



**Jacobs**

**Dunseith LPOE New Construction  
Dunseith, North Dakota  
Contract No. 47PJ0022F0359**

*Master Contract GS-00F-038CA*

**30% Owner's Project Requirements**

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GSA/CBP



**Dunseith LPOE New Construction**

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## Acronyms and Abbreviations

~	approximately
°C	degrees Celsius
°F	degrees Fahrenheit
ABAAS	Architectural Barriers Act Accessibility Standards
ACM	Asbestos Containing Materials
ADA	Americans with Disabilities Act
ANSI	American National Standards Institute
APHIS	Animal and Plant Health Inspection Service (USDA)
ASTM	American Society for Testing and Materials International
AWS	American Welding Society
BAS	Building Automation System
CBP	Customs and Border Protection (DHS)
CMU	concrete masonry unit
DB	Design-Build
EA	Environmental Assessment
EHS	Environmental Health Section (State of ND)
EISA	Energy Independence and Security Act
ESA	Endangered Species Act
FF&E	Furniture, Fixtures and Equipment
FPE	Fire Protection Engineer
FPS	Fire Protection System
FY	Fiscal Year
GOV	Government-owned Vehicle
GSA	General Services Administration (U.S.)
GSF	Gross Square Feet
GWP	Global Warming Potential
HVAC	Heating, Ventilation, and Air Conditioning
IBC	International Building Code
ICC	International Code Council
IT	Information Technology
Jacobs	Jacobs Technology, Inc.
LEED	Leadership in Energy and Environmental Design
LPOE	Land Port of Entry
NFPA	National Fire Protection Agency
NCECI	North Central Electric Cooperative, Inc.
ND	North Dakota
NDDEQ	North Dakota Department of Environmental Quality
NDDOT	North Dakota Department of Transportation
NEPA	National Environmental Policy Act
NETR	National Environmental Title Research
NII	Non-intrusive Inspection
NRCS	National Resources Conservation Service (USDA)
NREL	National Renewable Energy Lab (U.S. Department of Energy)
NRHP	National Register of Historic Places
NWI	National Wetland Inventory (USFWS)
OPR	Owner's Project Requirements
OSHA	Occupational Safety and Health Administration
U.S.	United States

# 1. Introduction

## 1.1 Purpose of Owner's Project Requirements

The purpose of this Owner's Project Requirements (OPR) is to establish project scope for a new, modernized Land Port of Entry (LPOE) north of Dunseith, North Dakota to replace an aging and deficient facility originally constructed in 1961. This current OPR process, initiated by GSA in 2022, follows earlier Feasibility Studies which were completed by other consultants in 2009 and 2019. While those documents provide beneficial data about existing site and building infrastructure and operations, many of the program assumptions for CBP and APHIS have since changed. This OPR document outlines the current functional, operational, security and environmental requirements for both site and buildings as established in meetings with the Government and its designated Stakeholders. This report is intended to provide sufficient guidance for GSA to solicit bids from design-Build (DB) teams during a subsequent Design Phase. Guidance provided within includes information on program goals and objectives, site infrastructure and transportation needs, building programmatic space requirements and adjacencies, building envelope and engineering systems, anticipated construction phasing, as well as energy and environmental considerations.

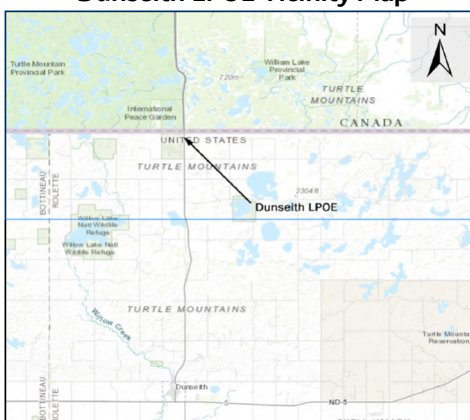
## 1.2 Dunseith Land Port of Entry Overview

The Dunseith LPOE Inspection Facility is located in Rolette County, North Dakota, approximately 13 miles north of the town of Dunseith along U.S. Route 281. It is one of five border inspection facilities stretching along the central portion of North Dakota. The facility operates 7 days a week, 24 hours a day, performing inspections of all inbound commercial and noncommercial traffic from Canada as well as scheduled inspections of outbound traffic headed into Canada.

The original site was developed in 1961 and has experienced only minor modifications in the years since. Site structures currently include the original Main Building and concurrent adjacent residential structures, an attached Secondary Inspection Garage constructed in 2007 and an APHIS trailer moved to the west side of Route 281 just south of the LPOE in 2020. The site contains substantial paved areas for vehicle queuing and inspection, a gravel parking area for visitors and employees, a septic field along the west property boundary and a wooden stair structure leading to the adjacent International Peace Garden Airport located to the east.

A number of Government agencies have operated at the site over the years. Currently the site houses staff from U.S. General Services Administration (GSA), Customs and Border Protection (CBP), and Animal Plant and Health Inspection Service (APHIS). Additional stakeholders involved in the planning of the new facility include representatives from the adjacent International Peace Garden (established in 1932) and the Turtle Mountain Band of Chippewa Indians from the Turtle Mountain Reservation in nearby Belcourt, North Dakota.

Dunseith LPOE Vicinity Map



Dunseith LPOE Aerial Location



Dunseith LPOE Facilities Map





## 2. Project Overview and Planning Considerations

### 2.1 Dunseith Land Port of Entry Background and Location

Developed as an LPOE in 1961, the current facility intersects U.S Route 281 and is bounded by Canada on the north and the International Peace Garden and its 2,239 acres of recreational land immediately to the west. The land to the east is owned by the State of North Dakota Aeronautics Commission, which operates the International Peace Garden Airport. The airport consists of a runway and parking apron, however there are no buildings or structures and is only operated during daylight hours. The parcels of land directly south of the LPOE consist of a duty-free shop and several privately owned properties. The land located further beyond the port is primarily a mixture of open farmland and wooded areas containing scattered residential properties. There are numerous existing constraints for redevelopment of the site, both manmade and natural in origin. Existing building structures that must be maintained for operational use during construction of the new facility limit the area of available land for new structures and inhibit desired changes to vehicle queuing and circulation. Existing site constraints include a lack of utility infrastructure, limited site drainage options, steep slopes on the eastern side of the property and impediments to land acquisition needed to provide adequate area for new structures and improved traffic flow. A NEPA analysis is currently underway to identify and validate all natural constraints on the site. Refer to Appendix B for additional information.

### 2.2 Cultural Background

#### 2.2.1 Resources:

The 2019 Feasibility Study conducted by Parsons contains the following passage regarding cultural resources within the Dunseith LPOE boundary:

*"An archaeological surface survey using systematic pedestrian transects was conducted in 2004 (Greiser et al. 2007). The majority of the DNS LPOE has been disturbed by construction and landscaping; no archaeological artifacts or features were identified (Greiser et al. 2007). Because the archaeological sensitivity is low due to the location and previous impacts from construction, no further archaeological investigations were recommended within the DNS LPOE boundary (Greiser et al. 2007)."*

In addition, the 2019 report included the following passage regarding cultural resources in areas adjacent to the Dunseith LPOE boundary:

*"During the architectural survey conducted in 2007, no historic-age (pre-1960) resources were identified adjacent to the DNS LPOE (Belfast et al. 2007)."*

#### 2.2.2 Historic Designation:

To be developed in the 60% Owner's Project Requirements Submittal.

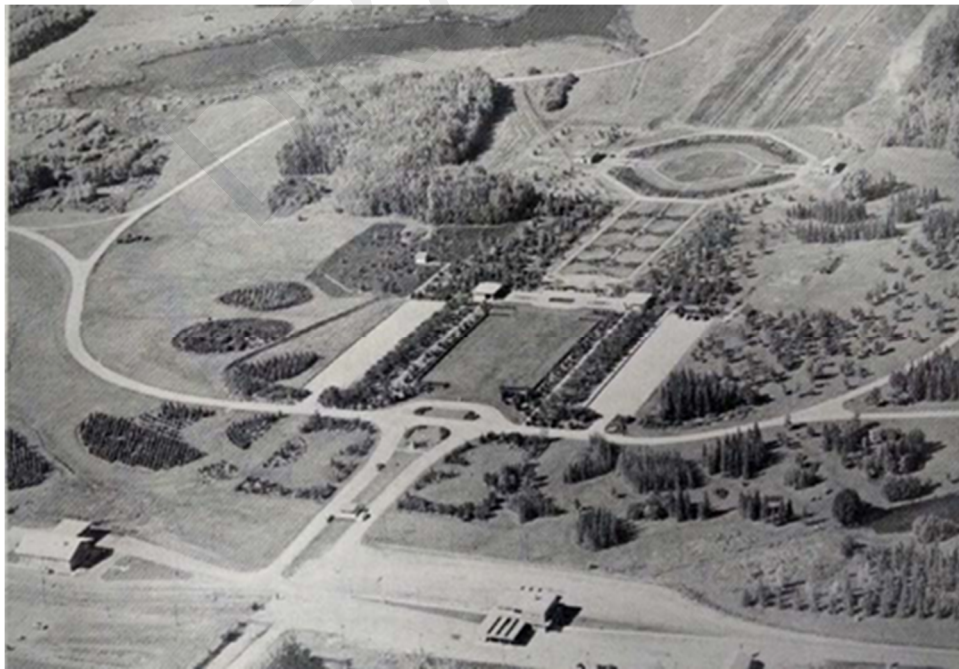




International Peace Garden



International Peace Garden



## 2.3 Existing Facilities / Disposition

The Dunseith LPOE consists of the following five structures described below:

### 2.3.1 Main Building and Primary Inspection Canopy:



The Main Building is comprised of a single story at grade plus partial basement. The building is approximately Y' x Y', with a site footprint of approximately X SF. It consists of wood framed floor, wall and pitched roof construction with exterior vinyl, wood and brick veneer siding and metal roof. Exterior windows and doors utilize aluminum storefront systems. It was originally opened in 1961 and renovated in 1974. A steel framed canopy is attached to the building's west side and covers two lanes of inbound traffic from Canada. The building and canopy will be maintained for full operation by CBP Staff for the duration of construction of the new LPOE facility and demolished once the new facility is in use. Due to the age of its construction, it is likely that hazardous materials such as asbestos containing materials (ACM) and lead based paint are present in building components and/or equipment. Material testing will be required to determine the proper method of demolition and disposal to comply with all regulatory requirements.



### 2.3.2 Secondary Inspection Garage:



The Secondary Inspection Garage is a single story, high-bay metal building located immediately south of the Main Building and constructed in 2007. It provides enclosed space for both commercial and non-commercial secondary inspection. The building is approximately Y' x Y', with a site footprint of approximately X SF. It consists of steel columns and framing with insulated exterior corrugated metal siding and insulated metal roofing. The building has a single large overhead rollup door on its south wall. Use of this building during the period of new LPOE construction is yet to be determined and will be based upon how far south the new buildings are located on the site.

### 2.3.3 APHIS Trailer:



The APHIS building is a prefabricated modular trailer that was recently moved from the east side of the site to the west side of Route 281 to improve facility operation and staff safety. The trailer is located south of the LPOE buildings and has a large area of new concrete paving to allow for inspection of parked trucks. The current APHIS trailer is approximately 500 SF in area, temporary in nature and will be removed from the site after completion of new permanent facilities. Its final disposition by the Government has not been determined. Full use of this facility during the period of new LPOE construction may be a project requirement but needs further investigation.

### 2.3.4 GSA Storage Building:



The GSA Storage building is a single-story residential style wood frame building. It has exterior wood siding and an asphalt shingle roof and does not have mechanical systems for heating or cooling. The building has an attached residential single car garage which is currently being used by GSA staff to store site maintenance equipment. The building is located east of the Main Building and will be demolished and removed from the site to allow for construction of the new LPOE facility. It is unknown if the building contains hazardous materials and material testing will be required to determine the proper method of demolition and disposal to comply with all regulatory requirements.

### 2.3.5 GSA Maintenance Building:



The GSA Maintenance Building is a single-story residential style wood frame building constructed in the late 60's. It has bare concrete floors, exterior wood siding and a cedar shake roof. The building is currently being used for general storage and has an attached residential single car garage which GSA staff use as a maintenance shop area. The building is located south and east of the Main Building and will be demolished and removed from the site to allow for construction of the new LPOE facility. It is unknown if the building contains hazardous materials and material testing will be required to determine the proper method of demolition and disposal to comply with all regulatory requirements.



## **2.4 Site Considerations**

### **2.4.1 Site Area:**

To be developed in the 60% Owner's Project Requirements Submittal.

### **2.4.2 Surrounding Land Uses:**

To be developed in the 60% Owner's Project Requirements Submittal.

### **2.4.3 Site Topography:**

To be developed in the 60% Owner's Project Requirements Submittal.

### **2.4.4 Site Grading and Drainage:**

To be developed in the 60% Owner's Project Requirements Submittal.

### **2.4.5 Site Utilities:**

To be developed in the 60% Owner's Project Requirements Submittal.

### **2.4.6 Site Circulation:**

To be developed in the 60% Owner's Project Requirements Submittal.

### **2.4.7 Site Paving:**

To be developed in the 60% Owner's Project Requirements Submittal.

### **2.4.8 Transportation:**

To be developed in the 60% Owner's Project Requirements Submittal.

### **2.4.9 Environmental:**

To be developed in the 60% Owner's Project Requirements Submittal.

## **2.5 Current Deficiencies**

### **2.5.1 Operational Deficiencies:**

#### **2.5.1.1 Traffic:**

- With only two current Primary Inspection lanes, congestion at peak periods currently causes inbound commercial trucks to back up into Canada while waiting to be processed.
- Secondary inspections of both commercial and non-commercial traffic takes place within the path of cleared traffic exiting the port due to inadequate facility capacity and poses dangerous conditions for CBP staff.
- Current location of the Secondary Inspection Garage is problematic requires commercial trucks to back up within the path of vehicles that have been cleared to exit the port.
- Current APHIS location is too close to inbound Primary Inspection and does not provide adequate truck queuing, inspection area and staging.
- Proximity of the 1961 Main Building and Primary Inspection Booths to the International Peace Garden entrance does not provide adequate queuing distances at peak periods and does not meet current CBP standards.
- Non-commercial traffic (POV's) exiting the International Peace Garden overload the Primary Inspection function, causing traffic backups and dangerous conditions at that intersection due to crossing traffic.



### 2.5.1.2 Inspection:

To be developed in the 60% Owner's Project Requirements Submittal.

### 2.5.1.3 Facilities:

To be developed in the 60% Owner's Project Requirements Submittal.

## 2.6 Current Constraints:

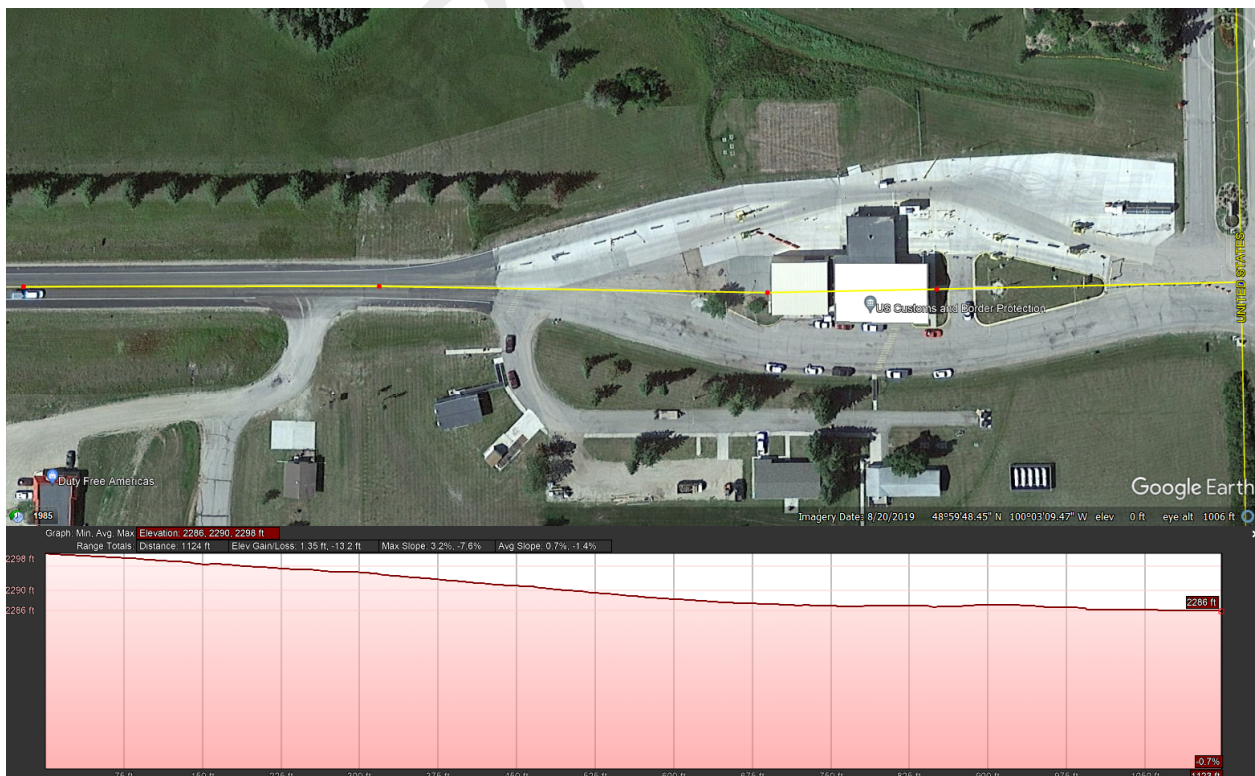
### 2.6.1 Topography & Site Grading:

The site is constrained by the International Peace Gardens on the west and on the southwest and an airport landing strip located on the east of the existing LPOE. Overall, the site slopes downward to the north and to the west. The low point of the site is on the southwest corner of the site.

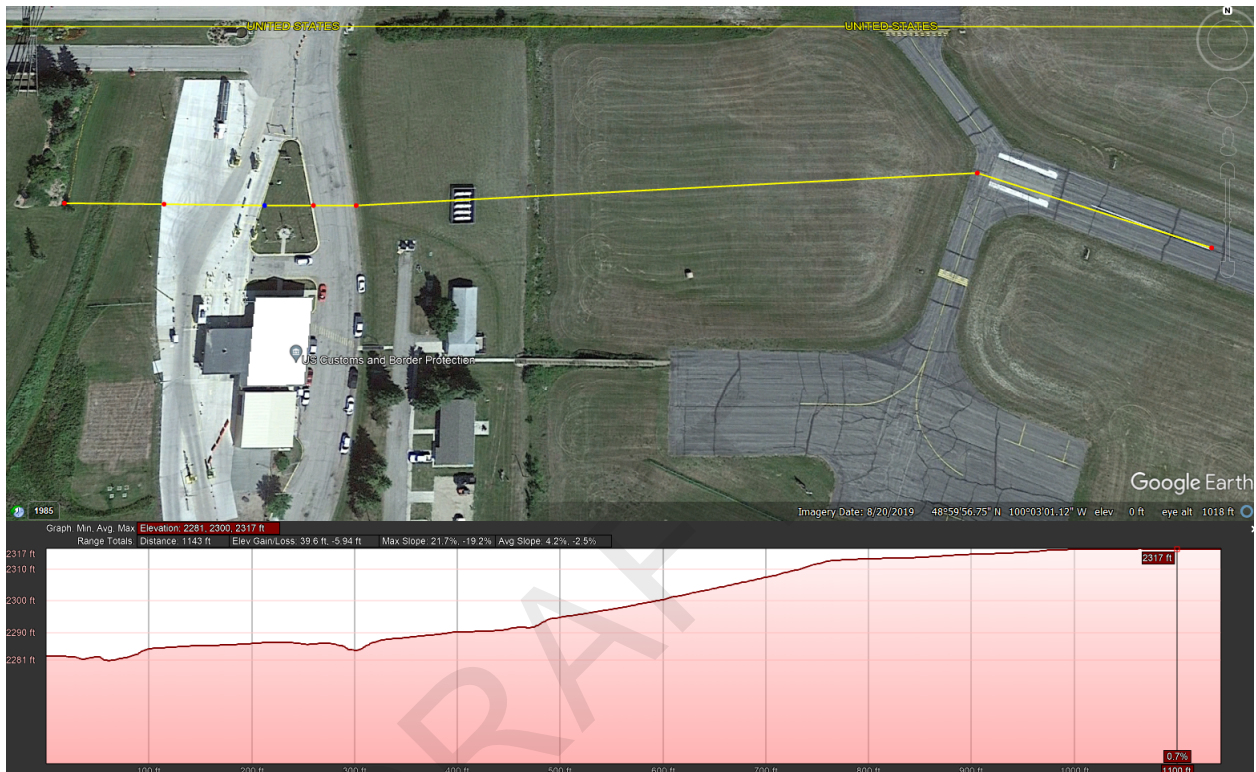
International Peace Garden (IPG): The entrance is located on the north end of the site and creates traffic issues at the intersection with the border between the USA and Canada. A smart right channelized turn would help alleviate the confusion created at the intersection and improvement would lessen number of EB returning visitors using the NB outbound lanes to re-enter the USA. An event gate could be used to help alleviate the heavy traffic volumes experience at IPG events by allowing returning traffic to enter the CBP inbound queue at the intersection without crossing the inbound traffic lanes.

Airport: The CBP is required to access the airport for all flights. Airport traffic is required to access the CBP building and the IPG

Here is a longitudinal section of the existing site showing the Duty-Free Shop on the left and the Canadian Border on the right. The current site has an average slope of -1.5% between the Duty-Free building and the existing secondary inspection building:



Here is a traverse section of the existing site showing the International Peace Garden on the left and the airport on the right. The existing airport landing strip is approximately 30' higher than the ground at the existing LPOE:



## **2.7 Scope of the Owner's Project Requirements**

### **Scope of the Owner's Project Requirements**

This current LPOE was designed six decades ago to provide simple trade and travel facilitation and is inadequate for today's national security mission, expanded trade and travel volumes, changing technologies and safe operation by staff. The Government has directed that a new facility capable of supporting the long-term operational mission shall be constructed to state-of-the-art standards, incorporating the latest technologies for staff safety, vehicle throughput, and energy and environmental responsibility. To that end, CBP and GSA requested \$2.9B in the 2021 American Jobs Plan legislation for LPOE project. Approximately \$78M was requested for the redevelopment of the Dunseith LPOE. As envisioned, the project will include design and construction of all new buildings and ancillary structures, new infrastructure build-out, modifications to existing highway ROW and access roads to alleviate site congestion, and complete removal of outdated existing facilities.

## **2.8 New Facility Goals**

The primary objective of this project is to construct new, modern facilities for CBP and APHIS to enable them to meet current and forecasted mission needs and in accordance with the LPOE 2018 Design Standard and 2021 PBS P-100 baseline.

Improvements at ports of entry will increase processing capacity and enhance security and facilitate trade and travel volumes to the United States. Specifically, investments in modernizing infrastructure enable the CBP to expand new drive-through technologies to rapidly facilitate trade through the ports and into the commerce of the United States. These investments will put CBP in a better position to detect high-risk activity through intelligence, targeting, and risk analysis; deter non-compliance with trade laws; and disrupt fraudulent behavior through punitive and compensatory actions and suspension and debarment. Updated facilities allow for market expansion by removing barriers of entry into the U.S. economy while also combatting unsafe products, Intellectual Property Rights violations, and other predatory trade practices.

## **2.9 Project Objectives:**

- New facility and port of entry is expected to meet CBP's projected needs until 2056.
- Port will upgrade all components per the LPOE Design Guide, most current edition.
- Achieve utility independence.
- Provide more accessible facilities for US citizens and international visitors.
- Entice new recruits for competitive hiring efforts.
- Develop a commercial processing facility that will accommodate the efficient processing of agriculture and commercial goods (FS 2018/2019 requirements nor budget account for a permanent APHIS VS inspection facility).
- Provide safe inspection conditions for CBP agents and USDA livestock inspection personnel.
- Meet outlay expectations issued by PBS (50% by FY26 and 100% by FY29) in project delivery timeline.

## 3. Owner's Requirements

### 3.1 Program Summary

The functional program for the Dunseith LPOE includes building and site improvements for three Government agencies currently operating at the site: Customs and Border Protection (CBP), Animal Plant and Health Inspection Service (APHIS) and U.S. General Services Administration (GSA),

#### 3.1.1 Customs and Border Protection:

Operations narrative to be developed in the 60% Owner's Project Requirements Submittal.

#### 3.1.2 Animal and Plant Health and Inspection Service:

Operations narrative to be developed in the 60% Owner's Project Requirements Submittal.

#### 3.1.3 GSA:

Operations narrative to be developed in the 60% Owner's Project Requirements Submittal.

### 3.2 Program Assumptions

This program assumes the following baseline project criteria:

The LPOE will not use any existing site structure. The location of buildings, roadways, site equipment, site access, etc. will be located to provide an efficient site that accommodates the tenants' requirements.

#### 3.2.1 Operations:

The LOPE must remain operational 24-7 during all phases of the project including construction.

#### 3.2.2 Space Requirements:

The programmatic space requirements and adjacencies for the LPOE facility shall initiate from the CBP's Small Port Prototype with customization specific to location and needs as established in consultation with CBP and GSA.

The programmatic space requirements for APHIS shall initiate from the document "USDA, APHIS, VS Requirements for Border Station – Dunseith, ND, revised 5/18/2022" with customization specific to location and needs as established in consultation with USDA/APHIS and GSA.

#### 3.2.3 Phasing:

Phasing is a key program element of the project due to the limited periods of construction for northern locations. Construction at this location is generally limited to 6 months (May – October) due to the frequency of adverse weather conditions in other months. Phasing diagrams will be developed once building sizes and locations have been further investigated.

#### 3.2.4 Land Acquisition:

Land acquisition will be required to achieve the Government's goal of all new facilities and improved vehicle queuing distances while maintaining operations within the current facility. The extent of land to be acquired requires further investigation.

#### 3.2.5 Sustainability / Energy Reduction:

The project's minimum baseline target for development is LEED v4 for BD+C New Construction Gold Certification with a goal of Platinum, and baseline of Department of Energy (DOE) NetZero Energy Ready with a goal of NetZero.

#### 3.2.6 GSA Design Excellence:

To be developed in the 60% Owner's Project Requirements Submittal.



### **3.2.7 Art in Architecture**

The Federal Government and GSA have a policy of incorporating fine art into the design of new Federal buildings and in major repair and alterations of existing Federal buildings. Half of 1 (0.5) percent of the estimated construction cost is reserved for commissioning work by living artists. These works are acquired through a commissioning process that involves public participation by art professionals, representatives of the community, and the architect of the building. Art and architecture should complement one another; to that end, cooperation between artists and the building designers is strongly encouraged.

### **3.2.8 Miscellaneous:**

Furniture, Fixtures and Equipment (FF&E) procurement is outside this project's scope and will be handled through a separate program administered by GSA. DB team shall coordinate design with GSA.

## **3.3 Program Codes, References and Standards**

### **3.3.1 Project Code List**

- ICC International Codes 2018
- NFPA Life Safety Code
- NFPA National Electrical Code
- The Energy Conservation ASHRAE 90.1
- P-100
- Public Buildings Amendments Of 1988, 40 U.S.C. 3312
- National Environmental Policy Act (NEPA)
- EO 14008 Tackling The Climate Crises At Home And Abroad
- EO 13990 Protecting Public Health And The Environment And Restoring Science To Tackle The Climate Crisis
- Energy Act Of 2020
- Energy Independence And Security Act Of 2007 (EISA 2007)
- Energy Policy Act Of 2005 (EPACT 2005)
- Guiding Principles For Sustainable Federal Buildings (Guiding Principles)
- Farm Security And Rural Investment Act Of 2002 (FSRIA)
- Resource Conservation And Recovery Act Of 1976 (RCRA)
- The Architectural Barriers Act Accessibility Standard (ABAAS)
- Occupational Safety And Health Regulations
- Randolph-Sheppard Act
- Buy American Act
- Interagency Security Committee Risk Management Process For Federal Facilities
- United States Land Port Of Entry Design Guide
- Design Guide For Operational Excellence
- GSA Commissioning Guide

### **3.3.2 Authority Having Jurisdiction**

## **3.4 Program Implementation Strategy**

### **3.4.1 Building Demolition and Abatement**

A hazmat survey will be conducted in Spring 2023. Any buildings requiring demolition will be inspected for hazardous material by a licensed inspector. Asbestos found will be properly abated as required by Federal and local law. Best work practices will be enforced to protect workers and the public from exposure. Cleaning and decontamination of areas to be demolished will need to be performed before abatement or demolition can begin.

Any existing underground utility services that will not be used will be disconnected, and either plugged and abandoned or removed. The existing abandoned underground water storage tanks located on the northeast side of the site will also be removed.



### 3.4.2 Phasing Plan

The existing Dunseith Border Station must remain in operation throughout the construction process until the new Border Station is operational, requiring construction to be phased. Below, is a summary of the phasing solution:

#### PHASE I

To be developed during 90% Owner's Program of requirement Submittal

#### PHASE II

To be developed during 90% Owner's Program of requirement Submittal

#### PHASE III

To be developed during 90% Owner's Program of requirement Submittal

### 3.4.3 Implementation Plan

Local governments and organizations must follow a series of steps in the process of expanding or modernizing LPOEs to meet increasing demands for border-crossing capacity. For the most successful LPOE projects, once a need has been identified, regional representatives of U.S. Federal, State, and local agencies form partnerships to evaluate project proposals. They gather information to substantiate and document the project need; assess economic benefits and environmental impacts of potential projects; and work with Federal, State, and local counterparts to coordinate planning efforts. In addition, the required permissions for the project need to be secured, property must be acquired, funding responsibilities determined, financing strategies outlined, and financing obtained. The following sections describe the required process for implementing development.

#### 3.4.4 Planning and Development Process

- **Agency partnerships needed:** The Federal Highway Administration, State of North Dakota, Department of Transportation, and local government and agencies have formed partnerships that can sustain the process toward expanding the LPOE. These partnerships must be continued.
- **Finalize site:** The program identified the need to expand and modernize the LPOE. The configuration, overall size, and location of the site will be further refined during the PDS process.
- **Perform preliminary engineering and environmental work:** This step supports the choice to expand the port and construct additional facilities, making sure the site meets the requirements for a LPOE.
- **Secure agreement with Canadian counterparts:** The planning and development occurring on the U.S. side of the border must be matched by Canadian efforts, so partnerships must be sustained, and agreements must be established.

#### 3.4.5 Presidential Permit

A Presidential Permit provides executive permission as required by law for the construction and maintenance of facilities connecting the U.S.-Canadian border. A Presidential Permit application needs to be developed and submitted.

Executive Order (E.O.) 11423 (August 16, 1968) specifies that the proper conduct of the foreign relations of the United States requires that executive permission be obtained for the construction and maintenance at the borders of the United States of facilities connecting the United States with a foreign country. By virtue of E.O. 11423, as amended by E.O. 13337 (April 30, 2004), the President has delegated to the U.S. Department of State (DOS) the authority to receive applications for, and to approve and issue, Presidential Permits for the construction, connection, operation, or maintenance of certain facilities at the borders of the United States with Canada and Mexico. Pursuant to section 3(b) of E.O. 13337, subsection 2(b) of E.O. 11423, and DOS Notice of Interpretation (Public Notice 5149), 70 Fed. Reg. 45,748 (2005), DOS determined that this authority applied to all new border crossings and to all substantial modifications of existing border crossings of the international border.

Applying for Presidential Permits for Border Crossing Facilities, describes the application process for Presidential Permits for the construction, connection, operation, and maintenance of facilities on the U.S.-Canadian border. It is intended to help permit applicants understand the permit process and does not constitute an exhaustive review of all steps that must be taken from concept development through construction of a cross-border facility.

Permitting, construction, and completion of any project on the U.S.-Canadian border requires close coordination and planning with the Government of Canada, as well as with sponsors and Federal, State, and local authorities in both countries.

### **3.4.6 Project Categories and Notification**

As described in Interpretative Guidance that it published in the Federal Register on February 23, 2007 (72 Fed. Reg. 8245), the Department has identified three categories of non-pipeline projects for purpose of determining whether a new or amended Presidential permit is required. These categories are based on the magnitude and complexity of the proposed changes at the border.

- Red (both notification to the Department of the change and new or amended Presidential permit are required):
- all new border crossings; and (2) proposed changes that would substantially modify an existing border crossing.
- Yellow (notification to the Department of the change is required and a Presidential permit may be required): modification of a border crossing that may have a material effect on Canadian or Mexican government operations in their respective country. The sponsor must notify the Department of its plans. The Department will promptly decide if a Presidential permit is required.
- Green (neither Department notification nor Presidential permit is required): changes that are not expected to have a material effect on Canadian or Mexican government operations in their respective country and are not substantial modifications to the border crossing.

Based on the categories above and as detailed in the Interpretative Guidance on Executive Order 11423 (see appendices of this report) the Dunseith LPOE Inspection Facility modifications falls under Yellow, requiring notification to the Department of State, and a new or amended Presidential Permit based on the following project impacts:

- A change in the physical capacity of the border crossing, especially permanent modifications to the border crossing itself (e.g., modification of a bridge, road access, or tunnel; expansion or reduction of traffic lanes).
- A change in the physical capacity of an LPOE inspection facility, permanent expansion or reduction in the number of entry or exit booths or traffic lanes or other change that has a permanent effect on cross-border traffic flow (including vehicular wait times at an LPOE inspection facility).
- An expansion of roadway infrastructure, or other form of increased traffic capacity within the three-meter boundary but beyond that portion of the existing right-of-way or footprint of an LPOE inspection facility.
- Major construction work having a short-term effect on traffic flow, including closure of traffic lanes for periods greater than one month, or closure of an entire LPOE inspection facility during regular operating hours for any amount of time.

### **3.4.7 Property Acquisition and Lease**

The properties likely to be recommended for acquisition and lease are shown in figure xx and include: To be developed during the 60% Owners Program of requirement submittal

### 3.4.8 Project Timeline

#### Preliminary Prospectus Approval Milestones

Approval of the general prospectus involves GSA, OMB, and Congress. Preliminary milestones for the modernization of the existing Dunseith LPOE Inspection Facility include:

#### Dunseith LPOE Inspection Facility Milestones

	2022	2023	2024	2025	2026	2027	2028		
	Dec	May	Jun	Jan	Jan	Nov	Jan	Jan	Nov
30% OPR - DB interest package	12/5								
100% OPR - DB Acquisition		5/15							
DB Award			6/13						
DB Design with reviews									
Construction Start						11/25			
Substantial Completion									11/29

### 3.4.9 Project Delivery Method

The delivery method for the Dunseith LPOE Inspection Facility is the Design-Build method. The Design-Build (DB) procurement method is preferred for several reasons, mainly budget and time. Design-Build offers one schedule for both design and construction, avoiding the often lengthy delays of the traditional "start and stop" of the Design-Bid-Build method.

Design-Build allows the owner to hire an integrated team to design and construct the project to the owner's requirements and schedule. DB will enable competitive pricing because contractors can plan to use local suppliers, vendors, and labor to the greatest extent possible, and also allows the contractor flexibility to meet the performance requirements of the project. This flexibility will help maintain the project budget. Design-Bid-Build, in contrast, limits the contractor's flexibility and drives up costs unnecessarily. Financial planning is also simpler with DB ; it requires funding for one project cost, rather than a several-step plan to get funding approved through requests for plan, program, design, and construction.

The main difference between the two methods is schedule. Schedule performance is always better on DB projects in all cost categories. Design-Build projects better allow for overlaps in the design-procurement-construction sequence, thereby shortening overall performance time (design award through substantial completion). In addition, change and rework performance tends to be better for DB projects in all cost categories. The greater use of pre- project planning and change management by DB projects may account for this difference.

### 3.4.10 Cost Estimate Summaries

The Public Buildings Service (PBS) of the U.S. General Services Administration (GSA) has prepared a document titled P-120 Project Estimating Requirements for the Public Buildings Service, dated January 2007, which

presents and defines the required cost-estimating practices and standards. At the Feasibility and Program Development Study phases, a "Uniformat Level" estimating process is used. This format follows a "systems" approach, which uses a hierarchical structure of cost elements. The cost estimate was prepared in a Uniformat III, per GSA requirements and guidelines.

### Explanation of Uniformat Cost Estimate

The Uniformat cost estimate will be developed according to GSA P-120. and historical costs for construction in the Dunseith, ND area. The following paragraphs detail areas of note within the Uniformat estimate.

**General** – The project is to include demolition of the existing facility buildings, primary and secondary inspection facilities, existing secondary support buildings, storage, parking, and roadways. Acquisition of new property to the southeast is included. The project constructs a total of **xxx gsf** of space, consisting of a one story, concrete frame main building with both inbound and outbound inspection booths, enclosed noncommercial secondary inspection, and an attached enclosed government parking garage. Other facilities on site include commercial secondary inspection, de-vanning, enclosed non-intrusive inspection, visitor parking, employee parking and an impound lot,

- **Substructure** – based on input from the planning team and historical construction for the Dunseith, ND location, the new buildings are assumed to be conventional footing. A structural engineer will specify foundation requirements at the design stage.
- **Shell** – Cost in this section includes floor, exterior wall, window, door, and roof construction a standard 4-inch slab on grade for the flooring of the building, mechanical equipment pads, exterior walls, bullet-resistant glass windows, doors, and roof coverings. The roof covering is a normal roof membrane. Approximately 400 GSF of the roof was assumed to be covered by skylights. Exterior canopies are also included in this section.
- **Interiors** – Costs in this section include interior partitions and doors, walls, floor, and ceiling finishes.
- **Services** – Costs in this section include Plumbing, Mechanical and Electrical systems, equipment, and fixtures including lighting, fire protection.
- **Equipment and Furnishings** – Costs in this section include vehicular equipment, booth equipment, a bullet trap for the firing range, and both fixed and moveable furnishing.
- **Special Construction and Demolition** – Costs in this section includes demolition costs and hauling.
- **Building Sitework** – Costs in this section includes trenching associated with utilities and grading for the new facility is included, cost for new parking lots and roadways, sidewalks, ramps, and outdoor stairs. Septic tanks, landscaping, drainage fields and geothermal systems are included in the building site work. Also, cost for excavating organic and suspect soils, and stabilization for the sub-base for paved areas are included in the square foot cost of pavement.

### Location Based Escalation Allowance

The construction cost estimate will be based on current local wage rates and includes a mark-up to include market conditions pertaining to the Dunseith, ND area which is considered a severe location due to remoteness.

### Increase to Overall Project Cost

There are no significant cost increases added to the Uniformat III cost estimate due to any program changes or site conditions.



#### **3.4.11 Estimated Construction Costs**

To be developed during the 60% Owners Program of requirement submittal

#### **3.4.12 Professional Services**

To be developed during the 60% Owners Program of requirement submittal

#### **3.4.13 Estimated Reimbursable Costs**

The design A/E is encouraged to coordinate with GSA Portfolio Management to identify what, if any, construction costs are to be paid for by others.

#### **3.4.14 Tenant Improvement Costs**

GSA is the owner and CBP, FWS, and APHIS VS will occupy this facility and therefore tenant costs are applicable. The tenant improvements cost will be developed as part of the PDS phase of this project.

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## 4. System Narratives

### 4.1 Site / Civil

Civil site design features should follow local jurisdictional requirements for the region the facility resides in. The following guidelines represent desirable design features and best practices that must be addressed during design. They are not intended to replace requirements from chapter 2 of this document.

#### 4.1.1 Flood Mitigation

Flood	
Flood Mitigation	
Baseline	100 Year Base Flood Elevation + 2 feet
Tier 1	Higher of 500 Year Flood Elevation + 1 foot or 100 Year Flood Elevation + 3 feet
Tier 2	Determined on a Site-Specific Basis
Tier 3	N/A
M & V	N/A
Plans & Specs	N/A
Calculations & Analysis	
References	FEMA Flood Maps and ASCE 24
Basis of Design	N/A
Construction Verification	N/A

The ground floor elevation of the foundation slab must be governed by historical flood data as defined by the current FEMA Flood Maps and the ASCE 24 Flood Resistant Design and Construction.

#### 4.1.2 Site Grading And Drainage

- Balance cut and fill soil quantities on site.
- Provide positive grading minimum 2% grade from building to curb line.
- Control erosion design (meet local and state requirements for sediment control or follow EPA requirements) must consider ease of maintenance of the site.
- Comply with EISA section 438
- Airport requirements to be developed

#### 4.1.3 Site Utilities

- Utility Location – avoid trees, consider future maintenance, integrate into landscape design to minimize visual impact
- Water – follow regulations of local water authority, locate behind curb lines or under sidewalks or unpaved areas, do not place under foundations or within building footprint. Provide maintainable strainers on all primary connections to the public water supply.
- Sanitary Sewer - follow regulations of local sanitary sewer authority, separate storm, and sanitary systems on site, provide cleanouts 5' from building, provide manholes at service line entry points, provide drop manholes when service line does not enter at main sewer line invert, if septic systems are necessary, follow regulations of local code and provide 50% surplus capacity.
- Storm Drainage – follow local and state requirements, locate in unpaved areas, design for a 25-year storm, use gravity flow, rainwater not collected for reuse must be discharged into the storm drain.

- Detention required for all new impervious cover. Consider on-site gravity detention pond in the NE corner of the site and/or the SW corner of the site. Meet cold climate and freeze thaw conditions requirements.
- Coordinate site utility design with the requirements of chapters 5 & 6.

#### **4.1.4 Site Circulation**

- Entrance after IPG intersection with access to and from IPG.
  - Use smart right channel at intersection for southbound movement
  - Provide a bypass gate, west of southbound right channel, that CBP can open for IPG event traffic
- Turn around exit after primary inspection
- Turn around exit after secondary inspection (includes POV, commercial and APHIS)
- Access to and from airport
- Access to and from Duty Free
- NDDOT turn around on the south side of the CBP Admin/Primary Inspection building for snowplow and maintenance equipment.
- Site to consider multimodal access to and from the airport and IPG.
- Truck maneuvering areas must provide adequate space (one way traffic preferred).
- Loading docks should be nearly flat (1:50 slope) in the apron area.
- Consult with the local fire department for emergency access requirements.
- Provide a public drop off area along the street near the main entrance.
- Separate service traffic from parking entries.
- Parking layout to meet CBP design standards:
  - Employee Lot (north side of main building)
    - 20 ea. Staff Parking (9' x 20' 90° stalls)
    - Includes 2 ADA stalls (8' x 20' and van accessible 11' x 20') with 5' access aisle between stalls
    - 1 ea. GOV Parking (9' x 20' 90° stalls)
    - 24' two-way aisle
  - Visitor Lot (south of main building and east of the non-commercial secondary inspection building)
    - 16 ea. Visitor Parking ((9' x 20' 90° stalls)
    - Includes 2 ADA stalls (8' x 20' and van accessible 11' x 20') with 5' access aisle between stalls
    - 24' two-way aisle
  - Impound Lot
    - 2 ea. Oversized Vehicles such as boats, trailers, and recreational (15' x 40' 90° stalls)
    - Location: According to the 2009 Feasibility Study, the impound lot should be located as far away from the international border or public occupied areas as possible, yet still be observable from the regularly staffed areas (e.g., main building).
  - Government Enclosed Parking Facility (not discussed during the call, but according to the 2009 Feasibility Study Preferred Alternative Layout, located adjacent to the south side of the main building)
    - 800 sf total GFA for two vehicles
- Follow ABAAS requirements.
- Follow the Land Port of Entry Design Standards on page 244 for the min. / max. pavement grades from Page 244 in the Land Port of Entry Design Standards.

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Border Protection**

The following minimum, maximum, and recommended grades shall be observed:

Location	Required Grade	Recommended
Roads (Transverse)	Min 1.5%, Max 3.0%	2.00%
Parking Lots	Min 1.0%, Max 5.0%	
Sidewalks (Longitudinal)	Max 5.0%	
Sidewalks (Traverse)	Max 2.0%	
Paved Area Adjacent to Building	Min 2.0% away from building	
Curb & Gutter (Longitudinal)	Min 0.30%	
Turf Areas	Min 1.0%, Max 18.0%	Min 2.0%
Primary Inspection Area (Longitudinal)	Max 2.0%	
Primary Inspection Area (Transverse)	Min 1.5%, Max 8.0%	2.00%
Pre-Primary Inspection Area (Longitudinal)	Max 2.0%	
Pre-Primary Inspection Area (Transverse)	Min 1.5%, Max 3.0%	2.00%
ABAAS Parking	Max 2.0%	

#### 4.1.5 Pavements

- Use North Dakota State DOT (NDDOT) design standards.
- Materials must be suitable for traffic loads and volume.
- Durability must be compatible for site climate with consideration to maintenance.
- Slip resistant – in northern climates address snow removal and snowmelt.
- Do not use surface applied curbs.
- Use concrete pavements on all site areas.

##### 4.1.5.1 Low Embodied Carbon Concrete

All on-site pavements shall meet the requirements for concrete paving. All GSA projects that use at least ten (10) cubic yards of a concrete mix must:

1. Provide a product-specific cradle-to-gate Type III environmental product declaration (EPD) for each concrete mix design specified in the contract and used at the project, using NSF International's product category rule for concrete. Send EPD(s) with each concrete mix batch design (including type [e.g., standard, or lightweight mix] and volume) to [embodiedcarbon@gsa.gov](mailto:embodiedcarbon@gsa.gov) and upload the submittals into GSA's project management information system.
2. Provide low embodied carbon concrete that meets the global warming potential (GWP) limits of the table below, for concrete of the mix type and strength class.

**Table 4.1 Low Embodied Carbon Concrete**

Maximum Global Warming Potential Limits for GSA Low Embodied Carbon Concrete  
(kilograms of carbon dioxide equivalent per cubic meter -CO<sub>2</sub>e kg/m<sup>3</sup>)

Specified compressive strength (f'c in PSI)	Standard Mix	High Early Strength	Lightweight
up to 2499	242	314	462
2500-3499	306	398	462



3500-4499	346	450	501
4500-5499	385	500	540
5500-6499	404	526	N/A
6500 and up	414	524	N/A

These numbers reflect a 20% reduction from GWP (CO<sub>2</sub>e) limits in proposed code language: "Lifecycle GHG Impacts in Building Codes" by the New Buildings Institute, January 2022.

If it is not feasible to meet GSA's EPD requirement or GWP limits, submit a P100 waiver with the following information:

- Outline and provide evidence of the specific circumstances that make compliance infeasible. For example, the only concrete suppliers within the maximum transport range for the mix design:
  - are small businesses that have not yet invested in EPDs; or
  - do not yet offer mixes that meet GSA's GWP limits, e.g., because lower-carbon materials are unavailable, or do not meet specific client-driven performance requirements.
- Waivers for GWP limits must include the strategies, if any, that will be used to reduce GWP to the extent feasible. Such strategies include, but are not limited to, the use of alternative cements, supplementary cementitious materials, or alternative aggregates.
- Provide a GWP estimate generated with a tool such as ZGF's LCA Tool, Athena IE, Athena Pavement LCA, or the Federal Highway Administration's LCA Pave Tool.

#### 4.1.5.2 Environmentally Preferable Asphalt

Pavement tie-in on US 281 and IPG exit shall meet NDDOT pavement design guidelines. All GSA projects that use at least ten (10) cubic yards of an asphalt mix must:

1. Provide a product-specific cradle-to-gate Type III environmental product declaration (EPD) for each asphalt mix specified in the contract and used at the project, using version 2 of the National Asphalt Paving Association's product category rule for asphalt mixtures. Send EPD(s) to embodiedcarbon@gsa.gov, and upload EPD(s) into GSA's project management information system.
2. Provide environmentally preferable asphalt. Send each asphalt mix batch design (including type, volume, and a description of the proposed techniques) to embodiedcarbon@gsa.gov and upload the submittals into GSA's project management information system. Environmentally preferable asphalt is defined in this context as material manufactured or installed using at least two (2) of the following techniques:
  - a. 21% or higher reclaimed asphalt pavement (RAP) content (specify percentage, and whether in-place or central plant recycling is used)
  - b. Warm mix technology (reduced onsite mix temperature)
  - c. Non-pavement recycled content (e.g., roof shingles, rubber, or plastic)
  - d. Bio-based or other alternative binders
  - e. Improved energy/ carbon efficiency of manufacturing plants or equipment (e.g., using natural gas or electric to heat materials)
  - f. Other environmentally preferable features or techniques (please specify)

If it is not feasible to meet GSA's EPD requirement or to implement at least two of the listed environmentally preferable requirements, submit a P100 waiver with the following information:

- Provide evidence of the specific circumstances that make compliance infeasible. For example, the only asphalt suppliers within the maximum transport range for the mix design
  - are small businesses that have not yet invested in EPDs

- do not yet offer mixes that use at least two environmentally preferable features or techniques while meeting specific client-driven performance requirements
- Provide a GWP estimate generated with a tool such as Athena Pavement LCA or the Federal Highway Administration's LCA Pave Tool to [embodiedcarbon@gsa.gov](mailto:embodiedcarbon@gsa.gov).

#### 4.1.6 Geologic Hazard Report

A geologic hazard report must be prepared for all new building construction in regions of low, moderate, and high seismicity, except for structures located in regions of low seismicity designed to the life safety performance level. Geologic hazard reports are not required for minor or relatively unimportant facilities for which earthquake damage would not pose a significant risk to either life or property.

##### 4.1.6.1 Required Investigation

When required by the project scope, a geologic hazard investigation that addresses the hazards indicated below should be performed. Whenever possible, a preliminary investigation should be performed in the planning stage of siting a facility, to provide reasonable assurance that geologic hazards do not preclude construction at a site. During a later stage of geotechnical investigations for a facility at a selected site, supplemental investigations may be conducted as needed to define the geologic hazards in more detail and/or develop mitigating measures. The scope and complexity of a geologic hazard investigation depends on the economics of the project and the level of acceptable risk. In general, major new building complexes, high-rise buildings, and other high value or critical facilities must have thorough geologic hazard investigations. Small, isolated buildings need not have elaborate investigations.

##### 4.1.6.2 Surface Fault Rupture

For purposes of new building construction, a fault is an active fault and a potential location of surface rupture if the fault exhibits any of the following characteristics:

- Has had documented historical macro-seismic events or is associated with a well-defined pattern of micro-seismicity
- Is associated with well-defined geomorphic features suggestive of recent faulting
- Has experienced surface rupture (including fault creep) during approximately the past 10,000 years (Holocene time)

Fault investigations must be directed at locating any existing faults traversing the site and determining the recency of their activity. If an active fault is found to exist at a site and the construction cannot reasonably be located elsewhere, investigations must be conducted to evaluate the appropriate set-back distance from the fault and/or design values for displacements associated with surface fault rupture.

##### 4.1.6.3 Soil Liquefaction

Recently deposited (geologically) and relatively unconsolidated soils and artificial fills, without significant cohesion and located below the water table, are susceptible to liquefaction. Sands and silty sands are particularly susceptible. Potential consequences of liquefaction include foundation bearing capacity failure, differential settlement, lateral spreading, and flow sliding, flotation of lightweight embedded structures, and increased lateral pressures on retaining walls. The investigation must consider these consequences in determining the size of the area and the depth below the surface to be studied. An investigation for liquefaction may take many forms. One acceptable method is to use blow count data from the standard penetration test conducted in soil borings. This method is described in publications by H. B. Seed and I. M. Idriss, (1982), *Ground Motions and Soil Liquefaction During Earthquakes*: Earthquake Engineering Research Institute, Oakland, CA, Monograph Series, 134 p. and H.B. Seed et al, (1985) "The Influence of SPT Procedures in Soil Liquefaction Resistance Evaluations": *Journal of Geotechnical Engineering*, ASCE 111(12): pp. 1425-1445.

**4.1.6.4 Land sliding**

New construction must not be sited where it may be within a zone of seismically induced slope failure or located below a slope whose failure may send soil and debris into the structure. Factors that affect slope stability include slope angle, soil type, bedding, ground water conditions, and evidence of past instability. The geologic hazard investigation must address the potential for seismically induced slope deformations large enough to adversely affect the structure.

**4.1.6.5 Differential Settlement**

Loosely compacted soils either above or below the water table can consolidate during earthquake shaking, producing surface settlement. The potential for total and differential settlements beneath a structure must be assessed. If liquefaction is not expected to occur, then in most cases, differential settlement would not pose a significant problem to construction.

**4.1.6.6 Flooding**

Earthquake-inducing flooding can be caused by tsunamis, seiches, and dam and levee failures. The possibility of flooding must be addressed for new construction located near bodies of water.

**4.1.6.7 Duration Of Strong Ground Shaking**

Estimates of the duration of strong ground shaking at a site are defined by earthquake magnitude and must be used to assess geologic hazards such as liquefaction and slope failure. Strong motion duration is strongly dependent on earthquake magnitude. Estimates of the duration of strong ground shaking must be based on the assumption of the occurrence of a maximum considered earthquake generally accepted by the engineering and geologic community as appropriate to the region and to the subsurface conditions at the site.

**4.1.6.8 Mitigative Measures**

A site found to have one or more geologic hazards may be used, provided the hazards are removed, abated, or otherwise mitigated in the design, or if the risk is judged to be acceptable. Examples of mitigative measures include removal and recompacting of poorly compacted soils, use of special foundations, stabilizing slopes, and draining, compaction, or chemical treatment of liquefiable soils. The geological hazard report must identify feasible mitigative measures.

**4.1.6.9 Required Documentation**

Investigations of geologic hazards must be documented. As noted in the paragraph entitled "Required Investigation" above, a preliminary geologic hazard investigation must be conducted, and a report issued during the siting phase for a facility. However, unless the geologic hazard investigations have been documented in a stand-alone report, they must be addressed in a section of the geotechnical engineering report prepared during the design phase of a project. The geologic hazard report, whether it is a separate report or a section of the geotechnical engineering report, must at a minimum contain the following:

- List of hazards investigated, which must include the five described earlier in this section
- Description of the methods used to evaluate the site for each hazard
- Results of any investigations, borings, etc.
- Summary of findings
- Recommendations for hazard mitigation, if required
- In some cases, estimates of site ground motions may be needed for assessment of geologic hazards such as liquefaction and slope

## **4.2 Architectural**

### **4.2.1 General**

The following information provides a general description of architectural programmatic elements for the new Dunseith LPOE.

### **4.2.2 Existing Systems**

*From 2019 Feasibility Study – Page 109*

*"HRA (Historical Research Associates, Inc.) identified six architectural resources within the boundaries of the Dunseith LPOE. Of these, three date to the historic-period: the Port Building (1960), the Cold Storage Building (1967), and Residence No. 4 (1960). The remaining three resources were constructed outside of the historic period, specifically the Inspection Garage (ca. 2009), Forklift Garage (ca. 2008), and Inspection Booth No. 1 (ca. 2009). In addition to the six permanent buildings, three temporary/movable resources are located at the Dunseith LPOE: two inspection booths (dates unknown) and the U.S. Department of Agriculture (USDA) Animal and Plant Health Inspection Service (APHIS) Veterinary Service (VS) trailer, which was installed at Dunseith LPOE in 2004. HRA also evaluated the Dunseith LPOE as a potential designed historic landscape and/or historic district."*

### **4.2.3 Design Criteria, Codes, and Standards**

At a minimum, the following codes and standards apply to architectural elements of this project. Please note, the Designer will use the latest editions of the code and standards at the time of contract award.

