

Port MacKenzie Rail Extension Criteria Matrix*

PROPOSED ROUTES	CRITERION ^a										+/-	Total	Cost Estimate ^e (millions)	
	1	2	3	4	5	6	7	8	9	10				
	Poor or Highly Compressible Soils (million cubic yards)	New Road Crossings (#)	Land Availability ^b (acres/mile)	Developed Parcels (#)	Designated Land Use ^c (acres)	Train Energy Required (horsepower-hours)	Wetlands (acres)	Mapped anadromous fish streams (#)	High Potential for Archeological Sites ^d (acres)	Fragmentation of designated refuges and recreation areas (yes/no)				
Mac West - Willow	0	+	0	0	-	+	0	0	-	-	2/5/3	-1	\$285	-
Mac West - Houston North	-	+	0	+	-	0	-	-	+	-	3/2/5	-2	\$220	0
Mac West - Houston South	0	+	0	+	-	0	-	0	+	0	3/5/2	+1	\$200	+
Mac West - Big Lake	+	-	-	-	-	-	0	-	-	0	1/2/7	-6	\$240	0
Mac East - Willow	0	0	0	+	+	0	+	+	-	-	4/4/2	+2	\$280	-
Mac East - Houston North	-	0	0	+	+	0	0	0	+	-	3/5/2	+1	\$220	0
Mac East - Houston South	0	0	+	+	+	0	+	0	+	+	6/4/0	+6	\$200	+
Mac East - Big Lake	+	-	0	-	+	-	+	-	-	+	4/1/5	-1	\$220	0

a (+) Positive; (0) Neutral; (-) Negative. Criteria not weighted and routes are unranked.

b Large parcels of undeveloped land owned by the State of Alaska (land not specifically designated for parks or refuges),

Matanuska-Susitna Borough, University of Alaska, Mental Health Trust, and Alaska Native corporations.

c Lands that are designated for parks, refuges, or agricultural uses.

d Routes impacting greater than 500 acres were given a minus and

routes impacting less than 300 acres were given a plus.

e Costs do not include approximately \$10 million for loop track construction within the port (all alternatives)

***12-18-07 UPDATE:** As a result of a final quality control audit, train energy calculations have been corrected and reflect the most current alignment designs.