

APPENDIX

# B

## Trail Evaluation Criteria

All trail segments identified on the La Vergne – Smyrna Greenway Master Plan were evaluated in order to determine their overall suitability to serve as part of the greenway system. Investigations were conducted through a variety of means. In addition to walking or driving the proposed routes and adjacent lands, the planners analyzed aerial photographs, USGS topographic maps, numerous local planning maps (GIS), National Wetlands Inventory (NWI) maps and Federal Emergency Management Agency (FEMA) maps. We also reviewed other two-dimensional resources made available through the Nashville District of the U.S. Army Corps of Engineers and the Tennessee Wildlife Resources Agency.

In order to organize the information collected for individual trail segments, an inventory and analysis sheet was designed to record data throughout the planning process—the completed sheets are included on the following pages. Planning team members evaluated existing conditions from 1 to 5 with 5 being the optimum condition. For example, when judging slope characteristics a relatively slight change in elevation (0% to 3%) over a given segment resulted in a score of 5 because flat or gentle topography is most appropriate for greenway or trail construction. Similarly, if no bridges would be required for a particular greenway, the segment received a score of 5—the optimum condition. High scores were also awarded to those segments that would serve a large population base or provide access and connection to and between important destinations such as parks. In all, seventeen categories were evaluated for potential greenways:

- Slope
- Vegetation
- Environment
- Flood potential
- Unique features
- Wildlife habitat
- Streams, creeks, drainage
- ADA accessibility
- Adjacent land uses
- Impact on adjacent lands
- Potential trailhead access
- Potential pedestrian access
- Connection to destination points
- Required bridge crossing
- Historic/cultural resources
- Land acquisition requirements

No individual greenway segment was awarded the maximum number of points—85 or 100%. Percentage scores were determined by dividing the actual number of points awarded by the number of points available (85). For example, a segment that was awarded 65 of 85 available points scored 76% (65 divided by 85).

Bike routes and bike lanes were evaluated via the same standards as greenways as well as the following criteria:

- Existing bicycle facilities
- Right-of-way availability
- Traffic conditions
- Speed limit
- Lane width
- Curb cuts
- Shoulder width
- Shoulder condition
- Existing sidewalks
- Sidewalk widths
- Sidewalk condition
- Sidewalk continuity

A total of 145 points could be awarded to a bike lane or route. The percentage score for bike lanes and routes was determined using the same formula employed for greenways—total number of points awarded divided by number of points available (145).

It is important to note that the percentage scores assigned to each trail segment do not necessarily reflect that segment's importance or inherent priority. The scores are merely representative of the overall appropriateness of each route. A particular route may receive a relatively low score due to environmental conditions or associated construction costs but remain vitally important to provide access to a critical destination or for other reasons. Therefore, the scores should be viewed with caution and particular attention paid to the criteria that resulted in a very high or very low score. Greenway proponents in La Vergne and Smyrna must determine construction priority based primarily on public needs and desires—the inventory and analyses are merely conditions that should be considered as decisions are made.

# La Vergne Greenway Matrix

Priority: Segment  
 Score High Med Low Cost:\*

\*trailhead costs included in segment breakdowns below

Greenways:

Greenways:	Score	High	Med	Low	Segment Cost:*	Notes:
Les Trois Ponts	75%				NA	Existing asphalt trail from ball fields along Hurricane Creek
Les Trois Ponts (Phase II)	85%				\$933,240	Extend along Hurricane Creek to Hurricane Creek Recreation Area
Les Trois Ponts (Phase III)	79%				\$880,510	Extend along Hurricane Creek from ball fields south to I24 then east parallel to I24
Les Trois Ponts (Phase IV)	62%				\$543,455	Extend south of I24
Fergus Park to Veteran's Memorial Park	49%				\$311,410	Park/neighborhood connection
Potential Smyrna Connection 1	67%				\$1,267,109	Texas Eastern gas line from northwest corner of Airport property south and west to La Vergne High School
Potential Smyrna Connection 2	70%				\$566,874	TVA parallel to Old Nashville Highway from Stewart Creek in Smyrna to Stones River Road
Potential Smyrna Connection 3	69%				\$107,210	From Smyrna Golf Course north and west across Smyrna Airport to Fergus Road

Bike Lanes:

Stones River Road	60%				\$2,063,825	Murfreesboro Road north to Hurricane Creek Add bike lanes and sidewalks.
Murfreesboro Road from Fergus Road west to La Vergne Ball Fields and Les Trois Ponts trailhead	65%				\$1,655,588	Add bike lanes and sidewalks.
Floyd Mayfield north of Murfreesboro Road	68%				\$557,367	Add bike lanes and sidewalks. Access to Veteran's Memorial Park, Waldron Jr. High and La Vergne Primary Schools
Dick Buchanan Street north of Murfreesboro Road to Hollandale.	80%				\$1,898,012	Bike lanes and sidewalks. Tie to new construction for extension of Dick Buchanan and new Elementary School.
Sand Hill Road east of Stones River Road to Fergus Road	54%				\$1,061,543	Add bike lanes and sidewalks. East/west connector and access to park and schools

# La Vergne Greenway Matrix

Priority: Segment  
 Score High Med Low Cost:\*

\*trailhead costs included in segment breakdowns below

Notes:

Bike Lanes: (continued)	Score	High	Med	Low	Segment Cost:*	Notes:
Old Nashville Highway from Smyrna city limits west to Murfreesboro Road	62%				\$1,590,500	Add bike lanes and sidewalks
Chaney Road from Sam Ridley north to Old N ashville Highway	54%				\$585,677	Add bike lanes and sidewalks, Access to La Vergne High School and Cedar Grove Elem.
Wolverine Trace	64%				\$353,413	Add bike lanes and sidewalks. Access to schools
Mason Tucker Drive	53%				\$397,129	Add bike lanes and sidewalks. Access to schools and Rock Springs Greenway
Waldron Road, Rock Springs to I24	43%				\$1,941,272	Add bike lanes and sidewalks.
Waldron Road, I24 to Murfreesboro Road	32%				\$1,654,928	Add bike lanes and sidewalks.
Lake Road	46%				\$1,304,305	Add bike lanes and sidewalks.
Morningside Drive	48%				\$563,315	Add bike lanes and sidewalks.
Blair Road	55%				\$925,756	Add bike lanes and sidewalks.
<b>Bike Routes:</b>						
Jones Mill Road from Fergus Road north to Poole Knob Recreation Area	64%				\$2,804,621	Add bike route and sidewalks. Access to destination trails at Poole Knob
Hollandale Road	54%				\$2,411,105	Add bike route and sidewalks.
Fergus Road					\$614,860	Add bike route and sidewalks.
<b>Major Trailheads:</b>						
Hurricane Creek Recreation Area	79%				\$326,260	Existing plus new facilities
La Vergne Ball Fields	92%				NA	All facilities available
Veterans' Memorial Park	93%				NA	All facilities available
Proposed 1790 Homeplace	79%				\$351,010	Include in future design and construction.
Proposed New Elementary School	68%				\$345,510	Include in future design and construction.
Proposed New Middle School	64%				\$345,510	Include in future design and construction. Only major La Vergne trailhead south of Sam Ridley Parkway.
Poole Knob Recreation Area	81%				\$345,510	Destination trails. Campgrounds, parking, boat and fishing access, restrooms, picnic facilities

# La Vergne Greenway Matrix

Priority: Segment  
 Score High Med Low Cost:\*

Minor Trailheads:

	Score	High	Med	Low	Segment Cost:*	Notes:
Driftwood Park	60%				\$88,110	Parking available
Fergus Park	54%				\$88,110	Limited parking available
La Vergne High School	78%				\$88,110	Parking available
Mankin Park	62%				\$100,485	Limited facilities available

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Les Trois Ponts Greenway (existing)

Multi-Use:		1	2	3	4	5		
1	Slope					5	1 = Low; 3 = Average; 5 = High Potential	
2	Vegetation			3			0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1	
3	Environment			3			Wooded = 5; Unvegetated = 1	
4	Flood Potential			3			Natural = 5; Industrial Development = 1	
5	Unique Features			3			None = 5; Floodplain = 1	
6	Wildlife Habitat				4		Quantity & Quality	
7	Streams, Creeks, Drainage				4		Diverse = 5; Highly Developed = 1	
8	ADA Accessibility					5	None = 5; Easy Crossing = 4; Difficult Crossing = 1	
9	Adjacent Land Uses				4		Same as slope criteria	
10	Impact on Adjacent Lands				4		Parks/Open Space = 5; Industrial Development = 1	
11	Potential Trailhead Access					5	Parks/Open Space = 5; Residential = 1	
12	Potential Pedestrian Access					5	None = 1	
13	Connection to Destination Points					5	None = 1	
14	Required Bridge Crossing	1					Varies	
15	Historic/Cultural Resources	1					None Required = 5	
16	Population Density Served				4		Quantity & Quality	
17	Land Acquisition Requirements					5	High = 5; Low = 1	
Sub-Total		2	0	12	20	30	Public Lands = 5	
Total Score		64						