- CBP 2018 Design Guide, Small Port Prototype, Minimum Security Requirements
- APHIS PoR – new 1,500 sqft facility
- GSA P-100, BIL/Administrative Goals & Objectives (Diversity, Equity, Inclusion, & Accessibility - Environmental Justice - Sustainability & Energy / electrification, netzero ready, LEED Gold)
- GSA Public Buildings Service (PBS) P-100, Facilities Standards for the Public Buildings Service, October 2021
- International Building Code (IBC), 2018
- Americans With Disabilities Act (ADA)
- Architectural Barriers Act
- Applicable National Fire Protection Agency (NFPA) Standards
- Applicable Occupational Safety and Health Administration (OSHA) Standards
- Applicable American National Standards Institute (ANSI) Publications
- General Service Administration, Denver Federal Center, Standard Operating Procedure (SOP) 33
- Other applicable Federal, State, and Local Codes and Regulations

### **4.2.4 Basis of Design Summary**

The objective of this project is to build a new Dunseith LPOE. The Dunseith LPOE comprised of five primary functional programmatic elements: 1) Main Building Administrative/Staff Areas, 2) Main Building Inspection and Detention Areas, 3) Secondary Inspection 4) APHIS Administration and Support, 5) GSA Operations and Facility Maintenance

All programmatic elements must be designed for compliance with the referenced Design Criteria, Codes, and Standards described in Section 4.2.3. Specific functional, operational, and other performance requirements for each programmatic element are documented within Room Data Sheets and OPR documents.

GSA P-100 section 1.7.1 requires all new construction to meet a Leadership in Energy and Environmental Design (LEED) Gold Certification at a minimum.



#### **4.2.4.1 Main Building Administrative/Staff Areas**

The operational support area contains the main area the officers conduct day-to-day activities. The officers must be on constant watch during their shifts, so visibility to the incoming to and outgoing from Canada is a priority. Having as much visibility within the operational support area enables the officers the ability to move around within the area and not lose visibility of traffic. To the greatest extent possible, provide the officers the ability to see from as many locations within the operational support area as feasible, including offices and staff breakroom. Consideration should be taken for sunlight entering through windows as well as climate changes throughout the year. If an obstruction is unavoidable, video surveillance will be incorporated into the design. The officers work long shifts, and the design should make every effort to support their ability to execute the mission of the CBP.

The operational support area is comprised of office space, open work areas, conference/training room, breakroom, and access to visitors through the public area and document processing. Incoming and outgoing inspection booths should be directly accessible to the operational support area. Staff parking should be accessible from the operational support area.

Visitors and travelers access the main building through the public area. The public area is directly accessed from the public parking spaces. Visitors access the building through the vestibule to the waiting area, where they have access to paperwork and brochures. The officers provide guidance and direction via the counter position. There should be security access from the counter position to the waiting area. The public area also provides a unisex restroom and wellness room off the waiting area. Many travelers through the Dunseith Port of Entry visit the nearby International Peace Garden. The Garden is dedicated to peace, friendship, and cooperation among nations. The gardens are defined by nature and not borders. This same consideration to these elements should be incorporated into the interior design.

The document processing areas provide support spaces to officers for handling paperwork and storing documents. The document handling room provides a space office equipment and supplies. Document storage is also provided within the document processing area, including a secured storage space. When further investigation is required, included in the area is a space to conduct baggage searches. Smaller gun storage is also required in many areas of the building, but the main weapons storage cabinet is located within the document processing area and can store long guns and other equipment.

Staff services are areas provided to the officers when they are off duty or require occasional training. The main areas of staff services are the workout/training room, locker rooms and relief officer's quarters. The workout room will include CBP-provided gym equipment. This room will also be used for officer training. There will be a men's and women's locker room provided for the officers. The relief officer's quarters are also provided for staff when an overnight or prolonged stay is necessary. The quarters consist of two bunk rooms and a kitchenette with a seating area. Since Dunseith is a small port, the restrooms and showers in the locker room will also be available to the staff utilizing the officer's relief quarters.

Building support services are provided to the CBP by GSA. GSA maintains the electrical, mechanical, LAN, and exterior services. The onsite GSA personnel utilizes an office for private contractual discussions. The GSA requires a storage room for materials and an equipment shop. They also require outdoor equipment storage.

#### **4.2.4.2 Main Building Inspection and Detention Areas**

Adjacent to the officers' work areas are the inspection areas. There is one hi-lo booth located on the outgoing side (to Canada). For the vehicles inbound from Canada, there are 4 hi-lo inspection booths. The first three interior booths are sized in width and height so they can all accommodate cars, busses, and 18-wheeler trucks. The officers should have direct access and visibility from their work area to the booths. A canopy will cover all the inspection areas and booths except for the fourth booth. At the fourth booth, the canopy will not extend past the inspection booth to accommodate super large items, such as houses. Past the initial inspection booths is the secondary inspection area, for travelers pending further processing by the CBP. This area contains an enclosed

inspection garage where cars, buses, and trucks can pull in for additional inspection. There will be tables to conduct additional baggage searches. In addition to the enclosed inspection garage, the secondary inspection area will also have enclosed parking for government vehicles. A loading dock will be located within the secondary inspection area. Near the secondary inspection area will be Non-enclosed Parking for government vehicles.

The secondary waiting room will also serve as the entrance to the detention suite. The detention suite is used for travelers who are considered high-risk to the officers and the traveling public. This area will provide a room for interviews, one for searches, an identification room and holding suites. The officers access this area multiple times an hour when someone is in holding, so consider easy access the suite from their work areas. These areas will also require microphones, security surveillance, and other security standards for facilities holding detainees.

#### 4.2.4.3 Secondary Inspection – Commercial and Non-Commercial

#### 4.2.4.4 APHIS Administration and Support

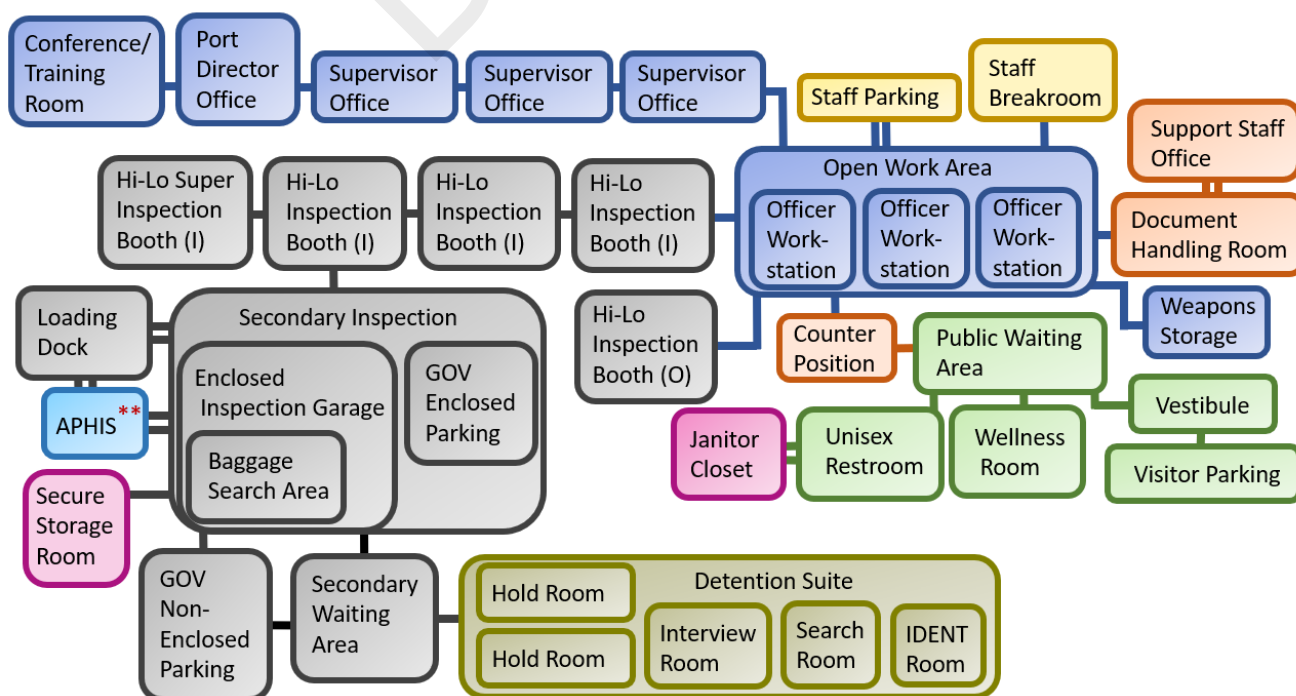
Beyond the primary inspection area, is the APHIS facility. APHIS operates separately from the CBP, but there are benefits to their shared adjacency. The loading dock in the secondary inspection area will be shared by APHIS and the CBP. The APHIS staff will access the facility via an entry vestibule. The staff work area includes a reception area, work area, and laboratory. For visitors, a waiting area and adjacent restroom is provided. Building support spaces include an inspection equipment storage and a server room.

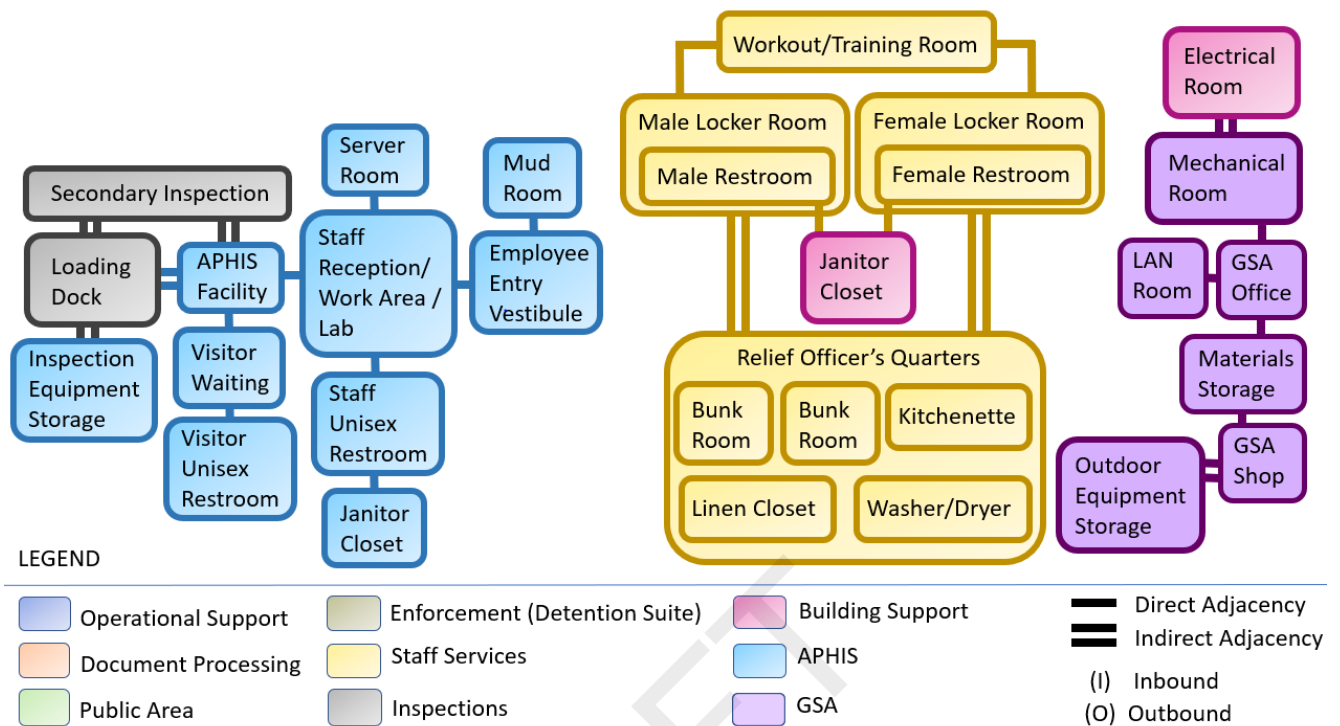
#### 4.2.4.5 GSA Operations and Facility Maintenance

### 4.2.5 Detailed Program and Agencies

Based upon meetings with GSA, NSF, and USGS representatives, the following programmatic spaces and agencies have been identified for the replacement NSF-ICF. For additional detailed information on all program spaces, refer to **Error! Reference source not found.** – Room Data Sheets.

#### 4.2.5.1 Room Adjacencies





Note: The above diagram highlights the direct and indirect adjacencies between the room types within the building. The rooms also correspond with the Room Data Sheets in Appendix H and area reproduced in larger format in Appendix X.

#### 4.2.6 Program Spaces Eliminated

Based upon meetings with GSA, CBP, the following rooms were removed from the GSA SPR-POR LPOE Tool for the Dunseith LPOE:

- **Non-commercial Inbound Inspection Lanes, Booth, and Canopy:** Primary, Non-commercial Inspection Booth
- **Operational Support:** Homeland Security Data Network
- **Document Processing:** Trusted Traveler Interview Room, Weapons Secure Storage, Digital Imaging Equipment Room
- **Support Areas:** Supplemental LAN (SLAN) Room, Intermediate Distribution Frame (IDF)
- **Staff Services:** Small Break Room, Lactation Support Room
- **Non-commercial Secondary Inspection Garage:** Screened Inspection Bay, TECS/Communication Workstation
- **Outbound Inspection Booth and Canopy:** Primary Non-commercial Inspection Booth (Outbound), Primary Canopy (Outbound)
- **Commercial Inspection Area:** ALL Rooms EXCEPT Agricultural Lab (Medium), Agricultural Disposal Room, and Commercial Dock Unloading Area
- **NII Inspection Areas:** All Rooms

#### **4.2.7 Accessibility**

The intent of the new Dunseith LPOE facility is to provide a workspace that accommodates all employees and visitors.

### **4.3 Mechanical and Plumbing**

#### **4.3.1 General**

The following information outlines both a reference description of the existing equipment to ultimately be removed during new facility phased construction and a general description of the materials and design concepts that will comprise the HVAC systems for the new Dunseith LPOE. A 2019 Feasibility Study and referenced 2017 Facility Assessment were a basis for understanding existing structures and systems.

#### **4.3.2 Existing Systems**

##### **4.3.2.1 Main Building**

Without the availability of natural gas service on site, two 140-Mbh atmospheric boilers located in the basement will produce heating hot water utilizing propane. Five tanks located NE of the primary building store the fuel. Heating water at approximately 180 deg F. is pumped through a piping loop around the perimeter of the building serving fin-tube convectors. Local zone thermostats modulate zone valves on the baseboard to maintain space temperature. The boilers were installed in 1995 and operates with various accessories including compression tank, chemical pot feeder, and glycol feeder to maintain a propylene glycol solution in the heating water of approximately 30%. Vents extend from the boilers up through a first-floor chase and terminate above the roof.

A direct-expansion (DX) air handler is located within the attic to provide approximately 5-tons cooling and 500 CFM ventilation air. The remote condensing unit for the DX system is located on-grade on the north side of the building. Supply air is ducted from the unit to ceiling-mounted air devices.

Other minor equipment and conditions include:

- Single 250 CFM centrifugal exhaust fan serving the interior restrooms.
- Single 350 CFM centrifugal exhaust fan serving the exterior-access public restrooms.
- Two hot-water cabinet unit heaters serve the entry vestibules and observation lobby.
- 2-ton DX packaged rooftop unit dedicated to an exterior guard station.
- Small ductless split-system serving a small server rack.

Domestic water is provided from International Peace Garden (IPG) wells pumped to underground storage tanks on site and then on to the building for use. Sanitary sewer is collected from the main building and routed by gravity drain through PVC mains to a lift station east of the primary inspection building. This lift station discharge is routed to a lagoon on the Canadian side of the border by way of an 8-inch PVC line.

Plumbing systems consist of domestic hot and cold water supply to the restrooms and sanitary waste collection piping to the septic field. A 30-gallon tank-type electric water heater provides hot water to sink, lavatory, and janitorial fixtures, along with a single eyewash fixture. Storm water is routed by gutters to downspouts and discharged directly to grade.

Local specialty equipment includes a package water filter assembly serving the smaller kitchen sink and a portable water cooler. A shower is adjacent to a commercial grade single basin stainless steel sink with combination faucet/sprayer and disposer.



#### **4.3.2.2 Secondary Inspection Garage**

Space heating consists of propane-fired radiant tube heating equipment suspended below the roof with no other means of comfort conditioning.

This building contains no plumbing services.

#### **4.3.2.3 Cold storage, GSA Maintenance Office and USDA APHIS Buildings**

There are no mechanical systems conditioning the cold storage facility. GSA Maintenance was originally constructed as a residence, now occupied with minimal administrative staff, heated by propane-fired boiler through baseboard convectors. The APHIS site trailer is constructed as a modular building with two dedicated unitary HVAC systems.

The buildings contain no known plumbing services.

### **4.3.3 Design Criteria, Codes, and Standards**

At a minimum, the following codes and standards apply to the HVAC components for this project. Please note, the Contractor will use the latest editions of the code and standards at the time of contract award:

- GSA PBS P-100, Facilities Standards for the Public Building Service, October 2021
- International Building Code (IBC), 2018
- International Mechanical Code (IMC), 2018
- International Plumbing Code (IPC), 2018
- International Energy Conservation Code (IECC), 2018
- Applicable NFPA Standards
- ASHRAE Standards 90.1, 55, 62.1 taking into consideration 135 and 189.
- Sheet Metal and Air Conditioning Contractors' National Association (SMACNA) Standards
- Applicable Unified Facilities Criteria (UFC)

#### **4.3.4 HVAC Basis of Design Summary**

The HVAC systems must be designed for compliance with the referenced Design Criteria/Standards. The general project scope includes an initial assessment of viability for a variety of new HVAC systems and equipment to serve all areas, addressing specific requirements for each space type. Expectations will be further developed leading up to the 60% review.

Performance requirements for HVAC systems shall comply with applicable codes and ASHRAE standards and Federal energy efficiency standards. Operations and maintenance considerations will additionally be a high-priority consideration given the remote location and weather conditions anticipated at the site. Sustainable design elements, equipment, and operations are also a focus for federal installations. HVAC systems will be assessed relative to LEED and energy efficiency compliance to reduce the operational cost of the new facility. Refer to the Sustainable Design section for additional information and the LEED v4 BD+C New Construction project checklist in Appendix H.

In the interest of addressing the project's overall sustainable attributes, including energy and water savings, and reduced operating costs, the design team will seek opportunities for the project to exceed minimum code requirements, provided there is no significant cost impact or operational constraint. This primary building is anticipated to be the largest consumer of energy for the site. Energy modeling will be required to determine Net Zero Ready feasibility at this site.

Adequate service clearance shall be provided for all equipment for maintenance. The design shall consider the location of major equipment components to allow for their repair and replacement. Accessibility of valves, distribution piping or components, security risk, and ambient conditions exposure potential must be considered.

#### **4.3.4.1 Primary CBP Inspection Building**

HVAC system recommendations center around a ground-source geothermal configuration. This can be the source of primary heating and cooling when coupled with zoned vertical heat-pump indoor equipment or potentially radiant floor heating. Geothermal bore field depths and quantity will be investigated further following a test bore and soil information to be collected. Typical bores reach to depths of 50-500 feet and are spaced 25' apart to reduce thermal impacts of adjacent bores. Layout is dependent upon soil conditions and site access, along with building use profile. Distribution piping between bores and from the building mechanical equipment is buried at a depth below 8'. All distribution and bore piping exterior to the building is High-Density Polyethylene (HPDE). Since this is a heating dominant region, a supplemental condensing boiler system will be required to provide heat during times the ground-source field has reduced capacity.

As a system overall, this will include:

- Two variable-primary pumps and piping loop serving the building terminal equipment from exterior buried geothermal field piping loops and header.
- Two supplementary propane-fired condensing boilers (approx. 1,500 MBH) with two variable-primary pumps and a plate/frame heat exchanger, connected to the geothermal loop. Boilers can also serve dedicated special use equipment, such as cabinet heaters and radiant floor, with higher temperature water. Tanks storing approximately 20,000 gallons will store the fuel on site to be used in conjunction with the site emergency generator.
- Chiller or water-side economizing cooling tower providing supplementary cooling.
- Accessories including glycol feeders, expansion tanks, buffer tanks, control valves, venting, etc.

Variable Frequency Drives (VFDs) or Electrically Commutated Motors (ECM) will be specified based on motor size for AHUs to modulate fan supply airflow. VFD/ECM operation of pump motors will also allow speed reductions during part-load conditions and providing energy savings.

Provision of a high-low booth will require dedicated HVAC conditioning. This system will be a package heat pump with electric supplemental heating coil. Radiant heaters will be provided for overhangs and inspection drive lanes where personnel are stationed.

Alternative systems may include Dedicated Outdoor Air (DOA) units with energy recovery and Variable Refrigerant Flow (VRF) zone conditioning equipment.

#### **4.3.4.2 Secondary Inspection Building**

General space conditioning will not be provided for this secondary space. An exhaust fan will provide general exhaust during temporary vehicle entry and inspection. Radiant heaters will be provided adjacent to the pass-thru drive lanes for inspection personnel comfort. A heat pump split system and electric supplementary coil may be used to condition occupied office space, as included.

#### **4.3.4.3 Commercial Inspection and APHIS**

Provision of a high-low booth will require dedicated HVAC conditioning. This system will be a package heat pump with electric supplemental heating coil. Radiant heaters will be provided for overhangs and inspection drive lanes where personnel are stationed. Specialty exhaust will be provided to accommodate animal holding areas and air handling equipment to provide the replacement ventilation.

#### **4.3.5 Building Automation System**

Provide a Building Automation System (BAS) system with graphical interface to allow equipment monitoring and control, designated remote access, and optimization of facility energy usage. Provide real-time access to remotely monitor the BAS system using a web browser and BACnet communication within the facility.

Monitor and control all HVAC systems, equipment, and sensors. Additionally, monitor all major energy systems, including primary electric, emergency power, uninterruptible power, and lighting. Provide submeters for each installed utility. Coordinate submeter make and model requirements with owner and integrate submeters into the BAS.

#### **4.3.6 HVAC Commissioning**

Commissioning shall be completed for applicable HVAC and Plumbing systems. This effort is completed by a third-party firm and includes:

- Equipment startup checklists
- Functional testing
- BAS integration verification; review of sequences, schedules, trending, and alarms.
- Owner training for all HVAC systems

#### **4.3.7 Plumbing Systems**

New plumbing systems must be designed for compliance with the referenced Design Criteria/Standards. The general scope of the plumbing systems for the project varies by building space needs described below.

Water distribution within the building will be limited to 80 psi in its static condition. A pressure reducing valve is not anticipated due to the well provision and site water storage configuration. A booster pump may be required for the site or specific to each building with further investigation of the existing well condition and water pressures available. Water quality has not been identified as a concern. Water softening or treatment requirements are not anticipated.

##### **4.3.7.1 Primary CBP Inspection Building**

As the primary occupied and administrative space on the site, this building will require complete domestic water and sewer systems. Wastewater currently flows toward Canada with an unofficial agreement that Canada accepts the wastewater from the current station, described in existing conditions above. The LEED Innovation credit discussed in the Sustainable Design section recommends use of foam flush composting toilets and waterless urinals.

- a) Central tank-type water heating systems, either integral tank storage or instantaneous heaters with secondary storage tanks. Approximately 200-gallon capacity. These will include electric heating elements, circulation pumps, and recirculation piping.
- b) General restroom plumbing fixtures including:
  - Foam flush composting toilets support LEED Innovation credits
  - Pressure-assist tank-type water closets utilizing a maximum 1.28 gpf are an alternative
  - Waterless urinals support LEED Innovation credits
  - Urinals utilizing a maximum 1.0 gpf are an alternative
  - Wall-hung lavatories and carriers utilizing a maximum of 0.5 gpm
- c) Shared and public fixtures including:
  - Break room sink utilizing a maximum 2.2 gpm
  - Locker room showers utilizing a maximum 2.0 gpm
  - Kitchenette water connection boxes for refrigerators or countertop equipment
- d) Specialty fixtures including:
  - Janitor mop service basins utilizing unrestricted faucet flow with integral vacuum breakers.
- e) Gravity sanitary drainage collected and routed to existing PVC sanitary mains for collection at the ejector pit to remain. Drainage will be required from:
  - Locker room floor drains and showers
  - Kitchenette and breakroom fixture drains
  - Restroom group fixture connections

- Condensate drainage collected from ductless split-systems, DX cooling central air handling equipment, or boiler flue condensate

#### **4.3.7.2 Secondary CBP Inspection Building**

This structure will not contain domestic water service or plumbing fixtures and equipment.

#### **4.3.7.3 Commercial Inspection and APHIS**

This structure will require domestic cold water and drainage to accommodate temporary housing and management of animals. Electric 30-gallon tank-type water heating is recommended within the building in place of hot water provided from the PIB to the north. Gravity sanitary drainage collected and routed to existing PVC sanitary mains for collection at the ejector pit to remain. Drainage will be required to address animal relief or washdown and sanitation activities.

### **4.4 Electrical/Telecommunications/Audio-Visual**

#### **4.4.1 General**

The Data Sheets have been developed for specific requirements for each space type in Appendix H.

The following information provides a general description of the materials and design concepts that will comprise the electrical and low voltage systems for the new NSF-ICF.

The following information outlines both a reference description of the existing equipment to ultimately be removed during phased construction of the new facility and a general description of the materials and design concepts that will comprise the systems for the new Dunseith LPOE.

#### **4.4.2 Existing Systems**

Electrical power is provided by North Central Electric Cooperative, Inc. (NCECI) in Bottineau, ND. Existing electric utility service lines run underground along the east side of the site, parallel to the existing storage and housing units, and underground service connections extend to the existing main building, storage, and housing units.

##### **4.4.2.1 Main Building**

The electrical service consists of an underground system that feeds safety switches and distribution panelboards. Fluorescent and incandescent lighting is provided for interior lighting and incandescent and light-emitting diode (LED) lighting is provided on the exterior.

##### **4.4.2.2 Secondary Inspection Garage**

Electrical service consists of an underground system that feeds a 60-amp distribution panelboard. Fluorescent and LED lighting is provided for interior lighting and wall mounted high-intensity discharge (HID) lights are provided on the exterior.

##### **4.4.2.3 Cold Storage**

Electrical service consists of an underground system that feeds a 100-amp distribution panelboard and a 25KW generator. The interior lighting is incandescent.



### **4.4.3 Design Criteria, Codes, and Standards**

Electrical power, lighting, and communications systems must be specifically designed to meet Local Authority codes and regulations. The facility's electrical systems shall meet all the defined performance objectives of the project at full-load and part-load conditions that are associated with the projected occupancies and modes of operation.

At a minimum, the following codes and standards apply to the electrical and low voltage systems features for this project. Please note, the Contractor will use the latest editions of the code and standards at the time of contract award:

- GSA PBS P-100, Facilities Standards for the Public Building Service, October 2021
- IBC, 2018
- ASHRAE Standards 90.1
- Applicable NFPA Standards
- International Energy Conservation Code (IECC), 2018
- NFPA 70, NEC, 2020 (Current locally adopted version)
- Illuminating Engineering Society, The Lighting Handbook – Tenth Edition

### **4.4.4 Basis of Design Summary**

The objective of this project is to build a new Dunseith LPOE. New electrical services should be established for these facilities in conjunction with the local utility company, North Central Electric Cooperative, Inc. (NCECI). The electrical usage for the Dunseith LPOE site is estimated to be 120kW. This is based on the square footages from the conceptual floor plans for each of the buildings. The CBP LPOE Design Standard requires a growth factor of 50 percent on the service size which equates to an estimated service size of 178kW for the site. It is recommended to select a 300kVA transformer with a 3-phase, 480-V secondary. This will feed a 480-V, 3-phase, 4-wire, 225-amp distribution panelboard at the Primary Inspection Building that would serve the entire facility. The electrical and low voltage systems must be designed for compliance with the referenced Design Criteria/Standards.

Coordination with NCECI is required for additional service and any possible relocation of existing lines located on the existing GSA owned properties. The electrical and low voltage systems must be designed for compliance with the referenced Design Criteria/Standards.

### **4.4.5 Power Distribution**

The electrical distribution system shall be comprised of two separate and distinct sub-systems: essential power and critical power.

#### **4.4.5.1 Generator Emergency/Stand-By Power**

In accordance with the CBP LPOE Design Standard, a minimum of two generator units shall be provide and sized to supply the entire facility load with a 25 percent growth factor. Two, propane generators with an estimated rating of 150kW are recommended with a propane tank supplying the facility with more than 7 days of continuous runtime. An automatic transfer switch will be provided upstream of the distribution panelboard to transfer the entire facility load to the generator in the event of a utility power outage. A resistive load bank is required by the CBP LPOE Design Standard to provide a means of periodic load testing for the generator.

In the event the generator does not engage, an uninterruptable power supply (UPS) shall feed critical and life-safety loads for the facilities with a 25 percent growth factor. The UPS system shall include a minimum one-hour battery backup.

#### 4.4.6 Lighting and Controls

The lighting system for the new Dunseith LPOE shall be designed to conform to the illumination level standards as set by the Illuminating Engineering Society Handbook - Tenth Edition. Interior lighting shall be LED. The lighting design should meet illumination standards per this UFC and should not exceed the maximum lighting power allowance given in ASHRAE 90.1. Lighting controls, such as vacancy or occupancy sensing, multilevel switching, and time switch controls should provide occupant control and satisfy applicable energy standards. Luminaire layout and locations should be coordinated with other equipment and not interfere with operations.

Site and exterior lighting shall also be LED and designed to address contrast, uniformity, glare, and dark sky requirements. The use of dimming, multi-level switching, and zoning reduces energy use, providing increased illuminance only where and when it is needed.

Light Emitting Diode (LED) luminaires shall meet the following performance requirements:

- Minimum 50,000-hour life rated using IES LM-80-2008 testing
- Photometric testing using IES LM-79-2008 testing
- 4000K and/or 5000K color temperature with 85+ CRI
- 5-year minimum warranty
- Designed for use at -40 °F

LED drivers shall meet the following performance requirements:

- Minimum efficiency of 85%
- Total harmonic distortion - 20% or lower
- Power factor of .9 or above
- Dimmable with 0-10 volt control signal<sup>1</sup>
- 5-year minimum warranty
- Designed for use at -40 °F

See chart below for lighting matrix for different room/area within the facility.

Building Area	Lighting Level Average Maintained (Foot-Candles)
Offices	30-40
Booths	25-30
Storage	20-30
Corridors	10-20
Exterior Inspection Point – Covered	50
Exterior Inspection– Uncovered	20

#### **4.4.7 Telecommunications**

Telecommunications - To be developed through 60% OPR

#### **4.4.8 Design Approach**

A project and site-specific foundation and framing systems and design will be based on the recommendations noted by the design of the building and existing site conditions.

#### **4.4.9 Design Criteria, Codes, and Standards**

The design of the new Dunseith LPOE shall follow the latest GSA P-100 Facilities Standard and all referenced codes within the standard. The structural design shall conform to the edition of the following codes and standards required by the authority having jurisdiction:

- International Building Code (IBC)
- ASCE 7, Minimum Design Loads for Buildings and Other Structures
- ACI 318, Building Code Requirements for Structural Concrete
- ACI 360R, Guide to Design of Slabs-on-Ground
- AISC 360, Specification for Structural Steel Buildings
- AISC 341, Seismic Provisions for Structural Steel Buildings
- TMS 402/602, Building Code for Masonry Structures
- ANSI/AWC NDS, National Design Specification for Wood Construction

#### **4.4.10 Building Framing**

##### **4.4.10.1 Existing Framing System**

100% demolition of the existing structures are the intent. All demolition materials adhere to LEEDv4 Gold standards for removal and recycling procedures and recording.

##### **4.4.10.2 New Framing System**

To be developed through 60% OPR

##### **4.4.10.3 Lateral Stability**

To be developed through 60% OPR

#### **4.4.11**

##### **4.4.11.1 Existing Foundation System**

100% demolition of the existing structures is the intent. All demolition materials adhere to LEEDv4 Gold standards for removal and recycling procedures and recording.

##### **4.4.11.2 New Foundation System**

A project-specific geotechnical investigation for the proposed site will be required. The foundation systems and design will be based on the recommendations noted in the final geotechnical report which will be signed and sealed by a Professional Engineer registered in the State of North Dakota.

#### **4.4.12 Design Loads and Design Criteria**

##### **4.4.12.1 Dead Loads**

According to ASCE 7-16, dead loads consist of the weight of all materials of construction incorporated into the building including, but not limited to, walls, floors, roofs, ceilings, stairways, built-in partitions, finishes, cladding, and other similarly incorporated architectural and structural items and fixed service equipment, including any material handling systems.

##### **4.4.12.2 Live Loads**

Live loads shall be based on the maximum loads expected by the intended use or occupancy of each room and at a minimum in compliance with ASCE 7 Table 4.3.1 Minimum Uniformly Distributed Live Loads and Minimum Concentrated Live Loads.

##### **4.4.12.3 Seismic Loads**

The seismic design criteria per ASCE 7 Chapter 11 are as follows:

Mapped spectral response acceleration at short periods, $S_s$	= 0.044g
Mapped spectral response acceleration at a period of 1s, $S_1$	= 0.017g
Seismic Site Class	= D (default)
Design spectral response acceleration at short periods, $S_{DS}$	= 0.047g
Design spectral response acceleration at a period of 1s, $S_{D1}$	= 0.028g
Seismic Design Category	= A

##### **4.4.12.4 Wind Loads**

The wind loads will be determined in accordance with ASCE 7 Chapters 26-30. The ultimate design wind speeds as a function of the Risk Category are as follows:

Risk Category I	= 102 mph
Risk Category II	= 110 mph
Risk Category III	= 117 mph
Risk Category IV	= 122 mph

##### **4.4.12.5 Snow Loads**

The ground snow load,  $p_g$ , is 50 psf.

##### **4.4.12.6 Deflections**

Deflections of load-bearing structural elements due to gravity and lateral forces will be limited as described in IBC 1604.3 Serviceability. Story drifts are to be limited per ASCE 7 12.12-1 Allowable Story Drifts for seismic effects and a height-to-drift ratio of at least 500 for wind effects.

## **4.5 Fire Protection**

### **4.5.1 General**

The following information provides a general description of the materials and design concepts that will comprise the fire protection/life safety systems for the new Dunseith LPOE. The primary goal of these requirements shall be to protect human life from a fire event and second, to protect the security of the facility, operations of the facility, and government property.

### **4.5.2 Existing Systems**

Fire water storage or a reliable supply for fire protection will be required to accommodate the new LPOE structures.

#### **4.5.2.1 Main Building**

The one-story building consists of a concrete masonry unit (CMU) wall structure with a partial basement. The main building is provided with a Fire Alarm Control Panel with detection throughout most areas. Exit signs, pull stations, horn/strobes, and emergency lights are provided. None of the buildings are provided with sprinkler protection.

#### **4.5.2.2 Secondary Inspection Garage**

The facility is a non-sprinklered one story building of light noncombustible construction that is detached from the Cargo Building. No fire alarm system is provided.

#### **4.5.2.3 Security Holding Area**

The one-story building consists of wood frame with wood truss and shingled roof on a concrete slab. It is not heated. It is separated an adequate distance from other buildings at this site. No fire alarm system is provided in this building. The building is non-sprinklered.

### **4.5.3 Design Criteria, Codes, and Standards**

At a minimum, the following codes and standards apply to the fire protection and life safety system features for this project. Note, the Contractor will use the latest editions of the code and standards at the time of contract award:

- P100, Facilities Standards for the Public Building Service, October 2021
- IBC, 2018
- NFPA 1, Fire Code, 2018
- NFPA 10, Standard for Portable Fire Extinguishers, 2018
- NFPA 13, Standard for the Installation of Sprinkler Systems, 2019
- NFPA 14, Standard for the Installation of Standpipe and Hose Systems, 2019
- NFPA 20, Standard for the Installation of Stationary Fire Pumps for Fire Protection, 2019
- NFPA 22, Standard for Water Tanks for Private Fire Protection, 2021
- NFPA 24, Standard for the Installation of Private Fire Service Mains and Their Appurtenances, 2019
- NFPA 30, Flammable and Combustible Liquids Code, 2021
- NFPA 37, Standard for the Installation and Use of Stationary Combustion Engines, 2021
- NFPA 110, Standard for Emergency and Standby Power Systems, 2019
- NFPA 70, National Electric Code (NEC), 2020
- NFPA 72, National Fire Alarm and Signaling Code, 2019
- NFPA 76,
- NFPA 80, Standard for Fire Doors and Other Opening Protectives, 2019



- NFPA 90A, Standard for the Installation of Air-Conditioning and Ventilating Systems, 2018
- NFPA 101, Life Safety Code, 2018
- NFPA 150, Fire and Life Safety in Animal Housing Facilities Code, 2019
- NFPA 220, Standard on Types of Building Construction, 2018
- NFPA 291, Recommended Practice for Fire Flow Testing and Marking of Hydrants, 2022
- NFPA 400, Hazardous Materials Code, 2019
- NFPA 750, Standard on Water Mist Fire Protection Systems, 2022
- NFPA 1142, Water Supplies for Suburban and Rural Fire Fighting, 2020
- NFPA 2001, Standard on Clean Agent Fire Extinguishing Systems, 2018

#### **4.5.4 Basis of Design Summary**

The objective of this project is to build a new Land Port of Entry (LPOE) facility. The facility is intended to be in operation 365 days a year with 24-hour continuous operation. The winter environmental conditions can be severe, so any fire suppression systems exposed to the environment must be considered for freezing and icing over which could prevent operation. The facility is expected to be constructed of no less than Category II-B construction. The design of the facility will include large extended aprons providing environmental protection to the occupants and visitors.

The fire protection systems' main objectives will be to ensure protection of the occupants and secondarily protection of the structure. In order to provide protection and notification the fire suppression and fire detection system are required to be designed aesthetically pleasing so as not to obscure the architectural attributes while providing a high level of safety. Due to the multiple occupancies, available water supplies, and the wide environmental band, several different types of fire suppression systems are to be considered, such as; water based, clean agent, and water mist technologies. The building may require MNS because of the total occupancy calculated for the area or if the occupancy is greater than 11 or more DoD personnel and with a population density greater than one person per 430 gross square feet (40 gross square meters).

**To be further developed for 60% review**

#### **4.5.5 Life Safety/ Building Code Analysis**

##### **4.5.5.1 Occupancy/ Use Classification**

In accordance with IBC Use classification will be B, Business and S, Storage. All auxiliary spaces will be subject to this classification.

**To be further developed for 60% review**

##### **4.5.5.2 Fire Resistance Requirements**

The requirements of the IBC will be followed to determine the permitted types of construction, except as modified by the UFC. Exceptions for specific occupancies are listed in Chapter 4 of UFC 3-600-01. Building 1 facility will be designed and constructed in conformance with UFC 3-600-01 and UFC 1-200-01. Based on IBC Table 601, the building is Type II-B construction and Type II (0,0,0) in accordance with NFPA 220.

In accordance with UFC 3-600-01, the IBC fire-resistance requirements for permanent partitions do not apply to interior non-load bearing partitions (other than occupancy separation). For fire-resistance ratings of interior non-load bearing partitions, this project will comply with the LSC, which refers to NFPA 220 for building construction.

The following information assumes a minimum building construction of Type II-B in accordance with IBC Table 601 and Type II (0, 0, 0) in accordance with the LSC and NFPA 220.

Table 5.5.5.2 Fire Resistance-Rated Construction Requirements

BUILDING ELEMENT	REQUIREMENT	CODE REFERENCE
Primary Structural Frame	0 Hour	IBC Table 601
Floor Construction and Associated Secondary Members	0 Hour	IBC Table 601
Roof Construction and Associated Secondary Members	0 Hour	IBC Table 601
Walls		
Exterior Bearing Walls	0 Hour	IBC Table 601
Interior Bearing Walls	0 Hour	IBC Table 601
Exterior Non-Bearing – Based on Fire Separation Distance i. Greater than 10 feet from imaginary property line	0 Hour	IBC Table 602
Storage (Mech., Elec., Telecom, Janitor)	1 Hour	IBC Table 508.4
Where LSC permits fire sprinkler protection without a fire barrier, the incidental use area must be separated by construction resisting the passage of smoke. The smoke partition must extend from the floor to the underside of the roof deck above.	Smoke Partition	LSC Section 8.7.1.2

#### 4.5.5.3 Allowable Floor Area and Building Height

##### To be further developed for 60% review

The allowable floor area and building height limitations will comply with IBC Section 508.3. The building will comply with the most restrictive limitations for the occupancy groups under consideration. The following information assumes a minimum building construction of Type II-B in accordance with IBC Table 506.2 for sprinklered construction.

Permitted Area: 69,000 SF\*

Actual Area: Building: XXXXXX Gross SF

\*Business Group B occupancy is the most restrictive.

The building will comply with the height and number of story restrictions for a Business Group B occupancy in accordance with IBC Tables 504.3 and 504.4 for sprinklered construction.

Permitted Height: 75 feet and 4 stories\*

Actual Height: XX feet and X story

\*Business Group B and Storage Group S-2 occupancies are the most restrictive.

#### 4.5.6 Interior Wall and Room Finish

In accordance with P100, Section 7.2 and 1.4.2, wall and ceiling finishes and movable partitions must conform to the requirements of IBC, Chapter 8.

	Group S (Non-sprinklered)	Code Reference
Exits	Interior Wall and Ceiling Finish: A or B or C (0-75)	Table A.10.22
Exit Access Corridors and Other Exit Ways Table A.10.22	Interior Wall and Ceiling Finish: A or B or C (0-75)	Table A.10.22
Rooms and Other Spaces	Interior Wall and Ceiling Finish: A or B or C (0-200)	Table A.10.22
	Group I (Sprinklered)	Code Reference
Exits	Interior Wall and Ceiling Finish: A or B (0-75)	Table A.10.22
Exit Access Corridors and Other Exit Ways Table A.10.22	Interior Wall and Ceiling Finish: A or B (0-75)	Table A.10.22
Rooms and Other Spaces	Interior Wall and Ceiling Finish: A or B or C (0-200)	Table A.10.22
	Group B (Sprinklered)	Code Reference
Exits	Interior Wall and Ceiling Finish: A or B or C (0-75)	Table A.10.22
Exit Access Corridors and Other Exit Ways Table A.10.22	Interior Wall and Ceiling Finish: A or B or C (0-75)	Table A.10.22
Rooms and Other Spaces	Interior Wall and Ceiling Finish: A or B or C (0-200)	Table A.10.22
	Group A (Non-sprinklered)	Code Reference

Exits	Interior Wall and Ceiling Finish: A or B or C (0-75)	Table A.10.22
Exit Access Corridors and Other Exit Ways Table A.10.22	Interior Wall and Ceiling Finish: A or B or C (0-75)	Table A.10.22
Rooms and Other Spaces	Interior Wall and Ceiling Finish: A or B or C (0-200)	Table A.10.22
	<b>Group R (Sprinklered)</b>	<b>Code Reference</b>
Exits	Interior Wall and Ceiling Finish: A or B or C (0-75)	Table A.10.22
Exit Access Corridors and Other Exit Ways Table A.10.22	Interior Wall and Ceiling Finish: A or B or C (0-75)	Table A.10.22
Rooms and Other Spaces	Interior Wall and Ceiling Finish: A or B or C (0-200)	Table A.10.22

#### 4.5.7 Means of Egress

The means of egress will be designed in accordance with NFPA 101, IBC, and P-100.

To be further developed for 60% review

##### 4.5.7.1 Occupant Load Calculations

To be further developed for 60% review

Use of Space (Sprinklered)	Occupant Load Factor	Code Reference
Assembly	15	Table 7.3.1.2
Business	150	Table 7.3.1.2
Storage (S-1)	500	Table 7.3.1.2
Residential	200	Table 7.3.1.2
Detention	120	Table 7.3.1.2

sf/occ -

The maximum number of occupants is based on the probable number of occupants, or the calculated occupant load utilizing the occupant load factor for each occupancy or use area, whichever is greater in accordance with NFPA 101.

##### 4.5.7.2 Egress Capacity Per Occupant Served

To be further developed for 60% review

Building Component	Requirement	Code Reference
Assembly		

in/occ -

The width, in inches, of any component in the means of egress system will not be less than the product determined by multiplying the total occupant load served by such component by the applicable factor set forth in NFPA 101 Table 7.3.3.1 or the minimum clear width for such components of the means egress allowed by the NFPA 101, whichever is greater.

Not less than two exits will be provided and accessible from every part of every story for all New Business, Industrial, and New Storage occupancies per NFPA 101, Section 38.2.4.1 (New Business), and NFPA 101, Section 40.2.4.1.1 (Industrial), and Section 42.2.4.1 (3) (New Storage).

All portions of the exits and exit paths will be further evaluated for compliance by the awarded Fire Protection Engineer (FPE).



## Provided

All portions of the exit access for the NSF-ICF and support areas will be further evaluated for compliance by the awarded FPE with the more restrictive maximum travel distance, common path of travel, and dead-end corridor limits established by NFPA 101.

### 4.5.7.6 Doors

Item	Requirement	Code Reference
Width (Minimum) Required		
Minimum Door Width Provided		
Width (Maximum) Allowed		
Side hinged and swing in the direction of exit travel when serving an occupant load greater than 50 persons		
Doors opening into a path of egress will not reduce the required width of less than 1/2 the required minimum width of an aisle, corridor, passageway, or landing during the course of travel. When fully opened, the door has not more than 7-inches of projection into the required width		
Doors must be readily operable from the egress-side without the use of a key or special knowledge		

### 4.5.7.7 Egress through Intervening Rooms

To be developed in the 60% Owner's Program of Requirements Submittal

### 4.5.7.8 Marking and Means of Egress Illumination

The means of egress will be marked in accordance with Section 7.10 of the LSC. Exit signs must have lettering on an opaque background. Exit signs will be internally illuminated, Light Emitting Diode (LED) type. Emergency and exit lighting will be provided as required by the LSC. The means of egress must be illuminated any time the building is occupied with a light having an intensity of not less than 1 ft-candle, measured at the floor level. The minimum illumination required during conditions of stair use must be at least 0 ft-candle measured at the floor level. The required illumination must be arranged such that the failure of any single lighting unit does not result in an illumination level of less than 0.2 ft-candle in any designated area. Emergency lighting will be provided for a minimum of 1.5 hours. Emergency lighting provides an initial illumination level that is not less than an average of 1 ft-candle and at any one point not less than 0.1 ft-candle measured at the floor level. Exit signs will be provided at all exits, other than main exterior exit doors that are obviously and clearly identifiable as exits. Exit signs will be provided such that no point within an exit access corridor is in excess of the rated viewing distance or 100 feet, whichever is less, from the nearest sign.

### 4.5.7.9 Emergency Lighting

The means of egress will be marked in accordance with NFPA 101.

To be developed in the 60% Owner's Program of Requirements Submittal

## 4.5.8 Fire Sprinkler Systems

A new fire sprinkler system will be designed in accordance with NFPA 13 and provide coverage throughout all of the facilities. Based upon the available water supply a fire pump may be required and installed in accordance with NFPA 20.

To be developed in the 60% Owner's Program of Requirements Submittal

Sprinkler System Design Criteria				
Rooms/Areas Protected	Occupancy Classification			Minimum Sprinkler K-factor
			Minimum Sprinkler Density/Area	Hose Stream Allowance/Duration

SF – square feet

#### 4.5.9 Standpipe System

To be developed in the 60% Owner's Program of Requirements Submittal

#### 4.5.10 Water Supply Analysis

The new/modified fire sprinkler system will be supplied by an underground main from the International Peace Garden and/or supplements by a tank. The new fire protection water supply system will be designed in accordance with NFPA 22 and NFPA 24. In addition, to potentially require less of an available supply, some areas may be considered installation of a water mist system installed in accordance with NFPA 750.

To be developed in the 60% Owner's Program of Requirements Submittal

#### 4.5.11 Clean Agent Fire Suppression System

The installation of a clean agent system may be desired in areas of the new facility where the application of water could damage assets undesirably. The installation will be in accordance with NFPA 2001.

To be developed in the 60% Owner's Program of Requirements Submittal

#### 4.5.12 Portable Fire Extinguishers

In accordance with P100, Section 7.9.5, Portable fire extinguishers must be installed in accordance with the requirements in the IBC. Fire extinguishers shall be halocarbon clean agent fire extinguishers. The basis of design for the portable fire extinguishers is Chemours FE-13. Chemours FE-13 is ideally suited for cold environments. Its low boiling point (-115.7°F) permits use in temperature extremes ranging from -40 °F to 130 °F. Chemours FE-13 or equivalent shall be used for portable fire extinguishers.

#### 4.5.13 Fire Alarm

A fire detection system will be required to cover all areas of the new facility. Aa Mass Notification system may or may not be required based on the total occupancy of the facility. The new fire alarm panel will be in an accessible area. ...

Carbon Monoxide) (CO) monitoring is required in areas where fossil fuels are used for heating.

To be developed in the 60% Owner's Program of Requirements Submittal

## **4.6 Sustainable Design**

### **4.6.1 Design Criteria**

This project will be designed in accordance with the following criteria and other pertinent data that are incorporated herein. This list may not be complete, but includes the major references:

- a) Executive Order 13990 (20 January 2021)– Efficient Federal Operations (supersedes 13693, 2015)
- b) Executive Order 14057 (08 December 2021) - Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability
- c) Energy Independence and Security Act (EISA) of 2007 (Title 42, U.S. Code, Section 17094)

### **4.6.2 General**

The project will comply with GSA P-100, Facilities Standards for the Public Buildings Service, October 2021, as applicable. This project will be designed following sustainable design principles and will seek third party certification. LEED v4 BD+C New Construction Checklist; Gold Certification required

### **4.6.3 Energy Conservation**

GSA requires this facility is Department of Energy (DOE) NetZero Energy Ready and achieve a design Energy Use Intensity (EUI) reduction of 80% below the standard baseline building calculated using ASHRAE 90.1-2013 standards, when life cycle cost effective. The following items are included in the project as energy conservation measures:

- Building envelope, equipment efficiencies, controls, and lighting power density should comply with the minimum requirements of P-100.
- Use of energy star or Federal Energy Management Program (FEMP) designated equipment and products for all systems and equipment that use energy where they are commercially available
- LED lighting fixtures
- Lighting controls for interior and exterior lighting fixtures
- Variable frequency drives will be provided for AHUs to modulate supply airflow

Energy modeling will be provided. Systems Commissioning will be provided.

### **4.6.4 Third Party Certification**

Sustainable design will be incorporated to the maximum extent feasible, and according to a LCCA. Compliance with the GSA P-100, Facilities Standards for the Public Buildings Service, October 2021, is required for this project. This project will also pursue compliance with the US Green Building Council, LEED v4 BD+C New Construction. Management of the LEED compliance process with USGBC, includes facilitation with the requisite disciplines and splitting the LEED submittals between the Design Phase and the Construction Phase.

### **4.6.5 Sustainable Design and Construction Guidelines**

Sustainable design guidelines impact every aspect of a project's design and construction; from site selection, programming, design, and development, and estimating, to construction, and well into the operation of the building. These guidelines are an important part of a building's life cycle and vary from project to project. The following descriptions address this project's efforts to design and construct a project that complies with all applicable criteria. All LEED compliance methods will follow the requirements set forth in GSP P-100. The criteria listed below reflects the minimum aspects needed to comply with LEED. In the interest of further improving the project's overall sustainable attributes including additional energy and water savings, environmentally preferred materials, increased construction waste diversion, reduced operating costs, etc., the design team will seek

opportunities for the project to exceed the minimum requirements, provided there is no significant cost impact or other undesired outcome. Wastewater currently flows toward Canada with an unofficial agreement that Canada accepts the wastewater from the current station. We propose pursuing an Innovation credit for Indoor Water Use Reduction to minimize or eliminate wastewater outflows, by utilizing foam flush composting toilets and waterless urinals. Refer to for the LEED v4 BD+C New Construction project checklist in Appendix I.

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## **5. Appendixes**

**Appendix A. Specifications, Division 0 and 1**

**Appendix B. NEPA Report**

**Appendix C. Geotechnical/Structural Report**

**Appendix D. HAZMAT Survey**

**Appendix E. Preliminary Siting Development**

**Appendix F. Preliminary Building Planning/Adjacencies**

**Appendix G. Preliminary Building Development**

**Appendix H. Room Data Sheets**

**Appendix I. LEED v4 BD+C New Construction Checklist**

**Appendix J. Photographic Documentation**

**Appendix K. Conference Minutes/Project Correspondence**



## **Appendix A: Specifications, Division 0 and 1**

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O = Original Issue

REV = Revised

Blank = Future Issue

00001, Page 1 of 1  
Specifications List

## **Appendix B: NEPA report**

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U.S. General Services Administration

# Dunseith Land Port of Entry Modernization Project Draft Environmental Assessment

October 2022







## **EXECUTIVE SUMMARY**

The U.S. General Services Administration (GSA) Rocky Mountain Region (Region 8) has prepared this Draft Environmental Assessment (Draft EA) to assess and document potential impacts resulting from the Dunseith Land Port of Entry (Dunseith LPOE) Modernization Project (project). The Dunseith LPOE is located on U.S. Route 281, approximately 12 miles north of the town of Dunseith, North Dakota (project area). This Draft EA examines the impacts from potential improvements at the Dunseith LPOE, including site expansion (up to 2.31 acres), demolition, and new construction.

This Draft EA has been prepared pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended.

### **Purpose of and Need for the Project**

The Infrastructure Investment and Jobs Act (2021), also known as the Bipartisan Infrastructure Law, includes \$3.4 billion for GSA to undertake 26 major construction and modernization projects at LPOEs nationwide (GSA 2022a). Most of the country's LPOEs are outdated and long overdue for modernization. Most LPOEs operate at full capacity and have surpassed the needs for which they were originally designed.

The purpose of this project is to modernize and expand the Dunseith LPOE. The project is needed to address space constraints, inefficient traffic flows, and increasing inspection demands and traffic relative to what the Dunseith LPOE received when it was originally designed and constructed. The Dunseith LPOE facilities were constructed in the 1960s, are too small, and are served by an inefficient road design.

### **Alternatives Development**

Table ES-1 provides a summary and comparison of the alternatives analyzed in this Draft EA.

