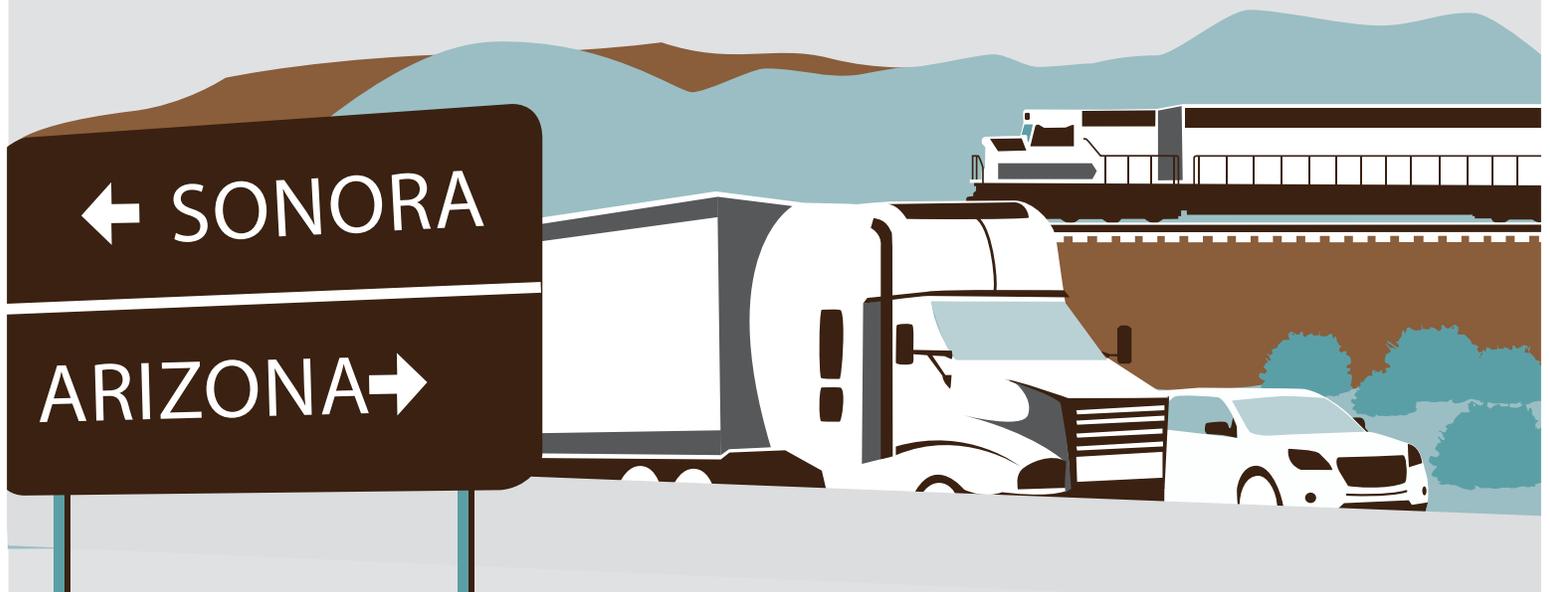


Technical Memo #2, LPOE Review

Memorándum Técnico #2, Revisión De Puertos Fronterizos

December 2011
diciembre 2011



Arizona-Sonora Border Master Plan

Plan Maestro para la Frontera Arizona-Sonora

ARIZONA-SONORA BORDER MASTER PLAN

DRAFT Technical Memorandum No. 2 Land Port of Entry Reviews



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Focus Area Map

Aerial Photos with tabulated traffic data:

- San Luis I / San Luis Río Colorado I
- San Luis II / San Luis Río Colorado II
- Lukeville / Sonoyta
- Sasabe / Sásabe
- Mariposa / Nogales II
- DeConcini / Nogales I
- Morley Gate/ Morley Gate
- Naco / Naco
- Douglas / Agua Prieta

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1.0 OVERVIEW OF THE ARIZONA-MEXICO LAND PORTS OF ENTRY (LPOE'S)

The State of Arizona in the United States and the State of Sonora in Mexico share approximately 360 miles of international border. The six¹ border crossings (see Figure 1) located along this border are as follows, from west to east:

- San Luis (San Luis I and II)
- Lukeville
- Sasabe
- Nogales (Mariposa, DeConcini and Morley Gate)
- Naco
- Douglas



Figure 1: Arizona-Sonora Land Ports of Entry Locations

These crossings not only serve as passageways for travel and tourism between Mexico and Arizona, but also as fundamental gateways for both US-Mexico and US-Mexico-Canada trade.

In 2009, over 25.4 million people crossed into the United States through the Arizona LPOEs. This is approximately 15% of all persons entering the United States from Mexico. Nearly 70% of these were foreign nationals entering the US to visit, work, conduct business or shop. The remaining 30% is comprised largely of U.S. citizens returning home from Mexico. The majority of persons crossing the border (74%) did so in vehicles (cars, buses or as drivers of commercial trucks). The remaining 24% or approximately 8 million people crossed through the Arizona LPOEs as pedestrians in 2009.

Over \$20 billion worth of goods moved through the six Arizona LPOEs (imports and exports) in 2008. This figure represents 33.3 percent of all trade flows between the United States and Mexico that year. Of this \$20 billion, \$14 billion were imports.

¹ There are a total of nine specific LPOEs. However, grouping of data from the two San Luis LPOEs and the three Nogales LPOEs results in most references listing six LPOEs in this manner.

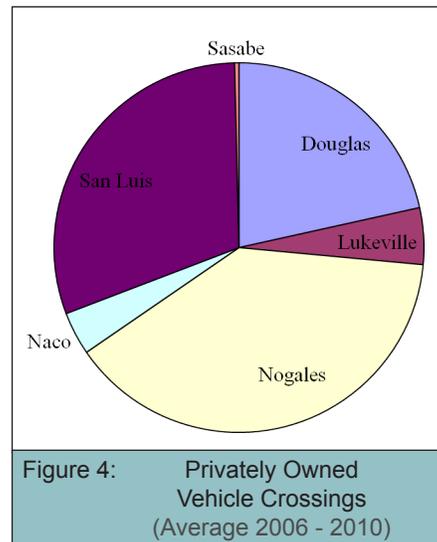
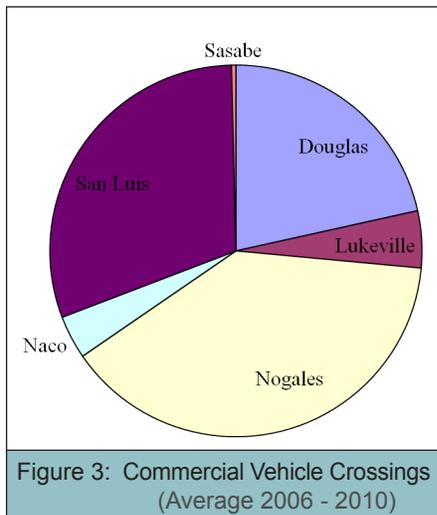
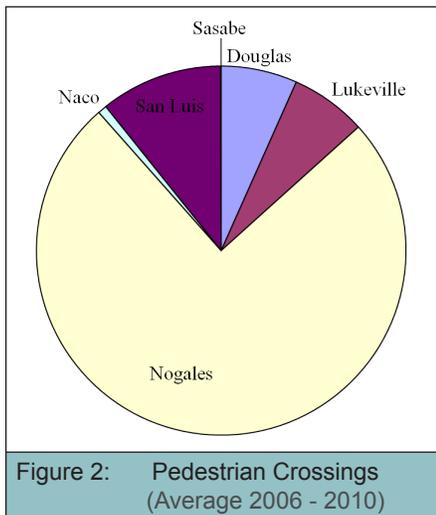
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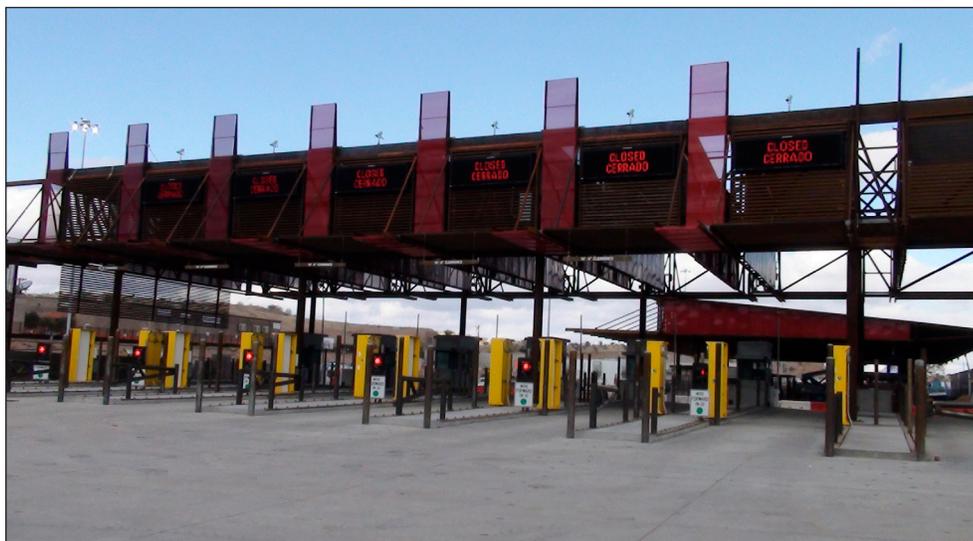


