

**CANADIAN ENVIRONMENTAL ASSESSMENT AGENCY  
PROJECT DESCRIPTION SUMMARY**

**Baudette / Rainy River International Bridge  
Replacement**

Prepared for:  
Ontario Ministry of Transportation  
Northwestern Region  
615 James Street South  
Thunder Bay, ON P7E 6P6

Minnesota Department of Transportation  
3920 Highway 2 West  
Bemidji, Minnesota 56601

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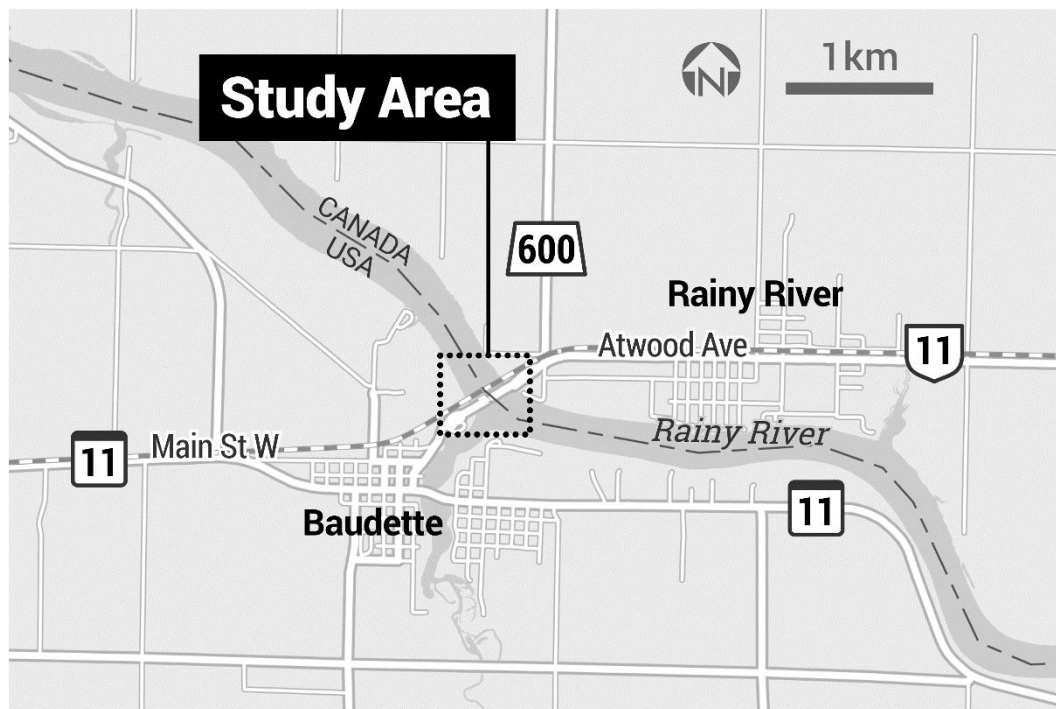
## **1.0 GENERAL INFORMATION AND CONTACT(S)**

The purpose of the Baudette/Rainy River International Bridge Replacement Project (the Project) is to replace the existing bridge with a new bridge and provide access across the Rainy River and the United States of America (U.S.)/Canadian border, and between the Town of Rainy River, Ontario and the City of Baudette, Minnesota. On the Canadian side, the Project is located on property entirely owned by the Ontario Ministry of Transportation (MTO). On the U.S. side, the Project is located on property owned by the Minnesota Department of Transportation (MnDOT) and property owned by the General Services Administration and maintained by the U.S. Customs Border Protection.

The Project consists of the construction and operation of a new bridge to replace the existing Baudette/Rainy River International Bridge and the decommissioning and removal of the existing bridge. The new bridge will be located one metre south/upstream of the existing bridge and will be a steel I-girder structure. The new bridge will tie into the existing U.S. and Canadian Port of Entry facilities. The recommended bridge plan is a five span structure, approximately 408 m long.

The Project 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 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 approximately 65 km southeast from the border of the Province of Manitoba. Figure 1 shows the regional setting for the Project.

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**Figure 1: Regional Setting for the Project**

<b>Proponent</b>	<b>Project Contact</b>
Minnesota Department of Transportation 3920 Highway 2 West Bemidji, Minnesota 56601	Joe McKinnon MnDOT Project Manager Minnesota Department of Transportation 3920 Highway 2 West Bemidji, Minnesota 56601 Phone: 218-755-6517 Email: joseph.mckinnon@state.mn.us
Ontario Ministry of Transportation Northwestern Region 615 James Street South Thunder Bay, Ontario P7E 6P6	Kevin Saunders MTO Senior Project Manager Ontario Ministry of Transportation Northwestern Region 615 James Street South Thunder Bay, Ontario P7E 6P6 Phone: 807-473-2109 Email: kevin.saunders@ontario.ca

General inquiries regarding the Project can be sent to either of the contacts listed above to ensure all comments can be tracked and properly directed to the appropriate representative for an accurate and prompt response. For more Project information, please visit [www.dot.state.mn.us/d2/projects/baudette-bridge/](http://www.dot.state.mn.us/d2/projects/baudette-bridge/).

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The consultation process provided an opportunity for the Project Team and representatives from the 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 process. This was accomplished by presenting the findings of each stage of work to the public, and through ongoing discussions with the various agencies and ministries, non-government interest groups and property owners. The consultation program was developed to include a notification of study commencement (to agencies, key stakeholders, Indigenous communities, businesses, and the general public), targeted agency meetings, three public meetings, and quarterly international stakeholder webinars. Informal and formal consultations have occurred throughout the Project with senior agency officials, elected federal, provincial, and municipal officials, their key political staff, and key community members. Table 1 outlines the federal, provincial, municipal, and other stakeholders that were consulted throughout the duration of the study.

**Table 1: Federal, Provincial, Municipal and Other Stakeholders Consulted Throughout the Study**

<b>Level of Government</b>	<b>Agency</b>	<b>Consultation Activity</b>
Federal Government	<ul style="list-style-type: none"> <li>• Canadian Environmental Assessment Agency</li> <li>• Fisheries and Oceans Canada</li> <li>• Transport Canada</li> <li>• Environment and Climate Change Canada</li> <li>• Global Affairs Canada</li> <li>• International Joint Commission</li> <li>• Canada Border Services Agency</li> <li>• Citizenship and Immigration Canada</li> <li>• Canadian Transportation Agency</li> <li>• Royal Canadian Mounted Police</li> <li>• Canada Revenue Agency</li> <li>• Health Canada</li> </ul>	<ul style="list-style-type: none"> <li>• Project notification letters</li> <li>• Face to face meetings</li> <li>• Teleconference meetings</li> <li>• Email correspondence</li> <li>• Attendance at Public Meetings</li> </ul>
Provincial Government	<ul style="list-style-type: none"> <li>• Ministry of Tourism, Culture and Sport</li> <li>• Ministry of Natural Resources and Forestry</li> <li>• Ministry of Northern Development and Mines</li> <li>• Ministry of Aboriginal Affairs and Housing</li> <li>• Ministry of Aboriginal Affairs-Consultation Unit</li> <li>• Ministry of the Environment and Climate Change</li> <li>• Ontario Provincial Police</li> <li>• Member of Provincial Parliament – Kenora Rainy River</li> </ul>	<ul style="list-style-type: none"> <li>• Project notification letters</li> <li>• Face to face meetings</li> <li>• Teleconference meetings</li> <li>• Email correspondence</li> <li>• Attendance at Public Meetings</li> </ul>

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<b>Level of Government</b>	<b>Agency</b>	<b>Consultation Activity</b>
Municipal Government	<ul style="list-style-type: none"> <li>• Town of Rainy River</li> <li>• Township of Dawson</li> <li>• City of Baudette</li> <li>• Rainy River Chamber of Commerce</li> <li>• Rainy River District Social Services Administration Board (including EMS)</li> <li>• Rainy River Health Centre</li> </ul>	<ul style="list-style-type: none"> <li>• Project notification letters</li> <li>• Face to face meetings</li> <li>• Teleconference meetings</li> <li>• Email correspondence</li> <li>• Attendance at Public Meetings</li> </ul>
Conservation Authorities	<ul style="list-style-type: none"> <li>• Rainy Lake of the Woods Watershed Board</li> </ul>	<ul style="list-style-type: none"> <li>• Project notification letters</li> <li>• Face to face meetings</li> <li>• Email correspondence</li> </ul>
Local landowners, Occupants, and Residents	<ul style="list-style-type: none"> <li>• Residents of the Town of Rainy River and the City of Baudette, local businesses, and other stakeholder (Federation of Anglers and Hunters, Trans Canada Trails, Rainy River Recreation Centre)</li> </ul>	<ul style="list-style-type: none"> <li>• Project notification letters</li> <li>• Face to face meetings</li> <li>• Attendance at Public Meetings</li> </ul>

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 and a dedicated online Project interface called MindMixer, and a Project Advisory Committee (PAC). Local, municipal, provincial, federal and international agencies and stakeholders were engaged 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. In addition to the PIP, a separate Inter Agency Involvement Plan was developed that included quarterly webinars and targeted agency meetings.

Additional consultation and meetings were held with several federal and provincial agencies to provide a general briefing and preliminary introduction of the Project, as well as to determine regulatory and Project requirements. Further consultation with these agencies, and others, will be ongoing as the Project continues into Detail Design. Based on the project activities and mitigation measures identified and documented in this report, permitting under the ESA 2007 is not anticipated and will be confirmed once details of the design are finalized. The nature and extent of dewatering may reasonably be anticipated during construction of bridge piers or stormwater management facilities.

Local municipalities and adjacent landowners were also consulted regarding the Project. Various agencies have been contacted to request existing background information to supplement publicly available documents. Information and comments received from these

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agencies has been considered during the development and evaluation of alternatives and the selection of the Preferred Plan.

Consultation with area stakeholders, including the public, formally began on April 29, 2015. Consultation activities will continue over the course of the Project's development.

Project notification was announced by through a formal Notice of Study Commencement notification process that included newspaper notices in the *Rainy River Record* and the *Fort Frances Times* on May 12, 2015 and May 13, 2015, and individual notification letters and notices forwarded to individuals representing the agencies, Aboriginal communities, community representatives and the public. Further consultation will continue with these stakeholders.

The MTO's *Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)*, approved under the *Ontario Environmental Assessment Act (EAA)* in the fall of 1997 and amended in 2000, applies to this Project.

The Project is following the MTO Class EA Process as a Group 'B' Project. As part of the MTO Class EA Process a *Transportation Environmental Study Report (TESR)* will be completed and will be made available for a 30-day public review period. 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.

In addition to the MTO Class EA process, the Project is also following MnDOT's environmental assessment process, which follows 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) was 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 is 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.

This Project is also following the *Canadian Environmental Assessment Act (CEAA) (2012)* and a Project Description is being submitted to the Canadian Environmental Assessment (CEA) Agency to determine whether a federal environmental assessment will be required in accordance with the *CEAA (2012)*.

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The Project Description will be submitted to the CEA Agency for review and approval and will also undergo a 20-day public review period that will coincide with the public review period for the TESR and the U.S. EA/EAW. Following the submission, the CEA Agency will have 45 days, including the 20-day public review period to conduct a screening of the designated Project and determine whether a Federal EA will be required.

Table 2 provides a summary of all applicable international and federal permits/approvals for this Project.

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**Table 2: International and Federal Permits and Approvals**

U.S./CAN	Agency	Permit / Act	Project Activities	Project Phase when Permit/ Approval will be Obtained	Permit or Approval required or expected?	Potential Effects of Associated Permit/Approval
U.S./CAN	International Joint Commission	<i>International Boundary Waters Treaty Act</i>	Work that takes place on an international waterway	Detail Design	Yes – it is expected that a Special Agreement will be prepared to address the IBWTA requirements	Specific requirements for agreements between the State of Minnesota and the Province of Ontario for maintenance, decommissioning and construction may potentially result in socio-economic effects (i.e., temporary job creation, indirect economic effects to City of Baudette/Town of Rainy River). Will be confirmed during Detail Design.
U.S./CAN	International Boundary Commission	<i>International Boundary Commission Act</i>	Any work that takes place within 3 m (10 feet) of the U.S./Canadian border	Detail Design/in advance of Construction	Yes– Duplicate of U.S. Letter of Request for work within 10 feet of a border	No anticipated effects
CAN (Federal)	Transport Canada	<i>Navigation Protection Act</i>	Work on a waterway that is listed on the List of Scheduled Waters	Detail Design	Yes– application for works in Scheduled waterway – Submit NPP Notice of Work Form to the TC and the Minister	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 and will not result in significant socio-economic effects or effects to Indigenous activities on the Rainy River.
CAN (Federal)	Transport Canada	<i>International Bridges and Tunnels Act - Permit</i>	Work on any international bridge/tunnel	Detail Design	Yes	No anticipated effects



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<b>U.S./CAN</b>	<b>Agency</b>	<b>Permit / Act</b>	<b>Project Activities</b>	<b>Project Phase when Permit/ Approval will be Obtained</b>	<b>Permit or Approval required or expected?</b>	<b>Potential Effects of Associated Permit/Approval</b>
CAN (Federal)	Fisheries and Oceans Canada	<i>Fisheries Act</i>	Work that may result in serious harm to fish that are part of a commercial, recreational or Aboriginal fishery, or to fish that support such a fishery	Detail Design	Not Anticipated	Minimal potential effects to fish and fish habitat. Proposed mitigation and protection measures include in-water timing restrictions and appropriate erosion and sediment control measures. No anticipated effects to recreational and Indigenous community fishing (no anticipated impact to fish populations).

