



Amendment #1:

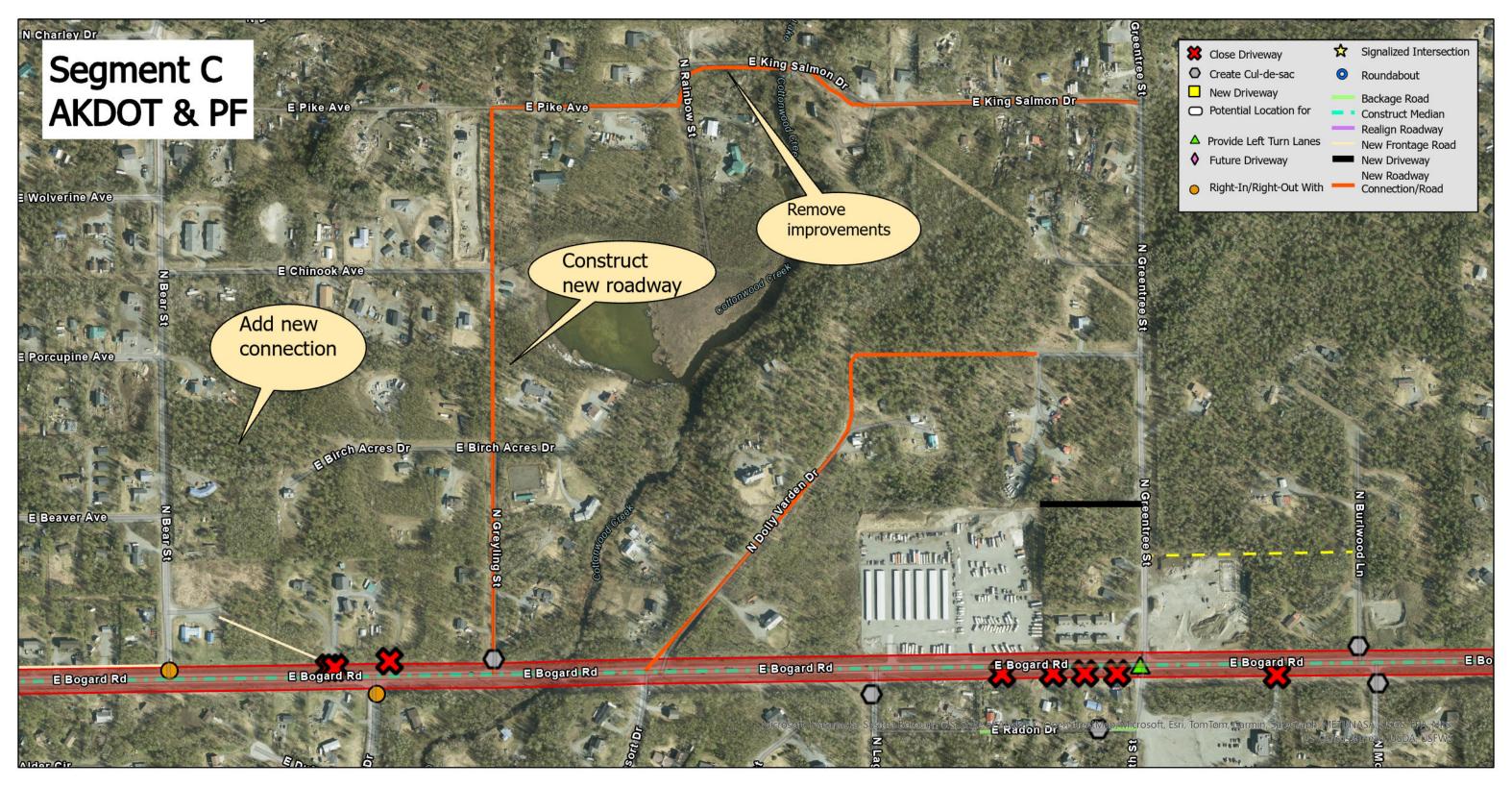
1. Remove the following language from Section 4.4.4.10, pg. 30:

"Cul-de-sac E Ashmore Avenue connection to E Bogard Road. Access to be maintained via Ashmore Avenue and N Green Forest Drive."

