

**Chapter Five**  
**Development Concepts**



# Chapter Five

## Development Concepts

### 5.1. Process

Typically during a master plan a series of concepts is created after the Facilities Requirements are completed. These are presented to local authorities for comment. The alternatives are then modified based on comments and a preferred alternative is selected.

The process during this Master Plan was not as streamlined. In fact, this chapter represents the results of months of meetings between and work by the Airport Manager, the Airport Commission, the City Council, FAA and SD/DOT personnel, the public and the project team.

Part of the reason that the process took so long was that initially the significance of the problems facing the airport, the importance of needed improvements, and the difficulty in finding a practical solution were not known. The seriousness of safety issues such as the RPZ land use incompatibilities did not become clear until the FAA indicated that airport funding might be cut off if the City allowed further development in the Runway 30 RPZ. Acting to preserve funding, the City tried to stop further development in the RPZ by denying a building permit, was subsequently sued by the applicant. They were subsequently sued and lost the case in court.

Additionally, while the project team knew that capacity issues such as runway length were important, it was not until several businesses and SDSU supported, in writing, a longer runway that the true importance of runway length became clear (see appendix B for copies of these letters). Finally, the difficulty in finding a solution that would resolve the safety issues, provide needed capacity improvements and address the other issues facing the airport was not fully understood until development concepts were created. In fact, the concept that eventually became the preferred concept, a new airport, was not even considered until the Master Plan was well over half way complete.

It was against this backdrop of challenges that the series of meetings mentioned above took place. The meetings generated a tremendous amount of ideas for the creation of development concepts that would allow the airport to continue to be a vibrant and growing part of the community. The project team took these ideas and generated a new series of alternatives, which were then presented in another series of meetings to the City, the FAA, SD/DOT, airport users and the public. After each meeting, some alternatives were eliminated and others were modified based on input received. The meeting process was then repeated. In the end, eight alternatives emerged and will be discussed in this chapter.

## **5.2. Alternative Analysis**

In order to narrow down the eight alternatives to the two or three that best met the Airport goals, each alternative was scored based on how well it achieved each objective under each goal.

### **5.2.1. Safety-related objectives**

- Minimize obstructions
- Achieve full taxiway object free area (TOFA)
- Achieve standard runway - taxiway separation
- Achieve intersecting runways
- Minimize incompatible land use in RPZs
- Achieve standard runway object free areas

Improving the functionality of the existing AWOS was another objective. This objective was not included in the following analysis as it was assumed that this issue will be addressed regardless of what alternative is chosen.

A related objective was implementing new or modifying existing zoning. This objective also was not included in the following analysis since it this issue needs to be addressed regardless of what alternative is chosen.

### **5.2.2. Capacity-related objectives**

- Provide room for terminal expansion
- Provide primary runway extension (5,500 feet near term, 6,500 feet ultimate)
- Provide crosswind runway extension to 4,400 feet and upgrade to B-II
- Provide area for new hangars
- Provide room for expanded maintenance facilities
- Improve wind coverage during poor weather conditions

### **5.2.3. Compatibility and cost-effectiveness-related objectives**

- Minimize land acquisition
- Minimize road closures
- Minimize home and business purchases
- Minimize impact to wetlands
- Minimize need to relocate hangars
- Capital improvement cost

## **5.3. Scoring System**

Scoring was divided into three categories, corresponding to the objective groupings above. If an alternative fully met a given objective under a goal, it was awarded 10 points. If it somewhat met the objectives, 5 points were awarded and if it clearly did not meet the objective, 0 points were awarded. Each alternative could score a maximum of 60 under each category, for a total of 180 points.

The scoring was not strictly relative; so many alternatives could receive the same score under a given objective. Variations between 0, 5, and 10 were also allowed, meaning that an alternative could receive a 2, 7, 9 etc under a given objective.

### 5.3.1. Alternative A – No Action

## Alternative A Scoring Summary

	Score	Comments
<b>Option Summary</b>	<b>N/A</b>	This alternative assumes that no action would be taken to correct existing deficiencies and allows for only minimal land-side-related growth.
<b>Goal 1: Safety (60 Points)</b>	<b>0</b>	
Minimize obstructions	0	No action taken.
Achieve full taxiway OFA	0	No action taken.
Achieve standard runway - taxiway separation	0	No action taken.
Achieve intersecting runways	0	No action taken.
Minimize incompatible land use in RPZs	0	No action taken.
Achieve standard runway object free areas	0	No action taken.
<b>Goal 2: Capacity (60 Points)</b>	<b>15</b>	
Provide room for terminal expansion	5	Some room provided.
Provide primary runway extension	0	No action taken.
Provide crosswind runway extension and upgrade	0	No action taken.
Provide area for new hangars	5	Some room provided.
Provide room for expanded maintenance facilities	5	Some room provided.
Improved wind coverage during poor weather conditions	0	No action taken.
<b>Goal 3: Meet Goals 1 and 2 in a compatible and cost-effective manner (60 Points)</b>	<b>0</b>	Does not meet goal 1 or 2, therefore cannot be scored on the manner in which it implements them.
Minimize land acquisition	0	No action taken.
Minimize road / railroad closures	0	No action taken.
Minimize home and business purchases	0	No action taken.
Minimize impact to wetlands	0	No action taken.
Minimize need to relocate hangars	0	No action taken.
Capital Improvement Cost	10	No action taken.
<b>Total (180 Possible Points)</b>	<b>15</b>	
<b>Percent of Possible Points</b>	<b>8%</b>	