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Table 3 provides a summary of all applicable provincial permits/approvals for this Project.

**Table 3: Provincial Permits and Approvals**

U.S./CAN	Agency	Permit / Act	Project Activities	Project Phase when Permit/Approval will be Obtained	Permit or Approval required or expected?
CAN (Provincial)	Ontario Ministry of Natural Resources and Forestry	<i>Endangered Species Act (ESA 2007)</i>	Work that have the potential to affect a species listed on the Species at Risk in Ontario List and/or its habitat	Detail Design	Not Expected
CAN (Provincial)	Ontario Ministry of the Environment and Climate Change	<i>Ontario Water Resources Act, Ontario Regulation 387/04-Permit to Take Water (PTTW)</i>	Take more than 400,000 litres of water per day for construction activities (Environmental Activity and Sector Registry does not apply for PTTW for more than 400,000 litres of water per day)	Detail Design	Anticipated that a PTTW will be required but will be confirmed during Detail Design

In addition to the international, Canadian federal and provincial approval requirements, Table 4 lists the U.S. federal, state and municipal permits and approvals that will be required for this Project:

**Table 4: U.S. Permits and Approvals**

US/CAN	Agency	Permit / Act	Project Phase when Permit/Approval will be Obtained	Permit or Approval required or expected?
U.S.	Federal Highway Administration	4(f) Approval	Preliminary Design	Yes
U.S.	General Services Administration	Revocable License for Non-Federal Use of Federal Property		Yes
U.S.	U.S. Coast Guard	Section 9 Permit and Section 10 Permit (with USACE)	Detail Design	Yes
U.S.	Army Corps of Engineers	Section 404 Authorization	Detail Design	Yes
U.S.	Federal Aviation Administration	FAA 7460-1	Detail Design	Yes
U.S.	Department of State	Secretary of State Approval		Yes

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<b>US/CAN</b>	<b>Agency</b>	<b>Permit / Act</b>	<b>Project Phase when Permit/Approval will be Obtained</b>	<b>Permit or Approval required or expected?</b>
U.S.	Minnesota Department of Natural Resources	Work in Public Waters Permit	Detail Design	Yes
U.S.	Minnesota State Historic Preservation Office	106 Process Completion	Preliminary Design	Yes
U.S.	Minnesota Pollution Control Agency	National Pollutant Discharge System (NPDES)	Detail Design	Yes
U.S.	U.S. Fish and Wildlife	Section 7 Consultation	Preliminary Design	No
U.S.	City of Baudette	Municipal Consent	Preliminary Design	Yes
U.S.	LGU (Lake of the Woods County and/or MnDOT)	<i>Wetland Conservation Act Permit (WCA)</i>	Detail Design	Yes
U.S.	Lake of the Woods County	Floodplain Permit	Detail Design	Yes

At this time, there are no regional environmental studies, as defined by the CEA Agency, being conducted for this area. The regional context of the Project includes consideration for the international border, areas downstream of the Rainy River, including the Lake of the Woods area and Manitoba, and any adjacent projects that may result in cumulative effects.

A number of environmental studies have been completed by other parties in the past several years for the region surrounding the Project location. These studies are not 'regional studies' in the CEEA 2012 definition, but include the following:

- International Rainy-Lake of the Woods Watershed Board-Rainy-Lake of the Woods state of the Basin Report (2014)
- International Rainy-Lake of the Woods Watershed Board-Report on High Water Levels in the Rainy River Watershed (2014)
- International Rainy-Lake of the Woods Watershed Board-Rainy River 2D Hydrodynamic Modelling Study (2011)
- Rainy River Future Development Corporation-Annual Report (2014-2015)
- Northwestern Ontario Tourism Association-The Economic Impact of Tourism in the Lake of the Woods, Ontario (2003)
- New Gold-Rainy River Gold Project Environmental Assessment Report (Environmental Impact Statement)-(2014)

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- CN Rainy River Bridge Span Replacement Environmental Review and Assessment (November 2002)

## **2.0 PROJECT INFORMATION**

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 and consideration for the rehabilitation, replacement, and decommissioning of the Project.

The proposed Project will address the deteriorating condition of the bridge structure in order to maintain the international exchange of vehicular, freight and pedestrian traffic across the Rainy River at this location.

The *Regulations Designating Physical Activities* for a new international bridge prescribed in section 28 (a) of the Schedule of Physical Activities state that the construction, operation, decommissioning and abandonment of a new (a) *international or interprovincial bridge or tunnel* is subject to review of a Project Description under the CEAA.

The Project includes the construction and operation of a new 408 m bridge; and decommissioning of the existing bridge, and as such, this Project description must be submitted to enable the CEA Agency to conduct a screening to determine if the designated Project requires an EA under CEAA (2012).

The new Baudette/Rainy River International Bridge will be located one m south/upstream of the existing bridge and will be a steel I-girder structure. The new bridge will tie into the existing U.S. and Canadian Port of Entry facilities. The recommended bridge plan is a five span structure, approximately 408 m long (due to rounding). The spans adjacent to the American and Canadian shores are approximately 67 m long, and the three interior spans are approximately 91 m long each. The roadway width across the bridge is 11.9 m with two 3.5 m lanes and two 2.4 m shoulders. Beyond the shoulder, the south side of the bridge also provides a 1.8 m sidewalk. Traffic barriers are placed on the outside of the bridge, making a total bridge deck width of approximately 13.7 m without barriers and 14.7 m with barriers. The new bridge will be supported by four in-water piers. The footprint of each pier will have an approximate area of 136 m<sup>2</sup>, which includes the surrounding coffer dam/concrete slab that forms the footing for each pier. The total footprint area of the in-water footings (four piers and footings) will be approximately 546 m<sup>2</sup>. The two abutments on land have an approximate footprint of 136.5 m<sup>2</sup> each. The total surface area of the concrete bridge deck will be approximately 7,668 m<sup>2</sup> (including the bridge, approaches and sidewalk).

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The physical works for the Project are identified in Table 5. These physical works will be constructed and owned and operated jointly by MnDOT and MTO.

New facilities required for the Project are identified in Section A of Table 5. Existing infrastructure that will be used in development and then decommissioning is identified in Section B of Table 5. Information on third party infrastructure is provided in Section C of Table 5.

**Table 5: Components of Proposed Development**

<b>Project Component</b>	<b>Description</b>
<b>A. New Baudette/Rainy River International Bridge</b>	
Superstructure including bridge deck	<p>The recommended bridge plan is a five span structure, approximately 408 m long (due to rounding). The proposed replacement structure will have an approximate span arrangement of 67 m – 91 m – 91 m – 91 m – 67 m. The bridge will have no skew.</p> <p>The roadway width across the bridge is 11.9 m with two 3.5 m lanes and two 2.4 m shoulders. Beyond the shoulder, the south side of the bridge also provides a 1.8 m sidewalk. The total bridge deck width is approximately 13.7 m without barriers and 14.7 m with barriers.</p> <p>The bridge deck driving surface and sidewalks will be comprised of concrete that may be overlain with deck protection material, providing for a more durable structure. The total surface area of the concrete bridge deck will be 7,668 m<sup>2</sup> (including the bridge, approaches and sidewalk).</p>
Substructure (abutments, piers, footings)	<p>The bridge will be comprised of six substructures: concrete abutments at each bridge end and four interior concrete piers. Each pier will be 19.4 m in height including the pier cap and in-water pier foundation. The width of each pier will be approximately 2.13 m (slight variation between pier cape and column). The footprint of each pier will have an approximate area of 136 m<sup>2</sup>. Each abutment will have an approximate footprint of 136.5 m<sup>2</sup> (15m length and 9.1 m width). The abutments will be located on land directly under the new alignment of the bridge and directly after the Port of Entry check-point facilities on both sides.</p>
Stormwater management	<p>The bridge will replace the existing open grate bridge with a paved bridge. The new bridge deck will add approximately 0.61 hectares of impervious surface to the project area. 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 including additional erosion and sediment control measures. As the project goes into Detail Design, a more detailed analysis of stormwater treatment features will be carried out. The stormwater treatment method and inclusion of permanent Stormwater Best Management Practices (BMPs) will be determined in the Detail Design phase of the project.</p>
Grading	<p>Area grading is required to accommodate work pads and construction laydown and staging areas, for access to water and abutment locations, and for the potential access road and potential temporary support wall as needed, and other project components.</p> <p>Temporary construction barrier along road frontage.</p>

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<b>B. Existing Bridge Infrastructure</b>	
Removal of existing bridge	<p>The existing bridge and substructure will be removed following the completion of the replacement Baudette/Rainy River Bridge.</p> <p>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. All debris will be removed from the site.</p> <p>The seven concrete piers supporting the six truss spans are located in the Rainy River, three of which are located in the deepest part of the channel where navigation will occur. The 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. The method of removal is expected to include either the use of cofferdams, removal from barges, and will be confirmed during Detail Design.</p> <p>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.</p> <p>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).</p> <p>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. Specific conditions for the re-use or disposal of materials including the storage and management which are outlined in the MTO General Specification for the Management of Excess Materials- OPSS 180 will be adhered to. Excess material management distance separation requirements (as set out in the OPSS 180) will be adhered to for adjacent features, particularly the Rainy River.</p>
Temporary Construction Features	<p>Temporary construction features include the following: temporary access road 868 m<sup>2</sup> (located on MTO and CBSA-owned land); temporary launching platform and temporary access road (on MTO, Town of Rainy River and CBSA-owned land); temporary dock for the launching construction method of 130 m<sup>2</sup>. Installation of cofferdams prior to the construction of four new piers. Removal of cofferdams once the new piers are constructed. Each cofferdam is expected to be approximately 15 m by 9.1 m. 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 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.</p> <p>Temporary stabilizing towers may also be required (conventional construction method) at piers to provide girder stability. Falsework towers would likely be required as part of the conventional construction method (a minimum of five) and each tower would require 8-10 driven piles that would be removed</p>

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	following the removal of the falsework towers and the completion of construction. If required, each stabilizing tower would be placed directly adjacent to the location of each proposed pier. If required, each falsework tower would be placed in between piers.
<b>C. New Third Party Infrastructure</b>	
Remove fiber cable	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 facility will need to be removed with the decommissioning and demolition of the existing bridge and will need to be replaced on the new bridge.
Remove power line	The City of Baudette owns and operates a power line that runs from the Baudette City Park to the U.S. POE and provides power for the lighting on the U.S. side of the bridge. This facility will be removed during the decommissioning and replaced on the new bridge.
Port of Entry Facility and Plaza Improvements	Minor alterations will be required to the U.S. Port of Entry Plaza including shoulder, barrier and road alterations in front of the existing POE building.

As a part of this Project, several construction methodology and superstructure erection and construction options were assessed as part of the bridge type study to determine the feasibility, advantages and disadvantages of each construction method. 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. Additional potential impacts and environmental considerations for the temporary causeway method and dredging access method alternatives for the U.S. side will be determined and evaluated during Detail Design.

Potential adverse effects of construction will vary, depending on the construction method. The conventional erection method requires the construction and removal of falsework towers (and possibly stability towers) on the bed of the river. The in-water work necessary for these towers has the potential to affect fish and fish habitat due to the temporary footprint of the towers, noise, and vibrations, and potential effects on water quality (turbidity, spills). Mitigation measures such as in-water timing windows and measures to reduce turbidity and the risk of spills to greatest extent possible will be confirmed during Detail Design. Potential impacts and environmental considerations for the construction method of Pier 1 on the U.S. side (i.e., temporary causeway vs. dredging for barge access) will be determined and evaluated during Detail Design. In-water work necessary for the causeway will directly affect habitat in the river for the duration it is in place. The extent of the disturbance will be dependent on the design of the causeway. The in-water work necessary for construction of the causeway has the potential to affect fish and fish habitat due to the temporary footprint, noise, and vibrations during construction and use, and potential effects on water quality (turbidity, spills). Dredging to access Pier 1 by barge would affect fish habitat by altering the river bottom and has the potential to affect downstream water quality (increased turbidity) during the dredging operation. Appropriate protection and mitigation measures will be applied to significantly reduce the above-mentioned effects. Mitigation measures will be confirmed during Detail Design.

