

**PROSPECTUS – DESIGN/BUILD
U.S. LAND PORT OF ENTRY
DUNSEITH, ND**

Prospectus Number: PND-BSSD-DU12
Congressional District: 01

Description

The General Services Administration (GSA) proposes the acquisition of 9 acres of land, and the design and construction of a replacement Land Port of Entry (LPOE) facility at Dunseith, ND.

Project Summary

Site Information

Government-Owned.....	8 acres
To be acquired.....	9 acres

Building Area

Building (including canopies and inside parking) ¹	41,045 gsf
Building (excluding canopies and inside parking).....	33,252 gsf
Number of outside parking spaces	66
Number of inside parking spaces	6

Cost Information

Site Development Cost ²	\$16,474,000
Building Costs (includes inspection canopies) (\$347/gsf).....	\$14,279,000

Project Budget

Site Acquisition.....	\$343,000
Design and Review	3,066,000
Estimated Construction Cost (ECC)	30,753,000
Management and Inspection (M&I).....	1,701,000
Estimated Total Project Cost (ETPC)*	\$35,863,000

*Tenant agencies may fund an additional amount for alterations above the standard normally provided by the GSA.

¹This project may contain a variance in gross square footage from that listed in this prospectus upon measurement and review of design drawings.

²Site development costs include grading, utilities, paving and demolition of existing facilities.

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Authorization Requested (Site, Design & Construction) \$35,863,000³

Prior Authority and Funding

None

Schedule

Start

End

Design/Build

FY2012

FY2015

Overview of Project

The Dunseith LPOE is open seven days a week, 24 hours per day to inspect commercial and noncommercial traffic in North Dakota. The original Dunseith LPOE main building and canopy was constructed in the median of U.S. Highway 281, with incoming traffic passing on the west side of the building and outgoing traffic on the east side. In addition to the port building, three residential homes, in support of the port mission, were constructed in the 1960's and another in the 1970's to house port employees. A garage and three storage units were built in the 1980's.

The project proposes to situate the main part of the port on approximately nine acres and will include a main administration building, non-commercial primary and secondary inspection areas, outbound inspection, commercial primary and secondary inspection areas, enclosed non-intrusive inspection (NII) operations, enclosed parking for six vehicles, veterinary services area for livestock inspections, and site improvements. The veterinary services facility will be located approximately one half mile south of the main port on eight acres. In addition, this area will include parking for POVs and commercial on and off load inspection spaces.

³GSA has worked closely with DHS program offices responsible for developing and implementing security technology at the Land Ports of Entry (LPOEs). These programs include United States Visitor and Immigrant Status Indicator Technology (US-VISIT), Radiation Portal Monitors (RPM's) and Advanced Spectroscopic Portal (ASPs) monitors , Western Hemisphere Travel Initiative (WHTI) and Non-Intrusive Inspection (NII). This prospectus contains the funding of infrastructure requirements for each program known at the time of prospectus development since these programs are at various stages of development and implementation. Additional funding by a Reimbursable Work Authorization (RWA) may be required to provide for as yet unidentified elements of each of these programs to be implemented at this port.

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Tenant Agencies

Animal & Plant Health Inspection Service (APHIS); Department of Homeland Security - Customs & Border Protection; General Services Administration.

Location

The site is located at the existing LPOE on U.S. Highway 281 in Dunseith, ND.

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Justification

The port's infrastructure and main buildings, constructed in the 1960s, are inadequate in size and condition, and need to be replaced. New technologies have become applicable to LPOE operations, enforcement has increased, illegal immigration and smuggling techniques have become more sophisticated and immigration and trade policies have changed. In the current facilities, there is no separation between visitor and criminal processing. Space is needed to accommodate secure holding, interviewing, and search procedures. Additional space is also needed for storage, meetings, training, and other mission functions. The mechanical, electrical, and plumbing systems are out-dated and need to be upgraded to more energy-efficient systems.

Additional space is required for primary inspection, including space for anticipated technology deployment and traffic control infrastructure. The port lacks commercial inspection facilities and enclosed noncommercial secondary inspection facilities. Limited staging area for commercial traffic causes trucks to combine with the inbound and Peace Garden traffic, creating a bottleneck and poor traffic flow through the facility. Currently, vehicle crossing delays extend up to three miles into Canada during peak hours due to crossing traffic patterns, limited lane capacity, short queuing areas, and increased inspection detail during periods of heightened security. Past facility improvements have been haphazard, impairing traffic movement through the port as well. Nonintrusive inspection equipment lacks protective canopies or a permanent structure.

Secondary inspections for both commercial and noncommercial vehicles currently take place within the primary inspection lane area. There is inadequate space for devanning and offloading semi-trailers for commercial secondary inspections. Inbound and outbound traffic is also impacted by livestock vehicles owing to inadequate size and location of livestock inspection facilities, which currently occurs on Canadian property. Additionally, outbound noncommercial and commercial inspection is nonexistent as well.

The proposed border station will satisfy current and projected operational needs, address site constraints and enable efficient vehicle movement across the border. It will provide a modern, efficient, technologically current, and secure facility for travelers and staff consistent with current facility guidelines and allowing for future expansion that will not impact operational capabilities.

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The Dunseith LPOE requires a facility that meets current requirements of the Immigration Reform and Immigrant Responsibility Act and High Performance and Sustainable Buildings guidelines, as well as the current standards under the LPOE Design Guide. Redevelopment of the Dunseith LPOE is necessary to correct identified deficiencies, provide adequate infrastructure for traffic patterns, utility systems, and meet APHIS requirements for handling livestock and agricultural goods.

Summary of Energy Compliance

This project will be designed to conform to requirements of the Facilities Standards for the Public Buildings Service and to earn Leadership in Energy and Environmental Design (LEED) certification. It will also meet energy efficiency and performance requirements in effect during design. GSA will encourage exploration of opportunities to gain increased energy efficiency above the measures achieved in the design.

Alternatives Considered

GSA owns and maintains the existing facilities at this port of entry; thus no alternative other than Federal construction was considered.

Recommendation

SITE, DESIGN, & CONSTRUCTION

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Certification of Need

The proposed project is the best solution to meet a validated Government need.

Submitted at Washington, DC, on March 9, 2011

Recommended: 
Commissioner, Public Buildings Service

Approved: 
Administrator, General Services Administration