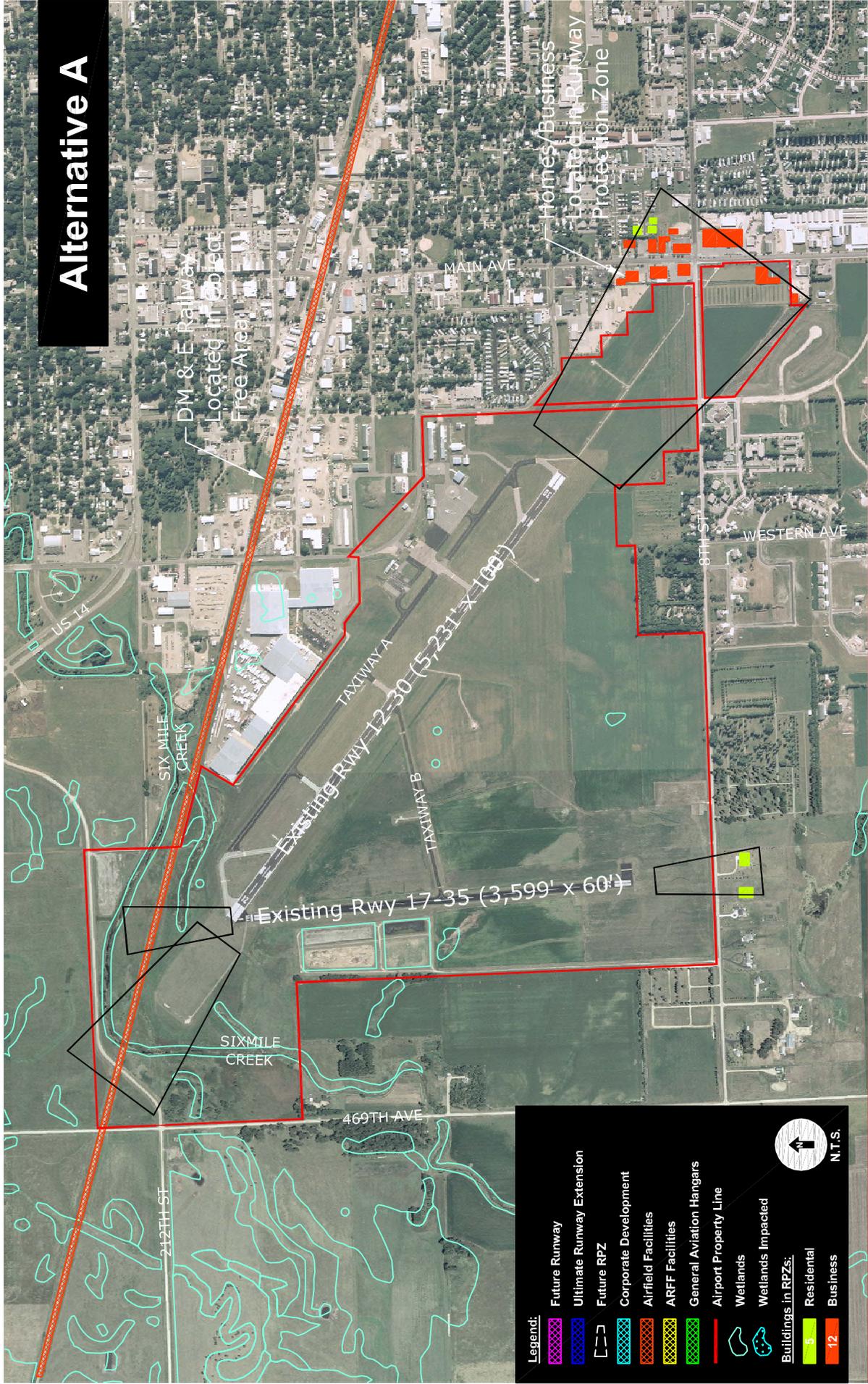
**Scoring:**

Meets objective: 10 points

Somewhat meets objective: 5 points

Does not meet objective: 0 points

# Alternative A



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Figure 5-1



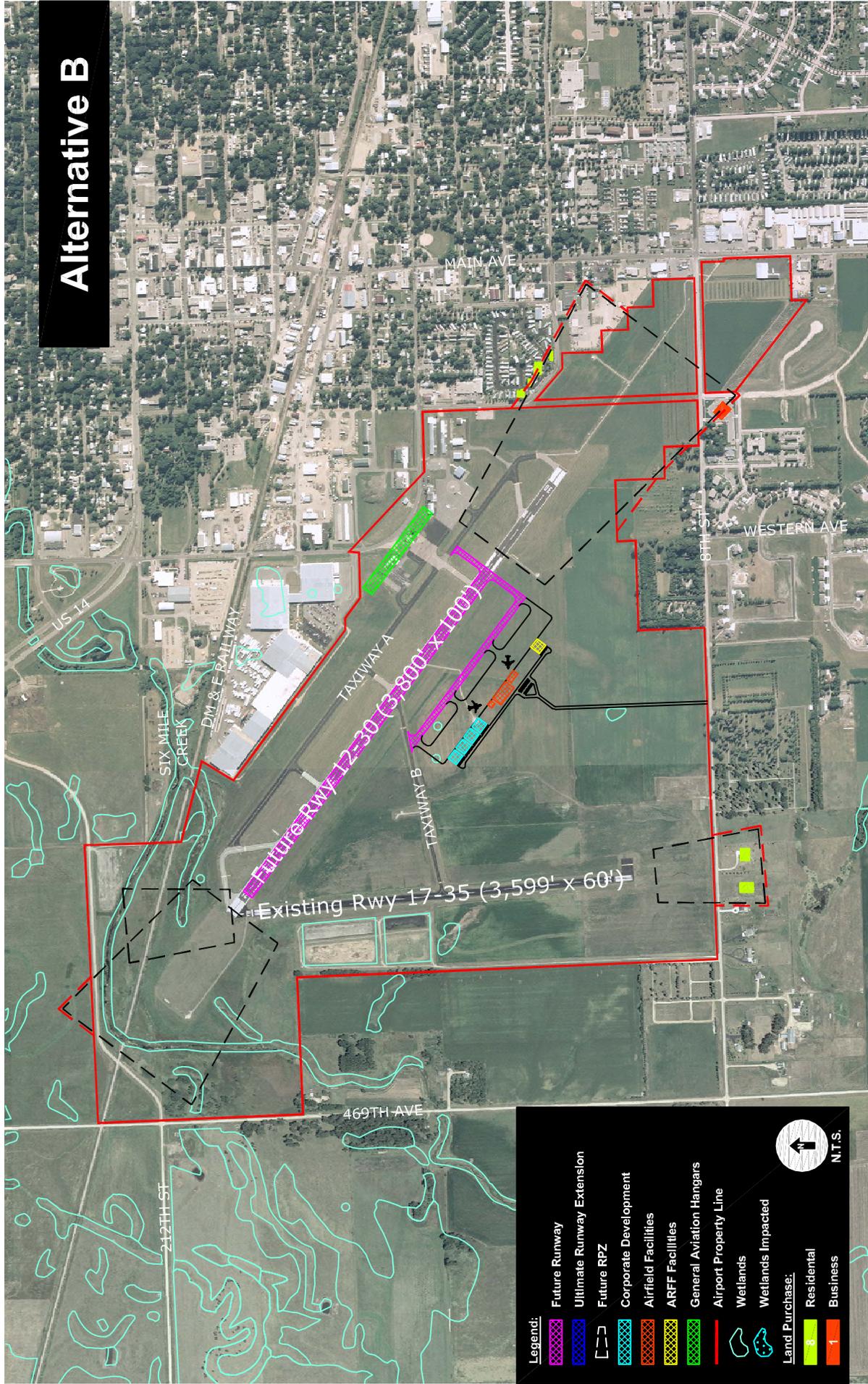
### 5.3.2. Alternative B – Minimal Improvements

