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FINDING OF NO SIGNIFICANT IMPACT

Calais Ferry Point Land Port of Entry Expansion and Modernization Project

Final Environmental Assessment

Calais, Maine

September 2025

In accordance with the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321 *et seq*.), the U.S. General Services Administration's Public Buildings Service NEPA Desk Guide, and other relevant laws, regulations, and executive orders, I find that the Calais Ferry Point Land Port of Entry Expansion and Modernization Project, as described in the Final Environmental Assessment, is not a major federal action significantly affecting the quality of the human environment. Therefore, an Environmental Impact Statement (EIS) will not be prepared. Mitigation measures will be implemented to ensure that the action avoids or minimizes potentially adverse environmental impacts.

APPROVED: DocuSigned by: ECA1DF344B3C4F7... DATE: 9/8/2025

Glenn C. Rotondo

Regional Commissioner

New England Region (Region 1)

Public Buildings Service

U.S. General Services Administration

1.0 INTRODUCTION

The U.S. General Services Administration (GSA) New England Region (Region 1) prepared a Final Environmental Assessment (EA) to assess and document potential impacts resulting from the Calais Ferry Point Land Port of Entry (LPOE) Expansion and Modernization Project (the Project).

The Calais Ferry Point LPOE is owned by GSA and is located on 1.18-acres. The LPOE is bisected by Customs Street, and the Existing LPOE Building is on the northwest corner of Customs and Main Street, in Calais, Maine. The Final EA explains the Project's Purpose and Need, alternatives that were considered, anticipated impacts, and how impacts will be avoided or minimized. The anticipated impacts, mitigation of impacts, and other information discussed below are from the published Final EA.

As part of a nationwide effort, GSA, with support and input from U.S. Customs and Border Protection (CBP), conducted programmatic feasibility studies for LPOEs and their operational deficiencies based on the most recent LPOE Design Standard. These programmatic feasibility studies proposed alternatives to modernize each LPOE, correct deficiencies, and bring the facilities up to current standards. The Infrastructure Investment and Jobs Act (2021) allocated $3.4 billion to GSA to undertake 26 major construction and modernization projects at LPOEs along the northern and southern U.S. borders. Many of the LPOEs currently managed by GSA, including Calais Ferry Point, are outdated and long overdue for modernization. The existing LPOE does not meet the needs of GSA's federal agency tenants and does not allow for efficient and safe inspections of the traveling public.

2.0 PURPOSE OF AND NEED FOR THE PROJECT

The purpose of the Project is to expand and modernize the Calais Ferry Point LPOE to improve the operational efficiency, safety, and security of U.S Customs and Border Protection (CBP) personnel and travelers crossing between Calais, Maine, and St. Stephen, New Brunswick, Canada. GSA is supporting CBP's mission by providing a facility that meets the CBP LPOE Design Standard.

The proposed Project is needed to increase processing efficiency and capacity for all traffic types, reduce traffic queues and travel delays, minimize conflict points (paths where two more vehicles could potentially collide), add a functional secondary inspection area for passenger vehicles, allow for expansion, and introduce new safety and security technologies.

3.0 SELECTED ALTERNATIVE AND RATIONALE FOR DECISION

GSA has selected the Proposed Action (referred to here as the "Selected Alternative"; referred to in the Final EA as "Alternative 1") as the alternative for implementation because it best meets the purpose of, and need for, the Project without causing significant impacts on the resources analyzed in the Final EA.

The design of this LPOE will comply with the 2023 CBP LPOE Design Standard and GSA's Core Building Standards (GSA, 2025). The Selected Alternative was developed in the context of existing site constraints, scanning technologies, standoff requirements, vehicle turning radii, site grading strategies, and both GSA's and CBP's Program of Requirements (POR). The new Main Building and all of its proposed facilities associated with the modernized LPOE campus are referred to as the "Modernized LPOE." The majority of the Modernized LPOE will be dedicated to CBP operations. Dedicated GSA space will be provided with the Selected Alternative.

The Selected Alternative will develop a Modernized LPOE to the north and south of Customs Street and will occupy 1.73 +/- acres with approximately 1.57 impervious acres. Under this alternative, the Main Building will be added to the west side of the historic building and connected via a new two-story link with first and second floors and a basement. The Existing LPOE Building will be renovated and upgraded with life safety, security, and accessibility features. The historic, existing garage will be demolished to allow space for the Main Building.