Remove map symbols (Fig. 4, pg. 33) for cul-de-sac at **E. Ashmore Avenue**. Add closure symbol on the map for the closure of the current entrance to the Finger Lakes State Park Road (Fig. 4, pg. 33).

Staff Comments:

- 1. Ashmore is approximately 720-feet from proposed alignment of Engstrom Rd. Preferred spacing is 1,320-feet. Staff supports amendment given AKDOT&PF proposed HSIP improvements.
- 2. Closure symbol at entrance to Finger Lake State Park was inadvertently omitted. Recommend adopting this amendment.





Amendment #2:

2. Add map symbols (Fig. 5, pg. 35) to indicate new roadway connection from E. Birch Acres to N. Bear St. and N. Greyling Street, from E. Birch Acres to E Chinook Avenue.

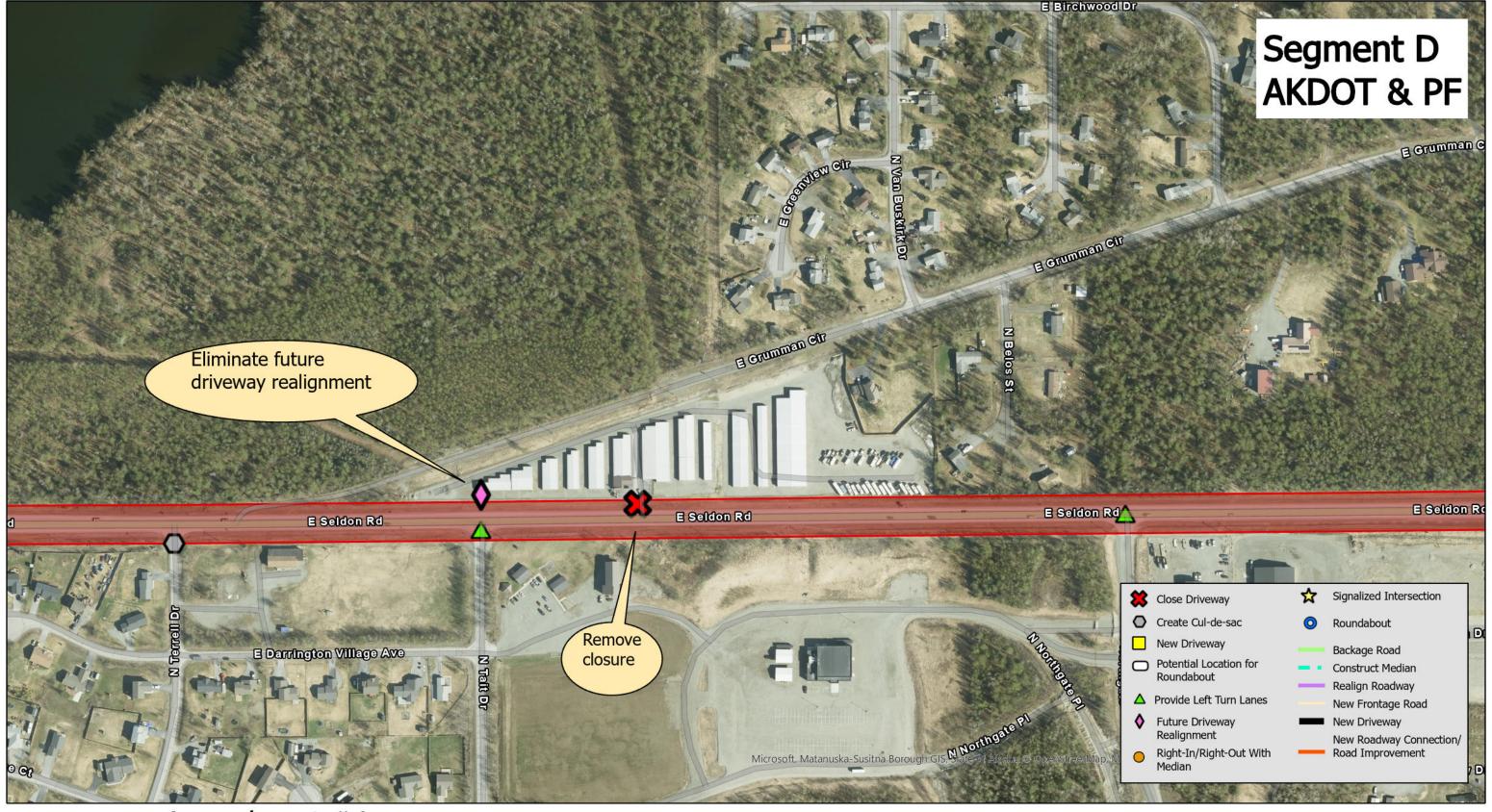
Amendment #3:

- 3. Remove the following language from Section 4.4.4.7, pg. 29: "Improve E Pike Avenue and E King Salmon Drive to meet MSB road standards from N Bear Street to N Loris Way.
 - a. Challenges improving to E Pike Avenue to E King Salmon Drive may arise due to non-conforming parcels in this subdivision."

Remove map symbols for Road Connection/Improvement from E. King Salmon Drive to E Pike Avenue (Fig. 5, pg. 35).

Staff Comments:

- 1. Connection from E Birch Acres to Bear and north to Chinook are likely more feasible than improving E Pike and King Salmon.
- 2. Recommend adopting these amendment with preference given to constructing N. Greyling to E Chinook Ave





4. Remove recommendation and map symbols for Tax ID: 7592000L001 driveway access realignment with Tait Drive in Section 4.5.4.5, pg. 38.

Staff Comments:

Driveway is currently offset with N. Tait Dr. by 418 feet. A major goal of the CAMP is to realign minor approaches.





Amendment #5:

5. Remove the following language from Section 4.6.4.2, pg. 44:

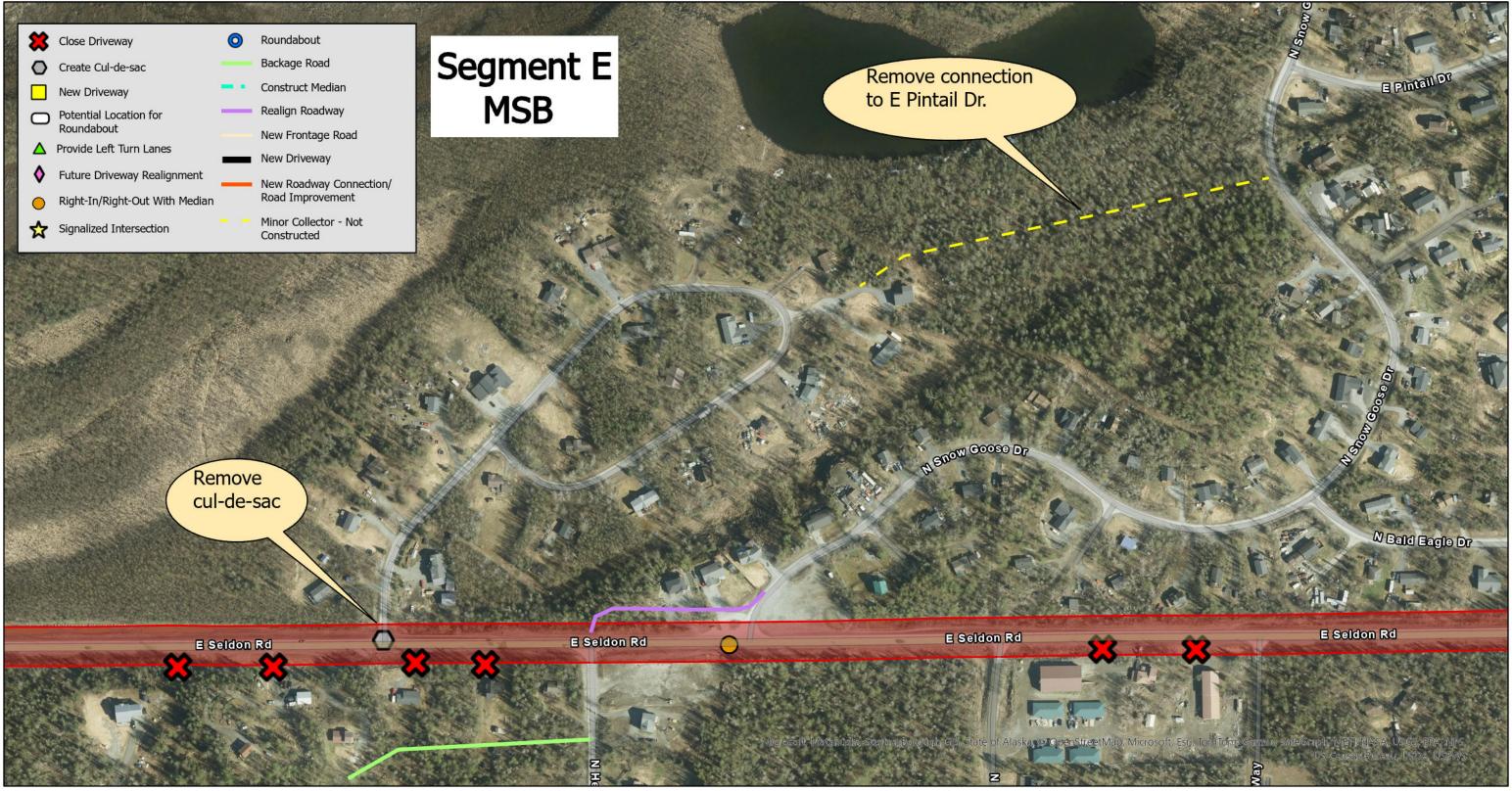
"N Jacksnipe Drive:

