

FNSB Comprehensive Roads Plan: Corridor Descriptions

This document provides a brief description of each road corridor included in the 2022 FNSB Comprehensive Roads Plan update. Definitions are provided below for each type of corridor in the plan: New, Realigned, Existing, and Future Study. There are a total of 194 corridors in the final 2022 Comprehensive Roads Plan update, including New, Realigned, Existing, and Future Study corridors. A list of corridors removed during the 2022 update is also included at the end of this document and Removed corridors are defined below.

Definitions & Totals:

New: This corridor was added during the 2022 Comprehensive Roads Plan update. Thirty-four (34) new road corridors were added during the 2022 Roads Plan update.

Realigned: This corridor appeared in the 1991 Roads Plan but was realigned during the 2022 update. Forty-one (41) corridors that appeared in the 1991 Roads Plan were realigned in the 2022 update.

Existing: This corridor appeared in the 1991 Roads Plan and is being maintained in the 2022 update. There are 116 corridors from the 1991 Roads Plan being maintained in the 2022 update.

Future Study: These corridors are included in the 2022 Roads Plan as aspirational connections for future study and analysis. There are three (3) Future Study corridors in the 2022 Roads Plan.

Removed: This corridor either appeared in the 1991 Roads Plan and was removed in the 2022 update or was added during an earlier stage of the 2022 update and was then subsequently removed. A list of the 131 corridors removed during the 2022 update is included at the end of this document.

Road Corridors included the 2022 Comprehensive Road Plan:

Corridor 4 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. The northeastern portion is realigned in the 2022 Roads Plan update by Corridor 209. See Corridor 209 for more information. Provides connection between Goldstream Alaska subdivision and Old Murphy Dome Road via Corridor 209.

Corridor 12 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large private and University of Alaska undivided parcels.

Corridor 13 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large southeast-facing undivided FNSB parcels with potential to subdivide in the future. Completes the connection between Murphy Dome Road-adjacent Skylight Height subdivision and Old Murphy Dome Road via Corridor 21 and Richard Berry stub.

Corridor 15 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Creates a loop between Pandora stub and Corridor 293/Red Berry extension. Provides connectivity to Skyflight area via Corridor 217. The route accesses large tracts of FNSB land.

Corridor 18 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large south-facing FNSB parcels with potential to develop in the future. Provides additional ingress/egress access point for Martin subdivision to Old Murphy Dome Road via unconstructed Rocky Mountain stub.

Corridor 20 (NW) – Existing – This corridor is from the 1991 Roads Plan. Provides new access to large parcels likely to subdivide. Provides additional ingress/egress and connectivity between Martin and Skyflight Heights subdivisions. Engineering analysis of the topographical conditions showed this corridor being feasible to construct given alignment adjustments based on a full survey during the platting and subdivision process.

Corridor 21 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large FNSB and University of Alaska parcels with potential for future development. This corridor is part of a connection from Murphy Dome Road to Spinach Creek and Old Murphy Dome Road via the Richard Berry stub and Corridor 13.

Corridor 22 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Jones Road to connect with Corridors 375 and 372 for connectivity up to Old Murphy Dome Road and to adjacent Moose Mountain 4 subdivision via Corridor 176. Provides a secondary ingress/egress access point to the Jones Road vicinity neighborhoods for residents and emergency and essential services access. Removes Jones Road's violation of FNSB code for cul-de-sac length.

Corridor 23 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Follows constructed Willow Road.

Corridor 24 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Follows partially constructed Twin Flower Road.

Corridor 28 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because portions of Esro Road do not yet have public right-of-way access.

Corridor 31 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. The eastern end of the original corridor (now Corridor 279) is realigned to connect to Whistling Swan instead of Hawk-Eye Downs due to emergency services access concerns. See Corridor 279 for more information.

Corridor 32 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It connects Gilmore Estates and Tungsten subdivisions via Hubernite and North Hubernite stubs for new access

across a large private parcel with potential to subdivide in the future. Closes an existing small gap in the road network.

Corridor 34 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Generally, follows constructed Ski Boot Hill Road, while staying on large undivided CIRI parcels.

Corridor 35 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Tammy and Golden Heart stubs to close a small gap in the road network across one large private parcel with potential to subdivide.

Corridor 36 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Donna and Cranberry Ridge stubs to close a small gap in the road network across one large private parcel with potential to subdivide.

Corridor 39 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Arctic Tern and Eagle Ridge stubs to close a small gap in the road network across one private parcel with potential to subdivide.

Corridor 40 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large FNSB parcels to the north. Joins planned corridor network along ridgelines to the north to create a loop back down to the Telemark area, and alternate ingress/egress for Eleanor and Skarland Heights/Two Rivers subdivisions.

Corridor 42 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Hawk and Taurus to close a small gap in the road network across one private parcel with potential to subdivide.

Corridor 43 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides additional ingress/egress to South Slope/Brice and Tungsten subdivisions via Steele Creek and Powellite stubs. Crosses several larger private parcels with potential to subdivide further in the future. Closes an existing small gap in the road network. Addresses Powellite cul-de-sac (~4,700 ft) that is well beyond the FNSB Code maximum cul-de-sac length of 1,320 ft.

Corridor 44 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because portions of Amanita Road do not yet have public right-of-way access.

Corridor 45 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large private parcels with potential to subdivide in the future. Follows platted, unconstructed east-west roadway and connects into Hopper Creek subdivision future road network. Creates a loop with connectivity down into Chena Hot Springs Road via Corridors 46, 47, and 362.

Corridor 46 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large private parcels with potential to subdivide in the future. Connects into Hopper Creek subdivision future road network and creates a loop with connectivity down into Chena Hot Springs Road via Corridors 45, 47, and 362.

Corridor 47 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large private parcels with potential to subdivide in the future. Follows platted, unconstructed east-west roadway, connects into Hopper Creek subdivision future road network and creates a loop with connectivity down into Chena Hot Springs Road via Corridors 45, 46, and 362.