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Table 6 provides a summary of construction and operation activities of the Project.

**Table 6: Summary of Construction and Operation Activities**

<b>Project Component</b>	<b>Construction Activities</b>	<b>Operation Activities</b>	<b>Potential Adverse Effects/ Mitigation Measures</b>
<b>A. New Baudette/Rainy River International Bridge</b>			
Superstructure including bridge deck	<p>Erection of steel girders is expected to be carried out by cranes placed on barges. The barges would likely be located on the upstream side of the bridge.</p> <p>The girder erection would also make use of temporary bents or shoring towers to support girder segments during construction. A piled foundation may be needed for the temporary bents, which would be installed by pile driving equipment on barges.</p> <p>Material delivery and placement for the deck construction will occur via barges and cranes. Barge access would be on the upstream side of the bridge.</p> <p>Deck construction will consist of installation and subsequent removal of formwork, placement of reinforcing steel and placement of concrete. Miscellaneous items, such as bridge railings, will be installed after the concrete deck has cured via trucks.</p>	<p>Border crossing for vehicles and pedestrians.</p> <p>Access to U.S. and Canadian Port of Entry facilities.</p> <p>Maintenance on bridge deck as needed.</p>	<p>Potential temporary bents and movement of materials on barges have potential to affect fish and fish habitat, noise and vibrations, and potential effects on water quality (turbidity, spills). Mitigation measures such as in-water timing windows and measures to reduce turbidity and the risk of spills to the extent possible will be confirmed during Detail Design.</p> <p>Proposed construction noise mitigation measures may include adhering to construction timing windows (i.e. 7:00 – 21:00).</p> <p>Temporary structures such as cofferdams will be constructed to allow the pier footing and stem construction. The cofferdams will be removed when the pier structures have been completed. In-water BMPs will be provided as part of the project stormwater management plan.</p> <p>Clearing and excavation of the river bank will be kept to a minimum. Regular inspection of erosion control practices at bridge abutments and slopes will be provided. The contractor will minimize the need for disturbing portions</p>



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Project Component	Construction Activities	Operation Activities	Potential Adverse Effects/ Mitigation Measures
			<p>of the proposed project that have steep slopes and provide a slope maintenance plan for those slopes where disturbance cannot be avoided. The plan will address the maintenance of permanent BMPs installed to protect steep slopes. The plan will also address methods for stabilizing erosion-susceptible slopes.</p> <p>Water pumped out of cofferdams may contain high concentrations of suspended solids. Adequate sediment control and, if necessary, treatment of water affected by construction activity must be provided before the pumped water is discharged. This includes filtered sump pits or other dewatering appropriate systems. Dewatering system must be inspected frequently and repaired or replaced if sediment buildup recurs or if the structure does not function as designed. The accumulated sediment that is removed from a dewatering device must be spread onsite and stabilized, used as fill, or disposed of at an approved disposal site. Dewatering discharge may be pumped directly to a settling basin or other treatment pond.</p>

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Project Component	Construction Activities	Operation Activities	Potential Adverse Effects/ Mitigation Measures
<p>Substructure (abutments, piers, footings)</p>	<p>Foundation installation for piers, including cofferdam installation, is assumed to require pile driving equipment placed on barges. Removal of cofferdams will be carried out once the new piers are constructed.</p> <p>Pile driving equipment for the abutment foundation construction will be situated on land in the immediate vicinity of the abutments.</p> <p>Pier construction is expected to occur inside the cofferdams. Material delivery would occur via barge on the upstream side of the bridge.</p> <p>For the construction of the short abutments, sheet piling will likely be necessary between the existing bridge and the construction site for the new bridge. Sheet piling installation may need to be performed with live traffic adjacent to the operation.</p> <p>Pier and abutment construction will consist of installation and subsequent removal of formwork, placement of reinforcing steel and placement of concrete.</p>	<p>Infrastructure required for the proper functioning of the bridge as transportation facility for vehicular and pedestrian access across the U.S./Canada border.</p>	<p>The in-water work necessary for these towers has the potential to affect fish and fish habitat due to the temporary footprint of the towers, noise and vibrations, and potential effects on water quality (turbidity, spills). Mitigation measures such as in-water timing windows and measures to reduce turbidity and the risk of spills to the extent possible will be confirmed during Detail Design.</p>
<p>Bridge Approaches</p>	<p>Construction of the bridge approaches and embankments will consist of placement/compaction of granular material and installation of asphalt pavement.</p>	<p>Infrastructure required for the proper functioning of the bridge as transportation facility for vehicular and pedestrian access across the U.S./Canada border.</p>	<p>Potential temporary effects on land use, CBSA activities, and existing vegetation and terrestrial habitat.</p>

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<b>Project Component</b>	<b>Construction Activities</b>	<b>Operation Activities</b>	<b>Potential Adverse Effects/ Mitigation Measures</b>
Staging Area	<p>For a staging area near the Canadian end of the bridge, it is assumed that a bulkhead or dock area will be constructed, allowing material delivery and placement onto a barge via crane to occur.</p> <p>A temporary access road will need to be constructed (site leveling and granular placement/compaction) from the existing plaza to the staging area.</p>	Area for Contractor to store material for construction and load barges.	<p>Potential temporary effects on land use, CBSA activities, and existing vegetation and terrestrial habitat.</p> <p>Potential temporary construction noise, dust and vibration impacts to the natural environment and local residents.</p> <p>Staging area, including temporary access road, will be restored to pre-construction condition.</p>
<b>B. Existing Bridge Infrastructure</b>			
Removal of existing bridge	<p>The trusses would either be removed in place or picked off the piers and transported to a staging area for demolition. However, transportation of large trusses to a staging area may not be feasible. Alternatively, the trusses could be temporary supported on the downstream side of the existing bridge to allow for easier demolition.</p> <p>The concrete abutments will be removed using air tools such as pneumatic hammers and blunted chisel tools.</p> <p>The method of pier removal is expected to include either the use of cofferdams, removal from barges, and will be confirmed during Detail Design.</p>	The existing bridge will maintain access across the border during the construction of the replacement bridge and will carry vehicular and truck traffic across the border and through the 24-hour port of entry facilities on either end of the existing bridge.	<p>Potential adverse effects of the decommissioning of the existing bridge such as potential for wastes and contaminants to enter the Rainy River or be disposed of inappropriately will be mitigated through appropriate erosion and sediment control measures, appropriate waste management practices, and protection measures for activities such as refueling of equipment away from environmentally sensitive areas.</p> <p>Decommissioning details will be further developed and finalized during Detail Design.</p>

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There are no permanent wetland impacts resulting from existing bridge demolition and construction of the proposed bridge (including associated roadway approaches, construction staging activities, heavy equipment access, and tree clearing). Temporary impacts to wetlands within the watercourse are approximately 0.71 acres. Prior to construction a detailed survey will be conducted to confirm existing topography within the wetland and watercourse. Vegetation within the wetlands will also be restored to pre-construction conditions as feasible using native seed mixes. The construction materials will be delivered to the staging area via truck on the construction access road, where materials will be offloaded onto barges for in-water work. The barges will consist of crane barges and material barges. All trucks to be used for the delivery of construction materials will be sprayed down to control for dust that may result from driving on the temporary roadway. It is anticipated that on average three trucks will be on-site daily during construction but this number may vary from day-to-day and will be confirmed prior to construction. The trucks on-site would typically be large trucks carrying granulars, asphalt, concrete or long trucks supplying materials to site such as girders.

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 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.

Following the completion of the new replacement Baudette/Rainy River International Bridge, the existing bridge will need to be decommissioned and removed from the site. The trusses, concrete abutments, seven concrete piers, and pile bent piers of the existing bridge will be removed from the site. Structural steel and concrete components of the bridge will be removed from the site and transported to a waste and recycling facility where they will either be recycled or 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 decommissioning of the existing bridge may also result in designated substances or regulated wastes from the existing bridge. An Asbestos and Regulated Waste Assessment Report was completed for the U.S. portion of the study area and identified the following wastes associated with the existing bridge:

- 202.7 m of 10.16 cm asbestos-containing transite pipe on the east side of the bridge, under the wooden pedestrian walkway (non-friable and in good condition);
- two Mercury-containing HID lights near the south approach of the bridge;
- two PCB-containing light ballasts near the south approach of the bridge; and,
- approximately 3352.8 m of treated lumber associated with the existing pedestrian walkway and south abutment under the bridge.

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The U.S. report does not cover the Ontario portion of the bridge and a separate Designated Substances Assessment may be required for the Ontario portion to meet the requirements of the following Ontario Regulations, as required prior to a renovation or demolition project:

- Ontario Regulation 278/05, *Designated Substance - Asbestos on Construction Projects and in Buildings and Repair Operations*, under the Occupational Health and Safety Act; and,
- Ontario Regulation 490/09, *Designated Substances*, made under the Occupational Health and Safety Act.

The need for a Designated Substances Assessment in Ontario will be confirmed during Detail Design. If a Designated Substances Assessment is recommended and completed, appropriate protection and mitigation measures including appropriate disposal measures, will be identified and documented in the Designated Substances Assessment Report. Protection and mitigation measures will adhere to both Minnesota and Ontario regulations.

Specific conditions for the re-use or disposal of materials, including the storage, distance separation requirements, and management of excess/waste materials which are outlined in the MTO General Specification for the Project area Management of Excess Materials – OPSS 180, will be adhered to. Potential adverse effects of the decommissioning of the existing bridge, such as the potential for wastes and contaminants to enter the Rainy River or be disposed of inappropriately will be mitigated through the management principles listed above. Decommissioning details of the existing bridge will be further developed and finalized during Detail Design.

Construction of the Project and decommissioning of the existing bridge is expected to last approximately 22 months and is anticipated to begin the first quarter of 2018 and finish in the fourth quarter of 2019. The construction and decommissioning schedule will be confirmed during Detail Design. The new bridge will be designed with a minimum design life of 75 years, and inspections are expected to occur on a 24-month schedule, with additional underwater inspections every 5 years. Small maintenance will occur as needed, and larger maintenance needs are expected to occur approximately every 25 years. Bearings may need to be replaced after approximately 50 years, and will be maintained over the bridge's life.

Maintenance activities can include snow removal, salt application, and painting. These activities have the potential for accidental release of products or materials such as paint into the environment. Appropriate protection and mitigation measures such as proper storage of such products, proper labeling of products, containment of any spilled product, and clean-up of spilled product will be applied in accordance with contaminated site and materials regulations.

The bridge will be designed to current design standards, which provides for a 75-year minimum service life. It is expected that the Project will be scheduled for rehabilitation or replacement following the 75-year minimum service life. If it is decided that the bridge will be replaced, standard bridge decommissioning as described above is anticipated.

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Under existing conditions, stormwater runoff from the bridge is discharged directly to the river through the open-grate bridge deck. The volume of runoff is expected to increase as a result of adding approximately 0.9 acres of impervious area to the proposed U.S. approach. A Stormwater Management Plan is being developed to address the preliminary design for drainage and water resources management for the proposed bridge. Permanent stormwater management is required for projects where one or more acres of new impervious surface is added. This project is adding approximately 0.90 acres of new impervious surface on the U.S. portion. The Project may also mimic the existing conditions at the site and discharge bridge runoff directly to the Rainy River at the bridge abutment through overland flow. The new bridge deck and approach will add approximately 1.5 acres (0.61 hectares) of impervious surface to the Project area (U.S. and Canadian side). 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. The drainage system improvements are designed to provide a net reduction in peak runoff rates. The proposed drainage system consists of two major drainage areas divided at the high point of the bridge roadway profile. Contributing drainage areas to the proposed drainage system include roadway areas at either side of the bridge approach. Both the Minnesota and Canadian side of the bridge will ultimately drain to the Rainy River.

The stormwater treatment method and inclusion of permanent Stormwater Best Management Practices will be determined in the Detail Design phase of the Project.

Intermittent air emissions as a result of the Project construction will consist of products of combustion, and are expected to occur intermittently during the hours of construction over the duration of the construction period, depending on the level of construction activities. The operation of the Project will result in air emissions. During operation of the bridge, emissions will result from vehicular traffic on the bridge. Overall, emissions from the bridge operation are predicted to meet applicable air quality criteria for the contaminants of concern at nearby residential receptors in all directions around the Project area.

