



Roseau Airport Alternatives Evaluation

Category	Criteria	Measurement	No Build (Do Nothing) Result: Carry Forward	Alternative 1 (Straightens TH 11) Result: Eliminate due to Airport Safety	Alternative 2 (Realigns outside of MnDOT Airport Clear Zone) Result: Carry Forward	Alternative 3 (Realigns outside of MnDOT Airport Safety Zone A) Result: Not Recommended Landowner Impacts
Airport Safety (Secondary Need)	Does the improvement move the roadway outside the existing and future MnDOT clear-zone and FAA runway protection zone?	Yes/No	No	No	Yes	Yes
Vehicle Safety and Systemic Safety (Secondary Needs)	Ability to reduce lane departure systemic safety risk and crashes.	Crash reduction using crash modification factors	0.00	15%	14%	16%
Vehicle Safety and Systemic Safety (Secondary Needs)	Does the improvement remove the systemic safety risk identified for curves densities between 500 and 1800 ft?	Yes/No Curve radii	No 1,141 ft and 1,146 ft	Yes 5,730 ft and 11,459 ft	Yes 3,820 ft	Yes 3,820 ft
Social, Environmental, Economic Resources (SEE)	Minimize impacts to landowners	Acres of potential impacts	None	9.1 acres	19.4 acres	66.7 acres
SEE	Minimize impacts to wetlands	Acres of potential impacts	None	2.8 acres	13 acres	Minimal (if any)
SEE	Project Cost	Opinion of Construction Cost (\$2016)	None	\$2.2 million	\$2.7 million	\$5 million
SEE	Minimize impacts to Airport Safety Zones	Qualitative	Within the MnDOT CZ.	Within the MnDOT CZ.	Outside of MnDOT CZ, within the Safety Zone A. Acceptable by MnDOT and FAA.	Outside of MnDOT CZ and Safety Zone A. Acceptable by MnDOT and FAA.
SEE	Public Controversy	Qualitative	Will not address concerns of the public.	Favorable to the public but not desired by FAA/ MnDOT	Favorable to the public. Acceptable by MnDOT / FAA.	Amount of private property impacts are not favored by public.
SEE	Minimize impacts to agricultural properties	Qualitative	No impacts.	No impacts	Bisects 2 agricultural parcels.	Bisects 6 agricultural parcels.