**TABLE ES-1. SUMMARY OF ALTERNATIVES**

Alternative A – Construct New Facilities (Proposed Action and Preferred Alternative)	Alternative B – Construct Smaller or Fewer Facilities	Alternative C – No Action
Incorporate sustainable, climate-resilient, cyber-secure, and operationally efficient design. Seek to meet or exceed energy and sustainability goals established by federal guidelines and policies, along with industry standard building codes and best practices.	Incorporate goals and objectives similar to Alternative A.	No change from existing.
Acquire 2.31 acres of land from the North Dakota Department of Transportation (NDDOT) to the south of the Dunseith LPOE.	Acquire 2.31 acres of land from NDDOT (the same as Alternative A).	No change from existing.
Demolish the existing Dunseith LPOE main building, inspection canopies, storage facilities, utility and paved areas, and other auxiliary buildings (including the U.S. Customs and Border Protection (CBP) cold storage building and U.S. Fish and Wildlife Service (USFWS) office building).	Demolish only the existing Dunseith LPOE primary inspection canopy, storage facilities, utility and paved areas, and other auxiliary buildings (including the CBP cold storage building and USFWS office building).	No change from existing.
Construct the following new facilities (total of about 42,000 sf): <ul style="list-style-type: none"> <li>• Main building and auxiliary buildings</li> <li>• Primary inspection canopy</li> <li>• Noncommercial secondary inspection canopy and hard inspection building adjacent to the main building</li> <li>• Commercial secondary inspection dock and nonintrusive inspection building</li> <li>• U.S. Department of Agriculture's Animal and Plant Health Inspection Service (APHIS) inspection facility with commercial vehicle staging</li> </ul>	Construct the following new facilities (total of about 13,000 to 15,000 sf): <ul style="list-style-type: none"> <li>• Expand the main building; the expansion would be attached or adjacent to the existing main building; renovate and reuse the existing Dunseith LPOE main building</li> <li>• Noncommercial secondary inspection canopy and hard inspection building adjacent to the main building</li> <li>• Commercial secondary inspection dock and nonintrusive inspection building</li> <li>• APHIS inspection facility with commercial vehicle staging</li> </ul>	No change from existing.
Construct better inspection capacity and traffic flow through the following improvements: <ul style="list-style-type: none"> <li>• Construction of four new primary inspection lanes (three of which would be covered)</li> <li>• Realignment of the primary inspection lanes and rearrangement of commercial vehicle staging areas</li> <li>• Improvements to vehicle circulation such as the addition of a lane that would route northbound vehicles around the east side of the facility</li> </ul>	Construct better inspection capacity and traffic flow, similar to Alternative A.	No change from existing.

Alternative A – Construct New Facilities (Proposed Action and Preferred Alternative)	Alternative B – Construct Smaller or Fewer Facilities	Alternative C – No Action
Upgrade utilities by increasing utility capacity for electrical; plumbing, water supply, and sanitary waste; stormwater detention; mechanical; and fire protection to accommodate the site reconfiguration.	Upgrade utilities and infrastructure to have similar capacity as Alternative A.	No change from existing.

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## Environmental Consequences

Table ES-2 provides a summary of potential impacts for each alternative analyzed in this Draft EA.

**TABLE ES-2. SUMMARY OF POTENTIAL IMPACTS**

Resource	Alternative A Impacts	Alternative B Impacts	Alternative C Impacts
Geology, Topography, and Soils	Impacts on soils (previously disturbed and undisturbed) would be about 8.5 acres under Alternative A. Construction activities may expose the project area soils to wind and erosion, resulting in a short-term minor impact on soils. Installation of a geothermal system would result in long-term site-specific minor adverse impacts on geology, topography, and soils, as well as water quantity and quality.	Impacts on soils (previously disturbed and undisturbed) would be about 7 acres under Alternative B. Construction activities may also expose project area soils to wind and erosion, resulting in a short-term minor impact on soils. Installation of a geothermal system would result in long-term site-specific minor adverse impacts on geology, topography, and soils, as well as water quantity and quality.	None
Vegetation and Wetlands	Impacts on vegetation and wetlands (previously disturbed and undisturbed) would be about 8.5 acres under Alternative A. Long-term site-specific adverse effects on vegetation and wetlands from grading activities would disturb vegetation; however, the effects would be minor because the activities would be mainly in existing previously developed areas. The quantity of wetlands impacted (up to 0.21 acre) would be minor when compared to the overall wetland habitat in the surrounding area. The impacts associated with invasive nonnative plant dispersal from the project would be short-term, site-specific, and negligible.	Impacts on soils (previously disturbed and undisturbed) would be about 7 acres under Alternative 7. Long-term site-specific adverse effects on vegetation and wetlands from grading activities would disturb vegetation; however, the effects would be minor because most of the activities would occur in previously disturbed areas and would be less than Alternative A because there would be less ground disturbance. The impacts associated with invasive nonnative plant dispersal would be the same as Alternative A.	None

Resource	Alternative A Impacts	Alternative B Impacts	Alternative C Impacts
Cultural and Historic Resources, Indian Sacred Sites, and Indian Trust Resources	No cultural resources or historic properties exist in the project area; therefore, demolition of the existing buildings would have no effect on historic properties. GSA would continue to consult with potentially interested tribes to determine if Indian Sacred Sites or Indian Trust Resources would be affected by the project.	Alternative B would have no effect on historic properties, the same as Alternative A. GSA would continue to consult with potentially interested tribes to determine if Indian Sacred Sites or Indian Trust Resources would be affected by the project.	None
Air Quality and Climate Change	Short-term minor adverse impacts would occur on air quality and climate change from greenhouse gas (GHG) emissions from construction vehicle emissions.  Long-term beneficial effects on climate change would occur as facilities would be more energy efficient and would produce lower GHG emissions.	Same as Alternative A	Inefficient traffic flows would result in increased emissions over time; the existing facilities would be more susceptible to damage from extreme weather or other climatic events, which would have a long-term negligible effect on climate change.
Land Use Planning and Zoning	None	None	None
Environmental Justice	Direct and indirect short-term minor beneficial economic impacts on the local economy would occur during construction. Short-term effects would occur during construction and would be mostly limited to a slight increase in the construction work force and beneficial impacts from associated spending in the local community.  Overall, Alternative A would not result in disproportionately high and adverse effects on minority and low-income populations in the vicinity of the project area.	Same as Alternative A	None



Resource	Alternative A Impacts	Alternative B Impacts	Alternative C Impacts
Environmental Contamination and Waste Management	<p>Alternative A has the potential to encounter historical fuel oil underground storage tanks (USTs) and ACM in the main building and USFWS building. Unanticipated hazardous substances or petroleum products could also be encountered during implementation of the project.</p> <p>With implementation of mitigation measures, impacts are anticipated to be short-term, site-specific, and minor; and long-term, site-specific, and beneficial.</p>	<p>Alternative B would have less ground disturbance and less building demolition than Alternative A because fewer new facilities would be constructed. With implementation of mitigation measures, impacts are anticipated to be short-term, site-specific, and minor; and long-term, site-specific, and beneficial.</p>	<p>Long-term site-specific minor impacts would occur because the historical USTs in unknown locations would be left in place and not addressed.</p>
Safety and Security	<p>Impacts on vehicle inspections would be local, short-term, and minor during construction and beneficial over the long-term because of the improved inspection efficiency and inspectors' safety.</p> <p>During construction, temporary inspection facilities would be smaller than the existing facilities, making inspections less efficient, and resulting in local short-term minor adverse impacts.</p>	Same as Alternative A	<p>Existing security issues would remain, resulting in long-term site-specific minor impacts.</p>
Traffic and Transportation	<p>Traffic delays would occur during traffic detours to avoid active construction areas, or during the use of temporary inspection areas. Temporary road or lane closures of U.S. Route 281 may occur during building demolition and facility construction. Local short-term minor impacts would occur on traffic and transportation because of detours and traffic delays.</p>	Same as Alternative A	<p>Inefficient traffic flows could worsen if vehicle volumes increase over the long-term.</p>

## Public Involvement

After considering the issues identified during internal and external scoping, GSA prepared this Draft EA, which is available for public review and comment for 30 days, from October 25, 2022 through November 24, 2022 (available at: (<https://www.gsa.gov/real-estate/gsa-properties/land-ports-of-entry-and-the-bil/bipartisan-infrastructure-law-construction-project/north-dakota>)). The public is encouraged to provide comments on this Draft EA. Written comments may be sent to:

### Dunseith LPOE Draft EA

ATTN:   
U.S. General Services Administration  
Rocky Mountain Region (Region 8)  
One Denver Federal Center  
P.O. Box 25546, Building 41  
Denver, CO 80225

Comments may also be submitted electronically to  Please ensure the subject line of the email reads: **Dunseith LPOE Draft EA**. All comments must be postmarked or submitted electronically by 11:59 PM MST on November 24, 2022.

GSA will host an in-person public meeting for the project on November 9, 2022, from 6:00 pm to 7:30 pm CST at the Dunseith Emergency Response Center (ERC). The Dunseith ERC is located at 515 Main Street South, Dunseith, ND 58329.

GSA will also host a virtual public and stakeholder meeting on November 16, 2022, from 6:00 pm to 7:30 pm CST via Zoom. Please follow this hyperlink to access the meeting:  
<https://us06web.zoom.us/j/85984398098?pwd=R3VmWWU4UXpFT0hMMHRZVHA0ei9vQT09>.

During these meetings, GSA will present information on the proposed project and impacts related to the alternatives. Opportunities for the public to comment on the project will be provided at both meetings.

Upon closure of the public comment period for this Draft EA, GSA will ensure that the Final EA adequately addresses any substantive concerns identified by the public and stakeholders, and that the impact analysis considers all available information and data.

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## **APPENDICES**

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Appendix 7.2 Section 7 ESA Consultation

Appendix 7.3 Public Comments and Agency Responses on the Public Draft EA (Final EA only)

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## LIST OF ACRONYMS

Asbestos-containing material	ACM
Animal and Plant Health Inspection Service	APHIS
Area of potential effects	APE
Code of Federal Regulations	CFR
Council on Environmental Quality	CEQ
Endangered Species Act	ESA
Environmental Assessment	EA
Environmental Justice	EJ
Environmental Protection Agency	EPA
Executive Order	EO
Federal Emergency Management Agency	FEMA
Greenhouse gas	GHG
International Peace Garden	IPG
Land Port of Entry	LPOE
Major Land Resource Area	MLRA
Materials Management Plan	MMP
National Ambient Air Quality Standards	NAAQS
National Environmental Policy Act	NEPA
National Historic Preservation Act	NHPA
National Register of Historic Places	NRHP
Natural Resources Conservation Service	NRCS
North Dakota Administrative Code	NDAC
North Dakota Department of Environmental Quality	NDDEQ
North Dakota Department of Health	NDDH
North Dakota Department of Transportation	NDDOT
North Dakota State Historic Preservation Office	North Dakota SHPO
Program of Requirements	POR
Public Buildings Service	PBS
Stormwater Pollution Prevention Plan	SWPP
Square Feet	sf
Tribal Historic Preservation Officer	THPO
Underground Storage Tank	UST
U.S. Army Corps of Engineers	USACE
U.S. Customs and Border Protection	CBP
U.S. Department of Agriculture	USDA
U.S. Fish and Wildlife Service	USFWS
U.S. General Services Administration	GSA

## **1.0 INTRODUCTION**

The U.S. General Services Administration (GSA) Rocky Mountain Region (Region 8) has prepared this Draft Environmental Assessment (Draft EA) to assess and document potential impacts resulting from the Dunseith Land Port of Entry (Dunseith LPOE) Modernization Project (project). The Dunseith LPOE is located on U.S. Route 281, approximately 12 miles north of the town of Dunseith, North Dakota (project area; Figure 1). The U.S. Customs and Border Protection (CBP) currently inspects private vehicular, pedestrian, and commercial truck traffic at the Dunseith LPOE on the U.S.-Canada Border. Current Dunseith LPOE facilities and configurations do not meet CBP's needs and do not allow for expeditious and safe inspection of the traveling public. This Draft EA examines the impacts from potential improvements at the Dunseith LPOE, including site expansion (up to 2.31 acres), demolition, and new construction.

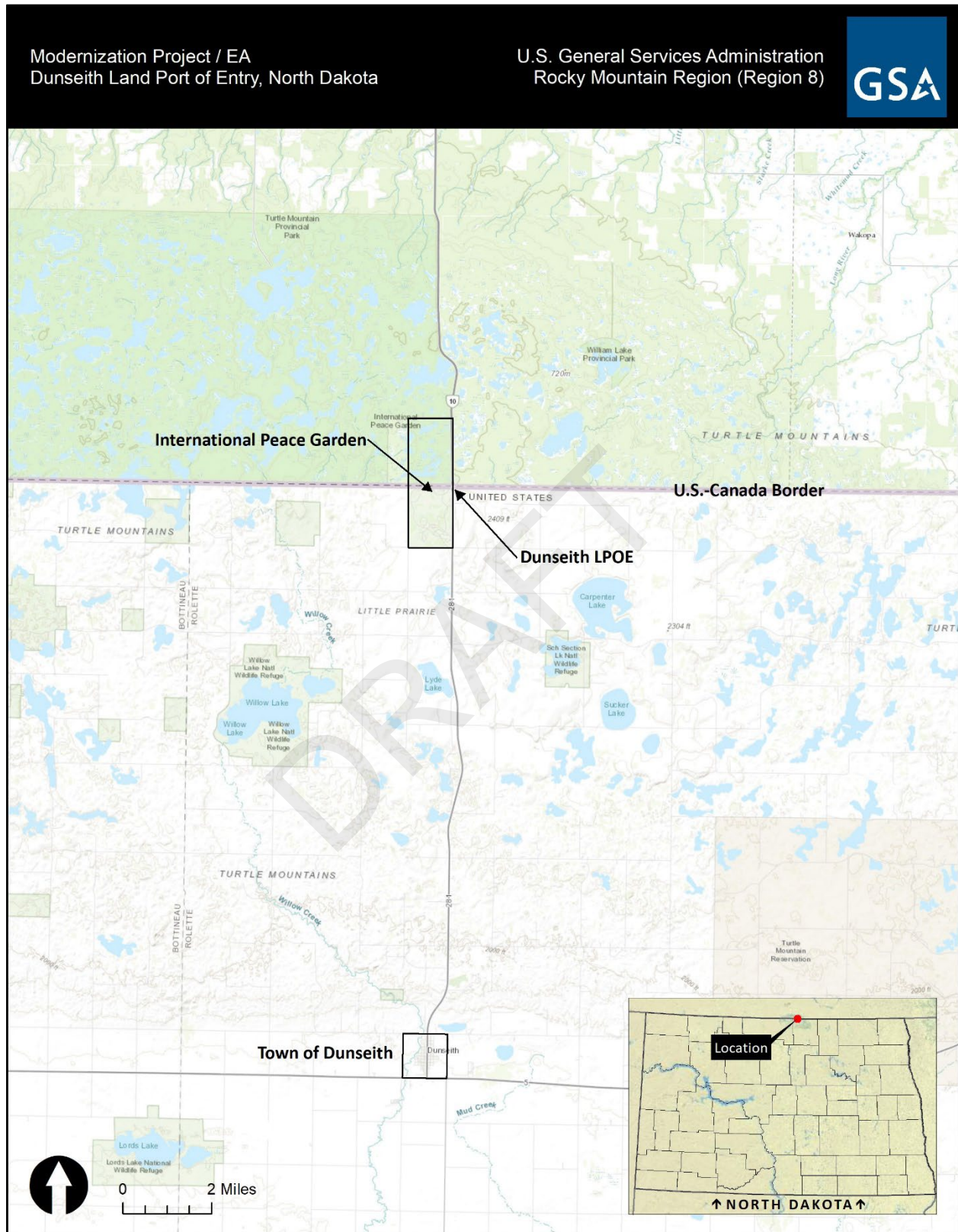
The National Environmental Policy Act of 1969 (NEPA), as amended, requires federal agencies to prepare an EA to determine if an action has the potential to significantly affect the quality of the human environment. In addition, GSA is integrating the consultation processes required under Section 106 of the National Historic Preservation Act (NHPA) and Section 7 of the Endangered Species Act (ESA) with the NEPA process. Potential adverse and beneficial effects on historic and biological resources that may result from the project are disclosed in this Draft EA.

### **1.1 Purpose of and Need for the Dunseith LPOE Modernization Project**

The Infrastructure Investment and Jobs Act (2021), also known as the Bipartisan Infrastructure Law, includes \$3.4 billion for GSA to undertake 26 major construction and modernization projects at LPOEs nationwide (GSA 2022a). Most of the country's LPOEs are outdated and long overdue for modernization. Most LPOEs operate at full capacity and have surpassed the needs for which they were originally designed.

The purpose of this project is to modernize and expand the Dunseith LPOE. The project is needed to address space constraints, inefficient traffic flows, and increasing inspection demands and traffic relative to what the Dunseith LPOE received when it was originally designed and constructed. The Dunseith LPOE facilities were constructed in the 1960s, are too small, and are served by an inefficient road design.

**FIGURE 1. PROJECT LOCATION**



## **1.2 Project Background**

GSA's Public Buildings Service (PBS) assists federal agency customers housed in GSA facilities with their current and future workplace needs based on their specific mission requirements. As part of a nationwide effort, CBP conducted programmatic feasibility studies for LPOEs and their operational deficiencies based on the most recent LPOE Design Standards (CBP 2019). These programmatic feasibility studies provide viable alternatives to modernize each port, correct deficiencies, and bring the facilities up to current standards. The Feasibility Study for the Dunseith LPOE (Feasibility Study) was completed in 2019 to assess the existing Dunseith LPOE facilities based on LPOE Design Standards (CBP 2019).

Current deficiencies in the Dunseith LPOE include lack of space for current needs in the main building, facilities with systems or components at or near the end of their expected service life, inadequate fire protection system, foundation issues, lack of parking spaces, lack of roadway space, and deficient inspection facilities (CBP 2019).

The Feasibility Study presented three potential alternatives to address the identified deficiencies (CBP 2019). Section 2.2 in this Draft EA analyzes alternatives that were informed by the alternatives described in the Feasibility Study, but that have been further developed and expanded upon for this Draft EA. Section 2.3 describes alternatives that were considered but dismissed from further consideration.

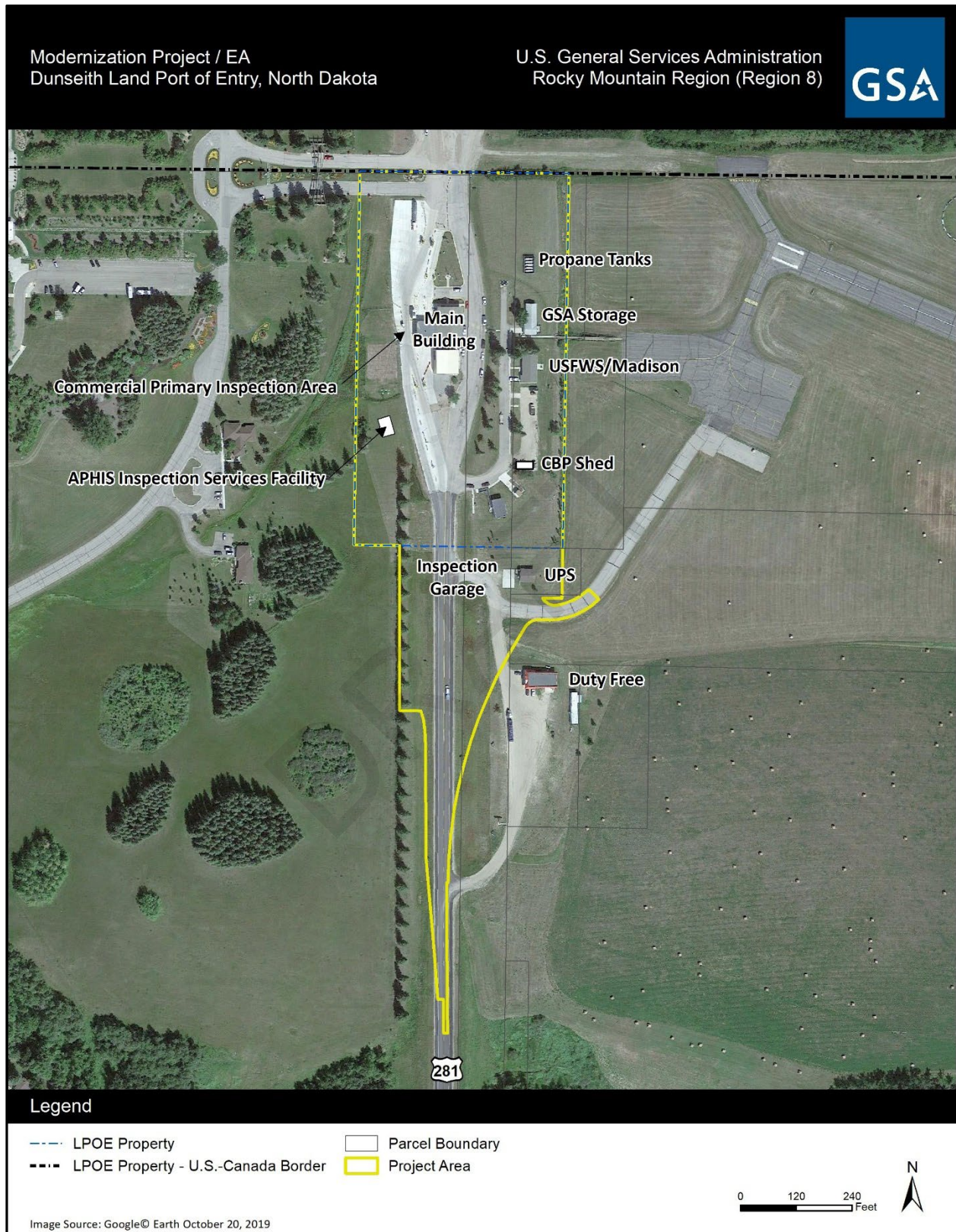
## **1.3 Project Area and Existing Facilities**

The project area is approximately 12 miles north of the town of Dunseith, North Dakota, in the north-central region of the state (Figure 2). The legal address of the Dunseith LPOE is 10947 U.S. Route 281, Dunseith, North Dakota 58329. Dunseith is situated in Rolette County; 70 miles northeast of Minot, North Dakota; and 150 miles northwest of Grand Forks, North Dakota. The Dunseith LPOE is across the border from the Canadian Border Services Agency located in Boissevain, Manitoba (CBP 2019).

Currently, the Dunseith LPOE contains a main building (constructed in 1960 and renovated in 1974) and an inspection garage between the northbound and southbound lanes of U.S. Route 281. Secondary facilities east of the Dunseith LPOE include a GSA storage building, a U.S. Fish and Wildlife Service (USFWS)/Madison administrative building (constructed in 1960), a CBP storage shed, and a trailer for the U.S. Department of Agriculture's Animal and Plant Health Inspection Service (APHIS).



FIGURE 2. PROJECT AREA AND EXISTING FACILITIES





## 1.4 Issues and Impact Topics

Through internal and external scoping, GSA has identified a range of issues and impact topics to evaluate in this Draft EA. Issues are problems that the current situation has caused or that will continue to occur if they are not addressed. Impact topics are resources or values to be analyzed for potential environmental impacts under each alternative. Issues and impact topics should be retained if there is potential for effects on specific resources and if these impacts will help the agency make a reasoned decision between the alternatives. Issues and impact topics are dismissed from detailed analysis if the preceding considerations do not apply.

### 1.4.1 Issues and Impact Topics Retained for Detailed Analysis

This section describes the resources or values that could be affected by the alternatives and that require further consideration. Table 1 lists these resources and the reasons for retaining the topic.

**TABLE 1. ISSUES AND IMPACT TOPICS RETAINED.**

Impact Topic	Reasons for Retaining Impact Topic
Geology, Topography, and Soils	Proposed construction and ground-disturbing activities under the action alternatives could result in impacts on geology, topographic features, and soils.
Vegetation and Wetlands	Proposed construction and ground-disturbing activities under the action alternatives could result in impacts on vegetation, such as native prairie grasses and wetlands.
Cultural and Historic Resources, Indian Sacred Sites, and Indian Trust Resources	Although no known cultural resources have been identified in the project area, proposed construction and ground-disturbing activities under the action alternatives could result in impacts on cultural and archaeological resources. In addition, GSA is currently consulting with potentially interested tribes on Indian Sacred Sites and Indian Trust Resources that may be impacted by the project.
Air Quality and Climate Change	Proposed construction under the action alternatives may cause increased vehicle emissions and fugitive dust in the project area from construction vehicles and traffic delays over the short-term.
Land Use Planning and Zoning	The action alternatives could result in acquisition of land and a change in land use.
Environmental Justice (EJ)	Executive Order (EO) 12898, "General Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" directs all federal agencies to identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations. EJ populations have been identified in the project area (Census Block Group 2), including the Turtle Mountain Reservation and other minority populations.
Environmental Contamination and Waste Management	Proposed construction and ground-disturbing activities under the action alternatives could result in impacts on three potential fuel oil underground storage tank (UST) sites in the project area and generate waste for disposal.
Safety and Security	Proposed construction under the action alternatives could result in changes to the operation of the Dunseith LPOE and potential changes in the safety and security of the Dunseith LPOE.
Traffic and Transportation	The No Action Alternative and action alternatives could result in impacts on traffic delays and temporary U.S. Route 281 lane closures.

### 1.4.2 Issues and Impact Topics Considered but Dismissed from Detailed Analysis

This section describes the resources that were considered but dismissed from detailed analysis. Table 2 lists these resources and the reasons for dismissing the impact topic.

**TABLE 2. IMPACT TOPICS CONSIDERED BUT DISMISSED FROM DETAILED ANALYSIS.**

Impact Topic	Reasons for Dismissing Impact Topic
Coastal Zone Management	The Coastal Zone Management Act of 1972 (16 United States Code (U.S.C.) 1451 et seq.) addresses federal actions affecting property in designated coastal zone management areas (CZMAs) and requires actions to be compliant with federal and state coastal zone management plans. The state of North Dakota has no CZMAs and, thus, no further analysis is required. Therefore, this topic was dismissed from further analysis in this Draft EA.
Floodplains	EO 11988, "Floodplain Management," requires an examination of impacts on floodplains and potential risks involved in placing facilities in floodplains. The Federal Emergency Management Agency (FEMA) designates floodplains as geographic zones subject to varying levels of flood risk. Each zone reflects the severity or type of potential flooding in the area. The project area is located in Zone X, an area of minimal flood hazard (FEMA 2022). Since the project area is located in a minimal risk flood zone, and the action alternatives and No Action Alternative would have no effect on floodplains, this topic was dismissed from further analysis in this Draft EA.
Water Resources	<p>The project area is in the Willow Lake subwatershed (Housing and Urban Development 12:090100040703). No named drainages or unnamed drainages are located in, or adjacent to, the project area. The nearest drainage is an unnamed drainage located about 0.25 mile south of the project area that flows east to west across U.S. Route 281. Construction and ground-disturbing activities from the action alternatives could possibly result in, at worst, temporary and negligible impacts on water quality in the unnamed drainage 0.25 mile south of the facility from the introduction of sediment during construction activities.</p> <p>In addition, some water would be transported from an offsite source during construction for dust suppression and soil compaction activities; however, this water use is not expected to adversely affect existing water quality or quantity.</p> <p>No new impacts on water resources would occur from the No Action Alternative.</p> <p>Mitigation measures described in Section 3.14 would be used to capture any sediment and minimize any impacts, thereby minimizing further the risk of any impacts (already just temporary and negligible) on water quality. Because the project would have no long-term impacts on water quality, this topic was dismissed from further analysis in this Draft EA.</p>
Threatened and Endangered Species	Section 7 of the ESA requires federal agencies to "request of the Secretary [of the Department of the Interior] information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any federal agency. GSA evaluated the project area for potential habitat for federally listed species and determined the project area is unlikely to support a population of, or adversely affect, any listed species. GSA submitted a request for technical assistance from the USFWS to confirm the project would have no effect on any of the listed species (GSA 2022b). The USFWS agreed with GSA's preliminary effect determinations and stated no objection unless any major changes to the project are proposed (USFWS 2022). Because the project would have no effect on any federally listed species, this topic was dismissed from detailed analysis in this Draft EA.

Impact Topic	Reasons for Dismissing Impact Topic
Wildlife	Very little wildlife habitat is located in the project area due to the existing highway and human disturbance at the facility. The International Peace Garden (IPG), which is adjacent to the project area, provides important habitat for a variety of migratory birds. Birds migrating in the area may occasionally stop at or near the project area to rest or feed. However, because the project area contains minimal vegetation, is primarily dominated by mowed grassland and landscaped trees and shrubs, and has high levels of human disturbance, the Dunseith LPOE is not likely to be an important migratory stopover for most birds relative to other sites. Due to the lack of habitat in the project area and because the project is unlikely to have an adverse effect on wildlife, this topic was dismissed from further analysis in this Draft EA.
Visual Resources	The project area is predominantly developed with structures; infrastructure (e.g., roads, utilities, and stormwater detention); and landscaped vegetation such as mowed grasses. The action alternatives would result in changes to the visual appearance of the Dunseith LPOE with larger, more modern structures. However, the general aesthetic in the project area would be similar to the current aesthetic and the overall use of the project area would remain the same. The visual quality of the Dunseith LPOE would not be affected by the No Action Alternative and action alternatives; therefore, this topic was dismissed from further analysis in this Draft EA.
Population and Housing	The Dunseith LPOE is in a rural area. Surrounding land uses are primarily agricultural and undeveloped. The No Action Alternative and action alternatives would not result in changes in the existing or future population and housing needs in the vicinity of the project area because the port would not measurably increase or decrease Dunseith LPOE staff. Therefore, this topic was dismissed from further analysis in this Draft EA.
Socioeconomic Resources	The action alternatives would result in short-term negligible construction-related economic effects for the residents and businesses in the vicinity of the project area. Construction laborers would likely come from communities in Rolette County and other surrounding counties. No change in economic or employment effects on nearby communities would occur under the No Action Alternative. There would be short-term economic benefits during construction; however, long-term economic benefits are not anticipated and, therefore, this topic was dismissed from further analysis in this Draft EA.
Community Facilities and Services	No impacts or changes to existing community facilities and services would occur under the action alternatives or No Action Alternative as there are no community facilities or services in the project area; therefore, this topic was dismissed from further analysis in this Draft EA.
Utilities	Utilities at the existing Dunseith LPOE include water, sewer, electric, and telecommunications. The Dunseith LPOE is seeking new electrical service and would move from single phase to three phase, which would require a new service feeder and transformer provided by the service provider. While construction of the project could result in temporary and minor outages for some utilities at the Dunseith LPOE due to new facility construction and utility relocation and upgrades, any impacts on utilities or from utilities resulting from the relocation and upgrade of existing utilities would be temporary. A subsurface utility investigation would occur prior to any construction activities under the action alternatives. Therefore, this topic was dismissed from further analysis in this Draft EA.

## 1.5 Relevant Environmental Laws and Regulations

### 1.5.1 National Environmental Policy Act and NEPA Process

NEPA was signed into law on January 1, 1970. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions (U.S. Environmental Protection Agency (EPA) 2022a). The PBS GSA NEPA Desk Guide (1999) states, “The principal purpose of an EA is to help you determine whether to prepare an EIS for your action. We use EAs

as a method to streamline NEPA compliance for actions that are not major Federal actions significantly affecting the quality of the human environment." Federal agencies must prepare an EA if the significance of the impacts that may result from the proposed action is unknown. GSA's EAs and other NEPA documents are prepared in accordance with the Council on Environmental Quality (CEQ) regulations for implementing NEPA (40 Code of Federal Regulations (CFR) 1500-1508), GSA Order ADM 1095.1F – Environmental Considerations in Decision Making, and the GSA PBS NEPA Desk Guide (October 1999).

Federal agencies are required to provide meaningful opportunities for public participation in a proposed action. Opportunities for stakeholders and the public to become involved in the NEPA process occur when an agency begins scoping and when a NEPA document is published for public review and comment (EPA 2022b). Please refer to Chapter 4.0 *Consultation and Coordination* for detailed information concerning internal and external scoping during the NEPA process.

### **1.5.2 Section 106 of the National Historic Preservation Act**

The NHPA (54 U.S.C. 300101 et seq.) directs each federal agency, and those tribal, state, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The process for identifying and assessing the effects a federal agency's actions may have on historic properties is known as the Section 106 process and is detailed in 36 CFR 800. Early consideration of historic or cultural resources in project planning and full consultation with interested parties are key to effective compliance with Section 106. The North Dakota State Historic Preservation Office (SHPO) and Tribal Historic Preservation Officers (THPOs) are the primary consulting parties in the process.

Historic properties are those that are listed in or eligible for listing in the National Register of Historic Places (NRHP). The NRHP is a list of districts, sites, buildings, structures, and objects that have been determined by the National Park Service to be significant in American history, architecture, archaeology, engineering, or culture at the local, state, or national level. Generally, a property must be at least 50 years old to qualify for listing in the NRHP (36 CFR 60.4), but there are exceptions.

The Section 106 process includes four steps (GSA 2019): (1) initiate consultation with the primary consulting parties, (2) identify and evaluate historic properties, (3) assess effects of the project on sites listed in or eligible for listing in the NRHP, and (4) resolve any adverse effects via design changes or mitigation.

In addition to Section 106 consultation with the North Dakota SHPO and THPOs, GSA is using this Draft EA to satisfy the requirements of Section 106 of the NHPA. Section 106 consultation activities for this Draft EA are described in more detail in Sections 4.3 and 4.4.

### **1.5.3 Section 7 of the Endangered Species Act**

The ESA provides a means for conserving the ecosystems upon which threatened and endangered species depend and a program for the conservation of such species. The ESA directs all federal agencies to participate in conserving these species and to use their authorities to further the purposes of the ESA. Specifically, Section 7(a)(1) of the ESA charges federal agencies to aid in the conservation of threatened and endangered species, and Section 7(a)(2) requires the agencies to ensure that their activities are not likely to jeopardize the continued existence of listed species or adversely modify designated critical habitats. Section 7 of the ESA (16 U.S.C. 1531 et seq.) outlines

the procedures for federal interagency cooperation to conserve federally listed species and designated critical habitats.

GSA Section 7 consultation activities for this Draft EA are described in more detail in Section 4.2.

#### **1.5.4 Relevant Laws and Regulations**

Table 3 provides a list of potentially relevant laws and regulations that GSA must comply with as part of the project planning and NEPA process.

**TABLE 3. RELEVANT LAWS AND REGULATIONS.**

<b>Statutes</b>
Archaeological Resources Protection Act of 1979 (16 U.S.C. § 470aa-mm)
Clean Air Act of 1970 as amended (42 U.S.C. § 7401, et seq.)
Clean Water Act of 1977 as amended (33 U.S.C. § 1251, et seq.)
Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. § 9601, et seq.)
ESA of 1973 (16 U.S.C. § 1531-1544)
Energy Independence and Security Act (42 U.S.C. § 17001, et seq.)
National Energy Conservation Policy Act (42 U.S.C. § 8231, et seq.)
NHPA of 1966 (54 U.S.C. § 300101 et seq.) (89 Public Law 665 (1966))
Resource Conservation and Recovery Act of 1976 (42 U.S.C. § 6901, et seq.)
<b>Regulations</b>
32 CFR 229 – Protection of Archaeological Resources: Uniform Regulations
33 CFR 320-330 – U.S. Army Corps of Engineers Regulations
36 CFR 800 – Protection of Historic Properties
40 CFR 300-399 – Hazardous Substance Regulations
40 CFR 6, 51, and 93 – Conformity of General Federal Actions to State or Federal Implementation Plans
CEQ Regulations (40 CFR 1500-1508)
Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 Federal Register 44716, Thursday, September 29, 1983)
<b>Executive Orders</b>
EO 11593 – Protection and Enhancement of the Cultural Environment
EO 11988 – Floodplain Management
EO 11990 – Protection of Wetlands
EO 12898 – Environmental Justice
EO 13007 – Indian Sacred Sites
EO 13175 – Indian Trust Resources
EO 13287 – Preserve America
EO 13327 – Federal Real Property Asset Management
EO 13589 – Promoting Efficient Spending
EO 14008 – Tackling the Climate Crisis at Home and Abroad
<b>North Dakota Administrative Code (NDAC)</b>
Approval of Plans and Specifications Prior to Construction of Water Works and Sewerage Systems (NDAC 33.1-03)
Air Pollution Control Rules (NDAC 33.1-15)
North Dakota Pollutant Discharge Elimination System (NDAC 33.1-16-01)
Public Water Supply Systems in North Dakota (NDAC 33.1-17-01)
Water Well Contractors Rules (NDAC 33.1-18)
Solid Waste Management and Land Protection Rules (NDAC 33.1-20)
Cesspools, Septic Tanks, Privies Rules (NDAC 33.1-21)
Hazardous Waste Management Rules; Technical Standards and Corrective Action Requirements for Owners and Operators of Underground Storage Tanks (NDAC 33.1-24)

## 2.0 ALTERNATIVES DEVELOPMENT

### 2.1 Alternatives Development Process

This Draft EA evaluates three alternatives, which includes two action alternatives and the No Action Alternative. As described above in Section 1.2, alternatives were developed as part of the Feasibility Study (CBP 2019). These alternatives have been refined through internal and external scoping for the project and are described in greater detail below (Section 2.2).

All facility and infrastructure improvements proposed under the action alternatives (Alternatives A and B) would incorporate sustainable, climate-resilient, cyber-secure, and operationally efficient design. GSA would seek to meet or exceed energy and sustainability goals established by federal guidelines and policies, along with industry standard building codes and best practices. Sustainability elements may include, but are not limited to:

- Implementation of the *Facilities Standards for the Public Buildings Service* (P100) in facilities design (GSA 2021):
  - Establishes standards and criteria for GSA-owned inventory and lease construction facilities
  - Includes mandatory standards for energy and sustainable design, historic preservation, accessibility, and other codes and standards
- Diversion of at least 50 percent of nonhazardous construction and demolition waste from a landfill
- Consideration of renewable energy sources for viability and feasibility

### 2.2 Alternatives Considered

#### 2.2.1 Alternative A – Construct New Facilities (Proposed Action)

Alternative A, the Proposed Action and preferred alternative, includes removal of all existing Dunseith LPOE buildings and replacement with new facilities in a new site configuration (Figure 3). GSA prepared a Program of Requirements (POR) in May 2018 (CBP 2019). Based on the CBP Design Standards, the total enclosed building area required for the Dunseith LPOE is 41,508 square feet (sf) with an additional 6,600 sf of canopies and 25,450 sf of parking and hard surface area (CBP 2019). Table 4 shows the existing space and POR space needed by the Dunseith LPOE and its federal agency customers.

Alternative A components would fulfill the space requirements in Table 4 and are described below.

**TABLE 4. EXISTING AND POR SPACE SUMMARY.**

Dunseith LPOE	Existing	POR
Inspection Lanes	3 lanes in/0 lanes out	4 lanes in/1 lane out
Parking and Hard Surface Area	18,500 sf	25,450 sf
Canopy Areas	3,761 sf	6,600 sf
Enclosed Facility Space	8,937 sf	41,508 sf

##### 2.2.1.1 Land Acquisition

Under Alternative A, the site expansion would require GSA to acquire 2.31 acres of land from the North Dakota Department of Transportation (NDDOT) to the south of the Dunseith LPOE.



#### *2.2.1.2 Demolition and Disposal*

The Dunseith LPOE main building, inspection canopies, storage facilities, utility and paved areas including inspection lanes, and other auxiliary buildings (including the CBP cold storage building and USFWS office building) would be demolished and disposed. GSA would perform asbestos abatement and adhere to requirements as set forth in a materials management plan (MMP) for potential hazardous materials disposal, as described in Section 3.7.2. As noted above, GSA would consider diversion of at least 50 percent of nonhazardous construction and demolition waste from the landfill.

#### *2.2.1.3 Facility Construction and Relocation*

Alternative A includes constructing the following new facilities:

- Main building and auxiliary buildings (including the CBP cold storage building and USFWS office building)
- Primary inspection canopy
- Noncommercial secondary inspection canopy and hard inspection building adjacent to the main building
- Commercial secondary inspection dock and nonintrusive inspection building
- APHIS inspection facility with commercial vehicle staging

As described in Section 2.1, all new facilities would be constructed to attain GSA's climate-resilient and energy-efficient goals.

#### *2.2.1.4 Increased Inspection Capacity and Improved Traffic Flow*

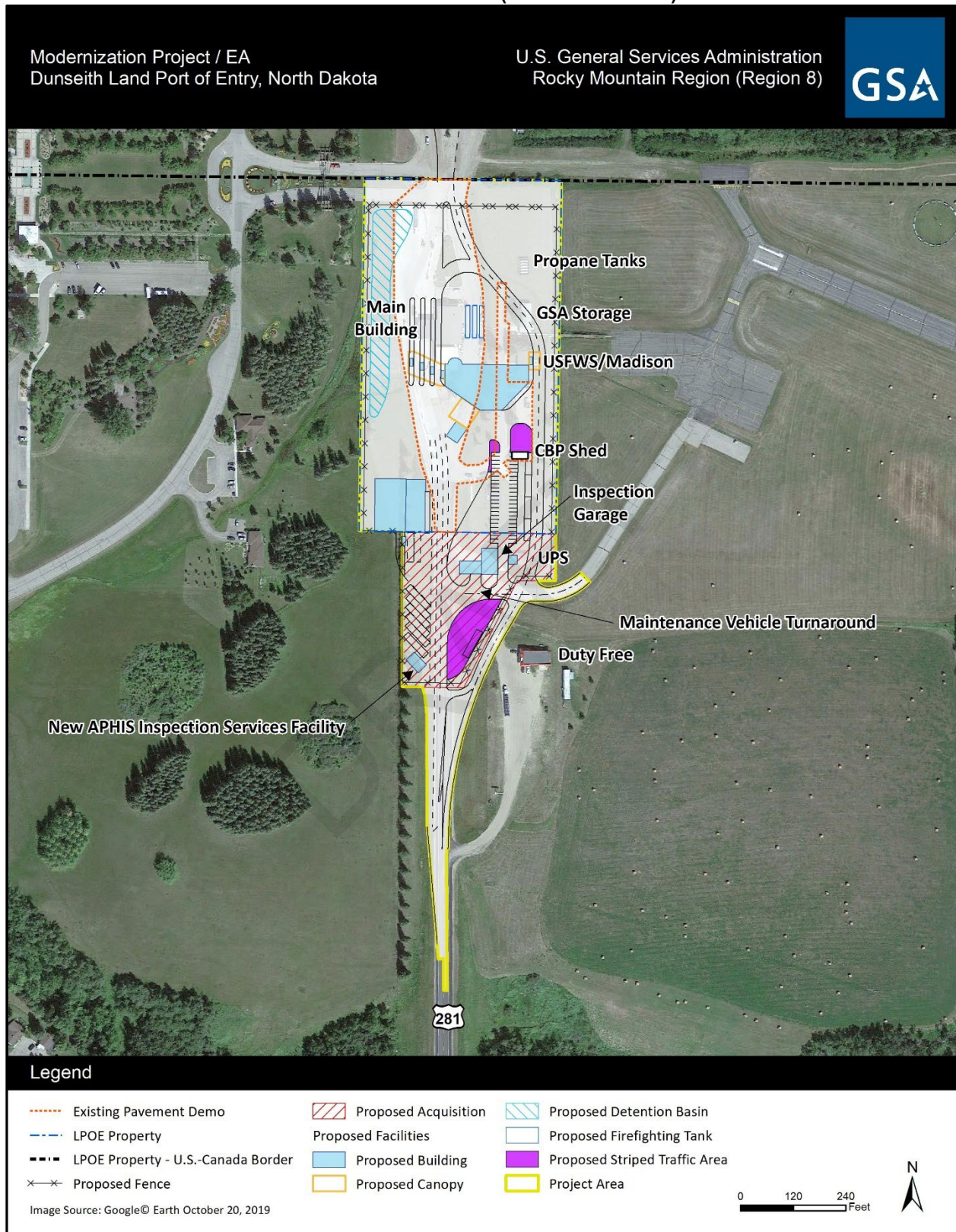
Alternative A would provide better inspection capacity and traffic flow through the following improvements:

- Construct four new primary inspection lanes (three of which would be covered)
- Realign the primary inspection lanes and rearrangement of commercial vehicle staging areas
- Make improvements to vehicle circulation such as the addition of a lane that would route northbound vehicles around the east side of the facility

#### *2.2.1.5 Infrastructure Improvements*

Under Alternative A, GSA would upgrade utilities by increasing utility capacity for electrical; plumbing, water supply, and sanitary waste; stormwater detention; mechanical; and fire protection to accommodate the site reconfiguration. Alternative A may require the installation of temporary facilities to allow for the Dunseith LPOE to remain operational 24 hours per day, 7 days per week. A construction phasing plan would be developed during design and implemented during construction to ensure continuity of operations.

**FIGURE 3. ALTERNATIVE A – CONSTRUCT NEW FACILITIES (PROPOSED ACTION)**



#### **2.2.1.6 Construction Duration**

Construction of Alternative A would take up to two years (contingent on weather and other site constraints).

Alternative A allows for optimal operational efficiency and security based on the updated site design, optimal sustainability and climate resiliency, and least impact on the International Peace Garden (IPG) (CBP 2019). Alternative A would result in the greatest overall upfront costs, but lower life-cycle costs due to decreased maintenance and repair.

#### **2.2.2 Alternative B – Construct Smaller or Fewer Facilities**

GSA developed Alternative B, in the interest of reducing ground disturbance and minimizing new construction, while still addressing the agency's safety and security requirements. This alternative includes constructing smaller facilities or fewer new facilities that are currently in acceptable condition and considering reuse of existing buildings or portions thereof (Figure 4). The total amount of new building space (including buildings and canopies) would be about 13,000 to 15,000 sf, rather than the 41,508 sf proposed under Alternative A. Alternative B includes the following components:

- Acquire 2.31 acres of land from NDDOT (the same as Alternative A)
- Demolish the existing Dunseith LPOE primary inspection canopy and auxiliary buildings (including the CBP cold storage building and USFWS office building)
- Expand the main building attached or adjacent to the existing main building, and renovate and reuse the existing Dunseith LPOE main building
- Construct four new primary inspection lanes, three of which would be covered
- Construct a new noncommercial secondary inspection canopy and hard inspection building adjacent to the main building
- Construct a new commercial secondary inspection dock and nonintrusive inspection building
- Construct a new APHIS inspection facility with commercial vehicle staging
- Upgrade utilities and infrastructure to be consistent with Alternative A (i.e., stormwater detention, energy use reduction goals, parking, storage requirements, commercial staging area, and commercial impound lots would be the same)
- Construction duration is anticipated to be similar to Alternative A (up to two years)

Alternative B would achieve the same climate, sustainability, and energy goals as outlined in Alternative A. Alternative B would likely have lower overall upfront costs for construction than Alternative A. Alternative B would result in less ground disturbance than Alternative A because of the potential reuse of the Dunseith LPOE main building.

#### **2.2.3 Alternative C – No Action**

NEPA requires federal agencies to consider a No Action Alternative to provide a baseline for comparing the environmental impacts of the action alternatives. Under Alternative C, No Action Alternative, GSA would not modernize the existing Dunseith LPOE facilities. The small and outdated facilities would continue to result in space constraints and inefficient traffic flows and would not meet CBP's mission or needs.

#### **2.2.4 Proposed Turnaround for NDDOT Snowplow Operations**

In addition to the alternatives described above, NDDOT expressed the need for a snow removal and maintenance turnaround area in the NDDOT right-of-way. The turnaround area would be located

directly south of the Dunseith LPOE entrance similar to other LPOE designs (see also Section 4.3). Figure 3 and Figure 4 illustrate the proposed turnaround area, which would be incorporated into both action alternatives (i.e., Alternative A and Alternative B).

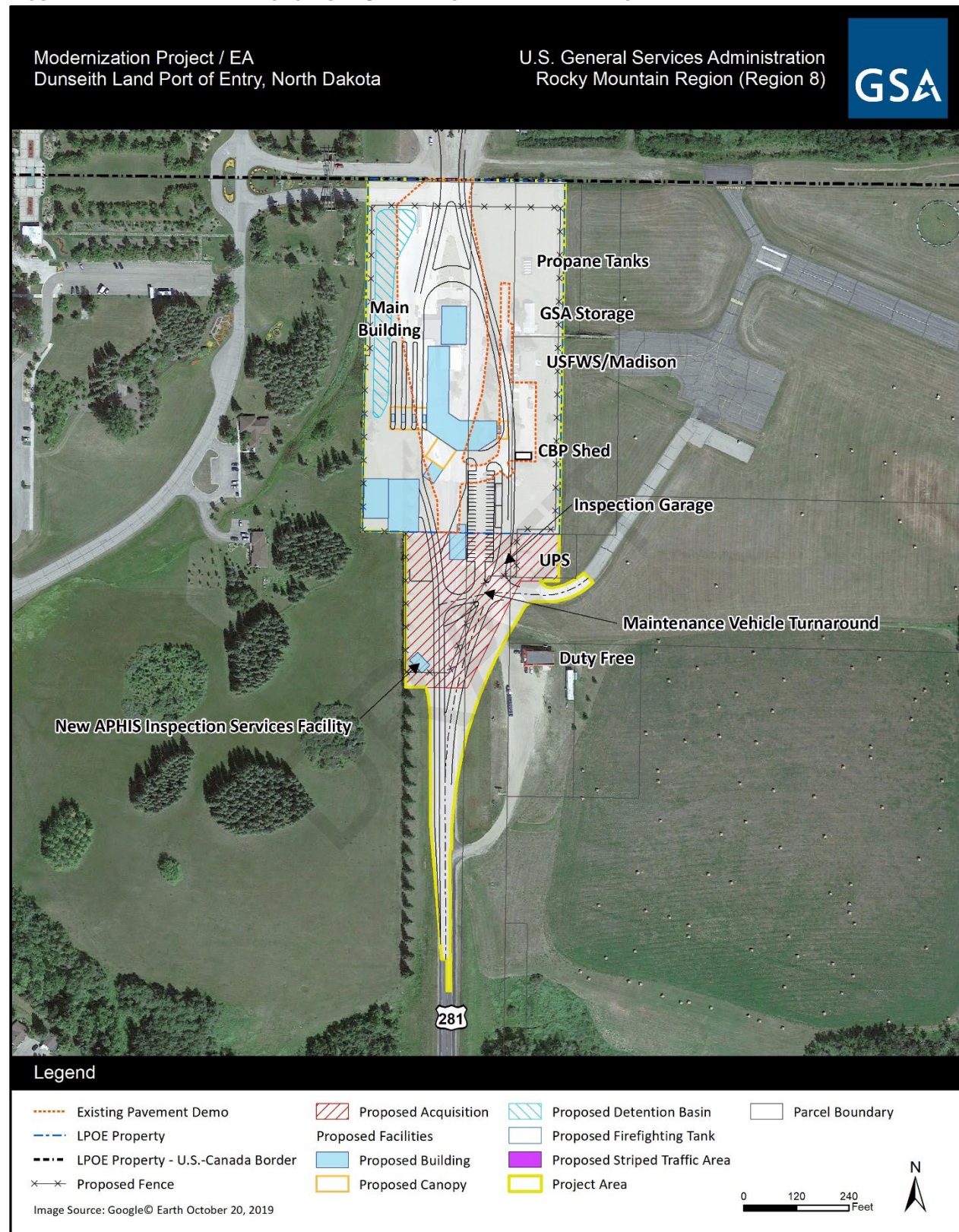
## **2.3 Alternatives Dismissed from Further Consideration**

### ***2.3.1 Acquire Portion of the IPG Property***

As part of the site expansion to accommodate larger updated facilities, GSA considered additional acquisition of up to 7.83 acres of property from the IPG (CBP 2019) to allow for more space and better traffic flow at the Dunseith LPOE. The IPG was created in 1928 as “a garden on an international border where people could share interests and celebrate friendship” (IPG 2022) and serves as a symbol of friendship between the U.S. and Canada. GSA determined that the action alternatives carried forward would keep the Dunseith LPOE in the existing footprint and would still provide better flow. Land acquisition from the IPG would have resulted in greater adverse impacts on previously undisturbed soils, vegetation, wildlife habitat, and wetlands. In addition, expansion into the IPG would reduce the acreage of gardens, prairie, and forest available for the public to enjoy. For these reasons, this alternative was dismissed from further consideration.



**FIGURE 4. ALTERNATIVE B – CONSTRUCT SMALLER OR FEWER FACILITIES**



### 3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter of the Draft EA describes the existing conditions of the human environment and the impacts Alternatives A, B, and C would have on the Dunseith LPOE and surrounding area. The No Action Alternative and action alternatives described in Chapter 2.0, *Alternatives Development*, would have varying impacts on natural and cultural resources, the social and economic environment, safety and security, and infrastructure (i.e., the transportation network and utilities).

The analysis is described in terms of direct, indirect, and cumulative environmental impacts. Direct impacts are caused by the action and occur at the same time and place. Indirect impacts are caused by the action and occur later in time or are farther removed in distance but are still reasonably foreseeable. Cumulative impacts result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over time (40 CFR 1508.7–1508.8) (cumulative impacts for each resource are described in Section 3.10).

Potential impacts are described in terms of intensity, geographic context, and duration, as applicable. Definitions for intensity thresholds for the resources analyzed in this chapter are provided in Table 5. A discussion of measures that GSA would implement to minimize and/or mitigate impacts is at the end of each resource area impact analysis. Section 3.14 includes a summary of all impacts and mitigation measures for the alternatives.

**TABLE 5. IMPACT INTENSITY THRESHOLDS.**

Impact Description	Definition
<b>Intensity</b>	<b>Negligible:</b> The impact is not measurable or discernable from current conditions <b>Minor:</b> The impact is slight but detectable <b>Moderate:</b> The impact is readily apparent, and there would be a noticeable change from current conditions <b>Major:</b> The impact is severe, significant, and highly noticeable; major impacts may be above a threshold of significance
<b>Geographic Context</b>	<b>Site-specific:</b> Impacts are limited to the Dunseith LPOE <b>Local:</b> Impacts extend beyond the Dunseith LPOE and affect the area in the general vicinity of the Dunseith LPOE <b>Regional:</b> Impacts affect a larger area such as Rolette County
<b>Duration</b>	<b>Short-term:</b> Impacts would occur only during construction (temporary) <b>Long-term:</b> Impacts would occur after construction

### 3.1 Geology, Topography, and Soils

#### 3.1.1 Affected Environment

Surface geology in the area is characterized by Pleistocene to Holocene-age (2.58 million to 11,650 years ago) deposits of clay and silt underlain by the sand, shale, and sandstone of the Paleocene-age (65 to 66 million years ago) Cannonball Formation (American Geosciences Institute [AGI] 2022). The U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) has identified K-factors for each soil type (USDA, NRCS 2022). This describes the susceptibility of the soil type to erosion and the rate of runoff. K-factors can range from 0.02 (low) to 0.69 (high). Soils with a low K-factor are susceptible to erosion but have a low runoff rate. Soils with a median K-factor are moderately susceptible to erosion and have a moderate runoff rate. Soils with a high K-factor are the most erodible and have a high runoff rate. The project area has a K-factor of 0.24 (moderate).



The project area is covered by Rolla silty clay soils with 0 to 15 percent slopes that are moderately well drained. The approximate soil depth is 62 inches below ground surface and the depth to bedrock is estimated to be greater than 6.75 feet below ground surface (USDA, NRCS 2022). The NRCS Web Soil Survey (USDA, NRCS 2022) shows that the Rolla complex is “very limited” for small commercial building construction, which indicates that the soil has one or more features that are unfavorable for this use. These limitations generally cannot be overcome without major soil reclamation, special design, or particular installation procedures for infrastructure.