Greenhouse gases (GHG) included in this assessment are CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O, evaluated as total carbon dioxide equivalents (CO<sub>2</sub>e). Carbon dioxide equivalent (CO<sub>2</sub>e) is a measure used to compare and collate different greenhouse gases together with one metric based on the global warming potential of the individual greenhouse gases. All other GHG sources and emissions during construction and operation are expected to be negligible. A Greenhouse Gas Assessment concluded that the construction emissions as a result of the Project is 0.01% of the overall CO<sub>2</sub> emitted in 2014 from all sectors across Ontario and the operation of the Project is not expected to result in a net increase in greenhouse gas (GHG) emissions when compared to the GHG emissions from the existing bridge. Operation emissions from the Project due to vehicles travelling across the new bridge area predicted to be 0.0002% of the CO<sub>2</sub>e emitted annually from the transportation sector in Ontario. Dust mitigation measures will also be applied and adhered to during construction.

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With a no-net increase in GHG emissions or changes in air quality (i.e., particulate matter, carbon monoxide) as a result of the Project, it is anticipated that there will be no health impacts to local residents and communities due to air emissions. Therefore, mitigation measures are not required.

The study analysed existing noise conditions and compared them to future noise levels expected from the proposed improvements under a future 'do-nothing' and the future "Recommended Plan" scenarios. There are four private residences located on Water Street south of the existing bridge on the Canadian side of Rainy River and the closest residence (building) is located approximately 66 m south of the existing bridge and roadway. In the Project area eight Noise Sensitive Receptors were identified, all single-family homes. The future bridge will be located approximately 55 m from the nearest Noise Sensitive Receptor. The Project work will contribute to noise levels in the area during the construction and operation phases. Construction noise impacts are temporary in nature, and largely unavoidable, but can be mitigated. An *Environmental Noise Assessment* was carried out and recommended that a detailed construction noise evaluation be undertaken during Detail Design that 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). Construction activities associated with implementation of the Recommended Plan may result in increased noise levels relative to existing conditions. These impacts will primarily be associated with construction equipment and pile driving. Table 7 shows peak noise levels monitored approximately 15 m from typical construction equipment utilized for site grading, site preparation, and roadway construction.

**Table 7: Typical Construction Equipment Noise Levels (at 15 m)**

Equipment Type	Peak Noise Level (dBA)	
	Range	Average
Backhoes	74-92	83
Front Loaders	75-96	85
Dozers	65-95	85
Graders	72-92	84
Scrapers	76-98	87
Pile Drivers	95-105	101

It is recommended that the detailed construction noise evaluation include construction of the new bridge and decommissioning of the existing bridge. Major construction activities, scheduled where possible to take place during daytime hours of 07:00 to 21:00 include:

- Noise mitigation measures (e.g., muffler systems) installed on construction equipment will be properly maintained

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- In case of a valid complaint during construction, the Contractor will respond expeditiously and take action to ensure that the issue is managed responsibly
- As most construction activities will occur between the daytime hours of 07:00 and 21:00, construction activity is expected to have little effect on nighttime sound levels. Any noise effects resulting from construction are considered reversible and are expected to cease once construction activities are completed. The frequency of individual noise-generating activities (e.g., grading) is expected to be sporadic in nature
- Once the bridge becomes operational, the noise will be typically from vehicles travelling on the bridge
- Noise associated with decommissioning of the bridge could include the use of pneumatic hammers and blunted chisel tools will be confirmed during Detail Design

With the implementation of the above mentioned mitigation measures, the Project is not expected to have a significant effect on the nearby noise sensitive receptors. Additional information regarding noise mitigation and protection measures during construction and decommissioning will be determined and confirmed during Detail Design.

Solid wastes will be generated during construction activities. All wastes will be disposed of in accordance with provincial regulations.

Solid wastes will be either recycled or disposed of through licensed waste disposal companies at licensed facilities.

The construction of the Project may involve dredging activities on the U.S. side. The removal and management of dredged material may take place on the Ontario side and may potentially include the following management options:

- Dredge and dispose of as liquid waste (if it does not meet the slump test requirements for solid waste)
- Dredge and dispose of as solid waste (if it meets the slump test requirements for solid waste). This may require additional approvals for on-site dewatering
- Dredge, test for quality, and dispose of on/offsite that can take the material of the appropriate soil quality (if it meets slump requirements to be classified as 'solid'). This option will need to follow MOECC's Excess Soil Management Framework
- Dredge, test for quality, and if it does not meet the quality standard for on/offsite reuse, treat onsite (additional approvals may be required) to meet the offsite use standards

Details regarding the removal and management of dredged materials will be confirmed during Detail Design.



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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 (MnDOT's AADT for 2018 and 2038 were Projected to be 1,350 and 1,450 vehicles per day, and MTO's Projected estimate for 2038 were 1,250 and 1,400 vehicles per day, respectively). While the new bridge will not provide an increase in capacity, and is not an expansion of the existing bridge, it will provide access to wider and taller vehicles. There will be no adverse effects or changes to operations as a result of the Project operations and no indirect effects to local communities or the socio-economic setting.

A high-level Project schedule is provided in Table 8.

**Table 8: Project Schedule**

<b>Activity</b>	<b>Project Schedule</b>
Site Preparation	Q1 2018
Construction	Q1 2018 – Q4 2019
Commercial Operations	End of Q4 2019

It is anticipated that construction will begin in the first quarter of 2018. No in-water work is permitted between March 15-July 15.

### **3.0 PROJECT LOCATION INFORMATION**

The Project site is located within the Town of Rainy River, Ontario and the City of Baudette, Minnesota. The Project site is located directly on the U.S./Canada international boundary and crosses into the U.S. The mid-point of the Project is approximately at the U.S./Canada border. Figure 2 depicts the designated project components and the Recommended Plan.

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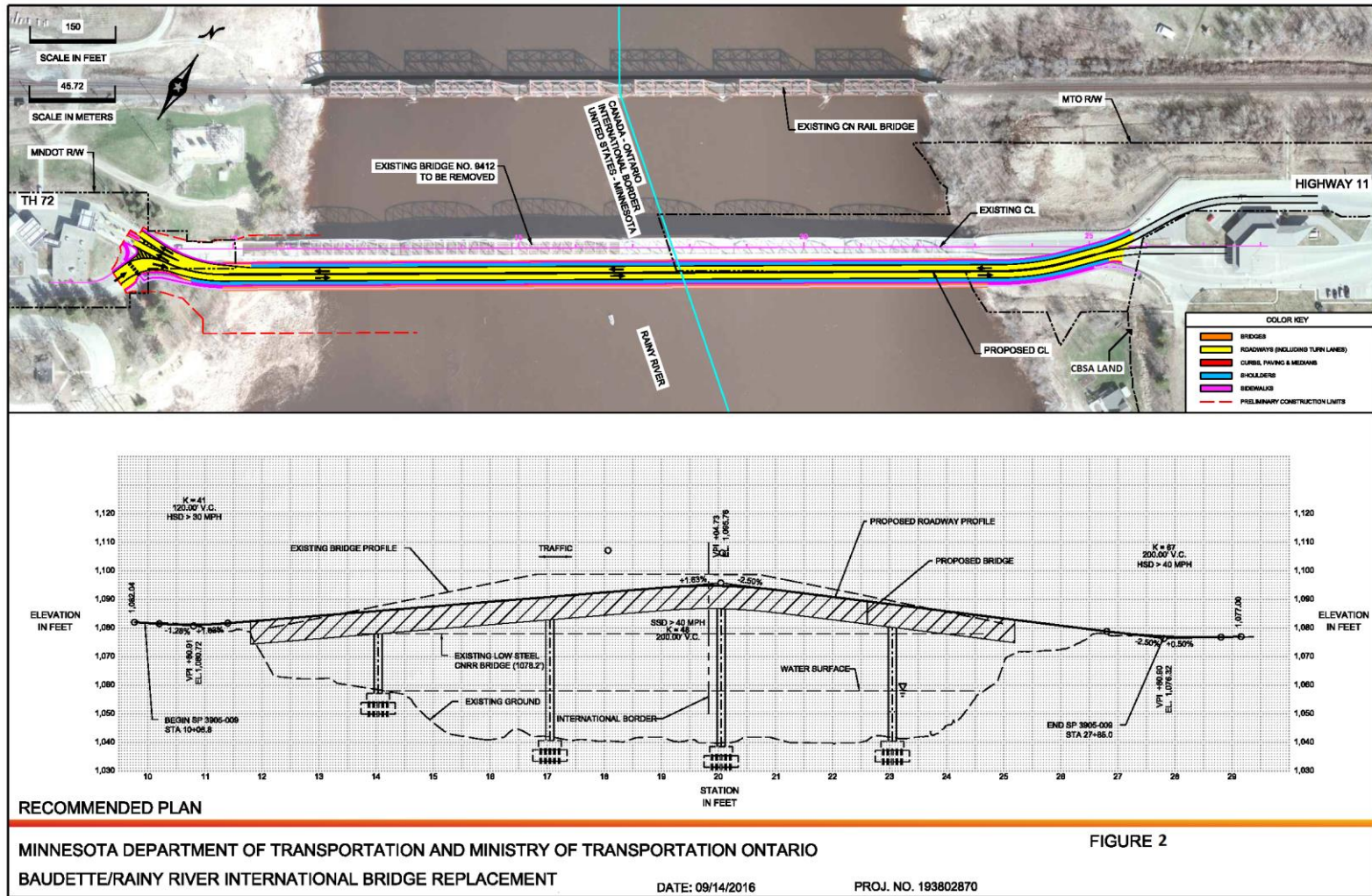


Figure 2: Recommended Plan

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All permanent Project components on the Canadian side will be located on lands that are owned by the MTO. There is potential for private property requirements for Temporary Limited Interest (TLI) and laydown/staging areas during construction, but those impacts would be temporary and will be confirmed during Detail Design. The east limits of the Project area are bordered by the Canada Border Services Agency Port of Entry facility and associated property. The lands where the Project is to be developed on the U.S. side are located on MnDOT property, City of Baudette property, and U.S. Customs and Border Protection and General Services Administration property.

Federal lands will be required for the construction of the Project. The conventional erection method will require staging/laydown areas that are approximately 3300 m<sup>2</sup> (located on CBSA-owned land) and an approximate area of 868 m<sup>2</sup> required for a temporary access road (located on MTO and CBSA-owned land). The launching of the superstructure method will require staging/laydown areas of approximately 1330 m<sup>2</sup> (on CBSA-owned land) and 4761 m<sup>2</sup> for the temporary launching platform and temporary access road (on MTO, Town of Rainy River and CBSA-owned land).

The coordinates of the Project 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 *Official Plan* (2014) designates the area surrounding the Project as residential and rural land. Directly north and adjacent to the Project is the CN Rail and CN Rail Bridge that crosses the Rainy River.

The Project site is jointly owned by MTO and MnDOT, and the direct Project site is not used for traditional purposes by Indigenous groups. The Rainy River is used by the Rainy River First Nations, Anishnaabeg of Naongashiing, Big Grassy River First Nation, Northwest Angle # 37, Northwest Angle # 33, and the Sunset County Métis Community for hunting, fishing, gathering, trapping, cultural/spiritual/archaeological activities.

The Project is located within Treaty 3, signed with Ojibwe First Nations and Cree communities of Northern Ontario.

Whereas used in the Project Description, "Indigenous groups" is inclusive of both First Nations and Métis groups. The MTO has identified the Indigenous groups listed in Table 9 (and shown in Figure 3 as potentially interested in the Project.

