



NECL II, Activity 4,5

IMPROVEMENT OF HIGHWAY 13 AT NUIJAMAA BORDER CROSSING POINT, LAPPEENRANTA

ACTION PLAN



Photo: www.rajaliikenne.fi

1. GENERAL

Nuijamaa is an international border crossing point at the village of Nuijamaa in the city of Lappeenranta. Nuijamaa is located between Lappeenranta and Vyborg in the immediate vicinity of the Saimaa Canal. The distance from Nuijamaa to the city centre of Lappeenranta is 25 km, to Vyborg 32 km, to Helsinki 250 km and to St. Petersburg 175 km. Nuijamaa is reached via highway 13.

In year 1995 the figure of one million passengers was reached and the traffic has grown rapidly throughout whole of the 2000s. The current border crossing point was opened in autumn 2006.

The passenger traffic growth at both Nuijamaa and Imatra border crossing points is strong but on the other hand half of all the truck traffic crossing the border still passes through the Vaalimaa border crossing point. In year 2011, 3,1 million passengers crossed the border at Nuijamaa and 1,8 million passengers at Imatra. The growth compared to the year before was 36 and 39 percent. The growth was concentrated to Nuijamaa and Imatra frontier stations.

The objective of the NECL II project is to improve safety and fluency of international traffic via Finland to Russia in Nuijamaa village junction on road 13. The actions will also improve the Midnordic Green Transport Corridor connection to Russia. The NECL I funding is used for preliminary planning. After that, the construction planning and the building project are funded nationally. The junction will be improved during the year 2013.

2. DESCRIPTION OF PROPOSED ARRANGEMENTS

The length of the intersection areas of highway 13 and roads 3092 (Rapattilantie) and 3921 (Rajatie) that will be improved is approximately 300 meters. The traffic arrangements area for outgoing passenger traffic, that is suggested to be altered and extended with new lanes and lane check buildings, is approximately 500 meters long. The traffic arrangements require changes at the planning area to the current traffic management systems, telematics, lightning as well as to the control systems of the Customs and the Finnish Border Guard, among other things. The preliminary construction costs for the first phase of the traffic arrangements are about 2.5 million euros. Partial financing for the project has been applied for from the EU's ENPI program for South-East Finland.

An additional lane is proposed to be built at the junctions of both Rapattila and the village (road 3092 / road 3921) on the highway 13 in the direction towards the frontier station. Further, a passing lane is also proposed to be built at the junction of Rapattila in the direction of Lappeenranta. A left-turn lane is proposed to be built at the village junction for traffic turning left from the highway towards the village.

Also, one more lane is to be built in the direction towards the border crossing point starting after the Nuijamaa village junction. In other words, there will be two lanes leading towards the frontier station and one towards the truck parking area. The arrangements require moving of two cameras that register registration plates of vehicles, insertion of two additional cameras and the necessary changes in programming.

The buses will be directed to the main building along a new lane that is going to be built. The current and new lane control building is proposed to be equipped with two new lanes. Therefore, a total of six lanes would be present at the frontier station before the lane control buildings and the main building. Two of these lanes would lead to the main building and the remaining four to the lane control buildings. Additionally due to these arrangements, replacement of the portals, information boards and traffic lights is required.

The current express checkpoints are removed and the area will be taken in use for the new lane control building, which will have two lanes on both sides of the building. Also, one new additional lane is going to be built on both sides of the current lane check building.

A third lane is proposed to be built in place of the middle island which is located under the canopy in front of the main building. The arrangements require new barrier structures that may depart from the current ones. Alternatively, the third lane can be built under the edge of canopy on the side of the lane control building.

3. INCOMING TRAFFIC

The lane arrangements for the incoming traffic were also determined. The growth of the incoming traffic requires one additional lane control building, lanes leading to it and a stopping place for buses. The express checkpoints will be removed.

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Attachments

1. Map showing arrangements for outgoing traffic
2. Map showing arrangements for incoming traffic
3. Detour to Nuijamaa centre
4. Summary of costs
5. List over amount of lanes for truck traffic