Corridor 48 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Silver Birch and Steele Creek East subdivisions via Mountvista and Steele Creek stubs to provide new access across large private parcels with potential to subdivide in the future. Provides alternate ingress/egress point for residents and emergency and essential services access to both neighborhoods. Closes an existing small gap in the road network.

Corridor 51 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across several large FNSB parcels with potential for subdivision in the future. Runs parallel to Little Chena River/Potlatch Creek trail, so a planned shared trail and road corridor design should be considered to mitigate conflicts and preserve trail quality.

Corridor 53 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access to and across large FNSB parcels with potential to subdivide in the future.

Corridor 56 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Silver Birch subdivision to Bennett Road area via Suncrest stub. Provides new access across several private parcels with potential to subdivide in the future. Addresses known access concern regarding unstable Suncrest road cut by providing an alternative ingress/egress point to the neighborhood for residents and emergency and essential services access.

Corridor 57 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access along ridgeline across a large FNSB parcel and to a DNR tract both with potential to subdivide in the future.

Corridor 62 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across several large FNSB parcels with potential to subdivide in the future.

Corridor 64 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. The Miller Hill-Miller Hill Extension connection provides an additional north-south connection across Gold Stream Valley, where there are few existing north-south connections. This connection reduces vehicle miles travelled by about 3 miles per trip for those travelling from Gold Stream Rd to Sheep Creek Rd.

Provides improved emergency and essential services access and travel times across the Gold Stream Valley and to nearby neighborhoods.

Corridor 65 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access along a partial section line easement (SLE) across several large private parcels with potential to subdivide in the future. Connects Steele Creek subdivisions to Chena Hot Springs Road for an alternate ingress/egress point for residents and emergency and essential services delivery to the neighborhood.

Corridor 66 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access.

Corridor 68 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Provides access to several existing residential lots and to one large private parcel with potential to subdivide in the future.

Corridor 70 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides access to several large private parcels with potential to subdivide in the future, as well as one large DNR parcel. Connects east-west running platted, unconstructed road with Nine Mile Hill Road and Robertson Ridge platted, unconstructed road to the east.

Corridor 71 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Sunstead to Robertson Ridge via a section line easement (SLE). Provides an additional ingress/egress point to B & A subdivision with future connectivity to the Nine Mile Hill area and alternate routes back to Chena Hot Springs Road.

Corridor 72 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Runs along platted unconstructed Shadow Road for connection to Corridor 73 to complete a loop with Nottingham and Dalton.

Corridor 73 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Corridor 72/Shadow Road with Nottingham to create a loop with Dalton.

Corridor 75 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects McGrath area with Kasalek 4 subdivision via Davenny stub. Provides an east-west connection between Farmers Loop area and Steese Highway/Chena Hot Springs Road area to the east where few other east-west connections exist.

Corridor 76 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large FNSB parcels with potential to subdivide in the future.

Corridor 79 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Buffalo Road west for connection to John Cole and access to nearby large private parcels. Follows several discontinuous existing partial section line easements (SLE).

Corridor 81 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides alternate ingress/egress from University Heights and Husky Gardens subdivisions to Farmers Loop Road.

Corridor 85 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Follows Rainbow Ridge constructed road for connection into platted, unconstructed Kelsey Park Road.

Corridor 86 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Follows George Road to close an existing small gap without public right-of-way access across one large private lot that could subdivide in the future.

Corridor 88 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows a section line easement (SLE) for connection to Kanuti to the west and Two Rivers Road to the east via Corridor 89. Provides an alternate point of ingress/egress for residents and emergency and essential services access to surrounding neighborhoods near Wright, Ream, and Little Chena Roads.

Corridor 89 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows a section line easement (SLE) east for connection into Two Rivers Road. Provides new access to large private and FNSB parcels with potential to subdivide in the future.

Corridor 90 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Creates an east-west connection along several discontinuous SLEs from Pheasant Farm area to Kaufman Road area. Follows partially constructed Baseline Road. Provides access to many large private parcels to the north and south with potential to subdivide in the future.

Corridor 91 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Creates a north-south connection between Baseline, Pheasant Farm, and Chena Hot Springs Road for new access to several large private, DNR, and Alaska Mental Health Trust parcels with potential to subdivide in the future.

Corridor 92 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Creates new north-south connection between Chena Hot Springs Road and SLE fronting Two Rivers Elementary School. Provides alternate point of ingress/egress for residents and emergency and essential services access to Hirn neighborhood and Two Rivers School.

Corridor 93 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Follows partially constructed Trickey Road for connection between Pheasant Farm and Grange Hall Road.

Corridor 94 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Creates a north-south connection between Baseline (Corridor 90) and Trickey Road (Corridor 93). Provides new access to several large private lots with potential to subdivide in the future.

Corridor 96 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access from Chena Hot Springs Road to several large parcels to the north.

Corridor 97 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Dynes Road south to provide access to several large parcels.

Corridor 98 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends south from Chena Hot Springs Road to provide new access to several large DNR and Alaska Mental Health Trust parcels.

Corridor 99 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan.

Corridor 100 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Extends Pleasant Valley Road south for access to private parcels.

Corridor 101 (SW) – Existing – This corridor is being maintained from the 1991 Roads Plan. The southern portion is realigned further north by Corridor 377 (see Corridor 377 for more information). Provides new access across south-facing FNSB and DNR parcels to connect with Gold Lode extension, Corridor 365. Engineering analysis showed this corridor to be feasible to construct with small adjustments to alignment made based on full survey data during the platting/subdivision process.

Corridor 102 (SW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Corridor 365 (Gold Lode extension) to Corridors 214 and 397 for new access across large FNSB and DNR parcels. Connects into planned road network to the north and west linking Old Nenana Highway and Ester Dome areas.

Corridor 113 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access.

Corridor 115 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Runs along Blalock Road.

