



PB95-112231



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)*

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

Appendix: Descriptive Profiles of Eastern New York Frontier

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REPORT DOCUMENTATION PAGE

Form Approved
OMB No. 0704-0188

Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.

 PB95-112231	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 3 Descriptive Profiles of Eastern New York Frontier		5. FUNDING NUMBERS HW476/H4027	
6. AUTHOR(S) Dr. John C. Taylor, Amy C. Flanagan, Mike Garver			
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.C	
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

NSN 7540-01-280-5500

Standard Form 298 (Rev. 2-89)
Prescribed by ANSI Std. Z39-18
298-102

SI* (MODERN METRIC) CONVERSION FACTORS

APPROXIMATE CONVERSIONS TO SI UNITS

APPROXIMATE CONVERSIONS FROM SI UNITS

Symbol	When You Know	Multiply By	To Find	Symbol	Symbol	When You Know	Multiply By	To Find	Symbol
LENGTH									
in	inches	25.4	millimeters	mm	mm	millimeters	0.039	inches	in
ft	feet	0.305	meters	m	m	meters	3.28	feet	ft
yd	yards	0.914	meters	m	m	meters	1.09	yards	yd
mi	miles	1.61	kilometers	km	km	kilometers	0.621	miles	mi
AREA									
in ²	square inches	645.2	square millimeters	mm ²	mm ²	square millimeters	0.0016	square inches	in ²
ft ²	square feet	0.093	square meters	m ²	m ²	square meters	10.764	square feet	ft ²
yd ²	square yards	0.836	square meters	m ²	m ²	square meters	1.195	square yards	yd ²
ac	acres	0.405	hectares	ha	ha	hectares	2.47	acres	ac
mi ²	square miles	2.59	square kilometers	km ²	km ²	square kilometers	0.386	square miles	mi ²
VOLUME									
fl oz	fluid ounces	29.57	milliliters	mL	mL	milliliters	0.034	fluid ounces	fl oz
gal	gallons	3.785	liters	L	L	liters	0.264	gallons	gal
ft ³	cubic feet	0.028	cubic meters	m ³	m ³	cubic meters	35.71	cubic feet	ft ³
yd ³	cubic yards	0.765	cubic meters	m ³	m ³	cubic meters	1.307	cubic yards	yd ³
NOTE: Volumes greater than 1000 l shall be shown in m ³ .									
MASS									
oz	ounces	28.35	grams	g	g	grams	0.035	ounces	oz
lb	pounds	0.454	kilograms	kg	kg	kilograms	2.202	pounds	lb
T	short tons (2000 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")	Mg (or "t")	megagrams (or "metric ton")	1.103	short tons (2000 lb)	T
TEMPERATURE (exact)									
°F	Fahrenheit temperature	5(F-32)/9 or (F-32)/1.8	Celsius temperature	°C	°C	Celsius temperature	1.8C + 32	Fahrenheit temperature	°F
ILLUMINATION									
fc	foot-candles	10.76	lux	lx	lx	lux	0.0929	foot-candles	fc
fl	foot-Lamberts	3.426	candela/m ²	cd/m ²	cd/m ²	candela/m ²	0.2919	foot-Lamberts	fl
FORCE and PRESSURE or STRESS									
lbf	poundforce	4.45	newtons	N	N	newtons	0.225	poundforce	lbf
lbf/in ²	poundforce per square inch	6.89	kilopascals	kPa	kPa	kilopascals	0.145	poundforce per square inch	lbf/in ²

* SI is the symbol for the International System of Units. Appropriate rounding should be made to comply with Section 4 of ASTM E380. (Revised September 1993)

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 some of the smaller ports, if traffic volumes warranted. These latter predominantly serve local needs.

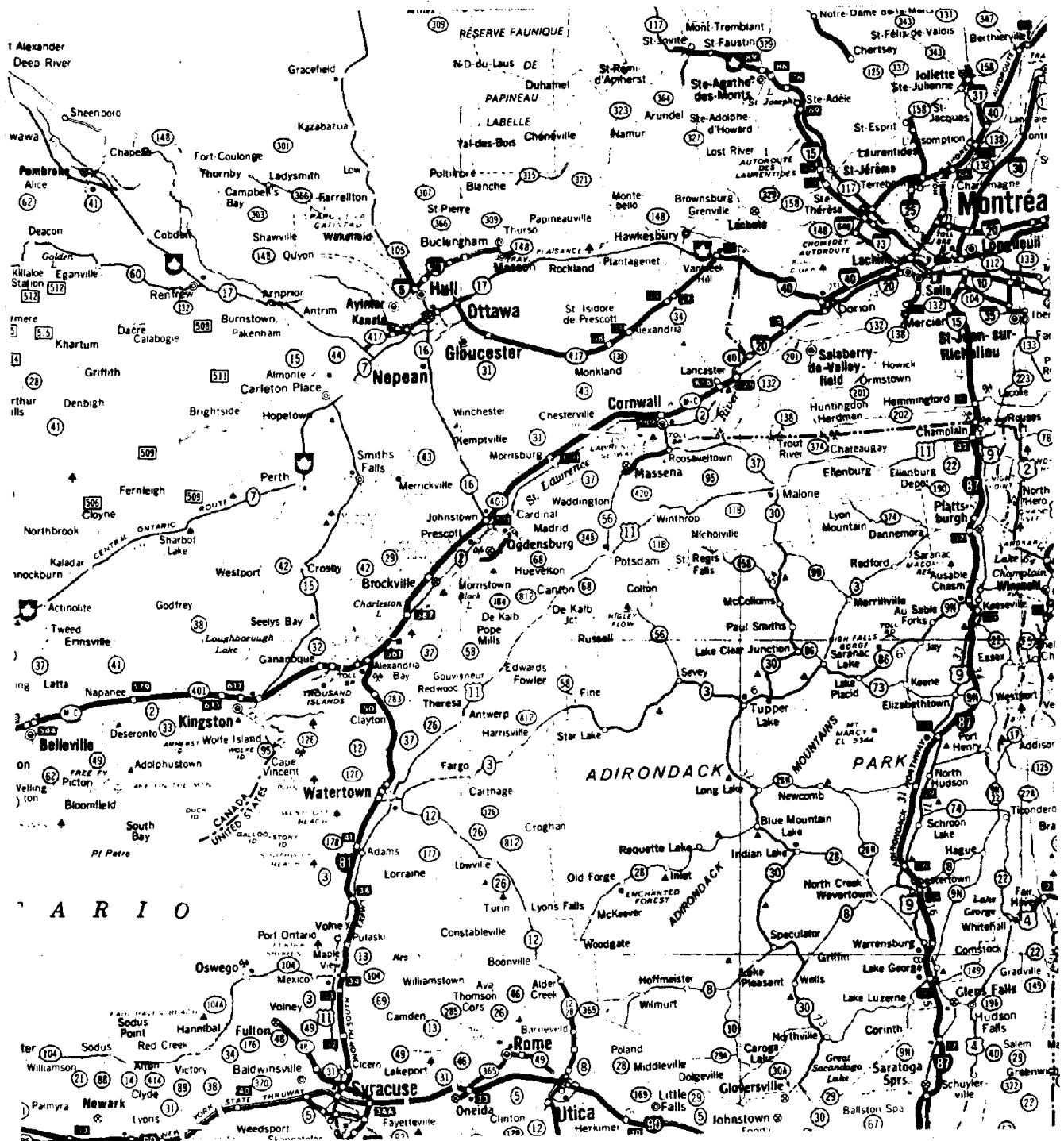
Information for these profiles was collected from available reports and summary statistics; responses to data requests from the General Services Administration (GSA), U.S. and Canadian Customs Services, Immigration and Naturalization Services (INS), Bridge and Tunnel Authorities and Operators, and State 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.