o Access to/from Seldon Road is maintained off E Schrock Road."

Remove map symbols (Fig. 7, pg. 47) for cul-de-sac of Jacksnipe Drive

Staff Comments:

Jacksnipe Dr. is approximately 700 feet from Schrock Road intersection and does not meet recommended intersection spacing.





- 6. Remove the following language from Section 4.6.4.2, pg. 45 "N Old Squaw Loop
- a. Access to/from Old Squaw Loop will be maintained via new roadway connection between N Old Squaw Loop and E Pintail Drive"

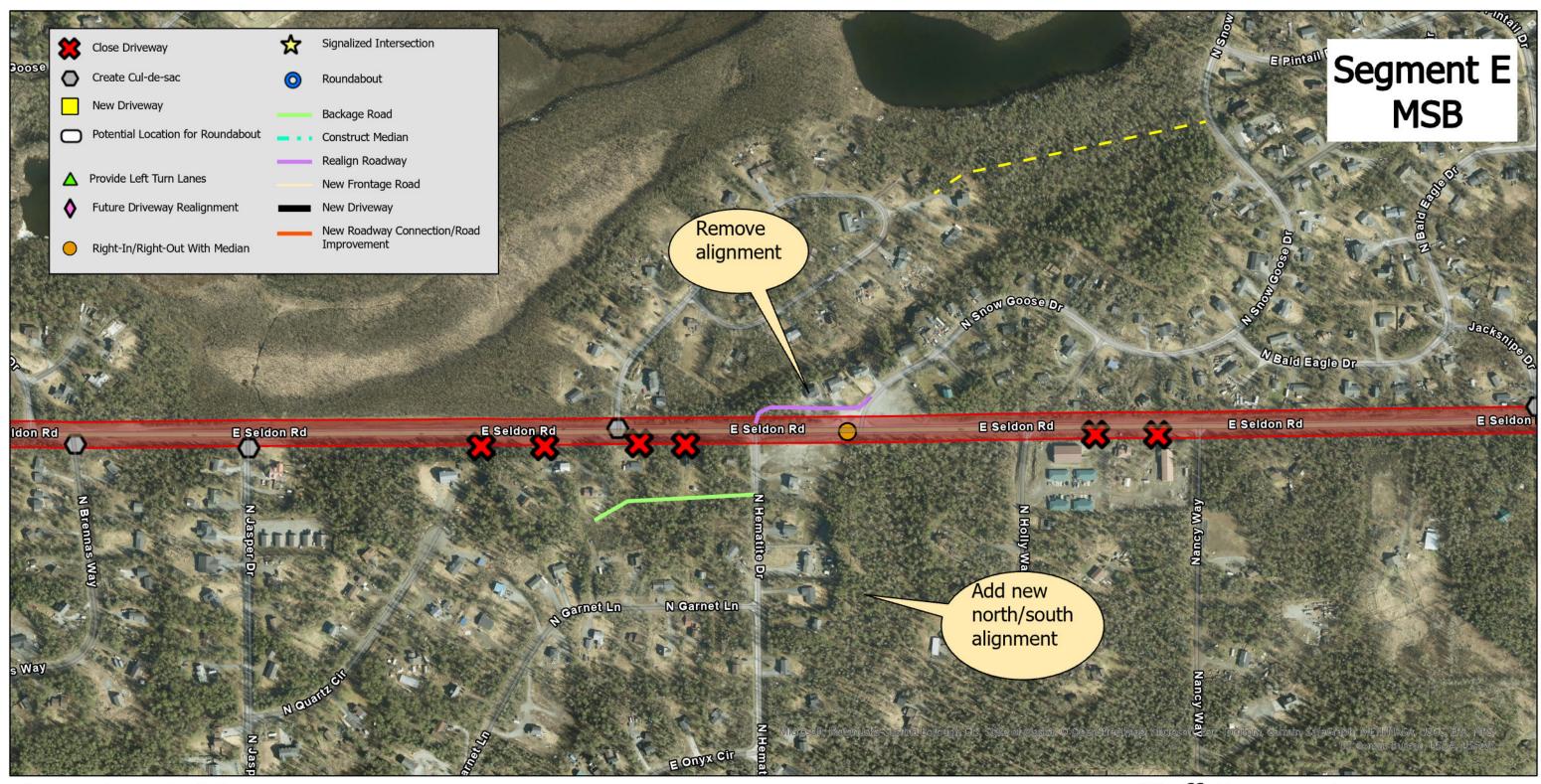
"Roadway Connections Connect E Pintail Drive to N Old Squaw Loop. Proposed alignment will be determined during the environmental and design phase of the project."

Remove map symbols (Fig. 7, pg. 47) for a cul-de-sac at Old Squaw Loop and a new road constructed between N. Old Squaw Circle and E. Pintail Drive

Staff Comments:

Old Squaw Loop is approximately 530 feet from proposed alignment with Snowgoose/ Hematitie intersection and does not meet recommended intersection spacing.





Amendment #7:

7. Remove the following language from Section 4.6.4.6, pg. 45:

"Preferred Alignment – Realign N Snow Goose Drive to align with N Hematite Drive. This will require grading to reduce the hill to provide adequate intersection sight distance on E Seldon Road. This will impact four parcels in the northwest quadrant of N Snow Goose Drive."

