

**PROSPECTUS – CONSTRUCTION
U.S. LAND PORT OF ENTRY
MADAWASKA, ME**

Prospectus Number: PME-BSD-MW10
Congressional District: 2

Description

The General Services Administration (GSA) proposes the construction of a new land port of entry (POE) at Madawaska, ME to replace the existing POE, expand inspection lanes, and operational functions. The proposed project will replace the undersized main administration building at 2 Bridge Street, while addressing current safety, security, circulation, and efficiency issues.

Project Summary

Site Information

Government-owned87 acres
To be acquired 12.45 acres

Building Area

Building (including canopies).....39,211 gsf
Building (excluding canopies).....28,756 gsf
Number of inside parking spaces..... 5¹
Number of outside parking spaces..... 48²

Cost Information

Site Development Cost³\$17,181,000
Building Costs (includes inspection canopies) (\$743/gsf).....\$29,119,000

Project Budget

Site Acquisition (FY 2005 & FY 2008).....\$14,406,000
Design and Review (FY2005 & FY 2008).....4,514,000
Additional Design and Review (American Recovery and Reinvestment Act (ARRA) 2009).750,000
Management and Inspection (M&I)3,827,000
Estimated Construction Cost (ECC).....46,300,000
Estimated Total Project Cost*.....**\$69,797,000**

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

¹The existing facility does not have any inside parking spaces.

²Parking spaces include 5 spaces for visitor parking, 30 for employees, 6 for referral and service, and 7 for truck inspection. Currently, there are 6 outside parking spaces at the facility.

³Site Development includes site clearing, demolition, roadways and utilities.

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Authorization Requested (ECC and M&I)..... \$50,127,000⁴

Prior Authority and Funding:

- The House Committee on Transportation and Infrastructure authorized \$1,760,000 for site acquisition and design on July 21, 2004.
- The Senate Committee on Environment and Public Works authorized \$1,760,000 for site acquisition and design on November 17, 2004.
- The House Committee on Transportation and Infrastructure authorized \$17,600,000 for additional site acquisition and additional design on September 20, 2006.
- The Senate Committee for Environment and Public Works authorized additional site acquisition and additional design on September 27, 2006.
- Through Public Law 108-447, Congress appropriated \$1,760,000 for site acquisition and design in FY 05 on December 8, 2004.
- Through Public Law 110-161, Congress appropriated \$17,160,000 for additional site acquisition and design on December 26, 2007.
- Through Public Law 111-5, American Recovery and Reinvestment Act of 2009, GSA's Spending Plan included \$750,000 for additional design.

<u>Schedule</u>	Start	End
Design	FY2008	FY2010
Construction	FY2010	FY2012

⁴ GSA has worked closely with DHS program offices responsible for developing and implementing security technology at the Land Ports of Entry (LPOE's). 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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Overview of Project

This project will provide for the improvement and expansion to this POE on approximately 13.32 acres of land. GSA owns approximately .87 acres and will purchase an additional 12.45 acres. The scope of the project includes a total replacement of the existing original 6,000 gsf building built in 1959 with a new, multiple building facility totaling 28,756 gsf. The planned expansion includes: a 10,423 gsf main administration building; 1,275 gsf for 2 non-commercial inspection lanes and an enclosed secondary inspection bay; a 146 gsf outbound inspection booth; 12,753 gsf of commercial inspection offices, dock, cargo facility, inspection booth, a non-intrusive inspection (NII) facility; a 1,894 pedestrian processing facility; and 2,265 gsf of indoor parking.

Tenant Agencies

Department of Homeland Security (DHS) -Customs and Border Protection (CBP), Department of Health and Human Services (HHS) - Food and Drug Administration (FDA), and GSA.

Location

The Madawaska land POE is located in northern Maine in Aroostook County, at 2 Bridge Street, at the international border between the United States and Canada separating the State of Maine and the Province of New Brunswick, and adjacent to the Canadian town of Edmundston.

Justification

The existing site at Madawaska is very small, situated on less than one acre of land and is geographically constrained by the St. Johns River, Nexfor Fraser Papers and the Montreal Maine & Atlantic Railroad. The planned addition of radiation portal monitors and other on-site inspection equipment will only exacerbate the situation as the existing site lacks sufficient staging and queuing areas. In addition, site parking and vehicle maneuvering areas are inadequate, the commercial truck traffic pattern, and visitor and employee parking are not clear and well defined. Existing site constraints imposed by the railroad and paper company, require that an elevated roadway be constructed to allow for a full inspection operation by CBP.

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Madawaska is New England's third busiest port in automobile traffic and sixth busiest in truck traffic. On-site staffing has increased substantially since September 11, 2001, resulting in the need for additional space. The existing facility lacks sufficient office and storage space, as well as a secure area to perform standard interview and search procedures. There is no commercial secondary inspection area to perform a proper secondary inspection, which at times involves unloading a typical tractor-trailer. As a result, secondary truck inspections are done at roadside. This effort often causes traffic congestion that backs up onto the bridge.

Summary of Energy Compliance

This project is designed to conform with the requirements of the Facilities Standards for the Public Buildings Service and to earn Leadership in Energy and Environment Design (LEED) certification. It will also meet Congressionally-required 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

CONSTRUCTION

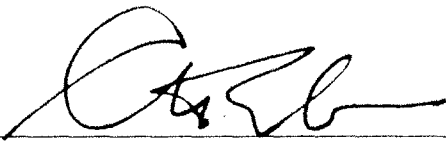
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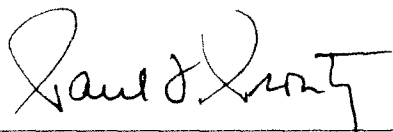
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Certification of Need

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

Submitted at Washington, DC, on June 11, 2009

Recommended: 
Acting Commissioner, Public Buildings Service

Approved: 
Acting Administrator, General Services Administration