A large portion of the imported goods originate at the maquiladora factories in Sonora and are destined for Arizona, other US states, and/or Canada. However, a special characteristic of the Arizona-Sonora LPOEs is that they are also a major gateway for fresh produce grown in Mexico. More than \$2.3 billion worth of fresh produce were processed through Arizona's LPOEs in 2008. This constitutes more than 40 percent of fresh produce imported through all U.S.-Mexico ports of entry in 2008.

The majority of all border crossings from Sonora into Arizona occur through the three LPOEs in Nogales. Over the last five years, approximately 60% of all pedestrian crossings, 40% of privately owned vehicles (POVs) and 75% of all truck crossings occur through the Nogales LPOEs (see Figure 2-4). The San Luis LPOEs near Yuma experiences the second highest number of border crossings in all three categories. The Sasabe LPOE processes the fewest crossings.



With the exception of Nogales LPOEs, original construction of most Arizona LPOEs occurred in the 1930s. Modernization occurred in the 1990s. San Luis, Nogales Mariposa, and Lukeville LPOEs have recently or are currently being reconfigured and/or expanded to improve traffic flow and to decrease wait times.



Newly constructed POV lanes at Nogales Mariposa. Opening scheduled for 2012.

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2.0 SUMMARIES OF INDIVIDUAL LAND PORTS OF ENTRY

THREE NOGALES LAND PORT OF ENTRIES

Within the city of Nogales, AZ are the most active Arizona-Sonora border crossings. Approximately 40,000 people, 9,000 vehicles, and 150 railcars enter the United States through the three Nogales LPOEs daily. These three LPOE's include:

- Mariposa LPOE (Commercial Vehicles, Privately Owned Vehicles (POVs), and Pedestrians)
- DeConcini LPOE (POVs, Pedestrians and Railcar)
- Morley Gate LPOE (Pedestrians Only)

In 2009, 49% of all pedestrians, 46% of all passengers, and 42% of all vehicles crossing from Sonora into Arizona passed through the Nogales LPOEs.

Traffic arteries served:

- SR-189 (Mariposa Road) - recent improvements
- Interstate 19 Business (Grand Avenue)
- Interstate 19
- Mexico Federal Highway 15

2.1 MARIPOSA LPOE

The 43-acre Mariposa LPOE was opened for commercial traffic in 1976 and expanded to handle POVs in 1983. This LPOE also serves as the principal gateway for CANAMEX international trade (see Figure 5).

Originally designed to handle 400 trucks daily, the Mariposa LPOE now processes up to 1,500 trucks each day during the winter peak produce season. The number of northbound commercial truck crossings exceeded 300,000 in 2010.

Hours of Operation

POV/Pedestrian Processing: 6 am–10 pm (7 days/week)

Commercial Processing: 8 am–9 pm (Monday–Saturday)

Commercial vehicle wait times are seasonal, ranging from 2 to 4 hours during the summer and up to 8 hours during the peak produce season (Oct-May). Lengthy wait times can negatively affect the quality of the produce.



Figure 5: CANAMEX Corridor

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Mariposa is currently being expanded to relieve congestion and reduce commercial vehicle, POV and pedestrian wait times. The phased improvement project will result in demolition and new construction of all Mariposa LPOE facilities. This includes primary and secondary inspection areas for both commercial and non-commercial vehicles, a pedestrian-processing facility, and other support structures. In addition, new southbound export processing docks and inspection areas will be constructed to allow for future revisions to export protocols. Approximately 14 acres adjacent to the port were acquired to accommodate the expansion. Full implementation of the improvements is scheduled for 2014.



Primary POV: Inspection Lane



Primary Commercial Inspection Facility: Eight Lanes



Intelligent Technology: Overhead Variable Message Signs

2.2 DECONCINI LPOE

Created more than 100 years ago, this multi-modal port was modernized in 1994 and renovated again in 2010. It has been described by numerous sources as “the most congested border crossing between Arizona and Mexico.”

Hours of Operation

POV/Pedestrian Processing: 24 hours/day
7 days/week



Early photo depicting the border crossing process in downtown Nogales.

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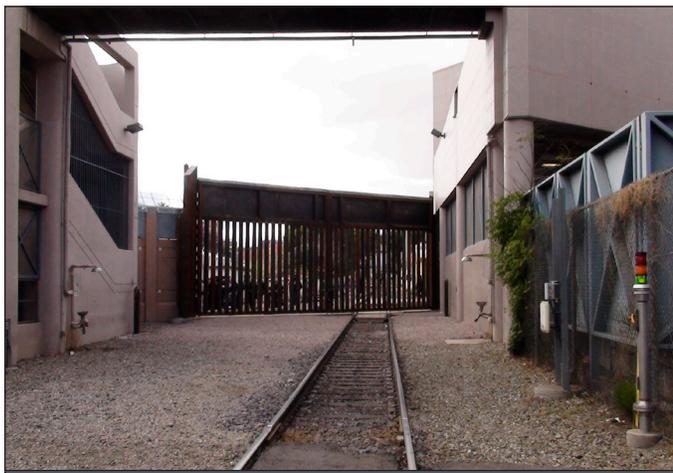
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The DeConcini LPOE includes the one rail line that crosses the Arizona-Sonora border (see photo, immediate right). The rail line intersects multiple city streets and therefore contributes to congestion and potentially emergency response times downtown, as trains are limited to 5 mph in this vicinity. Furthermore, due to spatial constraints, processing of the trains occurs approximately 7.5 miles north of DeConcini in Rio Rico, Arizona where inspections require a minimum of 2 hours.