Though GSA considered other alternatives, they were dismissed from detailed consideration as they did not meet the operational and security needs of CBP, obstructed critical views of vehicles approaching the LPOE, and had a large footprint and cost of implementation.

3.1 Land Acquisition

GSA estimates that approximately 0.55 acres will need to be acquired under the Selected Alternative. The Selected Alternative requires the acquisition of commercial land improved with a vacant building and a portion of Main Street. GSA will work to minimize the Project's overall site acquisition area and minimize impacts to private property adjacent to the Modernized LPOE.

3.2 Site Preparation

The Project's study area consists of approximately 3.8 acres of land, of which around 1.73 acres will be permanently disturbed from the new LPOE and nearly 2.07 acres will be temporarily disturbed from staging of construction materials and equipment. These 1.73 acres of proposed permanent disturbance comprise 0.16 acres of disturbed lawns and 1.57 acres of pavement. The 2.07 acres of proposed temporary disturbance is primarily paved. In addition, site preparation will include the following measures:

- Demolition: Full demolition of the existing garage, secondary inspection station, private commercial structure, and associated parking areas and utility connections.

- Earthwork: Excavation, grading, and cut and fill operations will occur in the study area. General excavation will primarily involve the removal of miscellaneous fill, which will utilize conventional earthmoving equipment (track-

hoes, excavator, etc.). Where bedrock is shallow, rock excavation will be required.

- Disposal: Dedicated disposal contractors will haul demolished materials and other construction debris offsite for disposal of standard materials. An Asbestos Survey Report (Federal Occupational Health, 2012) details the identification of suspect asbestos-containing materials (ACM) and bulk sampling that was performed at the Existing LPOE Building. A Lead-Based Paint (LBP) Survey Report (Federal Occupational Heath, 2013) details the identification of lead-based paint. ACM and LBP waste identified in the 2012 and 2013 Survey Reports will be produced from the renovation of Existing LPOE Building. The possibility of ACM and lead should be considered during demolition of buildings within the Selected Alternative action area. Asbestos and lead encountered during demolition activities should be disposed of in accordance with state and federal regulations.

3.3 Facility Construction

The Modernized LPOE will include the construction of a new Main LPOE Building (Main Building), a primary inspection canopy, secondary inspection facilities, staff and public parking areas, additional traffic lanes, supporting facilities, stormwater management facilities, and snow storage areas.

3.4 Increased Building Capacity and Improved Traffic Flow

The Selected Alternative will expand the facility to a capacity that will allow the LPOE to meet its current operational needs. Inspection lanes and facilities will be expanded and upgraded to handle traffic flows. Additionally, the Selected Alternative will ensure that adequate facility and infrastructure resources are available for CBP to fulfill their functions and operations, which will improve and enhance the performance, safety, security, and efficiency of operations for cross-border travelers and federal agencies at the LPOE.

The proposed site layout and design will focus on efficient traffic flow and strong visual control of the site by ensuring appropriate alignment and configuration of vehicle inspection lanes, such that views of the drivers and LPOE officers will not be obstructed.

3.5 Construction Duration

Construction of an early site package (e.g., tree clearing, demolition, site work) is anticipated to begin as early as 2026 and the entire project is projected to be substantially completed by 2029. The LPOE will remain open and operational throughout construction. However, the LPOE may be closed in the evening hours during winter to accommodate the construction schedule. Additional temporary, intermittent closures of the LPOE may be necessary during construction for work such as utility hookups or traffic diversion. During temporary closures, traffic will be re-routed to the Milltown or International Avenue LPOEs.

4.0 EFFECTS AND MITIGATION MEASURES

GSA places a strong emphasis on avoiding and minimizing potentially adverse environmental effects. **Table 1** summarizes the potential effects and applicable mitigation measures that will be implemented to ensure the Selected Alternative will have no significant impact on the environment.