U.S. Route 281 has crossed the project area from south to north since at least 1935; and the Dunseith LPOE, which is situated on U.S. Route 281 and what was historically prime farmland, likely altered site topography during its initial development beginning in the early 1960s. The project area is in the Turtle Mountains at an elevation of about 2,285 feet above mean sea level, although it is relatively flat. No stormwater infrastructure in the project area currently limits erosion. No geologic hazards, such as faults, evidence of subsidence, or karst topography, are present in the project area (AGI 2022).

### **3.1.2 Environmental Consequences**

#### **3.1.2.1 Methods and Assumptions**

Impacts on geology and soils were quantitatively analyzed by calculating the amount of excavated or disturbed soil in the project area. Based on the previously described indices developed by the NRCS, the analysis also qualitatively focused on the likelihood of erosion, sedimentation, and compaction that would affect these resources. The analysis qualitatively focused on the likelihood of erosion, sedimentation, and compaction that would affect these resources.

#### **3.1.2.2 Alternative A – Construct New Facilities (Proposed Action)**

Alternative A includes removal of all existing Dunseith LPOE buildings and replacement with new facilities in a new site configuration. Any changes caused by implementation of the project would occur on previously disturbed terrain in the project area and create very little new disturbance. Impacts on soils (previously disturbed and undisturbed) would be about 8.5 acres. Construction activities may also expose project area soils to wind and erosion, resulting in a short-term minor impact on soils. GSA would implement mitigation measures during construction including applying water to exposed soils and revegetating exposed areas following construction.

GSA is also considering geothermal energy as a renewable energy source for the Dunseith LPOE. While this consideration is preliminary and would be determined during design, installation of a geothermal system would require drilling a well 1 mile deep or deeper into underground reservoirs to tap into steam and very hot water (U.S. Department of Energy 2022). Depending on the type of system installed, open or closed loop systems, the impacts may vary. Closed loop systems circulate an antifreeze solution through a closed loop, usually made of a plastic-type tubing, that is buried in the ground or submerged in water, and a heat exchanger transfers heat between the refrigerant in the heat pump and the antifreeze solution in the closed loop (DOE n.d.). Open loop systems use water as the heat exchange fluid that circulates directly through the geothermal heat pump system. Once it has circulated through the system, the water returns to the ground through the water source (such as a well), a recharge well, or surface discharge (DOE n.d.).

While the ground disturbance footprint for this type of energy source is small relative to other renewable energy sources, the depth of drilling would result in long-term site-specific adverse impacts on geology and soils, although these impacts are anticipated to be minor. Geothermal energy installation may also result in long-term site-specific minor effects on water quantity in a closed loop system because some geothermal fluids are lost as steam; in an open loop system, long-term site-specific minor effects on water quality and quantity may occur because underground geothermal reservoir substances (e.g., sulfur, salts, and other compounds) can seep into the groundwater and an ongoing water supply from underground reservoirs is needed (Clean Energy Ideas 2022). Overall, new facility and infrastructure impacts on geology, topography, and soils would be direct, short-term, site-specific, and minor.

In addition to the mitigation measures described above, GSA would prepare a detailed stormwater pollution prevention plan (SWPP) prior to construction in accordance with North Dakota Department of Environmental Quality (NDDEQ) requirements. The development of this SWPP, with review and approval by NDDEQ, would ensure that appropriate measures are employed to contain sediments in the project area. Following construction, natural stabilization methods, such as erosion wattles, would be used in disturbed areas to prevent erosion and promote infiltration of stormwater, resulting in minor impacts on geology, topography, and soils.

#### ***3.1.2.3 Alternative B – Construct Smaller or Fewer Facilities***

Alternative B includes constructing smaller or fewer new facilities and considers reusing existing buildings or portions thereof. Impacts under Alternative B would be similar to the impacts described under Alternative A but would result in impacts on soils (previously disturbed and undisturbed) of about 7 acres as fewer new facilities would be constructed. Although the majority of the project area is previously disturbed with existing facilities and infrastructure, Alternative B impacts on geology, topography, and soils would be less than Alternative A impacts.

Mitigation measures under Alternative B would be the same as under Alternative A.

#### ***3.1.2.4 Alternative C – No Action***

Under the No Action Alternative, current facilities and infrastructure at the Dunseith LPOE would remain. No ground disturbance from new facility construction or other infrastructure would occur; therefore, no impacts on the existing geology, topography, and soils would occur.

### **3.2 Vegetation and Wetlands**

#### ***3.2.1 Affected Environment***

##### ***3.2.1.1 Regional Setting***

The USDA maps the regional setting to the Northern Black Glaciated Plains Major Land Resource Area (MLRA), which is characterized by gently undulating to rolling continental glacial till plains with areas of kettle holes, kames, and moraines (USDA, NRCS 2006). The native vegetation in the Northern Black Glaciated Plains MLRA is prairie grasses, classified as mixed-grass steppe with a combination of short grasses and tall grasses. Blue grama (*Bouteloua gracilis*), hairy grama (*Bouteloua hirsuta*), buffalo grass (*Bouteloua dactyloides*), little bluestem (*Poa pratensis* L), and needle-and-three grass (*Hesperostipa comata*) make up the dominant grasses (North Dakota Game and Fish Department (NDGFD) 2019). Much of the area consists of cropland (USDA, NRCS 2006).

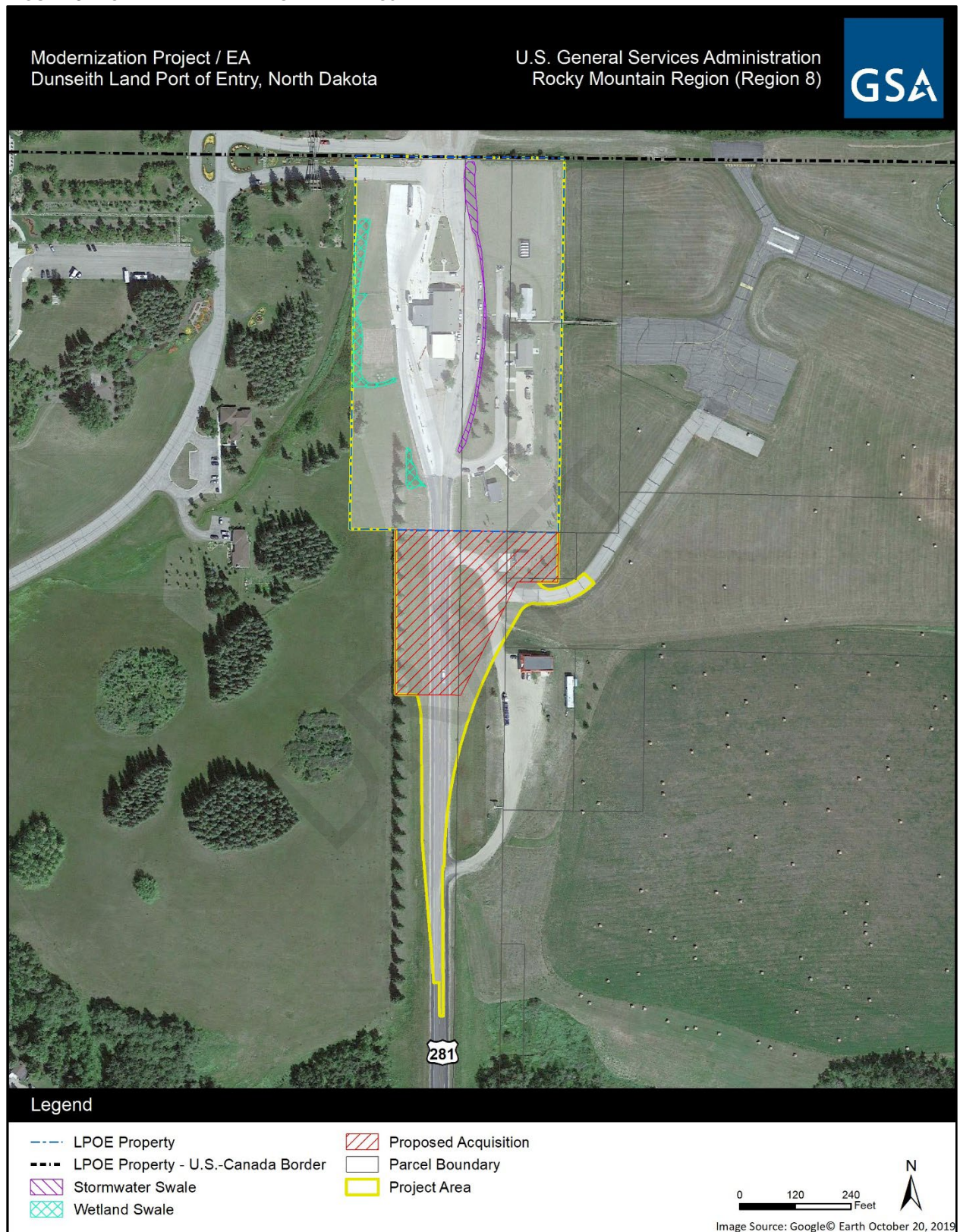
The regional setting of the area is in the Turtle Mountains, one of the few naturally forested areas in North Dakota, with overstory dominated by aspen (*Populus tremuloides*), black poplar (*Populus nigra*), birch (*Betula sp.*), box elder (*Acer negundo*), elm (*Ulmus sp.*), and bur oak (*Quercus macrocarpa*) (Bluemle 2016). The Turtle Mountains also contain a variety of native shrubs and hundreds of lakes and ponds.

#### 3.2.1.2 Dunseith LPOE Conditions

The vegetation in the majority of the project area is mowed bluegrass (*Poa sp.*) with landscaped trees and shrubs. The IPG is directly west of the project area and contains a variety of habitats including prairie, forests, and wetlands.

The project area is within Hydrologic Unit 090100040703. The USFWS National Wetlands Inventory has not identified any wetlands in the project area. However, several small swales have been identified through aerial photography and site visits (Figure 5). Two swales west of the Dunseith LPOE cover approximately 0.21 acre and are primarily dominated by cattails (*Typha sp.*), with some standing water present. One of the swales appears to be a natural depression that hydrologically connects to an intermittent stream that flows into Udall Lake at the IPG. Udall Lake is located approximately 0.42 mile from the Dunseith LPOE and was hand dug by the Civilian Conservation Corps in 1934 (IPG 2022). A swale east of the Dunseith LPOE covers approximately 0.12 acre, was constructed to support stormwater runoff, and contains no vegetation representative of a wetland.

FIGURE 5. POTENTIAL WETLANDS IN THE PROJECT AREA



### **3.2.2 Environmental Consequences**

#### **3.2.2.1 Methods and Assumptions**

To assess impacts on vegetation and wetlands, the area of existing vegetation that would be impacted by the project from grading and other construction-related activities was qualitatively evaluated, as well as the potential for invasive and nonnative plant dispersal from the project. Potential wetlands were mapped based on aerial imagery and photographs taken of the project area where wetland vegetation was identified; however, a formal wetland delineation was not completed. The total footprint of the project area was also evaluated in relation to the existing vegetation and wetland communities in the surrounding area.

#### **3.2.2.2 Alternative A – Construct New Facilities (Proposed Action)**

Ground disturbance under Alternative A (previously disturbed and undisturbed) would be about 8.5 acres. Alternative A would have a long-term site-specific adverse effect on vegetation and potential wetlands from grading activities that would disturb vegetation; however, the effects would be minor because the activities would be mainly in existing previously developed areas. Alternative A would also include grading activities in the swales; however, the amount of potential wetlands impacted (up to 0.21 acre) would be minor when compared to the overall wetland habitat in the surrounding area. GSA would continue to coordinate with the U.S. Army Corps of Engineers (USACE) during project design to determine if any potential wetlands would be affected and if a Section 404 permit is necessary for compliance with the Clean Water Act (Erhardt pers. comm. 2022). Revegetation of areas temporarily impacted during construction would occur and would be consistent with the vegetation in the surrounding area.

Staging and stockpiling of construction equipment and fill material could increase the potential for the spread of invasive nonnative plants. The spread of these invasive nonnative plants would largely occur from equipment that harbor seed in tire treads or from transporting host plant material. However, equipment would be washed and inspected to remove seed and host plant material to mitigate these potential impacts. Therefore, the impacts associated with invasive nonnative plant dispersal from the project would be short-term, site-specific, and negligible.

#### **3.2.2.3 Alternative B – Construct Smaller or Fewer Facilities**

Ground disturbance under Alternative B (previously disturbed and undisturbed) would be about 7 acres. Alternative B would have a long-term site-specific adverse effect on vegetation and potential wetlands from grading activities that would disturb the vegetation; however, the effects would be minor because most of the activities would occur in previously disturbed areas and would be less than Alternative A because there would be less ground disturbance. GSA would follow mitigation measures similar to those discussed under Alternative A and continue to coordinate with the USACE if any impacts on wetlands are proposed. The impacts associated with invasive nonnative plant dispersal from the project would be the same as Alternative A.

#### **3.2.2.4 Alternative C – No Action**

Under the No Action Alternative, current facilities and infrastructure would remain, and no ground disturbance from new facility construction or other infrastructure would occur. Therefore, no impacts on vegetation or wetlands would occur.



### **3.3 Cultural and Historical Resources and Indian Sacred Sites and Indian Trust Resources**

Section 106 of the NHPA of 1966, as amended, and its implementing regulations under 36 CFR 800 require all federal agencies to consider effects of federal actions on historic properties. Historic properties are those cultural resources that are either listed in, or eligible for listing in, the NRHP.

During the Section 106 review, the federal agency considers effects on historic properties in the area of potential effects (APE). The APE is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist” (36 CFR 800.16). Cultural and historic resources include archaeological sites, buildings, structures, objects, districts, or areas of traditional religious and cultural importance. The National Park Service has established an age criteria guideline of 50 years in order for a cultural resource to be evaluated as a potential historic property (Little et al. 2000).

Indian Sacred Sites and Indian Trust Resources are legislatively considered under several acts and EOs, namely the American Indian Religious Freedom Act of 1978 (Public Law [PL] 95-341), the Native American Graves Protection and Repatriation Act of 1990 (PL 101-601), and EO 13007 (1996; Indian Sacred Sites). In summary, these acts and EOs require, in concert with other provisions such as those found in the NHPA and Archaeological Resources Protection Act, that the U.S. Federal Government carefully and proactively take into consideration traditional and religious Native American culture and life (often referred to as “Traditional Cultural Properties”) and ensure, to the degree possible, that access to sacred sites, the treatment of human remains, the possession of sacred items, the conduct of traditional religious practices, and the preservation of important cultural properties are considered and not unduly infringed upon. In some cases, these concerns are directly related to “historic properties” and “archaeological resources.” In other cases, elements of the landscape that have no archaeological or other human material remains may also be involved. Identification of these concerns is normally completed during the land use planning efforts, using references to existing studies, or by direct consultation.

#### **3.3.1 Affected Environment**

A file and literature review of the APE (which was determined to be the same as the project area, Figure 2) was conducted for this project (ERO 2022a). Eight previous inventories and two previously recorded sites are within 0.5 mile of the APE. Previous surveys were conducted for earlier iterations of improvements at the Dunseith LPOE, improvements to U.S. Route 281, a source materials project for the NDDOT, and infrastructure improvements to the IPG. Four of these surveys overlap the current APE (approximately 78 percent of the APE).

Two sites have been documented within 0.5 mile of the APE (32RO18 and 32RO406). Site 32RO18 is the IPG, determined eligible for listing in the NRHP. The IPG is west of the project area, outside of the APE. Site 32RO406 is the Dunseith LPOE, which overlaps the current APE. The site was determined not eligible for listing in the NRHP in 2019 (North Dakota SHPO). Archival research of the APE did not yield additional potential historic properties (ERO 2022a).

An intensive pedestrian cultural and historic resource survey was also conducted for this project in the 2.31 acres previously unsurveyed due to the recent and extensive nature of the previous surveys (ERO 2022a). The 2022 survey did not yield additional cultural or historic resources. ERO revisited site 32RO406, which is the extant Dunseith LPOE. Documentation for this site was recently completed by Historical Research Associates in 2019 (Burk-Hise and Greiser 2019). Historical



Research Associates documented six architectural structures at the site, three of which date to the potential period of significance: the Port Building (1960), the Cold Storage Building (1967), and Residence No. 4 (1960). The structures do not meet the criteria to be eligible for listing in the NRHP and, therefore, the site was determined not eligible for listing in the NRHP by the North Dakota SHPO (North Dakota SHPO 2019). The 2022 survey did not yield additional cultural or historic resources; the North Dakota SHPO concurred with a finding of no historic properties affected for the project (Appendix 7.1).

### **3.3.2 Environmental Consequences**

#### **3.3.2.1 Methods and Assumptions**

GSA analyzed the entire APE for cultural and historical resources. Current and previous site surveys were used to determine the potential for adverse effects on cultural and historic properties in the APE. In addition, an intensive pedestrian cultural and historic resource survey was conducted on the 2.31 acres that may be acquired under the action alternatives (ERO 2022a). Tribal consultation is ongoing to determine if Indian Sacred Sites or Indian Trust Resources may be potentially impacted by either of the action alternatives.

#### **3.3.2.2 Alternative A – Construct New Facilities (Proposed Action)**

No historic properties exist in the project area; demolition of the existing buildings would have no effect on historic properties. GSA continues to consult with potentially interested tribes to determine if Indian Sacred Sites or Indian Trust Resources would be affected by the project.

Mitigation of any adverse effects on Indian Sacred Sites or Indian Trust Resources would be determined among GSA, the THPO, and the tribes. In addition, a tribal monitor would be present during construction, as requested by the tribes (see Section 4.4).

#### **3.3.2.3 Alternative B – Construct Smaller or Fewer Facilities**

Alternative B would have the same no effect on historic properties as described under Alternative A. GSA continues to consult with potentially interested tribes to determine if Indian Sacred Sites or Indian Trust Resources would be affected by the project.

Mitigation of any adverse effects on Indian Sacred Sites or Indian Trust Resources would be determined among GSA, the THPO, and the tribes. In addition, a tribal monitor would be present during construction, as requested by the tribes (see Section 4.4).

#### **3.3.2.4 Alternative C – No Action**

Under the No Action Alternative, CBP would remain in the current facilities and no changes to the Dunseith LPOE would occur. No ground disturbance from new facility construction or other infrastructure would occur. Because no historic or traditional cultural properties exist in the extant Dunseith LPOE, there would be no impacts on historic or traditional cultural properties.

### **3.4 Air Quality and Climate Change**

#### **3.4.1 Affected Environment**

##### **3.4.1.1 Air Quality**

The EPA has established the National Ambient Air Quality Standards (NAAQS), which are maximum allowable atmospheric concentrations for several pollutants including carbon monoxide (CO), nitrogen dioxide, sulfur dioxide (SO<sub>2</sub>), particulate matter less than or equal to 10 micrometers in diameter (PM<sub>10</sub>), particulate matter less than or equal to 2.5 micrometers in diameter (PM<sub>2.5</sub>), and ozone (O<sub>3</sub>).

The NDDEQ, Division of Air Quality (Division) has the primary responsibility for protecting the health and welfare of North Dakotans from the harmful effects of air pollution. The Division ensures that the ambient air quality falls within state standards as required under Chapter 33.1-15-02 and the NAAQS (NDDEQ 2022). The Division owns and operates eight ambient air quality monitoring sites throughout the state. The Lostwood National Wildlife Refuge air quality monitoring site is the closest monitoring station to the Dunseith LPOE and is 119 miles west of the project area. In addition, the Ryder, North Dakota station is 139 miles southwest of the project area.

There are no known existing air quality issues at the Dunseith LPOE. Air emission sources in and near the project area include vehicles entering the Dunseith LPOE and using other local roads, maintenance vehicles in the project area, boilers, water heaters, and fuel storage tanks. Traffic at the Dunseith LPOE has increased since the port was originally designed and constructed. However, traffic at the Dunseith LPOE and regionally is relatively low, and no major congestion problems have been reported, although traffic is generally higher during the summer months and some congestion can occur due to the arrival and departure of summer camp guests at the IPG (Schumaier pers. comm. 2022) (see Table 8 for 2017 through 2020 traffic volumes through the Dunseith LPOE). In addition, the area around the Dunseith LPOE is sparsely populated with no notable air quality emissions sources. Given its rural location and site-specific mission, expansion of the facility is not expected to increase the vehicle throughput at the Dunseith LPOE.

##### **3.4.1.2 Climate Change**

Greenhouse gas (GHG) emissions released from human activities are widely recognized as a contributing factor to climate change. While the economic sectors responsible for the most human-generated GHG emissions in the U.S. in 2017 were transportation (29 percent), electricity production (28 percent), and industry (22 percent), according to the EPA, new commercial and residential developments also contribute to total GHG emissions (12 percent). Changes to Earth's climate, driven by increased human emissions of GHGs, are having widespread effects on the environment including glacial melting, accelerated sea level rise, and longer and more intense heat waves (EPA 2019).

In the past century, most of the state of North Dakota has warmed an average of about 2 degrees Fahrenheit (EPA 2016). Changing climate is likely to have both positive and negative effects on agriculture in North Dakota. Rainstorms are becoming more intense and annual rainfall is increasing. In the coming decades, longer growing seasons are likely to create opportunities for farmers. Warmer temperatures have extended the growing season by about 30 days since the beginning of the 20th century, and increasing rainfall may benefit some farms but increase the risk of flooding.

One of the wettest years in North Dakota on record was 2011, when the Souris River near Minot crested at 4 feet above its previous record, with a flow five times greater than any in the past 30 years. Flooding also occurred throughout the state. Conversely, droughts are likely to become more severe in downstream states. When droughts lower water levels enough to impair navigation, the USACE releases water from the upstream dams, making less water available to North Dakota (EPA 2016).

Currently, the primary GHG emission sources contributing to climate change from the Dunseith LPOE include electricity use (monthly averages of 13,673 kW in 2021 and 15,233 kW in 2022), propane used as a heating source, and vehicle emissions from vehicles passing through inspection lanes and facilities. The existing Dunseith LPOE infrastructure is antiquated and energy inefficient, including the building envelope mechanical, electrical, and plumbing systems, resulting in a higher energy use than more modern energy-efficient buildings and infrastructure.

### **3.4.2 Environmental Consequences**

#### **3.4.2.1 Methods and Assumptions**

Project impacts on air quality and climate change were qualitatively assessed using publicly available data, studies, and reports on air quality and climate change; and EPA and GSA guidance documents.

#### **3.4.2.2 Alternative A – Construct New Facilities (Proposed Action)**

##### **3.4.2.2.1 Air Quality**

Under Alternative A, construction vehicles and traffic delays may cause increased vehicle emissions and fugitive dust in the project area over the short-term. Construction activity is a source of dust and exhaust emissions that can have adverse temporary impacts on local air quality (i.e., exceed the NAAQS for O<sub>3</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>). Temporary construction emissions would result from processes related to demolition, grading/excavation, and paving activities. Pollutant emissions would vary daily, depending on the type and level of activity and weather conditions. It is anticipated that construction activities associated with Alternative A would take place over two years.

During construction, short-term impacts on air quality may occur due to the release of particulate emissions (i.e., fugitive dust) also generated by demolition, grading, hauling, and other activities related to construction. Emissions from construction equipment are anticipated and would include CO, nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), PM<sub>10</sub>, and PM<sub>2.5</sub>.

Under Alternative A, construction-related effects on air quality would be greatest during the demolition phase as these activities temporarily generate PM<sub>10</sub>, PM<sub>2.5</sub>, and small amounts of CO, SO<sub>2</sub>, NO<sub>x</sub>, and VOCs. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Vehicles leaving the construction site could deposit mud on local streets, which could be an additional source of fugitive dust after it dries.

PM<sub>10</sub> emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM<sub>2.5</sub> emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed from the construction site over greater distances.

In addition to dust-related PM<sub>10</sub> emissions, trucks and construction equipment powered by gasoline and diesel engines would generate exhaust emissions including CO, SO<sub>2</sub>, NO<sub>x</sub>, VOCs, and some particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). Construction activities may cause traffic delays and increased congestion in the area, which would result in slight increases in CO and other emissions. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Overall, Alternative A would have short-term site-specific minor impacts on air quality during construction from construction vehicles, particulate dust, and vehicle idling.

GSA would require contractors to use the best available technology regarding construction equipment, to the extent possible, to reduce vehicle emissions. Dust suppression would be used onsite to control particulates. Trucks carrying loads of soils would be required to cover the loads. Vehicle emissions would likely remain the same over the long-term and would have no effect on air quality in and around the project area. Because expansion of the facility is not likely to increase traffic at the Dunseith LPOE, no impacts on air quality associated with increased traffic, idling vehicles, and queued traffic are expected over the long-term. Traffic volumes through the Dunseith LPOE are not anticipated to increase as a result of site improvements. Better traffic flows from improved vehicle processing times under Alternative A may result in less vehicle idling and have a beneficial effect on air quality.

#### 3.4.2.2.2 Climate Change

Construction activities associated with Alternative A would generate GHG emissions, but such increases would be local, short-term, and minor. As discussed in Section 2.1, facility and infrastructure improvements proposed under Alternative A would incorporate sustainable climate-resilient design following the P100 standards for facilities design (GSA 2021). In addition, renewable energy sources would be considered for viability and feasibility as the design progresses. Over the long-term, Alternative A would have beneficial effects on climate change as facilities would be more energy efficient and would produce lower GHG emissions from energy usage and energy loss through inefficient insulation and windows. In addition, improved traffic flow would result in decreased vehicle idling time, resulting in a beneficial effect on climate change. It should be noted that any improvements in GHG emissions under Alternative A would provide an incremental benefit on a local scale but would not substantially contribute to reductions in GHG emissions on a regional, national, or global scale.

Long-term effects of climate change may impact resources in the project area by contributing to extreme weather events, which can result in road and building damage and wildlife habitat damage through wildfires or flooding.

#### 3.4.2.3 Alternative B – Construct Smaller or Fewer Facilities

Impacts on air quality and climate change under Alternative B would be the same as described under Alternative A as there would be short-term adverse construction emissions. Improved traffic flow would result in decreased vehicle idling time, resulting in a beneficial effect on climate change. Also, newly constructed buildings and retrofitting the existing main building with energy-efficient features would produce lower GHG emissions with greater energy efficiency, resulting in a beneficial effect on climate change. The adverse and beneficial effects would be incremental and on a local scale only.

#### ***3.4.2.4 Alternative C – No Action***

Under the No Action Alternative, current facilities at the Dunseith LPOE would remain and sustainability and climate-resilient upgrades would not be implemented; thus, inefficient traffic flows would result in increased emissions over time, and the existing facilities would be more susceptible to damage from extreme weather or other climatic events and would have a long-term negligible effect on climate change.

### **3.5 Land Use Planning and Zoning**

#### ***3.5.1 Affected Environment***

The project area is located in unincorporated Rolette County, North Dakota. The Dunseith LPOE is developed and bisected by U.S. Route 281. Project area land uses include the Dunseith LPOE facilities, including buildings, paved vehicle travel lanes, and paved access roads. Surrounding land uses include a mix of developed and undeveloped uses. The IPG Airport is east of the Dunseith LPOE, the Canadian LPOE is to the north, and the IPG is to the west. The U.S. Route 281 right-of-way is south of the Dunseith LPOE. Undeveloped agricultural areas are also located to the south and southeast of the Dunseith LPOE.

The Rolette County Zoning Ordinance defines land uses by zones and districts (Rolette County 2022). According to the Zoning Ordinance, Rolette County is broken out into different zones by geography and townships. The northeast portion of Rolette County, including the project area, is designated as Zone 1 (Rolette County 2022). The existing Dunseith LPOE does not have a designated zoning district because it is the property of the U.S. Federal Government (Belgarde pers. comm. 2022). The area surrounding the Dunseith LPOE is in the Agricultural District. The proposed acquisition area shown on Figure 3 above is in the Agricultural District (Belgarde pers. comm. 2022). Land designated in the Agricultural District may be used for agricultural purposes, which is defined as "...agriculture, farming, dairying, pasturage, horticulture, and animal and poultry husbandry...The minimum requirements for an agriculture classification shall be 10 acres of land, with the owner making at least 50% of his income from agriculture" (Rolette County 2022).

#### ***3.5.2 Environmental Consequences***

##### ***3.5.2.1 Methods and Assumptions***

Impacts on land use planning and zoning that may occur from the project were qualitatively analyzed using local and regional land use planning and zoning data, and considered previous, current, and potential future land uses. In addition, GSA consulted with state/local officials about zoning and land use considerations in the project area (40 CFR 3312).

##### ***3.5.2.2 Alternative A – Construct New Facilities (Proposed Action)***

Under Alternative A, 2.31 acres of land from NDDOT to the west and south of the Dunseith LPOE would be acquired (currently in the Agricultural District, as described above). Given the proximity of the area to U.S. Route 281 and the Dunseith LPOE, the area has not been used for agricultural purposes in recent history. Use of the proposed acquisition area would primarily be a transportation use and would include striped traffic, parking, or travel lanes. Therefore, there would be no impacts on land use or zoning because no changes in land use or the zoning district would occur.

### **3.5.2.3 Alternative B – Construct Smaller or Fewer Facilities**

Under Alternative B, land acquisition would be the same as Alternative A. Although there would be less construction and ground disturbance under Alternative B, land use impacts would be the same as described under Alternative A because no changes in land use or the zoning district would occur.

### **3.5.2.4 Alternative C – No Action**

Under the No Action Alternative, current facilities at the Dunseith LPOE would remain and no ground disturbance from new facility construction or other infrastructure would occur. Therefore, no impacts on the existing land uses would occur.

## **3.6 Environmental Justice**

EO 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” issued in 1994, directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. The EO is in response to Title VI of the Civil Rights Act of 1964 which states: “No person in the U.S. shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

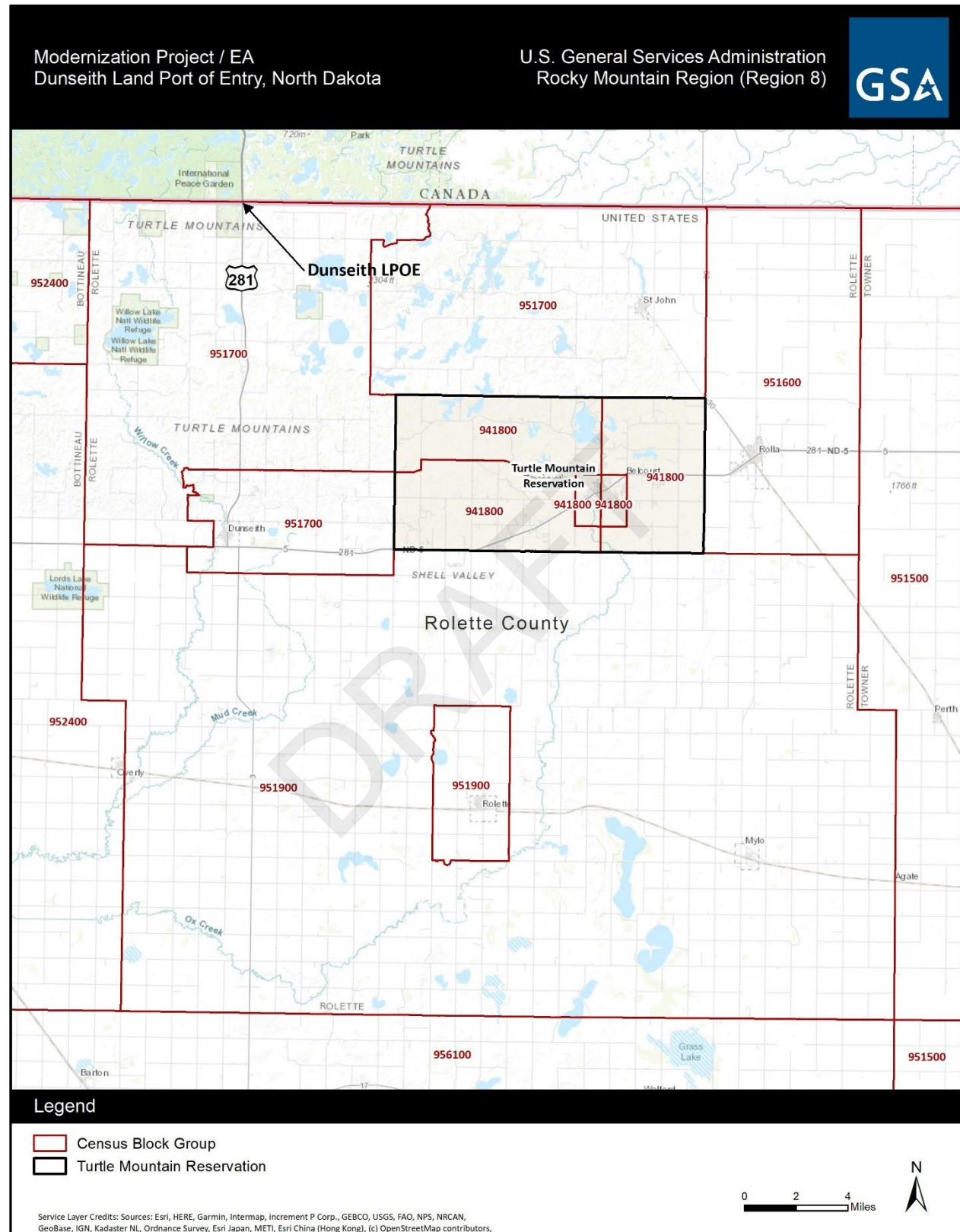
An EJ assessment requires an analysis of whether minority and low-income populations (i.e., populations of concern) would be disproportionately affected by a proposed federal action. GSA's Environmental Justice Strategy (Fiscal Years 2016 – 2018) guides the agency in addressing EJ by integrating the principles of EJ into GSA's programs and activities (GSA 2016). This analysis follows the guidance in the GSA PBS NEPA Desk Guide (GSA 1999). The GSA guidance defines a minority population as one that has a meaningfully greater minority population and/or if the minority population of the affected area exceeds 50 percent (GSA 1999) (note that the term “meaningfully” applies to the site-specific context of the project area, such as total population, socioeconomic conditions, and other factors).

### **3.6.1 Affected Environment**

The project area is in Census Block Group 2, Census Tract 9517 in Rolette County. A Census block group is a geographical unit used by the U.S. Census Bureau that is larger than a block (the smallest geographical unit) and a Census tract. Portions of the Turtle Mountain Reservation overlap Census Block Group 2 (Figure 6). The proportion of people identifying as American Indian and Alaska Native in Census Block Group 2 is nearly 70 percentage points higher than the proportion in the state due to the proximity to the Turtle Mountain Reservation. Rolette County has a slightly higher proportion of American Indian and Alaska Native population than Census Block Group 2 in the project area, with 78.26 percent. The project area has a meaningfully greater minority population than the state of North Dakota (Table 6).



FIGURE 6. ENVIRONMENTAL JUSTICE POPULATIONS



**TABLE 6. CENSUS RACIAL CHARACTERISTICS OF NORTH DAKOTA, ROLETTE COUNTY, AND CENSUS BLOCK GROUP 2 IN THE PROJECT AREA (PERCENT OF POPULATION).**

Location	Total	White (percent)	Black (percent)	American Indian and Alaska Native (percent)	Asian (percent)	Native Hawaiian and Other Pacific Islander (percent)	Some Other Race (percent)	Two or More Races (percent)
Census Block Group 2, Census Tract 9517, Rolette County, North Dakota	1,392	20.83	0.00	75.36	0.00	0.00	0.00	3.81
Rolette County, North Dakota	14,511	18.19	0.64	78.26	0.14	0.00	0.26	2.49
North Dakota	756,717	86.58	2.91	5.29	1.45	0.11	1.07	2.59

Source: U.S. Census 2019, Table B02001.

Neither Census Block Group 2 in the project area nor the county has a meaningfully greater Hispanic or Latino population than the county and the state. The greatest proportion of the population identified as American Indian and Alaska Native alone, Not Hispanic or Latino (Table 7).

**TABLE 7. U.S. CENSUS ETHNICITY CHARACTERISTICS OF NORTH DAKOTA, ROLETTE COUNTY, AND CENSUS BLOCK GROUP 2 IN THE PROJECT AREA (PERCENT OF POPULATION).**

Location	Total	White, Not Hispanic or Latino (percent)	American Indian and Alaska Native alone, Not Hispanic or Latino (percent)	Hispanic or Latino (percent)
Census Block Group 2, Census Tract 9517, Rolette County, North Dakota	1,392	20.8	75.4	0.0
Rolette County, North Dakota	14,511	18.1	78.0	0.6
North Dakota	756,717	84.4	5.1	3.7

Source: U.S. Census 2019, Table B03002.

Median household income for Rolette County (in 2015 dollars) was \$33,277, nearly \$24,000 less than the state of North Dakota median household income of \$57,181 (U.S. Census 2019). The unemployment rate estimate is 4.8 percent in Rolette County and 2.9 percent for the state (U.S. Census 2019). The proportion of the population in Rolette County below the poverty level is nearly three times the proportion of the population in the state below the poverty level (27.1 percent for Rolette County and 10.7 percent for the state) (U.S. Census 2019).

Data from the Climate and Economic Justice Screening Tool were also gathered. The purpose of the tool is to help federal agencies identify disadvantaged communities that are marginalized, underserved, and overburdened by pollution, as directed by EO 14008, "Tackling the Climate Crisis at Home and Abroad." The tool provides socioeconomic, environmental, and climate information to inform decisions that may affect disadvantaged communities (CEQ 2022). The tool provides data at the Census tract level, which is much larger than the project area. Inferences about the project area and project impacts were made from these data.

Data from CEQ's Climate and Economic Justice Screening Tool indicates that the Census tract is considered a disadvantaged community (CEQ 2022). The area is in the 84th percentile for

households with income less than or equal to twice the federal poverty level and the 96th percentile for people over the age of 15 not enrolled in college, university, or graduate school (CEQ 2022). The area has higher health disparities including residents above the 90th percentile for asthma, diabetes, and heart disease (CEQ 2022).

Data from the Environmental Protection Agency's (EPA) Environmental Justice Screening and Mapping Tool indicate that the Census block group has several critical service gaps. The Census block group is in the 93rd percentile for limited broadband and is defined by the EPA as a medically underserved area. Medically underserved areas or populations are designated by the U.S. Health Resources & Services Administration as having too few primary care providers, high infant mortality, high poverty, or a high elderly population (EPA 2022d).

The tool also assesses climate risk via three measures – expected agriculture loss rate, expected building loss rate, and expected population loss rate. The area is in the 37th percentile for expected agriculture loss, 81st percentile for expected building loss, and 90th percentile for expected population loss (CEQ 2022). The area is in the 98th percentile for energy burden, which is measured by the average annual energy costs divided by household income. The Climate and Economic Justice Screening Tool also indicates that the residents near the project area are not in proximity to hazardous waste facilities or known polluted areas, and generally have good air quality (i.e., lower levels of fine particulate matter) (CEQ 2022).

### **3.6.2 Environmental Consequences**

#### **3.6.2.1 Methods and Assumptions**

For this analysis, minority includes all racial groups other than white, not Hispanic, or Latino. GSA guidance defines low-income populations as "...one identified with the Bureau of Census Series P60 statistical poverty threshold." The U.S. Census Bureau releases raw data (i.e., data tables) and publications that summarize various data tables. The Consumer Income (P60) Publication Series is information concerning families, individuals, and households at various income levels is presented in this group of reports.

To identify potential minority populations, Census block group level data were compared to reference communities including Rolette County and the state of North Dakota. Due to the rural nature of the project area, the Census block group covers a much larger area than the defined project area and inferences about the project area were made from the Census block group data. Potential EJ populations are shown on Figure 6 and encompass the entire project area.

Low-income data at the Census block group level were not available. Data for Rolette County were collected and inferences about the project area and project impacts were made.

#### **3.6.2.2 Alternative A – Construct New Facilities (Proposed Action)**

Construction of Alternative A could result in direct and indirect short-term minor beneficial impacts on the local economy. These short-term effects would occur during construction and would be mostly limited to a slight increase in the construction work force and beneficial impacts from associated spending in the local community. Construction would provide up to 250 construction personnel temporary employment for approximately two years (contingent on weather and other site constraints). Construction personnel would primarily use temporary housing at motels, hotels, or short-term rentals in the vicinity of the project area, although some workers may be local and would

use their own residences. No long-term population and housing effects are anticipated under Alternative A because no increases in personnel at the Dunseith LPOE are expected. A continuation of the existing demand for housing is expected.

It is anticipated that workers would spend a portion of their income in the local communities on meals and lodging, resulting in an incremental beneficial effect on local businesses during construction. These impacts would be short-term and end after construction is completed.

Alternative A is not expected to result in any change to existing income, education, health, or energy burden disparities. As discussed in Section 3.4.2, no impacts on air quality associated with increased traffic, idling vehicles, or queued traffic are expected over the long-term. Construction activities would generate GHG emissions, but such increases would be local, short-term, and minor. Alternative A would incorporate sustainable climate-resilient design following the P100 standards for facilities design (GSA 2021). In addition, renewable energy sources would be considered for viability and feasibility as the design progresses. Over the long-term, Alternative A would have beneficial effects on the local community as facilities would be more energy efficient, would produce lower GHG emissions, and would be more resilient to the effects of extreme weather and other climatic events (i.e., wildfire).

No changes to existing critical services such as medical and emergency services, or other critical services would occur under Alternative A.

Due to the limited scope of Alternative A, and the rural nature of the project area, the potential for unknown or uncertain impacts is low. Overall, Alternative A would not result in disproportionately high and adverse effects on minority and low-income populations in the vicinity of the project area.

#### ***3.6.2.3 Alternative B – Construct Smaller or Fewer Facilities***

Impacts under Alternative B on the local economy would be the same as described under Alternative A.

#### ***3.6.2.4 Alternative C – No Action***

Under the No Action Alternative, current facilities at the Dunseith LPOE would remain and no changes would occur. The beneficial effects of increased jobs and local spending during construction would not occur. The No Action Alternative would not result in disproportionately high and adverse effects on minority and low-income populations in the vicinity of the project area.

### **3.7 Environmental Contamination and Waste Management**

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) was enacted by Congress in 1980. CERCLA provides authority to the U.S. Federal Government to respond directly to releases and threatened releases of hazardous substances that have the potential to endanger public health or the environment. Section 312 of CERCLA (40 CFR 312) provides standards and practices for EPA's "all appropriate inquiries" (AAI) for the purposes of CERCLA Sections 101(35)(B)(i)(1), 101(35)(B)(ii), and 101(35)(B)(iii). An AAI is the process for evaluating the environmental conditions of a property and assessing who is potentially liable for any contamination. A Phase I Environmental Site Assessment (Phase I ESA) meets the requirements of an AAI and the "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" (ASTM International E1527-13 2013) (ASTM 2013a).

### **3.7.1 Affected Environment**

A Phase I ESA was conducted for the Dunseith LPOE in June 2022 (ERO 2022b) to identify recognized environmental conditions associated with the project area, which are defined as the following:

The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment (ASTM 2013b).

The Phase I ESA identified four fuel oil USTs (three 2,000-gallon and one 10,000-gallon); a historical diesel spill that occurred in the project area; and retail-sized containers of petroleum products, automotive fluids, and cleaners stored on shelves and flammables cabinets in the Residence No. 4 being used as a maintenance office and in the secondary inspection garage. In addition, a pad-mounted electrical transformer was observed in the northeast portion of the project area.

The documents provided by NDDEQ and GSA, which include an April 10, 1986 UST Notification form and a September 16, 1994, UST Removal Form, are not conclusive regarding the current location and condition/status of the historical USTs in the project area, aside from the 10,000-gallon UST that was removed from the project area in September 1994 (North Dakota Department of Health [NDDH] 1994). The diesel spill was reported and cleaned up immediately and the NDDH issued a No Further Action letter on July 25, 2017 (NDDH 2017). No indications of leaks or spills were observed in the vicinity of the containers or the transformer (ERO 2022b).

According to the 2009 feasibility study conducted by the Parsons Corporation at the Dunseith LPOE, asbestos surveys were performed on the main port building, storage building, and the USFWS building (The Louis Berger Group and Hill International 2009). The main port building and USFWS building reportedly contain asbestos-containing materials (ACMs). The storage building contains an emergency generator that is suspected to contain asbestos (The Louis Berger Group and Hill International 2009). In addition, a 2018 Asbestos Re-Inspection Report for Residence No. 4 and the main port building indicated that ACMs are present in these structures (Legend Technical Services, Inc. 2018a, 2018b).

### **3.7.2 Environmental Consequences**

#### **3.7.2.1 Methods and Assumptions**

Results of the Phase I ESA conducted in 2022 (ERO 2022b), personal communications with GSA personnel, and other publicly available data were used to assess the environmental contamination and waste management impacts associated with the action alternatives and No Action Alternative.

#### **3.7.2.2 Alternative A – Construct New Facilities (Proposed Action)**

Due to the unknown environmental conditions of the Dunseith LPOE associated with the historical fuel oil USTs, soil and groundwater contamination could be encountered during the excavation work under Alternative A. A geophysical survey would be conducted by GSA prior to alternatives design to locate the historical fuel oil tanks potentially occurring in the project area. In addition, to ensure the safety of construction contractors and employees, GSA would develop a MMP prior to construction for the proper handling and disposal of any unanticipated hazardous substances or petroleum products encountered during construction. A pre-alteration assessment for asbestos and lead would

be completed prior to alternatives design and demolition of the structures, and ACMs would be abated from any buildings planned for demolition by a licensed asbestos abatement professional, as required by federal and state law.

With implementation of a geophysical survey, MMP, and asbestos abatement prior to construction activities, environmental contamination and waste management impacts are anticipated to be short-term, site-specific, and minor. However, Alternative A would have long-term site-specific beneficial effects following the removal or remediation of the historical fuel oil USTs (if needed) and asbestos abatement.

#### *3.7.2.3 Alternative B – Construct Smaller or Fewer Facilities*

Impacts under Alternative B would be similar to those described under Alternative A, but there would be less ground disturbance and less building demolition because fewer new facilities would be constructed. There would be less risk of uncovering buried contamination and less need for ACM abatement.

Mitigation measures described under Alternative B would be the same as Alternative A, including a geophysical survey, MMP, and asbestos abatement.

Environmental contamination and waste management impacts are anticipated to be short-term, site-specific, and minor under Alternative B with implementation of the same mitigation measures described under Alternative A. Alternative B would also have long-term site-specific beneficial effects following the removal or remediation of the historical fuel oil USTs (if needed) and asbestos abatement.

#### *3.7.2.4 Alternative C – No Action*

Under the No Action Alternative, current facilities at the Dunseith LPOE would remain and no ground disturbance from new facility construction or other infrastructure would occur; therefore, impacts on potentially unknown or buried environmental contamination and waste management impacts would not occur; however, the historical USTs in unknown locations would be left in place and not addressed, resulting in a long-term site-specific minor impact.

### **3.8 Safety and Security**

#### **3.8.1 Affected Environment**

The Dunseith LPOE has varying levels of safety and security measures depending on the agency occupant, building, and visiting vehicle type, as summarized below.

##### *Vehicle Inspections*

Inbound noncommercial vehicles traveling south from Canada are directed to the two canopy inspection lanes with booths, located adjacent to the main building (Figure 2 in Section 1.3) (CBP 2019). Noncommercial vehicles that pass inspection proceed south on U.S. Route 281. Vehicles failing the primary inspection must pass a secondary inspection, located at the inspection garage south of the main building, or make a U-turn immediately south of the main building and return to Canada (Figure 2 in Section 1.3) (CBP 2019).



No outbound (northbound) inspection booths or canopies are located at the Dunseith LPOE. If requested by the Canadian Border Services Agency or CBP, temporary roadblocks can be installed on the northbound lanes of U.S. Route 281.

#### *Building Security*

The Dunseith LPOE is more than 45 years old and is obsolete in terms of CBP operational protocols. The Dunseith LPOE lacks modern security system technology, adequate processing and holding facilities, and other vital safety features. Improvements to the Dunseith LPOE have been made in a random fashion, creating serious cross-traffic conflicts and security issues inside the buildings, as well as on the site.

#### *Emergency Services*

CBP provides security services at the Dunseith LPOE. The Dunseith LPOE is served by the Rolette County Sheriff's Office and also by a network of rural volunteer fire departments, coordinated at the state level (Schumaier pers. comm. 2022). The nearest hospitals include the Quentin N. Burdick Memorial Hospital, located in Belcourt, North Dakota (26 miles southeast of the Dunseith LPOE) and SMP Health – St. Andrew's in Bottineau, North Dakota (30 miles southwest of the Dunseith LPOE).

### **3.8.2 Environmental Consequences**

#### *3.8.2.1 Methods and Assumptions*

Data provided by GSA on the disposition of existing security measures at the Dunseith LPOE, publicly available data, and personal communications were used to analyze impacts of the action alternatives and No Action Alternative on safety and security.

#### *3.8.2.2 Alternative A – Construct New Facilities (Proposed Action)*

##### *Vehicle Inspections*

Under Alternative A, the efficiency and safety of vehicle inspections would improve after construction over the long-term. The addition of two new inspection lanes with permanent booths, a new noncommercial secondary inspection area, as well as a separate commercial vehicle inspection building and dedicated commercial inspection staging area would improve CBP's and APHIS's inspection efficiency and inspectors' safety.

Construction of Alternative A would be phased, as described in Section 2.2.1.5. Commercial and noncommercial vehicle inspections would occur at the temporary inspection areas during construction. The temporary inspection areas would likely be smaller than the existing areas, making inspections less efficient. Signs, barriers, and traffic cones would be installed to direct vehicles to the appropriate temporary inspection areas. The location of the temporary inspection areas and how long they might be used is unknown at this time and would be finalized during the design process. Impacts on vehicle inspections would be local, short-term, and minor during construction and beneficial over the long-term.

#### *Building Security*

The larger and more modern facilities under Alternative A would allow CBP inspectors to perform their inspections and duties, meeting CBP safety and security protocols and resulting in beneficial

effects on security over the long-term. During construction, temporary inspection facilities would be smaller than the existing facilities, resulting in local short-term minor adverse impacts on security.

#### *Emergency Services*

No changes to existing emergency services would occur under Alternative A.

#### *3.8.2.3 Alternative B – Construct Smaller or Fewer Facilities*

##### *Vehicle Inspections*

Under Alternative B, the efficiency and safety of vehicle inspections would improve, as described under Alternative A.

##### *Building Security*

Similar to Alternative A, the larger and more modern facilities under Alternative B would allow CBP inspectors to perform their inspections and duties, meeting CBP safety and security protocols.

#### *Emergency Services*

No changes to existing emergency services would occur under Alternative B.

#### *3.8.2.4 Alternative C – No Action*

Under the No Action Alternative, CBP would remain in the current facilities and no changes to the Dunseith LPOE would occur. The efficiency and safety of vehicle inspections would not change, and security measures would not follow current CBP standards. No changes to existing security or emergency services would occur and existing security issues would remain.

### **3.9 Traffic and Transportation**

#### **3.9.1 Affected Environment**

The Dunseith LPOE is located on U.S. Route 281, a two-lane highway that runs north and south. An unnamed 26-foot-wide access road located about 270 feet south of the main building provides access to the CBP shed, USFWS/Madison building, GSA storage area, and propane tanks (Figure 2 in Section 1.3). Another unnamed access road located about 510 feet south of the main building provides access to the IPG Airport. Peace Garden Boulevard is about 340 feet north of the main building and provides access to the IPG.

The IPG Airport, owned and managed by the North Dakota State Aeronautics Commission, is located just east of the project area. The airport consists of a runway with no other buildings or structures (AirNav 2022).

Given the rural location of the Dunseith LPOE, traffic at the Dunseith LPOE is low with few major congestion problems (CBP 2019), although traffic volumes are higher relative to traffic volumes when the Dunseith LPOE was originally designed and constructed. Traffic is generally higher during the summer months and some congestion can occur due to the arrival and departure of summer camp guests at the IPG (Schumaier pers. comm. 2022). Historic traffic data reveal that privately owned vehicles account for nearly two-thirds of the traffic at the Dunseith LPOE (Zach pers. comm. 2022). Traffic data from fiscal year 2020 show a substantial decline in privately owned vehicles due to the COVID-19 pandemic travel restrictions (Table 8).

**TABLE 8. DUNSEITH LPOE TRAFFIC DATA FISCAL YEAR 2017-2020.**

Fiscal Year	Privately Owned Vehicles	Trucks
2020	24,109	24,814
2019	52,379	25,268
2018	54,833	27,678
2017	49,646	23,974

Source: Zach pers. comm. 2022.

### **3.9.2 Environmental Consequences**

#### **3.9.2.1 Methods and Assumptions**

Local traffic data, site mapping, and other publicly available data were used to analyze impacts on traffic and transportation for the action alternatives and No Action Alternative.

#### **3.9.2.2 Alternative A – Construct New Facilities (Proposed Action)**

Under Alternative A, direct impacts on traffic would occur during construction. Direct impacts could include traffic delays and temporary U.S. Route 281 lane closures. Traffic delays would occur during traffic detours to avoid active construction areas, or during the use of temporary inspection areas, as described in Section 2.2.1.4. Temporary road or lane closures of U.S. Route 281 may occur during building demolition and facility construction. No full closures of U.S. Route 281 are expected under Alternative A. There would be local short-term minor impacts on traffic and transportation because of detours and traffic delays.

As design of the project progresses, GSA, in coordination with NDDOT, would create a traffic management plan that would outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and temporary inspection areas. This plan would also describe the potential impacts on the nearby access roads and Peace Garden Boulevard during construction and any mitigation measures.

While Alternative A would expand the Dunseith LPOE, the expansion is not expected to result in an increase of Dunseith LPOE employees. Similarly, due to the rural location of the Dunseith LPOE, this alternative is not expected to noticeably increase vehicle quantity (CBP 2019). Overall, Alternative A would improve vehicle circulation in and around the Dunseith LPOE and improve dealing with increased security.

#### **3.9.2.3 Alternative B – Construct Smaller or Fewer Facilities**

Impacts under Alternative B would be the same as described under Alternative A.

#### **3.9.2.4 Alternative C – No Action**

Under the No Action Alternative, current facilities at the Dunseith LPOE would remain and no ground disturbance from new facility construction or other infrastructure would occur; therefore, no impacts on the existing roads and traffic conditions would occur in the short-term; however, the inefficient traffic flow could worsen if vehicle volumes increase over the long-term.

### **3.10 Cumulative Effects**

CEQ regulations require federal agencies to assess the cumulative effects of federal projects during the decision-making process. Cumulative impacts result “from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what

agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” (40 CFR 1508.7). This Draft EA section describes the cumulative impacts that the alternatives, combined with other projects in the area, may have on the environment.

### **3.10.1 Reasonably Foreseeable Future Actions**

GSA identified two reasonably foreseeable future actions that would contribute to cumulative impacts in combination with the project impacts described for each resource above. These actions are described below.