Rail Inspection Yard at Rio Rico



Border Rail Gates at Deconcini



Dock at Rio Rico

The DeConcini LPOE processes POVs through eight lanes. All lanes are Secure Electronic Network for Travelers Rapid Inspection (SENTRI) compatible, but typically only one is required to handle the traffic queue with the appropriate credentials. One of these lanes ("Gate" 8) is used for buses and recreational vehicles after the nearby Mariposa LPOE closes for the evening. In addition, one of the POV lanes is a READY Lane for pre-approved radio-frequency identification. The READY Lane is opened from 7 am-10 pm every day.

Pedestrians are processed at the six Grand Avenue pedestrian gates, which are located inside the DeConcini Building. Again all six lanes are SENTRI compatible, but typically only one lane is required to handle those pedestrians with this paperwork.



Existing POV Lanes at Deconcini

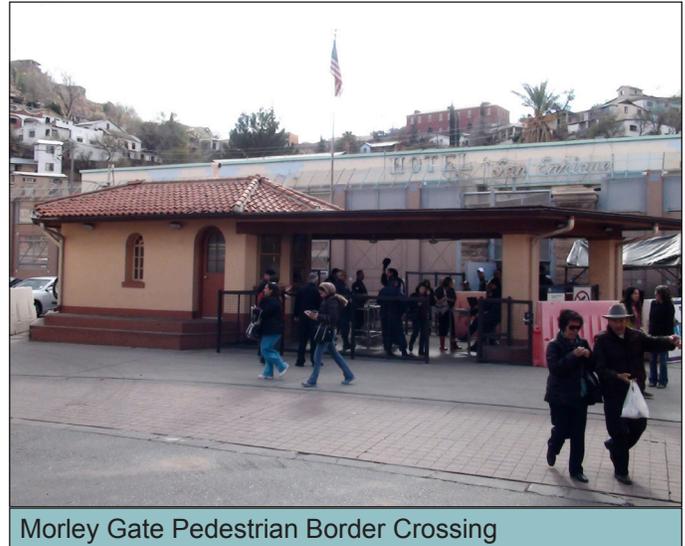


Ready Lane Signage



2.3 MORLEY GATE LPOE

Morley Gate is a single lane, four station pedestrian border crossing located at the end of Morley Avenue in Nogales. It is considered an extension of the DeConcini LPOE. A Pedestrian Re-Engineering study is complete and construction drawings are in process for Morley Gate. Plans include a more effective canopy system to further protect pedestrians and officers from the elements and improved direction and wayfinding signage. Project construction is anticipated for 2012.



Morley Gate Pedestrian Border Crossing

SAN LUIS LAND PORT OF ENTRIES

The original 13 acre port was referenced as San Luis I and was constructed in 1930 to facilitate trade between US and Mexico. It has been expanded with new construction in 1984, 1991, and has just recently expanded to a second site (San Luis II) for commercial vehicles.

Traffic Arteries Served

- US 95
- Interstate 8
- SR-195 Surface Area Highway
- Mexico Federal Highway 2

2.4 SAN LUIS I

This LPOE is located at the commercial center of the City of San Luis on the U.S. side, and the City of San Luis Rio Colorado on the Mexican side. The port provides daily access for POVs via six general lanes (24/7) and two SENTRI Lanes (6 am–10 pm only). The port also processes Pedestrians via general lanes (24/7) and one SENTRI lane (4 am–10 pm only).

Hours of Operation

POV / Pedestrian Processing: 24 hours/day; 7 days/week

2.5 SAN LUIS II

San Luis II is a new 80-acre Commercial Vehicle LPOE located five miles east of the original San Luis I LPOE. Commercial vehicles are processed through four primary inspection lanes. The LPOE also supports the Free and Secure Trade (FAST) traffic program with a dedicated FAST lane in the northbound direction to efficiently process imports to the US. This new port is designed to initially process 150 trucks per day with the potential to expand to 650 trucks per day by 2030.

Hours of Operation

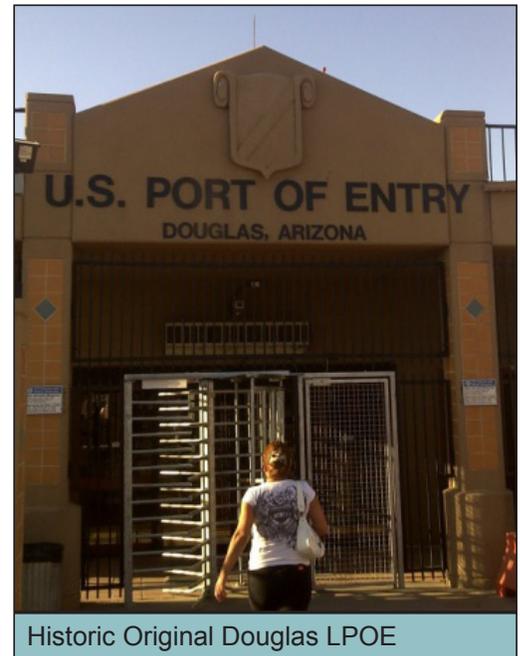
- Commercial Processing: 9 am–8 pm (Monday–Saturday, peak produce season)
- Commercial Processing: 9 am–6 pm (Monday–Saturday, off-peak produce season)



2.6 DOUGLAS LPOE

The Douglas LPOE is a small (4.8 acre) site built in 1933 and renovated in 1993 that currently provides 24/7 processing for POVs (7 lanes) and Pedestrians (2 lanes). Commercial vehicle processing facilities include three primary inspection lanes and twenty designated docks. Because of the extremely tight turning radius, entering the cargo area from Mexico, only one of the three primary inspection lanes is used. In addition, due to the lack of parking, only eight of the dock spaces can accommodate trucks for secondary inspection and only two of the trucks can be off-loaded at one time due to the limited dock area.

Several safety issues have been identified with the traffic flow and congestion at the current Douglas LPOE. A project, currently awaiting funding, was studied to address these and other safety concerns. When funded, the project may result in the creation of a new commercial inspection compound on approximately 28 acres to be acquired west of the existing LPOE. The new facility will provide for separate circulation and inspection of inbound and outbound trucks. There will be twenty import inspection bays and two export bays.



Historic Original Douglas LPOE

When the new commercial inspection compound is funded and complete, the existing facility will be expanded and reconfigured to provide new POV and bus inspection facilities. There will be eight primary POV inspection lanes and one bus lane. The historic port building will be modernized and the pedestrian facility will be expanded from two inspection stations to three.

Expansion of the existing Mexican inspection facility and associated transportation infrastructure in neighboring Agua Prieta is necessary in order for the planned design of the expanded LPOE to function as intended.

Hours of Operation

POV / Pedestrian Processing: 24 hours/day; 7 days/week

Commercial Processing: 9 am–5 pm (Monday–Thursday, extended hours to 6 pm Fridays and Noon–2 pm Saturdays)

Traffic Arteries Served

US 191

SR-80

Mexico Federal Highway 2

Mexico Federal Highway 17

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2.7 NACO LPOE

The original Naco LPOE, designed and constructed in the Pueblo Revival style of architecture in 1936, is listed on the National Register of Historic Places. It was modernized in 1994.

The port provides daily access for POVs via two general lanes (24/7). There is one lane for processing all southbound traffic.

Hours of Operation

POV / Pedestrian Processing: 24 hours/day; 7 days/week
Commercial Processing: 9 am–5 pm (Monday–Friday)

Traffic Arteries Served

SR-80
SR-92
Mexico Federal Highway 2
Mexico Federal Highway 17



Naco LPOE shortly after construction

2.8 LUKEVILLE LPOE

The Lukeville LPOE was constructed more than 30 years ago to process tourism traffic between Arizona and Puerto Peñasco (Rocky Point), Mexico. In response to long wait times (in excess of 8 hours on Holiday Weekends), this LPOE was recently expanded using Public/Private US/ Mexico funding.

