1 meme mesirability/FEASIBILITY WORKSHEETS

|  | Updated <br> August 13, 2018 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | DESIRABILITY |  |  |  |  |  |  |  |  |  | FEASIBILITY |  |  |  |  |  |  |
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|  | DESCRIPTION |  | $\begin{aligned} & n \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & \vdots \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | $\begin{aligned} & \stackrel{0}{0} \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & \stackrel{0}{0} \\ & \stackrel{\rightharpoonup}{0} \end{aligned}$ |  | $\begin{aligned} & 7 \\ & 0 \\ & 3 \end{aligned}$ | - |  |  |  |  |  |  |  |  |  |  |  |  | $\|$x3 <br> connects <br> to an <br> Existing <br> pathor <br> trail: <br> No <br> Yos <br> Yes <br> ( $\times 3$ ) | $\|$x3 <br> connects <br> to <br> Paint <br> creek <br> Trail <br> Real <br> Regional <br> Trial: <br> No <br> Yo <br> Yes <br> Ye <br> (x3) |  | x2 <br> Connects <br> to a <br> shool: <br> No <br> Yo <br> Yes <br> (x) <br> (x) |  |  |  |  |  |  | IBILITY |  |  |
| 1 | SILVERBELL Rd. from Adams to $\mathbf{G a}$ Creek Park | P4-09 | 29 | noth | $\underbrace{}_{\substack{\text { Sluerenel } \\ \text { Red }}}$ | $\xrightarrow[\substack{\text { Alams } \\ \text { Road }}]{ }$ | $\begin{array}{\|c\|c\|c\|c\|c\|c\|l\|l\|l\|l\|l\|} \substack{\text { apear } \\ \text { popark }} \\ \hline \end{array}$ | asph |  |  |  | 528 |  | Wetands.s. Slope | ${ }_{\text {In progress complete Fall }}^{\substack{\text { 2018 } \\ \text { ¢ } 235,000}}$ | 15 | 9 | 10 | 15 | 15 | 0 | 10 | 10 | 0 | 84 | 15 | 0 | -12 | 10 | 0 | 13 | 97 |
| 3 | DUTTON: Blossom Ridge entrance to Adams Road | P4, 19 | 31 | noth | Dutton |  | Adams | asphat | 1 | ${ }^{\text {na }}$ | 3168 | 1056 |  | 2 | Blossom Ridge Projected cost: | 15 | 15 | 4 | 0 | 15 | 0 | 10 | 10 | 0 | 69 | 0 | -2 | -6 | 10 | 0 | 2 | 71 |
| 2 | ADAMS Rd: Mystic Lane to Dutton Road | P4.15 | 31 | west | Adams | outton | $\underbrace{\substack{\text { sut }}}_{\text {Moerin }}$ | asphat | 1 | na |  | 2112 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | ${ }_{\substack{\text { a }}}^{\substack{\text { Adams \& \& Siverbell sw } \\ \text { corner }}}$ | P4-19 | 31 | noth | Dutton |  | Adams | asphat | 1 | na | ${ }^{3168}$ | 1056 |  | emak rebulid, path | Projected Cost: \$288,000 + intersection | 15 | 15 | 4 | 0 | 15 | 0 | 10 | 10 | 0 | 69 | 0 | -2 | -6 | 10 | 0 | 2 | 71 |
| 5 | BREWSTER S. OF SILVERBELL FILL-IN | ${ }^{\text {P4, } 17}$ | 32 | west | crester | Dutton Rd. | civer | sidewak | 1 | ${ }_{\substack{\text { Rooct } \\ \text { t. }}}$ |  | 1320 | ${ }_{\text {cose }}^{\substack{\text { complet } \\ \text { estoop }}}$ | $\begin{aligned} & 4-5^{\prime} \text { concrete sidewalk, } \\ & \text { retaining walls, } 1 \\ & \text { permanent easement } \end{aligned}$ | Cost opinion: $\$ 130,000$ | 15 | 6 | 0 | 15 | 15 | 0 | 10 | 10 | 0 | 71 | 0 | -2 | -3 | s | 0 | -5 | 76 |
