Calexico West Land Port of Entry

fact sheet

Location

200 East First Street
Calexico, CA 92231

Funding Status

Project Design - Fully Funded
Phase 1 - Fully Funded
Phase 2A - Fully Funded
Phase 2B - Currently Unfunded

Facility Size (Planned)

333,800 Gross Square Feet
(Including Canopies)
17.8 Acres (Project Area)

Project Costs

Project Design
& Land Acquisition - $24 Million
Phase 1 - $98 Million
Phase 2A - $191 Million
Phase 2B - $99.7 Million

Project Phasing & Completion Schedule

Phase 1: Southbound (SB) vehicle lanes and bridge, northbound (NB) vehicle inspection and operations building. Completed in September 2018.

Phase 2A: Additional NB privately owned vehicle (POV) inspection, permanent SB POV inspection, new administration building, and employee parking. Anticipated completion in Spring 2023.

Phase 2B: Construction of temporary pedestrian processing facility, demolition of existing port building, and construction of new pedestrian building.

Project Overview

The Calexico Land Port of Entry (LPOE) is the main border crossing linking the important Imperial Valley agricultural industry to the State of Baja California. The port processes about 20,000 northbound vehicles and 12,500 northbound pedestrians daily. The port's pedestrian and vehicle inspection facility was built in 1974 and could no longer accommodate current traffic loads or meet the U.S. Customs and Border Protection's (CBP) security requirements.

In order to increase vehicle and pedestrian capacity and support the Department of Homeland Security's ability to conduct its rapidly changing mission, GSA is reconfiguring and expanding the existing port. The project involves the creation of new pedestrian and POV inspection facilities, expanding the port on the site of the former commercial inspection facility, whose operations moved to Calexico East in 1996. Primary POV inspection facilities will include 16 northbound lanes and five southbound inspection lanes. There will be a new operations building, a new administration building, pedestrian building and over 300 port staff parking spaces.

The project will be constructed in two phases. Phase 1 consisted of three southbound POV lanes and a southbound bridge over the New River, ten northbound POV inspections lanes with primary and secondary inspection canopies to include booths and inspection equipment, a new operations building, and sitework to accommodate those facilities on the sloping site.

Phase 2 will be broken into two sub-phases; 2A and 2B. Phase 2A includes the construction of a new administrative building, expands the primary and secondary vehicle inspection canopy and includes six additional northbound vehicles inspection lanes and booths. The pre-primary northbound vehicle inspection canopy, and an employee parking lot are included in this phase, as is the construction of five new southbound vehicle inspection lanes to include booths, and canopy. Phase 2B, currently unfunded, will include the demolition of the old pedestrian inspection building, and the construction of both a temporary and a permanent pedestrian inspection facility with increased processing capacity.

Once complete, the project will provide the port with adequate operational space, reduced traffic congestion, and a safe environment for port employees and visitors.

Primary Tenants

U.S. Department of Homeland Security - Customs and Border Protection (CBP)
U.S. Department of Homeland Security - Immigration and Customs Enforcement (ICE)

Energy & Sustainability Requirements

As a Design Excellence project, GSA is incorporating sustainable features aimed to minimize the port's overall environmental impact with energy savings of 25 percent. The project was designed in 2007 to meet the United States Green Building Council Leadership in Energy and Environmental Design (LEED®) criteria for a LEED Silver rating, and the final design strives to attain LEED Gold rating.

Architect

Phase 1 – Perkins & Will
Phase 2A – Perkins & Will
Phase 2B – To be determined

Construction Management

Phase 1 – Jacobs Technology Inc.
Phase 2A – CBRE Heery
Phase 2B – To be determined

General Contractor

Phase 1 – Hensel Phelps Construction
Phase 2A – Hensel Phelps Construction
Phase 2B – To be determined

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