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

Eastern New York Frontier

1. Alexandria Bay, NY
 - a. Thousand Islands Bridge, Alexandria Bay, NY (10708)
2. Ogdensburg, NY
 - a. Ogdensburg-Prescott International Bridge, NY (10701)
3. Massena, NY
 - a. Seaway Bridge, Massena, NY (10704)
4. Chateaugay, NY
 - a. Chateaugay, NY (10711)
 - b. Trout River, NY (10715)
 - c. Fort Covington, NY (10705)



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**U.S./CANADIAN BORDER CROSSING PROFILE
PORT: ALEXANDRIA BAY, NEW YORK
CROSSING: THOUSAND ISLANDS BRIDGE, COLLINS LANDING, NEW YORK**

PROFILE

Customs Port Code: 10708

Customs Region: Northeast

Customs District: Ogdensburg, New York

INS Region: Eastern

INS District: Buffalo, New York

Collateral Duties for Border Agencies: Tow boats, pleasure boats, cruise ships, and aircraft at Waterton International Airport.

Total Staff: Customs: 25 permanent and 6 part time staff
INS: 9 permanent staff

Nearest U.S. Ports: Ogdensburg is to the east and Queenston-Lewiston to the west.

Hours of Operation: 24 Hours

Seasonality: Peak traffic is during the summer months.

U.S. Inspection Facility: The administration facilities are located on Wellesley Island just south of the International Rift Bridge Span. The facilities were built in 1977-1978 and were purchased outright from the Authority by GSA in 1987.

U.S. Primary Inspection:

Passenger Vehicles - There are 9 total inspection lanes with 8 lanes designated for passenger vehicles and one lane for commercial vehicles. There are 7 inspection booths dedicated to passenger vehicles and one inspection booth dedicated to commercial vehicles. The 8 auto booths have a capacity of 180 vph per booth at the reported 20 second processing times, or a total capacity of 1440 vph.

Commercial Vehicles - There is one truck lane with a capacity of 60 vph.

U.S. Secondary Inspection: Secondary inspection has 3 secondary enclosed inspection lanes, 5 secondary covered inspection lanes, and 18 parking spaces.

Operator: Thousand Islands Bridge Authority

Operator Contact: Mr. Russell I. Wilcox
Executive Director
Thousand Islands Bridge Authority
P.O. Box 428
Collins Landing
Alexandria Bay, New York 13607
Phone: (315) 482-2501

Operator Information: The Canadian portion of the bridges are owned by the St. Lawrence Seaway Authority (SLSA). The American portions are owned by the Thousand Islands Bridge Authority (TIBA). Under an Agreement between the SLSA and TIBA dated March 1, 1977, the TIBA manages the Canadian bridges for a fee from SLSA. The present agreement ends on 3/1/97. Net revenues are split on a 50-50 basis although major capital costs are the responsibility of each party.

The TIBA was created by New York legislation in 1933. Earlier U.S. legislation had granted rights to build the bridge to a separate Authority and these were assigned to the TIBA. Acts of Parliament in 1933 and 1934 authorized construction by an entity which assigned its rights to TIBA in 1937. The TIBA has 7 members, of which 5 are American and 2 are Canadian. All 7 are appointed by the Jefferson County Board of Supervisors. The mix of employees is typically 50% Canadian and 50% American.

The original authorizing legislation provided for reversion to Ontario and New York following payment of all debt. All debt was paid off in 1976 and New York authorized the TIBA to continue operating the bridge on the county's behalf. Ontario refused to accept the reversion and the federal government assumed responsibility and delegated it to the SLSA.

The TIBA is exempt from taxes but makes payments to municipalities in lieu of taxes. In Canada the SLSA pays grants in lieu of taxes on non-bridge properties under terms of the Municipal Grants Act.

Facility Location: Located on the straits of the St. Lawrence River at a point known as Thousand Islands. The 5 bridges connect Collins Landing, New York and Ivy Lea, Ontario.

Facility Description: The overall crossing is 8 1/2 miles long and consists of 5 bridges. The bridge between Wellesley Island and Hill Island is the only international bridge. U.S. I-81 approaches the toll plaza and ends just before the plaza. The TIBA owns and operates the first bridge over the St. Lawrence between the mainland and Wellesley Island. Built in 1938, this is a 2-lane bridge, 4500 feet in length. I-81 then proceeds again across Wellesley

Island. Two one-way bridges owned and operated by the TIBA then cross the International Line to Hill Island, Ontario. These bridges are each 102 feet long and 2 lane. The northbound bridge was built in the mid 1950's and the southbound bridge was built in 1938. Two smaller bridges then connect Hill Island to two other small islands, and a 3300 foot bridge finally connects to the Canadian mainland.

Facility Restrictions: Commercial vehicles are restricted between 90,000 lbs. and 130,000 pounds gross weight. Vehicles exceeding 130,000 lbs. are prohibited.

Facility Built: The international span was built in 1938.

U.S. Ingress/Egress: On the U.S. side I-81 connects directly to the crossing and forms a portion of the land crossing. I-81 leads to Waterton and Syracuse.

Tolls: The auto toll is US\$2.00 or C\$2.50 from the U.S. plaza north, and \$2.00 in either currency from the Canadian plaza south. Truck tolls are at a base of \$5.00 for the first 2 axles, and 1.00 per axle for each additional axle. At the U.S. toll plaza Canadian currency is accepted at a 25% discount in effect. Quantity discounts are available based on annual tolls. Charge accounts are also available.

U.S. Toll Booths: There are 3 booths with 4 windows/lanes on the U.S. side. One lane can accomodate either trucks or cars. All booths are staffed.

Canadian Port: Ivy Lea, Ontario.

Canadian Ingress/Egress: On the Canadian side Highway 137 leads a short distance to Highway 401, the main limited access highway between Toronto and Montreal.

Canadian Toll Booths: There are 2 booths with 3 windows/lanes. All booths are staffed.

Canadian Primary Inspection:

Passenger Vehicles - There are 8 dedicated auto lanes and 2 auto/truck capable lanes. For peak auto periods the capacity at the reported 20 second processing time is 1880 vph.

Commercial Vehicles - As mentioned above, there are 2 truck capable lanes with a capacity of 120 vph.

Canadian Inspection Facility: The SLSA owns this facility but the Canadian government may acquire it by 1995. It is currently provided free of charge under Section 6 of the Customs Act.

Canadian Inspection Staff: Canada has a total of 32 inspectors and 45 managerial/clerical staff at this location.

Traffic: Auto traffic totaled 1.899 million vehicles in 1992, and truck traffic totaled .321 million vehicles. The total vehicle traffic came to 2.220 million. Auto traffic was down slightly after growing about 17% in 1990 and 5.1% in 1991. Truck traffic has grown 21.5% in total since 1989. Hourly data not produced routinely.

**THOUSAND ISLANDS BRIDGE
OPERATOR PROVIDED TWO-WAY TRAFFIC LEVELS**

YEAR	AUTOMOBILES	TRUCKS	TOTAL
1980	1,135,257	153,586	1,288,843
1987	1,455,862	257,565	1,713,427
1988	1,579,669	284,868	1,864,537
1989	1,714,015	302,875	2,016,890
1990	1,831,586	308,110	2,139,696
1991	1,946,215	299,430	2,245,645
1992	1,899,507	321,088	2,220,595

INSPECTION SERVICES DATA
(1000'S OF VEHICLES)

	AUTOMOBILES	TRUCKS	TOTAL
<u>ENTRY TO U.S.:</u>			
1989	744	140	884
1990	805	148	953
1991	844	146	990
1992	833	155	988
<u>ENTRY TO CANADA:</u>			
1989	593	100	693
1990	751	130	881
1991	792	127	919
1992	773	136	909

**U.S./CANADIAN BORDER CROSSING PROFILE
PORT: ALEXANDRIA BAY, NEW YORK
CROSSING: THOUSAND ISLANDS BRIDGE, NEW YORK**

BACKGROUND

DESCRIPTION

This crossing is 8 1/2 miles long overall and consists of 5 bridges. A 4,500 foot U.S. bridge runs from Collins Landing to Wellesley Island. U.S. I-81 continues across the Island and two one way 102 foot bridges carry traffic across the International Line to Hill Island in Ontario. Two short Canadian bridges cross two more islands before a 3,330 foot span completes the crossing to the mainland. The Canadian side properties are owned by the St. Lawrence Seaway Authority (SLSA). The U.S. facilities are owned by the Thousand Islands Bridge Authority (TIBA), an entity of the State of New York. The TIBA operates all the facilities on behalf of the owners under a 10 year agreement. The international span was constructed in 1938.

LOCATION

The bridges cross the St. Lawrence River between Collins Landing, New York and Ivy Lea, Ontario.