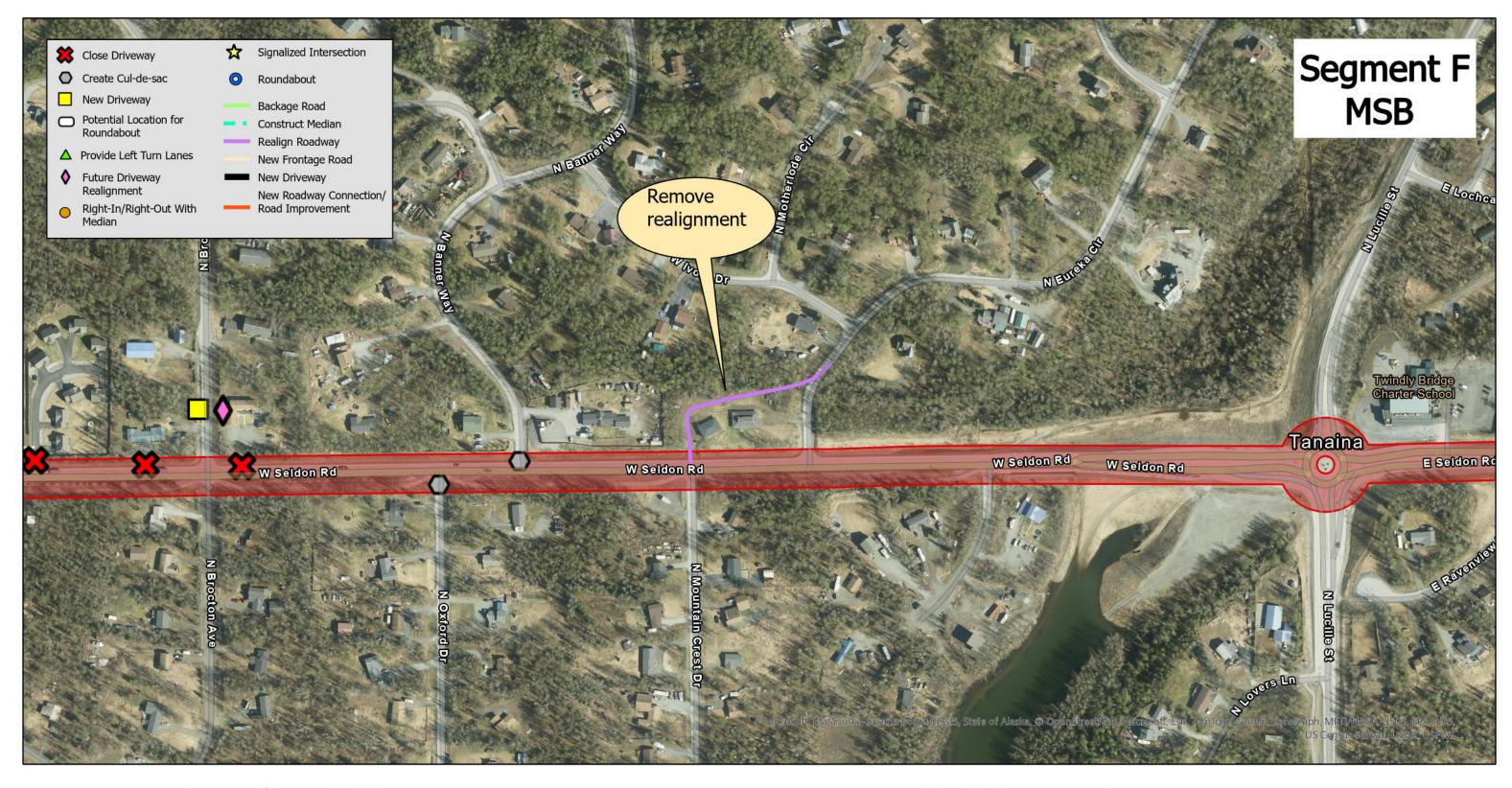
Replace the first "Alternative Option" with "Preferred Alignment- Realign N Hematite Drive to align with the existing N Snow Goose Drive intersection."

Remove "This will impact two parcels in the southeast quadrant of N Hematite Drive."

Replace map symbols (Fig. 7, pg. 47) with the new preferred realignment of N Hematite Drive with N Snow Goose Drive.

Staff Comments:

Realigning Hematite to align with Snow Goose is a viable alternative. However, realigning Snow Goose to align with Hematite is the preferred alternative as it provides access to three lots that have no other access.





Amendment #8:

8. Remove the following language from Section 4.7.4.3, pg. 51

"Roadway Realignment. To further improve unsignalized intersection spacing, N

Eureka Circle should be realigned to the west to align with Mountain Crest Drive.

This will impact 2 parcels."

Staff Comments:

N. Eureka Cir. is offset with N. Mountain Crest Dr. by approximately 300 feet. A major goal of the CAMP is to realign minor approaches.