

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section \_\_\_\_\_ Page \_\_\_\_\_

=====

**SUPPLEMENTARY LISTING RECORD**

**NRIS Reference Number: 13000543**

**Date Listed: 7/31/2013**

**Alaska-Canada Military Highway (Segment)**  
**Property Name**

**Southeast Fairbanks AK**  
**County State**

**N/A**

**Multiple Name**

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**This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.**

  
\_\_\_\_\_  
**Signature of the Keeper**

7/31/2013  
\_\_\_\_\_  
**Date of Action**

=====

**Amended Items in Nomination:**

**Historic Name:**

The Historic Nomination Name is revised to read: *Alaska--Canada Military Highway (Segment)*

**Significance:**

*Military* is added as an area of significance. The period of significance for this context is amended read: 1942-1945.

[The rudimentary highway was built for and served as an important component of the U.S. military's supply and defensive infrastructure system in Alaska during the World War II era. The road's rapid completion despite difficult engineering logistics reflected the critical military position of the Alaskan frontier during the war.]

**Verbal Boundary Justification:**

The verbal boundary justification is amended to acknowledge that the 100' width of the nomination boundary reflects the original, historic cleared construction corridor for the roadway (50-100'), which may or may not include additional unidentified features associated with the original highway construction.

These clarifications were confirmed with the AK SHPO office.

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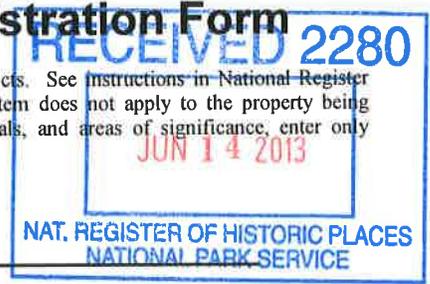
**DISTRIBUTION:**

National Register property file  
Nominating Authority (without nomination attachment)

United States Department of the Interior  
National Park Service

543

# National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Alaska-Canada Military Highway

Other names/site number: Alcan Highway, Alaska Highway

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: A 2.5 mile gravel road west of the present Alaska Highway, approximately 37 miles southeast of Delta Junction

City or town: Delta Junction State: Alaska County: Southeast Fairbanks

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

X national \_\_\_ statewide \_\_\_ local  
Applicable National Register Criteria:

X A \_\_\_ B \_\_\_ C \_\_\_ D

<u>Jan M. Anterson Deputy S-IPO</u>	<u>11 June 2013</u>
<b>Signature of certifying official/Title:</b>	<b>Date</b>
<u>Alaska</u>	
<b>State or Federal agency/bureau or Tribal Government</b>	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<b>Signature of commenting official:</b>	<b>Date</b>
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>

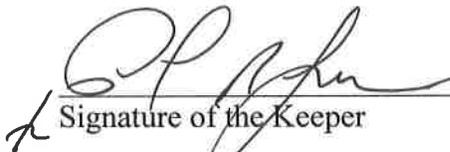
Alaska-Canada Military Highway  
Name of Property

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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

  
Signature of the Keeper

7/31/2013  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only **one** box.)

Building(s)	<input type="checkbox"/>
District	<input type="checkbox"/>
Site	<input type="checkbox"/>
Structure	<input checked="" type="checkbox"/>
Object	<input type="checkbox"/>

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Transportation: road-related

**Current Functions**

(Enter categories from instructions.)

Transportation: road-related

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**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

N/A

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: N/A

**Narrative Description**

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

**Summary Paragraph**

A 2.5 mile section of the original Alaska-Canada Military Highway, built in 1942 and minimally upgraded in 1943, is extant in east-central interior Alaska. It is about 24 feet wide with three to six foot shoulders, unpaved, virtually unimproved, and bypassed by the current highway. The section of the road is about 37 miles southeast of Delta Junction. Only about 200 miles of the over 1,600 mile highway built in 1942 is in Alaska, the rest is in Canada. Almost all sections of the original road in Alaska have been upgraded, paved, and realigned. The section nominated is the only identified stretch of road known that retains its original physical appearance and is still used as a road. The road is used today by property owners to access their private land adjacent to the road, and by the general public to access Craig Lake, a recreation and fishing site.