Corridor 118 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access to large undivided CIRI, FNSB, and DNR parcels.

Corridor 119 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Porter east for new access to private and FNSB parcels.

Corridor 120 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends south to provide new access to large undivided parcels.

Corridor 121 (SW) – Future Study – This Future Study corridor is being maintained from the 1991 Roads Plan. It makes a connection across the Chena River via a bridge at Roland/Chena Pump and McCabe.

Corridor 122 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends north from planned corridor 125 to provide new access to river-adjacent FNSB parcel and large DNR parcel.

Corridor 124 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Bradway to Holmes for new access across large private and BLM parcels. Follows a portion of Green Road that does not yet have public right-of-way access.

Corridor 125 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Peede beyond it's platted unconstructed right-of-way east. Provides new access across large DNR parcels.

Corridor 129 (SW) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Runs along a constructed portion of Raven Lake Road from Chena Pump that only has half of the right-of-way dedicated, for a connection to Chena Point Ave to the north.

Corridor 133 (NE) – Future Study – This corridor is being maintained from the 1991 Roads Plan as “Future Study.” Extends Bradway west to cross rail line and connect with the Old Richardson Highway. Additional study needed to determine feasibility and coordination with DOT&PF should this connection be pursued in the future.

Corridor 134 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Old Richardson Highway north to Bradway at Lakloey for new access across large private parcels.

Corridor 136 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Creates east-west connector extending Durango east for connection to Luckies Road extension (Corridor 137). Provides new access across large private parcels with potential to subdivide in the future.

Corridor 137 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends platted unconstructed Rentals Street north for connection into Luckies Lane. Provides new access across large private parcels with potential to subdivide in the future.

Corridor 138 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends platted unconstructed Ownby Road west for connection into planned major collector network. Provides new access across large FNSB and private parcels with potential to subdivide in the future.

Corridor 139 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Bradway further east across Pipeline Access Road, providing new access to large CIRI and DNR parcels with potential to subdivide in the future.

Corridor 140 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Hollowell north for new access to large FNSB, DNR, and CIRI parcels with potential to subdivide in the future.

Corridor 141 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Bradway east for new access across large CIRI and FNSB parcels with potential to subdivide in the future.

Corridor 143 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Parham-McCormick Road north of Repp Road to provide new access across large CIRI and private parcels.

Corridor 144 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Dawson north for new access to large CIRI and DNR parcels.

Corridor 145 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Repp Road east of Dawson Road to Parham McCormick. Included in the plan since portions of this section of Repp still require public right-of-way dedication.

Corridor 148 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Benn Road south for new access to large FNSB and private parcels.

Corridor 151 (SW) – Existing – Provides new access across several larger private parcels with potential to subdivide. Connects Taroka and Ridgeview/Becker Ridge Roads. Provides alternate point of ingress/egress for residents and emergency and essential services access on Taroka, which is a cul-de-sac much longer than is allowed by FNSB standards (currently ~6,200 ft., maximum allowed is 1,320 ft.) Closes an existing small gap in the road network.

Corridor 153 (SW) – Existing – Connects Flat Pick stub to Becker Ridge Road across several large private parcels with potential to subdivide. Provides additional point of ingress/egress to Cripple

Creek subdivision for residents and emergency and essential services access. Closes an existing small gap in the road network.

Corridor 154 (SW) – Existing - This corridor is being maintained from the 1991 Roads Plan. Connects Dobro with Mariposa across several private lots with potential to subdivide. Provides connectivity between Fiddle Road and Becker Ridge subdivisions. Closes an existing small gap in the road network.

Corridor 156 (NE) – Realigned – The portion of this corridor west of El Paso is being maintained from the 1991 Roads Plan. The portion east of El Paso is being removed due to conflicts with existing industrial development. Extends Dougherty Avenue to El Paso. Provides alternate ingress/egress to parcels along Bethany, Midland, and El Paso roads.

Corridor 158 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends platted unconstructed Parham-McCormick Road to Repp Road to address existing trespass road connection.

Corridor 159 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends platted unconstructed Repp Road Chena Lake Recreation Area boundary. Future potential to park entry/access from Repp Road.

Corridor 161 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends north across flood control project drainage channel for connection to Woll. Future study and analysis needed to determine feasibility of building across the drainage channel. Provides new access to adjacent large FNSB parcels.

Corridor 162 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Willeda south for new access to large private parcels.

Corridor 163 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends north from Richardson Highway for eventual connection to Woll and new access to large surrounding private parcels.

Corridor 164 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides an east-west connection along large private parcels from Peridot to Corridor 163 (Woll Road extension). Follows existing low standard road/trail/powerline easement.

Corridor 165 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large private farm parcels with potential to subdivide. Closes an existing small gap in the road network. Connects Dawson stubs at north and south for through-road. Potential for improved emergency and essential services access and decreased vehicle miles travelled between Plack Road and subdivisions south of Yellowstone Road.

Corridor 167 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Corridor 162 (Willeda extension) to the Richardson Highway. Provides new access to adjacent private parcels. Dependent upon DOT&PF decisions about the siting of a new Richardson Highway connection in this area.

Corridor 171 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows constructed Keeney Road for north-south connection. Included in the plan because Keeney Road does not yet have publicly dedicated right-of-way access.

Corridor 172 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows constructed Keeney Road for east-west connection between Champion and Corridor 171. Included in the plan because Keeney Road does not yet have publicly dedicated right-of-way access.

Corridor 173 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Included in the plan because Holiday is partially constructed but still needs publicly dedicated right-of-way access.

Corridor 174 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Closes a ~100 foot gap in the public right-of-way of Conifer Road near the Pipeline Access Road and Lyle intersection, adjacent to a DNR parcel. Follows existing SLE and roadway easements.

Corridor 180 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large University of Alaska parcels. Connects into Corridors 181 and 209 for connectivity up to Old Murphy Dome Road.

