



## MAPS

## IV. Maps

The following maps depict proposed future corridors across the borough. For this update, six townships were added to the study area to accommodate growth in those areas. Thirty-nine new corridors were added to the 2023 Roads Plan. Table 3 summarizes the corridors and the rationale for their inclusion. Some of the corridors overlap with constructed roads. In these instances, the constructed road does not have ROW and, thus, is included in the 2023 Roads Plan. Additionally, several of the corridors established in the original 1991 Roads Plan were slightly rerouted because of more accurate topographical information. Figure 14 presents the 2023 Roads Plan study area location.

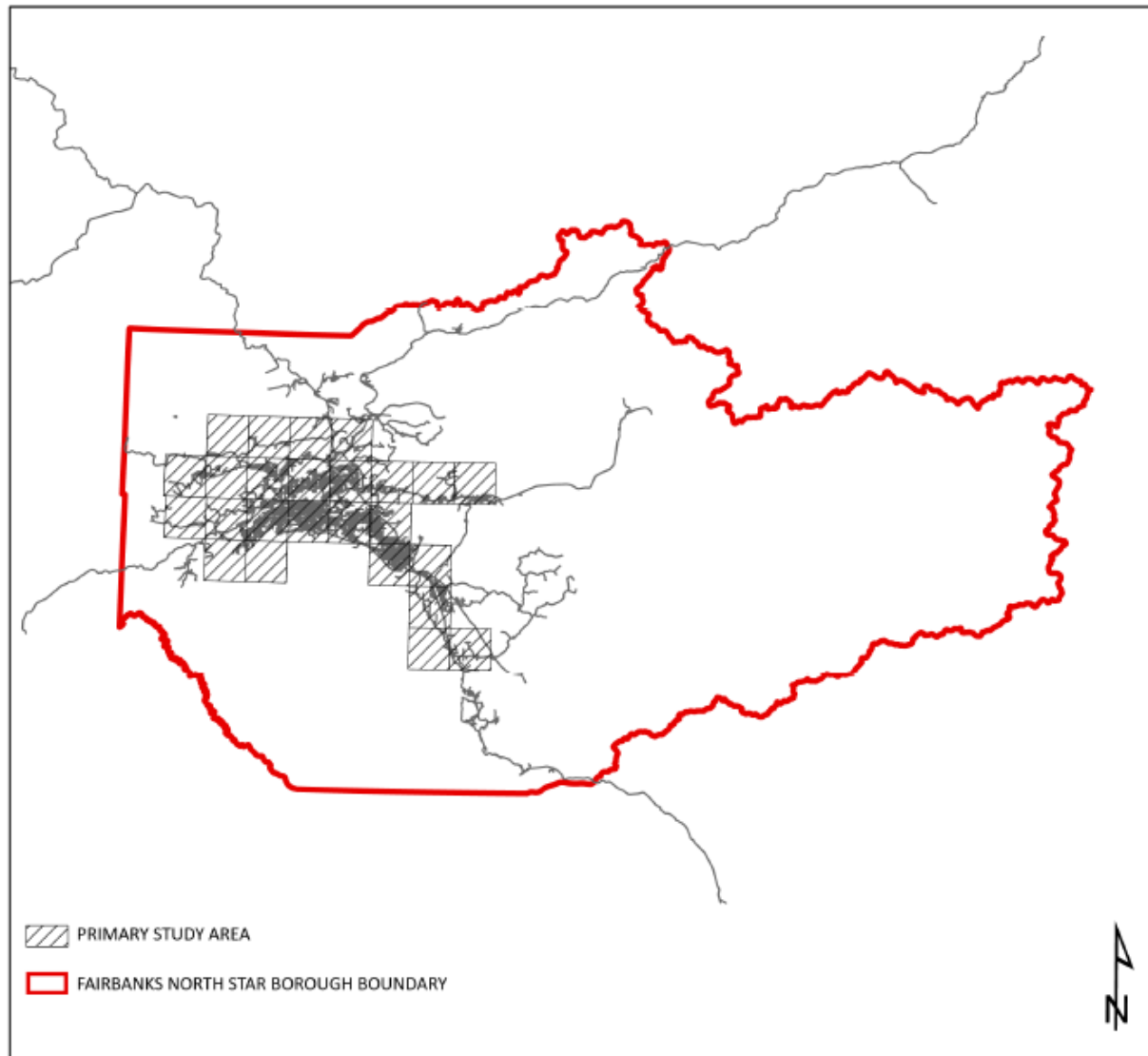
### Important points to remember about how the Roads Plan is implemented:

- Road corridors in the plan **will only be dedicated on private property at the time that landowners subdivide**. If land never subdivides, a road corridor shown in the Roads Plan maps may never actually be built.
- The subdivision process **allows for some flexibility in road alignment and design if the alternative corridor achieves the same goals as the connection identified in the Roads Plan**. Developers work closely with the FNSB's platting division to identify the optimal alignment of subdivision streets.
- The Roads Plan is intended to encourage and support the FNSB and developers working together to develop a road system that protects the **health, safety, and well-being** of the community as it continues to grow.
- Certain areas of public land have been used as open space but could be subdivided and developed in the future depending on the owner. **The intention of this plan is not to advocate for the subdivision and sale of large publicly owned tracts, but to plan a logical, well-connected road network in the event that future subdivision and development of such areas do occur. The development of these areas depends heavily on the base zoning, FNSB Comprehensive Plan, and plans/goals of the owning agencies.**

*Table 3: New road corridors added in the 2023 Roads Plan.*

New Corridor No. <sup>13</sup>	Rationale
204	New access to Murphy Dome Rd from the Frenchman stub
205	Old Murphy Dome Rd needs ROW
213	New access to Ester Dome area
214	Connects Old Ridge Rd to Old Nenana Highway
217	Connects two subdivisions and provides alternate access
228	Provides new access to large parcels via Desperation subdivision
232	Replaces Corridors #29 and #30
234	Provides additional access to Adit stub, large parcels, and Old Murphy Dome Rd
243	Provides alternate access and connects to platted road stubs at Chad St and Ridgemont Dr
251	Connects Musk Ox subdivision to Ski Boot Hill
254	Provides alternate access to Spinach Creek
256	Provides additional access via Winchester Rd stub to Old Murphy Dome Rd
272	Provides new access to large parcels south of Murphy Dome Rd
274	Provides alternate access via existing platted road stubs
275	Provides access to parcels via Birch Hollow stub
281	Provides access to parcels via Hawkeye Downs stub
282	Provides alternate access to subdivision
309	Connects Smallwood Trail to Hopper Creek Dr
310	Obtains ROW along Amanita Rd
314	Creates a Misty Fjords Ct to Chena Valley View Ln connection using stub
331	Extends newly platted road east for connection between ESRO Rd and Amanita Rd
349	Extends Corridor #51 to Chena Hot Springs Rd via Heritage Hills
357	Creates a loop with Bates St to provide new access
358	Connects Steese Highway to Elliot Highway via Corridor #301 and Silver Fox
359	Connects Reschaven stub to Chigmit Dr via existing roadway easement
361	Creates a loop from Corridor #57 to avoid a long cul-de-sac
362	Connects John Cole Rd to Hopper Creek Dr and Smallwood area
369	Connects Chief John Dr and Reschaven stubs
379	Connects Fiddle Way to Becker Ridge Rd
384	Connects Moosewood Cir to Birch Knoll Rd
386	Connects with Corridors #125 and #122
387	Connects Sebaugh Rd to Joline Ave across an SLE
404	Replaces Corridor #38 for Amanita-Hopper Creek Dr connection via constructed road needing ROW
405	Connects Johnson Rd to Grieme Rd

<sup>13</sup> Corridor numbers were assigned at the beginning of the project and many corridors have since been removed by the project Steering Committee.



*Figure 14: 2023 Roads Plan study area location shown within the FNSB boundary.*





# Fairbanks North Star Borough Comprehensive Roads Plan

## What is functional classification?

**Functional classification** is *grouping streets and highways into categories according to the type of service that they provide*. All roads help the traveler move across the network, called *mobility*, and reach specific destinations, referred to as *access*.

## What are the functional class categories?

The three standard road categories are *arterial*, *collector*, and *local*. Arterials and collectors are also often broken down into *major* and *minor* subcategories, with different implications for roadway design. For example, direct lot access is limited on *major collector* and higher roads. In addition, FNSB Code Title 17 provides guidelines for functional classifications based upon how many lots are served within subdivision.

**Arterial.** The highest category, these roads are designed to move travelers quickly and efficiently with higher mobility and speeds, and with few stops, turns, and intersections. Arterials in the FNSB are generally managed by the Alaska DOT&PF. *Example: the Johansen Expressway in Fairbanks. Meant for high speed and through traffic.*

■■■■ **Major Collector.** These roads collect and distribute traffic from local streets and channel it onto the arterial system. *Examples: N. Cowles in Fairbanks and Bradway Road in North Pole. Connects subdivisions and commercial areas.*

■■■■ **Minor Collector.** These roads collect and distribute traffic from local streets and channel it onto the major collector and arterial system. *Examples: Wilcox Avenue in Fairbanks and Davis Blvd. in North Pole. Typically serves over 40 lots.*

■■■■ **Future Study.** These roads are desirable connections but will require additional research before they will be officially included in the Roads Plan as a major or minor collector. *Examples: Corridor 382, which connects Two Rivers and North Pole, and Corridor 121 that would require a bridge over the Chena River to connect Roland and Dale Roads.*

**Local.** The lowest category, these roads typically have slower speeds and capacity since their main purpose is to provide access to properties such as homes and businesses. Local roads are determined by the subdivision design in the platting process. *Examples: Your friendly neighborhood streets. Typically serves 40 or fewer lots.*

In general, *collector* and *local* roads are established through the FNSB's subdivision process. The FNSB Roads Plan Future Corridors map series identifies the planned locations for *major* and *minor collector* roads within the Roads Plan study area. *Local* road locations are determined during the platting process by the subdivision design. The Roads Plan maps also identify several corridors as *future study*, meaning that they are desirable connections but will require additional research before they can be officially included as a *collector* road.

## What is the purpose of functional classification?

The broad purpose of functional classification is *to develop an orderly road network, balancing the needs for access and mobility to promote safe and efficient travel*. At a more detailed level, different functional classification systems serve slightly different purposes. The purpose of the FNSB functional classification system is to guide the design of subdivision streets and access to local properties.

## How does the borough use functional classification?

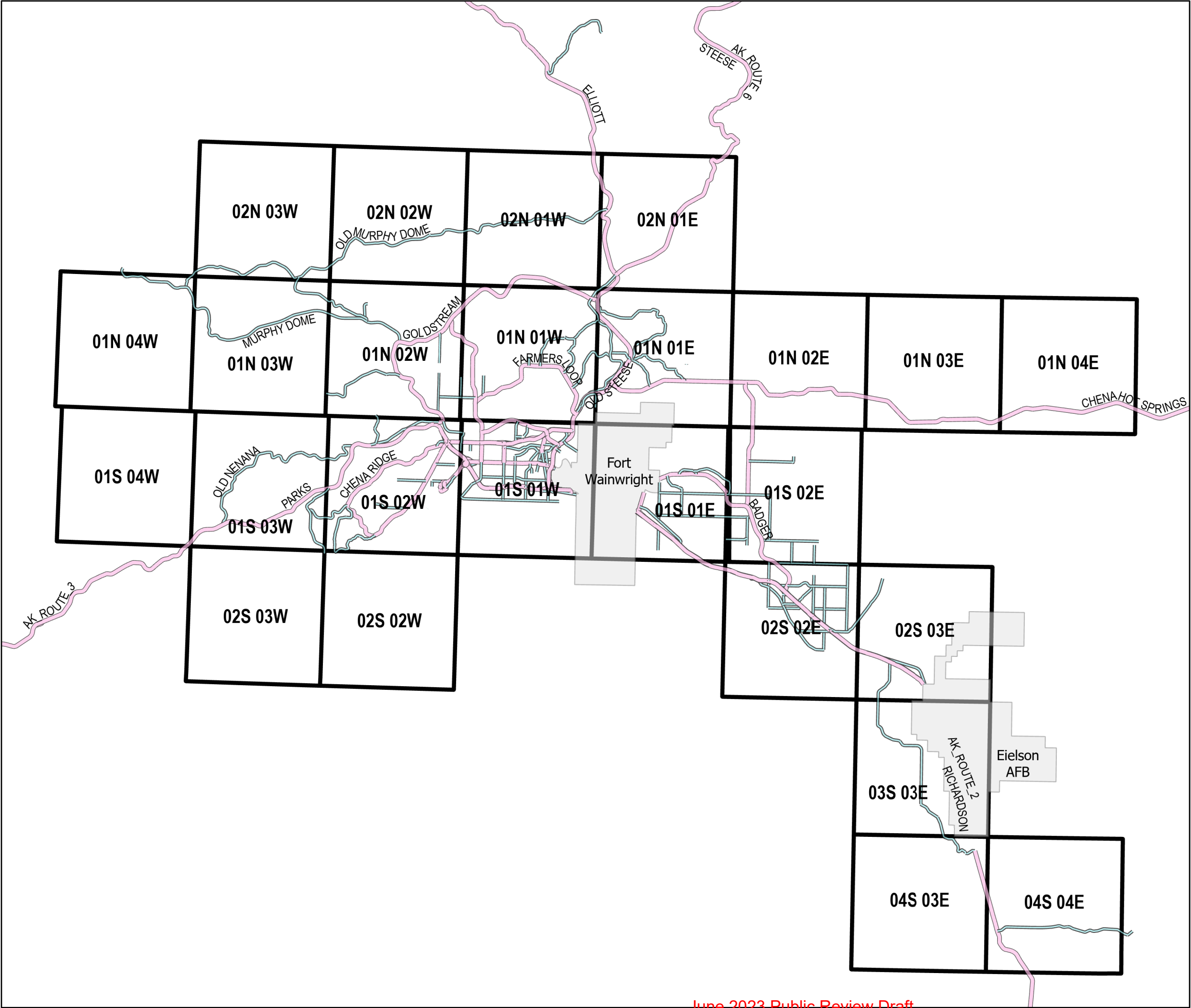
FNSB uses Functional Classification for *three separate and distinct purposes during the subdivision process*. *Access control policies* on roadway facilities depend upon their classification. Higher order roads have more restrictive access control. Based on a road's functional classification there are varying *design standards*. Finally, for a road to be included in the road plan it must be a *collector road or above*.