#### Alternative B Scoring Summary

	Score	Comments
<p><b>Option Summary</b></p> <p>Alternative B is a way to improve existing conditions. It requires an approximate 1,400-foot reduction of the primary runway to remove railroad from Runway 12. Runway Object Free Area (ROFA). The total primary runway length would be 3,800 feet, which is inadequate length for the current and future fleet mix and would be unpopular with airport users. The crosswind runway would not be upgraded or extended. A deviation from FAA standards would have to be requested for the existing taxiway separation deficiency.</p>		
<p><b>Goal 1: Safety (60 Points)</b>      <b>25</b></p>		
Minimize obstructions	5	Shortening primary runway will likely result in reduced obstructions.
Achieve full taxiway OFA	0	No action taken.
Achieve standard runway - taxiway separation	0	No action taken.
Achieve intersecting runways	0	No action taken.
Minimize incompatible land use in RPZs	10	Runway length reduction and land purchases will eliminate incompatible land uses.
Achieve standard runway object free areas	10	Achieved.
<p><b>Goal 2: Capacity (60 Points)</b>      <b>30</b></p>		
Provide room for terminal expansion	10	Achieved.
Provide primary runway extension	0	Primary runway shortened.
Provide crosswind runway extension and upgrade	0	No action taken.
Provide area for new hangars	10	Achieved.
Provide room for expanded maintenance facilities	10	Achieved.
Improved wind coverage during poor weather conditions	0	No action taken.
<p><b>Goal 3: Meet Goals 1 and 2 in a compatible and cost-effective manner (60 Points)</b>      <b>50</b></p>		
Minimize land acquisition	10	Requires 19 acres of land acquisition.
Minimize road / railroad closures	10	No roads closed.
Minimize home and business purchases	3	8 homes and 1 business purchased.
Minimize impact to wetlands	10	No impact to wetlands.
Minimize need to relocate hangars	10	Achieved.
Capital Improvement Cost	8	\$6.5 million.
<p><b>Total (180 Possible Points)</b>      <b>105</b></p> <p><b>Percent of Possible Points</b>      <b>59%</b></p>		

Scoring:  
 Meets objective: 10 points  
 Somewhat meets objective: 5 points  
 Does not meet objective: 0 points

# Alternative B



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Figure 5-2



### 5.3.3. Alternative C – Extend Runway 12-30 to the Northwest

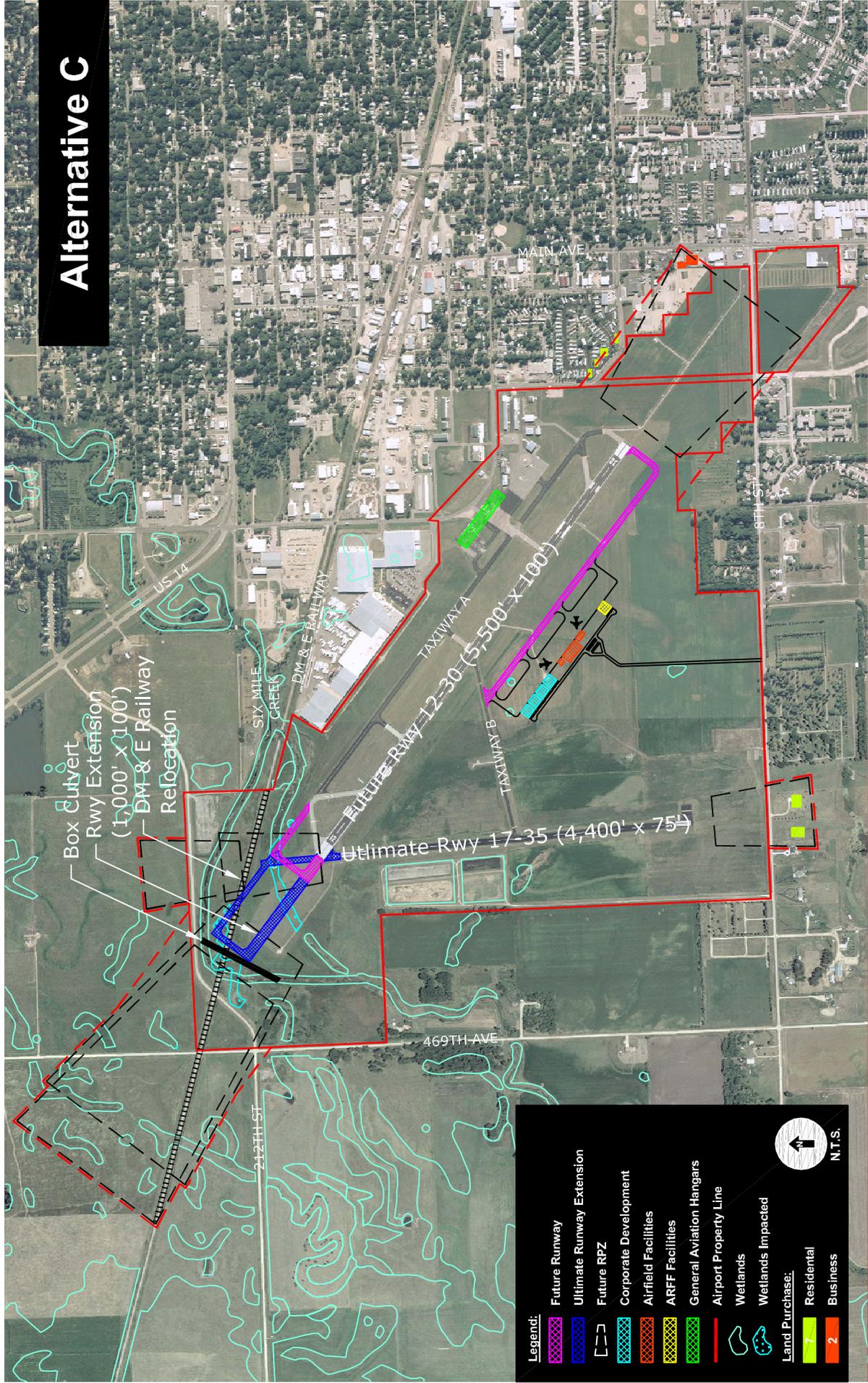
#### Alternative C Scoring Summary

	Score	Comments
<b>Option Summary</b>	N/A	Alternative C requires a box culvert over Six Mile Creek and the relocation of the railroad. This alternative would allow for a 5,500 foot runway and an ultimate 1,000 foot extension. Replacing Runway 30 ILS with GPS approach reduces RPZ size and purchases off Runway 35 eliminate incompatible uses there. The crosswind would be upgraded and extended to approximately 4,400'. This alternative also extends existing Taxiway A parallel to the runway extension. A deviation from FAA standards would have to be requested for the existing taxiway separation deficiency.
<b>Goal 1: Safety (60 Points)</b>	<b>40</b>	
Minimize obstructions	5	Changing precision approach to 12 end will likely result in reduced obstructions.
Achieve full taxiway OFA	10	Assumes problems in existing hangar area will be resolved. New hangar area will be constructed to standards.
Achieve standard runway - taxiway separation	0	No action taken.
Achieve intersecting runways	5	Extending crosswind runway improves situation, but end of crosswind now very close to Taxiway A.
Minimize incompatible land use in RPZs	10	Achieved.
Achieve standard runway object free areas	10	Achieved.
<b>Goal 2: Capacity (60 Points)</b>	<b>57</b>	
Provide room for terminal expansion	10	Achieved.
Provide primary runway extension	10	Achieved.
Provide crosswind runway extension and upgrade	10	Achieved.
Provide area for new hangars	10	Achieved.
Provide room for expanded maintenance facilities	10	Achieved.
Improved wind coverage during poor weather conditions	7	Moving the precision approach to the 12 end improves wind coverage.
<b>Goal 3: Meet Goals 1 and 2 in a compatible and cost-effective manner (60 Points)</b>	<b>35</b>	
Minimize land acquisition	9	Requires 86 acres of land acquisition.
Minimize road / railroad closures	0	2 roads closed and one railroad closed / rerouted.
Minimize home and business purchases	3	7 homes and 2 businesses purchased.
Minimize impact to wetlands	9	4 acres of wetlands impacted.
Minimize need to relocate hangars	10	Achieved.
Capital Improvement Cost	4	\$17.0 million
<b>Total (180 Possible Points)</b>	<b>132</b>	
<b>Percent of Possible Points</b>	<b>73%</b>	

