



Louis Berger & Associates, Inc. (Illinois)

819 S. Wabash Avenue, Suite 800, Chicago IL 60605-2188

TEL: 312.663.4141 • FAX: 312.341.5685

CONSULTING ENGINEERS • ENVIRONMENTAL ENGINEERS • PLANNERS

February 2, 1999

**Re: Environmental Assessment
Construction of New Border Station
Sault Sainte Marie, Michigan
Chippewa County**

Mr. ~~William McGovern~~ *Brent Bolton*
U.S. Department of the Treasury
Environmental and Planning
1500 Pennsylvania Avenue, N.W.
Treasury Annex Room 6140
Washington D.C. 20220-0001

On behalf of the General Services Administration, Berger is pleased to provide you with a copy of the Environmental Assessment (EA) for the proposed construction of a new border station in Sault Sainte Marie, Michigan. The new 48,000 gross square foot border station at the U.S./Canadian border will provide additional space to satisfy the increased requirements of the U.S. Customs Service, U.S. Immigration and Naturalization Service, and U.S. Department of Agriculture. This document is provided to fulfill the requirements of the National Environmental Policy Act of 1969 as amended. The EA has determined the construction of the new border station is not a major Federal action significantly affecting the quality of the human environment.

Thank you for your interest.

Very truly yours,

LOUIS BERGER & ASSOCIATES, INC. (Illinois)

Kevin J. Kell, P.E.
Project Administrator

Enclosure

ENVIRONMENTAL ASSESSMENT



CONSTRUCTION OF NEW BORDER STATION

SAULT SAINTE MARIE, MICHIGAN CHIPPEWA COUNTY

Jennifer Enyart, Portfolio Management
General Services Administration, Great Lakes Region (5)
230 South Dearborn Street, 5pmc Room 3324
Chicago, Illinois 60604-1696
Telephone: 312/886-5574

Prepared in Conjunction with:
Louis Berger & Associates, Inc. (Illinois)

January 1999

The General Services Administration is proposing the construction of a new 48,000 gross square foot border station at the U.S./Canadian border. The proposed station will provide additional space to satisfy the increased requirements of the U.S. Customs Service, U.S. Immigration and Naturalization Service, and U.S. Department of Agriculture.



General Services Administration
Great Lakes Region
230 South Dearborn Street
Chicago, IL 60604-1696

Finding of No Significant Impact

Border Station Construction

Sault Sainte Marie, MI

In accordance with the National Environmental Policy Act and GSA Order ADM 1095.1F, implementing the regulations of the Council on Environmental Quality (40 CFR 1500-1508), I find that the project described in the attached *Environmental Assessment, Construction of a New Border Station Sault Sainte Marie, Michigan, Chippewa County*, January 1999 is not a major Federal action significantly affecting the quality of the human environment. Therefore, no Environmental Impact Statement will be prepared.

RECOMMENDED:  1-14-99
JAMES G. WHITLOCK DATE
ASSISTANT REGIONAL ADMINISTRATOR
PUBLIC BUILDING SERVICE

APPROVED:  1/14/99
WILLIAM G. BURKE DATE
REGIONAL ADMINISTRATOR

TABLE OF CONTENTS

	PAGE
1. PURPOSE AND NEED FOR THE ACTION	1
1.1 Purpose of the Action	1
1.2 Need for the Proposed Action	1
2. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES, INCLUDING NO ACTION	2
2.1 Proposed Action: Alternative A	2
2.2 Alternative B: Expansion	2
2.3 Alternative C: Leasing	2
2.4 Alternative D: No Action	2
3. ENVIRONMENTAL EFFECTS	3
3.1 Land Acquisition and Displacements	3
3.2 Land Use and Zoning	3
3.3 Air Quality	3
3.4 Noise	3
3.5 Water Quality	4
3.6 Wetlands	4
3.7 Flooding	4
3.8 Ecologically Sensitive Areas	4
3.9 Endangered Species	5
3.10 Hazardous Materials	5
3.11 Traffic and Parking	5
3.12 Energy Requirements and Potential for Conservation	6
3.13 Cultural Resources	6
3.14 Construction	7
3.14.1 Noise	7
3.14.2 Disposal of Debris and Spoil	7
3.14.3 Water Quality and Runoff	8
3.14.4 Air Quality and Dust Control	8
3.14.5 Safety and Security	9
3.15 Aesthetics	9
3.16 Community Disruption	9
3.17 Safety and Security	9
3.18 Secondary Development	10
3.19 Consistency with Local Plans	10

4. SIGNIFICANCE OF EFFECTS 10

4.1 Summary of Any Significant Impacts and Required Mitigation 10

5. LIST OF PREPARERS 12

TABLES

1 Evaluation of the Significance of Environmental Impacts of the Proposed Action Without Implementation of Proposed Mitigation Measures 11

FIGURES

1 Location Map

2 Site Map

3a Proposed Site Plan - Expressway Level

3b Proposed Site Plan - Lower Level

4 Zoning Map

APPENDICES

APPENDIX A - CORRESPONDENCE

APPENDIX B - UNDERGROUND STORAGE TANK REMOVAL DOCUMENTATION

APPENDIX C - CULTURAL RESOURCE ASSESSMENT

APPENDIX D - PHASE I ENVIRONMENTAL SITE ASSESSMENT

1. PURPOSE AND NEED FOR THE ACTION

1.1 Purpose of the Action

The purpose of the proposed action is to provide 31,000 usable square feet of space, as well as parking, and inspections booths to allow the U.S. Customs Service, U.S. Immigration and Naturalization Service, and U.S. Department Agriculture Plant Protection and Quarantine Service to efficiently carry out their missions at the International Bridge border crossing at Sault Sainte Marie, Michigan (*see Figure 1*).

1.2 Need for the Proposed Action

The ability of the agencies to continue to fulfill their missions is hindered by the existing building and site layout. The border station's Federal tenants require more than twice the space available at the existing 7,500 usable square foot facility to safely and thoroughly inspect travelers and cargo.

The addition of 13 gaming facilities on the U.S. side of the border has substantially increased the amount of multi-passenger transport vehicles passing through the station. During the first 10 full years of operation (1962-1972), the border station average annual traffic count was under 750,000 vehicles. From 1981 to 1996, a 15 year period, the annual traffic count has increased an aggregate 145 percent. For each year after 1989, the annual traffic count has exceeded 3,200,000 vehicles. In addition, over the past five years, the commercial traffic count has increased steadily, at an average of nearly 7 percent per annum.

This port of entry has gained importance over the past several years. All traffic traveling to northern Ontario through northwestern Canada must pass through Sault Sainte Marie, as the nearest neighboring entry ports are Grand Portage, Minnesota — 450 miles to the west — and Port Huron, Michigan — 350 miles to the east. Rated by commercial vehicle passage, the Sault Sainte Marie station is the sixth largest border station. However, the station can only accommodate two or three tractor-trailers pulled off at one time without blocking other vehicles from passing through the Border Station.

According to the definitions in the U.S. Border Station Design Guide, this station is expanding from a "small" station to a "medium" station. The U.S. Department of Agriculture Plant Protection and Quarantine (PPQ) has also submitted a request for space at this location, a result of the increased passage of produce from Asia through Canada.

2. DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES, INCLUDING NO ACTION

2.1 Proposed Action: Alternative A

The proposed action involves the construction of a 48,000 gross square feet building on the existing government owned site, and an adjacent 0.33 acre parcel to be purchased by the General Services Administration (GSA) from the State of Michigan (*see Figure 2*). The total square footage includes canopied areas. The new facility will provide expanded office, lobby, and storage space, a firing range, five primary inspection lanes, a garage, and a secondary inspection building to allow the search of buses and private vehicles (*see Figure 3a and 3b*). Demolition of the existing building will not be performed until the new building is occupied.

2.2 Alternative B: Expansion

GSA has considered and eliminated from further study the expansion of the existing building. Extreme site constraints precludes horizontal expansion. The structure has been determined to be incapable of supporting a second story addition.

2.3 Alternative C: Leasing

GSA has considered and eliminated from further study the alternative of leasing space. The agencies missions can only be accomplished at the International Bridge border crossing, by the very nature of the work to be accomplished — inspecting travelers and cargo at the point of entry. Therefore, the only site capable of meeting the requirement of proximity to the point of entry is the existing government owned site. Furthermore, government policy states that border stations are not to be placed on leased property.

2.4 Alternative D: No Action

The alternative of no action in this Environmental Assessment involves the continued operation of the existing station with its overcrowded conditions. The no action alternative is not a viable alternative in meeting the growing needs of the border agencies at this location.

In accordance with 40 CFR 1502.14, an environmental assessment must always address the alternative of no action, which provides baseline information against which to compare the potential impacts of the other alternatives.

3. ENVIRONMENTAL EFFECTS OF PROPOSED ACTION AND ALTERNATIVES

The project area was inventoried for environmental resources. The project does not involve Title VI or other protected groups, minority or low-income communities, navigable waterways and coastal zones, wetlands, wildlife and waterfowl refuges, Section 6(f) lands, wild and scenic rivers, significant upland habitat, or agricultural protection districts. Table 1 evaluates the significance of environmental impacts on the proposed action. (*Found on page 11.*)

3.1 Land Acquisition and Displacements

Proposed Action - The proposed project would require the acquisition a parcel of land of approximately 0.33 acres. The parcel to be acquired appears to be State of Michigan right-of-way acquired for Portage Avenue. There are no structures on the property to be acquired. There would be no displacements of residences nor businesses.

No Action - The no action alternatives would not require the acquisition of any land or structures. There would be no displacements of residences nor businesses.

3.2 Land Use and Zoning

The proposed project is compatible with the surrounding land use and will conform to the zoning requirements of the City of Sault Ste. Marie as is the no action alternative (*see Figure 4*). The City of Sault Ste. Marie has determined that the proposed project is consistent with local land use plans.

3.3 Air Quality

Proposed Action - An air quality analysis is not required for this project since the proposed project will not increase traffic passing through the border station. The recent increase in existing traffic and the expected increase in future traffic is and will be due to an increase in the transport of raw and manufactured goods and recreational travel. The proposed project will have construction-related activities that will affect air quality and discussed later.

No Action - The no action alternative will not increase traffic passing through the border station, and therefore not affect air quality, nor will it have construction-related activities.

3.4 Noise

Proposed Action - A noise analysis is also not required for this project for the same reason as an air quality analysis is not required; the proposed project will not increase traffic. There will be noise generated by the operations of the Border Station — the starting and stopping of vehicles as they proceed through the Border Station. This traffic generated noise is not expected to be greater than the noise generated by non-stopping traffic. Traffic generated noise is loudest when trucks must use

low gears to ascend uphill grades. The traffic entering the Border Station varies from a downgrade to level ground. Therefore, there should not be additional noise generated by the traffic passing through the Border Station. Noise generated by the proposed indoor firing range will be in compliance with all governmental regulators, including Occupational Safety and Health Administration and U.S. Environmental Protection Agency, and as such would not require a noise analysis. As with air quality, there will be construction generated noise during the demolition of the existing structure and the building of the new Border Station.

No Action - The no action alternative will not increase traffic passing through the border station, and therefore not increase traffic generated noise, nor will it have construction-related activities.

3.5 Water Quality

Ashmun Creek, approximately 1000 feet to the west, flows from Ashmun Bay to the south. To the north, Edison Sault Power Canal is situated in a generally east-west line, approximately 1400 feet away. Neither of these watercourses are currently affected by the Border Station nor will they be affected in the future.

Currently, runoff from the Border Station and adjacent parking areas is collected by storm sewers and will do so in the future for either the proposed action or the no action alternative.

3.6 Wetlands

There are no wetlands on the existing Border Station site and on the parcel to be acquired. All of this land has been developed and is either pavement, structure, or landscaped. This will not change with the proposed project.

3.7 Flooding

The Flood Insurance Rate Map for the city of Sault Ste. Marie (community-panel number 260059 0002 B) was reviewed. The proposed project is determined to be outside the 500-year floodplain. Therefore, the proposed project is not prone to flooding.

3.8 Ecologically Sensitive Areas

Proposed Action - The list of Nature Conservancy, Michigan Chapter, projects was reviewed. The Michigan Department of Natural Resources' list of Natural Areas on Stated Owned Land was also reviewed. There are no listed projects or natural areas that are in the vicinity of the proposed project. The Natural Features Inventory was contacted to provide information concerning the relative location of the proposed project with any inventoried features. The project should have no impact on the special natural features in the vicinity of the proposed project, see letter dated September 14,

1998, in the appendix. Accordingly, the proposed project will not have a significant impact on ecologically sensitive areas.

No Action - The no action alternative will not affect any ecologically sensitive area.

3.9 Endangered Species

Proposed Action - The Federal and state list of threatened and endangered animal and plant species was reviewed. None of the federally listed animals or plants, found in Michigan, have suitable habitats or are found in north Chippewa County. None of the state listed animals and plants have suitable habitats or are found in north Chippewa County, except the merlin, osprey, and northern goshawk (listed as Special Concern). The modification of nesting habitat, the scarcity of hunting habitat, and the large volumes of vehicular traffic would most likely limit the probability of having ospreys or goshawks within the project area. It is possible that merlins could be found in the project area since they are known to nest in urban areas. However, there are very few tall trees close to the Border Station and the likelihood of having merlins within the project area is remote.

No Action - The no action alternative will not affect any threatened and endangered species.

3.10 Hazardous Materials

An Environmental Site Assessment (ESA) has been conducted for the proposed project (found in *Appendix D*). The purpose of the ESA was to indicate and evaluate potential environmental hazards resulting from the past or current uses of the property, as well as to identify environmental concerns related to neighboring properties. The investigation included a review of applicable records, databases, and data sources; interviews with federal, state, county, and local officials; and a site inspection, which was conducted on August 10, 1998.

Based on the agency file and data sources review, interviews with potentially knowledgeable persons, historic materials and aerial photographs, and the site inspection, there was not any indication of environmental concerns at or around the property, including transformers containing PCBs.

3.11 Traffic and Parking

Proposed Action - Currently, there are 26 vehicle-trips entering the border station facility from Portage Avenue in the A.M. peak hour and 48 vehicle-trips in the P.M. peak hour. The projected increase of 25 vehicle-trips in the A.M. peak hour (a total of 51 vehicle-trips) and 48 vehicle-trips in the P.M. peak hour (a total of 96 vehicle-trips) should not affect the traffic patterns on Portage Avenue. Portage Avenue is the local street that collects all employee and visitor traffic from the Border Station. It should be noted that the increase in vehicle-trips is considered for the ultimate plan

of 48,000 square feet. The site related traffic is not part of the traffic passing through the border station.

The proposed project will provide 48 parking spaces, an increase of 24 spaces. On-street parking is not currently allowed on Portage Avenue, nor is it proposed. Therefore, the proposed project should not have any impact to existing parking.

No Action - The no action alternative will not increase site-specific traffic or parking.

3.12 Energy Requirements and Potential for Conservation

Proposed Action - Construction of the proposed improvement will require indirect consumption of energy for processing materials, construction activities, and maintenance of the paved areas associated with the proposed project. Energy consumption by vehicles in the area may increase during construction due to possible traffic delays. Construction of the proposed improvement should reduce traffic congestion on the International Bridge. Thus, in the long term, post construction operational energy requirements should offset construction and maintenance energy requirements and result in a net savings in energy usage.

No Action - The no action alternative will not have any construction-related consumption of energy.

3.13 Cultural Resources

Cultural resource investigations have been conducted pursuant to Section 106 of the National Historic Preservation Act of 1966 (as amended), which is implemented through regulations contained in 36 CFR Part 800. Cultural resources are historic properties that include any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places (NRHP). Section 106 requires that Federal agencies with jurisdiction over Federal, Federally-assisted, or Federally-licensed undertakings take into account the effects of the agency's undertaking on historic properties, that they consult with the State Historic Preservation Office (SHPO) concerning their undertaking, and that they afford the Advisory Council on Historic Preservation (ACHP) the opportunity to comment.

A Phase IA cultural resource study of the proposed project area was conducted pursuant to 36 CFR 800.4(a). The purpose of this study was to:

- ◆ Identify previously recorded cultural resources located on or near the project area; and,
- ◆ Assess the potential impacts of the undertaking on cultural resources and provide recommendations regarding the need for additional investigations.

This study is presented in detail in *Appendix C*.

Research in the files of the State Historic Preservation Office and the Office of the State Archaeologist, Michigan Historical Center, Lansing, Michigan, showed that there were no previously recorded cultural resources in the project area. A field visit to the project area identified the project area as situated in a broad, level road cut that had been constructed to accommodate the Interstate 75 roadway and the existing Border Patrol Station. No natural ground surfaces remain in the project area and the project area was determined to have virtually no potential to contain significant prehistoric or historic archaeological resources. The existing buildings in the project area are less than 50 years old and are therefore not eligible for listing in the NRHP, and there will be no indirect effects on historic properties located outside of the project area.

3.14 Construction

Proposed Action - In general, construction impacts are short-term but their magnitude on localized areas can be sizable if proper precautions are not taken. Compliance with local, State and Federal pollution control regulations will minimize the potential harm attributed to construction. Impacts associated with the construction of the proposed project together with feasible mitigating measures are addressed below.

3.14.1 Noise

All existing land uses and activities immediately adjacent to the proposed project are likely to receive impact from construction noise at some time during the building of the project. Trucks and machinery used for construction produce noise that could, in varying degrees, affect some land uses and activities in the vicinity of the project. The potential receptors affected by construction noise are four buildings from Lake Superior State University, two business, and three two-story apartments. To minimize construction noise, compliance with similar specifications as found in Section 107 of the Michigan Department of Transportation *1996 Standard Specifications for Construction* shall be met. In addition, compliance with GSAs *Facilities Standards for the Public Buildings Service* and *United States Border Station Design Guide* should also be met.

No Action - The no action alternative will not have any construction-related impacts.

3.14.2 Disposal of Debris and Spoil

Proposed Action - The project would result in the creation of solid waste. This would include excavated roadway, cleared trees and other vegetation, and construction litter. The vegetation and construction litter would be collected and disposed of in accordance with similar specifications as found in Section 205 of the Michigan Department of Transportation *1996 Standard Specifications for Construction*. Parts of the roadway, including gravel, could be used as embankment material or subbase material, as suggested in the *1996 Standard Specifications for Construction*. In addition, compliance with GSAs *Facilities Standards for the Public Buildings Service* and *United States Border Station Design Guide* should also be met.

Grasses, shrub, trees, miscellaneous debris, and other solid wastes generated during construction of the project would be disposed of by the contractor in accordance with similar specifications as found in Section 205 of the Michigan Department of Transportation *1996 Standard Specifications for Construction*, and other applicable State and Federal regulations. In addition, compliance with GSAs *Facilities Standards for the Public Buildings Service* and *United States Border Station Design Guide* should also be met.

No Action - The no action alternative will not generate any solid waste as a result of construction activities.

3.14.3 Water Quality and Runoff

Proposed Action - During construction, the major negative impacts on water quality are caused by the removal of topsoil and associated vegetation, and the construction of embankment side slopes. These construction practices produce the undesirable effect of increasing the quantity of sediment that can be transported to surface water courses during periods of rainfall. Any other potential pollutants on the site — including fuels and lubricants from construction equipment or the actual materials of construction, are carried along with sediment. The volume of sediment that reaches the storm sewer system is dependent on the intensity of the precipitation, the energy of the hydraulic transport, the amount of clearing, grubbing, and embankment work, the proximity of construction to the watercourse, and the degree of erosion control employed.

To minimize pollution of the receiving bodies of water during construction, compliance with similar specifications as found in Section 205 of the Michigan Department of Transportation *1996 Standard Specifications for Construction* shall be met concerning erosion control. In addition, compliance with GSAs *Facilities Standards for the Public Buildings Service* and *United States Border Station Design Guide* should also be met.

No Action - The no action alternative will not impact water quality or runoff.

3.14.4 Air Quality and Dust Control

Proposed Action - The primary potential impact on air quality from construction will be fugitive dust (particulates) resulting from soil exposed to wind and traffic. The quantity of fugitive dust from construction activities varies depending on the area of land being worked, the level of activity, the soil silt content, the soil moisture, and wind speed. While the contribution of the proposed project to the total suspended particulates in the surrounding area would be small and of a short-term duration, nevertheless, the construction will generate fugitive dust that may be a nuisance in nearby areas.

During construction, blowing dust from the cleared or excavated area for access or construction purposes can be minimized by applying water to the unpaved surfaces using a sprinkler truck. The effectiveness of watering for fugitive dust control depends on the frequency of application. It is

estimated that twice daily watering over an entire area would reduce dust emissions by up to 50 percent.

Construction vehicles also increase air pollution by emitting carbon monoxide, hydrocarbons and oxides of nitrogen. Ambient air concentrations would not be significantly altered by operation of construction vehicles and machinery.

No Action - The no action alternative will not affect air quality from construction.

3.14.5 Safety and Security

Proposed Action - To insure the safety of the traveling motorist and the construction workers, compliance with similar specifications as found in Section 812 of the Michigan Department of Transportation *1996 Standard Specifications for Construction* shall be met concerning work zone traffic controls. In addition, compliance with GSAs *Facilities Standards for the Public Buildings Service* and *United States Border Station Design Guide* should also be met.

No Action - The no action alternative will have no impact concerning work zone traffic.

3.15 Aesthetics

Proposed Action - Due to the somewhat small scale of the proposed project, the view from Interstate 75 would not change. The new Border Station would not change the general view from Portage Avenue. The aesthetics of the neighboring area would change very little. Therefore, the proposed project will not significantly impact the aesthetics of the surrounding community.

No Action - The no action alternative will not affect the aesthetics of the surrounding community.

3.16 Community Disruption

There will be no community disruption due to the construction of the proposed project. The location of the proposed project is in an area that would not disrupt or displace business or residential sectors and would not isolate any segment of the community. In fact, the location of the proposed project is already in a somewhat isolated site. Therefore, the proposed project will have no significant impacts to the community. However, temporary and minimal disruption would occur to the daily operations of the International Bridge Authority during construction of the proposed project. No such disruptions would occur with the no action alternative.

3.17 Safety and Security

Implementation of all security measures recommended in the U.S. Department of Justice's *Vulnerability Assessment of Federal Facilities, June 28, 1995*, shall be met. With the implementation

of these security measures the safety of the federal employees, visitors, and the motorist passing through the border station would be maintained. The risk of a terrorist attack on any federal or state facility is always a possibility. These risks are present whether or not the proposed project is constructed. Therefore, there are no significant impacts concerning safety or security with the construction of the proposed project.

3.18 Secondary Development

The existing and proposed Border Station is an integral component of Interstate 75 and as such secondary development is restricted. All secondary development would occur adjacent to the interstate at interchanges, regardless of the Border Station. Therefore, the proposed project will not impact secondary development within the vicinity of the project.

3.19 Consistency with Local Plans

The municipality of Sault Ste. Marie has determined that the proposed project is consistent with local land use plans. In addition, the proposed project would be between two roadways, current condition, and would not change the character within this corridor.

4. SIGNIFICANCE OF EFFECTS

As demonstrated in *Table 1*, there are no significant environmental impacts caused by the proposed action and, therefore, there is no required mitigation associated with significant environmental impacts.

