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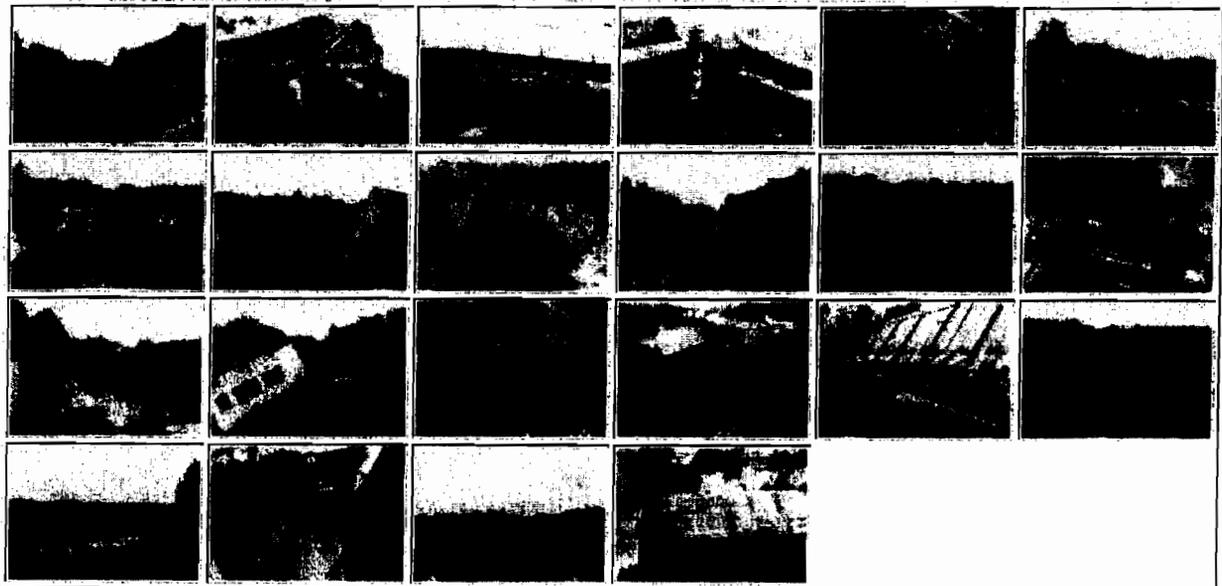
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**Port MacKenzie Rail Extension  
Finance Docket No. 35095**

**A washed out roadbed blamed for wreck  
Anchorage Daily Times  
August 11, 1971**

Alaska Railroad officials blame water-softened roadbed for the derailment Monday of five engines and 11 cars of a freight train near Houston. The repair crews on the scene think it was a flash flood in the mountains that released a surge of water into the swollen Little Susitna River that caused the wreck. One engine unit was righted and towed to Houston Tuesday afternoon. Crews are presently at work building a new roadbed bypassing the wreck and the rail link is expected to be open tonight or tomorrow.



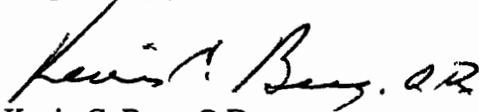
- The rail spur has been described as a “huge earthen dam”. There are lakes, streams, and rivers along all the routes being considered. Water flow to and from various lakes and streams will be affected, which in turn will affect habitat for a wide range of fish, fowl, and mammals. However, the Willow Route will not affect as many people on the current road system that have established homes and cabins on lakes.
  - The community of Big Lake is very small, but Big Lake, the lake, is very large. How will the rail spur affect the water into Big Lake, out of Big Lake, and perhaps even the water table?
  - Big Lake has a lot of expensive homes and cabins on it. It is the play ground for a lot of Anchorage residents. Some of them very wealthy. If this lake is adversely affected by the rail road in anyway, the lawsuits and public opinion could be a severe consequence. The engineering studies must be impeccable to be worth the risk of the Houston South Route. Why not reduce the risk and liability by putting the spur away from such a populated and popular lake?
  - Big Lake and the Kenai River are already in trouble with oil pollution from 2 cycle motors. If the rail spur via the Houston South route adversely affects the health of an already suspect large and popular lake, what would the borough, state, and federal responsibilities be? Can the engineers promise flooding or reduction in water flow won't happen? Why not keep the rail road away from a major recreation and real estate Mecca?
  