TABLE 1: SUMMARY OF EFFECTS FROM THE SELECTED ALTERNATIVE AND MITIGATION MEASURES

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
Land Use and Zoning	The Selected Alternative will acquire 0.55+/- acre, consisting of commercial properties and a small portion of Main Street. During construction, there will be **direct, short-term, minor, localized,** and **adverse** effects on land use because of temporary road and pedestrian detours and temporary, intermittent closures of the LPOE during construction. After construction the acquired commercial properties will change from commercial land use to government land use, which will be considered institutional use. As a result, the Modernized LPOE will be consistent with Commercial and Institutional zoning and will have **no effect** on zoning and land use.	GSA will coordinate with landowners and business owners to maintain access to their properties during and after construction. Consistent with 40 C.F.R. § 3312, GSA will consult with local officials to design the Modernized LPOE in a manner consistent with the Shoreline Zoning requirements to the maximum extent practicable, without compromising security of the LPOE or CBP mission requirements.
Socioeconomic Resources	During construction there will be **direct, indirect, short-term, minor, regional,** and **beneficial** effects on the local economy because additional workforce during construction will benefit spending on goods, services, and housing in the local community. After construction, there will be **direct, long-term, minor, site-specific,** and **adverse** effects to private property owners whose properties will be acquired for construction of the Modernized LPOE. There will also be **direct, long-term, minor, localized and regional,** and **adverse** effects to socioeconomics due to the loss of real estate tax revenue from the replacement of private property with federal property.	GSA will notify the property owner of its intent to acquire and its appraisal obligations. GSA will determine the amount of just compensation to be offered for the private property; this amount will not be less than the fair market value established by an approved appraisal.
Traffic and Transportation	During construction there will be **direct, short-term, minor, localized,** and **adverse** effects due to detours and traffic delays. After construction, i.e. during operation, **direct, long-term, minor, localized** and **regional**, and **beneficial** effects to traffic will occur under the Selected Alternative since the Modernized LPOE improvements will increase processing efficiency and capacity for all traffic types, reduce traffic queues, and minimize conflict points.	GSA, in coordination with Maine Department of Transportation (Maine DOT), will create a traffic management plan that will outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and temporary inspection areas. This plan will consider the need to temporarily redirect traffic to the other two Calais LPOEs, potential impacts on the nearby access roads during construction, and any mitigation measures.

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
Geology, Topography, and Soils	Geology Due to the shallow depth to bedrock in portions of the study area, which may be as close as 12 inches below ground surface in some areas, rock excavation will be needed in some areas during construction grading activities. During construction there will be **direct, permanent, moderate, localized,** and **adverse** effects due to grading and drilling for geothermal. After construction, there will be **no effect** to the geology of the area as no blasting or drilling will be required during operation of the Modernized LPOE. There will be **no effect** on geological hazards because the study area is not on active faults and is not documented as susceptible to landslides. Topography During construction, grading will be conducted so that import/export of fill soils will be minimized. As a result of permanent grading, the effect on topography will be **direct, permanent, minor, site-specific, and adverse.** Soils Construction activities may expose soils within the study area to wind, erosion, and sedimentation resulting in **direct, indirect, long-term, negligible, site-specific,** and **adverse** impacts. After construction, there will be **no effect** to soils as no additional grading or excavation will be required during operation of the Modernized LPOE.	Stormwater management BMPs will be implemented to prevent or reduce soil erosion and soil pollution/contamination during and after construction. BMPs that GSA will consider include installing silt fencing and sediment traps; placing gravel or riprap for heavy vehicle transit; and reestablishing vegetation to minimize erosion and sedimentation. Revegetation with regionally appropriate native plant species of areas around the buildings, parking lots, and other infrastructure where soils remain exposed after construction will also minimize impacts over a longer term. To the extent practicable, existing disturbed and developed land within the study area will be used for staging construction equipment and stockpiling.
Biological Resources	Vegetation Under the Selected Alternative, approximately 0.16 acres of maintained/disturbed vegetation will be cleared for the Modernized LPOE. No clearing will be proposed along the St. Croix River. Due to the disturbed nature of the existing vegetation and therefore low quality to wildlife, the Selected Alternative will have **direct, long-term, negligible, site specific,** and **adverse** effects on vegetation. After construction, there will be **no effect** to vegetation as no additional clearing will be required.	Staging areas will be established in previously disturbed and unvegetated areas to the extent possible. BMPs, such as equipment washing and proper disposal of invasive species found during construction activities, will be implemented to prevent the introduction and establishment of invasive species.

