

City of Douglas Commercial
Land Port of Entry (LPOE)
Connector Road

Frequently Asked Questions



Project Overview

1. Do you have a list of all the work being done associated with the new land port of entry (LPOE)? What is the timeline for these elements?

Response: Elements of the overall project are being managed by various governmental agencies working in cooperation with one another.

- ▶ **Commercial LPOE:** The U.S. General Services Administration (GSA) is the lead agency for the LPOE project element. Construction began in fall 2025, and GSA currently estimates construction to reach substantial completion in fall 2028. The full project timeline and additional information can be found at: <https://www.gsa.gov/real-estate/gsa-properties/ongoing-construction-projects/douglas-commercial-land-port-of-entry>.
- ▶ **Connector Road:** The Arizona Department of Transportation (ADOT) is the lead agency working on the design and construction of the connector road, which will extend between the new commercial LPOE and State Route (SR) 80 along James Ranch Road. Improvements will ensure the safe and efficient movement of commercial traffic to and from the new LPOE. This includes reconstructing the intersection of SR 80 and James Ranch Road, adding new turn lanes, installing a traffic signal for better control and conducting general drainage improvements along a one-mile segment of SR 80 to enhance road integrity. These upgrades are vital for accommodating the increased volume and large size of commercial vehicles accessing the new port. Construction is anticipated to begin in winter 2026. All details related to the design and construction

of the connector road can be found here: <https://azdot.gov/projects/southeast-district-projects/douglas-international-commercial-port-of-entry-connector-road>.

- ▶ **Connector Road from Mexico:** The Municipal Government of Agua Prieta, through its Dirección de Desarrollo Urbano y Obras Públicas, handles local urban roadway improvements and connectivity works within city limits, such as street paving and network extensions to support border infrastructure like the new port area. This department is responsible for urban connectivity projects near the border, distinct from federal/state highway efforts by Sonora, which focus on larger highways like Cananea-Agua Prieta or Agua Prieta-Janos. Recent municipal posts confirm their ongoing role in advancing local roads tying into the port zone, while Secretariat of Infrastructure, Communications and Transportation proposes 2026 federal funding (1 billion pesos) for regional highways.

Timeline: Will coincide with the U.S. counterparts.

- ▶ **Raul H. Castro LPOE Modernization and Expansion:** The GSA owns and manages the LPOE and is responsible for the design, construction and modernization of federal buildings and ports of entry. The overall project, known as the “Two-Port Solution,” involves two main components: Modernization and expansion of the existing Castro LPOE for pedestrian, privately-owned vehicle, bus and bike traffic with the construction of a new, standalone commercial LPOE 4.5 miles west of the existing port. The GSA is working with Hensel Phelps, Stantec and Jones Studio as design

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partners. The GSA is also soliciting a Design-Build Contractor for the modernization and expansion of the Castro LPOE.

The project is in the Design-Build Acquisition Phase. A contract award is pending for the Castro LPOE Modernization & Expansion estimated for fall 2027 and construction is expected to be completed in fall 2031. The project details can be found at: <https://www.douglasaz.gov/472/2-Port-Solution>.

2. Will the new commercial LPOE open to traffic before a road is extended from the Mexican side?

The commercial LPOE will only open to traffic once connector roads on both the U.S. and Mexico side of the LPOE are completed, which are expected to be completed prior to the commercial LPOE projected opening in fall 2028.

The purpose of the new LPOE is to relocate all commercial inspection operations from the downtown Castro LPOE to the new site 4.5 miles west, an objective that can only be achieved if trucks can access the facility from both directions. Therefore, the phased transition is expected to be a single, coordinated move: commercial operations will permanently relocate to the new site only upon its completion, after all necessary infrastructure, including the essential Mexican access road, is confirmed to be ready.

Learn more at: <https://engage.douglasaz.gov/twoportsolution> or <https://azdot.gov/projects/southeast-district-projects/douglas-international-commercial-port-of-entry-connector-road>.

How is coordination between U.S. and Mexican agencies structured to ensure smooth construction of the port and roads?

Coordination of construction for the commercial LPOE is shared across U.S. and Mexican agencies. The GSA oversees construction of the port facilities, while ADOT builds the U.S. connector road. Binational coordination mechanisms and the Sonora state infrastructure ministry work with Mexican federal entities so that construction of the Agua Prieta port and its access roads aligns with the Douglas facilities, with the goal that both sides open to commercial traffic at the same time.