## Bicycle Routes:

18	Existing Bicycle Facilities						Existing = 5; None = 1	
19	Right-of-Way Availability						Adjacent ROW = 5; No Room for Expansion = 1	
20	Traffic Conditions						# of Intersections, signals, amount of traffic, etc.	
21	Speed Limit						25 MPH = 5; 45 MPH+ = 1	
22	Lane Width						15'+ = 5; 10' = 1	
23	Curb Cuts						Infrequent = 5; Frequent = 1	
24	Shoulder Width						5'+ = 5; None = 1	
25	Shoulder Condition						Paving, striping, # of obstructions	
Sub-Total		0	0	0	0	0		
Total Score		0						

## Pedestrian Routes:

26	Existing Sidewalks						Existing = 5; None = 1	
27	Sidewalk Width						5'+ = 5	
28	Sidewalk Condition						Excellent = 5	
29	Sidewalk Continuity						Continuous = 5	
Sub-Total		0	0	0	0	0		
Total Score		0						

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Les Trois Ponts Greenway  
Phase II

Multi-Use:		1	2	3	4	5	1= Low; 3 = Average; 5 = High Potential	
1	Slope					5	0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1	
2	Vegetation				4		Wooded = 5; Unvegetated = 1	
3	Environment					5	Natural = 5; Industrial Development = 1	
4	Flood Potential			3			None = 5; Floodplain = 1	
5	Unique Features				4		Quantity & Quality	
6	Wildlife Habitat				4		Diverse = 5; Highly Developed = 1	
7	Streams, Creeks, Drainage					5	None = 5; Easy Crossing = 4; Difficult Crossing = 1	
8	ADA Accessibility					5	Same as slope criteria	
9	Adjacent Land Uses					5	Parks/Open Space = 5; Industrial Development = 1	
10	Impact on Adjacent Lands					5	Parks/Open Space = 5; Residential = 1	
11	Potential Trailhead Access					5	None = 1	
12	Potential Pedestrian Access			3			None = 1	
13	Connection to Destination Points					5	Varies	
14	Required Bridge Crossing					5	None Required = 5	
15	Historic/Cultural Resources	1					Quantity & Quality	
16	Population Density Served			3			High = 5; Low = 1	
17	Land Acquisition Requirements					5	Public Lands = 5	
Sub-Total		1	0	9	12	50		
Total Score							72	

## Bicycle Routes:

18	Existing Bicycle Facilities						Existing = 5; None = 1	
19	Right-of-Way Availability						Adjacent ROW = 5; No Room for Expansion = 1	
20	Traffic Conditions						# of Intersections, signals, amount of traffic, etc.	
21	Speed Limit						25 MPH = 5; 45 MPH+ = 1	
22	Lane Width						15'+ = 5; 10' = 1	
23	Curb Cuts						Infrequent = 5; Frequent =, 1	
24	Shoulder Width						5'+ =5; None = 1	
25	Shoulder Condition						Paving, striping, # of obstructions	
Sub-Total		0	0	0	0	0		
Total Score							0	

## Pedestrian Routes:

26	Existing Sidewalks						Existing = 5; None = 1	
27	Sidewalk Width						5'+ = 5	
28	Sidewalk Condition						Excellent = 5	
29	Sidewalk Continuity						Continuous = 5	
Sub-Total		0	0	0	0	0		
Total Score							0	

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Les Trois Ponts Greenway  
Phase III

Multi-Use:		1	2	3	4	5	1 = Low; 3 = Average; 5 = High Potential	
1	Slope					5	0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1	
2	Vegetation				4		Wooded = 5; Unvegetated = 1	
3	Environment					5	Natural = 5; Industrial Development = 1	
4	Flood Potential			3			None = 5; Floodplain = 1	
5	Unique Features				4		Quantity & Quality	
6	Wildlife Habitat				4		Diverse = 5; Highly Developed = 1	
7	Streams, Creeks, Drainage					5	None = 5; Easy Crossing = 4; Difficult Crossing = 1	
8	ADA Accessibility					5	Same as slope criteria	
9	Adjacent Land Uses					5	Parks/Open Space = 5; Industrial Development = 1	
10	Impact on Adjacent Lands					5	Parks/Open Space = 5; Residential = 1	
11	Potential Trailhead Access					5	None = 1	
12	Potential Pedestrian Access			3			None = 1	
13	Connection to Destination Points	1					Varies	
14	Required Bridge Crossing					5	None Required = 5	
15	Historic/Cultural Resources	1					Quantity & Quality	
16	Population Density Served		2				High = 5; Low = 1	
17	Land Acquisition Requirements					5	Public Lands = 5	
Sub-Total		2	2	6	12	45		
Total Score							67	

## Bicycle Routes:

18	Existing Bicycle Facilities						Existing = 5; None = 1	
19	Right-of-Way Availability						Adjacent ROW = 5; No Room for Expansion = 1	
20	Traffic Conditions						# of Intersections, signals, amount of traffic, etc.	
21	Speed Limit						25 MPH = 5; 45 MPH+ = 1	
22	Lane Width						15'+ = 5; 10' = 1	
23	Curb Cuts						Infrequent = 5; Frequent = 1	
24	Shoulder Width						5'+ = 5; None = 1	
25	Shoulder Condition						Paving, striping, # of obstructions	
Sub-Total		0	0	0	0	0		
Total Score							0	

## Pedestrian Routes:

26	Existing Sidewalks						Existing = 5; None = 1	
27	Sidewalk Width						5'+ = 5	
28	Sidewalk Condition						Excellent = 5	
29	Sidewalk Continuity						Continuous = 5	
Sub-Total		0	0	0	0	0		
Total Score							0	

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Les Trois Ponts Greenway, Phase IV

Multi-Use:		1	2	3	4	5	1= Low; 3 = Average; 5 = High Potential	
1	Slope			3			0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1	
2	Vegetation				4		Wooded = 5; Unvegetated = 1	
3	Environment				4		Natural = 5; Industrial Development = 1	
4	Flood Potential		2				None = 5; Floodplain = 1	
5	Unique Features				4		Quantity & Quality	
6	Wildlife Habitat				4		Diverse = 5; Highly Developed = 1	
7	Streams, Creeks, Drainage					5	None = 5; Easy Crossing = 4; Difficult Crossing = 1	
8	ADA Accessibility			3			Same as slope criteria	
9	Adjacent Land Uses			3			Parks/Open Space = 5; Industrial Development = 1	
10	Impact on Adjacent Lands			3			Parks/Open Space = 5; Residential = 1	
11	Potential Trailhead Access				4		None = 1	
12	Potential Pedestrian Access		2				None = 1	
13	Connection to Destination Points			3			Varies	
14	Required Bridge Crossing			3			None Required = 5	
15	Historic/Cultural Resources	1					Quantity & Quality	
16	Population Density Served		2				High = 5; Low = 1	
17	Land Acquisition Requirements			3			Public Lands = 5	
<b>Sub-Total</b>		<b>1</b>	<b>6</b>	<b>21</b>	<b>20</b>	<b>5</b>		
<b>Total Score</b>		<b>53</b>						

Bicycle Routes:		1	2	3	4	5		
18	Existing Bicycle Facilities						Existing = 5; None = 1	
19	Right-of-Way Availability						Adjacent ROW = 5; No Room for Expansion = 1	
20	Traffic Conditions						# of Intersections, signals, amount of traffic, etc.	
21	Speed Limit						25 MPH = 5; 45 MPH+ = 1	
22	Lane Width						15'+ = 5; 10' = 1	
23	Curb Cuts						Infrequent = 5; Frequent = 1	
24	Shoulder Width						5'+ = 5; None = 1	
25	Shoulder Condition						Paving, striping, # of obstructions	
		0	0	0	0	0		
		0						

Pedestrian Routes:		1	2	3	4	5		
26	Existing Sidewalks						Existing = 5; None = 1	
27	Sidewalk Width						5'+ = 5	
28	Sidewalk Condition						Excellent = 5	
29	Sidewalk Continuity						Continuous = 5	
<b>Sub-Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Total Score</b>		<b>0</b>						

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Fergus Park to Veteran's Memorial Park Connection

