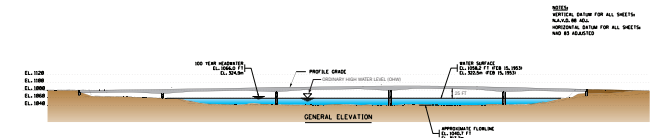
- U.S. Port of Entry detection equipment can remain in place
- Truck entry at U.S. Port of Entry can be accommodated in both lanes
- Reduced cost compared to Alternative 3 since a temporary modular bridge is not required
- Refinements can be made to alternative to minimize impacts to Baudette City Park and unidentified gravesites/cultural heritage features

The Preferred Plan includes the following:

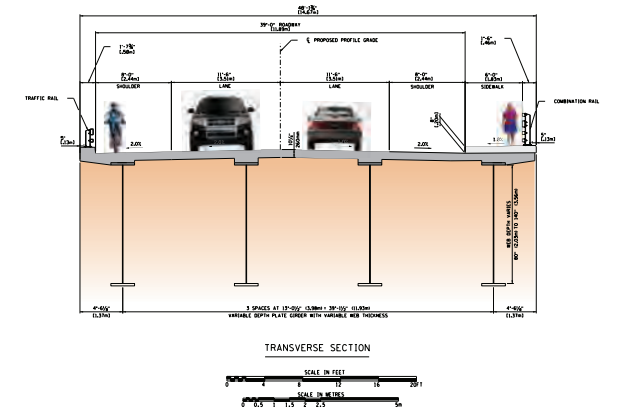
- The replacement of the existing bridge with a new bridge on a new alignment located approximately 3 ft (1m) upstream of the existing bridge
- Alignment and profile improvements that will improve sight distance across the bridge
- Realignment and regrading of Port of Entry Tie-in to accommodate the new bridge location
- Drainage improvements
- Maintaining two lanes of traffic on the existing bridge during construction
- A sidewalk on the south (upstream) side of the bridge and shoulders on both sides of the roadway

The Proposed Bridge

CONTINUOUS STEEL I-GIRDER, 5 SPAN BRIDGE



Distance from Bottom of Structure to Surface of the Rainy River		
Structure	Elevation in Feet/Metres	Distance to Water in Feet/Metres
Existing Roadway Bridge	1093/333.1	35/10.7
Proposed Roadway Bridge	1083/330.1	25/6.1
Existing CN Rail Bridge	1078/328.6	20/6.1



Alternative A (5 Span Steel I-Girder) was selected as the Preferred Structure Type because:

- It is a standard structure type in Minnesota and Ontario
- Typical construction methodology and maintenance
- Fewer number of piers in river
- Can accommodate lower bridge profile
- Can use prefabricated elements

Mitigation & Protection Commitments

The Recommended Plan will include commitments by the Ontario Ministry of Transportation (MTO) and the Minnesota Department of Transportation (MnDOT) to eliminate or reduce impacts, and to future consultation with the public and other stakeholders.

In general, these commitments will be carried out during subsequent study stages, and in some cases, during construction. The *Ontario Transportation Environmental Study Report (TESR)*, the *Canadian Environmental Assessment Act Project Description*, and the *U.S. Environmental Document*, will contain comprehensive details of these commitments.

CURRENT STUDY:

Environmental investigations completed as part of this Preliminary Design and Environmental Assessment Study have identified key constraint and high sensitivity areas which will be addressed through appropriate mitigation and protection measures.

The Preferred Plan includes the following site-specific mitigation measures:

Natural Environment:

- Mitigate fisheries impacts in accordance with the MTO/Department of Fisheries and Oceans (DFO)/Ministry of Natural Resources and Forestry (MNR) Fisheries Protocol and the Minnesota Department of Natural Resources (MnDNR) and U.S. Fish and Wildlife Service (USFWS) guidelines
- Restrict vegetation removal along future bridge alignment
- Identify and mitigate Species-at-Risk/Endangered Species impacts in accordance with U.S. and Canadian regulations; where required confirm absence or presence of Species-at-Risk/Endangered Species
- Adhere to timing restrictions for in-water work and vegetation clearing as defined by the MnDNR, USFWS, MTO, DFO, MNR, Environment and Climate Change Canada (ECCC)
- Minimize and mitigate for wetland impacts through the U.S. Army Corps of Engineers 404 permit

Social and Cultural Environment:

- Develop a Memorandum of Agreement between MnDOT, the U.S. Federal Highway Administration and the Minnesota State Historic Preservation Office for removal of historic bridge #9412
- Impacts to adjacent Peace Park, owned by the City of Baudette, will be temporary for grading of new bridge abutment.

DETAIL DESIGN:

- Complete design to a constructability level of detail
- Engineering work in the areas of:
 - Bridge
 - Drainage and stormwater
 - Highway design
 - Foundations
 - Surveys
- Public and stakeholders will be notified of the start of the Detail Design Phase
- Develop a construction staging and traffic management plan
- Confirm drainage and stormwater management requirements
- Confirm utility relocations and realignments
- Confirm and mitigate fish, terrestrial, and species-at-risk impacts
- Complete additional environmental investigations

CONSTRUCTION:

- Environmental monitoring during construction
- Erosion and sediment control
- Control construction dust and construction noise
- Construction of replacement Baudette/Rainy River International Bridge is tentatively scheduled for 2018



*Figure 1:
Wetland and Riverine impacts will be mitigated through permitting.*



*Figure 2:
Removal of Historic Bridge will be mitigated as defined in the
Memorandum of Agreement*



*Figure 3:
Temporary impacts to Baudette's Peace Park will occur during
construction of new bridge abutment.*

*Thank you
for attending*


To provide your comments,

please fill out a comment sheet and place it in the comment box at today's meeting, or send your comments to:

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USA

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CANADA

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REPLACEMENT OF THE Baudette – Rainy River International Bridge

Public Meeting 3
May 2016

COMMENT FORM
Baudette/Rainy River International Bridge Replacement on Highway 11,
Town of Rainy River (GWP 6046-10-00)

Public Meeting 3, Rainy River Recreation Centre – Wednesday, May 25, 2015

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions.
(Use the back of this sheet if you need more space.)

1. Do you support the Preferred Plan?

2. Do you have any other additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit **(by June 24, 2016)** to:
Nevena Gazibara, B.Sc., MREM
Environmental Planner
Stantec Consulting Ltd.
300-49 Bathurst Street
Toronto, ON M5V 2P2
Tel. (416) 598-7663 Fax (416) 596-6680, Email: nevena.gazibara@stantec.com

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel:

Fax:

Email:

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