

OTHER FACILITIES & PROGRAMS

In 1977 the TIBA was gifted the Boldt Castle attraction on Heart Island, a major tourist destination in the 1000 Islands region, but a property that had been allowed to decline to a state of disrepair. In addition, the TIBA assumed ownership of the Boldt Castle Yacht House (now open for public visitation) as part of this gift. The TIBA quickly moved on a well-planned repair program to arrest further deterioration and to rehabilitate much of these properties.



In 1978, the first year the Authority operated the Boldt Castle attraction, attendance was tallied at 99,000 visitors. With over \$35,000,000 in maintenance repairs and major capital improvement projects to this regional attraction, visitations have increased annually – including a one-year, record-breaking attendance of 240,000!



Boldt Castle continuously ranks among the 25 most visited historic houses in the United States. Through the years, Boldt Castle has been a tremendous tourist attraction with incalculable benefit to the 1000 Islands International tourism industry and will continue to for years to come thanks largely to the Authority's rehabilitation efforts and preservation program.

As with all TIBA projects, non-bridge projects are also fully funded through Authority generated revenues from non-bridge operations without State, or Federal funds.

www.boldtcastle.com

PUBLICITY & PROMOTION

The 1000 Islands International Tourism Council, with its offices located at Collins Landing adjacent to the Thousand Islands Bridge, acts as the regional promotion agency for the Thousand Islands Seaway Region, Jefferson County and Southeastern Ontario. The TIITC receives funding from TIBA, FBCL, Jefferson County, the State of New York, the 1000 Islands Marketing Partnership of Ontario and the private sector.



The primary purpose for which the TIITC is responsible is to promote the 1000 Islands International Region as a family tourist destination by promoting the services, attractions, and recreational opportunities of the region as well as encourage the use of the Thousand Islands Bridge System as the major vehicular linkage between the two nations.

The TIITC is responsible for printing and distributing 325,000 copies of the 1000 Islands International Travel Guide, a comprehensive guide to regional attractions, accommodations, restaurants, services, camping, fishing and outdoor recreational activities.

The Tourism Council supervises the preparation and placement of paid advertising to stimulate interest in the 1000 Islands Region as a tourist destination. All advertising includes the toll free phone number (1-800-847-5263) and website www.visit1000islands.com to receive direct inquiries. The Travel Guide is sent as the fulfillment piece to all inquiries received as a result of these advertisements.

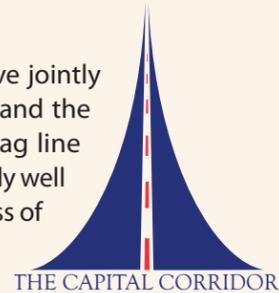
The TIITC is also very active in preparing news releases to stimulate editorial coverage in newspapers and magazines. Publicity programs, familiarization tours, and festival promotion offer a substantial amount of interest for this program.

The TIBA and the FBCL, have long been key players in the promotion of tourism-related development, providing benefits of tremendous economic welfare to this region. The TIBA's Welcome Center houses the offices of the TIITC as well as offers informational and comfort facilities to the traveling public, located near the US bridge at Collins Landing.

The promotional partnership between the TIBA and FBCL offers an international bond unmatched in other regions.

THE CAPITAL CORRIDOR

The Capital Corridor is a trade and tourism initiative jointly funded by the Thousand Islands Bridge Authority and the Federal Bridge Corporation, Ltd. of Canada. Our tag line "Consider Yourself Connected" will become increasingly well known as we begin the process of building awareness of the value and significance of this trade corridor, as well as promoting and supporting the economic development objectives of our stakeholders. A trade corridor strives to remove parochial considerations while helping organizations understand the importance of being a part of a larger, integrated region.



The link in this bi-national initiative is the Thousand Islands Bridges. Direct access is offered to all major cities in the Northeast via US Interstate 81 and Canada's Highway 401. The bridge's economical toll structure, shorter border crossing waits, and 24-hour customs clearance, make the Thousand Islands Bridge System a logical choice for international gateway crossing solutions.