TABLE 1

Evaluation of the Significance of Environmental Impacts of the Proposed Action Without Implementation of Proposed Mitigation Measures

	Generally Not Significant	Possibly Significant	Generally Significant
A. Land Acquisition and Displacements	X		
B. Land-Use and Zoning	X		
C. Air Quality	X		
D. Noise	X		
E. Water Quality	X		
F. Wetlands	X		
G. Flooding	X		
H. Ecologically Sensitive Areas	X		
I. Endangered Species	X		
J. Hazardous Material	X		
K. Traffic and Parking	X		
L. Energy Requirements and Potential for Conservation	X		
M. Historic Properties and Parklands	X		
N. Construction	X		
O. Aesthetics	X		
P. Community Disruption	X		
Q. Safety and Security	X		
R. Secondary Development	X		
S. Consistency with Local Plans	X		
Total	19		

5. LIST OF PREPARERS

**General Services Administration Region V
230 South Dearborn Street
Chicago, Illinois 60604**

William C. Burke	-	Regional Administrator
Don Melcher, Jr.	-	Project Manager - Property Development
Lucille Piechota	-	Asset Manager - Portfolio Management Division
Chris Gronwald	-	Property Acquisition and Realty Division
Jennifer Enyart	-	Portfolio Management Division

**Louis Berger & Associates, Inc.
819 South Wabash Avenue
Chicago, Illinois 60605-2188**

Kevin J. Kell, P.E. - Program Administrator
M.S., University of Illinois, 1974
B.S., University of Illinois, 1972

James E. Reichel, Jr. - Senior Engineer
B.S., University of Illinois - Chicago, 1973

Thomas J. Chadderdon - Principal Investigator
M.A., Iowa State University, 1988

List of Reviewers

List of Agencies and Persons Consulted

Advisory Council on Historic Preservation
U.S. Department of Agriculture
U.S. Army Corps of Engineers
U.S. Department of Commerce
U.S. Department of Defense
U.S. Department of Energy
U.S. Environmental Protection Agency
U.S. Department of Housing and Urban Development
Center for Disease Control
U.S. Department of Health and Human Services
U.S. Department of Interior
U.S. Department of State
U.S. Department of Transportation
U.S. Department of the Treasury
U.S. Department of Natural Resources and Environment
United States Marshals Service
Michigan Department of Agriculture
Michigan Department of Environmental Quality
Michigan State Historic Preservation Officer

Michigan State Police

Michigan Department of Management and Budget

Chippewa County

Mr. Darien Neveu
City of Sault Sainte Marie
Sault Ste. Marie, Michigan

Mr. Joe Bowerman,
General Services Administration
Sault Ste. Marie, Michigan

Mr. Dan Fenner
General Services Administration
Grand Rapids, Michigan

Mr. James Hendricks
City of Sault Sainte Marie
Sault Ste. Marie, Michigan

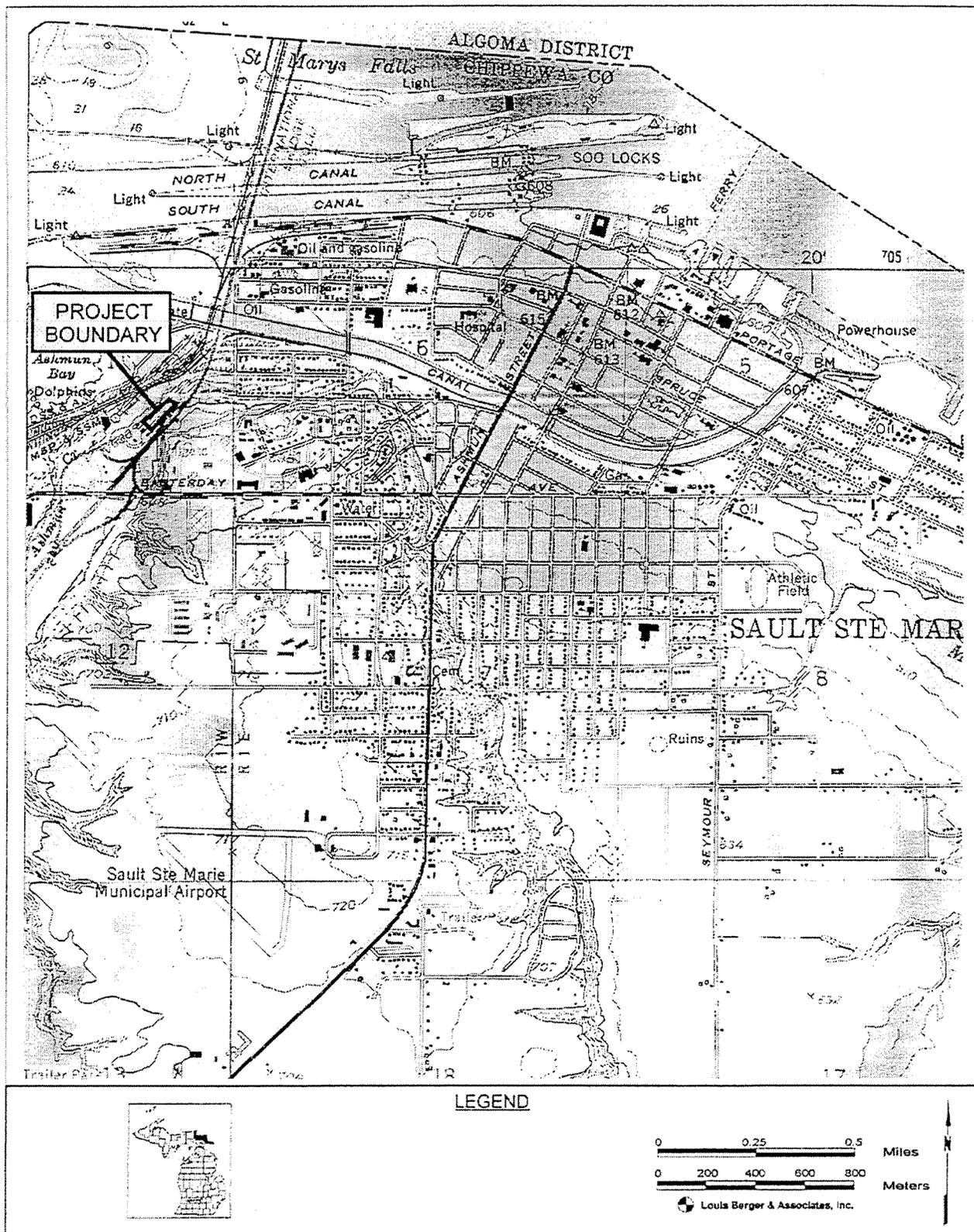
Ms. Marge Lauer
Michigan Department of Transportation
Lansing, Michigan

Ms. Jennifer Olson
Natural Features Inventory
Lansing, Michigan

Mr. Robert Wagner
General Services Administration
Detroit, Michigan

FIGURES

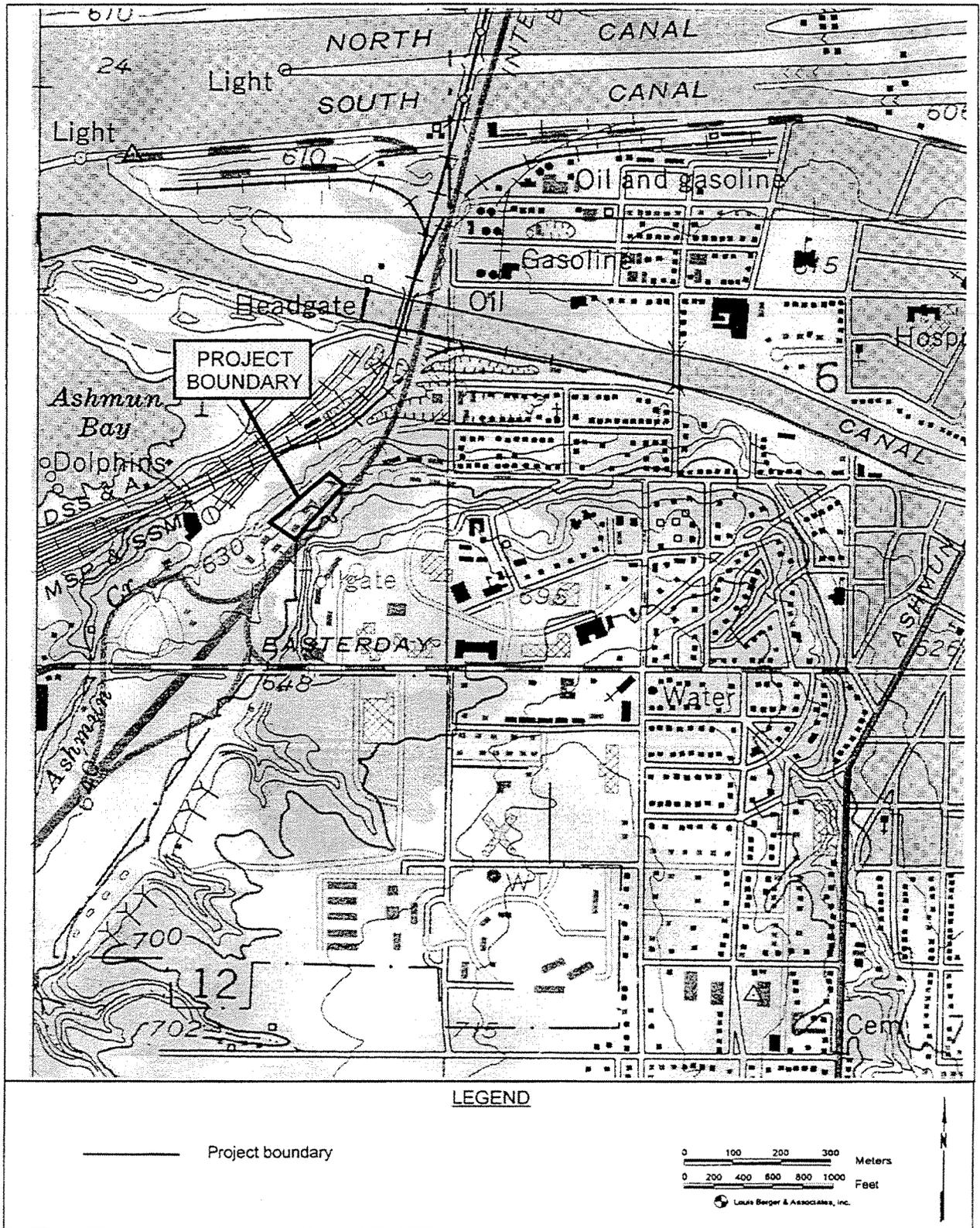
FIGURE 1



SOURCE: USGS Sault Ste. Marie South, Mich.-Ont. 1951, Photorevised 1975, 7.5 Series

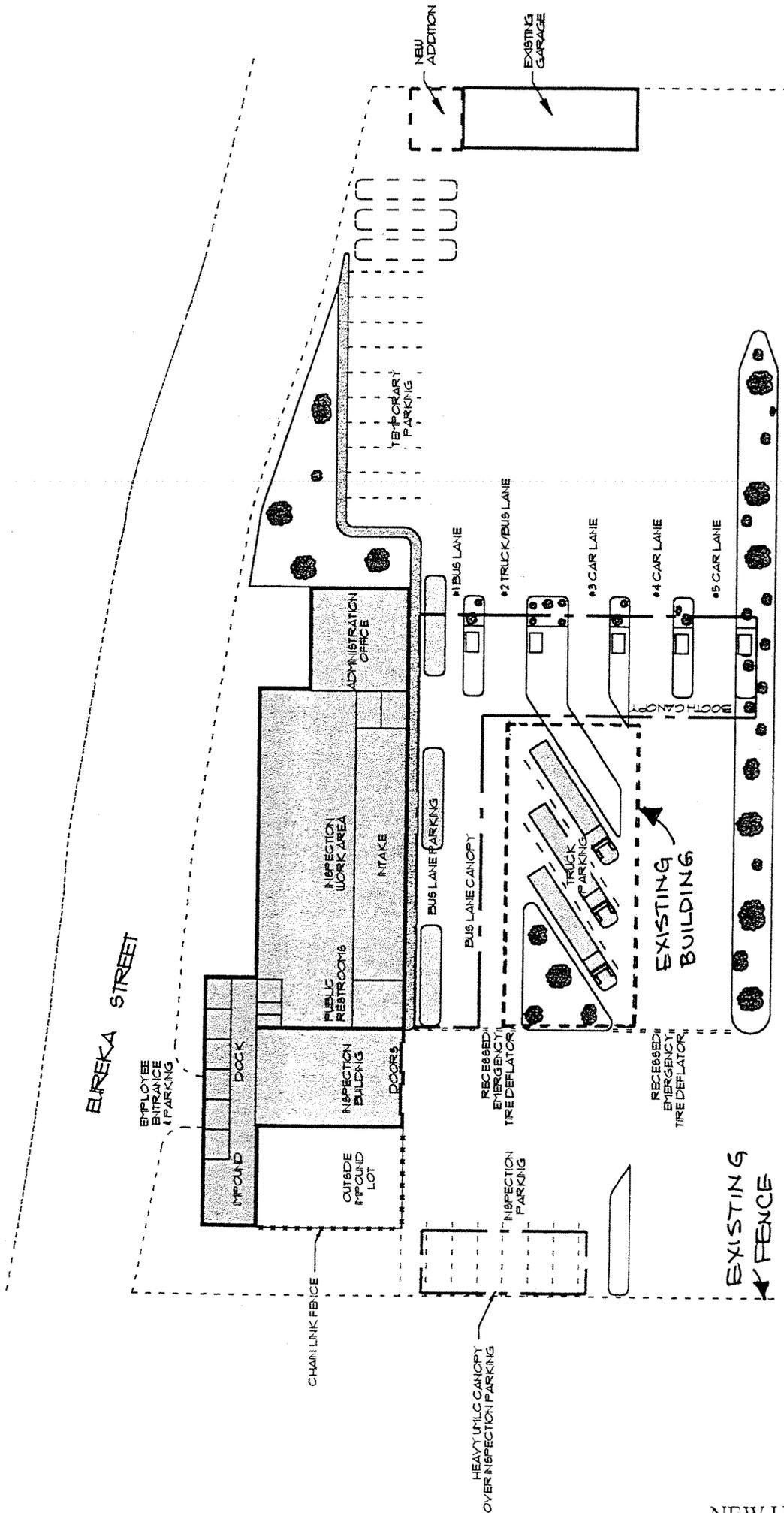
LOCATION MAP

FIGURE 2

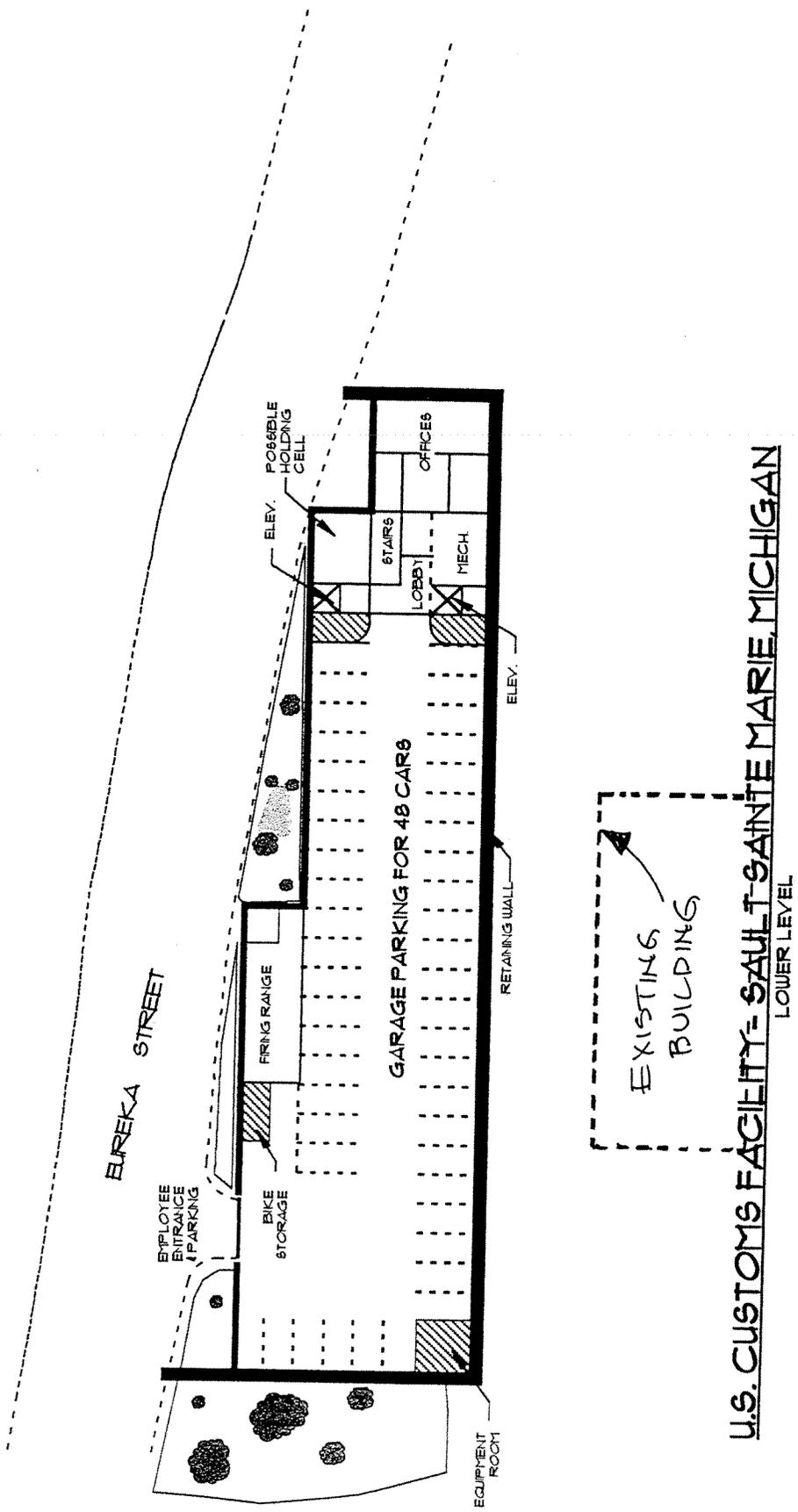


SOURCE: USGS Sault Ste. Marie South, Mich.-Ont. 1951, Photorevised 1975, 7.5 series

SITE MAP

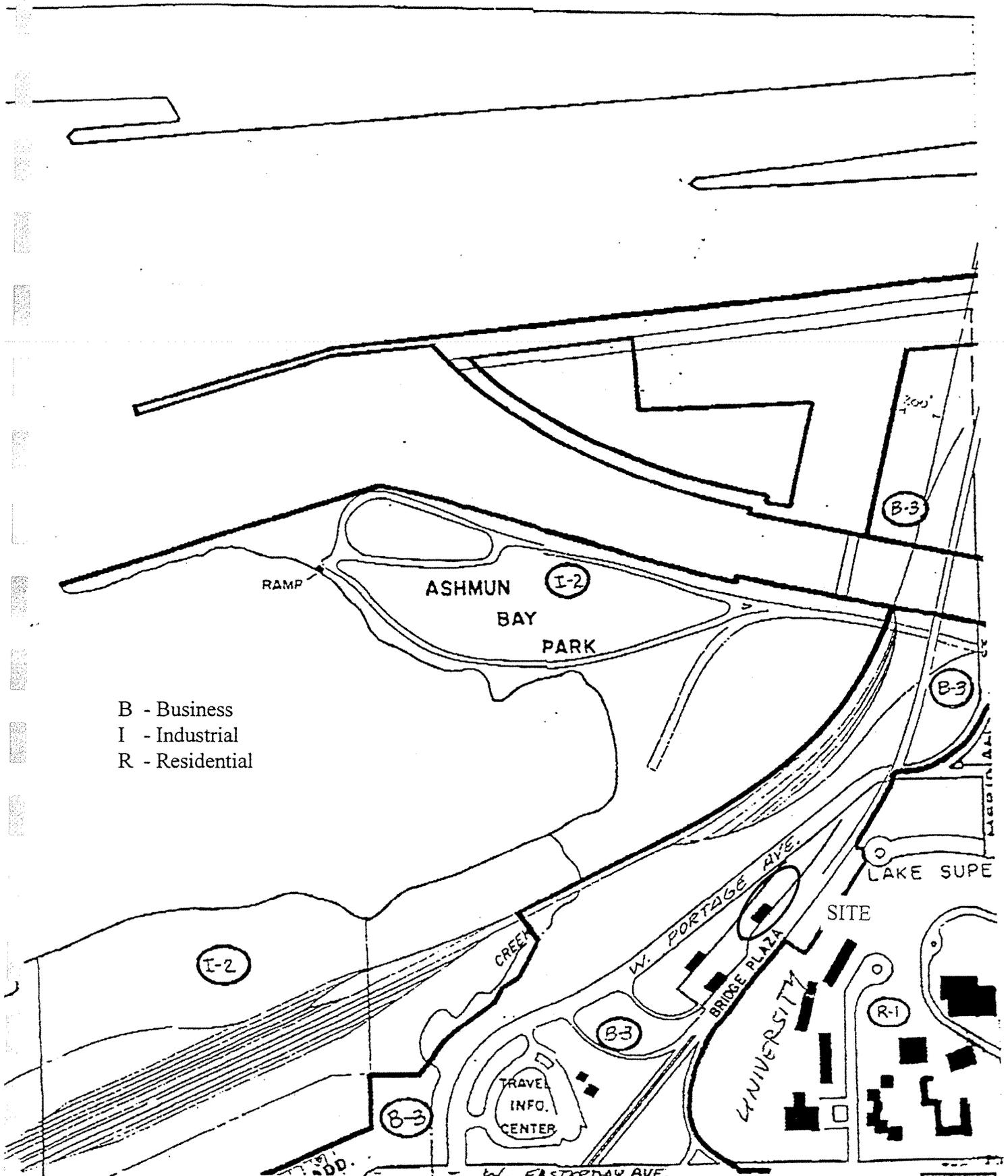


U.S. CUSTOMS FACILITY - SAULT SAINTE MARIE, MICHIGAN
 EXPRESSWAY LEVEL



U.S. CUSTOMS FACILITY - SAULT-SAINTE MARIE, MICHIGAN
LOWER LEVEL

Figure 4



B - Business
 I - Industrial
 R - Residential

SEC. 1 R1W 1W

NEW U.S. BORDER STATION
 ZONING MAP

APPENDIX A

CORRESPONDENCE



Louis Berger & Associates, Inc. of Illinois

819 S. Wabash Avenue, Suite 800, Chicago IL 60605-2188

TEL: 312.663.4141 • FAX: 312.341.5685

CONSULTING ENGINEERS • ENVIRONMENTAL ENGINEERS • PLANNERS

September 29, 1998

Ms. Kim Zimmerman
Michigan Department of Environmental Quality
Storage Tank Division
530 West Allegan Street
Lansing, MI 48933-1521

**RE: Underground Storage Tank Removal
U.S. Border Station
International Bridge Plaza
Sault Ste. Marie, MI 49783**

Dear Ms. Zimmerman:

Louis Berger & Associates, Inc. (Berger) is in the process of performing an Environmental Assessment for the General Services Administration (GSA) in Sault Ste. Marie, Michigan. GSA is planning to replace the existing Border Station with a larger facility.

In March 1997 GSA had two underground storage tanks (USTs) removed, one 7,000-gallon tank and one 600-gallon tank. GSA has not been able to provide any documentation to verify the removal of these tanks. During an inspection of the site, Berger observed the apparent area where the USTs were removed — which corresponds with the information of where the tanks were installed. However, the only documentation Berger has been able to obtain is an Interbudget Activity Authorization request, a proposal for the removal, and two invoices from the removal company for the removal. Berger would be grateful for any verification of the removal of these USTs. Enclosed for your information is a location map and the above-mentioned documentation. Your quick response to this request would be appreciated.

Thank you for your time and effort.

LOUIS BERGER & ASSOCIATES, INC. (Illinois)

James E. Reichel Jr.
Environmental Project Manager

Enclosures



JOHN ENGLER, Governor
DEPARTMENT OF STATE POLICE
COL. MICHAEL D. ROBINSON, Director

September 18, 1998

Ms. Jennifer L. Enyart
General Services Administration
Great Lakes Region
230 South Dearborn Street
Chicago, Illinois 60604-1696

Dear Ms. Enyart:

We have carefully examined all documentation provided regarding the proposed building of a new U. S. Customs facility in Sault Ste. Marie, Michigan.

The proposed plans will have no environmental impact on the Michigan State Police, Criminal Investigation Division. In fact, we would welcome a new facility that would fulfill the needs and enhance the existing services provided by the U. S. Customs Service, Immigration and Naturalization Service, and the U. S. Department of Agriculture.

