

## 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."

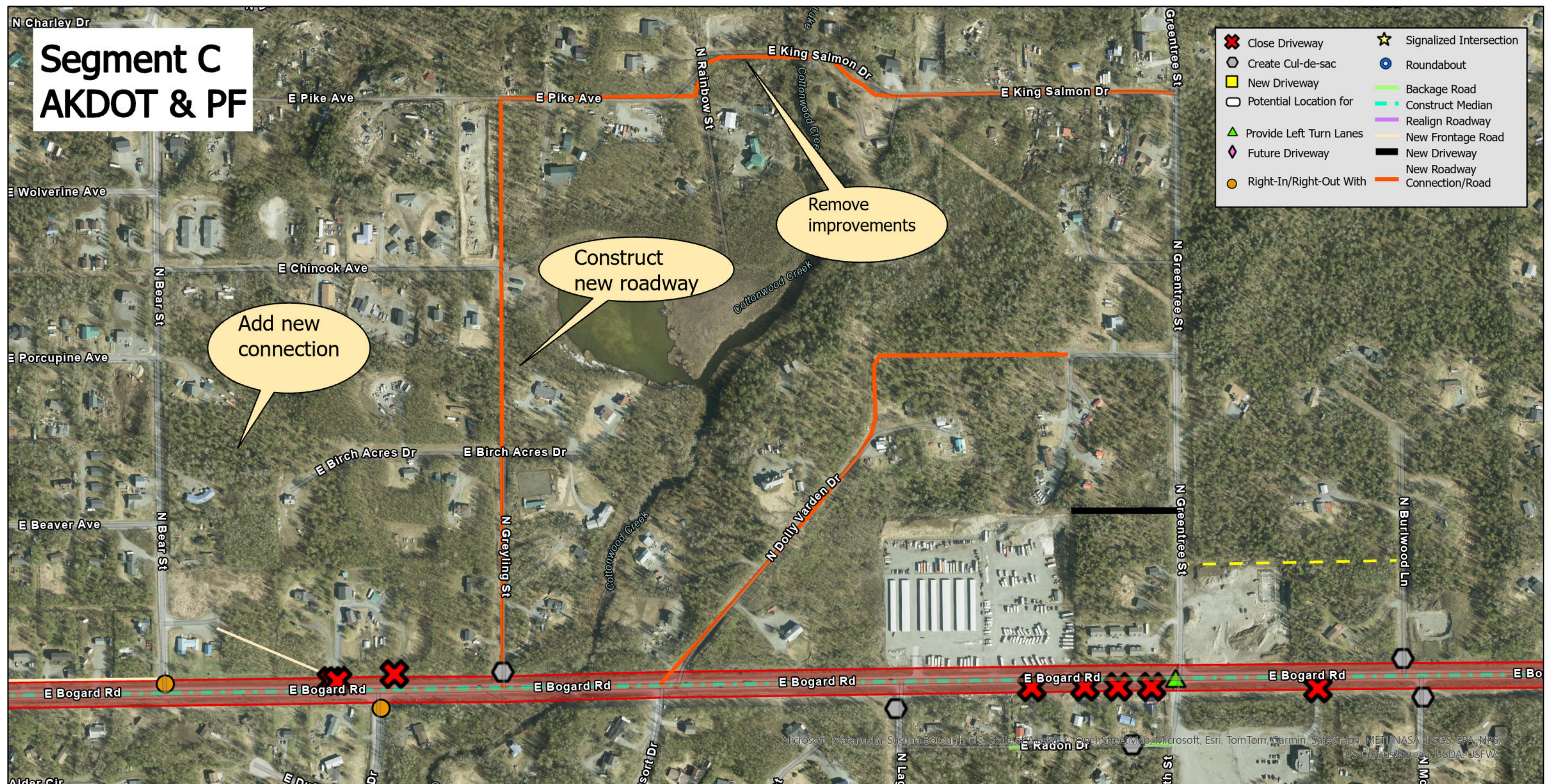
Remove map symbols (Fig. 4, pg. 33) for cul-de-sac at **E. Ashmore Avenue**. Add closure symbol on the map for the closure of the current entrance to the Finger Lakes State Park Road (Fig. 4, pg. 33).

