

Trail Screening Criteria Area	-2	-1	0	1	2
ROW/Roadway corridor area	Less than 40 feet	40-50 feet	50-65 feet	66 feet to 100 feet	Over 100 feet
Encroachments in ROW/Roadway corridor area	Utility Poles	Many/no utility poles	several/no utility poles	Only a few	None
Parcel Density (Driveways)	over 40/mile	25-40/mile	15-25/mile	10-15/mile	less than ten/mile
Grading Needs – amount of work to develop a trail bench	High	Mod/High	Moderate	Moderate/Low	Low
Roadway separation – the more separated the more comfortable and trail like	Shared Street	Shoulder	Curb-side	5-10 feet	more than 10 feet
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety	High	High/Moderate	Moderate	Moderate/Low	Low
Public Acceptance	Mostly Negative	General Negative	Neutral	General Positive	Mostly Positive
Environmental conflicts – wetlands, etc	Many Conflicts	Some Conflicts	Limited	Minor conflicts	No conflicts
Directness of trail to Destinations/Points of Interest	None	Limited	Some	Good	Great
Overall Average	Recommended	Recommendation	facility	trail facility	Great trail Facility

-2.0 to -1.2	-1.19 to -0.4	-0.39 to +0.49	+0.5 to +1.20	+1.21 to 2.0
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1

Highway 59 North Section (Current trail to roundabout)	-2	-1	0	1	2
ROW/Roadway corridor area					2
Encroachments in ROW/Roadway corridor area					2
Parcel Density (Driveways)					2
Grading Needs – amount of work to develop a trail bench				1	
Roadway separation – the more separated the more comfortable and trail like					2
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety			-1		
Public Acceptance		-1			
Environmental conflicts – wetlands, etc				1	
Directness of trail to Destinations/Points of Interest				1	
Overall Average		-2	0	1	8

0.78

2

Highway 59 Middle Section (Roundabout to Hwy 17)	-2	-1	0	1	2
ROW/Roadway corridor area					2
Encroachments in ROW/Roadway corridor area					2
Parcel Density (Driveways)					2

Grading Needs – amount of work to develop a trail bench				1	
Roadway separation – the more separated the more comfortable and trail like					2
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety		-1			
Public Acceptance			0		
Environmental conflicts – wetlands, etc					2
Directness of trail to Destinations/Points of Interest				1	
Overall Average		-1		2	10
					1.22

3

Highway 59 South Section (Hwy 17 to Millview Ln)	-2	-1	0	1	2
ROW/Roadway corridor area					2
Encroachments in ROW/Roadway corridor area					2
Parcel Density (Driveways)				1	
Grading Needs – amount of work to develop a trail bench				1	
Roadway separation – the more separated the more comfortable and trail like					2
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety		-1			
Public Acceptance		-1			
Environmental conflicts – wetlands, etc					2
Directness of trail to Destinations/Points of Interest				1	
Overall Average		-2		3	8
					1.00

4

Melissa Drive East Section (Hwy 59 to Mill Pond Dr)	-2	-1	0	1	2
ROW/Roadway corridor area				1	
Encroachments in ROW/Roadway corridor area				1	
Parcel Density (Driveways)				1	
Grading Needs – amount of work to develop a trail bench				1	
Roadway separation – the more separated the more comfortable and trail like			0		
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety				1	
Public Acceptance				1	

Environmental conflicts – wetlands, etc		-1			
Directness of trail to Destinations/Points of Interest					2
Overall Average		-1		6	2 0.78

5 Mill Pond Dr (South Melissa Dr to Bucksmill Dr)	-2	-1	0	1	2
ROW/Roadway corridor area				1	
Encroachments in ROW/Roadway corridor area				1	
Parcel Density (Driveways)				1	
Grading Needs – amount of work to develop a trail bench				1	
Roadway separation – the more separated the more comfortable and trail like				1	
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety				1	
Public Acceptance			0		
Environmental conflicts – wetlands, etc		-1			
Directness of trail to Destinations/Points of Interest					2
Overall Average		-1		6	2 0.78

6 Mill Pond Dr (South Melissa Dr to Bucksmill Dr)	-2	-1	0	1	2
ROW/Roadway corridor area					2
Encroachments in ROW/Roadway corridor area					2
Parcel Density (Driveways)					2
Grading Needs – amount of work to develop a trail bench		-1			
Roadway separation – the more separated the more comfortable and trail like					2
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety					2
Public Acceptance				1	
Environmental conflicts – wetlands, etc	-2				
Directness of trail to Destinations/Points of Interest				1	
Overall Average	-2	-1		2	10 1.00

7	Power line West Section (Mill Pond Dr to 147)	-2	-1	0	1	2	
	ROW/Roadway corridor area					2	
	Encroachments in ROW/Roadway corridor area					2	
	Parcel Density (Driveways)				1		
	Grading Needs – amount of work to develop a trail bench		-1				
	Roadway separation – the more separated the more comfortable and trail like					2	
	Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety					2	
	Public Acceptance				1		
	Environmental conflicts – wetlands, etc					2	
	Directness of trail to Destinations/Points of Interest				1		
	Overall Average		-1		2	10	1.22

