



Segment Details		OFF ROAD				TRAFFIC SAFETY				CONNECTIVITY								EQUITY			ENVIRONMENTAL IMPACTS				PERSONAL SECURITY			RIGHT-OF-WAY				COST		Total Score							
Route Name	Segment name	Segment Length (miles)	Segment Length (ft)	Facility Type	Linear feet of facility protected from traffic	Proportion of Facility Protected from traffic	Linear feet of fully separated facility (greater than 50ft)	Proportion of fully separated facility (greater than 50ft) %	SCORE	Driveway Crossings	At-Grade Roadway Crossings	Sum of ADT Crossed	SCORE	Population within 1/4 mile	Employment within 1/4 mile	Acres of Parks within 1/4 mile	Acres of Commercial area within 1/4 mile	Total Distance (non-circumferential) Ratio of straight line distance to air distance (feet)	% Trail Subject to Seasonal/Time of Day closures (Yes = 1, No = 0)	Transit Ridership (BUS)	Gain (FT)	SCORE	Equitable Transportation Community Data	EJ Population	SCORE	Linear feet of trail within 10-ft of wetlands	Linear distance of trail within 10ft of 100 year floodplain	Linear distance of trail that crosses NODB Areas	SCORE	Average Distance to Access/Egress point - default	Max Distance to Access/Egress Point	Aesthetic (0-3)	SCORE		Institutional Parcels	Regional Agency Parcels	Utility Parcels	Number of privately owned parcels	ROW Score	Total Existing / Prev. Length (Note - Gravel roads and existing roads in need)	Total Length to be Constructed
	Alignment 1 - Segment 25	0.7	3,593	SUP	3593	100%	3,593	100%		0	0	0		0	0	0.0	0	0	0	0	0	7	0.61			1660	664	0		0	0	3		0	0	0	2	0	3,593		
	Alignment 1 - Segment 26 (Both routes)	0.1	771	SUP	771	100%	771	100%		0	0	0		0	0	0.0	0	0	0	0	0	2	0.61			0	0	0		0	0	0		0	0	0	0	0	771		
	<b>S1A</b>	<b>2.4</b>	<b>12,303</b>		<b>12,303</b>	<b>100%</b>	<b>12,303</b>	<b>100%</b>	<b>8</b>	<b>16</b>	<b>13</b>	<b>45,000</b>		<b>2</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0.52</b>			<b>4706</b>	<b>1308</b>	<b>0</b>		<b>474</b>	<b>0</b>	<b>1.61</b>		<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12,303</b>			
	<b>S1A-Score</b>																																								
	Alignment 1 - Segment 20 (Bloomfield South - Start)	0.4	2,135	SUP	2135	100%	2,135	100%		0	2	0		0	0	0.0	0	0	0	0	7	0.07			495	0	0		1068	0	2		0	0	0	0	0	0	2,135		
	Alignment 1 - Segment 20.1	0.4	2,320	Sidepath	2320	100%	0	0%		3	4	0		0	0	0.0	0	0	0	0	0	4	0.61			506	644	0		583	0	1		0	0	0	0	0	2,320		
	Alignment 1 - Segment 21	0.1	414	Sidepath	414	100%	0	0%		3	1	9,400		0	0	0.0	0	0	0	0	0	0	0.61			276	0	0		417	0	1		0	0	0	0	0	414		
	Alignment 1 - Segment 21	0.1	414	Sidepath	414	100%	0	0%		3	1	9,400		0	0	0.0	0	0	0	0	0	0	0.61			276	0	0		417	0	1		0	0	0	0	0	414		
	Alignment 1 - Segment 22	0.2	1,167	Sidepath	1167	100%	0	0%		7	2	0		0	0	0.0	0	0	0	0	0	4	0.61			154	0	0		591	0	1		0	0	0	0	0	1,167		
	Alignment 1b - Segment 15	0.3	1,332	Sidepath	1332	100%	0	0%		0	3	0		0	0	0.0	0	0	0	0	0	4	0.61			1170	0	0		444	0	0		0	0	0	0	0	1,332		
	Alignment 1b - Segment 2	0.8	4,441	SUP	4441	100%	4,441	100%		0	1	0		0	0	0.0	0	0	0	0	6	0.61			2486	0	0		4441	0	3		0	0	0	5	0	4,441			
	Alignment 1b - Segment 2 (Both routes)	0.1	771	SUP	771	100%	771	100%		0	0	0		0	0	0.0	0	0	0	0	2	0.61			0	0	0		0	0	0		0	0	0	5	0	771			
	<b>S1B</b>	<b>2.5</b>	<b>12,994</b>		<b>12,994</b>	<b>100%</b>	<b>7,347</b>	<b>57%</b>	<b>8</b>	<b>16</b>	<b>14</b>	<b>18,800</b>		<b>2</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0.46</b>			<b>5364</b>	<b>644</b>	<b>0</b>		<b>1922</b>	<b>0</b>	<b>1.69</b>		<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>12,994</b>				
	<b>S1B-Score</b>																																								