Learn More and Get Involved!  
www.FNSBRoadsPlan.com

June 2023 Public Review Draft

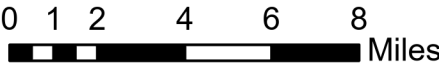


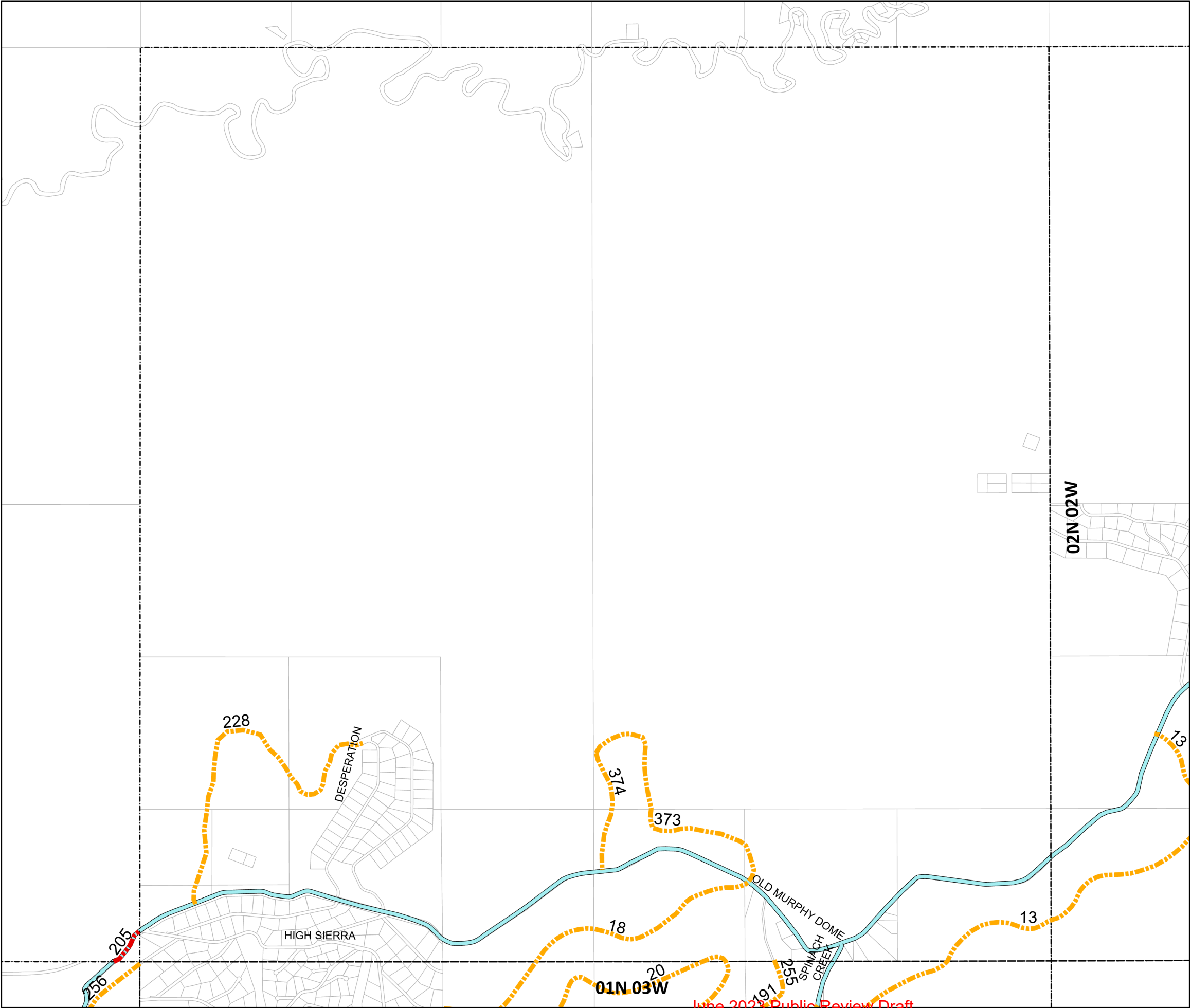


# Comprehensive Roads Plan

June 2023

## Map Key





# Comprehensive Roads Plan

June 2023

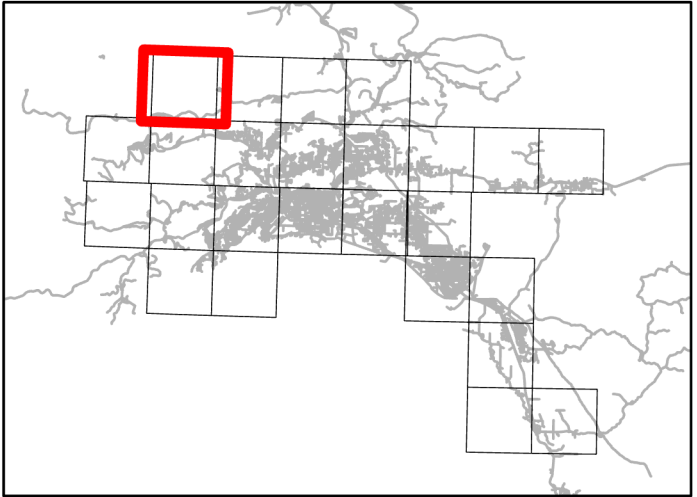
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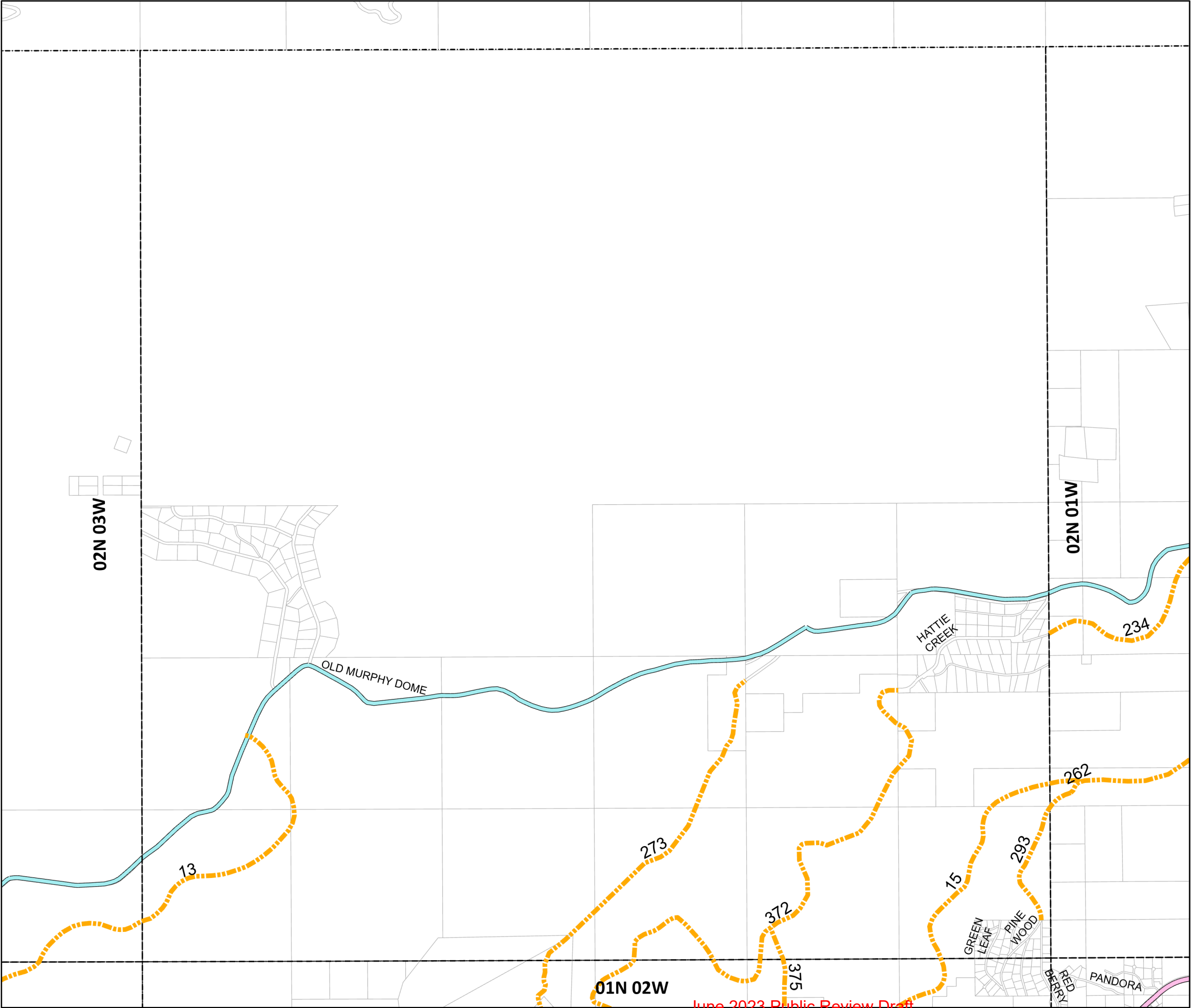
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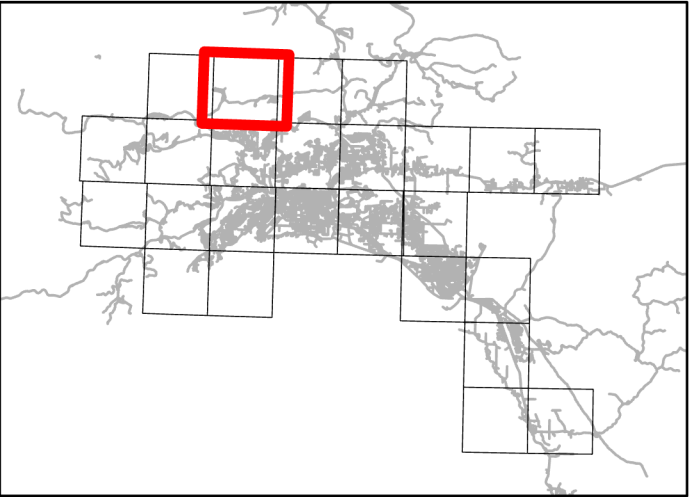
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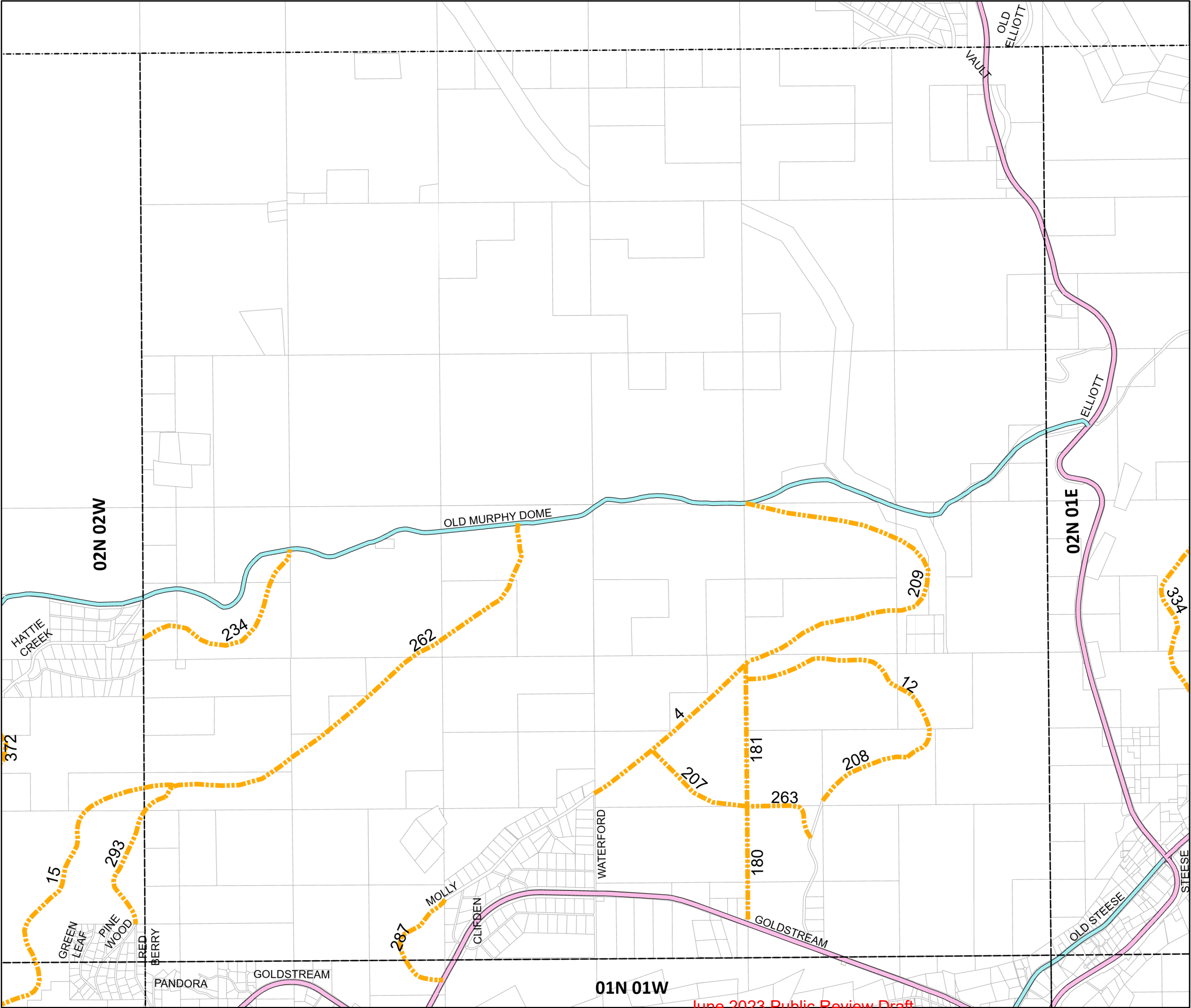
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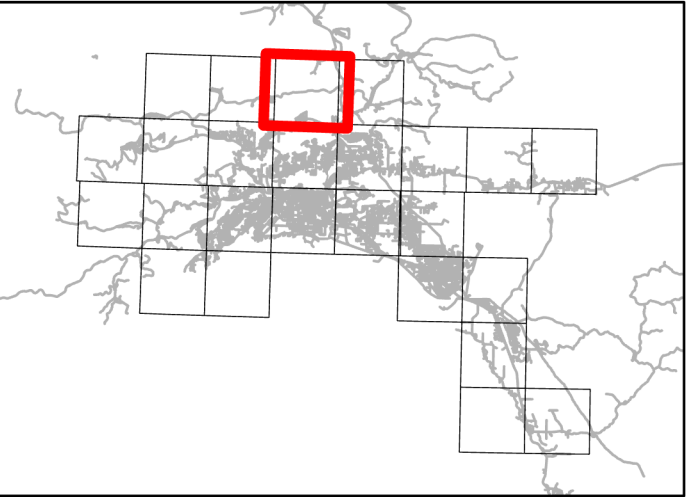
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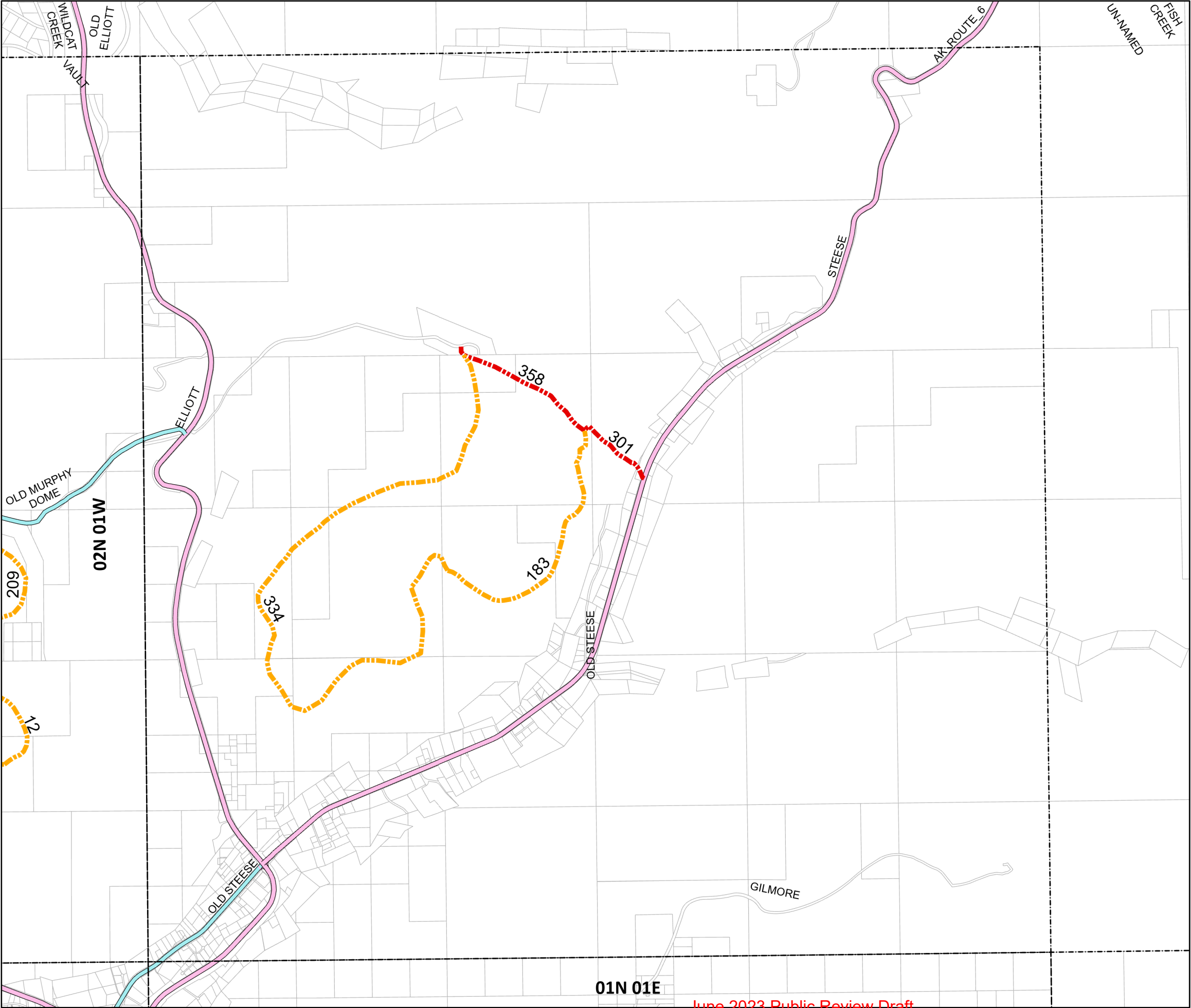