Multi-Use:		1	2	3	4	5	1= Low; 3 = Average; 5 = High Potential	
1	Slope			3			0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1	
2	Vegetation		2				Wooded = 5; Unvegetated = 1	
3	Environment		2				Natural = 5; Industrial Development = 1	
4	Flood Potential		2				None = 5; Floodplain = 1	
5	Unique Features	1					Quantity & Quality	
6	Wildlife Habitat	1					Diverse = 5; Highly Developed = 1	
7	Streams, Creeks, Drainage		2				None = 5; Easy Crossing = 4; Difficult Crossing = 1	
8	ADA Accessibility			3			Same as slope criteria	
9	Adjacent Land Uses		2				Parks/Open Space = 5; Industrial Development = 1	
10	Impact on Adjacent Lands		2				Parks/Open Space = 5; Residential = 1	
11	Potential Trailhead Access					5	None = 1	
12	Potential Pedestrian Access					5	None = 1	
13	Connection to Destination Points					5	Varies	
14	Required Bridge Crossing	1					None Required = 5	
15	Historic/Cultural Resources	1					Quantity & Quality	
16	Population Density Served				4		High = 5; Low = 1	
17	Land Acquisition Requirements	1					Public Lands = 5	
Sub-Total		5	12	6	4	15		
Total Score		42						

Bicycle Routes:		1	2	3	4	5		
18	Existing Bicycle Facilities						Existing = 5; None = 1	
19	Right-of-Way Availability						Adjacent ROW = 5; No Room for Expansion = 1	
20	Traffic Conditions						# of Intersections, signals, amount of traffic, etc.	
21	Speed Limit						25 MPH = 5; 45 MPH+ = 1	
22	Lane Width						15'+ = 5; 10' = 1	
23	Curb Cuts						Infrequent = 5; Frequent =, 1	
24	Shoulder Width						5'+ =5; None = 1	
25	Shoulder Condition						Paving, striping, # of obstructions	
Sub-Total		0	0	0	0	0		
Total Score		0						

Pedestrian Routes:		1	2	3	4	5		
26	Existing Sidewalks						Existing = 5; None = 1	
27	Sidewalk Width						5'+ = 5	
28	Sidewalk Condition						Excellent = 5	
29	Sidewalk Continuity						Continuous = 5	
Sub-Total		0	0	0	0	0		
Total Score		0						

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Potential Smyrna Connection 1 (Texas Eastern gas line)

Multi-Use:	1	2	3	4	5
1 Slope					5
2 Vegetation		2			
3 Environment		2			
4 Flood Potential		2			
5 Unique Features		2			
6 Wildlife Habitat		2			
7 Streams, Creeks, Drainage					5
8 ADA Accessibility					5
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access				4	
12 Potential Pedestrian Access				4	
13 Connection to Destination Points				4	
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served			3		
17 Land Acquisition Requirements					5
<b>Sub-Total</b>	<b>1</b>	<b>10</b>	<b>9</b>	<b>12</b>	<b>25</b>
<b>Total Score</b>	<b>57</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities					
19 Right-of-Way Availability					
20 Traffic Conditions					
21 Speed Limit					
22 Lane Width					
23 Curb Cuts					
24 Shoulder Width					
25 Shoulder Condition					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>0</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent =, 1

5'+ =5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks					
27 Sidewalk Width					
28 Sidewalk Condition					
29 Sidewalk Continuity					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>0</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Potential La Vergne Connection 2 (TVA easement)

Multi-Use:		1	2	3	4	5
1	Slope				4	
2	Vegetation		2			
3	Environment		2			
4	Flood Potential					5
5	Unique Features	1				
6	Wildlife Habitat	1				
7	Streams, Creeks, Drainage					5
8	ADA Accessibility				4	
9	Adjacent Land Uses			3		
10	Impact on Adjacent Lands			3		
11	Potential Trailhead Access				4	
12	Potential Pedestrian Access					5
13	Connection to Destination Points				4	
14	Required Bridge Crossing					5
15	Historic/Cultural Resources			3		
16	Population Density Served				4	
17	Land Acquisition Requirements					5
Sub-Total		2	4	9	20	25
Total Score		60				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18	Existing Bicycle Facilities					
19	Right-of-Way Availability					
20	Traffic Conditions					
21	Speed Limit					
22	Lane Width					
23	Curb Cuts					
24	Shoulder Width					
25	Shoulder Condition					
Sub-Total		0	0	0	0	0
Total Score		0				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent = 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26	Existing Sidewalks					
27	Sidewalk Width					
28	Sidewalk Condition					
29	Sidewalk Continuity					
Sub-Total		0	0	0	0	0
Total Score		0				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Golf Course to airport, to pipe line (potential Smyrna connection 3)

Multi-Use:	1	2	3	4	5
1 Slope					5
2 Vegetation			3		
3 Environment		2			
4 Flood Potential					5
5 Unique Features		2			
6 Wildlife Habitat	1				
7 Streams, Creeks, Drainage					5
8 ADA Accessibility					5
9 Adjacent Land Uses				4	
10 Impact on Adjacent Lands				4	
11 Potential Trailhead Access			3		
12 Potential Pedestrian Access			3		
13 Connection to Destination Points			3		
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served			3		
17 Land Acquisition Requirements					5
<b>Sub-Total</b>	<b>2</b>	<b>4</b>	<b>15</b>	<b>8</b>	<b>30</b>
<b>Total Score 59</b>					

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities					
19 Right-of-Way Availability					
20 Traffic Conditions					
21 Speed Limit					
22 Lane Width					
23 Curb Cuts					
24 Shoulder Width					
25 Shoulder Condition					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score 0</b>					

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent =, 1

5'+ =5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks					
27 Sidewalk Width					
28 Sidewalk Condition					
29 Sidewalk Continuity					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score 0</b>					

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # 4644-157

Trail Segment: Stones River Rd.

<b>Multi-Use:</b>		1	2	3	4	5
1	Slope			3		
2	Vegetation			3		
3	Environment			3		
4	Flood Potential					5
5	Unique Features			3		
6	Wildlife Habitat				4	
7	Streams, Creeks, Drainage					5
8	ADA Accessibility			3		
9	Adjacent Land Uses				4	
10	Impact on Adjacent Lands				4	
11	Potential Trailhead Access					5
12	Potential Pedestrian Access					5
13	Connection to Destination Points				4	
14	Required Bridge Crossing					5
15	Historic/Cultural Resources	1				
16	Population Density Served				4	
17	Land Acquisition Requirements			3		
<b>Sub-Total</b>		<b>1</b>	<b>0</b>	<b>18</b>	<b>20</b>	<b>25</b>
<b>Total Score</b>		<b>64</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

Hurricane Creek Recreation Area

None = 1

J. Percy Priest Lake

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18	Existing Bicycle Facilities	1				
19	Right-of-Way Availability			3		
20	Traffic Conditions			3		
21	Speed Limit			3		
22	Lane Width			3		
23	Curb Cuts				4	
24	Shoulder Width	1				
25	Shoulder Condition	1				
<b>Sub-Total</b>		<b>3</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>
<b>Total Score</b>		<b>19</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent =, 1

5'+ =5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26	Existing Sidewalks	1				
27	Sidewalk Width	1				
28	Sidewalk Condition	1				
29	Sidewalk Continuity	1				
<b>Sub-Total</b>		<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>		<b>4</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # 4644-157  
 Trail Segment: Murfreesboro Rd.