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
Biological Resources (Cont.)	Wildlife Adherence to the BMPs required by the permit will minimize potential contaminants or sediment entering the river; therefore, construction activities will result in **direct, indirect, short-term, negligible, localized,** and **adverse** effects to tidal waterfowl and wading bird habitat and fishes within the river as well as other wildlife. Because in-water work is not planned, there will be **no adverse effect** on EFH. The Selected Alternative will not alter existing wildlife movement patterns or result in substantial fragmentation of habitat since the existing study area is already developed. As a result, after construction, there will be **no effect** on wildlife. Federally Protected Threatened and Endangered Species and Special Status Species Construction of the Modernized LPOE under the Selected Alternative will have no effect on federally listed plant or animal, proposed, or candidate species or any federally designated critical habitat. No USFWS federally protected threatened or endangered species are known to occur in or immediately adjacent to the study area nor is there suitable habitat or federally designated critical habitat in the study area. No in-water work will be proposed within the St. Croix River as a part of the Project; therefore, impacts to sturgeon protected by NOAA are not anticipated. Construction activities could temporarily displace migratory birds, but the disturbance will not increase migratory bird energy expenditure or resource competition outside of the range of natural variation and any temporary disturbances to migratory bird activities will end following construction. Therefore, the Selected Alternative will have **direct, short-term, negligible, localized,** and **adverse** effects on migratory birds during construction of the Modernized LPOE. After construction, no large-scale increases in border crossings are expected. Noise from traffic passing through the LPOE will be consistent with current levels. Tree clearing is not anticipated under the Selected Alternative. As a result, the Selected Alternative will have **no effect** on migratory birds.	Construction vehicles will observe speed limits to minimize the possibility for any wildlife-vehicle collisions. Staging and stockpile areas will be located within or immediately adjacent to the construction footprint to reduce the area of disturbance.

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
Water Resources	Waters of the U.S. (WOTUS) Short-term impacts from stormwater runoff into the St. Croix River could occur during construction activities. BMPs, including erosion and sediment control, will be implemented. No work will take place directly in or over the WOTUS. The Modernized LPOE will result in **direct, short-term, negligible, localized,** and **adverse** effects to WOTUS. After construction, there will be **direct, short-term, negligible, localized,** and **adverse** effects to the WOTUS during the operation of the Modernized LPOE. Floodplains The construction of the Modernized LPOE will not change the elevation of the study area within the 1-percent annual chance floodplain and therefore will not increase the base flood elevation. As a result, construction of the Modernized LPOE will have **no effect** on the 1-percent annual chance floodplain and/or 0.2-percent annual chance floodplain. Stormwater Management Through the implementation of the Stormwater Pollution Prevention Plan (SWPPP), the effects of construction on stormwater runoff will be minor because the risk of escape of sediments or other pollutants from the site will be minimal. The Selected Alternative will have **direct, short-term, negligible, localized,** and **adverse** effects to stormwater management during construction-related activities. Under the Selected Alternative, the Modernized LPOE will have 1.57 impervious acres, an increase of 0.52 acres. After construction there will be **direct, long-term, negligible, localized,** and **adverse** effects to stormwater management because of the increased impervious area. Groundwater During construction in the Selected Alternative, earthwork and geothermal drilling will occur to prepare the site for the Modernized	The SWPPP will include erosion prevention, sediment control, and water quality requirements in controlling stormwater runoff and pollutants during construction and post construction. Spill prevention BMPs will be implemented to reduce the risk of contaminated sediments escaping the site via erosion or the risk of spilled materials (e.g., diesel fuels or oils) escaping the site via stormwater runoff during the construction phase. Drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal are examples of BMPs that GSA will consider. Geothermal well drillers will not use materials or procedures which may adversely affect public health, the drill site, and groundwater. All drilling fluids and contaminated drill cuttings, samples, or liquids will be disposed of properly. All drilling equipment which may have become contaminated during a drilling operation will be thoroughly cleaned and decontaminated before reuse. The well will be sited such that there is no migration of contaminants into uncontaminated zones. Stormwater design will also be pursuant to the requirements of the Maine DEP Stormwater Management Standards, Chapter 500, related to water quality treatment; the Project's stormwater design will incorporate appropriate BMPs in conformance with Section 4.C.(3) and corresponding Appendices of Chapter 500.