#### **3.10.1.1 Transitioning to Tribal Water**

Currently, the IPG provides water to the Dunseith LPOE. The IPG water supply infrastructure is aging and, as such, GSA and CBP are investigating the possibility of transitioning to the Turtle Mountain Water System. If GSA were to transition to the new water system, GSA’s water line would be connected to the new water system at the same connection point. This action is being considered separately from the Dunseith LPOE Modernization Project, from a separate funding source. The water supply transition may result in negligible ground disturbance associated with boring, trenching, or replacing pipes/valves, although the work would likely occur in previously disturbed areas.

#### **3.10.1.2 Maintenance Activities**

Regular maintenance activities would continue during construction of the new facilities, which may result in negligible ground disturbance. These activities would include, but are not limited to, the following:

- Repair and alteration projects in accordance with the facility master plans.
- Procurement contracts for professional services and supplies.
- Real property inspections for compliance needs.

### **3.10.2 Cumulative Effects**

Table 9 describes the cumulative effects for each resource analyzed in this Draft EA.

**TABLE 9. CUMULATIVE EFFECTS.**

<b>Resource</b>	<b>Cumulative Effects</b>
Geology, Topography, and Soils	There would be a short-term negligible adverse effect on geology, topography, and soils in the project area from the Dunseith LPOE effort to transition to the Turtle Mountain Water System because there would be little ground disturbance. There may be minor ground disturbance from maintenance activities such as miscellaneous repair projects on the grounds. Combined with the implementation of mitigation measures under the action alternatives, there would be short-term negligible cumulative effects on geology, topography, and soils.
Vegetation and Wetlands	There would be a short-term negligible adverse effect on vegetation and wetlands in the project area from the Dunseith LPOE effort to transition to the Turtle Mountain Water System because there would be little ground disturbance. There may be negligible ground disturbance from maintenance activities such as miscellaneous repair projects on the grounds. When combined with impacts from the action alternatives and reasonably foreseeable future actions, vegetation impacts would be short-term and minor because the removal of vegetation would be in primarily landscaped (previously developed) areas. Alternative A would also include grading activities in the wetland swales; however, the quantity of wetlands impacted would result in short-term minor impacts when compared to the overall wetland habitat in the surrounding area.

Resource	Cumulative Effects
Cultural and Historical Resources and Indian Sacred Sites and Indian Trust Resources	There would be no effect on cultural resources from the Dunseith LPOE effort to transition to the Turtle Mountain Water System because there would be little ground disturbance. There may be minor ground disturbance from maintenance activities such as miscellaneous repair projects. There would be no potential for project-specific impacts on historic properties from the action alternatives; GSA is engaged in ongoing tribal consultation to determine if effects on Indian Sacred Sites or Indian Trust Resources would be affected by the project and would mitigate any adverse effects in compliance with Section 106; therefore, the project would not contribute to adverse cumulative impacts on cultural resources.
Air Quality and Climate Change	There would be a negligible effect on air quality and climate change from the Dunseith LPOE effort to transition to the Turtle Mountain Water System from construction equipment such as an excavator or other installation equipment. Maintenance activities would have a negligible effect on local air quality from the use of construction equipment because the use of such equipment would be short-term and site-specific. The action alternatives would contribute to short-term minor cumulative impacts on air quality in the project area during construction due to construction vehicle emissions.
Land Use Planning and Zoning	There would be no change in land use and zoning from the Dunseith LPOE effort to transition to the Turtle Mountain Water System because the transition would take place at the same location as the current water connection and there would be no change in land use. There would be no cumulative effects on land use and zoning when combined with impacts from the action alternatives.
Environmental Justice	There may be a minor beneficial effect on EJ communities from the Dunseith LPOE effort to transition to the Turtle Mountain Water System because it is assumed that the Turtle Mountain Tribe would be compensated for their water use. Combined with the beneficial effects of the action alternatives on EJ populations due to construction jobs and increased local spending, cumulative effects on EJ populations would be minor and beneficial.
Environmental Contamination and Waste Management	There would be a short-term negligible effect on environmental contamination and waste management in the project area from the Dunseith LPOE effort to transition to the Turtle Mountain Water System because there would be little ground disturbance. There may be minor ground disturbance from maintenance activities such as miscellaneous repair projects. With the implementation of mitigation measures to address the historical USTs and potentially unknown environmental contamination, the action alternatives would contribute to short-term minor and long-term beneficial cumulative effects.
Safety and Security	There would be no effect on site safety and security from the Dunseith LPOE effort to transition to the Turtle Mountain Water System. Water would be delivered to the Dunseith LPOE via the same infrastructure as currently exists. When combined with the effects of the action alternatives on Dunseith LPOE safety and security, cumulative effects would be short-term and minor due to the temporary security measures implemented during construction and long-term and beneficial because of the security improvements.
Traffic and Transportation	There would be no effect on traffic and transportation from the Dunseith LPOE effort to transition to the Turtle Mountain Water System because water would be delivered to the Dunseith LPOE via the same infrastructure as currently exists. There may be minor ground disturbance and traffic disruptions from maintenance activities. When combined with the effects of the action alternatives, including construction detours and delays as well as long-term beneficial effects on traffic flow, cumulative effects on traffic and transportation would be short-term, minor, and adverse; and long-term and beneficial.

### 3.11 Unavoidable Adverse Environmental Effects

Impacts from the action alternatives on the environment have been described in detail in the previous individual resource sections of this chapter. In general, any unavoidable adverse effects resulting from the action alternatives would be short-term, site-specific, and minor.

Table 10 provides a summary of unavoidable adverse environmental effects of the project.

**TABLE 10. UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS.**

<b>Resource</b>	<b>Unavoidable Effects</b>
Geology, Topography, and Soils	Installation of a geothermal system would result in long-term site-specific minor adverse impacts on geology, topography, and soils, as well as water quantity and quality.
Vegetation and Wetlands	Long-term site-specific adverse effects on vegetation and wetlands from grading activities would result in disturbance.
Cultural and Historical Resources and Indian Sacred Sites and Indian Trust Resources	No historic properties exist in the project area. GSA continues to consult with potentially interested tribes to determine if Indian Sacred Sites or Indian Trust Resources would be affected by the project.
Air Quality and Climate Change	None.
Land Use Planning and Zoning	None.
Environmental Justice	None.
Environmental Contamination and Waste Management	None.
Safety and Security	None.
Traffic and Transportation	None.

### **3.12 Local Short-Term Uses of this Project and Maintenance and Enhancement of Long-Term Productivity**

Long-term benefits of improved traffic flow, space needs, and security of the project would occur at the expense of short-term air quality impacts from equipment needed for new building construction and infrastructure improvements. In addition, potential remediation of USTs would result in a long-term benefit to the Dunseith LPOE. Impacts would be temporary, and proper mitigation measures would be used to prevent long-term effects.

Short-term gains to the local economy would occur as local businesses and workers provide services and supplies during construction. However, these gains would not enhance the local economy over the long-term.

### **3.13 Irreversible and Irretrievable Commitments of Resources**

A commitment of electricity, construction materials, and workforce labor would be required to complete construction for the project. However, irretrievable commitments of these resources may be minimized through conservation and sustainability practices, such as the diversion of up to 50 percent of materials from the landfill. In addition, it is anticipated that the action alternatives would ultimately require a lower expenditure of funds and energy through lower maintenance costs and sustainable building practices.

### **3.14 Summary of Impacts and Mitigation Measures**

Table 11 provides a summary of the impacts described for each resource topic described above under each alternative and mitigation measures to address impacts.



**TABLE 11. SUMMARY OF IMPACTS AND MITIGATION MEASURES.**

Resource	Alternative A Impacts	Alternative B Impacts	Alternative C Impacts	Mitigation Measures
Geology, Topography, and Soils	Impacts on soils (previously disturbed and undisturbed) would be about 8.5 acres under Alternative A. Construction activities may expose the project area soils to wind and erosion, resulting in a short-term minor impact on soils. Installation of a geothermal system would result in long-term site-specific minor adverse impacts on geology, topography, and soils, as well as water quantity and quality.	Impacts on soils (previously disturbed and undisturbed) would be about 7 acres under Alternative B. Construction activities may also expose project area soils to wind and erosion, resulting in a short-term minor impact on soils. Installation of a geothermal system would result in long-term site-specific minor adverse impacts on geology, topography, and soils, as well as water quantity and quality.	None	GSA would implement mitigation measures during construction including applying water to exposed soils and revegetating exposed areas following construction. In addition, GSA would prepare a detailed SWPP prior to construction in accordance with NDDEQ requirements. Following construction, natural stabilization methods would be used in disturbed areas to prevent erosion and promote infiltration of stormwater.

Resource	Alternative A Impacts	Alternative B Impacts	Alternative C Impacts	Mitigation Measures
Vegetation and Wetlands	Impacts on vegetation and wetlands (previously disturbed and undisturbed) would be about 8.5 acres under Alternative A. Long-term site-specific adverse effects on vegetation and wetlands from grading activities would disturb vegetation; however, the effects would be minor because the activities would be mainly in existing previously developed areas. The quantity of wetlands impacted (up to 0.21 acre) would be minor when compared to the overall wetland habitat in the surrounding area. The impacts associated with invasive nonnative plant dispersal from the project would be short-term, site-specific, and negligible.	Impacts on soils (previously disturbed and undisturbed) would be about 7 acres under Alternative 7. Long-term site-specific adverse effects on vegetation and wetlands from grading activities would disturb vegetation; however, the effects would be minor because most of the activities would occur in previously disturbed areas and would be less than Alternative A because there would be less ground disturbance. The impacts associated with invasive nonnative plant dispersal would be the same as Alternative A.	None	GSA would coordinate with the USACE during design to determine if any wetlands would be potentially affected and if a Clean Water Act Section 404 permit is necessary for impacts on the wetland swales. Revegetation of areas temporarily impacted during construction would occur and would be consistent with the vegetation in the surrounding area.
Cultural and Historical Resources and Native American Religious and Other Concerns	No cultural resources or historic properties exist in the project area; therefore, demolition of the existing buildings would have no effect on historic properties. GSA would continue to consult with potentially interested tribes to determine if Indian Sacred Sites or Indian Trust Resources would be affected by the project.	Alternative B would have no effect on historic properties, the same as Alternative A. GSA would continue to consult with potentially interested tribes to determine if Indian Sacred Sites or Indian Trust Resources would be affected by the project.	None	If previously unidentified cultural resources were to be discovered during construction, the GSA Region 8 Regional Historic Preservation Officer would be contacted for evaluation. Mitigation of any adverse effects on Indian Sacred Sites or Indian Trust Resources would be determined among GSA, the THPO, and the tribes. In addition, a tribal monitor would be present during construction, as requested by the tribes.

Resource	Alternative A Impacts	Alternative B Impacts	Alternative C Impacts	Mitigation Measures
Air Quality and Climate Change	<p>Short-term minor adverse impacts would occur on air quality and climate change from greenhouse gas (GHG) emissions from construction vehicle emissions.</p> <p>Long-term beneficial effects on climate change would occur as facilities would be more energy efficient and would produce lower GHG emissions.</p>	Same as Alternative A	Inefficient traffic flows would result in increased emissions over time; the existing facilities would be more susceptible to damage from extreme weather or other climatic events and would have a long-term negligible effect on climate change.	GSA would require contractors to use the best available technology regarding construction equipment, to the extent possible, to reduce vehicle emissions. Dust suppression would be used onsite to control particulates. Facility and infrastructure improvements would incorporate sustainable climate-resilient design following the P100 standards for facilities design (GSA 2021). Renewable energy sources would be considered for viability and feasibility as the design progresses.
Land Use Planning and Zoning	None	None	None	None
Environmental Justice	<p>Direct and indirect short-term minor beneficial economic impacts on the local economy would occur during construction. Short-term effects would occur during construction and would be mostly limited to a slight increase in the construction work force and beneficial impacts from associated spending in the local community.</p> <p>Overall, Alternative A would not result in disproportionately high and adverse effects on minority and low-income populations in the vicinity of the project area.</p>	Same as Alternative A	None	None

Resource	Alternative A Impacts	Alternative B Impacts	Alternative C Impacts	Mitigation Measures
Environmental Contamination and Waste Management	<p>Alternative A has the potential to encounter historical fuel oil underground storage tanks (USTs) and ACM in the main building and USFWS building. Unanticipated hazardous substances or petroleum products could also be encountered during implementation of the project.</p> <p>With implementation of mitigation measures, impacts are anticipated to be short-term, site-specific, and minor; and long-term, site-specific, and beneficial.</p>	<p>Alternative B would have less ground disturbance and less building demolition than Alternative A because fewer new facilities would be constructed. With implementation of mitigation measures, impacts are anticipated to be short-term, site-specific, and minor; and long-term, site-specific, and beneficial.</p>	<p>Long-term site-specific minor impacts would occur because the historical USTs in unknown locations would be left in place and not addressed.</p>	<p>A geophysical survey of the project area would be conducted to locate potential USTs.</p> <p>A pre-alteration assessment for asbestos and lead would be completed prior to alternatives design and demolition of the structures, and ACMs would be abated from any buildings planned for demolition by a licensed asbestos abatement professional, as required by federal and state law.</p> <p>GSA would develop a MMP to address the proper handling and disposal of any unanticipated hazardous substances or petroleum products.</p>
Safety and Security	<p>Impacts on vehicle inspections would be local, short-term, and minor during construction and beneficial over the long-term because of the improved inspection efficiency and inspectors' safety.</p> <p>During construction, temporary inspection facilities would be smaller than the existing facilities, making inspections less efficient, and resulting in local short-term minor adverse impacts.</p>	Same as Alternative A	<p>Existing security issues would remain, resulting in long-term site-specific minor impacts.</p>	<p>Signs, barriers, and traffic cones would be installed to direct vehicles to the appropriate temporary inspection areas. The location of the temporary inspection areas and how long they might be used is not known at this time and would be finalized during the design process.</p>

Resource	Alternative A Impacts	Alternative B Impacts	Alternative C Impacts	Mitigation Measures
Traffic and Transportation	Traffic delays would occur during traffic detours to avoid active construction areas, or during the use of temporary inspection areas. Temporary road or lane closures of U.S. Route 281 may occur during building demolition and facility construction. Local short-term minor impacts would occur on traffic and transportation because of detours and traffic delays.	Same as Alternative A	Inefficient traffic flows could worsen over the long-term.	GSA, in coordination with NDDOT, would create a traffic management plan that would outline the anticipated timing, duration, and proposed phasing of any travel lane closures, traffic detours, and temporary inspection areas.

## 4.0 CONSULTATION AND COORDINATION

### 4.1 Scoping and Public Involvement

Scoping is an early and open process for determining the scope of issues to be addressed and for identifying potential significant issues related to a proposed action. Internal scoping began with GSA and CBP staff identifying the purpose and need for the project, defining the proposed action, determining the environmental issues potentially required for detailed analysis, eliminating issues that are out of scope of the project, listing data needs, identifying cumulative actions, and confirming the appropriate NEPA path. External scoping began when the public and all interested stakeholders were notified about the proposed action and comments on the project and potential environmental issues were solicited. External scoping began on May 30, 2022, and concluded on June 30, 2022. For this project, scoping included the following outreach:

- Press Release – A press release was published in the *Bottineau Courant* with project information, the virtual public and stakeholder meeting details, the public and stakeholder comment period, and the web address for the project on the GSA website (<https://www.gsa.gov/real-estate/gsa-properties/land-ports-of-entry-and-the-bil/bipartisan-infrastructure-law-construction-project/north-dakota>).
- Interested Stakeholder Scoping – Letters describing the project and ways to submit comments were drafted and sent to interested stakeholders (including representatives of potentially interested tribes) and the North Dakota SHPO (see also Sections 4.2, 4.3, and 4.4).
- Virtual Public and Stakeholder Meeting – GSA hosted a virtual public and stakeholder meeting on Monday, June 13, 2022. The virtual meeting included a presentation by GSA staff describing the project, the NEPA process, the purpose of and need for the project, and preliminary resources to be analyzed in this Draft EA. The meeting also included information on how to submit comments about the project.

Notification of the Draft EA public comment period was provided via a press release in the *Bottineau Courant*, *Minot Daily News*, and *Grand Forks Herald*; letters to interested stakeholders; and the GSA project website (link provided above). The notification included instructions on how to review and submit comments on this Draft EA. Information on how to provide comments is also included in the Executive Summary of this Draft EA.

### 4.2 Federal Agencies

GSA sent a letter dated May 26, 2022, to the USFWS, North Dakota Ecological Services Field Office (NDFO), requesting input on resources that may be affected by the project. GSA received a response via email from the NDFO on June 3, 2022, stating no objections to the project (Appendix 7.2).

GSA also consulted with the USACE, North Dakota Regulatory Office, on September 29, 2022 via telephone. USACE provided multiple options for addressing impacts on potential wetlands, including performing a wetland delineation and outlining the process for a preconstruction notification or any permits that may be required for the project (Erhardt pers. comm. 2022). GSA is continuing to consult with USACE, as necessary, to comply with the Clean Water Act.



#### **4.3 State Agencies**

GSA sent a letter dated May 26, 2022, to the North Dakota SHPO requesting their concurrence with GSA's no effect on historic resources determination, under the provisions of Section 106 of the National Historic Preservation Act. The North Dakota SHPO concurred with GSA's effect determination in a letter dated June 9, 2022 (Appendix 7.1).

GSA sent a scoping notice to NDDOT on May 26, 2022, to solicit input on the project. GSA met with NDDOT on June 27, 2022, to discuss the potential NDDOT land acquisition of 2.31 acres. NDDOT expressed that the agency would need post-construction access to the IPG for maintenance. Discussions between GSA and NDDOT are ongoing to ensure that NDDOT will retain access to the IPG.

#### **4.4 American Indian Tribes**

GSA sought tribal input to help inform the analysis of the project. Affiliated tribes were sent letters on May 26, 2022, to inform them of the scoping period for the project and upcoming preparation of the Draft EA (Appendix 7.1), and include the following:

- Turtle Mountain Band of Chippewa Indians
- Mandan, Hidatsa, and Arikara Nation/Three Affiliated Tribes
- Spirit Lake Tribe of Ft. Totten

GSA met with the Spirit Lake Tribe and Turtle Mountain Tribe on July 28, 2022, to solicit input on the project. The tribes expressed overall support for Alternative A and would like to supplement GSA's cultural resources analysis by walking the site with GSA prior to construction to determine if tribal resources are present in the area. The tribes also requested a tribal monitor presence during initial ground-disturbing activities in the event tribal resources are uncovered.

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## 6.0 LIST OF PREPARERS

Name	Title
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[REDACTED]	Region 8 Portfolio Business Center Manager
[REDACTED]	Region 8 Portfolio Officer
[REDACTED]	Region 8 Senior Project Manager
[REDACTED]	Region 8 Project Manager
[REDACTED]	Region 8 NEPA Compliance Specialist
[REDACTED]	Region 8 Historic Preservation Officer
[REDACTED]	Region 8 Environmental Program Manager
[REDACTED]	Region 8 Property Manager
[REDACTED]	National NEPA Project Liaison
<b>ERO Resources Corporation</b>	
[REDACTED]	Senior Environmental Planner
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[REDACTED]	GIS Specialist
[REDACTED]	Graphics Specialist
[REDACTED]	Technical Editor



## **7.0 APPENDICES**

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**APPENDIX 7.1 SECTION 106 NHPA CONSULTATION**

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May 26, 2022

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The U.S. General Services Administration (GSA) Region 8 is preparing an environmental assessment (EA) for the Dunseith Land Port of Entry (LPOE) project in compliance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA). The LPOE is located on U.S. Route 281, approximately 12 miles north of the town of Dunseith, ND (**Figure 1**). The EA will examine the impacts on natural and cultural resources from potential improvements at the LPOE, including site expansion (up to 2.31 acres), demolition, and new construction.

The purpose of the project is to modernize and expand the Dunseith, ND LPOE. The project is needed to address space constraints, inefficient traffic flows, and increasing traffic and inspection demands. The LPOE facilities were constructed in the 1960s and are too small and served by an inefficient road design. Currently, the LPOE contains a main building (constructed in 1960 and renovated in 1974) and an inspection garage between the northbound and southbound lanes of U.S. Route 281 (**Figure 2**). Secondary facilities east of the LPOE include a GSA storage building, a U.S. Fish and Wildlife Service (USFWS) administrative building (constructed in 1960), a U.S. Customs and Border Protection (CBP) storage shed, and a trailer for the U.S. Department of Agriculture's Animal and Plant Health Inspection Service (APHIS). The existing LPOE facilities and configurations do not meet CBP's needs and do not allow for expeditious and safe inspection of the traveling public. The LPOE needs to be modernized and expanded to address these space constraints, inefficient traffic flows, and increasing traffic demands.

A feasibility study for this project was completed in 2019. Several action alternatives were considered in the feasibility study, and an interdisciplinary team familiar with the issues and affected resources at the LPOE have preliminarily identified three alternatives that may be assessed in the EA:

- Alternative A: Proposed Action – Construct the facilities as further described below;
- Alternative B: Construct a lesser version (may be smaller facilities or fewer facilities); and
- Alternative C: No Action.



The Proposed Action would seek to increase inspection capacity and improve traffic flow at the LPOE. Key aspects of the Proposed Action are shown in **Figure 3** and would include the following:

1. realignment of the primary inspection lanes, relocation of an APHIS trailer, and rearrangement of commercial vehicle staging areas;
2. disposal of the existing LPOE main building, primary inspection canopy, and auxiliary buildings;
3. land acquisition (2.31 acres; **Figure 4**) to accommodate site expansion;
4. construction of a new main building, primary inspection canopy, noncommercial secondary inspection canopy, and hard inspection building adjacent to the main building;
5. construction of four new primary inspection lanes (three covered); and
6. construction of a new commercial secondary inspection dock and facility.

In addition to NEPA, the alternatives analyzed in the EA must comply with Section 106 of the NHPA, Section 7 of the Endangered Species Act (ESA), and other federal regulations. The GSA determined that the existing LPOE was not eligible for listing in the National Register of Historic Places and the ND State Historic Preservation Office (SHPO) concurred with that determination. A Phase IA Archaeological Investigation, including an assessment of archaeological resources potential in the areas to be disturbed, will be conducted on the 2.31-acre proposed expansion site in accordance with the ND SHPO *Guidelines Manual for Cultural Resource Inventory Projects*. A Phase I environmental site assessment for hazardous materials was previously completed on the existing LPOE site and another Phase I environmental site assessment will also be completed on the proposed expansion site.

Certain species are protected under the ESA. The USFWS Information, Planning, and Consultation (IPaC) System was reviewed for the potential occurrence of federally threatened or endangered species or their habitats at the LPOE. The IPaC System recognized the potential for two threatened [(northern long-eared bat [*Myotis septentrionalis*] and Dakota skipper [*Hesperia dacotae*]), and one candidate species monarch butterfly (*Danaus plexippus*). Two endangered species (gray wolf [*Canis lupus*] and whooping crane [*Grus americana*]), and three migratory species (bald eagle [*Haliaeetus leucocephalus*], Bobolink [*Dolichonyx oryzivorus*], and Franklin's Gull [*Leucophaeus pipixcan*]) also have the potential to occur at or near the LPOE. For ESA Section 7 consultation, additional research will be conducted to determine the presence of state-listed threatened or endangered species, sensitive species or species of concern, and any additional issues/concerns related to wildlife at or near the LPOE.

Pursuant to the USFWS National Wetland Inventory (NWI), no wetlands are on the existing or proposed expanded LPOE property. The closest NWI mapped feature is a freshwater emergent wetland, approximately 0.35 mile southwest and 0.40 mile southeast of the LPOE.

This letter is to notify your office that the GSA is initiating agency and public scoping and consultation and is seeking comments on the project. We would appreciate your help identifying resources that may be affected by the project. If you are interested, we would be willing to meet with you at your convenience to discuss the proposed project and its impacts, including any





U.S. General Services Administration

concerns you may have. If you wish to provide written comments, please send them to:

**ATTN: GSA Dunseith LPOE EA**

[redacted]  
U.S. General Services Administration, Region 8  
One Denver Federal Center  
P.O. Box 25546, Building 41  
Denver, CO 80225

Comments may also be submitted electronically to [redacted]. Please ensure the subject line of the email reads: **Dunseith LPOE EA**. We request that all comments be postmarked or submitted electronically by **June 30, 2022**.

GSA will host a virtual public and stakeholder meeting on **June 13, 2022**, from 6:00 pm to 7:30 pm CST via Zoom. Your office is encouraged to attend and participate in this meeting. Please follow this hyperlink to access the meeting:

<https://us06web.zoom.us/j/83190099844?pwd=UFIZZk1ib1dmdnZCUW1Yc2h6TFRsUT09>.

Project-related communication and documentation is available on the GSA website at: <https://www.gsa.gov/real-estate/gsa-properties/land-ports-of-entry-and-the-bil/bipartisan-infrastructure-law-construction-project/north-dakota>.

Thank you for taking the time to consider this project. If this letter has not been sent to the correct representative, please help us update our records. If you have any questions, please contact me directly by email [redacted]

Sincerely,

[redacted signature]

[redacted]  
Regional Historic Preservation Officer  
GSA | Public Buildings Service | Rocky Mountain Region

Attachments:

- Figure 1. Dunseith LPOE Vicinity Map
- Figure 2. Existing Dunseith LPOE Facilities Map
- Figure 3. Proposed Action Conceptual Site Plan
- Figure 4. Proposed Action Land Acquisition Requirement

**Figure 1. Dunseith LPOE Vicinity Map**

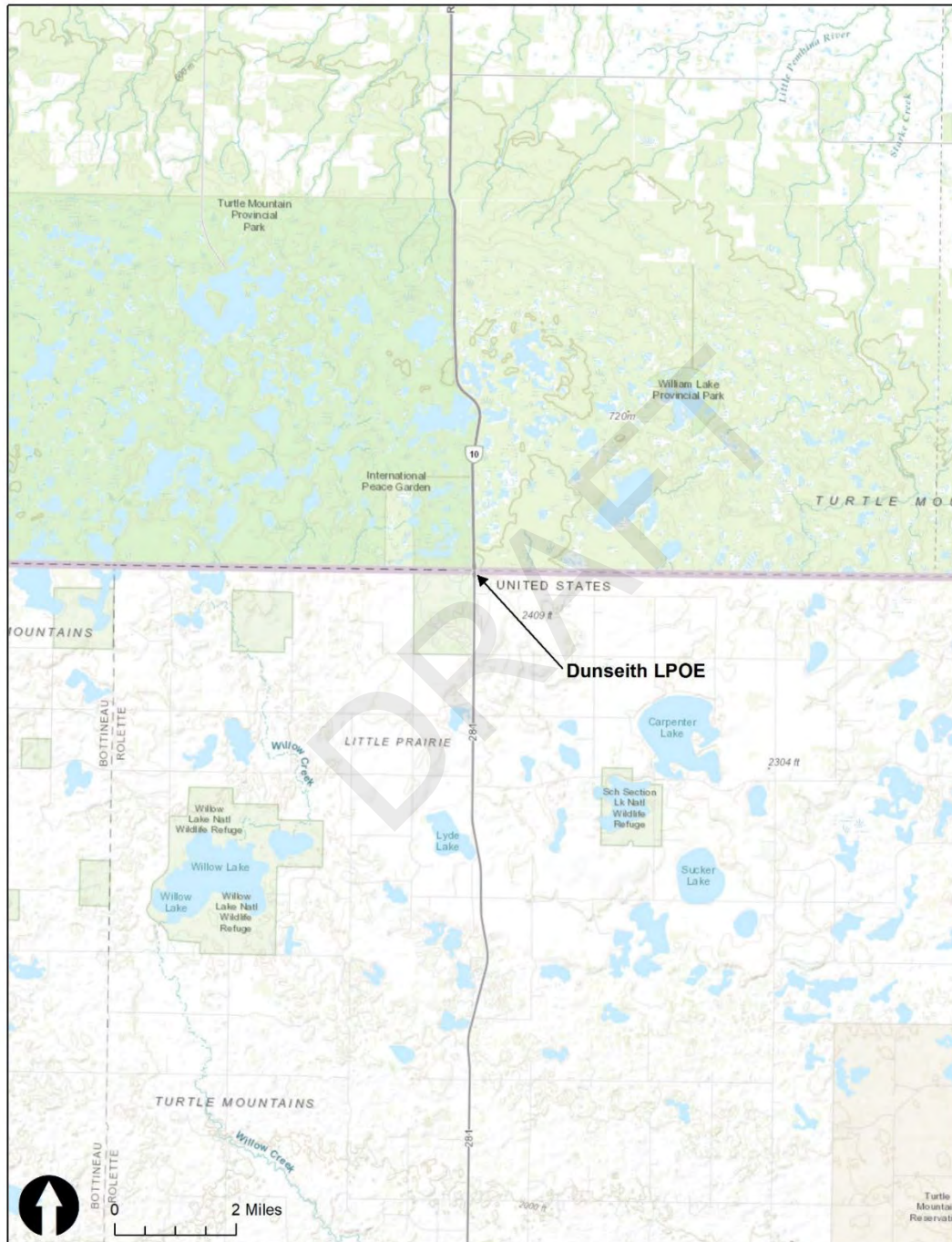


Image Credit: 2019 LPOE Feasibility Study



**Figure 2. Existing Dunseith LPOE Facilities Map**



Image Credit: 2019 LPOE Feasibility Study





U.S. General Services Administration

Figure 3. Proposed Action Conceptual Site Plan

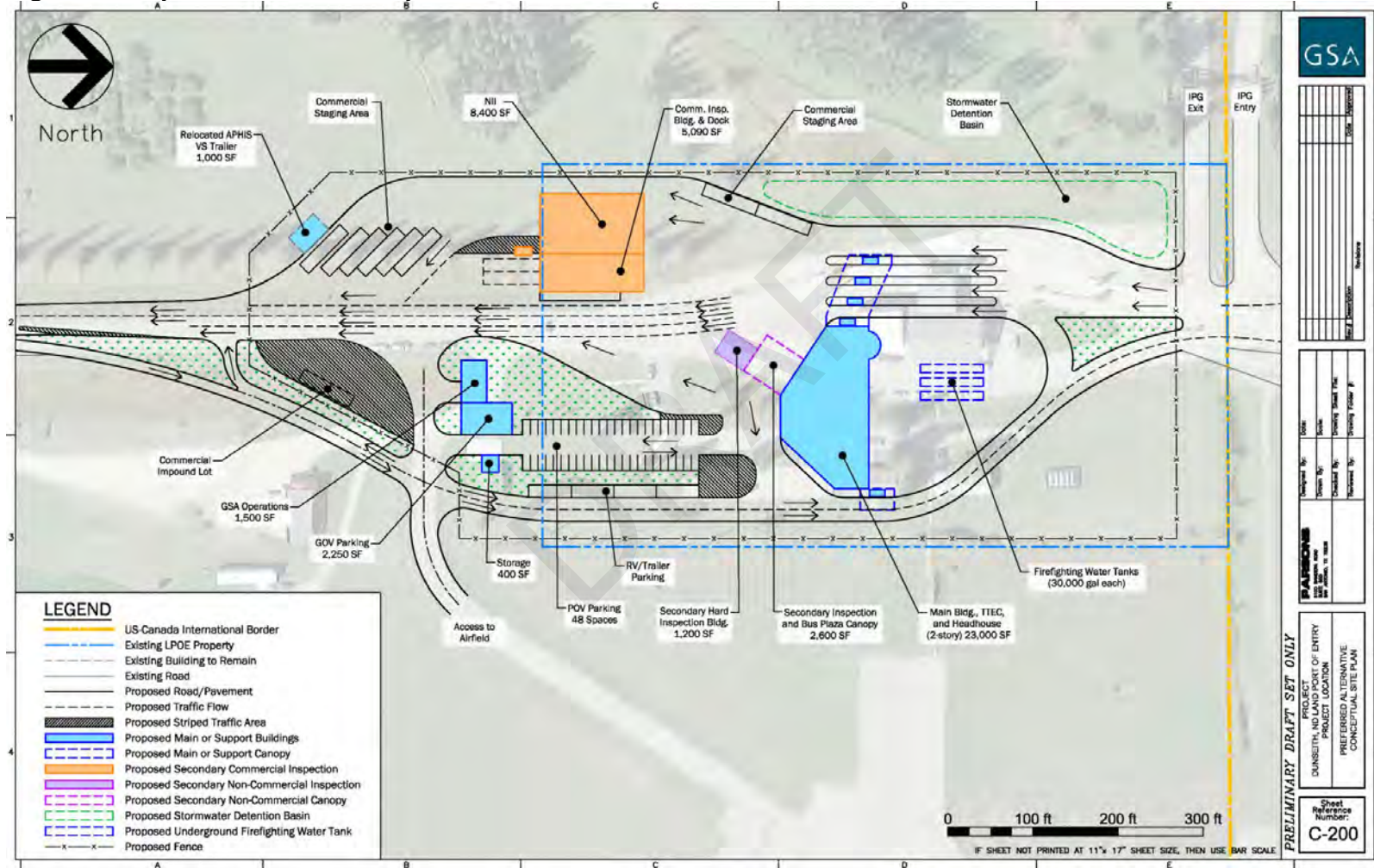
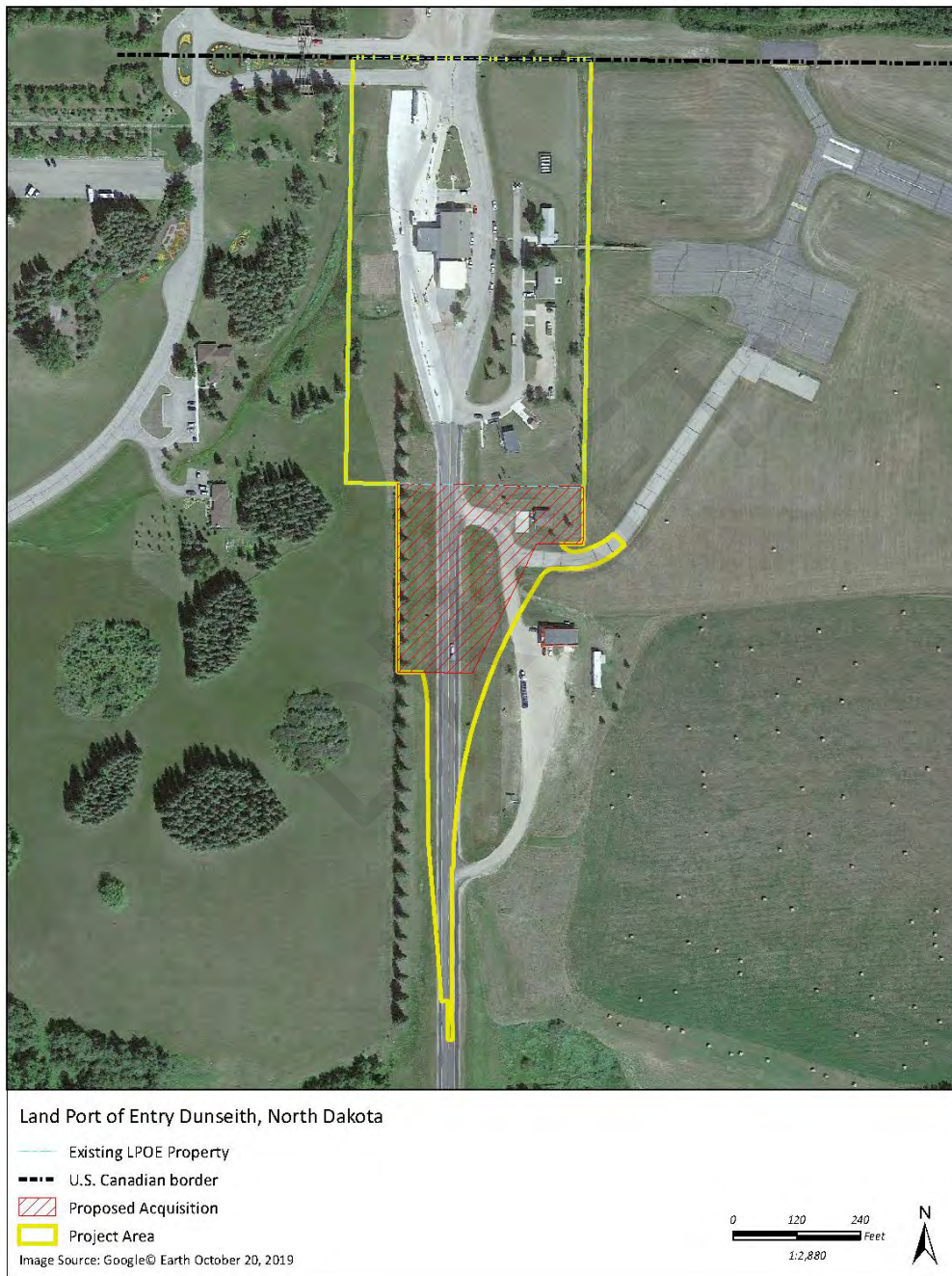


Image Credit: 2019 LPOE Feasibility Stud



Figure 4. Proposed Action Land Acquisition Requirement





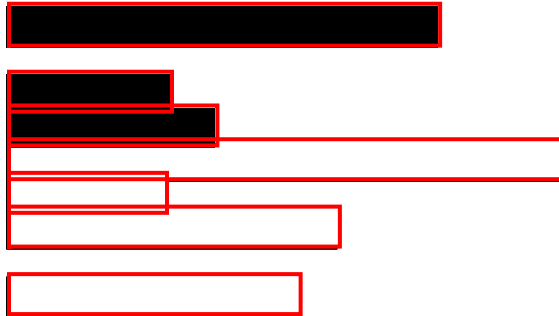
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May 26, 2022



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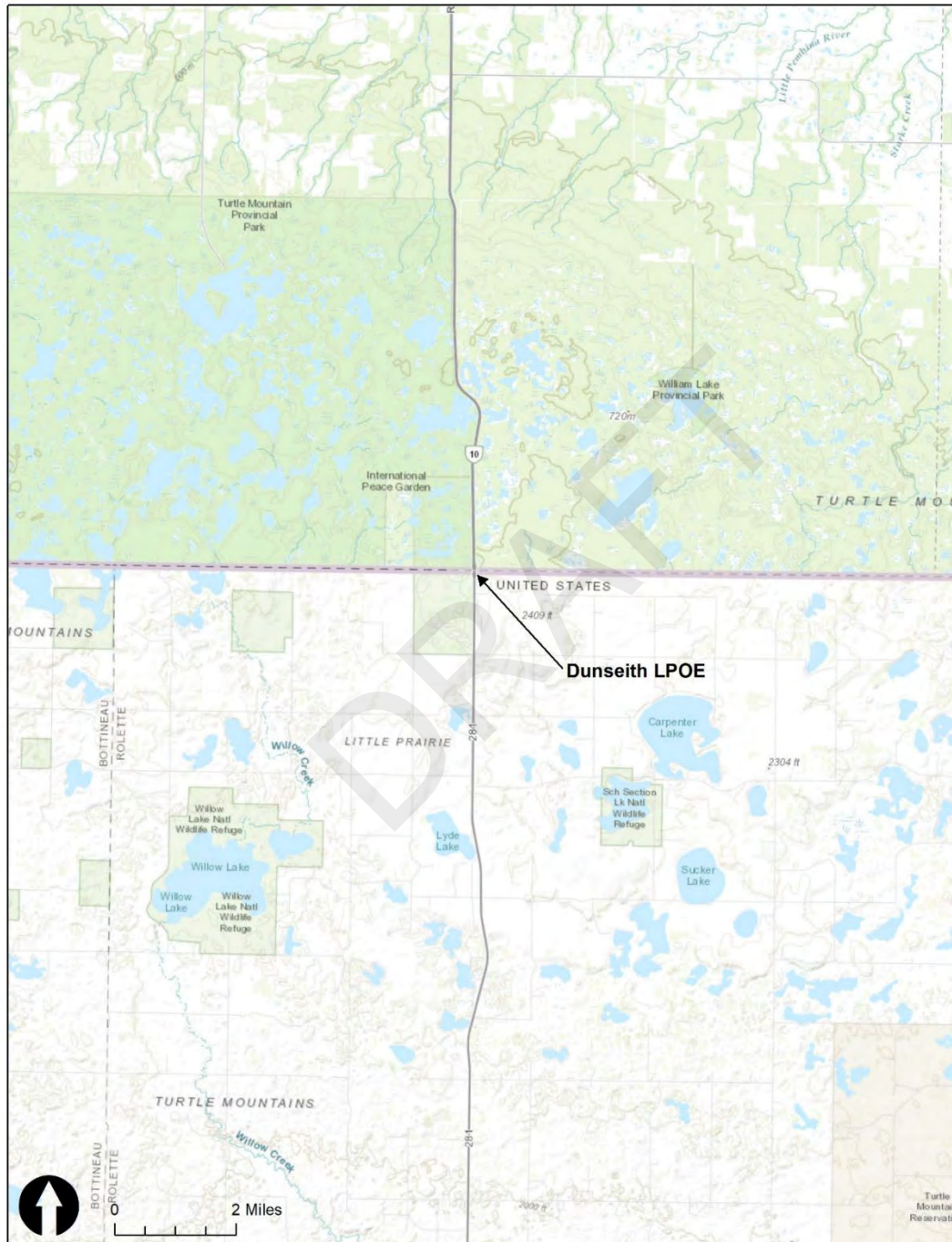


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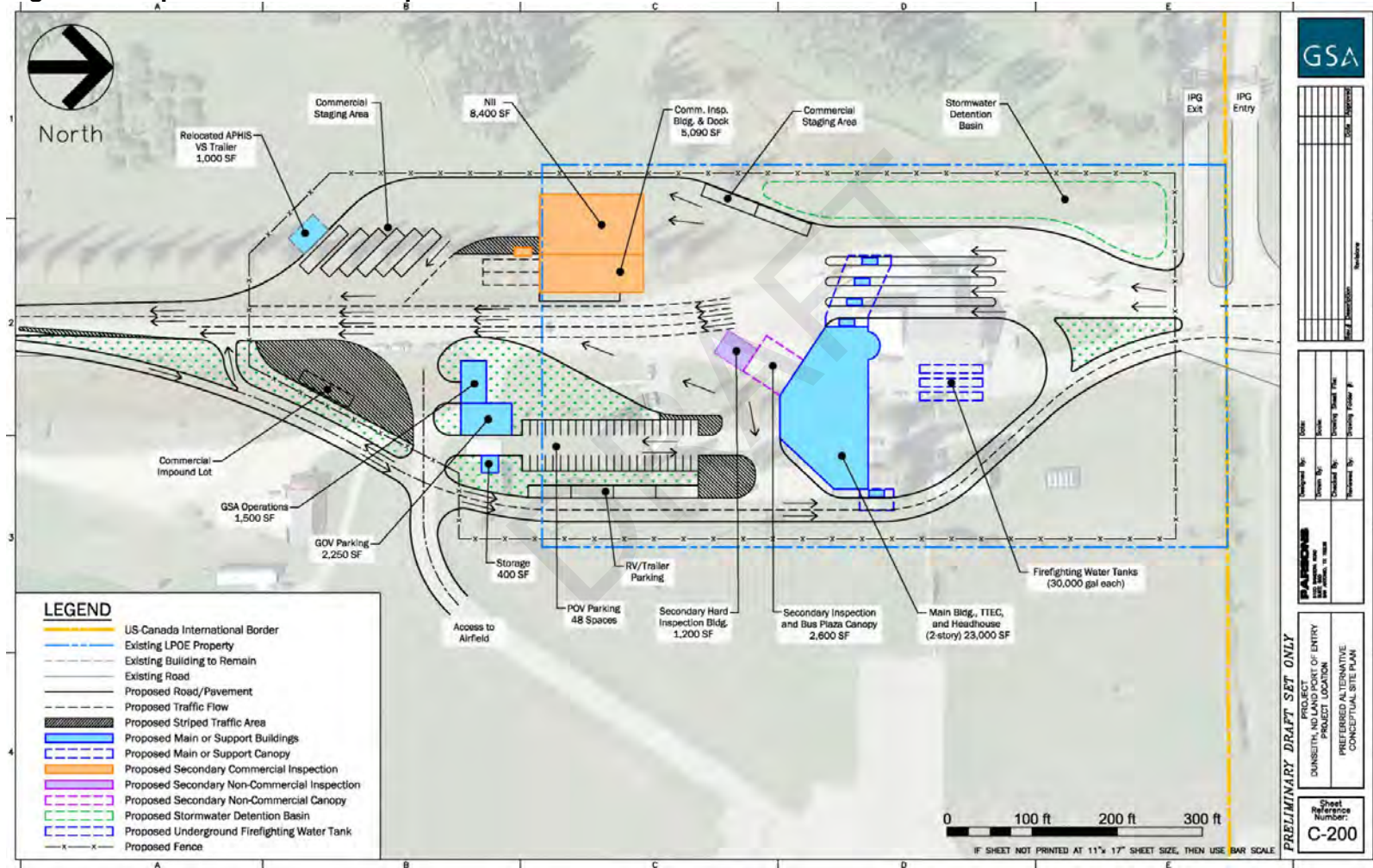
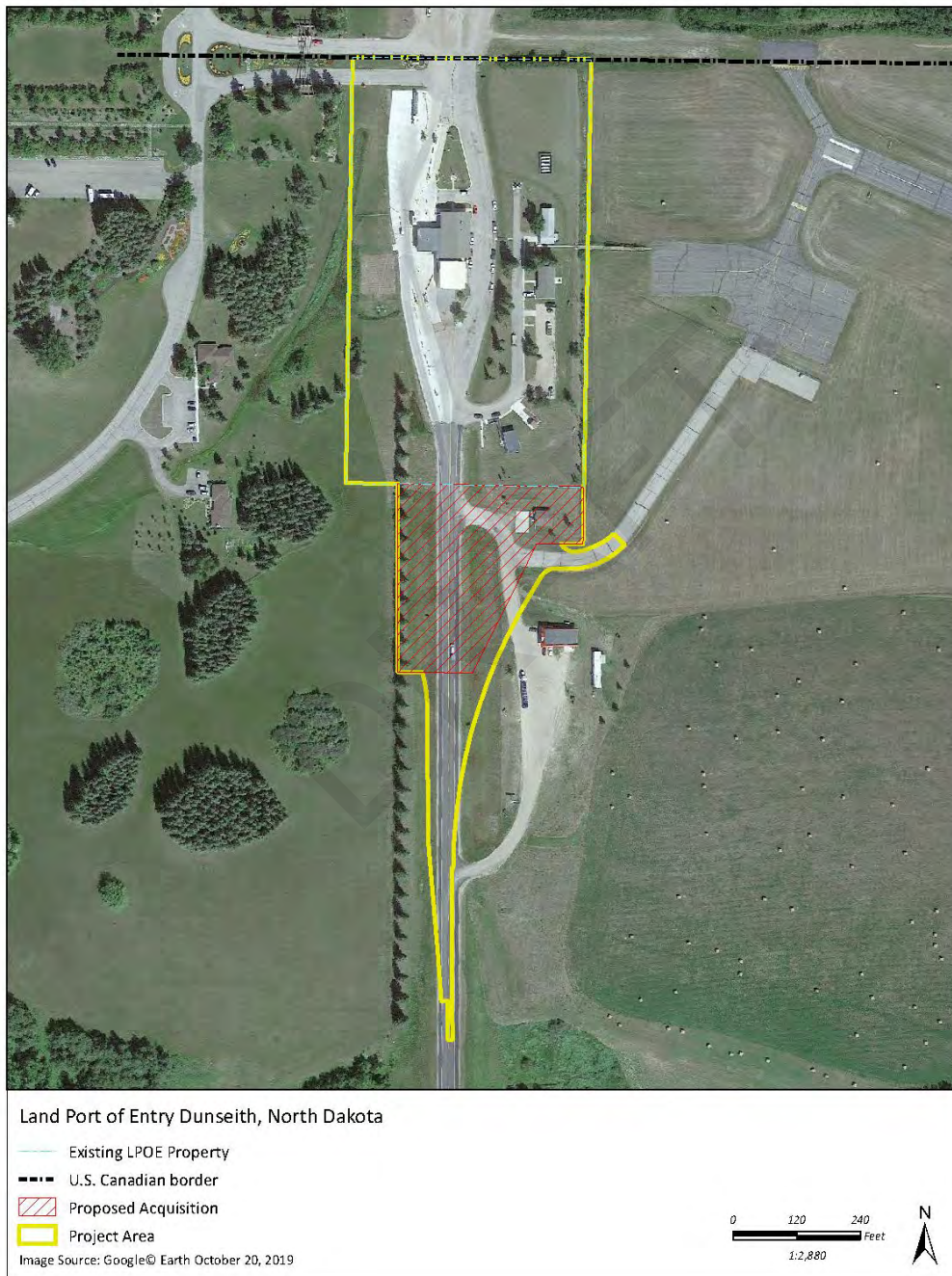


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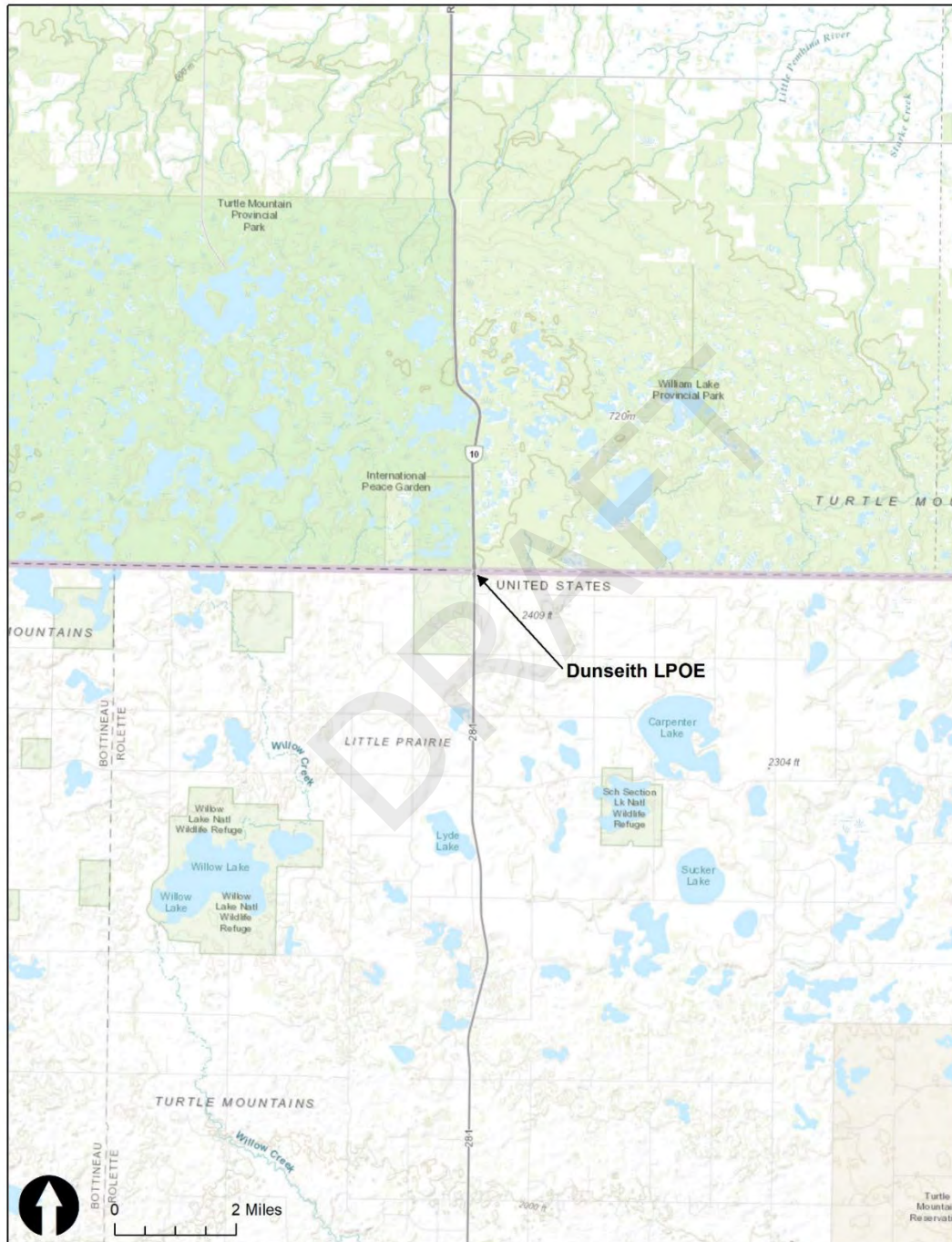