Multi-Use:	1	2	3	4	5
1 Slope				4	
2 Vegetation		2			
3 Environment		2			
4 Flood Potential					5
5 Unique Features			3		
6 Wildlife Habitat	1				
7 Streams, Creeks, Drainage			3		
8 ADA Accessibility				4	
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access					5
12 Potential Pedestrian Access					5
13 Connection to Destination Points					5
14 Required Bridge Crossing			3		
15 Historic/Cultural Resources					5
16 Population Density Served					5
17 Land Acquisition Requirements			3		
<b>Sub-Total</b>	<b>1</b>	<b>4</b>	<b>18</b>	<b>8</b>	<b>30</b>
<b>Total Score</b>	<b>61</b>				

1= Low; 3 = Average; 5 = High Potential  
 0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1  
 Wooded = 5; Unvegetated = 1  
 Natural = 5; Industrial Development = 1  
 None = 5; Floodplain = 1  
 Quantity & Quality  
 Diverse = 5; Highly Developed = 1  
 None = 5; Easy Crossing = 4; Difficult Crossing = 1  
 Same as slope criteria  
 Parks/Open Space = 5; Industrial Development = 1  
 Parks/Open Space = 5; Residential = 1  
 None = 1  
 None = 1  
 Varies  
 None Required = 5  
 Quantity & Quality  
 High = 5; Low = 1  
 Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability				4	
20 Traffic Conditions	1				
21 Speed Limit	1				
22 Lane Width				4	
23 Curb Cuts	1				
24 Shoulder Width				4	
25 Shoulder Condition				4	
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>
<b>Total Score</b>	<b>20</b>				

Existing = 5; None = 1  
 Adjacent ROW = 5; No Room for Expansion = 1  
 # of Intersections, signals, amount of traffic, etc.  
 25 MPH = 5; 45 MPH+ = 1  
 15'+ = 5; 10' = 1  
 Infrequent = 5; Frequent =, 1  
 5'+ =5; None = 1  
 Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks		2			
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>5</b>				

Existing = 5; None = 1  
 5'+ = 5  
 Excellent = 5  
 Continuous = 5

## Trail Inventory and Evaluation Criteria

Aerial Photo # 4644-157

Trail Segment: Mayfield Drive

Multi-Use:		1	2	3	4	5
1	Slope					5
2	Vegetation	1				
3	Environment	1				
4	Flood Potential					5
5	Unique Features	1				
6	Wildlife Habitat	1				
7	Streams, Creeks, Drainage					5
8	ADA Accessibility					5
9	Adjacent Land Uses				4	
10	Impact on Adjacent Lands				4	
11	Potential Trailhead Access					5
12	Potential Pedestrian Access					5
13	Connection to Destination Points					5
14	Required Bridge Crossing					5
15	Historic/Cultural Resources	1				
16	Population Density Served				4	
17	Land Acquisition Requirements					5
Sub-Total		5	0	0	12	45
Total Score		62				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Roy Waldron Jr. High School, LaVergne Elementary

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

### Bicycle Routes:

18	Existing Bicycle Facilities	1				
19	Right-of-Way Availability				4	
20	Traffic Conditions				4	
21	Speed Limit					5
22	Lane Width			3		
23	Curb Cuts				4	
24	Shoulder Width	1				
25	Shoulder Condition	1				
Sub-Total		3	0	3	12	5
Total Score		23				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent =, 1

5'+ =5; None = 1

Paving, striping, # of obstructions

### Pedestrian Routes:

26	Existing Sidewalks	1				
27	Sidewalk Width	1				
28	Sidewalk Condition	1				
29	Sidewalk Continuity	1				
Sub-Total		4	0	0	0	0
Total Score		4				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

## Trail Inventory and Evaluation Criteria

Aerial Photo # 4644-105

Trail Segment: Dick Buchanan Street North of Murfreesboro Rd.

<b>Multi-Use:</b>		1	2	3	4	5		
1	Slope					5	1= Low; 3 = Average; 5 = High Potential 0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1	
2	Vegetation	1					Wooded = 5; Unvegetated = 1	
3	Environment	1					Natural = 5; Industrial Development = 1	
4	Flood Potential					5	None = 5; Floodplain = 1	
5	Unique Features	1					Quantity & Quality	
6	Wildlife Habitat	1					Diverse = 5; Highly Developed = 1	
7	Streams, Creeks, Drainage					5	None = 5; Easy Crossing = 4; Difficult Crossing = 1	
8	ADA Accessibility					5	Same as slope criteria	
9	Adjacent Land Uses				4		Parks/Open Space = 5; Industrial Development = 1	
10	Impact on Adjacent Lands				4		Parks/Open Space = 5; Residential = 1	
11	Potential Trailhead Access				4		At Veterans Memorial Park	
12	Potential Pedestrian Access				4		At Veterans Memorial Park	
13	Connection to Destination Points					5	To Veterans Memorial Park	
14	Required Bridge Crossing					5	None Required = 5	
15	Historic/Cultural Resources	1					Quantity & Quality	
16	Population Density Served	1					High = 5; Low = 1	
17	Land Acquisition Requirements			3			Public Lands = 5	
<b>Sub-Total</b>		<b>6</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>30</b>		
<b>Total Score</b>		<b>55</b>						

<b>Bicycle Routes:</b>		1	2	3	4	5		
18	Existing Bicycle Facilities	1					Existing = 5; None = 1	
19	Right-of-Way Availability			3			Adjacent ROW = 5; No Room for Expansion = 1	
20	Traffic Conditions			3			# of Intersections, signals, amount of traffic, etc.	
21	Speed Limit				4		25 MPH = 5; 45 MPH+ = 1	
22	Lane Width		2				15'+ = 5; 10' = 1	
23	Curb Cuts			3			Infrequent = 5; Frequent =, 1	
24	Shoulder Width	1					5'+ =5; None = 1	
25	Shoulder Condition	1					Paving, striping, # of obstructions	
<b>Sub-Total</b>		<b>3</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>0</b>		
<b>Total Score</b>		<b>18</b>						

<b>Pedestrian Routes:</b>		1	2	3	4	5		
26	Existing Sidewalks	1					Existing = 5; None = 1	
27	Sidewalk Width	1					5'+ = 5	
28	Sidewalk Condition	1					Excellent = 5	
29	Sidewalk Continuity	1					Continuous = 5	
<b>Sub-Total</b>		<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Total Score</b>		<b>4</b>						

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_  
 Trail Segment: Sand Hill Road

Multi-Use:	1	2	3	4	5
1 Slope				4	
2 Vegetation		2			
3 Environment		2			
4 Flood Potential					5
5 Unique Features	1				
6 Wildlife Habitat	1				
7 Streams, Creeks, Drainage					5
8 ADA Accessibility				4	
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access				4	
12 Potential Pedestrian Access				4	
13 Connection to Destination Points			3		
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served			3		
17 Land Acquisition Requirements			3		
<b>Sub-Total</b>	<b>3</b>	<b>4</b>	<b>15</b>	<b>16</b>	<b>15</b>
<b>Total Score</b>	<b>53</b>				

1= Low; 3 = Average; 5 = High Potential  
 0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1  
 Wooded = 5; Unvegetated = 1  
 Natural = 5; Industrial Development = 1  
 None = 5; Floodplain = 1  
 Quantity & Quality  
 Diverse = 5; Highly Developed = 1  
 None = 5; Easy Crossing = 4; Difficult Crossing = 1  
 Same as slope criteria  
 Parks/Open Space = 5; Industrial Development = 1  
 Parks/Open Space = 5; Residential = 1  
 None = 1  
 None = 1  
 Varies  
 None Required = 5  
 Quantity & Quality  
 High = 5; Low = 1  
 Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability				4	
20 Traffic Conditions			3		
21 Speed Limit			3		
22 Lane Width			3		
23 Curb Cuts			3		
24 Shoulder Width		2			
25 Shoulder Condition	1				
<b>Sub-Total</b>	<b>2</b>	<b>2</b>	<b>12</b>	<b>4</b>	<b>0</b>
<b>Total Score</b>	<b>20</b>				

Existing = 5; None = 1  
 Adjacent ROW = 5; No Room for Expansion = 1  
 # of Intersections, signals, amount of traffic, etc.  
 25 MPH = 5; 45 MPH+ = 1  
 15'+ = 5; 10' = 1  
 Infrequent = 5; Frequent = 1  
 5'+ = 5; None = 1  
 Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>4</b>				

Existing = 5; None = 1  
 5'+ = 5  
 Excellent = 5  
 Continuous = 5

Aerial Photo # 4644-157 2-21-1992  
 Trail Segment: Old Nashville Highway

**Multi-Use:**

	1	2	3	4	5
1 Slope				4	
2 Vegetation		2			
3 Environment		2			
4 Flood Potential					5
5 Unique Features		2			
6 Wildlife Habitat		2			
7 Streams, Creeks, Drainage					5
8 ADA Accessibility				4	
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access			3		
12 Potential Pedestrian Access			3		
13 Connection to Destination Points				4	
14 Required Bridge Crossing					5
15 Historic/Cultural Resources				4	
16 Population Density Served				4	
17 Land Acquisition Requirements			3		
<b>Sub-Total</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>20</b>	<b>15</b>

**Total Score 58**

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Mary Kate Patterson House

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

**Bicycle Routes:**

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability			3		
20 Traffic Conditions			3		
21 Speed Limit				4	
22 Lane Width			3		
23 Curb Cuts			3		
24 Shoulder Width	1				
25 Shoulder Condition	1				
<b>Sub-Total</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>

