



U.S. Department  
of Transportation

**Federal Highway  
Administration**

*Intermodal Surface Transportation Efficiency Act  
Section 6015 Study: Assessment of Border Crossings  
and Transportation Corridors for North American  
Trade (Northeast)*

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# **An Assessment of the Adequacy of U.S–Canadian Infrastructure to Accommodate the Trade through Eastern Border Crossings**

## **Appendix: Descriptive Profiles of Maine Frontier**

## NOTICE

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**REPORT DOCUMENTATION PAGE**Form Approved  
OMB No. 0704-0188

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1. AGENCY USE ONLY (Leave blank)		2. REPORT DATE February 1994		3. REPORT TYPE AND DATES COVERED Final Report August 1992-January 1994	
4. TITLE AND SUBTITLE An Assessment of the Adequacy of the U.S. Canadian Infrastructure to Accommodate Trade through Eastern Border Crossings: Appendix 1 Descriptive Profiles of Maine Frontier				5. FUNDING NUMBERS HW476/H4027	
6. AUTHOR(S) Amy C. Flanagan					
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) U.S. Department of Transportation Research and Special Programs Administration John A. Volpe National Transportation Systems Center Cambridge, MA 02142				8. PERFORMING ORGANIZATION REPORT NUMBER DOT/VNTSC-FHWA-94-3.A	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) U.S. Department of Transportation Federal Highway Administration 400 7th Street, S.W. Washington, DC 20590				10. SPONSORING/MONITORING AGENCY REPORT NUMBER FHWA-PL-94-009-07	
11. SUPPLEMENTARY NOTES					
12a. DISTRIBUTION/AVAILABILITY STATEMENT This document is available to the public through the National Technical Information Service, Springfield, VA 22161				12b. DISTRIBUTION CODE	
13. ABSTRACT (Maximum 200 words)  The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 calls for a study of U.S. international border crossings. The objective of the study is to identify existing and emerging trade corridors and transportation subsystems that facilitate trade between the United States, Canada, and Mexico.  This appendix contains a series of border crossing profiles covering the major crossings and in some cases minor crossings in the border frontier. The frontier itself is a definition created for the 6015 Study to aid in the analysis of trade and traffic flows. The crossings included in this discussion include all commercial ports in the frontier, all ports identified as having infrastructure needs, and most of the smaller ports if traffic volumes warranted. These latter predominantly serve local needs.					
14. SUBJECT TERMS Intermodal Surface Transportation Efficiency Act (ISTEA), Port of Entry, Border Crossings Inspection Facilities				15. NUMBER OF PAGES	
				16. PRICE CODE	
17. SECURITY CLASSIFICATION OF REPORT Unclassified	18. SECURITY CLASSIFICATION OF THIS PAGE Unclassified	19. SECURITY CLASSIFICATION OF ABSTRACT Unclassified	20. LIMITATION OF ABSTRACT		

## SI\* (MODERN METRIC) CONVERSION FACTORS

### APPROXIMATE CONVERSIONS TO SI UNITS

Symbol	When You Know	Multiply By	To Find	Symbol	When You Know	Multiply By	To Find	Symbol
<b>LENGTH</b>								
in	inches	25.4	millimeters	mm	mm		inches	in
ft	feet	0.305	meters	m	m		feet	ft
yd	yards	0.914	meters	m	m		yards	yd
mi	miles	1.61	kilometers	km	km		miles	mi
<b>AREA</b>								
in <sup>2</sup>	square inches	645.2	square millimeters	mm <sup>2</sup>	mm <sup>2</sup>		square inches	in <sup>2</sup>
ft <sup>2</sup>	square feet	0.093	square meters	m <sup>2</sup>	m <sup>2</sup>		square feet	ft <sup>2</sup>
yd <sup>2</sup>	square yards	0.836	square meters	m <sup>2</sup>	m <sup>2</sup>		square yards	yd <sup>2</sup>
ac	acres	0.405	hectares	ha	ha		acres	ac
mi <sup>2</sup>	square miles	2.59	square kilometers	km <sup>2</sup>	km <sup>2</sup>		square miles	mi <sup>2</sup>
<b>VOLUME</b>								
fl oz	fluid ounces	29.57	milliliters	mL	mL		fluid ounces	fl oz
gal	gallons	3.785	liters	L	L		gallons	gal
ft <sup>3</sup>	cubic feet	0.028	cubic meters	m <sup>3</sup>	m <sup>3</sup>		cubic feet	ft <sup>3</sup>
yd <sup>3</sup>	cubic yards	0.765	cubic meters	m <sup>3</sup>	m <sup>3</sup>		cubic yards	yd <sup>3</sup>
<b>NOTE: Volumes greater than 1000 l shall be shown in m<sup>3</sup>.</b>								
<b>MASS</b>								
oz	ounces	28.35	grams	g	g		ounces	oz
lb	pounds	0.454	kilograms	kg	kg		pounds	lb
T	short tons (2000 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")	Mg (or "t")		short tons (2000 lb)	T
<b>TEMPERATURE (exact)</b>								
°F	Fahrenheit temperature	5(F-32)/9 or (F-32)/1.8	Celsius temperature	°C	°C		Fahrenheit temperature	°F
<b>ILLUMINATION</b>								
fc	foot-candles	10.76	lux	lx	lx		foot-candles	fc
fl	foot-Lamberts	3.426	candela/m <sup>2</sup>	cd/m <sup>2</sup>	cd/m <sup>2</sup>		foot-Lamberts	fl
<b>FORCE and PRESSURE or STRESS</b>								
lbf	poundforce	4.45	newtons	N	N		poundforce	lbf
lbf/in <sup>2</sup>	poundforce per square inch	6.89	kilopascals	kPa	kPa		poundforce per square inch	lbf/in <sup>2</sup>

(Revised September 1993)

\* SI is the symbol for the International System of Units. Appropriate rounding should be made to comply with Section 4 of ASTM E380.

**An Assessment of the Adequacy  
of U.S.–Canadian Infrastructure  
to Accommodate the Trade  
through Eastern Border Crossings**

**Appendix:  
Descriptive Profiles  
of Maine Frontier**

Sponsored by the  
Office of Policy Development  
Federal Highway Administration

August 1994



## PREFACE

Congress, under Section 6015 of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), mandated an international border crossing study regarding trade and transportation between the United States, Canada, and Mexico. Specifically, the study's objectives were to identify existing and emerging trade corridors and transportation subsystems that have been facilitating trade between the three countries. This study was conducted by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

In the conduct of the Section 6015 study, available data were collected from Canadian, U.S. and Mexican public and private sources. The study team undertook an extensive outreach effort to bring local and state interests into the process. Shippers and carriers participated in meetings across the country to identify issues and to provide recommendations and suggested solutions. Meetings were held in Canada and Mexico to gain a more comprehensive understanding and perspective on border related concerns.

For practical purposes, the study was divided into several regional activities. This was to reflect separately some of the concerns and problems presumed to be unique to those regions. The John A. Volpe National Transportation Systems Center (Volpe Center) was tasked to perform the assessment of the adequacy of the border infrastructure, both physically and operationally, and its ability to accommodate current and future trade and transportation needs throughout the northeastern U.S. region, from Sault Ste. Marie, Michigan to Calais, Maine.

This document is one of five containing infrastructure inventories of facilities along the eastern U.S.-Canadian border. This work, conducted by the Volpe Center and Wayne State University, draws upon previous studies and data collection efforts. These sources were augmented by data from border crossing authorities, facility operators, and the federal inspection services, and from on-site visits to border crossing facilities. The effort of this study, is a first step in the development of a more comprehensive understanding of trade and traffic flows in North America.

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## INTRODUCTION

This appendix contains a series of border crossing profiles covering the major, and in some cases, minor crossings in the border frontier. The frontier itself is a definition created for the 6015 Study to aid in the analysis of trade and traffic flows. The crossings included in this discussion include all commercial ports in the frontier, all ports identified as having infrastructure needs, and most of the smaller ports, if traffic volumes warranted. These latter predominantly serve local needs.

Information for these profiles was collected from available reports and summary statistics; responses to data requests from the General Services Administration (GSA), U.S. and Canadian Customs Services, Immigration and Naturalization Services (INS), Bridge and Tunnel Authorities and Operators, and State Transportation Departments. Discussions and on-site visits were conducted with these agencies for most of the border crossings.

The profiles provide information on ownership and operation, traffic and activity levels, physical infrastructure and associated problems, and staffing levels. Where available, maps, site plans, and photographs are included. It should be noted that customs and INS residences, where indicated on the site plans, no longer exist.

The profiles contained in this appendix are all in the Portland, Maine district. They are listed below by border groups as used in the study, with the U.S. Customs port codes indicated.

### Maine Frontier Border Crossings

1. Calais
  - a. Calais, Ferry Point, ME (10115)
  - b. Calais, Milltown, ME (10115)
  - c. Vanceboro, ME (10103)
  
2. Houlton
  - a. Houlton, ME (10106)
  - b. Orient, ME (10106)
  - c. Monticello Station, ME (10106)
  - d. Bridgewater, ME (10127)
  - e. Fort Fairfield, ME (10107)
  - f. Limestone, ME (10118)
  
3. Madawaska
  - a. Madawaska, ME (10109)
  - b. Van Buren, ME (10108)
  - c. Hamlin, ME (10108)

4. **Fort Kent**
  - a. Fort Kent, ME (10110)
  - b. Estcourt, ME (10110)
  
5. **Jackman**
  - a. Jackman, ME (10104)
  - b. Aurelie Station, ME (10104)
  - c. Coburn Gore, ME (10104)
  - d. Daaquam, ME (10104)
  - e. St. Pamphile, ME (10104)

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: CALAIS, MAINE**  
**CROSSING: CALAIS, FERRY POINT, MAINE**

**PROFILE**

**Port Code:** 10115

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Collateral Duties:** Milltown Station, Lubec, Eastport and Vanceboro.

**Total Staff<sup>1</sup>:** Customs: 14 full-time, 4 part-time  
INS: 11 full-time, 7 part-time

**Nearest U.S. Ports:** The Milltown station is 2 miles southwest, Vanceboro is to the north approximately 35 miles; and Eastport is to the south about 28 miles.

**Contact:** Kerry Pinette, U.S. Customs Area Port Director (APD); Dave Lumbert, INS APD.

**Address:** U.S. 1, 1 Main Street

**Phone:** INS (207) 454-2546

**Modal Activity:** Highway/Bridge, Pedestrian

**Hours of Operation:** 24 Hours

**Seasonality:** Open year-round; traffic peaks in volume beginning in May and continuing through October.

**Facility Owners:**

**Land (approach and egress):** State of Maine

**Station:** General Services Administration

**Bridge:** Jointly owned by the State of Maine and New Brunswick, Canada

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<sup>1</sup>Staffing is U.S. only and covers collateral duties.

**Primary Inspection:** 3 lanes

**Commercial:** 1 lane  
**Private Vehicle:** 2 lanes

**Secondary Inspection:**

**Passenger Vehicles:** Secondary inspection for private automobiles is performed in front of nearest primary lane to building. The other option is for the autos to be directed around the side of the building and wait for an inspector. This option is undesirable as it leaves the vehicle unsecured.

**Commercial Vehicles:** There are 2 small bays; inadequate to accommodate full-size commercial vehicles.

**Processing Time:** 4 vehicles per minute; 242/hour.

**Administration Building:** See Exhibit

**Date of Construction:** 1936      **Last Renovation:** Bridge reconstruction in 1959.

**Brokers:** 4 brokers are located in the immediate area: F.H. Fenderson, J.V. Carr, A.N. Deringer, and F.W. Myers.

**Canadian Port:** St. Stephen, New Brunswick

**Canadian Staff:** 26 Customs inspectors  
6 Managerial/supervisory staff  
3 Clerical staff

**Owners of Canadian Approach:** Province of New Brunswick

**Owners of Canadian Facility:** Canadian Federal Government

**Canadian Primary Inspection:** 2 primary lanes, 1 approach lane.

**Canadian Processing Time:** 3.4 passenger vehicles per minute; 201/hour

**Canadian Brokers:** Not open 24 hours/day

**Traffic: ENTERING THE UNITED STATES**

YEAR	AUTOMOBILES	TRUCKS
1989	1,410,766	81,886
1990	1,647,844	83,737
1991	1,848,813	78,832
1992	1,944,413	87,964

**Traffic: ENTERING CANADA**

YEAR	AUTOMOBILES	TRUCKS
1989	945,363	22,651
1990	1,108,422	33,785
1991	1,129,879	45,044
1992	1,059,077	46,782

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: CALAIS, MAINE**  
**CROSSING: CALAIS, FERRY POINT, MAINE**

**BACKGROUND**

**DESCRIPTION**

The existing Ferry Point border station was built in the 1930s and is owned by GSA. The station consists of one administration building and garage for Customs and INS. The administration building is a brick federal style structure on the National Historic Register. It has a two-lane canopy for auto traffic, and an antiquated warehouse facility for commercial inspections in the rear. The bridge structure at Ferry Point is a steel plate girder span with a length of 381 feet, and a roadway width of 28 feet.

The Ferry Point station is functionally obsolete and continues to be ranked high in the "top ten" list of border stations in need of physical infrastructure improvements. This recommendation list is submitted annually by INS and Customs to the GSA Central Office.

**LOCATION**

The Port of Calais is situated on the St. Croix River, approximately 25 miles from the Bay of Fundy. It is a land border crossing serviced by the international bridge on highly travelled U.S. Route 1, connecting to New Brunswick. Route 1 also serves as the main thoroughfare of the Calais and St. Stephen central business districts, adjacent to commercial development, power company, river and bridge.

Both the Ferry Point and Milltown stations are located on U.S. Route 1, connecting to Canadian Route 1 in St. Stephen, New Brunswick. The Canadian port of St. Stephen is also about 100 yards away from the bridge. Both international bridges are jointly owned by the State of Maine and the Province of New Brunswick.

The Ferry Point/St. Stephen stations are situated immediately on either sides of the St. Croix River, in the heart of the central business districts. Traffic funnels into main thoroughfares on both sides of the bridge; Main Street in the U.S., and Milltown Boulevard in Canada.

**ACTIVITY**

The custom inspectional facilities located at both the Milltown and Ferry Point crossings are 24-hour operations. The Ferry Point station is a commercial port servicing the majority of the region's international traffic, most of which is passenger traffic. The two communities of Calais and St. Stephen have close social and economic ties because of their proximity to one another, and as such, the majority of passenger traffic is local.

About 5% of the traffic through this port is attributed to commercial activity. Commercial imports into the U.S. through Calais are quite diverse, with classifications in all schedules of the tariff. The principal exports are wood and wood products, and fish and fishing industry products. Some commercial trade is local as businesses on one side of the river are dependent on raw materials from the other.

The transportation of hazardous goods is also common, although the type and amount of goods are often not known until the cargo reaches the compound. Many of the region's industrial (pulp and paper, oil refineries, etc.) activities are dependent upon the delivery or production of these hazardous materials. Concern has been voiced about the inspection of vehicles transporting chemical and petroleum products through populated and environmentally sensitive areas. Especially in the case of an accident, the emergency response time would be hindered due to traffic congestion.

Because of its eastern location, Calais gets a majority of the tourist traffic from the Maritime Provinces to New England and to the rest of the United States. It is expected that this traffic will continue to increase. Traffic is year-round, peaking significantly in the summer months.

Increasing traffic volumes crossing the international border in the Calais/St. Stephen area continue to be of concern to state, provincial and municipal officials. Concerns of the operational implications associated with an increasing number of heavy vehicles maneuvering in a "downtown" business/shopping district are coupled with the problem of increasing passenger vehicle activity.

Traffic volumes, expressed in terms of the number of vehicles which would be on a segment of highway during an average day of the year (Annual Average Daily Traffic - AADT), were 9,640 vehicles per day for the Calais/St. Stephen area in 1990, (6,670 AADT at Ferry Point, and 2,970 AADT at Milltown). In addition, 240 and 180 commercial vehicles per day crossed at Ferry Point and Milltown bridges, respectively. In July and August, the AADT exceeded 11,500 (7,750 at Ferry Point and 3,790 at Milltown). Weekend volumes exceed 12,500 vehicles per day through both crossings.

Commercial traffic does not vary significantly over the course of the year. It does, however, fluctuate over the course of a week. For example, in July, truck traffic went from a low 170 vehicles per day during the weekend, to a high of 630 vehicles per day during the early part of the week. Over the past 5-1/2 years, both commercial and passenger traffic has increased. Over the past 10 years, traffic volumes have increased by about 85%.<sup>2</sup>

During the heavy summer months, local traffic is diverted to the Milltown crossing but tourist traffic, unaware of lengthy delays, still use the Ferry Point crossing. Occasionally

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<sup>2</sup>Note trip pattern study performed by Maine and New Brunswick Departments of Transportation.

altercations among travellers arise, as frustrations build during long hours of waiting to cross the international border. This is more typical entering Canada as the wait is frequently in excess of 2 hours.

## **HIGHWAYS**

U.S. Route 1 in Calais is a two-lane road with traffic travelling in both directions. It is a designated highway under the National Highway System and serves as the main thoroughfare for both the Calais and St. Stephen.

Narrow highways approaching the compound coupled with limited space for vehicle inspections at the Ferry Point station presents a high-risk accident scenario for both vehicles and pedestrians. In the 4 years from 1987 to 1990, there were 20 accidents in the direct vicinities of these two compounds. This does not include accidents on the bridge structure.

Route 9 is the most direct route to Calais from the Bangor area. For several miles its rideability is less than ideal due to potholes and the road sloping to the shoulder. Some commercial traffic is diverted from Calais to Houlton because of the road condition on this corridor.

## **PHYSICAL INFRASTRUCTURE**

Ferry Point has facilities to inspect both passenger vehicles, bonded, and unbonded commercial vehicles. The smaller operation at Milltown international crossing (located on the outskirts of both St. Stephen and Calais) can only process passenger vehicles and bonded commercial vehicles. The operational deficiency of the commercial facilities impedes the movement of vehicles on the bridge from entry into the U.S.

The most acute problem in the Portland Maine District revolves around the severe traffic congestion at this station. The inability of the antiquated customs facilities to efficiently process the steadily increasing volumes of traffic is compounded by the location of the station relative to the bridge. These factors serve to degrade traffic flow and motor vehicle and pedestrian safety.

During the evening hours, when truck traffic is at its peak, and throughout the peak summer season, traffic in both directions often backs up for several miles, taking close to an hour to clear the bridge into the U.S. This congestion continues to be the primary concern with both the U.S. and Canadian inspection services.

A frequent and dangerous occurrence which disrupts the flow of traffic along Milltown Boulevard is that large commercial vehicles often find it necessary to position their vehicles across Milltown Boulevard in order to maneuver into the inspection bays.



Secondary inspections in Canada further impede the flow of traffic. Commercial vehicles entering from the U.S. must cross the path of traffic entering the U.S. just north of the bridge structure so that they can enter the heavy vehicle inspection area.

The U.S. Custom facilities at the Ferry Point station have not experienced any significant renovations in recent years. The operation is smaller than its counterpart in Canada. The design of this compound, implemented 60 years ago, is inadequate and thus creates a primary impediment to the flow of traffic. The two truck bays built for secondary inspection in 1936 were not designed for the large commercial vehicles presently entering the compound. Not only is the current warehouse too small for the inspection of most commercial vehicles, those for which an inspection is necessary, must maneuver significantly to back into docks. Between the need for commercial traffic to take a 90 degree turn into a very limited space, and the difficult maneuvering required for inspections, it is not unusual for traffic to come to a standstill when a few commercial vehicles enter at the same time. A backup of 4 to 5 automobiles will impede the flow of commercial vehicles into the compound.

Secondary inspection for private automobiles is also inadequate. Autos to be secondaried must either park directly in front of one of the primary lanes, or to the side of the building where they cannot be seen by the inspectors. Limited lighting is available in this area. Also, U.S. Customs cannot perform northbound export inspections due to lack of facilities and staff.

## **IMPROVEMENTS**

The Maine and New Brunswick Departments of Transportation have submitted a detailed proposal to construct a new bridge in the Calais/St. Stephen area. The facility envisioned also includes new highways in Calais and St. Stephen.

This proposal was initiated in an effort to relieve congestion due to physical restrictions at the Ferry Point station. Additionally, there is desire to divert heavy commercial and through vehicle traffic from the built-up portions of the two central business districts. As an added safety feature, since the amount of hazardous materials being transported through these densely populated areas is causing concern, these could also be routed outside of the downtown areas.

Although the New Brunswick community is enthusiastic about the new bridge proposal, the Calais community is skeptical. Recently, the Maine legislature created a "new sensible transportation policy act" which spurred process to stop legislation required for an international bridge construction project. The Maine Department of Transportation has agreed to explore other options to try to either accommodate the traffic better or somehow reduce the flow of traffic through Ferry Point.

Due to concerns voiced about the proposal, the State of Maine is not optimistic about the prospects of a new bridge resolution in the near future, and as a result, GSA removed this

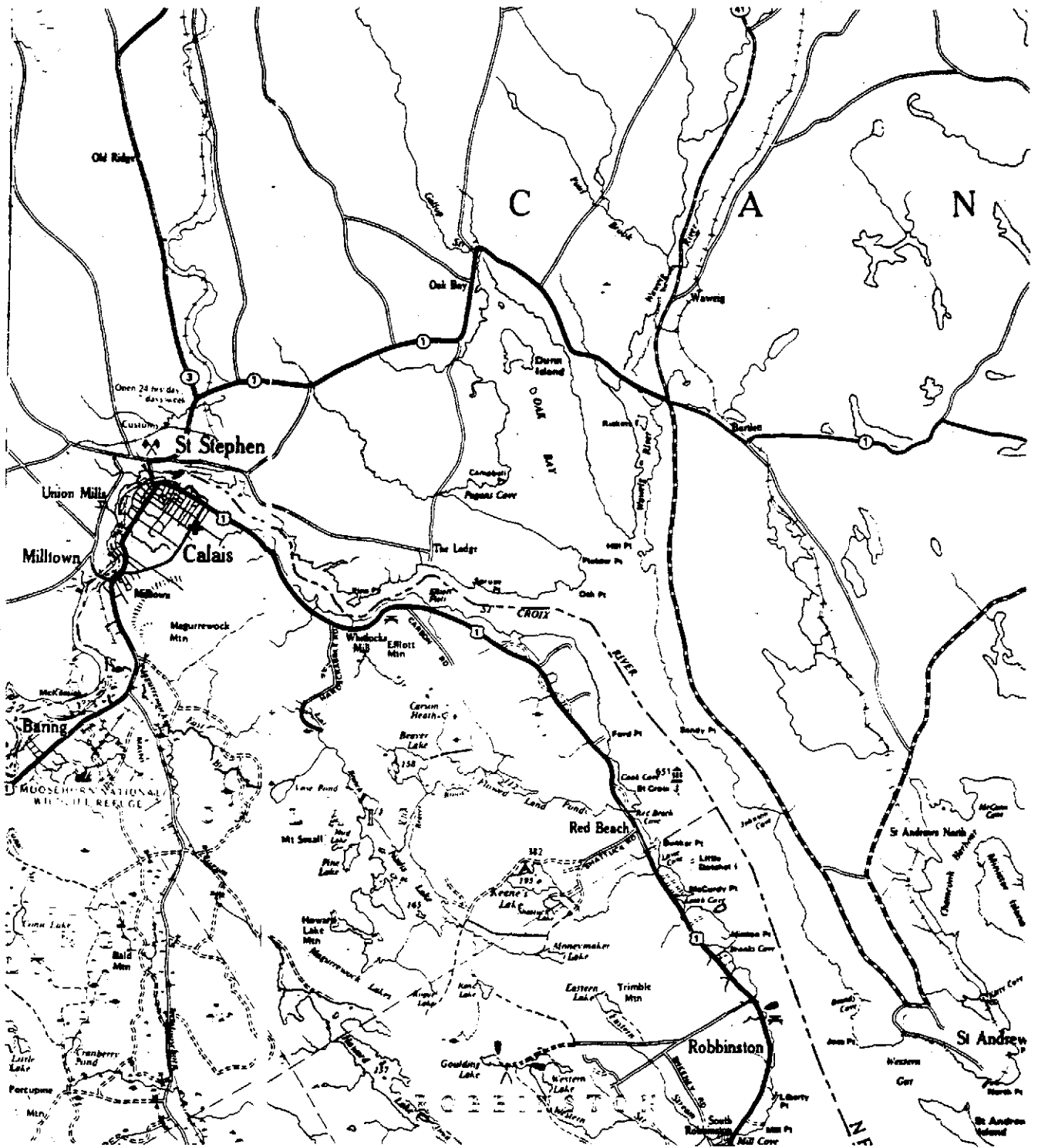
station from its priority list. An interim measure was approved by GSA last November, to construct a temporary truck inspection facility on the U.S. side so that it can accommodate two full-size commercial vehicles.

### **CANADIAN FACILITY**

The St. Stephen customs operation is larger than its U.S. counterpart and experiences more severe problems with delays primarily due to heavy commercial vehicles. Canadian Customs Revenue and Excise (CAE) recently completed extensive renovations to their facilities. Bottleneck congestion still persists, as in the U.S., because of the inability to expand due to the immediate proximity of the facility to the international bridge, the St. Croix River, and the central business district.

The Canadian facilities consist of a passenger vehicle inspection area and a commercial vehicle inspection compound. The inspection lanes are directly adjacent to Milltown Boulevard in St. Stephen. When multiple inspection lanes are used, it becomes extremely difficult for vehicles to access Milltown Boulevard. As a result, it is seldom that all lanes are in use simultaneously.

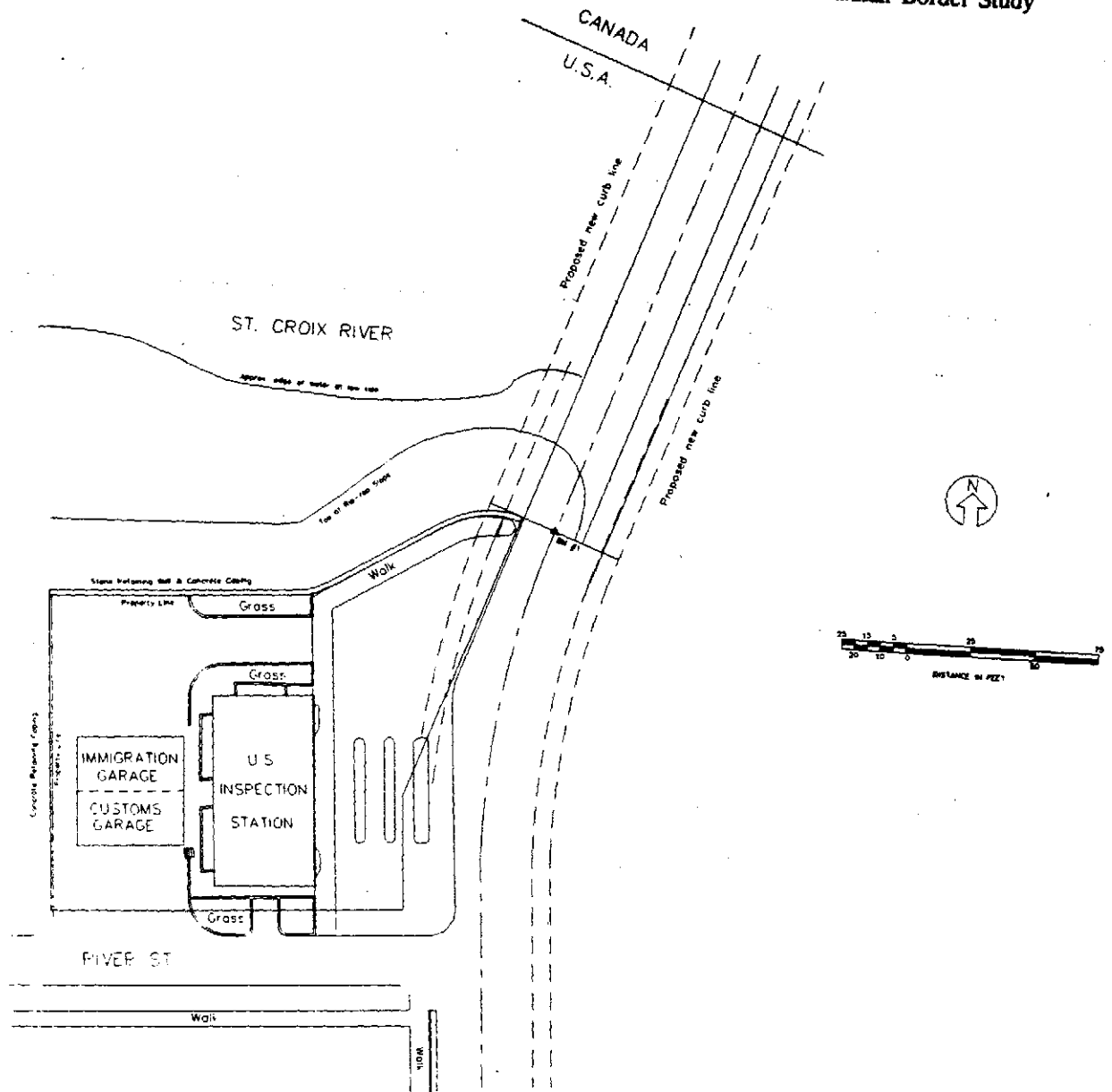
New Brunswick recently opened a new segment of highway that is part of an overall plan to relieve some of the congestion at Ferry Point by diverting heavy commercial vehicles away from this crossing to the Milltown crossing. Passenger vehicles and bonded commercial vehicles will be the prime beneficiaries of this new bypass.



