Madawaska/Edmundston International Bridge and Border Crossing

Public Information and Scoping Session
Purposes of this Session

- Meet the Federal, State, and Provincial agencies
- Learn about the project and why it is needed
- Provide input on the project as part of Scoping Process
- Understand the next steps
- Ask questions
Federal, State, and Provincial Agencies

- Canada Border Services Agency (CBSA)
- Public Services and Procurement Canada (PSPC)
- U.S. Customs and Border Protection (CBP)
- U.S. General Services Administration (GSA)
- New Brunswick Department of Transportation and Infrastructure (NBTDI)
- Maine Department of Transportation (MaineDOT)

Madawaska/Edmundston International Bridge and Border Crossing
Purpose and Need

The purpose of this project is to provide for the long-term safe and efficient flow of current and projected traffic volumes, including the movement of goods and people between Edmundston, New Brunswick and Madawaska, Maine.

The proposed project is needed because 1) the existing International Bridge is nearing the end of its useful life, and 2) the existing Madawaska Land Port of Entry is substandard, inhibiting the agencies assigned to the Port from adequately fulfilling their respective missions.
Existing International Bridge

- Opened in 1921 – design life exceeded
- 4 truss spans – 942 feet (287 m) long
- Eligible for U.S. National Register of Historic Places
Existing International Bridge

- Many deficiencies
  - Substandard geometry – roadway width & clearance
  - Foundations susceptible to undermining
  - Piers cracked and deteriorated
  - Significant steel corrosion
  - Bridge capacity insufficient

- Bridge posting & strengthening

Madawaska/Edmundston International Bridge and Border Crossing
Facility & Operational Deficiencies

- Built in 1959
- No room for expansion – lacks office and inspection areas
- Changing mission & operational needs
- Does not meet the Architectural Barriers Act
- Subject of prior study
Madawaska Land Port of Entry

Site Deficiencies

- Does not meet current CBP mission requirements for a LPOE
- Deficient in inbound and outbound passenger and commercial processing areas
- Small size does not support adequate queuing space for vehicles – causes traffic to back up into Edmundston
National Environmental Policy Act

- Project development guided by:
  - National Environmental Policy Act
  - Many other Federal and State laws and Executive Orders

- Intended to help officials make decisions
  - Understanding of potential environmental consequences
  - Protect, restore, enhance the environment
Scoping – What is it & its purpose

- Scoping – process to determine the range and extent of relevant issues by consulting with interested parties

- Purpose of Scoping:
  - Identify and determine extent of the most significant issues
  - Identify and eliminate from study issues which are not significant

- Like to hear from you
Edmundston Port of Entry

- Constructed in 1992
- Meets long-term needs
Basic Facts

- Bridge replacement includes existing bridge removal
- Rehabilitating existing bridge was evaluated
- New bridge – 2 lanes, shoulders, and sidewalk
- Madawaska LPOE will be replaced
- Edmundston POE – constructed 1992, meets long-term needs
- New crossing designed to last 75 years
Initial Outreach

- Town of Madawaska
- Twin Rivers Paper Company
- Maine Northern Railways
- City of Edmundston
- Edmundston Chamber of Commerce
- Downtown Edmundston Group
- CN Railways
- Public Information Session #1
Crossing Locations – Evaluation Criteria

- Purpose & Need
- Transportation Considerations
- Land Port of Entry Considerations
- Social Environment Impacts
- Natural Environment Impacts
- Cost – Construction and Long-term
- Schedule for Delivery
12+ Crossing Locations Evaluated

Madawaska/Edmundston International Bridge and Border Crossing
Out of Downtown Locations

- Evaluation completed

- Cost, impact and schedule is unacceptable
  - Significant community & social impacts – existing bridge removed
  - Edmundston POE – meets long-term needs
  - Significant floodplain & wetland impacts
  - Adds years to schedule
  - Weight restriction – need to accelerate replacement
Downtown Location

- Given current constraints, preferred by Federal, State, and Provincial Agencies
- Maintains direct connection and cohesion between City and Town
- Overall Cost – lower than out of downtown locations
- Schedule – delivered quicker than out of downtown locations
- Twin Rivers Paper Company Operations – Careful planning, design, and construction required
U.S. Federal Government Owned Property

Madawaska/Edmundston International Bridge and Border Crossing
U.S. Federal Government Owned Property

Preferred location for LPOE

- Other sites considered – too small, costly, disruptive
- Existing LPOE – remains open during construction
- Better traffic circulation
- Shorter vehicle queues
- Faster processing times
Selected Downtown Location

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Bridge Types – to be determined

Steel or Concrete Girder

Segmental Concrete
 Agencies are working hard to deliver

International Bridge
  - Design completed – 2019
  - Construction – 2020, pending approvals
  - New bridge open – 2022, best case

Madawaska LPOE
  - To open with the bridge

Schedule is ambitious, periodic updates
Next Steps

- Project website kept up to date: [http://www.maine.gov/mdot/planning/studies/meib/](http://www.maine.gov/mdot/planning/studies/meib/)
- Feasibility and Planning Study – complete early 2018
- Bridge and LPOE design
- Federal, State, and Provincial agencies to provide regular updates on developments, progress, and next steps
- Questions or comments? Submit online or:

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