## 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:

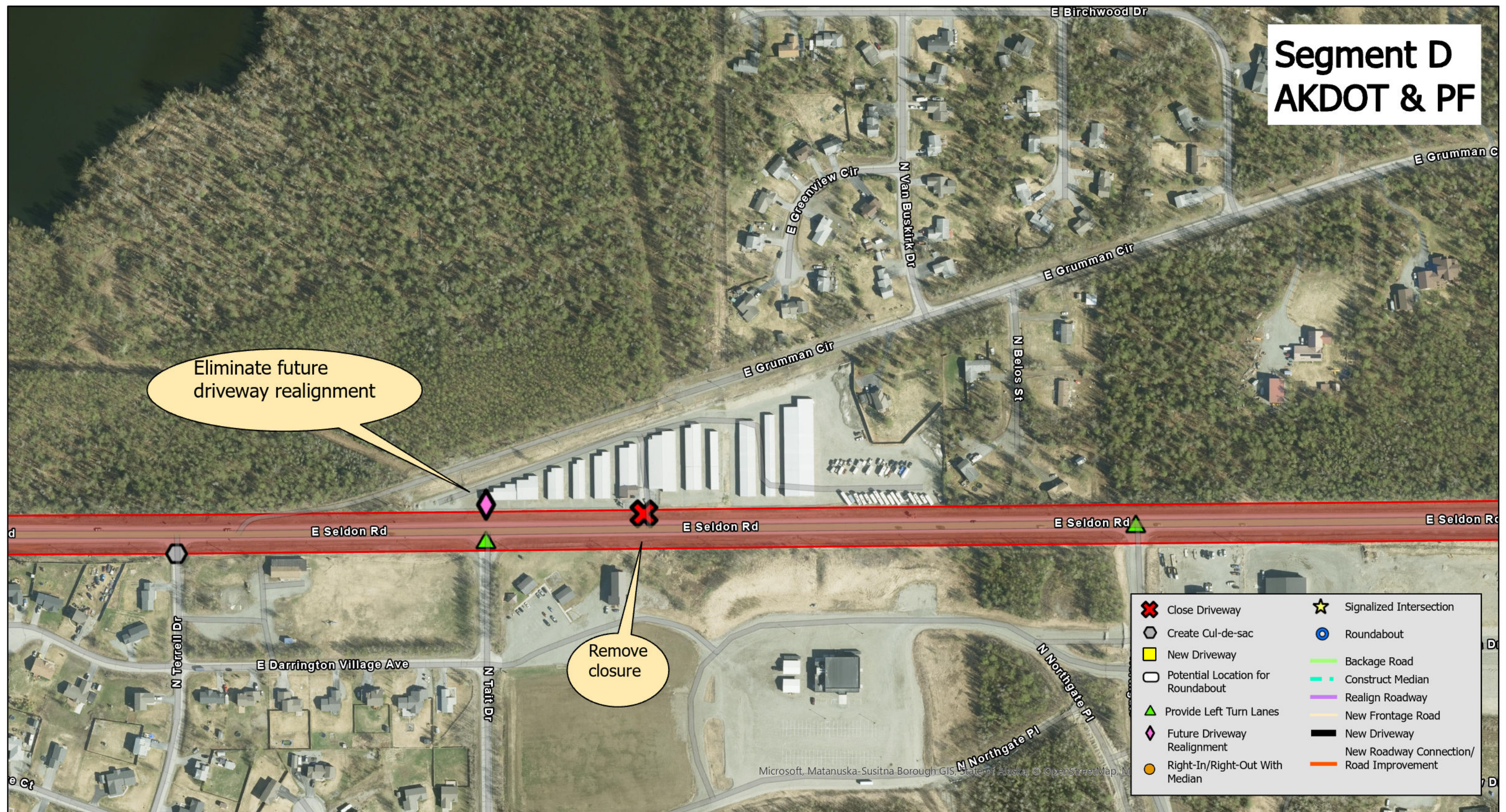
3. Remove the following language from Section 4.4.4.7, pg. 29:  
 "Improve E Pike Avenue and E King Salmon Drive to meet MSB road standards from N Bear Street to N Loris Way.  
 a. Challenges improving to E Pike Avenue to E King Salmon Drive may arise due to non-conforming parcels in this subdivision."