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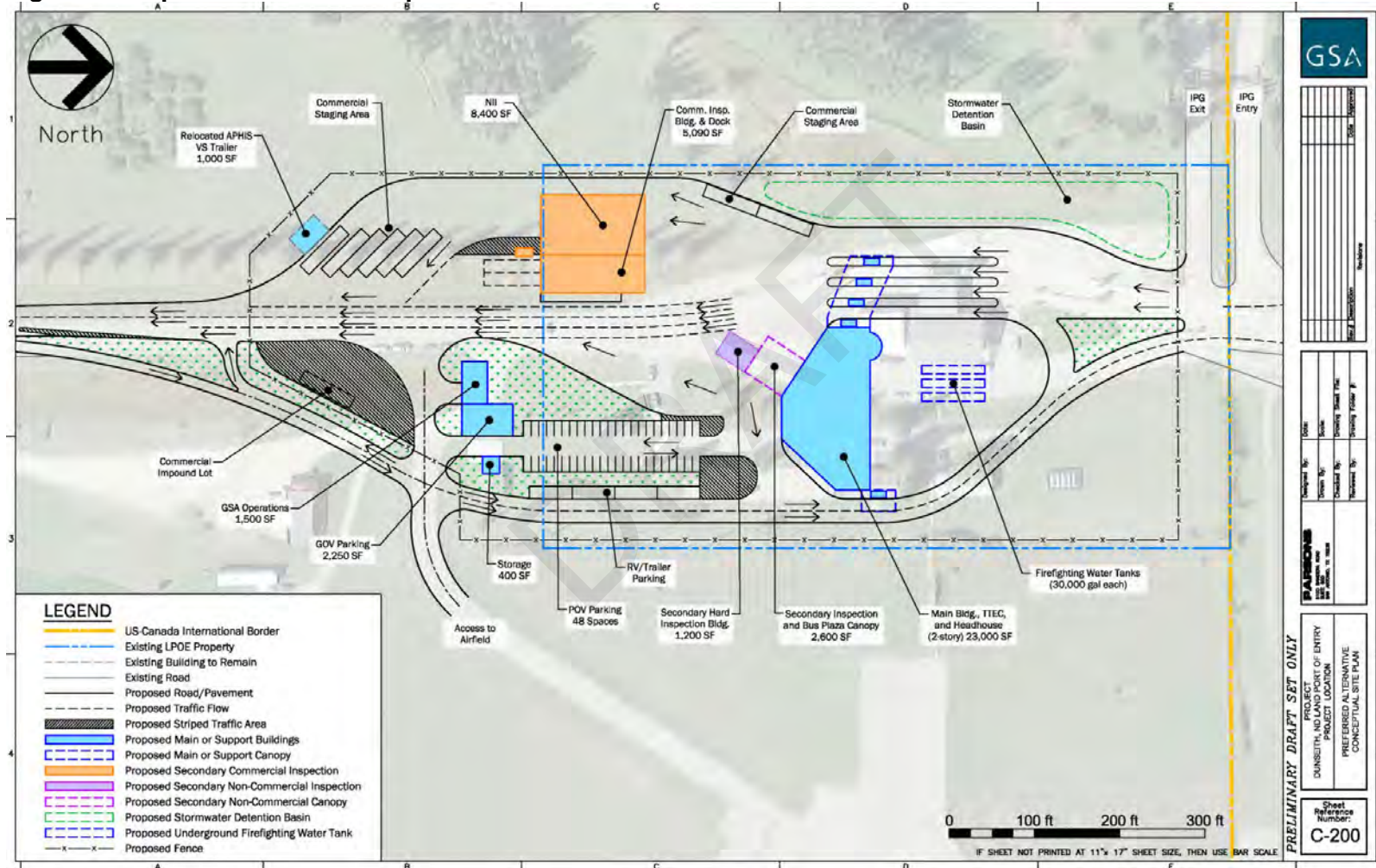
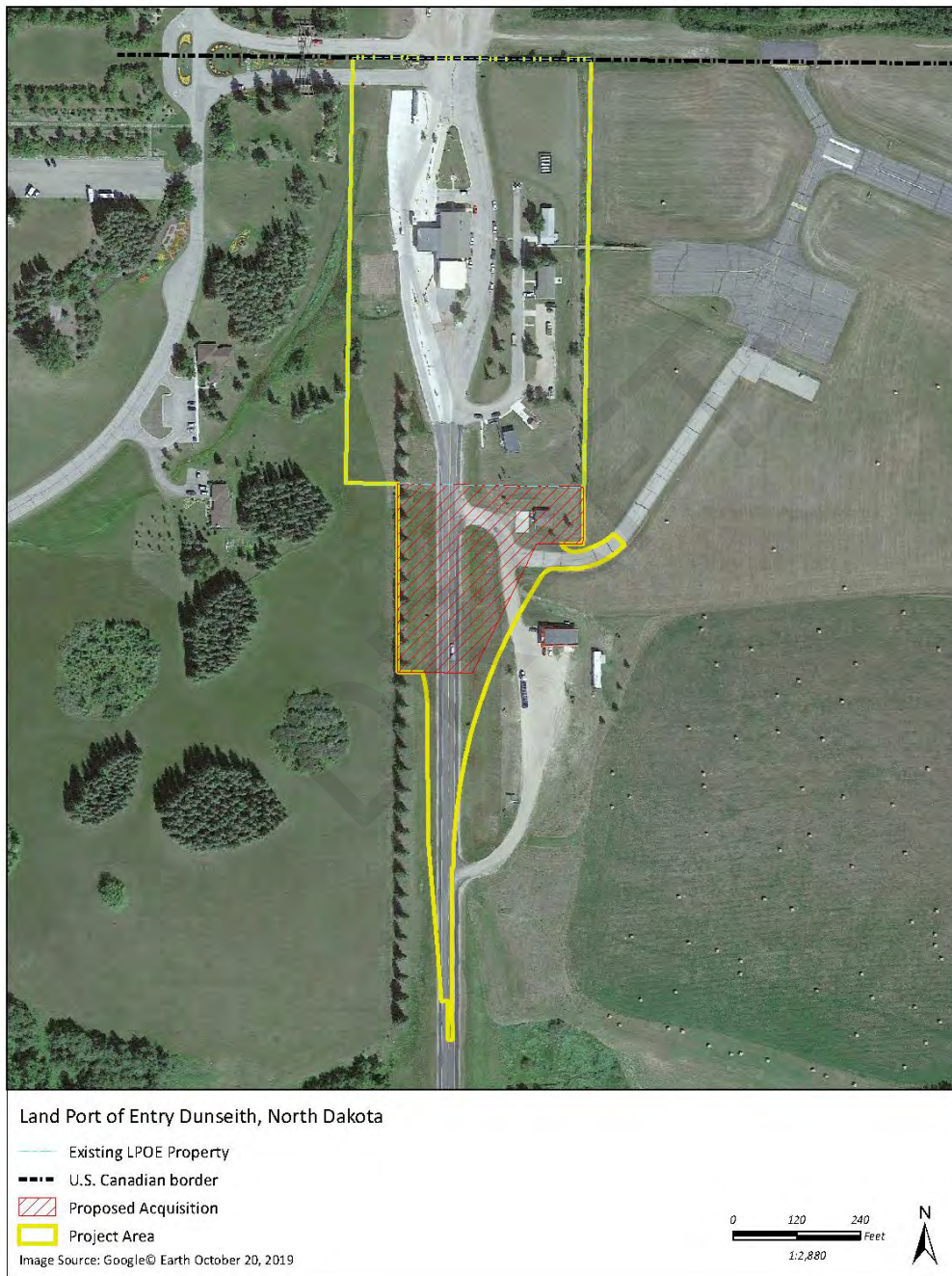


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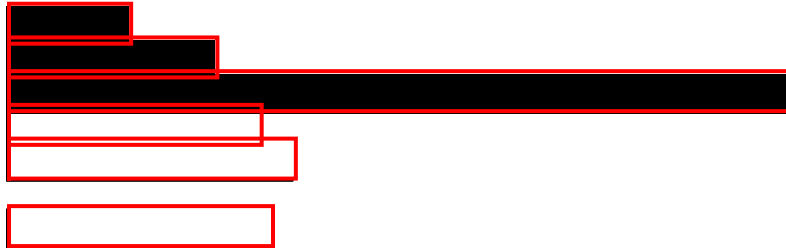
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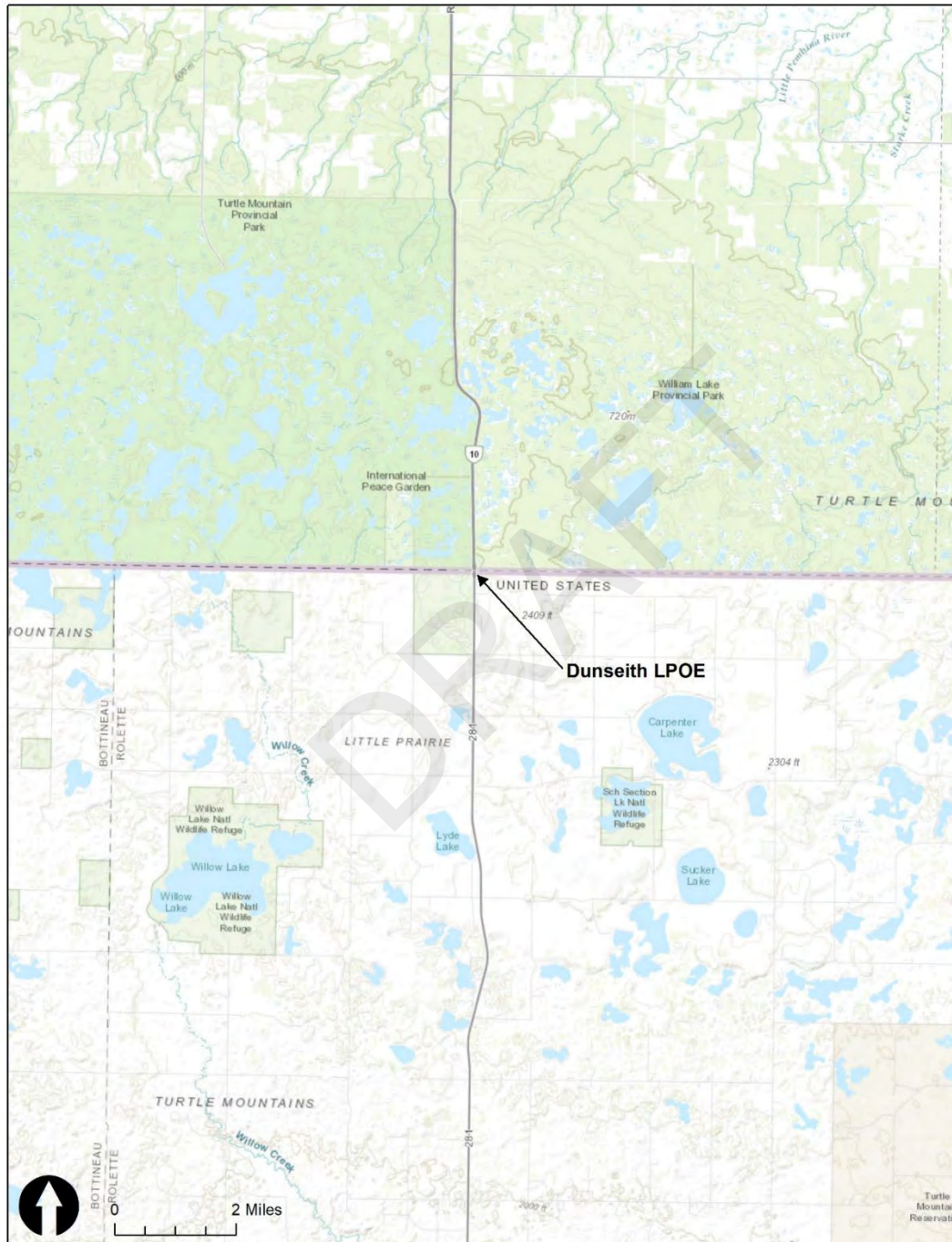


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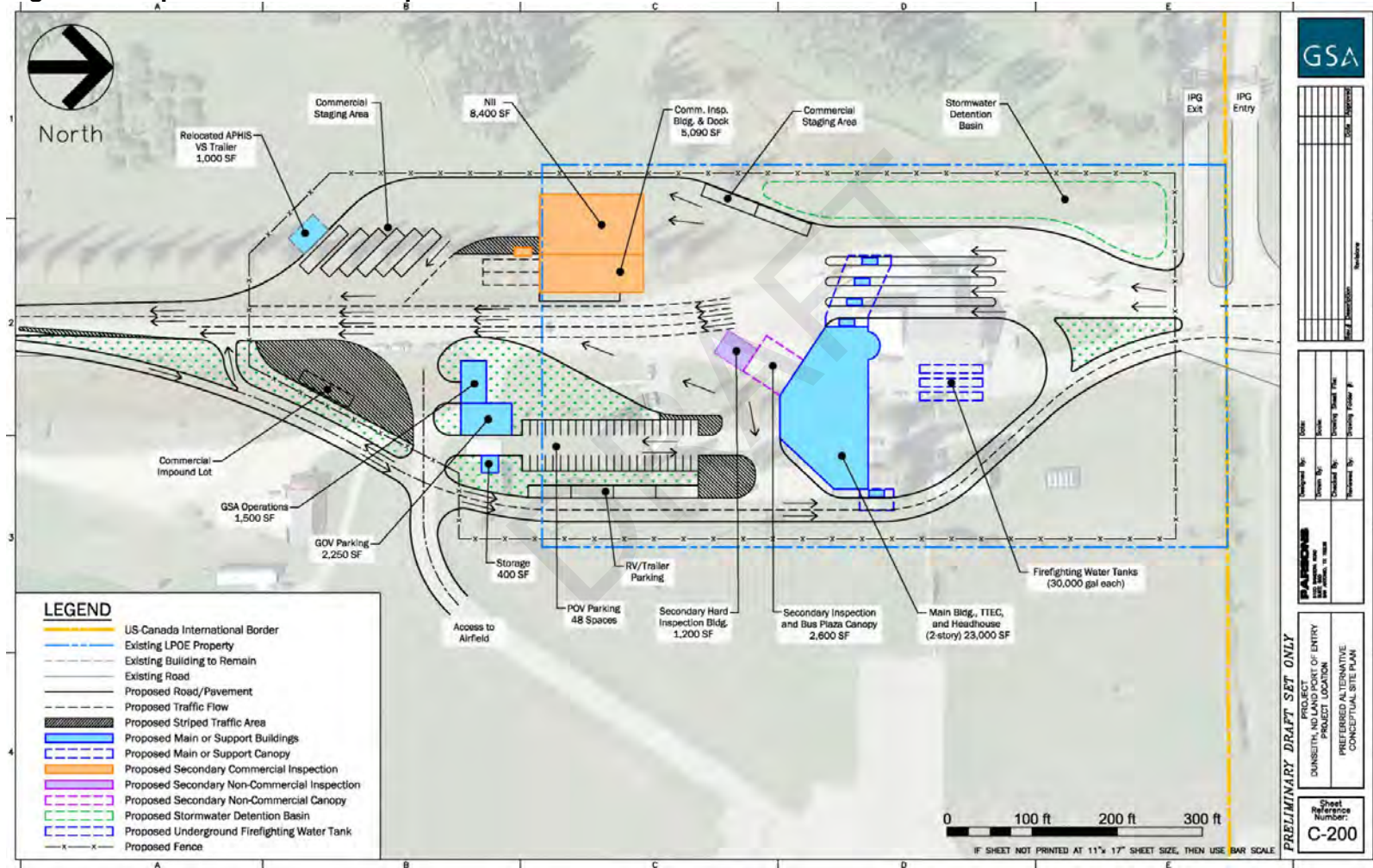
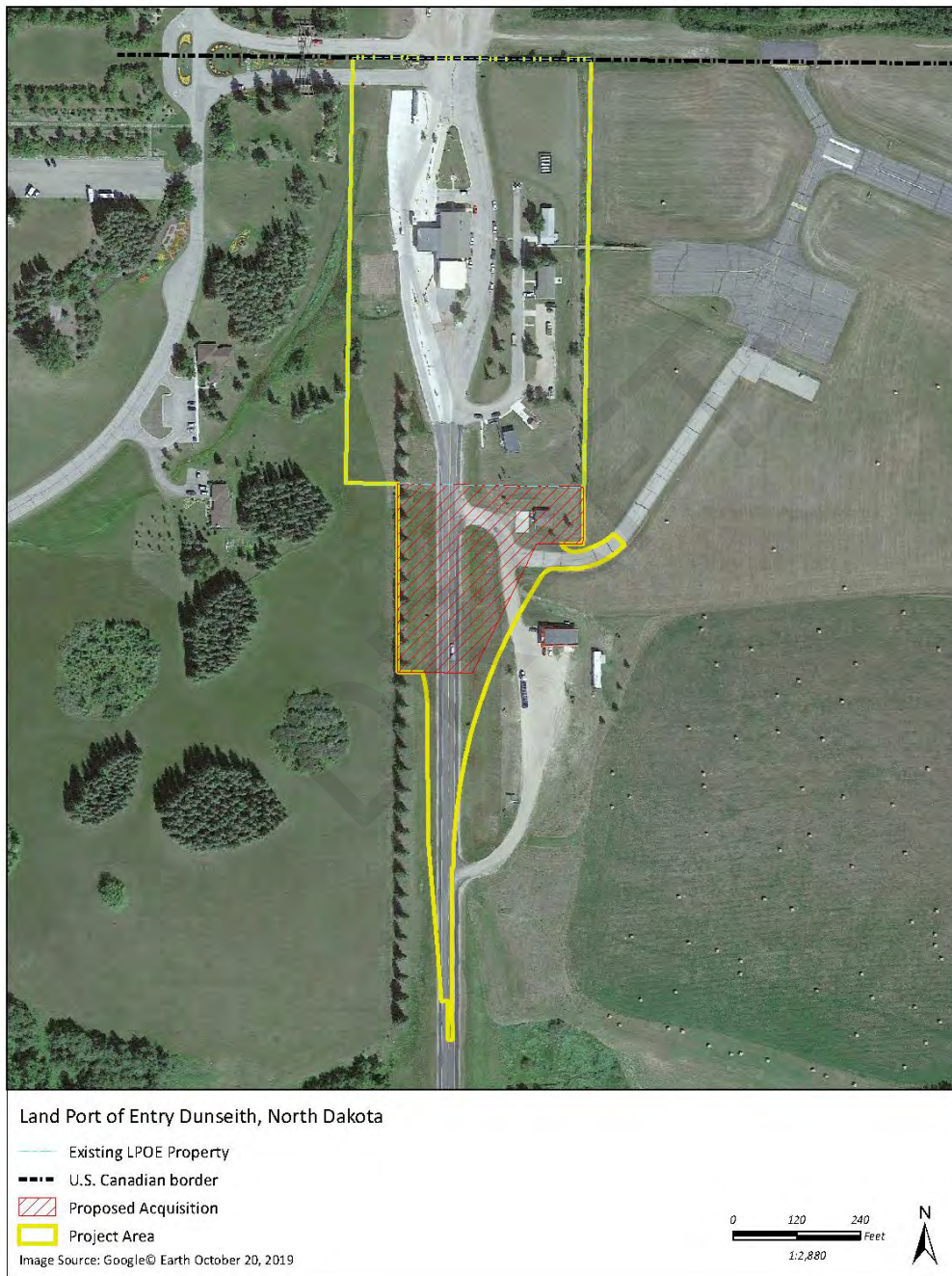


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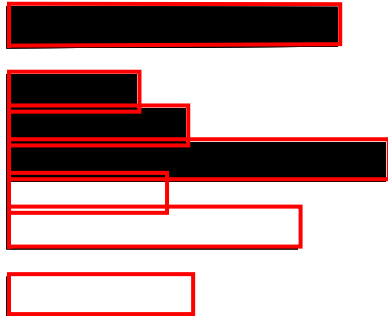
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U.S. General Services Administration

Figure 1. Dunseith LPOE Vicinity Map

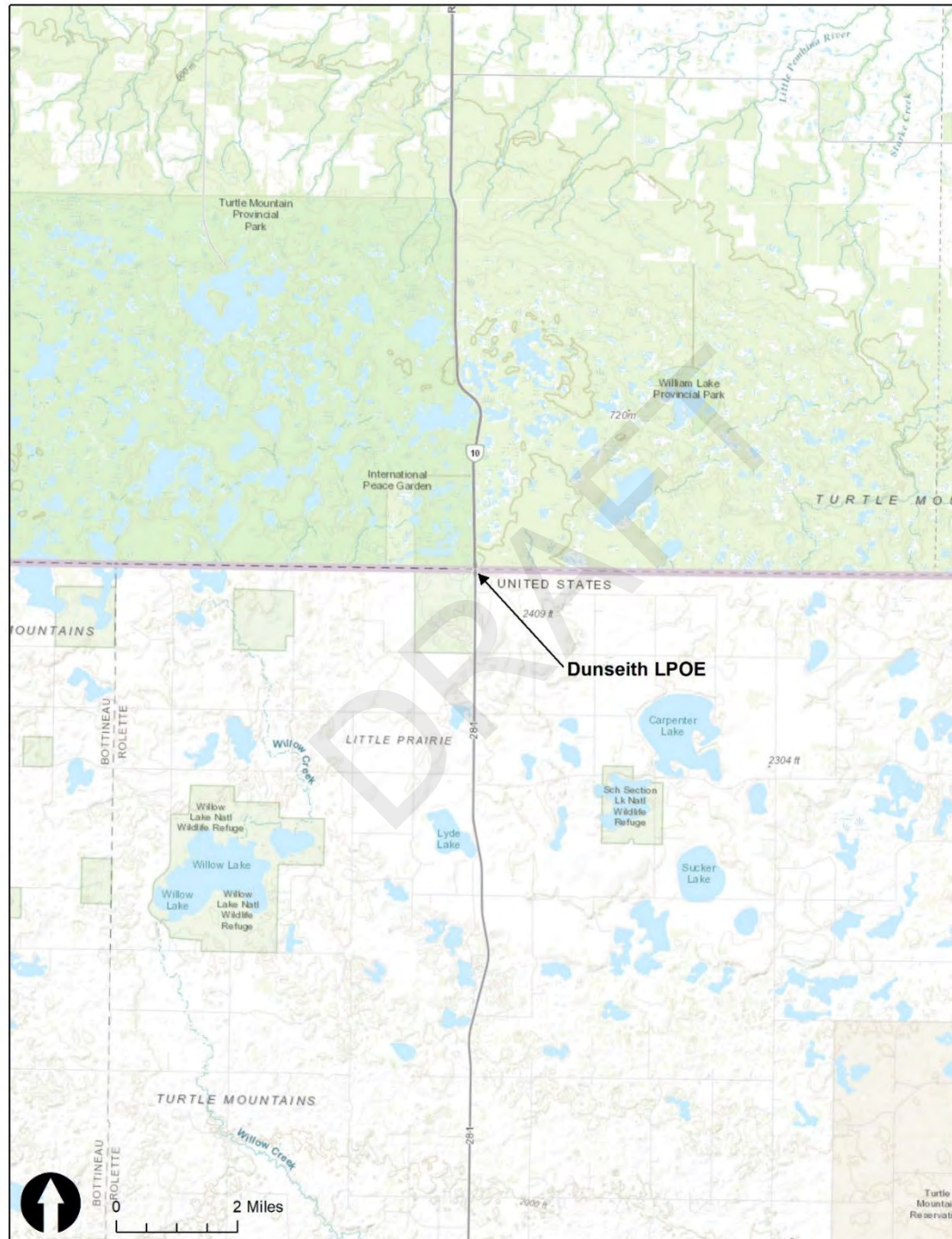


Image Credit: 2019 LPOE Feasibility Study

One Denver Federal Center  
P.O. Box 25546, Building 41  
Denver, Colorado 80225  
[www.gsa.gov](http://www.gsa.gov)



**Figure 2. Existing Dunseith LPOE Facilities Map**



Image Credit: 2019 LPOE Feasibility Study





U.S. General Services Administration

Figure 3. Proposed Action Conceptual Site Plan

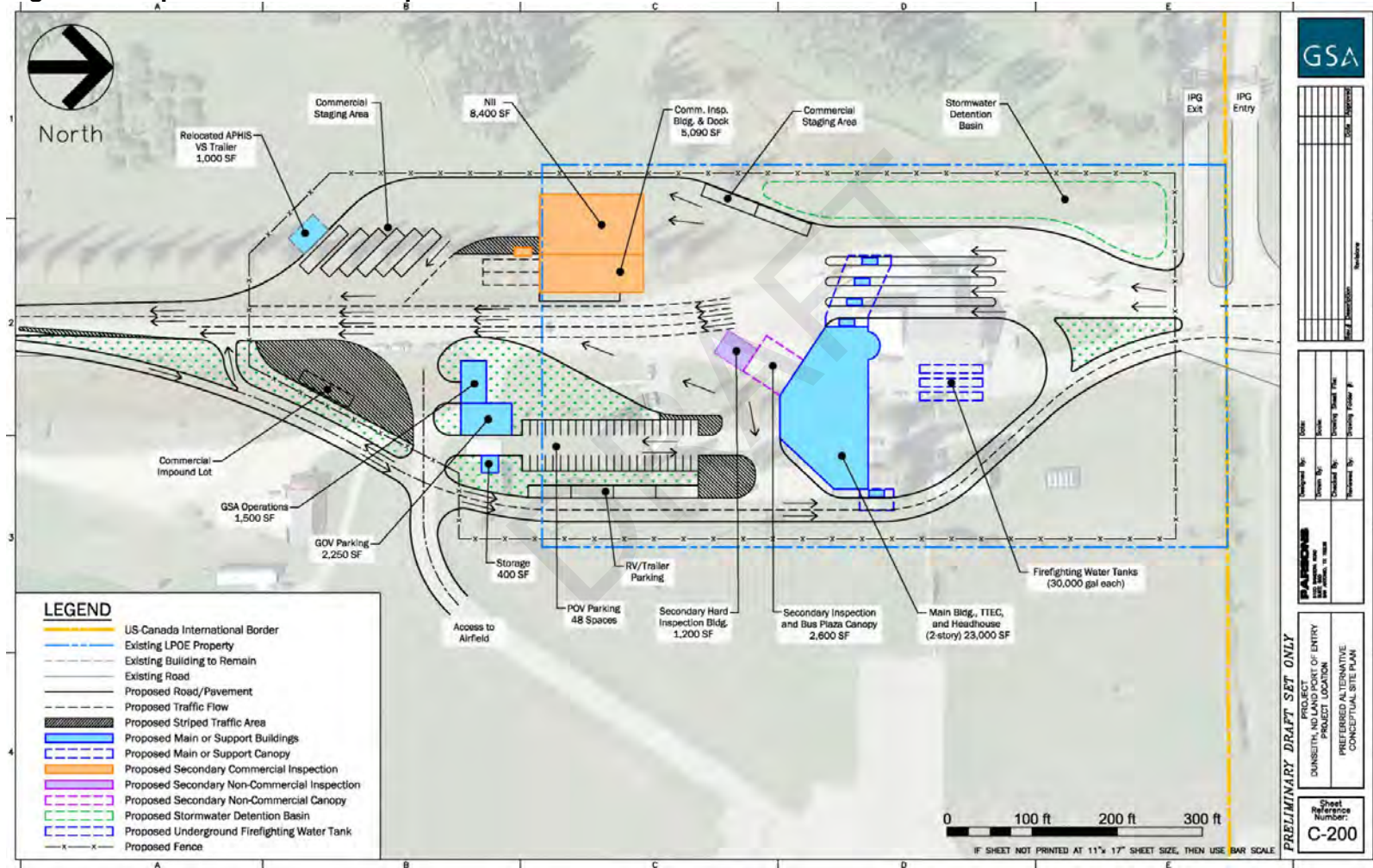
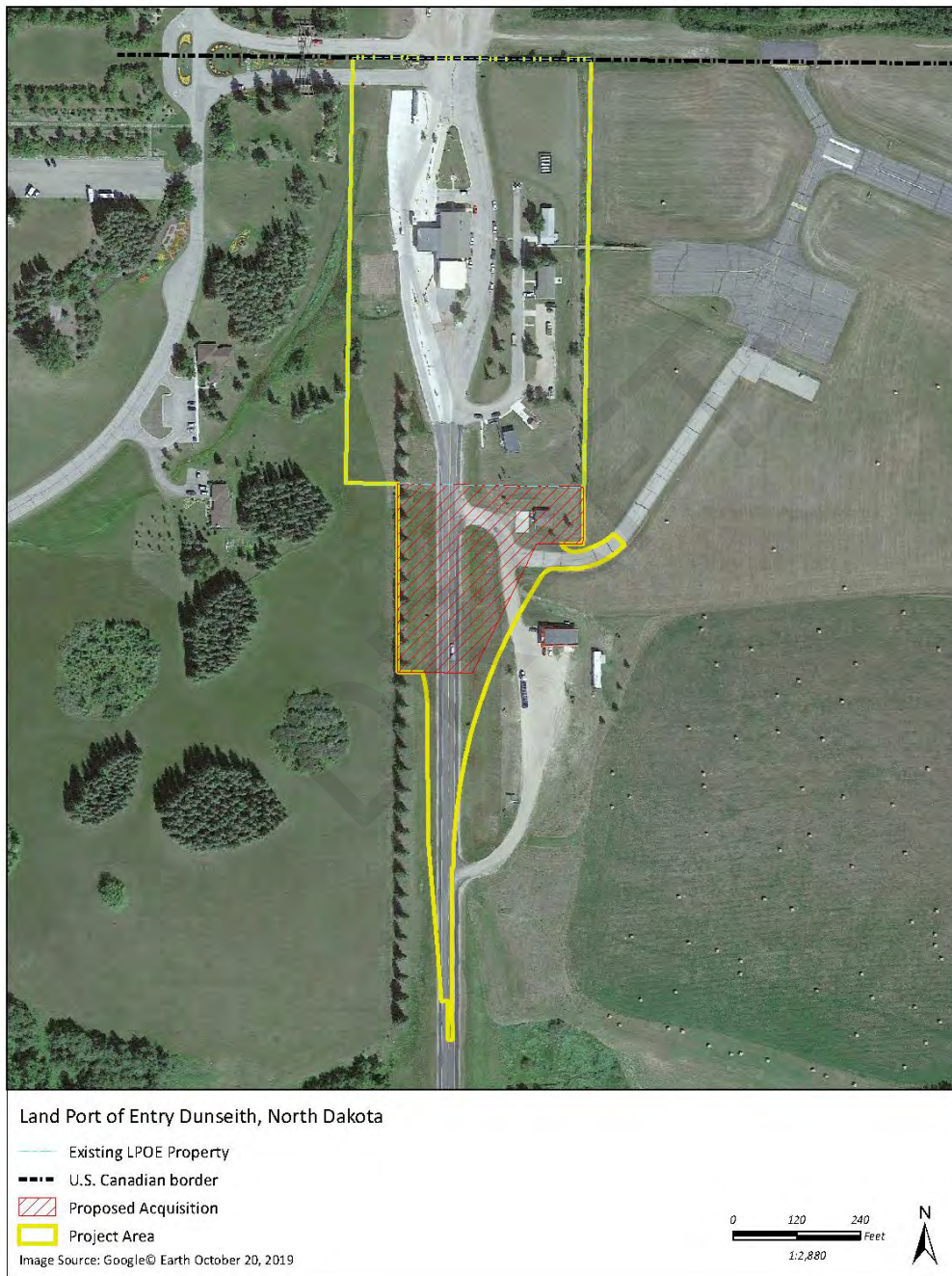


Image Credit: 2019 LPOE Feasibility Study



Figure 4. Proposed Action Land Acquisition Requirement







May 26, 2022

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

The U.S. General Services Administration (GSA) Region 8 is preparing an environmental assessment (EA) for the Dunseith Land Port of Entry (LPOE) project in compliance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA). The LPOE is located on U.S. Route 281, approximately 12 miles north of the town of Dunseith, ND (**Figure 1**). The EA will examine the impacts on natural and cultural resources from potential improvements at the LPOE, including site expansion (up to 2.31 acres), demolition, and new construction.

The purpose of the project is to modernize and expand the Dunseith, ND LPOE. The project is needed to address space constraints, inefficient traffic flows, and increasing traffic and inspection demands. The LPOE facilities were constructed in the 1960s and are too small and served by an inefficient road design. Currently, the LPOE contains a main building (constructed in 1960 and renovated in 1974) and an inspection garage between the northbound and southbound lanes of U.S. Route 281 (**Figure 2**). Secondary facilities east of the LPOE include a GSA storage building, a U.S. Fish and Wildlife Service (USFWS) administrative building (constructed in 1960), a U.S. Customs and Border Protection (CBP) storage shed, and a trailer for the U.S. Department of Agriculture's Animal and Plant Health Inspection Service (APHIS). The existing LPOE facilities and configurations do not meet CBP's needs and do not allow for expeditious and safe inspection of the traveling public. The LPOE needs to be modernized and expanded to address these space constraints, inefficient traffic flows, and increasing traffic demands.

A feasibility study for this project was completed in 2019. Several action alternatives were considered in the feasibility study, and an interdisciplinary team familiar with the issues and affected resources at the LPOE have preliminarily identified three alternatives that may be assessed in the EA:

- Alternative A: Proposed Action – Construct the facilities as further described below;
- Alternative B: Construct a lesser version (may be smaller facilities or fewer facilities); and
- Alternative C: No Action.



The Proposed Action would seek to increase inspection capacity and improve traffic flow at the LPOE. Key aspects of the Proposed Action are shown in **Figure 3** and would include the following:

1. realignment of the primary inspection lanes, relocation of an APHIS trailer, and rearrangement of commercial vehicle staging areas;
2. disposal of the existing LPOE main building, primary inspection canopy, and auxiliary buildings;
3. land acquisition (2.31 acres; **Figure 4**) to accommodate site expansion;
4. construction of a new main building, primary inspection canopy, noncommercial secondary inspection canopy, and hard inspection building adjacent to the main building;
5. construction of four new primary inspection lanes (three covered); and
6. construction of a new commercial secondary inspection dock and facility.

In addition to NEPA, the alternatives analyzed in the EA must comply with Section 106 of the NHPA, Section 7 of the Endangered Species Act (ESA), and other federal regulations. The GSA determined that the existing LPOE was not eligible for listing in the National Register of Historic Places and the ND State Historic Preservation Office (SHPO) concurred with that determination. A Phase IA Archaeological Investigation, including an assessment of archaeological resource potential in the areas to be disturbed, will be conducted on the 2.31-acre proposed expansion site in accordance with the ND SHPO *Guidelines Manual for Cultural Resource Inventory Projects*. A Phase I environmental site assessment for hazardous materials was previously completed on the existing LPOE site and another Phase I environmental site assessment will also be completed on the proposed expansion site. The completed Phase I environmental site assessment is included as an attachment.

Certain species are protected under the ESA. The USFWS Information, Planning, and Consultation (IPaC) System was reviewed for the potential occurrence of federally threatened or endangered species or their habitats at the LPOE. The IPaC System recognized the potential for two threatened (northern long-eared bat [*Myotis septentrionalis*] and Dakota skipper [*Hesperia dacotae*]), and one candidate species monarch butterfly (*Danaus plexippus*). Two endangered species (gray wolf [*Canis lupus*] and whooping crane [*Grus americana*]), and three migratory species (bald eagle [*Haliaeetus leucocephalus*], Bobolink [*Dolichonyx oryzivorus*], and Franklin's Gull [*Leucophaeus pipixcan*]) also have the potential to occur at or near the LPOE. For ESA Section 7 consultation, additional research will be conducted to determine the presence of state-listed threatened or endangered species, sensitive species or species of concern, and any additional issues/concerns related to wildlife at or near the LPOE.

Pursuant to the USFWS National Wetland Inventory (NWI), no wetlands occur on the existing or proposed expanded LPOE property. The closest NWI mapped feature is a freshwater emergent wetland, approximately 0.35 mile southwest and 0.40 mile southeast of the LPOE.

This letter is to notify your office that the GSA is initiating agency and public scoping and consultation and is seeking comments on the project. We would appreciate your help identifying resources that may be affected by the project. If you are interested, we would be willing to meet



U.S. General Services Administration

with you at your convenience to discuss the proposed project and its impacts, including any concerns you may have. If you wish to provide written comments, please send them to:

**ATTN: GSA Dunseith LPOE EA**

[Redacted]

U.S. General Services Administration, Region 8  
One Denver Federal Center  
P.O. Box 25546, Building 41  
Denver, CO 80225

Comments may also be submitted electronically to [Redacted]. Please ensure the subject line of the email reads: **Dunseith LPOE EA**. We request that all comments be postmarked or submitted electronically by **June 30, 2022**.

GSA will host a virtual public and stakeholder meeting on **June 13, 2022**, from 6:00 pm to 7:30 pm CST via Zoom. Your office is encouraged to attend and participate in this meeting. Please follow this hyperlink to access the meeting:

<https://us06web.zoom.us/j/83190099844?pwd=UFIZZk1ib1dmdnZCUW1Yc2h6TFRsUT09>.

Project-related communication and documentation is available on the GSA website at: <https://www.gsa.gov/real-estate/gsa-properties/land-ports-of-entry-and-the-bil/bipartisan-infrastructure-law-construction-project/north-dakota>.

Thank you for taking the time to consider this project. If this letter has not been sent to the correct representative, please help us update our records. If you have any questions, please contact me directly by email [Redacted].

Sincerely,

[Redacted Signature]

[Redacted]

Regional Historic Preservation Officer  
GSA | Public Buildings Service | Rocky Mountain Region

**Attachments:**

- Figure 1. Dunseith LPOE Vicinity Map
- Figure 2. Existing Dunseith LPOE Facilities Map
- Figure 3. Proposed Action Conceptual Site Plan
- Figure 4. Proposed Action Land Acquisition Requirement
- Phase I Environmental Site Assessment



U.S. General Services Administration

Figure 1. Dunseith LPOE Vicinity Map

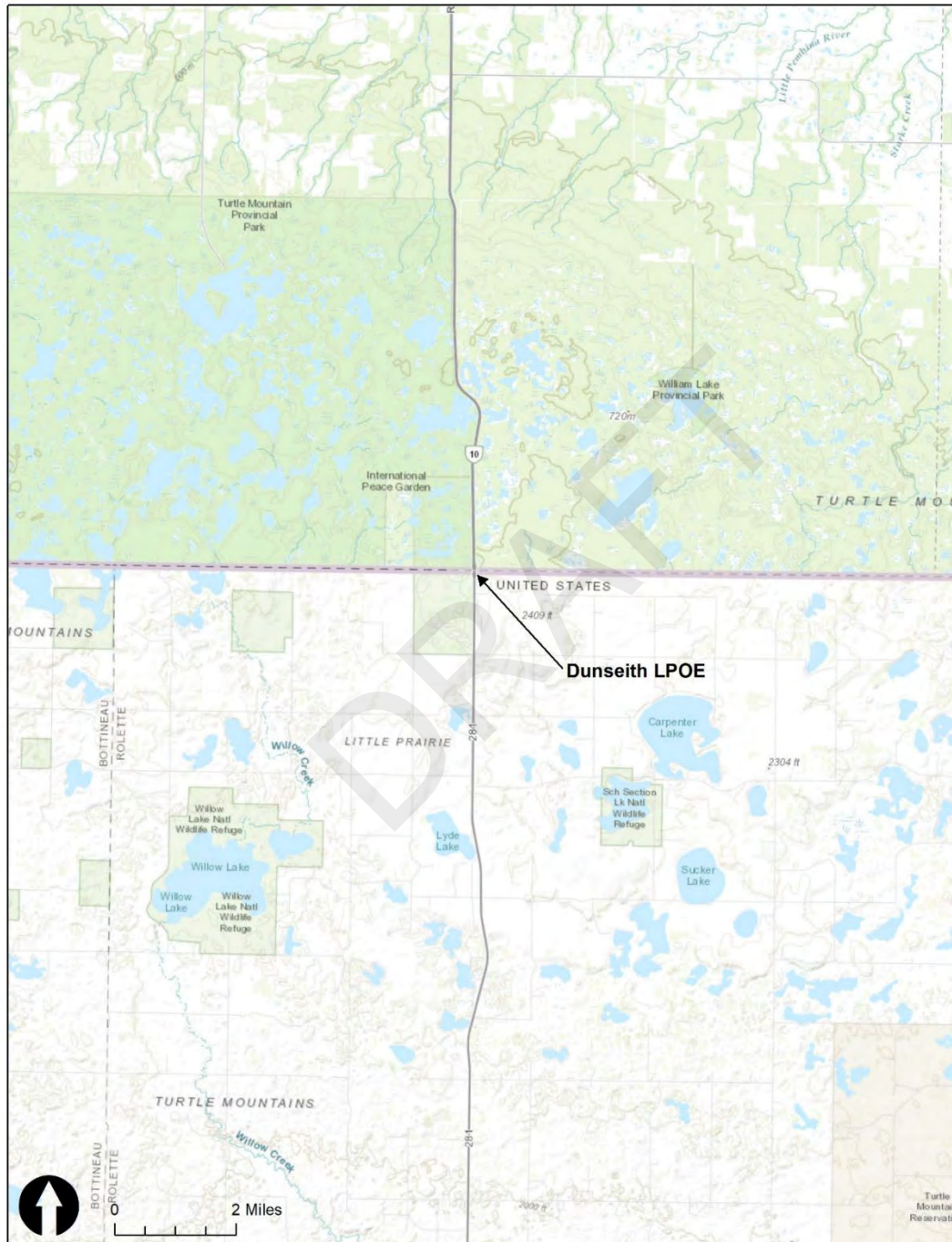


Image Credit: 2019 LPOE Feasibility Study

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P.O. Box 25546, Building 41  
Denver, Colorado 80225  
[www.gsa.gov](http://www.gsa.gov)





U.S. General Services Administration

**Figure 2. Existing Dunseith LPOE Facilities Map**



Image Credit: 2019 LPOE Feasibility Study

One Denver Federal Center  
P.O. Box 25546, Building 41  
Denver, Colorado 80225  
[www.gsa.gov](http://www.gsa.gov)





U.S. General Services Administration

Figure 3. Proposed Action Conceptual Site Plan

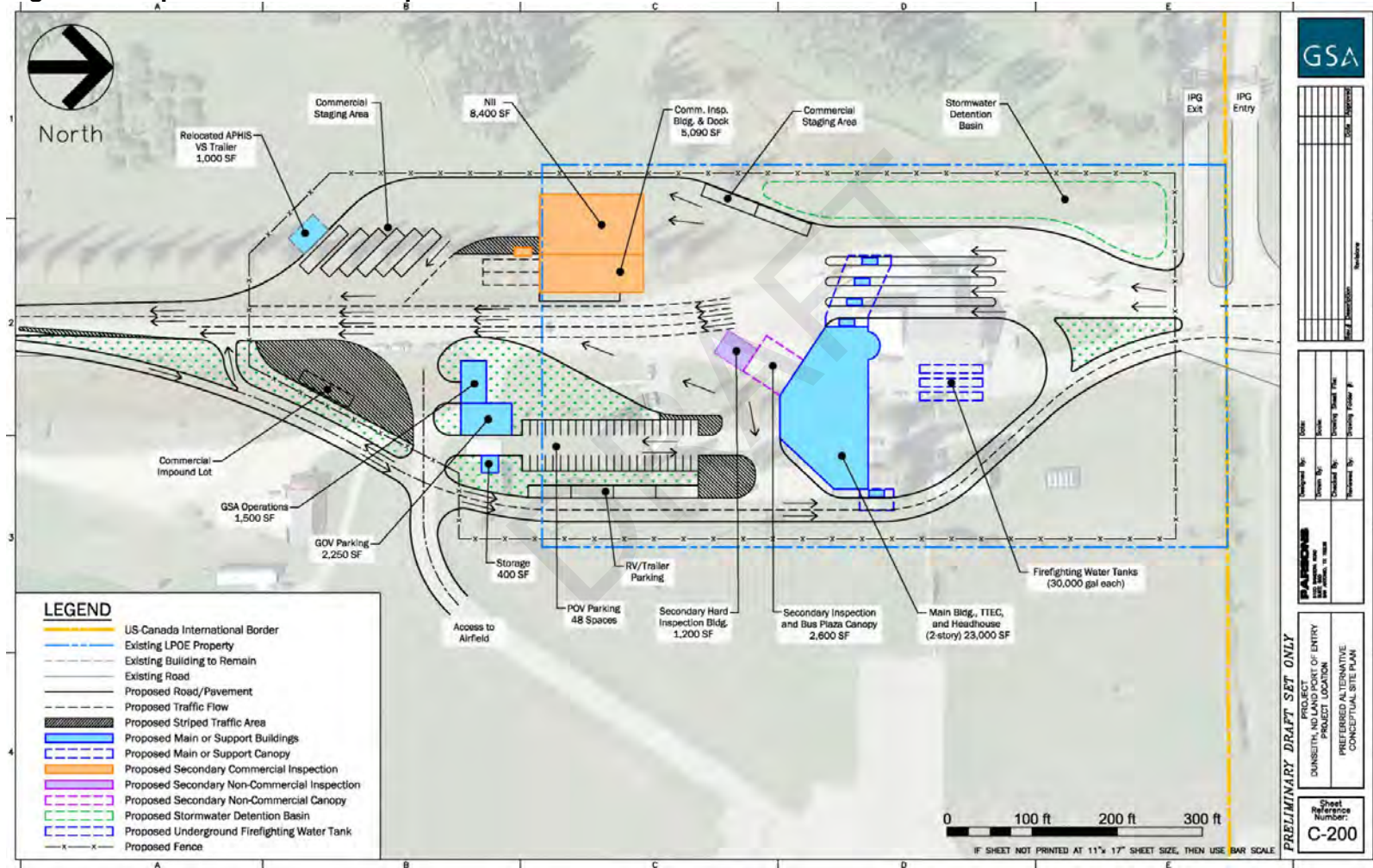
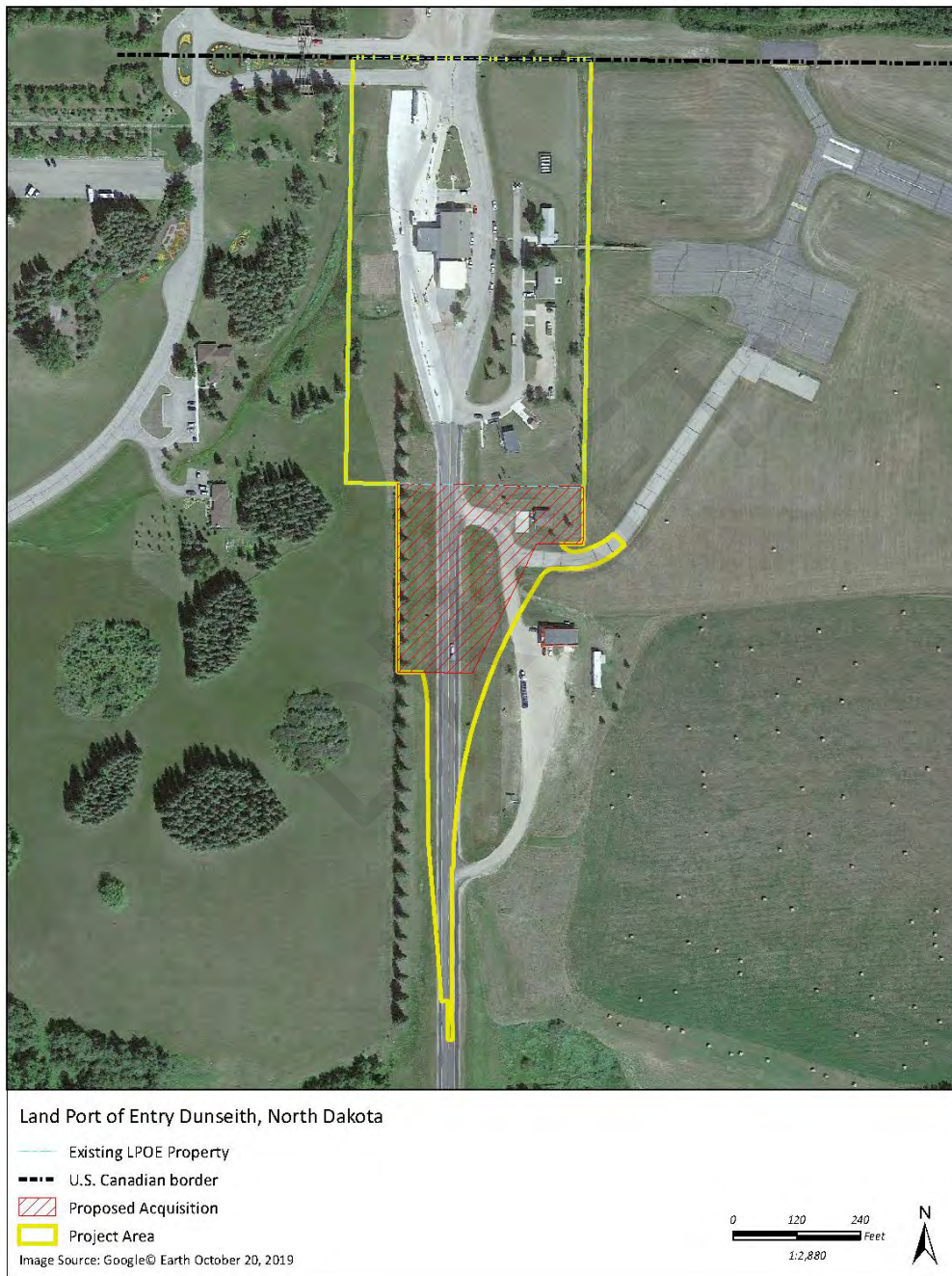


Image Credit: 2019 LPOE Feasibility Study



Figure 4. Proposed Action Land Acquisition Requirement





**APPENDIX 7.2 SECTION 7 ESA CONSULTATION**

DRAFT

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DRAFT





June 2, 2022

[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]

**RE: Technical Assistance Request for the Dunseith Land Port of Entry Project**

[Redacted]

The U.S. General Services Administration (GSA) Region 8 is preparing an environmental assessment (EA) for the proposed Dunseith Land Port of Entry (LPOE) project in compliance with the National Environmental Policy Act (NEPA). The LPOE is located on U.S. Route 281, approximately 12 miles north of the town of Dunseith, North Dakota (**figure 1**). The EA will examine the impacts on natural and cultural resources from potential improvements at the LPOE, including site expansion (up to 2.31 acres), demolition, and new construction.

The purpose of this letter is to provide the U.S. Fish and Wildlife Service (USFWS) with sufficient detail on the proposed project, determine the extent to which the project may affect threatened, endangered, candidate, and sensitive species or any associated critical habitat, and to request technical assistance from your office.

**Project Background**

The purpose of the proposed project is to modernize and expand the LPOE. The project is needed to address space constraints, inefficient traffic flows, and increasing traffic and inspection demands. The LPOE facilities were constructed in the 1960s, are too small, and are served by an inefficient roadway design. Currently, the LPOE contains a main building and an inspection garage between the northbound and southbound lanes of U.S. Route 281 (**figure 2**).

Secondary facilities east of the LPOE include a GSA storage building, a USFWS administrative building, a U.S. Customs and Border Protection storage shed, and a trailer for the U.S. Department of Agriculture's Animal and Plant Health Inspection Service (APHIS). The existing LPOE facilities and configurations do not meet the needs of these agencies and do not allow for expeditious and safe inspection of the traveling public.

**Conceptual Alternatives**

A feasibility study for the proposed project was completed in 2019. Several action alternatives were identified in the feasibility study, and an interdisciplinary team familiar with the issues and affected resources at the LPOE have explored three conceptual alternatives that may be assessed in the EA:



- **Alternative A:** Proposed Action (described below);
- **Alternative B:** Construct Smaller or Fewer Facilities; and
- **Alternative C:** No Action.

*Alternative A: Proposed Action* would seek to increase inspection capacity and improve traffic flow at the LPOE. Key elements of the proposed action would include the following:

1. realignment of the primary inspection lanes, relocation of an APHIS trailer, and rearrangement of commercial vehicle staging areas;
2. disposal of the existing LPOE main building, primary inspection canopy, and auxiliary buildings;
3. land acquisition (2.31 acres; **figure 3**) to accommodate southward site expansion within the roadway corridor;
4. construction of a new main building, primary inspection canopy, noncommercial secondary inspection canopy, and hard inspection building adjacent to the main building;
5. construction of four new primary inspection lanes (three of which would be covered); and
6. construction of a new commercial secondary inspection dock and facility.

### **Species Effects Analysis**

In addition to NEPA, the alternatives to be analyzed in the EA must comply with Section 7 of the Endangered Species Act (ESA). The USFWS' Information, Planning, and Consultation (IPaC) tool was reviewed for the potential occurrence of federally protected species and critical habitat at the LPOE.<sup>1</sup>

The IPaC tool recognized the potential occurrence of two threatened species (i.e., northern long-eared bat [*Myotis septentrionalis*] and Dakota skipper [*Hesperia dacotae*]) and one candidate species (i.e., monarch butterfly [*Danaus plexippus*]). Furthermore, a court order on February 10, 2022, listed gray wolves (*Canis lupus*) as endangered in the contiguous 48 states under the ESA—except for the Northern Rocky Mountain population.<sup>2</sup> *The IPaC tool did not identify any critical habitat for these species within the project area.* Therefore, the GSA has made preliminary effect determinations for each identified species based on existing site conditions:

Common Name	Latin Binomial	Listing Status	Habitat <sup>3</sup>	Preliminary Effect Determination
Northern Long-Eared Bat	<i>Myotis septentrionalis</i>	Threatened	In spring, summer, and fall, this species lives and roosts alone or in colonies underneath bark, cavities, and	<b>No effect.</b> Five coniferous trees are located near the southwest end of the existing property along the southbound lane of U.S. Route 281. A few

<sup>1</sup> U.S. Fish and Wildlife Service. "Information, Planning, and Consultation Tool: Dunseith LPOE Environmental Assessment Project, Rolette County, North Dakota," 2022. June 1. <https://ipac.ecosphere.fws.gov/>.

<sup>2</sup> U.S. Fish and Wildlife Service. "2022 Gray Wolf Questions and Answers," 2022. June 1. <https://www.fws.gov/media/2022-gray-wolf-questions-and-answers>.

<sup>3</sup> U.S. Fish and Wildlife Service. "Environmental Conservation Online System," 2022. June 1. <https://ecos.fws.gov/>.



			crevices in live and dead trees. In winter, this species hibernates in caves and mines.	coniferous and deciduous trees are also located east of the LPOE. Should tree removal be required, potential impacts to this species would be avoided because no construction-related removal would occur during the roosting season (between April 1 and October 31).
Dakota Skipper	Hesperia dacotae	Threatened	This species lives in native moist bluestem prairies and dry upland prairies where nectar producing wildflowers are present.	<b>No effect.</b> No suitable habitat exists for this species in the project area.
Monarch Butterfly	Danaus plexippus	Candidate	This species lives in fields, naturally open areas, wet areas, and urban gardens where milkweed and flowering plants are present. This species migrates in winter to the oyamel fir trees of central Mexico.	<b>No effect.</b> No suitable habitat exists for this species in the project area.
Gray Wolf	Canis lupus	Endangered	This species has a wide range of habitat, including temperate forests, mountains, tundra, taiga, and grasslands.	<b>No effect.</b> No known breeding population of this species occurs in North Dakota. <sup>4</sup>

Three migratory species (i.e., bald eagle [*Haliaeetus leucocephalus*], Bobolink [*Dolichonyx oryzivorus*], and Franklin's Gull [*Leucophaeus pipixcan*]) also have the potential to occur at or near the LPOE. The whooping crane (*Grus americana*) is listed as endangered in North Dakota; however, its designated range excludes the project area and was not an identified resource on the USFWS' official species list generated by the IPaC tool.<sup>5</sup> Each of these species are not anticipated to be

<sup>4</sup> North Dakota Game and Fish. "Gray Wolf," 2022. June 1. <https://gf.nd.gov/wildlife/id/carnivores/wolf>.

<sup>5</sup> U.S. Fish and Wildlife Service. "Whooping Crane (*Grus Americana*)," 2022. June 1. <https://ecos.fws.gov/ecp/species/758>.



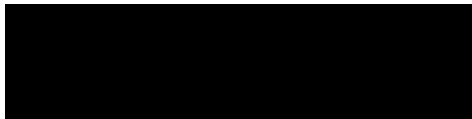
affected by the project because they have a low probability of presence in the project area.<sup>6</sup>

According to the USFWS National Wetland Inventory (NWI), no wetlands occur on the existing or proposed expanded LPOE property. The closest NWI mapped feature is a freshwater emergent wetland, approximately 0.35 mile southwest and 0.40 mile southeast of the LPOE. Therefore, no impacts are anticipated to this type of habitat or the species utilizing the wetland.

### **Technical Assistance Request**

We would greatly appreciate your technical assistance identifying any additional resources that could be affected by the proposed project and your input on our preliminary effect determinations. Should you have any immediate questions or concerns, please contact me directly by phone [redacted]

Sincerely,



[redacted]

NEPA Compliance Specialist  
GSA | Public Buildings Service | Region 8  
Portfolio Management & Customer Engagement Division

### **Attachments:**

- Figure 1. Dunseith LPOE Vicinity Map
- Figure 2. Existing Dunseith LPOE Facilities Map
- Figure 3. Proposed Action Land Acquisition Requirement

### **Enclosed:**

- Official USFWS IPaC Report
- Unofficial USFWS IPaC Report (contains list of migratory birds)

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<sup>6</sup> U.S. Fish and Wildlife Service. "Information, Planning, and Consultation Tool: Dunseith LPOE Environmental Assessment Project, Rolette County, North Dakota," 2022. June 1. <https://ipac.ecosphere.fws.gov/>.