**Scoring:**

- Meets objective: 10 points
- Somewhat meets objective: 5 points
- Does not meet objective: 0 points

# Alternative C



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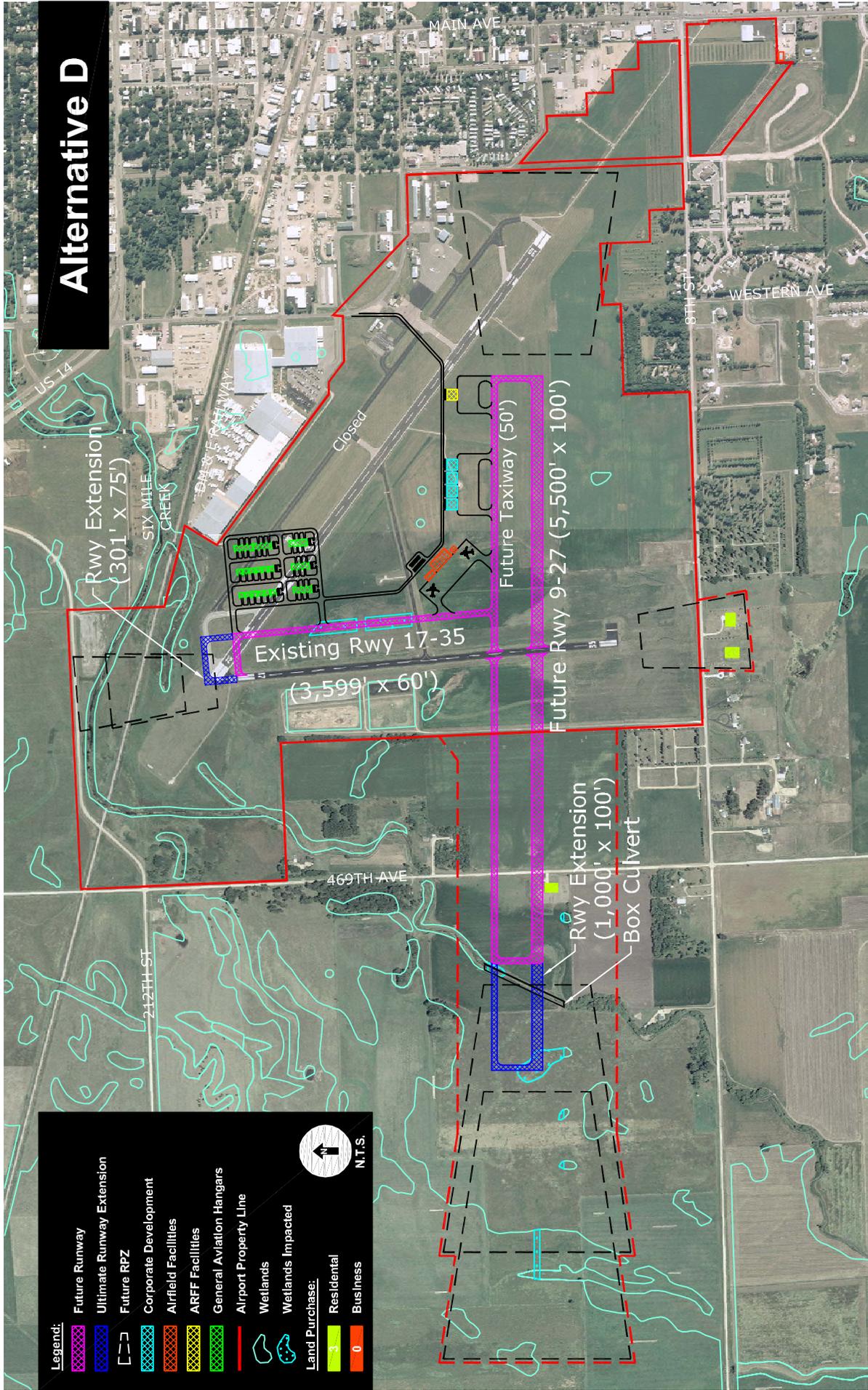
### 5.3.4. Alternative D – Construct new east-west runway

#### Alternative D Scoring Summary

	Score	Comments
<b>Option Summary</b>	<b>N/A</b>	Alternative D depicts a new Runway 9-27. This alternative allows construction of a 5,500 foot runway and an ultimate 1,000 foot runway extension. The crosswind runway would be extended to approximately 3,900 feet and upgraded to B-II. This alternative would provide the best precision approach wind coverage.
<b>Goal 1: Safety (60 Points)</b>	<b>55</b>	
Minimize obstructions	5	Creating new primary runway 9-27 will likely reduce obstructions.
Achieve full taxiway OFA	10	Achieved with a new hangar area.
Achieve standard runway - taxiway separation	10	Achieved.
Achieve intersecting runways	10	Achieved.
Minimize incompatible land use in RPZs	10	Achieved.
Achieve standard runway object free areas	10	Achieved.
<b>Goal 2: Capacity (60 Points)</b>	<b>54</b>	
Provide room for terminal expansion	10	Achieved.
Provide primary runway extension	10	Achieved.
Provide crosswind runway extension and upgrade	6	3,900-foot B-II runway achieved.
Provide area for new hangars	10	Achieved.
Provide room for expanded maintenance facilities	10	Achieved.
Improved wind coverage during poor weather conditions	8	Achieved.
<b>Goal 3: Meet Goals 1 and 2 in a compatible and cost-effective manner (60 Points)</b>	<b>32</b>	
Minimize land acquisition	7	Requires 213 acres of land acquisition.
Minimize road / railroad closures	7	1 road closed.
Minimize home and business purchases	8	3 homes purchased.
Minimize impact to wetlands	9	5 acres of wetlands impacted.
Minimize need to relocate hangars	0	All hangars relocated.
Capital Improvement Cost	2	\$22.5 million
<b>Total (180 Possible Points)</b>	<b>141</b>	
<b>Percent of Possible Points</b>	<b>78%</b>	

**Scoring:**  
 Meets objective: 10 points  
 Somewhat meets objective: 5 points  
 Does not meet objective: 0 points

# Alternative D



**Legend:**

- Future Runway
- Ultimate Runway Extension
- Future RPZ
- Corporate Development
- Airfield Facilities
- ARFF Facilities
- General Aviation Hangars
- Airport Property Line
- Wetlands
- Wetlands Impacted

**Land Purchase:**

- 3 Residential
- 0 Business

↑ N.T.S.