3. What is the total budget and funding sources for the Two-Port Solution project?

The Two-Port Solution's connector road and supporting infrastructure along SR 80 are funded by local/state grants including America Rescue Plan Act, Congressional Directed Spending and North American Development Bank awards, itemized here:

- ▶ The total federal budget via Bipartisan Infrastructure Law is \$664 million.
- ▶ This breaks down to \$313 million for the new commercial port design/construction.
- ▶ The Castro POE modernization/expansion receives \$287 million to \$351 million.
- ▶ The connector road will cost \$47.5 million.
- ▶ \$45 million is allotted for water, sewer and broadband to the new port site.

Benefits and Broader Impact

4. What are the benefits of having a separate commercial port of entry facility versus the current combined operations?

The primary benefit of the Two-Port Solution is the separation of commercial and non-commercial traffic, which directly addresses the severe capacity, congestion and safety issues inherent to the current combined operations at the Castro LPOE. The existing port is undersized and forces all traffic, including commercial trucks, oversized mining equipment and vehicles carrying hazardous materials, to compete for space, causing long wait times and safety hazards in downtown Douglas. By relocating all commercial inspection operations to the new, expansive 80-acre facility 4.5 miles west of the city, the new port will drastically increase capacity — from just two commercial booths and five inspection bays to four northbound and two southbound booths and 36 covered truck bays — significantly improving the flow of goods and strengthening supply chains. Simultaneously, the existing Castro POE can be modernized and dedicated exclusively to pedestrian, private vehicle and bus traffic, which will alleviate downtown congestion, improve air quality for local residents and allow Douglas to be transformed into a safer, more efficient regional tourism gateway.

5. How will the project affect cross-border trade and relations with Mexico?

The project is expected to have a profoundly positive effect on cross-border trade by transforming the Douglas-Agua Prieta crossing into a more secure, efficient and higher-capacity gateway for international commerce,

which strengthens binational relations. The new commercial LPOE will significantly expand commercial inspection capacity. This expansion is expected to incentivize an increase in commerce throughout the area by facilitating the faster and safer transport of hundreds of millions of dollars in trade, including critical items like mining equipment and chemicals. Furthermore, the extensive work underway with Mexican federal agencies demonstrates a commitment to a coordinated, binational approach, ensuring that the port infrastructure on both sides of the border is aligned to meet modern trade demands. This combined effort is key to strengthening the economic ties between the U.S. and Mexico, enhancing regional economic growth and solidifying Douglas' position as a vital hub for trade.

Traffic, Safety and Road Access

6. Will construction of the new port and connector road affect daily traffic or cause detours for residents in Douglas or Agua Prieta?

Temporary and intermittent traffic disruptions, congestion and delays are anticipated, primarily affecting motorists traveling along SR 80 near the new port site. Specifically, construction of the new connector road, which will link the port to SR 80 along the James Ranch Road alignment, may necessitate the use of temporary traffic control measures on SR 80. Residents living near the construction zone should anticipate increased noise and dust during construction. Because the new port is located 4.5 miles west of downtown Douglas on undeveloped land, the immediate impact on the downtown border crossing is expected to be minimized.

However, the concurrent modernization of the existing Castro POE within the constrained downtown area may also lead to localized detours or lane restrictions for pedestrian and vehicular traffic in Douglas. Ultimately, these temporary inconveniences are part of the Two-Port Solution designed to alleviate long-term congestion and safety issues by permanently removing all commercial truck traffic from the Douglas downtown area, benefiting residents of both Douglas and Agua Prieta.

7. What changes will be made to the Raul H. Castro Port of Entry?

The Castro LPOE is being transformed into a non-commercial facility dedicated to pedestrian, private vehicle and bus traffic under the Two-Port Solution, addressing its outdated 1933 design and lack of truck separation. Modernization doubles pedestrian booths from 3 to 6 and vehicle booths from 7 to 10, adds covered inspection areas, new buildings, a Secure Electronic Network for Travelers Rapid Inspection center and parking, while demolishing/replacing structures and expanding westward — enhancing safety and reducing downtown congestion by shifting trucks to the new 4.5 mile west commercial port. <https://engage.douglasaz.gov/twoportsolution>

8. How will the new commercial LPOE affect traffic in downtown Douglas?

The new commercial LPOE permanently removes all commercial truck traffic — including oversized mining equipment and hazardous materials — from downtown Douglas, alleviating severe congestion, safety hazards and environmental impacts at the existing Castro POE. This relocation to an 80-acre site 4.5 miles west enables modernization of the downtown

facility for non-commercial traffic only, supporting urban revitalization. <https://www.douglasaz.gov/DocumentCenter/View/5569/Two-Port-Solution-Fact-Sheet-Update>