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
Water Resources (Cont.)	LPOE. Contaminants (such as hazardous materials like fuel, paint, and other chemicals) may percolate into the groundwater from storm events and adversely affect groundwater quality in the short term, resulting in **direct, indirect, short-term, negligible, localized,** and **adverse effects** to groundwater**.** After construction, the long-term effects of the Selected Alternative will result in small reductions of ground recharge from the addition of approximately 0.52 acres of impervious surfaces to the study area. As a result, the Selected Alternative will result in **direct, indirect, long-term, negligible, localized,** and **adverse** effects to groundwater. <u>Coastal Zone</u> Coordination with Maine Department of Marine Resources (DMR) indicated that the Project is consistent with the Coastal Zone Management Act (CZMA). After construction, the Modernized LPOE will have **direct, long-term, minor, site-specific,** and **beneficial** effects on the coastal zone as a result of the implementation of resiliency measures.	GSA will implement appropriate BMPs to minimize adverse effects to groundwater similar to the measures described above in the stormwater section. GSA will coordinate with local officials to design the Modernized LPOE in a manner consistent with the Calais Shoreline Zoning requirements to the maximum extent practicable.
Cultural and Tribal Resources	<u>Architectural Resources</u> The study area contains the Calais Ferry Point LPOE parcel, which is listed in the National Register of Historic Places (NRHP). The listing contains two contributing resources – the Existing LPOE Building as the primary resource and the garage structure as an auxiliary resource. The NRHP-listed Existing LPOE Building will be renovated and the new facilities will be added to the west of the structure. The garage will be demolished. Section 106 consultation with the Maine Historic Preservation Commission (MHPC) has been initiated. MHPC responded to the 106 consultation in a letter from August 12, 2025 noting that the proposed undertaking will have **no adverse effect,** with conditions, upon historic properties.	The MHPC conditions the no adverse effects determination contingent on the following: the south chimney will be retained above the roof line; all masonry work will be done by experienced professionals; masonry cleaning will be done in accordance with the National Park Service's Preservation Brief #1 Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings; Masonry repointing will be done in accordance with the National Park Service's Preservation Brief #2 Repainting Mortar Joints in Historic Masonry Buildings; and a masonry test panel will be completed and photographed for approval by MHPC prior to work. GSA will adhere to these conditions to the maximum extent practicable and will continue coordination with MHPC beyond the completion of this Final EA.

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
Cultural and Tribal Resources (Cont.)	Archaeological Resources The MHPC, in a February 2024 letter, determined that no further archaeological investigations are required for the Project. During and after construction of the Selected Alternative there will be **no effect** to archaeological resources due to prior disturbance of the site. Tribal Resources No federally recognized Tribes or Nations use the study area for cultural activities, nor do they own properties within the study area that will be impacted by the Project. Therefore, there will be **no effect** to Tribes or Nations after construction of the Modernized LPOE.	
Air Quality	During construction of the Selected Alternative, operation of construction vehicles and construction associated traffic delays will result in temporary increases in emissions of criteria pollutants due to the exhaust emissions associated with construction vehicles and equipment, idling of vehicles passing through the Existing LPOE during construction delays, release of fugitive dust from construction, and disturbance of excavated soils. Mitigation measures will reduce emissions, but there will still be a net increase of emissions during site preparation, demolition, and construction activities. The Selected Alternative will result in **direct, short-term, minor, site-specific,** and **adverse** effects on air quality. After construction, there will be **direct, long-term, minor, regional,** and **beneficial** effects because vehicle processing time will be decreased, resulting in reduced emissions and the Modernized LPOE will incorporate a sustainable design, resulting in increased energy efficiency and reduced emissions.	GSA will require contractors to use the best available technology regarding construction equipment, to the extent possible, to minimize and/or mitigate vehicle emissions. Dust suppression will be used onsite to control particulates.
Noise	During construction there will be **direct, short-term, minor, site-specific,** and **adverse** effects to noise due to construction activity and equipment use. After construction, the Modernized LPOE will have similar operations and is not expected to produce increased noise compared to the Existing LPOE. Therefore, there will be **no effect** to noise.	The Modernized LPOE will comply with U.S. Occupational Safety and Health Administration (OSHA) noise exposure levels during operation. Each alternative will be compliant with the Noise Control Act of 1972, and the Quiet Communities Act of 1978.

