

Alternatives Evaluation Worksheet

Primary Runway 10-28

Note:

This worksheet will not be collected by the City of Middleton and is an optional tool to assist AMPAC members in determining their top choice from the short-listed alternatives below.



<input type="radio"/> = 1 <input type="radio"/> = 0 <input type="radio"/> = -1		No Build Maintain runway at 4,000'	Alt 1 Extend runway to 4,200'	Alt 2 Extend runway to 4,440'
Financial	Estimated Cost:	NA	\$0.7 Million	\$1.0 Million
Financially viable		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Operational Factors				
Removes an airfield constraint		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improves airport utility and accessibility		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Connectivity to existing airfield		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airfield circulation efficiency		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Addresses deficiencies with FAA standards		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Effects on existing infrastructure		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improves Operational Safety		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental Factors				
Air Quality		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Water Resources: Wetlands / Floodplain		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Threatened / Endangered Species		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Historical / Archeological		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental Corridor		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hazardous Materials and Solid Waste		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Noise		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Relationship to Surrounding Land Uses		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Implementation Feasibility				
Expandable / Flexibility for phased growth		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reliance on other airfield modifications		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction Complexity		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Required property acquisition or easements		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Compatibility of airspace		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Evaluation				
Score				
Summary				
Ranking				
Key	<input type="radio"/> = 1	This symbol represents a positive impact, an improvement or benefit, a lower anticipated cost, a higher level of flexibility, or a lower effect to the environment		
	<input type="radio"/> = 0	This symbol represents maintaining a similar level or benefit, an average cost, an average level of flexibility, or average potential environmental effect		
	<input type="radio"/> = -1	This symbol represents an improvement that is not anticipated to meet the need, a higher cost, limited flexibility, or a higher potential effect to the environment		

Alternatives Evaluation Worksheet

Crosswind Runway 01-19

Note:

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<input type="radio"/> = 1 <input type="radio"/> = 0 <input type="radio"/> = -1		No Build Maintain turf runway at 1,800'	Alt 2 Shorten turf runway to 1,000'	Alt 3 Shorten / Shift turf runway to 1,250'	Alt 6 Pave to 3,280' (Taxiway East)	Alt 7 Pave to 3,280' (Taxiway West)
Financial	Estimated Cost:	NA	NA	\$0.1 Million	\$18.4 Million	\$17.7 Million
Financially viable		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Operational Factors						
Removes an airfield constraint		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improves airport utility and accessibility		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Connectivity to existing airfield		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airfield circulation efficiency		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Addresses deficiencies with FAA standards		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Effects on existing infrastructure		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improves Operational Safety		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental Factors						
Air Quality		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Water Resources: Wetlands / Floodplain		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Threatened / Endangered Species		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Historical / Archeological		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental Corridor		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hazardous Materials and Solid Waste		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Noise		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Relationship to Surrounding Land Uses		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Implementation Feasibility						
Expandable / Flexibility for phased growth		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reliance on other airfield modifications		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction Complexity		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Required property acquisition or easements		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Compatibility of airspace		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Evaluation						
Score						
Summary						
Ranking						
Key	<input type="radio"/> = 1	This symbol represents a positive impact, an improvement or benefit, a lower anticipated cost, a higher level of flexibility, or a lower effect to the environment				
	<input type="radio"/> = 0	This symbol represents maintaining a similar level or benefit, an average cost, an average level of flexibility, or average potential environmental effect				
	<input type="radio"/> = -1	This symbol represents an improvement that is not anticipated to meet the need, a higher cost, limited flexibility, or a higher potential effect to the environment				

Alternatives Evaluation Worksheet

Hangar Development

Note:

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<input type="radio"/> = 1 <input type="radio"/> = 0 <input type="radio"/> = -1		No Build Maintain existing number of hangars	Alt 1B On-airport development (east)	Alt 2 Off-airport development (east)	Alt 3 Off-airport development (north)
Financial	Estimated Cost:	NA	\$3.2 Million	\$3.6 Million	\$3.7 Million
Financially viable		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Operational Factors					
Removes an airfield constraint		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improves airport utility and accessibility		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Landside / Airside separation and access		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airfield circulation efficiency		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Proximity to terminal and fueling		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Effects on existing infrastructure		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Consolidated development		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental Factors					
Air Quality		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Water Resources: Wetlands / Floodplain		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Threatened / Endangered Species		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Historical / Archeological		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental Corridor		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hazardous Materials and Solid Waste		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Noise		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Relationship to Surrounding Land Uses		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Implementation Feasibility					
Expandable / Flexibility for phased growth		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reliance on other airfield modifications		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction Complexity		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Required property acquisition or easements		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ability to accommodate utilities		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Evaluation					
Score					
Summary					
Ranking					
Key	<input checked="" type="radio"/> = 1	This symbol represents a positive impact, an improvement or benefit, a lower anticipated cost, a higher level of flexibility, or a lower effect to the environment			
	<input type="radio"/> = 0	This symbol represents maintaining a similar level or benefit, an average cost, an average level of flexibility, or average potential environmental effect			
	<input type="radio"/> = -1	This symbol represents an improvement that is not anticipated to meet the need, a higher cost, limited flexibility, or a higher potential effect to the environment			