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### 5.3.5. Alternative E – Construct new north – south runway

<b>Alternative E Scoring Summary</b>		
	<b>Score</b>	<b>Comments</b>
<b>Option Summary</b>	<b>N/A</b>	Alternative E depicts a new Runway 17-35. This alternative allows the construction of a 5,500 foot runway with an ultimate 1,000 foot runway extension. It also provides 5,231' B-II crosswind runway (existing Runway 12-30). Changing category for Runway 12-30 reduces runway-taxiway separation and ROFA standards.
<b>Goal 1: Safety (60 Points)</b>	<b>45</b>	
Minimize obstructions	5	Removing precision approach from Runway 30 will likely reduce obstructions.
Achieve full taxiway OFA	10	Achieved with a new hangar area.
Achieve standard runway - taxiway separation	10	Achieved.
Achieve intersecting runways	0	No action taken.
Minimize incompatible land use in RPZs	10	Achieved.
Achieve standard runway object free areas	10	Achieved.
<b>Goal 2: Capacity (60 Points)</b>	<b>56</b>	
Provide room for terminal expansion	10	Achieved.
Provide primary runway extension	10	Achieved.
Provide crosswind runway extension and upgrade	10	Achieved.
Provide area for new hangars	10	Achieved.
Provide room for expanded maintenance facilities	10	Achieved.
Improved wind coverage during poor weather conditions	6	Slightly improved.
<b>Goal 3: Meet Goals 1 and 2 in a compatible and cost-effective manner (60 Points)</b>	<b>35</b>	
Minimize land acquisition	7	Requires 197 acres of land acquisition.
Minimize road / railroad closures	7	1 road closed.
Minimize home and business purchases	0	12 homes and 1 business purchased.
Minimize impact to wetlands	9	2 acres of wetlands impacted
Minimize need to relocate hangars	10	Achieved.
Capital Improvement Cost	2	\$22.7 million
<b>Total (180 Possible Points)</b>	<b>136</b>	
<b>Percent of Possible Points</b>	<b>76%</b>	