**Figure 1. Dunseith LPOE Vicinity Map**

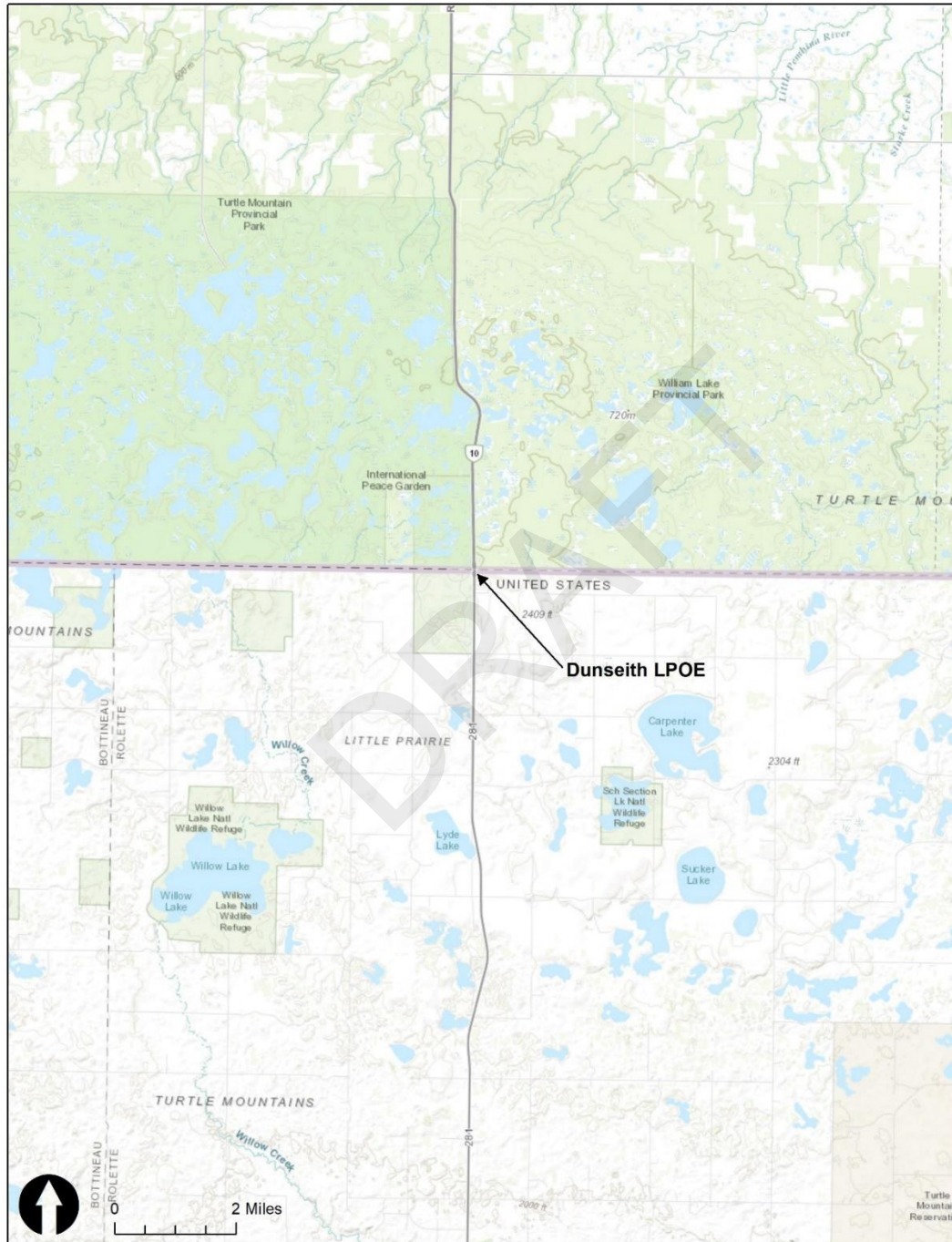


Image Credit: 2019 LPOE Feasibility Study



**Figure 2. Existing Dunseith LPOE Facilities Map**

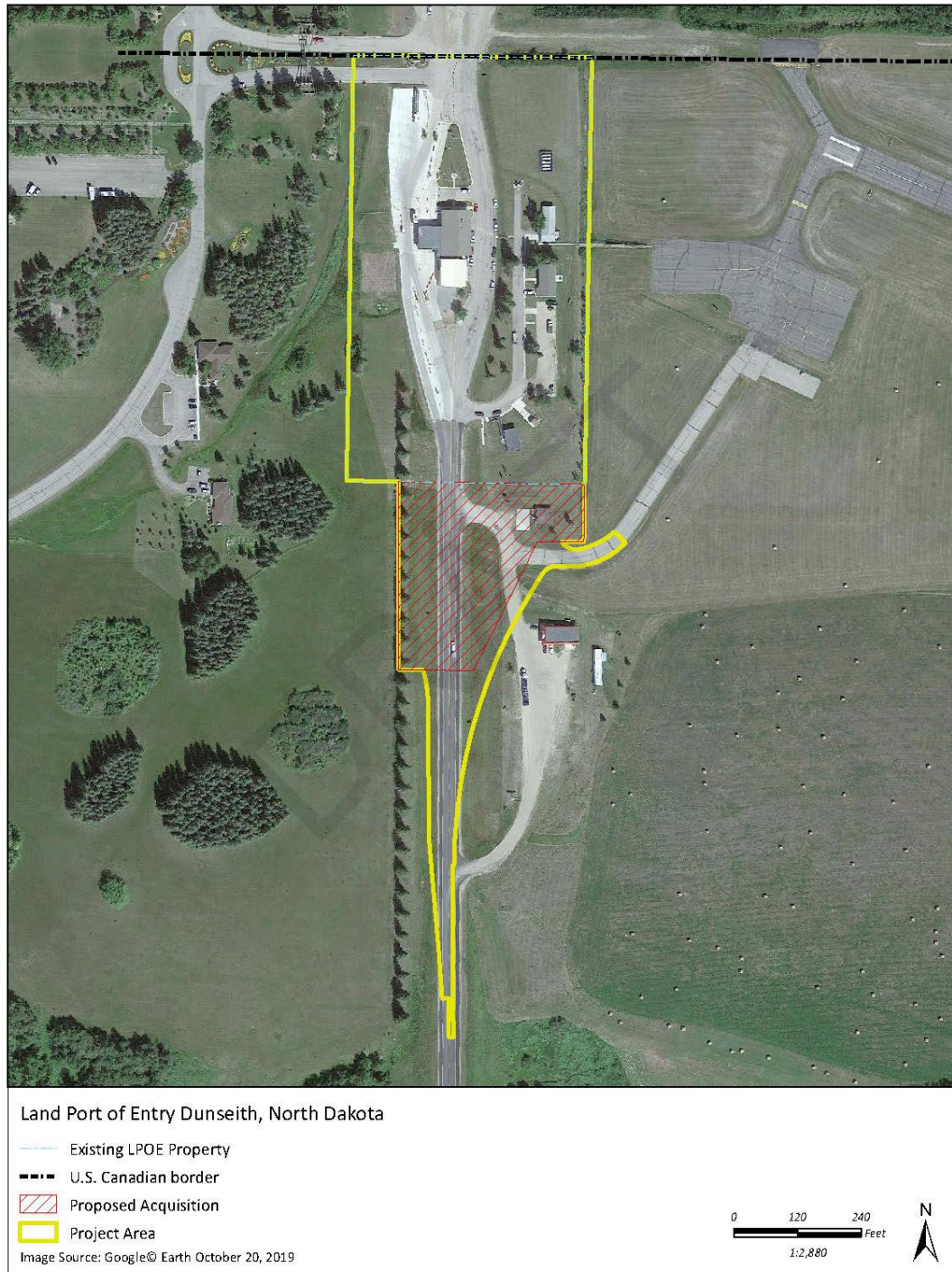


Image Credit: 2019 LPOE Feasibility Study





Figure 3. Proposed Action Land Acquisition Requirement



**RE: [EXTERNAL] Dunseith Land Port of Entry Project: Technical Assistance Request**

1 message

Fri, Jun 3, 2022 at 12:24 PM

Hi [REDACTED]

I have reviewed the technical assistance request and have determined no objection to the proposed project as it currently is. If any changes are made that may effect listed species, please let me know. Otherwise we agree with the preliminary effect determinations and no further consultation is necessary unless the previous-stated changes are proposed. Thank you for this document and meeting information, I will put it on my calendar.

Thank you!

[REDACTED]

Sent: Thursday, June 2, 2022 1:30 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: [EXTERNAL] Dunseith Land Port of Entry Project: Technical Assistance Request

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Thank you so much for taking the time to discuss the Dunseith Land Port of Entry (LPOE) Project with me yesterday. As mentioned previously, the purpose of the proposed project is to modernize and expand the LPOE. The project is needed to address space constraints, inefficient traffic flows, and increasing traffic and inspection demands. The LPOE facilities were constructed in the 1960s, are too small, and are served by an inefficient roadway design.

I have attached a technical assistance request to this e-mail. The request provides more detail on the proposed project and identifies the extent to which the project may affect threatened, endangered, candidate, and sensitive species or any associated critical habitat. We would greatly appreciate your assistance identifying any additional resources that could be affected by the proposed project and your input on our preliminary effect determinations. Please also let us know if further consultation will be required to obtain USFWS' concurrence on the findings.

Lastly, the GSA will host a virtual public scoping meeting for the project on June 13, 2022, from 6:00 pm to 7:30 pm CST via Zoom. You are more than welcome to attend and learn more about the project. Please follow this hyperlink to access the meeting: <https://us06web.zoom.us/j/83190099844?pwd=UFIZZk1ib1dmdnZCUW1Yc2h6FRsUT09>.

Sincerely,



**U.S. General Services Administration**

[Redacted]

NEPA Compliance Specialist

GSA | Public Buildings Service Region 8

Portfolio Management & Customer Engagement Division

One Denver Federal Center

P.O. Box 25546 Building 41

Denver, CO 80225

[Redacted]

[Redacted]



**20220602\_Dunseith\_LPOE\_Technical\_Assistance\_Request (USFWS)\_FWSstamped.pdf**

1095K

DRAFT

**APPENDIX 7.3 PUBLIC COMMENTS AND AGENCY RESPONSES ON THE PUBLIC DRAFT EA (FINAL EA ONLY)**

DRAFT



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DRAFT

## Appendix C: Geotechnical/Structural Report

**DRAFT**  
To be developed in 60% - 90% Owner's  
Program of Requirements Submittal

## Appendix D: HAZMAT Report

**To be developed in 60% - 90% Owner's  
Program of Requirements Submittal**

## **Appendix E. Preliminary Siting Development**

DRAFT

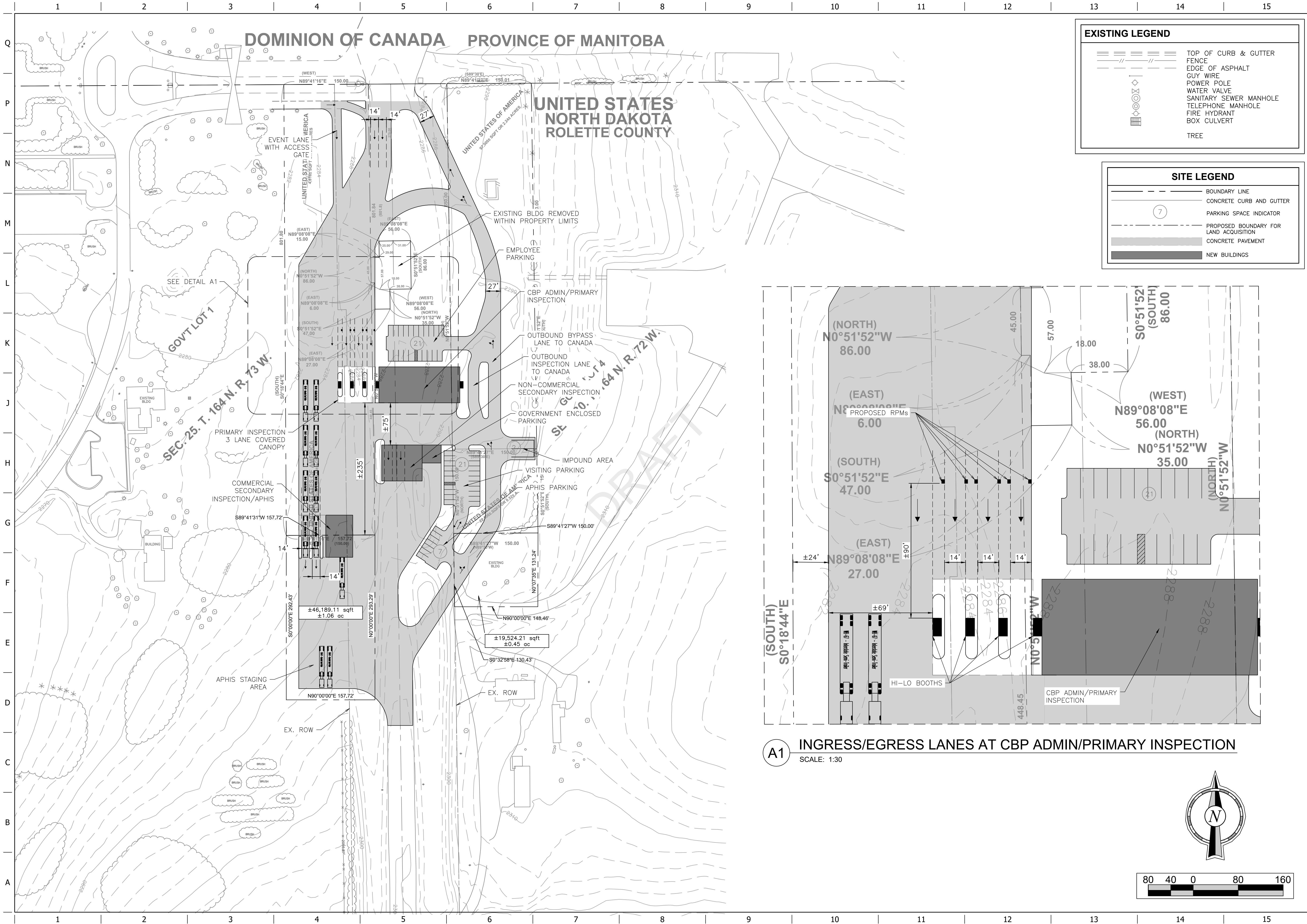










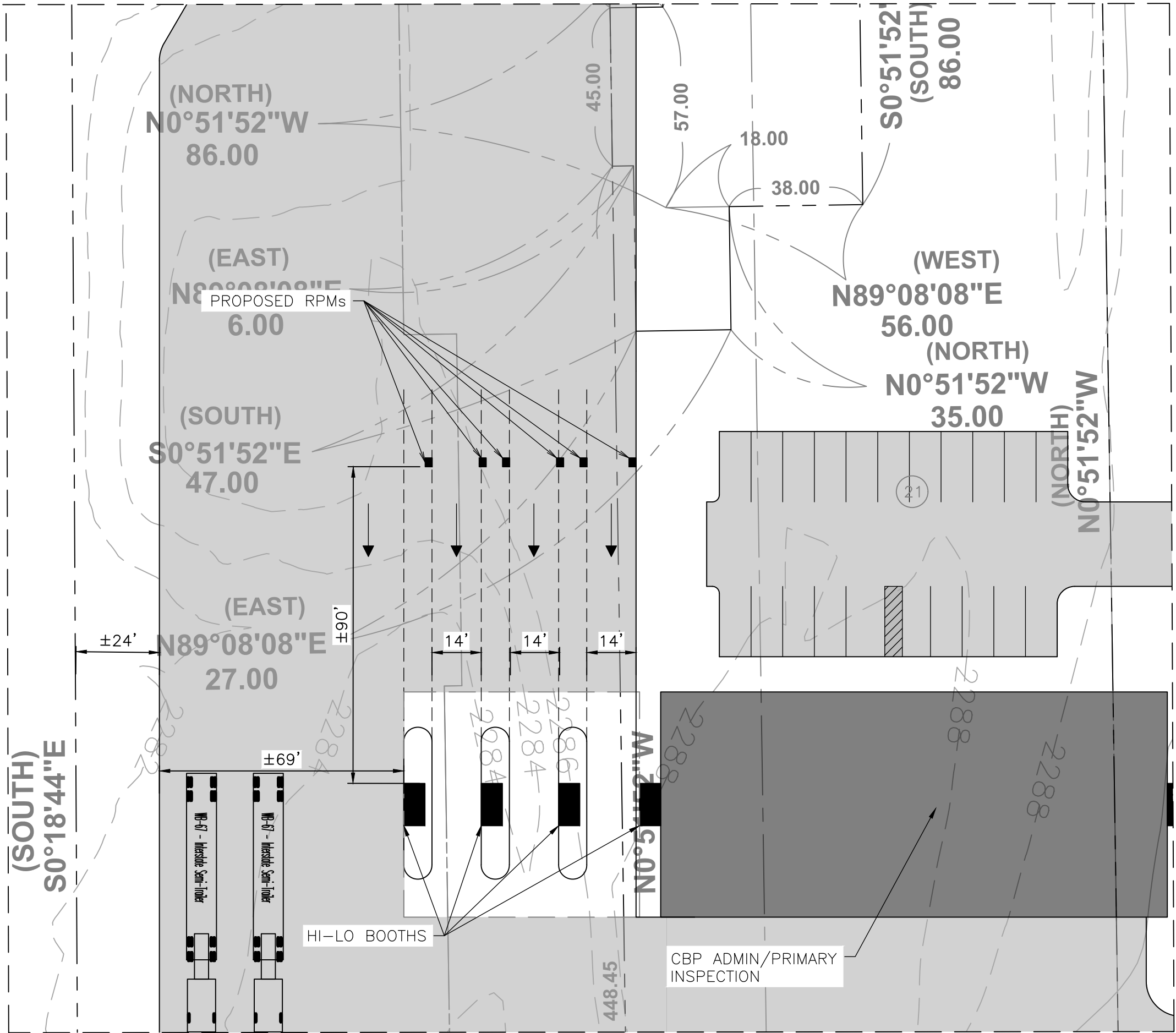


**EXISTING LEGEND**

- TOP OF CURB & GUTTER
- FENCE
- EDGE OF ASPHALT
- GUY WIRE
- POWER POLE
- WATER VALVE
- SANITARY SEWER MANHOLE
- TELEPHONE MANHOLE
- FIRE HYDRANT
- BOX CULVERT
- TREE

**SITE LEGEND**

- BOUNDARY LINE
- CONCRETE CURB AND GUTTER
- PARKING SPACE INDICATOR
- PROPOSED BOUNDARY FOR LAND ACQUISITION
- CONCRETE PAVEMENT
- NEW BUILDINGS



**A1 INGRESS/EGRESS LANES AT CBP ADMIN/PRIMARY INSPECTION**  
SCALE: 1:30

**BID SET**  
**NOT FOR CONSTRUCTION**

PROJECT NO.: FDZF1900

**Jacobs**

ARKANSAS CO#176  
911 CENTRAL PARKWAY NORTH,  
SUITE 425  
SAN ANTONIO, TEXAS 78232  
TEL (210) 494-0068  
FAX (210) 494-4525

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JACOBS ENGINEERING GROUP INC.

**LPOE DUNSEITH**  
10947 U.S. ROUTE 281  
DUNSEITH, ND



U.S. GENERAL SERVICES ADMINISTRATION

PROTOTYPE: -- 12/03/2022  
DIVISION: --  
VERSION: 001  
DESIGNED BY: A.T.R.  
DRAWN BY: S.A., A.P.  
REVIEWED BY: S.G.

REV	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: 12/03/2022

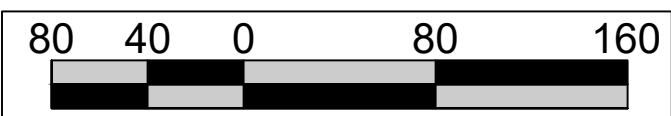
SHEET TITLE:

SITE PLAN

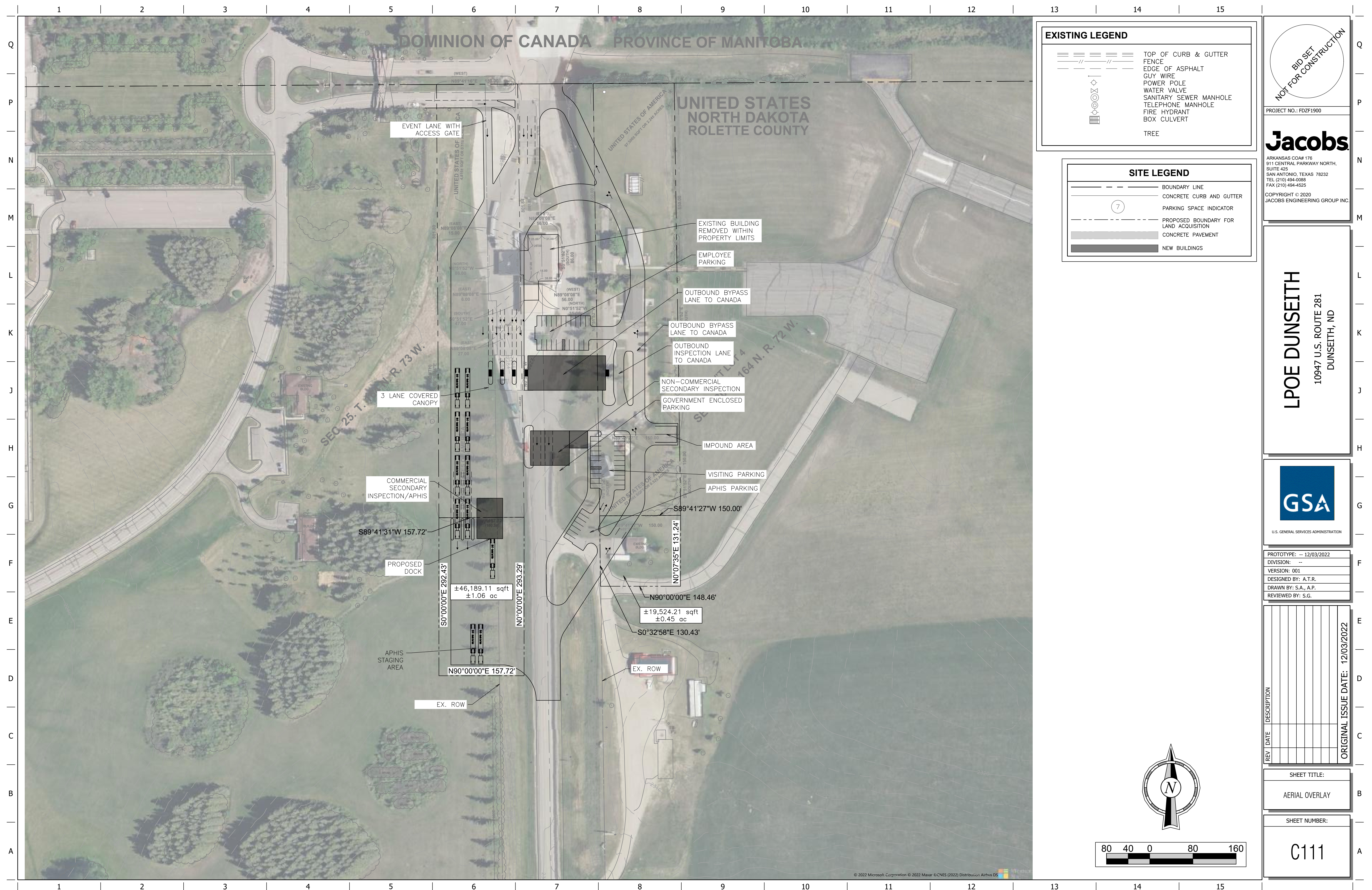
SHEET NUMBER:

**C100**











## **Appendix F: Preliminary Building Planning/Adjacencies**

DRAFT



DUNSEITH, ND LPoE Program Areas

CBP Aministration /  
Primary Inspection Building

Public Area		
Entry Vestibule	1	65
Public Waiting Area	1	200
Public Unisex Restroom	1	60
Wellness Room	1	60
Subtotal		481
Document Processing		
Counter Position	4	120
CBP Officer Work Area	1	320
Baggage Search Area	1	30
Weapons Cabinet	1	40
Document Handling Room	1	140
File Storage Room	1	80
Secure Storage Room	1	80
Subtotal		1,013
Operational Support		
Port Director's Office	1	225
Supervisor's Office	3	450
Conference / Training Room	1	300
Support Staff Workstation	3	60
Subtotal		1,294
Enforcement		
Search Room	1	100
Hold Room	2	220
Interview Room	1	100
IDENT / Identification	1	40
Subtotal		575
Support Areas		
Local Area Network (LAN) Room	1	180
Subtotal		225
Staff Services		
CBP Male Restroom	1	60
CBP Female Restroom	1	60
CBP Male Locker Room	1	280
CBP Female Locker Room	1	140
Break Room	1	200
Workout / Training Room	1	240
Subtotal		1,225
Building Support		
Janitor Closet	1	15
Electrical / Switchgear Room	1	80
Mechanical / Fan Room	1	370
Subtotal		581
Relief Officer's Quarters		
Officer Bunk Room	2	152
Kitchenette	1	45
Linen Closet	2	20
Subtotal		271
Non-Commercial Inspection		
Hi-Lo Inspection Booth	4	520
Primary Canopy	1	1000
Subtotal		1,520
Outbound Inspection		
Hi-Lo Inspection Booth	1	130
Subtotal		130
TOTAL GSF		5,795

Secondary Inspection Building

Non-Commercial Secondary Inspection		
Enclosed Inspection Bay	1	3,200
Public Waiting Area	1	50
Subtotal		4,063
Enclosed Government Parking		
Enclosed Parking	1	800
Bus Queuing Area		
Processing Area	1	150
Baggage Inspection / Boarding	1	
Subtotal		188
GSA Program		
GSA Office	1	100
GSA Materials Storage	1	
GSA Outdoor Equipment Storage	1	
GSA Shop	1	
Subtotal		0
TOTAL GSF		5,050

Commercial Inspection / APHIS Building

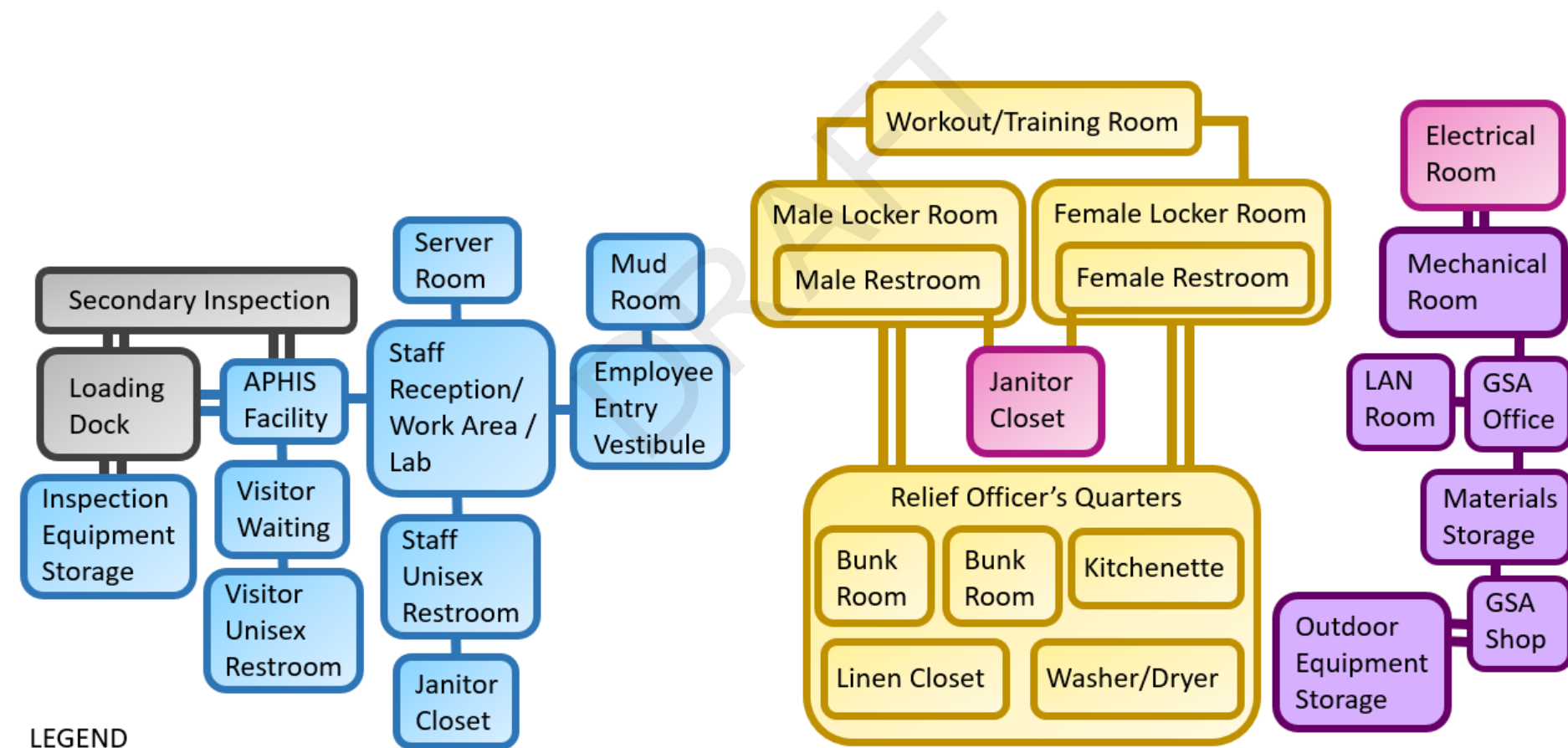
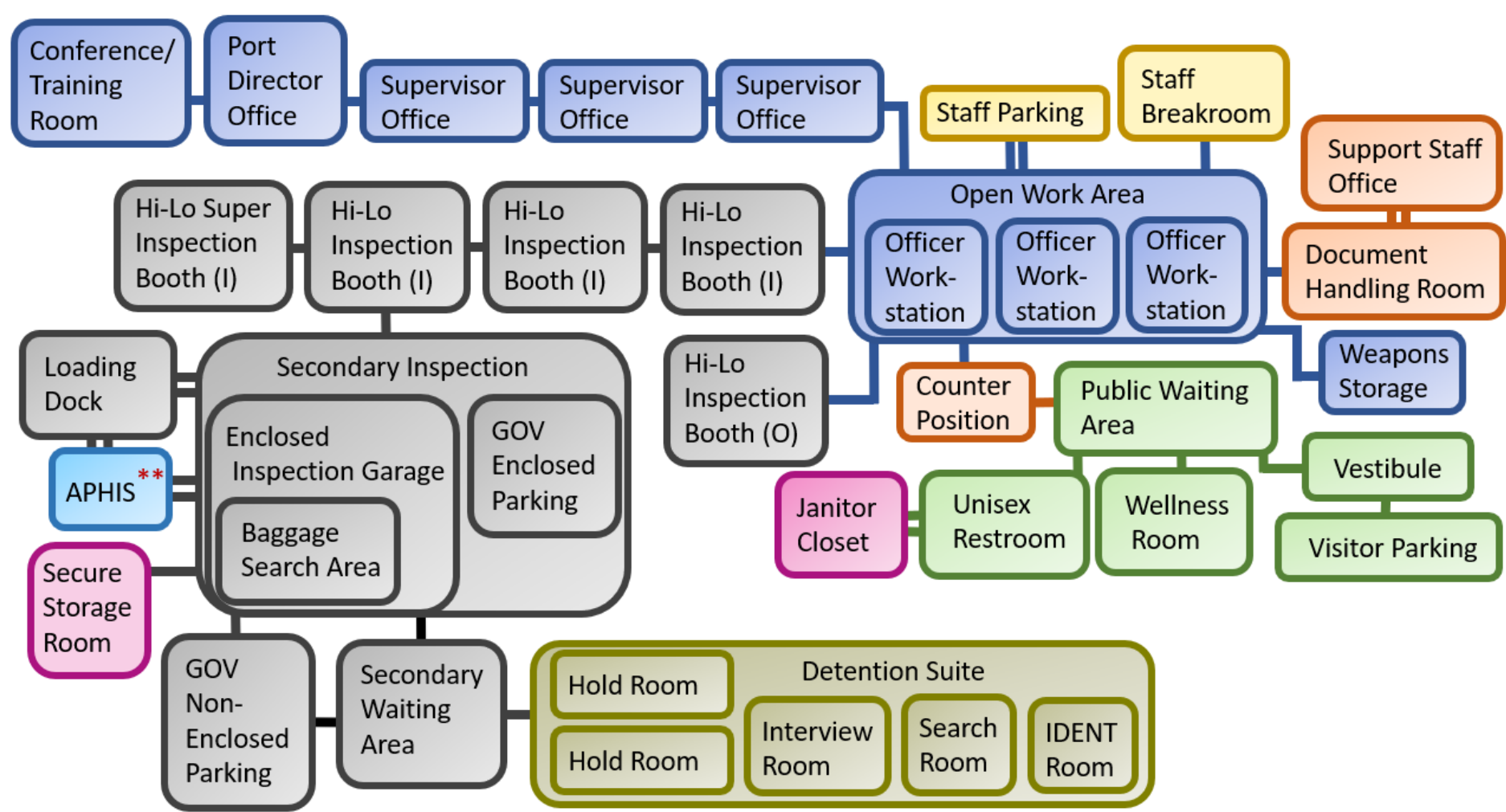
Commercial Inspection		
Office / Work Area	1	
Agriculture Lab	1	180
Agriculture Disposal Room	1	120
Commercial Dock / Unloading Area	1	1600
Subtotal		2,375
APHIS Administration		
Public Waiting Area	1	200
Public Unisex Restroom	1	100
APHIS Staff Reception / Work Area / Lab	1	850
APHIS Staff Unisex Restroom	1	100
Mud Room	1	125
Employee Entrance Vestibule	1	50
Server Room	1	75
Inspection Equipment Storage	1	100
Subtotal		2,000
TOTAL GSF		4,375

Site Program Elements

Parking		
Visitor Parking	1	5,600
Staff Parking	1	7,000
Government Non-Enclosed Parking	1	350
Subtotal		16,188
Other		
Secondary Inspection Kennel	1	

Note: Highlighted items not included in building GSF calculation

ADJACENCY DIAGRAM



LEGEND

- |                     |                               |                  |                    |
|---------------------|-------------------------------|------------------|--------------------|
| Operational Support | Enforcement (Detention Suite) | Building Support | Direct Adjacency   |
| Document Processing | Staff Services                | APHIS            | Indirect Adjacency |
| Public Area         | Inspections                   | GSA              | (I) Inbound        |
|                     |                               |                  | (O) Outbound       |

## Appendix G: Preliminary Building Development

To be developed in 60% - 90% Owner's  
Program of Requirements Submittal

## Appendix H: Room Data Sheets

DRAFT

**GSA Office**

Group: Building Support

Qty: 1

Area NSF: 100

Total NSF: 100

**Space Description**

The GSA Office is used by the Port GSA Representative for day-to-day operations. The GSA Office provides the GSA representative space to conduct operational support functions. The GSA Office should be located near the LAN Room and Mechanical Room.

**Wall Construction**

Walls: -

**Adjacencies**Mechanical Room  
LAN Room

-

**Construction**Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

Notes: -

**Interior Finishes**Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -**Doors**Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

Notes: -

**Windows**Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -**Fixed Furnishings/Equipment**Casework: -  
Specialties: -  
Equipment: -

Notes: -

**Furniture**

-

**Mechanical**HVAC: -  
Temp Control: -  
Plumbing: -

Notes: -

**Electrical**Lighting: -  
Power: -  
UPS: -**IT/Communications**Phone/Data: -  
Audio/Visual: -  
Wireless: -

Notes: -

**Security**CCTV: -  
Access Control: -  
Intrusion Detection: -**Remarks**-  
-  
-**Special Requirements**-  
-  
-





## Building Support Office

Group: Operational Support

Qty: 1

Area NSF: 100

Total NSF: 100

### Space Description

The Building Support Office is used by the maintenance personnel for day-to-day operations. The room needs to have some distance from the GSA office, since the GSA manages the maintenance contracts. The Building Support Office should be located adjacent to the Maintenance Room.

### Wall Construction

Walls: -

### Adjacencies

Maintenance Room

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## Electrical / Switchgear Room

Group: Building Support

Qty: 1

Area NSF: 80

Total NSF: 80

### Space Description

The main Electrical / Switchgear Room contains switching devices that open and close electronic circuits, particularly for the control of electric motors or power for transforming stations. Wall-mounted panelboards will house the safety switches and distribution panels. Electrical Rooms should be stacked, as required. The Electrical / Switchgear Room should be adjacent to other building support rooms.

### Wall Construction

Walls: -

### Adjacencies

Building Support Rooms

-  
-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-



## Equipment Storage

Group: Building Support

Qty: 1

Area NSF: XX

Total NSF: XX

### Space Description

The Equipment Storage houses miscellaneous maintenance equipment and tools in colder climates.

#### Wall Construction

Walls: -

#### Adjacencies

Maintenance Room  
Building Support Office  
-

#### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

#### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

Notes: -

#### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

#### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

Notes: -

#### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

#### Furniture

-

Notes: -

#### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

#### Electrical

Lighting: -  
Power: -  
UPS: -

Notes: -

#### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

#### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

Notes: -

#### Remarks

-  
-  
-

#### Special Requirements

-  
-  
-



## Janitor Closet

Group: Building Support

Qty: 1

Area NSF: 15

Total NSF: 15

### Space Description

A Janitor Closet will be provided for the storage of essential cleaning equipment and cleaning supplies used by the janitorial staff in maintaining the building. Preferably, the Janitor Closet is located adjacent to Restrooms or Break Room. A Janitor Closet will be provided on all floors. Closet must be large enough to house an approximately 50" x 20" janitor's cart. Provide space for a floor sink and storage shelving for cleaning supplies. The Janitor Closet should be not be accessed from any other rooms.

### Wall Construction

Walls: -

### Adjacencies

Break Room or Restroom

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## Local Area Network (LAN) Room

Group: Building Support

Qty: 1

Area NSF: 180

Total NSF: 180

### Space Description

The LAN Room is a secure space that accommodates all CBP secure LAN equipment and all facility system equipment connected to CBP secure LAN. The LAN Room combines the voice, data, and other systems into one area within the facility. LAN rooms shall contain one rack. IT equipment will be located in lockable cabinets. The LAN Room is equipped with CR, intrusion detection, cameras, and a motion sensor. The CCTV cameras will be located within the LAN to ensure no blind spots. Dedicated HVAC controls are required within the LAN Room to regulate the temperature and humidity levels in this room. The room shall be constructed in compliance with current CBP SPPH standards relating to the construction of a strong room.

### Wall Construction

Walls: -

### Adjacencies

GSA Office

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

Notes: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

Notes: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

### Furniture

-

Notes: -

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

### Electrical

Lighting: -

Power: -

UPS: -

Notes: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

Notes: -

### Remarks

-

-

-

### Special Requirements

-

-

-





## Commercial Loading Dock

Group: Secondary Inspection

Qty: 1

Area NSF: 902

Total NSF: 902

### Space Description

The Commercial Loading Dock is used to provide commercial unloading space during secondary inspections of commercial vehicles. This space is part of the Secondary Inspection Area of the Port. One dock space shall be a minimum of 82'-0" x 11'-0". Circulation aisles/work areas shall be 5'-0" x 82'-0" to side of each dock bay (410 SF) is required for access to pallets. 10'-0" is required between the unloading area and the back of the facility. A garage door shall be provided with a leveler. The dock will be shared with CBP and APHIS.

### Wall Construction

Walls: -

### Adjacencies

Secondary Inspection

APHIS

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-



## Mechanical / Fan Room

Group: Building Support

Qty: 1

Area NSF: 370

Total NSF: 370

### Space Description

The Mechanical / Fan Room houses mechanical equipment, and in Small Port Prototypes, provides a combined space for all utilities including the HVAC and domestic hot water equipment, and the water treatment system. Provide a floor drain. The Mechanical / Fan Room should be located adjacent to the other building support spaces. The exterior entrance to the Mechanical / Fan room should be double doors with no mullion between.

### Wall Construction

Walls: -

### Adjacencies

Building Support Office  
Building Support Services  
-

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

Notes: -

### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

Notes: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

Notes: -

### Electrical

Lighting: -  
Power: -  
UPS: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

Notes: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-



## Secure Storage Room

Group: Document Processing

Qty: 1

Area NSF: 80

Total NSF: 80

### Space Description

A Secure Storage Room is required for the secure storage of documents. The room may also be used to store seized narcotics and other contraband. In addition to provisions for an Intrusion Detection System that provides perimeter and volumetric production/detection of unauthorized access. Special construction details are required for this room, as specified by CBP. Secure Storage should be located adjacent to Secondary Processing, adjacent to other storage rooms.

### Wall Construction

Walls: -

### Adjacencies

Secondary Inspection

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

Notes: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

Notes: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

### Furniture

-

Notes: -

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

### Electrical

Lighting: -

Power: -

UPS: -

Notes: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

Notes: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## Agricultural Lab

Group: Commercial Inspection

Qty: 1

Area NSF: 180

Total NSF: 180

### Space Description

The Agricultural Laboratory is the receiving point for the examination of inadmissible agricultural items confiscated during processing and inspection. Provisions of power, data, and a telephone are required to support the laboratory and to transfer and receive data to assist processing. The lab flooring shall be of a washable, non-slip material. Walls and ceilings shall also be washable and floor drains provided. The room shall be fully ventilated. All activities conducted are visual, inspection-oriented toward finding insects or diseases or soil and seeds/seed pods that may be with the agricultural product. A fume hood vent and sink disposal are required.

### Wall Construction

Walls: -

### Adjacencies

APHIS Office

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

Notes: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

Notes: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

### Furniture

-

Notes: -

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

### Electrical

Lighting: -

Power: -

UPS: -

Notes: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

Notes: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## Agriculture Disposal Room

Group: Commercial Inspection

Qty: 1

Area NSF: 120

Total NSF: 120

### Space Description

The Agricultural Disposal Room is for disposal of any agricultural product that is confiscated Fume Hood 6'-0" stainless steel industrial sink area with sprayer. Provide a floor drain as well as an emergency eye wash station.

### Wall Construction

Walls: -

### Adjacencies

APHIS Office

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-





## Counter Position

Group: Document Processing

Qty: 3

Area NSF: 40

Total NSF: 120

### Space Description

The Counter Position is a standing height counter located between the Officer Work Area and the Public Waiting Area. The CBP officers assists visitors with any paperwork required to enter the country. There shall be a security separation between the Counter Position and the Public Waiting Area. The CBP Officers interact with visitors via the Counter Position. There should be a space for ABA/ADA access at the Counter Position.

### Wall Construction

Walls: -

### Adjacencies

Public Waiting Area  
CBP Officer Work Area  
-

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

### Interior Finishes

Floors: carpet  
Base: vinyl/rubber  
Walls: paint  
Ceiling: - Ceiling Height: -

Notes: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

Notes: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

### Furniture

-

Notes: -

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

### Electrical

Lighting: -  
Power: -  
UPS: -

Notes: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

Notes: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-



## Document Handling Room

Group: Document Processing

Qty: 1

Area NSF: 140

Total NSF: 140

### Space Description

The Document Handling Room store documents and forms used during inspections. The room also contains IT equipment including printers, copiers, scanners, and fax machines required to document secondary inspection s and process passenger cases. The Document Handling Room can be a designated location within the operational support area.

### Wall Construction

Walls: -

### Adjacencies

Offices and CBP Officer Workstations

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## File Storage Room

Group: Document Processing

Qty: 1

Area NSF: 80

Total NSF: 80

### Space Description

File Storage Room holds documents that need to be secured in lockable filing cabinets.

#### Wall Construction

Walls: -

#### Adjacencies

Document Processing

-

-

#### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

Notes: -

#### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

#### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

Notes: -

#### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

#### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

Notes: -

#### Furniture

-

#### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

Notes: -

#### Electrical

Lighting: -  
Power: -  
UPS: -

#### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

Notes: -

#### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

#### Remarks

-

-

-

#### Special Requirements

-

-

-



## Weapons Cabinet

Group: Document Processing

Qty: 1

Area NSF: 40

Total NSF: 40

### Space Description

The Weapons Cabinet stores weapons, use-of-force equipment, and related items required to support the CBP operations. The Weapons Cabinet is within the Operational Support Area. Weapons must be stored separately from ammunition. The Cabinet should be secured, and if located within another area, must be separated by a chain link fence. Weapons Closets have security requirements that must be adhered to.

### Wall Construction

Walls: -

### Adjacencies

Operational Support Area

-  
-

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

Notes: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

Notes: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

### Furniture

-

Notes: -

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

### Electrical

Lighting: -  
Power: -  
UPS: -

Notes: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

Notes: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-



## Hold Room

Group: Enforcement

Qty: 2

Area NSF: 110

Total NSF: 220

### Space Description

The Hold Room is located within the Detention Suite. They house high-risk travelers within a secure area to ensure the safety of the CBP Officers and traveling public. The Hold Room should be 10'-0" x 11'-0". All fixtures must meet detention-grade standards. Each Hold Room requires a CCTV camera with a microphone and a wall-mounted duress button adjacent to the door. The CCTV camera should be wall-mounted to ensure privacy of detainee behind the modesty screen. The modesty screen shall be solid in construction and mounted to provide screening adjacent to the toilet. The toilet, sink, and bench shall always be positioned along the wall opposite to the door. The door shall have an observation window and the floor shall have a floor drain.

### Wall Construction

Walls: -

### Adjacencies

within Detention Suite

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

### Special Requirements

-



-

-

---

DRAFT



## IDENT / Identification Room

Group: Enforcement

Qty: 1

Area NSF: 40

Total NSF: 40

### Space Description

The IDENT / Identification (IDENT) Room is used to electronically capture images and fingerprints, as well as to store and query text related to violators detained for further processing. This area is located within the Detention Suite. The space must be designated for easy staff surveillance of detainees.

#### Wall Construction

Walls: -

#### Adjacencies

Detention Suite

-

-

#### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

#### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

Notes: -

#### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

#### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

Notes: -

#### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

#### Furniture

-

Notes: -

#### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

#### Electrical

Lighting: -

Power: -

UPS: -

Notes: -

#### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

#### Security

CCTV: -

Access Control: -

Intrusion Detection: -

Notes: -

#### Remarks

-

-

-

#### Special Requirements

-

-

-



## Interview Room

Group: Enforcement

Qty: 2

Area NSF: 100

Total NSF: 200

### Space Description

The Interview Room shall have a dedicated phone and data line. There will be a table with a computer, an interviewer's chair and two interviewee chairs. The interview room will have a sidelight adjacent to the door for visibility in the room. Microphones and cameras will be used in the room. The Interview Room shall be located within the Detention Suite, near the Secondary Public Waiting Area.

### Wall Construction

Walls: -

### Adjacencies

Secondary Public Waiting Area

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## Search Room

Group: Enforcement

Qty: 1

Area NSF: 100

Total NSF: 100

### Space Description

The Search Room shall be located within the Detention Suite. The room will have a bench seat, bolted to the floor. The Search Room shall be wide enough for two CBP Officers to be able to stand side-by-side to assist in safety for the CBP Officers and the traveling public.

#### Wall Construction

Walls: -

#### Adjacencies

Detention Suite

-

-

#### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

#### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

#### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

#### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

#### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

#### Furniture

-

#### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

#### Electrical

Lighting: -

Power: -

UPS: -

#### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

#### Security

CCTV: -

Access Control: -

Intrusion Detection: -

#### Remarks

-

-

-

#### Special Requirements

-

-

-



## Hi-Lo Inspection Booth

Group: Non-Commercial Inbound Inspection

Qty: 4

Area NSF: 130

Total NSF: 520

### Space Description

The Hi-Lo Inspection Booth is used to conduct primary inspections. The booth is a prefabricated metal enclosure on a concrete platform with a wide-angle view. The three inner-most three Hi-Lo Inspection Booth shall all be the same width and height clearance, able to accommodate trucks, bus, cars, and pedestrians. The Inspection Booth area shall include the area in front of the booth, the booth itself, and the aisle adjacent to the booth. The low side of the booth will be the initial inspection booth, and the high side will be further inside the area. Each Inspection Booth shall be separated by stanchions and barriers. Area noted is per booth. The Inspection Booth should have easy access to the Public Waiting Area, Secondary Inspection Waiting Area, and the Detention Suite.

### Wall Construction

Walls: -

### Adjacencies

Public Waiting Area  
Secondary Inspection Waiting Area  
Detention Suite

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

Notes: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

Notes: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

### Furniture

-

Notes: -

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

### Electrical

Lighting: -  
Power: -  
UPS: -

Notes: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

Notes: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-





## Primary Canopy

Group: Non-Commercial Inbound Inspection

Qty: 1

Area NSF: 1,000

Total NSF: 1,000

### Space Description

The Primary Canopy provides shelter from the weather elements to protect CBP Officers while performing Primary Inspection duties. The canopy is typically a steel structure with a solid overhead cover. The canopy shall not have end walls or interior columns. The Primary Canopy shall provide unobstructed views of inbound traffic. The Primary Canopy shall provide enough horizontal and vertical clearances to allow a large commercial truck to pass through the first three lanes. The canopy shall end at the booth of the fourth lane so that it doesn't impede over-sized transportation vehicles. Provide an enclosed soffit to the underside of the canopy to deter birds and other animals from accessing the steel beams.

### Wall Construction

Walls: -

### Adjacencies

Inbound Hi-Lo Booths

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## Super Inspection Booth

Group: Non-Commercial Inbound Inspection

Qty: 1

Area NSF: 130

Total NSF: 130

### Space Description

The Super Inspection Booth is used as the primary contact for extra large items that will automatically require a secondary inspection. The booth is prefabricated metal enclosure on a concrete platform with a wide-angle view. The Inspection Booth area shall include the area in front of the booth, the booth itself, and the aisle adjacent to the booth. The low side of the booth will be the initial inspection booth, and the high side will be further inside the area. The Inspection Booth should have easy access to the Public Waiting Area, Secondary Inspection Waiting Area, and the Detention Suite.

### Wall Construction

Walls: -

### Adjacencies

Public Waiting Area  
Secondary Inspection Waiting Area  
Detention Suite

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

Notes: -

### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

Notes: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

Notes: -

### Electrical

Lighting: -  
Power: -  
UPS: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

Notes: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-



## Baggage Search Area

Group: Secondary Inspection

Qty: 1

Area NSF: 30

Total NSF: 30

### Space Description

The Baggage Search Area is used to further inspect passenger baggage after primary inspection. One large stainless steel table shall be provided for baggage inspection.

#### Wall Construction

Walls: -

#### Adjacencies

Enclosed Inspection Garage

-

-

#### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

#### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

#### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

#### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

#### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

#### Furniture

-

#### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

#### Electrical

Lighting: -

Power: -

UPS: -

#### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

#### Security

CCTV: -

Access Control: -

Intrusion Detection: -

#### Remarks

-

-

-

#### Special Requirements

-

-

-



## Enclosed Inspection Garage

Group: Non-Commercial Secondary Inspection

Qty: 1

Area NSF: 3,200

Total NSF: 3,200

### Space Description

The Enclosed Inspection Garage is used for secondary inspections. Additionally, the Enclosed Inspection Garage is used for Pedestrian / Bus Passenger Queuing Area. Benches along one wall of the Garage will provide bench seating for older passenger.

### Wall Construction

Walls: -

### Adjacencies

Secondary Inspection

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## Secondary Public Waiting Area

Group: Non-Commercial Secondary Inspection

Qty: 1

Area NSF: 50

Total NSF: 50

### Space Description

The Secondary Public Waiting Area is located within the Secondary Processing and serves as a secure waiting area for travelers and accompanying family members pending further processing by CBP. The size of the Secondary Public Waiting Area should provide seating for 5 people. Typically, a planning factor of 10 SF per passenger is used when a secondary inspection of a vehicle or truck is required.

### Wall Construction

Walls: -

### Adjacencies

Secondary Inspection  
Detention Suite

-

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

Notes: -

### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

Notes: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

Notes: -

### Electrical

Lighting: -  
Power: -  
UPS: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

Notes: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-





## Conference / Training Room

Group: Operational Support

Qty: 1

Area NSF: 300

Total NSF: 300

### Space Description

The Conference / Training Room is used by the Port Director to conduct meetings and is located adjacent to the Port Director's Office. The Port Director shall have access from the Port Director Office. When necessary, the Conference Room is also used as a Training Room for up to 10-12 occupants. This room shall have power, data, and comms.

### Wall Construction

Walls: -

### Adjacencies

Port Director's Office  
Open office area  
-

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

Notes: -

### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

Notes: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

Notes: -

### Electrical

Lighting: -  
Power: -  
UPS: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

Notes: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-



## Port Director's Office

Group: Operational Support

Qty: 1

Area NSF: 225

Total NSF: 225

### Space Description

The Port Director's Office is dedicated for the use by the CBP Port Director to conduct day-to-day operations. The office is typically located facing inbound traffic. The office shall be adjacent to the Conference Room and the Open Work Area. The office shall have electrical, telephone and data drops with LAN connectivity.

### Wall Construction

Walls: -

### Adjacencies

Conference / Training Room

Open work area

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

Notes: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

Notes: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

### Furniture

-

Notes: -

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

### Electrical

Lighting: -

Power: -

UPS: -

Notes: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

Notes: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-



## Supervisor's Office

Group: Operational Support

Qty: 3

Area NSF: 150

Total NSF: 450

### Space Description

The Supervisor's Office is used by a Supervisory CBP Officer for day-to-day operations. The CBP Supervisor's Office is for the first line supervisor for the CBP Officer staff performing passenger processing examinations and operational support functions. The Supervisory CBP Officer's Office shall have a direct sightline to primary inspection booths, as well as inbound and outgoing traffic. The Supervisor's Office shall be adjacent to the Open Work Area.

### Wall Construction

Walls: -

### Adjacencies

Primary Inspection  
Open work area

-

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

Notes: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

Notes: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

### Furniture

-

Notes: -

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

### Electrical

Lighting: -  
Power: -  
UPS: -

Notes: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

Notes: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-



## Support Staff Workstation

Group: Operational Support

Qty: 3

Area NSF: 80

Total NSF: 240

### Space Description

The Support Staff Workstation is for officers to perform administrative work. The Support Staff Workstation is located in the CBP officer work area. The workstation is designed specific to the location's mission & duties. The workstation shall be comprised of worksurfaces and undercounter storage. There shall not be any overhead storage or panel heights above 42" for better visibility of inbound and outgoing traffic. The workstation shall have power, data, and comms.

### Wall Construction

Walls: -

### Adjacencies

Supervisor's Office

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## Government Enclosed Parking

Group: Parking

Qty: 1

Area NSF: 800

Total NSF: 800

### Space Description

Government Enclosed Parking is provided to park and store two government vehicles. The space is located within the Secondary Inspection Area.