ACTIVITY

Total traffic volume was 2.220 million vehicles in 1992, with 1.899 million autos and .321 million trucks. Trucks represent 16.9% of total traffic. Aluminum, and cars and trucks from GM's Oshawa plant make up a large percentage of the truck traffic.

HIGHWAYS

U.S. I-81 leads directly to the U.S. toll booths and picks up again on Wellesley Island. On the Canadian side Highway 137 leads a short distance to Highway 401, the main road between Toronto and Montreal.

DELAYS

Delays occur primarily on Mondays and holidays, as well as weekends during the summer/travel season.

CAUSE OF DELAYS

Truck backups on Mondays are in part due to Ontario's restrictions on Sunday truck driving and in part due to a lack of Canadian broker services after hours. Backups onto I-81 have been caused by U.S. Customs exit checks on vehicles leaving the country. Truck backups of approximately 1 mile have occurred from the U.S. Customs inspection facility to the main Canadian bridge span, due to lack of Customs staffing and commercial booths/lanes.

IMPROVEMENTS

The North approach of the Canadian bridge was redecked in 1992 and major concrete deck repairs were to begin in September 1993. Installation of a computerized toll collection system at both toll plazas was completed in July 1993. When special features of the system come on-line (in 1994), such as commercial charge card capability, vehicle throughput for all traffic at toll plazas will be enhanced.

Also, a changeable message/patron information signage project is currently under contract with a fall of 1994 completion date. The system will enhance safety and will provide such information as road conditions, delays due to construction, commercial vehicle weight restrictions and spacing requirements for vehicles while crossing the bridge.

ANTICIPATED GROWTH

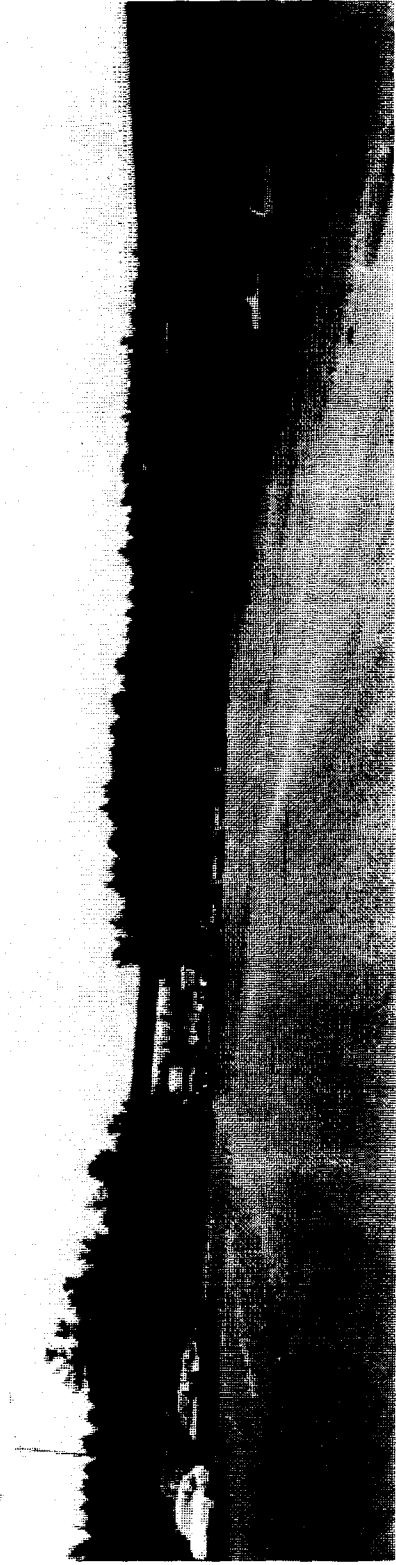
There are no recent forecasts of anticipated growth at this crossing.

ISSUES

No major issues, in terms of capacity limitations or otherwise.



Thousand Islands Bridge: Above, U.S. Customs primary inspection; below, Canadian primary inspection



**U.S./CANADIAN BORDER CROSSING PROFILE
PORT: OGDENSBURG, NEW YORK
CROSSING: OGDENSBURG-PRESCOTT INTERNATIONAL BRIDGE**

PROFILE

Customs Port Code: 10701

Customs Region: Northeast

Customs District: Ogdensburg, New York

INS Region: Northern

INS District: Buffalo, New York

Collateral Duties: Air, maritime, rail, industrial development, and other highway crossings in the Port of Ogdensburg.

Total Staff: Customs: 54 total inspectional staff
INS: 7 full time and 2 part time staff

Nearest U.S. Ports: Seaway International Bridge, Massena, NY to the east and Thousand Islands Bridge, NY to the west.

Hours of Operation: 24 Hours

Seasonality: Peak months are June, July, and August.

U.S. Primary Inspection:

Passenger Vehicles - There are 4 auto lanes with a capacity of 180 vph at a reported 20 second processing time. This leads to total capacity of 720 vph. There is no capacity issue.

Commercial Vehicles - There is 1 truck processing point for primary inspection, with a processing capacity of 60 vph.

U.S. Secondary Inspection: There are 4 secondary covered inspection lanes and 18 parking spaces.

Operator: Ogdensburg Bridge & Port Authority

Operator Contact: Mr. Danny Duprey
Deputy Executive Director
Ogdensburg Bridge and Port Authority
Bridge Plaza
Ogdensburg, New York 13669
Phone: 315 393-4080
Fax: 315 393-7068

Operator Information: The Ogdensburg Bridge is owned and operated by the Ogdensburg Bridge and Port Authority, an agency of the State of New York. The Authority is made up of 7 U.S. citizens appointed by the Governor for 5 year terms. Acts of Parliament in 1952, 1956, and 1958 created and authorized the Ogdensburg Bridge Authority. Acts of Congress in 1950, 1953, and 1956 created and authorized the American Ogdensburg Bridge Authority. New York legislation in 1956 authorized an advance of funds to the American Authority and that same year New York and the two authorities entered into an agreement on financing and construction of a new bridge. The Canadian Authority ceased to exist at the time of construction and assigned its rights to the U.S. Authority. Upon retirement of all debt the U.S. side reverts to the State of New York, and the Canadian Authority reverts to the Province of Ontario.

To date, the State of New York has funded the entire project because the project was not deemed attractive enough for bonds to be issued. The State has not been reimbursed at the rate it had anticipated, and this is a major cause of contention.

Facility Location: The Ogdensburg International Bridge crosses the St. Lawrence River at Ogdensburg, New York and Prescott, Ontario.

Facility Description: The bridge is 7,377 feet long and carries two lanes of traffic. The bridge was built between 1957 and 1961 and is owned and operated by the Ogdensburg Bridge and Port Authority, an entity of the State of New York with U.S. only representation. Clearance under the bridge is 129 feet above high water.

Facility Restrictions: Commercial vehicles are restricted to 80,000 pound gross weight. Pedestrian and bicycle traffic is prohibited.

Year Built: 1957-1961.

U.S. Ingress/Egress: Route 37 passes through Ogdensburg to the west and thus carries city traffic to and from the crossing. There has been a long standing desire for Route 37 to be widened into a 4 lane.

Tolls: Auto toll is US\$2.00. Trucks up to US\$15.00. Canadian dollar is accepted at a 1.25 exchange rate as of April 29, 1993.

U.S. Toll Booths: Three new toll booths were recently installed with a new automated toll system. There are no capacity issues.

Roadbed Capacity: Capacity is 800 vph maximum for passenger vehicles.

Canadian Port: Prescott, Ontario.

Canadian Inspection Facility: Recent internal renovation.

Canadian Toll Booths: There are 3 Canadian booths with no capacity problems.

Canadian Ingress/Egress:

Direct connections are made to Highway No. 2 as well as transcontinental Highway 40 leading westward into Prescott and eastward along the river to Montreal. Direct connection is also made to Highway 16 leading north to Ottawa.

Canadian Primary Inspection:

Passenger Vehicles - There are 6 auto lanes with no capacity issues.

Commercial Vehicles - There is 1 truck processing point for primary inspection.

Canadian Secondary: The Canadian lot can hold a maximum of 100 trucks.

Canadian Inspection Staff: Total staff consists of 23 full-time permanent positions, 17 of which are customs inspectors. It should be remembered that Canada has just one agency that performs duties equivalent to those of both the U.S. INS and Customs Services.

