



Calexico West Land Port of Entry

fact sheet

Location

200 East First Street
Calexico, CA 92231

Facility Size (Planned)

~ 325,172 Gross Square Feet
(Including Canopies)
~ 16.5 Acres (Project Area)

Funding Status

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

Project Costs

Project Design
& Land Acquisition - \$24 Million
Phase 1 - \$98 Million
Phase 2 - 248 Million
Total Project ~ \$370 Million

Project Phasing & Completion Schedule

General Contractor Award: July 2015

Phase 1: Southbound (SB) Vehicle Bridge, Northbound (NB) Vehicle Inspection and Headhouse: August 2015 – March 2018

Phase 2: Old Port Building Demolition, Northbound Pedestrian Inspection Facility, Administrative Offices and Parking Structure: TBD

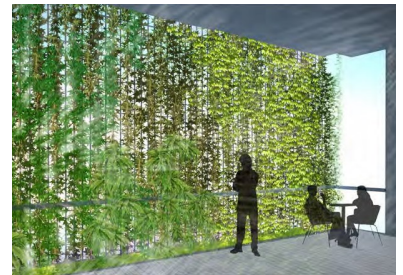
Project Overview

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 existing pedestrian and vehicle inspection facility, built in 1974, cannot accommodate existing traffic loads and security requirements.

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 privately owned vehicle (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 include 16 northbound lanes and five southbound lanes. There will be a new administrative space, a new headhouse and 360 port staff parking spaces.

The project will be constructed in two phases. Phase 1 will consist of five southbound POV lanes and a southbound bridge over the New River, ten northbound POV inspections lanes with primary and secondary inspection canopies, booths and inspection equipment, a new headhouse and sitework to accommodate those facilities on the sloping site. Phase 2 will include additional sitework, demolition of the existing port building, a new pedestrian processing facility, administrative offices, five southbound POV inspection lanes with canopies and booths, and six additional northbound POV inspection lanes.

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 Goals

As a Design Excellence project, GSA is incorporating sustainable features aimed to minimize the port's overall environmental impact. Originally designed in 2007 to meet the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED®) criteria for a LEED Silver rating, the project management team is working to further increase the port's sustainability to achieve a LEED Gold rating instead.

Energy & Sustainability Features

Energy

- Solar photovoltaic system
- Solar thermal hot water system
- Earth bermed Administration Building system
- Building orientation and windows

Water

- Ultra-low flow fixtures
- Rainwater pervious surfaces, gabion walls
- Xeriscape landscaping (drought tolerant plants)

Architect

Perkins+Will, Inc.

Construction Management

Jacobs Technology, Inc.

General Contractor

Phase 1 - Hensel Phelps

Construction Company

Phase 2 - To be determined