Calais, Maine



U.S./Canadian Border Study



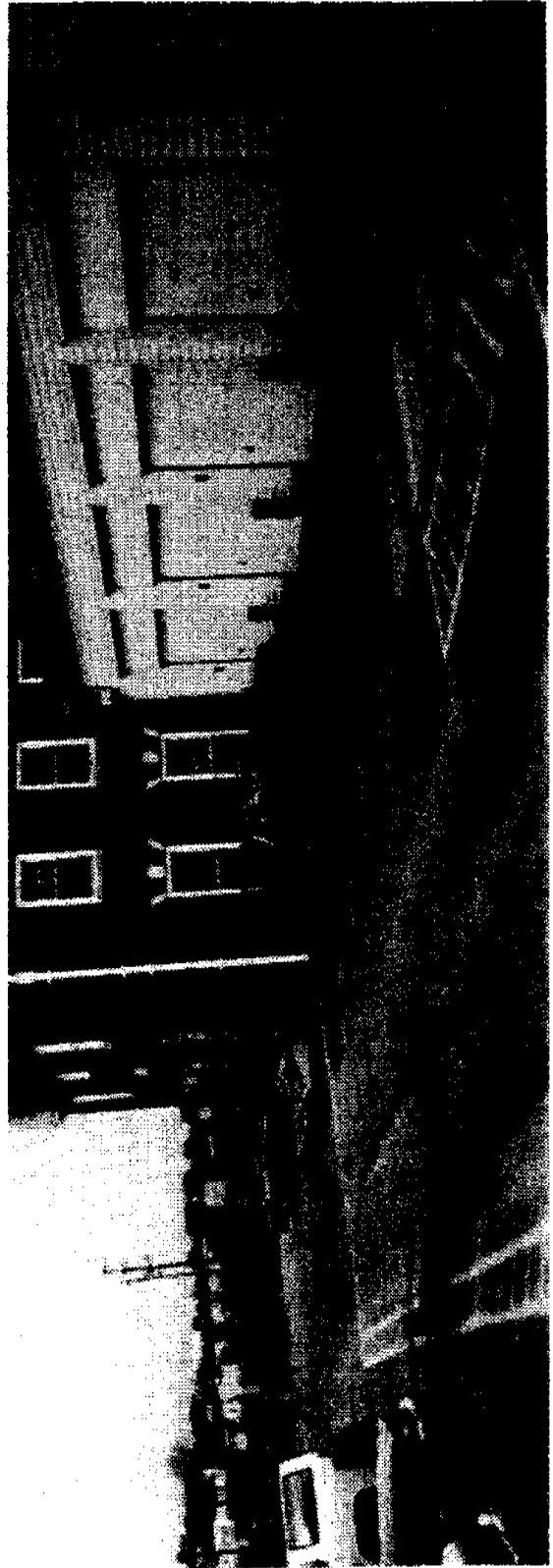
U.S. Inspection Station, Calais, Maine  
Site Plan 1934



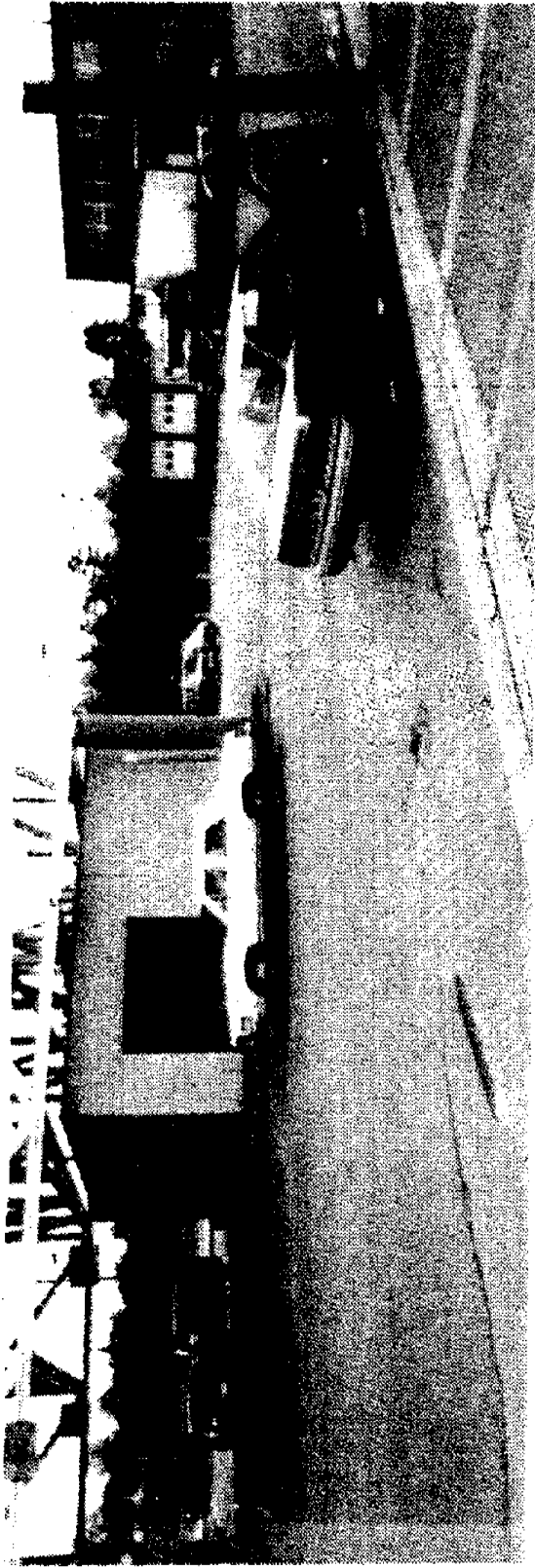
Calais, Ferry Point: Administration building and approach to primary inspection lanes



Calais, Ferry Point: Above, entering primary inspection; below, side/rear of administration building and truck entrance to primary inspection



Maine Frontier



St. Stephen, New Brunswick: Above, Milltown Boulevard parking and truck inspection facility on right; below, parking and egress from primary inspection lanes onto Milltown Boulevard.



**U.S./CANADIAN BORDER PORT PROFILE  
PORT: CALAIS, MAINE  
CROSSING: MILLTOWN, CALAIS, MAINE**

**PROFILE**

**Port Code:** 10115

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Total Staff<sup>4</sup>:** Staffed from Calais, Ferry Point

**Nearest U.S. Ports:** Vanceboro (north), Eastport (south)

**Contact:** Kerry Pinette, Customs Area Port Director (APD); Dave Lombard, INS APD

**Address:** U.S. 1, 1 Main St.

**Phone:** (207) 454-2546 - INS APD

**Modal Activity:** Highway, Rail

**Hours of Operation:** 24 Hours

**Seasonality:** Open year-round; though traffic peaks in volume beginning in May and continuing through October.

**Facility Owners:**

**Land (approach and egress):** State of Maine

**Station:** General Services Administration

**Bridge:** Jointly owned by the State of Maine and New Brunswick, Canada

**Primary Inspection:** 1 lane with no booth

**Secondary Inspection:** No designated area; trucks are examined in the road and cars are secondaried on the side of the road.

**Capacity:** Primary inspection: 125 vehicles per hour

**Activity:** 2,000 vehicles per day

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<sup>4</sup>Staffing covers collateral duties.



**Administration Building:** See Exhibit

**Date of Construction:** 1932 **Last Renovation:** Bridge was reconstructed in 1966.

**Brokers:** Four in the area, none on-site. They also service Ferry Point: F.H. Fenderson, J.V. Carr, A.N. Deringer, and F.W. Myers.

**Canadian Port:** Milltown, New Brunswick

**Canadian Staff:** There are 9 inspectors and 1 manager/supervisory inspector at this crossing.

**Traffic:** ENTERING THE U.S.<sup>5</sup>

YEAR	AUTOMOBILES	TRUCKS
1988	301,401	20,505
1989	333,582	23,409
1990	397,965	24,392
1991	448,510	21,396
1992	476,873	25,048

**Traffic:** ENTERING CANADA

YEAR	AUTOMOBILES	TRUCKS
1989	344,424	31,691
1990	621,019	42,104
1991	772,513	40,148
1992	683,968	41,037

<sup>5</sup>Informal entries only.

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: CALAIS, MAINE**  
**CROSSING: MILLTOWN, CALAIS, MAINE**

**BACKGROUND**

**DESCRIPTION**

The Milltown border station consists of a small, single story wooden frame building with a single-lane canopy for automobiles and a small parking area. Twenty-four hour customs facilities are located at this station.

The bridge structure is a steel rolled beam span with a total length of 300 feet and a roadway width of 28 feet. As at Ferry Point, the bridge provides a pedestrian sidewalk.

**LOCATION**

The Milltown border crossing is serviced by a bridge over the St. Croix River. Located on the outskirts of both Calais and St. Stephen, the bridge is 2 miles upstream from the Ferry Point, Calais Bridge. The Milltown station is opposite the Canadian port of Milltown, St. Stephen, New Brunswick, which is only 100 yards away.

**ACTIVITY**

The Milltown international crossing is equipped to process only passenger vehicles and bonded commercial vehicles. In-bond shipments and those shipments carrying more than \$1,250 on a formal entry are restricted from this crossing. These vehicles must use the designated crossing at Ferry Point.

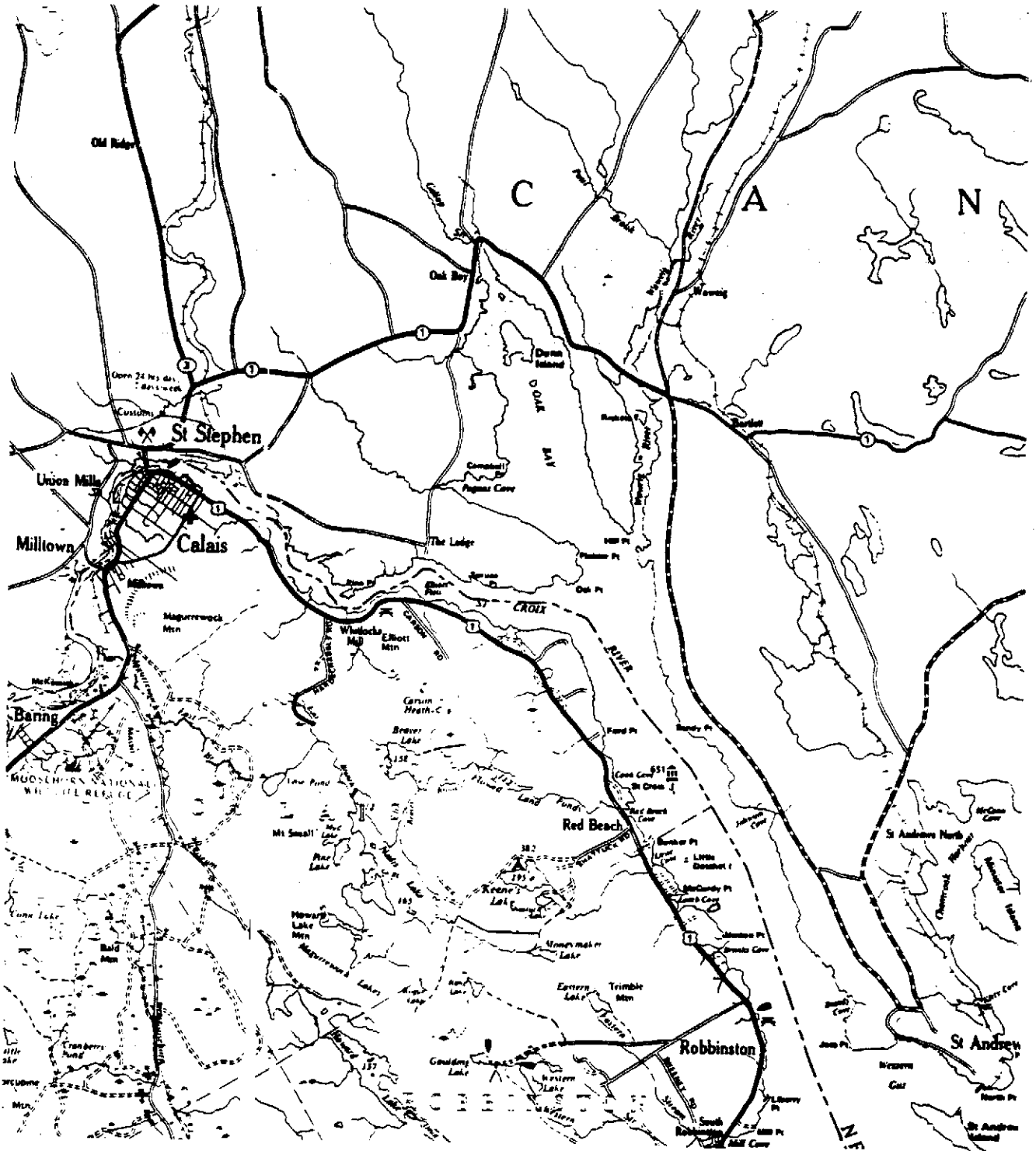
The Ferry Point station is a commercial port servicing the majority of the region's international traffic, most of which is passenger traffic. As stated, the two border communities have close social and economic ties because of their proximity to one another, and as such, the majority of passenger traffic is local.

**RAIL**

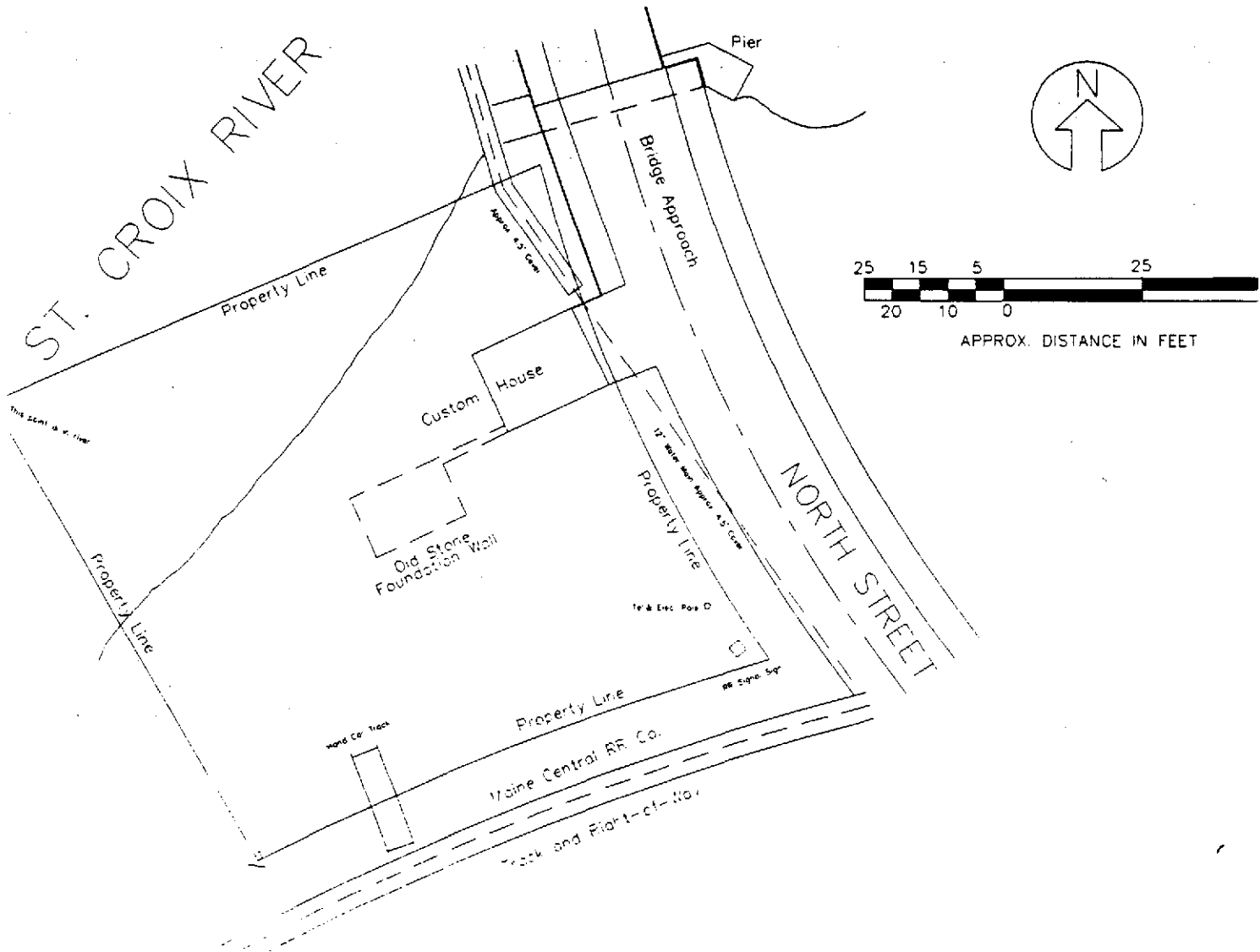
Milltown station services one railroad track operated by Springfield Terminal (formally Maine Central).

**CANADIAN FACILITY**

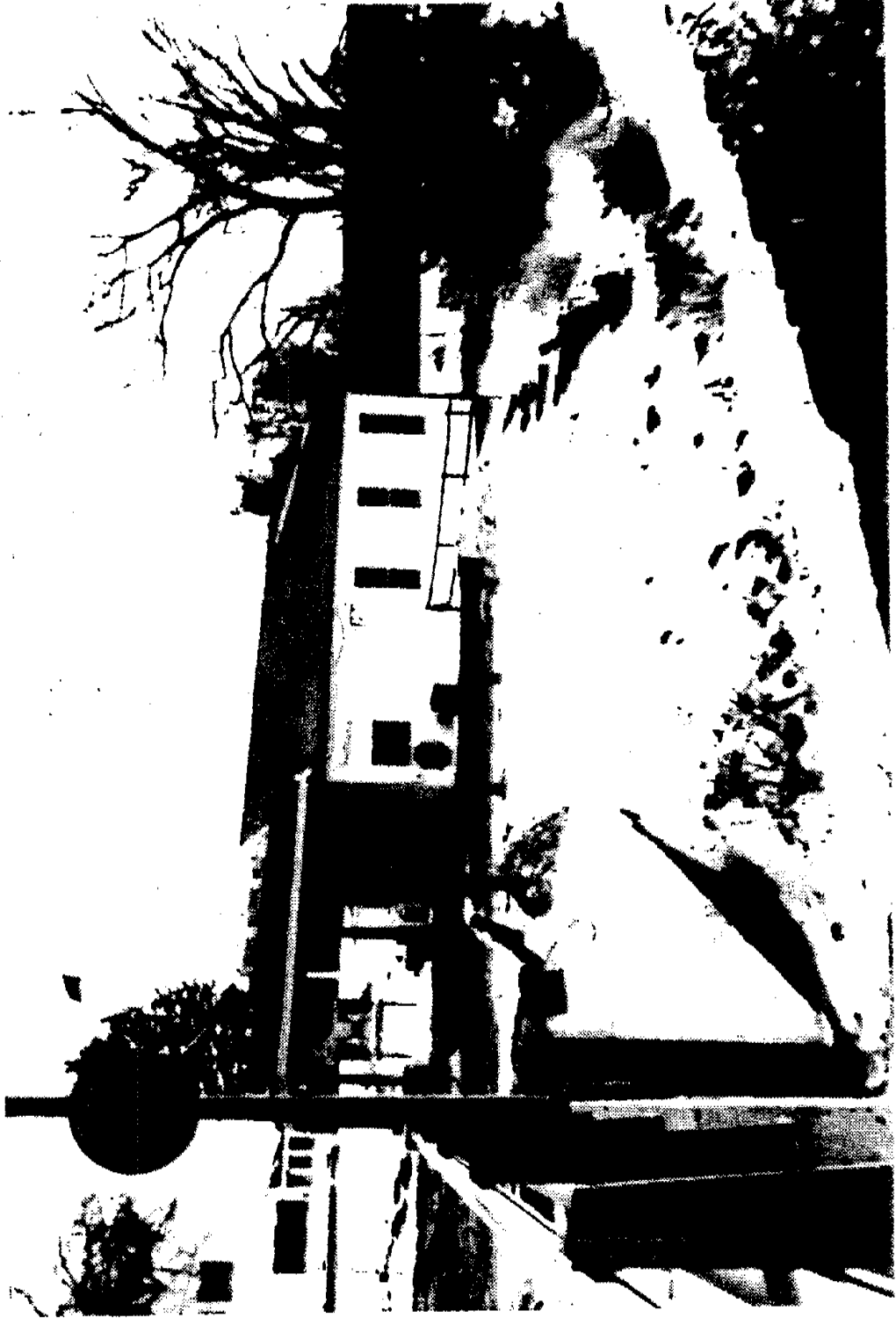
Canadian customs operations are restricted due to real estate constraints. The Canadian facilities abut the banks of the St. Croix River and are surrounded by residential development and a small park north of the Custom station.



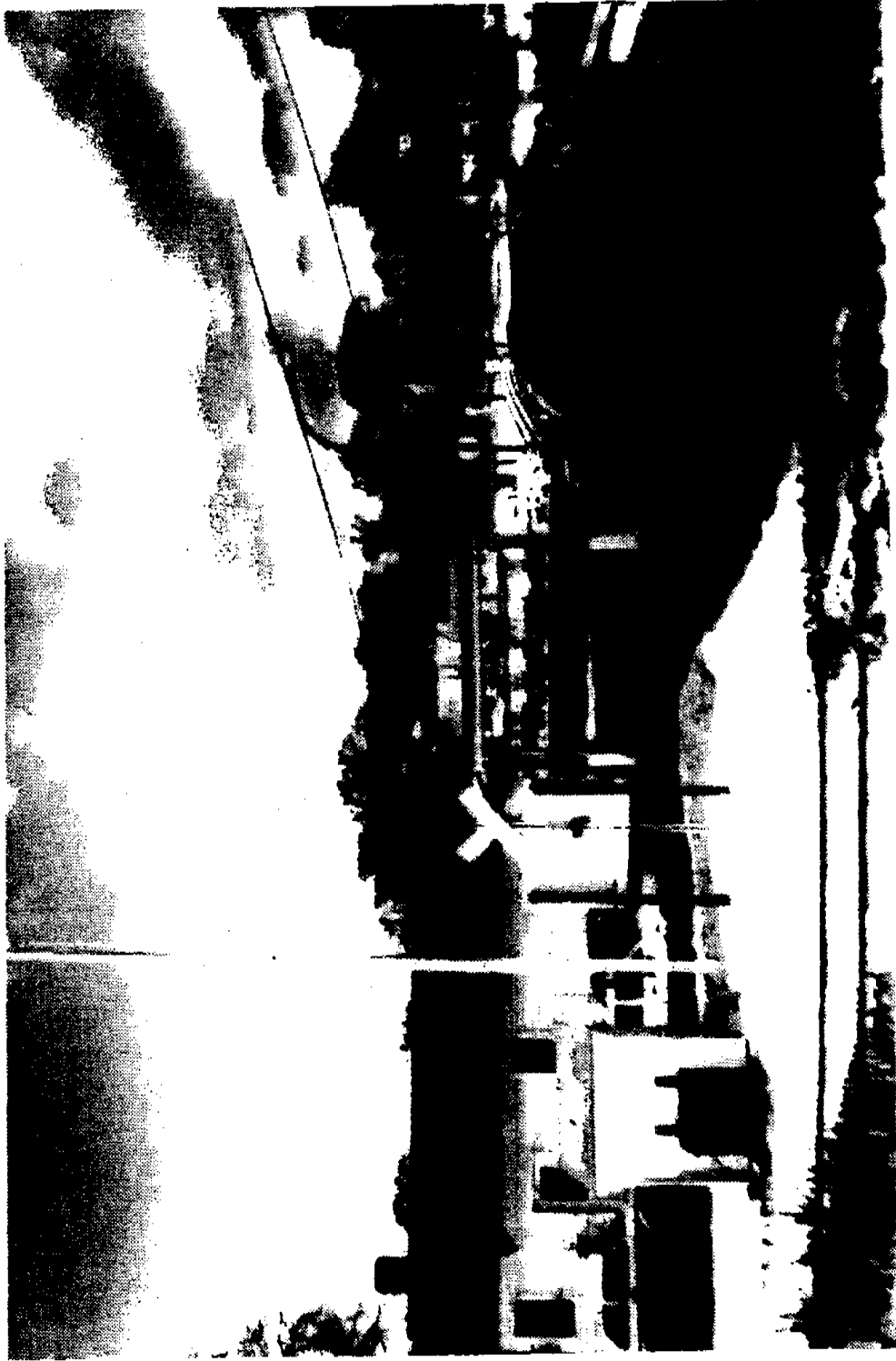
Milltown, Maine



U.S. Inspection Station, Milltown, Maine  
Site Plan 1937



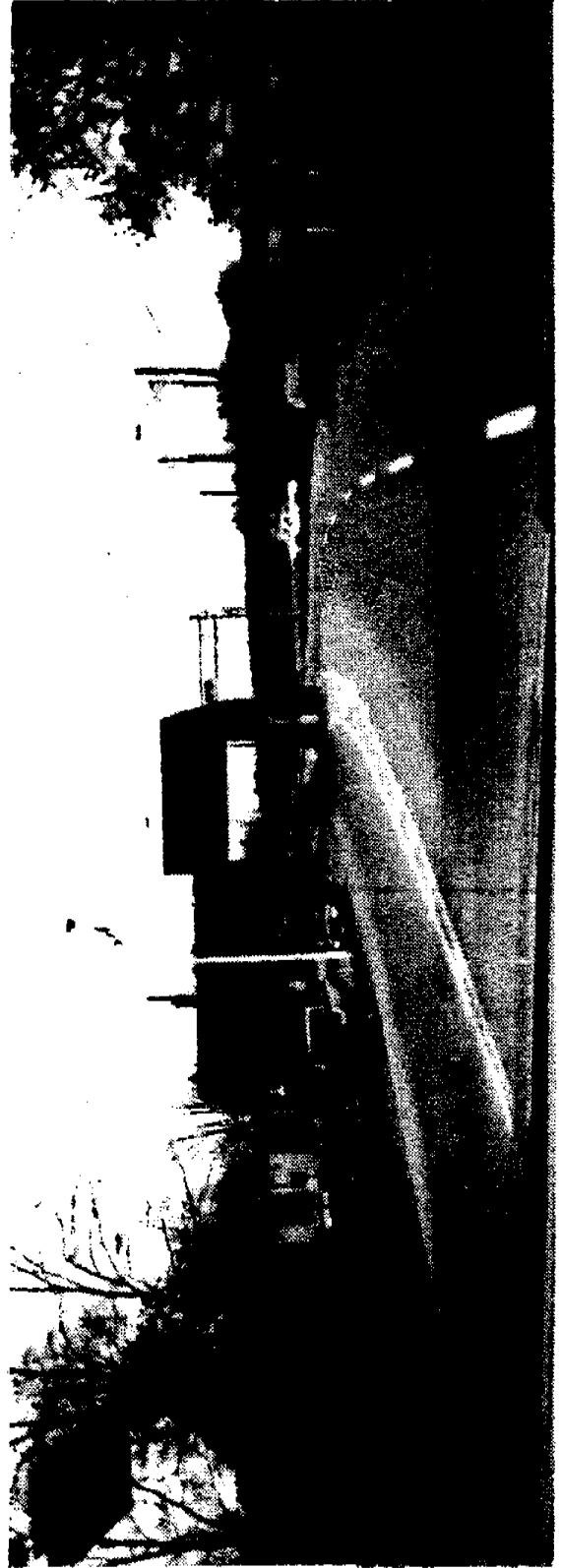
Calais, Milltown: U.S. Customs administration building and primary inspection



Calais, Milltown: Rear view of U.S. Customs building, primary inspection, and bridge to Canada



Above: Exiting Milltown bridge into the U.S.; below: Entering New Brunswick



**U.S. CANADIAN BORDER PORT PROFILE  
PORT: VANCEBORO, MAINE  
CROSSING: VANCEBORO, MAINE**

**PROFILE**

**Port Code:** 10105

**Customs Region:** Northeast

**Customs District:** Portland

**Total Staff:** Customs: 4 full-time, 1 part-time (200 hours)  
INS: 6 full-time, 1 part-time

**Nearest U.S. Ports:** Calais, 35 miles South

**Contact:** Kerry Pinette, Customs Area Port Director (APD); Dave Lumbard INS APD

**Address:** Water Street 04991

**Phone:** (207) 454-2546 - INS APD

**Modal Activity:** Pedestrian, Highway, Bridge, Rail

**Hours of Operation:** 24 Hours

**Seasonality:** Year-round

**Facility Owners:**

**Approach/Egress (Highway):** State of Maine

**Land/Station/Highway Crossing:** Federal Government

**Rail:** Canadian Atlantic Railway

**Primary Inspection:** 2 lanes

**Highway:** 2 lanes with 2 primary booths. One booth for pedestrians.

**Rail:** 1 line, 1 track

**Secondary Inspection:** 1 lane with canopy, no booths (highway)  
1 rail line (same as primary)



**Processing Time:** Highway primary inspection: 1 minute  
secondary inspection: 15-30 minutes  
Rail primary: 30 minutes  
secondary: 1 hour

**Capacity:** 60 autos/hour

**Activity:** Winter 250 vehicles/day  
Summer 500 vehicles/day

**Administration Building:** See Exhibit

**Secondary Garage:** 1 garage/bay, See Exhibit

**Acres:** 2.2

**Date of Construction:** 1964

**Brokers:** None, transactions conducted via mail and telephone.

**Comments:** Seaplane base on Spednik Lake

**Canadian Port:** St. Croix, New Brunswick (Port Code 205)

**Canadian Staff:** 5 inspectors  
1 manager/supervisor

**Traffic:** ENTERING THE UNITED STATES

YEAR	AUTOMOBILES	TRUCKS
1989	108,585	1,835
1990	120,993	2,109
1991	154,564	1,302
1992	154,488	2,140

**Traffic:** ENTERING CANADA

YEAR	AUTOMOBILES	TRUCKS
1989	94,163	974
1990	130,023	1,478
1991	170,244	1,284
1992	158,530	1,743

**U.S./CANADIAN BORDER PORT PROFILE  
PORT: VANCEBORO, MAINE  
CROSSING: VANCEBORO, MAINE**

**BACKGROUND**

**DESCRIPTION**

The border facility is located on an expanded site of approximately 96,000 square feet. The facility contains primary and secondary inspection areas for highway traffic as well as a combination garage and mechanical equipment room. Additionally, the port contains a primary inspection area for rail that is owned by the Canadian Atlantic Railway and services a seaplane base on Spednik Lake. The facility is owned by the Federal government, was built in 1964, and is in adequate condition.

The highway inspection area of the facility has two booths and is staffed with one inspector. The rail inspection area has one rail line on one track and is staffed by highway personnel. The facility operates 24 hours a day, year-round. Brokers for this facility are on call 24 hours a day and transact with Vanceboro through the mail and telephone. The facility has restrictions on certain agricultural products.

**LOCATION**

The facility is located on State Highway Route 6 in Vanceboro, Maine on the St. Croix River, directly across the border from the Canadian town of St. Croix. A two-lane international bridge connects Vanceboro with St. Croix. The nearest U.S. port to Vanceboro is Calais, 35 miles south.

**ACTIVITY**

The traffic across the border is mainly local residents and tourists. Since it is located in an isolated area, this port does not have congestion problems. Commercial imports include wood, paper, printed matter, metals and metal products. The port also services freight and passenger trains entering from Canada that are traveling between Halifax and Montreal and the State of Maine. Sometimes, Canadian freight trains transitting the "Maine Corridor" have cars of dutiable merchandise destined for points in the U.S.