8	Hwy 22 North Section (Existing trail to roundabout)	-2	-1	0	1	2	
	ROW/Roadway corridor area				1		
	Encroachments in ROW/Roadway corridor area			0			
	Parcel Density (Driveways)			0			
	Grading Needs – amount of work to develop a trail bench		-1				
	Roadway separation – the more separated the more comfortable and trail like					2	
	Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety	-2					
	Public Acceptance					2	
	Environmental conflicts – wetlands, etc				1		
	Directness of trail to Destinations/Points of Interest				1		
	Overall Average	-2	-1		3	4	0.44

9	Hwy 22 Middle Section (Hwy 17 to Hwy 22/Fern Beach Dr Intersection)	-2	-1	0	1	2	
	ROW/Roadway corridor area	-2					
	Encroachments in ROW/Roadway corridor area	-2					
	Parcel Density (Driveways)	-2					

Grading Needs – amount of work to develop a trail bench				1	
Roadway separation – the more separated the more comfortable and trail like	-2				
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety			0		
Public Acceptance			0		
Environmental conflicts – wetlands, etc				1	
Directness of trail to Destinations/Points of Interest					2
Overall Average	-8			2	2
					-0.44

10 Hwy 22 South Section (Hwy 22/Fern Beach Dr Intersection to Mill Pond Dr)	-2	-1	0	1	2
ROW/Roadway corridor area	-2				
Encroachments in ROW/Roadway corridor area	-2				
Parcel Density (Driveways)				1	
Grading Needs – amount of work to develop a trail bench					2
Roadway separation – the more separated the more comfortable and trail like				1	
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety				1	
Public Acceptance			0		
Environmental conflicts – wetlands, etc				1	
Directness of trail to Destinations/Points of Interest				1	
Overall Average	-4			5	2
					0.33

11 Hwy 17 Section (Hwy 22 to Hwy 59)	-2	-1	0	1	2
ROW/Roadway corridor area				1	
Encroachments in ROW/Roadway corridor area				1	
Parcel Density (Driveways)			0		
Grading Needs – amount of work to develop a trail bench				1	
Roadway separation – the more separated the more comfortable and trail like				1	
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety				1	
Public Acceptance					

Environmental conflicts – wetlands, etc				1		
Directness of trail to Destinations/Points of Interest			0			
Overall Average				6	2	0.89

12 Woodland Ln (Hwy 19 to East Foxwood Rd)	-2	-1	0	1	2	
ROW/Roadway corridor area	-2					
Encroachments in ROW/Roadway corridor area	-2					
Parcel Density (Driveways)		-1				
Grading Needs – amount of work to develop a trail bench				1		
Roadway separation – the more separated the more comfortable and trail like	-2					
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety			0			
Public Acceptance	-2					
Environmental conflicts – wetlands, etc				1		
Directness of trail to Destinations/Points of Interest			0			
Overall Average	-8	-1		2		-0.78

13 East Foxwood Rd/Pebble Beach Ln (Woodland Ln to West Lake Sallie Dr)	-2	-1	0	1	2	
ROW/Roadway corridor area				1		
Encroachments in ROW/Roadway corridor area				1		
Parcel Density (Driveways)			0			
Grading Needs – amount of work to develop a trail bench				1		
Roadway separation – the more separated the more comfortable and trail like			0			
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety				1		
Public Acceptance			0			
Environmental conflicts – wetlands, etc				1		
Directness of trail to Destinations/Points of Interest			0			
Overall Average				5		0.56

14	West Lake Sallie Dr (Pebble Beach Ln to Hwy 22)	-2	-1	0	1	2	
	ROW/Roadway corridor area			0			
	Encroachments in ROW/Roadway corridor area			0			
	Parcel Density (Driveways)		-1				
	Grading Needs – amount of work to develop a trail bench				1		
	Roadway separation – the more separated the more comfortable and trail like		-1				
	Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety				1		
	Public Acceptance		-1				
	Environmental conflicts – wetlands, etc	-2					
	Directness of trail to Destinations/Points of Interest				1		
	Overall Average	-2	-3		3		-0.22

15	West Sallie Lake Dr/North Pearl Lake Rd (Hwy 6 to East Pearl Lake Rd)	-2	-1	0	1	2	
	ROW/Roadway corridor area					2	
	Encroachments in ROW/Roadway corridor area					2	
	Parcel Density (Driveways)					2	
	Grading Needs – amount of work to develop a trail bench					2	
	Roadway separation – the more separated the more comfortable and trail like					2	
	Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety				1		
	Public Acceptance			0			
	Environmental conflicts – wetlands, etc					2	
	Directness of trail to Destinations/Points of Interest	-2					
	Overall Average	-2			1	12	1.22

16	North Pearl Lake Rd (East Pearl Lake Rd to Hwy 15)	-2	-1	0	1	2	
	ROW/Roadway corridor area				1		
	Encroachments in ROW/Roadway corridor area				1		
	Parcel Density (Driveways)			0			