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





## Amendment #4:

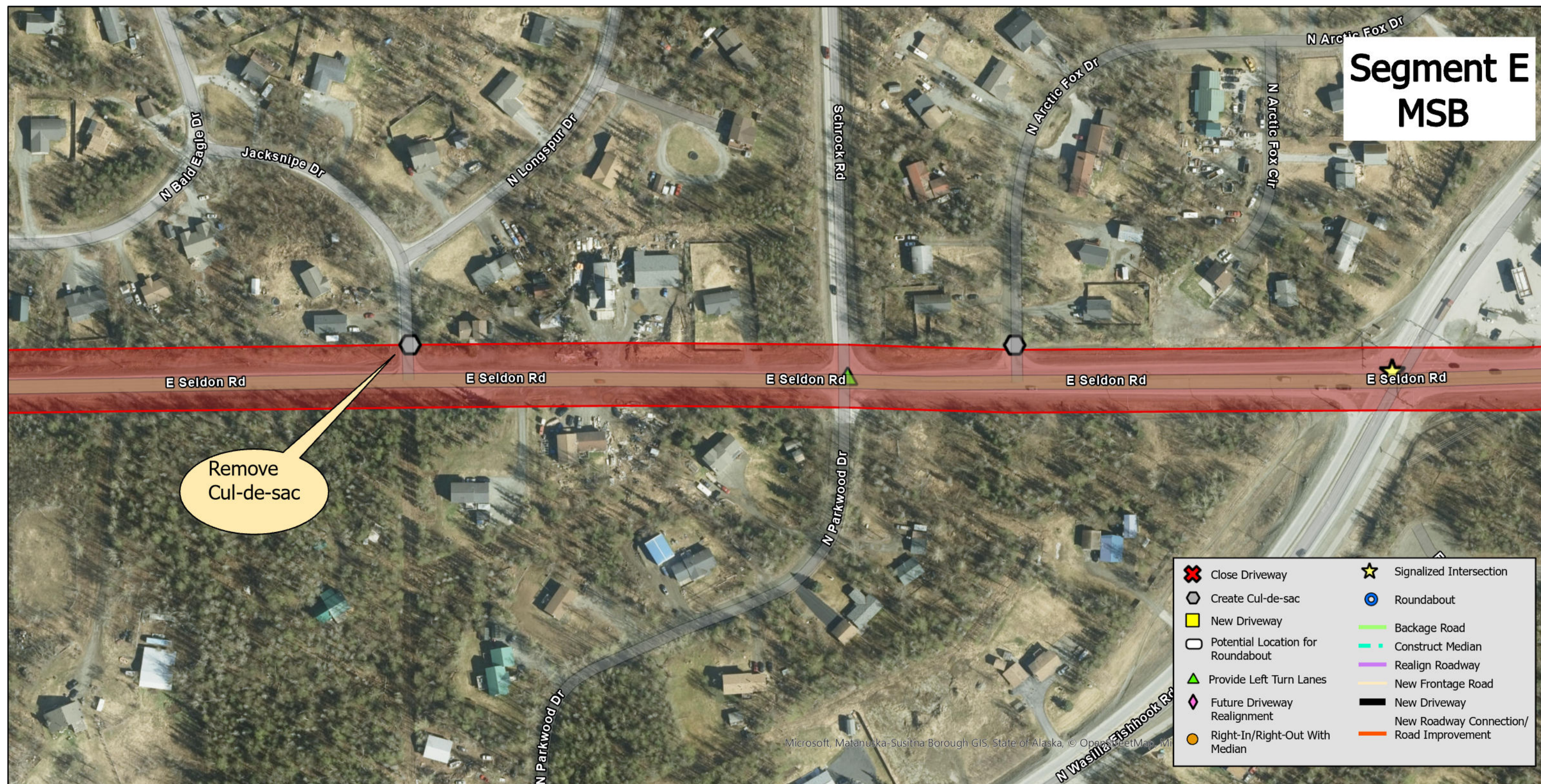
4. Remove recommendation and map symbols for Tax ID: 7592000L001 driveway access realignment with Tait Drive in Section 4.5.4.5, pg. 38.