During the week, the Lukeville LPOE processes approximately 800 vehicles per day (vpd). With increased traffic on Holiday weekends, this number soars to over 6,000 vpd.

The port's primary inspection facilities include five POV lanes, including one READY Lane (for pre-approved radio-frequency identification), one Pedestrian Gate and one Commercial lane.

Hours of Operation

POV / Pedestrian Processing: 6 am–midnight; 7 days/week
Commercial Processing: 8 am–4 pm (Monday–Saturday)

Traffic Arteries Served

SR-85
Mexico Federal Highway 2
Mexico Federal Highway 8



Vacationers returning to the U.S. through the Lukeville LPOE



2.9 SASABE LPOE

The Sasabe LPOE is the smallest Arizona LPOE. It opened in 1916 and was modernized in the 1990s. Roughly halfway between the Nogales LPOE and the Lukeville LPOE, the Sasabe LPOE connects two very small towns, El Sasabe, population 2,500, on the Sonora side, and Sasabe, population 11, on the Arizona side.

There is one lane for processing all northbound traffic at Sasabe.

According to the Bureau of Transportation Statistics, an average of fewer than 150 cars, trucks or pedestrians pass through the Sasabe LPOE each day.

The 1990 modernization occurred following an agreement with Mexican authorities that would result in a paved road leading to El Sasabe. The planned improvements were intended to bring more traffic, commerce and tourism to both sides of the border. The roadway project has yet to be completed.



Sasabe LPOE

Hours of Operation

POV / Pedestrian / Commercial Processing: 8 am–8 pm; 7 days/week

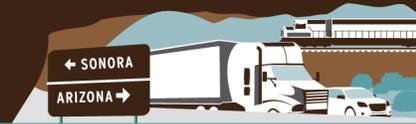
Traffic Arteries Served

SR-286

Unpaved Road on Mexican side

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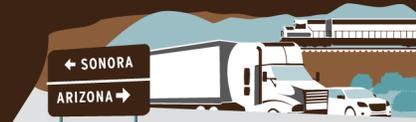
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APPENDIX

Focus Area Map

Aerial Photos with tabulated traffic data:

San Luis I / San Luis Río Colorado I

San Luis II / San Luis Río Colorado II

Lukeville / Sonoyta

Sasabe / Sásabe

Mariposa / Nogales II

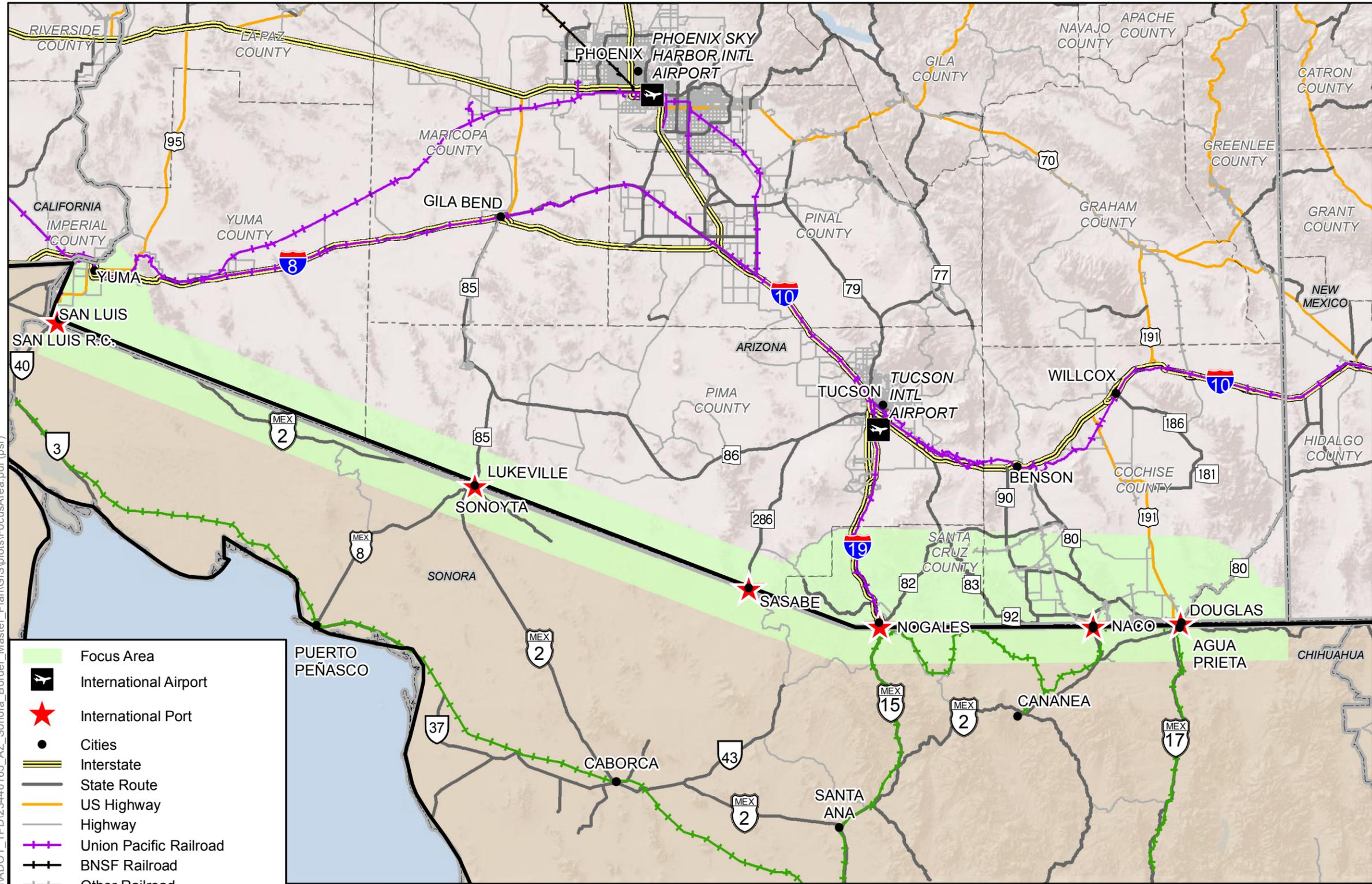
DeConcini / Nogales I

Morley Gate/ Morley Gate

Naco / Naco

Douglas / Agua Prieta

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-  Focus Area
-  International Airport
-  International Port
-  Cities
-  Interstate
-  State Route
-  US Highway
-  Highway
-  Union Pacific Railroad
-  BNSF Railroad
-  Other Railroad
-  Mexican Railroad
-  United States
-  Mexico
-  State Boundary
-  County Boundary