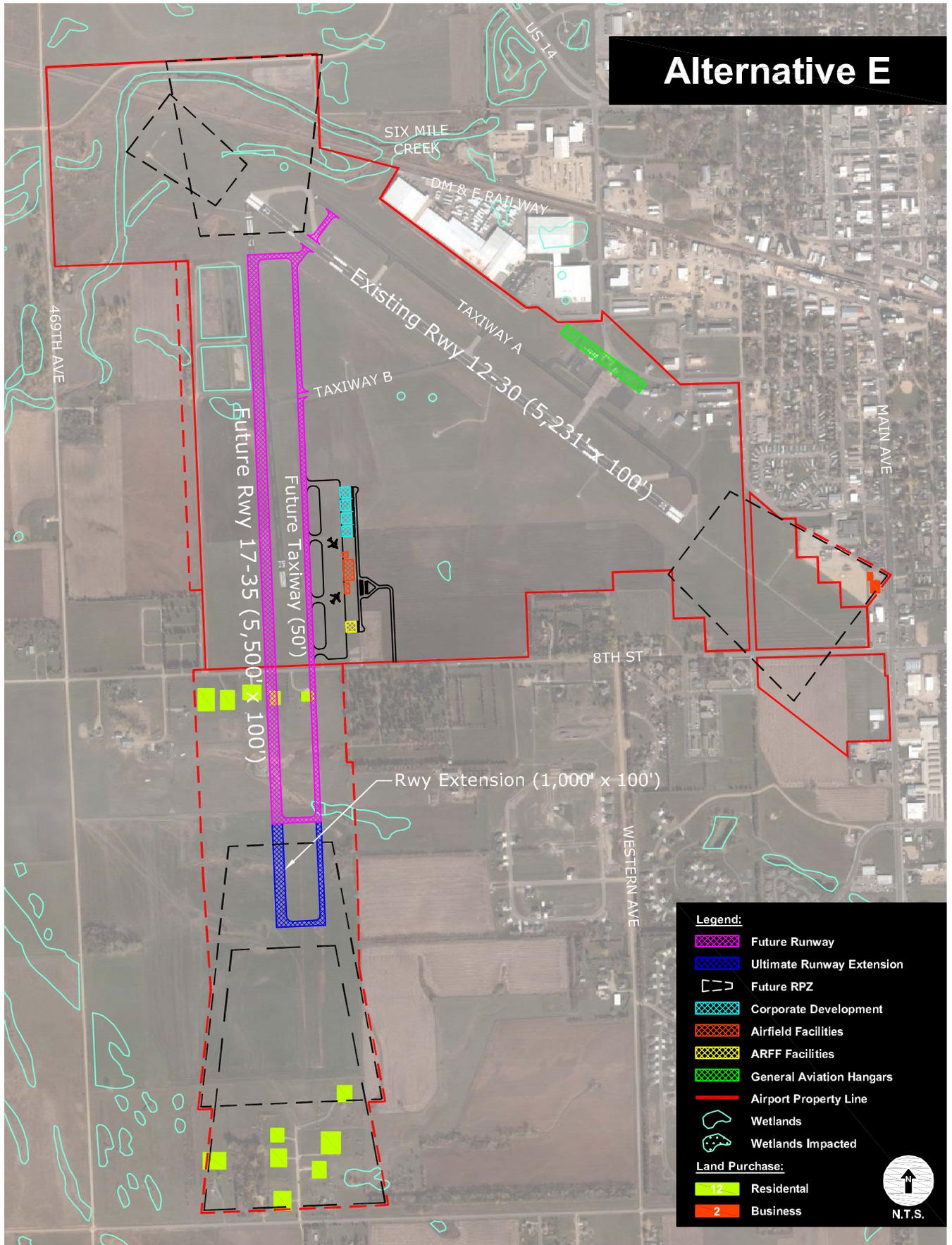
*Scoring:*

Meets objective: 10 points

Somewhat meets objective: 5 points

Does not meet objective: 0 points

# Alternative E



### 5.3.6. Alternative F – Construct new NW-SE runway

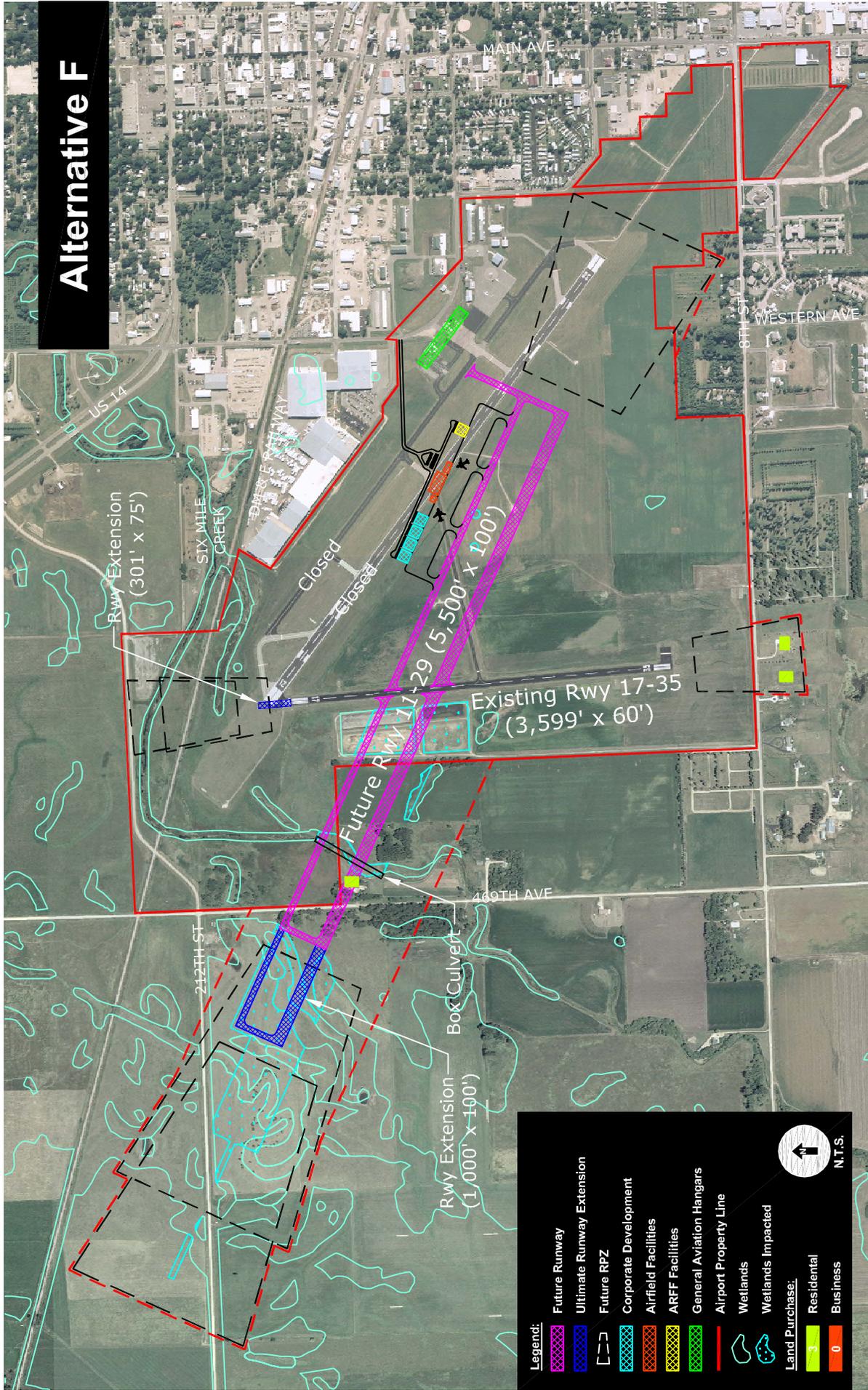
#### Alternative F Scoring Summary

	Score	Comments
<b>Option Summary</b>	<b>N/A</b>	Alternative F depicts a new Runway 11-29. This alternative provides a 5,500 foot runway and an ultimate extension to 6,500 feet. The crosswind could be upgraded to a B-II runway and extended to approximately 3,900 feet.
<b>Goal 1: Safety (60 Points)</b>	<b>55</b>	
Minimize obstructions	5	Creating new primary runway 11-29 will likely reduce obstructions.
Achieve full taxiway OFA	10	Achieved with a new hangar area.
Achieve standard runway - taxiway separation	10	Achieved.
Achieve intersecting runways	10	Achieved.
Minimize incompatible land use in RPZs	10	Achieved.
Achieve standard runway object free areas	10	Achieved.
<b>Goal 2: Capacity (60 Points)</b>	<b>53</b>	
Provide room for terminal expansion	10	Achieved.
Provide primary runway extension	10	Achieved.
Provide crosswind runway extension and upgrade	6	3,900-foot B-II runway achieved.
Provide area for new hangars	10	Achieved.
Provide room for expanded maintenance facilities	10	Achieved.
Improved wind coverage during poor weather conditions	7	Improved.
<b>Goal 3: Meet Goals 1 and 2 in a compatible and cost-effective manner (60 Points)</b>	<b>32</b>	
Minimize land acquisition	7	Requires 193 acres of land acquisition.
Minimize road / railroad closures	3	2 roads closed.
Minimize home and business purchases	8	3 homes purchased.
Minimize impact to wetlands	0	35 acres of wetlands impacted.
Minimize need to relocate hangars	10	Achieved.
Capital Improvement Cost	4	\$15.3 million.
<b>Total (180 Possible Points)</b>	<b>140</b>	
<b>Percent of Possible Points</b>	<b>78%</b>	

**Scoring:**

- Meets objective: 10 points
- Somewhat meets objective: 5 points
- Does not meet objective: 0 points

# Alternative F



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Figure 5-6



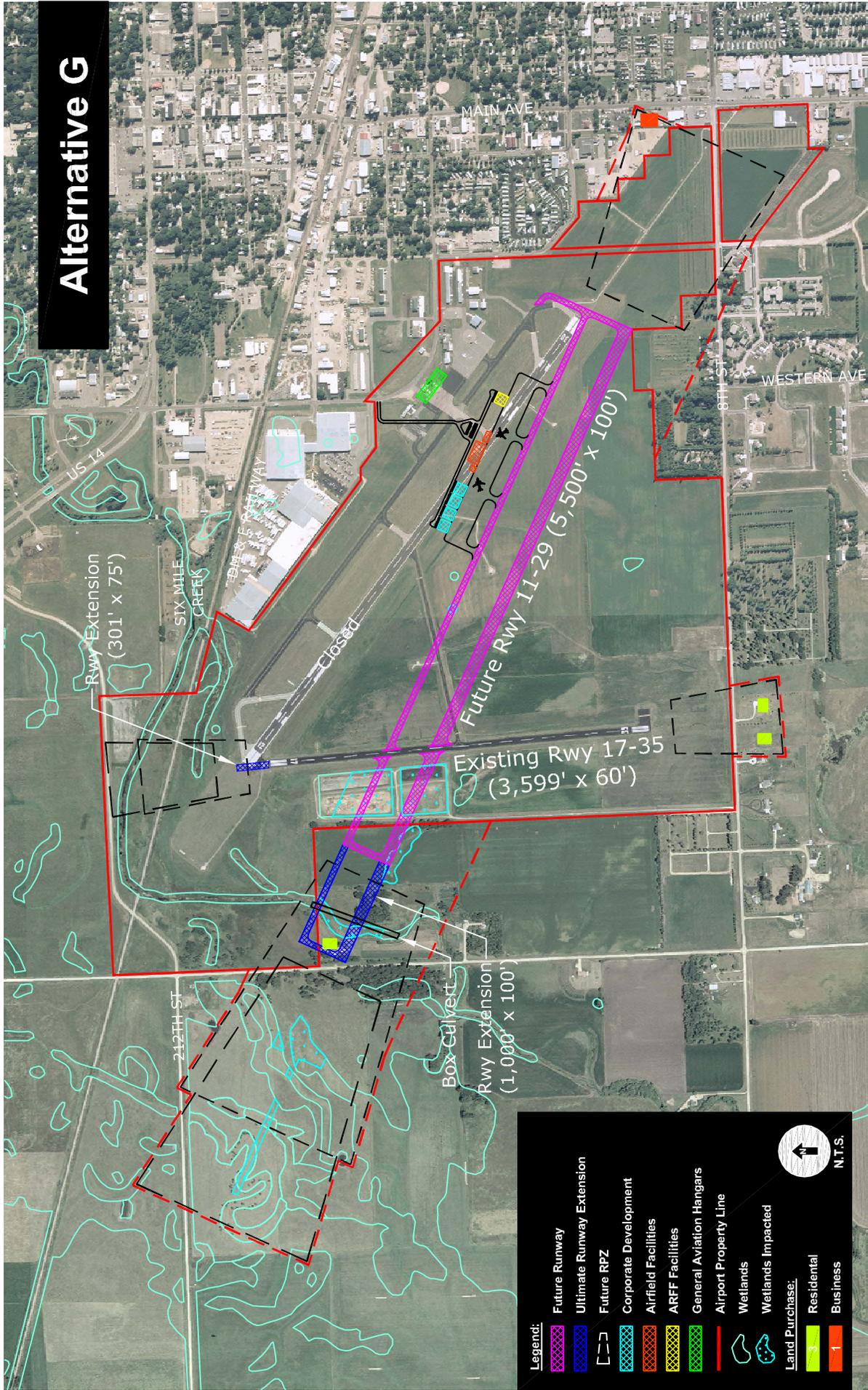
### 5.3.7. Alternative G – Construct new NW-SE runway