| 6 | GUNN RD: Adams Rd. to Paint Creek Trail | P4.04 | ${ }_{29}^{20}$ | south | Gunn Rd. | Adams Rd. |  |  | ${ }^{1}$ |  |  | 6019 |  |  | Cost opinion: \$850,000 | 15 | 6 | 0 | 0 | 15 | 15 | 10 | 10 | 0 | 71 | 0 | -2 | -9 | 0 | 0 | -11 | 60 |
| 7 | Dutton Rd. Missing link: Blossom Ridge entrance to Kings Pt. connector trail | P4-19? | 31 | noth | Dutton |  |  | asphat | 1 | ${ }^{\text {na }}$ |  | 425 |  |  |  | 15 | 15 | 0 | 0 | 15 | 0 | 10 | 10 | 0 | 65 | 15 | -2 | -6 | 10 | 0 | 17 | 82 |
| 8 | ITC Powerline Phase 0 | na | 30 | na | ${ }_{\text {ater }}^{\text {Heverine }}$ | Kern | 6un | gravel | ? | ${ }^{\text {na }}$ |  | 9600 |  | gof course | Exsting Truy country Creek? | 15 | 6 | 0 | 0 | 15 | 0 | 10 | 10 | 0 | 56 | 15 | -2 | -9 | 0 | 0 | 4 | 60 |
| , | ITC Powerline Phase 1 | ${ }^{T 4.03}$ | 20 | na | Pitc | Gunn Rd. | $\begin{gathered} \text { Paint } \\ \text { Tran } \\ \text { Tain } \end{gathered}$ | gravel | 1 | ${ }^{\text {na }}$ | 0 | 2425 |  | $\begin{gathered} \text { Creek Crossing, Steep } \\ \text { Slopes, Span Bridge, } \\ \text { Retaining Walls, Slope } \\ \text { Mitagation } \end{gathered}$ | Prelim. Engineern 20.5 studes made | 15 | 6 | 4 | 0 | 0 | 15 | 10 | 0 | 0 | 50 | 0 | -6 | -15 | 0 | 0 | -21 | 29 |
| 10 | ITC Powerline Phase 2 Paint Road | ${ }^{\text {T3 }} 04$ | 20 | na | ${ }_{\text {Powerine }}^{\text {IT }}$ | ${ }_{\text {Pain Craek }}^{\text {Tral }}$ | ${ }_{\text {Oron }}^{\substack{\text { Road } \\ \text { Road }}}$ | gravel | 1 | ${ }^{\text {na }}$ | 0 | 1056 |  | Boarduak | Need toreven | 15 | 12 | 0 | 0 | 0 | 15 | 10 | 0 | 0 | 52 | 15 | -2 | -3 | 0 | 0 | 10 | 62 |
| 11 | ITC Powerline Phase 3: Orio Rd. | ${ }^{\text {T3.05 }}$ | 20 | na | $\xrightarrow{\text { Prectineme }}$ | Orion Rd. |  | svel | 1 | ${ }^{\text {na }}$ | $\bigcirc$ | 2112 |  |  | Approx. 4 | 15 | 12 | 0 | 0 | 0 | 15 | 10 | 0 | 0 | 52 | 15 | -2 | -3 | 0 | 0 | 10 | 62 |
| 12 | TC Powerline Phase 4 Lake George Rd. To Rochester Rd. | ${ }^{T 3-06+}$ | $\begin{aligned} & 2122 \\ & 15 \\ & 15 \end{aligned}$ | na | Pict | $\begin{gathered} \text { Cone } \\ \text { Repere } \end{gathered}$ | Haden | grvel | 1 | na | 0 | 11405 |  | ${ }^{\text {na }}$ | over 2 miles | 15 | 15 | 4 | 0 | 15 | 15 | 10 | 0 | 0 | 74 | 15 | -2 | -15 | 0 | 0 | -2 | 72 |
| 13 | ITC Powerline Phase 5 ester Rd. to Drape Twin Lake Park | ${ }_{\substack{\text { T3, } \\ \text { T2.06 }}}$ | ${ }_{14}^{15}$ | na |  | Parks | wood | пa | 1 | па | 0 | 5280 |  |  | Eventual conection to topiper | 9 | 12 | 4 | 0 | 0 | 15 | 10 | 0 | 0 | 50 | 15 | -2 | -21 | 0 | 0 | -8 | 42 |