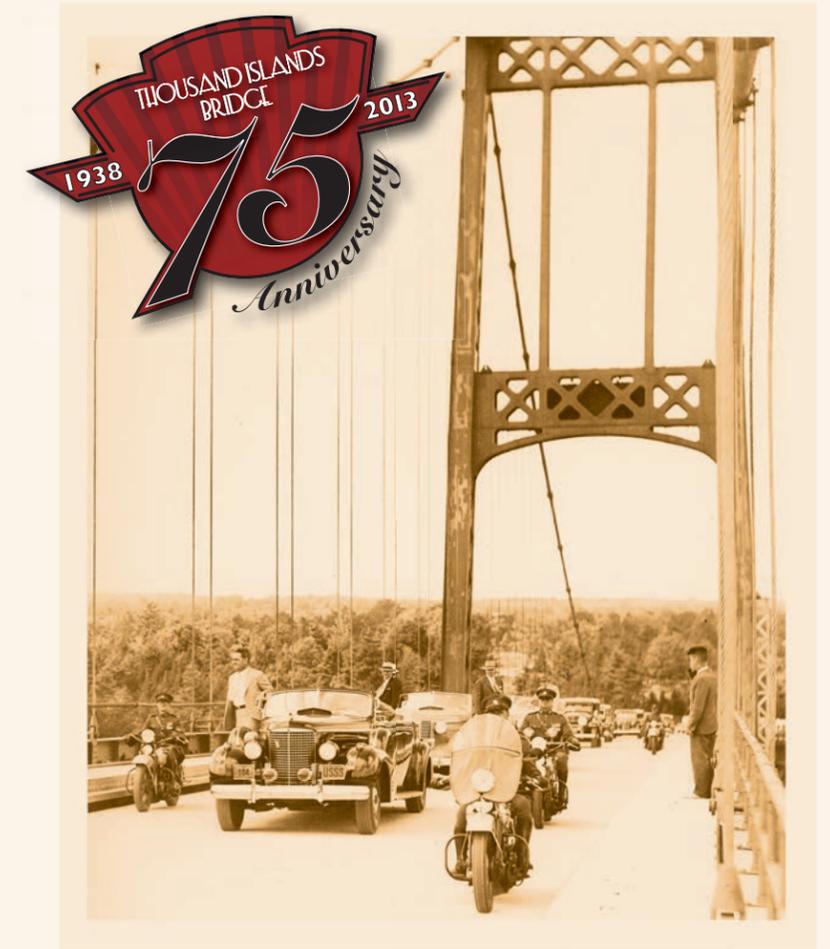
The Capital Corridor is unique from a business development standpoint. Our mandate is clear. All economic development is positive—we will strive to lever the strengths of our stakeholders and foster private sector participation. By working together on building relationships, strategic alliances will naturally follow. A solid understanding of trade, tourism, and transportation issues will allow the Capital Corridor to become a resource for all parties. Partnerships, cooperation, information exchange, and collaboration will be important elements of the organization.

Please visit www.thecapitalcorridor.com or call 315-482-2501.

Revised 2013

THOUSAND ISLANDS

BRIDGE AUTHORITY



HISTORY, FACTS &
STATISTICS



PO BOX 428
COLLINS LANDING
ALEXANDRIA BAY, NY 13607

PO BOX 10,
LANSLOWNE, ONTARIO
K0E 1L0

The Thousand Islands Bridge system extends from Collins Landing near Alexandria Bay, New York to Ivy Lea near Gananoque, Ontario covering a distance of 8.5 miles and provides direct connection between US Interstate Rt. 81 and Canada's Highway 401.



The crossing over the American channel of the St. Lawrence River, from the mainland to Wellesley Island, consists of a suspension bridge of 800 ft. (main span), with an underclearance of 150 ft. above the river. The American span from abutment to abutment is 4,500 ft.

The Canadian crossing includes the 600 ft. continuous Warren Truss span connecting Hill Island to Constance Island, a steel arch of 348 ft. spans from Constance Island to Georgina Island and a suspension bridge of 750 ft. from Georgina Island to the Canadian mainland (Ontario) with the suspension span providing 120 ft. of underclearance above the river. The Canadian span from abutment to abutment is 3,330 ft.

The boundary at the International Rift, between Wellesley Island and Hill Island, is bridged by two parallel 90 ft. rigid-frame arched spans of reinforced concrete with masonry facing. Originally there was only one bridge at the boundary or International Rift, however increased traffic demanded twinning this crossing in 1959.

Groundbreaking ceremonies were held at Collins Landing, New York, on April 30, 1937, with several thousand people on hand for this eventful occasion, both US and Canadian.