9. Will the connector road improve safety and travel times for local residents and commercial vehicles?

Yes, the connector road along the James Ranch Road alignment links the new commercial LPOE to SR 80, improving safety by removing all commercial trucks — including oversized mining equipment and hazardous materials — from downtown Douglas streets, reducing accidents and pedestrian risks. It cuts travel times for locals via a faster, non-commercial downtown POE and provides commercial vehicles direct access to expanded facilities with 36 covered truck bays and new booths. <https://engage.douglasaz.gov/twoportsolution>

10. Will there be restrictions or changes to local road access during the construction phase?

During the construction phase of the new commercial LPOE and its connector road, there will be temporary traffic congestion and delays for motorists and residents along SR 80. It will remain open and no traffic detours are currently planned for the main highway. However, temporary traffic control measures may be implemented, particularly near the intersection of SR 80 and James Ranch Road. Furthermore, access to residential properties in the vicinity of the construction zone is anticipated to remain open.

Environmental, Economic and Community Impact

11. What economic opportunities, such as increased trade or industrial development, are expected because of the new port?

The expansion of commercial vehicle inspection capacity at the new 80-acre Douglas LPOE — from two booths/five bays to four northbound/two southbound booths and 36 covered truck bays — is expected to boost regional economic growth by \$10.8 million to \$20 million annually, create 110+ jobs (potentially doubling), and attract private investment in warehouses, business parks, and utility/broadband infrastructure along SR 80. <https://cochise.az.gov/841/Douglas-Commercial-Port-of-Entry>

12. What sort of economic impact might the new LPOE have on local businesses?

The relocation of commercial traffic from downtown Douglas via the new LPOE enables redevelopment of the Castro POE area into a tourism gateway, revitalizing historic districts for hospitality and retail while trucking businesses shift to a new SR 80 warehouse/business park. The project is projected to generate \$10.8 million to \$20 million in annual revenue, create 110+ jobs (potentially doubling), spur infrastructure such as utilities and broadband, and boost trade, the workforce and nearby institutions such as Cochise College — despite adaptation needs for some downtown firms. <https://cochise.az.gov/841/Douglas-Commercial-Port-of-Entry>

13. Will the construction and operation of the new LPOE provide job opportunities for local residents?

The new commercial LPOE construction will create jobs for skilled trades/laborers via the design-build contractor, while operations require nearly 110 new U.S. Customs and Border Protection (CBP) employees (potentially doubling) for expanded capacity. It also spurs a nearby industrial warehouse/business park and SR 80 utility corridor, boosting long-term manufacturing opportunities. <https://www.douglasaz.gov/590/Port-of-Entry-Project>

14. What measures will be taken to minimize noise, dust and other construction-related disruptions for nearby residents and businesses?

Both GSA and ADOT have conducted detailed environmental studies, including the Final Environmental Impact Statement and Environmental Assessment (EA), will require Best Management Practices (BMP) to minimize noise, dust and disruptions during construction. ADOT's connector road plan will use treated wastewater trucked from the City of Douglas Wastewater Treatment Plant for dust suppression, per EPA air quality requirements. These BMPs will address air quality, noise, and community impacts through standard mitigation during active construction phases.

15. How will the project address concerns about pollution or the environment along the new road corridor?

The EA and Design Concept Report explain that the ADOT connector road project addresses pollution and environmental concerns by complying with the environmental clearance process and implementing required mitigation measures, including a Finding of No Significant Impact. The EA documents alternatives considered and mitigates potential issues like erosion and stream flows to meet state and federal water quality standards. The Two-Port Solution provides an overall environmental benefit by removing heavy commercial truck emissions — including from oversized mining equipment and hazardous materials — from downtown Douglas, improving air quality for nearby low-income communities.

16. What environmental impacts have been considered for the new construction projects, and how are they being mitigated?

A variety of environmental impacts for the connector road and new construction projects have been considered through ADOT's National Environmental Policy Act process, including effects on flood control, utilities, air quality, water resources and cultural resources, per the initial and Supplemental Environmental Impact Statements. Mitigation includes revising the connector road's project footprint for utility upgrades to avoid four potentially historic resources; building a new stormwater retention basin and realigning part of the Rose Avenue channel to manage flood risks; using trucked treated wastewater for dust control and water conservation; and pursuing Leadership in Energy and Environmental Design Platinum certification with low-carbon materials like asphalt, concrete and steel to cut emissions. <https://engage.douglasaz.gov/twoportsolution>

17. Will any improvements be made to U.S. 191?

ADOT does not have improvements planned for U.S. 191 as part of the connector road project, however, ADOT began construction on the U.S. 191 Cochise Railroad Overpass Bridge Replacement Project in December 2025 with the purpose of accommodating oversized vehicles and semi traffic. More information on this project can be found here: <https://azdot.gov/projects/southeast-district-projects/us-191-cochise-railroad-overpass-bridge-replacement-project>.