**Narrative Description**

The initial specifications for the Alaska-Canada Military Highway, issued in February 1942, called for the road to be 24 feet wide, with six foot shoulders. Beyond the shoulders would be drainage ditches. After the Japanese bombed Dutch Harbor, Alaska, in June 1942, the specifications were changed to those of a pioneer road.

Highway feature	Army Pioneer Road 1942	Public Roads Administration (PRA) Finished Road (1943)
Roadbed width	12 feet (min.)	24 feet
Shoulders	3 feet (min.)	6 feet (max.)
Grades	10% (max.)	7% (max.); 5% (avg.)
Curves	50 foot radius	717 foot radius
Surface	compacted earth	2 feet crushed stone/gravel
Bridges	one-way, H-15 (15-ton limit/axle)	two-way, H-20 (20-ton limit/axle)

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Private contractors for the U.S. Army built most of the road between Delta Junction, where it joined the Richardson Highway, and Tok Junction, about ninety miles from the Alaska-Canada border, in east central Alaska. This section included the segment being nominated. The highway cuts through the Tanana Valley for most of its miles in Alaska.

The workers started by making a clearing through the forested land fifty to one hundred feet wide. Where required, the workers installed log culverts, added fill, rough leveled graded, placed corduroy where there was muskeg, and added gravel to the surface. The first bridges on the road were timber. The only feature besides the roadbed on the segment nominated is a collapsed log culvert. Adjacent to the road segment, copper telephone wire and several can dumps have been reported.

The section of road nominated is maintained irregularly; and when done it is primarily to fill potholes and level areas uplifted by melting permafrost soil. Gravel has been added at several low spots. The 2.5 mile section runs along the crest of low hills for much of its length. Where it is on flat ground or cut into the hillside, the road has ditches about 4 feet deep and six feet wide along the sides. In many places thick vegetation is close to the roadway.

Since 1942, continuous improvements have been made to the Alaska Highway, one of which was realigning the road around the segment nominated around 1965. The Alaska Highway was opened to the public in 1948. Today, only a few sections of the initial unpaved and little improved road remain in Alaska. The 2.5 mile section nominated is one known and documented. Today it can be driven and one can get a sense of the original pioneer road.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**  
(Enter categories from instructions.)

Transportation  
\_\_\_\_\_

**Period of Significance**  
1942-1943  
\_\_\_\_\_

**Significant Dates**  
1942  
1943

**Significant Person**  
(Complete only if Criterion B is marked above.)  
N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**  
N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**  
U.S. Army Corps of Engineers  
\_\_\_\_\_  
\_\_\_\_\_

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Construction of the Alaska-Canada Military Highway is among the epic accomplishments of engineering by the United States Army Corps of Engineers. Discussed through the 1930s, World War II—specifically the bombing of Pearl Harbor on December 7, 1941—got the road built. Starting in March 1942, some 18,500 American and Canadian military and civilian workers carved a 1,603 mile military access pioneer road between British Columbia and Alaska in only eight months and twenty-three days. The highway provided the first overland connection for people in southcentral and interior Alaska with the continental United States. The route linked a series of newly constructed airfields between Edmonton, Alberta, and Fairbanks, Alaska. The road helped orient pilots, many young and little tested, who flew planes along the route between 1942 and 1945 as part of the World War II lend-lease program to aid the Soviet Union in its fight against the Germans. It was a rugged, pioneer road. After construction, it was closed to the public without a permit, until 1948. Almost all of the highway today has been rerouted. Original sections with physical integrity from the 1940s are rare. All but about 200 miles of the Alaska Highway is in Canada. The 2.5 mile section near Delta Junction nominated is one of the few sections of the road in Alaska virtually unchanged. It is an unpaved road, with ditches alongside in some places and forest alongside in others. The nomination is for the roadway and includes the remains of one log culvert. The current route of the Alaska Highway bypasses the 2.5 mile section, although the stretch of original road is used to provide access to a lake for recreation and fishing and access for area property owners. The road segment is of national significance for its association with World War II as well as for its construction in less than nine months. The period of significance starts in 1942, the year the road was built, and ends in 1943 after the road was minimally upgraded to the width and standard the segment exhibits today.