ENGINEERING

Robinson and Steinman of New York City were employed as consulting engineers by the Thousand Islands Bridge Authority. At the time, Dr. David Steinman was the foremost designer of bridges in the country and Dr. Holton Robinson was equally proficient on construction work. Monsaurat and Pratley of Montreal were employed as Canadian consultants. The original firm of Robinson Steinman, now Parsons Transportation are still the Authority's consulting engineers.

The operations of the Thousand Islands Bridge systems are shared under a joint agreement between the Thousand Islands Bridge Authority (TIBA) and the Federal Bridge Corporation Limited (FBCL) of Canada.

The TIBA is defined by New York State Public Authorities Law as a public benefit corporation. Its seven members are appointed to five-year terms by the Chairman of the Jefferson County Board of Legislators, subject to approval by such Board and are comprised of four US citizens and three Canadian citizens serving without salary or monetary compensation, but in the interest of public and community service.

- May 1937: foundation work began for both American and Canadian bridges.
- December 1937: foundations for both American and Canadian bridges are completed.
- September 1937: steel work began in Canada and in October 1937 in the US.
- June 1938: steel work in completed on the American span and in August of 1938 on the Canadian spans.
- March 1938: cable work begins in Canada and the US.
- April 1938: cable work is completed in Canada and the US.
- May 1938: deck paving begins in Canada and the US.
- August 1938: deck paving completed in both countries.

From ground-breaking ceremonies to completion the entire Thousand Islands Bridge system took only sixteen months to complete, ten weeks ahead of schedule, an amazing accomplishment even by today's standards. Total materials: 20,700 cubic yards of concrete, 798 tons of reinforcing steel, 6,550 tons of structural steel and other kinds of steel, 555 tons of cable materials, 30,000 barrels of cement and 575,000 man hours of labor.

TOTAL COST

\$3,050,000.

The design of the spans fit the topography producing beautiful bridges with artistic grace and attention to detail, with even the color chosen to fit the surrounding environment.

DEDICATION

August 18, 1938 marked a major event in the region history as dedication ceremonies took place at this international border. On this date, President Franklin D. Roosevelt and Prime Minister Mackenzie King officially opened the bridges to an estimated audience of over 25,000 people at the border, while thousands more lined the motorcade enroute as it proceeded to the ceremonial site.

VEHICULAR TRAFFIC

Passenger and commercial traffic volumes in the very early years of bridge operations approximated 150,000 vehicle crossings. By 1960 vehicular traffic reached 745,863 and by 1970, 1,274,980 vehicles had crossed the bridge in a single year. Today, annual crossings exceed 2,000,000 vehicles.

Major work and rehabilitation of bridges—since original construction in 1938.

MAJOR PROJECTS

- Replacement of approach span deck system to the US crossing (1984).
- Replacement of approach, Truss, Arch and suspension span deck system to the Canadian crossing (1997).
- Replacement of suspension span deck system to the US crossing (2000).
- Widening of Canadian Span North approach (2001).
- Widening of the International Rift Bridge, East Span (2004).
- Security and Traffic Management System (2008).
- US Bridge Electrical Upgrade 2012

In comparing costs, the entire system cost \$3,050,000 (in 1938) to build as compared to the US and Canadian Bridge Deck Replacement Projects at a cost of \$28,000,000.

OTHER PROJECTS

- Replacement of the Suspension Span Bearing and Expansion Joint System to both US and Canadian crossings.
- Rehabilitation of the Bridge Concrete Pier System to US crossing.
- Replacement of the US Bridge Approach Lighting System.
- Replacement of the Bridge Stay Cable system to both US and Canadian crossings.
- Installation of weigh-in-motion commercial vehicle scale system at the US and Canadian Toll Plazas.
- Installation of Bridge Maintenance and Inspection Platform System to both US and Canadian crossings.
- Continuous painting maintenance program which revolves on a seven-year cycle to both US and Canadian crossings.
- US and Canadian main cable interior inspection.
- Customer advisory variable message signs.
- Construction of an International Visitor Information and Welcome Center.
- Construction of NY State Police Barrack

Capital improvement projects to US and Canadian bridges are funded by their dutiful owners, while all regular maintenance and operating costs are a shared expense between the TIBA and FBCL. Because of the possibility of impeding traffic flow, major improvement projects involving traffic control are purposely phased so as to minimize impact on traffic.

The TIBA operates its bridges and facilities without State, Provincial or Federal funds and does not provide toll revenues to non-bridge operations.

www.tibridge.com