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**Table 9: Indigenous Groups with Potential Interest in the Project**

<b>Indigenous Group</b>	<b>Reserve / Settlement / Village Detail</b>	<b>Distance from Project Site</b>	<b>Address</b>	<b>Contact Information (Email, Fax, Telephone)</b>
<b>Anishinabe of Wauzhushk Onigum</b>	<b>Agency No. 30</b>	Approx. 70 km	PO Box 1850 Kenora ON	Email: ken@wonation.ca Telephone: 807-548-5868
	<b>Kenora No. 38B</b>	Approx. 110 km	P9N 3X8	Fax: 807-548-4877
<b>Anishnaabeg of Naongashiing</b>	<b>Big Island Mainland No. 93</b>	Approx. 45.5 km	PO Box 335 Morson ON P0W 1J0	Email :ilgoldeneagle@tbaytel.net Telephone: 807-488-5602
	<b>Saug-a-gaw-sing No. 1</b>	Approx. 49 km		Fax: 807-488-5942
	<b>Big Island No. 31D</b>	Approx. 42.5 km		
	<b>Big Island No. 31E</b>	Approx. 45 km		
	<b>Big Island No. 31F</b>	Approx. 48 km		
	<b>Lake of the Woods No. 31B</b>	Approx. 88 km		
	<b>Lake of the Woods No. 31G</b>	Approx. 77.5 km		
	<b>Lake of the Woods No. 31H</b>	Approx. 41.5 km		
	<b>Shoal Lake No. 31J</b>	Approx. 86.5 km		
	<b>Agency No. 30</b>	Approx. 70 km		
<b>Big Grassy River First Nation</b>	<b>Assabaska Indian Reserve</b>	Approx. 30 km	PO Box 414 Morson ON	Email: zigtuesday@hotmail.com Telephone: 807-488-5457
	<b>Big Grassy River No. 35G</b>	Approx. 40 km	P0W 1J0	Fax: 807-488-5533
	<b>Lake of the Woods No. 35J</b>	Approx. 55 km		
	<b>Obabikong No. 35B</b>	Approx. 61.5 km		
	<b>Naongashing No. 31A</b> <b>Naongashing No. 35A</b>	Approx. 58 km		

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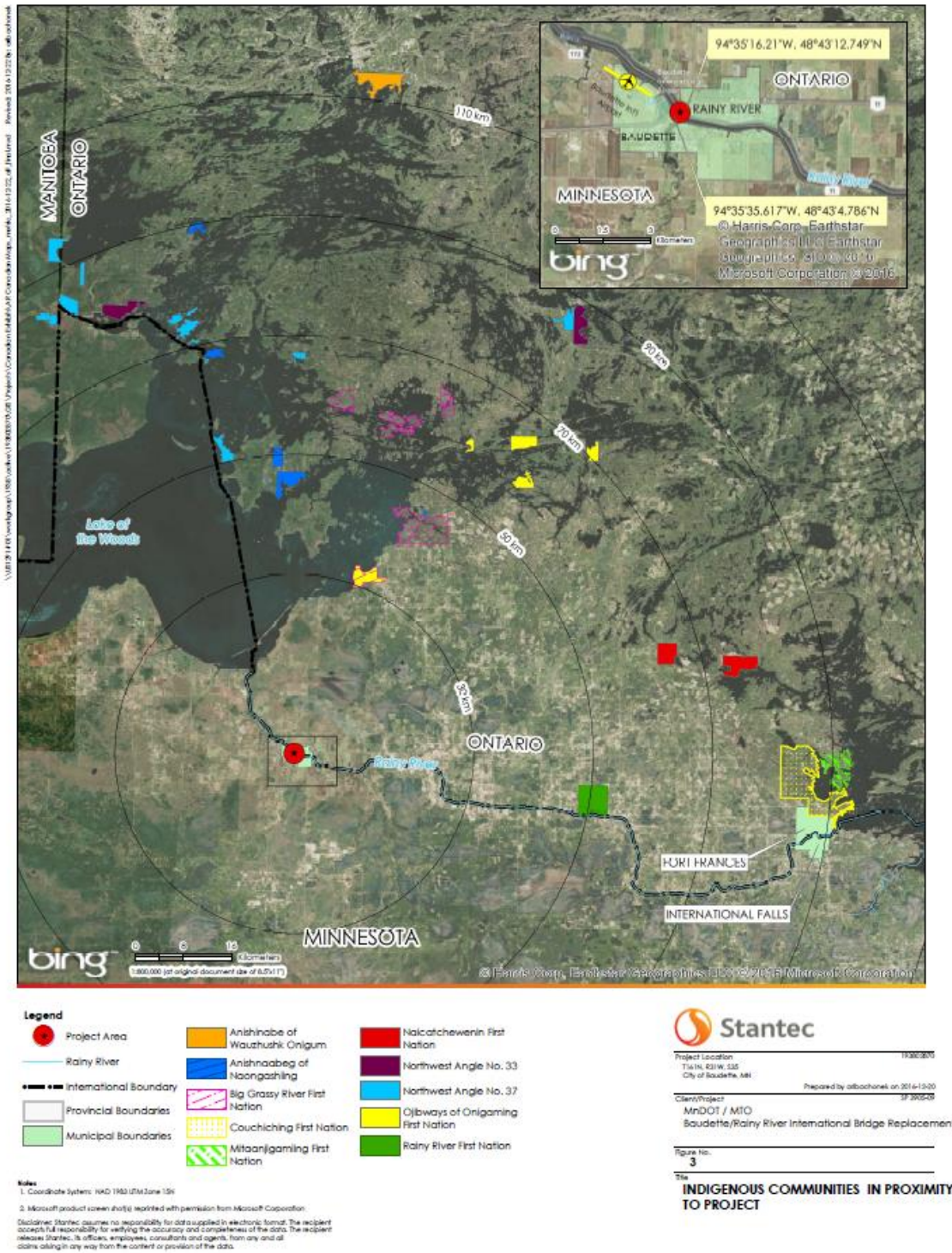
<b>Indigenous Group</b>	<b>Reserve / Settlement / Village Detail</b>	<b>Distance from Project Site</b>	<b>Address</b>	<b>Contact Information (Email, Fax, Telephone)</b>
	<b>Agency No. 30</b>	Approx. 70 km		
<b>Couchiching First Nation</b>	<b>Couchiching No. 16A</b>	Approx. 81.5 km	RR 2 RMB 2027	Email: chuckmcp@vianet.ca Telephone: 807-274-3228
	<b>Agency No. 1</b>	Approx. 91 km	Fort Frances ON P9A 3M3	Fax: 807-274-6458
<b>Grand Council Treaty # 3</b>	<b>N/A (organization)</b>	N/A	PO Box 1720 Kenora ON P9N 3X7	
<b>Mitaanjigamiing First Nation</b>	<b>Rainy Lake No. 18C</b>	Approx. 88 km	PO Box 609 Fort Frances ON	Email: Janice@mitaanjigamiing.ca Telephone: 807-274-2188
	<b>Agency No. 1</b>	Approx. 91 km	P9A 3M9	Fax: N/A
<b>Naicatchewenin First Nation</b>	<b>Rainy Lake 17A</b>	Approx. 73 km	PO Box 15 RR 1	Email: wayne.smith@bellnet.ca Telephone: 807-486-3407
	<b>Rainy Lake 17B</b>	Approx. 62.5 km	Devlin ON P0W 1C0	Fax: 807-486-3704
	<b>Agency No. 1</b>	Approx. 91 km		
<b>Nigigoonsiminikaaning First Nation</b>	<b>Agency No. 1</b>	Approx. 91 km	PO Box Fort Frances ON	Email: zhaawwinigaabo@vianet.ca Telephone: 807-481-2536
	<b>Rainy Lake No. 26A</b>	Approx. 119.5 km	P9A 3M5	Fax: 807-481-2511
	<b>Rainy Lake No. 26B</b>	Approx. 133.5 km		
	<b>Rainy Lake No. 26C</b>	Approx. 133.5 km		
<b>Northwest Angle No. 33</b>	<b>Agency No. 30</b>	Approx. 70 km	PO Box 1490 Kenora ON	Email: moosey@mts.net Telephone: 807-733-2200
	<b>Northwest Angle No. 33B</b>	Approx. 82.5 km	P9N 3X7	Fax: 807-733-3148
	<b>Whitefish Bay No. 33A</b>	Approx. 87 km		
<b>Northwest Angle No. 37</b>	<b>Agency No. 30</b>	Approx. 78 km	PO Box 1490 Kenora ON P9N 3X7	Email: chief@nwa37.ca Telephone: 807-226-5353 Fax: 807-226-1164

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<b>Indigenous Group</b>	<b>Reserve / Settlement / Village Detail</b>	<b>Distance from Project Site</b>	<b>Address</b>	<b>Contact Information (Email, Fax, Telephone)</b>
<b>Ojibways of Onigaming First Nation</b>	<b>Assabaska Indian Reserve</b>	Approx. 30 km	PO Box 160 Nestor Falls ON	Email: angie.copenace@onigaming.ca
	<b>Sabaskong Bay No. 35C</b>	Approx. 62.5 km	P0X 1K0	Telephone: 807-484-2162
	<b>Sabaskong Bay No. 35D</b>	Approx. 69 km		Fax: 807-484-2737
	<b>Sabaskong Bay No. 35F</b>	Approx. 58 km		
	<b>Sabaskong Bay No. 35H</b>	Approx. 58 km		
	<b>Agency No. 30</b>	Approx. 70 km		
<b>Pwi-Di-Goo-Zing-Ne-Yaa-Shing Advisory Services</b>	<b>N/A (organization)</b>	N/A	Pwi-Di-Goo-Zing Ne-Yaa-Zhing Advisory Services 1455 Idylwild Drive PO Box 522 Fort Frances ON P9A 3M8	
<b>Rainy River First Nations</b>	<b>Long Sault No. 12</b>	Approx. 39.5 km	PO Box 450 Emo ON	Email: j.leonard@bellnet.ca Telephone: 807-482-2479
	<b>Manitou Rapids No. 11</b>	Approx. 48.5 km	P0W 1E0	Fax: 807-482-2603



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**Figure 3: Indigenous Groups in Proximity to Project Site**

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## **4.0 FEDERAL INVOLVEMENT**

In addition to MTO's and MnDOT's financial contribution to the Project, MTO will be seeking Federal funding through the New Building Canada Fund: National Infrastructure Component. The Minnesota Department of Transportation will be obtaining state funding from Chapter 152 of the Minnesota Legislature 2008 Session funding program.

The location of the new Baudette/Rainy River International Bridge will be entirely on MTO-owned land. There is the potential that Canadian Border Services Agency (CBSA)-owned land may be required for temporary work areas during construction, including laydown and construction staging areas. A Temporary Land Interest (TLI) would be required for these areas for the duration of construction. The exact size of the construction laydown and staging areas will be confirmed during Detail Design. Permission for temporary land use and future discussions with the CBSA will take place during Detail Design.

## **5.0 EXISTING CONDITIONS AND POTENTIAL ENVIRONMENTAL EFFECTS**

### **5.1 PHYSICAL AND BIOLOGICAL ENVIRONMENTAL SETTING**

The Project area includes the existing Baudette/Rainy River Bridge, the Rainy River, the existing U.S. and Canadian POE facilities, the areas surrounding and directly adjacent to the POE facilities, which include some forested and wetland areas, and the residential communities of Rainy River, Ontario and Baudette, Minnesota.

Land use around the study area is dominated by open space and forested areas, pasture land and agriculture, residential land use, and recreation and tourism. The landscape is relatively flat and poorly drained, with wet ecosystems occurring throughout, including open water, peatlands, and swamps. Twelve distinct vegetation communities were identified in the Project 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.

The only confirmed Significant Wildlife Habitat (SWH) feature documented in the Project area was for habitat containing the provincially rare (S3) wild licorice. A review of the NHIC database (NHIC, 2015) did not identify any records of species at risk within one kilometre of the Project area. The existing 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*



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(MBCA), and no nests were discovered; however, one Barn Swallow was observed near the bridge during the field investigations.

## **5.2 FISHERIES AND AQUATIC RESOURCES**

The Project site is located within the Lower Rainy subbasin of the Lake of the Woods drainage tributary basin. Two watercourses, including Rainy River and Baudette River are located within the Project area. Both watercourses provide direct fish habitat. The main channel of Baudette River near the confluence with Rainy River is a fourth order stream, and supports a warmwater aquatic community (MPCA 2015). Rainy River is a large watercourse with a coolwater thermal regime (MNRF 2015c), and supports a variety of fish species, including Lake Sturgeon (*Acipenser fulvescens*) and Shortjaw Cisco (*Coregonus zenithicus*), which are Threatened species protected by Ontario's *Endangered Species Act (ESA)*. The Minnesota Department of Natural Resources (MnDNR) identified Lake Sturgeon as the only aquatic species at risk in the Project area (MnDNR 2015d); however, it is listed as a Species of Special Concern under Minnesota's *Threatened and Endangered Species Statute*, and Species of Special Concern and their habitats are not protected by said statute. The nearby Canadian National Railway (CNR) Bridge was identified as potential spawning habitat for Walleye, White Sucker, and Lake Sturgeon (MNRF 2015c); however, in correspondence regarding habitat sensitivity, the MNRF (2016) indicated that it is unlikely that the Project area provides spawning habitat for those species. The MNRF considers Rainy River as a migratory route for many fish species, including Lake Sturgeon. Ultimately, bridge design and construction will need to consider Lake Sturgeon and their habitat.

Potential environmental effects of the Project will be mitigated through the implementation of various measures to be employed during construction and operation of the bridge. An existing portion of the Cultural Woodland and Shallow Marsh vegetation communities along the existing Highway 11 and the Baudette/Rainy River International Bridge will be removed. Habitat quality where the replacement bridge is set to be located is relatively low compared to natural areas occurring elsewhere in the Project area.