## 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:

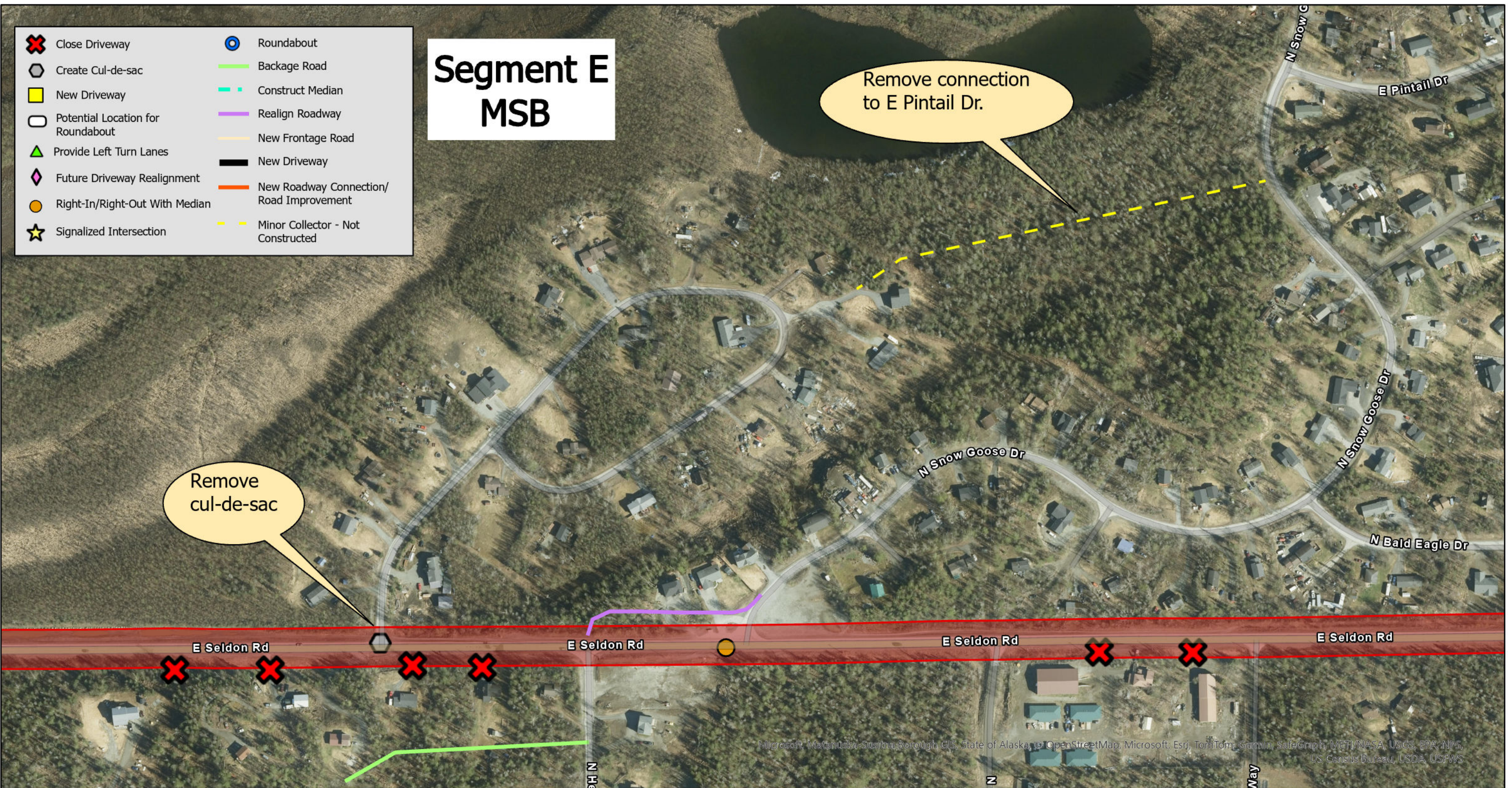
o Access to/from Seldon Road is maintained off E Schrock Road."

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.





## Amendment #6:

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 #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.