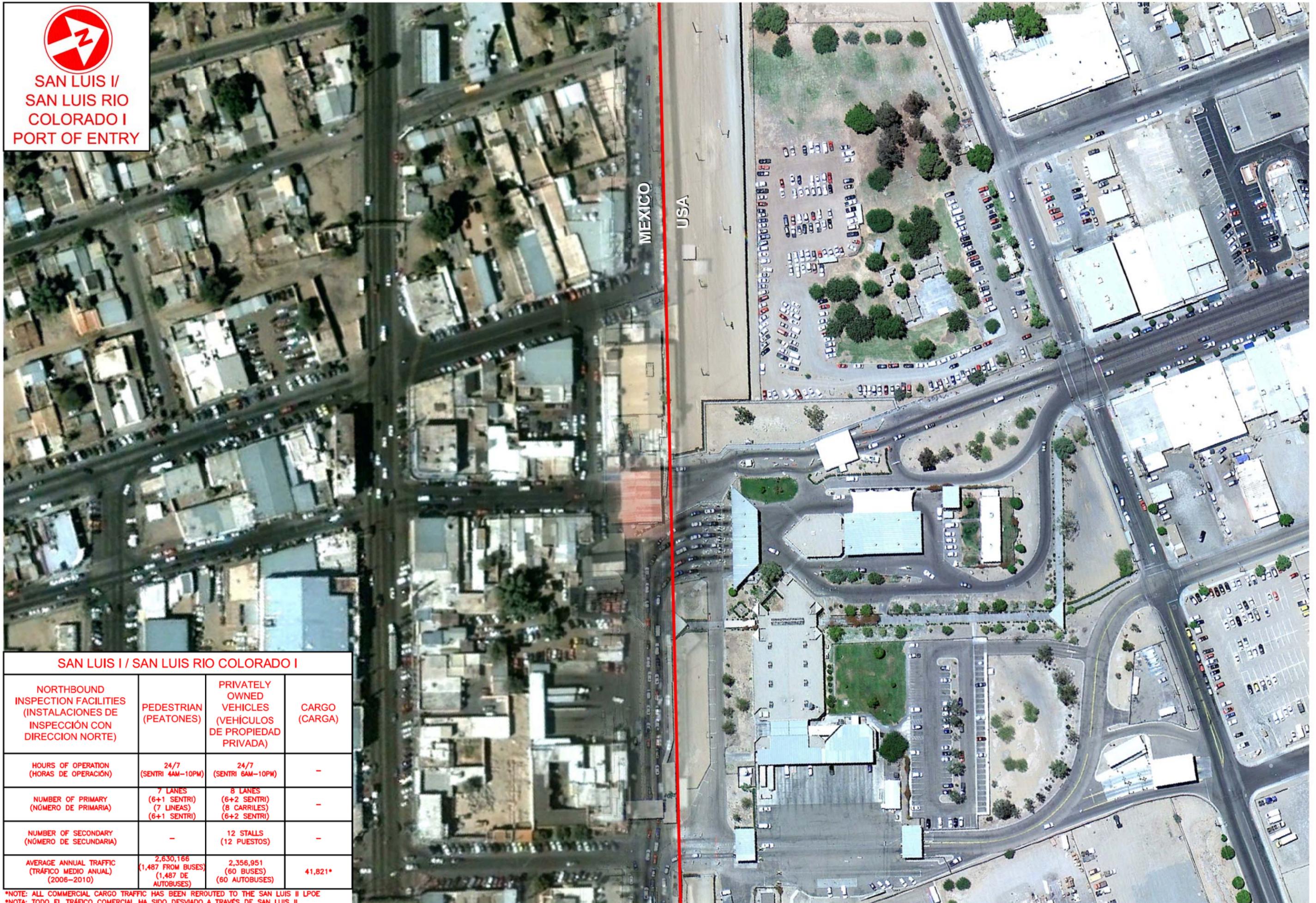
Source:
Base Features: ESRI 2004 - 2008
Railroad: Federal Railroad Administration (FRA), 2011

Focus Area





**SAN LUIS I /
SAN LUIS RIO
COLORADO I
PORT OF ENTRY**

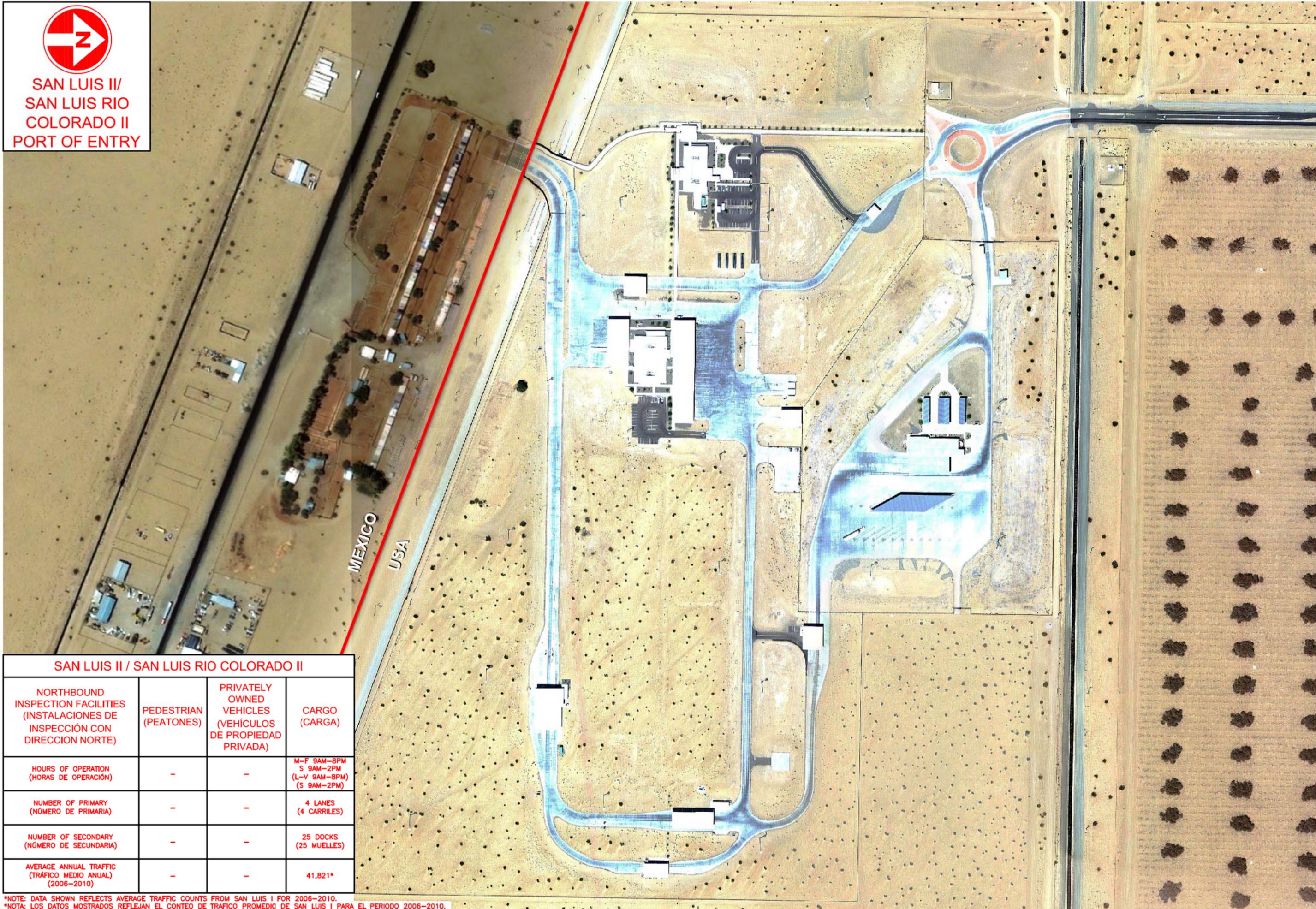


SAN LUIS I / SAN LUIS RIO COLORADO I			
NORTHBOUND INSPECTION FACILITIES (INSTALACIONES DE INSPECCIÓN CON DIRECCION NORTE)	PEDESTRIAN (PEATONES)	PRIVATELY OWNED VEHICLES (VEHÍCULOS DE PROPIEDAD PRIVADA)	CARGO (CARGA)
HOURS OF OPERATION (HORAS DE OPERACIÓN)	24/7 (SENTRI 4AM-10PM)	24/7 (SENTRI 6AM-10PM)	-
NUMBER OF PRIMARY (NÚMERO DE PRIMARIA)	7 LANES (6+1 SENTRI) (7 LINEAS) (6+1 SENTRI)	8 LANES (6+2 SENTRI) (8 CARRILES) (6+2 SENTRI)	-
NUMBER OF SECONDARY (NÚMERO DE SECUNDARIA)	-	12 STALLS (12 PUESTOS)	-
AVERAGE ANNUAL TRAFFIC (TRÁFICO MEDIO ANUAL) (2006-2010)	2,630,166 (1,487 FROM BUSES) (1,487 DE AUTOBUSES)	2,356,951 (60 BUSES) (60 AUTOBUSES)	41,821*