**19**

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent =, 1

5'+ =5; None = 1

Paving, striping, # of obstructions

**Pedestrian Routes:**

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Total Score 4**

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_  
 Trail Segment: Chaney

Multi-Use:		1	2	3	4	5
1	Slope					5
2	Vegetation	1				
3	Environment	1				
4	Flood Potential					5
5	Unique Features	1				
6	Wildlife Habitat	1				
7	Streams, Creeks, Drainage					5
8	ADA Accessibility					5
9	Adjacent Land Uses				4	
10	Impact on Adjacent Lands				4	
11	Potential Trailhead Access					5
12	Potential Pedestrian Access					5
13	Connection to Destination Points					5
14	Required Bridge Crossing					5
15	Historic/Cultural Resources	1				
16	Population Density Served				4	
17	Land Acquisition Requirements					5
Sub-Total		5	0	0	12	45
Total Score		62				

1= Low; 3 = Average; 5 = High Potential  
 0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1  
 Wooded = 5; Unvegetated = 1  
 Natural = 5; Industrial Development = 1  
 None = 5; Floodplain = 1  
 Quantity & Quality  
 Diverse = 5; Highly Developed = 1  
 None = 5; Easy Crossing = 4; Difficult Crossing = 1  
 Same as slope criteria  
 Parks/Open Space = 5; Industrial Development = 1  
 Parks/Open Space = 5; Residential = 1  
 None = 1  
 None = 1  
 Varies  
 None Required = 5  
 Quantity & Quality  
 High = 5; Low = 1  
 Public Lands = 5

## Bicycle Routes:

18	Existing Bicycle Facilities	1				
19	Right-of-Way Availability				4	
20	Traffic Conditions		2			
21	Speed Limit			3		
22	Lane Width			3		
23	Curb Cuts			3		
24	Shoulder Width	1				
25	Shoulder Condition	1				
Sub-Total		3	2	9	4	0
Total Score		18				

Existing = 5; None = 1  
 Adjacent ROW = 5; No Room for Expansion = 1  
 # of Intersections, signals, amount of traffic, etc.  
 25 MPH = 5; 45 MPH+ = 1  
 15'+ = 5; 10' = 1  
 Infrequent = 5; Frequent = 1  
 5'+ = 5; None = 1  
 Paving, striping, # of obstructions

## Pedestrian Routes:

26	Existing Sidewalks	1				
27	Sidewalk Width	1				
28	Sidewalk Condition	1				
29	Sidewalk Continuity	1				
Sub-Total		4	0	0	0	0
Total Score		4				

Existing = 5; None = 1  
 5'+ = 5  
 Excellent = 5  
 Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # 4644-157

Trail Segment: Wolverine Trace north of W. Sam Ridley

Multi-Use:	1	2	3	4	5
1 Slope					5
2 Vegetation	1				
3 Environment	1				
4 Flood Potential					5
5 Unique Features	1				
6 Wildlife Habitat	1				
7 Streams, Creeks, Drainage					5
8 ADA Accessibility					5
9 Adjacent Land Uses				4	
10 Impact on Adjacent Lands				4	
11 Potential Trailhead Access					5
12 Potential Pedestrian Access					5
13 Connection to Destination Points					5
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served				4	
17 Land Acquisition Requirements					5
<b>Sub-Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>45</b>
<b>Total Score</b>	<b>62</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

LaVergne High School and Cedar Grove Elementary

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability				4	
20 Traffic Conditions		2			
21 Speed Limit			3		
22 Lane Width			3		
23 Curb Cuts			3		
24 Shoulder Width	1				
25 Shoulder Condition	1				
<b>Sub-Total</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>0</b>
<b>Total Score</b>	<b>18</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent =, 1

5'+ =5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>4</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

## Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Mason Tucker Dr.

Multi-Use:	1	2	3	4	5
1 Slope				4	
2 Vegetation		2			
3 Environment		2			
4 Flood Potential					5
5 Unique Features	1				
6 Wildlife Habitat		2			
7 Streams, Creeks, Drainage			3		
8 ADA Accessibility				4	
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access					5
12 Potential Pedestrian Access					5
13 Connection to Destination Points					5
14 Required Bridge Crossing		2			
15 Historic/Cultural Resources	1				
16 Population Density Served				4	
17 Land Acquisition Requirements		2			
<b>Sub-Total</b>	<b>2</b>	<b>10</b>	<b>9</b>	<b>12</b>	<b>20</b>
<b>Total Score</b>	<b>53</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

### Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability		2			
20 Traffic Conditions		2			
21 Speed Limit			3		
22 Lane Width			3		
23 Curb Cuts			3		
24 Shoulder Width			3		
25 Shoulder Condition			3		
<b>Sub-Total</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>20</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent = 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

### Pedestrian Routes:

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>4</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Waldron Road from Rock Springs north to I24

<b>Multi-Use:</b>		1	2	3	4	5		
1	Slope		2				1= Low; 3 = Average; 5 = High Potential 0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1	
2	Vegetation			3			Wooded = 5; Unvegetated = 1	
3	Environment			3			Natural = 5; Industrial Development = 1	
4	Flood Potential			3			None = 5; Floodplain = 1	
5	Unique Features	1					Quantity & Quality	
6	Wildlife Habitat		2				Diverse = 5; Highly Developed = 1	
7	Streams, Creeks, Drainage			3			None = 5; Easy Crossing = 4; Difficult Crossing = 1	
8	ADA Accessibility		2				Same as slope criteria	
9	Adjacent Land Uses		2				Parks/Open Space = 5; Industrial Development = 1	
10	Impact on Adjacent Lands		2				Parks/Open Space = 5; Residential = 1	
11	Potential Trailhead Access					5	None = 1	
12	Potential Pedestrian Access					5	None = 1	
13	Connection to Destination Points				4		Varies	
14	Required Bridge Crossing	1					None Required = 5	
15	Historic/Cultural Resources	1					Quantity & Quality	
16	Population Density Served		2				High = 5; Low = 1	
17	Land Acquisition Requirements		2				Public Lands = 5	
<b>Sub-Total</b>		<b>3</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>10</b>		
<b>Total Score</b>		<b>43</b>						

<b>Bicycle Routes:</b>		1	2	3	4	5		
18	Existing Bicycle Facilities	1					Existing = 5; None = 1	
19	Right-of-Way Availability		2				Adjacent ROW = 5; No Room for Expansion = 1	
20	Traffic Conditions		2				# of Intersections, signals, amount of traffic, etc.	
21	Speed Limit		2				25 MPH = 5; 45 MPH+ = 1	
22	Lane Width		2				15'+ = 5; 10' = 1	
23	Curb Cuts			3			Infrequent = 5; Frequent = 1	
24	Shoulder Width		2				5'+ = 5; None = 1	
25	Shoulder Condition		2				Paving, striping, # of obstructions	
<b>Sub-Total</b>		<b>1</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>		
<b>Total Score</b>		<b>16</b>						

<b>Pedestrian Routes:</b>		1	2	3	4	5		
26	Existing Sidewalks	1					Existing = 5; None = 1	
27	Sidewalk Width	1					5'+ = 5	
28	Sidewalk Condition	1					Excellent = 5	
29	Sidewalk Continuity	1					Continuous = 5	
<b>Sub-Total</b>		<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Total Score</b>		<b>4</b>						

# Trail Inventory and Evaluation Criteria

Aerial Photo #

Trail Segment: Waldron Road north of I24 to Murfreesboro Road

Multi-Use:	1	2	3	4	5
1 Slope		2			
2 Vegetation	1				
3 Environment	1				
4 Flood Potential			3		
5 Unique Features		2			
6 Wildlife Habitat	1				
7 Streams, Creeks, Drainage			3		
8 ADA Accessibility		2			
9 Adjacent Land Uses	1				
10 Impact on Adjacent Lands	1				
11 Potential Trailhead Access				4	
12 Potential Pedestrian Access			3		
13 Connection to Destination Points			3		
14 Required Bridge Crossing				4	
15 Historic/Cultural Resources	1				
16 Population Density Served		2			
17 Land Acquisition Requirements	1				
<b>Sub-Total</b>	<b>7</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>0</b>
<b>Total Score</b>	<b>35</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability	1				
20 Traffic Conditions	1				
21 Speed Limit	1				
22 Lane Width	1				
23 Curb Cuts	1				
24 Shoulder Width	1				
25 Shoulder Condition	1				
<b>Sub-Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>8</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent =, 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>4</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Lake Road west of Waldron Road