Traffic: In 1992, traffic consisted of .748 million autos and .049 million trucks, for total volume of .797 million vehicles. Auto traffic grew 24.6% in 1990, and 48.7% in 1991, before falling 4.4% in 1992. Long term growth has averaged 9.3% per year including the last 3 years.

OGDENSBURG
OPERATOR PROVIDED TWO-WAY TRAFFIC LEVELS
(1000'S OF VEHICLES)

YEAR	AUTOMOBILES	TRUCKS	TOTAL
1980	353	24	377
1981	365	24	389
1982	354	21	375
1983	388	39	427
1984	393	40	433
1985	373	47	420
1986	357	37	394
1987	363	39	402
1988	384	39	423
1989	422	39	461
1990	526	43	569
1991	782	47	829
1992	748	49	797

OGDENSBURG
INSPECTION SERVICES DATA
(1000's OF VEHICLES)

	AUTOMOBILES	TRUCKS	TOTAL
<u>ENTRY TO U.S.:</u>			
1989	235	20	255
1990	296	25	321
1991	420	25	445
1992	447	25	472
<u>ENTRY TO CANADA:</u>			
1989	299	13	312
1990	431	20	451
1991	613	19	632
1992	630	24	654

**U.S./CANADIAN BORDER CROSSING PROFILE
PORT: OGDENSBURG, NEW YORK
CROSSING: OGDENSBURG-PRESCOTT INTERNATIONAL BRIDGE**

BACKGROUND

DESCRIPTION/LOCATION

The International bridge at Ogdensburg is 7,377 feet long and carries two lanes of traffic. The bridge was built between 1957 and 1961 and is owned and operated by the Ogdensburg Bridge and Port Authority, which is an entity of the State of New York with U.S. only representation. Clearance under the bridge is 129 feet above high water.

The International bridge crosses the St. Lawrence River at Ogdensburg, New York and Prescott, Ontario.

HIGHWAYS

The bridge is on a direct line between Ottawa and the U.S. Syracuse is 120 miles south and Ottawa is 50 miles North. Regional interests are promoting the widening of Ontario Highway 16, which leads to Ottawa, to four lanes. On the U.S. side there has been a long regional interest in obtaining a four lane Highway 37. This highway runs across northern New York.

ACTIVITY

Traffic activity totaled .748 million autos in 1992, .049 million trucks, and total vehicles of .797 million. Auto traffic was down 4.4% in 1992, following growth of 48.7% in 1991, and 24.6% in 1990. Shopping traffic accounts for a large part of the 1991 increase. The Ogdensburg economic park has led to some increases in trucking activity, as has the high tech industry in the overall corridor to Ottawa.

DELAYS/CAUSES

Very few delays occur at this crossing. Any delays experienced would be a result of unstaffed booths.

IMPROVEMENTS

The inspection facility at Ogdensburg is reported to be in fair condition. Needs include lighting, fencing, and search/holding areas. Three new toll booths were recently installed at this crossing.

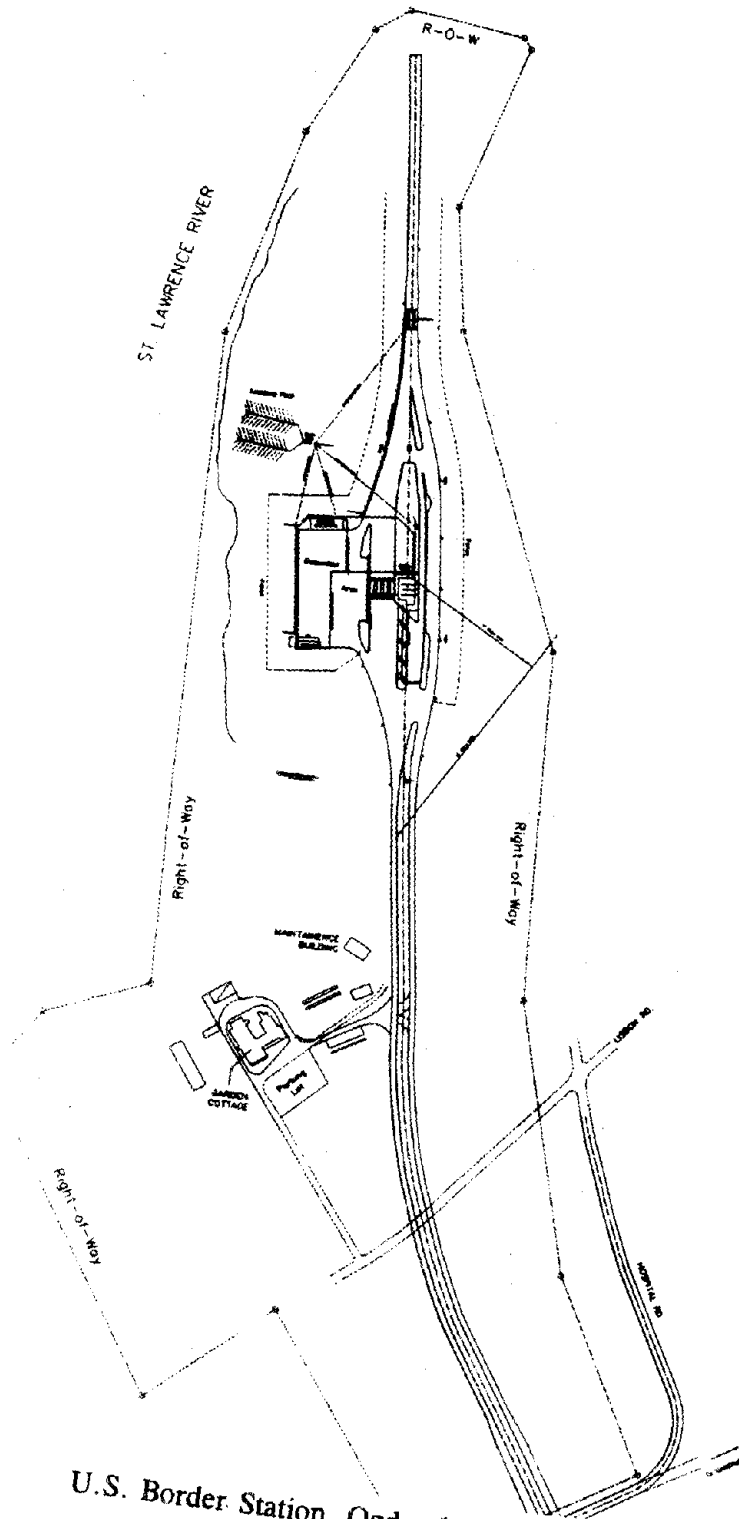
ANTICIPATED GROWTH

A 5% per year growth is forecasted for the near future.