The Michigan State Police, Criminal Investigation Division, is actively involved in the interdiction of narcotics and illegal contraband crossing the U. S./Canadian border. The building of a new facility will certainly enhance cooperative federal and state law enforcement efforts in this area.

If I can be of further assistance in this matter, please contact me at (517) 336-6107.

Sincerely,

A handwritten signature in cursive script that reads "Robert J. Bertee".

Captain Robert J. Bertee
Commanding Officer
Criminal Investigation Division



**Proposed New Border Station
Sault Ste. Marie, MI**

POTENTIAL ENVIRONMENTAL IMPACTS	None	Minor	Major	Comments
SUBSURFACE CONDITIONS (soils, mineral deposits, underground water)	X			
LANDFORMS (including floodplains and wetlands)	X			
VEGETATION AND WILDLIFE	X			
COASTAL ZONE/SHORELINE	X			
ENDANGERED SPECIES	X			
PARKLANDS/CONSERVATION AREAS	X			
ECOLOGICALLY CRITICAL AREAS	X			
PRODUCTIVE FARMLAND OR TIMBERLAND	X			
EXISTING COMMUNITY LAND USE AND ZONING PLANS	X			
PROPOSED COMMUNITY LONG-RANGE PLANS	X			
HISTORIC SITE, BUILDING OR DISTRICT	X			
ENERGY (ELECTRICAL, FUEL, ETC.)	X			
SOLID WASTE DISPOSAL (quantity, hazardous materials)	X			
WATER SUPPLY (POTABLE, OPERATION, ETC.)	X			
SEWER SYSTEM AND DRAINAGE (including stormwater run-off)	X			
PUBLIC TRANSIT SYSTEM (buses, rail, etc.)	X			
TRAFFIC CIRCULATION/ROAD SYSTEM CAPACITY	X			
AMBIENT NOISE (construction related and operational)	X			
AMBIENT AIR (construction related and operational)	X			
SEISMIC	X			
OTHER				



U.S. Department of Housing and Urban Development

Michigan State Office
Community Planning and Development Division
Patrick V. McNamara Federal Building
477 Michigan Avenue
Detroit, MI 48226-2592
Tel. (313) 226-6280

SEP 17 1998

Jennifer L. Enyart
Portfolio Management Division
General Services Administration
230 South Dearborn Street
Chicago, IL 60604-1696

Dear Ms. Enyart

Thank you for the opportunity to comment on the proposed GSA action to construct a new border station in Sault Ste. Marie, Michigan, and its associated potential environmental impacts. At this time we do not anticipate any impacts associated with this proposed action and any activity funded in the past by HUD.

We again appreciate the opportunity to comment on this project and request a copy of the Environmental Assessment, when it is completed.

Sincerely,

Lester Berman

Lester Berman
Environmental Officer

Chippewa County Courthouse

OFFICE OF THE CONTROLLER



Gordon A. Newland
Controller

Kelly J. Beaune
Executive Secretary
(906) 635-6330
FAX (906) 635-6325

319 Court Street
Sault Ste. Marie
Michigan 49783-2194

David G. Carpenter
Finance Director
(906) 635-6360

Martha Andary
Bookkeeper
(906) 635-6303

September 16, 1998

Ms. Jennifer L. Enyart
Portfolio Management Division
Room 3670
General Services Administration
Great Lakes Region
230 South Dearborn Street
Chicago, IL 60604-1696

Re: Preparation of an Environmental Assessment
New Border Station, Sault Ste. Marie, Michigan

Dear Ms. Enyart:

Thank you for providing Chippewa County with an opportunity to comment on the Environmental Assessment for the above project.

The Chippewa County Board of Commissioners have no specific concerns regarding the environmental assessment of the proposed project.

However, Chippewa County strongly urges, and supports, the project in the anticipation that the proposed new facility will provide a long-term and economical solution to the current space situation.

If we can be of assistance to you in this matter please feel free to contact me at your convenience.

Sincerely,

A handwritten signature in dark ink, appearing to read "G.A. Newland", written in a cursive style.

Gordon A. Newland, Controller

NATURAL RESOURCES
COMMISSION

KEITH J. CHARTERS, Chairman
JERRY C. BARTNIK
NANCY A. DOUGLAS
L. THORNTON EDWARDS, JR.
PAUL EISELE
WILLIAM U. PARFET
LLOYD F. WEEKS

STATE OF MICHIGAN



JOHN ENGLER, Governor
DEPARTMENT OF NATURAL RESOURCES

STEVENS T MASON BUILDING, PO BOX 30028, LANSING MI 48909-7528

WEBSITE: www.dnr.state.mi.us

K. L. COOL, Director

September 16, 1998

Ms. Jennifer L. Enyart
Portfolio Management Division
General Services Administration
Great Lakes Region
230 S. Dearborn Street, Room 3670
Chicago, Illinois 60604-1696

Dear Ms. Enyart:

Thank you for your letter of August 25, 1998, regarding the preparation of an environmental assessment for the New Border Station at Sault Ste. Marie, Michigan. I am responding on behalf of the Michigan Department of Natural Resources (MDNR).

The MDNR has reviewed the list of potential environmental effects listed in your letter. The site for the new proposed border station does not appear to have any endangered or threatened species or ecologically critical areas. While the construction does not take place directly on any water body, it is near the St. Marys River, but State and Federal laws regarding sediment control will preclude any sediments from reaching the river.

Thank you for the opportunity to offer comments. If you have further concerns in the future, please feel free to contact us.

Sincerely,

A handwritten signature in cursive script that reads "M. Carol Bambery".

M. Carol Bambery
Legislative Liaison
517-373-0023

cc: Mr. George Burgoyne, DNR
Dr. Kelley Smith, DNR
Ms. Becky Humphries, DNR
Mr. Herb Burns, DNR
Mr. John Robertson, DNR
Ms. Mindy Koch, DNR
Mr. Rodney Stokes, DNR

STATE OF MICHIGAN



JOHN ENGLER, Governor
DEPARTMENT OF ENVIRONMENTAL QUALITY

"Better Service for a Better Environment"
HOLLISTER BUILDING, PO BOX 30473, LANSING MI 48909-7973

INTERNET: www.deq.state.mi.us
RUSSELL J. HARDING, Director

REPLY TO:

ENVIRONMENTAL ASSISTANCE DIVISION
TOWN CENTER 2ND FLOOR
PO BOX 30457
LANSING MI 48909-7957

September 10, 1998

Ms. Jennifer L. Enyart
Portfolio Management Division
General Services Administration
Great Lakes Region
230 South Dearborn Street, Room 3670
Chicago, IL 60604-1696

SUBJECT: Proposed Environmental Assessment;
New Border Station, Sault Ste. Marie, Michigan

Dear Ms. Enyart:

Thank you for your letter dated August 25, 1998 to Director Russell J. Harding inviting the Department of Environmental Quality's participation in the development of an Environmental Assessment for the above mentioned site. Director Harding has referred your letter to the Environmental Assistance Division for response.

We have reviewed the list of areas of potential environmental impact included with your letter. The comments focus on the various Acts and approvals we are responsible to administer. The list may not be all inclusive and some comments may not be applicable. We look forward to receiving several copies of the first draft of the assessment for review.

Thank you for our early contact with us regarding this matter. If you need further information or assistance, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "James W. Henderson".

James W. Henderson, Ph.D.
Permit Coordinator
517-335-4235

Enclosure

cc/enc: David Ladd, Executive Office
Mr. Russell J. Harding, Director, MDEQ

**Proposed New Border Station
Sault Ste. Marie, MI**

**Potential Impacts
Requiring Permits, DEQ**

POTENTIAL ENVIRONMENTAL IMPACTS	None	Minor	Major	Comments
SUBSURFACE CONDITIONS (soils, mineral deposits, underground water)			✓	Permit to discharge to groundwater (P.A. 451, 1994, Part 31)
LANDFORMS (including floodplains and wetlands)			✓	Wetland Protection (P.A. 451, 1994, Part 303); Flood Plain (P.A. 451, 1994, Part 31)
VEGETATION AND WILDLIFE				
COASTAL ZONE/SHORELINE			✓	Shoreland Protection (P.A. 451, 1994, Part 323)
ENDANGERED SPECIES				
PARKLANDS/CONSERVATION AREAS				
ECOLOGICALLY CRITICAL AREAS			✓	Non-point source discharge to Lake Superior and Lake Huron
PRODUCTIVE FARMLAND OR TIMBERLAND				
EXISTING COMMUNITY LAND USE AND ZONING PLANS				
PROPOSED COMMUNITY LONG-RANGE PLANS				
HISTORIC SITE, BUILDING OR DISTRICT				
ENERGY (electrical, fuel, etc.)			✓	Approval - petrol storage tanks above or below ground (P.A. 451, 1994, Part 211)
SOLID WASTE DISPOSAL (quantity, hazardous materials)			✓	Proper disposal of solid and hazardous waste in Class I and Class II landfills.
WATER SUPPLY (potable, operation, etc.)			✓	Permit to install potable water conduit (P.A. 399, 1976)
SEWER SYSTEM AND DRAINAGE (including stormwater run-off)			✓	Permit to install sanitary sewer line (treatment capacity) (P.A. 451, 1994, Part 41) NPDES Stormwater Permit.
PUBLIC TRANSIT SYSTEM (buses, rail, etc.)				
TRAFFIC CIRCULATION/ROAD SYSTEM CAPACITY				
AMBIENT NOISE (construction related and operational)				
AMBIENT AIR (construction related and operational)			✓	Fugative dust control (P.A. 451, 1994) Air Pollution Control Rules
SEISMIC				
OTHER -- POLLUTION PREVENTION PLANS			✓	Pollution Incident Prevention Plan (PIPP) where appropriate
SOIL OR GROUNDWATER POLLUTION			✓	Discovered during site development must be evaluated for clean-up (P.A. 451, 1994, Part 31)

NATURAL RESOURCES
COMMISSION

JERRY C. BARTNIK
KEITH J. CHARTERS
NANCY A. DOUGLAS
L. THORNTON EDWARDS, JR.
PAUL EISELE
WILLIAM U. PARFET
LLOYD F. WEEKS



JOHN ENGLER, Governor

DEPARTMENT OF NATURAL RESOURCES

STEVENS T. MASON BUILDING, PO BOX 30028, LANSING MI 48909-7528

K. L. COOL, Director

REPLY TO:
NATURAL HERITAGE
P.O. BOX 30180
LANSING MI 48909

September 14, 1998

James Reichel Jr.
Louis Berger & Associates, In.c of Illinois
819 S. Wabash Avenue, Suite 800
Chicago, IL 60605-2188

Dear Mr. Reichel:

Your request for information was checked against known localities for special natural features recorded in the Michigan Natural Features Inventory (MNFI) database, which is part of the DNR, Wildlife Division, Natural Heritage Program.

The MNFI database is an ongoing, continuously updated information base, which is the only statewide, comprehensive source of existing data on Michigan's endangered, threatened, or otherwise significant plant and animal species, natural plant communities, and other natural features. Records in the MNFI database indicate that a qualified observer has documented the presence of special natural features at a site. The absence of records in the database for a particular site may mean that the site has not been surveyed. Records are not always up-to-date, and may require verification. In some cases, the only way to obtain a definitive statement on the status of natural features is to have a competent biologist perform a complete field survey.

The presence of threatened or endangered species does not necessarily preclude development but may require alterations in the development plan. An endangered species permit will be required from the Department of Natural Resources, Wildlife Division, if any threatened or endangered species would be taken or harmed.

If the project is located on or adjacent to wetlands, inland lakes, or streams, additional permits may be required. Contact the Michigan Department of Environmental Quality, Land and Water Management Division, P.O. Box 30473, Lansing, MI 48909 (517-373-1170).

The following is a summary of the results of the MNFI review of the site in question: **Construction of New Border Station – Sault Sainte Marie, Chippewa County, T47N R1W, Section 1.**

The project should have no impact on the special natural features at the location specified if it proceeds according to the plans provided. Please contact me for an evaluation if the project plans are changed.

Thank you for your advance coordination in addressing the protection of Michigan's natural resource heritage. If you have further questions, please call me at 517-373-1263.

Sincerely,

Lori G. Sargent
Endangered Species Specialist
Wildlife Division

LGS:jao



RECORD OF PHONE CONVERSATION

Incoming call Outgoing call

DATE: September 3, 1998

TIME: 9:30 a.m.

BETWEEN: Jim Reichel Jim Reichel
Louis Berger & Associates, Inc.

AND: Mr. Robert Wagner
Company: General Services Administration
Phone No.: 313.226.2417

Job No. 1631

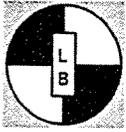
Reference: Security for the new border station

Mr. Wagner said that the U.S. Department of Justice's *Vulnerability Assessment of Federal Facilities, June 25, 1995*, should govern all issues concerning security and safety for the new border station. Mr. Wagner said that the proposed facility would probable be categorized as a LEVEL 2 in terms of security.

Action Required:

None Return Call Send Info Other (Explain below)

Remarks: Include in the Environmental Assessment



RECORD OF PHONE CONVERSATION

Incoming call Outgoing call

DATE: September 2, 1998

TIME: 10:15 a.m.

BETWEEN: Jim Reichel Jim Reichel
Louis Berger & Associates, Inc.

AND: Mr. Don Burdett
Company: General Services Administration
Phone No.: 616.961.7390

Job No. 1631

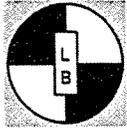
Reference: Standards

I asked Mr. Burdett if there were any standards that GSA uses for the construction of the new border station. Mr. Burdett said that GSAs *Facilities Standards for the Public Buildings Service* and GSAs *United States Border Station Design Guide* should be used. Mr. Burdett suggested that I call Mr. Bob Wagner concerning security and safety. Mr. Wagner's phone number is 313.226.2417.

Action Required:

None Return Call Send Info Other (Explain below)

Remarks: Add to the Environmental Assessment and call Mr. Wagner.



RECORD OF PHONE CONVERSATION

Incoming call Outgoing call

DATE: September 2, 1998

TIME: 2:30 p.m.

BETWEEN: Jim Reichel *Jim Reichel*
Louis Berger & Associates, Inc.

AND: James Hendricks, Community Development
Company: City of Sault Ste. Marie, Michigan
Phone No.: 906.635.9131

Job No. 1631

Reference: Zoning compatibility

I spoke with Mr. Hendricks concerning the compatibility of the proposed new border station with the zoning of Sault Ste. Marie. Since the proposed project will only acquire approximately 0.33 acres and will not change from the current land use, Mr. Hendricks said that the proposed plan, as described, would be compatible with the surrounding land use and is consistent with local land use plans. Mr. Hendricks did state that during the plan preparation phase of the project, GSA would have to coordinate with the City to assure that the project conforms to the zoning requirements of Sault Ste. Marie.

Action Required:

- None Return Call Send Info Other (Explain below)

Remarks: Include in the Environmental Assessment

JK 1 - OFFICIAL FILE

AUG 27 1998

The Honorable Bart Stupak
House of Representatives
Washington, D.C. 20515-2201

Re: Preparation of an Environmental Assessment
New Border Station, Sault Ste. Marie, Michigan

Dear Representative Stupak:

The U.S. General Services Administration (GSA) is undertaking preparation of an Environmental Assessment (EA) that will consider the potential impacts associated with the construction of a new border station at the U.S./Canadian border in Sault Ste. Marie, Michigan. GSA welcomes your involvement in the identification of any environmental impacts of the proposed project. We are soliciting your comments because of your expertise or special interest in one or more environmental areas. Please review the attached list of potential impact areas, and submit any comments you may have regarding the potential environmental effects to the attention of Jennifer Enyart, Asset Manager at the letterhead address, Room 3670, by Friday, September 11, 1998.

For background, cargo between Canada and the U.S. and recreational travel from Canada to the U.S. has increased dramatically in the recent past, essentially outgrowing the existing U.S. Border Station. To provide additional space, GSA proposes demolition of the existing border station and construction of a new larger facility on the GSA controlled site and an adjacent parcel of land. The new facility would provide a long-term and economical solution to the current space situation.

The proposed border station will consist of approximately 48,000 square feet of space and will house the Immigration and Naturalization Service, the U.S. Department of Agriculture, and U.S. Customs Service.

The potential impacts of each housing alternative considered by GSA, including taking no action, leasing and expansion of the existing border station structure, will be documented within the EA. The EA will include a description of the purpose of action and the regulations under which the EA has been carried out. The majority of the report will be devoted to a description of conditions in and around the proposed site and for each alternative, as well as an analysis of potential environmental impacts. In addition, if the proposed project results in an adverse impact, measures to mitigate such effects will also be proposed.

Preparation of the EA is carried out in accordance with the *National Environmental Policy Act of 1969* (NEPA). NEPA requires preparation of an Environmental Assessment as a means to ensure that federal agencies consider how major federal actions may affect the human environment and to account for these impacts during the decision-making process. In addition, NEPA allows the public to voice its interests and concerns at the onset of the progress, as well as following publication of the EA report.

Publication of the EA will initiate a 30-day comment and review period. During that time federal, state, regional and municipal agencies and the public will be invited to review the document and offer comments. Following the end of the review period, GSA will issue its findings, taking into account all of the environmental concerns that have been addressed in the document and during the period.

Please contact Jennifer Enyart on (312) 886-5574 with any questions regarding this matter.

Sincerely,

(Original signed by) William C. Burke

WILLIAM C. BURKE
Regional Administrator

Attachment

Concur: SP 9/10 5/14 5PT 5/21/98 5AD SR

cc: 5PT Official/Reading Files
5P, 5A(2), 5ADC
5PT:JEnyart:je:886-5574:8/18/98

ADDRESSES

The Honorable Bart Stupak
House of Representatives
Washington, D.C. 20515-2201

The Honorable Spencer Abraham
United States Senate
Washington, D.C. 20510-2203

The Honorable Carl Levin
United States Senate
Washington, D.C. 20510-2202

The Honorable John Engler
Governor of Michigan
Lansing, MI 48909

The Honorable Pat Gagliardi
Member, United States
House of Representatives - District 37
Lansing, MI 48909

The Honorable Walter H. North
United States Senator - District 37
P.O. Box 30036
Lansing, MI 48909

Mr. Don Cooper
Commissioner, County of Chippewa
319 Court Street
Sault Sainte Marie, MI 49783

The Honorable William Lynn
Mayor of Sault Sainte Marie
Sault Sainte Marie, MI 49783

St. Sainte Marie, Michigan
Post Office Mailing List

Mr. James R. Lyons
Assistant Secretary for
Natural Resources and Environment
U.S. Department of Agriculture
14th Street and Independence Avenue, S.W.
Washington, D.C. 20250-0001

Mr. Forrester Einaersen
NEPA Coordinator
U.S. Army Corps of Engineers (Headquarters)
20 Massachusetts Avenue, N.W.
Washington, D.C. 20314-1000

Ms. Donna S. Weitling
Acting Director
Ecology and Conservation Office
U.S. Department of Commerce
14th Street and Constitution Avenue, N.W. CS/EC Room 6222
Washington, D.C. 20230

Ms. Carol M. Borgstrom
Director
Office of NEPA Policy and Assistance
U.S. Department of Energy
1000 Independence Avenue, S.W.
Washington, D.C. 20585

Mr. Kenneth W. Holt M.S.E.H.
Center for Disease Control
4770 Buford Highway, N.E.
Mail Stop F29
Atlanta, Georgia 30341-3724

Mr. Richard Green
Safety Manager
U.S. Department of Health and Human Services
Cohen Building, Room 4700
200 Independence Avenue, S.W.
Washington, D.C. 20201

Mr. Lester Berman
Environmental Officer
U.S. Department of Housing and Urban Development
477 Michigan Avenue
Detroit, MI 48226

Dr. Jonathan P. Deason
Director
Office of Environmental Affairs
U.S. Department of Interior
1849 C Street, N.W., Room 2340
Washington, D.C. 20240

Ms. Eleanor W. Savage

It Sainte Marie, Michigan
ler Station Mailing List

Office of Environment and Health
U.S. Department of State
21st and C Streets, N.W., Room 4325
Washington, D.C. 20520-0001

Mr. Eugene Lehr
Chief, Environmental Division
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590-0001

Mr. William McGovern
U.S. Department of the Treasury
Environmental and Planning
1500 Pennsylvania Avenue, N.W.
Treasury Annex Room 6140
Washington D.C. 20220-0001

Mr. William D. Franz
Regional Team Manager
U.S. Environmental Protection Agency, Region V
77 West Jackson W-15J
Chicago, IL 60604-3590

Mr. John Bueter
Assistant Secretary for Natural Resources
and Environment
12th Street and Jefferson Drive, S.W.
Washington, D.C. 20250-0001

US Representative Bart Stupak, District 1
Longworth HOB
Room 1410
Washington, D.C. 20515

US Senator Spencer Abraham, District 1
329 Dirksen Senate Office Building
Washington, D.C. 20510

US Senator Carl Levin, District 1
SR-459, Russell Senate Office Building
U.S. Senate
Washington, D.C. 20510

Mr. David Skjaerlund
Environmental Services
Michigan Department of Agriculture
P.O. Box 30017
Lansing, MI 48909

Ms. Mindy Koch
Chief, Real Estate Division
Michigan Department of Natural Resources
Stevens T. Mason Building

St. Sainte Marie, Michigan
Post Office Mailing List

530 West Allegan Street
P.O. Box 30028
Lansing, MI 48909

Ms. Becky Humphrey
Chief, Wildlife Division
Michigan Department of Natural Resources
Stevens T. Mason Building
530 West Allegan Street
P.O. Box 30028
Lansing, MI 48909

Mr. Kelley Smith
Chief, Fisheries Division
Michigan Department of Natural Resources
Stevens T. Mason Building
530 West Allegan Street
P.O. Box 30028
Lansing, MI 48909

Mr. Russel Harding
Director
Michigan Department of Environmental Quality
P. O. Box 30473
Lansing, MI 48909

Mr. Brian Conway
State Historic Preservation Officer
Michigan State Historic Preservation Office
Michigan Historical Center
717 West Allegan Street
Lansing, MI 48909

Captain Bertee
State Police, Criminal Investigations Division
4000 Collins Road
P.O. Box 30635
Lansing, MI 48909-8135

Ms. Betty Mercer
State Police, Office of Highway Safety Planning
4000 Collins Road
P.O. Box 30633
Lansing, MI 48909-8133

Ms. Janet Phipps
Director
Michigan Department of Management and Budget
320 South Walnut Street
Lewis Case Building
Lansing, MI 48909

Mr. James DeSana
Director

Sault Sainte Marie, Michigan
Post Office Station Mailing List

Michigan Department of Transportation
425 West Ottawa
P.O. Box 30050
Lansing, MI 48909

Governor John Engler
P.O. Box 30013
Lansing, MI 48909

Michigan Representative Pat Gagliardi, District 37
P.O. Box 30014
Lansing, MI 48909

Michigan Senator Walter H. North, District 37
P.O. Box 30036
Lansing, MI 48909

Mr. Don Cooper
Commissioner, County of Chippewa
319 Court Street
Sault Sainte Marie, MI 49783

Mr. Lano Pianosi
Commissioner, County of Chippewa
319 Court Street
Sault Sainte Marie, MI 49783

Ms. Rita Dale
Commissioner, County of Chippewa
319 Court Street
Sault Sainte Marie, MI 49783

Ms. Margaret Kavnisto
Clerk, County of Chippewa
319 Court Street
Sault Sainte Marie, MI 49783

Mr. Gordon Newland
Administrator, County of Chippewa
319 Court Street
Sault Sainte Marie, MI 49783

Mr. William Lynn
Mayor
City of Sault Sainte Marie
City Hall
325 Court Street
Sault Sainte Marie, MI 49783