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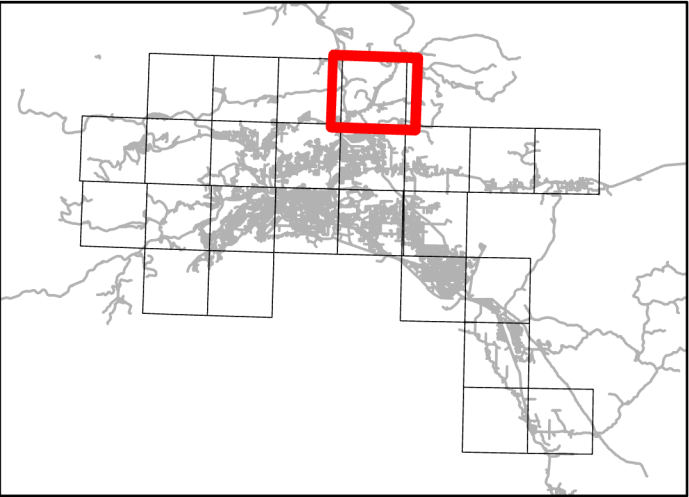
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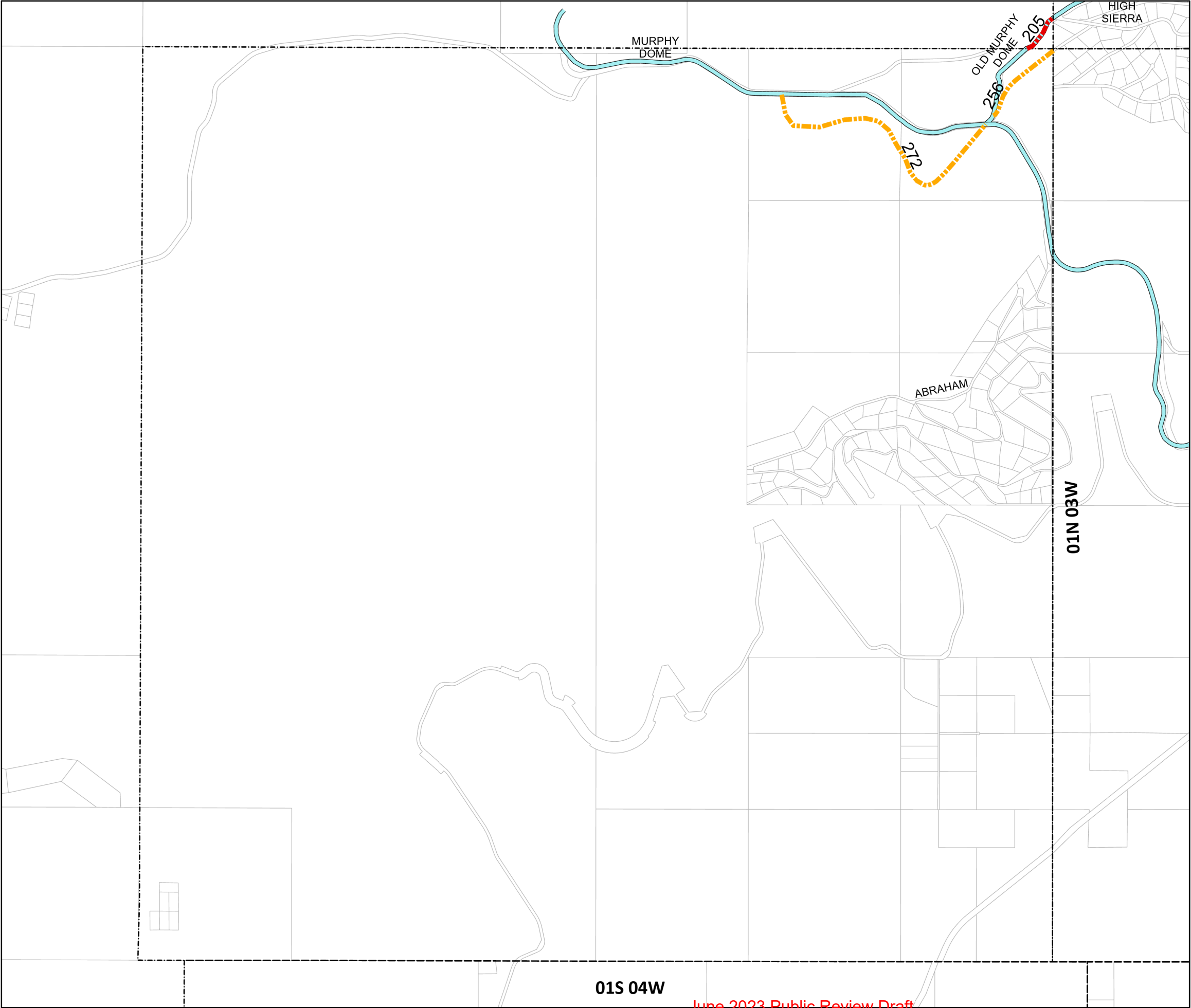
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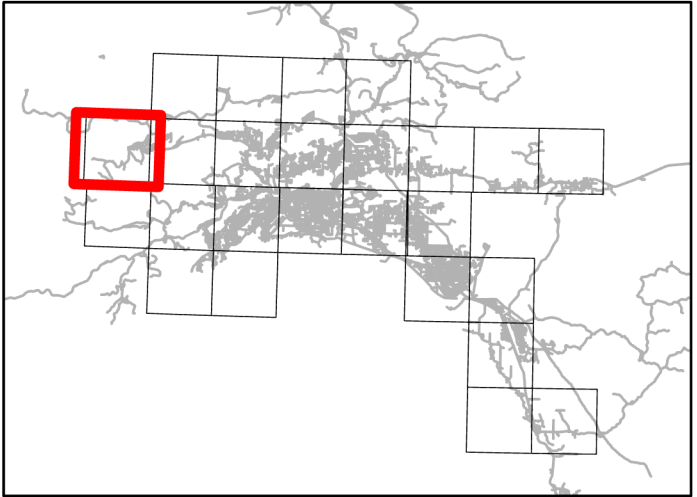
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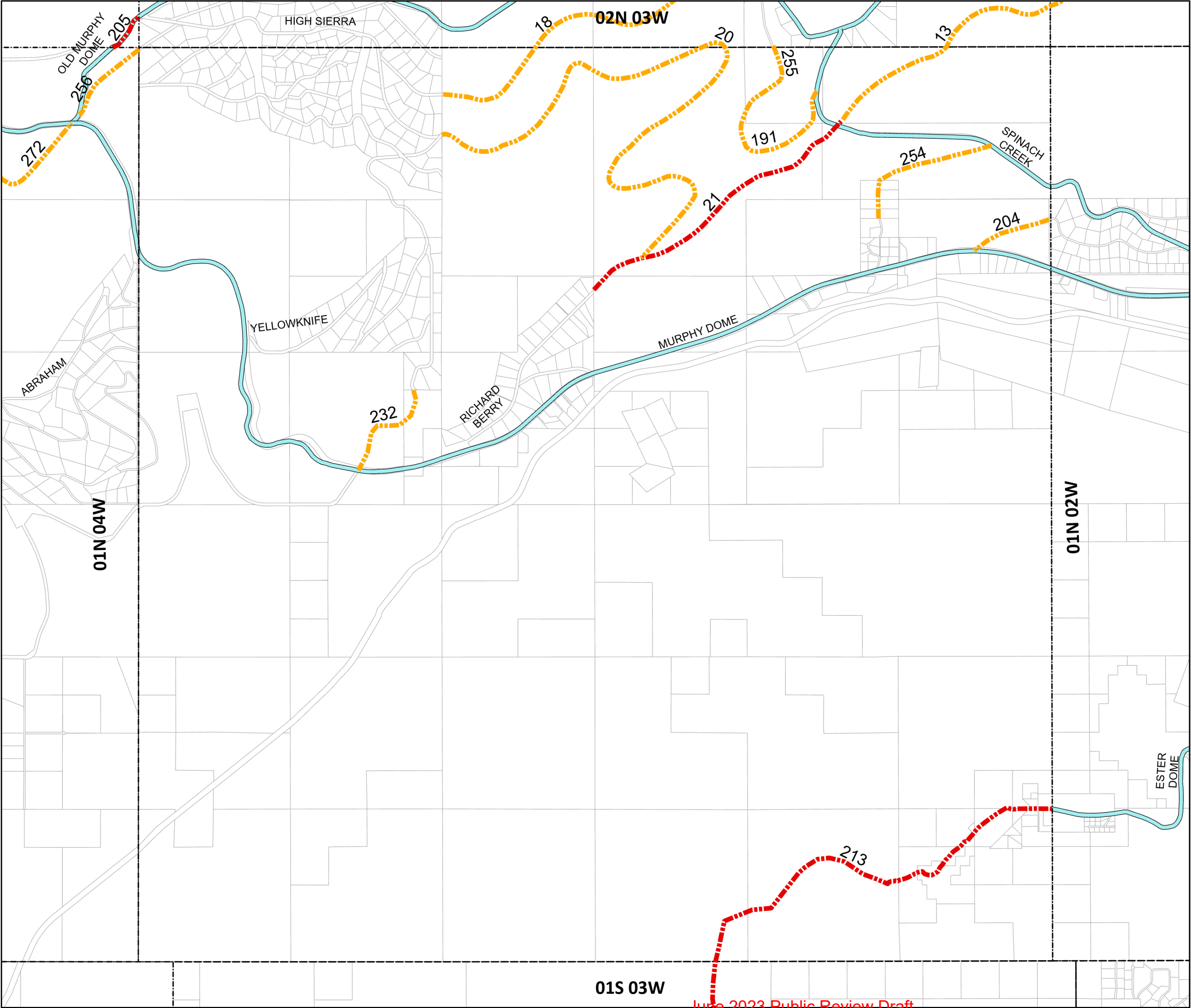
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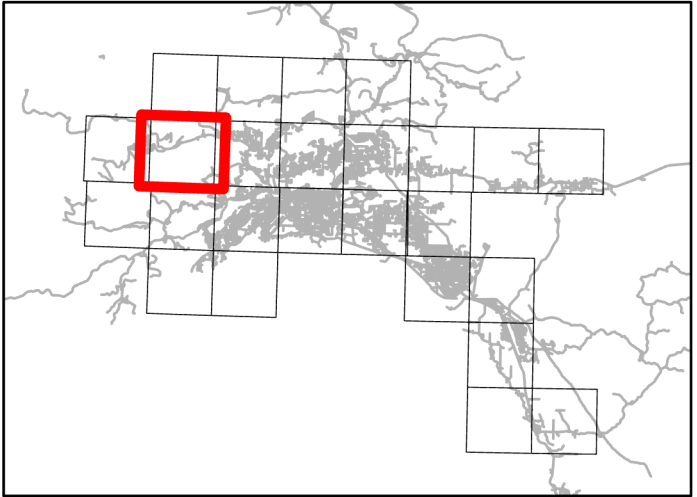
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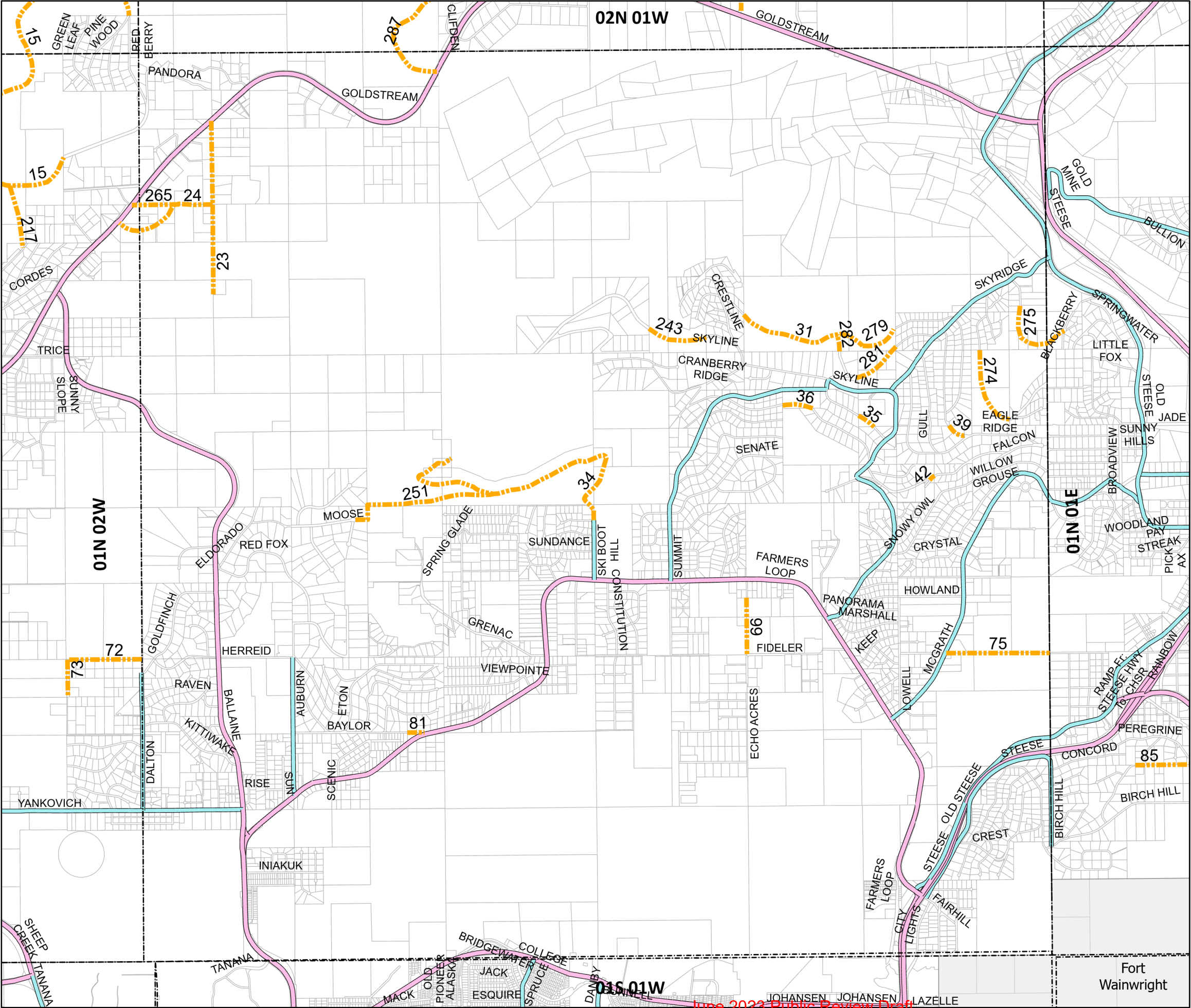
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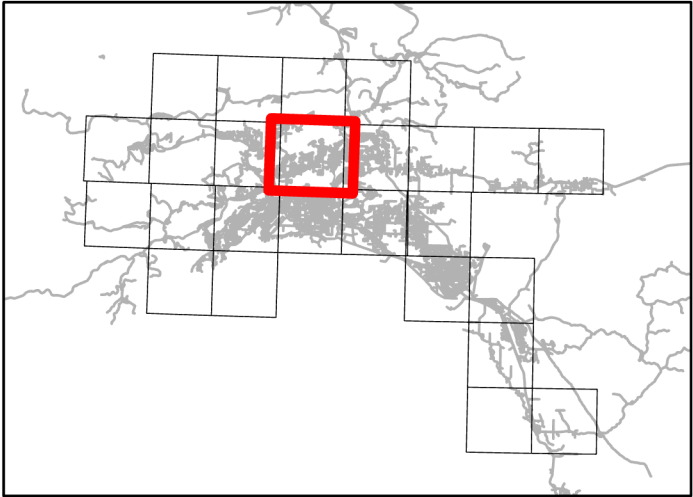
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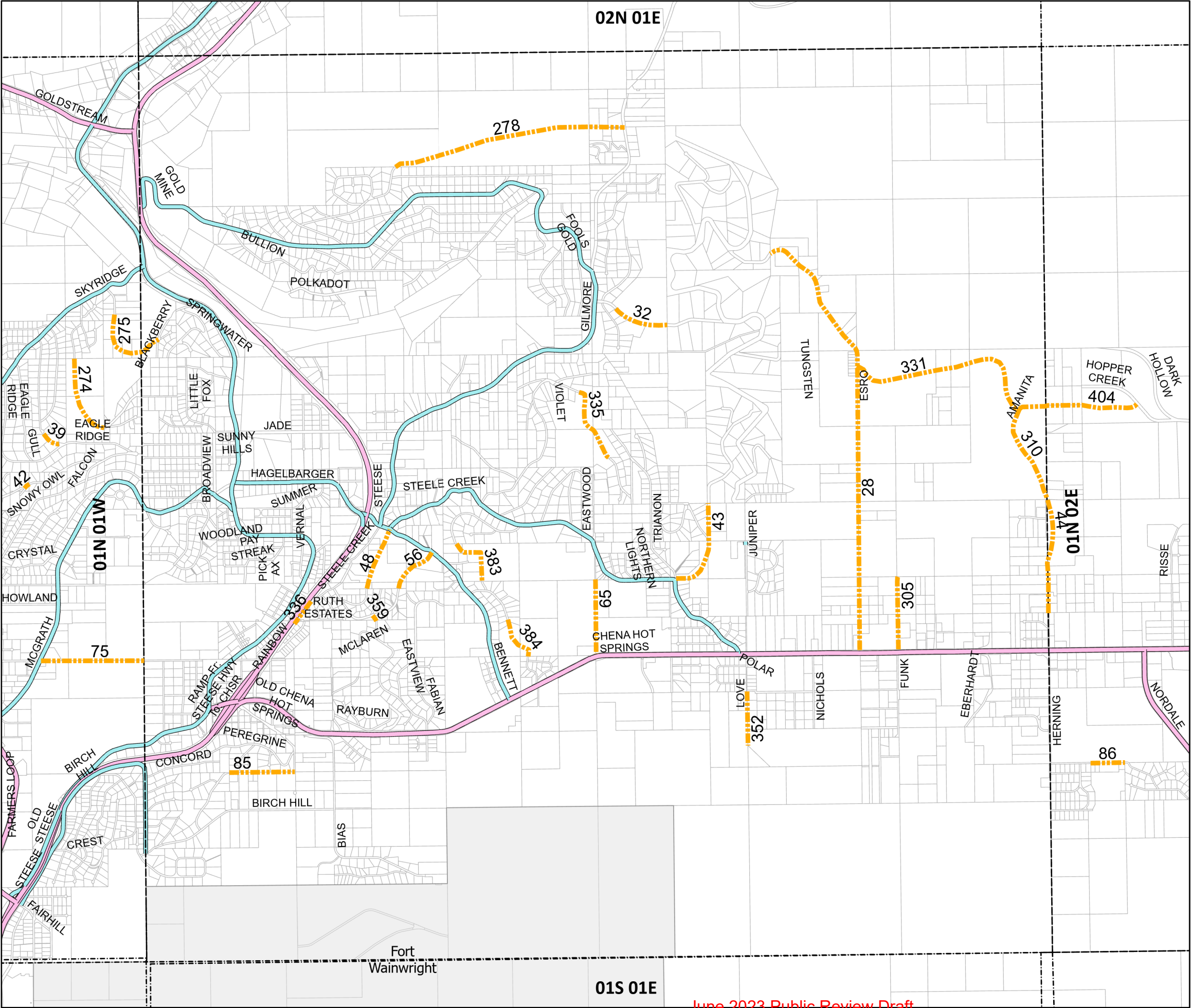