Corridor 181 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large University of Alaska parcels. Connects into Corridor 209 for connectivity up to Old Murphy Dome Road.

Corridor 183 (NE) – Realigned – Realigned northern end to better follow topography and connect into existing mining road (Corridor 301) for new access across DNR, BLM, and Alaska Mental Health Trust parcels.

Corridor 190 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Andromeda west for new access to large University of Alaska, Alaska Mental Health Trust, and private parcels. Road already constructed but needs public right-of-way dedication.

Corridor 191 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. The northernmost end of the original corridor (now Corridor 255) was realigned to connect with the Perfect Perch stub. Provides new access to large University of Alaska and FNSB parcels with potential to subdivide in the future. See Corridor 255 for more information.

Corridor 193 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects constructed Seldom Seen to Jamal. This corridor is included in the plan because it does not yet have publicly dedicated right-of-way access.

Corridor 194 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Bohnet to platted unconstructed roadway to the east across large private parcel with potential to subdivide in the future.

Corridor 195 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is included in the plan because it does not yet have publicly-dedicated right-of-way access. Follows constructed Benn Road for north-south connection between Tracy and Tunnels roads.

Corridor 196 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows a constructed portion of Benn Road that does not yet have publicly dedicated right-of-way access. Connects Aaron and Tunnels roads.

Corridor 204 (NW) – New – Provides new access to existing Spinach Creek subdivision via Frenchman stub to Murphy Dome Road. Provides new access for large undivided UAF parcels likely to be sold and developed for residential.

Corridor 205 (NW) – New – This short corridor is included in the 2022 Roads Plan because there is currently no public right-of-way access on this segment of Old Murphy Dome Road.

Corridor 207 (NW) – Realigned – This corridor appeared in the 1991 Roads Plan but was realigned in the 2022 Roads Plan update.

Corridor 208 (NW) – Realigned – This corridor appeared in the 1991 Roads Plan but was realigned in the 2022 Roads Plan update to follow a constructed road. Provides new access across large private parcel with potential to be subdivided in the future.

Corridor 209 (NW) – Realigned – This corridor appeared in the 1991 Roads Plan (see Corridor 4) but was realigned in the 2022 Roads Plan update to be further up the Big Eldorado Creek drainage and better follow topography. A portion of this road coincides with the Big Eldorado Creek trail easement, so a planned shared road and trail corridor should be considered to minimize conflicts and preserve trail quality.

Corridor 213 (SW) – New – Connects Ester Dome area with Old Nenana Highway area along ridgelines for new access across large DNR and FNSB parcels with potential to subdivide in the future.

Corridor 214 (SW) – New – Provides new access along ridgelines across large FNSB parcels with potential to subdivide in the future. Creates loop with Old Ridge for alternate ingress/egress for residents and emergency and essential services access to adjacent subdivisions.

Corridor 217 (NW) – New – Provides new access to large unsubdivided public lands (DNR and FNSB) to the north, likely to be developed in the future. Provides additional ingress/egress to improve resident and emergency and essential services access to three existing subdivisions in the area: Skyflight/Goldpointe, Buffalo Acres, and Vista Gold via Corridors 15 and 293. Engineering analysis shows this corridor is feasible to construct with small adjustments to the alignment based on full survey data during the platting process. Avoids conflict with Skyflight air strip. Removes Cordes/Skyflight violation of FNSB code for cul-de-sac length.

Corridor 228 (NW) – New – Provides new access to large DNR parcels with potential to subdivide in the future. Provides additional ingress/egress access point to Desperation subdivision.

Corridor 232 (NW) – New – This corridor consolidates and replaces corridors 29, 30, and 25 from the 1991 Roads Plan. Corridors 29, 30, and 15 were parallel and redundant connections from the Murphy subdivision to Murphy Dome Road. Corridor 232 makes this connection while minimizing additional intersections with Murphy Dome Road. The connection is aligned with Cache Creek on the south for a 4-way intersection. Corridor 25 provides new access to two large southeast-facing parcels, including one owned by University of Alaska with potential to subdivide in the future. Provides an additional ingress/egress access point to the Murphy subdivision for residents and emergency and essential services delivery. Closes a small gap between Williston and Murphy Dome Road.

Corridor 234 (NW) – New – Provides new access across large undivided University of Alaska south-facing parcels with potential to develop in the future. Provides additional ingress/egress access point to the O'Connor Creek subdivision for residents and emergency and essential services delivery.

Corridor 243 (NW) – New – Closes a small gap in the road network by connecting Chad and Ridgemont stubs and provides alternative ingress/egress point to both Wigwam and Crestline subdivisions for resident and emergency and essential services access.

Corridor 250 (SW) – Realigned – Realigns 1991 Road Plan Corridor 103 to connect into Crestmont instead of Morningside to address topography and conflict with the Chena Ridge FE Ditch Trail. Connects Golden Valley Homesteads subdivision with Montclair subdivision via Chena-Ester Ditch and Crestmont stubs to provide additional ingress/egress access point for residents and emergency and essential services delivery. Provides new access across several large south-facing University of Alaska and private parcels with potential to subdivide in the future.

Corridor 251 (NW) – New – Provides new access via Moose Road easement across large CIRI parcels with potential to subdivide in the future for Ski Boot Hill Road connection. Connects Musk Ox subdivisions with subdivisions in the Ski Boot Hill area for alternate ingress/egress to both areas for residents and emergency and essential services access.

Corridor 254 (NW) – New – Connects Old John to Spinach Creek and provides new access to large south-facing undivided University of Alaska parcels with potential to develop. Provides a second access point to Drouin Spring/Silver Fox subdivision.

Corridor 255 (NW) – Realigned – This corridor is a realignment of a portion of a corridor that appeared in the 1991 Roads Plan (see Corridor 191). Corridor 255 realigns and connects the northern portion of 191 to the Perfect Pitch stub. Provides new access to large University of Alaska and FNSB parcels with potential to develop in the future.