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
Noise (Cont.)		Mitigation measures that GSA will consider include using low-noise construction machinery with sound-dampening technology and low-noise engines, position noise sources farther away from sensitive areas like residences, informing nearby residents about construction plans and noise mitigation measures, and limiting construction activities to daylight hours to the maximum extent possible.
Recreational Resources	During construction there may be temporary, intermittent, closures at the border that will likely occur for short periods of time, which could interfere with pedestrians and cyclists crossing the border. This will only last the duration of the Project. The construction phase will result in **direct, short-term, minor, site-specific,** and **adverse** effects on pedestrians and cyclists accessing recreational resources accessing the border. After construction there will be **direct, long-term, minor, site specific**, and **beneficial** effects on pedestrians and cyclists as modernization of the border crossing will increase efficiency and safety with pedestrian processing facilities separated from vehicular processing facilities.	A traffic management plan will be prepared prior to construction that will outline the anticipated timing, duration, and proposed phasing of travel lane closures, traffic detours, and temporary inspection areas.
Hazardous Materials	During construction, there will be **direct, short-term, minor, site-specific,** and **adverse** effects from accidental spills of hazardous materials, such as from construction vehicles or during the removal of existing fuel and other storage tanks. Given proper coordination with the appropriate state and federal regulation for cleanup and remediation activities during construction, the Selected Alternative will result in **direct, long-term, minor, site-specific** and **localized,** and **beneficial** effects from the clean-up and remediation of hazardous materials. At this time, the Project is not expected to impact the traffic volume, and therefore the number of vehicles passing through the Modernized LPOE carrying hazardous materials is not expected to	GSA will complete a site-specific health and safety plan (HASP) ahead of any ground intrusive work on any/all parcels comprising the study area. The site-specific HASP will consider protections for workers from surface and subsurface contaminants identified during the Phase II Environmental Site Assessment. A Material Management Plan (MMP) will be developed to offer guidance on handling, storage, on-site re-use, or off-site disposal of soil and groundwater encountered during redevelopment activities planned for the study area. The MMP will be prepared in accordance with applicable federal, state, and local

Resource	Effects	Mitigation Measures and Best Management Practices (BMPs)
Hazardous Materials (Cont.)	increase. The potential for any spills or release of hazardous materials during normal operations will be minimal. Overall, LPOE operations will result in **direct, long-term, negligible, site-specific,** and **adverse** effects.	regulations. Construction and demolition waste will be removed frequently to minimize contaminant runoff from standing waste. Removal and disposal of fuel and other storage tanks will be conducted using licensed contractors and all proper closure procedures. Asbestos and lead encountered during demolition activities will be disposed of in accordance with state and federal regulations. BMPs will be in place to minimize the chance of a spill occurring, and any potential spill or leak will be addressed in accordance with applicable laws and regulations as soon as it is noticed.

5.0 OTHER ALTERNATIVES ANALYZED IN THE FINAL EA

GSA considered, but dismissed, two other build alternatives during the alternative development process.

5.1 Alternative 3

GSA considered an alternative, referred to as Alternative 3, which would retain and renovate the Existing LPOE Building and expand the LPOE by connecting an addition to the south side of the Existing LPOE Building. This alternative would include building space expanded to the south and west of the Existing LPOE Building. An operations and maintenance garage and salt storage would be positioned further west of the Existing LPOE Building separated by staff and visitor parking areas.

This alternative would require GSA to acquire private property including the gas station and convenience store on the west side of Main Street, and close the eastern end of Customs Street. Businesses and properties on Customs Street would be significantly impacted by the closure of its eastern end.

Alternative 3 was cost prohibitive due to the project property acquisition requirements. Therefore, this alternative was dismissed from detailed analysis.

5.2 Alternative 4

GSA considered an alternative, referred to as Alternative 4, which would realign the primary inspection canopy south of the Existing LPOE Building and route inbound traffic west through the LPOE. A second smaller canopy would be constructed on Main Street for outbound traffic. This alternative would retain and renovate the Existing LPOE Building expand the LPOE by constructing a Main Building situated south of the realigned Primary Inspection canopy. The new building would be aligned generally parallel to Whitney Street. Whitney Street would then serve as the exit for the Existing LPOE.

This alternative would require GSA to acquire private property including the gas station and convenience store on the west side of Main Street, and close Customs Street. All traffic would be routed to Whitney Street after being processed at the LPOE. Businesses and properties on Customs Street would be significantly affected by its closure. Residents and businesses on Whitney Street would be significantly impacted by the traffic increase. Alternative 4 was cost prohibitive due to the project property acquisition requirements. Therefore, this alternative was dismissed from detailed analysis.

6.0 REFERENCES

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