To learn more about upcoming ADOT projects in the Five-Year Program, please visit: <https://azdot.gov/planning/transportation-programming/five-year-program>.

18. How will local residents and businesses in Douglas be affected during and after construction?

During construction of the new commercial LPOE and connector road, local residents and businesses may experience temporary disruptions such as traffic detours, noise, dust and access changes around the 80-acre site west of the city and along the SR 80 corridor, though project planning emphasizes coordination to minimize these effects. After completion, expected in fall 2028, residents will benefit from reduced downtown congestion as commercial trucks shift to the new commercial LPOE and connector road, improving safety for pedestrians and passenger vehicles while potentially boosting the local economy through construction jobs, new business opportunities and long-term trade growth. Businesses affiliated with trucking or border commerce may need to adapt locations, but city strategies like zoning updates and economic studies aim to revitalize downtown and support housing, retail and hospitality to offset any shifts.

Security and Operational Management

19. How will security be managed at the new port, and will there be an increased presence of border patrol or law enforcement in adjacent communities?

Standard federal protocols will apply, featuring 24/7 staffing by CBP officers, surveillance cameras and canine units for detecting contraband, according to current practice.

20. How will the new LPOE handle the increased volume of commercial traffic expected in the future?

The GSA states that the new commercial LPOE is designed to accommodate significantly higher commercial traffic volumes through expanded inspection booths, dedicated truck lanes and cold storage facilities for perishable goods, addressing projections of doubled cross-border trade. Features like a truck bypass system via the connector road to SR 80 and U.S. 191 will help manage flow by diverting heavy vehicles away from downtown, reducing congestion. ADOT and GSA planning incorporates scalable infrastructure to handle future growth, with phased construction allowing for capacity upgrades as trade volumes increase.

21. Are there any intergovernmental agreements or funding mechanisms in place to support the purchase and acquisition of right-of-way, and how will compensation be determined for affected landowners?

Intergovernmental agreements between the City of Douglas, GSA, ADOT and Cochise County facilitate right-of-way acquisition, including an 80-acre land transfer in late 2024 to support the project. Funding comes from state/federal

highway funds for the connector road and federal appropriations via GSA for the port facility, with mechanisms like grants and programmatic agreements covering costs. Compensation for affected landowners follows Arizona eminent domain laws, determined through appraisals based on fair market value, negotiation or condemnation proceedings if needed, ensuring due process.

Communication and Community Involvement

22. How will drivers and the community be kept informed during construction?

Drivers and the community will receive construction updates via ADOT's Douglas Land Port-of-Entry Connector Road project page, where subscriptions for email alerts are available: <https://azdot.gov/projects/southeast-district-projects/douglas-international-commercial-port-of-entry-connector-road>.

For LPOE site work notifications coordinated with GSA, subscribe through the City of Douglas Engage site or Cochise County resources.

Facilities and Amenities

23. Are there plans for amenities such as fuel stations, rest areas or food services near the new LPOE connector road for commercial drivers and travelers?

The broader LPOE area supports industrial development through rezoning efforts, including a proposed 369-acre zone for warehousing and storage tied to port traffic. Private investments in truck stops, fuel services and driver amenities are anticipated as economic ripple effects. For details on utility, infrastructure and planning like Kings Highway and Puzzi Ranch Road, refer to Cochise County resources. <https://cochise.az.gov/841/Douglas-Commercial-Port-of-Entry>

Acronyms List:

- ▶ **ACRA:** Arizona Congressional Redistricting Association
- ▶ **ADOT:** Arizona Department of Transportation
- ▶ **CBP:** U.S. Customs and Border Protection
- ▶ **EA:** Environmental Assessment
- ▶ **EPA:** Environmental Protection Agency
- ▶ **GSA:** General Services Administration
- ▶ **LPOE:** Land Port of Entry
- ▶ **POC:** Point of Contact
- ▶ **POE:** Port of Entry
- ▶ **SENTRI:** Secure Electronic Network for Travelers Rapid Inspection

Municipal Websites:

[GSA Douglas Land Port of Entry](#)

- ▶ Current status
- ▶ Project news
- ▶ Project timeline

[Cochise County Douglas POE](#)

- ▶ Background
- ▶ Two-Port Solution
- ▶ Activities by org. & cost
- ▶ Funding
- ▶ Economic impact
- ▶ Infrastructure
- ▶ Study
- ▶ Environmental

[City of Douglas 2-Port Solution](#)

- ▶ Background

[City of Douglas Port of Entry Project](#)

[Engage Douglas Port of Entry Project](#)

- ▶ City POCs
- ▶ Funding
- ▶ Utility & infrastructure planning
- ▶ POE Fact sheet

[Acquisition Gateway](#)

- ▶ GSA POC