Corridor 256 (NW) – New – Provides additional point of ingress/egress from Martin subdivision to Old Murphy Dome Road via Winchester stub for resident and emergency and essential services access. Provides new access across large FNSB southeast-facing parcel with potential to subdivide in the future.

Corridor 262 (NW) – Realigned – Realigns Old Murphy Dome to Red Berry connection (Corridors 5 and 6 in the 1991 Roads Plan) along ridgeline. Provides new access to a number of large south-facing public lands parcels including those owned by DNR, University of Alaska, BLM, and FNSB with potential to subdivide in the future. Runs along a shared corridor with the O'Connor Creek East Ridge Trail. A planned shared trail and road corridor design should be considered to minimize conflicts and ensure that trail quality is maintained.

Corridor 263 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects platted Silver Creek Road and Silver Creek subdivision with Goldstream Alaska subdivision via Corridors 207 and 4. Provides new access to large University of Alaska parcels with potential to subdivide in the future.

Corridor 265 (NW) – Realigned – Potential realignment of Twin Flower (Corridor 24) to existing section line easement (SLE) to the north. This realignment could minimize access points along Gold Stream Road by aligning to the existing Toboggan intersection to create a 4-way intersection. Provides additional access to surrounding subdivisions for residents and essential and emergency services delivery.

Corridor 272 (NW) – New – Provides new access to large FNSB parcels with potential to subdivide in the future. Eastern end connects with existing Old Murphy Dome intersection to minimize access points along Murphy Dome Road. Engineering analysis shows the corridor is feasible to construct to FNSB standards.

Corridor 273 (NW) – Realigned – Realigns 1991 Roads Plan Corridor 14 to follow a constructed portion of Moose Mountain Road that does not yet have public right-of-way. Corridor 273 then follows the ridgeline north for an Old Murphy Dome Road connection. Potential for significant vehicle miles travelled reductions from Old Murphy Dome south to Moose Mountain vicinity. Shares an alignment

with the Moose Ridge Trail, so a planned shared road and trail corridor should be considered to minimize conflicts and ensure that trail quality is maintained.

Corridor 274 (NW) – New – Provides new access across two large parcels and additional ingress/egress access points to Big Q and Berry Hill subdivisions for residents and emergency and essential services delivery. Closes an existing small gap in the road network.

Corridor 275 (NW) – New – Connects Charlene cul-du-sac to Birch Hollow stub to provide additional ingress/egress to Colleen and Birch Hollow subdivisions for residents and emergency and essential services access. Closes a small gap in the road network.

Corridor 278 (NE) – Realigned – Realigns of Corridor 26 from the 1991 Roads Plan to follow existing roadway easements for connection to Flat Rabbit. Provides new access to 300-acre parcel owned by the Alaska Mental Health Trust.

Corridor 279 (NW) – Realigned – Realigns eastern end of 1991 Roads Plan Corridor 31 to connect with Whistling Swan instead of Hawk-Eye Downs due to existing development. Provides new access across large south-facing parcel with potential to subdivide in the future. Provides additional ingress/egress access point for Hawk Eye subdivision to address known emergency and essential services delivery and access concerns.

Corridor 281 (NW) – New – Connects Hawk Eye and Calder Creek subdivisions via Hawk-Eye Downs and Calder Creek stubs. Provides new access across large tax lots with potential to subdivide in the future. Provides additional ingress/egress access point for Hawk Eye subdivision to address known emergency and essential services delivery and access concerns.

Corridor 282 (NW) – New – Connects Calder Creek to Corridors 31 and 279 to connect three subdivisions: Calder Creek, Hawk Eye, and Crestline across large private undivided parcel.

Corridor 287 (NW) – Realigned – Realigns 1991 Roads Plan Corridor 19 for connection from Goldstream Road to Molly Road stub. Corridor was realigned to better match topography and follow ridgeline to reach Molly Road stub. Provides new access across two large University of Alaska parcels with potential to subdivide in the future.

Corridor 293 (NW) – Existing – Provides new access across large undivided FNSB parcel to connect Vista Gold subdivision to Old Murphy Dome Road via Red Berry stub and Corridor 262. Two other north-south corridors from the 1991 Roads Plan were removed (Corridors 16 and 17) immediately to the west of Corridor 293 due to redundancy; those connections can be made via the local road network as it develops. Potential to reduce vehicle miles travelled between Old Murphy Dome and Goldstream.

Corridor 301 (NE) – Realigned – Realigns Corridor 300 from the 1991 Roads Plan so that the southern portion of the road follows a section of already constructed roadway off the Steese Highway. Provides

new access to large DNR and Alaska Mental Health Trust parcels, and access to planned loop across large BLM and DNR parcels on adjacent dome.

Corridor 305 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Springbett Road north to provide legal access to private parcels. Lower portion is platted and constructed but may not be up to FNSB road standards. Upper portion is not platted or constructed but adjacent to large private parcels with potential to subdivide in the future.

Corridor 309 (NE) – New – This corridor will provide a logical connection between Smallwood Trail and plated but unconstructed Hopper Creek, closing a small gap in the road network. Provides alternate point of ingress/egress to Smallwood, which is a cul-de-sac beyond the maximum length as required in FNSB code. Max allowable is 1,320 feet; Smallwood cul-de-sac is currently more than 10,000 feet.

Corridor 310 (NE) – New – This portion of Amanita is already constructed but needs public right-of-way access. Adding this connection will provide legal connection to Boreal Heights, which is also constructed but needs publicly-dedicated right-of-way access.

Corridor 314 (NE) – New – Provides a connection between Misty Fjords and Chena Valley View Road. Would close a small gap in road connectivity and provide new access to adjacent large private parcels. Also included in the plan because the southern portion of Chena Valley View Lane, which the corridor follows, does not yet have public right-of-way access. Western section follows SLE east and north.