Multi-Use:	1	2	3	4	5
1 Slope			3		
2 Vegetation			3		
3 Environment			3		
4 Flood Potential			3		
5 Unique Features	1				
6 Wildlife Habitat	1				
7 Streams, Creeks, Drainage			3		
8 ADA Accessibility			3		
9 Adjacent Land Uses		2			
10 Impact on Adjacent Lands		2			
11 Potential Trailhead Access					5
12 Potential Pedestrian Access					5
13 Connection to Destination Points				4	
14 Required Bridge Crossing			3		
15 Historic/Cultural Resources	1				
16 Population Density Served		2			
17 Land Acquisition Requirements		2			
<b>Sub-Total</b>	<b>3</b>	<b>8</b>	<b>21</b>	<b>4</b>	<b>10</b>
<b>Total Score</b>	<b>46</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability		2			
20 Traffic Conditions		2			
21 Speed Limit		2			
22 Lane Width		2			
23 Curb Cuts			3		
24 Shoulder Width		2			
25 Shoulder Condition		2			
<b>Sub-Total</b>	<b>1</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>16</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent =, 1

5'+ =5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>4</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # 4644-157  
 Trail Segment: Morningside Drive

Multi-Use:	1	2	3	4	5
1 Slope				4	
2 Vegetation		2			
3 Environment		2			
4 Flood Potential					5
5 Unique Features	1				
6 Wildlife Habitat		2			
7 Streams, Creeks, Drainage					5
8 ADA Accessibility				4	
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access	1				
12 Potential Pedestrian Access	1				
13 Connection to Destination Points	1				
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served			3		
17 Land Acquisition Requirements			3		
<b>Sub-Total</b>	<b>5</b>	<b>6</b>	<b>12</b>	<b>8</b>	<b>15</b>
<b>Total Score</b>	<b>46</b>				

1= Low; 3 = Average; 5 = High Potential  
 0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1  
 Wooded = 5; Unvegetated = 1  
 Natural = 5; Industrial Development = 1  
 None = 5; Floodplain = 1  
 Quantity & Quality  
 Diverse = 5; Highly Developed = 1  
 None = 5; Easy Crossing = 4; Difficult Crossing = 1  
 Same as slope criteria  
 Parks/Open Space = 5; Industrial Development = 1  
 Parks/Open Space = 5; Residential = 1  
 None = 1  
 None = 1  
 Varies  
 None Required = 5  
 Quantity & Quality  
 High = 5; Low = 1  
 Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability				4	
20 Traffic Conditions	1				
21 Speed Limit				4	
22 Lane Width			3		
23 Curb Cuts				4	
24 Shoulder Width	1				
25 Shoulder Condition	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>0</b>
<b>Total Score</b>	<b>19</b>				

Existing = 5; None = 1  
 Adjacent ROW = 5; No Room for Expansion = 1  
 # of Intersections, signals, amount of traffic, etc.  
 25 MPH = 5; 45 MPH+ = 1  
 15'+ = 5; 10' = 1  
 Infrequent = 5; Frequent =, 1  
 5'+ =5; None = 1  
 Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>4</b>				

Existing = 5; None = 1  
 5'+ = 5  
 Excellent = 5  
 Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_  
 Trail Segment: Blair Road to Rock Springs Road

Multi-Use:	1	2	3	4	5
1 Slope		2			
2 Vegetation			3		
3 Environment			3		
4 Flood Potential					5
5 Unique Features			3		
6 Wildlife Habitat				4	
7 Streams, Creeks, Drainage			3		
8 ADA Accessibility		2			
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access					5
12 Potential Pedestrian Access			3		
13 Connection to Destination Points					5
14 Required Bridge Crossing			3		
15 Historic/Cultural Resources	1				
16 Population Density Served			3		
17 Land Acquisition Requirements			3		
<b>Sub-Total</b>	<b>1</b>	<b>4</b>	<b>30</b>	<b>4</b>	<b>15</b>
<b>Total Score</b>	<b>54</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability			3		
20 Traffic Conditions			3		
21 Speed Limit			3		
22 Lane Width			3		
23 Curb Cuts			3		
24 Shoulder Width			3		
25 Shoulder Condition			3		
<b>Sub-Total</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>22</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent =, 1

5'+ =5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>4</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # 4644-157  
 Trail Segment: W. Sam Ridley Parkway

Multi-Use:	1	2	3	4	5
1 Slope				4	
2 Vegetation	1				
3 Environment	1				
4 Flood Potential					5
5 Unique Features	1				
6 Wildlife Habitat	1				
7 Streams, Creeks, Drainage				4	
8 ADA Accessibility					5
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access					5
12 Potential Pedestrian Access					5
13 Connection to Destination Points					5
14 Required Bridge Crossing			3		
15 Historic/Cultural Resources	1				
16 Population Density Served					5
17 Land Acquisition Requirements			3		
<b>Sub-Total</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>30</b>
<b>Total Score</b>	<b>55</b>				

1= Low; 3 = Average; 5 = High Potential  
 0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1  
 Wooded = 5; Unvegetated = 1  
 Natural = 5; Industrial Development = 1  
 None = 5; Floodplain = 1  
 Quantity & Quality  
 Diverse = 5; Highly Developed = 1  
 None = 5; Easy Crossing = 4; Difficult Crossing = 1  
 Same as slope criteria  
 Parks/Open Space = 5; Industrial Development = 1  
 Parks/Open Space = 5; Residential = 1  
 None = 1  
 None = 1  
 Potential access to High School, Cedar Grove Elem.  
 None Required = 5  
 Quantity & Quality  
 High = 5; Low = 1  
 Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability				4	
20 Traffic Conditions	1				
21 Speed Limit	1				
22 Lane Width				4	
23 Curb Cuts	1				
24 Shoulder Width					5
25 Shoulder Condition					5
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>10</b>
<b>Total Score</b>	<b>22</b>				

Existing = 5; None = 1  
 Adjacent ROW = 5; No Room for Expansion = 1  
 # of Intersections, signals, amount of traffic, etc.  
 25 MPH = 5; 45 MPH+ = 1  
 15'+ = 5; 10' = 1  
 Infrequent = 5; Frequent = 1  
 5'+ = 5; None = 1  
 Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>4</b>				

Existing = 5; None = 1  
 5'+ = 5  
 Excellent = 5  
 Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # 4644  
Trail Segment: Jones Mill Road

Multi-Use:	1	2	3	4	5
1 Slope				4	
2 Vegetation			3		
3 Environment			3		
4 Flood Potential					5
5 Unique Features	1				
6 Wildlife Habitat			3		
7 Streams, Creeks, Drainage					5
8 ADA Accessibility					5
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access					5
12 Potential Pedestrian Access					5
13 Connection to Destination Points					5
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served			3		
17 Land Acquisition Requirements			3		
<b>Sub-Total</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>35</b>
<b>Total Score 62</b>					

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

Poole Knob

Poole Knob

Poole Knob

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability			3		
20 Traffic Conditions			3		
21 Speed Limit			3		
22 Lane Width			3		
23 Curb Cuts			3		
24 Shoulder Width	1				
25 Shoulder Condition	1				
<b>Sub-Total</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>
<b>18</b>					

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent = 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score 4</b>					

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # 4644-157  
Trail Segment: Hollondale Road

Multi-Use:	1	2	3	4	5
1 Slope				4	
2 Vegetation			3		
3 Environment			3		
4 Flood Potential					5
5 Unique Features	1				
6 Wildlife Habitat			3		
7 Streams, Creeks, Drainage			3		
8 ADA Accessibility				4	
9 Adjacent Land Uses				4	
10 Impact on Adjacent Lands				4	
11 Potential Trailhead Access	1				
12 Potential Pedestrian Access	1				
13 Connection to Destination Points				4	
14 Required Bridge Crossing					5
15 Historic/Cultural Resources				4	
16 Population Density Served				4	
17 Land Acquisition Requirements			3		
<b>Sub-Total</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>28</b>	<b>10</b>
<b>Total Score</b>	<b>56</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

Sinking Creek

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Potential 1790 Homeplace

None Required = 5

Potential 1790 Homeplace

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability			3		
20 Traffic Conditions			3		
21 Speed Limit				4	
22 Lane Width			3		
23 Curb Cuts			3		
24 Shoulder Width	1				
25 Shoulder Condition	1				
<b>Sub-Total</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>
<b>Total Score</b>	<b>19</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent = 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>4</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

## Trail Inventory and Evaluation Criteria

Aerial Photo # 4644-157  
Trail Segment: Fergus Rd

Multi-Use:	1	2	3	4	5
1 Slope					5
2 Vegetation	1				
3 Environment	1				
4 Flood Potential					5
5 Unique Features	1				
6 Wildlife Habitat	1				
7 Streams, Creeks, Drainage					5
8 ADA Accessibility					5
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access	1				
12 Potential Pedestrian Access	1				
13 Connection to Destination Points			3		
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served			3		
17 Land Acquisition Requirements			3		
<b>Sub-Total</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>25</b>
<b>Total Score</b>	<b>47</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Eventual access to Poole Knob Recreation Area