<b>Alternative G Scoring Summary</b>		
	<b>Score</b>	<b>Comments</b>
<b>Option Summary</b>	<b>N/A</b>	Alternative G depicts a new Runway 11-29. This alternative is similar to Alternative F, but it locates the new runway closer to existing city development. The results are lessened wetland impacts, but more home and business purchases. The crosswind could be upgraded to a B-II runway and be extended to approximately 3,900 feet.
<b>Goal 1: Safety (60 Points)</b>		
Minimize obstructions	5	Creating new primary runway 11-29 will likely reduce obstructions.
Achieve full taxiway OFA	10	Achieved with a new hangar area.
Achieve standard runway - taxiway separation	10	Achieved.
Achieve intersecting runways	10	Achieved.
Minimize incompatible land use in RPZs	10	Achieved.
Achieve standard runway object free areas	10	Achieved.
<b>Goal 2: Capacity (60 Points)</b>		
Provide room for terminal expansion	10	Achieved.
Provide primary runway extension	10	Achieved.
Provide crosswind runway extension and upgrade	6	3,900-foot B-II runway achieved.
Provide area for new hangars	10	Achieved.
Provide room for expanded maintenance facilities	10	Achieved.
Improved wind coverage during poor weather conditions	5	Improved.
<b>Goal 3: Meet Goals 1 and 2 in a compatible and cost-effective manner (60 Points)</b>		
Minimize land acquisition	8	Requires 163 acres of land acquisition.
Minimize road / railroad closures	7	1 roads closed.
Minimize home and business purchases	7	3 homes, one business purchased.
Minimize impact to wetlands	6	1.5 acres of wetlands impacted.
Minimize need to relocate hangars	10	Achieved.
Capital Improvement Cost	5	\$13 million.
<b>Total (180 Possible Points)</b>		<b>148</b>
<b>Percent of Possible Points</b>		<b>82%</b>

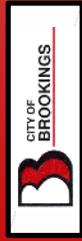
**Scoring:**

- Meets objective: 10 points
- Somewhat meets objective: 5 points
- Does not meet objective: 0 points

# Alternative G



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### 5.3.8. Alternative H – Construct New Airport

<b>Alternative H Scoring Summary</b>		
	<b>Score</b>	<b>Comments</b>
<b>Option Summary</b>	<b>N/A</b>	Alternative H depicts the relocation of the airport. It is important to note that while the layout shown is on an actual parcel of land near Brookings, the layout is conceptual. For example, while the primary Runway will be 5,500', its exact alignment may not reflect what is shown. Further study is needed before the actual 'real world' location and runway alignment for a new airport could be found.
<b>Goal 1: Safety (60 Points)</b>	<b>60</b>	
Minimize obstructions	10	Moving airport away from the City will likely reduce obstructions.
Achieve full taxiway OFA	10	Achieved.
Achieve standard runway - taxiway separation	10	Achieved.
Achieve intersecting runways	10	Achieved.
Minimize incompatible land use in RPZs	10	Achieved.
Achieve standard runway object free areas	10	Achieved.
<b>Goal 2: Capacity (60 Points)</b>	<b>60</b>	
Provide room for terminal expansion	10	Achieved.
Provide primary runway extension	10	Achieved.
Provide crosswind runway extension and upgrade	10	Achieved.
Provide area for new hangars	10	Achieved.
Provide room for expanded maintenance facilities	10	Achieved.
Improved wind coverage during poor weather conditions	10	Achieved.
<b>Goal 3: Meet Goals 1 and 2 in a compatible and cost-effective manner (60 Points)</b>	<b>24</b>	
Minimize land acquisition	0	Requires 734 acres of land acquisition and sale of 577 acres at existing airport.*
Minimize road / railroad closures	3	2 rural roads closed or re-routed.
Minimize home and business purchases	6	5 homes purchased.
Minimize impact to wetlands	5	18 acres of wetlands impacted.
Minimize need to relocate hangars	10	All hangars relocated.
Capital Improvement Cost	0	\$28 million.*
<b>Total (180 Possible Points)</b>	<b>144</b>	
<b>Percent of Possible Points</b>	<b>80%</b>	