- Is the Houston route a safe place to build more rail road?
  - The Houston Route also parallels the Castle Mountain Faults and the Houston South siding crosses the Castle Mountain Faults in two spots, one crossing on each side of the Little Susitna River.
  - The Houston South route is a stretch of rail road that within 9-10 miles crosses a known fault line twice + parallels a fault line + crosses a river. How can this route be considered wise when there are other choices?
  - The Willow route only crosses the Castle Mountain Fault once and does not parallel the fault at any point.
  
- Yes, the Willow Route may cost more to build initially, but there are other concerns. This corridor also meanders through acres and acres of land that can be used for future expansion of a combination of commerce, industry, and residential tax base. Why run a rail spur through an area that disrupts current residents, does not have nearly the potential for growth on each side of the route, and does not have the future tax base that the Willow Route has?
  - Please don't allow politics to be short-sighted in their thinking. If this rail spur is a good idea, do it right. Look well into the future! Build it out in the open and build it so there can be expansion and tax base. There is enough room along the Willow Route to create a new city!
  - Allow this area of our state to become a model of excellence and vision, rather than a project that was started on the lower bid, but in the bigger picture cost more and was of less value. Please do this project well or hold off doing anything until it becomes obvious to all concerned that it is a great idea, not

just a project built on dreams and what might happen in the future. Worse yet, please don't allow this project to become the "Port and Rail Spur to Nowhere?"

- In the previous 2003 study, Corridor 3, which is now called the Willow Route, was favored for a variety of reasons.
  - "It is the only corridor which now fulfills the appropriate purpose of a rail link to the port to move natural resources into and out of the port with a minimum of disruption to current and projected transportation corridors serving economic development in the Point MacKenzie area."
  - "While this need has taken fifty years to develop, it is clear that Point MacKenzie is a rapidly growing area and the Alaska Rail Road has no desire to try and re-align another spur in the next twenty years, which is likely to happen with the other corridors."
  - "Corridor 3 appears to be favored by the public."
  - "It appears that property ownership concerns are less of an obstacle than other corridors."
  - "Geography/geology appears to favor this route more and it places the connection back to the Alaska Rail Road's mainline far north of Wasilla."
  - "Corridor three has the added benefit of appearing to align with the Knik Arm Crossing more favorable especially as a transportation link from Anchorage to Fairbanks."
  - This corridor is also wide enough to allow
    - A multi-lane highway
    - Bike trail
    - Utilities