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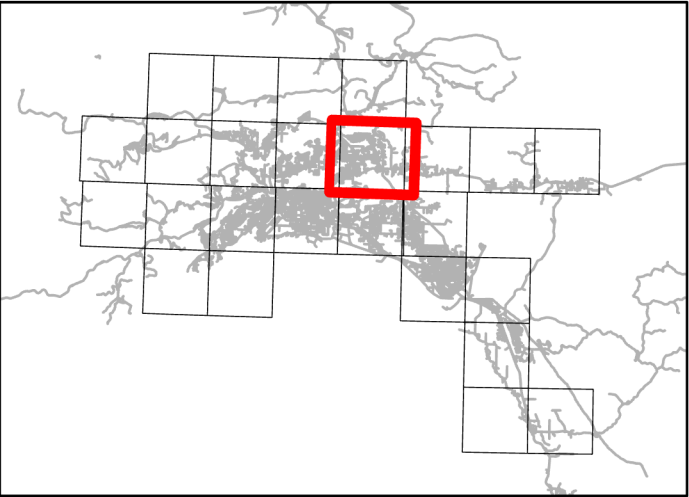
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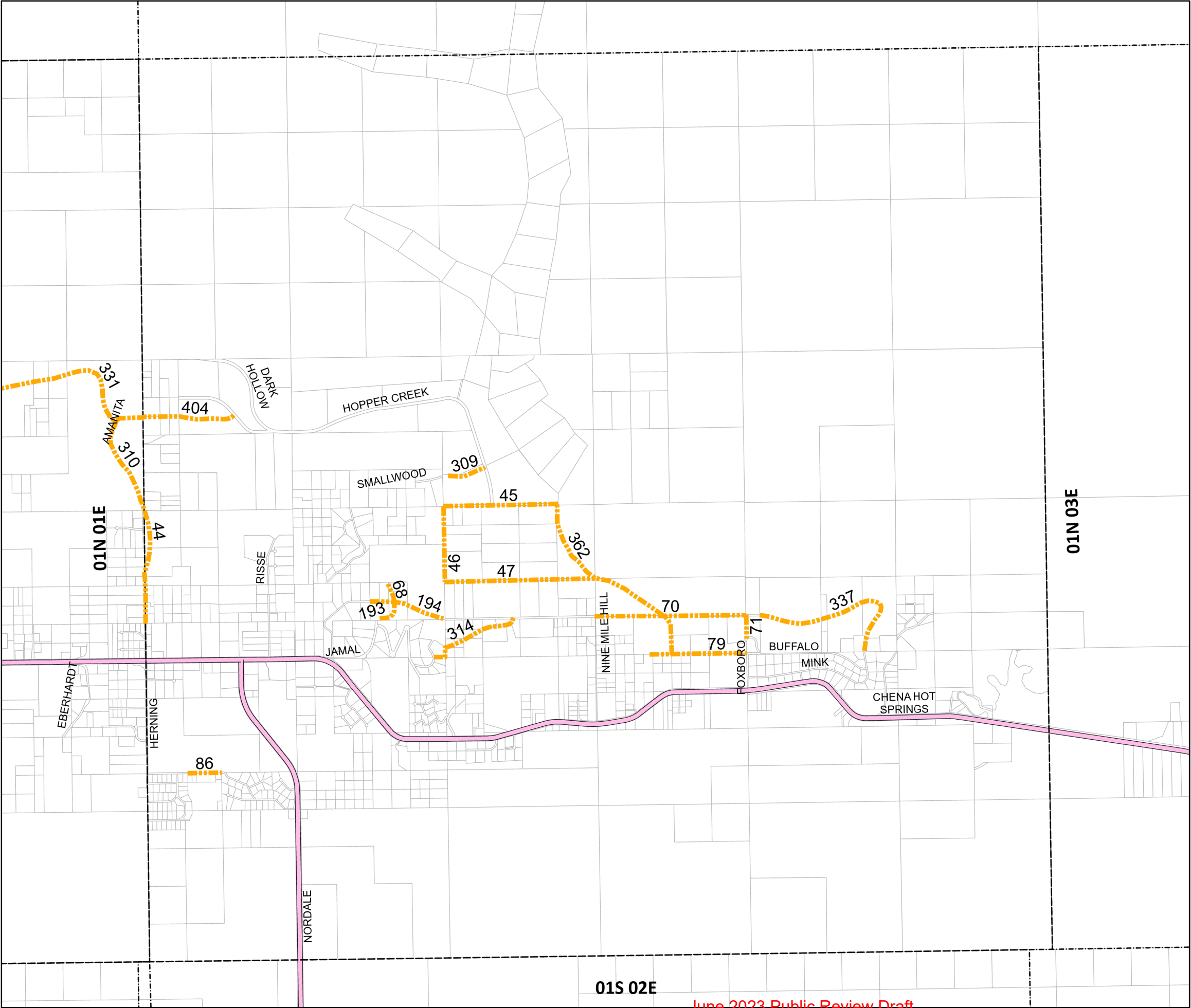
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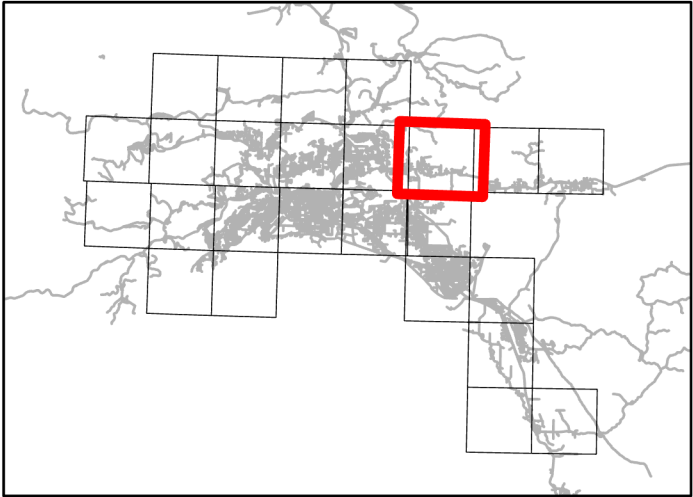
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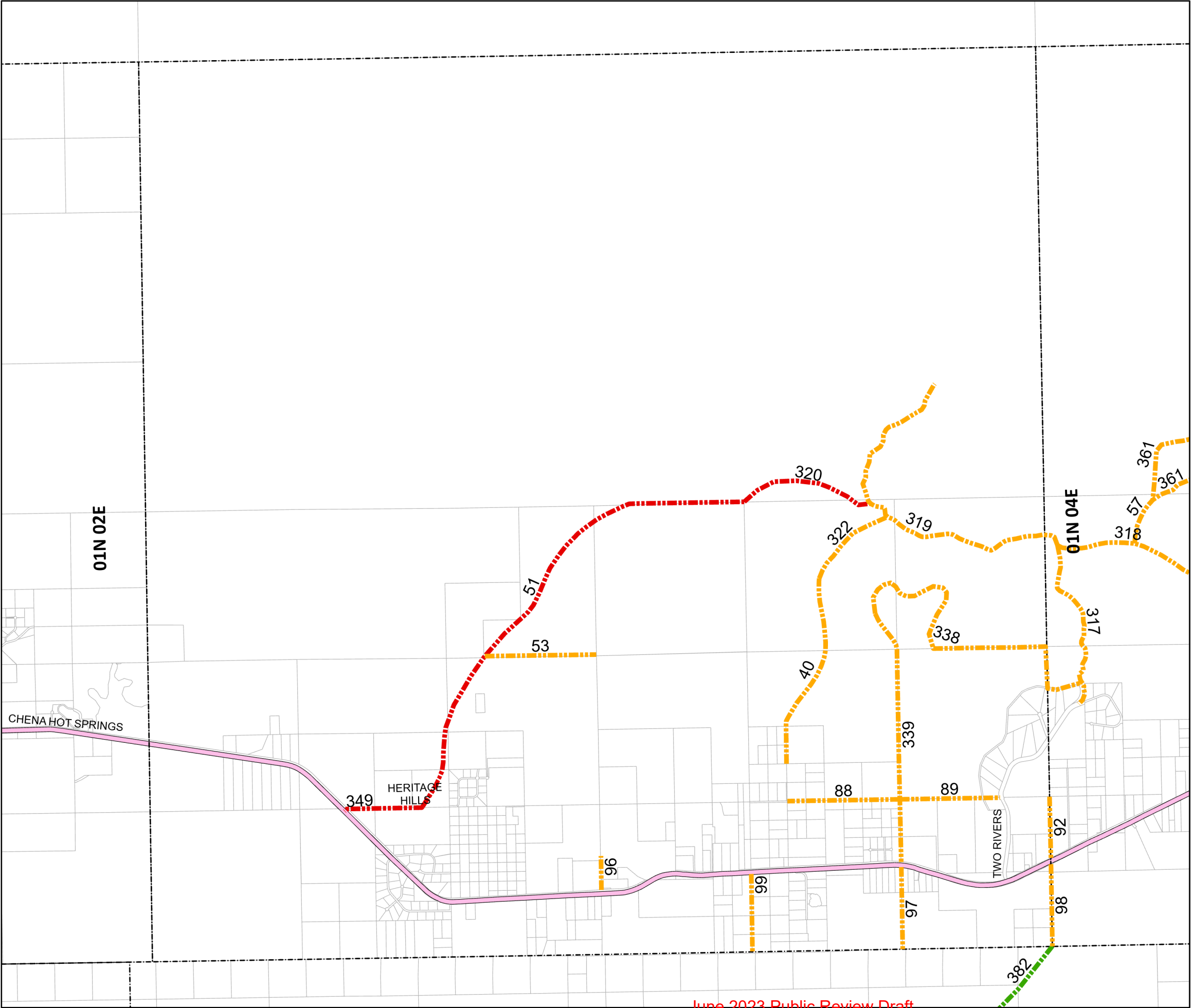
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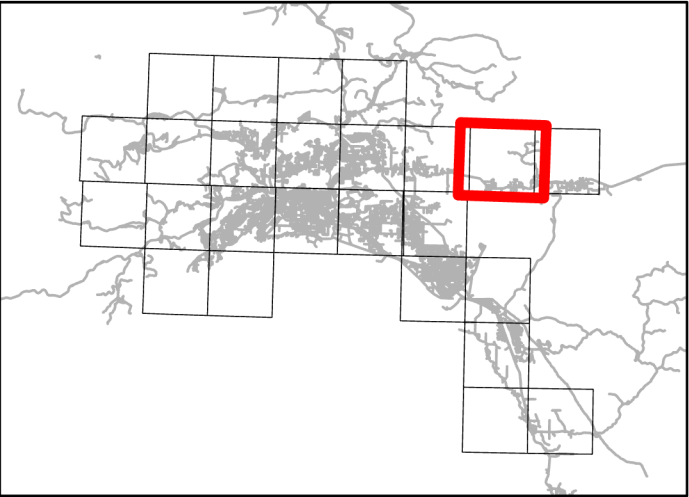
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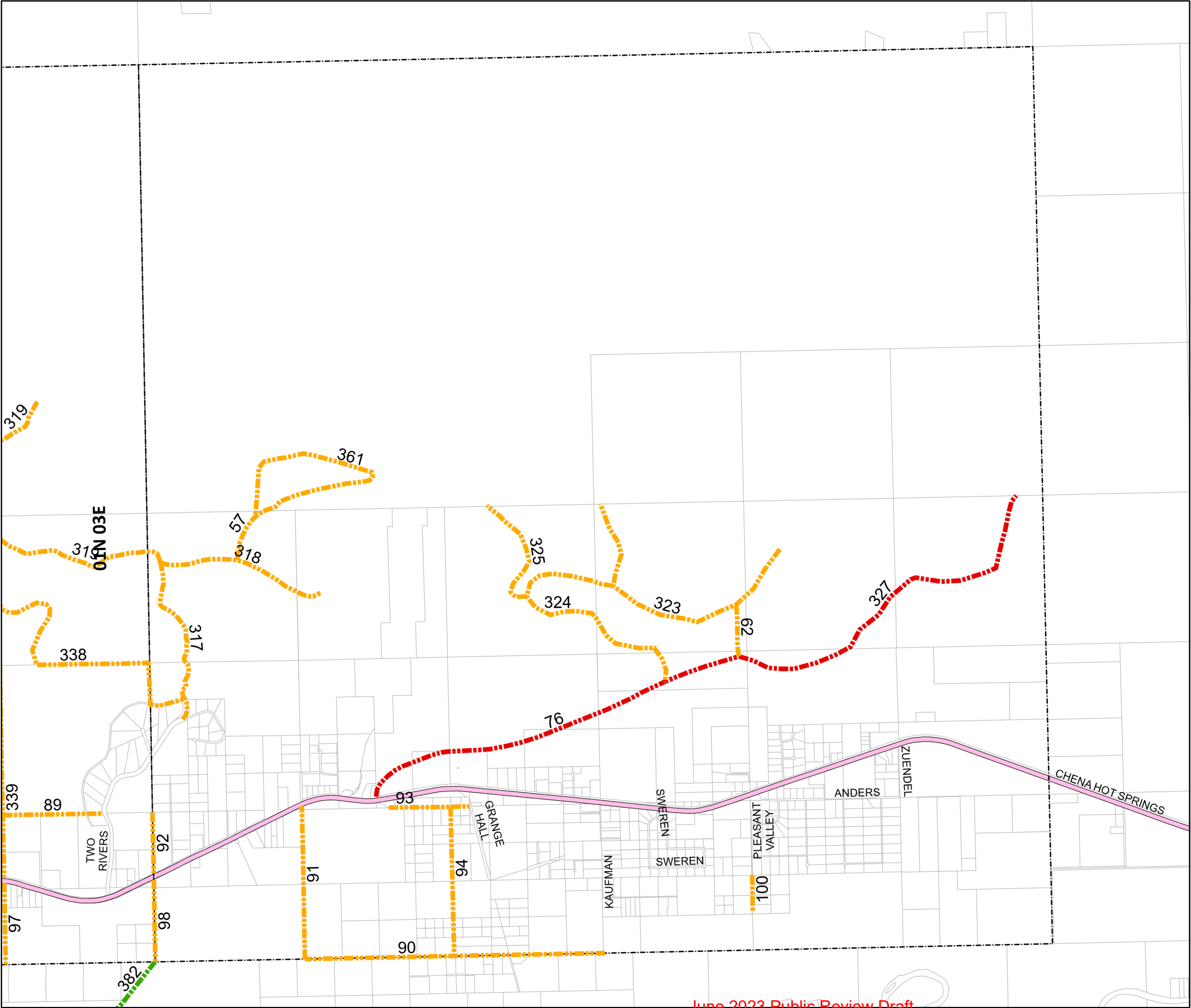
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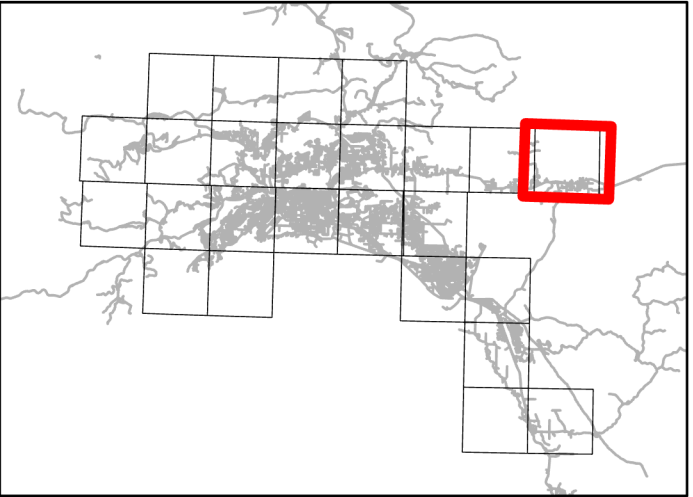
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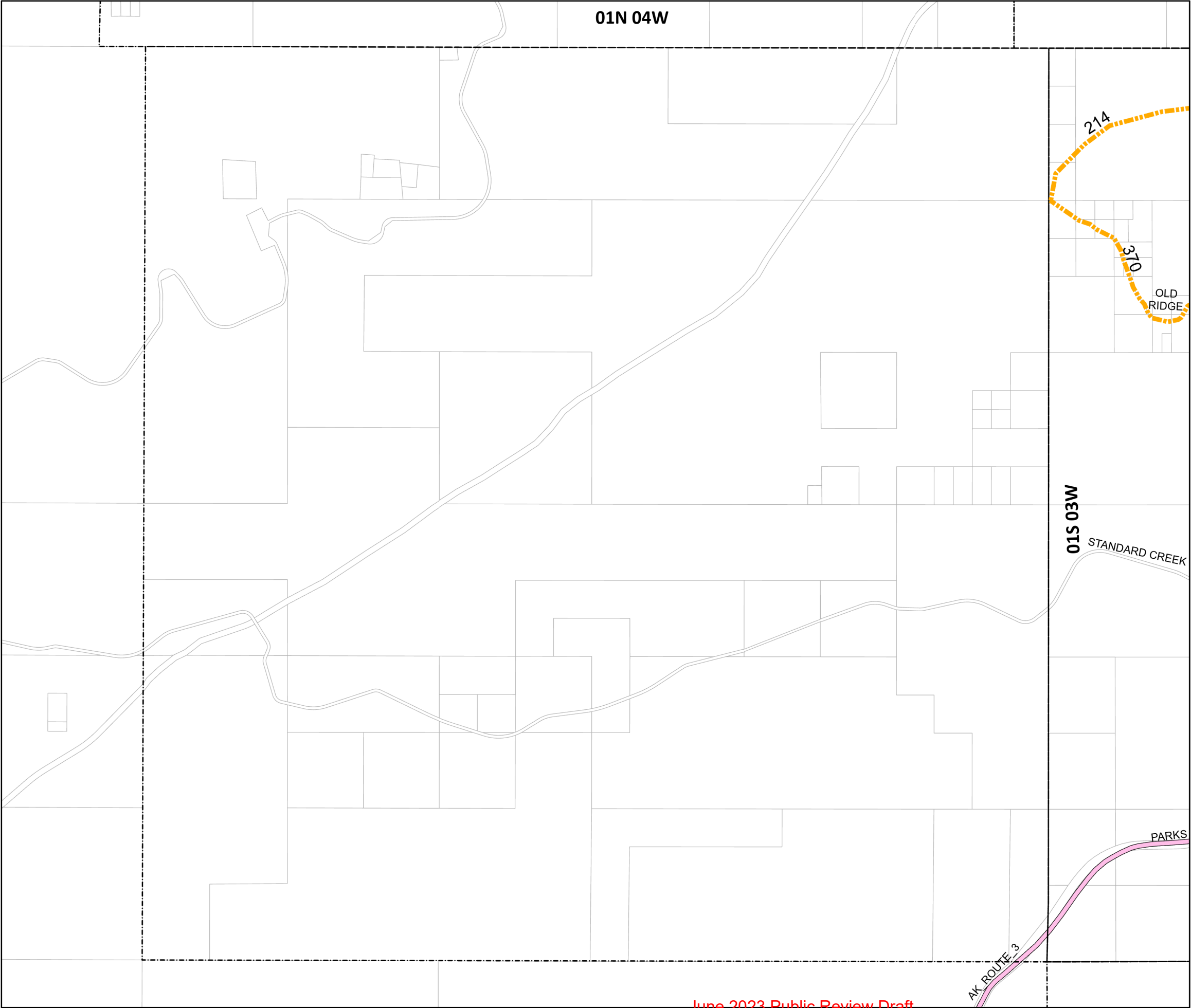