Grading Needs – amount of work to develop a trail bench				1	
Roadway separation – the more separated the more comfortable and trail like				1	
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety				1	
Public Acceptance			0		
Environmental conflicts – wetlands, etc		-1			
Directness of trail to Destinations/Points of Interest	-2				
Overall Average	-2	-1		5	0.22

17 East Pearl Lake Rd/Hwy 22	-2	-1	0	1	2
ROW/Roadway corridor area					2
Encroachments in ROW/Roadway corridor area				1	
Parcel Density (Driveways)				1	
Grading Needs – amount of work to develop a trail bench				1	
Roadway separation – the more separated the more comfortable and trail like				1	
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety				1	
Public Acceptance			0		
Environmental conflicts – wetlands, etc					2
Directness of trail to Destinations/Points of Interest	-2				
Overall Average	-2			5	2 0.56

18 Hwy 19 (Dunton Locks Park to Hwy 6)	-2	-1	0	1	2
ROW/Roadway corridor area					2
Encroachments in ROW/Roadway corridor area					2
Parcel Density (Driveways)			0		
Grading Needs – amount of work to develop a trail bench				1	
Roadway separation – the more separated the more comfortable and trail like				1	
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety			0		
Public Acceptance			0		

Environmental conflicts – wetlands, etc		-1			
Directness of trail to Destinations/Points of Interest		-1			
Overall Average		-2		2	4

0.44

19

Hwy 6 (Current trail to Hwy 19)	-2	-1	0	1	2
ROW/Roadway corridor area					2
Encroachments in ROW/Roadway corridor area					2
Parcel Density (Driveways)			0		
Grading Needs – amount of work to develop a trail bench				1	
Roadway separation – the more separated the more comfortable and trail like					2
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety	-2				
Public Acceptance			0		
Environmental conflicts – wetlands, etc					2
Directness of trail to Destinations/Points of Interest		-1			
Overall Average	-2	-1		1	8

0.67

20

Hwy 6 (Hwy 19 to West Lake Sallie Dr)	-2	-1	0	1	2
ROW/Roadway corridor area					2
Encroachments in ROW/Roadway corridor area					2
Parcel Density (Driveways)			0		
Grading Needs – amount of work to develop a trail bench			0		
Roadway separation – the more separated the more comfortable and trail like					2
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety			0		
Public Acceptance					
Environmental conflicts – wetlands, etc				1	
Directness of trail to Destinations/Points of Interest		-1			
Overall Average		-1		1	6

0.67

21

Hwy 6/Hwy 15 (West Lake Sallie Dr to North Pearl Lake Rd)

-2	-1	0	1	2
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ROW/Roadway corridor area					2
Encroachments in ROW/Roadway corridor area					2
Parcel Density (Driveways)			0		
Grading Needs – amount of work to develop a trail bench			0		
Roadway separation – the more separated the more comfortable and trail like					2
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety			0		
Public Acceptance			0		
Environmental conflicts – wetlands, etc		-1			
Directness of trail to Destinations/Points of Interest					
		-1			
Overall Average		-2			6
					0.44

22

Hwy 15/Hwy 22 (North Pearl Lake Rd to St Mary's of the Lakes)	-2	-1	0	1	2
ROW/Roadway corridor area					2
Encroachments in ROW/Roadway corridor area					2
Parcel Density (Driveways)			0		
Grading Needs – amount of work to develop a trail bench				1	
Roadway separation – the more separated the more comfortable and trail like					2
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety			0		
Public Acceptance			0		
Environmental conflicts – wetlands, etc		-1			
Directness of trail to Destinations/Points of Interest		-1			
Overall Average		-2		1	6
					0.56

23

St Mary's of the Lakes/Hwy 20/Hwy 147 (Hwy 22 to Mill Pond Rd)	-2	-1	0	1	2
ROW/Roadway corridor area					2
Encroachments in ROW/Roadway corridor area				1	
Parcel Density (Driveways)				1	
Grading Needs – amount of work to develop a trail bench			0		

Roadway separation – the more separated the more comfortable and trail like				1	
Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety			0		
Public Acceptance			0		
Environmental conflicts – wetlands, etc			0		
Directness of trail to Destinations/Points of Interest		-1			
Overall Average		-1		3	2
					0.44

24	Mill Pond Rd/ Bucksmith Dr (Hwy 147 to Millville Ln)	-2	-1	0	1	2
	ROW/Roadway corridor area				1	
	Encroachments in ROW/Roadway corridor area			0		
	Parcel Density (Driveways)				1	
	Grading Needs – amount of work to develop a trail bench			0		
	Roadway separation – the more separated the more comfortable and trail like				1	
	Traffic Conflicts/High Traffic/High Speed/Highway crossings – safety				1	
	Public Acceptance			0		
	Environmental conflicts – wetlands, etc				1	
	Directness of trail to Destinations/Points of Interest			0		
	Overall Average				5	0.56