#### Wall Construction

Walls: -

#### Adjacencies

Secondary Inspection Area

-

-

#### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

#### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

#### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

#### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

#### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

#### Furniture

-

#### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

#### Electrical

Lighting: -

Power: -

UPS: -

#### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

#### Security

CCTV: -

Access Control: -

Intrusion Detection: -

#### Remarks

-

-

-

#### Special Requirements

-

-

-





## Government Non-Enclosed Parking

Group: Parking

Qty: 1

Area NSF: 350

Total NSF: 350

### Space Description

Government Non-Enclosed Parking is a paved area to park government vehicles. The GOV Non-Enclosed Parking should be located adjacent to the Secondary Inspection Area.

#### Wall Construction

Walls: -

#### Adjacencies

Secondary Inspection Area

-

#### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

Notes: -

#### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

#### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

Notes: -

#### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

#### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

Notes: -

#### Furniture

-

#### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

Notes: -

#### Electrical

Lighting: -  
Power: -  
UPS: -

#### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

Notes: -

#### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

#### Remarks

-

#### Special Requirements

-



## Staff Parking

Group: Parking

Qty: 1

Area NSF: 7,000 Total NSF: 7,000

### Space Description

Provide 20 paved parking spaces for CBP employees' personal vehicles. There shall be heating blocks located between every two spaces to plug in battery warmers. The Staff Parking Area will also be used as a temporary impound lot. The Staff Parking should NOT be combined with Visitor Parking.

### Wall Construction

Walls: -

### Adjacencies

Operational Support Area

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## Visitor Parking

Group: Parking

Qty: 1

Area NSF: 5,600 Total NSF: 5,600

### Space Description

Provide 16 paved parking spaces for visitor and traveler vehicles. A minimum of two of the 16 parking spaces shall be ABA-compliant. The Visitor Parking should NOT be combined with Staff Parking.

#### Wall Construction

Walls: -

#### Adjacencies

Vestibule

-

-

#### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

#### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

#### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

#### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

#### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

#### Furniture

-

#### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

#### Electrical

Lighting: -

Power: -

UPS: -

#### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

#### Security

CCTV: -

Access Control: -

Intrusion Detection: -

#### Remarks

-

-

-

#### Special Requirements

-

-

-



## Entry Vestibule

Group: Public Area

Qty: 1

Area NSF: 65

Total NSF: 65

### Space Description

The Entry Vestibule provides for a secure entry into the facility. It will meet ABA/ADA clearances. The CBP Officers should be able to see the visitors entering through the Entry Vestibule. Adjacent to Public Waiting Area.

### Wall Construction

Walls: -

### Adjacencies

Public Waiting Area

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## Public Unisex Restroom

Group: Public Area

Qty: 1

Area NSF: 60

Total NSF: 60

### Space Description

The Public Restroom will be a single person, ABA-compliant Unisex restroom within the Public Waiting Area. There will be one toilet and one wall-mounted sink along with a diaper-changing table.

### Wall Construction

Walls: -

### Adjacencies

Waiting Area  
Wellness Room  
-

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

Notes: -

### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

Notes: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

Notes: -

### Electrical

Lighting: -  
Power: -  
UPS: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

Notes: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-





## Public Waiting Area

Group: Public Area

Qty: 1

Area NSF: 200

Total NSF: 200

### Space Description

A Public Waiting Area is provided for applicants awaiting service at the Counter. Seating and circulation should be arranged for comfort and allow officers a full view of the Waiting Area and Public Entrance. The space is adjacent to the public entrance (Entry Vestibule) and the Counter Position, Unisex Restroom and Wellness Room. Seating for 15 people shall be provided.

### Wall Construction

Walls: -

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

Notes: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

Notes: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

Notes: -

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

Notes: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

Notes: -

### Remarks

-  
-  
-

### Adjacencies

Entry Vestibule  
Counter Position  
Unisex Restroom  
Wellness Room

### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

### Furniture

-

### Electrical

Lighting: -  
Power: -  
UPS: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

### Special Requirements

-  
-  
-



## Linen Closet

Group: Relief Officer's Quarters

Qty: 1

Area NSF: 10

Total NSF: 10

### Space Description

The Linen Closet is used to store sheets, towels, and dry storage of supplies (ie. toilet paper, paper towels). It should be located near the Washer/Dryer.

### Wall Construction

Walls: -

### Adjacencies

Washer / Dryer

-  
-

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

Notes: -

### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

Notes: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

Notes: -

### Electrical

Lighting: -  
Power: -  
UPS: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

Notes: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-



## Kitchenette

Group: Relief Officer's Quarters

Qty: 1

Area NSF: 45

Total NSF: 45

### Space Description

The Kitchenette is located within the Relief Officer's Quarters. It provides space for food preparation to CBP employees during extended or overnight stays. The space will contain a sink with disposal, microwave, countertop, and some millwork cabinetry. Provide a small table and seating in the Kitchenette area.

### Wall Construction

Walls: -

### Adjacencies

Relief Officer's Quarters

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## Officer Bunk Room

Group: Relief Officer's Quarters

Qty: 2

Area NSF: 76

Total NSF: 152

### Space Description

The Officer Bunk Room is located within the Relief Officer's Quarters and provides sleeping quarters for CBP officers on overnight or extended stays. It shall be located within the Main Building. The Officer Bunk Room should be a quiet area, away from inspection activity, but also be close enough that the on-duty staff can request support if necessary. Officer Bunk Rooms may be located on upper floors, but never below-grade. Provide a side table next to the bed.

### Wall Construction

Walls: -

### Adjacencies

Relief Officer's Quarters

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

Notes: -

### Interior Finishes

Floors: carpet  
Base: vinyl/rubber  
Walls: paint  
Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

Notes: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

Notes: -

### Electrical

Lighting: -  
Power: -  
UPS: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

Notes: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-



## Break Room

Group: Staff Support

Qty: 1

Area NSF: 200

Total NSF: 200

### Space Description

The staff Break Room provides CBP employees an area to prepare and consume meals and to take smaller breaks. The room shall include 3 refrigerators with ice and water dispensers, microwave, stove, sink with disposal, and millwork storage for dry food and numerous small appliances. The Break Room shall have ample counter space for meal preparation. There should be enough room for a large table and chairs to seat 6. It would be beneficial if the Break Room had visibility to the inbound and outgoing lanes during periods of reduced staff. The Break Room is located within the Operational Support Area.

### Wall Construction

Walls: -

### Adjacencies

Operational Support open office area

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-





## CBP Female Locker Room

Group: Staff Services

Qty: 1

Area NSF: 140

Total NSF: 140

### Space Description

The Female Locker Room will be used for CBP personnel to use in conjunction with the Workout / Training Room and the Relief Officer's Quarters. The room shall include shower(s), lockers, and a restroom with a toilet and sink. The lockers shall be full-height and fit within the allowable area. The Locker Room restroom will also be used by the staff using the Relief Officer's Quarters. A gun storage locker will also be located outside the Locker Room.

### Wall Construction

Walls: -

### Adjacencies

Workout / Training Room

Relief Officer's Quarters

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## CBP Female Restroom

Group: Staff Services

Qty: 1

Area NSF: 60

Total NSF: 60

### Space Description

The CBP Female Restroom will be located within the Female Locker Room and easily accessible from the Relief Officer's Quarters. The Restrooms shall contain a floor drain and meet the IPC for number of fixtures required.

### Wall Construction

Walls: -

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

Notes: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

Notes: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

Notes: -

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

Notes: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

Notes: -

### Remarks

-  
-  
-

### Adjacencies

CBP Female Locker Room  
Workout / Training Room  
Relief Officer's Quarters

### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

### Furniture

-

### Electrical

Lighting: -  
Power: -  
UPS: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

### Special Requirements

-  
-  
-



## CBP Male Locker Room

Group: Staff Services

Qty: 1

Area NSF: 280

Total NSF: 280

### Space Description

The Male Locker Room will be used for CBP personnel to use in conjunction with the Workout / Training Room and the Relief Officer's Quarters. The room shall include showers, lockers, and a restroom with a toilet and sink. The lockers shall be full-height and fit within the allowable area. The Locker Room restroom will also be used by the staff using the Relief Officer's Quarters. A gun storage locker will also be located outside the Locker Room.

### Wall Construction

Walls: -

### Adjacencies

Workout / Training Room  
Relief Officer's Quarters

### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

Notes: -

### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

Notes: -

### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

### Furniture

-

Notes: -

### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

### Electrical

Lighting: -  
Power: -  
UPS: -

Notes: -

### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

Notes: -

### Remarks

-  
-  
-

### Special Requirements

-  
-  
-



## CBP Male Restroom

Group: Staff Services

Qty: 1

Area NSF: 60

Total NSF: 60

### Space Description

The CBP Male Restroom will be located within the Male Locker Room and easily accessible from the Relief Officer's Quarters. The Restrooms shall contain a floor drain and meet the IPC for number of fixtures required.

#### Wall Construction

Walls: -

#### Adjacencies

CBP Male Locker Room  
Workout / Training Room  
Relief Officer's Quarters

#### Construction

Ceilings: -  
Floors: -  
Walls: -  
STC Rating: -

#### Interior Finishes

Floors: -  
Base: -  
Walls: -  
Ceiling: - Ceiling Height: -

Notes: -

#### Doors

Door Type/Material: -  
Door Size/Rating: -  
Frame Type/Material: -  
Hardware set: -

#### Windows

Interior Frame Material: -  
Interior Frame Size: -  
Glazing: -  
Ext. Window Treatment: -

Notes: -

#### Fixed Furnishings/Equipment

Casework: -  
Specialties: -  
Equipment: -

#### Furniture

-

Notes: -

#### Mechanical

HVAC: -  
Temp Control: -  
Plumbing: -

#### Electrical

Lighting: -  
Power: -  
UPS: -

Notes: -

#### IT/Communications

Phone/Data: -  
Audio/Visual: -  
Wireless: -

#### Security

CCTV: -  
Access Control: -  
Intrusion Detection: -

Notes: -

#### Remarks

-  
-  
-

#### Special Requirements

-  
-  
-



## Workout / Training Room

Group: Staff Services

Qty: 1

Area NSF: 240

Total NSF: 240

### Space Description

The Workout / Training Room is used as a gym and a training room for on-site physical training of CBP officers. All exercise equipment will be provided by CBP. The Workout / Training Room should provide sufficient open floor space to utilize ground and wall mats to practice defensive tactics training periodically. The Workout / Training Room is directly adjacent to the Locker Rooms and the Relief Officer Quarters to share the shower and restrooms.

### Wall Construction

Walls: -

### Adjacencies

Male &amp; Female Locker Rooms

-

-

### Construction

Ceilings: -

Floors: -

Walls: -

STC Rating: -

Notes: -

### Interior Finishes

Floors: -

Base: -

Walls: -

Ceiling: - Ceiling Height: -

### Doors

Door Type/Material: -

Door Size/Rating: -

Frame Type/Material: -

Hardware set: -

Notes: -

### Windows

Interior Frame Material: -

Interior Frame Size: -

Glazing: -

Ext. Window Treatment: -

### Fixed Furnishings/Equipment

Casework: -

Specialties: -

Equipment: -

Notes: -

### Furniture

-

### Mechanical

HVAC: -

Temp Control: -

Plumbing: -

Notes: -

### Electrical

Lighting: -

Power: -

UPS: -

### IT/Communications

Phone/Data: -

Audio/Visual: -

Wireless: -

Notes: -

### Security

CCTV: -

Access Control: -

Intrusion Detection: -

### Remarks

-

-

-

### Special Requirements

-

-

-



## **Appendix I: LEED v4 BD+C New Construction Checklist**

DRAFT

LEED v4 for BD+C : New Construction												
GSA ND Dunseith LPOE												
Date: 12/5/2022												
BLDG 1												
Addl. Costs	CREDIT	CREDIT NAME	POSSIBLE POINTS	NAME HERE				DOC. PHASE	P5/6 Data Center	VERSION*	Responsibility	NOTES
				LEED BD+C								
				Y	Y?	N?	N					
	Total	Possible Points:	110	6	62	42	0					
Project Information REQ												
N	Form 1	Project Information Form	REQ	Y				D			Team	
Integrative Process Possible Points: 1												
N	IP 1	Integrative Process	1		1			D	X	V4.1	Team	Eco-Charrette + Energy and Water Analysis - v4.1 Updated documentation from worksheet to project team letter.
Location & Transportation Possible Points: 16												
N	LT 1	LEED for Neighborhood Development Location	16				16	D		V4.1	N/A	Not Applicable
N	LT 2	Sensitive Land & Protection	1			1		D		V4.1	Civil	Land that has been previously developed OR not on farmland/floodplain/habitat
N	LT 3	High Priority Site	2			2		D		V4.1		Historic district / Federally defined priority designation / Brownfield remediation
N	LT 4	Surrounding Density & Diverse Uses	5			5		D	X	V4.1	Civil	Existing density w/in 1/4 mile of boundary; diverse uses w/in 1/2 mile walking distance from entrance
		Opt. 1: Surrounding Density	2 to 3									
		Opt. 2: Diverse Uses	1 to 2									Need 8 diverse uses to achieve 2 pts.
N	LT 5	Access to Quality Transit	1 to 5			5		D	X	V4.1	Team	Minimum transit stops within 1/4 mile or 1/2 mile distance of the site entry. - v4.1 Allowed privately-run shuttles only when open to the public and Reduced lowest weekend min. from 40 to 30 trips. Allowed projects to only count the weekend day with the higher number of trips rather than an average.
Y	LT 6	Bicycle Facilities	1			1		D	X	V4	Civil/Arch	Bicycle network / showers / long and short term storage
Y	LT 7	Reduced Parking Footprint / Carpool Spaces	1		1			D	X	V4	Civil/Arch	Do not exceed local code minimum parking requirement; reduce below base ratios
												Projects that have not earned points under LT Credit Surrounding Density and Diverse Uses or LT Credit Access to Quality Transit must achieve a 20% reduction from the base ratios.



LEED v4 for BD+C : New Construction  
GSA ND Dunseith LPOE

Date: 12/5/2022

BLDG 1												
Addl. Costs	CREDIT	CREDIT NAME	POSSIBLE POINTS	NAME HERE				DOC. PHASE	P5/6 Data Center	VERSION*	Responsibility	NOTES
				LEED BD+C								
				Y	Y?	N?	N					
N	SS 6	Light Pollution Reduction	1		1			D		v4.1	Elec	Meet uplight and light trespass requirements
	Water Efficiency		Possible Points: 11	0	5	6	0	If project pursues reclaimed water, maximum points will be achieved under outdoor/indoor water use				
N	Prereq 1	Outdoor Water Use Reduction	REQ	Y				D		v4.1	Plumb & Civil	(1) drought tolerant landscape (2) Drip irrigation system: Use a installation cost per sf vs a buried pop-up irrigation system (3) Irrigation meter: you want a wifi-meter, these are about 300 bucks for small diameter meter if green roofs, then that counts as outdoor water use and needs a meter as well.
N	Prereq 2	Indoor Water Use Reduction	REQ	Y				D		v4.1	Plumb	Low flow fixtures
Y	Prereq 3	Building-Level Water Metering	REQ	Y				D		v4.1	Mech	Meter total potable water use for bldg and site; share water use data with USGBC
N	Credit 1	Outdoor Water Use Reduction	2		1	1		D	X	v4.1	Plumb/ LS	
		Opt. 1: No Irrigation Required	2									
		Opt. 2: Reduced Irrigation	1 or 2									
N	Credit 2	Indoor Water Use Reduction	6		2	4		D	X	v4.1	Plumb	Foam flush composting toilets
		17%	1									
		30%	2									
		35%	3									
		40%	4									
		45%	5									
		50%	6									
TBD	Credit 3	Cooling Tower Water Use	1 or 2		1	1		D	X	v4.1	Mech	Measure parameters and maximize cycles w/out exceeding filtration levels





LEED v4 for BD+C : New Construction												
GSA ND Dunseith LPOE												
Date: 12/5/2022												
BLDG 1												
Addl. Costs	CREDIT	CREDIT NAME	POSSIBLE POINTS	NAME HERE				DOC. PHASE	P5/6 Data Center	VERSION*	Responsibility	NOTES
				LEED BD+C								
				Y	Y?	N?	N					
		Demand Response Capable Building	1									
		Load Flexibility and Management Strategies	1 to 2									
Y	EA 5	Renewable Energy Production	3			3		D	X	v4	Elec	1% 1 pt, 5% 2 pt, 10% 3 pt - OR v4.1 up to 5 pts if 20% or combined with other procurement strategies and green power credit
N	EA 6	Enhanced Refrigerant Management	1		1			D	X	v4.1	Mech	No refrigerants or calc of refrigerant impact
Y	EA 7	Green Power & Carbon Offsets	2			2		C		v4	Client	Contract for RECs OR v4.1 combines with Renewable Emergy Production
		50%	1									
		100%	2									
Materials & Resources				Possible Points: 13				0	5	8	0	
Y	Prereq 1	Storage & Collection of Recyclables	REQ	Y				D		v4.1	Arch/Client	Dedicate areas
N	Prereq 2	Construction & Demolition Waste Management Planning	REQ	Y				C		v4.1	Contractor	In specifications
Y	MR 1	Building Life-Cycle Impact Reduction	2 to 5		1	4		C	X	v4.1	Team	Reuse or renovation or LCA model
		Opt. 4: Whole-Building Life-Cycle Assessment	3								Arch/Structural	Path1: Conduct a life-cycle assessment of the project's structure and enclosure (1pt.) Path 2: Path 1 + 5% reduction, compared tha a baseline building, in at least three of the six impact categories, one of which must be global warming potential (2pts.)
Y	MR 2	Building Product Disclosure & Optimization - Environmental Product Declarations	2		1	1		C		v4.1	Arch/Int/Mech/Plumb	Specifications - v4.1 Option 1: EPD - Specify 10 products from 3 manufacturers. Third party verified EPDs worth 1.5 products.
		Opt. 1: Environmental Product Declaration (EPD)	1									
		Opt. 2: Multi-Attribute Optimization	1									
Y	MR 3	Building Product Disclosure & Optimization - Sourcing of Raw Materials	2		1	1		C		v4.1	Arch/Int/Mech/Plumb	Specifications - v4.1 Option 2 only: Leadership Extraction Practices is available. Provide material from a mix of the following: Extended producer responsibility (take-back or buy-back), Bio-Based materials, FSC wood, salvaged or re-used materials, recycled content. Source within 100 miles earns double. 20% from three manufacturers = 1 pt. and 40% from five manufacturers = 2 pts.
		Opt. 1: Responsible Sourcing of Raw Materials	1 to 2									Option 2 in v4 was very difficult to achieve due to lack of specific enough Corporate Social Responsibility (CSR) reports. V4.1 has has moved option 2 in V 4 to Pilot Credit Library where it can be refined and updated.

LEED v4 for BD+C : New Construction												
GSA ND Dunseith LPOE												
Date: 12/5/2022												
BLDG 1												
Addl. Costs	CREDIT	CREDIT NAME	POSSIBLE POINTS	NAME HERE				DOC. PHASE	P5/6 Data Center	VERSION*	Responsibility	NOTES
				LEED BD+C								
				Y	Y?	N?	N					
Y	MR 4	Building Product Disclosure & Optimization - Material Ingredients	2		1	1		C		v4.1	Arch/Int/Mech/Plumb	Changes were made in v4.1 to reduce barriers for achievement while maintaining the overall approach to the Materials Ingredients credit Green Badger software
		Opt. 1: Material Ingredient Reporting	1									
		Opt. 2: Material Ingredient Optimization	1									
Y	MR 5	Construction & Demolition Waste Management	2		1	1		C		v4.1	Contractor	Specifications
		Opt. 1: Diversion	1 to 2									
		Path 1: Divert 50% & Three Material Streams	1									
		Path 2: Divert 75% & Four Material Streams	2									
		Opt. 2: Reduction of Total Waste Material	2									Exemplary Performance for Option 1 + 2
	Indoor Environmental Quality		Possible Points:	16	0	14	2	0				
Y	Prereq 1	Minimum Indoor Air Quality Performance	REQ	Y				D		v4.1	Mech	Ventilation req per ASHRAE 62.1
N	Prereq 2	Environmental Tobacco Smoke Control	REQ	Y				D		v4.1	Arch	No smoking policy near bldg entrances, etc
N	EQ 1	Enhanced Indoor Air Quality Strategies	2		1	1		D		v4.1	Mech/Arch	Ventilation, entryway systems, cross-contamination prevention, filtration, calcs
		Opt. 1: Enhanced IAQ Strategies	1									
		Opt. 2: Additional Enhanced IAQ Strategies	1									
Y	EQ 2	Low-Emitting Materials	3		3			C		v4.1	Team / Contractor	Specifications- v4.1 Completely restructured credit and deleted Option 2, credit achievement is based on # of compliant product categories._Revised thresholds for each product category (ranging from 75-100%. See v4.1 guide for further revisions.
		Opt. 1: Product Category Calculations	1 to 3									
N	EQ 3	Construction Indoor Air Quality Management Plan	1		1			C		v4.1	Contractor	Specifications - v4.1 Updated ref. standard from ASHRAE 52.2-2010 to ASHRAE 52.2-2017_Updated ref. standard from EN 779-2002 to ISO 16890-2016_Changed tobacco product prohibition to smoking prohibition and included definition for smoking._Changed smoking prohibition to include any smoking building openings (not just entrances)_Updated ref. standard from FGI 2010 to FGI 2018.

LEED v4 for BD+C : New Construction  
GSA ND Dunseith LPOE

Date: 12/5/2022

BLDG 1												
Addl. Costs	CREDIT	CREDIT NAME	POSSIBLE POINTS	NAME HERE				DOC. PHASE	P5/6 Data Center	VERSION*	Responsibility	NOTES
				LEED BD+C								
				Y	Y?	N?	N					
Y	EQ 4	Indoor Air Quality Assessment	2	1	1			C		v4.1	Contractor	Specifications: Flush Out - v4.1 Revised reqs. For Option 2 Air Testing. Added 1 pt. option for testing particulate matter and inorganic gases and 1 pt. option for testing VOCs.
		Opt. 1: Flush-Out	1					C			Contractor	specs
		Opt. 2: Air Testing	1 to 2					C			Contractor	Consider IAQ Testing for Additional Point
		Opt. 3: Volatile Organic Compound	1					C				
N	EQ 5	Thermal Comfort	1		1			D		v4.1	Mech	Enhanced HVAC design and controllability. v4.1 Updated referenced standard from ASHRAE 55-2010 to ASHRAE 55-2017_Updated ref. standard for ASHRAE Applications Handbook 2011 edition to 2015 edition_Updated ref. standard EN 15251 to ISO 17772-2017.
Y	EQ 6	Interior Lighting	2		2			D		v4.1	Elec/Lighting	
		Opt. 1: Lighting Control	1								Elec/Lighting	Lighting controls (task lights for individual workstations + multi-mode lighting in shared multi-occupant spaces)
		Opt. 2: Lighting Quality	1								Arch / Int /Elec	Pursue fixtures that achieve luminance/cri/lamp life/direct overhead/reflectance/illuminance req
N	EQ 7	Daylight	3		3			D		v4.1	Arch / Elec	Provide glare control devices and simulation or calcs
N	EQ 8	Quality Views	1		1			D		v4.1	Arch / Int	Direct lines of sight to outdoor views for 75% or reg occ floor area, etc
Y	EQ 9	Acoustic Performance	1		1			D		v4.1	Arch/Int/Acoustics	Meet req for background noise/sound transmission/reverb time/masking
Innovation & Design				Possible Points:	6	6	0	0	0			
D	ID 1	Innovation	5	5						v4.1		No more than 2 Exemplary Performance credits may be achieved. To earn all 5 Innovation points, project must also achieve any combination of Pilot Credits and Innovation credits, but at least one of each. v4.1 Pilot ACPs may substitute for pilot credits in requirement for full five points.
Y		Innovation Credit	1									
Y		Innovation or Pilot Credit	1									
N		Pilot Credit	1									
Y		Exemplary Performance	1									
Y		Exemplary Performance	1									
N	ID 2	LEED Accredited Professional	1	1				C		v4.1	Admin.	LEED AP BD+C
Regional Priority				Possible Points:	4	0	4	0	0			
N	RP 1	RP: Outdoor Water Use Reduction 2 pts. min. threshold	1		1			D		v4.1		
N	RP 2	RP: Optimize Energy Performance 7 pts. min. threshold	1		1			D		v4.1		
N	RP 3	RP: Rainwater Management 2 pts. min. threshold	1		1			D		v4.1		
N	RP 4	RP: Renewable Energy Production, 1 pt. min. threshold	1		1			D		v4.1		
N	RP 5	RP: Sensitive Land Protection, 1 pt. min. threshold	1					D		v4.1		

LEED v4 for BD+C : New Construction												
GSA ND Dunseith LPOE												
Date: 12/5/2022												
BLDG 1												
Addl. Costs	CREDIT	CREDIT NAME	POSSIBLE POINTS	NAME HERE				DOC. PHASE	5/6 Data Center	VERSION*	Responsibility	NOTES
				LEED BD+C								
				Y	Y?	N?	N					
N	RP 6	RP: Indoor Water Use Reduction 3 pts. min. threshold	1					D		V4.1		
Total Possible Points:			110	6	62	42	0					
<div> <div>Certified 40 to 49 points</div> <div>Silver 50 to 59 points</div> <div>Gold 60 to 79 points</div> <div>Platinum 80 to 110</div> </div>												

## **Appendix K: Conference Minutes/Project Correspondence**

DRAFT



**Agenda:** The following rough agendas for the 3-day meeting with GSA/CBP/IPG/Jacobs are noted. The agendas were rough in nature and were not strictly adhered to.

#### Agenda Day 1

- Team Introductions
- Identify Stakeholders and End Users
- Site & facility tour
- Lunch
- Identify and coordinate planning with other stakeholder entities (IPG)
- Review Workplan, Schedule, & Agenda
- Reasons for selection, understanding initial goals and objectives, changes from prior studies
- Review lessons learned from previous projects
- Review of expectations, goals and objectives, defining success
- CBP design considerations

#### Agenda Day 2

- Initial Site Walk
- Interviews, Documentation, and Photograph the Site & Port Operations
- Jacobs Design Review Topics
- Civil – Transportation / Traffic
- Civil – Site
- Geotech studies and boring locations
- Methods of marking underground utility lines prior to Geotech
- Geothermal technology, studies, and consultant
- Review port operations during winter months

#### Agenda Day 3

- Northgate LPOE Site visit
- Portal LPOE Site Visit

**Meeting Notes:** The following notes are based on a 3-day meeting with GSA/CBP/IPG/Jacobs. Please be advised that the notes do not strictly follow a timeline but are the conscious and fluid thoughts of the group over 3 days.

## Day 1 & 2 (10/25-26/22) – IPG Conference Room

### Goals and objectives of GSA

- Meet CBP goals, support their mission
- Incorporate sustainability (LEED Gold is goal)
- Consider climate resiliency/ energy usage solutions appropriate to northern location
- Incorporate new technologies where possible such as low embodied energy materials
- Improve the human experience for visitors passing through the site
- Integrate local vernacular into architectural design
- Comply with Build America Act
- Design with ease of maintenance in mind

### Goals and objectives of CBP

- Port of Entry (POE) building and site operationally efficient
- Provide a safe/secure work environment - Owner Project Requirements (OPR) sets security requirements. Project is Level 2
- CBP Design Standards (2018) capture requirements updated every 4 years - will require minor revisions per this project
- Design Standards programmed square feet vs. reality of requirements for each port should be taken into consideration
- New facility to foster happy and proud staff
- Build upon the unique relationship with the International Peace Garden. Investigate site solutions which improve traffic flow and alleviate pinch points. **Consider the traffic flow management system for busy summer months.**

### Goals and objectives of International Peace Garden (IPG)

- Created in 1932, maintain uniqueness of location
- Achieve design excellence - consider natural setting and architecture of IPG buildings
- Improve flow of traffic from summer camps, reduce confusion and backups turning from IPG to US and to Canada (entry & exit sequencing). Currently there is a significant delay for attendees to exit events during summer (approx. 45 mins – 1 hour at peaks)
- Support growth of international music camp
- Want to expand menu of events to utilize more seasons than just summer
- **IPG only requires driver's license to re-enter US**
- There is no fence around IPG
- IPG, 1000 cars in 4 hours – pre-COVID
- **Expand IPG overall events, longer season, more events**

## Project overview/comments/requirements

### Global issues

- \$3B from IRA (Inflation Reduction Act)
- Art and architecture to reflect CBP mission and location
- Improve the human experience @ LPOE
- Form, Functionality
- Cost of operations consideration for ease of facility maintainability throughout the facilities' life cycles
- Build America Act
- Administration (Biden) goals and objectives
- Risk management plan needed
- Phasing of project to maintain 24/7 operation
- Constraints – Environmental, Cultural, Historical
- Land Acquisition – approximately 2.7 acres from DOT
- VACUS facility is not a requirement for this site (Non-intrusive inspection (NII))
- LEED gold
  - Low embodied materials, concrete, steel, flat glass

### Traffic

- Peace Garden Intersection
- Department of Transportation (ND DOT) has control over right-of-way (ROW)
  - Constraints? requirements. Signoff, paving, ROW intrusion
- North bond traffic must veer off to east prior to hitting garage. There is no visible signage on garage
- Traffic flow can get very confusing leaving/entering IPG
- SB Incoming traffic must clear international (LPOE) prior to domestic clearances (APHIS)
- CBP would like to design lanes to provide shorter wait times for vehicles that don't require further inspection
- IPG access from airport
- Requires better control of traffic
- Signage for site is weak, Wrong way drivers coming out of the IPG to the US turn into the outbound lanes
- Lane widths – 4 lanes, RPM lanes 1-3 uniform, larger than current widths, 4th lane will always be used for extra large inspections, such as super combines, houses, grain bins, etc.
- Wider lane widths allow for inspections to take place closer to the building and is ideal for when personnel staffing is low
- Hi / Lo booths for all lanes
- Overweight trucks damage roadways
- Hazardous materials being moved: Chemicals/Fertilizers, propane. Do not need containment areas

- Weigh-in-motion (WIM) no permit for overweight trucks results in a fine for the driver
- CBP would like fewer turns/backing up of larger trucks. Current garage location makes it very difficult to maneuver. Prefer drive thru inspection

#### Site considerations

- ROW
- Project Limits
- Concrete Pavement
- Airport
- Duty Free distance requirement from LPOE is 500ft.
- Constraints – Environmental, Cultural, Historical
- Blizzard considerations – when trucks get stuck, they utilize the main building potentially all night.
- Houses are for storage and could be removed if it helps phasing
- Entry location for power, propane tanks, underground piping for generator are located at the northeast area of the site
- Wetlands – could be mitigated for more site to the west, but per Brian Z., it would be expensive, and not an ideal solution
- Wind snowbanks flow NW to SE
- Snow clearing lane widths would likely be an increase in maintainability cost if the site is increased – current site provides few areas to blow it
- DOT currently ploughs IPG roads, modifying ROW could affect this agreement (requirement to keep?)
- Freeze / thaw cycles should be considered, north to south
- Underground storage tanks (UST)– building new services, keeping existing underground. Currently, 3 known locations, possible 4th geotechnical should identify, remove and remediate
- Site lighting is poor
- Adjacent airstrip operates during the day. There are no landing lights. IPG maintains a foot bridge and path from upper airstrip through LPOE to IPG
- CBP staff go to airstrip to process visitors
- 2 government enclose parking spaces – look at where we can add flexibility here, 1 exterior
- Small outdoor kennel, only for short-term
- Impound area will be a couple parking spaces
- 2 ABA parking (out of 16)
- Power for all employee parking spaces
- Domestic water – wells outdated. Serve IPG and Canada POE
- Wastewater – currently use tanks / leech field, which contains hazardous soils
- New lagoons 6 yrs. moved to south end of IPG is problematic.
- World Engineering is currently reviewing IPG current lagoons / Infrastructure / pumping station utility assessment / short term
- Eliminate planters and curbs in parking lots

- Provide separated parking for staff and visitors
- All lanes should have Hi/Lo stations
- All lanes should accommodate Commercial and POV
- No real storage for confiscated cargo offloaded
- Trailer will be parked onsite if permission isn't granted. The driver will be allowed to return to Canada
- Propane forklifts are currently in use. Not ideal for cold air
- Fully utilizing the available land
- GSA disposal of old facilities/houses
- GSA signage requirements
- Like to get away from makeshift operations including soft secondary and hard secondary

### Building considerations

- Design of the building should incorporate IPG architectural context
- Architecture to connect with geography, climate, and environment
- Climate resiliency @ northern border; through space use and materials
- GSA wants to incorporate low embodied steel, concrete, and asphalt.
- Peak staffing – 6, minimum staffing – 2.
- Proximity of airport may influence height of building, and requires Federal Aviation Administration involvement
- O&M benefits to locating APHIS office in the Main Building
- GSA signage requirements
- Maintenance – GSA need a place for maintenance staff & equipment Increase loading dock area, provide permanent loading dock. currently LPOE use a trailer ramp
- Design for users should consider proximity to other facilities and within Main Building
- Facility entrance should be highly visible
- Secure facility – provide waiting area separate from main office area
- Visibility of sight is important, any blind spots are mitigated with cameras
- Visibility is key when only two officers are onsite
- Efficient HVAC should be considered. Vaulted ceilings do not provide efficient heating
- Fire protection – Local Fire Marshal works out agreement for facility requirements and emergency services
- Current facility isn't required (doesn't have) a sprinkler system
- 3 workstations adjacent to 3 hard wall offices – visibility required northbound and south bound
- Supervisor desires visibility northbound and southbound and to the booths inbound
- Conference room adjacent to Port Supervisor's office
- CBP Design Standard allocates storage / secure room. Currently officers have storage where it's easily accessible (confirm requirement, square footages)
- No HSDN room (classified lines)
- LAN requirement – 180sf, 1 rack, DVRs for cameras and videos
- GSA IT separate from CBP IT

- Primary & Secondary waiting 15 persons
- Closet for uniforms would be beneficial
- Detention suite – 1 way in, 1 way out
- Possibility of basement (3 floors total), Consider basement due to 78” frost depth.
- Maintenance manager accessible to CBP personnel (x2 future) 3 onsite FTE for maintenance, but that can flex with new contracts (higher or lower)
- Janitor’s closet should not be accessible through a bathroom, JC should be big enough for slop sink, storage and shelves
- Heat tracing on eaves and gutters
- Storm drain in building
- Higher pavilion roof, with enclosed soffit on underside to prevent bird nesting
- Generators are currently on a 52 weeks order / delivery
- Air handler orders are 35 weeks order / delivery
- Phasing challenges during construction
  - Maintaining 100% operability
  - -Would trailers be an option?



**Day 3 (10/27/22) – Northgate LPoE Site Visit**

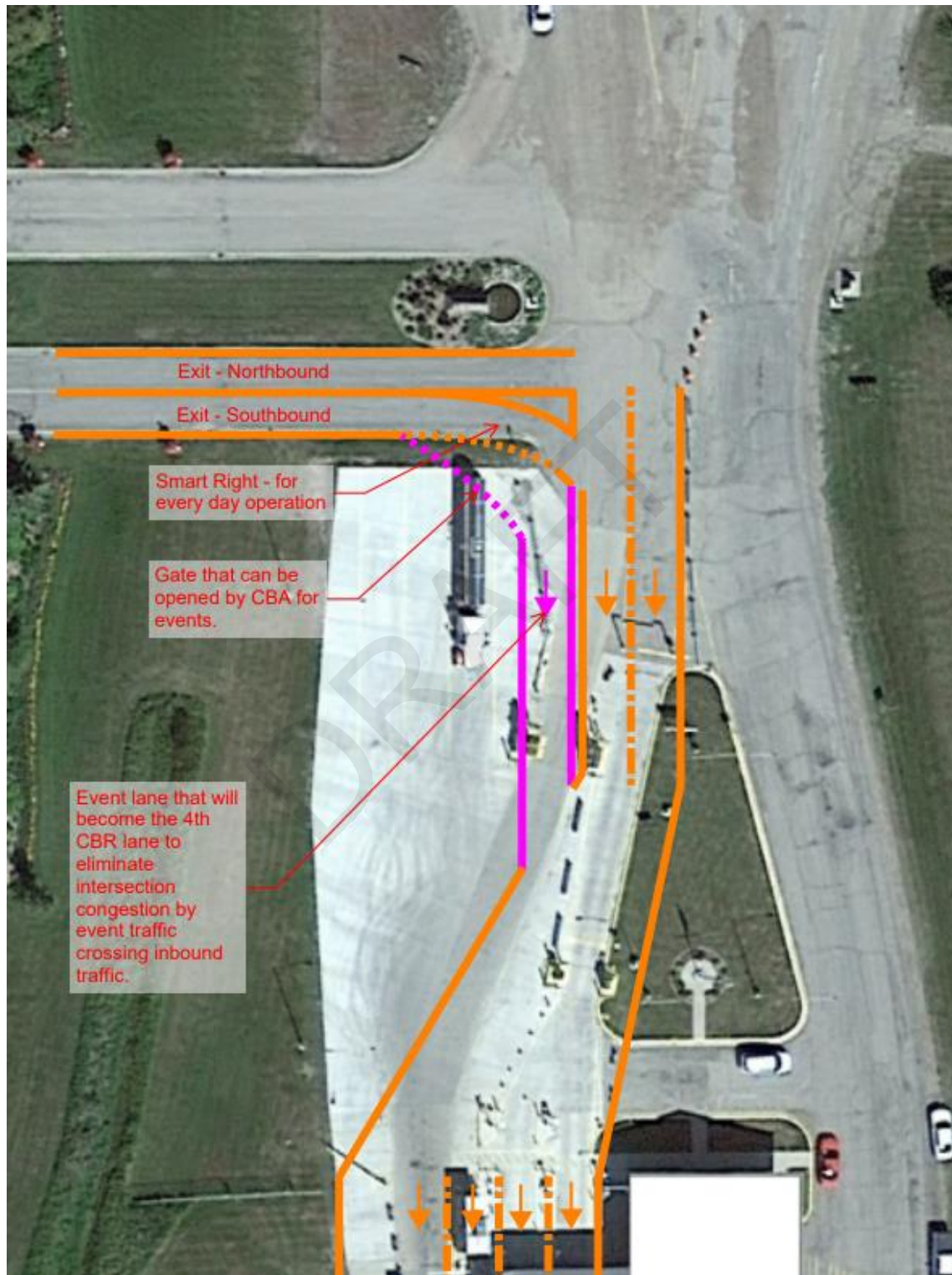
- Facility meets most of the minimum operational needs but floor plan does not provide flexibility
- Facility lacks a separate, dedicated conference room
- Facility lacks a separate, dedicated workout/exercise area. Equipment is housed in the ag inspection room.
- Main work area is only separated from waiting area by counter, not secure wall/door
- High volume ceiling in main work area reflects sound and makes it difficult to hear as multiple conversations occur in the lobby area
- No separate restroom is provided for visitor use in the main building. An outside restroom is provided for the public in the secondary inspection building.
- Visibility of northbound vehicle approach from the south (U.S.) is poor due to the placement of the entrance vestibule and curvature of the roadway
- Visibility of southbound vehicle traffic from work area and offices is good. Offices also have good visibility to work areas and entrance lobby.
- Building does not have a separate entrance for processing detained individuals and holding cell area
- View into holding cells is required for regular checks by officers
- Water management from roofs is poor and paving has sunk around the entire building perimeter. Salt applied in the winter has been tough on both building and paving.
- Site slope away from building is negligible and is especially critical at building entrances
- Secondary inspection building position and overhead door location create a difficult turn/approach after passing through commercial lanes
- Facility has canopy and high/low booth for northbound traffic. It is staffed only at irregular intervals.
- Type and placement of heating in booths is important. Booth walls should be adequately insulated and incorporate bullet resistant glass
- Queuing lanes are too short for commercial traffic
- O&M issues have arisen where concrete pavement was not used. Asphalt is not ideal for commercial use and overweight vehicles. Large potholes have developed in asphalt paving.
- RPM located 40' from building and needs to be further preferably a minimum of 60' to allow for extra-long commercial trucks.
- New facility is built west of the existing highway and diverts traffic from the original ROW
- Highway is closed off between northbound entrance and exit northbound. The old highway ROW is used to process unusual/oversize vehicle traffic.
- Exposed structure is undesirable at canopies due to local bird issues. A smooth ceiling surface is preferred.
- An exit from the work area to directly behind the inspection booth is desired for access in case of emergency response by staff. Door placement is important so that vehicle is not blocking access.
- Avoid roofs slopes that shed over main walking areas around inspection booths

- Avoid building corners that create eddies and places for drifting snow to accumulate around the perimeter and near entrances
- Curbs make plowing difficult and are difficult to maintain as they get broken

### **Day 3 (10/27/22) – Portal LPoE Site Visit**

- Facility has multiple buildings and is designed for very high traffic volumes
- Site layout works well for commercial truck traffic but not as well for auto traffic since originally constructed POV lanes were abandoned
- Auto traffic frequently gets confused about where to exit into the U.S. due to the size of the facility and layout of buildings blocking the view of the exit
- Staff and visitor parking are comingled which is not secure and not preferred, especially at night time
- A large loading dock and ample truck parking is provided to allow trucks to move out of the path of auto traffic
- Facility has long approach corridors (300') which allow for good queuing of traffic
- Main building has a lot of great space but linear layout is difficult to operate with large distances between functional areas. At night they close off the main building and work out of the office pod by the inbound lanes.
- Lobby check-in area is very confined and restricts movement through the building due to the linear layout
- Recessed walk-off mats at entrance work well and are preferred to rubber mats
- Direct sunlight into main training/conference room is undesirable if it cannot be controlled with blinds
- Ceiling lighting in high volume stair areas makes bulb replacement difficult
- POV lanes as constructed are non-functional due to location concerns on the Canadian side. As a result, all inbound traffic flows through the commercial lanes
- Blue signs are not ideal in this climate as they weather and fade Digital reader boards similar to those incorporated on Canadian side are preferred
- Digital signage allows for messaging to change (e.g. lane usage notifications)
- Signage on lanes is too small and hard to read
- No expansion joints used in concrete floor, cracks have developed throughout
- Sunshade devices do not function well because they are not computer controlled. Staff would prefer they not be there at all as they are very costly and difficult to maintain.

## Peace Garden Smart Right Exit Concept Sketch



Initial Program of Space for:		ND0004 LPOE-Dunseith Facility		11/11/2022		
Located in:		North Dakota				
For Year:		2028				
		SPP	Sub Type: SPP-L			
Description					Net Square Feet	
Non-Commercial Inbound Inspection Lanes, Booth, and Canopy					1,520	
Operational Support					1,319	
Public Area					406	
Document Processing					1,013	
Enforcement					575	
Support Areas					225	
Staff Services					1,225	
Building Support					581	
Relief Officer's Quarters (Optional)					378	
Non-Commercial Secondary Inspection Garage (Add-on Module)					4,063	
Outbound Inspection Booth and Canopy					130	
Impoundment Lot (Optional)					0	
Commercial Inspection Area (Add-on Module)					2,375	
Government Enclosed Parking (Add-on Module)					1,000	
Bus Queuing Area (Add-on Module)					188	
NII Inspection Area (Add-on Module)					0	
Total Small Port Building SF					14,996	
Data Sheet	Description	Calculated Qty	Final Qty (Adjusted)	Unit of Measure	SF	Net Square Feet
Non-Commercial Inbound Inspection Lanes, Booth, and Canopy						
LPOE-2.2-05	Hi-Low Inspection Booth, SPP	4	4	Each	130	520
LPOE-2.2-04	Primary Non-Commercial Inspection Booth, SPP	0	0	Each	36	0
	Primary Canopy, SPP	4	1	Each	1,000	1,000
	Non Commercial/Hi-Low Lanes, SPP	4		Each	N/A	N/A
Circulation Factor					0%	0
Total Non-Commercial Inbound Inspection Lanes, Booth, and Canopy						1,520
Operational Support						
LPOE-1.1-02	Port Director's Office, SPP	1	1	Person	225	225
LPOE-1.1-09	Supervisor's Office, SPP	1	3	Person	150	450
LPOE-1.4-06	Conference Room - Training, SPP	1	1	Room	300	300
LPOE-1.2-01	Support Staff Workstation, SPP	0	1	Workstation	80	80
LPOE-4.0-07	Homeland Security Data Network (HSDN), SPP	1	0	Each	100	0
Circulation Factor					25%	264
Total Operational Support						1,319
Public Area						
LPOE-2.1-06	Public Waiting Area, SPP (10 SF/Seat)	15	2	Room	100	200
LPOE-2.1-13	Public Male, Female, or Unisex Restroom, SPP	2	1	Each	60	60
LPOE-2.1-05	Entry Vestibule - Northern Border Only, SPP	1	1	Each	65	65
Circulation Factor					25%	81
Total Public Area						406
Document Processing						
LPOE-2.1-04	Counter Position, SPP	4	3	Each	40	120
LPOE-1.2-01	CBP Officer Work Area, SPP	6	4	Workstation	80	320
LPOE-2.2-01	Baggage Search Area, SPP	2	1	Each	30	30
LPOE-4.8.5	Trusted Traveler Interview Room	0	0	Room	100	0
LPOE-4.0-09	Weapons Cabinet, SPP	0	1	Each	40	40
	Weapons Secure Storage, SPP	1	0	Each	100	0
LPOE-1.3-02	Document Handling Room, SPP	1	1	Room	140	140
LPOE-1.3-03	File Storage Room, SPP	1	1	Each	80	80
LPOE-6.0-15	Secure Storage, SPP	0	1	Room	80	80
LPOE-3.3-03	Digital Imaging Equipment Room, SPP	1	0	Each	80	0
Circulation Factor					25%	203
Total Document Processing						1,013

G

General Notes

18 officers  
23 employees

signage

CBP has in their scope with FFE

Notes from site meeting 10-25 - 10-26

TO be provided by CBP                      CBP provide specification

Cover all lanes and last booth

Individual offices  
Adjacent to PD's office  
Provide enclosed office, 100 s.f.

Process work visas/I94, contractors, 2nd day inspections  
Add sall lactation room. To public or employees?  
Separate entrance for employees, Need to engage security SME Jim Love

200SF will accommodate 20 seats  
Unisex Restroom

Monitors/ Passsport control/ ADA counter  
103/ Shift work/ not assigned/ no accessible chair / have long gun storage close/ need to have maximum line of site  
Secondary garage

Secure storage room- possible rooms? Include hand gun lockers as well  
Separate storage from Ammmo  
Copiers / documents - not secure  
For operations/ not secure  
personel records?



Data Sheet	Description	Calculated Qty	Final Qty (Adjusted)	Unit of Measure	SF	Net Square Feet
Enforcement						
LPOE-3.1-04	Search Room, SPP	1	1	Each	100	100
LPOE-3.1-05	Hold Room, SPP	2	2	Each	110	220
LPOE-3.1-03	Interview Room, SPP	1	1	Each	100	100
LPOE-3.1-01	IDENT/Identification, SPP	2	1	Each	40	40
Circulation Factor					25%	115
Total Enforcement						575
Support Areas						
LPOE-4.0-04	Local Area Network (LAN) Room, SPP	1	1	Room	180	180
LPOE-4.0-05	Supplemental LAN (SLAN) Room	1	0	Room	120	0
LPOE-4.0-06	Intermediate Distribution Frame (IDF), SPP	0		Each	80	0
Circulation Factor					25%	45
Total Support Areas						225
Staff Services						
LPOE-5.0-06	CBP Male and Female Restroom, SPP	2	2	Fixtures	60	120
LPOE-5.0-05	Male Locker Room, SPP	5	20	Lockers	14	280
LPOE-5.0-04	Female Locker Room, SPP	3	10	Lockers	14	140
LPOE-5.0-01	Break Room, SPP	1	1	Room	200	200
LPOE-5.0-01	Break Room, SPP (Small)	0	0	Room	80	0
LPOE-5.0-02	Health & Wellness Center, SPP	1	1	Room	240	240
LPOE-5.0-03	Lactation Support Room	1	0	Room	60	0
Circulation Factor					25%	245
Total Staff Services						1,225
Building Support						
LPOE-6.0-07	Janitor Closet, SPP	1	1	Each	15	15
LPOE-6.0-05	Electrical Switchgear Room, SPP	1	1	Room	80	80
LPOE-6.0-09	Mechanical/Fan Room, SPP	1	1	Room	370	370
Circulation Factor					25%	116
Total Building Support						581
Relief Officer's Quarters (Optional)						
LPOE-7.1-03	Officer Bunk Room, SPP	2	2	Bunks	76	152
LPOE-7.1-02	Kitchenette, SPP	1	1	Each	45	45
LPOE-7.1-05	Restroom/Shower, SPP	4	4	Room	85	85
LPOE-7.1-01	Clothes Closet, SPP	1	2	Each	10	20
Circulation Factor					25%	76
Total Relief Officer's Quarters (Optional)						378
Non-Commercial Secondary Inspection Garage (Add-on Module)						
	Enclosed Inspection Bay (2) Northern Border only, SPI	0	2	Each Bay	1,600	3,200
	Screened Inspection Bay (2) Southern Border only, SPI	0		Each Bay	600	0
LPOE-2.1-06	Public Waiting Area - Non-Commercial Add-on Module	0	1	Room	50	50
LPOE-1.2-01	TECS/Communications Workstation, SPP	1	0	Each	64	0
Circulation Factor					25%	813
Total Non-Commercial Secondary Inspection Garage (Add-on Module)						4,063
Outbound Inspection Booth and Canopy						
LPOE-2.2-04	Primary Non-Commercial Inspection Booth - Outbound	0		Each	36	0
LPOE-2.2-05	Hi-Low Inspection Booth - Outbound, SPP	1	1	Each	130	130
	Primary Canopy - Outbound, SPP	1	0	Each	1,000	0
Circulation Factor					0%	0
Total Outbound Inspection Booth and Canopy						130
Impoundment Lot (Optional)						
	Impoundment Lot, SPP	0	0	Each	350	0
Circulation Factor					25%	0
Total Impoundment Lot (Optional)						0

## Notes from site meeting 10-25 - 10-26

single entry from exterior?  
no glass in door / no camera  
pass thru  
glass door and sidelite  
small work station

separate room- CR, intrusion detection, camera, motion sensor  
Possible close out/off lanes, racks  
Leb=vel 5 ballistic walls?  
siupplemental cooling, man bars in ducts

gender specific  
2nd floor, shower and toilets, have gun locker adjacent  
Increased to 200SF from 150SF, include stove 3 fridge, microwave, dishwasher?, base cabinets and island?

2nd floor, workout room, physical training  
2nd floor, add room- wellness room though

one on each floor, storage for supplies, separate entrance(not in toiletrroom), green chemicals  
main floor, double door in? double door out to exterior  
add maintainanc office, add GSA office

single rooms Gender specific?  
Sink, small fridge with microwave  
use in locker room  
add stackable washer and dryer, linen closet

Provide loading dock, inspect RV/Passanger car/Semi trailer/ Bus -PULL THRU  
Provide empound lot (in visitors lot)  
Provide a car lift  
Provide a kennel outside

no canopy NB, direct only

currently in visitors parking lot, several times a year



Data Sheet	Description	Calculated Qty	Final Qty (Adjusted)	Unit of Measure	SF	Net Square Feet
Commercial Inspection Area (Add-on Module)						
LPOE-1.2-01	Office Work Area, Commercial Add-on Module	0	0	Each	80	0
LPOE-3.3-01	Agricultural Lab - Small, Commercial Add-on Module	0	0	Each	120	0
	Agricultural Lab - Medium, Commercial Add-on Module	0	1	Each	180	180
LPOE-3.3-02	Agriculture Disposal Room, Commercial Add-on Module	0	1	Each	120	120
	Cargo Processing Office, Commercial Add-on Module	0	0	Each	150	0
LPOE-1.2-03	Public Counter, Commercial Add-on Module	0	0	Each	40	0
	Commercial Dock Unloading Area	0	1	Each	1,472	1,600
LPOE-2.6-02	Cargo Storage, Commercial Add-on Module	0	0	Each	500	0
LPOE-2.6-10	Temporary Seized Property Storage Vault, Commercial Add-on Module	0	0	Each	80	0
LPOE-2.1-06	Public Waiting Room, Commercial Add-on Module	0	0	Each	125	0
LPOE-2.1-13	Public Male and Female Restroom, Commercial Add-on Module	0	0	Each	60	0
LPOE-5.0-06	CBP Male and Female Restroom, Commercial Add-on Module	0	0	Each	60	0
LPOE-4.0-04	Local Area Network (LAN) Room/Closet, Commercial Add-on Module	0	0	Each	80	0
LPOE-4.0-05	Supplemental LAN (SLAN) Room, Commercial Add-on Module	0	0	Each	120	0
LPOE-4.0-06	Intermediate Distribution Frame (IDF), Commercial Add-on Module	0	0	Each	80	0
LPOE-6.0-10	Mechanical Room, Commercial Add-on Module	0	0	Each	200	0
LPOE-6.0-07	Janitor Closet, Commercial Add-on Module	0	0	Each	15	0
LPOE-6.0-04	Electrical Closet, Commercial Add-on Module	0	0	Each	80	0
Circulation Factor					25%	475
Total Commercial Inspection Area (Add-on Module)						2,375
Government Enclosed Parking (Add-on Module)						
LPOE-7.0-01	Government Enclosed Parking - Northern Border only,	2	2	Each	400	800
Circulation Factor					25%	200
Total Government Enclosed Parking (Add-on Module)						1,000
Bus Queuing Area (Add-on Module)						
LPOE-2.2-03	Processing - Pedestrian/Bus Queue Area, SPP	1	1	Each	150	150
Circulation Factor					25%	38
Total Bus Queuing Area (Add-on Module)						188
NII Inspection Area (Add-on Module)						
LPOE-2.5-03	NII Operations Building, SPP	0	0	Each	8,400	0
LPOE-2.5-02	NII Driver Waiting Room, SPP	0	0	Each	50	0
LPOE-2.5-01	NII Control Room (Super Booth), SPP	0	0	Each	200	0
Circulation Factor					25%	0
Total NII Inspection Area (Add-on Module)						0
Parking						
	Visitor Parking	16		Min	350	5,600
	Staff Parking	20		Min	350	7,000
	GOV (not enclosed)	1		Min	350	350
Total Parking						12,950

Notes from site meeting 10-25 - 10-26

- this needs to be an office
- goes in main building, provide fume hood, In Main Building?
- In Main Building, provide freezer, flow drain?
- ADD provide in 2nd-ary inspection garage
- add baggage inspection and boarding
- Bus- pull up, empty, process as pedestrians. Lobby for 60 - currently in garage, use 2nd-ary insection garage
- this should not be mixed with employee parking. empound lot within, need 2 ADA per code, service based users
- this should not be mixed with visitor. parkingprovide heating blocks for each space
- does not need to be adjacent to building

GSA Requirements:

- Maintanance shed
- Maintanance storage
- Maintanance equipment
- 3 staff
- GSA office with independent rack
- GSA employees to use LPOE accessory spaces (breakroom, bathrooms, etc.)