|  | Note: For Alternate to ITC P | Phase 5: B | Bue | nwood | /Haden to | to Draper TV | Wwin Lake: | See page |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 14 | SILVERBELL Rd. from Gallagher Creek Park to Pinnacles | ${ }^{\text {P4,09 }}$ | 29 | noth | Siveren | $\begin{array}{\|l\|l\|} \hline \text { callager } \\ \text { chrapark } \\ \text { Addams } \end{array}$ |  | asph | 1 | ${ }_{\substack{\text { Reco } \\ 60 \\ 608}}$ | 320 | 660 | ? |  | Gof Course | 15 | 9 | 0 | 15 | 15 | 0 | 10 | 10 | 0 | 74 | 0 | -4 | -6 | 10 | 0 | 0 | 74 |
| 15 |  | ${ }^{\text {P4-11 }}$ | 28 | $\begin{array}{\|c\|c\|c\|c\|c\|c\|} \text { nest } \end{array}$ |  |  | $\substack{\text { Paine } \\ \text { craek } \\ \text { Trail }}$ | stewalk | 1 |  | - | 5597 | ? | Retaining Walls, Slope Mitagation, trees, one permanent easement |  | 12 | 9 | 10 | 0 | 15 | 15 | 10 | 10 | 0 | 81 | 0 | -2 | -9 | 0 | 0 | -11 | 70 |


| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| 18 | ADAMS RD: Plum Creek Sub to Marshview park | ${ }^{\text {T1.06 }}$ | 17 | east | Adams | ${ }_{\text {Winter }}^{\text {Lene }}$ Ine |  | asphat | 1 |  |  | 2745 |  |  | Crosing at Adams/Carkston | 12 | 9 | 6 | 15 | 15 | 0 | 4 | 0 | 0 | 61 | 0 | -4 | -6 | 0 | 0 | -10 | 51 |
| 19 | ADAMS RD: (east side) Gunn Rd. to the Pain Creek Trail Creek Trail | NA |  | east | Adams | Gunn Rd. | $\begin{gathered} \text { paine } \\ \text { Taine } \\ \text { Tran } \end{gathered}$ | asphat | 1 |  | 4752 |  |  |  | Cost opinion \$1,010,000 | 15 | 15 | 4 | 0 | 15 | 15 | 10 | 10 | 0 | 84 | 15 | 0 | -9 | 10 | 0 | 16 | 100 |
| 20 | ADAMS RD: (east side) Shannon Drive to the Paint Creek Trail Trail | na |  | east | Adams | Shamon | $\begin{gathered} \text { paine } \\ \text { Trait } \\ \text { Trait } \end{gathered}$ | asphat | 1 |  | 2640 |  |  |  | Cost opinion \$TBD | 15 | 15 | 4 | 0 | 0 | 15 | 6 | 0 | 0 | 55 | 15 | 0 | -9 | 10 | 0 | 16 | 71 |
| 21 | ADAMS RD: Paint Creek Trail to Plum Creek Sub | na | ${ }_{17}^{17}$ | east | Adams | Pct |  | asphat | 3 |  | 2050 | 2112 | 0 | Some buarmak | Crossing at Adams Orion | 12 | 9 | 4 | 0 | 15 | 15 | 10 | 0 | 0 | 65 | 0 | -4 | -9 | 10 | 0 | -3 | 62 |
| 22 | ADAMS RD: Paint Creek Drive to Paint Creek Trail a | P4.99 | 19 | west | Adams | ${ }_{\text {Paint creek }}^{\text {diree }}$ | Pct | asphat | 1 | Rcoc 60' | 475 | ${ }^{528}$ | 1531 | tres |  | 12 | 15 | 0 | 0 | 0 | 15 | 10 | 0 | 0 | 52 | 0 | 0 | -6 | 10 | 0 | 4 | 56 |
| 23 |  | P4.99 | 19 | west | Adams | Caimrass | $\begin{aligned} & \text { Paine } \\ & \text { pane } \\ & \text { oreve } \end{aligned}$ | asshat |  | Rcoc 60' | 1056 | ${ }^{1320}$ |  |  |  | 15 | 15 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 36 | 0 | -4 | -18 | 10 | 0 | -12 | 24 |
| 24 | ADAMS RD: Delta Kelly <br> School to Cairncross | P4,99 | 19 | west | Adams | Gum Rd. | Simscos | asphat |  |  |  | 2640 |  | $\begin{array}{\|c} \hline \text { Steep slope, boardwalk, } \\ \text { bridge Paint Creek, } \\ \text { retaining wall, slope } \\ \text { mitagation } \\ \hline \end{array}$ |  | 15 | 15 | 4 | 0 | 15 | 0 | 10 | 10 | 0 | 69 | 0 | -4 | -18 | 10 | 0 | -12 | 57 |