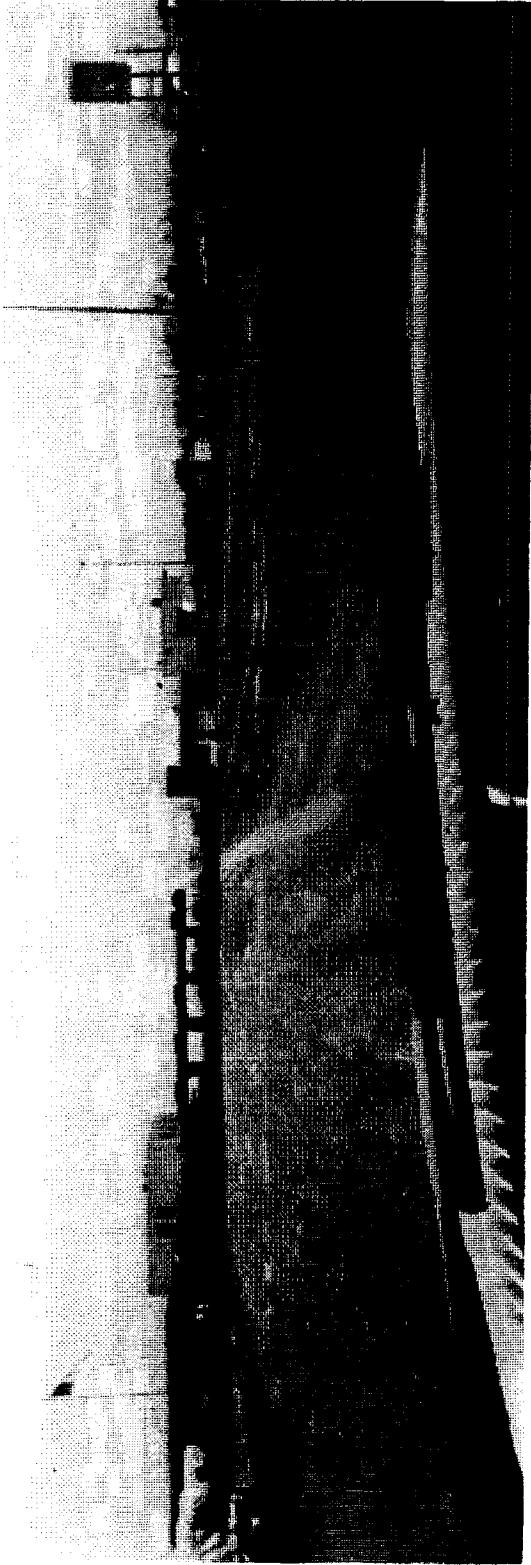
ISSUES

A key issue relates to the question of the state's desire to be reimbursed at a faster rate for funds that were advanced for construction. The state advanced US\$22.0 million for construction. In recent years the Authority has only paid back US\$50,000 per year, and the state believes they could afford to pay US\$500,000 per year. The Authority claims the state has not lived up to promises to improve Route 37 to a four lane road. These promises were made at the time the bridge was built, and according to the Authority, the lack of action has resulted in traffic being diverted to neighboring crossings. This diversion has reduced actual and forecasted traffic levels.

There are no capacity limitation problems at this crossing.



U.S. Border Station, Ogdensburg, NY
Approach Plan, 1959



Ogdensburg-Prescott Bridge: Above, Canadian Customs primary inspection; below, U.S. Customs primary inspection



**U.S./CANADIAN BORDER CROSSING PROFILE
PORT: MASSENA, NEW YORK
CROSSING: SEAWAY INTERNATIONAL BRIDGE**

PROFILE

Customs Port Code: 10704

Customs Region: Northeast

Customs District: Ogdensburg, New York

INS Region: Eastern

INS District: Buffalo, New York

Collateral Duties for Border Agencies: Other duties include a marine oil terminal, small airfield, and pleasure craft.

Total Staff: Customs: 13 inspectional staff

INS: 7 permanent and 3 temporary staff

Nearest Ports: The Port of Ogdensburg is to the west and Fort Covington is to the east.

Hours of Operation: 24 hours/day

Seasonality: Peak travel is during July-September period. The peak days and times are Saturday Noon when traffic reaches 525 vph, and Friday's at 7:00PM.

U.S. Inspection Facility: The current plaza has several features including a truck scale, lifts, hazmat area, narcotics storage, etc. The secondary inspection facility is adequate.

U.S. Primary Inspection:

Passenger Vehicles - There are 5 booths with a capacity of 120 vph, or a total capacity of 600 vph. While this exceeds current peak traffic, the 5 booths will not be sufficient for year 2000 and beyond traffic assuming a directional peak of 900 vph.

Commercial Vehicles - The U.S. facility is located at the South end of the main span on the mainland. The truck primary is located on the back side of the administration building.

Operator: Seaway International Bridge Corporation

Operator Contact: Mr. Hendrick Saaltink
General Manager
Seaway International Bridge Corporation
P.O. Box 836
Cornwall, Ontario K6H5T7
Phone: (613) 932-6601

Operator Information: The bridges are owned by the St. Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Authority (SLSA). The North Channel bridge is owned by SLSA outright, while the South Channel bridge is owned jointly by the SLSDC and SLSA. The bridges are maintained and operated by the Seaway International Bridge Corporation, Ltd. (SIBC), a Crown Corporation which is 100% owned by SLSA. The SIBC has 8 directors, with 4 each appointed by the SLSA and SLSDC.

A 1930 Act of Parliament established a predecessor Corporation and authorized construction of bridges in the Cornwall area. These bridges were built under a lease agreement using land belonging to the Mohawk Indians of the St. Regis Indian Reserve on Cornwall Island. In 1951 the St. Lawrence Seaway Authority Act authorized the SLSA to acquire the existing bridges. The SLSA made the acquisition and held 50% of the shares in trust for the SLSDC. The original bridges were demolished. The new bridges were constructed and opened in 1958 and 1962, again using land purchased from the Reserve by expropriation. At the time of construction Agreements were entered into with the Mohawk Nation providing for toll free passage of native Indians. This construction was authorized under a 1956 amendment to the St. Lawrence Seaway Authority Act.

The present ownership structure is permanent and there are no reversion provisions. The SIBC pays grants in lieu of taxes in Canada on non-bridge properties under provisions of the Municipal Grants Act. No federal or provincial tax is paid. It is not known if taxes of any type are paid on the U.S. side. Any net income after expenses is first paid to the SLSA to offset the amortization cost of the north span, and then to the SLSDC to offset amortization costs of the Raquette River Bridge, and then any remaining balances are divided evenly between SLSA and SLSDC. To date all payments have gone to the SLSA.

Facility Location: The Seaway International Bridge connects the Massena/Roosevelt town, New York area to Cornwall Island, Ontario, a part of the Akwesasne Indian Reservation; and Cornwall Island with the city of Cornwall, Ontario. The north span crosses the North Channel of the St. Lawrence River, and the defunct Cornwall Canal. The south span crosses the South Channel of the St. Lawrence River, the active Seaway navigation channel.

Facility Description: The south span connecting Massena to Cornwall Island crosses the International Line in the South Channel of the St. Lawrence River. The overall length of 3,480 feet includes 22 viaduct spans and a 3 span suspension bridge, with a center span of some 900 feet. The south span provides for a 2 lane 27 foot roadway with an overhead clearance of 45 feet. The middle 800 feet horizontal clearance provides 122 feet of vertical clearance from the highwater mark according to the Canadian chart.

The north span connecting Cornwall Island to Cornwall, Ontario has an overall length of 5,330 feet and includes 28 viaduct spans, 5 aqueduct spans, and a 3 span continuous truss with a center span of some 890 feet. The north span provides some 16 feet of overhead clearance and contains a 27 foot roadway with 2 lanes. Vertical clearance over the high water mark is 120 feet at the Canal, and 80 feet at the North Channel of the St. Lawrence River.

Facility Restrictions: Height restriction is 15'9" and equipment wider than 10' requires an escort. Loads exceeding the New York weight limits require permits. In the past timber trucks weighing as much as 110,000 pounds were routinely allowed to cross. While the SIBC had planned on implementing a 72,000 pound limit as recently as March of 1993, more recent studies indicate a limit of 80,000 pounds with 48 hour advance notice permits for heavier loads would be acceptable.

Facility Built: South span in 1958 and north span in 1962.

U.S. Ingress/Egress: Massena is located at the intersection of New York highways 37 and 56. Highway 37 runs east-west across upper New York and connects with I-81 at Alexandria Bay. I-81 proceeds to Syracuse. To the west on Highway 37 is I-87, which leads to Albany, NY.

Tolls: Tolls for vehicles under 3175 kilos and 2 axles are \$2.25 in either currency. For trucks over 3175 kilos, a 5 axle truck pays \$8.50 in either currency. However, area Indians, who make up approximately 45% of total traffic volume, have rights allowing for free travel.

U.S. Toll Booths: All toll booths for both directions are on Canadian side.

Roadbed Capacity: The capacity of the bridge has been estimated at 1500 vph bidirectional using the 1985 Highway Capacity Manual.

Canadian Port: Cornwall, Ontario.

Canadian Inspection Facility: This facility is stressed and a \$6.0 million plan has been proposed to alleviate congestion. Its secondary facility can hold 6 trucks and about 4-5 autos.

Canadian Ingress/Egress: On the Canadian side Highway 138 connects with the bridge and leads after a short distance to Limited Access Highway 401, the main route between Toronto and Montreal.