## **5.3 SOILS**

In general, soil stratigraphy in the Project site consists of surface vegetation with associated topsoil, underlain by glaciolacustrine well stratified layers of silt and clay, and extensive post-glacial Lake Agassiz clay deposits. MTO and MnDOT will implement best management practices for the conservation and management of topsoil within the Project area grading and construction. Erosion and sediment control measures will be installed, monitored and maintained during all phases of construction to minimize soil erosion potential and sedimentation. Protection and mitigation measures for erosion and sediment control will include:

- Minimize the duration of soil exposure
- Retain existing vegetation, where feasible

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- Encourage re-vegetation
- Divert runoff away from exposed soils
- Keep runoff velocities low
- Trap sediment as close to the source as possible

## **5.4 TERRESTRIAL ECOSYSTEMS**

There are no permanent wetland impacts resulting from existing bridge demolition and construction of the proposed bridge (including associated roadway approaches, construction staging activities, heavy equipment access, and tree clearing). Temporary impacts to wetlands within the watercourse are approximately 0.71 acres. Prior to construction a detailed survey will be conducted to confirm existing topography within the wetland and watercourse. Vegetation within the wetlands will also be restored to pre-construction conditions as feasible using native seed mixes.

More details on wetland mitigation requirements will be known as the Project proceeds into Detail Design and wetland impacts can be more accurately quantified and disclosed in required wetland permits.

One provincially rare plant (S3), wild licorice, was observed in the Project area. MNRF (John Van den Broeck pers. comm., May 25, 2016) also noted that milkweed (*Asclepias* sp.) plants are known to occur in the Project area. In Ontario, the Monarch (*Danaus plexippus*) is found primarily wherever milkweed and other wildflowers exist. Site-specific protection measures for wildlife and wildlife habitat, including wild licorice, milkweed (Monarch habitat), reptiles, amphibians, and cervids (moose) shall be implemented during the construction and operation phases.

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. Although no nests were seen, one Barn Swallow was observed near the bridge during the field investigations. Vegetation in the Project area is expected to support nests of common bird species that are protected under the MBCA. Through the implementation of mitigation measures, the Project is not expected to adversely affect migratory birds, as defined under the MBCA.

The Primary Nesting Period (PNP; the period when the percent of total nesting species is greater than 10%) is between April 21 and August 14 for this Project site, although nesting also infrequently occurs outside this period.

Vegetation clearing is not recommended between April 21 and August 14. If vegetation clearing is required during this period, an avian biologist will be retained to search suitable areas

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prior to work. The biologist will search for nests to manage risks to active nests protected by the MBCA and FWCA. Nest searches must be completed within 7 days of the proposed works. If work is not completed within 7 days following the nest search, the search will be repeated to make sure that no birds have established new nests during that period.

## **5.5 GROUNDWATER, DRAINAGE AND SURFACE WATER**

The existing bridge is located in the Lower Rainy subbasin of the Lake of the Woods drainage tributary basin. Rainy River at the Project area flows northward from Rainy Lake to Lake of the Woods, forming the border of the international divide between the United States and Canada. Under present conditions, the existing Baudette/Rainy River bridge discharges directly 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. Stormwater discharged from urban developments has the potential to release pollutants in the form of suspended solids and nutrients (e.g. phosphorus). The implementation of a permanent stormwater management system would mitigate these pollutants.

Due to the Project's proximity to the Rainy and Baudette Rivers, it is presumed that the groundwater level within the Project area is consistent with the rivers' water elevation. Depth to groundwater is approximately between 4.7 m and 6 m near the Project area. There are no wellhead protection areas in or near the Project area of Rainy River, Ontario or in Lake of the Woods County in Minnesota. Potential impacts on groundwater resulting from the construction, decommissioning and operation of the bridge will be minimized through the implementation of mitigation measures such as fueling vehicles, and other construction equipment in designated areas. Erosion and sediment control measures will also be implemented as part of the protection and mitigation measures for effects to groundwater.

The proposed replacement bridge will provide a paved bridge deck which, although it will increase the amount of impervious surface area when compared to the existing bridge, will not result in salt and any other potential contaminants that result from operations to enter into the Rainy River directly from the deck. The proposed replacement bridge with a paved bridge deck and proposed stormwater management features (includes a filtration swale north of the bridge on the Canadian side) will assist in minimizing direct input of salt and other potential contaminants when compared to the existing bridge. There is the potential for a minor increase in salt input as a result of changes in maintenance of a paved bridge deck but it is not anticipated to result in any significant increases in salt input or negative effects to the Rainy River when compared to existing conditions. The maintenance requirements and salt input will be confirmed during Detail Design once appropriate maintenance activities and a maintenance agreement is developed between the MTO and MnDOT.

The Rainy River is a freshwater river that is susceptible to negative impacts due to common forms of pollution created by human activity. Ontario's guidelines for phosphorus call for a concentration limit of 0.03 mg/L. Phosphorus can be managed using stormwater Best

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Management Practices. Approximately 50% of bioavailable phosphorus conveyed in stormwater is dissolved, and the rest is particulate.

The Rainy River is impaired for mercury in fish tissue. The pollutant present in the Rainy River involves concentrations of mercury in fish tissue that exceeded the water quality standard, therefore a fish consumption advisory for this river was recommended by the Minnesota Department of Health (MDH). A Total Maximum Daily Load (TMDL) study has been approved by the Environmental Protection Agency (EPA) for mercury in fish impairments, however the MPCA does not require additional design or construction mitigation measures to be taken since mercury is not generally associated with stormwater discharges on roadway construction projects.

Suspended solids are measured as Total Suspended Solids, or TSS, a number generally expressed in mg/L. The final Baudette Bridge project is not expected to contribute excessively to TSS loading, but the construction phase may result in disturbance in soils.

Potential impacts on groundwater resulting from the construction and operation of the bridge will be minimized through the implementation of mitigation measures such as fuelling vehicles, locomotives and other construction equipment in designated areas. Oil water separators to improve water quality and shut off valves to be engaged in the event of an accidental spill to protect the downstream environment will be incorporated in the design of the stormwater management system.

Based on the diversity of habitats (substrates, vegetation, water depths) and the documented presence and recovery of Lake Sturgeon in the area, bridge design and construction will need to consider Lake Sturgeon and their habitat. The Lake Sturgeon population in Northwestern Ontario is Threatened; therefore, the MNRF should be consulted with respect to the potential need for a permit under Ontario's ESA. There are no anticipated permitting requirements under the Minnesota *Threatened and Endangered Species Statute*.

The Preferred Plan was designed to reduce the area of disturbance to the extent possible and to be compatible with local fish habitat objectives. Mitigation measures, including, but not limited to, timing of in-water work and flow diversion/dewatering, shall be employed. In-water construction will be permitted from July 16 to March 14, and all in-water work will be properly isolated from the Rainy River.

## **5.6 SPECIES AT RISK AND CRITICAL HABITAT**

Species that are listed on Schedule 1 of the federal *Species at Risk Act, 2002, (SARA)* as endangered or threatened are afforded protection of critical habitat on federal lands. On private or provincially-owned lands, only aquatic species listed as endangered, threatened or extirpated and migratory birds are protected under the SARA, unless ordered by the Governor in Council. No federally listed species at risk were identified in the Project area.

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The provincial *Endangered Species Act* 2007 (ESA, 2007) protects endangered, threatened and extirpated species listed on the Species at Risk in Ontario (SARO) list and their habitats in Ontario.

A review of the NHIC database (NHIC, 2015) and correspondence with the Ministry of Natural Resources and Forestry (MNRF) did not identify any records of species at risk within one km of the Project area. 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. Barn Swallow was not observed to be nesting on the Baudette/Rainy River International Bridge or nesting elsewhere in the Project area; therefore, mitigation or authorization under the ESA is not anticipated for this species.

No other species or their habitat (including Critical Habitat) that are protected by the SAR or the ESA acts were identified in the Project area, and authorization is not required under either act.

The Project area provides general habitat and a migration route for a diverse coolwater community that includes a provincial Species at Risk. As per Step 3 of the 2013 Protocol, a project can proceed without further assessment if criteria of the MTO Best Management Practices (BMPs) or DFO Self-Assessment can be met. The project did not meet the criteria; therefore, an Aquatic Effects Assessment was conducted using DFO's RMF to determine the risk of serious harm to fish. Using the Risk Matrix within DFO's RMF, the sensitivity of fish and fish habitat was ranked as Moderate. Although the footprint area of the bridge piers will occupy a relatively small area of the Rainy River that will be unavailable for use by fish, the area around the piers will remain unchanged and the area occupied by existing bridge piers will provide habitat once the existing bridge is removed. The scale of negative effects of Residual Effects of the new bridge was ranked as Medium. Using the rankings from the Risk Matrix, the preliminary Aquatic Effects Assessment and Risk Assessment determined that the Project will result in Low Risk of serious harm to fish and fish habitat. As per the RMF, Low Risk projects do not require a *Fisheries Act* authorization.

During Detail Design, potential effects on fish and fish habitat will be confirmed following the *MTO/DFO/OMNRF Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings*, once construction methodology, POEs, and residual effects are confirmed. Various mitigation techniques will be employed during construction to reduce the risk of impacts to natural environmental features. Mitigation measures for erosion and dust control will be implemented to prevent sediment and dust from entering the Rainy River.

## **5.7 ARCHAEOLOGY**

A Stage 1 Archaeological Assessment (AA) was completed in August 2015 as part of this Project. No registered archaeological sites have been identified within a one km radius (in Ontario) of the Project site. Therefore, no registered archaeological sites will be impacted by the Project. The Project area is located in an area of high archaeological potential and a Stage 2 Archaeological Assessment (AA) was recommended. A Stage 2 AA was completed in

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December 2015 and no archaeological resources were documented during the Stage 2 AA of the proposed replacement for the Baudette/Rainy River International Bridge and no further archaeological assessments of the property are required.

## **5.8 NOISE**

Temporary construction noise is expected and sound levels may vary as activities change in location and intensity (i.e., types and number of construction equipment operating). Typical construction equipment expected to operate during the construction phase of the Project include cranes, man-lifts, barges, tug boat and other boats, excavators, dozers, graders, loaders, dump trucks, compactors, rollers, water pumps, scrapers, and augers/drill rigs. Once the bridge becomes operational, the noise will be typically from vehicles travelling on the bridge.

As part of the Class EA study, an environmental noise impact assessment was completed and the objectives of the assessment were to assess potential operational noise impacts with and without the proposed Project, and to specify mitigation measures where required. The results of the assessment concluded that changes in noise as a result of the operations of the Project will be insignificant and therefore, noise mitigation is not required (according to the MTO *Environmental Guide for Noise* requirements).

The Project is partially located on U.S. land and on the Rainy River, which is an international waterway, and there is potential for environmental impacts to occur on lands and water outside of Ontario. In particular, there may be potential impacts to fish and fish habitat and aquatic ecosystems within Rainy River on the U.S. side. A combined Environmental Assessment/ Environmental Assessment Worksheet (EA/EAW) will be prepared. Appropriate protection and mitigation measures for potential impacts to the Rainy River will be addressed through the Preliminary and Environmental Assessment study process and will be documented in the U.S. EA/EAW.

## **5.9 FEDERAL LANDS**

The Project area includes the Canada Border Services Agency Port of Entry facility. The Project does not directly require construction on federal lands. However, there is the potential that CBSA-owned land may be required for temporary work areas, including laydown and construction staging areas. The property identified for construction and laydown and staging areas that is owned by the CBSA is a manicured lawn/grass area where vegetation is cleared and there are landscaped shrubs and bushes. The area is currently not in use for any CBSA operations for the Port of Entry and is a maintained grass/vegetated area and landscape feature without any structures on it. A temporary limited interest would be required for these areas for the duration of construction. Although a temporary limited interest would be required for these areas for the duration of construction, since this Project is a designated project under CEAA 2012, it does not fall under Section 67 and only Responsible Authorities such as the CEA Agency are required to perform environmental assessments on designated projects.

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Construction laydown and staging areas are estimated to be approximately 3300 m<sup>2</sup> (located on CBSA-owned land) and an approximate area of 868 m<sup>2</sup> for a temporary access road (located on MTO and CBSA-owned land). The launching of the superstructure method will require staging/laydown areas of approximately 1330 m<sup>2</sup> (on CBSA-owned land) and 4761 m<sup>2</sup> for the temporary launching platform and temporary access road (on MTO and CBSA-owned land). Building of a temporary dock on the Canadian side of Rainy River will also be required for the launching construction method. The temporary dock will be approximately 130 m<sup>2</sup>. It is anticipated that these areas will be required for the entire duration of construction (22 months). Permission for temporary land use and future discussions with the CBSA will take place during Detail Design. The exact size of the construction laydown areas, staging areas, and temporary dock will be confirmed during Detail Design and all required environmental studies and permitting for the identified lands will be completed at that time. There are no anticipated permanent effects on CBSA-owned land as a result of the operations of the Project. Potential temporary effects on CBSA-owned land as a result of construction and decommissioning of the Project may include vegetation removal and soil disturbance. These minor potential effects will be addressed through appropriate protection and mitigation measures during construction (i.e., appropriate sediment and erosion control measures, replanting of vegetation). Vegetation impacted on CBSA-owned land will be restored to pre-construction.