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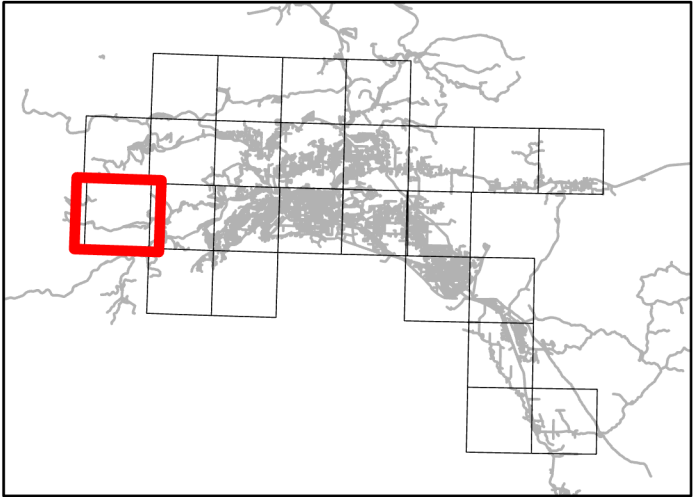
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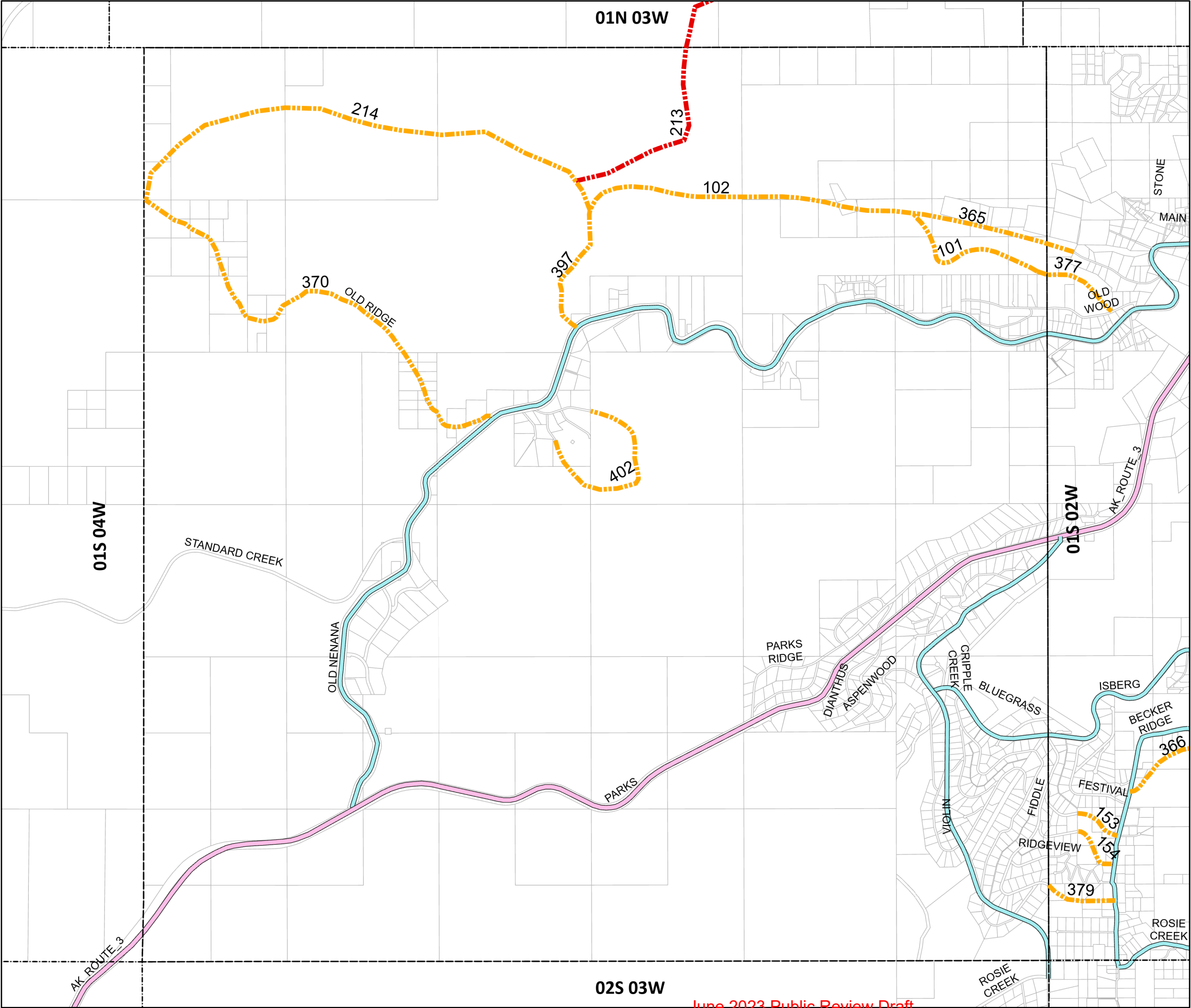
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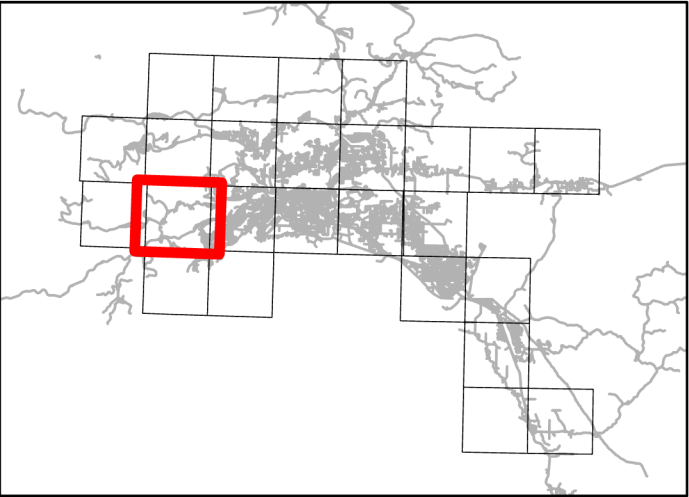
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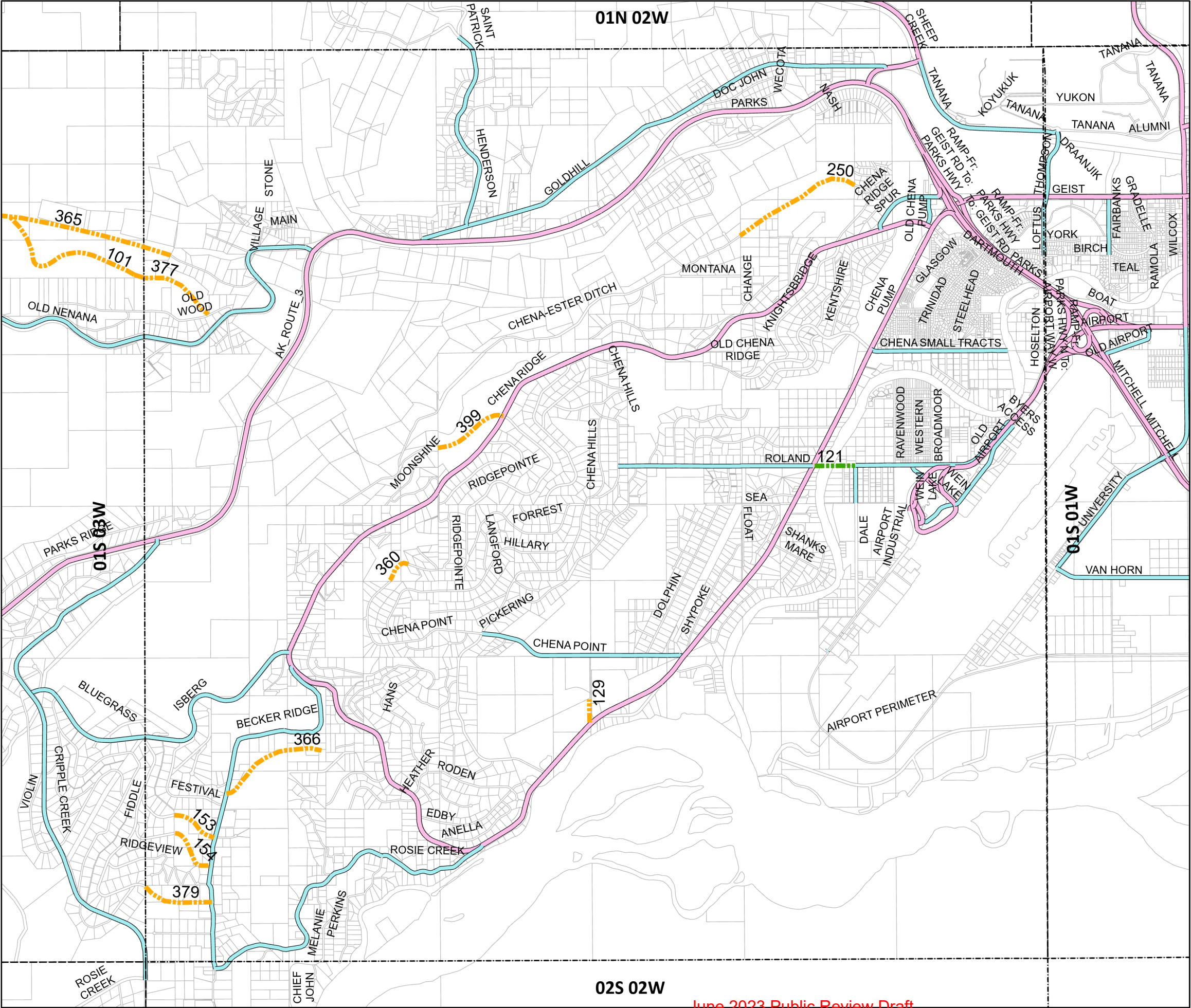
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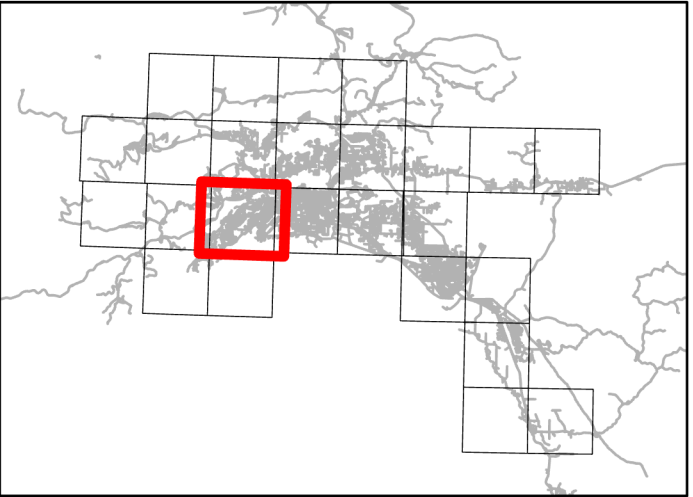
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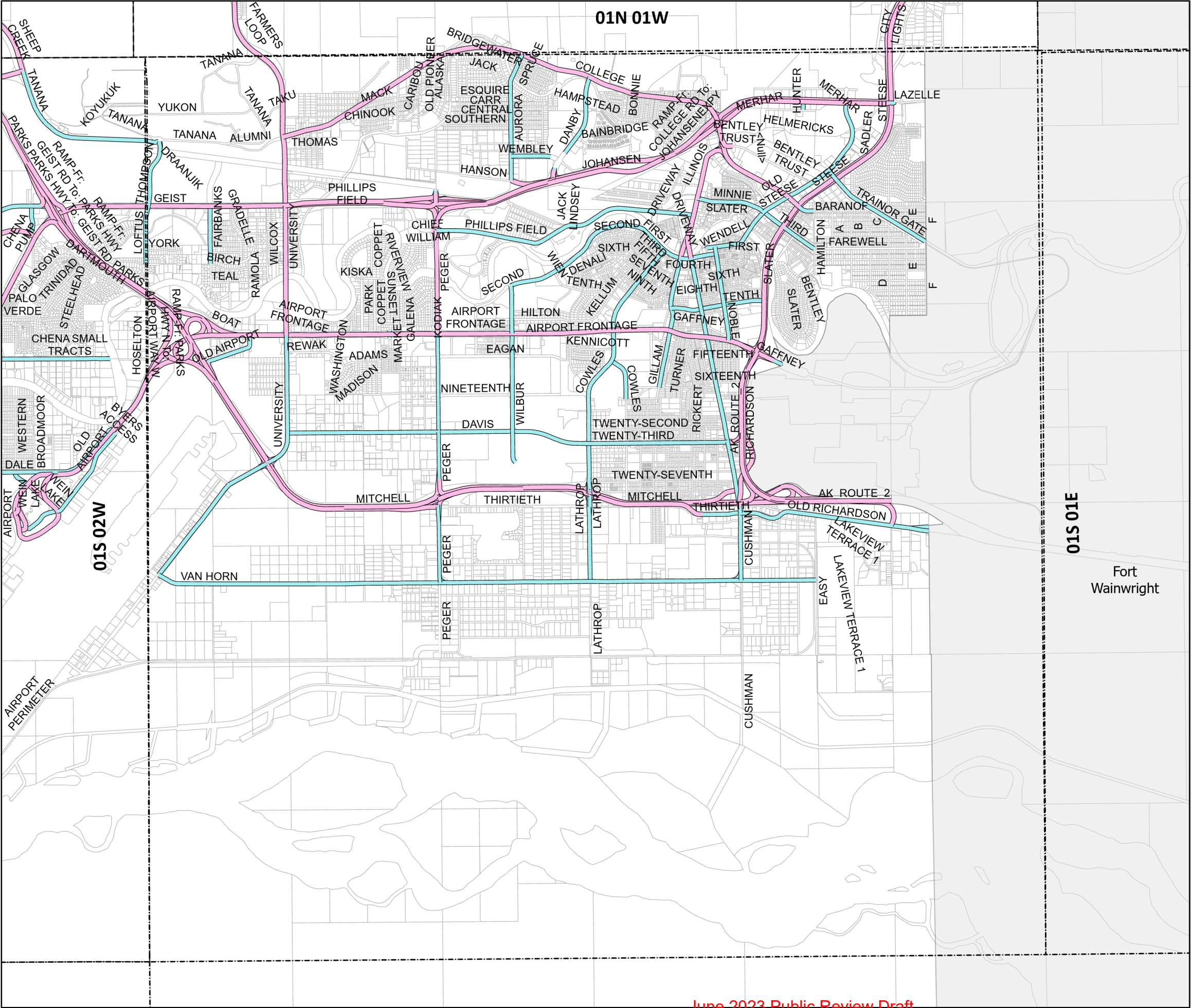
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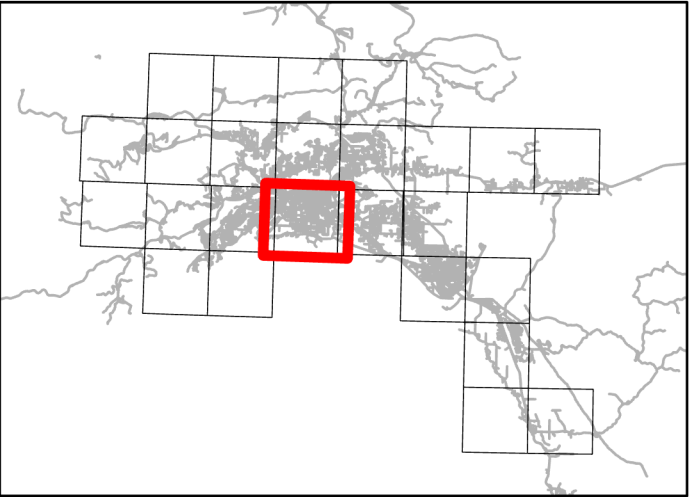