Canadian Toll Booths: There are currently 2 double toll booths with one lane reversible. During the summer of 1993 plans call for 5 new booths to open with the capability to operate 3 lanes in the peak direction and 2 in the other direction. However, this expansion will require an Agreement with the Indians on the St. Regis Reserve. All booths will be on the Canadian side. These booths can accommodate 400 vph so the peak directional capacity will be 1200 in one direction and 800 in the other direction.

Canadian Primary Inspection:

Passenger Vehicles - There are 4 Canadian booths, one of which is dedicated to Indian travelers. These booths can process 120 vph.

Commercial Vehicles - The Canadian facility is located at the North end of the south span on Cornwall Island. There are 4 truck booths which provide more than adequate capacity.

Canadian Staff: 16 Inspectors and 4 Managerial/Clerical staff

Traffic: In 1992 bridge traffic totaled 2.768 million vehicles. Based on previous ratios, approximately .070 million vehicles will have been trucks. This represents a .247 million vehicle increase over 1991. In 1991 traffic increased by some .600 million vehicles. From 1979 to 1988 traffic grew approximately 6% per year, but from 1989 to 1991 traffic grew about 16% per year.

SEAWAY INTERNATIONAL BRIDGE
OPERATOR PROVIDED TWO-WAY TRAFFIC LEVELS
(1000'S OF VEHICLES)

YEAR	AUTOMOBILES	TRUCKS	TOTAL
1980	952	51	1,003
1987	1,328	76	1,403
1988	1,367	77	1,444
1989	1,599	85	1,684
1990	1,857	79	1,936
1991	NA	NA	2,521
1992	NA	NA	2,768

INSPECTION SERVICES DATA
PORT OF MASSENA
(1000'S OF VEHICLES)

	AUTOMOBILES	TRUCKS	TOTAL
<u>ENTRY TO U.S.</u>			
1989	911	39	950
1990	985	35	1020
1991	1288	36	1324
1992	1296	44	1340
<u>ENTRY TO CANADA</u>			
1989	480	26	506
1990	667	29	696
1991	1148	33	1181
1992	1241	30	1271

**U.S./CANADIAN BORDER CROSSING PROFILE
SEAWAY INTERNATIONAL BRIDGE
MASSENA, NEW YORK**

BACKGROUND

DESCRIPTION

The Seaway International Bridge is a 2 mile long crossing consisting of a main north and south span. The north span is wholly within Canada and crosses the North Channel of the St. Lawrence River and Cornwall Canal between Cornwall Island and Cornwall, Ontario. The north bridge is 5,330 feet long including a center span of 890 feet some 120 feet over the defunct Cornwall Canal. The bridges and connecting road are two lane with 27 feet of roadbed on the center span. The south span is 3,480 feet long including a 900 foot center span. There are two lanes of traffic with a 27 foot roadway. The center span crosses the South Channel of the St. Lawrence River between Cornwall Island, Ontario and Massena/Roosevelt, New York. The International Line passes down the center of this channel. The channel is the navigable waterway for the St. Lawrence Seaway, and the bridge over it provides 122 feet of clearance.

The bridges were opened in 1958 and 1962. The north span is owned by the St. Lawrence Seaway Authority (SLSA) of Canada outright, while the south channel is jointly owned by the SLSA and the U.S. St. Lawrence Seaway Development Corporation (SLSDC). Both spans are operated by the Seaway International Bridge Corporation, Ltd., (SIBC), a wholly owned subsidiary of the SLSA.

A unique situation exists at this crossing due to the bridge's location which passes through the Akwesasne Indian Reservation. Ongoing disputes over land rights, free passes for Indians, facility expansion plans, etc. have posed many problems.

LOCATION

The Seaway International Bridge is located at Massena, New York and Cornwall, Ontario where two main spans cross both channels of the St. Lawrence River.

ACTIVITY

In 1992 the bridges carried 2.768 million vehicles, with approximately .070 million trucks included in that total. The bridges are primarily used for automobile traffic, with 75% of the Canadian origin traffic originating on Cornwall Island or in Cornwall, and 50% of that terminating in the Massena area. Shopping trips made up 46% of the total, and recreational trips accounted for 43% of trips. Less than 5% of trips were for commuting to work. For

trips into the U.S., 42% of the passengers were Canadian, 33% were Indians, and 21% were U.S. citizens. It should be noted that about half the traffic crossing the bridge is by Indians holding free passes under terms of earlier Agreements. Area economic development officials have indicated the bridge is critical to the Northern New York area. The St. Lawrence County Legislature has passed a Resolution (244-91) indicating their concerns about a number of issues related to bridge restrictions, delays, and the possible need for a new bridge.

HIGHWAYS

Highway access on the U.S. side is via two lane Highways 37 and 56. Highway 36 runs across Northern New York and connects to interstates at each end which lead to Syracuse and Albany. On the Canadian side Highway 138 leads a short distance to Highway 401, the main limited access multiple lane road between Montreal and Toronto. Local officials have pointed out that this is the natural route between Montreal and much of the U.S., and that it would be used more if Highways 37 and 56 were widened and improved.

DELAYS

According to the St. Lawrence County resolution, there have been significant delays on the bridge in recent years. The SIBC indicated that delays often occur on Sundays, and that there might be 5-6 times a year when delays reach 1/2 to 3/4 hours.

CAUSE OF DELAYS

Delays have been attributed both to toll booths, and Customs on each side. The toll booth problem had been one of a lack of booths, however, this is in the process of being corrected. The Customs problem has been attributed to a lack of immediate response when traffic surges occur.

IMPROVEMENTS

The main improvement recently has been the addition of a toll booth. All toll booths for both directions are on the Canadian side. Current plans call for a total of 5 toll lanes with a reversible capability that will allow for 3 peak directional lanes, and 2 lanes in the opposite direction. This latter project will require widening of the plaza and negotiations with the reservation are not yet complete.

ANTICIPATED GROWTH

Between 1979 and 1988 private paying traffic grew 3.1% per year, and the grew 27.3% in 1989, and 24.0% in 1990. Indian pass traffic grew 6.5% per year between 1979-1988, and

by 8.7% in 1989 and 1990. Commercial traffic, which is less than 5% of the total, grew by 5.1% per year between 1980 and 1988, by 10.3% in 1989, and then fell 6.7% in 1990.

Forecasts done for the SIBC suggest that commercial traffic will grow 3.5% per year for the next 20 years, resulting in a doubling of traffic by 2010. This would lead to a forecast of .100 million vehicles in 2000 and .160 million vehicles in 2010.

The private toll paying car category accounts for 50% of traffic and 70% of the increase in volume from 1988 to 1990. Much of this increase is due to gambling which began on the Reservation in 1989, but gambling traffic has tapered off since 1990. The largest factor contributing to cross-border auto activity is the inexpensive gasoline on the Reservation. The opening of a new shopping center in Massena in 1990 is also thought to have played a role, along with general interest in cross-border shopping as a result of the FTA. The July, 1991 forecast for the SIBC assumed traffic would decline by 1994 to the level it would have been at had growth averaged 3.1% per year from 1988 to 1994. It then assumes traffic would grow the next 20 years at 3.1% per year. While this decline did not occur yet, there are a number of signs at other crossings that indicate it may be coming. This scenario would result in traffic of about .6 million vehicles by 2000, and 1.2 million by 2010, for an overall growth rate of 3.3%. Another scenario would involve a continuation of the recent growth, no fall-off due to increasing competitiveness in Canada, and then continuation of the 3.1% growth rate. Under this scenario traffic would reach 2.000 million vehicles in 2000 and 2.600 million in 2010, for a 4.7% overall growth rate.

The passenger traffic, which accounts for 45% of the total, is assumed to grow 3.1% per year to the year 2010, and more in line with growth in the actual number of passes issued. Such growth would result in 2.000 million trips in 2000 and 2.600 million trips by 2010.

The overall forecast is for a minimum of 2.7 million vehicles in 2000, similar to today's traffic level, and a maximum of 4.100 million vehicles. For the year 2010, the minimum forecast is for 4.260 million vehicles, and the maximum forecast is for 5.660 million vehicles.

The 2010 peak hourly forecast is for 1,500 vph bidirectional, or about 900 northbound and 600 southbound. The forecast for 2000 is for about 1,000 bidirectional peak hourly traffic, with 400 vehicles northbound and 600 southbound.