**HIGHWAYS**

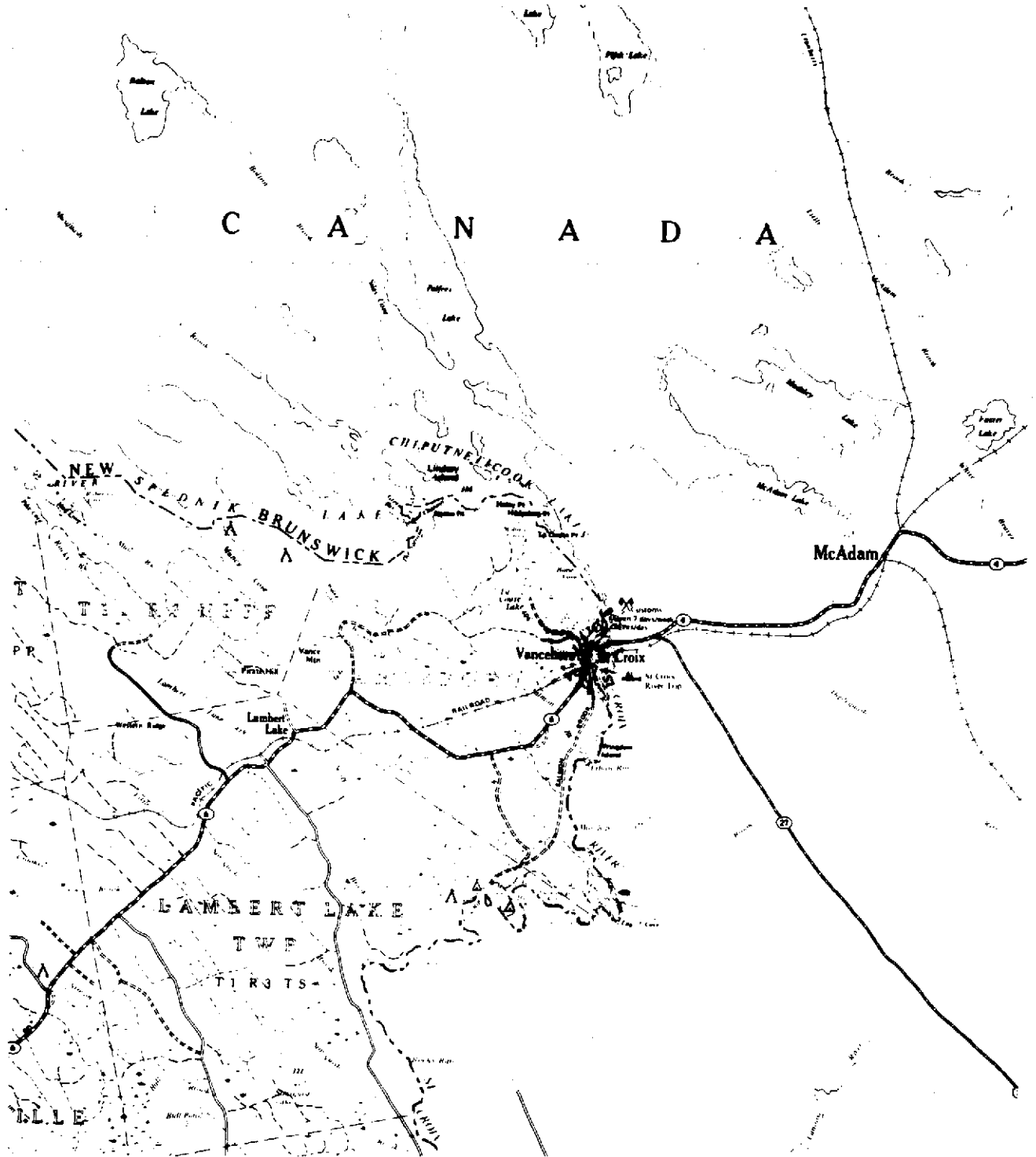
From the U.S., Vanceboro is accessible via Route 6 from the west. In Canada, Routes 4 and 27 are the access roads to the crossing.

**RAIL**

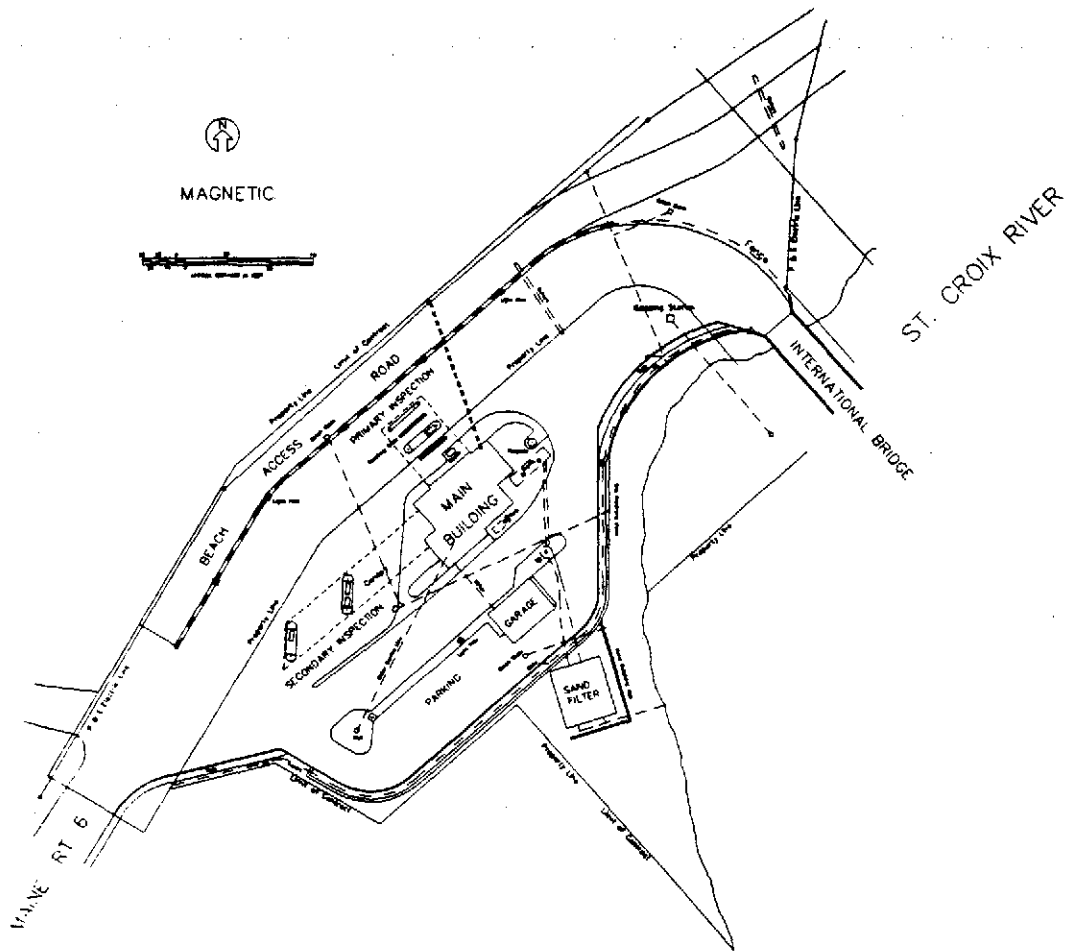
The Canadian Atlantic Railway has one track and no booths. Freight trains pass through the crossing five days a week at the rate of one inbound and one outbound train per day. Three days a week, a passenger train passes through the crossing. The railway traffic is stable throughout the year. The crossing is staffed by highway personnel from the Canadian Atlantic Railway of Vanceboro, Maine.

**IMPROVEMENTS**

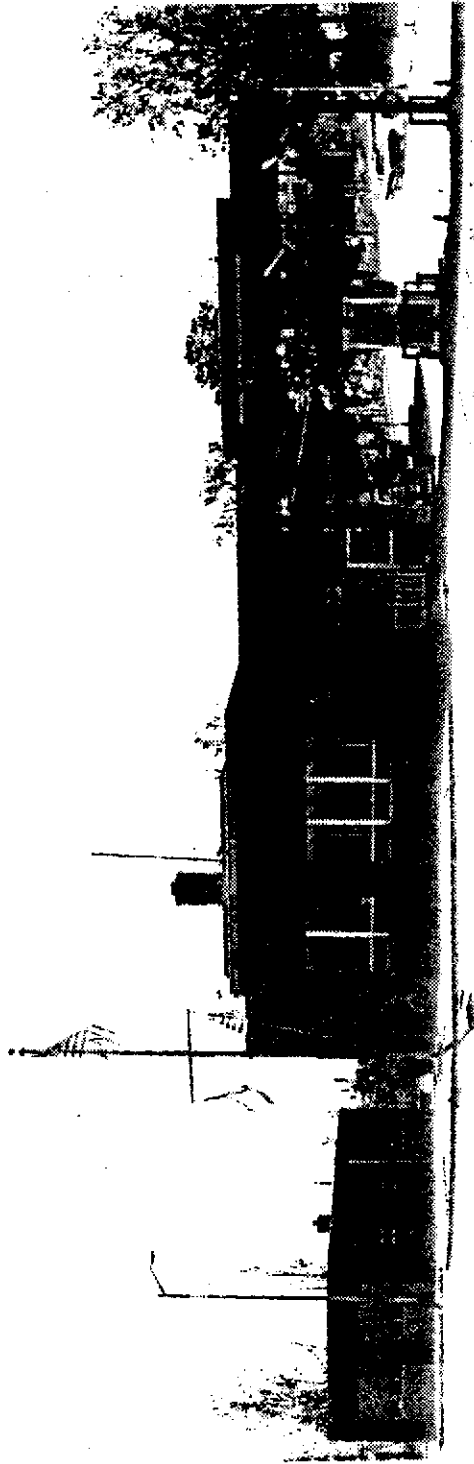
The facility was recently awarded an estimated \$200K for repavement.



Vanceboro, Maine

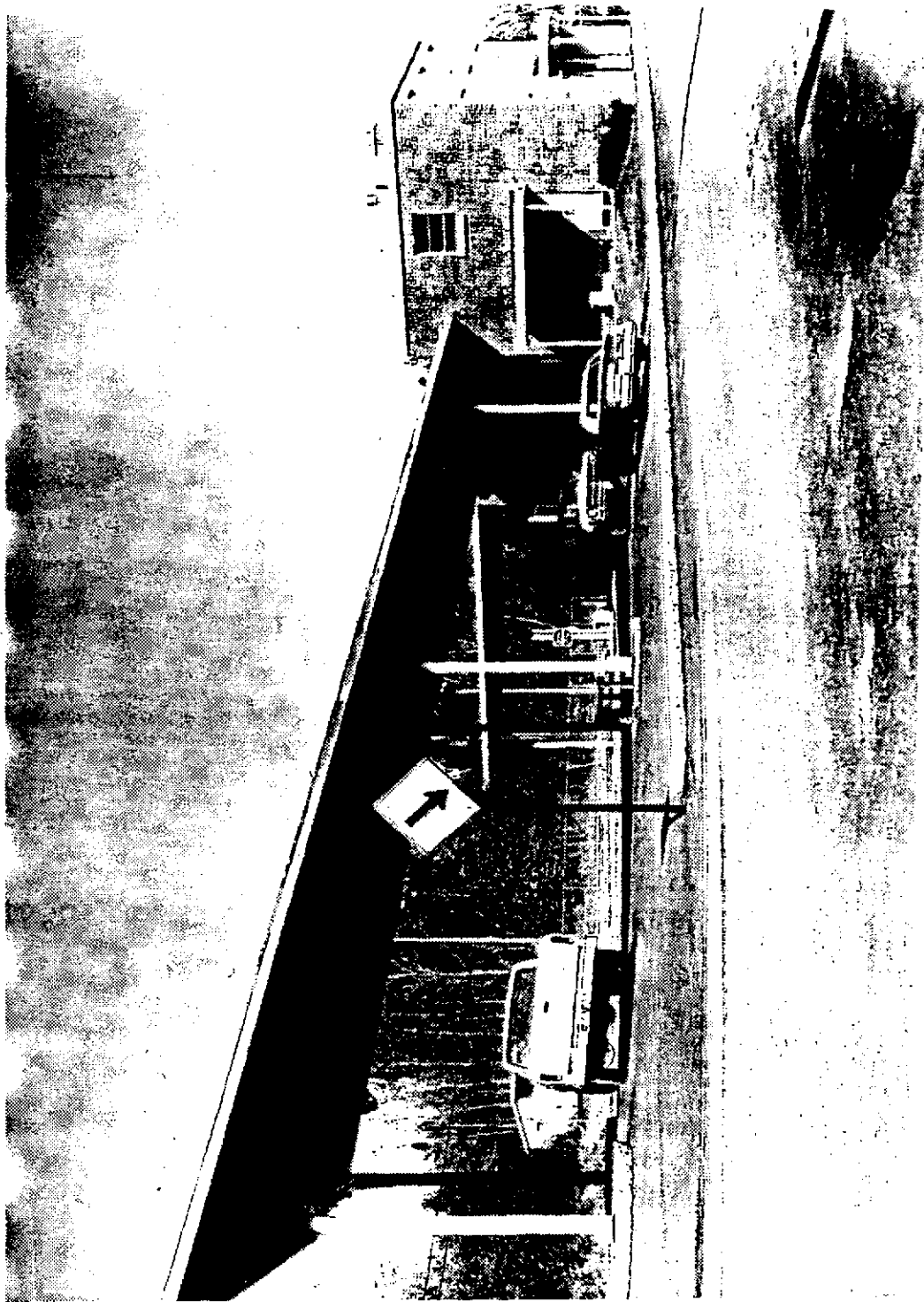


U.S. Border Station, Vanceboro, Maine  
Site Plan 1963



Vanceboro: Administration building





Vanceboro: Secondary inspection

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: HOULTON, MAINE**  
**CROSSING: HOULTON, MAINE**

**PROFILE**

**Port Code:** 10106

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Collateral Duties:** Houlton International Airport; Canadian Pacific Rail Depot, Border Stations at Forest City, Orient, Monticello, Bridgewater, Easton, Limestone, and Fort Fairfield stations.

**Total Staff:** Customs: 25 full-time; 5 part-time  
INS: 20 permanent; 13 temporary

**Nearest U.S. Ports:** Orient, approximately 19 miles to the south; Monticello, approximately 10 miles north.

**Contact:** Bertram Magnus, Customs Area Port Director  
George Wooder, INS Area Port Director

**Address:** Woodstock Road, Interstate 95

**Phone:** (207) 532-2131

**Modal Activity:** Highway, Pedestrian

**Hours of Operation:** 24 Hours

**Seasonality:** Year-round, with passenger traffic peaking in the summer months.

**Facility Owners/Operators:**

**Approach:** State of Maine

**Crossing:** State of Maine/General Services Administration

**Station/Inspection Facilities:** General Services Administration

**Primary Inspection:** 9 lanes

**Commercial:** 2 lanes

**Private Vehicles:** 6 lanes

**Buses:** 1 lane

**Secondary Inspection:** Six automobile lanes covered with a canopy and a two-bay garage with one lift for commercial vehicles.

**Processing Time:** Primary inspections typically take 5 to 15 seconds. Secondary inspections may vary from 5 minutes to 1 hour.

**Administration Building:** See Exhibit

**Secondary Garage:** See Exhibit

**Date of Construction:** 1985

**USDA:** USDA inspections for large animals are performed across the border at the Canadian facility, where there is a veterinarian on-site and more sufficient capabilities than those at the Houlton compound.

**Brokers:** Four brokers on-site with release offices near truck facility. This location does cause a safety concern when the brokers have to take documents into administration building they have to walk across six primary inspection egress lanes.

**Canadian Port:** Woodstock, New Brunswick.

**Canadian Staff:** 17 inspectors, 3 managerial/supervisory, and 2 clerical.

**Canadian Facility:** Built in 1982, it has one approach lane and four primary lanes.

**Traffic:** ENTERING THE UNITED STATES

PORT	YEAR	AUTOMOBILES	TRUCKS
HOULTON	1989	395,483	63,343
	1990	461,539	63,270
	1991	679,157	60,647
	1992	700,791	67,952

## Traffic:

ENTERING CANADA<sup>6</sup>

PORT	YEAR	AUTOMOBILES	TRUCKS
WOODSTOCK (HOULTON)	1989	310,802	53,102
	1990	428,630	67,982
	1991	533,938	60,349
	1992	545,998	76,940
BLOOMFIELD	1989	3,553	272
	1990	4,841	412
	1991	5,697	285
	1992	5,845	313
FOREST CITY	1989	3,152	1,454
	1990	3,180	667
	1991	3,312	300
	1992	2,927	919
FOSTERVILLE	1989	15,488	547
	1990	21,315	1,896
	1991	27,510	1,835
	1992	25,547	1,857

<sup>6</sup>All 4 Canadian ports correspond to the Houlton port.

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: HOULTON, MAINE**  
**CROSSING: HOULTON, MAINE**

**BACKGROUND**

**DESCRIPTION**

The Houlton Port of Entry is a commercial border crossing facility owned by GSA. The port is one of the main links between New Brunswick and the United States. The station has an administration building for Customs and INS, a truck warehouse, a USDA building, and four brokerage firms on-site. Built in 1985, this facility is by far the most recently renovated, but problems persist largely due to the location of the truck warehouse/inspection facility.

**LOCATION**

The town of Houlton is located on the eastern Atlantic U.S./Canada border, approximately 120 miles northeast of Bangor. The Houlton Port of Entry is situated on the outskirts of town on U.S. Interstate 95. U.S. Route 1 also passes through Houlton in a north/south direction. Both highways are on the National Highway System.

**ACTIVITY**

The Houlton/Woodstock port is the busiest commercial port on the eastern U.S./Canadian border. The major import commodities are animal and vegetable products, wood and wood products, paper and printed material, metals and metal products, and fish and fishing industry products.

In 1992, the port handled about 770,000 vehicles, both commercial and passenger<sup>7</sup>. Commercial activity accounted for about 9%, or 68,000 vehicles. This traffic fluctuates on a daily, not seasonal basis. Commercial traffic peaks weekly from Sundays through Wednesdays.

Houlton processes more non-local or "more-than-48-hour" passenger vehicles than do other stations in this area. In the winter, 60% of passenger vehicles are local commuters; this percent decreases as summer approaches and tourist travel resumes.

**HIGHWAYS**

Interstate 95, a four-lane divided highway, passes through Houlton in an east/west direction, becoming Route 95 in Woodstock, New Brunswick. Shortly thereafter, Route 95 becomes Canadian Route 2.

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<sup>7</sup>These figures include Monticello, Easton, Forest City, and Orient stations, although the vast majority of volume is through Houlton.

Vehicular traffic moves from Atlantic Canada into the U.S. through Houlton, Maine, via Route 2, or the Trans Canada Highway. Considering Atlantic Canada's east/west transportation philosophy, prevalent since Canada's confederation, this is an inherently vital corridor. Advocates of this corridor development envision it becoming an international expressway from Newfoundland to Miami, calling it the "Atlantic Expressway."

The "Airline" road is the direct route from Bangor to Calais, but certain segments of it are in poor condition. It is not uncommon for loaded commercial vehicles from Bangor, that are destined for the southeastern provinces of Canada, to be diverted through Houlton.

## **PHYSICAL INFRASTRUCTURE**

The Port of Houlton has the most newly renovated and modern facilities on the eastern coast. Unfortunately, the location of the truck warehouse, requires cumbersome maneuvering on behalf of the drivers of heavy vehicles. Commercial vehicles must negotiate two tight 90% turns to go around the warehouse where the primary inspection booth is located. This not only impedes the flow of traffic during peak hours, but causes significant damage to the road and vehicles.

The Houlton facility is equipped with vehicle counters, though the counters are not always reliable. It has two booths equipped for line release; a "quick-lane" booth, and the warehouse booth. Staffing shortages typically limit the line release operation to the booth in the warehouse. About 70% of commercial traffic is processed through line-release. Border Cargo Selectivity (BCS) accounts for approximately 25% of commercial traffic.

The BCS and line release operations are transacted through a computer database which includes intelligence on importers and exporters. Brokers can make entries directly into border cargo selectivity. When the shipment arrives, the inspection creates an electronic entry. Inspectors are enabled to enter information upon the arrival of shipments. Permits are used for certain items. BCS also expedites traffic, though a trade-off between facilitation of traffic and enforcement/security is recognized.

The location of the truck warehouse in relation to the brokers' offices, is a safety concern. Currently, brokers are required to walk from their offices to the customs/INS offices over six lanes of traffic to deliver documents to officials in the warehouse. Plans are underway to relocate the brokers so that they will have office space in the warehouse, eliminating the need to cross the main egress.

The location of the border station on Interstate 95 is associated with a couple of accessibility and safety concerns. Two in particular: 1) the export activities required by "Operation Outlook" being performed in the middle of the road, and 2) the high speeds at which vehicles often approach the station.

Another aspect of the physical characteristics of the Houlton compound that poses a safety hazard is the location of the duty-free pickup trailer. It is situated in the northbound break-down lane, which not only constitutes a less-than-ideal location for a merchandise pickup parking area, it creates confusion among the traveling public. Cars frequently approach the

trailer, mistaking it for the duty-free store. Upon realizing that it is not the store, they either stop and back-up the northbound egress ramp or, as study team members witnessed, stop in the middle of the road and make a two-point turn to head south on the northbound egress road.

### **IMPROVEMENTS**

Pavement is a constant expenditure at the Houlton Port of Entry. The first and second primary lanes need repaving almost every year, and the truck lane, every other year. The facility has requested FY94 funds for new pavement.

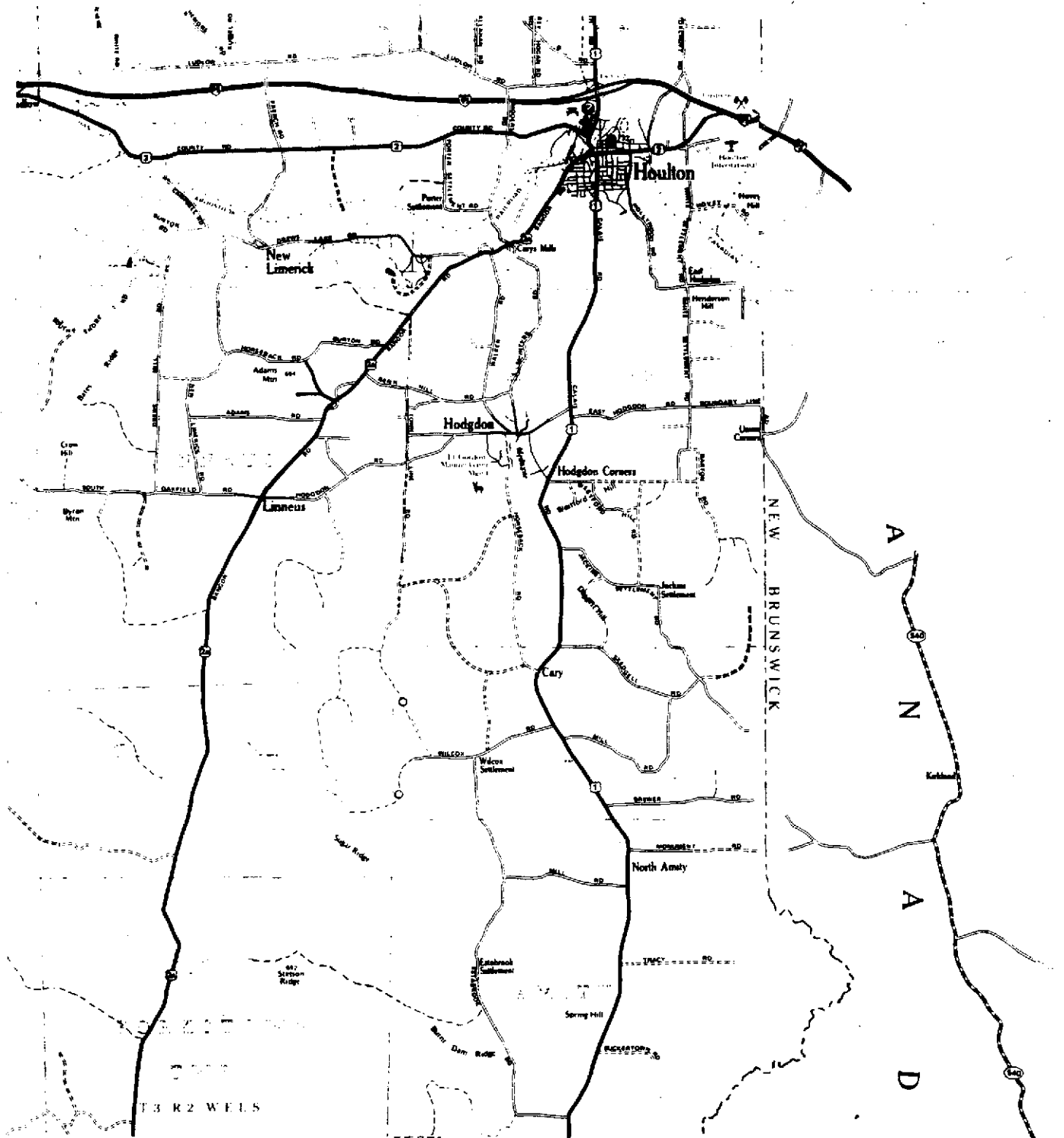
Cashier windows have been proposed for the booths to avoid the 100% heat loss that currently occurs when primary inspections are being conducted.

### **CONGESTION**

Congestion is not a constant problem at the Houlton border crossing. Several times a year, usually on holidays and weekends, traffic will accumulate due to increased volumes of passenger traffic and not enough staffing to open all lanes. Also, if a few trucks are backed up to the approach which has only two lanes, automobiles become restricted to one lane, and delays occur.

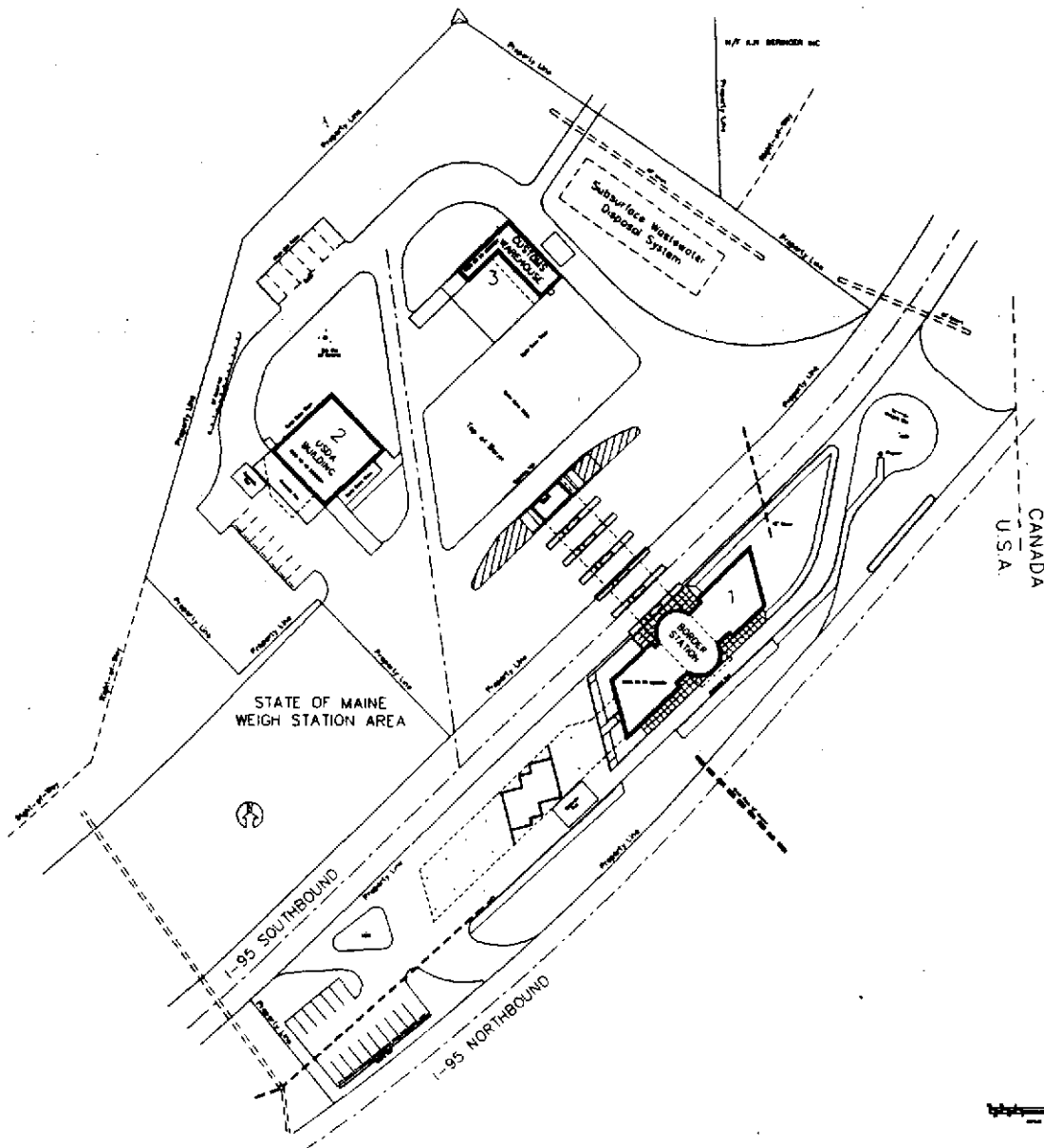
### **CANADIAN FACILITY**

In April 1993, the Governments of Canada and New Brunswick announced a \$300 million funding initiative to improve the New Brunswick component of the "Atlantic Expressway." Work began this summer to upgrade the Houlton/Woodstock port including the bypass and interchange with U.S. Interstate 95. Thirty-nine million dollars has been earmarked for this component of the construction.