Corridor 317 (NE) – Realigned – Realigns Corridor 59 from the 1991 Roads Plan to follow the alignment of an existing constructed road. Provides a connection from Two Rivers Road to Corridors 318 and 319 for new access across large FNSB parcels to the north.

Corridor 318 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large FNSB parcels.

Corridor 319 (NE) – Realigned – Realigns Corridor 49 from the 1991 Roads Plan to follow the alignment of an existing road and to better match the topography of the area, following the ridgeline. Provides new access across large DNR and FNSB parcels.

Corridor 320 (NE) – Realigned – Realigns Corridors 321 and 41 from the 1991 Roads Plan to better match the topography of the area and follow ridgelines. Will connect Corridor 319 to Corridor 51 for new access across large FNSB and DNR parcels.

Corridor 322 (NE) – Realigned – Realigns Corridors 321 and 49 from the 1991 Roads Plan to better match topography. Will provide a connection between Corridors 319 and 40. Provides new access across large FNSB parcels.

Corridor 323 (NE) – Realigned – Realigns Corridor 61 from the 1991 Roads Plan to better match topography and follow the ridgeline. Provides a connection between Corridors 62 and 324 for new access across large FNSB parcels.

Corridor 324 (NE) – Realigned – Realigns Corridor 60 from the 1991 Roads Plan to better match topography and follow the ridgeline to where it connects to Corridor 76. Provides new access across large FNSB parcels.

Corridor 325 – Realigned – Realigns Corridor 63 from the 1991 Roads Plan to follow the ridgeline and connect with Corridor 324. Provides new access across large FNSB parcel and to a large DNR parcel to the north.

Corridor 327 (NE) – Realigned – Realigns Corridor 326 from the 1991 Roads Plan to follow the ridgeline and connect with Corridor 76 for new access across large FNSB parcels. Avoids crossing the Chena Hot Springs Road Trail by shifting slightly north to provide a vegetated buffer between the trail and road.

Corridor 328 (NE) – Realigned – Realigns Corridor 329 from the 1991 Roads Plan to follow a recently platted road through the Two Ponds subdivision. Connects to Bate Street to create a loop with Corridor 357 back to Andromeda Drive for alternate ingress/egress to Chena Reserve subdivision. Avoids encroachment onto Fort Wainwright by creating a loop.

Corridor 331 (NE) – New – Will connect Amanita and Esro roads. The western portion of the corridor is already platted but unconstructed, and an engineering analysis indicated that road construction is feasible given small adjustments to alignment based on full survey data during the platting/subdivision process. Provides alternate point of ingress/egress to both Esro Road and Amanita neighborhoods and addresses existing resident and emergency and essential services access concerns by creating multiple access points to both existing cul-de-sacs.

Corridor 334 (NE) – Realigned – Realigns Corridors 1, 2, 3 and 182 from the 1991 Roads Plan to create a loop with multiple ingress/egress access points for future development. Provides new access to large DNR, Alaska Mental Health Trust, and BLM parcels. Runs above the Davidson Ditch to avoid conflicts with the historical site. Engineering analysis shows this corridor feasible to construct based on small adjustments to alignment based on full survey data during the platting/subdivision process.

Corridor 335 (NE) – Realigned – Realigns Corridor 32 from the 1991 Roads Plan to avoid a gully and follow the alignment of an existing trail or low-standard road. Closes an existing small gap in the road network between Geranium and Erimar stubs. Provides new access across several private lots with potential to subdivide. Provides additional ingress/egress point to Woodland Heights and Rangeview subdivisions for residents and emergency and essential services access.

Corridor 336 (NE) – Realigned – Realigns Corridor 67 from the 1991 Roads Plan into the Steese ROW, to avoid existing private residential development. Could be developed by DOT&PF in the future. Closes a small gap in the road network via Rainbow and Steele Creek stubs. Provides alternate ingress/egress to Silver Birch and Birchwood Acres subdivisions for residents and emergency and essential services access.

Corridor 337 (NE) – Realigned – Realigns Corridor 74 from the 1991 Roads Plan to better follow topography and connect with platted, unconstructed Robertson Ridge (Corridor 70). Provides new access across large private parcels with potential to subdivide in the future.

Corridor 338 (NE) – Realigned – Realigns Corridor 175 from the 1991 Roads Plan to avoid trails in the area, and better match the topography. Provides new access across large FNSB parcels. Follows existing SLEs as it travels north and then west from its eastern end. Coincident with the Little Chena River Potlatch Creek Trail for about a quarter mile within Two Rivers Recreation Area, so a planned shared road and trail corridor could be considered for this extent to mitigate conflicts and preserve trail quality.

Corridor 339 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows utility corridor and discontinuous section line easement north for new access to and across large FNSB parcels.

Corridor 342 (NE) – Realigned – Realigns 1991 Road Plan Corridor 340 to address existing residential development. Connects Boulder stub with Corridor 390 to provide access across large private parcels to the west.

Corridor 343 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Woll Road south for connection into Corridors 161 and 163. Provides new access to large FNSB and private parcels. Follows existing section line and access easements.

Corridor 349 (NE) – New – Will provide a connection between Corridor 51 and Chena Hot Springs Road along constructed Heritage Hills Road. Included in the plan because it still needs public right-of-way access.

Corridor 350 (NE) – Realigned – Realigns Corridor 127 from the 1991 Roads Plan to follow the alignment of already constructed Burgess Airstrip Road. Follows discontinuous existing roadway easements for NE connection into Baguette stub. Connects Badger Road with Diamond Estates and Howell Estates for additional ingress/egress point for residents and emergency and essential services access (connection to Howell Estates is currently platted but unconstructed via Setting Ave).

Corridor 352 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows Love Road south of Westmoreland. Included in the plan because this portion of Love does not yet have publicly-dedicated right-of-way access.

Corridor 355 (NE) – Realigned – Realigns Corridors 354 and 356 from the 1991 Roads Plan so the corridor connects with the Old Richardson Highway via a constructed unnamed road. Included in the plan because this road still requires publicly dedicated right-of-way access.