Ms. Lori Clarke
City Clerk
City of Sault Sainte Marie
City Hall
325 Court Street

St. Marie, Michigan
Post Office Mailing List

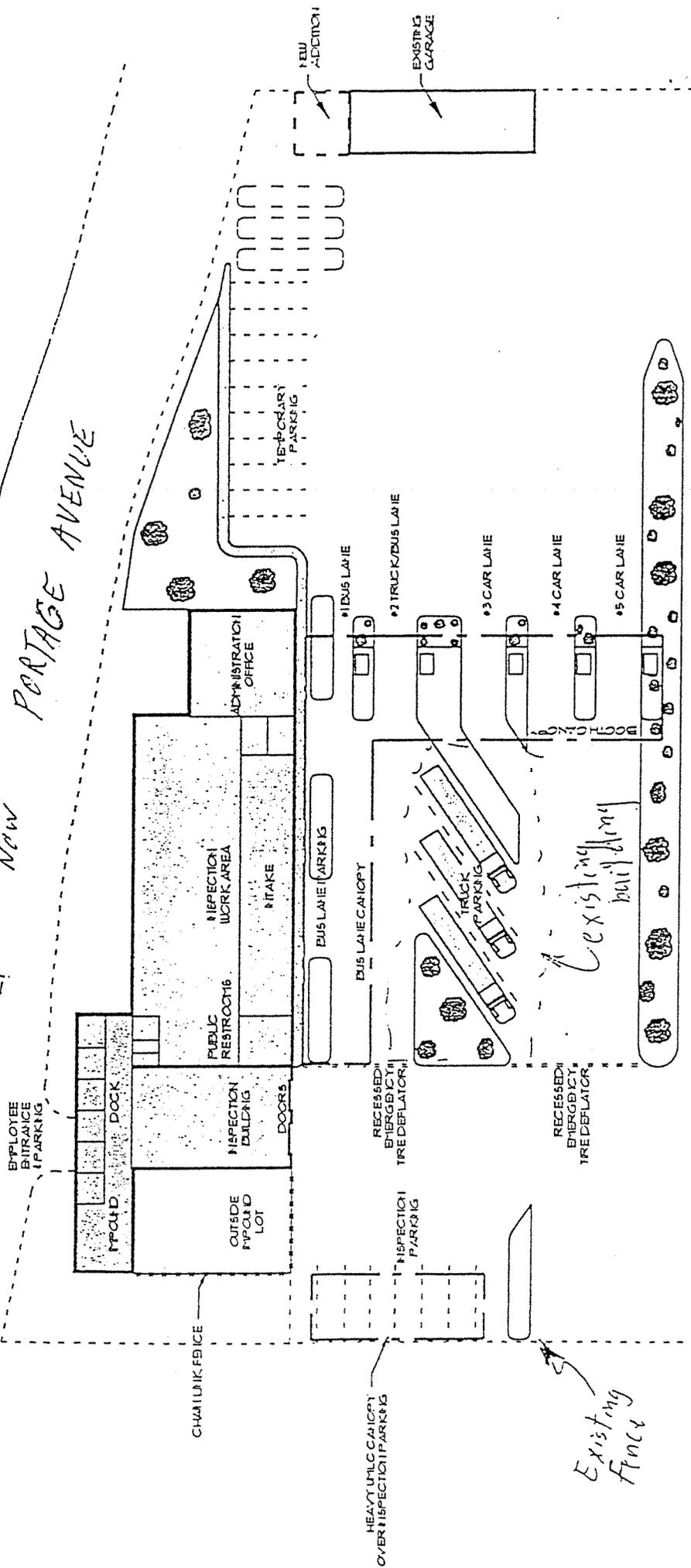
Sault Sainte Marie, MI 49783

Mr. Steve Gregorich
City Engineer
City of Sault Sainte Marie
City Hall
325 Court Street
Sault Sainte Marie, MI 49783

Mr. James Hendricks
Planning Department
City of Sault Sainte Marie
City Hall
325 Court Street
Sault Sainte Marie, MI 49783

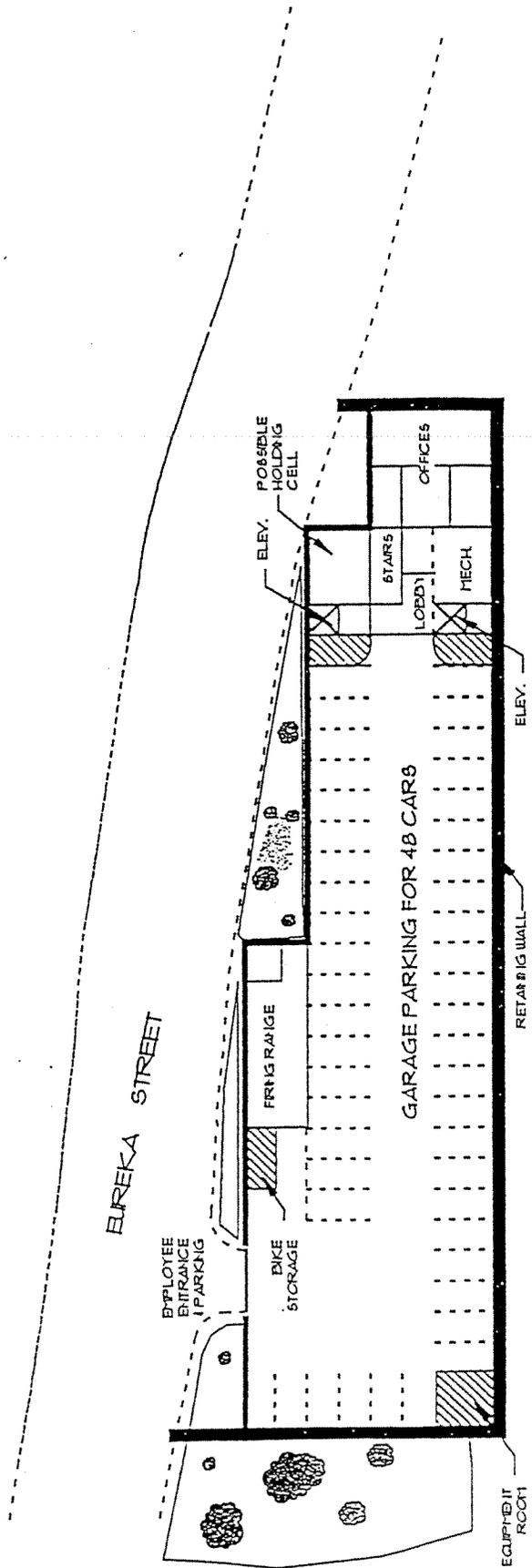


EUREKA STREET
 NEW PORTAGE AVENUE

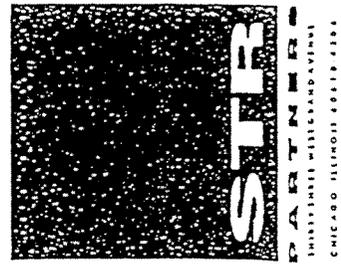


U.S. CUSTOMS FACILITY - SAULT SAINTE MARIE, MICHIGAN
 EXPRESSWAY LEVEL





U.S. CUSTOMS FACILITY - SAULT SAINTE MARIE, MICHIGAN
 LOWER LEVEL



**Proposed New Border Station
Sault Ste. Marie, MI**

POTENTIAL ENVIRONMENTAL IMPACTS	None	Minor	Major	Comments
SUBSURFACE CONDITIONS (soils, mineral deposits, underground water)				
LANDFORMS (including floodplains and wetlands)				
VEGETATION AND WILDLIFE				
COASTAL ZONE/SHORELINE				
ENDANGERED SPECIES				
PARKLANDS/CONSERVATION AREAS				
ECOLOGICALLY CRITICAL AREAS				
PRODUCTIVE FARMLAND OR TIMBERLAND				
EXISTING COMMUNITY LAND USE AND ZONING PLANS				
PROPOSED COMMUNITY LONG-RANGE PLANS				
HISTORIC SITE, BUILDING OR DISTRICT				
ENERGY (ELECTRICAL, FUEL, ETC.)				
SOLID WASTE DISPOSAL (quantity, hazardous materials)				
WATER SUPPLY (POTABLE, OPERATION, ETC.)				
SEWER SYSTEM AND DRAINAGE (including stormwater run-off)				
PUBLIC TRANSIT SYSTEM (buses, rail, etc.)				
TRAFFIC CIRCULATION/ROAD SYSTEM CAPACITY				
AMBIENT NOISE (construction related and operational)				
AMBIENT AIR (construction related and operational)				
SEISMIC				
OTHER				

APPENDIX B

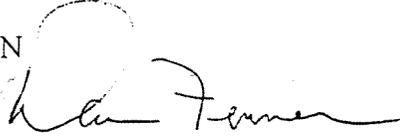
UNDERGROUND STORAGE TANK REMOVAL DOCUMENTATION



General Services Administration
Michigan Property Management Center
Grand Rapids Office
G.R. Ford Federal Building
110 Michigan Street NW, Room 188
Grand Rapids, Michigan 49503-2313

May 20, 1997

MEMORANDUM FOR CHRIS MORGAN

FROM: DAN FENNER 
ASSISTANT PROPERTY MANAGER 5PM-3G

SUBJECT: IBAA - BORDER STATION, SAULT SAINTE MARIE

Enclosed is an IBAA request for the emergency fuel tank removal we did in March. I apologize for waiting so long to submit this request, however I just received the final price from the contractor. The request is for \$15,000 this covers the following:

Initial inspection and fuel removal	\$2,146.00
Main Tank Removal	\$7,804.00
Secondary Fuel Tank Removal	\$3,858.75
Quoted Price for Asphalt Repair	\$1,070.00
Miscellaneous Items	<u>\$ 121.25</u>
Total	\$15,000.00

If you have any questions please call me.



INTRABUDGET ACTIVITY AUTHORIZATION (IBAA)

SECTION I - FUNDING ORGANIZATION AUTHORIZATION

1. IBAA NUMBER		2. BUDGET ACTIVITY CODE		3. PROJECT NUMBER				4. LEASE CONTRACT NUMBER				5. FUNCTION CODE					
6. AGENCY BUREAU CODE		7. WORK ITEM NO.		8. PROJECT NATURE (Define in 25 characters or less)													
4 7 1 5				T a n k R e m o v a l - F u e l													
9. CONTACT (Name and complete address, including ZIP code)								10. WORK LOCATION (Building name and complete address)									
Dan Fenner Ford Federal Building 110 Michigan Street, NW, Room 188 Grand Rapids, Michigan 49503								Border Station International Plaza Sault, Sainte Marie, MI									
11. CONTACT'S TELEPHONE NUMBER(S)				12. DATE REQUEST SUBMITTED				13. REQUESTED WORK/SERVICE DATES				g. START DATE			b. COMPLETION DATE		
616-456-2367				5-20-97								Month Day Year 0 4 1 1 9 7			Month Day Year 0 4 1 4 9 7		
14. WORK DESCRIPTION (If additional space is required, continue on plain paper)																	

Emergency Fuel tank removal. Includes draining the tank, removal and back fill the area. Also included all required testing and inspection. Repair pavement that was over the tanks.

SECTION II - ESTIMATE BY ACCOMPLISHING ORGANIZATION

15. PRICE QUOTATION										16. BUILDING NUMBER					
FUNCTION CODE (a)	ESTIMATED FORCE ACCOUNT WORK-HOURS (b)	ESTIMATED COSTS						TOTAL ESTIMATED COST (i)	M I 0 7 2 1 S B						
		LABOR		MATERIALS		OTHER									
		O/C (c)	AMOUNT (d)	O/C (e)	AMOUNT (f)	O/C (g)	AMOUNT (h)								
	10			26			26	\$15,000	\$15,000	17. ORGANIZATION CODE P 0 5 2 5 1 7 4					
18. ACTION TYPE <input checked="" type="checkbox"/> A - Add <input type="checkbox"/> C - Change <input type="checkbox"/> D - Delete <input type="checkbox"/> N - Completion								19. TWENTY-FIVE PERCENT (25%) LIMITATION \$							
20. TYPED NAME AND TITLE OF ACCOMPLISHING ORGANIZATION OFFICIAL								SIGNATURE				DATE SIGNED			
Dan Fenner, Assistant Property Mgr								<i>Dan Fenner</i>				5-20-97			
21. TYPED NAME AND TITLE OF CONCURRING OFFICIAL								SIGNATURE				DATE SIGNED			

SECTION III - FUNDING ORGANIZATION APPROVAL

22. TYPED NAME AND TITLE OF APPROVING OFFICIAL		SIGNATURE		DATE APPROVED	

SECTION IV - ACCOMPLISHING ORGANIZATION WORK COMPLETION CERTIFICATION

23. TYPED NAME AND TITLE OF CERTIFYING OFFICIAL		SIGNATURE		DATE WORK CERTIFIED AS COMPLETE	



**THE HALE COMPANY
OF MICHIGAN, INC.**
Post Office Box 1458
Gaylord, Michigan 49735

PROPOSAL

517-732-2971 TELEPHONE
800-682-7374 TELEPHONE
517-732-5329 FAX

PROPOSAL SUBMITTED TO

GENERAL SERVICES FEDERAL BUILDING

PHONE

QUOTATION NO.

38098 PG1

DATE

03/31/97

STREET

110 WEST MICHIGAN ST. N.W.

JOB NAME

UST CLOSURE

CITY, STATE, AND ZIP CODE

GRAND RAPIDS, MI 49503

ATTENTION

MARK MUSGRAVE

We propose to furnish material and/or labor in accordance with specifications and estimates (below):

I am pleased to submit this quotation for the following:

Mobilization, excavating, pulling, degassing, cleaning and hauling (1) 7,000 gallon tank to a disposal site with delivery receipts provided. Closure includes the removal of concrete over this tank. Closure also includes clean sand backfill and clean gravel backfill.

Closure is quoted with the existing tank being empty of product. There will be an additional time and material charge to pump out the tank and dispose of the product.

This proposal does not include the excavation, hauling or disposing of contaminated water or soils.

TOTAL TANK CLOSURE:

\$7,804.00

Total Proposal: SEVEN THOUSAND EIGHT HUNDRED FOUR dollars \$ 7,804.00

NOTE: No taxes or transportation included unless noted. Payment to be made as follows.

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by workman's compensation insurance.

Authorized Signature

Note: This proposal may be withdrawn by us if not accepted within 15 days.

ATTENTION

CONTRACT CONDITIONS

READ ALL PRINT BEFORE SIGNING

The parties hereto specifically understand and agree that in the event unforeseen conditions are discovered on the site such as, but not necessarily limited to, subterranean rock, water, quicksand, debris, underground utilities or adverse weather conditions then, and in that event, the material and labor furnished to remedy such conditions will be considered extra and will be automatically charged by the contractor on a time and material basis. Site must be kept clear and free from debris so workmen and equipment can move freely.

Acceptance of Proposal

The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature _____

Date of Acceptance: _____

Signature _____

SEE REVERSE SIDE)

4-month printing - gaylord



WE LOOK FORWARD TO THE OPPORTUNITY OF SERVING YOU.



THE HALE COMPANY OF MICHIGAN, INC.

Post Office Box 1458 • Gaylord, Michigan 49735
(517) 732-2971

THE HALE COMPANY

INVOICE

Invoice No. 5210

Sold To: General Services Admin.
Finance Division 78CP

Shipped To: General Services Admin.
U.S. Border Station

Date: 04/29/97

P. O. Box 17478
Fort Worth TX 76102-0478
International Bridge Plaza
Sault Ste Marie MI 49783

P.O. No. SECOND TANKCustomer No.Order No.Salesman No.Ship Via:TermsRef. No.Net 15

G215

Robin M Kassuba

ITEM NUMBER

DESCRIPTION

Prior to pulling the tank per quotation 39893
it was determined that another tank would
also be emptied of product and pulled at the
same time and soil assessments would be taken
at both tanks.

SL
SL
SL
EX

PRODUCT REMOVAL/DISPOSAL
600 GAL TANK PULL
SOIL TESTS ON BOTH TANKS
BRIDGE FARES

ITEM NUMBER	DESCRIPTION	Ordered	Shipped	B/O	TX	PRICE	DISC %	TOTAL
		605	605					
		1	1		M	2.75		1,663.7
		1	1		M	766.00		766.0
		2	2		M	1,426.00		1,426.0
					M	1.50		3.0
						SUBTOTAL:		3,858.7
						SALES TAX:		0.04
						TOTAL INVOICE:		3,858.7

Delete per C. Wheeler & P. Funkhouser 8/8/91 at

TLH AUG 08 1993
MICHIGAN STATE POLICE FIRE MARSHAL DIVISION

UST PROGRAM
SUSPECTED/CONFIRMED RELEASE

D-1255-91

Facility ID Number 16923 Incident Number ~~C-1255-91~~

Person Reporting Release Technical Review Unit

Company/Contractor Name _____

Location of Release

Facility Name International Bridge Authority

Address 934 Bridge Plaza

City/State/Zip Sault Ste. Marie, 49783

County Chippewa Township _____

Company Mailing Address

Name _____

Address _____

City/State/Zip _____

Contact Person Neal Godby Phone # _____

heating tanks

Release Information

Date and Time Release Known _____

Tank: FRP Steel Composite Capacity _____

Substance and Amount Released _____

Site Condition (Circle reason for believing a leak may have/has occurred)

Presence of product/vapors in soil/basements/failed tank tightness test

Unusual operating conditions site assessment showed contamination

Other _____

Copy of this form sent to: DNR FD (info only) _____ DMB

Date/Time Received 6/18/91 tx / fax / voice mail

Person Receiving Information Jeri



JOHN ENGLER, GOVERNOR
DEPARTMENT OF STATE POLICE
COL. MICHAEL D. ROBINSON, DIRECTOR

FIRE MARSHAL DIVISION
HAZARDOUS MATERIALS SECTION
3705 WEST JOLLY ROAD
P.O. BOX 30157
LANSING, MICHIGAN 48909
PHONE: 517 334-7079
FAX: 517 882 0450

Date: 6-7-91

NEAL GODDAY
INTERNATIONAL BRIDGE AUTH.
934 BRIDGE PLAZA
SAULT ST. MARIE, MI
49783

Re: Site Assessment Report
ID # 16923

Dear MR. GODDAY

This letter is in reference to the lab analysis submitted for the
REMOVAL OF 1-1000 GALLON OIL SYSTEM

The test methodology and level of detection of the methodology are
ADEQUATE. The contaminant concentrations are greater than the threshold detection levels and there is evidence of a confirmed release. To determine if a Type A, B or C cleanup may be performed, please refer to Part 6 and Part 7 Rules under the Michigan Environmental Response Act to determine the nature and scope of cleanup requirements. A confirmed release report is being sent to the Department of Natural Resources, MARQUETTE DISTRICT OFFICE (906) 228-6561.

If you have any further questions, please contact me at (517) 334-7079.

Sincerely,

Capt. Wade E. Schaefer
State Fire Marshal

Andrea R. Zajac
Andrea R. Zajac, Manager
Technical Review Unit

ARZ:s

Signed for 6-18-91



MICHIGAN STATE POLICE FIRE MARSHAL DIVISION
UST PROGRAM
NOTIFICATION OF UST REMOVAL/CLOSURE
Sec. 280.71(a) EPA Rules

Date Received 4-11-91 Person Receiving Information CMF

Facility ID Number 16923

Location of Tanks

Company Name International Bridge Authority

Address 734 Bridge Plaza

City/State/Zip Sault Ste Marie MI 49783

County Chippewa Township City

Contact Person Neal Gockby Phone 906-635-5055

Company Mailing Address Same

Tank Information

Date Tanks are to be Removed 5-11-91

Number of Tanks to be Removed 1

Capacity/Product Stored:

1 10000 _____ 2 _____ 3 _____

4 _____ 5 _____ 6 _____

Company Doing Removal

Name Hale Co. of Michigan Inc.

Address 759 W. Spruce St.

City/State/Zip Sault Ste Marie MI 49783

Copy of this Form Sent To: DNR (field) FD (information only) _____

Confirmation letter Sent (owner/operator): Date 4/16/91

Site Assessment Received 4/17/91

INTERNAL USE ONLY

CCS NOV 12 1992



JOHN ENGLER, GOVERNOR
DEPARTMENT OF STATE POLICE
COL. MICHAEL D. ROBINSON, DIRECTOR

FIRE MARSHAL DIVISION
HAZARDOUS MATERIALS SECTION
3765 WEST JOLLY ROAD
P.O. BOX 30157
LANSING, MICHIGAN 48909
PHONE: 517 334-7079
FAX: 517 882-0150

Date: 11-28-91

NEAL GOODY
INTERNATIONAL BRIDGE AUTHORITY
934 BRIDGE PLAZA
SAULT STE MARIE, MI 49783

Re: Site Assessment Report
ID # 16923

Dear MR. GOODY:

This letter is in reference to the lab analysis submitted for the
REMOVAL OF 1-GASOLINE VENT SYSTEM

The test methodology and level of detection of the methodology are
ADEQUATE. The contaminant concentrations are below the
threshold detection levels and there is no evidence of a confirmed release.
Based on the submitted information, no further information/action is
required.

If you have any further questions, please contact me at (517) 334-7079.

Sincerely,

Capt. Wade E. Schaefer
State Fire Marshal

Andrea R. Zajac
Andrea R. Zajac, Manager
Technical Review Unit

ARZ:s



Fire & Environmental Consulting Laboratories, Inc.

One East Complex 1451 East Lansing Dr., Suite 222 East Lansing, MI 48823 (517) 332-0167 FAX (517) 332-6333
Indianapolis (317) 879-0913 FAX (317) 879-0914

May 23, 1991

Hale Company of Michigan
759 Spruce St.
Sault Ste. Marie, MI 49783

Attention: Ms. Penny Kraft

ID = 16923
International Bridge Authority
934 Bridge Plaza
Sault Ste. Marie, 49783

Analytical Laboratory Report

FECL #: 6902-91-E1-3
Samples analyzed by: J. Blaszczyk
Analyses requested by: Penny Kraft
PO#: Verbal

Samples collected by:
Hale Personnel
Date/time samples submitted:
05-21-91 11:22 a.m.

Submitting company: Hale Company of Michigan
759 Spruce St.
Sault Ste. Marie, MI 49783

Project description: Int'l Bridge Authority

Samples Collected:

FECL #: 6902-91-E1
Tag: North End
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-16-91 5:00 p.m.

FECL #: 6902-91-E2
Tag: Fill Pipe
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-16-91 4:00 p.m.

FECL #: 6902-91-E3
Tag: Sewer Pipe
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-16-91 3:45 p.m.

*May be
duplicate*

*rec'd
6/12/91*

Analytical Laboratory Report
Hale Company of Michigan
FECL #: 6902-91-E1-3
May 23, 1991
Page Two

FECL #:	6902-91-K1	6902-91-E2	6902-91-E3
Tag:	North End	Fill Pipe	Sewer Pipe

BTEX

Benzene	<0.01 mg/kg	<0.01 mg/kg	<0.01 mg/kg
Toluene	<0.01 mg/kg	<0.01 mg/kg	<0.01 mg/kg
Ethyl Benzene	<0.01 mg/kg	<0.01 mg/kg	<0.01 mg/kg
o-Xylene	<0.01 mg/kg	<0.01 mg/kg	<0.01 mg/kg
p,m-Xylene	<0.01 mg/kg	<0.01 mg/kg	<0.01 mg/kg

V.F. Murshak/ra

Violetta F. Murshak
Laboratory Manager

VFM/mbb

U.S. NOV 02 1992



JOHN ENGLER, GOVERNOR
DEPARTMENT OF STATE POLICE
COL. MICHAEL D. ROBINSON, DIRECTOR

FIRE MARSHAL DIVISION
HAZARDOUS MATERIALS SECTION
3765 WEST JOLLY ROAD
P.O. BOX 30157
LANSING, MICHIGAN 48909
PHONE: 517 334-7079
FAX: 517 882-0150

Date: 6-7-91

NEAL GODDY
INTERNATIONAL BRIDGE AUTH.
934 BRIDGE PLAZA
SAULT ST. MARIE, MI
49783

Re: Site Assessment Report
ID # 16923

Dear MR. GODDY

This letter is in reference to the lab analysis submitted for the
REMOVAL OF 11000 GALLON UST SYSTEM

Attached samples analyses
are from 1500 and 3000 gal
fuel oil USTS -
Clean closure give
to 1000 gal gas
UST on 6-28-91
PF
2-8-95

The test methodology and level of detection of the methodology are
ADEQUATE. The contaminant concentrations are
greater than the threshold detection levels and there is evidence of a
confirmed release. To determine if a Type A, B or C cleanup may be
performed, please refer to Part 6 and Part 7 Rules under the Michigan
Environmental Response Act to determine the nature and scope of cleanup
requirements. A confirmed release report is being sent to the Department of
Natural Resources, MARQUETTE DISTRICT OFFICE (906) 228-6561.