*Scoring:*

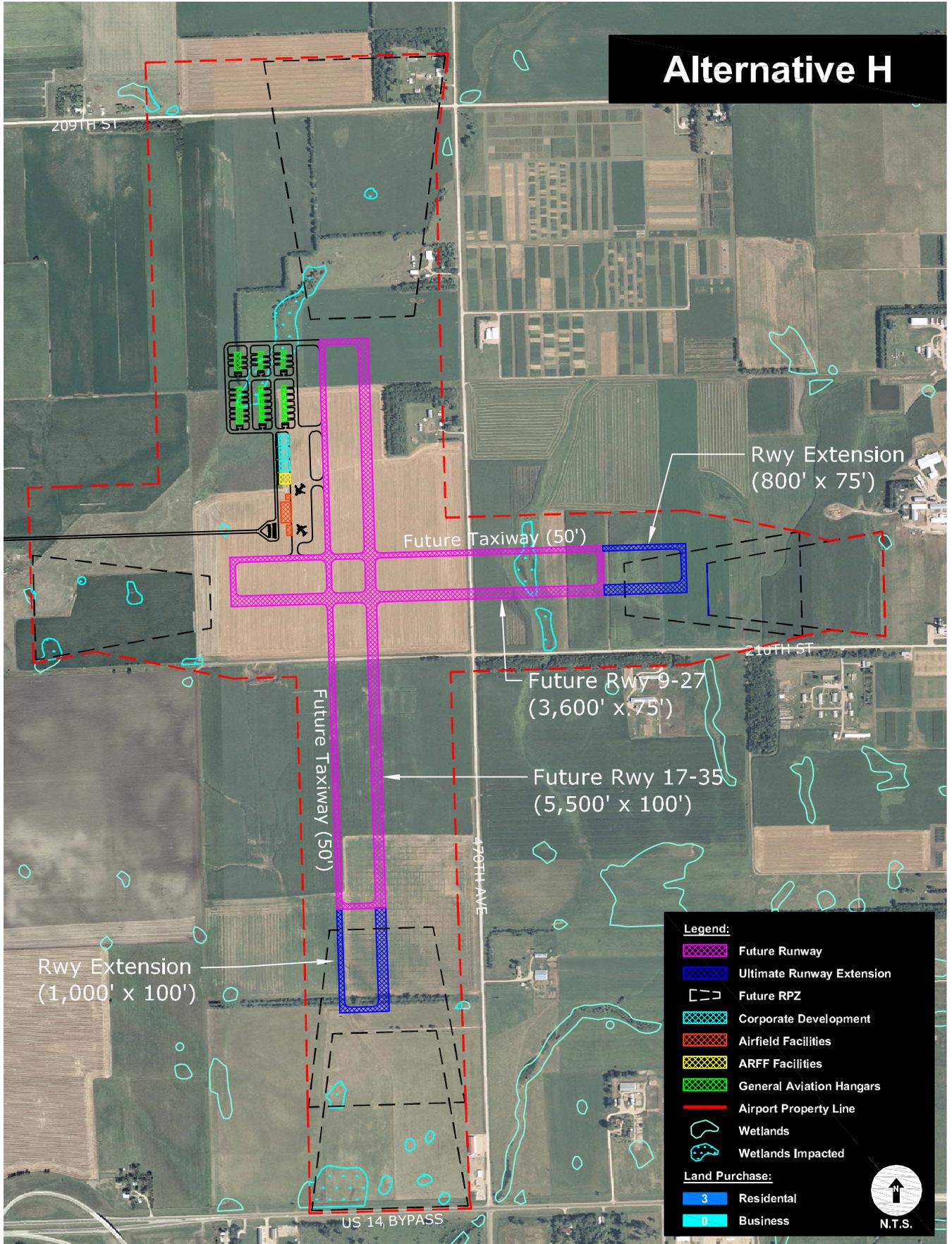
Meets objective: 10 points

Somewhat meets objective: 5 points

Does not meet objective: 0 points

\*The sale of the existing airport land would improve this alternative's scores for both of these objectives.

# Alternative H



## **5.4. Alternative Ranking Analysis**

Though the overall scores for each alternative help its potential, the City's overall goal for the future of its aviation infrastructure must also be considered. The alternatives can be considered to be in one of three overriding groups. See **Table 5-1** at the end of this chapter for the complete ranking.

### **5.4.1. No or Minimal Improvements (Alternatives A and B)**

These options provide for no or very limited airport growth. They are relatively inexpensive, but also are the least flexible and do not resolve critical FAA compliance issues. The implications of pursuing either of these alternatives are:

- The capability to attract new corporate aviation users and to retain existing users will be significantly limited.
- The airport will not be able to grow significantly in the future.
- Nearby development will continue to impact the airport.

Based on the negative impact it would have on the airport and airport-related business, the fact that FAA guidelines would not be met (potentially resulting a loss of Federal funding for the airport), and overall safety concerns, the project team does not recommend pursuing either of the alternatives in this category.

### **5.4.2. Reconfigure existing airport (Alternatives C-G)**

These options resolve most of the critical safety and capacity issues and allow varying degrees of future growth. Of these alternatives, G scored the highest.

The implications of pursuing Alternative G are:

- The capability to attract new corporate aviation users and to retain existing users will be enhanced.
- The airport will be able to grow in the future.
- Nearby development will continue to impact existing airport.

The project team sees Alternatives D and G as the best on-airport alternatives, although development pressure will continue to impact the existing airport location. Alternatives D and G will be included as alternatives in the upcoming Dual Track Study.

### **5.4.3. Construct New Airport (Alternative H)**

This option resolves critical issues and allows for future growth. The implications of pursuing Alternative H are:

- The capability to attract new corporate aviation users and to retain existing users will be enhanced.
- The airport will be able to grow in the future.
- Foreseeable future land use conflicts can be avoided.

The project team recommends that the City further investigate Alternative H by performing a Dual Track analysis. This study will take a broad look at the area

surrounding Brookings and determine whether an appropriate site for a new airport exists. In the event that such a site cannot be found, Alternative D or G would be pursued.

### Alternative Scoring Summary

	Alternative A - No Action	Alternative B - Minimal Improvements	Alternative C - Railroad Relocation	Alternative D - New Runway 9/27	Alternative E - New Runway 17/35	Alternative F - New Runway 11/29	Alternative G - New Runway 11/29	Alternative H - New Airport
<b>Goal 1: Safety (60 Points)</b>	<b>0</b>	<b>25</b>	<b>40</b>	<b>55</b>	<b>45</b>	<b>55</b>	<b>55</b>	<b>60</b>
Minimize obstructions	0	5	5	5	5	5	5	10
Achieve full taxiway OFA	0	0	10	10	10	10	10	10
Achieve standard runway - taxiway separation	0	0	0	10	10	10	10	10
Achieve intersecting runways	0	0	5	10	0	10	10	10
Minimize incompatible land use in RPZs	0	10	10	10	10	10	10	10
Achieve standard runway object free areas	0	10	10	10	10	10	10	10
<b>Goal 2: Capacity (60 Points)</b>	<b>15</b>	<b>30</b>	<b>57</b>	<b>54</b>	<b>56</b>	<b>53</b>	<b>51</b>	<b>60</b>
Provide room for terminal expansion	5	10	10	10	10	10	10	10
Provide primary runway extension	0	0	10	10	10	10	10	10
Provide crosswind runway extension and upgrade	0	0	10	6	10	6	6	10
Provide area for new hangars	5	10	10	10	10	10	10	10
Provide room for expanded maintenance facilities	5	10	10	10	10	10	10	10
Improved wind coverage during poor weather conditions	0	0	7	8	6	7	5	10
<b>Goal 3: Meet Goals 1 and 2 in a compatible and cost-effective manner (60 Points)</b>	<b>0 - Does not meet goal 1 or 2</b>	<b>50</b>	<b>35</b>	<b>32</b>	<b>35</b>	<b>32</b>	<b>42</b>	<b>24</b>
Minimize land acquisition	0	10	9	7	7	7	8	0
Minimize road / railroad closures	0	10	0	7	7	3	7	3
Minimize home and business purchases	0	3	3	8	0	8	7	6
Minimize impact to wetlands	0	10	9	9	9	0	6	5
Minimize need to relocate hangars	0	10	10	0	10	10	10	10
Capital Improvement Cost	0	8	4	2	2	4	5	0
<b>Total (180 Possible Points)</b>	<b>15</b>	<b>105</b>	<b>132</b>	<b>141</b>	<b>136</b>	<b>140</b>	<b>148</b>	<b>144</b>
<b>Percent of Possible Points</b>	<b>8%</b>	<b>59%</b>	<b>73%</b>	<b>78%</b>	<b>76%</b>	<b>78%</b>	<b>82%</b>	<b>80%</b>

*Scoring:*

Meets objective: 10 points

Somewhat meets objective: 5 points

Does not meet objective: 0 points