Corridor 357 (NE) – New – This corridor will create a loop with Andromeda and Bates. Loop will allow for circulation and multiple access points for Two Ponds and nearby subdivisions while avoiding additional encroachment on Fort Wainwright.

Corridor 358 (NE) – New – This corridor will provide a connection between Corridor 301 and Silver Fox Road, making a through connection between the Steese Highway and Elliott Highway. The connection will provide new access to an area expected to be adjacent large University of Alaska and DNR parcels and will reduce vehicle miles traveled between the Steese and Elliott.

Corridor 359 (NE) – Realigned – Realigns 1991 Road Plan Corridor 54 to connect Eastview and Golden Morn stubs. Provides alternate ingress/egress access to Ruth Estates and Silver Birch subdivisions for residents and emergency and essential services access. Closes a small gap in the existing road network. Addresses public comments about alternative access to the McClaren Road area.

Corridor 360 (SW) – Realigned – Realigns 1991 Plan Corridor 123 to connect Chena Point Heights and Ruiz’s View subdivisions via Chena Point Ave and Ermosa Vista stubs. Closes an existing small gap in the road network. Provides additional ingress/egress point for residents and emergency and essential services access to both neighborhoods.

Corridor 361 (NE) – New – Will create a loop starting from Corridor 57, allowing new access to a large DNR tract to the north and circulation/multiple ingress/egress points for future development.

Corridor 362 (NE) – New – Will create a loop with 1991 Plan Corridors 45, 46, and 47, which will be mitigating a large cul-de-sac. Provides new access to adjacent DNR and large private parcels. Connects into John Cole and Corridors 79 and 70 for alternate ingress/egress to adjacent subdivisions.

Corridor 365 (SW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access to a number of DNR and FNSB parcels with potential to subdivide in the future. Extends Gold Lode up to planned corridors connecting into Old Nenana Highway area further west to create a loop. Also connects Gold Lode with planned corridor network connecting into the Ester Dome area to the north.

Corridor 366 (SW) – Realigned – Realigns 1991 Road Plan Corridor 146 to connect Kazan stub with Ida across two large private lots and one large BLM parcel with potential to subdivide in the future. Realigns corridor away from small private parcels unlikely to subdivide further. Closes an existing small gap in the road network. Provides an additional ingress/egress point for residents and emergency and essential services access from Taroka/Neva subdivisions to Becker Ridge Road.

Corridor 369 (SW) – New – Connects Chief John and Reschaven stubs to provide new access across large private parcel with potential to subdivide in the future. Provides an additional ingress/egress point for residents and emergency and essential services access to Chief John Heights and Reschaven Woods subdivisions. Closes an existing small gap in the road network.

Corridor 370 (SW) – Realigned – This corridor realigns 1991 Plan Corridors 186, 187, and 197 to follow the Old Ridge Road right-of-way and roadway easements. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Provides new access across large FNSB parcel with potential to subdivide in the future. Creates loop with Corridors 214, 397, and 397 to provide an additional ingress/egress point for residents and emergency and essential services access to Old Ridge subdivisions.

Corridor 372 (NW) – Realigned – Realigns 1991 Roads Plan Corridors 176 and 177 higher up the hillside to better follow topography and avoid gullies. Connects Moose Mountain 4 subdivision to O’Connor Creek subdivision via Monteverde and Hattie Creek stubs for an additional ingress/egress access point for both neighborhoods. Has the potential to decrease vehicle miles travelled between Old Murphy Dome Road and Moose Mountain area. Engineering analysis shows this corridor feasible to construct to FNSB standards with small adjustments to alignment based on full survey data during the subdivision/platting process. Provides new access across large FNSB parcels with potential to subdivide in the future. Removes Moose Mountain Road’s violation of FNSB code on cul-de-sac length.

Corridor 373 (NW) – Realigned – Realigns 1991 Roads Plan Corridor 9 to better follow topography. Provides new access across large DNR parcels.

Corridor 374 (NW) – Existing – This is a portion of 1991 Roads Plan Corridor 9 maintained by the 2022 update. Provides new access across large DNR parcels.

Corridor 375 (NW) – Realigned – Extends Jones Road extension (Corridor 22) to connect with Corridor 372 for connection up to Old Murphy Dome Road. Provides new access across south and southeast-facing Alaska Mental Health Trust and FNSB parcels that have potential to subdivide in the future. Provides additional ingress/egress point to the Jones Road vicinity subdivisions for residents and emergency and essential services delivery access.

Corridor 377 (SW) – Realigned – This corridor realigns the lower portion of 1991 Road Plan Corridor 101 (now 378) away from a private parcel unlikely to subdivide further and to better align to topography. Provides legal access and alternate ingress/egress to two existing private parcels with existing residential development. Provides new access across two large private parcels with potential to subdivide in the future. Engineering analysis shows this corridor is feasible to construct given small adjustments to alignment based on full survey data during the platting/subdivision process.

Corridor 379 (SW) – New – Provides new access across private parcels with potential to subdivide in the future for connection from Fiddle stub to Becker Ridge. Provides alternate ingress/egress point for

residents and emergency and essential services access for Cripple Creek subdivisions to Becker Ridge. Partially follows an existing access easement.

Corridor 382 (NE & SE) – Future Study – This corridor connects Two Rivers Road and Laurance Road for a connection between the Two Rivers and City of North Pole areas. Extends Two Rivers Road south of Chena Hot Springs Road to connect with Laurance adjacent to Chena Lake Recreation Area near the flood control project. It primarily runs outside of the 2022 Comprehensive Roads Plan study area, but links Townships 01N 03E and 02S 03E, which are included in the current study area. This corridor will require future study and analysis to determine its feasibility and eventual routing, should it be pursued. Provides new access across a large number of parcels in Township 01S 03E and has the potential to greatly reduce vehicle miles travelled for those moving between Two Rivers/Chena Hot Springs Road and City of North Pole areas.