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

### Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability			3		
20 Traffic Conditions			3		
21 Speed Limit			3		
22 Lane Width			3		
23 Curb Cuts			3		
24 Shoulder Width	1				
25 Shoulder Condition	1				
<b>Sub-Total</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>18</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent = 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

### Pedestrian Routes:

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>4</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Hurricane Creek Recreation Area

Multi-Use:	1	2	3	4	5
1 Slope			3		
2 Vegetation					5
3 Environment					5
4 Flood Potential					5
5 Unique Features				4	
6 Wildlife Habitat					5
7 Streams, Creeks, Drainage			3		
8 ADA Accessibility			3		
9 Adjacent Land Uses					5
10 Impact on Adjacent Lands					5
11 Potential Trailhead Access					5
12 Potential Pedestrian Access					5
13 Connection to Destination Points	1				
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served		2			
17 Land Acquisition Requirements					5
<b>Sub-Total</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>50</b>
<b>Total Score</b>	<b>67</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities	1				
19 Right-of-Way Availability	1				
20 Traffic Conditions	1				
21 Speed Limit	1				
22 Lane Width	1				
23 Curb Cuts	1				
24 Shoulder Width	1				
25 Shoulder Condition	1				
<b>Sub-Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>8</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent = 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks	1				
27 Sidewalk Width	1				
28 Sidewalk Condition	1				
29 Sidewalk Continuity	1				
<b>Sub-Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>4</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # 4644-157 2-21-1992

Trail Segment: LaVergne Ball Field Complex

Multi-Use:	1	2	3	4	5
1 Slope					5
2 Vegetation					5
3 Environment					5
4 Flood Potential			3		
5 Unique Features					5
6 Wildlife Habitat				4	
7 Streams, Creeks, Drainage				4	
8 ADA Accessibility					5
9 Adjacent Land Uses					5
10 Impact on Adjacent Lands					5
11 Potential Trailhead Access					5
12 Potential Pedestrian Access					5
13 Connection to Destination Points					5
14 Required Bridge Crossing		2			
15 Historic/Cultural Resources					5
16 Population Density Served					5
17 Land Acquisition Requirements					5
<b>Sub-Total</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>65</b>
<b>Total Score</b>	<b>78</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities					
19 Right-of-Way Availability					
20 Traffic Conditions					
21 Speed Limit					
22 Lane Width					
23 Curb Cuts					
24 Shoulder Width					
25 Shoulder Condition					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>0</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent = 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks					
27 Sidewalk Width					
28 Sidewalk Condition					
29 Sidewalk Continuity					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>0</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Veteran's Memorial Park (trail head)

Multi-Use:	1	2	3	4	5	
1 Slope					5	1= Low; 3 = Average; 5 = High Potential 0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1
2 Vegetation					5	Wooded = 5; Unvegetated = 1
3 Environment					5	Natural = 5; Industrial Development = 1
4 Flood Potential					5	None = 5; Floodplain = 1
5 Unique Features				4		Quantity & Quality
6 Wildlife Habitat			3			Diverse = 5; Highly Developed = 1
7 Streams, Creeks, Drainage					5	None = 5; Easy Crossing = 4; Difficult Crossing = 1
8 ADA Accessibility					5	Same as slope criteria
9 Adjacent Land Uses					5	Parks/Open Space = 5; Industrial Development = 1
10 Impact on Adjacent Lands					5	Parks/Open Space = 5; Residential = 1
11 Potential Trailhead Access					5	None = 1
12 Potential Pedestrian Access					5	None = 1
13 Connection to Destination Points					5	Varies
14 Required Bridge Crossing					5	None Required = 5
15 Historic/Cultural Resources		2				Quantity & Quality
16 Population Density Served					5	High = 5; Low = 1
17 Land Acquisition Requirements					5	Public Lands = 5
<b>Sub-Total</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>70</b>	
<b>Total Score</b>	<b>79</b>					

## Bicycle Routes:

18 Existing Bicycle Facilities						Existing = 5; None = 1
19 Right-of-Way Availability						Adjacent ROW = 5; No Room for Expansion = 1
20 Traffic Conditions						# of Intersections, signals, amount of traffic, etc.
21 Speed Limit						25 MPH = 5; 45 MPH+ = 1
22 Lane Width						15'+ = 5; 10' = 1
23 Curb Cuts						Infrequent = 5; Frequent = 1
24 Shoulder Width						5'+ = 5; None = 1
25 Shoulder Condition						Paving, striping, # of obstructions
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Score</b>	<b>0</b>					

## Pedestrian Routes:

26 Existing Sidewalks						Existing = 5; None = 1
27 Sidewalk Width						5'+ = 5
28 Sidewalk Condition						Excellent = 5
29 Sidewalk Continuity						Continuous = 5
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total Score</b>	<b>0</b>					

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Proposed 1790 Homeplace

Multi-Use:	1	2	3	4	5
1 Slope					5
2 Vegetation					5
3 Environment				4	
4 Flood Potential					5
5 Unique Features					5
6 Wildlife Habitat				4	
7 Streams, Creeks, Drainage					5
8 ADA Accessibility					5
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access			3		
12 Potential Pedestrian Access	1				
13 Connection to Destination Points			3		
14 Required Bridge Crossing					5
15 Historic/Cultural Resources					5
16 Population Density Served	1				
17 Land Acquisition Requirements				5	
<b>Sub-Total</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>13</b>	<b>40</b>
<b>Total Score 67</b>					

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities					
19 Right-of-Way Availability					
20 Traffic Conditions					
21 Speed Limit					
22 Lane Width					
23 Curb Cuts					
24 Shoulder Width					
25 Shoulder Condition					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score 0</b>					

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent =, 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks					
27 Sidewalk Width					
28 Sidewalk Condition					
29 Sidewalk Continuity					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score 0</b>					

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Proposed New La Vergne Elementary School  
(trail head)

Multi-Use:	1	2	3	4	5
1 Slope					5
2 Vegetation			3		
3 Environment		2			
4 Flood Potential					5
5 Unique Features		2			
6 Wildlife Habitat		2			
7 Streams, Creeks, Drainage					5
8 ADA Accessibility					5
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access			3		
12 Potential Pedestrian Access			3		
13 Connection to Destination Points			3		
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served				4	
17 Land Acquisition Requirements				4	
<b>Sub-Total</b>	<b>1</b>	<b>6</b>	<b>18</b>	<b>8</b>	<b>25</b>
<b>Total Score</b>	<b>58</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities					
19 Right-of-Way Availability					
20 Traffic Conditions					
21 Speed Limit					
22 Lane Width					
23 Curb Cuts					
24 Shoulder Width					
25 Shoulder Condition					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>0</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent = 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks					
27 Sidewalk Width					
28 Sidewalk Condition					
29 Sidewalk Continuity					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>0</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Proposed New Middle School

Multi-Use:		1	2	3	4	5
1	Slope					5
2	Vegetation			3		
3	Environment			3		
4	Flood Potential					5
5	Unique Features	1				
6	Wildlife Habitat		2			
7	Streams, Creeks, Drainage					5
8	ADA Accessibility					5
9	Adjacent Land Uses			3		
10	Impact on Adjacent Lands			3		
11	Potential Trailhead Access			3		
12	Potential Pedestrian Access			3		
13	Connection to Destination Points	1				
14	Required Bridge Crossing					5
15	Historic/Cultural Resources	1				
16	Population Density Served	1				
17	Land Acquisition Requirements					5
Sub-Total		4	2	18	0	30
Total Score		54				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18	Existing Bicycle Facilities					
19	Right-of-Way Availability					
20	Traffic Conditions					
21	Speed Limit					
22	Lane Width					
23	Curb Cuts					
24	Shoulder Width					
25	Shoulder Condition					
Sub-Total		0	0	0	0	0
Total Score		0				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent = 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26	Existing Sidewalks					
27	Sidewalk Width					
28	Sidewalk Condition					
29	Sidewalk Continuity					
Sub-Total		0	0	0	0	0
Total Score		0				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # 4644-239 2-21-1992

