

**PROSPECTUS – SITE ACQUISITION AND DESIGN
U.S. LAND PORT OF ENTRY
CALAIS, ME**

Prospectus Number: PME-BSD-CA11
Congressional District: 2

Description

The General Services Administration (GSA) proposes to redevelop the existing land port of entry (LPOE) at Ferry Point in Calais, Maine, to meet current and future needs. The proposed project will allow GSA to extend the useful life of the buildings while reconfiguring traffic flow to better accommodate a reduced commercial vehicle traffic function and growing non-commercial traffic. The renovated facility will support and work in conjunction with the much larger, newly constructed international crossing between Calais, Maine and St. Stephens, New Brunswick.

Project Summary

Site Information:

| | |
|-----------------------|----------|
| Government-owned..... | .8 acres |
| To be acquired..... | .7 acres |

Building Area (after renovation):

| | |
|--|------------|
| Building (including canopies) | 23,863 gsf |
| Building (excluding canopies) | 14,395 gsf |
| Number of outside parking spaces:..... | 31 |
| Number of inside parking spaces:..... | 2 |

Cost Information

| | |
|---|-------------|
| Site Development Costs ¹ | \$4,125,000 |
| Building Costs (includes inspection canopies) (\$403/gsf) | \$9,625,000 |

Project Budget

| | |
|---|---------------------|
| Site Acquisition..... | \$500,000 |
| Design and Review | \$1,052,000 |
| Estimated Construction Cost (ECC) | \$13,750,000 |
| Management & Inspection (M&I) | \$704,000 |
| Estimated Total Project Cost * | \$16,006,000 |

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

¹ Site Development includes site clearing, demolition, roadways, and utilities.

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Authorization Requested (Site Acquisition and Design) \$1,552,000²

Prior Authority and Funding

Prior House and Senate Committee approval and appropriation.³

| <u>Schedule</u> | <u>Start</u> | <u>End</u> |
|------------------------|---------------------|-------------------|
| Design | FY2011 | FY2012 |
| Construction | FY2012 | FY2014 |

Project Overview

The existing border station at Ferry Point consists of three structures totaling 14,710 gross square feet (gsf): a two and one-half story main inspection facility and a one-story truck inspection building both constructed in 1936; a one-story secondary inspection facility constructed in 1962. The main port building is eligible for listing on the National Register of Historic Places (NRHP).

² GSA 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 because 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 agency specific elements of each of these programs to be implemented at this port.

³ Prospectus No. PME-BSC-CA06 was authorized by the Senate Committee on Environment and Public Works on July 20, 2005 and the House Committee on Transportation and Infrastructure on October 26, 2005. The authorization provided for construction of facilities at the newly constructed international crossing between Calais, Maine and St. Stephens, New Brunswick, Canada. In addition, it provided for new facilities at Milltown and renovation of existing facilities at Ferry Point. Through Public Law 109-115, Congress appropriated \$50,146,000. Due to the rise in material costs and competitive labor and its remote location, bids for the new Calais project were in excess of the original budgeted amount. To keep the Calais part of the project moving forward, GSA used the aforementioned appropriated funds to award the Calais project. Additionally, due to escalating project costs and changes in customer requirements at both Ferry Point and Milltown GSA is now seeking authorization and funding separately for Ferry Point. GSA will seek funding for Milltown through a future funding request.

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The proposed project involves redeveloping the existing border station facilities on approximately 1.5 acres of land of which GSA currently owns approximately .8 acres and an additional .7 acres will be acquired. The full project includes: main administration building (upgrade of mechanical, plumbing, electrical, and fire systems); asbestos abatement; interior space reconfiguration and expansion; ADA enhancements; dog kennel; demolition and replacement of existing garage and truck inspection building; and generator storage. The facility will have three primary inspection lanes, five secondary non-commercial lanes, three non-commercial inspection bays, and an outbound inspection lane along with associated canopy and booth space for lanes.

Tenant Agencies

Department of Homeland Security-Customs and Border Protection

Location

Ferry Point is located in Calais, ME. Calais, in eastern Maine, is in Washington County on U.S. Highway One at the international border between the United States and Canada, separating the State of Maine and the Province of New Brunswick.

Justification

The existing Ferry Point port of entry is a primary crossing between the US and Canada in eastern Maine. This LPOE can no longer efficiently and effectively process traffic given the stringent security standards imposed since September 11, 2001.

The existing two and one half story main port building is situated on a site of less than one acre. Deficiencies of the main building include: insufficient office space; no search and inspection rooms; no detention cells; and insufficient storage, locker, lunch, and conference/training space to house the projected staff levels. The current site does not provide adequate space for sufficient parking, maneuvering areas, or a well-defined traffic pattern for visitor and employee parking and no secure parking for impounded vehicles. The main building is also in need of HVAC upgrade, asbestos abatement, and additional, more updated fire protection measures.

The renovated Ferry Point LPOE will complement the new, much larger LPOE in Calais. This new LPOE will handle most of the commercial traffic and some of the non-local traffic currently passing through Ferry Point.

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Once the new LPOE is completed, the traffic utilizing Ferry Point will likely be limited to local van sized commercial vehicles and local non-commercial traffic. The proposed renovated facility will be able to efficiently process the projected level of traffic.

Summary of Energy Compliance

This project will be designed to conform with 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 ACQUISITION AND DESIGN

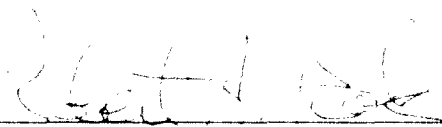
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Certification of Need

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

Submitted at Washington, DC, on May 13, 2010

Recommended 
Commissioner, Public Buildings Service

Approved 
Administrator, General Services Administration