Corridor 383 (NE) – Realigned – Realigns Corridor 50 from the 1991 Roads Plan to connect several subdivisions via Spudwood and Tikchik stubs. Realigns the corridor away from existing residential development and into a large private parcel with potential to subdivide in the future. Provides alternate ingress/egress point to Twin Springs, Taylor, Fraser, and Birch Knoll Estates subdivisions for residents and emergency and essential services access. Closes an existing small gap in the road network. Partially follows an existing aboveground utility line. Addresses existing Spudwood cul-de-sac which is longer than FNSB road standards allow (longest allowable is 1,320 ft; Spudwood is about 4,000 ft).

Corridor 384 (NE) – New – Connects Birch Knoll Estates and Northwood Estates subdivisions via Moosewood and Birch Knoll stubs, closing a small gap in road network and providing alternative access to both neighborhoods. Crosses one large private parcel with potential to subdivide in the future.

Corridor 386 (NE) – New – Extends Peede Road east to connect with Corridors 122 and 125. There is already a low functioning road constructed along the alignment of Corridor 386. The connection will provide new access to an area expected to develop in the future, including large FNSB and DNR parcels.

Corridor 387 (SE) – New – Will connect Sebaugh Road to platted, unconstructed Joline Avenue following an east-west running SLE. Runs near an existing trail/low standard road. Provides access to large adjacent private parcels with potential to subdivide in the future.

Corridor 388 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Corridors 148 and 389 for new access to adjacent large private parcels.

Corridor 389 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Corridors 388, 390, 161, and 163 for new access across large adjacent private parcels. Additional future

study and analysis may be needed to determine feasibility of building across the flood control project drainage channel.

Corridor 390 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Corridors 342, 389, 161 and 163. Provides new access along large adjacent FNSB and private parcels.

Corridor 397 (SW) – Realigned – Realigns 1991 Road Plan Corridor 364 away from already subdivided private parcels for access into planned road network connecting Old Nenana Highway into the Ester Dome area. Provides new access for large FNSB tract with potential to subdivide in the future.

Corridor 399 (SW) – Realigned – Realigns 1991 Road Plan Corridor 117 to connect Northridge and Peregrine Heights subdivisions via Moonshine/Northridge and Ridgepointe stubs. Provides new access across large University of Alaska south-facing parcel with potential to subdivide in the future. Provides an additional ingress/egress point to both neighborhoods for residents and emergency and essential services access. Closes an existing small gap in the road network.

Corridor 402 (SW) – Realigned – Realigns and consolidates 1991 Road Plan Corridors 116 and 111 into a single loop using June Bug and Siegrist stubs. Provides new access across large private, University of Alaska, and Alaska Mental Health Trust parcels with potential to subdivide in the future.

Corridor 404 (NE) – New – Provides connection between Amanita and Hopper Creek, replacing 1991 Plan Corridor 38. The western portion of the corridor is already constructed via Boreal Heights, but still needs public right-of-way. Provides multiple access points to Amanita-area neighborhoods once Hopper Creek is constructed.

Corridor 405 (SE) – New – Will create a loop between Grieme and Johnson roads via an existing SLE. Provides new access to adjacent private and DNR parcels. Partially constructed but lacking right-of-way from Grieme to Equinox. Provides alternate ingress/egress point for Fox Property subdivision, which currently sits on a cul-de-sac beyond the FNSB road standards maximum allowable length of 1,320 ft.

Road Corridors removed through the 2022 Comprehensive Road Plan update:

Corridor 1	Corridor 55	Corridor 114	Corridor 179	Corridor 321
Corridor 2	Corridor 58	Corridor 116	Corridor 182	Corridor 326
Corridor 3	Corridor 59	Corridor 117	Corridor 184	Corridor 329
Corridor 5	Corridor 60	Corridor 123	Corridor 185	Corridor 333
Corridor 6	Corridor 61	Corridor 126	Corridor 186	Corridor 340
Corridor 7	Corridor 63	Corridor 127	Corridor 187	Corridor 348
Corridor 8	Corridor 67	Corridor 128	Corridor 188	Corridor 351
Corridor 9	Corridor 69	Corridor 130	Corridor 189	Corridor 354
Corridor 10	Corridor 74	Corridor 131	Corridor 192	Corridor 356
Corridor 11	Corridor 77	Corridor 132	Corridor 197	Corridor 363
Corridor 14	Corridor 78	Corridor 135	Corridor 203	Corridor 364
Corridor 16	Corridor 80	Corridor 142	Corridor 218	Corridor 367
Corridor 17	Corridor 82	Corridor 146	Corridor 224	Corridor 371
Corridor 19	Corridor 83	Corridor 147	Corridor 233	Corridor 376
Corridor 25	Corridor 84	Corridor 149	Corridor 259	Corridor 378
Corridor 26	Corridor 87	Corridor 152	Corridor 264	Corridor 385
Corridor 27	Corridor 95	Corridor 155	Corridor 270	Corridor 391
Corridor 29	Corridor 103	Corridor 157	Corridor 280	Corridor 392
Corridor 30	Corridor 104	Corridor 160	Corridor 288	Corridor 394
Corridor 33	Corridor 105	Corridor 166	Corridor 289	Corridor 395
Corridor 37	Corridor 106	Corridor 168	Corridor 291	Corridor 396
Corridor 38	Corridor 107	Corridor 169	Corridor 292	Corridor 400
Corridor 41	Corridor 108	Corridor 170	Corridor 295	Corridor 401
Corridor 49	Corridor 109	Corridor 175	Corridor 298	Corridor 403
Corridor 50	Corridor 110	Corridor 176	Corridor 299	Corridor 406
Corridor 52	Corridor 111	Corridor 177	Corridor 300	
Corridor 54	Corridor 112	Corridor 178	Corridor 306	