Trail Segment: Poole Knob Recreation Area

Multi-Use:		1	2	3	4	5		
1	Slope				4		1= Low; 3 = Average; 5 = High Potential 0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1	
2	Vegetation					5	Wooded = 5; Unvegetated = 1	
3	Environment					5	Natural = 5; Industrial Development = 1	
4	Flood Potential			3			None = 5; Floodplain = 1	
5	Unique Features			3			Quantity & Quality	
6	Wildlife Habitat					5	Diverse = 5; Highly Developed = 1	
7	Streams, Creeks, Drainage					5	None = 5; Easy Crossing = 4; Difficult Crossing = 1	
8	ADA Accessibility				4		Same as slope criteria	
9	Adjacent Land Uses					5	Parks/Open Space = 5; Industrial Development = 1	
10	Impact on Adjacent Lands					5	Parks/Open Space = 5; Residential = 1	
11	Potential Trailhead Access					5	None = 1	
12	Potential Pedestrian Access					5	None = 1	
13	Connection to Destination Points			3			Varies	
14	Required Bridge Crossing					5	None Required = 5	
15	Historic/Cultural Resources	1					Quantity & Quality	
16	Population Density Served	1					High = 5; Low = 1	
17	Land Acquisition Requirements					5	Public Lands = 5	
Sub-Total		2	0	9	8	50		
Total Score							69	

## Bicycle Routes:

18	Existing Bicycle Facilities	1					Existing = 5; None = 1	
19	Right-of-Way Availability	1					Adjacent ROW = 5; No Room for Expansion = 1	
20	Traffic Conditions	1					# of Intersections, signals, amount of traffic, etc.	
21	Speed Limit	1					25 MPH = 5; 45 MPH+ = 1	
22	Lane Width	1					15'+ = 5; 10' = 1	
23	Curb Cuts	1					Infrequent = 5; Frequent = 1	
24	Shoulder Width	1					5'+ = 5; None = 1	
25	Shoulder Condition	1					Paving, striping, # of obstructions	
Sub-Total		8	0	0	0	0		
Total Score							8	

## Pedestrian Routes:

26	Existing Sidewalks	1					Existing = 5; None = 1	
27	Sidewalk Width	1					5'+ = 5	
28	Sidewalk Condition	1					Excellent = 5	
29	Sidewalk Continuity	1					Continuous = 5	
Sub-Total		4	0	0	0	0		
Total Score							4	

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_

Trail Segment: Driftwood Park

Multi-Use:	1	2	3	4	5
1 Slope					5
2 Vegetation	1				
3 Environment	1				
4 Flood Potential					5
5 Unique Features	1				
6 Wildlife Habitat	1				
7 Streams, Creeks, Drainage					5
8 ADA Accessibility					5
9 Adjacent Land Uses		2			
10 Impact on Adjacent Lands		2			
11 Potential Trailhead Access			3		
12 Potential Pedestrian Access			3		
13 Connection to Destination Points			3		
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served			3		
17 Land Acquisition Requirements					5
Sub-Total	5	4	12	0	30
Total Score 51					

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities					
19 Right-of-Way Availability					
20 Traffic Conditions					
21 Speed Limit					
22 Lane Width					
23 Curb Cuts					
24 Shoulder Width					
25 Shoulder Condition					
Sub-Total	0	0	0	0	0
0					

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent = 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks					
27 Sidewalk Width					
28 Sidewalk Condition					
29 Sidewalk Continuity					
Sub-Total	0	0	0	0	0
Total Score 0					

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_  
 Trail Segment: Fergus Park

Multi-Use:	1	2	3	4	5
1 Slope					5
2 Vegetation	1				
3 Environment	1				
4 Flood Potential				4	
5 Unique Features	1				
6 Wildlife Habitat	1				
7 Streams, Creeks, Drainage				4	
8 ADA Accessibility					5
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access		2			
12 Potential Pedestrian Access		2			
13 Connection to Destination Points		2			
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served			3		
17 Land Acquisition Requirements			3		
<b>Sub-Total</b>	<b>5</b>	<b>6</b>	<b>12</b>	<b>8</b>	<b>15</b>
<b>Total Score</b>	<b>46</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities					
19 Right-of-Way Availability					
20 Traffic Conditions					
21 Speed Limit					
22 Lane Width					
23 Curb Cuts					
24 Shoulder Width					
25 Shoulder Condition					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>0</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent = 1

5'+ = 5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks					
27 Sidewalk Width					
28 Sidewalk Condition					
29 Sidewalk Continuity					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>0</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_  
 Trail Segment: La Vergne High School

Multi-Use:	1	2	3	4	5
1 Slope					5
2 Vegetation			3		
3 Environment			3		
4 Flood Potential					5
5 Unique Features		2			
6 Wildlife Habitat		2			
7 Streams, Creeks, Drainage					5
8 ADA Accessibility					5
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access					5
12 Potential Pedestrian Access					5
13 Connection to Destination Points					5
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served				4	
17 Land Acquisition Requirements					5
<b>Sub-Total</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>45</b>
<b>Total Score 66</b>					

1= Low; 3 = Average; 5 = High Potential  
 0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1  
 Wooded = 5; Unvegetated = 1  
 Natural = 5; Industrial Development = 1  
 None = 5; Floodplain = 1  
 Quantity & Quality  
 Diverse = 5; Highly Developed = 1  
 None = 5; Easy Crossing = 4; Difficult Crossing = 1  
 Same as slope criteria  
 Parks/Open Space = 5; Industrial Development = 1  
 Parks/Open Space = 5; Residential = 1  
 None = 1  
 None = 1  
 Varies  
 None Required = 5  
 Quantity & Quality  
 High = 5; Low = 1  
 Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities					
19 Right-of-Way Availability					
20 Traffic Conditions					
21 Speed Limit					
22 Lane Width					
23 Curb Cuts					
24 Shoulder Width					
25 Shoulder Condition					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>0</b>					

Existing = 5; None = 1  
 Adjacent ROW = 5; No Room for Expansion = 1  
 # of Intersections, signals, amount of traffic, etc.  
 25 MPH = 5; 45 MPH+ = 1  
 15'+ = 5; 10' = 1  
 Infrequent = 5; Frequent = 1  
 5'+ = 5; None = 1  
 Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks					
27 Sidewalk Width					
28 Sidewalk Condition					
29 Sidewalk Continuity					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score 0</b>					

Existing = 5; None = 1  
 5'+ = 5  
 Excellent = 5  
 Continuous = 5

# Trail Inventory and Evaluation Criteria

Aerial Photo # \_\_\_\_\_  
 Trail Segment: Mankin Park

Multi-Use:	1	2	3	4	5
1 Slope				4	
2 Vegetation			3		
3 Environment			3		
4 Flood Potential					5
5 Unique Features		2			
6 Wildlife Habitat		2			
7 Streams, Creeks, Drainage					5
8 ADA Accessibility				4	
9 Adjacent Land Uses			3		
10 Impact on Adjacent Lands			3		
11 Potential Trailhead Access			3		
12 Potential Pedestrian Access			3		
13 Connection to Destination Points			3		
14 Required Bridge Crossing					5
15 Historic/Cultural Resources	1				
16 Population Density Served		2			
17 Land Acquisition Requirements		2			
<b>Sub-Total</b>	<b>1</b>	<b>8</b>	<b>21</b>	<b>8</b>	<b>15</b>
<b>Total Score</b>	<b>53</b>				

1= Low; 3 = Average; 5 = High Potential

0-3% = 5; 3-5% = 4; 5-7% = 3; 7-9% = 2; 10+ = 1

Wooded = 5; Unvegetated = 1

Natural = 5; Industrial Development = 1

None = 5; Floodplain = 1

Quantity & Quality

Diverse = 5; Highly Developed = 1

None = 5; Easy Crossing = 4; Difficult Crossing = 1

Same as slope criteria

Parks/Open Space = 5; Industrial Development = 1

Parks/Open Space = 5; Residential = 1

None = 1

None = 1

Varies

None Required = 5

Quantity & Quality

High = 5; Low = 1

Public Lands = 5

## Bicycle Routes:

18 Existing Bicycle Facilities					
19 Right-of-Way Availability					
20 Traffic Conditions					
21 Speed Limit					
22 Lane Width					
23 Curb Cuts					
24 Shoulder Width					
25 Shoulder Condition					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>0</b>				

Existing = 5; None = 1

Adjacent ROW = 5; No Room for Expansion = 1

# of Intersections, signals, amount of traffic, etc.

25 MPH = 5; 45 MPH+ = 1

15'+ = 5; 10' = 1

Infrequent = 5; Frequent =, 1

5'+ =5; None = 1

Paving, striping, # of obstructions

## Pedestrian Routes:

26 Existing Sidewalks					
27 Sidewalk Width					
28 Sidewalk Condition					
29 Sidewalk Continuity					
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Score</b>	<b>0</b>				

Existing = 5; None = 1

5'+ = 5

Excellent = 5

Continuous = 5