CAPACITY ISSUES

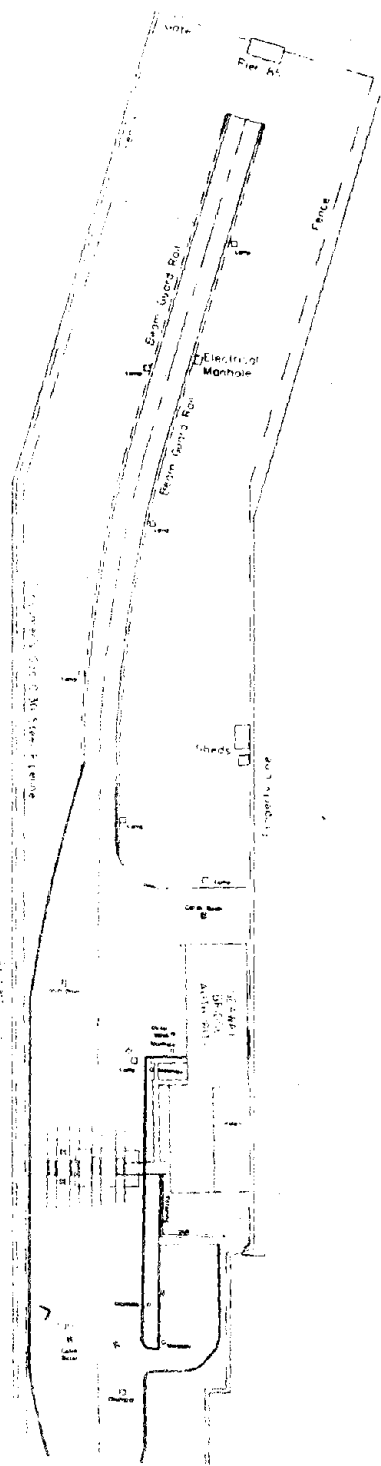
The roadbed capacity of 1,500 vph bidirectional will be adequate through the year 2010 when traffic reaches 1,500 vph. Current toll booth capacity of 1,200 vph in the peak direction and 800 vph in the other direction exceeds the current hourly peak traffic of 525 vph. This

capability will also exceed the maximum 2010 forecast. The American primary inspection capacity of 600 vph will be equaled in the year 2010. The Canadian capacity of 480 vph will be exceeded in the early 2000's.

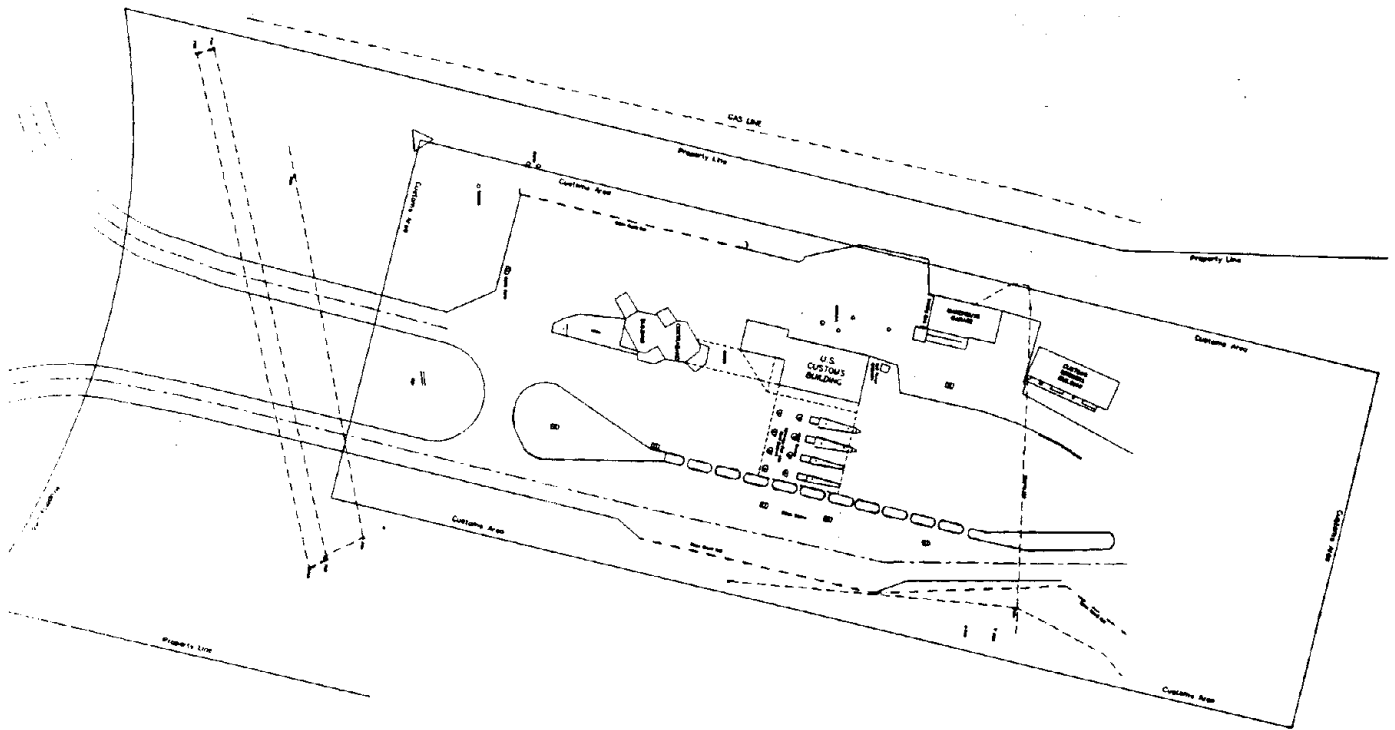
There has been a considerable amount of concern about the physical condition of the bridge, and the need to impose 72,000 pound weight restrictions, but further studies have alleviated some of these concerns. As such, the roadbed capacity and current deck condition should allow for operation for a number of years.

Another capacity issue is a result of difficulties in securing rights to expand the toll plaza as planned. This is one example of the continual problems that exist at this crossing, primarily because of its location relative to the Indian Reservation. Increased smuggling, violence and concern about potential future blockades of this bridge has fueled local authorities' interest in building a new bridge off the Reservation.

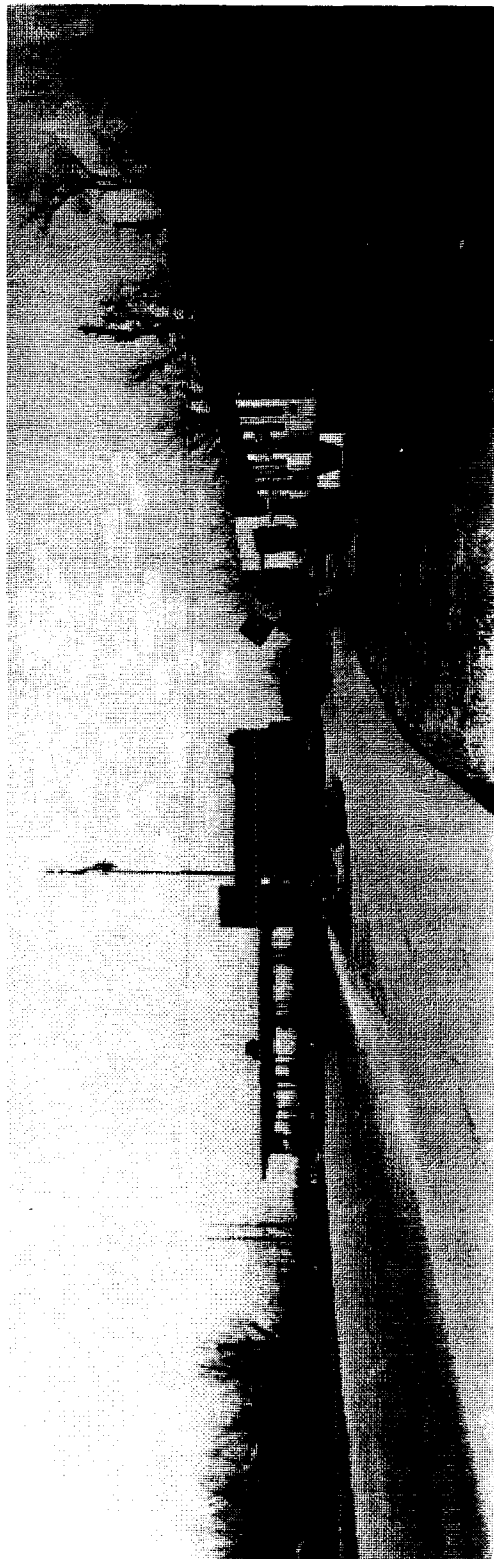
There is also ongoing concern with respect to operations, that sufficient customs and immigration staff are available on each side of the border to allow for quick response to traffic spikes.