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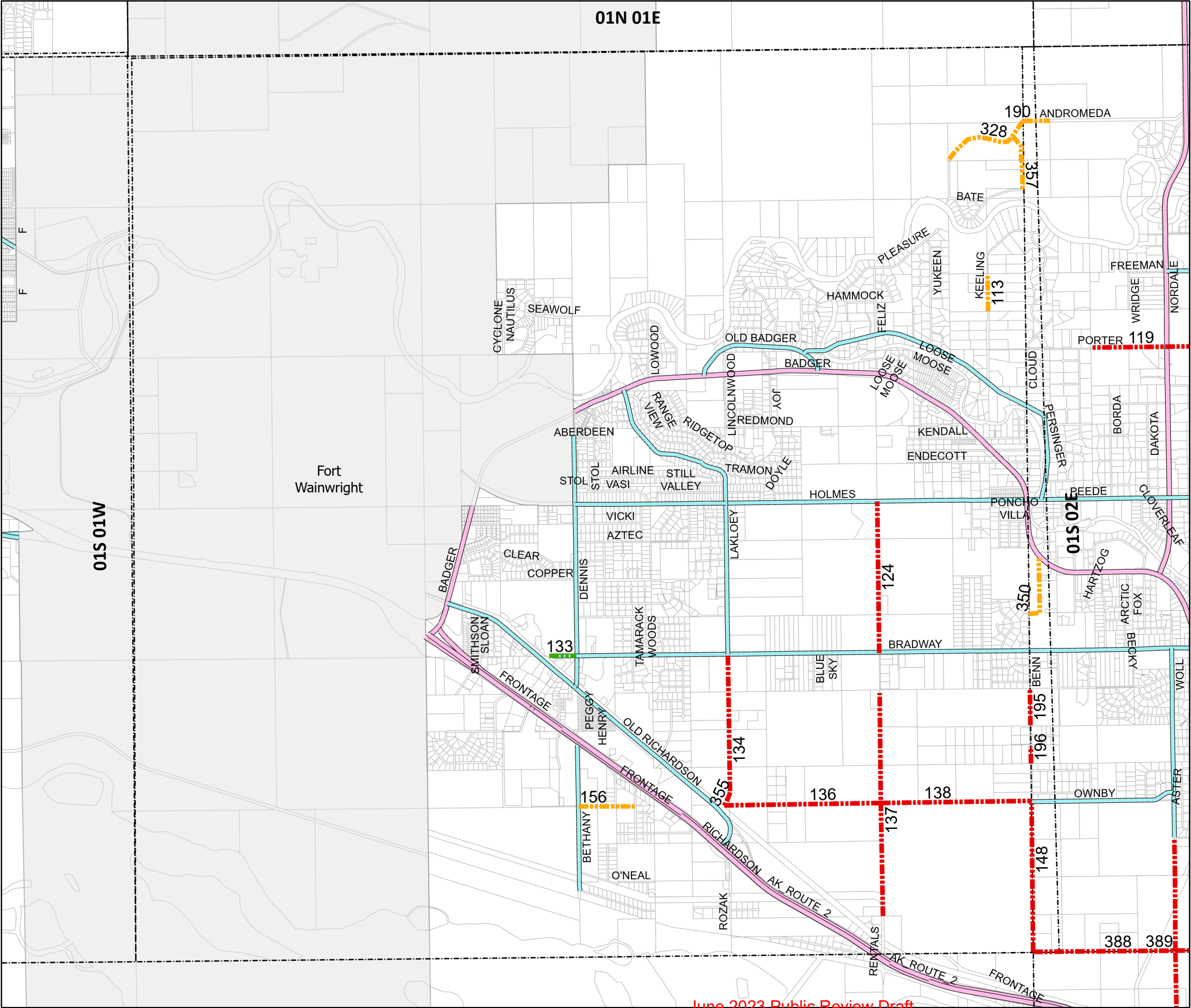
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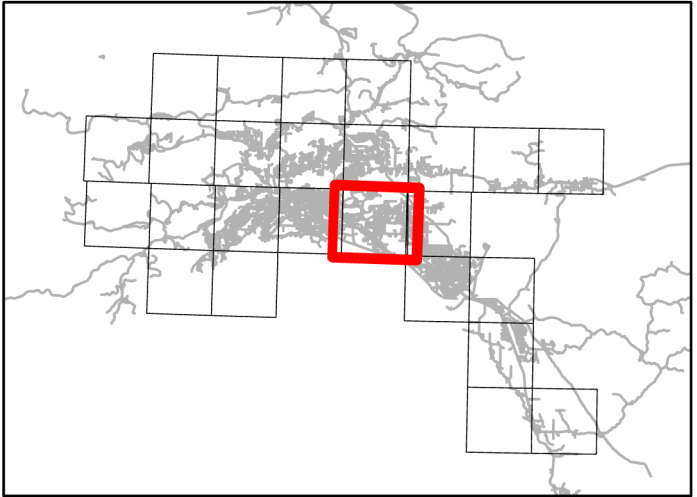
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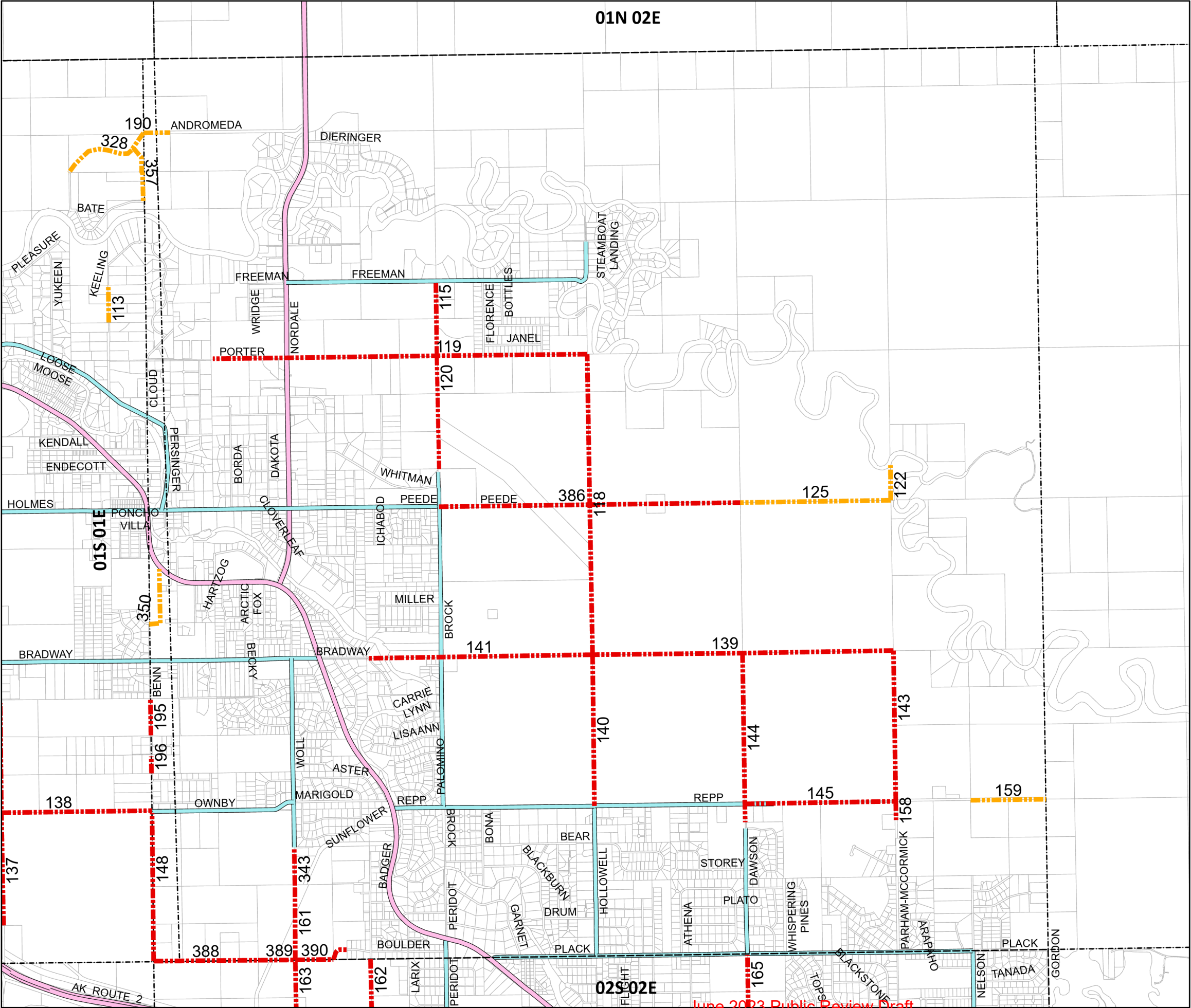
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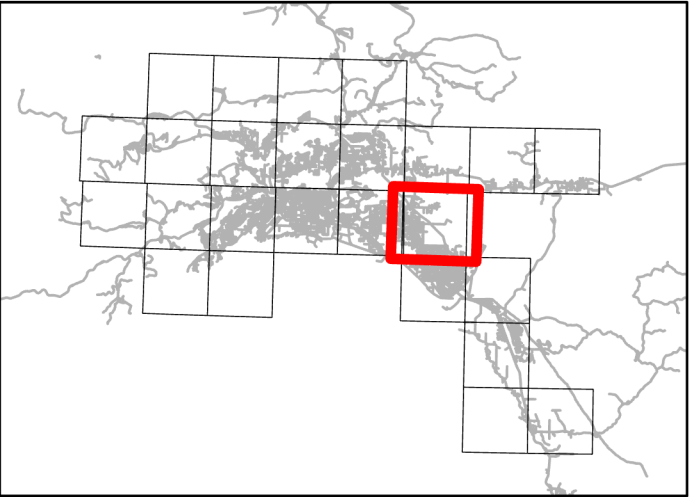
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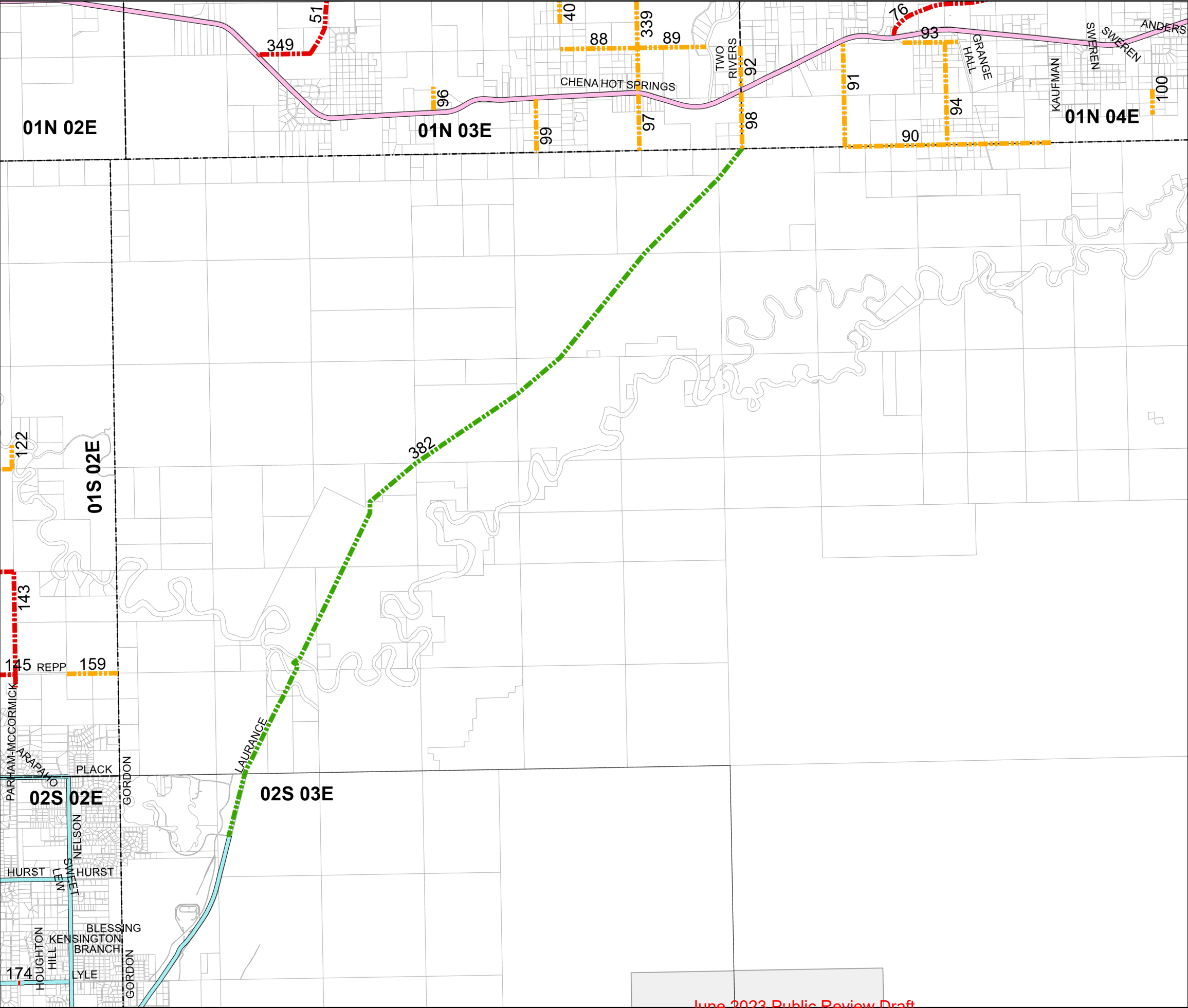
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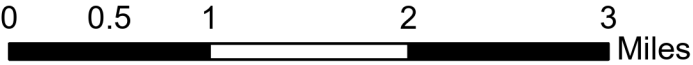
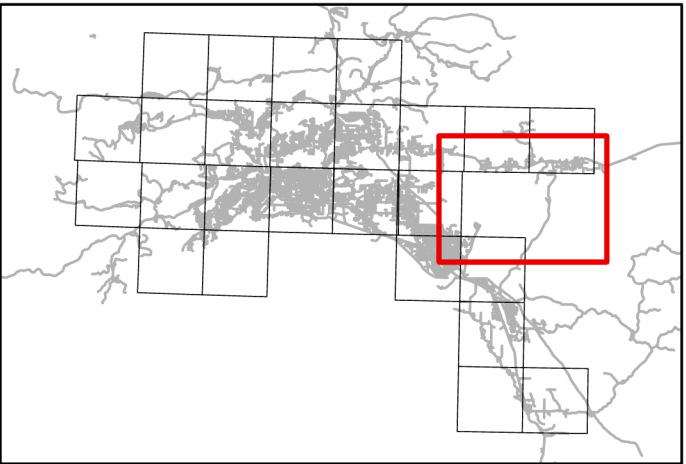
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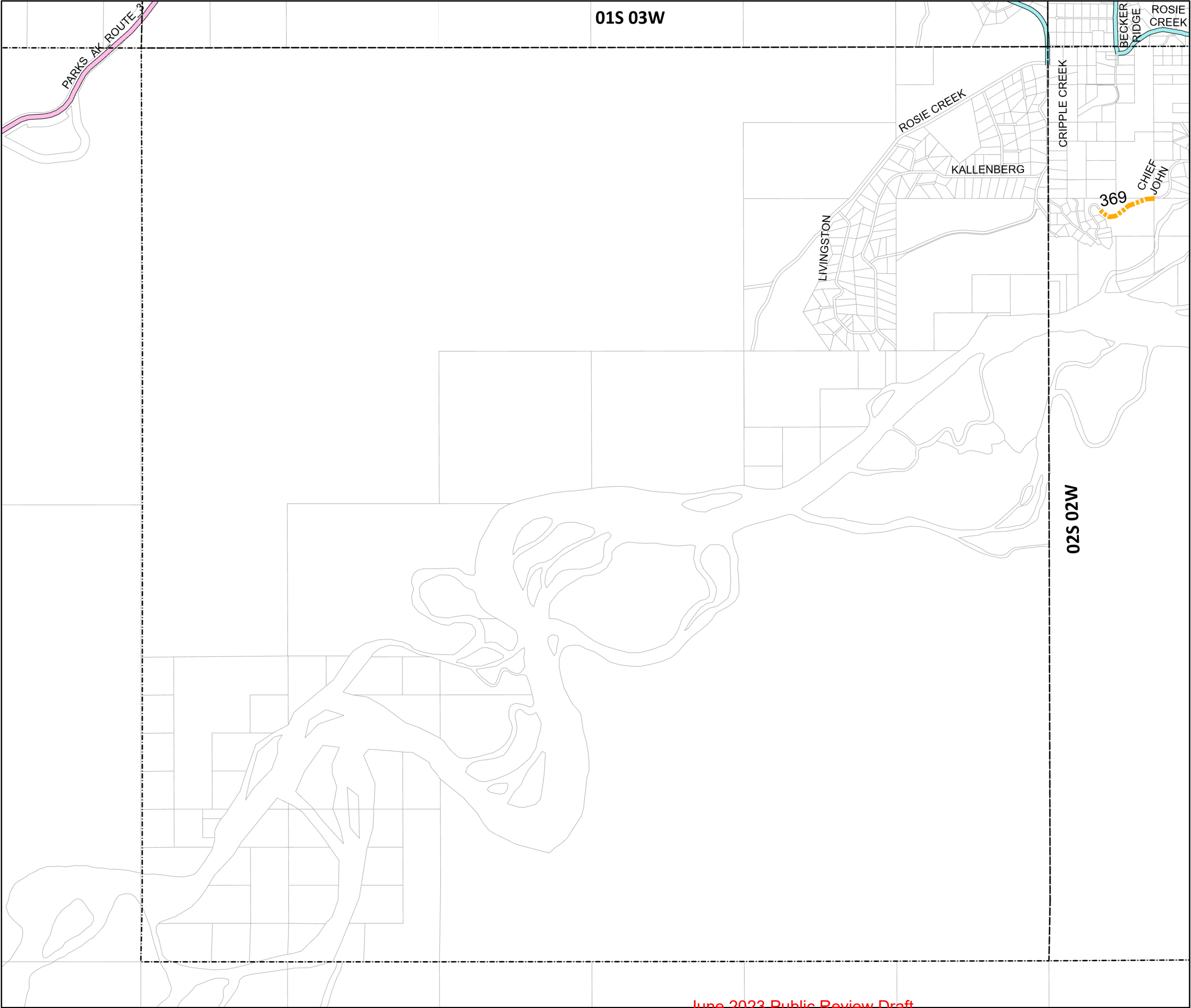
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Future Study, Outside of Project Area