| 25 | BUELL RD Adams to Watershed Ridge Par | na | ${ }_{20}^{20}$ |  | Buell | Adams |  |  | 1 |  |  | 5280 |  | Welanas, stope, trees |  | 12 | 3 | 4 | 15 | 0 | 0 | 2 | 0 | 0 | 36 | 0 | -6 | -9 | 10 | 0 | -5 | 31 |







NOTE: Desirability/Feasibility Worksheets help to prioritize prospective trail routes and to identify known issues, Scoring criteria was established by studying
current and previous Township Master Plans, the data provided by engineering consultants in the 2013 SPT Feasibibity Study, further advice from planning and
 ontinuous review by the SPTC
or new easement opportunities.

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| $\begin{gathered} 5 \\ \overrightarrow{0} \\ 0 \\ 0 \\ 0 \\ 3 \\ 2 \\ 3 \\ 3 \\ 0 \\ 0 \end{gathered}$ | DESCRIPTION |  | $\begin{aligned} & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & \vdots \\ & 0 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | $\begin{aligned} & \text { n} \\ & \stackrel{0}{0} \\ & 0 \\ & 0 \\ & 0 \\ & \stackrel{n}{0} \\ & \stackrel{0}{0} \end{aligned}$ |  | $\begin{aligned} & 7 \\ & \frac{7}{0} \end{aligned}$ | O |  |  |  |  |  |  |  |  |
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DESIRABILITY
FEASIBILITY

${ }^{70}$


| DESIRABILITY |  |  |  |  |  |  |  |  | FEASIBILITY |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\times 3$ | $\times 3$ | $\times 2$ | $\times 3$ | $\times 3$ | $\times 3$ | $\times 2$ | $\times 2$ | $\times 2$ | x3 | ( $x$-2) | (x-3) | $\times 2$ | $\times 2$ |  |
|  | Traffic Count on adjacent street per 24 hrs: $<100=1$ $<250=2$ $<500=3$ $<100=4$ $<1000=4$ $>10000$ $(\times 3)$ |  | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Connects } \\ \text { to } \end{array} \\ \text { Park(s) } \\ \text { No }=0 \\ \text { Yes }=5 \\ (x 3) \end{array}$ |  | Connects Paint Paint Craek Trail or Regional Trail: Noil Yes $=5$ Y $=5$ ( $\times 3$ ) | \# miles of completed trail segment will connect $0=01$ $<1=1$, $<2=2$, $<3=3$, $<4-5=4$, $>5=5$ | $\begin{array}{\|c} \text { connects } \\ \text { toa } \\ \text { shool } \\ \text { No } \\ \text { Yo }=0 \\ \text { Yes } \\ \text { ( } 2 \text { 2 }) \end{array}$ |  |  |  |  | Crossing on Paved Road Required: Y=0 $N=5$ | Funding Sources Availabe beyond sT sillage: M=5: $N=0$ |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

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| Completed Paths \& Costs as of 6/19/18 (with Engineering fees) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 73 $\begin{aligned} & \text { CIDER MILL } \\ & \text { CONNECTOR }\end{aligned}$ | na | 28 | na | Gallag her Rd. | $\begin{aligned} & \text { Paint } \\ & \text { Creek } \\ & \text { Trail } \end{aligned}$ | Orion <br> Rd. <br> and <br> PCCM | $\underset{\mathrm{t}}{\text { asphal }}$ | 1 | na | 685 | 685 | $\begin{gathered} \text { Sprinkler system } \\ \text { reroute, retaining } \\ \text { wall. } \end{gathered}$ | $\begin{gathered} \text { COMPLETED Fall } \\ \text { 2016: } \$ 86,700+ \\ \$ 29,500 \\ \hline \end{gathered}$ | 15 | 12 | 12 | 0 | 15 | 15 | 10 | 0 | 0 | 79 | 0 | -2 | -6 | 10 | 0 | 2 | 81 |