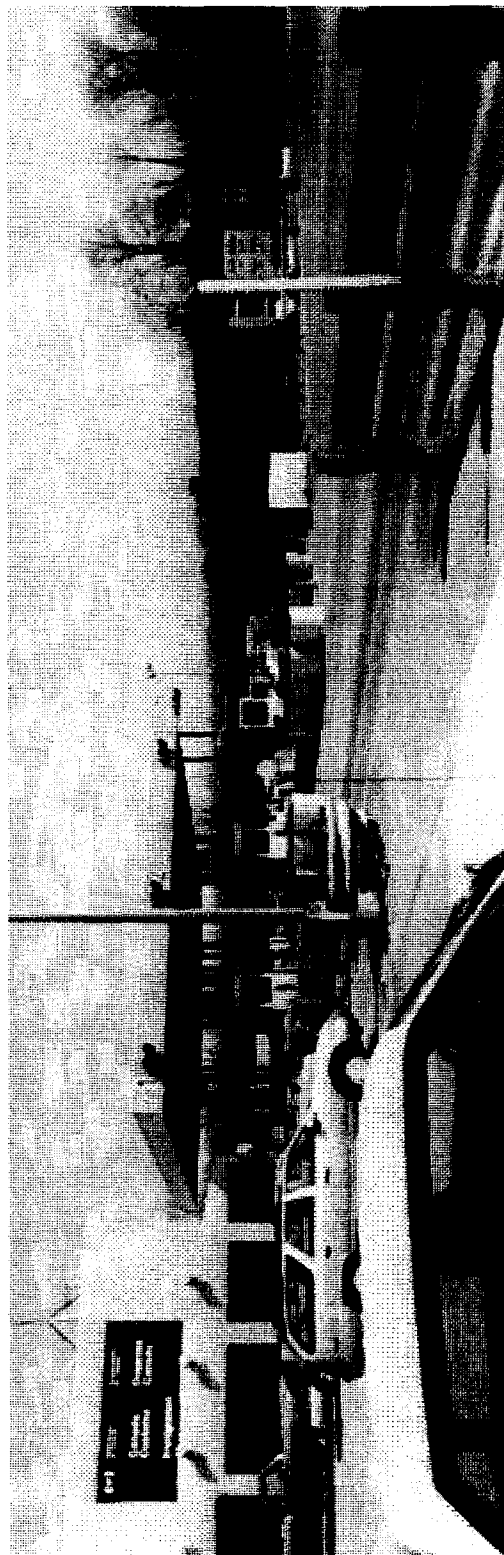
Seaway Bridge Toll Plaza, Massena, New York
Site Plan, 1992



U.S. Customs Station
Seaway International Bridge Corp., Massena
Site Plan, 1992



Seaway Bridge: Above, U.S. Customs primary inspection; below, Canadian Customs primary inspection



U.S./CANADIAN BORDER PORT PROFILE
PORT: CHATEAUGAY, NEW YORK
CROSSING: CHATEAUGAY, NEW YORK

PROFILE

Port Code: 10711

Customs Region: Northeast

Customs District: Ogdensburg, New York

Collateral Duties: Trout River and Fort Covington stations

Total Staff: Customs: 19 positions, approximately
INS: 24 Authorized positions to be rotated to Champlain, Rouses Point, and Mooers stations.

Nearest U.S. Ports: The major commercial port, about 30 miles to the east is Champlain, although there is a very small crossing, Churubusco, less than 10 miles east. To the west about 12 miles is Trout River.

Contact: Walter Petrousky, U.S. Customs Service

Address: RFD Constable 12926

Phone: (315) 398-0660

Modal Activity: Highway, Pedestrian, Rail

Hours of Operation: 24 hours

Seasonality: Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: There are 2 primary inspection lanes.

Processing Time: It takes approximately 30 seconds for automobile primary inspection.

Capacity: 120 vehicles per hour for passenger vehicles

Canadian Port Facility: Herdman, Quebec

Canadian Customs Staffing: 7 inspectors, and 1 manager/supervisor

Traffic: In 1992, there were approximately 100,000 passenger vehicles entering the U.S., and 109,783 entering Quebec. Approximately 5,000 trucks in total crossed through this port.

U.S./CANADIAN BORDER PORT PROFILE
PORT: CHATEAUGAY, NEW YORK
CROSSING: CHATEAUGAY, NEW YORK

BACKGROUND

DESCRIPTION

The Port of Chateaugay is a very small commercial port. GSA owns the Chateaugay station. The administration building is in poor condition and in need of extensive renovation or complete replacement.

LOCATION

The Port of Chateaugay is located at the intersection of State Highway 374 and U.S. Route 11. The nearest commercial crossings are the Seaway International Bridge in Massena, New York, about 30 miles west, and Champlain, about 30 miles east.

ACTIVITY

This port handles very few vehicles for a commercial port. Both Fort Covington and Trout River have higher volumes of traffic than does Chateaugay.

There is some rail activity, mostly using line-release, serviced by this crossing. The Consolidated Rail Corp. operates the railroad through this area.

IMPROVEMENTS

The administration building at this station is dilapidated. Proposed improvements favor razing it and erecting a new structure for administration needs.

CONGESTION

Congestion does not present a problem at this port.

**U.S./CANADIAN BORDER PORT PROFILE
PORT: CHATEAUGAY, NEW YORK
CROSSING: FORT COVINGTON, NEW YORK**

PROFILE

Port Code: 10705

Customs Region: Northeast

Customs District: Ogdensburg, New York

Total Staff: Customs: Staffed out of Chateaugay; about 19 positions for the three stations.
INS: 4 authorized positions in 1993 for Trout River and Fort Covington.

Nearest U.S. Ports: The Seaway International Bridge is about 13 miles west, Chateaugay is about 20 miles to the east. To the east about 5-10 miles is Trout River.

Contact: Walter Petrousky, U.S. Customs Service District Office

Phone: (315) 398-0660

Modal Activity: Highway, Rail, Pedestrian

Hours of Operation: 24 hours

Seasonality: Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: There are 3 primary inspection lanes.

Processing Time: Approximately 30 seconds for automobiles.

Capacity: The facility can handle 360 vehicles per hour, if staffing availability permits simultaneous use of all inspectional booths.

Canadian Port: Dundee, Quebec

Canadian Staff: 8 inspectors, 1 manager/supervisor

Traffic: In 1992, two-way passenger vehicle traffic through this station was approximately 300,000 vehicles.

**U.S./CANADIAN BORDER PORT PROFILE
PORT: CHATEAUGAY, NEW YORK
CROSSING: TROUT RIVER, NEW YORK**

PROFILE

Port Code: 10715

Customs Region: Northeast

Customs District: Ogdensburg, New York

Total Staff: Customs: Staffed out of Chateaugay; about 19 positions for the three stations.
INS: 4 authorized positions in 1993 for Trout River and Fort Covington.

Nearest U.S. Ports: Chateaugay is about 10 miles to the east, Champlain about 40 miles to the east. To the west about 5-10 miles is Fort Covington.

Contact: Walter Petrousky, U.S. Customs District Office

Phone: (315) 398-0660

Modal Activity: Highway, Pedestrian

Hours of Operation: 24 hours

Seasonality: Year-round

Facility Owners

Land/Sation: General Services Administration

Primary Inspection: There are 3 primary inspection lanes.

Secondary Inspection: There is no adequate secondary inspection area at this crossing.

Processing Time: Approximately 30 seconds for automobile primary inspection

Capacity: 360 vehicles per hour, if staffing capability permits simultaneous use of all lanes.

Traffic: In 1992, about 100,000 passenger vehicles entering the U.S., and 109,783 entering Quebec. About 2,500 trucks in each direction moved through this crossing.

Canadian Port: Trout River, Quebec