## **5.10 LANDS OUTSIDE OF CANADA**

The Project is partially located within the United States and there are environmental impacts on lands outside of Canada. Potential environmental impacts to the U.S. lands are addressed in the U.S. Environmental Documents for the Project. The following sections provide a brief summary of changes to lands outside of Canada.

### **5.10.1 Baudette City Park (Peace Park)**

Peace Park is located in Baudette, Minnesota on City-owned land adjacent to the existing bridge. A small area of Peace Park will require temporary construction impacts (0.73 acres) and minor tree removal. The amenities of Peace Park (i.e. public rest area facilities, parking lots, and a boat launch area/dock) will remain open throughout construction.

A portion of Peace Park may also be required during construction for staging purposes, including storage of materials or equipment in the parking lot and use of the boat launch to provide access to Rainy River through the Baudette River. No changes within Peace Park would result from the use of the parking lot, dock and boat landing and the amenities would be fully restored to its prior use upon construction completion. These amenities would generally remain open to the public during construction, however limited closures may be needed to address safety concerns.

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### 5.10.2 Cultural Heritage

The Project area contains a portion of the Old Town Cemetery, created in 1894. In 1909, the City of Baudette relocated the burials to Elm Park Cemetery, located south of Baudette. However, two burials remain. A potential grave field study was completed in October 2016 under license from the Office of the State Archaeologist. No graves were identified within the Project's area of potential effects.

Although the existing bridge is not identified as a heritage bridge by the Ontario Ministry of Transportation, the existing bridge is listed as a Historic Bridge under Section 106 of the *National Historic Preservation Act* (NHPA). Since U.S. federal funds will be used to complete this project, it 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 decommissioning of the existing structure is considered to be an adverse effect to Bridge 9412 under Section 106. Although the Preferred Alternative results in an adverse effect to Bridge 9412 under Section 106 and results in a Section 4(f) use, the parties with jurisdiction over this resource have agreed that adequate measures were taken to minimize harm to the resources (to the extent possible), and that the mitigation measures are acceptable compensation for impacts.

### 5.10.3 Wetlands

There are no permanent wetland impacts resulting from existing bridge demolition and construction of the proposed bridge (including associated roadway approaches, construction staging activities, heavy equipment access, and tree clearing) on the U.S. side. Temporary impacts to wetlands within the watercourse are approximately 0.71 acres on the U.S. side. Prior to construction a detailed survey will be conducted to confirm existing topography within the wetland and watercourse. Vegetation within the wetlands will also be restored to pre-construction conditions as feasible using native seed mixes.

## 5.11 TRANS-BOUNDARY EFFECTS

The Project is partially located on U.S. land and on the Rainy River, which is an international waterway, and there is potential for environmental impacts to occur on lands and water outside of Canada. The Project is located approximately 65 km southeast from the Manitoba border. Protection and mitigation measures for potential impacts to the Rainy River on the U.S. side will be addressed through the Preliminary and Environmental Assessment study process and will be documented in the U.S. EA/EAW. The potential transboundary effects include:

- Potential impacts to transboundary surface water and stormwater have been addressed through a joint stormwater management plan that identifies stormwater design features on the U.S. and the Canadian side of the Project



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- A hydraulic assessment was completed for the Project that identified backwater and scour effects for each bridge alternative and pier configuration and determined that the Preferred Plan will produce a decreased backwater WSE (water surface elevation) for the 100-year storm event from that of the existing conditions. Temporary conditions, with the causeway included, will produce an increased backwater effect over existing conditions. Additional analysis shows an isolated backwater WSE increase at both the Baudette and Rainy River cross-section locations as a result of constructing the causeway for temporary conditions. The 100-year water surface elevation comparison for proposed bridge alternative is shown in the following table:

<b>Alternative (Piers Normal to the Bridge)</b>	<b>100-yr Water Surface El. (m)</b>	<b>100-yr Water Surface El. For Temp. Condition<sup>(1)</sup> [m] (w/causeway)</b>	<b>100-yr Water Surface El. For Temp. Condition<sup>1</sup> [m] (w/o Causeway)</b>
Existing Condition, 7-Piers	325.064 <sup>(1)</sup> 325.121 <sup>(2)</sup>	N/A	N/A
Alternative 1: Continuous Steel 1-Girder, 4-Pier	325.060 <sup>(1)</sup> 325.117 <sup>(2)</sup>	325.076 <sup>(1)</sup> 325.132 <sup>(2)</sup>	325.074 <sup>(1)</sup> 325.131 <sup>(2)</sup>

<sup>(1)</sup> Water surface elevations evaluated at Rainy River, STA 7

<sup>(2)</sup> Water surface elevations elevated at Baudette River STA 1

- Navigational requirements of the U.S. Coast Guard and Transport Canada have been confirmed and adhered to for the Project
- Potential greenhouse gas emissions of the construction and operation of the Project as a whole have been addressed through a *Greenhouse Gas Assessment Report*
- Potential downstream effects to the Rainy River and the Lake of the Woods watershed as a result of Project construction and decommissioning activities and potential emissions and release of effluents are not anticipated and appropriate protection and mitigation measures have been determined
- Potential impacts to fish and fish habitat in the Rainy River have been addressed through fish assessments and appropriate protection and mitigation measures have been determined
- There are no anticipated changes to noise levels as a result of operations of the Project. Potential transboundary effects of construction and decommissioning noise are expected to be minor and will be addressed through appropriate construction noise mitigation measures

Potential transboundary effects are anticipated to be minimal and/or will be appropriated addressed and mitigated as part of this Project.

## **5.12 POTENTIAL PROJECT CHANGES RELATED TO FEDERAL LEGISLATION**

### **5.12.1 Fish and Fish Habitat, as Defined in the Fisheries Act**

The project area provides general habitat and a migration route for a diverse coolwater community that includes a provincial Species at Risk. As per Step 3 of the 2013 Protocol, a project can proceed without further assessment if criteria of the MTO Best Management Practices (BMPs) or DFO Self-Assessment can be met. The project did not meet the criteria; therefore, an Aquatic Effects Assessment was conducted using DFO's RMF to determine the risk of serious harm to fish. Using the Risk Matrix with DFO's RMF, the sensitivity of fish and fish habitat was ranked as Moderate. Although the footprint area of the bridge piers will occupy a relatively small area of the Rainy River that will be unavailable for use by fish, the area around the piers will remain unchanged and the area occupied by existing bridge piers will provide habitat once the existing bridge is removed. The scale of negative effects of Residual Effects of the new bridge was ranked as Medium. Using the rankings from the Risk Matrix, the preliminary Aquatic Effects Assessment and Risk Assessment determined that the Project will result in Low Risk of serious harm to fish and fish habitat. As per the RMF, Low Risk projects do not require a *Fisheries Act* authorization.

### **5.12.2 Aquatic Species, as Defined in the Species at Risk Act**

Species that are listed on Schedule 1 of the federal *Species at Risk Act, 2002* (SARA) as endangered or threatened are afforded protection of critical habitat on federal lands. On private or provincially-owned lands, only aquatic species listed as endangered, threatened or extirpated and migratory birds are protected under the SARA, unless ordered by the Governor in Council. No federally listed species at risk were identified in the Project Area.

### **5.12.3 Migratory Birds, as Defined in the Migratory Birds Convention Act**

Field investigations determined that there are no bird nests on 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. Through the implementation of mitigation measures, the Project is not expected to adversely affect migratory birds, as defined under the *Migratory Birds Convention Act*.

The Primary Nesting Period (PNP; the period when the percent of total nesting species is greater than 10%) is between April 21 and August 14 for this Project site, although nesting also infrequently occurs outside this period.

Vegetation clearing is not recommended between April 21 and August 14. If vegetation clearing is required during this period, an avian biologist will be retained to search suitable areas

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prior to work. The biologist will search for nests to manage risks to active nests protected by the MBCA and FWCA. Nest searches must be completed within 7 days of the proposed works. If work is not completed within 7 days following the nest search, the search will be repeated to make sure that no birds have established new nests during that period.

## **6.0 PROPONENT ENGAGEMENT AND CONSULTATION WITH ABORIGINAL GROUPS**

The MTO has identified the following Indigenous groups as potentially interested in the Project:

- Big Grassy River First Nation
- Rainy River First Nation
- Ojibways of Onigaming First Nation
- Anishnaabeg of Naongashiing
- Naicatchewenin First Nation
- Mitaanjigamiing First Nation
- Couchiching First Nation
- Pwi-Di-Goo-Zing-Ne-Yaa-Shing Advisory Services
- Northwest Angle No. 33
- Northwest Angle No. 37
- Anishinabe of Wauzhushk Onigum
- Nigigoonsiminikaaning First Nation
- Grand Council Treaty # 3
- MNO Sunset Country Métis Council
- Métis Nation of Ontario

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There are a number of Indigenous groups, either located within and in the vicinity of the Project area, or who may have an interest in the study. The consultation program included written communications with the Indigenous groups identified above.

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

- Notice of Study Commencement letter and copy of the OGN on April 29, 2015
- Notice of Public Meeting 1 letter and a copy of the OGN on June 5, 2015
- Notice of Public Meeting 2 letter and a copy of the OGN on October 1, 2015
- Notice of Public Meeting 3 letter and a copy of the OGN 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. Further consultation with the Indigenous communities will continue in cooperation with the CEA Agency, as necessary.

Following Public Meeting 1, on October 15, 2016, 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, no specific concerns have been raised regarding the Project.

The following communication tools have been and will continue to be utilized as appropriate throughout the Project:

- Project notices published in local newspapers
- Direct mailings to communities
- Public Meetings and comment forms
- A Project website
- Targeted e-mails
- Meetings, presentations, webinar, e-mails and phone conversations
- Frequently asked questions

The Project is located within Treaty 3 representing the Ojibwe First Nations. The Rainy River is used by the Rainy River First Nations, Anishnaabeg of Naongashiing, Big Grassy River First Nation,

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Northwest Angle # 37, Northwest Angle # 33, and the Sunset County Métis Community for hunting, fishing, gathering, trapping, cultural/spiritual/archaeological activities.

However, the Project will not impede or impact the above-mentioned activities for the Rainy River First Nations, Anishnaabeg of Naongashiing, Big Grassy River First Nation, Northwest Angle # 37, Northwest Angle # 33, and the Sunset County Métis Community. No permanent impacts to these activities are expected as a result of the Project. The Project will also not require access to, use of, or the exploration, development, and production of lands currently used for traditional purposes by Aboriginal peoples. As such, the Project is not expected to adversely affect Aboriginal peoples.

**Table 10: Potential Project Effects to Identified Indigenous Community Activities**

<b>Indigenous Community Activity</b>	<b>Indigenous Community</b>	<b>Potential Effects to Identified Activities</b>	<b>Proposed Protection/Mitigation Measures</b>
<b>Hunting</b>	Rainy River First Nations, Anishnaabeg of Naongashiing, Big Grassy, Northwest Angle # 37, Northwest Angle # 33 and the Sunset County Métis Community	No impacts to hunting activities are anticipated. Footprint of replacement bridge on land (including abutment and roadway and terrestrial habitat is minimal (Project requires the removal of 0.10 ha of Cultural Woodland and 0.01 ha of Shallow Marsh vegetation communities and habitat quality in this area is relatively low compared to other natural areas near the direct Project area.	Not anticipated
<b>Gathering</b>	Rainy River First Nations, Anishnaabeg of Naongashiing, Big Grassy, Northwest Angle # 37, Northwest Angle # 33, and the Sunset County Métis Community	Impacts to gathering activities are not anticipated. Footprint of replacement bridge on land results in very minor impacts to vegetation (Project requires the removal of 0.10 ha of Cultural Woodland and 0.01 ha of Shallow Marsh vegetation communities) and habitat quality in this area is relatively low compared to other natural areas near the direct Project area.	Not anticipated.
<b>Wild Rice Harvesting</b>	Rainy River First Nations, Anishnaabeg of Naongashiing, Big Grassy, Northwest Angle # 37, Northwest Angle # 33, and the Sunset	Impacts to wild rice harvesting activities are not anticipated. Footprint of replacement bridge on land results in very minor impacts to vegetation (Project requires the removal of 0.01 ha of Shallow Marsh and habitat quality in this area is relatively low compared to other natural areas near the direct Project area. There is a temporary slight increase in backwater WSE for the 100-year storm as a result of	Not anticipated.