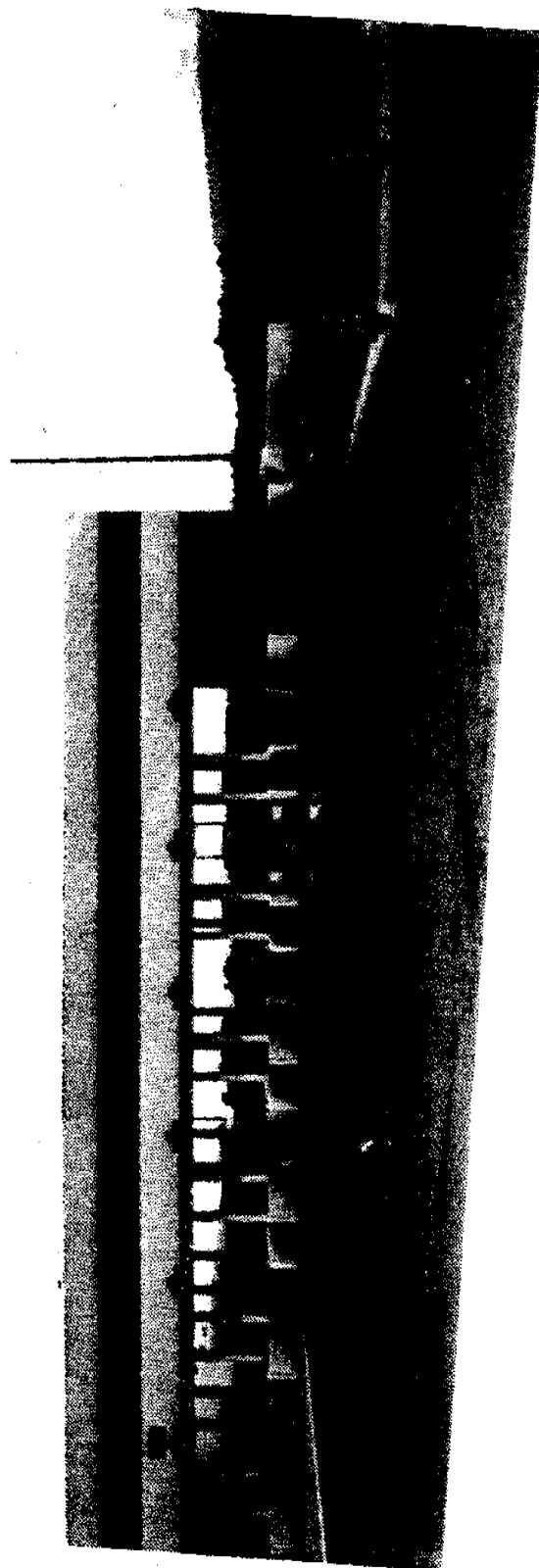


Houlton, Maine

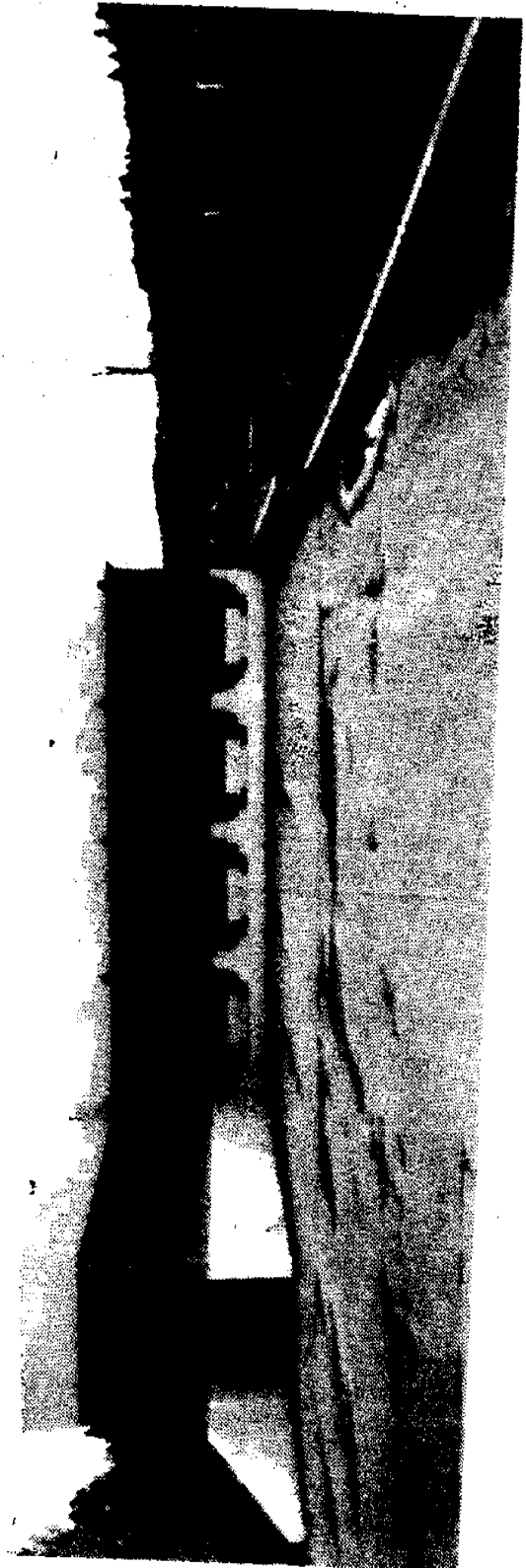




U.S. Border Station 1-95, Houlton, Maine  
Site Plan 1983



Houlton: Above, primary inspection lanes; below, truck warehouse/inspection





Houlton: Above, approach to primary lanes and truck warehouse (brokers' offices in rear); below, small truck lot behind warehouse



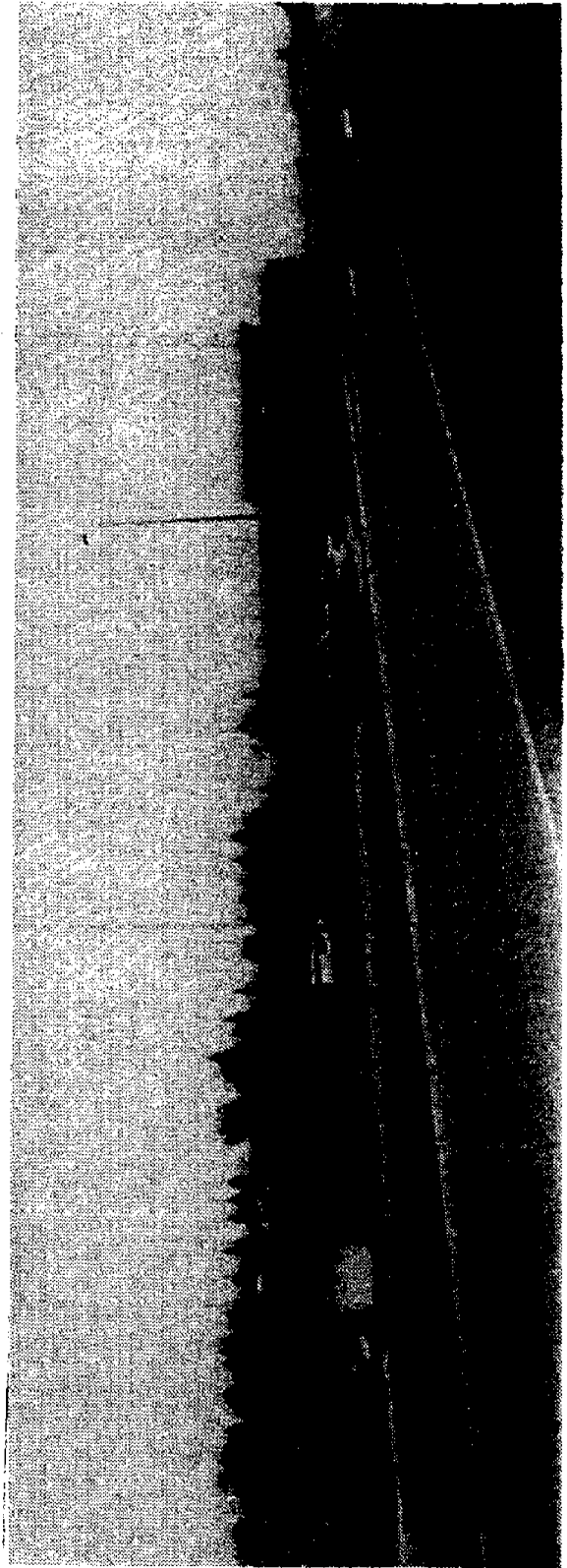


Houlton: Above, secondary inspection; below, duty free merchandise pickup trailer in I-95 break down lane





Woodstock, New Brunswick: Above, truck inspection lane and holding area; below secondary auto inspection and parking area



**U.S./CANADIAN BORDER PORT PROFILE  
PORT: HOULTON, MAINE  
CROSSING: ORIENT, MAINE**

**PROFILE**

**Port Code:** 10106

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Total Staff:** Staffed from Houlton Port of Entry

**Nearest U.S. Ports:** Houlton is the nearest commercial Port of Entry, approximately 23 miles north.

**Modal Activity:** Highway, Pedestrian

**Hours of Operation:** 8 hours/day, 7 days/week during winter months;  
16 hours/day, 7 days/week during summer.

**Seasonality:** Year-round, traffic increases in the summer months.

**Facility Owners:**

**Approach:** Orient, Maine  
**Land/Station:** General Services Administration  
**Crossing/Egress:** General Services Administration/Orient, Maine

**Primary Inspection Lanes:** 1 lane with canopy

**Secondary Inspection:** No designated area, use primary lane.

**Processing Time:** Primary: 30 seconds/vehicle for autos  
Secondary: 5-15 minutes/vehicle for autos

**Capacity:** 120 vehicles per hour through primary inspection.

**Administration Building:** See Exhibit

**Date of Construction:** 1937      **Last Renovation:** N/A

**Brokers:** None on-site; services must be obtained from Houlton.

**Canadian Port:** Fosterville, New Brunswick (Port Code 235)

**Canadian Staff:** 2 inspectors

**Traffic:** Data for traffic entering the U.S. at Orient is consolidated with that entering at Houlton. Refer to traffic tables in the Houlton profile. Traffic entering Canada at Orient/Fosterville is disaggregated by individual crossing.

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: HOULTON, MAINE**  
**CROSSING: ORIENT, MAINE**

**BACKGROUND**

**DESCRIPTION**

The Orient border station is owned by GSA and consists of a two-story brick building for Customs and INS personnel. Built in 1937, the building is in adequate condition. The facility has one inspection area with one canopy covering the area for highway traffic only.

**LOCATION**

The inspection area is located on Boundary Road in a remote area at the Maine/New Brunswick border. Approaching the border is a paved roadway from the international bridge. The crossing has one lane in each direction.

**ACTIVITY**

There is one Customs inspector on duty at a time during regular operating hours of 8 am to 4 pm. During the summer months, the operating hours change from 7 am to 11 pm, due to increased traffic. During peak hours, approximately 20 vehicles per hour are processed. Conversely, during periods of low traffic volume, as few as one vehicle per hour may be processed.

Commercial entries with claims over \$1,250 are allowed entry by permit only. There are no brokers on-site at this facility; services can be obtained 24 hours a day at the Houlton, Maine Port of Entry.

**HIGHWAYS**

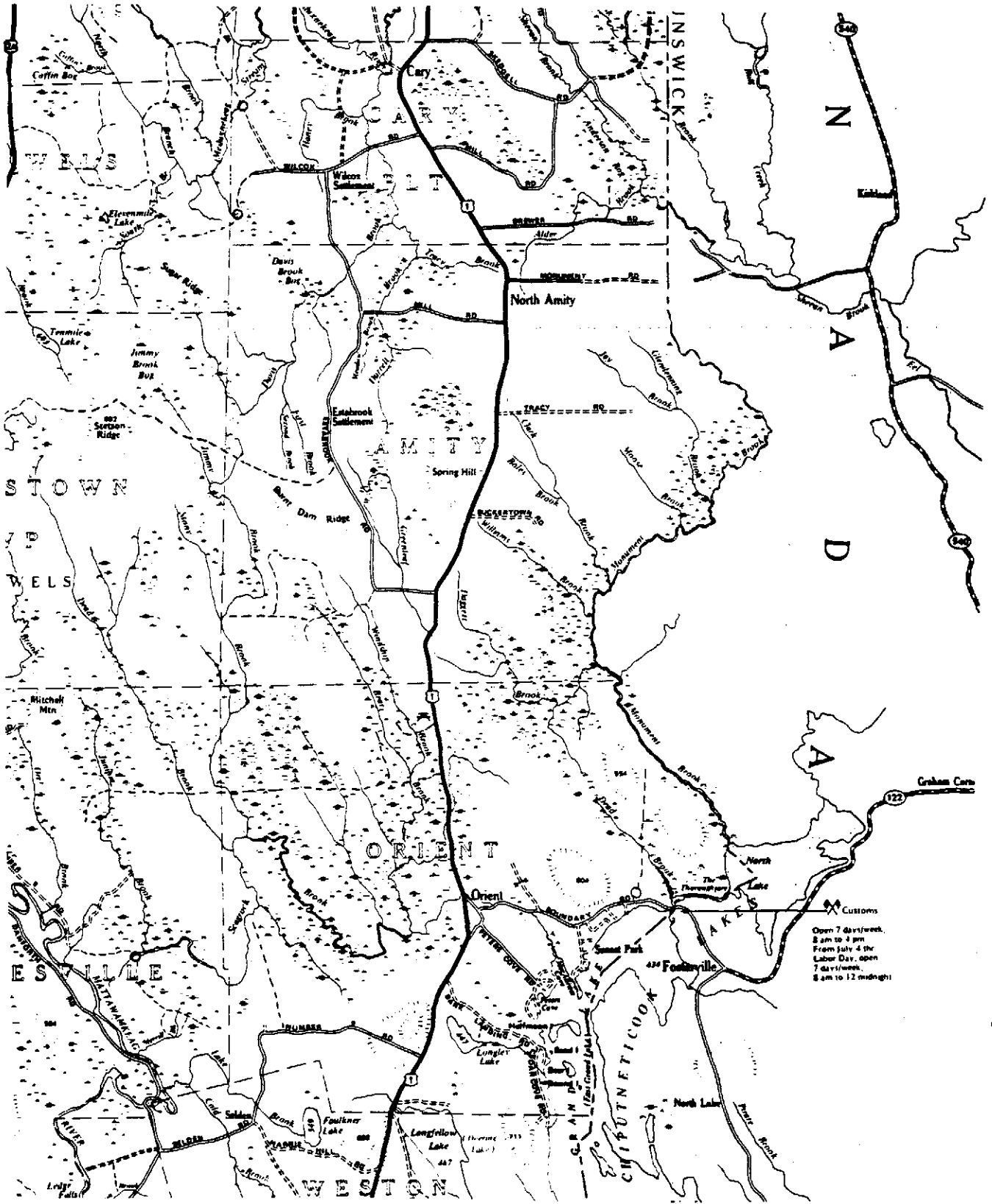
This crossing serves only highway and pedestrian traffic. The vast majority of traffic is attributable to passenger vehicles, though a small amount of commercial activity is serviced at this station.

U.S. Route 1 is accessible to the west of the crossing, through Orient, Maine. In Canada, Route 122 is accessible from Boundary Road in Fosterville, New Brunswick.

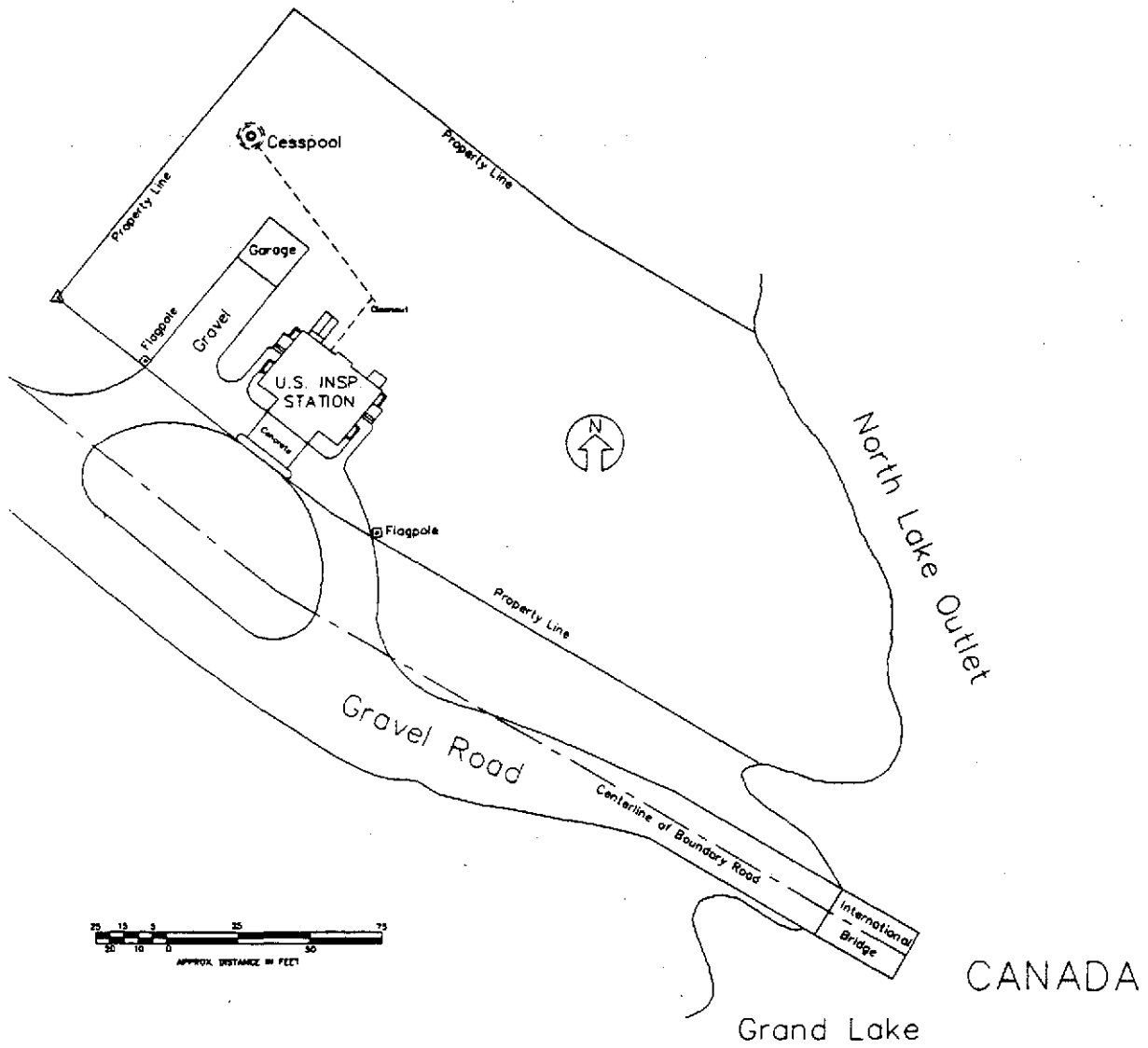
**CONGESTION**

Most inspections average 30 seconds a vehicle. If secondary inspections are lengthy, some delays may result since the primary and secondary inspections take place in the same lane. During summer months, traffic increases could cause some delays, although this is rare.





Orient, Maine



U.S. Inspection Station, Orient, Maine  
Approach Plan 1936

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: HOULTON, MAINE**  
**CROSSING: MONTICELLO STATION, MAINE**

**PROFILE**

**Port Code:** 10106

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Total Staff:** One customs inspector; staffed from Houlton POE

**Nearest U.S. Ports/Stations:** The Houlton Port of Entry is approximately 14 miles south; Bridgewater, Maine, about 8 miles north.

**Address:** Fletcher Road

**Modal Activity:** Highway, Pedestrian

**Hours of Operation:** 8 hours/daily, except Sundays, on which days the station is closed.

**Seasonality:** Year-round

**Facility Owners:**

**Approach/Egress/Land:** Town of Monticello, Maine  
**Station:** U.S. Customs

**Primary Inspection:** 1 vehicle lane with canopy; 1 pedestrian lane.

**Secondary Inspection:** No secondary inspection facility.

**Processing Time:** Primary inspection: less than 1 minute;  
Secondary inspection: 5 minutes - 1 hour

**Capacity:** 120 vehicles/hour

**Activity:** Peak hours - 5 vehicles per hour.

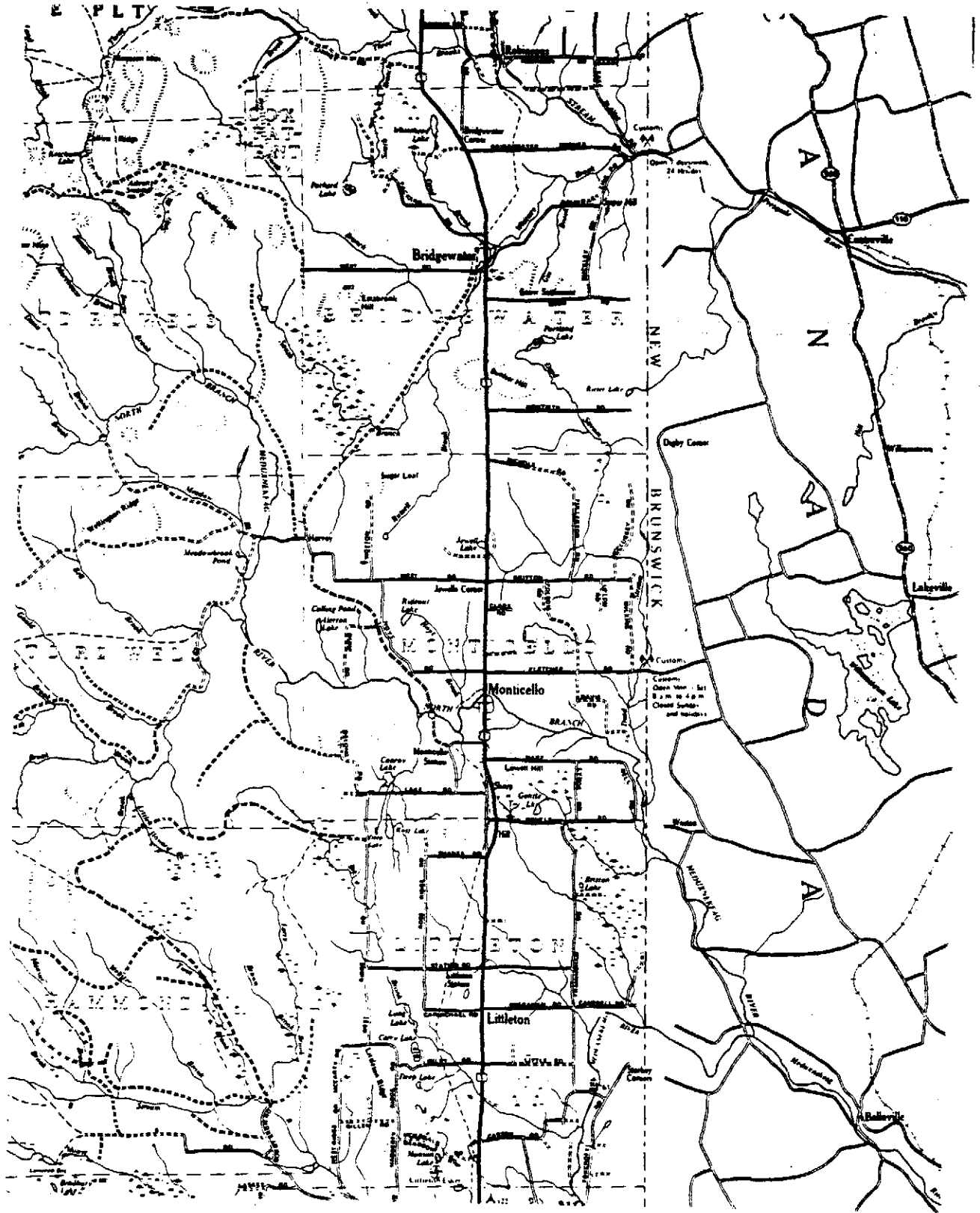
**Date of Construction:** Mid 1970s      **Last Renovation:** N/A

**Restrictions:** Commercial entries in excess of \$1,250 are allowed by permit only.

**Brokers:** No brokers are located on-site, broker services are available from the Houlton Port of Entry.

**Traffic:** See Houlton profile for the number of vehicles entering into Bloomfield, N.B. Those vehicles entering into Monticello are consolidated with those entering at Houlton.

**Canadian Port:** Bloomfield, New Brunswick



Monticello, Maine

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: HOULTON, MAINE**  
**CROSSING: BRIDGEWATER, MAINE**

**PROFILE**

**Port Code:** 10127

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Total Staff:** Customs: Staffed from the Houlton Port of Entry.

INS: 2 permanent inspectors

Day shifts are staffed by one Customs and one INS inspector. Evening and night shifts (4 pm - Midnight and Midnight - 8 am) are staffed by either Customs or INS.

**Nearest U.S. Port/Stations:** Houlton, Maine - 30 miles south/ Monticello, approximately 8 miles south; Easton, about 17 miles north.

**Address:** Boundary Road 04735

**Modal Activity:** Highway, Pedestrian

**Hours of Operation:** 24 Hours

**Seasonality:** Year-round

**Facility Owners:**

**Approach/Egress:** State of Maine/ Town of Bridgewater, Maine

**Crossing:** State of Maine/U.S. Customs Service

**Land/Station:** U.S. Customs Service

**Primary Inspection:** 2 lanes

**Commercial:** 1 lane

**Passenger:** 1 lane

**Secondary Inspection:** 1 lane, under separate canopy

**Processing Time:** Primary inspection: 30 seconds

Secondary: 5 minutes - 1 hour

**Capacity:** 120 vehicles/hour for primary inspection

**Activity:** Peak volume: 40 vehicles/hour;

Low volume hours: 2 vehicles per hour.

**Brokers:** None on-site; serviced from Houlton, Maine

**Canadian Port:** Centreville, New Brunswick

**Canadian Staff:** 8 inspectors, 1 manager/supervisor

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: HOULTON, MAINE**  
**CROSSING: BRIDGEWATER, MAINE**

**BACKGROUND**

**DESCRIPTION/LOCATION**

The Bridgewater Inspectional Station is situated about 30 miles north of the port of Houlton, just off Highway U.S. 1. It is a land entry port only; servicing no sea or air activity. The station is operational 24 hours a day. The station was constructed in 1975 and is in fair condition.

**ACTIVITY**

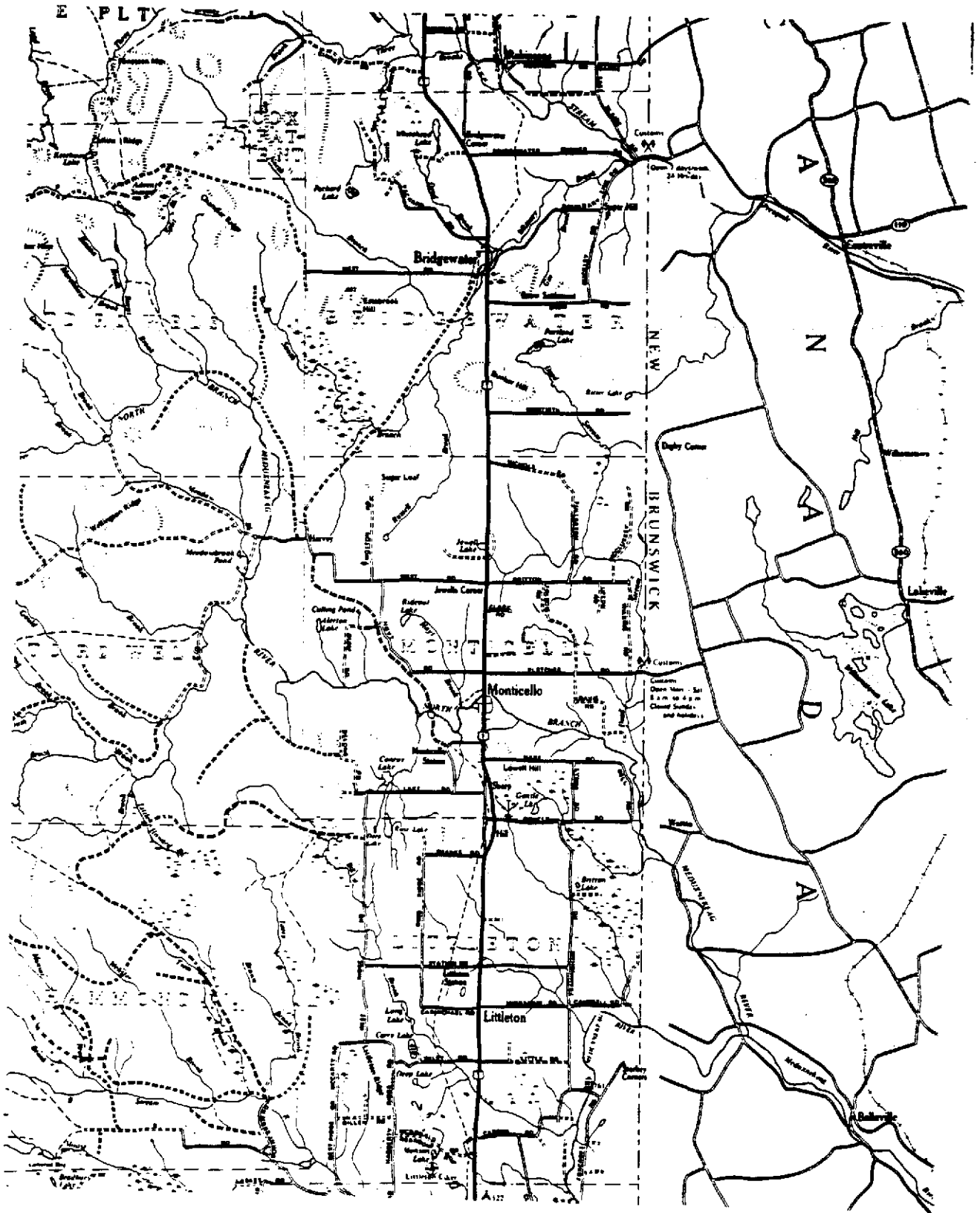
Major imports into Bridgewater include metal and metal products, and fish and fishing industry products. The port has both private and commercial vehicle traffic with peak traffic periods occurring from August through November.

Traffic entering the U.S. at the Bridgewater crossing is consolidated with that entering at Houlton. Traffic entering New Brunswick through Centreville is separately tabulated in the Houlton/Woodstock profile.

**HIGHWAYS**

Bridgewater is accessible from the north and south by U.S. Highway 1. From the Canadian border, the crossing is accessible from Highway 560 to the north and south and Highway 110 to the east.





Bridgewater, Maine

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: HOULTON, MAINE**  
**CROSSING: FORT FAIRFIELD, MAINE**

**PROFILE**

**Port Code:** 10107

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Collateral Duties:** Customs inspectors also staff the highway ports of Limestone and the Easton Station. Additionally, aircraft are serviced at Presque Isle Municipal and Caribou International Airports, and at Loring Air Force Base, when Limestone personnel are unavailable.

**Total Staff:** Customs: 7 full-time and 2 intermittent inspectors, and 1 supervisor  
INS: 4 full-time and 2 part-time inspectors, and 1 supervisor

**Nearest U.S. Ports:** Limestone, Maine

**Address:** Boundary Line Road, P.O. Box 252, Maine 04742

**Modal Activity:** Highway, Rail, Military Aircraft

**Hours of Operation:** 24 Hours

**Seasonality:** Year-round

**Facility Owners:**

**Approach/Egress:** State of Maine  
**Land/Station/Crossing:** General Services Administration

**Primary Inspection:** 3 lanes (2 with canopy)

**Private Vehicles:** 2 lanes  
**Commercial:** 1 lane

**Secondary Inspection:** Performed in parking area or garage

**Processing Time:** Primary: 15 seconds - 2 minutes  
Secondary: 5 minutes - 1 hour for passenger vehicles, 2 - 30 minutes for commercial vehicles.

**Capacity:** Primary: 120 autos per hour  
Secondary: 60 autos per hour, 6 trucks/hour

**Administration Building:** See Exhibit

**Secondary Garage:** See Exhibit

**Date of Construction:** 1934

**Brokers:** 4 brokers are available but none are local. There are two brokers at Houlton, and one at Madawaska, both approximately 50 miles away, and one at Jackman, approximately 250 miles away. All brokers have a representative on call 24 hours per day, 7 days per week.

**Canadian Port:** Andover, New Brunswick

**Comments:** There is no USDA veterinarian, animals requiring veterinary inspection are not allowed entry.

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: HOULTON, MAINE**  
**CROSSING: FORT FAIRFIELD, MAINE**

**BACKGROUND**

**DESCRIPTION**

The Fort Fairfield Border Station is owned by the General Services Administration. The approach and egress are owned by the State of Maine. The Fort Fairfield facility is in adequate condition.

**LOCATION**

Fort Fairfield is located in the northeastern part of Maine approximately 11 miles southwest of Caribou and 15 miles northeast of Presque Isle. The port area encompasses the townships of Fort Fairfield and Easton in Aroostook County.