If you have any further questions, please contact me at (517) 334-7079.

Sincerely,

Capt. Wade E. Schaefer
State Fire Marshal

Andrea R. Zajac

Andrea R. Zajac, Manager
Technical Review Unit

ARZ:s



PS Form 3800, June 1990

P 721 489 439

Certified Mail Receipt
 No Insurance Coverage Provided
 Do not use for International Mail
 (See Reverse)

Sent by	<i>Neal Godley</i>
Street & No.	<i>934 Bridge Plaza</i>
P.O. State & ZIP Code	<i>Bull-Hoover, N.C. 27803</i>
Postage	
Certified Fee	<i>\$.29</i>
Special Delivery Fee	<i>1.06</i>
Restricted Delivery Fee	
Return Receipt Showing to Whom & Date Delivered	
Return Receipt Showing to Whom, Date, & Address of Delivery	
TOTAL Postage & Fees	<i>\$ 1.35</i>
Postmark or Date	

SENDER: Complete items 1 and 2 when additional services are desired and complete items 3 and 4.
 Put your address in the RETURN TO Space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for additional service(s) requested.

1. Show to whom delivered, date, and addressee's address. 2. Restricted Delivery (Extra charge)

3. Article Addressed to:
*Neal Godley
 International Bridge Outlet
 934 Bridge Plaza
 Bull-Hoover, N.C.
 27803*

4. Article Number:
P 721 489 439

Type of Service:
 Registered Insured
 Certified COD
 Express Mail Return Receipt for Merchandise

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature - Addressee:
 Samuel Lambert

6. Signature - Agent:

7. Date of Delivery:

8. Addressee's Signature ONLY if requested:


PS Form 3811, Apr. 1989 U.S.G.P.O. 1989-236-815 DOMESTIC RETURN RECEIPT

MICHIGAN STATE POLICE FIRE MARSHAL DIVISION
UST PROGRAM
NOTIFICATION OF UST REMOVAL/CLOSURE
Sec. 280.71(a) EPA Rules

Date Received 4-11-91 Person Receiving Information OMMF

Facility ID Number 16923

Location of Tanks

Company Name International Bridge Authority

Address 734 Bridge Plaza

City/State/Zip Sault Ste Marie MI 49783

County Chippewa Township City

Contact Person Neal Gockby Phone 906-635-5255

Company Mailing Address Same

Tank Information

Date Tanks are to be Removed 5-11-91

Number of Tanks to be Removed 1

Capacity/Product Stored:

1 1000 2 _____ 3 _____
4 _____ 5 _____ 6 _____

Company Doing Removal

Name Hale Co. of Michigan Inc.

Address 759 W. Spruce St.

City/State/Zip Sault Ste Marie MI 49783

Copy of this Form Sent To: DNR (field) FD (information only) _____

Confirmation letter Sent (owner/operator): Date 4/16/91

Site Assessment Received 4/17/91

****INTERNAL USE ONLY****

FAX TRANSMITTAL

FROM: HALE COMPANIES OF MICHIGAN

DATE OF TRANSMISSION: 4/11/91

759 WEST SPRUCE STREET

SAULT STE. MARIE, MI 49783

906-635-9645 TELEPHONE

906-635-5861 FAX

SENDER: Penny

TO: Fire Dept. Hazardous Materials

ATTENTION: Tom Adams

NUMBER OF PAGES SENT: 2

(INCLUDING THIS PAGE)

MESSAGE: A. Terry

Here is another removal notice for you
Thanks

SIGNATURE: Penny

UNDERGROUND STORAGE TANK
REMOVAL NOTICE

LOCATION OF TANKS: International Bridge Authority
934 Bridge Plaza
Sault Ste. Marie, MI 49783

LOCATION ID#: _____

COUNTY: Chippewa

TOWNSHIP: City

QTY. & SIZE: 1 - 1,000 Gallon

CONTACT PERSON: Mr. Neal Godby
934 Bridge Plaza
Sault Ste. Marie, MI 49783

PHONE NUMBER: 1- (906) - 635 - 5255

FILING DATE: 4 / 11 / 91

REMOVAL DATE: 5 / 11 / 91

NOTES: FAXED TO SFMO 4/11/91

SIGNATURE: *Neal Godby*

FILED BY:

HALE COMPANY OF MICHIGAN, INC.
739 WEST SPRUCE STREET
SAULT STE. MARIE, MI 49783
1-800-447-8680
OR
1-906-635-9645

TO

Fire Marshal Division
Hazardous Materials

FROM

THE HALE COMPANIES OF MICHIGAN, INC.
759 W. Spruce Street
SAULT STE. MARIE, MI 49783
Phone: (906) 635-9645 or 800-447-8680
Fax: (906) 635-5861

SUBJECT

Re: Inlet Bridge Authority

DATE

Apr 11 1991

MESSAGE:

H. Tercis - Here is a copy of the closure notice and
col sample results for Inlet Bridge, which
I spoke to you about today.

Thanks

ORIGINATOR-DO NOT WRITE BELOW THIS LINE

REPLY TO

SIGNED

Fanny

REPLY

MICHIGAN STATE POLICE
RECEIVED
APR 17 1991
FIRE MARSHAL DIVISION
HAZARDOUS MATERIALS SECTION

TE

SIGNED

SEND PARTS 1 AND 3 INTACT-PART 1 WILL BE RETURNED WITH REPLY

RMCC-848-3
PRINTED IN U.S.A.

RETURN TO ORIGINATOR

ID = 32971 5/11/91
**Fire & Environmental
Consulting Laboratories, Inc.**

One East Complex 1451 East Lansing Dr., Suite 222 East Lansing, MI 48823 (517) 332-0167

International Bridge Authority
93 A Bridge Plaza
Sault Ste. Marie 49783
June 1, 1990



Midwest Petroleum Systems, Inc.
759 W. Spruce St.
Sault Ste. Marie, MI 49783

Attention: Ms. Penny Kraft

Analytical Laboratory Report

FECL #: 4385-90-E1-6

Samples analyzed by: J. Blaszczyk, P. Goergen
Analyses requested by: Penny Kraft
PO#: Verbal

Samples collected by :
Dane Wallis
Date/time samples submitted:
05-30-90 1:21 p.m.

Submitting company: Midwest Petroleum Systems, Inc.
759 W. Spruce St.
Sault Ste. Marie, MI 49783

Project description: Int'l Bridge Authority

Samples collected:

FECL #: 4385-90-E1
Tag: North Wall - Hole 1
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-29-90

FECL #: 4385-90-E2
Tag: South Wall - Hole 1
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-29-90

FECL #: 4385-90-E3
Tag: Bottom - Hole 1
Container: Glass Vial
Sample Type: Liquid
Preservation: None
Sampling date/time: 05-29-90

FECL #: 4385-90-E4
Tag: North Wall - Hole 2
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-29-90

FECL #: 4385-90-E5
Tag: South Wall - Hole 2
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-29-90

FECL #: 4385-90-E6
Tag: Bottom - Hole 2
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-29-90

MMK
228-6501

Analytical Laboratory Report
Midwest Petroleum Systems, Inc.
FECL #: 4385-90-E1-6
June 1, 1990
Page Two

FECL #:	4385-90-E1	4385-90-E2	4385-90-E3
Tag:	North Wall - Hole 1	South Wall - Hole 1	Bottom - Hole 1

Conventional

Total Petroleum Hydrocarbons (IR)	<100 mg/kg ^{o/c}	<100 mg/kg ^{o/c}	-----
-----------------------------------	---------------------------	---------------------------	-------

Organic

Total Petroleum Hydrocarbons	-----	-----	1.1 mg/l 
------------------------------	-------	-------	--

FECL #:	4385-90-E4	4385-90-E5	4385-90-E6
Tag:	North Wall - Hole 2	South Wall - Hole 2	Bottom - Hole 2

Conventional

Total Petroleum Hydrocarbons (IR)	280 mg/kg	<100 mg/kg	160 mg/kg
-----------------------------------	-----------	------------	-----------

V.F. Murshak/ra

Violetta F. Murshak
Laboratory Manager

VFM/bph

Notification for Underground Storage Tanks

FORM APPROVED
OMB NO. 2050-0049
APPROVAL EXPIRES 6-30-88

FOR TANKS IN MI

DEPARTMENT OF STATE POLICE
FIRE MARSHAL DIVISION
HAZARDOUS MATERIALS SECTION
3705 W JOLLY PO BOX 30157
LANSING MI 48909

I.D. Number **STATE USE ONLY**
16923 sm an
Date Received **12-27-90**

Notification is required by Federal law for all underground tanks that have been used to store regulated substances since January 1, 1974, that are in the ground as of May 8, 1986, or that are brought into use after May 8, 1986. The information requested is required by Section 9002 of the Resource Conservation and Recovery Act, (RCRA), as amended.

The primary purpose of this notification program is to locate and evaluate underground tanks that store or have stored petroleum or hazardous substances. It is expected that the information you provide will be based on reasonably available records, or, in the absence of such records, your knowledge, belief, or recollection.

Who Must Notify? Section 9002 of RCRA, as amended, requires that, unless exempted, owners of underground tanks that store regulated substances must notify designated State or local agencies of the existence of their tanks. Owner means—

(a) in the case of an underground storage tank in use on November 8, 1984, or brought into use after that date, any person who owns an underground storage tank used for the storage, use, or dispensing of regulated substances, and

(b) in the case of any underground storage tank in use before November 8, 1984, but no longer in use on that date, any person who owned such tank immediately before the discontinuation of its use.

What Tanks Are Included? Underground storage tank is defined as any one or combination of tanks that (1) is used to contain an accumulation of "regulated substances," and (2) whose volume (including connected underground piping) is 10% or more beneath the ground. Some examples are underground tanks storing: 1. gasoline, used oil, or diesel fuel, and 2. industrial solvents, pesticides, herbicides or fumigants.

What Tanks Are Excluded? Tanks removed from the ground are not subject to notification. Other tanks excluded from notification are:

1. farm or residential tanks of 1,100 gallons or less capacity used for storing motor fuel for noncommercial purposes;
2. tanks used for storing heating oil for consumptive use on the premises where stored;
3. septic tanks;

4. pipeline facilities (including gathering lines) regulated under the Natural Gas Pipeline Safety Act of 1968, or the Hazardous Liquid Pipeline Safety Act of 1979, or which is an intrastate pipeline facility regulated under State law;
5. surface impoundments, pits, ponds, or lagoons;
6. storm water or waste water collection systems;
7. flow-through process tanks;
8. liquid traps or associated gathering lines directly related to oil or gas production and gathering operations;
9. storage tanks situated in an underground area (such as a basement, cellar, mineworking, drift, shaft, or tunnel) if the storage tank is situated upon or above the surface of the floor.

What Substances Are Covered? The notification requirements apply to underground storage tanks that contain regulated substances. This includes any substance defined as hazardous in section 101 (14) of the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), with the exception of those substances regulated as hazardous waste under Subtitle C of RCRA. It also includes petroleum, e.g., crude oil or any fraction thereof which is liquid at standard conditions of temperature and pressure (60 degrees Fahrenheit and 14.7 pounds per square inch absolute).

Where To Notify? Completed notification forms should be sent to the address given at the top of this page.

When To Notify? 1. Owners of underground storage tanks in use or that have been taken out of operation after January 1, 1974, but still in the ground, must notify by May 8, 1986. 2. Owners who bring underground storage tanks into use after May 8, 1986, must notify within 30 days of bringing the tanks into use.

Penalties: Any owner who knowingly fails to notify or submits false information shall be subject to a civil penalty not to exceed \$10,000 for each tank for which notification is not given or for which false information is submitted.

INSTRUCTIONS

Please type or print in ink all items except "signature" in Section V. This form must be completed for each location containing underground storage tanks. If more than 5 tanks are owned at this location, photocopy the reverse side, and staple continuation sheets to this form.

Indicate number of continuation sheets attached

0

I. OWNERSHIP OF TANK(S)

Owner Name (Corporation, Individual, Public Agency, or Other Entity)

International Bridge Authority

Street Address

934 Bridge Plaza

County

Chippewa

City

Sault Ste. Marie, MI

State

ZIP Code

49783

Area Code

Phone Number

906-635-5255

Type of Owner (Mark all that apply)

Current

State or Local Gov't

Private or Corporate

Former

Federal Gov't (GSA facility I.D. no. _____)

Ownership uncertain

II. LOCATION OF TANK(S)

(If same as Section I, mark box here)

Facility Name or Company Site Identifier, as applicable

Street Address or State Road, as applicable

County

City (address)

State

ZIP Code

Indicate number of tanks at this location

1

Mark box here if tank(s) are located on land within an Indian reservation or on other Indian trust lands

III. CONTACT PERSON AT TANK LOCATION

Name (If same as Section I, mark box here)

Job Title

Area Code

Phone Number

Mr. Neal Godby

Secretary Treasurer

906-635-5255

IV. TYPE OF NOTIFICATION

Mark box here only if this is an amended or subsequent notification for this location.

V. CERTIFICATION (Read and sign after completing Section VI)

I certify under penalty of law that I have personally examined and am familiar with the information submitted in this and all attached documents, and that based on my inquiry of those individuals immediately responsible for obtaining the information, I believe that the submitted information is true, accurate, and complete.

Name and official title of owner or owner's authorized representative

Signature

Date Signed

Mr. Neal Godby--Secretary Treasurer

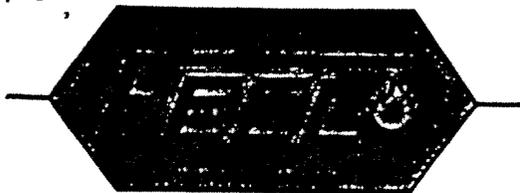
Neal Godby

6/12/90

CONTINUE ON REVERSE SIDE

VI. DESCRIPTION OF UNDERGROUND STORAGE TANKS (Complete for each tank at this location.)

Tank Identification No. (e.g., ABC-123), or Arbitrarily Assigned Sequential Number (e.g., 1,2,3...)	Tank No. 1	Tank No. 2	Tank No. 3	Tank No.	Tank No.
1. Status of Tank (Mark all that apply <input checked="" type="checkbox"/>)					
Currently in Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Temporarily Out of Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Permanently Out of Use	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brought into Use after 5/8/86	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Estimated Age (Years)	27	27	27		
3. Estimated Total Capacity (Gallons)	1,500	3,000	1,000		
4. Material of Construction (Mark one <input checked="" type="checkbox"/>)					
Steel	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Concrete	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fiberglass Reinforced Plastic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unknown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other, Please Specify					
5. Internal Protection (Mark all that apply <input checked="" type="checkbox"/>)					
Cathodic Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Interior Lining (e.g., epoxy resins)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
None	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unknown	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other, Please Specify					
6. External Protection (Mark all that apply <input checked="" type="checkbox"/>)					
Cathodic Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Painted (e.g., asphaltic)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fiberglass Reinforced Plastic Coated	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
None	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unknown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other, Please Specify					
7. Piping (Mark all that apply <input checked="" type="checkbox"/>)					
Bare Steel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Galvanized Steel	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fiberglass Reinforced Plastic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cathodically Protected	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unknown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other, Please Specify					
8. Substance Currently or Last Stored in Greatest Quantity by Volume (Mark all that apply <input checked="" type="checkbox"/>)					
a. Empty	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Petroleum					
Diesel	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Kerosene	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gasoline (including alcohol blends)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Used Oil	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other, Please Specify					
c. Hazardous Substance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please Indicate Name of Principal CERCLA Substance OR Chemical Abstract Service (CAS) No.					
Mark box <input checked="" type="checkbox"/> if tank stores a mixture of substances	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Unknown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Additional Information (for tanks permanently taken out of service)					
a. Estimated date last used (mo/yr)	8 / 80	8 / 80	/	/	/
b. Estimated quantity of substance remaining (gal.)	10	20			
c. Mark box <input checked="" type="checkbox"/> if tank was filled with inert material (e.g., sand, concrete)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Fire & Environmental Consulting Laboratories, Inc.

One East Complex 1451 East Lansing Dr., Suite 222 East Lansing, MI 48823 (517) 332-0167

June 1, 1990

Midwest Petroleum Systems, Inc.
759 W. Spruce St.
Sault Ste. Marie, MI 49783

Attention: Ms. Penny Kraft

Analytical Laboratory Report

FECL #: 4385-90-E1-6

Samples analyzed by: J. Blaszczyk, P. Goergen
Analyses requested by: Penny Kraft
PO#: Verbal

Samples collected by :
Dane Wallis
Date/time samples submitted:
05-30-90 1:21 p.m.

Submitting company: Midwest Petroleum Systems, Inc.
759 W. Spruce St.
Sault Ste. Marie, MI 49783

Project description: Int'l Bridge Authority

Samples collected:

FECL #: 4385-90-E1
Tag: North Wall - Hole 1
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-29-90

FECL #: 4385-90-E2
Tag: South Wall - Hole 1
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-29-90

FECL #: 4385-90-E3
Tag: Bottom - Hole 1
Container: Glass Vial
Sample Type: Liquid
Preservation: None
Sampling date/time: 05-29-90

FECL #: 4385-90-E4
Tag: North Wall - Hole 2
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-29-90

FECL #: 4385-90-E5
Tag: South Wall - Hole 2
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-29-90

FECL #: 4385-90-E6
Tag: Bottom - Hole 2
Container: Glass Vial
Sample Type: Soil
Preservation: None
Sampling date/time: 05-29-90

Analytical Laboratory Report
Midwest Petroleum Systems, Inc.
FECL #: 4385-90-E1-6
June 1, 1990
Page Two

FECL #:	4385-90-E1	4385-90-E2	4385-90-E3
Tag:	North Wall - Hole 1	South Wall - Hole 1	Bottom - Hole 1

Conventional

Total Petroleum Hydrocarbons (IR)	<100 mg/kg	<100 mg/kg	-----
--------------------------------------	------------	------------	-------

Organic

Total Petroleum Hydrocarbons	-----	-----	1.1 mg/l
---------------------------------	-------	-------	----------

FECL #:	4385-90-E4	4385-90-E5	4385-90-E6
Tag:	North Wall - Hole 2	South Wall - Hole 2	Bottom - Hole 2

Conventional

Total Petroleum Hydrocarbons (IR)	280 mg/kg	<100 mg/kg	160 mg/kg
--------------------------------------	-----------	------------	-----------

V.F. Murshak/PA

Violetta F. Murshak
Laboratory Manager

VFM/bph

APPENDIX C

CULTURAL RESOURCE ASSESSMENT

APPENDIX C**CULTURAL RESOURCE ASSESSMENT****ABSTRACT**

This document presents an assessment of known cultural resource information regarding the site of a proposed new U.S. Custom Facility in Sault Ste. Marie, Chippewa County, Michigan. The proposed undertaking is the construction of a new 48,000 gross square foot border patrol station in Sault Ste. Marie. The project area is located on the site of an existing border patrol station which will be demolished to make way for the new facility.

The project area is situated on an artificially leveled road cut on Interstate 75 approximately 1 mile south of the international border between the United States and Canada. On the basis of the background research and the degree of cut-and-fill that has taken place at the location, there appears to be virtually no potential for encountering intact prehistoric or historic archaeological resources in the proposed project area. The existing structures are less than 50 years old and do not appear to be eligible for inclusion in the National Register of Historic Places (NRHP). No NRHP eligible properties will be either directly or indirectly affected by the undertaking. Therefore, no additional cultural resource investigations are recommended.

A. INTRODUCTION

On behalf of the General Services Administration — Region 5 (GSA), Louis Berger & Associates, Inc. (Berger), has completed a Phase IA cultural resource study for the site of the proposed new U.S. Custom Facility at Sault Ste. Marie, Chippewa County, Michigan. The project area is located in the NW, SE, SE of Section 1, T47N-R1W. This study has been conducted within the framework established by the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended and implemented in 36 CFR Part 800. The purpose of this study is to assist the GSA in determining the likelihood of encountering prehistoric or historic cultural resources within the proposed project area.

The major elements of this study included a review of existing state records regarding known archaeological and historical resources in the project vicinity, review of regional overviews regarding the cultural resources of the region, and a field inspection of the proposed construction site. This work took place during the week of August 10, 1998. Background research consisted of examining archaeological and National Register files at the State Historic Preservation Office, Lansing, Michigan, and research at the State of Michigan Archives and State of Michigan Library in Lansing, Michigan and the Chippewa County Register of Deeds and Bayliss Library in Sault Ste. Marie, Michigan. Records pertaining to the existing border station on file at the GSA Michigan Property Management Center in Grand Rapids, Michigan, were also examined. The field visit was facilitated by Mr. Joe Bowerman, on-site mechanic at the U.S. Customs Facility in Sault Ste. Marie. Data collection and report preparation was carried out by Principal Investigator Thomas J. Chadderdon, and architectural aspects of the project were reviewed by Berger's Senior Architectural Historian Martha H. Bowers. Both individuals satisfy professional qualifications specified in 36 CFR 66.3 (6)(2).

B. DESCRIPTION OF UNDERTAKING AND EXISTING FACILITY

The new facility is planned on the site of the existing border patrol station on Interstate-75 at the U.S./Canadian border (*Figure 1*). Design plans call for reconfiguring the site and acquiring an adjoining parcel of land to allow for construction of a larger facility. The International Bridge Authority, and therefore the State of Michigan, currently has jurisdiction of this parcel which is used for the existing Portage Avenue in the Town of Sault Ste. Marie, Michigan. The station will be expanded from a small-sized facility of approximately 7,500 square feet to a medium-sized facility with 18,000 square feet of occupiable space. The proposed design will allow for future construction of a second floor which will provide approximately 12,000 square feet of expansion space. An indoor firing range is to be constructed as part of the proposed facility, and site requirements include parking areas for buses and trucks for inspection purposes.

The existing Border Patrol Station facility was built in 1962 and includes five structures: a main building, one parking garage, one maintenance garage, a generator shed, and a metal storage shed (*Figure 2*). The main building is an office complex approximately 5,463 square feet in size. The building is one story with a partial basement and underground heat tunnels leading to booths at the island checkpoints (*Plate 1*). The island and booths are covered by a metal canopy. South bound traffic crossing the International Bridge from Canada is routed past the booths for inspection purposes. The building is constructed of steel, concrete, and block. It is faced with light red brick and topped with spreading hipped roofs clad with barn-red seamed metal. Windows are aluminum framed with vinyl storm coverings. A concrete loading dock is situated on the south side of the building.

Approximately 130 feet north of the main building is a six-bay parking garage with a flat roof and brick cladding built on a concrete foundation (*Plate 2*). The two-bay maintenance garage, located approximately 65 feet south of the main building, is a steel-framed structure clad with corrugated metal (*Plate 3*). A generator shed containing equipment for emergency power backup is located approximately 30 feet west of the office building (*Plate 4*). The shed is a prefabricated steel-framed structure clad with corrugated metal, and has four windows, one vent, one pedestrian door, and one roll-up door. A metal shed sits behind the generator shed.

C. DESCRIPTION OF PROJECT AREA

This section presents baseline information on the project area. It includes a discussion of the environmental setting of the project area, the prehistory and history of the region, a land-use history of the project area, and the results of Berger's review of existing information on known cultural resources.