*NOTE: ALL COMMERCIAL CARGO TRAFFIC HAS BEEN REROUTED TO THE SAN LUIS II LPOE
*NOTA: TODO EL TRÁFICO COMERCIAL HA SIDO DESVIADO A TRAVÉS DE SAN LUIS II



**SAN LUIS II/
SAN LUIS RIO
COLORADO II
PORT OF ENTRY**

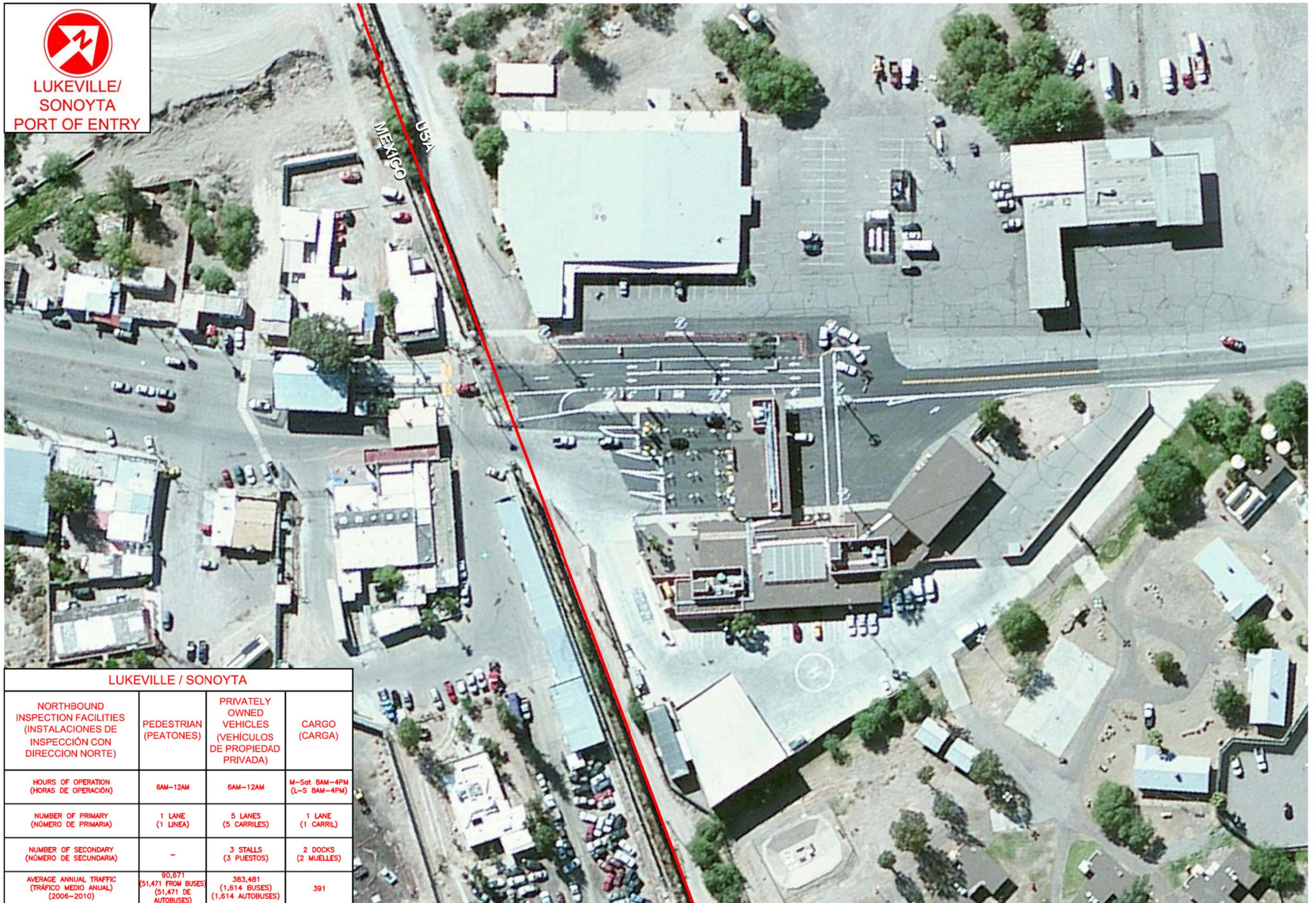


SAN LUIS II / SAN LUIS RIO COLORADO II			
NORTHBOUND INSPECTION FACILITIES (INSTALACIONES DE INSECCION CON DIRECCION NORTE)	PEDESTRIAN (PEATONES)	PRIVATELY OWNED VEHICLES (VEHICULOS DE PROPIEDAD PRIVADA)	CARGO (CARGA)
HOURS OF OPERATION (HORAS DE OPERACION)	-	-	M-F 9AM-8PM S 9AM-2PM (L-V 9AM-8PM) (S 9AM-2PM)
NUMBER OF PRIMARY (NUMERO DE PRIMARIA)	-	-	4 LANES (4 CARRILES)
NUMBER OF SECONDARY (NUMERO DE SECUNDARIA)	-	-	25 DOCKS (25 MUELLES)
AVERAGE ANNUAL TRAFFIC (TRAFICO MEDIO ANUAL) (2006-2010)	-	-	41,821*

*NOTE: DATA SHOWN REFLECTS AVERAGE TRAFFIC COUNTS FROM SAN LUIS I FOR 2006-2010.
*NOTA: LOS DATOS MOSTRADOS REFLEJAN EL CONTEO DE TRAFICO PROMEDIO DE SAN LUIS I PARA EL PERIODO 2006-2010.