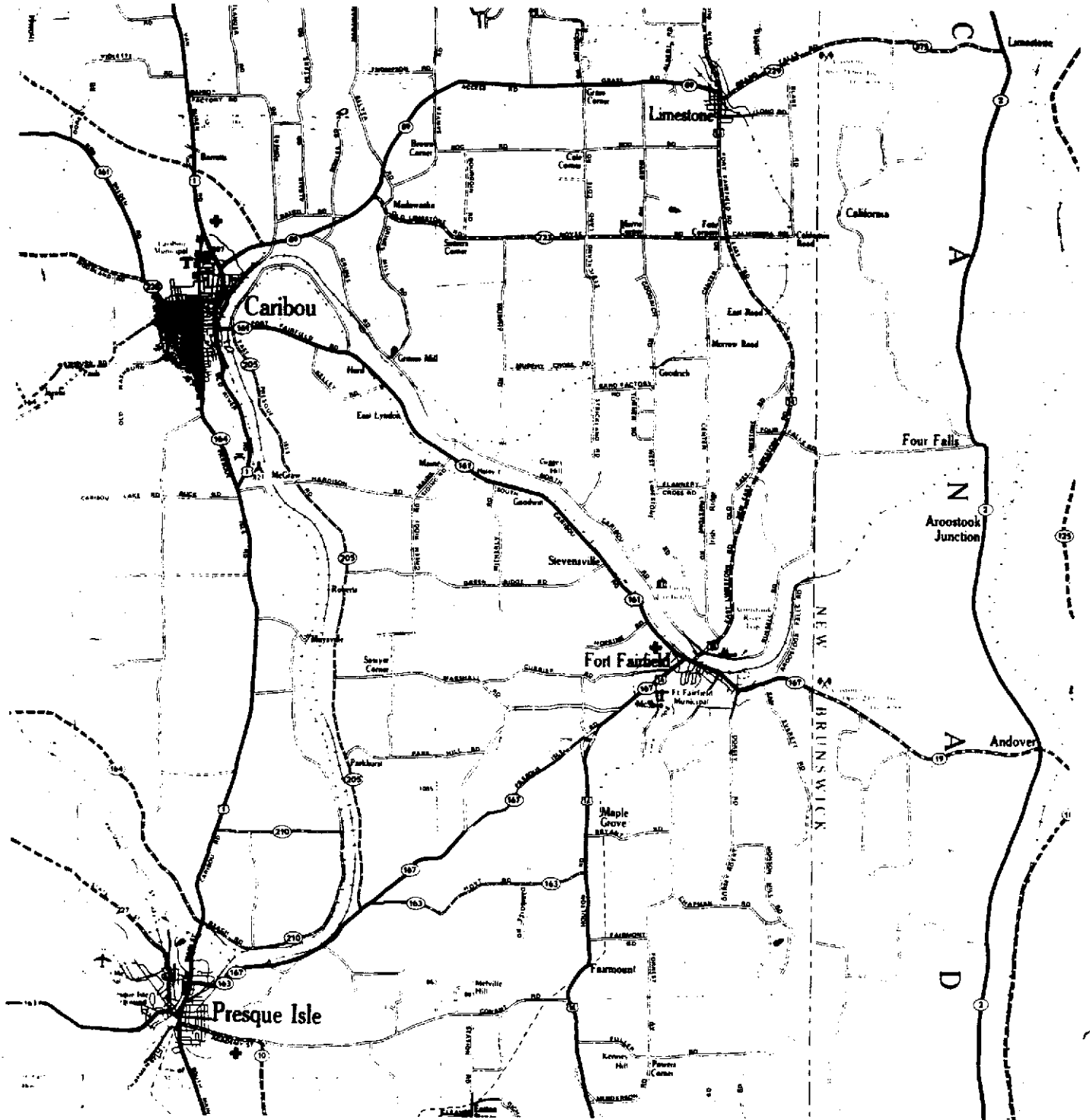
**ACTIVITY**

Customs activity consists primarily of land vehicles with local vehicles comprising the bulk of the traffic. Some long-haul trucks are also handled. Local and tourist traffic and recreational vehicles comprise the vast majority of vehicles crossing at this location. Traffic increases during the summer months. After a steady 5-year growth in privately owned vehicle traffic, this traffic declined in FY92 from approximately 377,800 to 372,000 vehicles.

The major import category entering at Fort Fairfield is chemicals and related products. The port has rail traffic over the Canadian Pacific Branch line from Canada to Presque Isle, Maine. Charter, corporate, and private aircraft are serviced at the landing rights airport in Presque Isle and at the international airport in Caribou, Maine.

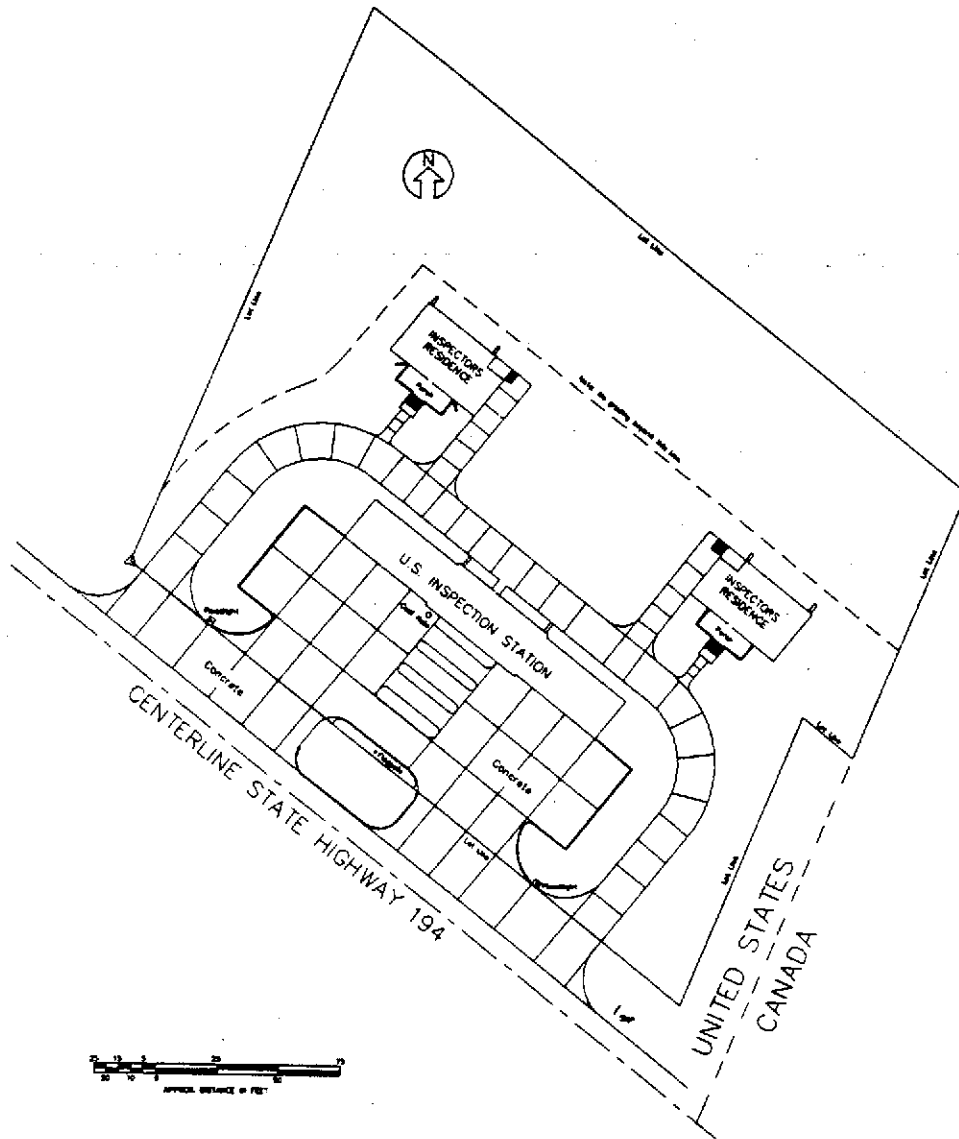
**HIGHWAYS**

Fort Fairfield is accessible by U.S. Highway 167 from the east and west and from Route 1A from the north and south. From New Brunswick, Canada, Highway 19 is accessible to the east.



Fort Fairfield, Maine





U.S. Inspection Station  
Fort Fairfield Approach Plan, 1932

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: HOULTON, MAINE**  
**CROSSING: LIMESTONE, MAINE**

**PROFILE**

**Port Code:** 10118

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Collateral Duties:** Presque Isle Municipal Airport, Caribou International Airport, Loring Air Force Base. The Limestone border crossing station is under the direct supervision of the Port Director for INS stationed in Van Buren, and the Port Director for Customs stationed in Fort Fairfield.

**Total Staff:** Customs: Rotates with Fort Fairfield station.  
INS: 2 Journeymen inspectors

**Nearest U.S. Ports:** Van Buren, 26 miles north; and Fort Fairfield, about 13 miles south.

**Address:** Grand Falls Road 04750

**Modal Activity:** Highway, Air, Pedestrian

**Hours of Operation:** 24 Hours

**Seasonality:** Year-round

**Facility Owners:**

**Approach/Egress:** State of Maine  
**Land/Station/Crossing:** General Services Administration

**Primary Inspection:** 2 lanes

**Commercial:** 1 lane for trucks and campers  
**Private Vehicles:** 1 auto lane with canopy

**Secondary Inspection:** No covered secondary inspection area

**Processing Time:** Passenger vehicles: 1-5 minutes  
Commercial: 5 minutes

**Capacity:** Passenger vehicles: 50 vehicles/hour  
Commercial: 12 vehicles/hour

**Administration Building:** See Exhibit

**Secondary Garage:** No covered garage area for secondary inspections.

**Date of Construction:** 1934

**Last Renovation:** 1990

**Brokers:** 4 available, none local

**Canadian Port:** Gillespie Portage, New Brunswick (Port Code 219)

**Canadian Staff:** 7 inspectors, 1 supervisor/manager

**Traffic: ENTERING THE UNITED STATES**

YEAR	AUTOMOBILES	COMMERCIAL VEHICLES
1989	77,406	5,327
1990	81,290	4,635
1991	96,320	4,697
1992	101,082	5,258

**Traffic: ENTERING CANADA**

YEAR	AUTOMOBILES	COMMERCIAL VEHICLES
1989	78,338	6,448
1990	109,100	5,913
1991	120,909	6,155
1992	118,338	6,576



**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: HOULTON, MAINE**  
**CROSSING: LIMESTONE, MAINE**

**BACKGROUND**

**DESCRIPTION**

The Limestone border station consists of one administration building that houses Customs and INS personnel. The original structure, owned by GSA, was built in 1932. It is a small wooden frame building, similar in design to the Fort Fairfield border station, but smaller in size. It is only a single-story building with one garage door on the left, and two on the right. Renovations were completed in 1990 and the administration building is currently in good condition. It is listed on the National Register of Historic Sites, a status that protects the building against demolition.

There are two primary inspection lanes, one lane with a canopy for autos and pickup trucks, and one lane outside the canopy for larger trucks, buses and campers.

**LOCATION**

The Limestone crossing is located on Route 229, just 2 miles from the town property of Limestone, Maine, off U.S. Highway 1A, and approximately 26 miles south of the Van Buren port of entry. Caribou, Maine is the nearest U.S. town, approximately 15 miles west of Limestone. Gillespie, New Brunswick is the nearest Canadian town. Residents of the Limestone and Gillespie communities are dispersed, as it is rural farming country.

**ACTIVITY**

Highway traffic through this crossing is mostly local and military, with no distinct seasonal pattern. Popularity of local night clubs in the Grand Falls area, and cross-border shopping account for much of the increase in automotive traffic over the last several years. Towards the end of 1992 and throughout the ensuing months, cross-border shopping activity has diminished.

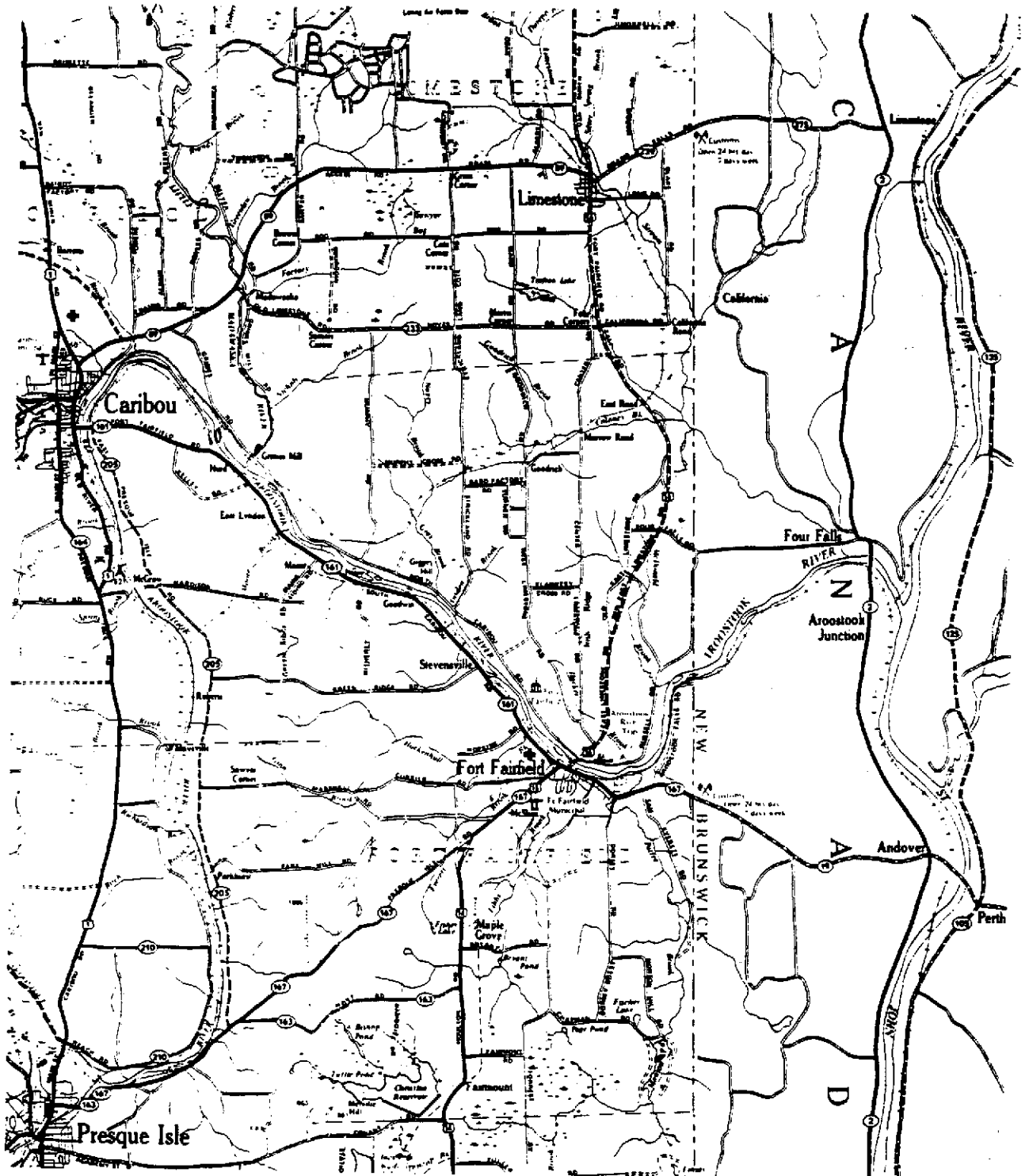
Loring Air Force Base is about 7 miles west. During FY91, it was utilized as a stop-over for troops returning from the Persian Gulf War. Military aircraft inspections completed during that time totaled 475. Congress has approved closing this air force base in 1994. The Limestone port is under the direct supervision of the Port Director for Immigration stationed in Van Buren, 26 miles north of Limestone; and the Port Director for Customs stationed in Fort Fairfield, 15 miles south. Dual inspection staffing responsibilities are practiced between the two services. The station operates 24 hours a day with staffing as follows: one service staffs the operation with one inspector for two consecutive 8-hour shifts, and the other service staffs the station for the third shift. This coverage shifts after every pay period so that the opposite service staffs a double shift.

**CONGESTION**

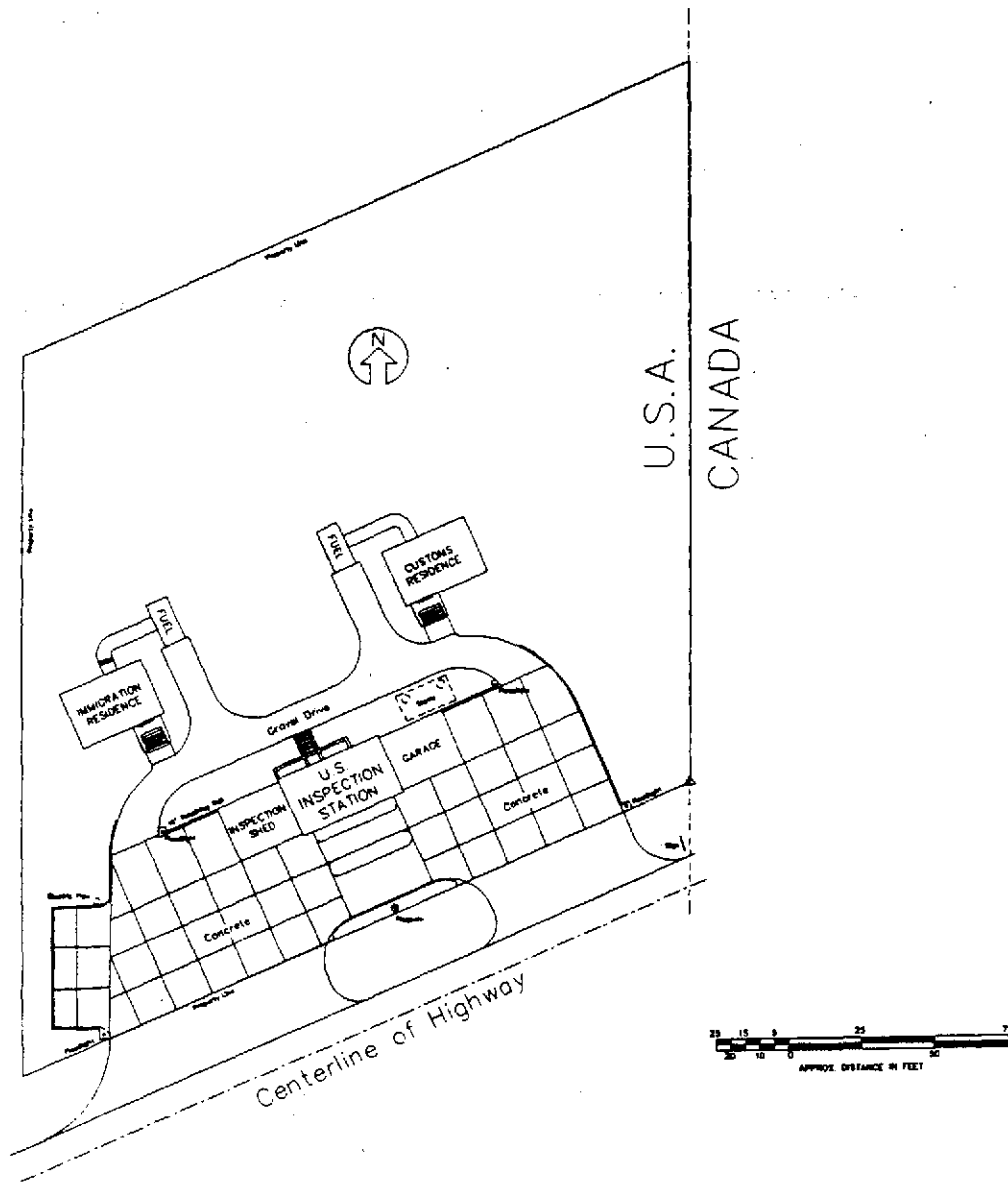
Congestion does not present a problem, and traffic growth seems to have stabilized at this border station.

**IMPROVEMENTS**

Within the border station facility, the road requires repavement every 4 to 5 years.



Limestone, Maine



U.S. Inspection Station, Limestone, Maine  
Approach Plan 1932

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: MADAWASKA, MAINE**  
**CROSSING: MADAWASKA, MAINE**

**PROFILE**

**Port Code:** 10109

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Collateral Duties:** Madawaska is the Immigration sub-office for the ports of Van Buren, Hamlin, Limestone and Fort Kent. It is the Customs sub-office for St. Pamphile and Estcourt.

**Total Staff<sup>6</sup>:** Customs: 9 full-time and 1 vacancy, and 2 part-time (WAE hours)  
INS: 1 Area Port Director, 1 shift inspector, 6 journeymen, 4 part-time inspectors.

**Nearest U.S. Ports:** Fort Kent, approximately 20 miles to the southwest; Van Buren, approximately 23 miles to the southeast.

**Contact:** J.W. Albert, Customs Area Port Director (APD); Don Marcott, INS APD

**Address:** Bridge Street 04756

**Phone:** (207) 728-4565

**Modal Activity:** Highway, Pedestrian, Rail

**Hours of Operation:** 24 Hours

**Seasonality:** Year-round; with traffic peaking in summer months.

**Facility Owners:**

**Land/Station:** General Services Administration  
**Bridge:** State of Maine

**Primary Inspection:** 2 inspection lanes, although there is only 1 lane approaching primary inspection.

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<sup>6</sup>Source: APD Dual Inspections Report 1991 and Data Sheet submitted.

**Private Vehicle:** 1 lane dedicated for private vehicles

**Commercial:** 1 lane available for both passenger and commercial vehicles

**Secondary Inspection:** 4 bays without canopy

**Processing Time:** Primary inspection: maximum 6 trucks and 400 autos/hour;  
minimum 0 trucks and 20 autos/hour

**Capacity:** Primary inspection: 400 autos/hour  
Secondary inspection: varies depending upon type of vehicle.

**Administration Building:** See Exhibit

**Secondary Garage:** None

**Date of Construction:** 1959-60

**Brokers:** 4 brokers available, with only one agent residing in the immediate area. Cargo processing is delayed when trucks arrive at the border and brokers are not on-site. However, this is not a commercial port and only about 1.7% of total vehicles are trucks.

**Canadian Port:** Edmundston, New Brunswick

**Canadian Facilities:** Canada has relatively new facilities, but its close proximity to bridge continues to aggravate congestion.

**Canadian Staff:** 4 inspectors, 4 manager/supervisors

**Traffic:** ENTERING THE UNITED STATES

YEAR	AUTOMOBILES	TRUCKS
1989	1,013,673	23,577
1990	1,092,153	23,751
1991	1,505,172	24,952
1992	1,379,120	23,790

**Traffic:**

**ENTERING CANADA**

YEAR	AUTOMOBILES	TRUCKS
1989	867,682	11,478
1990	1,197,804	13,794
1991	1,369,758	17,791
1992	1,236,697	15,923

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: MADAWASKA, MAINE**  
**CROSSING: MADAWASKA, MAINE**

**BACKGROUND**

**DESCRIPTION**

The Madawaska border facility, constructed between 1959 and 1960, is owned by GSA and is situated on approximately 37,380 square feet. It consists of two primary inspection bays and four open secondary inspection bays. The site is enclosed by a 6-foot high woven wire fence on three sides. The bridge provides a pedestrian walkway.

**LOCATION**

The town of Madawaska is situated at the northernmost point of the State of Maine, about 100 miles north of Houlton, on the St. John River, which is the area's natural boundary between the U.S. and Canada. The town and border station are located on U.S. Highway Route #1, which winds its way to its terminus at Fort Kent, Maine a few miles to the Southwest.

The Port of Madawaska is the key point of crossing in the St. John Valley. It is a land border facility serving a two-lane bidirectional bridge over the St. John River connecting to Edmundston, N.B., Canada. The bridge crossing at this border station is located on a triangle, bound and constrained by the extreme topography of the St. John River on one side, the railroad on the other, and the main road on the third side.

**ACTIVITY**

Approximately 90% of the traffic through this port is local commuters. Also, since 1990, there has been an increase in travelers from the European countries. Many are from the new Visa Waiver Pilot Program and are taking advantage of the new admission procedures for land borders.

Of the small amount of commerce that does pass through this port, the primary commodity imports are wood products and building materials.

Both INS and Customs inspect aircraft at the Northern Maine Aroostook Regional Airport, in Frenchville, approximately 9 miles up the St. John River. The airport is 2 miles off U.S. Rte. 1. All traffic consists of private and charter aircraft. Each Federal Inspection Service conducts inspections on a monthly rotation basis. Customs also provides service for a small duty-free warehouse.



In the winter in Madawaska, snowmobiles are an important mode of transportation. Railroad bridges and other unstaffed crossings are easily accessible by snowmobiles and other off-road vehicles. The Border Patrol monitors these locations and the vehicles crossing through them.

## **HIGHWAYS**

Adjacent to the Madawaska facility is Bridge Road, which connects U.S. Route 1 to the bridge and to Edmundston, New Brunswick. Route 1, the main business thoroughfare through Madawaska, becomes a more rural Interstate that winds its way down the eastern seacoast.

## **RAIL**

The Bangor and Aroostook Railroad runs a freight train through the crossing twice daily. All vehicular traffic is halted for this activity. The freight train temporarily departs from the U.S. at Van Buren, Maine to switch cars at St. Leonard, New Brunswick. The train then proceeds directly to Madawaska where it stops immediately adjacent to the port of entry. The engineers and other workmen are inspected by INS and the freight is processed by Customs.

## **AIR**

Both INS and Customs inspect aircraft at the Northern Maine Aroostook Regional Airport in Frenchville, Maine, which is located approximately 9 miles upriver (actually southwest) from Madawaska. The airport is located about 2 miles off U.S. Route #1. All traffic consists of private and charter aircraft.

## **PIPELINE**

Steam and sludge pipelines from Canada run adjacent to the bridge. The pulp slurry runs under steam runs alongside of the bridge.

## **CONGESTION**

The U.S./Canadian border crossing between Madawaska, Maine and Edmundston, New Brunswick is the second most active port for passenger traffic in Maine. Traffic congestion is the outstanding concern with both the U.S. and Canadian inspection services. It is reported that traffic backs up for several miles in both directions during the peak summer season.

There are no commercial inspection capabilities at this station, as this is not a designated commercial port. A small amount of commerce does go through this port, and since only one broker is in the immediate area, advance notification can avoid or minimize cargo delays.

## **IMPROVEMENTS**

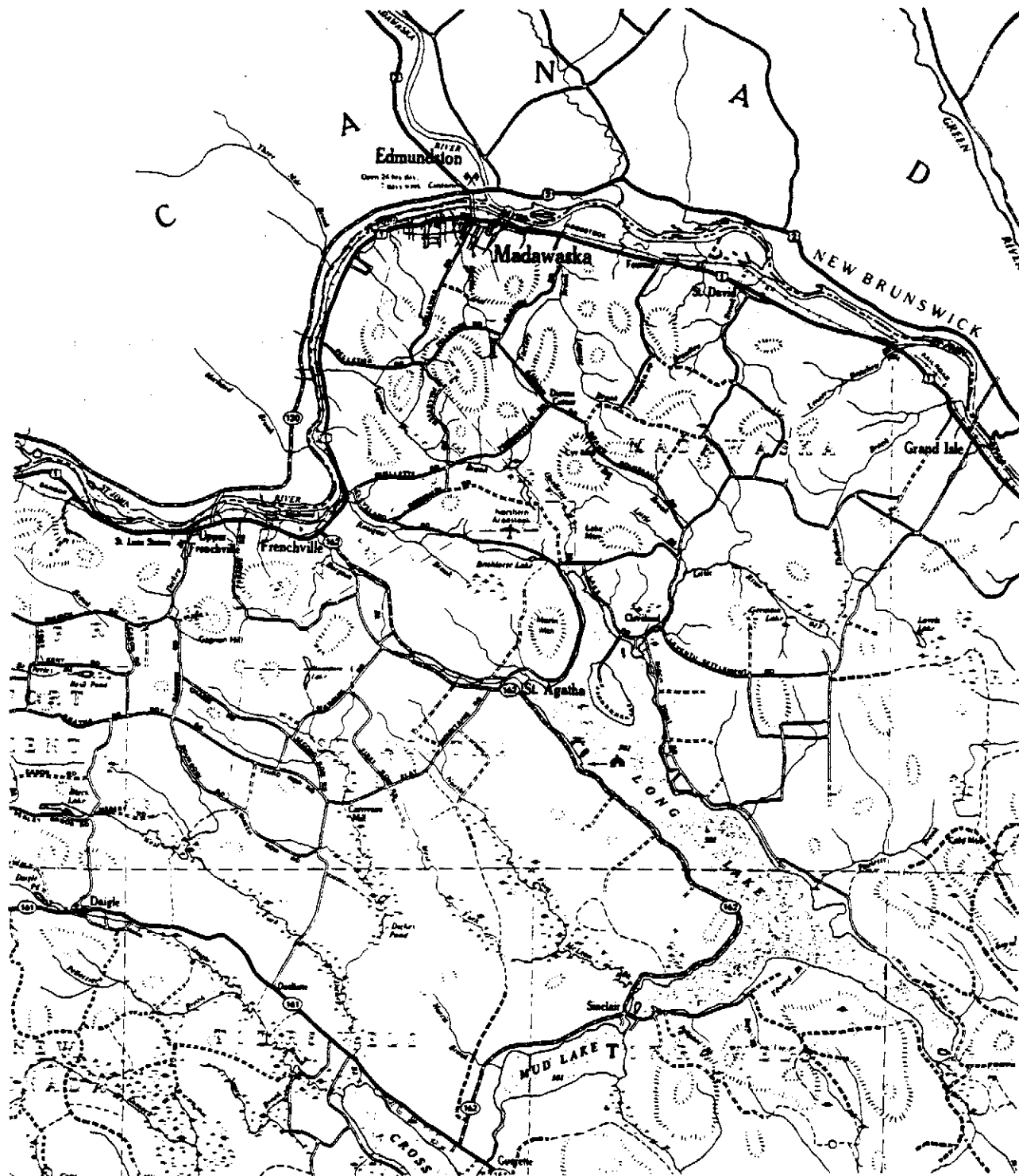
For several years, this facility has been among the "top ten" stations submitted by INS and Customs to GSA, in need of physical improvements. Recently though, GSA advised the FIS to drop this station from the top ten priority list because the present location is landlocked and the state of Maine has no plans to provide for the relocation of this bridge in the future. Following this suggestion, the FIS asked GSA to consider reconfiguring the station with one that utilizes the existing roadway and site in a way that alleviates the worst of the congestion. In addition, the FIS are requesting that a two-bay truck inspection facility be constructed on-site.

The General Services Administration, Customs and INS agree that an additional parcel of land adjacent to the present facility must be acquired to accommodate the additional requirements of the INS and Customs. The GSA is currently involved in negotiations with the Bangor-Aroostook Railroad Company to purchase that land so that the current facilities at this location can be expanded to accommodate current traffic levels and to provide a truck inspection warehouse. The feasibility of this project is dependent upon the Bangor-Aroostook Railroad Company agreeing to sell the land.

The station area is repaved yearly, due to traffic and severe weather conditions.