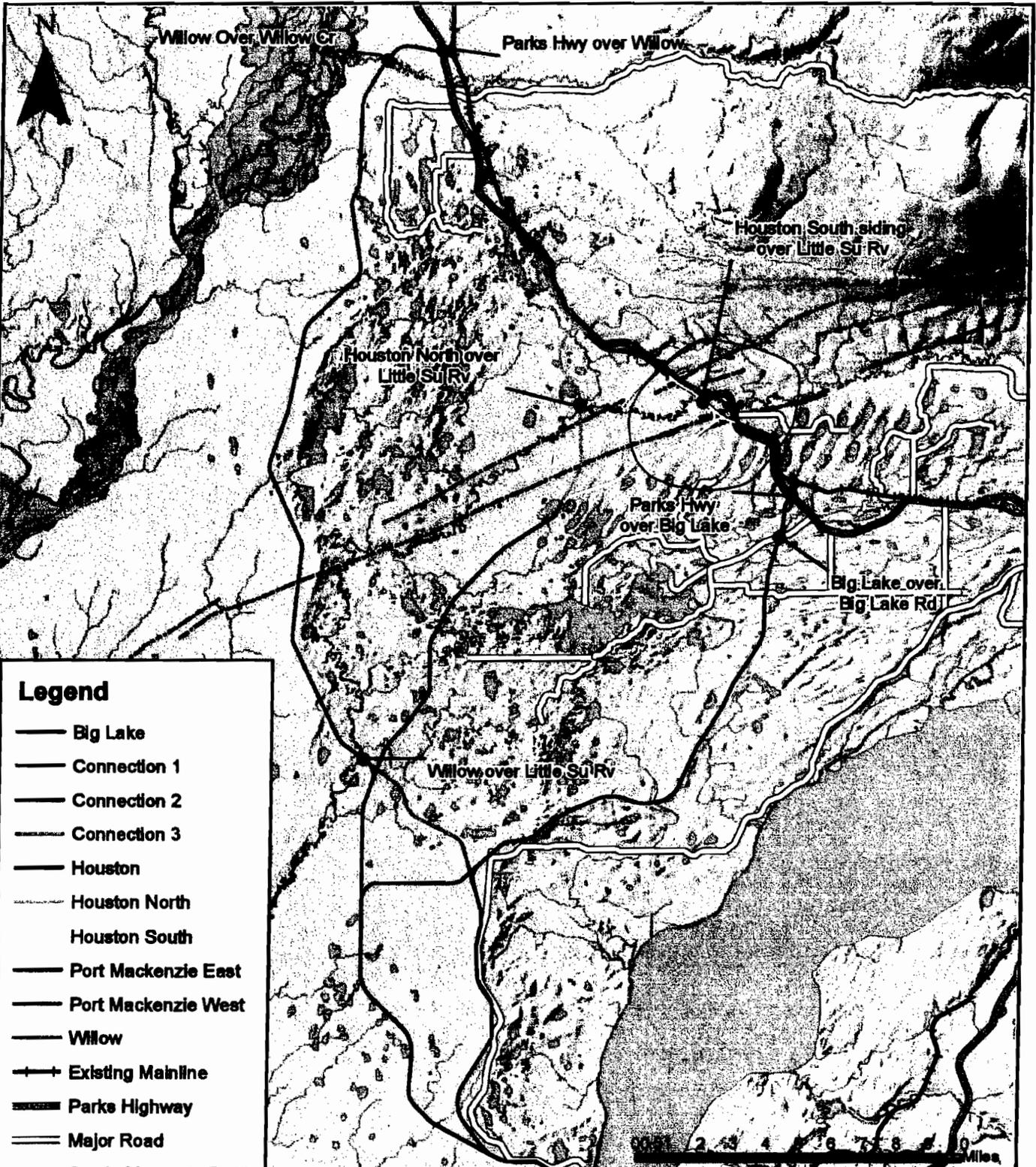
An interesting quote..."We just sort of went along. But what if it's not the best way? What if there's a better way? What if there's something more?!" Author unknown.

Respectfully yours,



Kevin C. Berg, O.D.

kcb



**Legend**

- Big Lake
  - Connection 1
  - Connection 2
  - Connection 3
  - Houston
  - Houston North
  - Houston South
  - Port Mackenzie East
  - Port Mackenzie West
  - Willow
  - Existing Mainline
  - Parks Highway
  - Major Road
  - Castle Mountain Fault
  - Waterbodies
- Bridges
- Grade Separation
  - Water Crossing

<b>ALASKA RAILROAD CORPORATION</b> <b>PORT MACKENZIE RAILROAD EXTENSION</b>	
<b>CASTLE MOUNTAIN FAULT AND STRUCTURE LOCATION MAP</b>	
DRAWN: LIB DECEMBER 2007 FILE	<b>FIGURE 4-X</b>