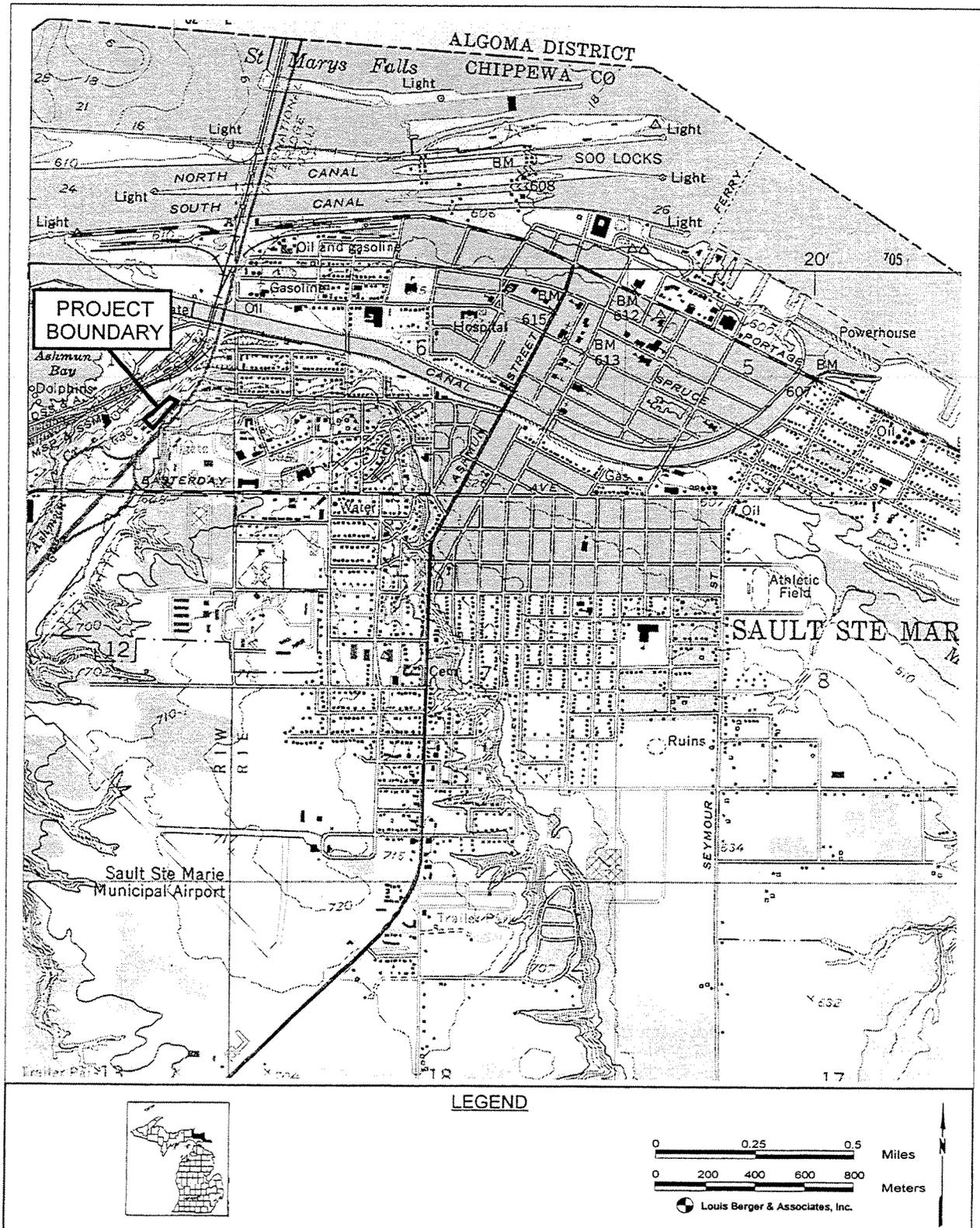


FIGURE 1: Project Location

SOURCE: USGS Sault Ste. Marie South, Mich.-Ont. 1951, Photorevised 1975, 7.5 Series

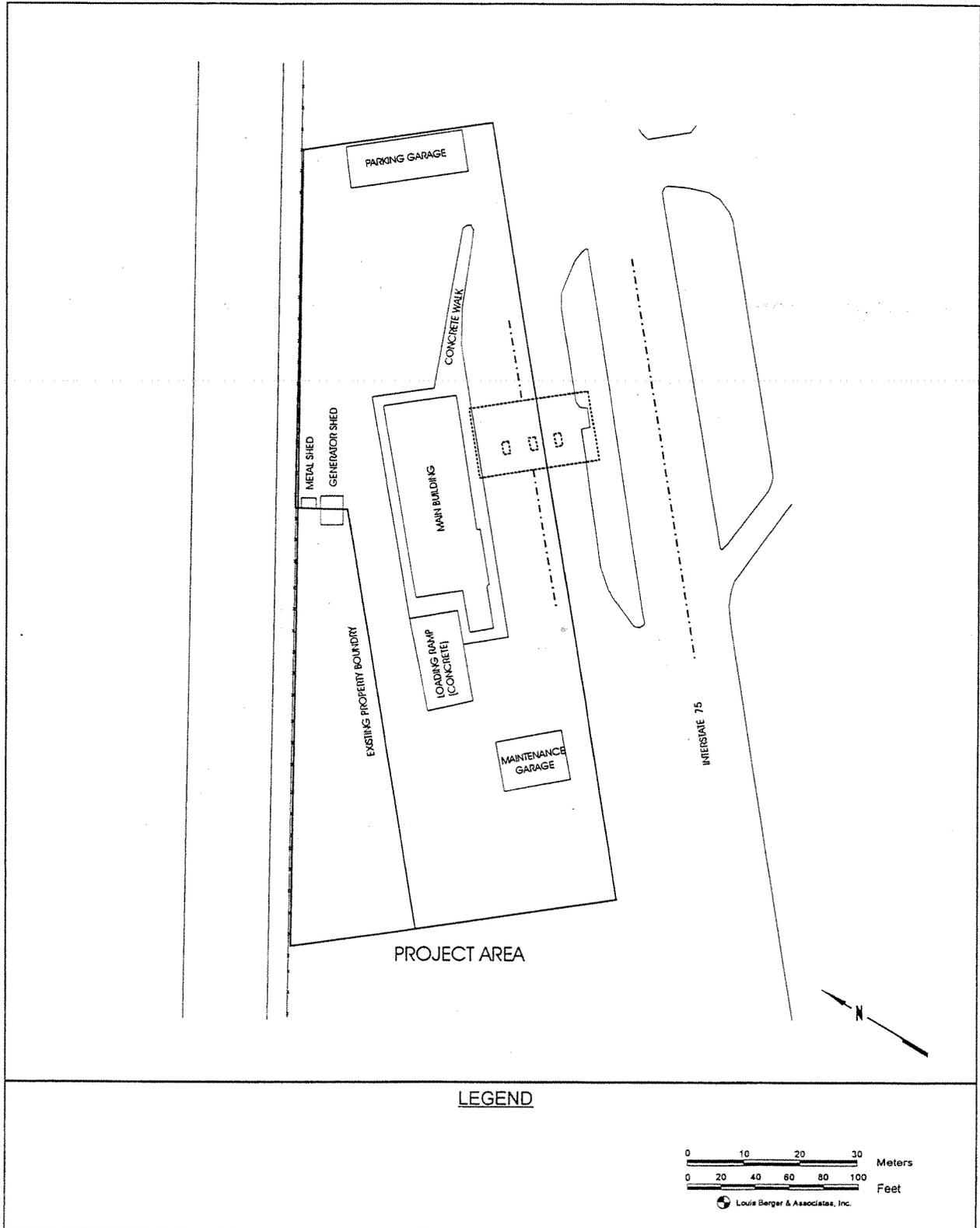


FIGURE 2: Project Area

SOURCE: GSA Site Plan

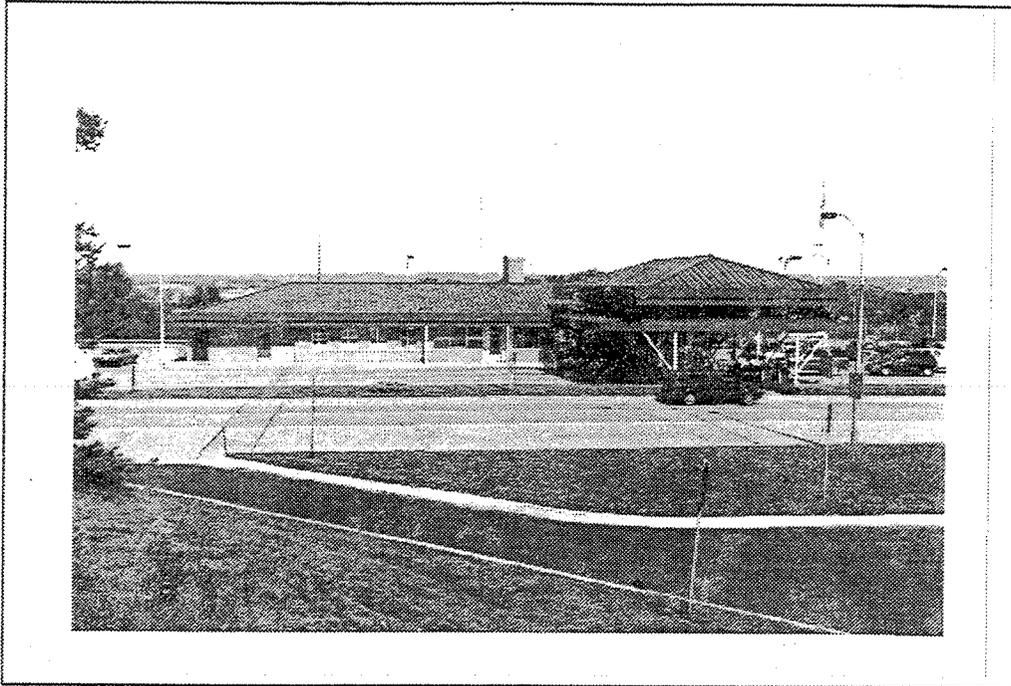


Plate 1: Sault Ste. Marie Border Patrol Station, Main Building, Looking West

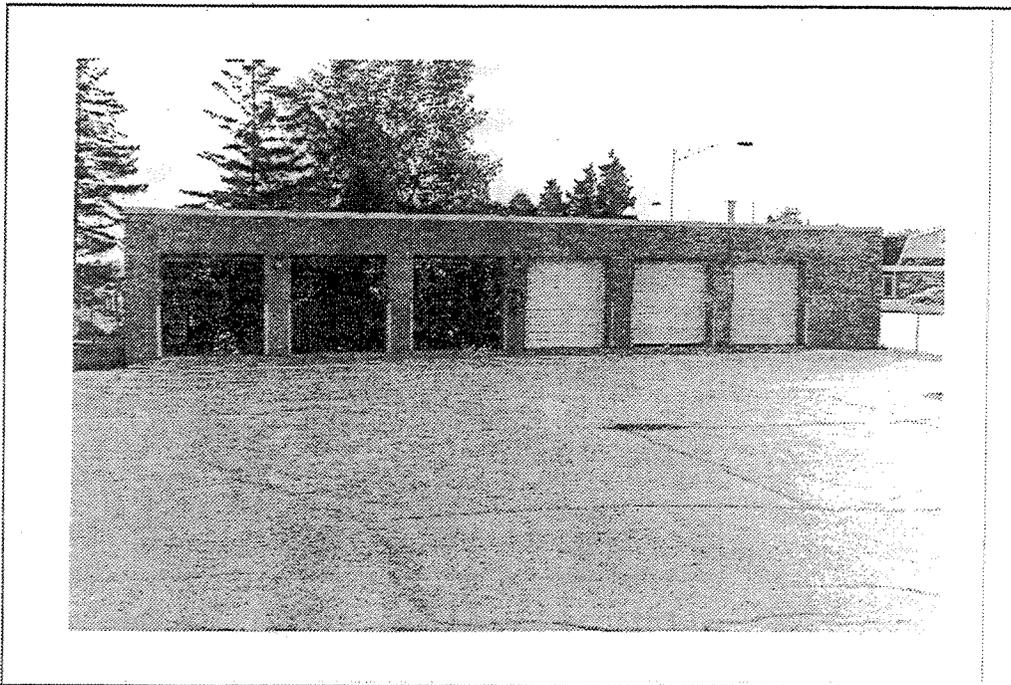


Plate 2: Sault Ste. Marie Border Patrol Station, Parking Garage, Looking North

Louis Berger & Associates, Inc.

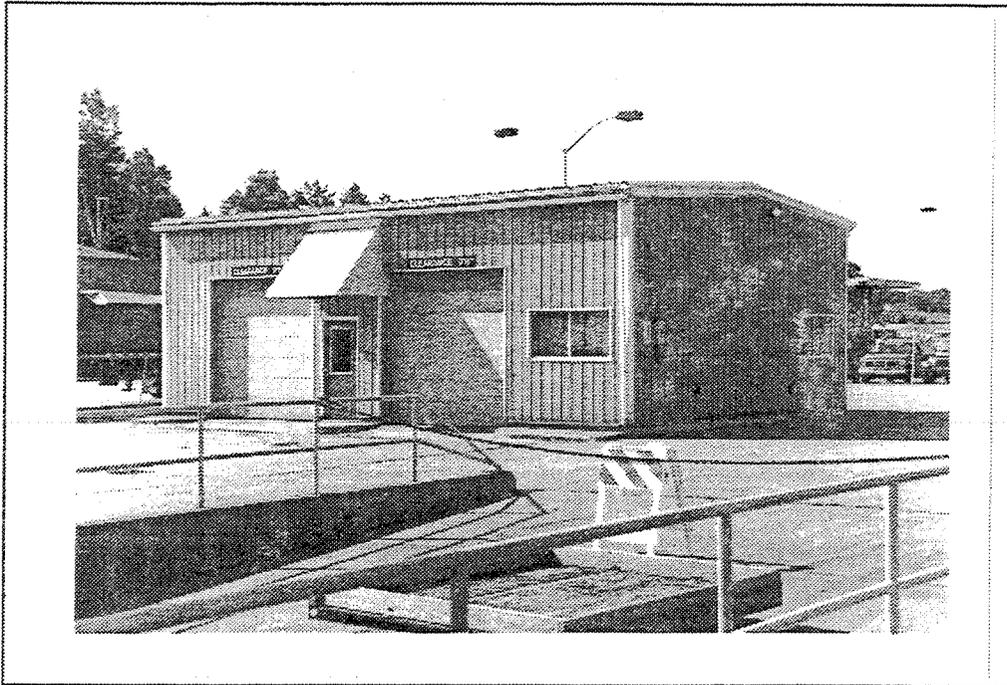


Plate 3: Sault Ste. Marie Border Patrol Station, Maintenance Garage, Looking Southeast

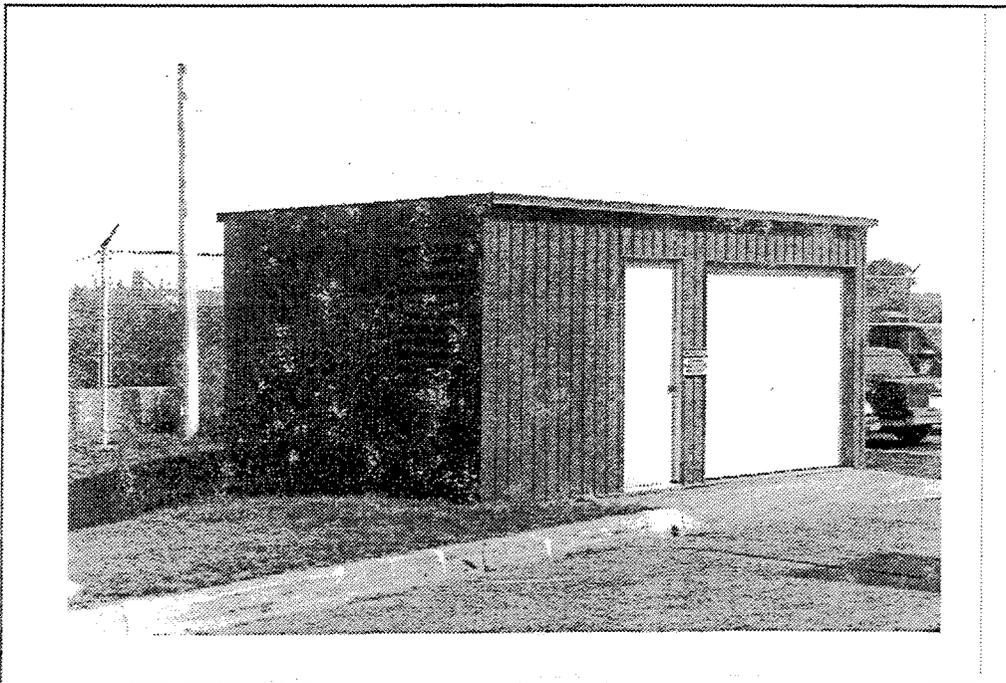


Plate 4: Sault Ste. Marie Border Patrol Station, Generator Shed, Looking Northwest

Louis Berger & Associates, Inc.

1. Environmental Setting

The project area is located in Chippewa County in the northeastern part of Michigan's Upper Peninsula. The project area is on a hillslope overlooking the Saint Mary's River, the outlet for Lake Superior into Lake Huron (see *Figure 1*). The project area is within the corporate boundaries of the City of Sault Ste. Marie. The commercial and residential heart of the city is located along the Saint Mary's River within a radius extending approximately 2 miles east of the project area.

The climate of the region is greatly influenced by the proximity of the Great Lakes which moderate both summer and winter temperatures. Average temperatures at Sault Ste. Marie range between 15.7 degrees Fahrenheit in the winter and 61.7 degrees Fahrenheit in the summer (Whitney 1992:1). Total annual precipitation averages 33.48 inches per year, more or less evenly distributed between spring and summer rain and winter snow. The average yearly snowfall at Sault Ste. Marie is 114.7 inches.

The Upper Peninsula supports a mixed conifer-hardwood forest dominated by white pine, red pine, hemlock, sugar maple, beech, basswood, and yellow birch (Fitting 1975:27). Cleland (1982:764-765) characterizes it as an ecological transition zone between the hardwood forest south of the lakes and the boreal conifer forests to the north. Animal species found in the region include white-tailed deer, moose, bear, and beaver. The Great Lakes, inland lakes, and rivers hold a variety of aquatic species including whitefish, sturgeon, and lake trout.

The project area is underlain by the Precambrian-age Jacobsville Sandstone, a formation that makes up much of the Lake Superior shore of the Upper Peninsula (Michigan DEQ:1994). The Sault—a French term for rapids or falls—was created as a result of isostatic rebound and exposure of this formation following deglaciation. Soils in the project vicinity belong to the Markey-Kinross-Croswell association (Whitney 1992:17-19). These are very deep, nearly level to undulating, very poorly drained, and moderately well drained mucky and sandy soils on outwash plains. The project area is itself located on an Urban Land-Udorthents complex within the city limits of Sault Ste. Marie (Whitney 1992:100, Plate 41). Urban land is covered by streets, parking lots, buildings, and other structures, and Udorthents have had the original soil material removed, mixed, or covered with fill.

2. Prehistoric Context

The Michigan Office of the State Archaeologist (OSA nd) has identified six prehistoric cultural periods in the state. Those periods and associated time frame are: Paleoindian (10,000-7000 BC); Early Archaic and Middle Archaic (7000-2000 BC); Late Archaic/Terminal Archaic (2000-500 BC); Early Woodland (500-200 BC); Middle Woodland/Lake Forest (200 BC-AD 600); and Late Woodland/Mississippian (AD600-1700).

The Paleoindian period coincided with the end of the last glaciation. Paleoindian groups are generally thought to have been highly mobile hunters exploiting large animals such as the now-extinct mastodon and mammoth, and caribou that are no longer found in the region. Paleoindian populations were small and evidence of Paleoindian sites is ephemeral, the best evidence being distinctive lanceolate and fluted projectile points. During the Paleoindian period northern Michigan would have been only recently deglaciated and much of the region would have been boreal forest,

muskeg, swamp, or barren glacial outwash plains (Demeter and Robertson 1995:5). Although Paleoindian sites are found elsewhere in the northern Great Lakes, no Paleoindian sites have been found in the eastern Upper Peninsula (Branstner 1994:5). It is possible that sites dating to this period have been inundated by rising lake waters following the final melt of glacial ice.

The Early Archaic and Middle Archaic periods coincided with amelioration of the harsh climatic conditions of the Paleoindian period. The boreal forest was replaced by pine forests around 8000 BC, which was in turn replaced by a mixed deciduous-coniferous forest by 6000 BC (Demeter and Robertson 1995:6). Large game present during the Paleoindian period disappeared and the focus of subsistence shifted to small game, aquatic resources, and plants. Notched, stemmed, and shouldered projectile points are technological markers of these periods, and grinding stones are found that suggest nut and seed resources were exploited. Copper tools and ornaments of the Old Copper Culture are associated with Middle Archaic sites. Fitting (1975:65) suggests that the Early Archaic period overlapped with the Paleoindian period. Early and Middle Archaic sites are virtually absent in the Upper Peninsula (Demeter and Robertson 1995:6). This may be a real hiatus in occupation of the area, or it may be that sites dating to this period are inundated or in archaeological deposits that can not be assigned to a temporal period. Branstner (1994:5) indicates that occupation dating to approximately 3000 BC has been found in the Upper Peninsula associated with the Nipissing shoreline, created by glacial Lake Nipissing circa 6000-3000 BC. In Sault Ste. Marie the high ridge directly east of the current project area marks this shoreline. The project area is on the slope of this ridge and it may have been inundated prior to circa 3000 BC.

By the Late Archaic/Terminal Archaic period, archaeological sites are found across the state, including in the northern Great Lakes region. The subsistence strategy of this period has been characterized as a diffuse adaptation (Cleland 1976). This adaptation occurs in areas of high ecological diversity with widely scattered and varied resources, none of which are sufficiently plentiful to be dietary staples in themselves. This adaptation requires careful scheduling of group movements in both time and space to maximize the potential of patchy resources. Fish were abundant in the lakes and became an important part of the diet during this period, and fishing equipment became a common component of tool kits (Cleland 1982).

The Woodland period is marked by the appearance of pottery and the cultivation of squash and sunflower, as well as by generally larger settlements. Early Woodland period sites in the northern Great Lakes region are not well documented (Demeter and Robertson 1995:8). The rapid pace of cultural change began in the Early Woodland period increased through the Middle Woodland and Late Woodland periods. Larger seasonal camps appear and fishing with gill-net technology becomes increasingly important (Cleland 1982). By the Late Woodland period there appear to be two different populations in the Upper Peninsula. The western population is affiliated with the Oneota to the south and west, and the eastern population is affiliated with the Iroquois to the east (Demeter and Robertson 1995:8). Middle Woodland and Late Woodland components have been identified in Sault Ste. Marie at the Old Fort Brady (20CH51) and Schoolcraft House (20CH77) sites.

3. Historic Context

The historic period in Sault Ste. Marie as defined by the arrival of Euro-Americans began in the mid-

seventeenth century. In 1641 the Jesuit priests Raymbault and Jogues attempted to establish a mission at the Sault. The area was home of the Ojibwa/Chippewa group of the Algonquian speaking people that inhabited the northern Great Lakes region. Chippewa is generally the term applied to the group in the United States and southern Ontario, and Ojibwa (or Ojibway) the term applied elsewhere in Canada (Rogers 1978:768). The French term *Saulteaux* is also applied to the group living at Sault Ste. Marie. Branstner (1994) uses the term *Anishnabeg*, which some groups use to refer to themselves.

The early mission was soon abandoned in the face of Iroquois threats, but was reestablished in 1668 by Father Jacques Marquette and Louis de Boêsme. The mission is said to have been located on the northeast corner of the grounds that were to become Old Fort Brady (Osborn 1983 [1887]). The mission was abandoned after 1706, but the Sault continued to play a role in Great Lakes history, for voyageurs continued to stop there in transit between Lake Superior and Lake Huron. Four Frenchmen with Indian wives and metis children appear to have resided in the Sault during the 1740s (Demeter and Robertson 1995:10). In 1751, in an effort to establish greater control over the Sault in the face of growing British influence, the French colonial government granted a hereditary seigneurie along the south side of the Saint Mary's River to Pierre de Bonne and Louis le Gaudet, the Chevalier de Repentigny. As part of this grant, Fort Repentigny was constructed. The two gentlemen remained only a short period at the fort before turning it over to the charge of one of their employees, Jean Baptiste Cadotte. New France fell to the British in 1760, and it was Cadotte whom the British found in charge at Fort Repentigny when they arrived in 1762. Fire destroyed the fort in December of that year. The British pulled out shortly thereafter and commerce in the Sault was left in the hands of Cadotte and his partner Alexander Henry.