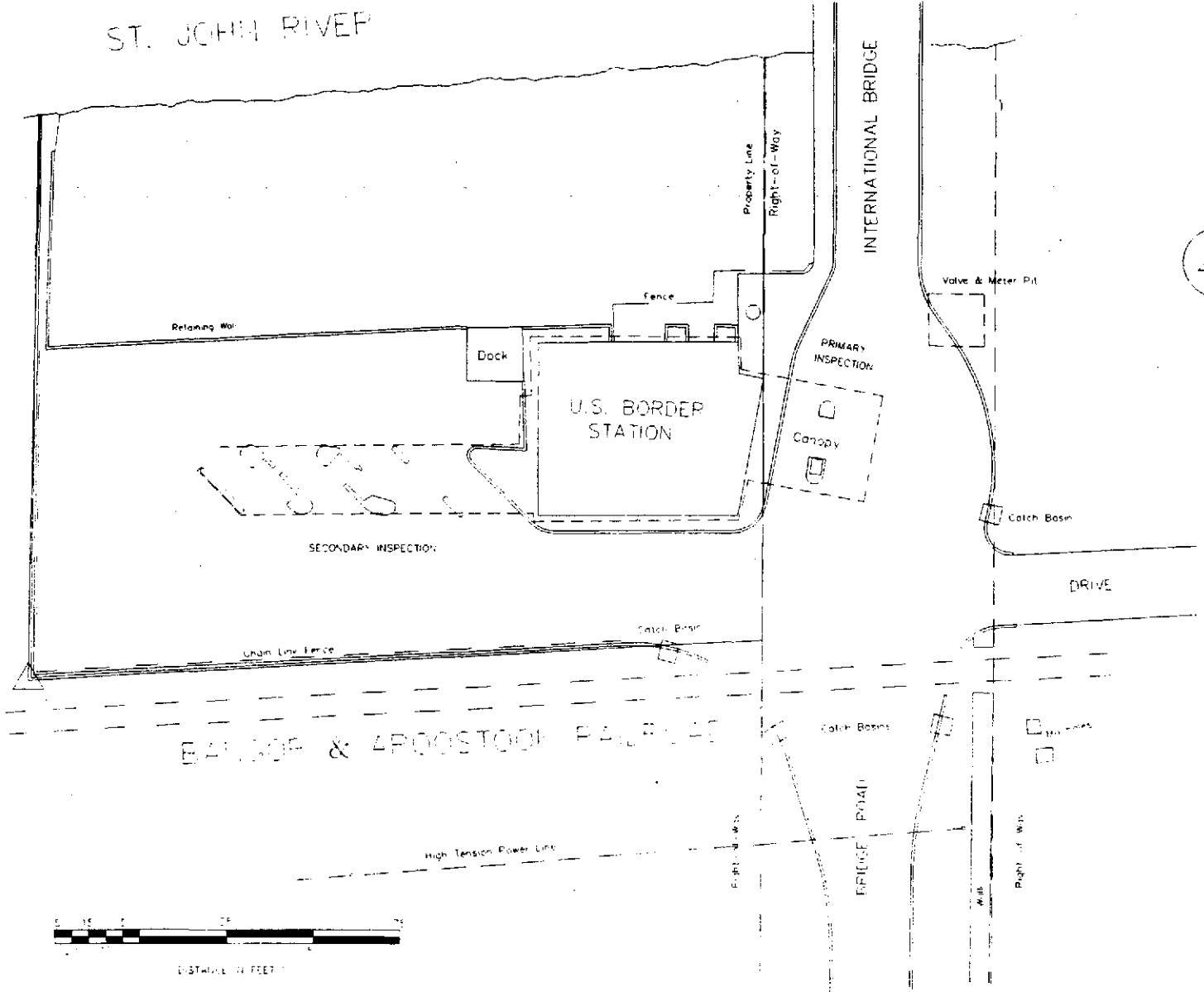
## **ANTICIPATED GROWTH**

Passenger Traffic volumes are not expected to increase in the near future due to the levelling off of cross-border shopping.

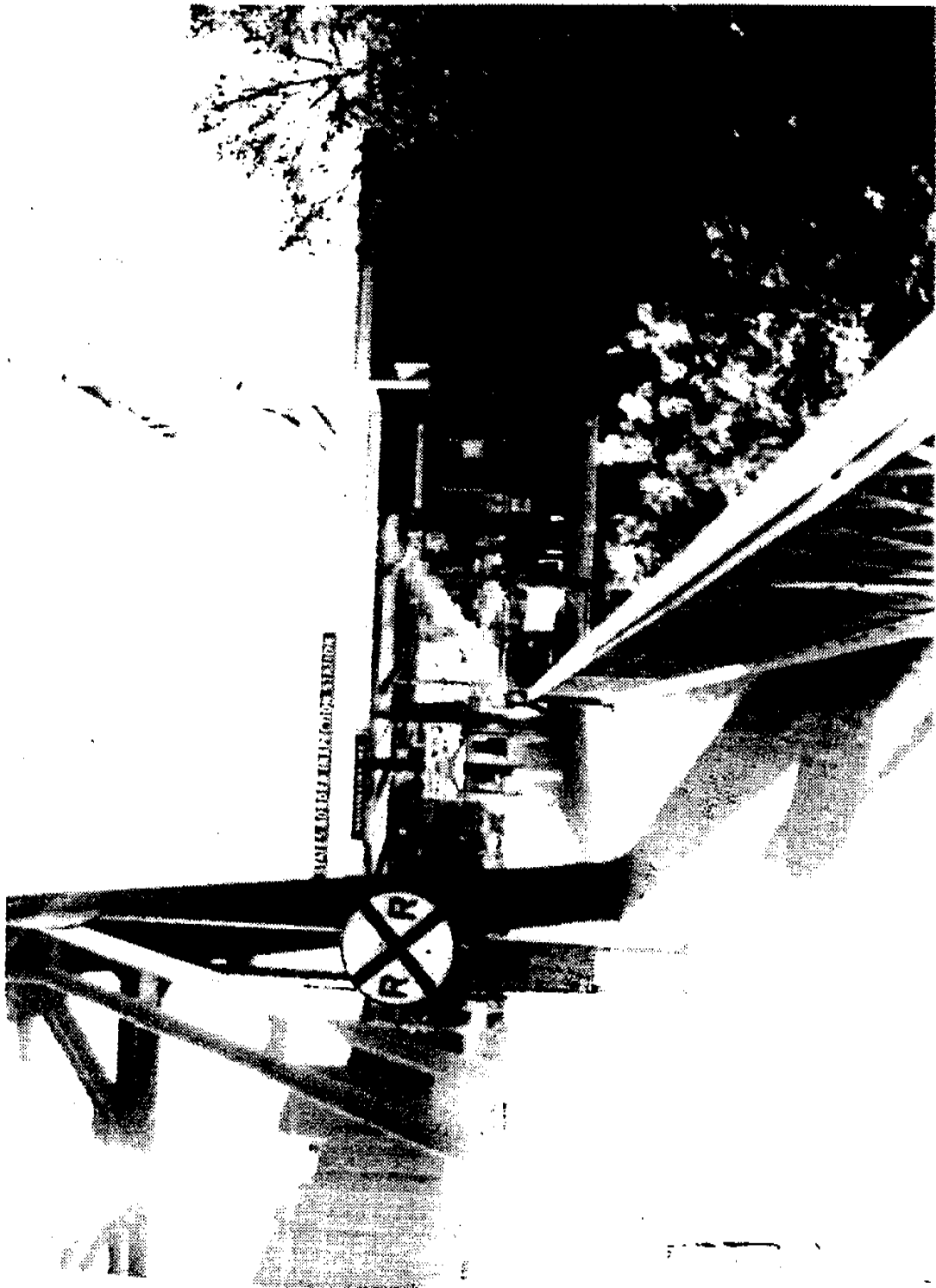


Madawaska, Maine

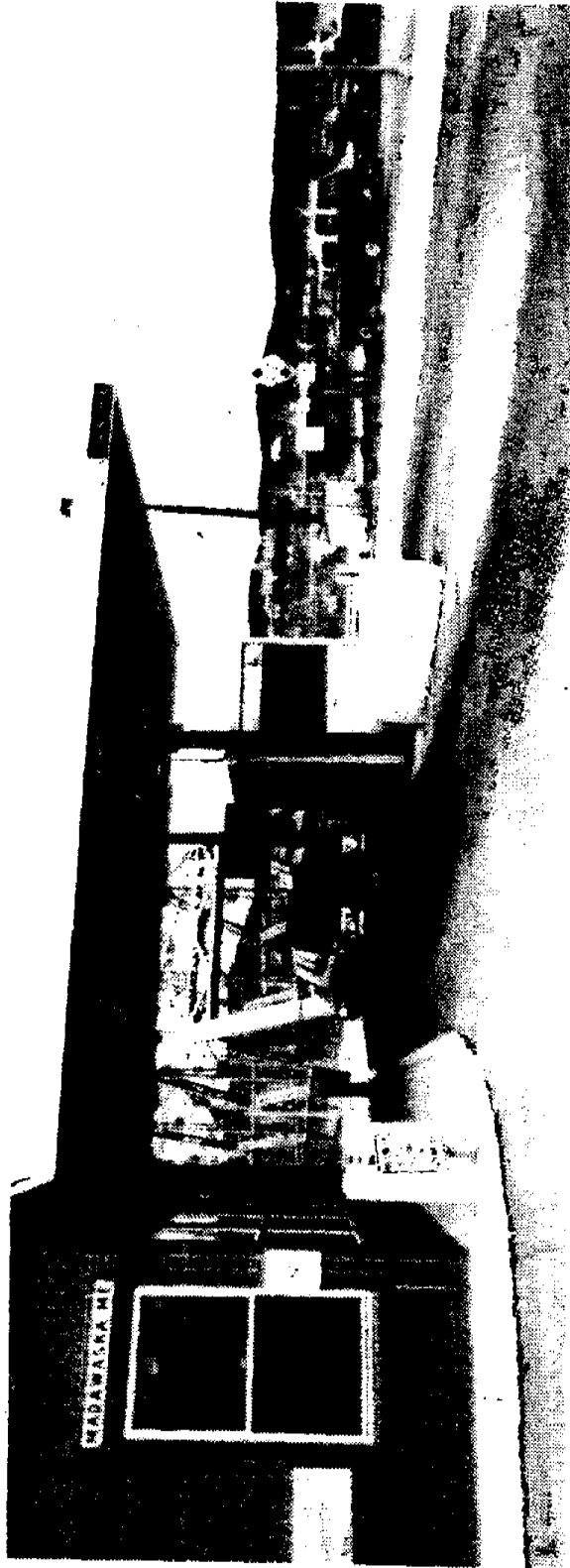




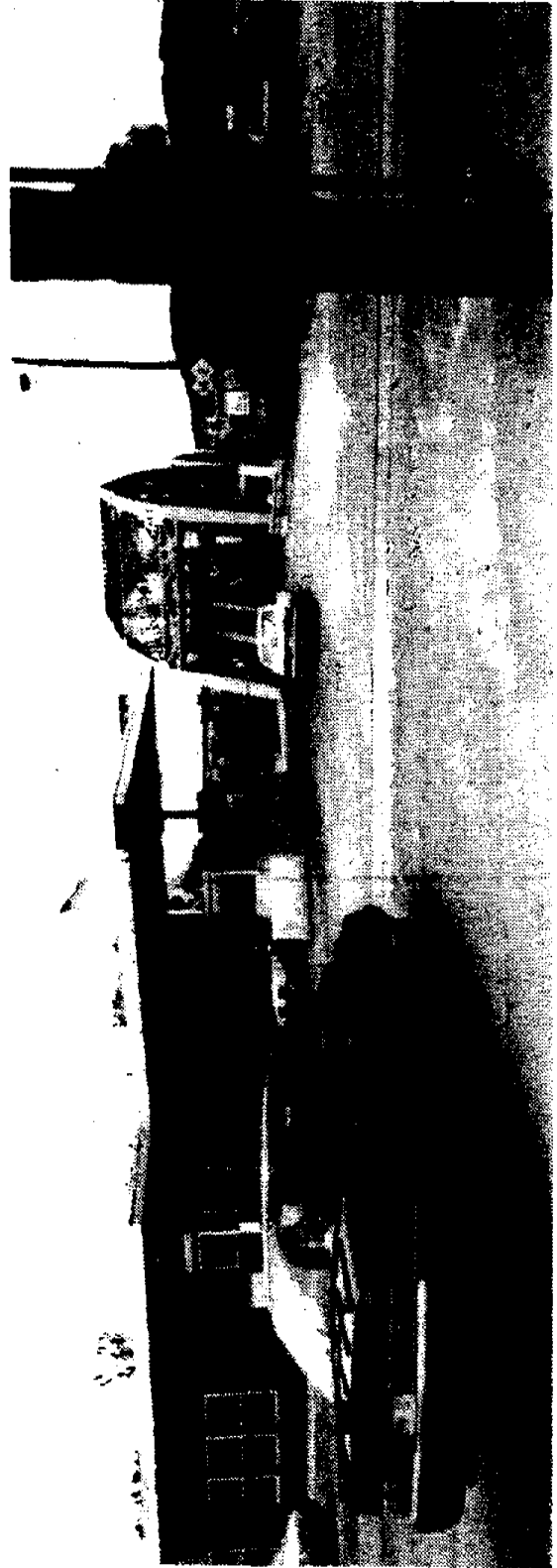
U.S. Border Station, Madawaska, Maine  
Site Plan 1958



Madawaska: Exiting the bridge into the U.S., primary inspection, and administration building



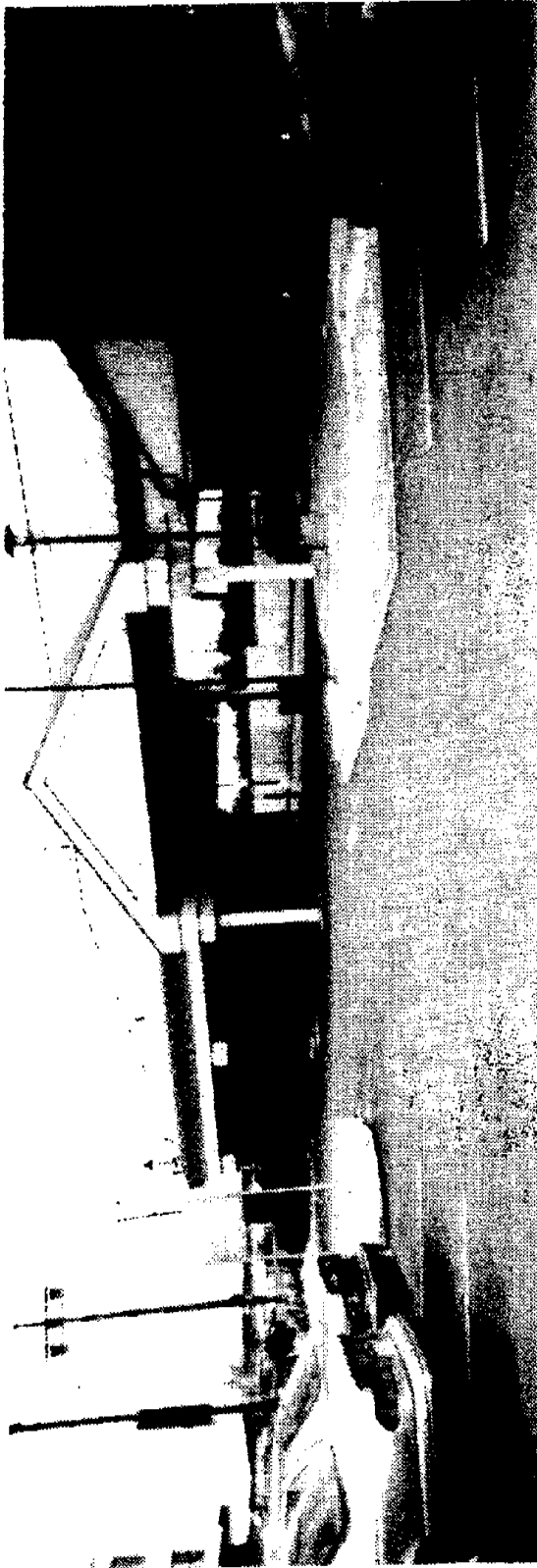
Above, entering primary inspection at Madawaska; below, approach to Bridge to Edmundston



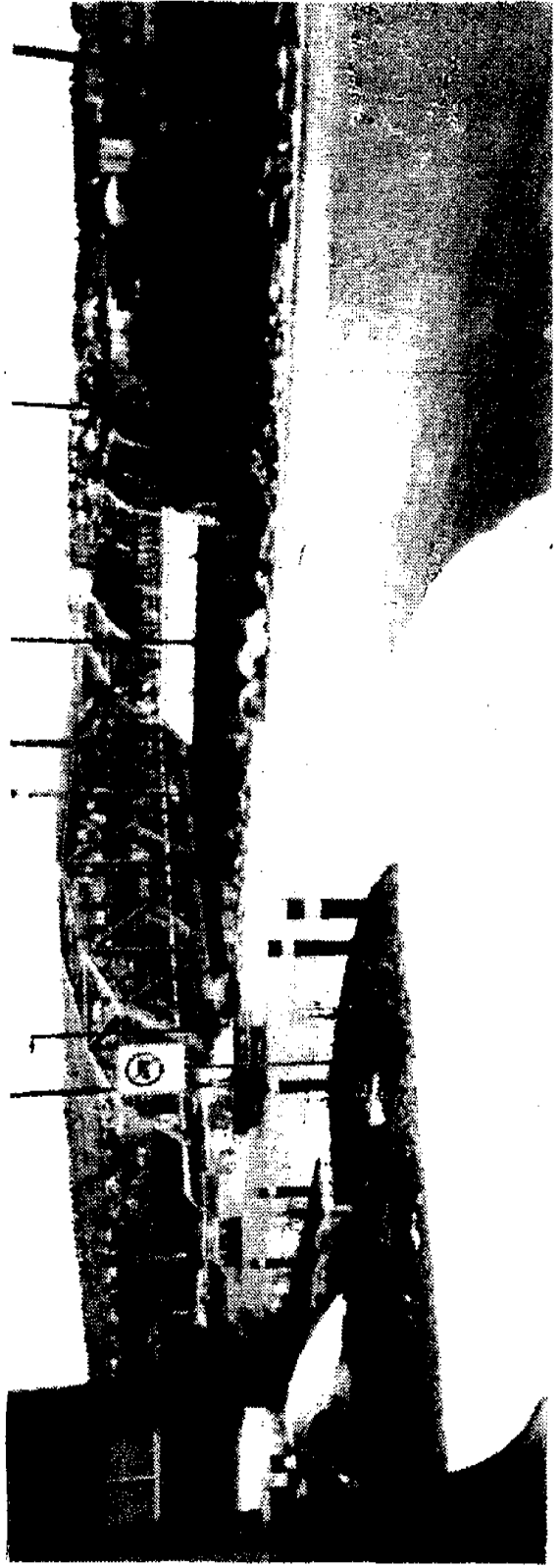


Madawaska: Above, secondary auto inspection and parking area; below, bridge exit and approach to primary inspection in Edmundston, N.B.





Edmundston, N.B.: Above, secondary auto inspection and parking area; below, exiting Edmundston and entering bridge to Madawaska





**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: VAN BUREN, MAINE**  
**CROSSING: VAN BUREN, MAINE**

**PROFILE**

**Port Code:** 10108

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Collateral Duties:** Hamlin Border Station, Maine

**Total Staff:**<sup>1</sup>    Customs: 7 full-time; 2 part-time  
                  INS:        7 full-time; 4 part-time

**Nearest U.S. Ports:** 25 miles north; Madawaska, Maine;  
                          11 miles south; Hamlin, Maine

**Contact:** J.W. Albert, Customs, Area Port Director (APD); Don Marcott INS APD

**Address:** 67 Bridge Street 04785

**Modal Activity:** Pedestrian, Highway, Rail, Air (Float Plane)

**Hours of Operation:** 24 Hours

**Seasonality:** Year-round with peak traffic during summer months.

**Facility Owners:**

**Land/Station:** General Services Administration  
**Approach/Egress/Crossing:** State of Maine

**Primary Inspection:** 3 lanes and 2 booths. One pedestrian lane.

**Private Vehicle:** 2 lanes  
**Commercial:** 1 lane

**Secondary Inspection:** 3 lanes with canopy

**Processing Time:** 5 minutes to 1 hour<sup>2</sup>

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<sup>1</sup>Staffing data for this port of entry refers to FY91.

<sup>2</sup>Primary inspection processing time fluctuates significantly due to the high volume of European travellers who require passport verification.

**Capacity:** Primary: 125 autos/hour, 5 trucks/hour

**Administration Building:** See Exhibit

**Secondary Garage:** See Exhibit

**Date of Construction:** 1965

**Last Renovation:** N/A

**Brokers:** 4 that serve the area, although none are local

**Canadian Port:** St. Leonard, New Brunswick

**Canadian Staff:** 11 inspectors; 1 manager/supervisor

**Traffic:**

ENTERING THE UNITED STATES

PORT	YEAR	AUTOMOBILES	COMMERCIAL VEHICLES
VAN BUREN	1989	703,704	15,472
	1990	791,543	13,796
	1991	828,376	16,501
	1992	889,657	18,706

## Traffic:

## ENTERING CANADA

PORT	YEAR	AUTOMOBILES	COMMERCIAL VEHICLES
GRAND FALLS	1989	285,190	1,711
(HAMLIN)	1990	396,985	2,009
	1991	431,914	1,902
	1992	404,270	2,322
ST. LEONARD	1989	334,084	12,626
(VAN BUREN)	1990	444,058	15,262
	1991	494,882	22,992
	1992	475,425	21,514

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: VAN BUREN, MAINE**  
**CROSSING: VAN BUREN, MAINE**

**BACKGROUND**

**DESCRIPTION**

The border station at Van Buren, Maine consists of a one-story brick building with a combination garage and storage building. This Port of Entry is under the operational jurisdiction of both INS and Customs Area Port Directors located in Madawaska.

The facility has two incoming automobile traffic lanes that are capable of handling small trucks, and a third lane for inspecting larger commercial vehicles. The facility is also equipped to inspect float planes, with a small float facility operating in the summer months. The town of Van Buren provides the dock.

**LOCATION**

The Van Buren facility is located on U.S. Route 1, about 25 miles south of Madawaska, Maine, and 23 miles north of Caribou, Maine, the nearest city to Van Buren. The highway becomes Route 17 in Canada.

The population of Van Buren is slightly over 3,100 people. The nearest Canadian town/village is located just across the international bridge over the St. John's River, and has a population of approximately 1,600 residents.

**ACTIVITY**

The vast majority of traffic is privately owned vehicles. In the winter, this traffic is 90% local and in the summer it is 70% local. Increased tourism traffic is seen during the summer.

Due to the location of Van Buren on Route 17 in Canada, this corridor and port of entry is used heavily, especially by European travellers, when visiting the Gaspé region in New Brunswick. The Gaspé region is 98% Arcadian and thus a major draw for French visitors. Also, as is the case with Madawaska, since the Visa Waiver Program, there's been a general increase in tourism from Europe to Canada to the United States.

Commercial trade has increased, in part due to the large harvest of logs in the State of Maine which are exported to local sawmills in St. Leonard for processing by J.D. Irving, Ltd. A small amount of fish and farm products are also transported through this crossing.

This facility is also equipped to inspect float planes. A small float facility is in operation during the summer months. A dock is provided on the St. John River by the town of Van Buren.

### **RAIL**

The major import categories entering at Van Buren, primarily by rail, are wood, paper and printed matter, and chemicals and related products. The port includes a railroad bridge located about 1 mile north of the international bridge.

### **AIR**

The port provides service to a small landing rights airport for float planes that primarily handles private flights. About 42 inspections were performed for these carriers in FY91.

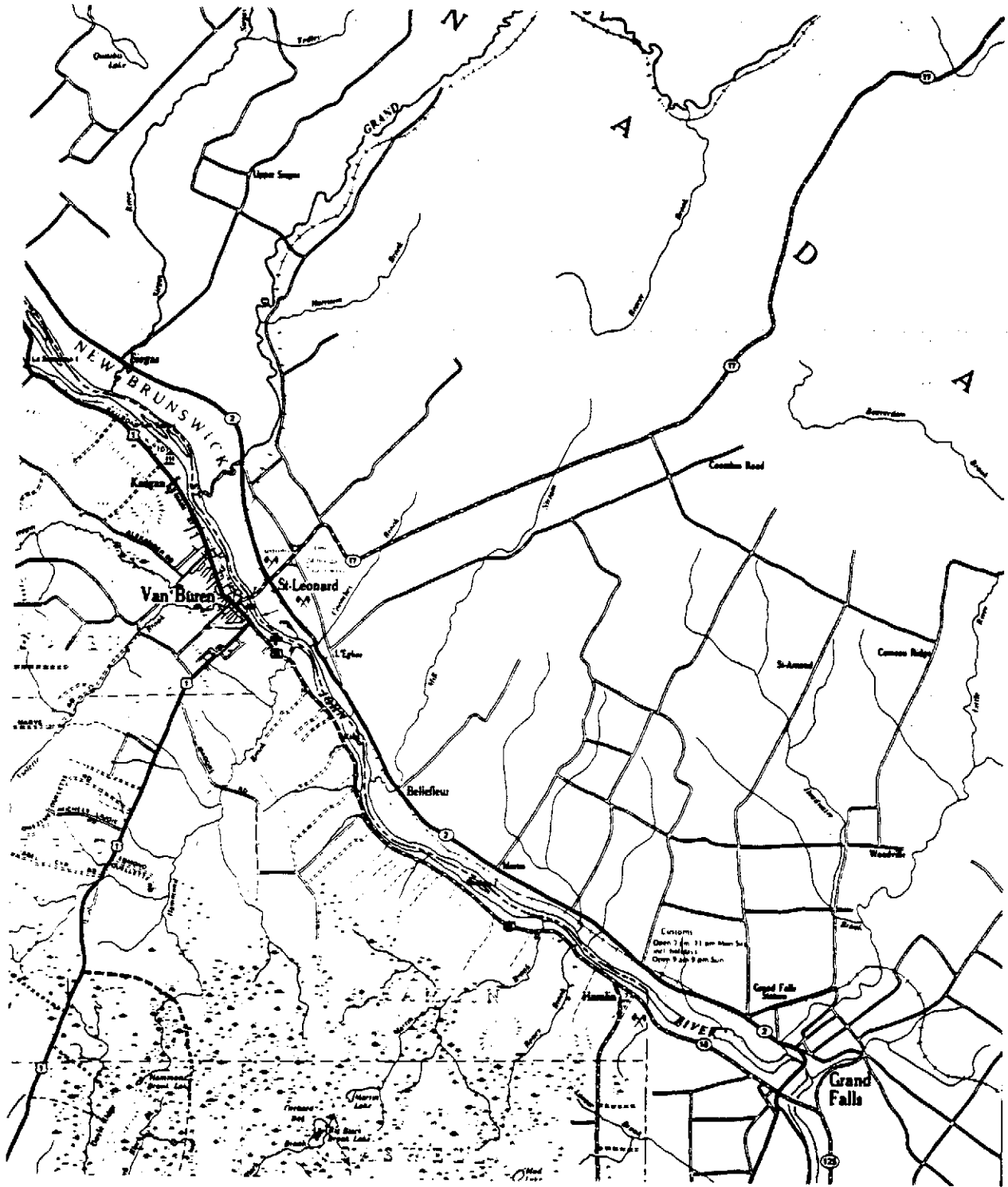
### **CONGESTION**

There is ample capacity at the Van Buren facility to accommodate current and projected traffic levels. No problems of congestion are noted.

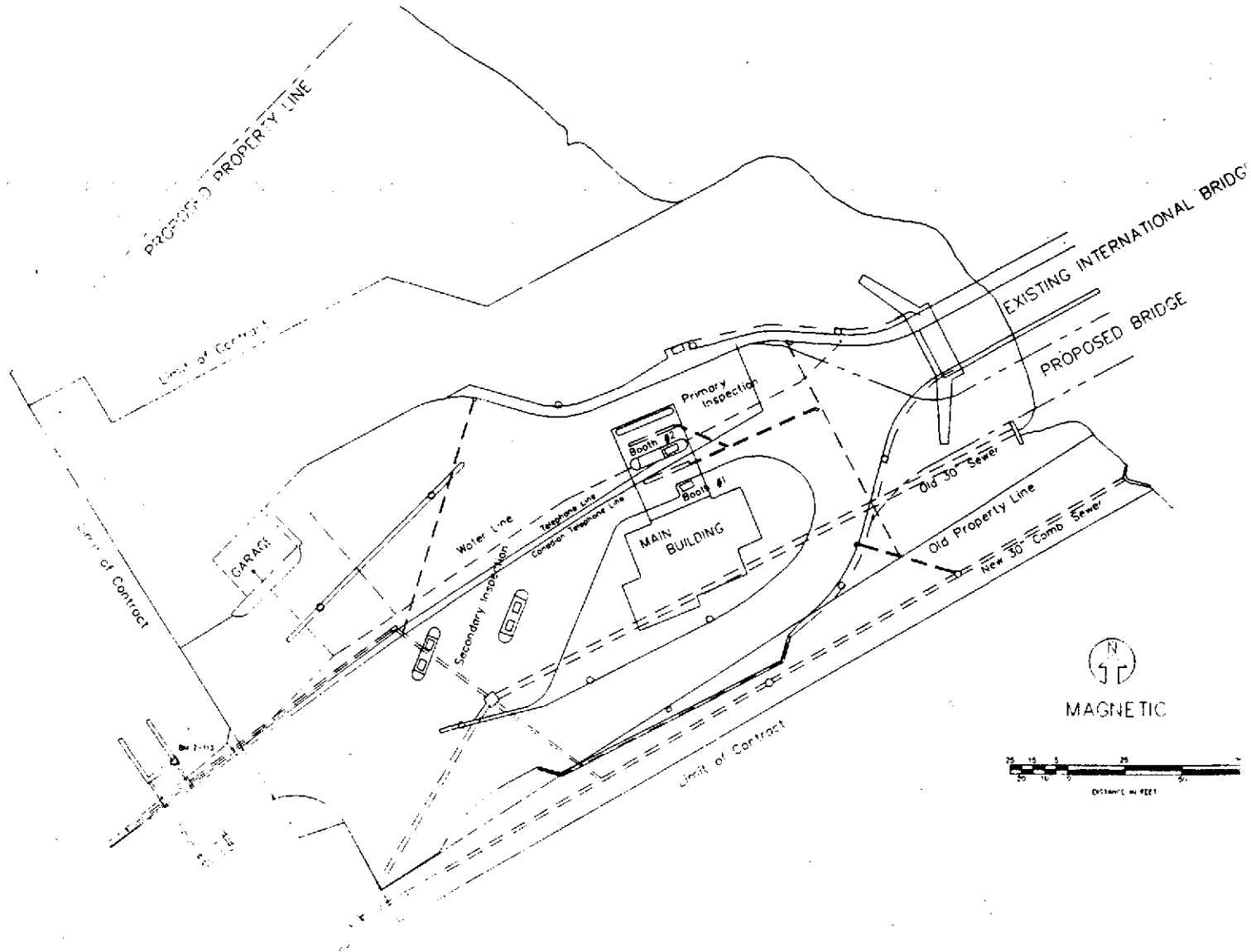
### **OTHER**

The road and compound need new pavement every year, primarily due to severe weather conditions.

The region is eager to develop tourism.