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<b>Indigenous Community Activity</b>	<b>Indigenous Community</b>	<b>Potential Effects to Identified Activities</b>	<b>Proposed Protection/Mitigation Measures</b>
	County Métis Community	the potential causeway but this is considered an insignificant increase that will not impact wild rice harvesting.	
<b>Fishing</b>	Rainy River First Nations, Anishnaabeg of Naongashiing, Big Grassy, Northwest Angle # 37, Northwest Angle # 33, and the Sunset County Métis Community	<p>Effects on fishing activities and fish populations are not anticipated as a result of the Project. Construction, operation and decommissioning activities that have the potential to affect fishing and fish populations will be addressed through appropriate protection and mitigation measures.</p> <p>Navigation on the Rainy River will be maintained during all Project phases-temporary delays as a result of barge activity during construction and decommissioning may occur but is expected to be minimal.</p>	<p>Proposed fish and fish habitat protection and mitigation measures discussed.</p> <p>Navigation will be maintained through Transport Canada's requirements.</p>
<b>Cultural/Spiritual/Archaeological</b>	Rainy River First Nations, Anishnaabeg of Naongashiing, Big Grassy, Northwest Angle # 37, Northwest Angle # 33, and the Sunset County Métis Community	No effects on identified and registered cultural and archaeological sites. No anticipated effects on other cultural/spiritual/archaeological sites-Project footprint on land is approximate 0.11 ha, located within MTO RoW and previously disturbed land.	If a cultural/spiritual/archaeological site is identified/discovered during construction, appropriate protection and mitigation measures will be applied.
<b>Health and Socio-Economic Factors (i.e., access to active transportation, navigation, recreation and snowmobile trails, changes in noise, air quality and water quality)</b>	Rainy River First Nations, Anishnaabeg of Naongashiing, Big Grassy, Northwest Angle # 37, Northwest Angle # 33, and the Sunset County Métis Community	Potential effects to health (i.e., loss of food source due to hunting interruptions) are not anticipated as a result of Project activities. The Project will not result in effects to access to recreational and active transportation infrastructure for Indigenous Communities. The Project will not result in permanent effects to air quality and noise. There may be potential minor and temporary noise and dust effects as a result of construction and decommissioning activities. There are no anticipated effects to water quality and indirect and direct effects to Indigenous Communities. Navigation on the Rainy River will be maintained during all Project phases-temporary delays as a result of barge activity during construction and decommissioning may occur but is	<p>Potential temporary and minor noise and dust effects as a result of construction and decommissioning will be addressed through appropriate protection and mitigation measures.</p> <p>Navigation will be maintained through Transport Canada's requirements.</p>

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Indigenous Community Activity	Indigenous Community	Potential Effects to Identified Activities	Proposed Protection/Mitigation Measures
		expected to be minimal (e.g. waiting for construction barges to cross the river before passing).	

The Lake of the Woods region is located approximately 30-35 km northwest of the Project site. It is anticipated that activities associated with the Project including construction, operation and decommissioning will not have an impact on the Lake of the Woods region and any associated activities that take place in the Lake of the Woods. Any potential activities that may result in indirect effects downstream of the Project site in the Rainy River will be avoided and/or mitigated with protection and mitigation measures.

Further consultation with the Indigenous communities will continue in cooperation with the MTO and the CEA Agency, as necessary and during Detail Design. Consultation will occur at the initiation of the Detail Design stage and throughout the project via notification letters and if requested, meetings and presentations with individual Indigenous communities will be arranged.

## 7.0 CONSULTATION WITH THE PUBLIC AND OTHER PARTIES

Non-Aboriginal stakeholders identified by the MTO who may be potentially affected and/or have an interest in the Project are listed in Table 11.

**Table 11: Stakeholders Potentially Affected by or Interested in the Project**

<b>Federal Government</b>	Canadian Environmental Assessment Agency Fisheries and Oceans Canada Transport Canada Environment and Climate Change Canada Global Affairs Canada International Joint Commission Canada Border Services Agency Citizenship and Immigration Canada Canadian Transportation Agency Royal Canadian Mounted Police Canada Revenue Agency Health Canada
<b>Provincial Government</b>	Ministry of Tourism, Culture and Sports Ministry of Natural Resources and Forestry Ministry of Northern Development and Mines Ministry of Municipal Affairs and Housing

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	Ministry of Aboriginal Affairs – Consultation Unit Ministry of the Environment and Climate Change Ontario Provincial Police
<b>Municipal Government</b>	Town of Rainy River Township of Dawson City of Baudette Rainy River Chamber of Commerce Rainy River District Social Services Administration Board (including EMS) Rainy River Health Centre
<b>Conservation Authorities</b>	Rainy Lake of the Woods Watershed Board
<b>Local Landowners, Occupants and Residents</b>	Residents of the Town of Rainy River and the City of Baudette, local businesses, and other stakeholder (Federation of Anglers and Hunters, Trans Canada Trails, Rainy River Future Development Corporation)
<b>U.S. Agencies</b>	U.S. Army Corps of Engineers Federal Highway Administration U.S. Customs and Border Protection U.S. Coast Guard U.S. State Department City of Baudette Federal Aviation Administration State of Minnesota Historic Preservation Office Minnesota Department of Natural Resources

Those stakeholders who may be potentially affected and/or interested in the Project have been or will be included in discussions relating to the Project.

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

- Newspaper notices in the Rainy River Record and Fort Francis Times
- Direct mailings to external agencies, stakeholders, and property owners in the Project area as well as members of the public who indicated an interest in the study
- Direct mailings to Indigenous Communities
- A Project website and a dedicated online forum (MindMixer)
- Three Public Meetings
- Targeted meetings with agencies
- International Stakeholder webinar series



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A Notice of Study Commencement was used to inform the public and external agencies about the initiation of the study and to seek input from agencies, property owners, and users of the highway.

Individual notification letters were sent to federal, provincial, and municipal agencies, property owners and stakeholder groups, including Indigenous groups, 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 Project area and to seek their input on the Project.

The first Public Meeting was held on Wednesday, June 24, 2015 at the Rainy River Recreation Centre in Rainy River, Ontario. The purpose of the meeting was to introduce the study; display and seek input on the existing conditions in the Project area (i.e. natural, social, economic and cultural); provide study background information; and answer questions about the study.

The second Public Meeting was held on Wednesday, October 28, 2015 at the Rainy River Recreation Centre. The purpose of the meeting 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; and answer questions about the study.

The third Public Meeting was held on Wednesday, May 25, 2016 at the Rainy River Recreation Centre. The purpose of the meeting was to: present and seek input on the Recommended Plan; present and seek input on the results of the evaluation of alternatives; and answer questions about the study.

Throughout the consultation process for this Project few comments were received although there was general support for the Project from the local communities and for the selected Recommended Plan that was presented at Public Meeting 3.

The Town of Rainy River Council members, Mayor and other staff were invited to participate in various consultation events throughout the study including invitations to attend all public meetings in addition to participation in the Project Advisory Committee. Local municipalities and adjacent land owners were also consulted regarding the Project. The Town of Rainy River and the Township of Dawson Council and staff members have been notified at every consultation stage of the 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.

Consultation with the CEA Agency began in April 2015 to introduce the Project, and to gain guidance on the CEAA process for the Project. A first meeting was held with the CEA Agency officials on January 26, 2016 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

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Project Description prior to the formal submission to the CEA Agency. Consultation with the CEA Agency will continue as the Project progresses and throughout later Project stages (i.e., Detail Design).

Beyond consultation with the CEA Agency, discussions and meetings were held with officials from Global Affairs Canada, Transport Canada and Environment and Climate Change Canada in late 2015 and early 2016 to discuss the Project, environmental assessment implications and applicability of the Project to this Agency.

Consultation with provincial regulators, including among others, the Ministry of the Environment and Climate Change; the Ministry of Natural Resources and Forestry; the Ministry of Northern Development and Mines; the Ministry of Tourism, Culture and Sport; Ontario Provincial Police; and local MPPs, began in 2015 to provide an introduction of the Project, and to obtain information on existing conditions and baseline data, regulatory processes that were required to be followed.

Table 12 provides a summary of consultation with agencies and preliminary key comments and concerns expressed by agencies and key stakeholders to-date.

**Table 12: Summary of Consultation with Agencies**

<b>Agency</b>	<b>Key Comments and Concerns</b>	<b>Response / Additional Information Provided</b>
<b>Environment and Climate Change Canada</b>	<ul style="list-style-type: none"> <li>Stormwater management concerns and U.S. and Canadian standards for stormwater treatment</li> <li>ECCC will conduct review of preliminary hydraulics assessment</li> </ul>	<ul style="list-style-type: none"> <li>The preliminary hydraulics assessment will be provided to ECCC for review</li> </ul>
<b>Transport Canada</b>	<ul style="list-style-type: none"> <li>Permits under the authority of Transport Canada cannot be issued until the completion of the CEAA process</li> <li>Confirmed that the navigational opening for the Project must match the existing CN Rail Bridge (structure that limits navigation) located north of the existing Baudette/Rainy River Bridge</li> <li>Navigational channel must be maintained during construction of the Project</li> <li>Application for the Project will be required to be submitted to the Navigation Protection Program for approval</li> <li>Permit is required under the International Bridges and Tunnels Act, which is administered by Transport Canada</li> </ul>	<ul style="list-style-type: none"> <li>The replacement bridge will match or provide greater horizontal and vertical clearance than the existing CN Rail Bridge</li> <li>A 30.5 m horizontal clearance will be provided on each side of the border</li> <li>The navigational channel will be maintained during construction of the Project</li> </ul>
<b>Fisheries and Oceans Canada</b>	<ul style="list-style-type: none"> <li>DFO authorization is issued following the completion of the CEAA process</li> <li>Impacts to fish habitat are possible due to proposed piers or infill at bridge abutments and construction impacts</li> </ul>	<ul style="list-style-type: none"> <li>Using Preliminary Design plans, MTO/DFO/OMNR Fisheries Protocol determined the project is Low Risk for serious harm to fish and fish habitat</li> </ul>

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Agency	Key Comments and Concerns	Response / Additional Information Provided
	<ul style="list-style-type: none"> <li>including potential for infill, causeways or coffer dams</li> <li>• Impacts to fish habitat can be offset with appropriate mitigation measures</li> <li>• The Project may have residual effects on fish and fish habitat and determination of no serious harm to fish and fish habitat should be determined once final design and construction details are confirmed</li> </ul>	<ul style="list-style-type: none"> <li>• Project risk to fish and fish habitat will be confirmed once details of the design are finalized</li> <li>• Authorization under the Fisheries Act is not anticipated and will be confirmed during Detail Design</li> </ul>
<b>Global Affairs Canada</b>	<ul style="list-style-type: none"> <li>• The use and management of waterways between the United States and Canada is governed by the International Boundary Waters Treaty Act</li> <li>• The Act is administered by the International Joint Commission (IJC), Global Affairs Canada, and the U.S. State Department</li> <li>• The Act requires a hydraulics analysis be submitted and reviewed by ECCC</li> <li>• International Rainy-Lake of the Woods Watershed Board can provide expertise regarding drainage and stormwater management issues</li> <li>• Certain types of piers are more hydraulically efficient than others</li> <li>• Global Affairs Canada and the U.S. State Department will prepare a Special Agreement between governments in lieu of the Order of Approval typically required by the Act-unless otherwise confirmed by the respective agencies during Detail Design</li> <li>• Special Agreement will address potential changes to levels and flow of the Rainy River as a result of the Project</li> </ul>	<ul style="list-style-type: none"> <li>• The preliminary hydraulics assessment will be provided to Global Affairs Canada and U.S. State Department as part of the IJC process</li> </ul>
<b>International Boundary Commission</b>	<ul style="list-style-type: none"> <li>• Authorization from the IBC is required for work within 3 m of the border</li> <li>• Letter of Request for work within 3 m (10 feet) of the border will be required prior to construction</li> </ul>	
<b>Ontario Ministry of Natural Resources and Forestry</b>	<ul style="list-style-type: none"> <li>• The Project area is a migratory corridor for Walleye, Northern Pike and Lake Sturgeon</li> <li>• Sensitivity of fish habitat is moderate-low on the Canadian side of the Rainy River</li> <li>• Lake Sturgeon and other fish with similar spawning requirements do not spawn in the Project area</li> <li>• MNRF requested habitat assessment and impact assessment information on the Project</li> </ul>	<ul style="list-style-type: none"> <li>• The need for an ESA permit for Lake Sturgeon is not anticipated and will be confirmed once details of the design are finalized.</li> <li>• Provided the Fish and Fish Habitat Existing Conditions and Impact Assessment Report for reference.</li> </ul>

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Further consultation will continue with all the agencies identified above as the Project progresses.

All key stakeholders, agencies, Indigenous communities, and members of the public will continue to be consulted as the Project proceeds into the Detail Design phase. Consultation during Detail Design will likely include a Public Meeting, targeted meetings with agencies, and international agency coordination meetings.