**LUKEVILLE/
SONOYTA
PORT OF ENTRY**



LUKEVILLE / SONOYTA

NORTHBOUND INSPECTION FACILITIES (INSTALACIONES DE INSPECCIÓN CON DIRECCION NORTE)	PEDESTRIAN (PEATONES)	PRIVATELY OWNED VEHICLES (VEHICULOS DE PROPIEDAD PRIVADA)	CARGO (CARGA)
HOURS OF OPERATION (HORAS DE OPERACIÓN)	6AM-12AM	6AM-12AM	M-Sat 8AM-4PM (L-S 8AM-4PM)
NUMBER OF PRIMARY (NÚMERO DE PRIMARIA)	1 LANE (1 LINEA)	5 LANES (5 CARRILES)	1 LANE (1 CARRIL)
NUMBER OF SECONDARY (NÚMERO DE SECUNDARIA)	-	3 STALLS (3 PUESTOS)	2 DOCKS (2 MUELLES)
AVERAGE ANNUAL TRAFFIC (TRÁFICO MEDIO ANUAL) (2006-2010)	90,671 (51,471 FROM BUSES) (51,471 DE AUTOBUSES)	383,481 (1,614 BUSES) (1,614 AUTOBUSES)	391



SASABE/
SÁSABE
PORT OF ENTRY

MEXICO
USA

SASABE / SÁSABE

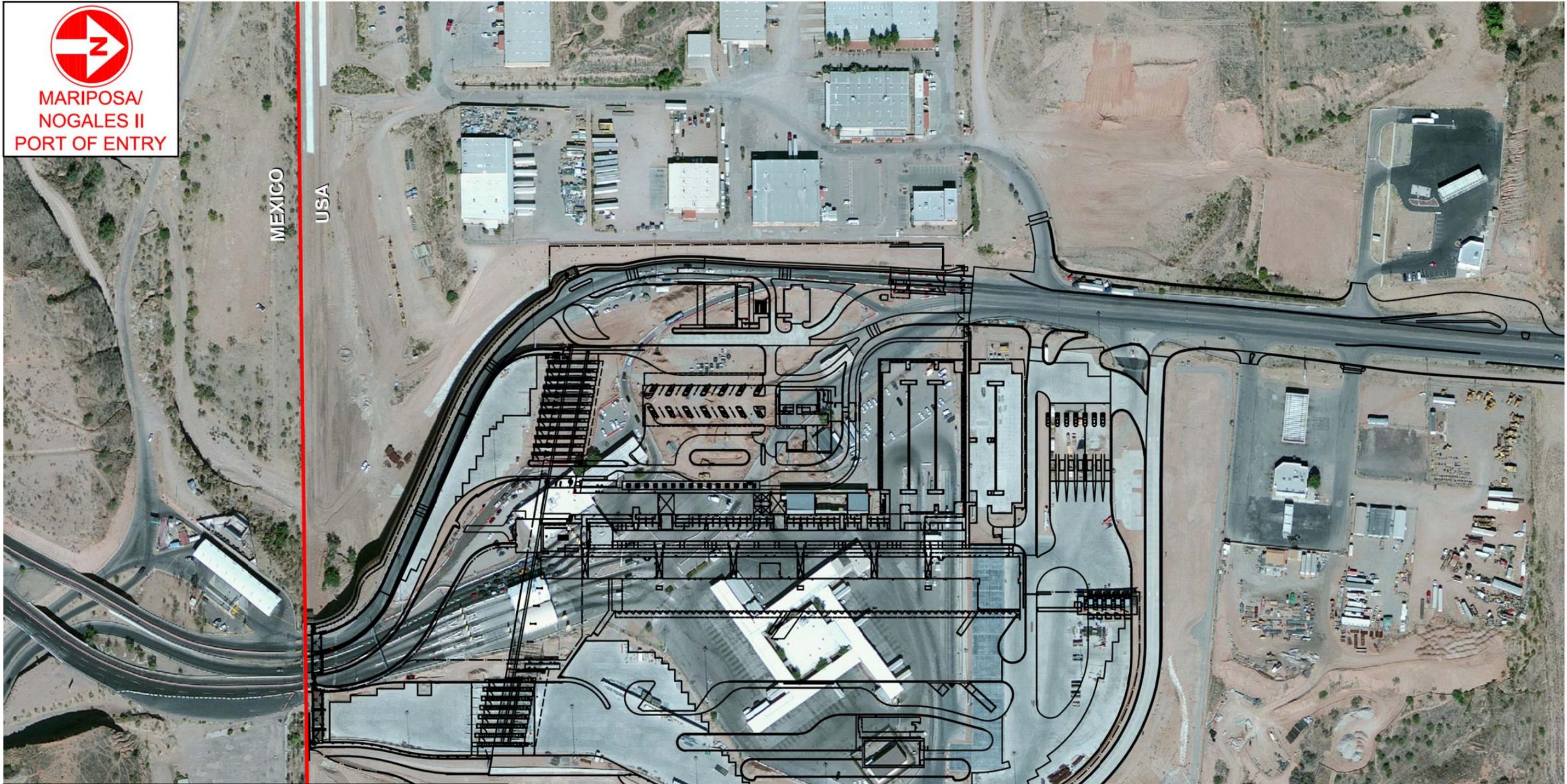
NORTHBOUND INSPECTION FACILITIES (INSTALACIONES DE INSPECCIÓN CON DIRECCION NORTE)	PEDESTRIAN (PEATONES)	PRIVATELY OWNED VEHICLES (VEHÍCULOS DE PROPIEDAD PRIVADA)	CARGO (CARGA)
HOURS OF OPERATION (HORAS DE OPERACIÓN)	8AM-8PM	8AM-8PM	8AM-8PM
NUMBER OF PRIMARY (NÚMERO DE PRIMARIA)	1 LANE (1 LINEA)	1 LANE (1 CARRIL)	1 LANE (1 CARRIL)
NUMBER OF SECONDARY (NÚMERO DE SECUNDARIA)	-	2 STALLS (2 PUESTOS)	2 DOCKS (2 MUELLES)
AVERAGE ANNUAL TRAFFIC (TRÁFICO MEDIO ANUAL) (2006-2010)	1,197	29,533	234



**MARIPOSA/
NOGALES II
PORT OF ENTRY**

MEXICO

USA



MARIPOSA / NOGALES II

NORTHBOUND INSPECTION FACILITIES (INSTALACIONES DE INSPECCIÓN CON DIRECCION NORTE)	PEDESTRIAN (PEATONES)	PRIVATELY OWNED VEHICLES (VEHÍCULOS DE PROPIEDAD PRIVADA)	CARGO (CARGA)
HOURS OF OPERATION (HORAS DE OPERACIÓN)	6AM-10PM	6AM-10PM	M-Sat 8AM-9PM 6PM OFF SEASON (L-S 8AM-9PM) 6PM TEMPORADA BAJA
NUMBER OF PRIMARY (NÚMERO DE PRIMARIA)	1 LANE (1 CARRIL)	4 LANES (4 CARRILES)	4 LANES (4 CARRILES)
NUMBER OF SECONDARY (NÚMERO DE SECUNDARIA)	-	6 STALLS (6 PUESTOS)	76 DOCKS (76 MUELLES)
AVERAGE ANNUAL TRAFFIC (TRÁFICO MEDIO ANUAL) (2006-2010)	6,005,305* (193,527 FROM BUSES) (193,527 DE AUTOBUSES) (2,437 FROM TRAINS) (2,437 DE TRENES)	3,016,413* (11,290 BUSES) (11,290 AUTOBUSES)	294,600* (609 TRAINS; 34,091 LOADED CARS) (609 TRENES, 34,091 VAGONES CARGADOS)

*NOTE: REPRESENTS COMBINED TRAFFIC VOLUMES FOR ALL BORDER CROSSINGS THROUGH NOGALES.
*NOTA: REPRESENTA VOLÚMENES COMBINADOS DE TRÁFICO PARA TODOS CRUCES FRONTERIZOS A TRAVÉS DE NOGALES.