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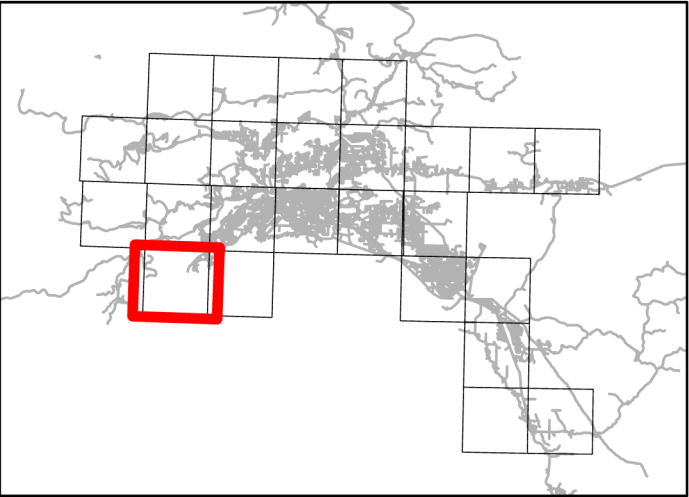
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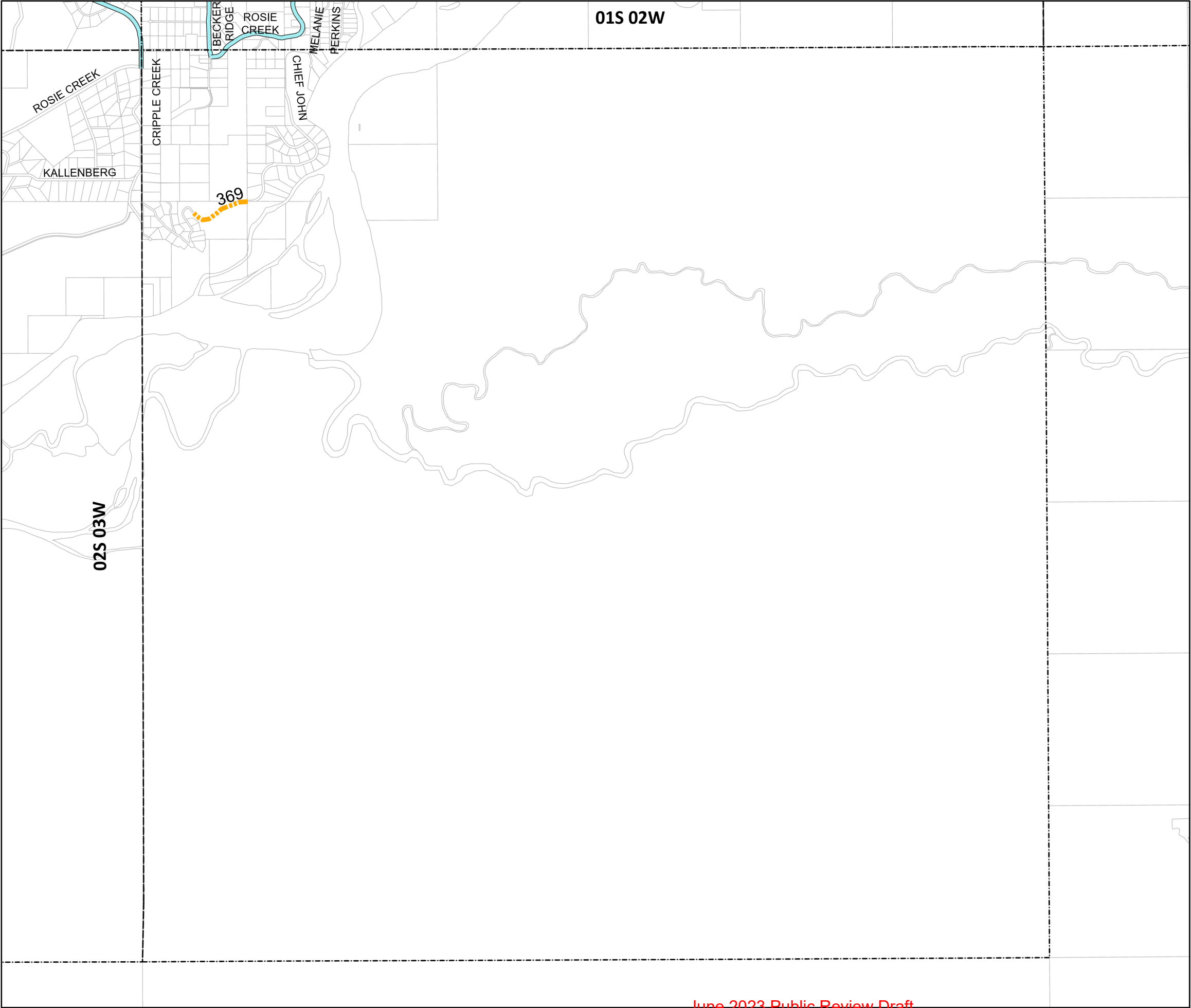
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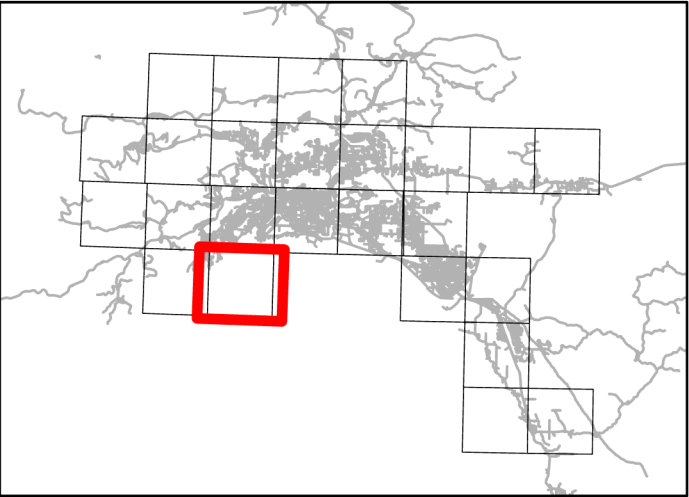
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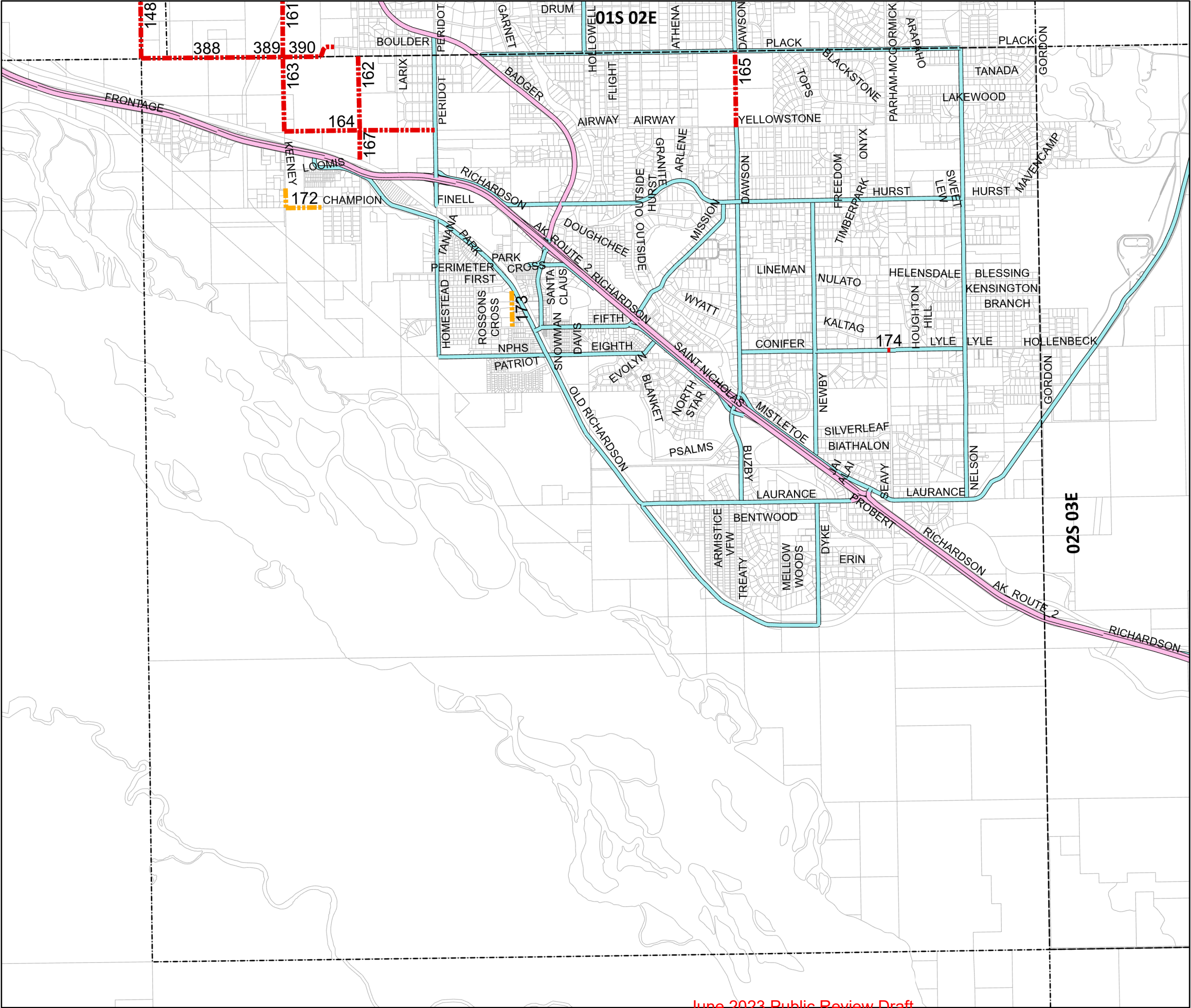
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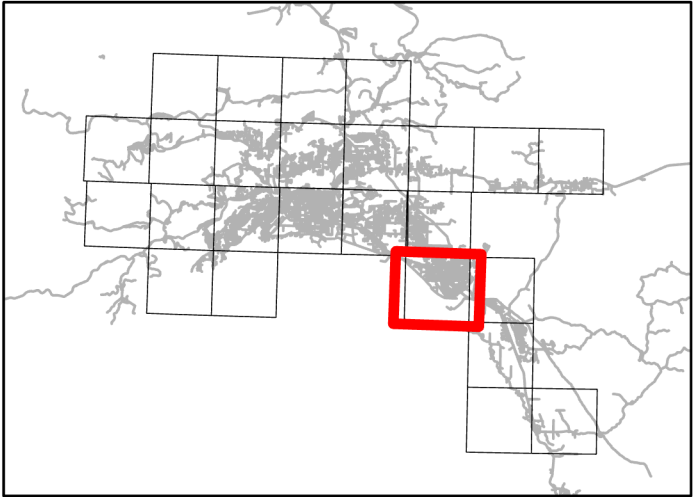
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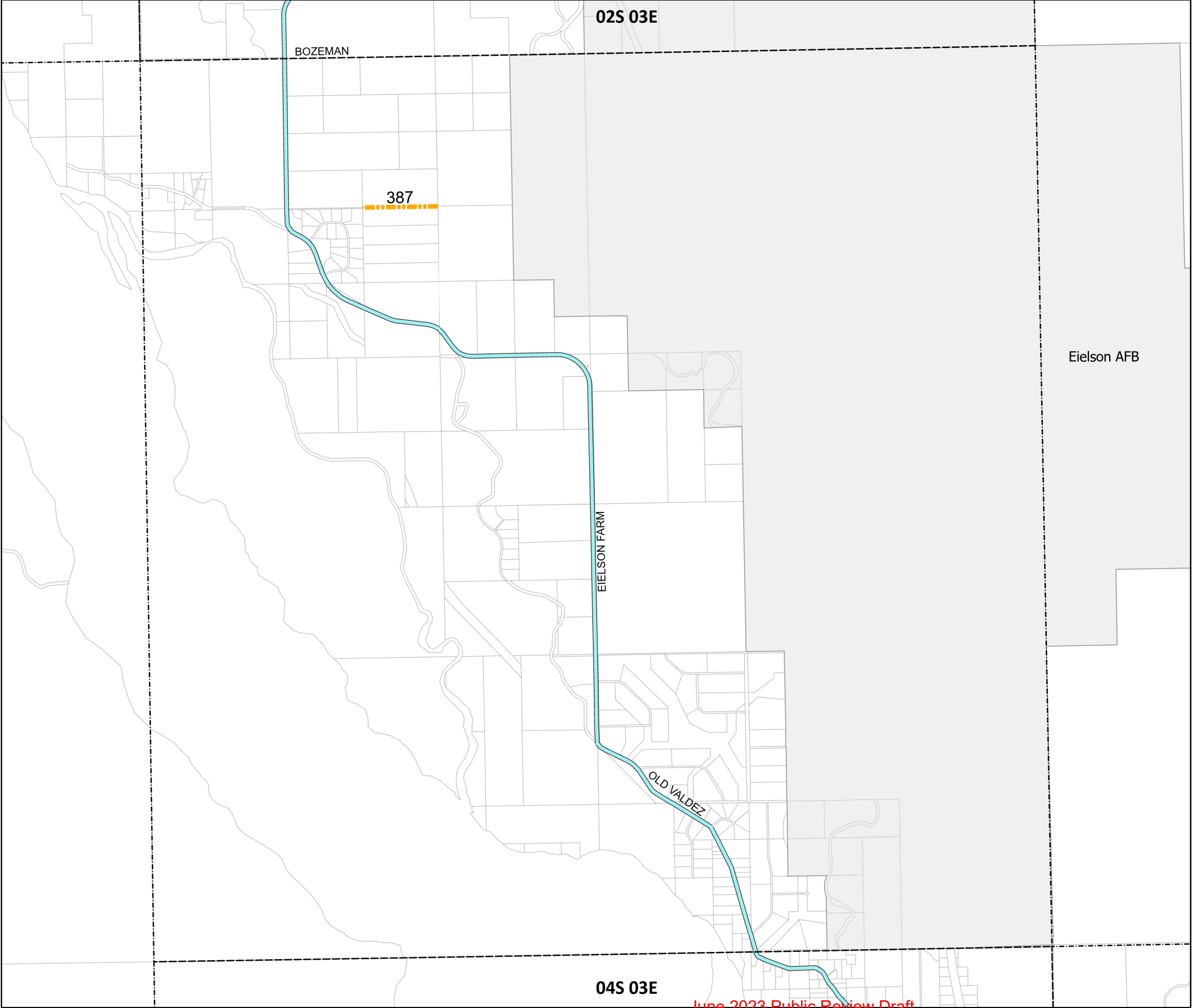
New corridors are classified as to their future function. The planned roadway may or may not be constructed at this time. Areas with a new corridor overlapping a constructed roadway indicate where public right-of-way still needs to be obtained