Van Buren, Maine



U.S. Border Station, Van Buren, Maine  
Site Plan 1964

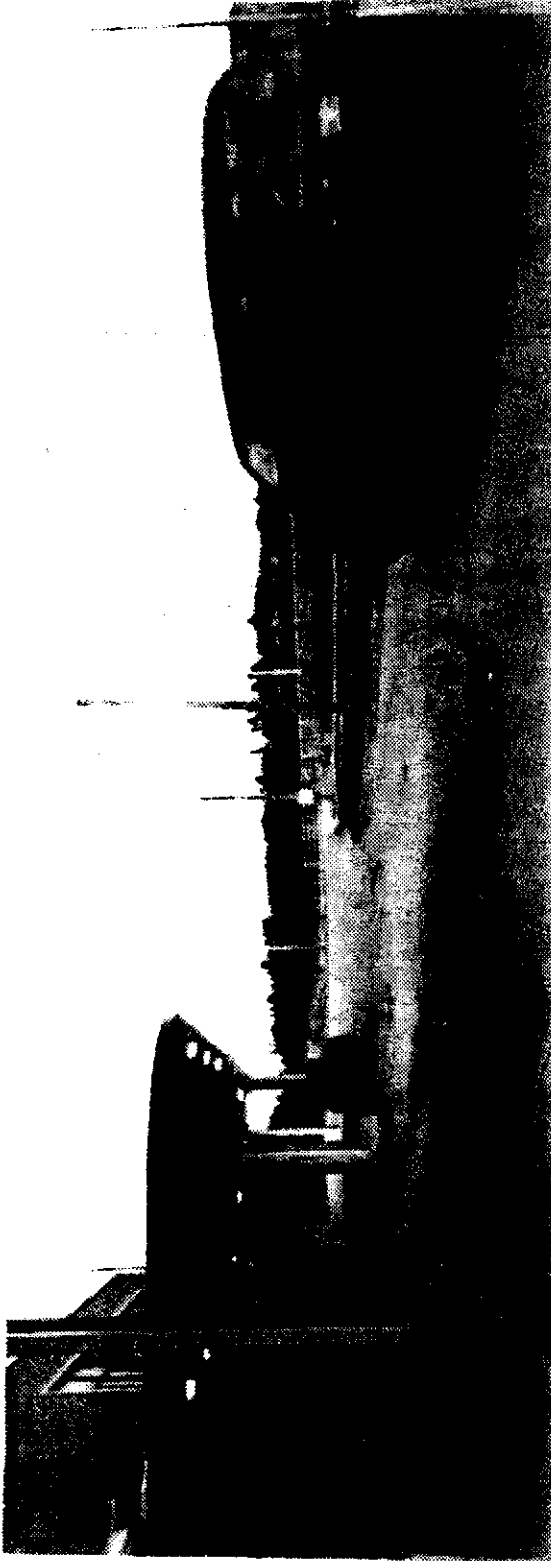




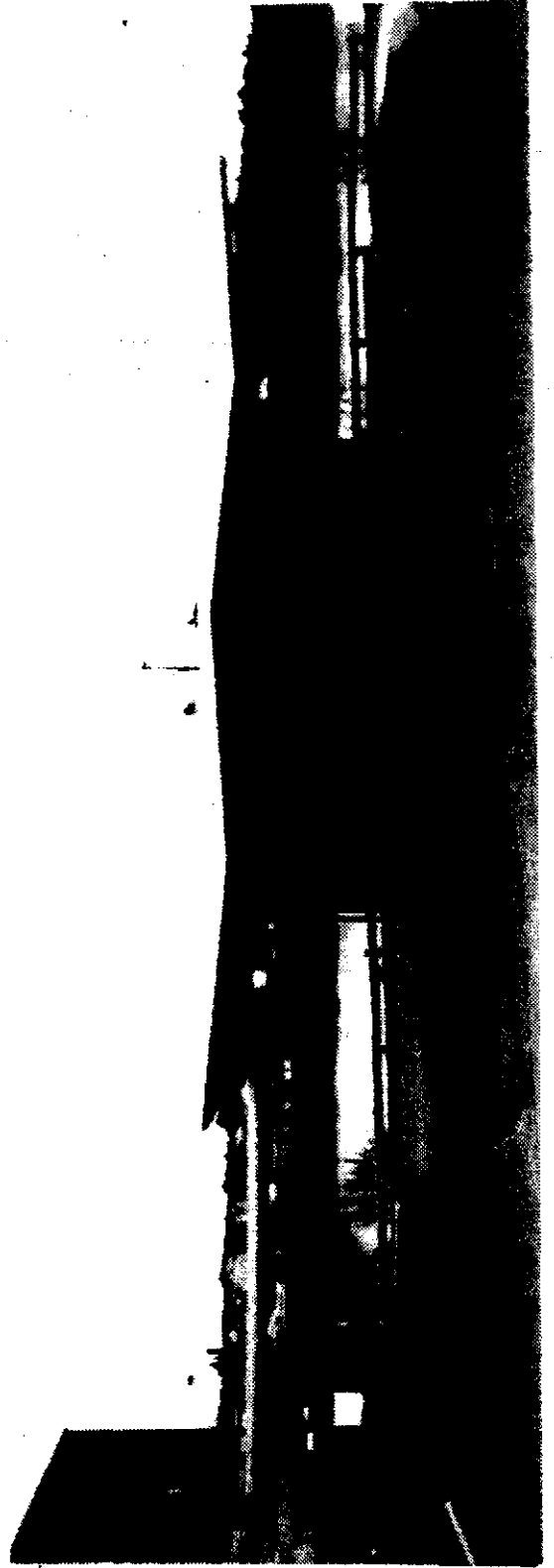
Van Buren: Above, primary inspection; below, float plane ramp







St. Leonard, New Brunswick Inspectional Station



**U.S./CANADIAN BORDER PORT PROFILE  
PORT: VAN BUREN, MAINE  
CROSSING: HAMLIN, MAINE**

**PROFILE**

**Port Code:** 10108

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Collateral Duties:** The Hamlin facility is under the direct supervision of the Port Directors for both INS and Customs located in Van Buren. Staffing is on a rotational basis from Van Buren. Customs and INS also covering float planes arriving from Canada.

**Total Staff:** Typical staffing is done on a 50/50 basis between Customs and INS with each service being responsible for each 8-hour shift with one officer.

**Nearest U.S. Ports:** Van Buren, 11 miles north

**Modal Activity:** Highway, Pedestrian

**Hours of Operation:** 16 Hours/Day

**Seasonality:** Year-round, peaks in summer

**Facility Owners:**

**Land/Station:** U.S. Customs Service

**Approach/Crossing/Egress:** State of Maine

**Primary Inspection:** 2 lanes, 2 booths

**Private Vehicle:** 1 lane

**Commercial:** 1 lane

**Secondary Inspection:** Small parking lot

**Processing Time: Primary:** 30 seconds

**Secondary:** 5 minutes to 1 hour

**Capacity: Primary:** 120 autos/hour, 5 trucks/hour

**Administration Building:** See Exhibit

**Date of Construction:** 1965

**Brokers:** 4 available, none local

**Canadian Port:** Grand Falls, New Brunswick

**Canadian Staff:** 9 inspectors, 1 manager/supervisor

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: VAN BUREN, MAINE**  
**CROSSING: HAMLIN, MAINE**

**BACKGROUND**

**DESCRIPTION**

The Hamlin border facility at the Hamlin crossing is a land border structure owned and operated by the U.S. Customs Service. It has one covered incoming vehicle inspection lane and an outside area which is used for inspecting large commercial vehicles and other vehicles that cannot fit under the canopy. A 16-hour-per-day operation, the facility is open 7 days per week from 7:00 a.m. to 11:00 p.m. One administration building, built in 1965, is provided for Customs and INS.

**LOCATION**

The port facility located in Hamlin is a short distance off U.S. Highway #1A, just 11 miles south of Van Buren. The road enters Canada on a spur road, Route 18. The nearest Canadian town is Grand Falls, New Brunswick Canada, with a population of approximately 12,000 residents. Situated just across the International boundary, the neighboring towns on each side of the border share common backgrounds, language, and family bonds.

The U.S. side of the border is rural and sparsely populated. The economy is generally dependent upon the farming industry. More specifically, the potato industry is the largest single economic factor on both sides of the border. Grand Falls, N.B. has a potato processing facility, and other businesses are also relocating in that town.

**ACTIVITY**

Private automobile traffic is the primary activity at this crossing. Auto traffic has increased substantially over the last 5 years due to gasoline and grocery prices being significantly higher in Canada than in the U.S. Three variety stores in the immediate area have been thriving due to this traffic. A large mall is being constructed in Presque Isle to accommodate shoppers. The increase in cross-border shopping from FY90 to FY91 was 18%; but in 1993 cross-border shopping levelled off.

FY91 experienced an increase of 9% over FY90 in commercial traffic entering the U.S. carrying frozen food products from the local Canadian firm, McCain Foods, Ltd., in Grand Falls, and also in fresh potatoes from local growers and shippers destined to interior markets. Some of this increase is attributed to lumber in the finished product of U.S. markets and local U.S. farmers purchasing seed potatoes and fertilizer in Canada.

Traffic data for activity entering the U.S. at Hamlin is consolidated with that entering through Van Buren, and can be found in the Van Buren profile. Traffic entering New Brunswick at Grand Falls is separately tabulated in that profile.

### **HIGHWAYS**

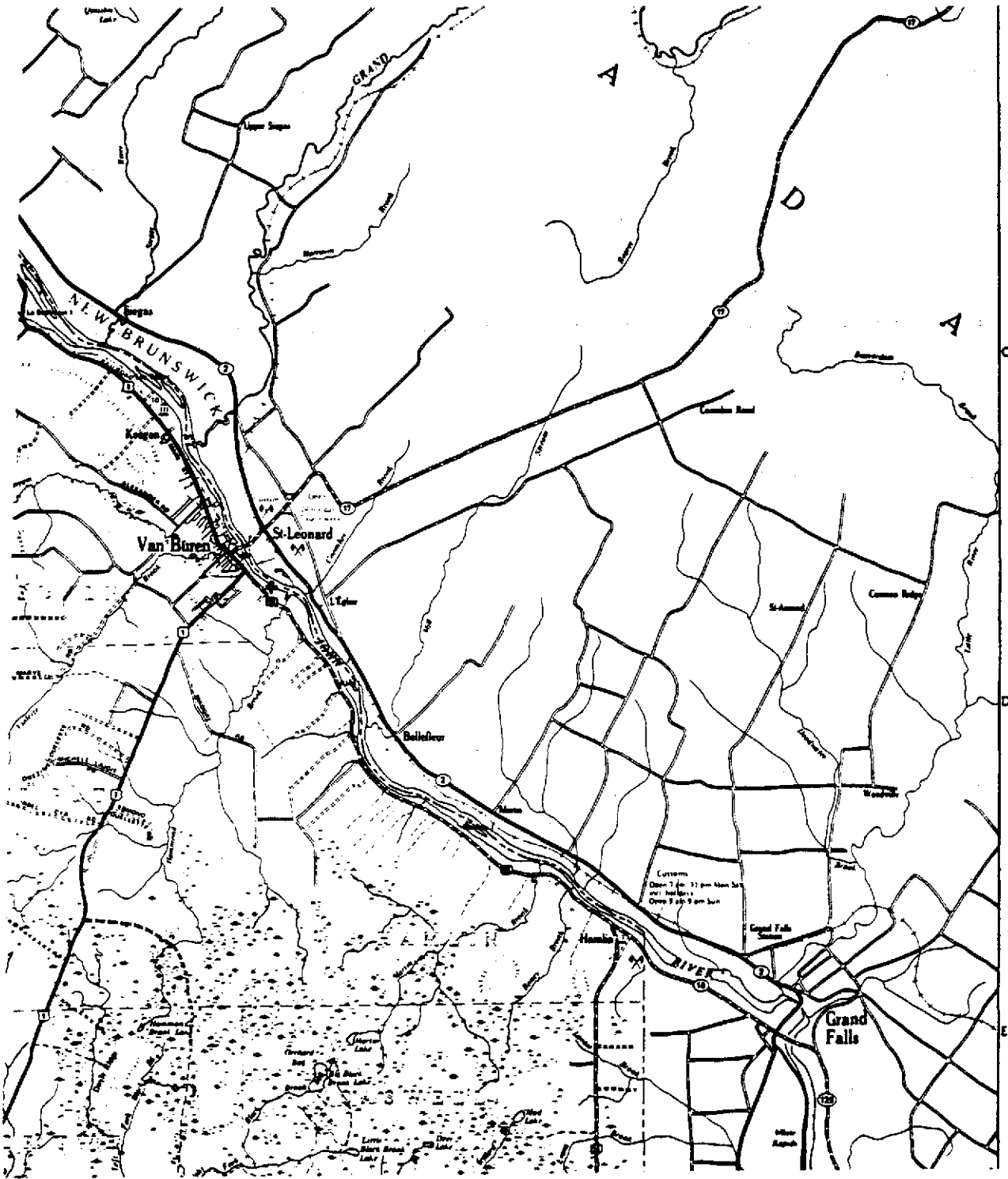
Route 1A is a nonrestricted two-lane road, with one lane each for northbound and southbound travel. Vehicles attempting to enter through the Hamlin port during other than normal operating hours are required to report directly to the Van Buren Port for inspection.

### **CONGESTION/ANTICIPATED GROWTH**

Congestion is not a problem at this station. Growth in traffic volumes is not anticipated for the near future.

### **TECHNOLOGIES USED**

Hamlin is equipped with a remote camera capability, but it is currently not fully operational. The camera system has capabilities to monitor highway activity and transmit videos to Van Buren by microwave radio tower.

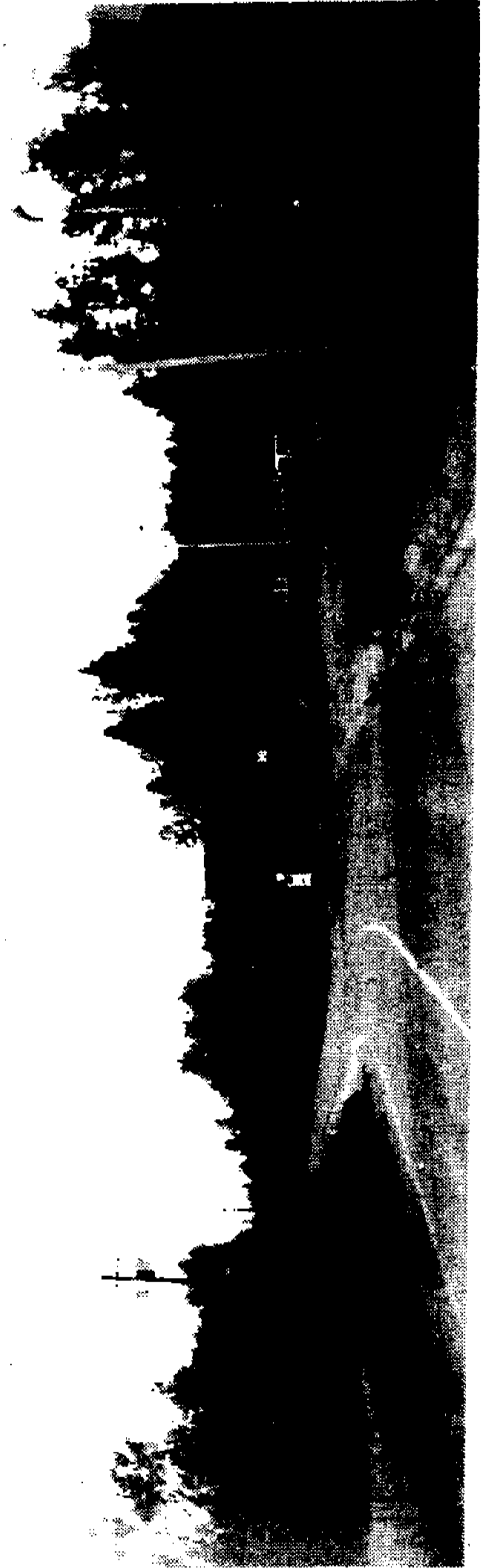


Hamlin, Maine





Hamlin: Above, egress from U.S. inspection station, below, entrance to Great Falls, N.B. Station



**U.S./CANADIAN BORDER PORT PROFILE  
PORT: FORT KENT, MAINE  
CROSSING: FORT KENT, MAINE**

**PROFILE**

**Port Code:** 10110

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Collateral Duties:** Estcourt Station

**Total Staff:** Customs: 6 full-time  
INS: 5 full-time; 3 part-time

**Nearest U.S. Ports:** Madawaska, Maine, approximately 15 miles northeast.

**Contact:** C.C. Pelletier, Port Director

**Address:** 98 West Main Street 04743

**Modal Activity:** Highway, Pedestrian

**Hours of Operation:** 24 Hours

**Seasonality:** Year-round

**Facility Owners:**

**Approach:** State of Maine

**Land/Station/Crossing/Egress:** General Services Administration

**Primary Inspection:** 3 lanes

**Private Vehicles:** 2 lanes and 1 booth for autos, and 2 lanes for pedestrians

**Commercial:** 1 trucks/buses

**Secondary Inspection:** Truck warehouse with 2 bays, and an enclosed secondary area with a lift.

**Processing Time:** Primary: average 30 seconds per passenger vehicle

**Capacity:** Passenger vehicles, about 60-70 vehicles/hour

**Administration Building:** One administration building for Customs and INS.

**Date of Construction:** 1981

**Last Renovation:** 1990



**Brokers:** 1 available on-site

**Traffic:** 90% local, 10% tourists

**Canadian Port:** Clair, New Brunswick, (Port Code 216)

**Canadian Staff:** 8 inspectors, 1 manager/supervisor

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: FORT KENT, MAINE**  
**CROSSING: FORT KENT, MAINE**

**BACKGROUND**

**DESCRIPTION/LOCATION**

The border facility is located 21 miles southwest of Madawaska at the northern terminus of U.S. Route 1, and is accessible via Routes 161 and 11. Fort Kent is joined to the Canadian town of Clair, New Brunswick by a two-lane, bidirectional international bridge over the St. John's River. The town of Fort Kent is comprised of approximately 4,100 people. The population of this area in Canada is similar to that of the U.S.

There are three primary inspection lanes at this facility. Two lanes are used for private vehicles, and one is used for trucks and busses. There are two auto secondary lanes and a truck warehouse with two bays and an enclosed secondary area with a lift.

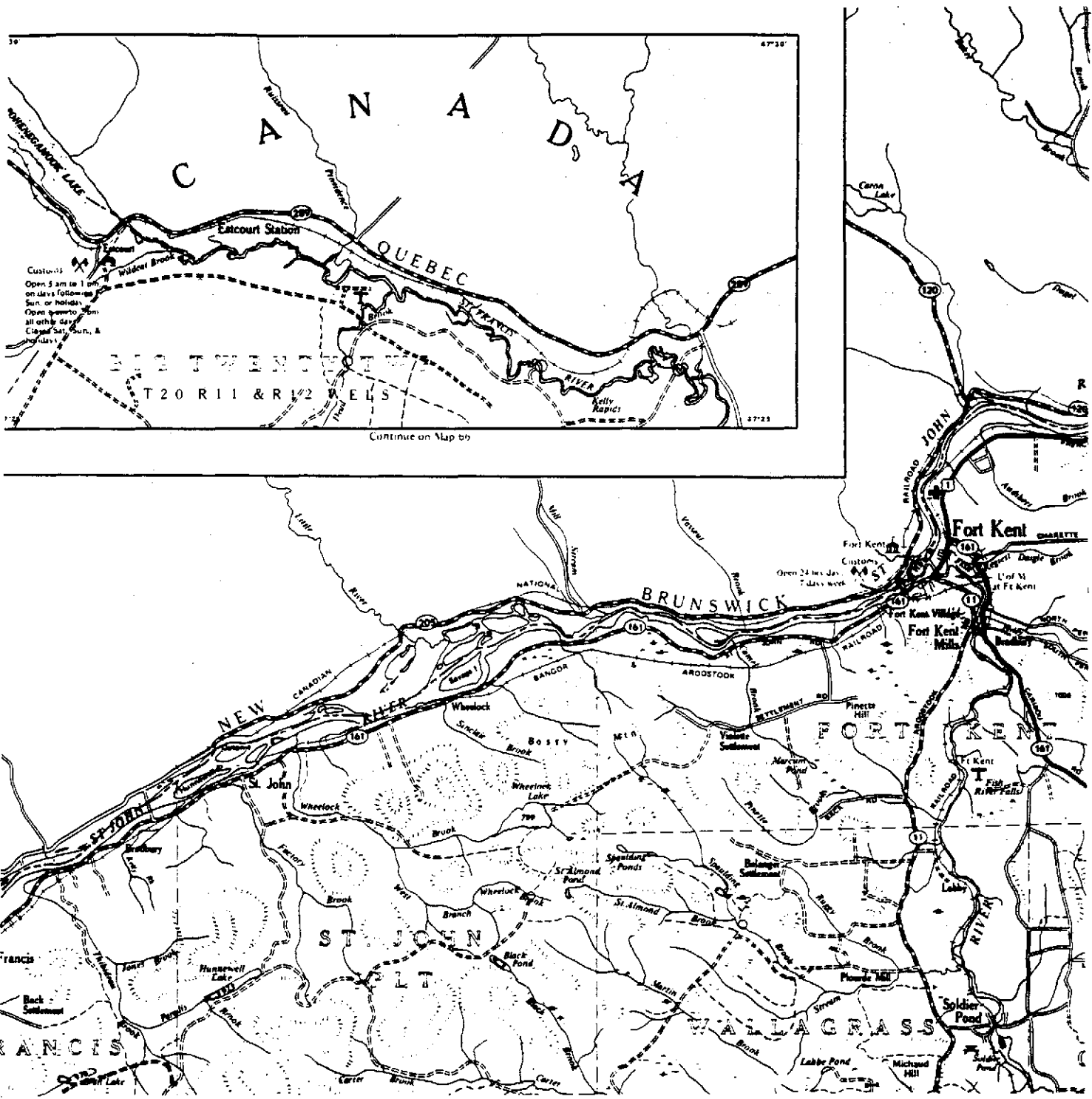
A duty-free warehouse is located nearby and is supervised by the port. There is one Customs broker in the area.

**ACTIVITY**

Passenger traffic comprises about 85% of all vehicular traffic. Seventy-five percent of passenger traffic is local. Commercial traffic is principally wood and wood products and metal and metal products. There are importations of various building materials, sawmill machinery, logs, trailers, furniture, and tractors. The major industries in the area are lumbering, farming, recreation, and clothing manufacturing.

**HIGHWAYS**

Fort Kent is the starting point of U.S. Highway 1. Fort Kent is accessible from the west and southeast by Highway 161 and from the north and south by Highway 11.



Fort Kent, Maine

**U.S./CANADIAN BORDER PORT PROFILE  
PORT: FORT KENT, MAINE  
CROSSING: ESTCOURT, MAINE**

**PROFILE**

**Port Code:** 10110

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Total Staff:** Customs: 1 inspector

**Contact:** C.C. Pelletier, Port Director

**Nearest U.S. Ports:** Fort Kent, Maine

**Modal Activity:** Highway

**Hours of Operation:** 8 hours/day, 5 days/week

**Seasonality:** Year-round; peaks in November.

**Facility Owners:**

**Approach:** Province of Quebec

**Land/Station/Crossing:** J.D. Irving LTD

**Egress:** Northern Maine Woods

**Primary Inspection:** 1 lane, canopy for primary traffic

**Secondary Inspection:** No secondary lanes; use primary lane for secondary inspection.

**Processing Time:** Average 30 seconds to a minute for private auto primary inspection. During peak season, traffic stops when a secondary inspection is being conducted.

**Capacity:** 60 to 120 vehicles per hour, without the need for secondary inspections,

**Brokers:** No brokers on-site

**Canadian Port:** Pohenagamook, Province of Quebec

**Canadian Staff:** 3 inspectors

**U.S./CANADIAN BORDER PORT PROFILE  
PORT: FORT KENT, MAINE  
CROSSING: ESTCOURT, MAINE**

**BACKGROUND**

**DESCRIPTION/LOCATION**

The Estcourt Station is located on the Maine/Quebec boundary 45 miles north of Fort Kent, Maine. Under normal conditions, the port of entry is accessible via a woods road system in Maine for 9 months of the year. In the spring, ice jams and floods can destroy the bridges, consequently isolating Estcourt from access on the U.S. side of the border. Only ten people reside in Estcourt, Maine. There are 25 people whose homes are divided by the international boundary. The town on the Canadian side of the border in Quebec is called Pohenegamook, with a population of approximately 2,000 people.

The facility uses one lane for all inspections for traffic in either direction. It is operational 5 days a week and is closed on weekends. The facility is staffed by one customs inspector.

**ACTIVITY**

In comparison to Class A ports that accept passports for identification and entry through the international crossing, Estcourt is a Class B port which requires legal or permanent residency, or that persons entering through this crossing have visas or border crossing cards. Those importing merchandise must have a permit on file.

Traffic is mostly limited to truck traffic to the mill, people working at the mill, and woods workers. During hunting season, the traffic increases due to the hunters. Other traffic includes outdoor recreational traffic.

**HIGHWAYS**

Estcourt, Maine is accessible from the west and east by Highway 289.

**CONGESTION**

Normally, traffic congestion is not a problem. In November during hunting season, traffic will back up due to the limitation of only one customs inspector.

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: JACKMAN, MAINE**  
**CROSSING: JACKMAN, MAINE**

**PROFILE**

**Port Code:** 10104                      **Customs Region:** Northeast

**Customs District:** Portland, Maine

**Collateral Duties:** Coburn Gore, St. Aurelie, Daaquam, and St. Pamphile stations.

**Total Staff:** Customs: 7 full-time and 2 part-time (WAE hours)  
INS: 7 full-time, 4 part-time, 4 Border Patrol Agents

**Nearest U.S. Ports:** Coburn Gore, Maine

**Address:** Route 201, Border Inspection Station 04945

**Modal Activity:** Highway, Rail, Pedestrian

**Hours of Operation:** 24 Hours

**Seasonality:** Year-round

**Facility Owners:**

**Land/Station/Crossing/Egress:** General Services Administration  
**Approach:** State of Maine

**Primary Inspection:** 3 lanes with 2 primary inspection booths

**Private Vehicle:** 2 lanes  
**Commercial:** 1 lane

**Secondary Inspection:** A combination garage/warehouse with 2 inspection bays.

**Processing Time:** Primary inspection for autos is approximately 1 minute; for trucks approximately 3 minutes.  
Secondary inspection is approximately 30 minutes/vehicle.

**Capacity:** Primary: 120 autos/hour, 20 trucks/hour  
Secondary: 2 autos/hour

**Administration Building:** See Exhibits

**Secondary Garage:** See Exhibits                      **Acres:** 520,721 sq. ft.

**Date of Construction:** 1964

**Brokers:** 4 brokers on-site, open 24 Hours.

**Canadian Port:** Armstrong, Province of Quebec

**Canadian Staff:** 10 inspectors, 3 managers/supervisory inspectors.

**Traffic:** ENTERING THE UNITED STATES

PORT	YEAR	AUTOMOBILES	TRUCKS
JACKMAN	1989	244,856	71,801
	1990	288,359	73,379
	1991	346,611	72,371
	1992	326,657	76,536

## Traffic:

ENTERING CANADA<sup>3</sup>

PORT	YEAR	AUTOMOBILES	TRUCKS
ARMSTRONG (JACKMAN)	1989	93,367	32,301
	1990	132,768	43,516
	1991	152,037	43,901
	1992	146,827	48,668
STE AURELIE	1989	11,935	4,822
	1990	14,412	7,140
	1991	14,453	9,976
	1992	14,112	8,300
DAAQUAM	1989	10,809	2,896
	1990	11,834	2,979
	1991	20,437	10,835
	1992	26,719	14,628
ST PAMPHILE	1989	20,103	7,718
	1990	62,322	12,544
	1991	78,239	16,166
	1992	73,247	16,242

<sup>3</sup>All 4 Canadian ports correspond to the Jackman port.



**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: JACKMAN, MAINE**  
**CROSSING: JACKMAN, MAINE**

**BACKGROUND**

**DESCRIPTION**

The Port of Entry at Jackman serves an area port for a 200-mile section of the western border of Maine. The border facility, built in 1964 and owned by GSA, consists of approximately 520,721 square feet. The main station is a one story brick building with a partial basement. The facility has a primary inspection station, a combination garage and warehouse, and a paved area that includes traffic lanes, maneuvering areas, and primary and secondary inspection bays. The facility is in adequate condition.

**LOCATION**

The town of Jackman is located in the western part of Maine, about 16 miles from the U.S./Canada border, opposite the Province of Quebec. The port is located on U.S. Route 201 which connects with Canadian Highway #23 at the International border line, a main route to Quebec City.

**ACTIVITY**

Jackman is a designated commercial port, and the busiest point of entry to the U.S. in the area. South of Jackman is the Coburn Gore station facility which serves as an entry point into the U.S. for the eastern townships of the Quebec Province.

The major import categories entering at Jackman are wood, paper and printed matter, and metals and metal products. Finished manufacturing products and bulk merchandise such as lumber also enter through Jackman to be delivered throughout the New England states and as far southward as Florida.

**HIGHWAYS**

The port is accessible from the north and south through U.S. Highways 201 and 6 and from the east by Highway 15. Highway 201 is part of the National Highway System.

**RAIL**

The port services a Canadian Pacific Railway yard for trains entering and leaving the U.S.

## **PHYSICAL INFRASTRUCTURE**

There are three primary inspection lanes, two for passenger vehicles and one for commercial vehicles. There is a garage with two secondary inspection bays garage in addition to a designated parking area that can accommodate 14 vehicles. This facility is operational 24 hours a day, year-round. Four customs brokers are available 24 hours a day, 7 days a week (on call only on weekends and evenings).