**DeCONCINI/
NOGALES I &
MORLEY GATE
PORTS OF ENTRY**

NORTHBOUND INSPECTION FACILITIES (INSTALACIONES DE INSPECCIÓN CON DIRECCION NORTE)	PEDESTRIAN (PEATONES)	PRIVATELY OWNED VEHICLES (VEHÍCULOS DE PROPIEDAD PRIVADA)	CARGO (CARGA)
DeCONCINI / NOGALES I			
HOURS OF OPERATION (HORAS DE OPERACIÓN)	24/7	24/7	-
NUMBER OF PRIMARY (NÚMERO DE PRIMARIA)	5 LANE (5 LINEAS)	8 LANES (8 CARRILES)	-
NUMBER OF SECONDARY (NÚMERO DE SECUNDARIA)	-	14 STALLS (14 PUESTOS)	-
AVERAGE ANNUAL TRAFFIC (TRÁFICO MEDIO ANUAL) (2006-2010)	*	*	*
MORLEY GATE			
HOURS OF OPERATION (HORAS DE OPERACIÓN)	M-F 10AM-6PM Sat 10AM-5PM (L-V 10AM-6PM) (S 10AM-5PM)	-	-
NUMBER OF PRIMARY (NÚMERO DE PRIMARIA)	4 LANES (4 LINEAS)	-	-
NUMBER OF SECONDARY (NÚMERO DE SECUNDARIA)	-	-	-
AVERAGE ANNUAL TRAFFIC (TRÁFICO MEDIO ANUAL) (2006-2010)	*	*	*

MEXICO

USA



MORLEY GATE



*NOTE: REFER TO MARIPOSA LPOE FOR TOTAL TRAFFIC VOLUMES THROUGH NOGALES.
*NOTA: CONSULTE MARIPOSA LPOE PARA VOLÚMENES DE TRÁFICO TOTAL A TRAVÉS DE NOGALES.



USA

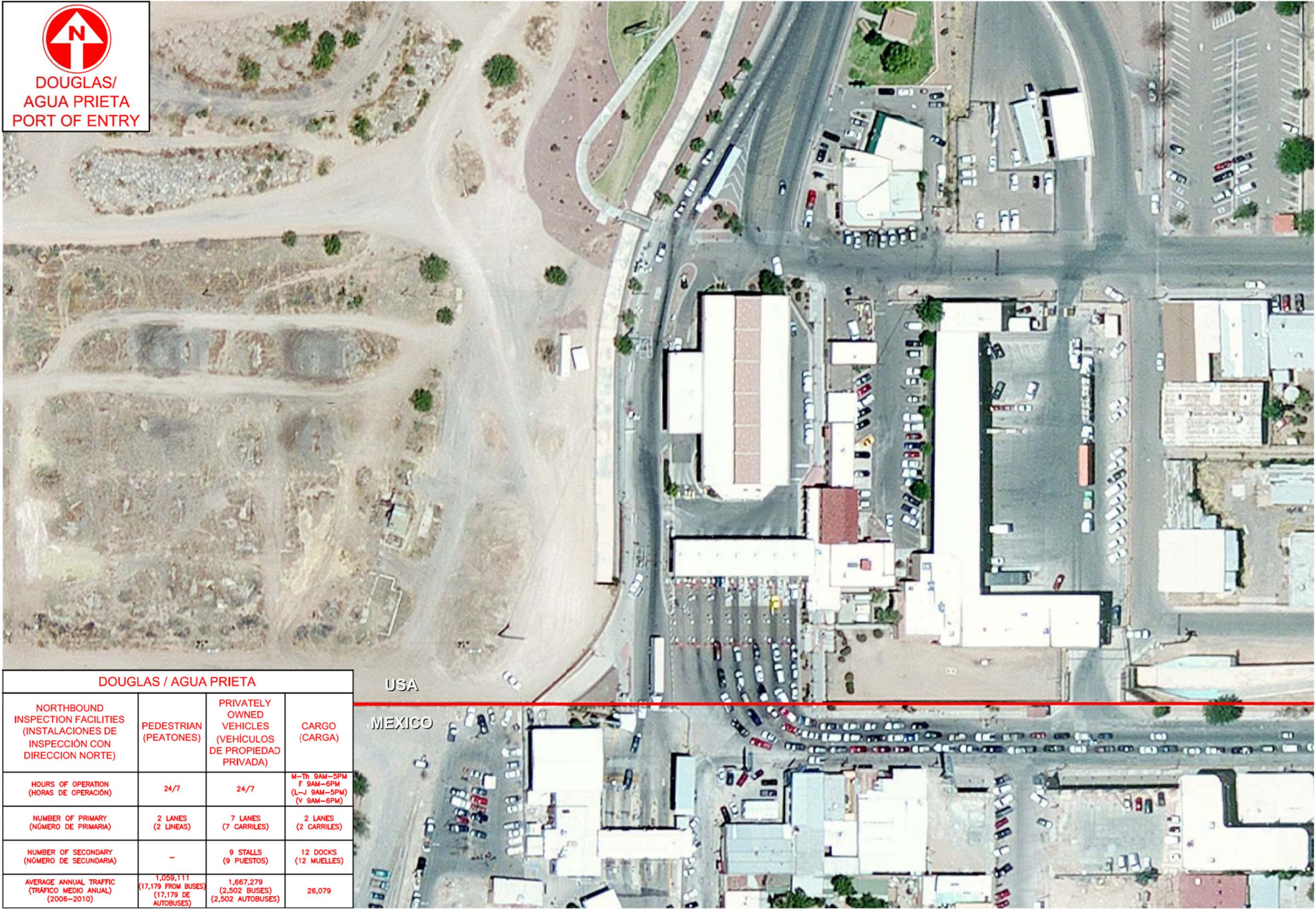
MEXICO

NACO			
NORTHBOUND INSPECTION FACILITIES (INSTALACIONES DE INSPECCIÓN CON DIRECCION NORTE)	PEDESTRIAN (PEATONES)	PRIVATELY OWNED VEHICLES (VEHÍCULOS DE PROPIEDAD PRIVADA)	CARGO (CARGA)
HOURS OF OPERATION (HORAS DE OPERACIÓN)	24/7	24/7	M-F 9AM-5PM (L-V 9AM-5PM)
NUMBER OF PRIMARY (NÚMERO DE PRIMARIA)	1 LANE (1 LINEA)	2 LANES (2 CARRILES)	4 LANES (4 CARRILES)
NUMBER OF SECONDARY (NÚMERO DE SECUNDARIA)	-	4 STALLS (4 PUESTOS)	2 DOCKS (2 MUELLES)
AVERAGE ANNUAL TRAFFIC (TRÁFICO MEDIO ANUAL) (2006-2010)	87,053 (1,752 FROM BUSES) (1,752 DE AUTOBUSES)	292,158 (87 BUSES) (87 AUTOBUSES)	3,060





**DOUGLAS/
AGUA PRIETA
PORT OF ENTRY**



DOUGLAS / AGUA PRIETA

USA

MEXICO

NORTHBOUND INSPECTION FACILITIES (INSTALACIONES DE INSPECCIÓN CON DIRECCION NORTE)	PEDESTRIAN (PEATONES)	PRIVATELY OWNED VEHICLES (VEHÍCULOS DE PROPIEDAD PRIVADA)	CARGO (CARGA)
HOURS OF OPERATION (HORAS DE OPERACIÓN)	24/7	24/7	M-Th 9AM-5PM F 9AM-6PM (L-J 9AM-5PM) (V 9AM-6PM)
NUMBER OF PRIMARY (NÚMERO DE PRIMARIA)	2 LANES (2 LINEAS)	7 LANES (7 CARRILES)	2 LANES (2 CARRILES)
NUMBER OF SECONDARY (NÚMERO DE SECUNDARIA)	-	9 STALLS (9 PUESTOS)	12 DOCKS (12 MUELLES)
AVERAGE ANNUAL TRAFFIC (TRÁFICO MEDIO ANUAL) (2006-2010)	1,059,111 (17,179 FROM BUSES) (17,179 DE AUTOBUSES)	1,667,279 (2,502 BUSES) (2,502 AUTOBUSES)	26,079