02S 02E



02S 03E



# Comprehensive Roads Plan

June 2023

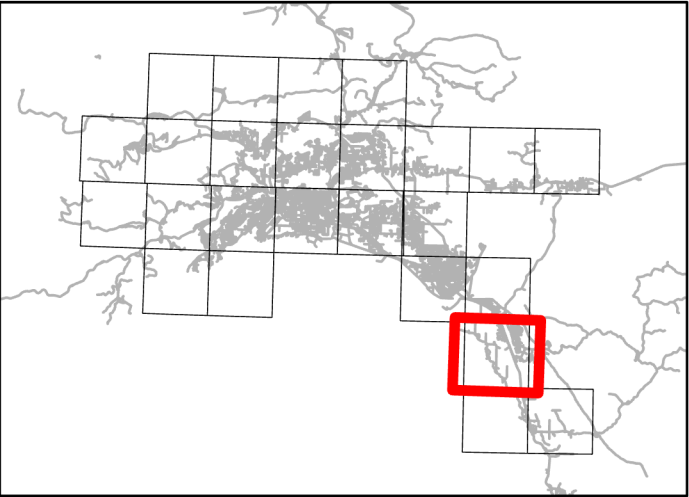
## Roadway Classification

- ARTERIAL
- MAJOR COLLECTOR

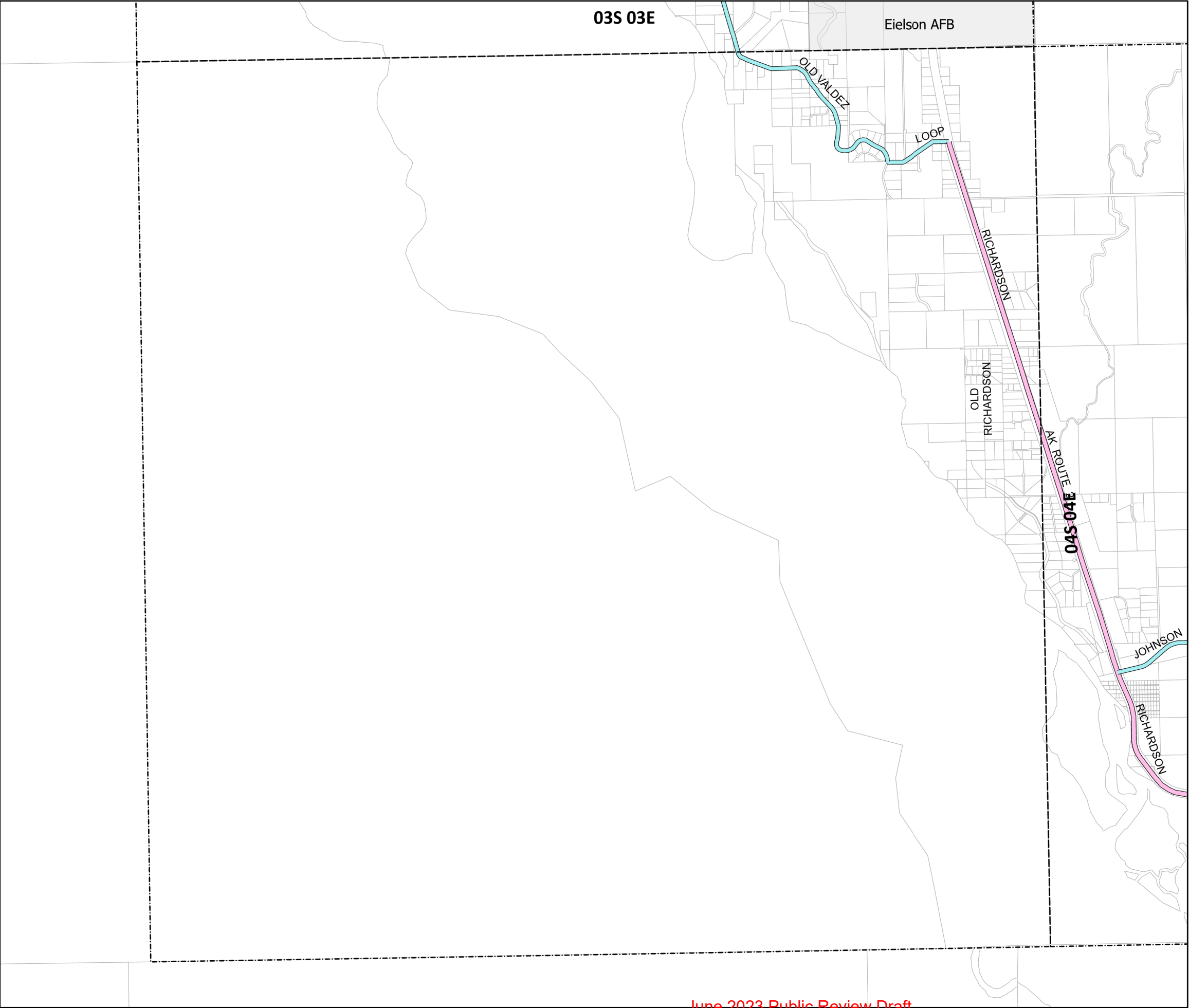
## Future Road Corridors

- MAJOR COLLECTOR
- MINOR COLLECTOR
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03S 03E



# Comprehensive Roads Plan

June 2023

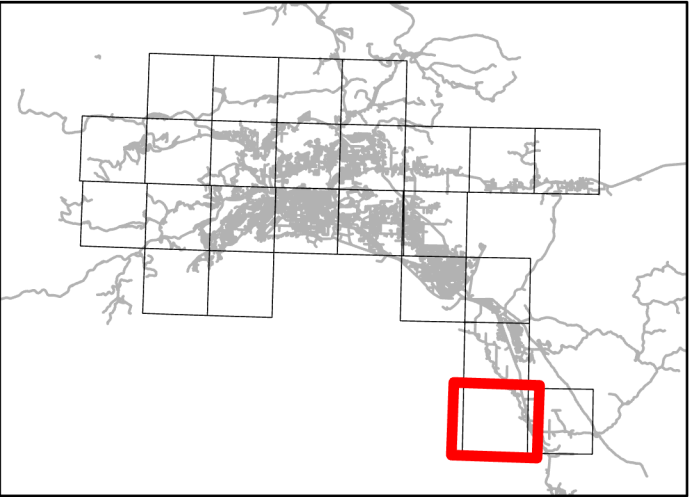
## Roadway Classification

- ARTERIAL
- MAJOR COLLECTOR

## Future Road Corridors

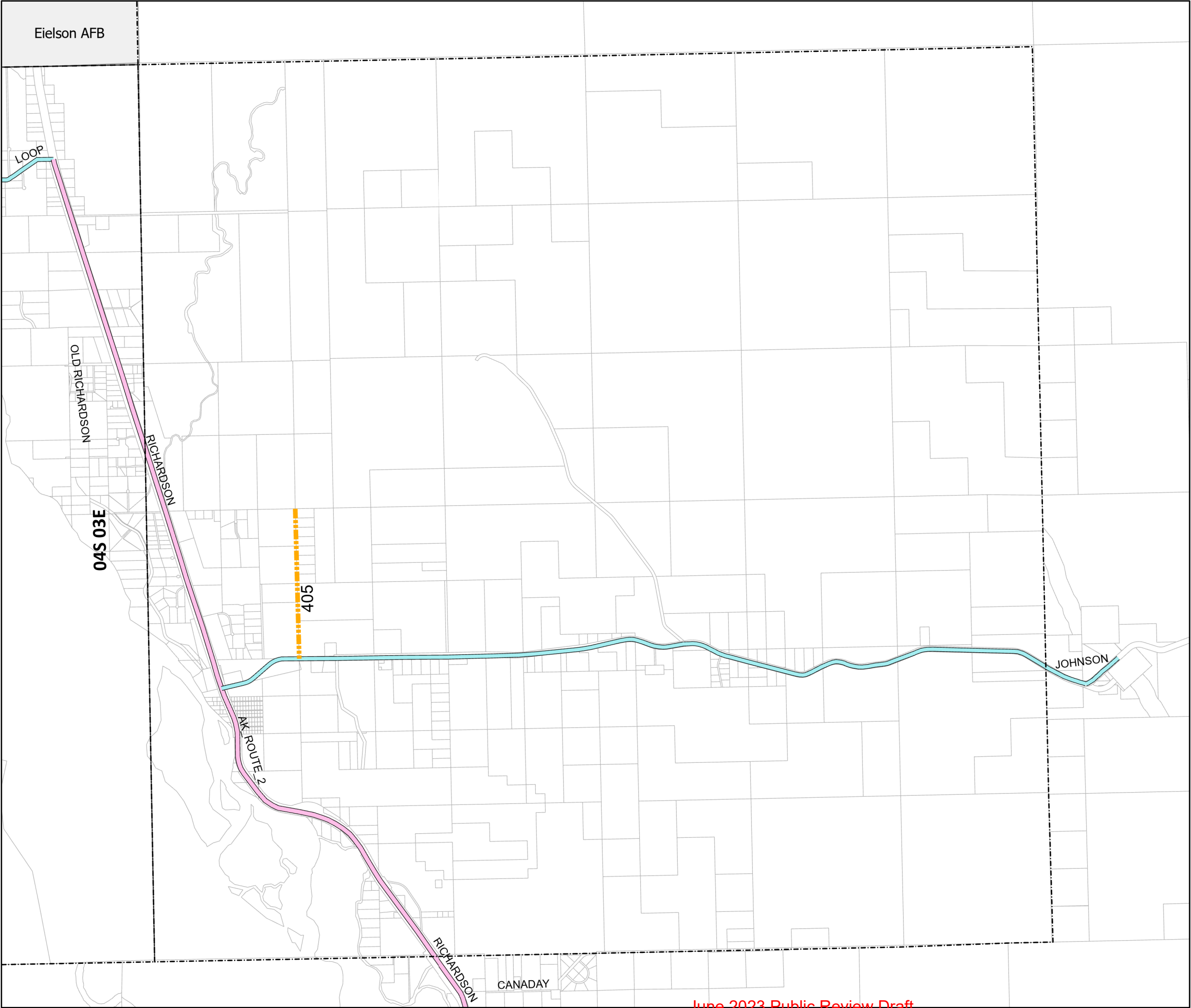
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# Comprehensive Roads Plan

June 2023

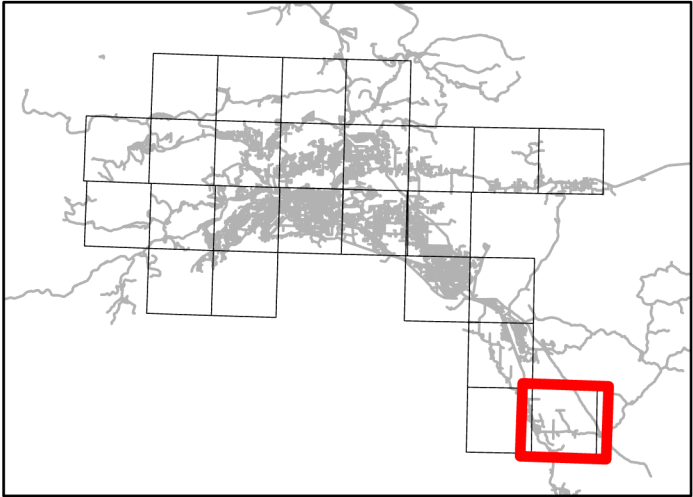
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04S 04E