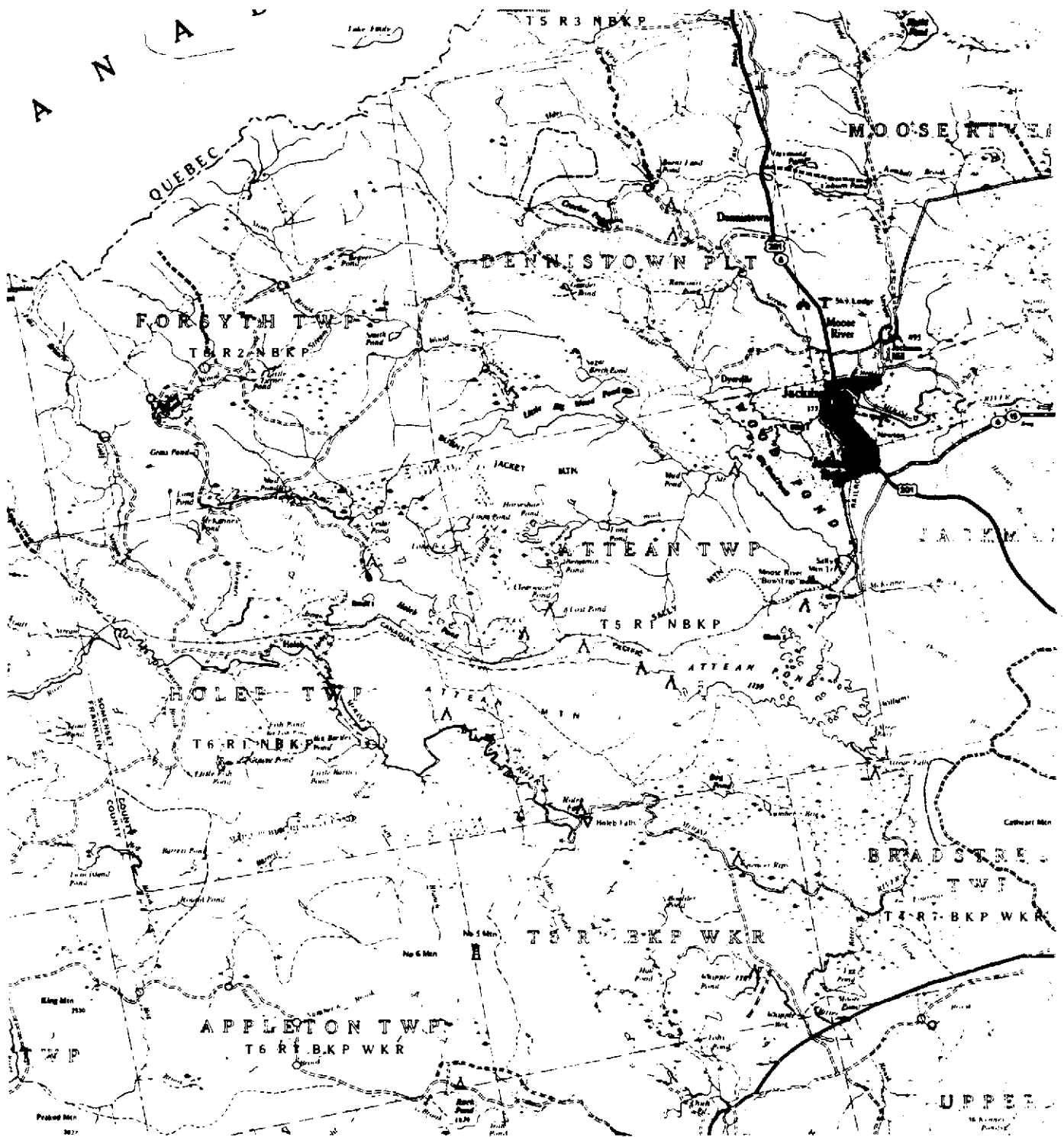
## **CONGESTION**

The peak season for this facility is during the summer months, June through August.

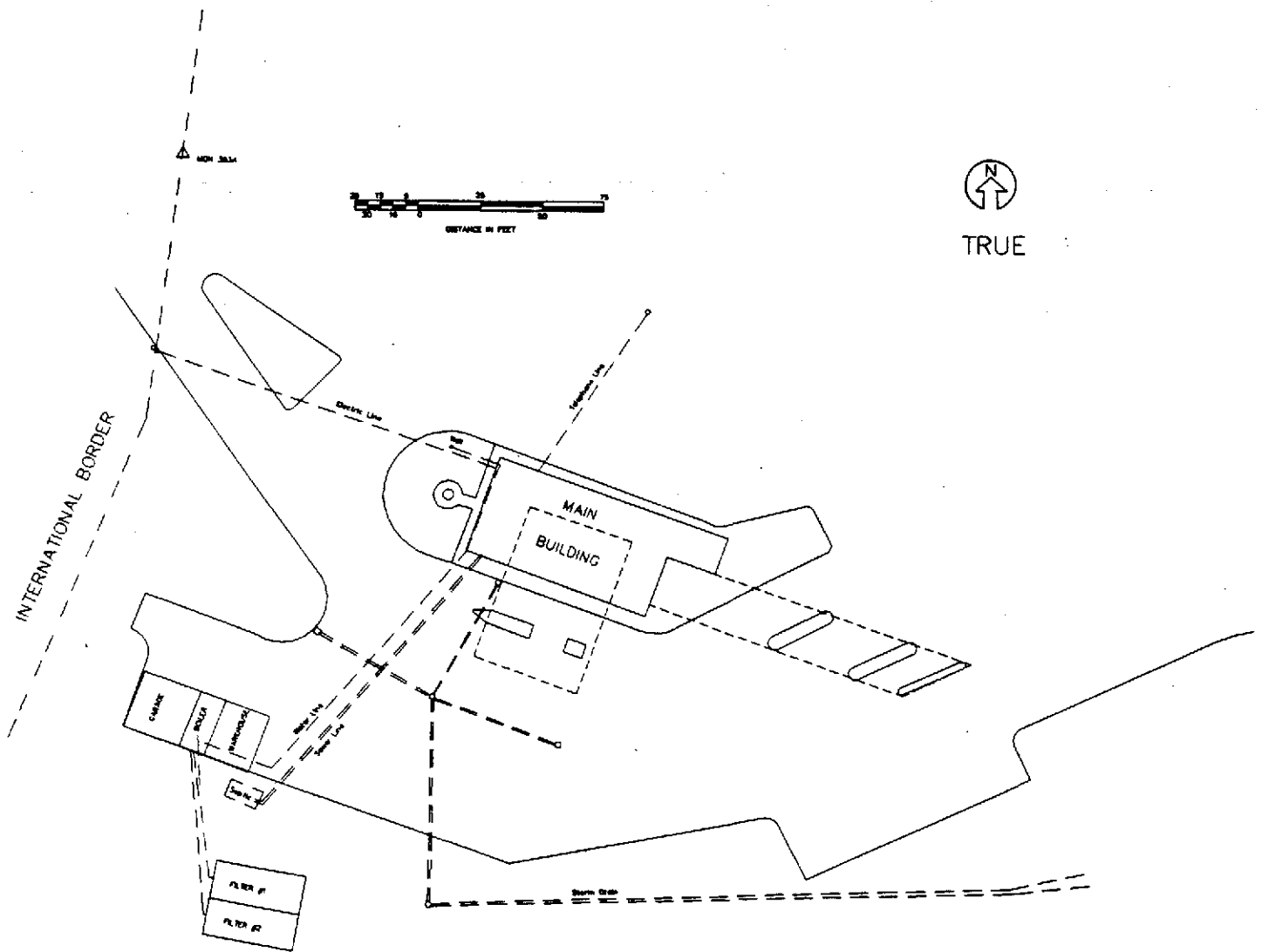
## **IMPROVEMENTS**

Additional pavement is planned to enhance maneuverability of commercial vehicles. A new truck inspection booth is also being added to accommodate increased truck traffic. Plans request the new booth to be located near the loading dock, away from the primary lanes to avoid interference with the flow of traffic exiting primary inspection lanes.

Preliminary planning studies have been initiated to expand this station, with construction scheduled to start in 1994/95 subject to funding availability.



Jackman, Maine



U.S. Border Station, Jackman, Maine  
Site Plan 1962



Jackman: Primary inspection and administration building



Jackman: Secondary Inspection



Jackman: Garage/warehouse





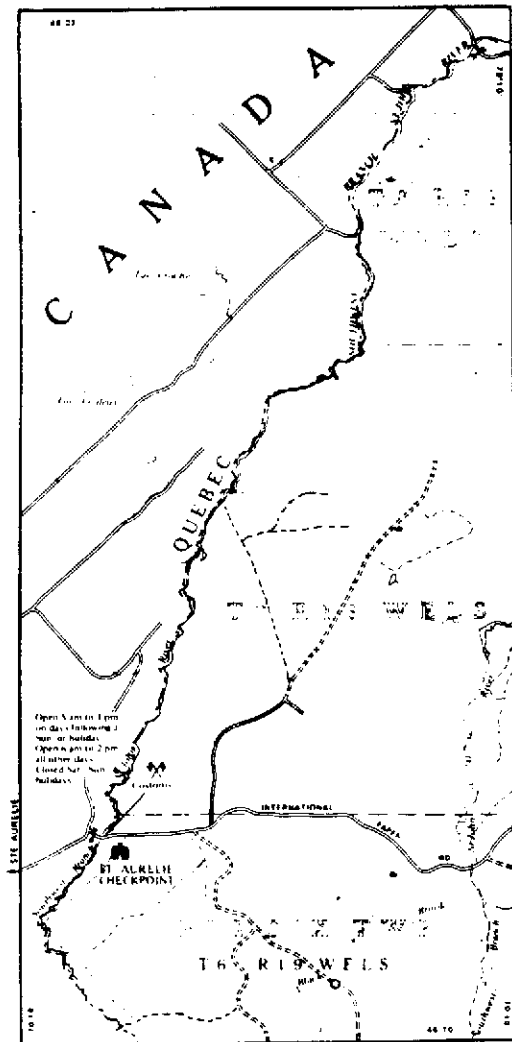
**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: JACKMAN, MAINE**  
**CROSSING: ST. AURELIE, MAINE**

**BACKGROUND**

**DESCRIPTION/LOCATION**

The St. Aurelie Station is privately owned by Daishowe of Canada. The inspection facility has one lane for all inspections. The roadways approaching and egressing the facility are dirt roads. Personnel wishing to use these roads must have a pass from the land and road owner. The facility is operational with one Customs Inspector 8 hours a day, 5 days a week, year-round.

The port of entry is located in Sainte Aurelie, Maine. The nearest border facility is in Jackman, Maine. The International Paper Road connects the facility with St. Aurelie, Quebec.



St. Aurelie Station, Maine

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: JACKMAN, MAINE**  
**CROSSING: COBURN GORE, MAINE**

**PROFILE**

**Port Code:** 10104

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Total Staff:** Customs: 2 full-time, 1 intermittent  
INS: 2 full-time, 1 intermittent

**Nearest U.S. Ports:** Jackman, Maine

**Modal Activity:** Highway, Pedestrian

**Hours of Operation:** 24 Hours

**Seasonality:** Year-round

**Facility Owners:**

**Land/Station/Egress:** General Service Administration

**Approach:** State of Maine

**Primary Inspection:** 3 lanes, 2 booths

**Private Vehicle:** 2 vehicle lanes with one lane/booth for pedestrians

**Commercial:** 1 lane

**Secondary Inspection:** No specific secondary inspection area. Inspections are performed on the shoulder of primary lanes.

**Processing Time:** Primary: Autos, 1 minute, Truck, 3 minutes  
Secondary: Delays in traffic

**Capacity:** Primary Lanes: 60 autos/hour, 20 trucks/hour

**Date of Construction:** 1932

**Brokers:** No brokers located on-site; available at Jackman POE.

**Canadian Port:** Woburn, Quebec

**Canadian Staff:** 5 inspectors, 1 manager/supervisor

**Traffic:** See table in Jackman profile. Traffic entering U.S. at Coburn Gore is consolidated with that entering at Jackman. Traffic entering Canada at Woburn, Quebec, is separately tabulated.

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: JACKMAN, MAINE**  
**CROSSING: COBURN GORE, MAINE**

**BACKGROUND**

**DESCRIPTION**

The Coburn Gore border station was built in 1932 and is in adequate condition. The facility has three primary inspection lanes, two auto and one truck, with two booths. Secondary inspections are done in the primary lanes. This facility is operational 24 hours a day, year-round. Customs and INS stationed at the facility report the ratio of alien to citizen traffic at Coburn Gore is 5:1.

**LOCATION**

The port of Coburn Gore is located on the U.S./Canadian border in the township of Coburn Gore, ME. The port of Woburn in Quebec is the corresponding port accessible by Route 27.

Gasoline stations close to the border are being expanded to take advantage of cross-border shopping.

**HIGHWAYS**

The port of Coburn Gore is accessible by Route 27 to the east and west. Route 27 connects with Route 161 north in the port of Woburn.

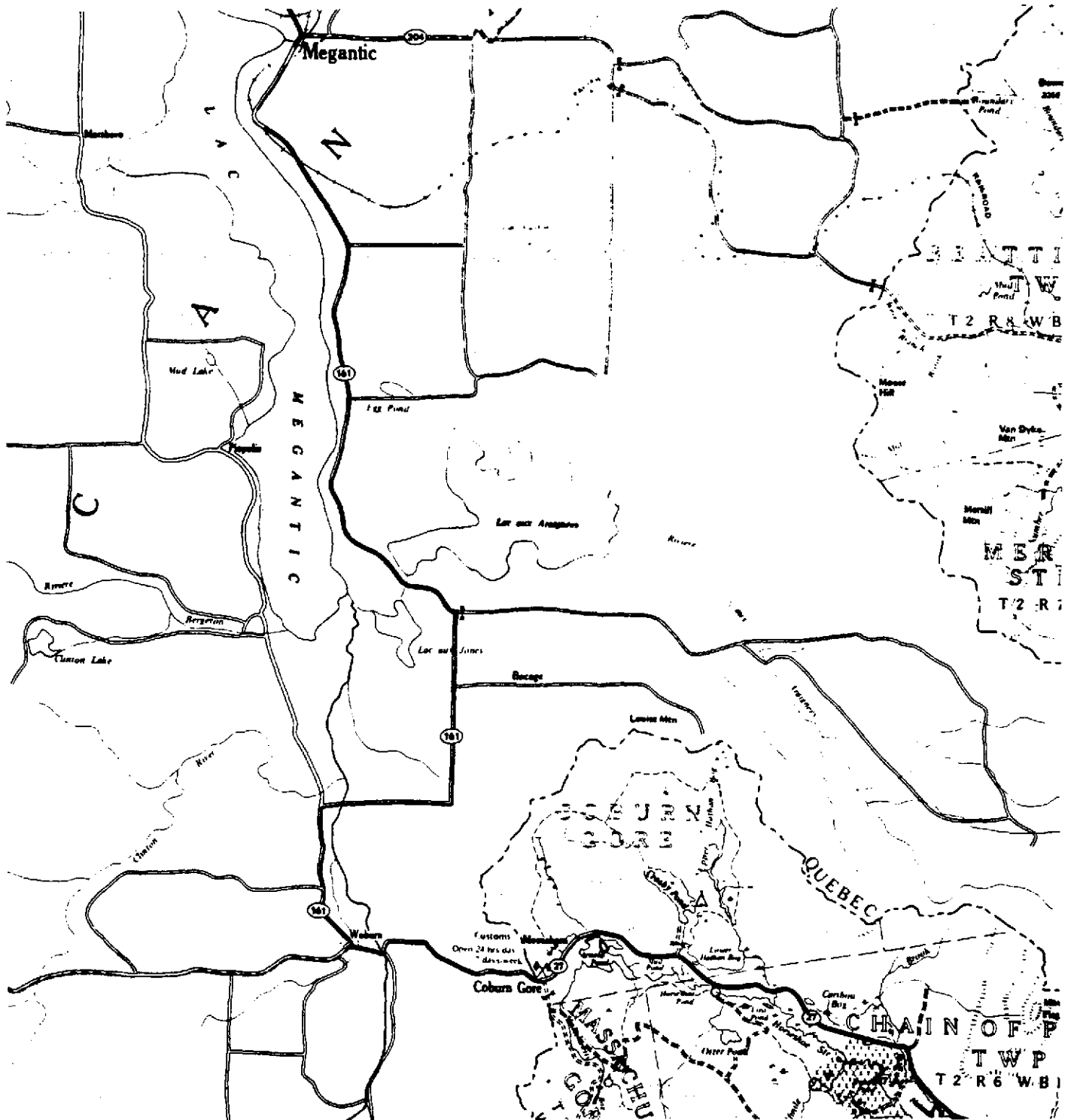
**IMPROVEMENTS**

A camera system has been installed to monitor traffic, and primary and interior alert systems have been added.

GSA has installed exterior siding to the facility. The installation of new siding and windows, as well as a sidewalk extension were completed in FY 1990. Also, an asbestos removal has been completed. Some electrical improvement may still be required for the facility.

**COMMENTS**

There have been suggestions to reconstruct this station as a joint-use facility.



Coburn Gore, Maine

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: JACKMAN, MAINE**  
**CROSSING: DAAQUAM, MAINE**

**PROFILE**

**Port Code:** 10104

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Total Staff:** Customs: 1  
INS: unknown

**Nearest U.S. Ports:** St. Aurelie Station

**Modal Activity:** Highway

**Hours of Operation:** 8 hours per day, from 6 am to 2 pm, 5 days a week.

**Seasonality:** Year-round

**Facility Owners:**

The land, station, crossing, approach and egress are all privately owned by the International Paper Company.

**Primary Inspection:** 1 lane with 1 booth

**Secondary Inspection:** No separate secondary lanes

**Processing Time:** 2 minutes if no delays

**Capacity:** 30 vehicles/hour

**Administration Building:** Exhibit not available

**Date of Construction:** 1930

**Brokers:** None on-site; available through the Port of Jackman

**Canadian Port:** Daaquam, Province of Quebec

**Canadian Staff:** 1 inspector

**Traffic:** See table in Jackman profile. Traffic entering the U.S. at Daaquam is consolidated with that entering at Jackman. Traffic entering Canada at Daaquam is itemized.

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: JACKMAN, MAINE**  
**CROSSING: DAAQUAM, MAINE**

**BACKGROUND**

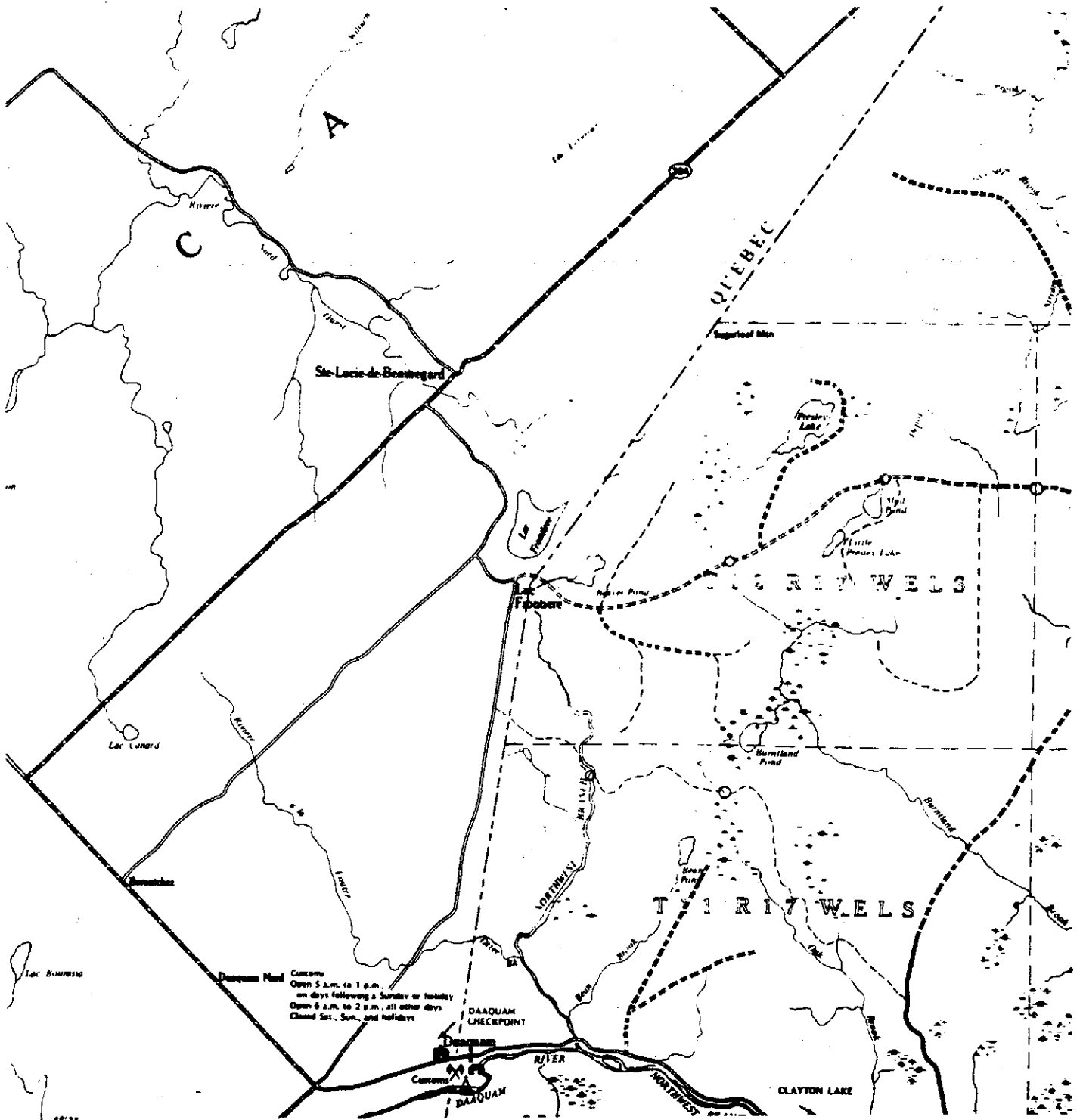
**DESCRIPTION**

The Daaquam border station is owned by the International Paper Company. The inspection facility has one lane with one booth for all inspections. Approach and egress roads to and from the facility are dirt roads. Travellers wishing to use these roads must have a pass from the land owner, as they are private property. The border facility is operational with one Customs Inspector 8 hours a day, 5 days a week, year-round.

**LOCATION**

The port of entry is located in Daaquam, Maine. The nearest border facility is St. Aurelie station. The International Paper Company's private road connects the facility with Daaquam, Quebec.





Daaquam, Maine

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: JACKMAN, MAINE**  
**CROSSING: ST. PAMPHILE STATION, MAINE**

**PROFILE**

**Port Code:** 10104

**Customs Region:** Northeast

**Customs District:** Portland, Maine

**Total Staff:** Customs: 1 inspector  
INS: none

**Nearest U.S. Ports:** Daaquam, Maine

**Modal Activity:** Highway

**Hours of Operation:** 8 hours per day, from 6 am to 2 pm, 5 days per week.

**Seasonality:** Year-round

**Facility Owners:**

**Land/Station/Crossing:** General Services Administration  
**Approach/Egress:** Island Land Company (private road)

**Primary Inspection:** 1 lane with 1 booth

**Secondary Inspection:** No separate secondary lanes

**Processing Time:** 1 minute on average with no delays

**Capacity:** 60 vehicles/hour

**Administration Building:** See Exhibit

**Date of Construction:** 1930

**Brokers:** None on-site

**Canadian Port:** St. Pamphile, Province of Quebec

**Canadian Staff:** 1 inspector

**Traffic:** See table in Jackman profile. Incoming traffic to the U.S. at St. Pamphile is consolidated with that entering at Jackman. Traffic entering Canada is itemized at the individual crossing level.

**U.S./CANADIAN BORDER PORT PROFILE**  
**PORT: JACKMAN, MAINE**  
**CROSSING: ST. PAMPHILE STATION, MAINE**

**BACKGROUND**

**DESCRIPTION**

The St. Pamphile border facility consists of an inspection station and residence quarters. It has only one person to manage the facility and perform Customs and INS duties. This facility is only open 8 hours a day, 5 days a week excluding holidays, and it is busier than some Class A ports along the northern border.

**LOCATION**

The border station is located in St. Pamphile, Maine, approximately 85 miles from Fort Kent. It is accessible year-round via a paved highway in Canada owned by the Island Land Company. The Canadian facility is located in St. Pamphile, Quebec.

**ACTIVITY**

Lumbering, farming, and outdoor recreation are the chief industries in this area. Automobile traffic can be attributed to the presence of two gasoline stations in St. Pamphile, Maine. Travelers have been known to drive to St. Pamphile all the way from the Trans-Canada highway on Maine's eastern border through Houlton/Woodstock, N.B., to take advantage of the lower gasoline prices.

**HIGHWAYS**

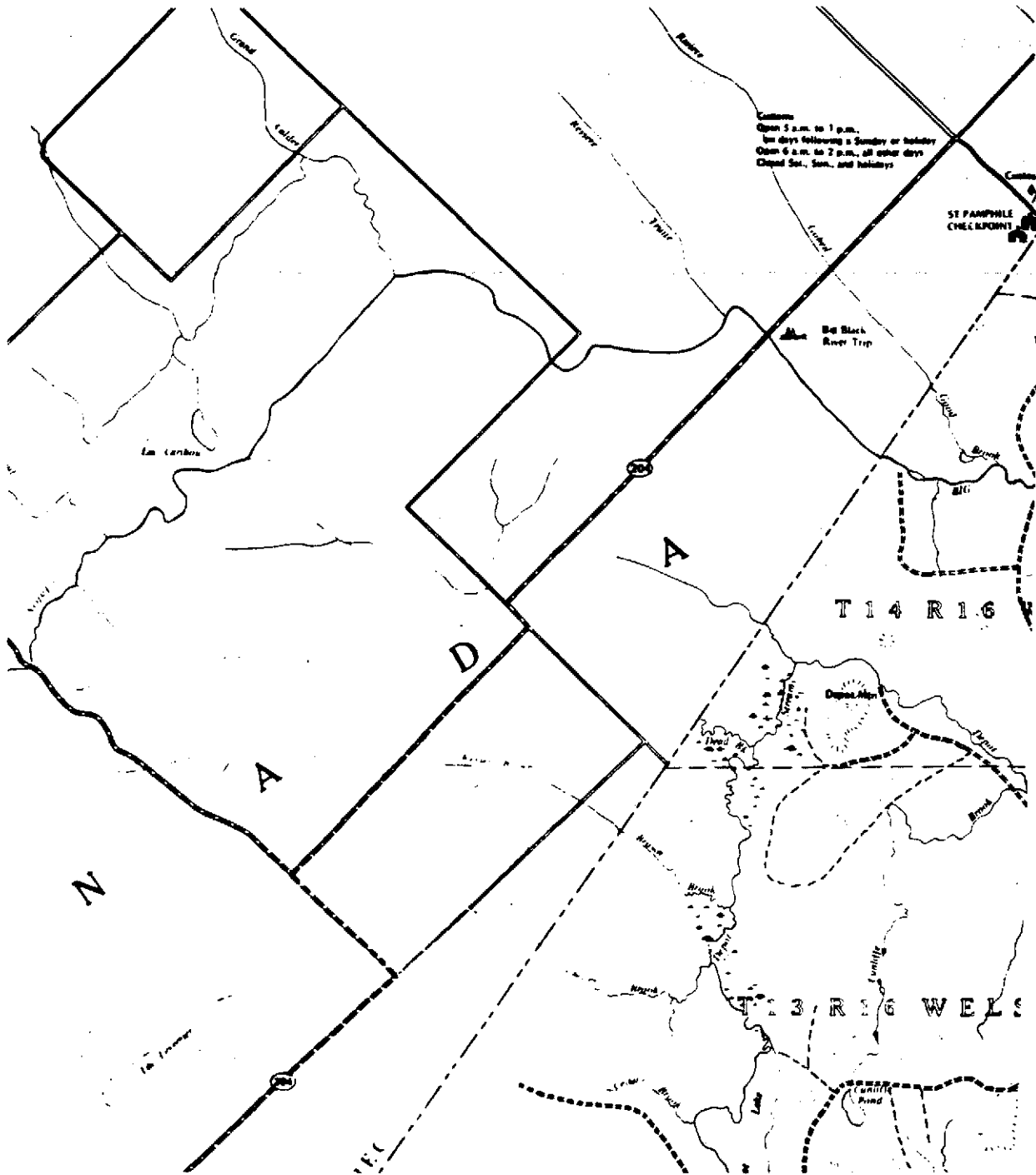
The roadways approaching and leaving the inspection facility are privately owned by the Island Land Company. St. Pamphile, Quebec is accessible via a paved highway which leads to Route 204. Often towards the end of the winter and in the spring, the St. Pamphile crossing becomes inaccessible due to severe ice jams which can restrict and disable bridges.

**IMPROVEMENTS**

GSA has acquired land for a new station. Currently, the region is planning for the replacement of this facility to be completed by November of 1993.

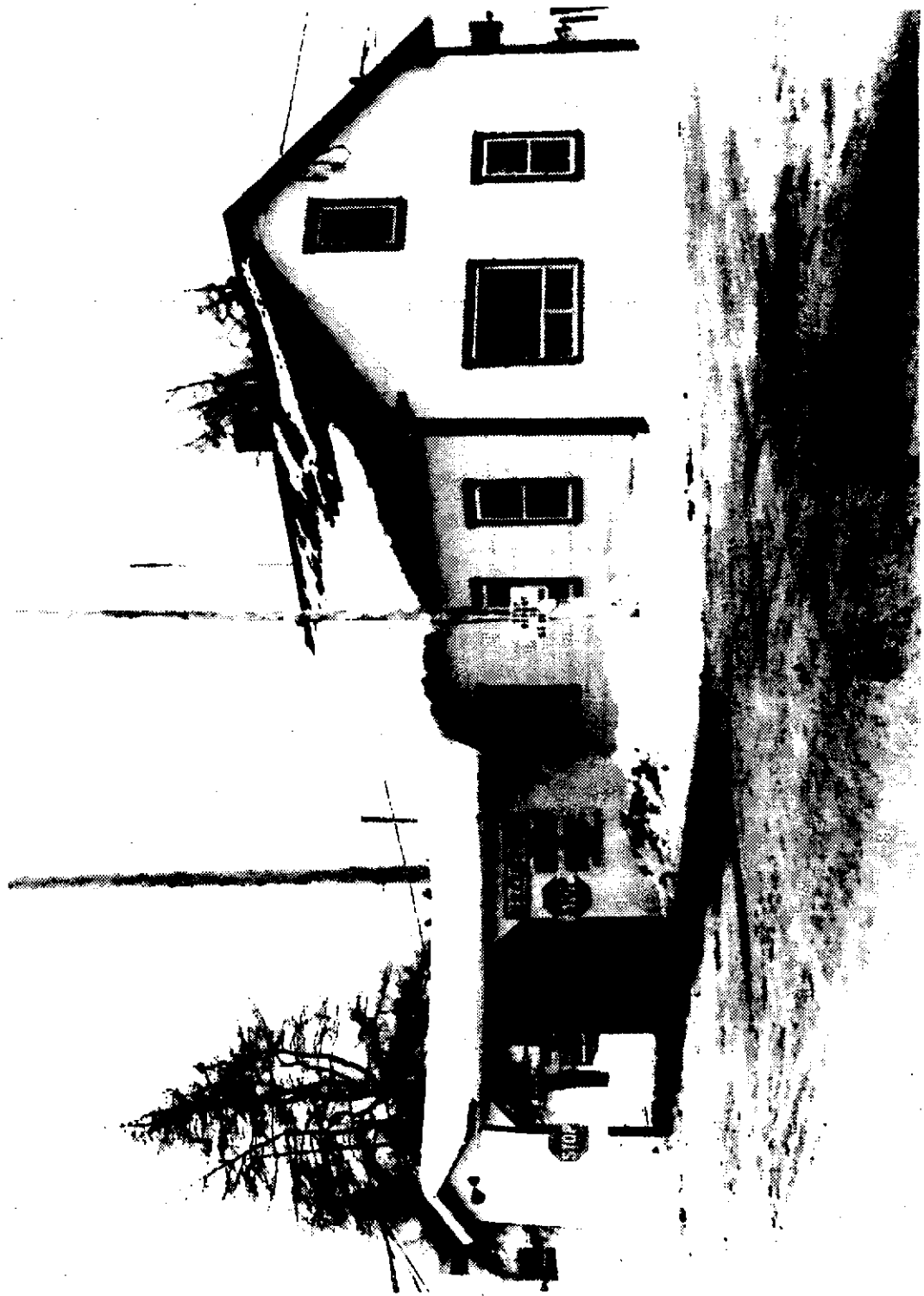
**ANTICIPATED GROWTH**

Recent and significant increases in traffic at the St. Pamphile crossing warrant supplementing the current staffing of just one customs inspector, especially if further increases in traffic volumes are to be accommodated. INS should give consideration to assigning one position to this location for Immigration purposes.



St. Pamphile Station, Maine





St. Pamphile: Administration building