	Alignment 2 - Segment 3 (Bloomfield South Start)	1.6	8,189	SUP RWT	8189	100%	8,189	100%		0	2	30,500		0	0	0.0	0	0	0	0	15	0.09			2036	568	0		4095	0	2		0	0	0	0	0	8,189			
	<b>S2</b>	<b>1.6</b>	<b>8,189</b>		<b>8,189</b>	<b>100%</b>	<b>8,189</b>	<b>100%</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>30,500</b>		<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0.09</b>			<b>2036</b>	<b>568</b>	<b>0</b>		<b>4095</b>	<b>0</b>	<b>2.00</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,189</b>			
	<b>S2-Score</b>																																								
	Alignment 3 - Segment 12.1 (Bloomfield South Start)	0.5	2,792	SUP	2792	100%	2,792	100%		0	0	0		0	0	0.0	0	0	0	0	13	0.39			182	0	0		0	0	2		0	0	0	0	0	2,792			
	Alignment 3 - Segment 12.2	0.4	2,002	SUP	2002	100%	2,002	100%		0	0	0		0	0	0.0	0	0	0	0	6	0.42			669	0	0		0	0	2		0	0	0	0	0	2,002			
	Alignment 3 - Segment 12.3	0.4	2,026	SUP	2026	100%	2,026	100%		0	0	0		0	0	0.0	0	0	0	0	11	0.42			1265	0	0		0	0	2		0	0	0	0	0	2,026			
	Alignment 3 - Segment 13	0.1	728	Sidepath	728	100%	0	0%		0	0	0		0	0	0.0	0	0	0	0	6	0.42			0	0	0		0	0	1		0	0	0	0	0	728			
	Alignment 3 - Segment 14	0.5	2,536	SUP	2536	100%	2,536	100%		0	0	7,000		0	0	0.0	0	0	0	0	6	0.42			0	0	0		0	0	2		0	0	1	0	0	2,536			
	Alignment 3 - Segment 15	0.7	3,728	Sidepath	3728	100%	0	0%		16	7	11,600		0	0	0.0	0	0	0	0	0	5	0.42			872	0	0		549	0	1		0	0	0	0	0	3,728		
	Alignment 3 - Segment 16 (all routes meet)	0.1	637	Sidepath	637	100%	0	0%		0	2	0		0	0	0.0	0	0	0	0	4	0.42			0	0	0		319	0	1		0	0	0	0	0	637			
	Alignment 3 - Segment 17	0.4	2,354	Sidepath	2354	100%	0	0%		0	1	35,500		0	0	0.0	0	0	0	0	14	0.26			296	0	0		2354	0	0		0	0	0	0	0	2,354			
	<b>S3A</b>	<b>3.2</b>	<b>16,803</b>		<b>16,803</b>	<b>100%</b>	<b>9,356</b>	<b>56%</b>	<b>8</b>	<b>19</b>	<b>10</b>	<b>54,300</b>		<b>4</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0.39</b>			<b>3284</b>	<b>0</b>	<b>0</b>		<b>464</b>	<b>0</b>	<b>1.42</b>		<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16,803</b>					
	<b>S3A-Score</b>																																								
	Alignment 3 - Segment 12.1 (Bloomfield South Start)	0.5	2,792	SUP	2792	100%	2,792	100%		0	0	0		0	0	0.0	0	0	0	0	13	0.39			182	0	0		0	0	2		0	0	0	0	0	2,792			
	Alignment 3b - Segment 1	0.3	1,362	SUP	1362	100%	1,362	100%		0	0	0		0	0	0.0	0	0	0	0	6	0.10			828	1020	0		0	0	2		0	0	1	0	0	1,362			
	Alignment 3b - Segment 2	0.5	2,498	SUP	2498	100%	2,498	100%		0	1	7,800		0	0	0.0	0	0	0	0	7	0.09			1055	78	0		2498	0	2		0	0	1	0	0	2,498			
	Alignment 3b - Segment 3	0.3	1,761	SUP	1761	100%	1,761	100%		0	1	0		0	0	0.0	0	0	0	0	10	0.07			615	0	0		1761	0	2		0	0	1	0	0	1,761			
	Alignment 3b - Segment 4	0.7	3,762	SUP	3762	100%	3,762	100%		0	2	0		0	0	0.0	0	0	0	0	8	0.07			1783	0	0		1881	0	2		0	0	1	0	0	3,762			
	Alignment 3b - Segment 5	0.1	596	Sidepath	596	100%	0	0%		2	1	4,900		0	0	0.0	0	0	0	0	1	0.07			0	0	0		598	0	1		0	0	0	0	0	596			
	Alignment 3 - Segment 16 (all routes meet)	0.1	637	Sidepath	637	100%	0	0%		0	2	0		0	0	0.0	0	0	0	0	4	0.42			0	0	0		319	0	1		0	0	0	0	0	637			
	Alignment 3 - Segment 17	0.4	2,354	Sidepath	2354	100%	0	0%		0	1	35,500		0	0	0.0	0	0	0	0	14	0.26			296	0	0		2354	0	0		0	0	0	0	0	2,354			
	<b>S3B</b>	<b>3.0</b>	<b>15,762</b>		<b>15,762</b>	<b>100%</b>	<b>12,175</b>	<b>77%</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>48,300</b>		<b>5</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0.17</b>			<b>4859</b>	<b>1098</b>	<b>0</b>		<b>1829</b>	<b>0</b>	<b>1.62</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15,762</b>					
	<b>S3B-Score</b>																																								
	Alignment 3 - Segment 12.1 (Bloomfield South Start)	0.5	2,792																																						