During the years that followed, the history of Sault Ste. Marie was dominated by the fur trade. The Northwest Fur Company, a consolidation of several smaller companies, including one owned by Cadotte and Henry, established quarters on the south shore of the Saint Mary's River. The larger Hudson Bay Fur Company was established on the north shore. In 1819 the Northwest Fur Company merged with the Hudson Bay Fur Company. American presence began to make itself felt in 1814, but it was not until 1820 that Governor Lewis Cass signed a treaty with the Chippewa. In 1822 General Hugh Brady came to the Sault to establish a garrison and build the first Fort Brady along the banks of the Saint Mary's River below the falls. The fort was moved to a new location on a hill overlooking the city and river due east of the current project area during the late 1800s.

The falls of the Saint Mary's River had presented a major impediment to navigation between Lake Superior and lower Great Lakes. Goods were off-loaded and carted from one side of the falls to the other, and in some instances whole ships were hauled out and moved by tramway from one lake to the other. The first navigation lock was constructed on the Canadian side of the river in 1797 by the Northwest Fur Company, thus allowing small boats to pass the falls. This lock was destroyed during the War of 1812.

In 1837 a route for a canal with three locks was surveyed on the United States side of the river (Almy 1837), and in 1838 the Michigan Legislature appropriated funds to construct a canal around the falls. This effort was stopped by the Federal Government who considered it an infringement on their prerogative. In 1852, in the face of the growing importance of the mineral region along the south shore of Lake Superior, a bill was passed by Congress appropriating land for a canal, and the

Legislature authorized the work in 1853. Two locks were completed in 1855, thus allowing unimpeded water access between Lake Superior and the lower Great Lakes during ice-free months of the year. Commerce was great enough that by 1881 a third lock was opened. Sault Ste. Marie had become a settlement and port of such stature by 1887-1888 that the Duluth, South Shore & Atlantic and the Minneapolis, Sault Ste. Marie & Atlantic railroads extended their lines to the town and a railway bridge was built connecting the city to the Canadian side of the river. The rail connection between the U. S. and Canada has been supplemented by the construction of Interstate 75, and the locks continue to play a key role in connecting Lake Superior to the lower Great Lakes and, ultimately, to the Atlantic Ocean via the Saint Lawrence Seaway. Old locks have been rebuilt and new locks built at Sault Ste. Marie, and today there are four locks (three operating) on the American side of the river and one lock on the Canadian side.

4. Land Use History and Modifications in Project Area

Map resources available at the State of Michigan Archives and State of Michigan Library in Lansing, Michigan and the Chippewa County Register of Deeds and Bayliss Library in Sault Ste. Marie, Michigan were examined to reconstruct a land use history of the project area. The project area is more than one mile away from the main area of development in Sault Ste. Marie, which was along and east of the existing locks (see *Figure 1*). As a result, there has been relatively little development in the project area, and Sanborn Fire Insurance maps do not cover the project area. An 1823 private claim map shows a 1792 claim by Jean Bt. Nolix that may encompass the project area (United States Congress 1823; see also Branstner 1994: *Figure 5*). This map shows a structure on the shore of the river. In 1855 James Bendry appears to own the project area (Whepley 1855), but no structures are shown.

Details of the infrastructure of Sault Ste Marie first appear on an 1888 map (Sauer 1888) when roads and railroads are shown near the project area, and the relocated Fort Brady appears adjacent to the project area (*Figure 3*). The project area appears to occupy the northwest corner of the New Fort Brady. The rail lines illustrated to the west undoubtedly follow level land along the river shore. Additional infrastructure in the area appears on a 1941 map (Chadwick 1941; *Figure 4*). The project area still appears to be in the northwest corner of Fort Brady, apparently in open (parade?) ground. In addition to the rail lines that appear on the 1888 map, a roundhouse is shown and Eureka Street has been put in. Eureka Street probably marks the base of the hill below the project area. Its name has since been changed to Portage Avenue, but the alignment appears to have remained the same.

The 1951 topographic map (USGS 1951) clearly shows the project area at the nose of a hill with a road passing through the south portion of the project area (*Figure 5*). By this point in time the property had been transferred from Fort Brady and was part of Lake Superior State College. The 1975 topographic map (USGS 1975) shows tremendous change in the project vicinity associated with construction of Interstate 75 (*Figure 6*, compare to *Figure 5*). Those changes include construction associated with Interstate 75 and an interchange to the south that forced removal of a residential area, removal and re-routing of streets to the north, and considerable new development on the grounds of Lake Superior State College. The most important aspect of the changes in regard to the current undertaking is that Interstate 75 is shown crossing the noselope that was cut to accommodate the roadway and the existing Border Patrol Station.

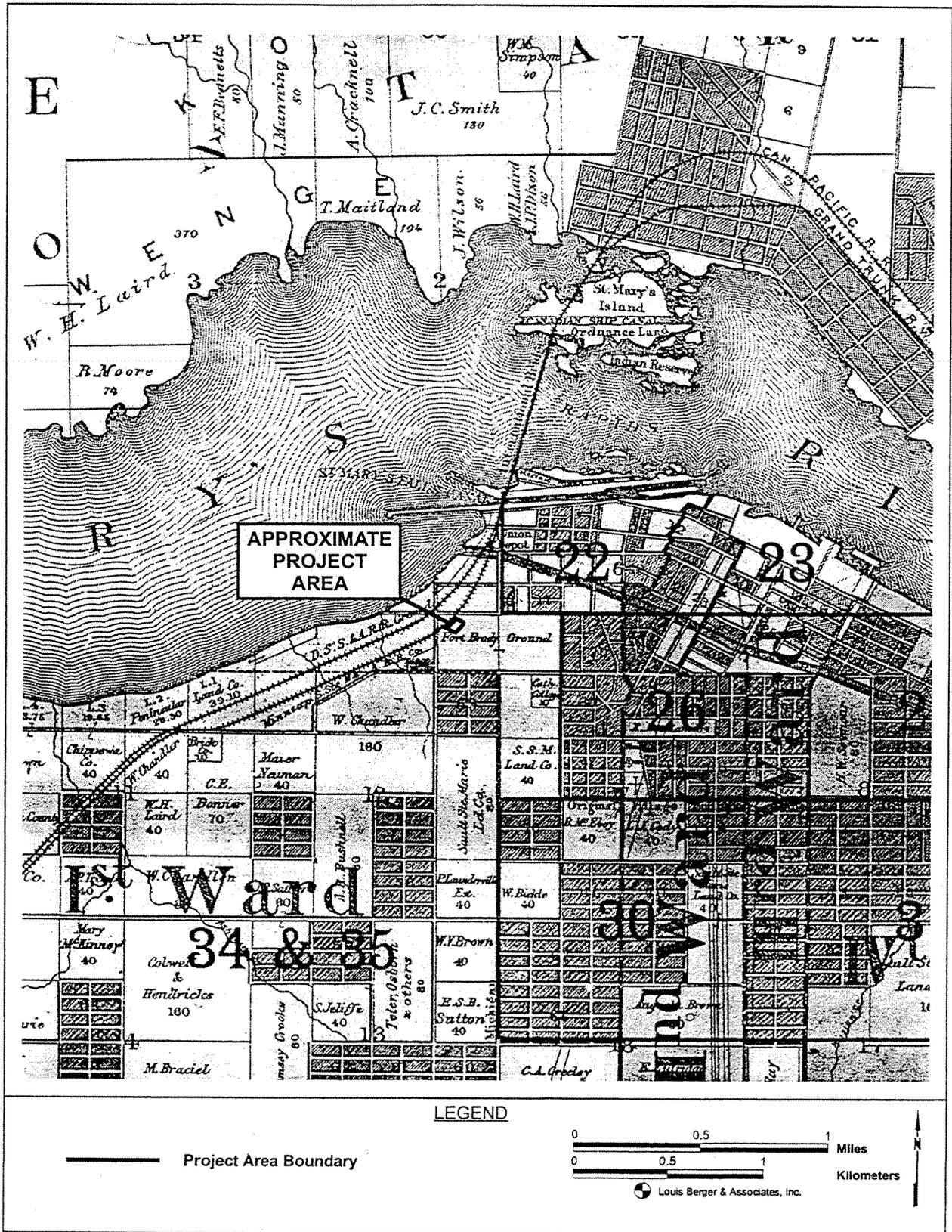


FIGURE 3: Project Area, 1888

SOURCE: Sauer 1888

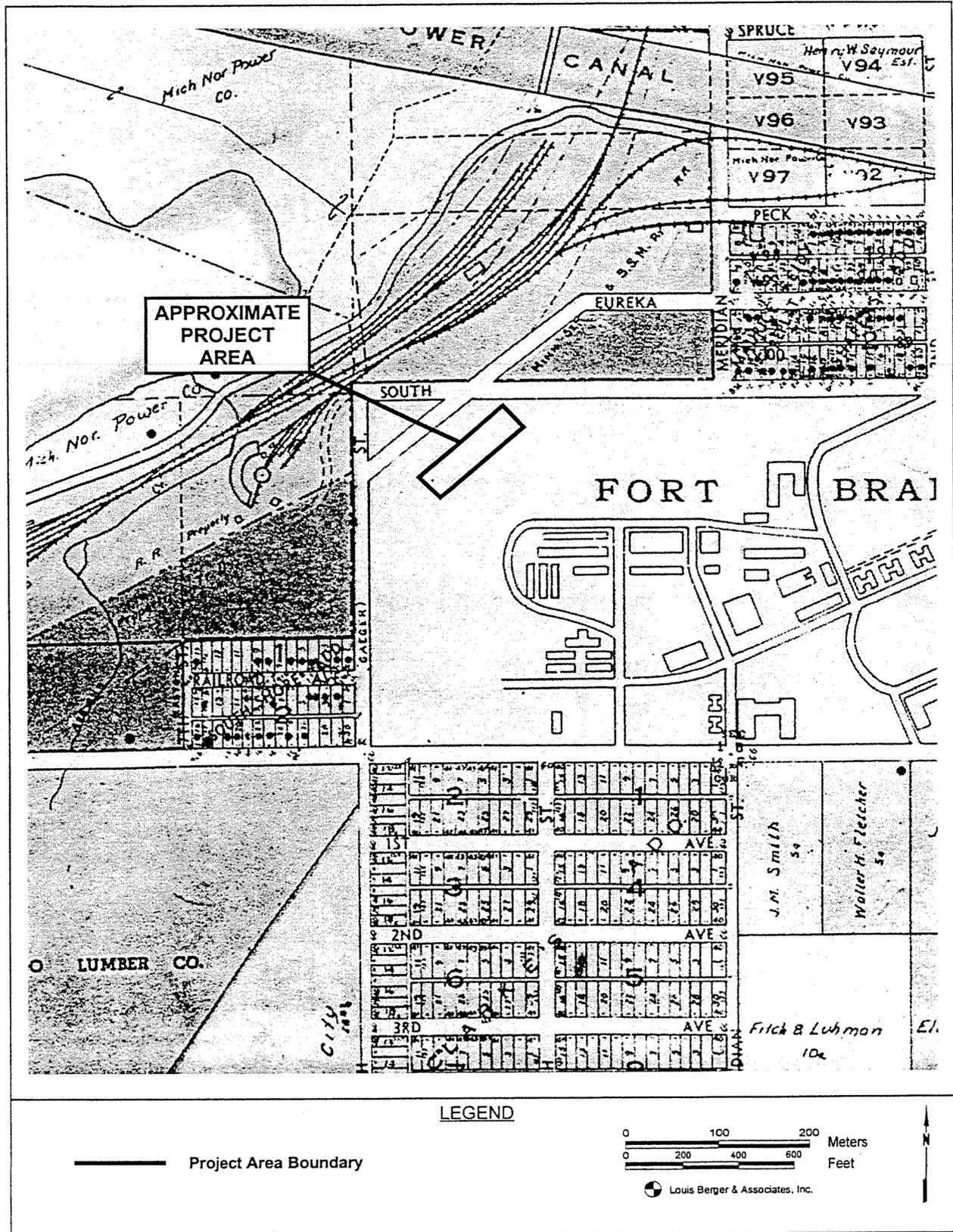


FIGURE 4: Project Area, 1941

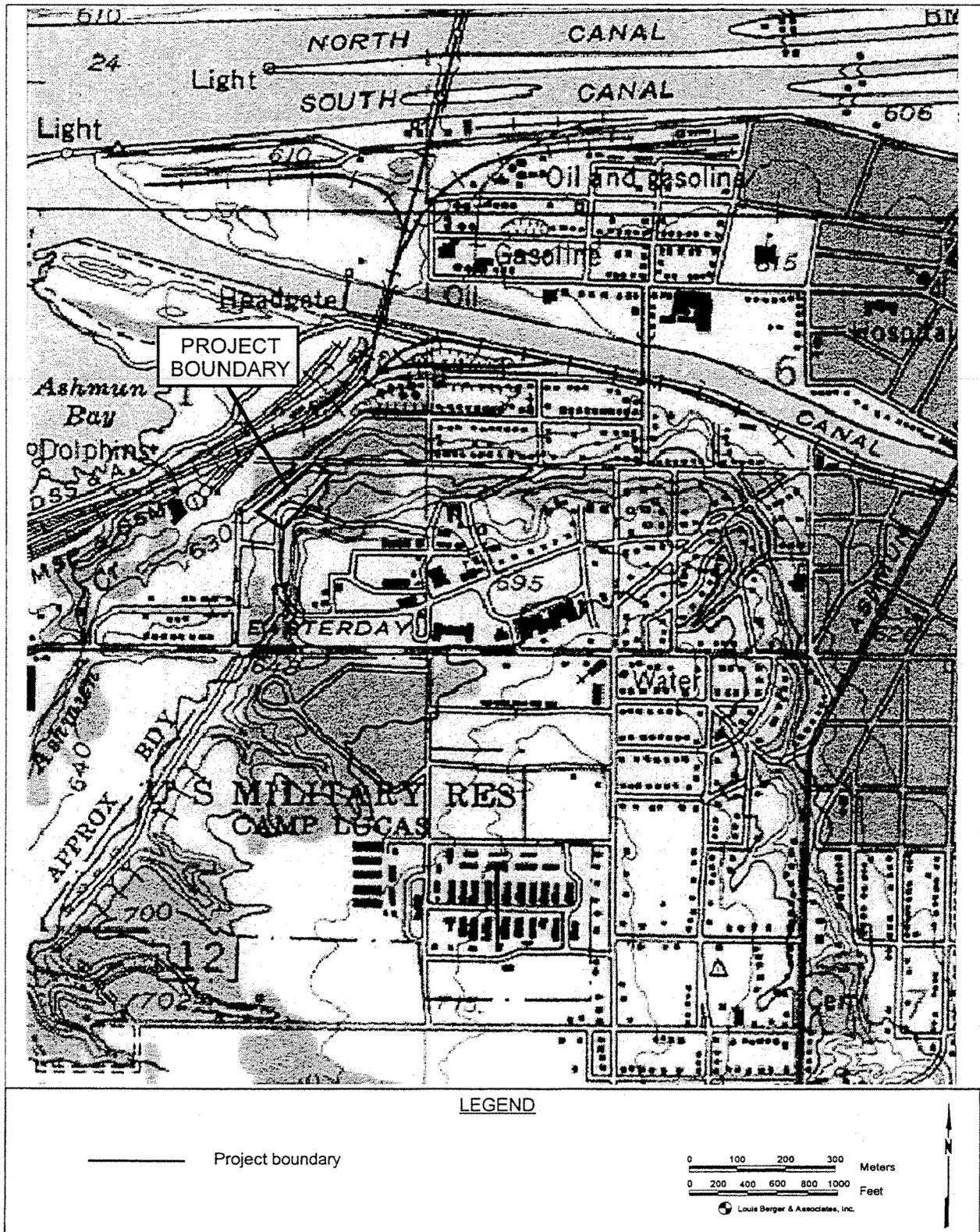


FIGURE 5: Project Area, 1951

SOURCE: USGS Sault Ste. Marie South, Mich., 1951, 7.5 series

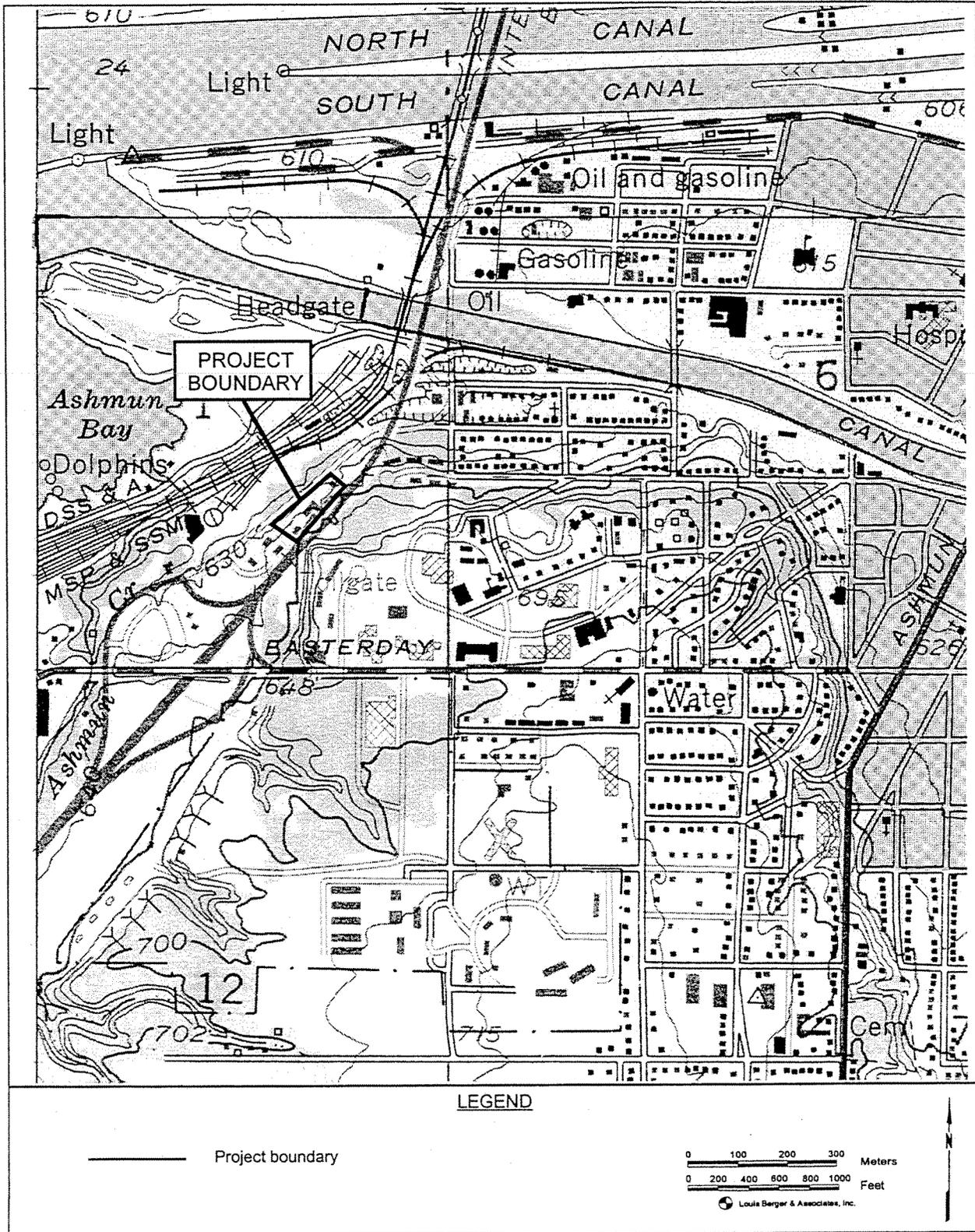


FIGURE 6: Project Area, 1975

SOURCE: USGS Sault Ste. Marie South, Mich.-Ont. 1951, Photorevised 1975, 7.5 series

5. Recorded Cultural Resources and Previous Investigations in Project Vicinity

No previous cultural resource investigations have been conducted in the project area. Within approximately one mile of the project area one archaeological site has been identified. Site 20CH100 was identified by Buckmaster (1980) during a survey associated with a Senior Housing project located approximately three-quarters of a mile northeast of the project area. The site consists of a buried stratum containing ash, cinder, and historic artifacts (primarily nails) dating to the nineteenth century. The site has not been evaluated for eligibility in the NRHP.

Six additional archaeological sites have been identified in Sault Ste. Marie along the Saint Mary's River, all are greater than one mile distance from the project area. Old Fort Brady (20CH51), Raymbault Mission (20CH54), and Fort Repentigny (20CH56) are all located in the vicinity of Brady Park, but the exact location of the sites within the park has not been identified. Both the Johnson House (20CH116) and the Schoolcraft House (20CH77) have yielded Woodland period artifacts in addition to historic period artifacts. Big Rock (20CH294) was a datum point for defining the boundary of land surrendered by the Ojibwa/Chippewa band to the United States in 1820. The rock is located at an unknown point in the St. Mary's River. The Sault Ste. Marie Docks (20CH295) represents the central development area of the modern-day city during the pre-canal period circa 1835-1855 (Demeter and Frazer 1993). The site is located along the river at the base of the current locks.

Several land-use studies have been conducted in Sault Ste. Marie. Demeter and Robertson (1995) conducted a literature review and evaluation of the Interstate 75 business spur that follows Portage Avenue between approximately two miles and four miles east on Portage Avenue from the project area. They found a high to medium potential for both prehistoric and historic archaeological resources at the east end of their project area. That area had suffered the least amount of disturbance by recent development and was closest to the original shore of the Saint Mary's River (Demeter and Robertson 1995:48). Branstner (1994) conducted a land-use study of selected streets located approximately 1.3 miles east of the project area along Portage Avenue and found that there is some likelihood for encountering intact prehistoric and historic resources beneath existing streets (Branstner 1994:36).

One National Register listed property and one State Register listed property are located within approximately one mile of the project area. The National Register listed property is the New Fort Brady, located approximately 0.3 miles east of and on the hill above the project area. The State Register listed property is Lake Superior State College. The College encompasses New Fort Brady and property boundaries for the College extend to the edge of the hill and the cut overlooking the project area. That portion of the College near the edge of hill and in most immediate proximity to the project area consists of student housing and open space that appears to have been constructed since the 1970s.

Other National Register listed properties are located in the heart of the City of Sault Ste. Marie at a distance greater than one mile from the project area. These include the Central Methodist Church, the Chippewa County Courthouse, the Federal Building, the First United Presbyterian Church, Old Fort Brady (Site 20CH51), the S.S. Valley Camp, the Johnson House (Site 20CH116), Saint Mary's Pro-Cathedral, the Schoolcraft House (Site 20CH77), the Saint Mary's Falls Canal, and the Soo Lock Historic District encompassing the locks.

D. FIELD VISIT

A field visit was conducted as part of the cultural resource assessment to obtain baseline information about surface conditions and current land use at the proposed development site. The field visit was also used to identify the presence of potentially eligible architectural resources and assess the potential for indirect impacts (e.g. visual impacts) to NRHP eligible properties.

The project site is on the location of the existing Border Patrol Station facility and covers an area of approximately 500x200 feet. The facility was constructed at the same time as Interstate 75 and the International Bridge, all of which were opened to public traffic on October 31, 1962. Prior to the opening of the bridge, transportation between the United States and Canada was via a ferry that ran below the falls of the St. Mary's River.