| $74 \begin{aligned} & \text { SILVERBELL \& } \\ & \text { BREWSTER }\end{aligned}$ | P4-14 | $\begin{array}{l\|} \hline 28 \\ 2_{9} \end{array}$ | $\begin{aligned} & \text { sou } \\ & \text { th } \end{aligned}$ | $\begin{aligned} & \text { Silver } \\ & \text { bell } \end{aligned}$ | Brewst <br> er Rd. | $\begin{gathered} \mathrm{Gallag} \\ \text { her } \\ \text { Rd. } \end{gathered}$ | asph | 1 | $\begin{aligned} & \text { RCOO } \\ & 33 \mathrm{ft} \end{aligned}$ | 506 | 3520 | $\begin{gathered}\text { slope } \\ \text { mitigation }\end{gathered}$ | COMPLETED Fall 2016: \$49,800 + $\$ 32,900$ | 15 | 6 | 0 | 15 | 15 | 0 | 8 | 0 | 0 | 59 | 0 | -3 | -3 | 10 | 0 | 4 | 63 |
| 75EAGLE CREEK <br> BOARDWALK | P4-08 | 30 | $\begin{aligned} & \text { nor } \\ & \text { th } \end{aligned}$ | $\begin{array}{\|l\|} \hline \text { Siver } \\ \text { Sill } \\ \text { bell } \\ \text { Rd. } \\ \hline \end{array}$ | Kern Rd. | $\begin{gathered} \text { Count } \\ \text { Cry } \\ \text { Creek } \\ \text { siub } \end{gathered}$ | $\begin{gathered} \text { cement } \\ \substack{\text { apponact } \\ \text { apard } \\ \text { walk }} \\ \hline \end{gathered}$ | 1 |  | 325 | 325 | Boardwalk | $\begin{gathered} \text { COMPLETE Spring } \\ \text { 2017: } \$ 170,000+ \\ \$ 30,200 \end{gathered}$ | 15 | 15 | 4 | 15 | 15 | 0 | 8 | 10 | 0 | 82 | 0 | -2 | -3 | 10 | 0 | 5 | 87 |
| $76 \begin{aligned} & \text { ADAMS RD/ } \\ & \text { MODETZ } \end{aligned}$ |  |  | $\begin{gathered} \text { eas } \\ t \end{gathered}$ | Adam | Kern Rd. |  | Asphalt | 1 |  | 370 |  |  | COMPLETE 2011: approx $\$ 35,000$ | 15 | 15 | 4 | 0 | 15 | 0 | 6 | 0 | 0 | 55 | 0 | -2 | 0 | 10 | 0 | 8 | 63 |
| Administrative as of <br> 77 <br> $3 / 31117$ <br> full time salary |  |  |  |  |  |  |  |  |  |  |  |  | \$31,000.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 78 Legal |  |  |  |  |  |  |  |  |  |  |  | Approx $\$ 4 \mathrm{~K}$ is eagle creek (in addition to fees in previous | \$10,000.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 79Strategy Plan: Carlisle <br> Wortman |  |  |  |  |  |  |  |  |  |  |  |  | \$13,300.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 80 Engineering Fees: | $\begin{array}{\|c} \hline \text { Gunn/ } \\ \text { Tuc: } \\ \$ 3,000 \end{array}$ |  |  | $\begin{array}{\|l\|l\|} \hline \text { Gunn/ } \\ \text { Othen: } \\ \$ 3,000 \end{array}$ |  |  | Sorer |  |  |  |  |  | \$49,800.00 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



