

No.	Site Location	Existing Ownership	Alternatives Directly Served						Conceptual Site Assessment								
			Alt. 1		Alt. 2		Alt. 3		Land Use Compatibility	Vehicular Access	Train Car Access	Environmental	Site Factors	Conceptual Estimated Market Cost		Other Comments	CONCLUSIONS
			Isla Verde Route	Escorial Route	Isla Verde Route	Escorial Route	Isla Verde Route	Escorial Route						Unit Cost / Square Meter	Total Raw Cost		
1	East of El Palmar South of PR-26/PR-187 Interchange	Multiple, including Familia Rodriguez Emma	X		X		X		Businesses to the north. Lagoon to the south. Residential to the west. Screening of site would mitigate proximity to residential.	Fair - From east end of the marginal on south side of PR-26 or possibly via special connections to PR-26 interchange ramps or eastbound collector-distributor road.	Would require difficult spur track connection to serve Alts. 1 and 2, or require an alignment on the south side of PR-26.	Some wetlands on site. Partly upland and partly Zone 2 floodplain.	Would require fill and other special site preparation and wetland mitigation.	\$750	\$58,434,146		POOR Possible utility offset by difficult train access.
2	East of Los Angeles Between PR-26 and Channel Suarez	Administracion de Terranos de P. R.	X		X			Businesses to the north. Lagoon to the south. Residential to the west. Screening of site would mitigate proximity to residential.	Fair - Using streets in Los Angeles urbanization or new connection from PR-26 marginal on new ROW.	Would require spur track to serve Alts. 1 and 2.	Some wetlands on site. Site is upland and adjacent to Zone 2 floodplain.	Would require fill and other special site preparation and wetland mitigation.	\$750	\$58,434,146	Possibility of no or low cost land transfer from government agency.	POOR Adequate site that is not directly accessible to all alternatives.	
3	Ave. Iterregui	PR-26	X		X		X	Wetlands to the north. Residential to the south. Industrial to the east. Recreational to the west. Screening of site would mitigate proximity to residential.	Good - direct access to Ave. Iterregui.	Directly adjacent to Alt. 1 and Alt. 2 Isla Verde routes and Alt. 2 Escorial route, 1 km from Alt. 1 Escorial route	Some possible wetlands on site. Site is mostly upland and entirely within Zone 2 floodplain.	Would require fill and other special site preparation and wetland mitigation.	\$230	\$17,919,805	Possibility of no or low cost land transfer from government agency.	GOOD Good site that works with all alternatives.	
4	Vistamar Bahia (West)	Clay W. Jackson			X			PR-26 to the west. Airport uses to the north. Residential to the south and east. Screening of site would mitigate proximity to residential.	Good - access from PR-26 marginals at airport cargo road interchange.	Directly adjacent to Alt. 2 Isla Verde and Alt. 2 Escorial routes only. No access to Alt. 1 routes.	Some wetlands on site. Partly upland ??? Entirely within Zone 2 floodplain.	Would require fill and other special site preparation and wetland mitigation.	\$230	\$17,919,805		POOR Adequate site that is not directly accessible to all alternatives.	
5	Vistamar Bahia (North)	Estado Libre Asociado Commonwealth of Puerto Rico			X			Wetlands and residential to the north. Residential to the south. Screening of site would mitigate proximity to residential.	Good - via Ave. Sanchez Osorio, though through a residential neighborhood	Directly adjacent to Alt. 2 Isla Verde and Alt. 2 Escorial routes only. No access to Alt. 1 routes.	Some wetlands on site. Partly upland ??? Entirely within Zone 2 floodplain.	Would require fill and other special site preparation and wetland mitigation.	\$200	\$15,582,439	Possibility of no or low cost land transfer from government agency.	POOR Adequate site that is not directly accessible to all alternatives.	
6	Vistamar Bahia (Northeast)	Estado Libre Asociado Commonwealth of Puerto Rico			X			Wetlands and residential to the north. Residential to the south. Screening of site would mitigate proximity to residential.	Good - via Ave. Sanchez Osorio, though through a residential neighborhood	Directly adjacent to Alt. 2 Isla Verde and Alt. 2 Escorial routes only. No access to Alt. 1 routes.	Some possible wetlands on site. Site is upland and adjacent to Zone 2 floodplain.	Would require fill and other special site preparation and wetland mitigation.	\$200	\$15,582,439	Possibility of no or low cost land transfer from government agency.	POOR Adequate site that is not directly accessible to all alternatives.	
7	PR-190 Industrial Area Sabana Abajo	Various	X	X	X	X	X	Businesses to the north. Residential to the south. Screening of site would mitigate proximity to residential.	Good - connections to PR-190 and Ave. Sanchez Osorio	Directly adjacent to Alt. 1 Isla Verde and Escorial routes. No access to Alt. 2 routes.	Upland site with no floodplain encroachment; some wetlands nearby but outside the site.	Site will require demolition of buildings and grading to level the terrain.	\$250	\$19,478,049	Site may not be compatible with redevelopment strategies being considered by the municipality in this area.	FAIR Adequate site that is directly accessible to Alt. 1 and Alt. 2, but not Alt. 3. Requires acquisition of developed land.	
8	Martin Gonzalez Industrial Area	Multiple, not confirmed						Industrial to the north and west. Rio Grande de Loiza to the southeast.	Good - via street connections to PR-887 thence to PR-3	Would require spur track with PR-3 viaduct to serve Alts. 1 and 2. Viaduct location would be constrained by Tren Urbano elevated alignment in this area.	Some possible wetlands on site. Site lies entirely within Zone 2 floodplain.	Site will require fill material to elevate the finish grade.	\$750	\$58,434,146		POOR Possible utility offset by difficult train access.	
9	Oriente Industrial Park	Oriente Industrial Park	X	X				Businesses to the south. Rio Grande de Loiza to the north. Roberto Clemente Stadium parking to the west.	Good - via direct street connection to PR-3/PR-853 interchange	Directly adjacent to Alt. 1 Isla Verde and Escorial routes. No access to Alt. 2 routes, which would require the extension across Rio Grande de Loiza to access the facility.	Some possible wetlands on site. Site lies within mostly Zone 2 floodplain and partly in Zone 1 floodplain.	Site will require fill material to elevate the finish grade.	\$750	\$58,434,146	Site availability has been diminished by recent additional development. Site is accessible only by costly bridge over the Rio Grande de Loiza.	POOR Adequate site that is not directly accessible to all alternatives.	