The Border Patrol Station was built on a broad, level area cut approximately 20-40 foot deep into a hillside to accommodate the Interstate 75 roadway. *Figure 6* (above), a 1975 photo revision of the 1951 USGS topographic map, shows the roadway crossing the noselobe that has been cut. The Border Patrol Station is situated on a section of cut-and-fill to the west of the roadway. The project area is bounded on the west by a steep drop to the existing Portage Avenue. A vertical retaining wall is in place along the north half of this boundary, and the south half is a very steep slope that is part of the cut-and-fill and currently appears to be right-of-way for Portage Avenue. It is the steeply sloped south portion along the west boundary that the GSA proposes to purchase for expansion of the facility. To the east, the project area is bounded by Interstate 75. East of the roadway the level cut extends approximately 250 feet to a vertical retaining wall holding the slope above. On the south, the project area abuts State of Michigan property on which is located the International Bridge Authority facility, and on the north the project area is bounded by additional steep slope down to Portage Avenue. The entire project area is covered by structures or by asphalt parking lot, except for the west sloping area which is grass-covered.

E. CULTURAL RESOURCE SENSITIVITY

This section presents a measure of the potential for the project area to contain cultural resources potentially eligible for the National Register of Historic Places.

1. Prehistoric and Historic Archaeological Resources

The original landform in the project area was a noselobe of a hill that may have had some relatively level spots. Background research indicates that both prehistoric and historic archaeological sites are locate on level ground adjacent to the river. When that landform was intact, there would have been low potential for encountering prehistoric or historic resources on it. At the present time, however, the potential for encountering prehistoric or historic archaeological resources in the project area is contingent upon the modifications that have taken place to the natural landform. The project area is situated in a road cut for Interstate 75. Based on the extensive amount of cut-and-fill that has taken place at the location, there appears to be virtually no potential for encountering intact prehistoric or historic archaeological resources in the proposed project area.

2. Architectural Resources

Structures present in the project area are less than 50 years old and do not appear to constitute significant resources. Therefore, there will be no direct impact to architectural resources potentially eligible for listing in the National Register of Historic Places.

The undertaking will not result in indirect impacts to architectural resources listed in or potentially eligible for listing in the National Register. The nearest National Register listed property is New Fort Brady, which is on the hill approximately 0.3 miles east of the project area and is not visible from the project area. New Fort Brady is encompassed by Lake Superior State College, a property adjoining the project area that is listed in the State Register and considered potential eligible for listing in the National Register. The near-vertical cut in the noslope and trees along the top of the cut effectively buffer the College from potential visual impacts associated with the present undertaking.

F. CONCLUSIONS AND RECOMMENDATIONS

On behalf of the General Services Administration — Region 5 (GSA), Louis Berger & Associates, Inc. (Berger), has completed a Phase IA cultural resource study for the site of the proposed new U.S. Custom Facility at Sault Ste. Marie, Chippewa County, Michigan. The undertaking entails demolition of the existing Border Patrol Station and construction of a new facility on the same location. A small, adjoining parcel of steeply sloping ground will be purchased for expansion of the facility. The purpose of this study is to assist the GSA in determining the likelihood of encountering prehistoric or historic cultural resources within the proposed project area.

1. Impacts

The project area is located in an artificially leveled road cut on Interstate 75 approximately 1 mile south of the international border between the United States and Canada. On the basis of the background research and the extensive amount of cut-and-fill that has taken place at the location, there appears to be virtually no potential for encountering intact prehistoric or historic archaeological resources in the proposed project area.

No National Register listed or National Register eligible properties will be affected by the undertaking. The existing buildings in the project area are less than 50 years old and do not appear to be eligible for listing in the National Register, and there will be no indirect effects on historic properties located outside of the project area.

2. Mitigation

No additional cultural resource investigations are recommended in the project area.

G. REFERENCES CITED

Almy, John

1837 *Survey for Ship Canal Around the Falls of St. Mary.* Box 72, Folder 18, State Archives of Michigan, Lansing.

Branstner, Susan M.

1994 *A Land-Use History of Selected Streets in Sault Ste. Marie, Michigan.* Prepared for the City of Sault Ste. Marie, Michigan, by Susan M. Branstner, Brimley, Michigan.

Buckmaster, Marla M.

1980 *Phase I Archaeological Survey of the Proposed Site of the Senior Citizens Housing Project in the City of Sault Ste. Marie.* Northern Michigan University Archaeological Laboratory, Archaeological Survey Report 6.

Chadwick C.W.

1941 *Plat Map of Sault Ste. Marie, Michigan.* Map on file at County Register of Deeds Office, Sault Ste. Marie, Michigan.

Cleland, Charles E.

1976 The Focal-Diffuse Model: An Evolutionary Perspective on the Prehistoric Cultural Adaptations of the Western United States. *Midcontinental Journal of Archaeology* 1:59-76.

1982 The Inland Shore Fishery of the Northern Great Lakes: Its Development and Importance in Prehistory. *American Antiquity* 47:761-784.

Demeter, C. Stephen, and James A. Robertson

1995 *A Cultural Resources Literature Review and Evaluation of the I-75 Business Spur (Portage Avenue) Drain Project, Sault Ste. Marie, Michigan.* Prepared for the Michigan Department of Transportation, Lansing, Michigan, by Commonwealth Cultural Resources Group, Inc., Jackson, Michigan.

Demeter, C. Stephen, and Julie M. Frazer

1993 *Soo Locks Historic District National Register Nomination.* Prepared by Commonwealth Resources Group, Inc., Ann Arbor, Michigan. On file at the Michigan Historical Center, Lansing, Michigan.

Fitting, James E.

1975 *The Archaeology of Michigan: A Guide to the Prehistory of the Great Lakes Region.* Cranbrook Institute of Science, Bloomfield Hills, Michigan.

Michigan Department of Environmental Quality [DEQ]

1994 *Bedrock Geology of Michigan.* Available at the Michigan Department of Environmental Quality, Lansing, Michigan.

Office of the State Archaeologist (OSA)

nd *Pre-Contact (Pre-AD 1650) Cultural Periods*. Informational sheet issued by the Office of the State Archaeologist, Michigan Historical Center, Lansing, Michigan.

Osborn, C.S.

1983 *The "Soo": Scenes In and About Sault Ste. Marie, Michigan*. Reprint of 1887 original. Black Letter Press, Grand Rapids, Michigan.

Rogers E.S.

1978 Southeastern Ojibwa. In *Northeast*, edited by Bruce G. Trigger, pp. 760-771. Handbook of North American Indians, vol. 15, William G. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Sauer W.C.

1888 *Illustrated Atlas of the Twin Cities: Sault Ste. Marie Michigan and Ontario*. Wm. C. Sauer, C.E., Publishing, Detroit, Michigan. Map on file at the Michigan Historical Center, Lansing, Michigan.

United States Congress

1823 *Sketch of the Claims to Land on the River St. Marys at Pauwayteeg*. United States 29th Congress, 2d Session, 1847. Box 55, Folder 24, State Archives of Michigan, Lansing.

United States Geological Survey [USGS]

1951 *Sault Ste. Marie South, Michigan-Ontario 7.5 Minute Topographic Quadrangle*. United States Geological Survey, Washington, D.C.

1975 *Sault Ste. Marie South, Michigan-Ontario 7.5 Minute Topographic Quadrangle* [Photorevised from 1951]. United States Geological Survey, Washington, D.C.

Whepley, T.

1855 *Map of Sault Ste. Marie*. Map on file at County Register of Deeds Office, Sault Ste. Marie, Michigan.

Whitney, Gregory D.

1992 *Soil Survey of Chippewa County, Michigan*. United States Department of Agriculture, Washington, D.C.

APPENDIX D

ENVIRONMENTAL SITE ASSESSMENT

APPENDIX D

PHASE I ENVIRONMENTAL SITE ASSESSMENT

ABSTRACT

A Phase I Environmental Site Assessment (ESA) was conducted for the 0.33 acre property planned to be acquired by the United States General Services Administration (GSA) adjacent to the U.S. Border Station, located at the International Bridge Plaza in Sault Ste. Marie, Michigan. At the request of the GSA, Louis Berger & Associates, Inc. (Berger) was asked to indicate and evaluate potential environmental hazards resulting from the past or current uses of the property, as well as to identify environmental concerns related to neighboring properties. The investigation included a review of applicable records, databases, and data sources; interviews with federal, state, county, and local officials; and a site inspection, which was conducted on August 10, 1998.

Based on the agency file and data sources review, interviews with potentially knowledgeable persons, historic materials and aerial photographs, and the site inspection, Berger did not find any indications of environmental concerns at or around the property. Based on these findings, Berger recommends that no further action is necessary with regard to hazardous waste issues.

1.0 INTRODUCTION

This report represents the findings of a Phase I ESA undertaken for the GSA for a 0.33 acre property adjacent to the U.S. Border Station in Sault Ste. Marie, Michigan (*see Figure 1*). The purpose of the Phase I study was to investigate the site for the obvious presence or likely presence of a hazardous material that has been released or is likely to be released on this site. The work satisfies the guidelines of due diligence and all-appropriate-inquiry for the purchase of an adjacent parcel, the construction of a U.S. Border Station, and the demolition of the existing building in accordance with the American Society of Testing and Materials Standard Practice of Environmental Site Assessment: Phase I Environmental Site Assessment Process E-1527.

In order to make the environmental evaluations, reviews of federal and state databases were conducted with respect to hazardous waste and leaking underground storage tanks; interviews were conducted with state and county officials and other potentially knowledgeable person; a site inspection was conducted; historic Sanborn Maps were reviewed; historic aerial photographs were reviewed; historic topographic maps were reviewed; and a number of documents from other governmental and non-government sources were reviewed.

The investigation was limited to the review of available records, interviews with various government and non-government officials, and a limited site inspection. The site inspection was limited to observation of surficial evidence, only. Such an inspection cannot be expected to reveal all hazardous materials or situations that might be present on-site; some hazardous materials or conditions might be present on-site and not be detected because they are beyond the scope of this study. The investigation was conducted in a manner consistent with that level of care and skill exercised by environmental professionals currently practicing under similar conditions, and was based on information made available to Berger representatives.

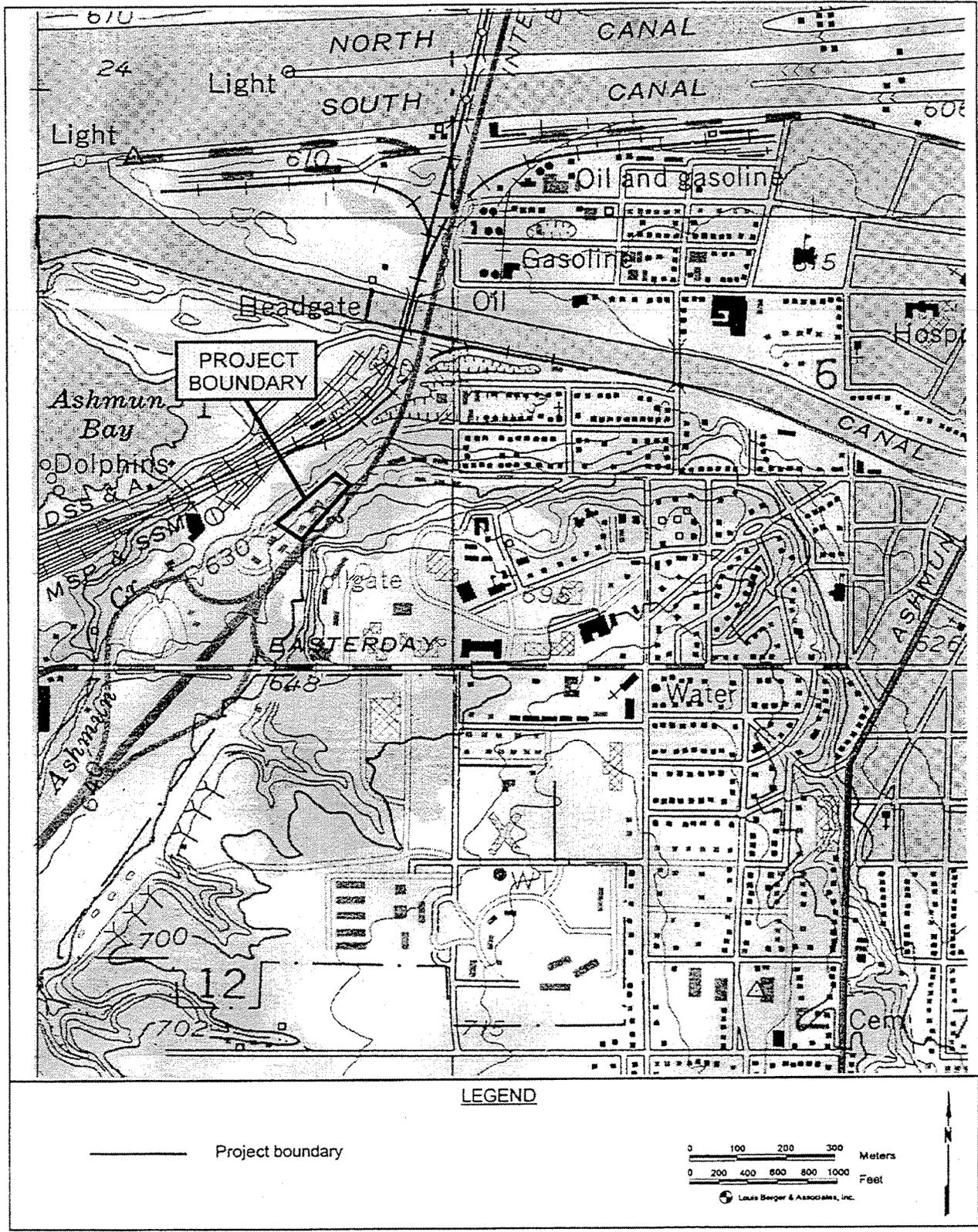
2.0 SITE CONDITIONS

2.1 Site Description

The 0.33 acre site is located next to the International Bridge Plaza in Sault Ste. Marie, Michigan. The site borders Portage Avenue to the northwest, State of Michigan property for Interstate 75 to the northeast, the U.S. Customs and Immigration to the southeast, and International Bridge Authority property to the southwest. *Figure 2* illustrates the site boundaries.

The site is situated on a sloped terrain, with an elevation between 626 and 646 feet above sea level. The surrounding area southwest of the site rises to an elevation of 700 feet. Northeast of the site, the land slopes down toward Ashmun Bay. The U.S. Border Station receives potable water from the City of Sault Ste. Marie Water Department. The source of water for the City of Sault Ste. Marie is from St. Mary's River. The closest public water supply is approximately one mile away at the southeast corner of Dawson Street and Court Street.

Figure 2



PROJECT AREA

2.2 Site Land Use History

According to historic aerial photographs (1937), historic topographic maps (1951), and interviews with county and city employees, there was only vacant land at the site until the construction of the U.S. Border Station in 1961 in association with the construction of the International Bridge.

2.3 Review of the Sanborn Maps

A review of the largest and most comprehensive collection of Sanborn fire insurance maps has determined that no Sanborn maps cover the U.S. Border Station site and the immediate vicinity.

3.0 DATABASE REVIEW

3.1 Federal Records

A search was conducted of federal databases that included the following (dates shown are those of most recent updates to databases):

- ◆ National Priorities List (NPL) (03/06/98)
- ◆ Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) (06/15/98)
- ◆ Resource Conservation and Recovery Act (RCRA) List (01/01/98)
- ◆ Emergency Response Notification System (ERNS) List (06/30/98)

3.1.1 NPL List

The USEPA's National Priorities List (NPL or Superfund List) is an EPA listing of uncontrolled or abandoned hazardous waste sites. The list is primarily based upon a score that the site receives from the EPA's Hazardous Ranking System. These sites are then printed for possible long-term remedial action under the Superfund Act. The databases were used to locate any sites within a mile of the site. One NPL site was identified by the databases. This site is generally west of the target property and is lower by at least 2 feet and is separated by the Ashmun River and the Soo Line Railroad.

3.1.2 CERCLIS List

The USEPA Comprehensive Environmental Response Compensation Liability Information System (CERCLIS) list was reviewed. The CERCLIS list is a compilation of sites that the USEPA has investigated or will investigate for release of hazardous substances under CERCLA (the Superfund Program). Once a site is placed on the CERCLIS List, it may be subjected to several additional levels of evaluation, and ultimately placed on the NPL, if necessary. Inclusion on this list does not confirm the presence of an environmental problem or a public health threat. The database was searched to identify properties within one half mile of the site; none were identified by the search.

3.1.3 RCRA List

Resource Conservation and Recovery Act (RCRA) facilities are regulated facilities that handle, treat, store or dispose of hazardous wastes. Inclusion on the list is not necessarily indicative of contamination; rather, it indicates the presence of potential sources of contamination. The database did not reveal any RCRA TSD facilities within one mile of the property. The database did reveal two Small Quantity Generator sites within one-eighth of a mile of the property.

3.1.4 ERNS List

The Emergency Response Notifications System (ERNS) is a national computer database under the supervision of the Environmental Protection Agency's Office of Solid and Hazardous Waste. The database is used to store and track information on the accidental releases of oil and hazardous substances. The ERNS database was searched to determine if the U.S. Border Station property was ever the subject to such a release. The property was not listed in the database.

3.2 State Databases

A search was conducted of state databases that included the following (dates shown are most recent updates):

- Leaking Underground Storage Tanks (LUST) (04/01/98)
- Underground Storage Tanks (UST) (01/01/97)
- Solid Waste Facilities (SWF) (02/01/98)
- State Hazardous Waste Sites (SHWS) (02/04/98)

3.2.1 LUST/UST List

Underground Storage Tanks (USTs) are regulated under Subtitle I of RCRA, and must be registered with the Storage Tank Division of the Michigan Department of Environmental Quality. Leaking Underground Storage Tank (LUST) records are provided through the Michigan Department of Environmental Quality, and contain an inventory of reported leaking underground storage tank incidents.

Databases were searched for any USTs within one eighth of a mile of the site. The database identified four such sites that are at an equal or higher elevation than the U.S. Border Station. Three of these USTs are also on the LUST list. Databases were also searched for any Leaking Underground Storage Tanks (LUSTs) listed within one half mile of the site that are at an equal or higher elevation than the U.S. Border Station. The databases identified six such properties and are listed as follows:

- ◆ Twin City Riverside Service Station
- ◆ USA Mini Mart #311
- ◆ I-500 Track
- ◆ Can Am Warehouse Co.
- ◆ Sault Ste. Marie Roundhouse
- ◆ Superior Sanitation

However, after evaluating these six sites individually three sites were found to be at an elevation lower than the lowest elevation of the property to be acquired. Two other sites (Cam Am and USA Mini Mart), while at an elevation higher than the lowest elevation of the property to be acquired, are situated so that the runoff from these sites flows in a northeasterly direction — away from the proposed Border Station, which is north of these sites. The remaining site (I-500 Track) no longer has any USTs.

3.2.2 State Solid Waste Landfills

The Michigan Department of Environmental Quality Solid Waste Facilities/Landfills database was searched to identify any landfills or solid waste disposal facilities within a half mile of the property. The database did not identify any such sites within the study radius.

3.2.3 State Hazardous Waste Sites

The State Hazardous Waste Sites (SHWS) list is the state's equivalent to CERCLIS under the supervision of the Michigan Department of Environmental Quality. These sites may or may not already be listed on the federal CERCLIS list. The database identified three such sites within one mile of the site that are at an equal or higher elevation than the U.S. Border Station. These are listed as follows:

- ◆ Transportation Spill
- ◆ Former Camp Lucas/Fort Brady
- ◆ Sault Ste. Marie Big Boy

However, after evaluating these three site individually all but the former Camp Lucas/Fort Brady were found to be at an elevation lower than the lowest elevation of the property to be acquired. The former Camp Lucas/Fort Brady, while at an elevation higher than the lowest elevation of the property to be acquired, is situated so that the runoff from this site flows in a northeasterly direction — away from the proposed Border Station, which is north of this site.

4.0 SITE INSPECTION

A site inspection of the property and surrounding area was conducted on August 10, 1998. The inspection was limited to observation of surficial evidence only; no invasive testing was performed. The entire site was inspected by foot (*see Figures 3-4*). No stains or discolorations were observed. No stressed vegetation was observed. No illegally dumped products were observed. On the U.S. Border Station property, two underground storage tanks, one 7,000-gallon and one 600-gallon, were removed during the last week of March 1997 (*see documentation in Appendix B*). There was disturbed soil and asphalt patching as evidence of the removal. Also, no transformers containing PCBs were found on the site.

5.0 INTERVIEWS

The purpose of the interview process is to collect unrecorded information concerning the past usage of and activities associated with the site.

5.1 Sault Ste. Marie Fire Department

The Sault Ste. Marie Fire Department was contacted to obtain information regarding any hazardous materials responses or violations in the immediate area of the site, as well as information concerning underground storage tanks. The Department stated that the International Bridge Authority still has an underground storage tank, adjacent to the Border Station to the southwest. The Department also stated that a semi-tractor trailer fuel tank split open at the Border Station due to an accident, but was cleaned up. (pers. comm., Fire Chief Kenneth Eagle, August 1998).

5.2 Sault Ste. Marie Building Inspector

The Sault Ste. Marie Building Inspector was contacted for information concerning any hazardous materials storage or incidents in the area of the site. The building inspector has no knowledge of this type of activity in the vicinity (pers. comm., Darien Neveu, August 1998).

5.3 Chippewa County Health Department

The Chippewa County Health Department was contacted for information concerning any hazardous materials storage or incidents in the area of the site. The Department has no records of any incidents in the vicinity, but said that a Superfund site was located approximately 3/4 mile west. This site did tannery operations (pers. comm., Environmental Health Director Dave Martin, August 1998).

5.4 U.S. Customs Service

The U.S. Customs Service was contacted for information concerning any hazardous materials storage or incidents in the area of the site. The Customs Service has no records of any incidents in the vicinity (pers. comm., Port Director Melvin Hendrickson, August 1998).

5.5 Michigan State Police

The Michigan State Police was contacted for information concerning any hazardous materials storage or incidents in the area of the site. The department has no records of any incidents in the vicinity. The State Police said that the International Bridge was currently being painted, but thinks that nonhazardous materials are being used (pers. comm., Sergeant Jim Hutchinson, August 1998).

5.6 Chippewa County Sheriff's Department

The Chippewa County Sheriff's Department was contacted for information concerning any hazardous materials storage or incidents in the area of the site. The department has no records of any incidents in the vicinity. However, the department has seen warning signs of lead paint from the International Bridge (pers. comm., Sergeant Donald Carrick, August 1998).

6.0 FINDINGS AND RECOMMENDATIONS

Based on these investigations, Berger found no indications of obvious illegal dumping nor were any environmental concerns observed on the property. Based on the findings of the agency file and records review, conversations with potentially knowledgeable persons, a review of historical materials, and the site inspection, Berger recommends that no further action is required as far as other hazardous waste issues are concerned.

7.0 LIST OF CONTACTS

The following individuals were contacted as part of the investigation. Inclusion on this list does not necessarily mean information was provided through the individual or the office she/he represents.

Fire Chief Kenneth Eagle
Sault Ste. Marie Fire Department
Sault Ste. Marie, Michigan

Mr. Darien Neveu
Building Inspector
Sault Ste. Marie, Michigan

Mr. Joe Bowerman, Maintenance Mechanic
General Services Administration
Sault Ste. Marie, Michigan

Mr. Dan Fenner
General Services Administration
Grand Rapids, Michigan

Mr. Dave Martin
Chippewa County Health Department
Sault Ste. Marie, Michigan

Mr. Melvin Hendrickson, Port Director
U.S. Customs Service
Sault Ste. Marie, Michigan

Sergeant Jim Hutchinson
Michigan State Police
Sault Ste. Marie, Michigan

Sergeant Donald Carrick
Chippewa County Sheriff's Department
Sault Ste. Marie, Michigan

Mr. John Kellis
Water Department
Sault Ste. Marie, Michigan

Figure 3



Photo #1 - Looking north along the northwestern property line of the Border Station. Border Station on right and background.



Photo #2 - Looking south along the northwestern property line of the Border Station. International Bridge Authority in background.

Figure 4



Photo #3 - Looking northwest along the northwestern property line of the Border Station.



Photo #4 - Looking southwest along the northwestern property line of the Border Station.