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

The United States and Canada created the Alaska International Highway Commission in 1938. It studied and surveyed several routes for a highway from the Pacific Northwest to Alaska. Approval of construction and final selection of the route was on hold--until the Japanese attack on Pearl Harbor on December 7, 1941. Fearing the Japanese Navy would seize control of the shipping lanes in the North Pacific and cut off supplies to Alaska, U.S. President Franklin D. Roosevelt approved building a highway on February 11, 1942. Representatives from Canada and the United States selected the route between Dawson Creek, British Columbia, and Delta Junction, Alaska, instead of routes between Prince Rupert or Prince George, British Columbia and Fairbanks, Alaska. At Dawson Creek and Delta Junction the road would connect with established highways.

Construction of the Alaska-Canada Military Highway (Alcan) began March 8, 1942, and by November it was possible, though not easy, for vehicles to travel the over 1,600 mile road. The

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stated purposes of the highway were to provide for the defense and supply of a series of airfields stretching from the United States, through Canada, to the U.S. territory of Alaska, and to serve as a guide for pilots. The route was selected to facilitate transport of airplanes and war material to the Soviet Union under the lend-lease program just authorized by Congress to supply Allied forces to defeat Adolf Hitler. The highway also was to be a military supply route in case Japanese forces invaded the Alaska mainland during World War II. It would provide a protected inland overland route between the United States and its Alaskan territory. In the event of a Japanese attack on Siberia, promoters argued the highway would serve as a major route for munitions and other supplies from the United States to Alaska and then to Siberia.

The U.S. Army established the Northwest Service Command for overall supervision of construction. Actual building of the highway began simultaneously in five places along the route. Three U.S. Army engineer regiments, two of white soldiers and one of black soldiers, started working from Dawson Creek, British Columbia. Three regiments, also two of white soldiers and one of black soldiers, started work in both directions from Whitehorse, Yukon. The seventh regiment, the black 97<sup>th</sup> Engineer General Service Regiment, arrived at Valdez, Alaska, on April 3, 1942. The black troops were from Florida, Georgia, and Alabama. The U.S. Army hired a number of contractors as well. In Alaska, the managing contractor was a combination of C.F. Lytle Company, Sioux Falls, Iowa, and Green Construction Company, Des Moines, Iowa.

Surveyors used aerial photographs to determine the route and when the location on the ground was determined, a center line was marked. The survey crews were followed by bushwhackers and bulldozers clearing fifty to one hundred feet for the road. The lead bulldozer knocked down the trees. Behind it were bulldozers that widened the route and cleared brush. The heavy machinery was followed by soldiers and civilian contractor work crews that widened the road, installed culverts, built small timber bridges, and hauled in gravel for the worst soft spots. The workers overcame bitter below-zero temperatures in the winter and fall, large rivers, mountains, mud, swarms of insects, glaciers, tundra, shifting moraine gravels, permafrost, and muskeg. In a number of places the road made ninety degree turns. In other places it had steep grades. The crews started building a standard road, but after the Japanese attacked Dutch Harbor in the Aleutian Islands in early June 1942 the standard was changed to a pioneer road in favor of speed.

The men sent to Valdez spent their first six weeks improving the Richardson Highway between Valdez and Gulkana, a distance of about 130 miles. From Gulkana they worked northeast improving a road toward the village of Slana, today the northern half of the Glenn Highway known as the Tok Cutoff. From Slana, the men had to build a road to the Tok River near its junction with the Tanana River, which the engineers reached on August 25. At Tok the regiment and private contractors started building the Alaska-Canada Military Highway east and west, generally paralleling the Tanana River. Crews reached Delta Junction to the west and the Alaska-Canada border to the east in late October.

Considering the difficulties of the weather and terrain, the 11,000 army personnel and 7,500 civilians who blazed the pioneer trail through more than 1,600 miles of northern wilderness did a

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remarkable job. In only eight months and twenty-three days they carved the route through poorly surveyed wilderness between Dawson Creek and Delta Junction.

The road was dedicated on November 20, 1942, at Kluane Lake, Yukon Territory, Canada, 165 miles west of Whitehorse. The first truck to travel the entire route reached Fairbanks that same month. In 1943, truckers carried 350,000 tons of supplies over the highway, most for continuing construction. During the summer of 1943, thaws and rains prohibited through traffic to Fairbanks.

Most of the original road sank when permafrost ground thawed. In the winter, frost unevenly raised sections of the road. In 1943 the U.S. Bureau of Public Roads and civilian contractors started upgrading the pioneer road to a standard highway. By 1946 the road was graveled. The United States paid for construction of the highway, estimated at \$135 million. They turned over the Canadian portion to that government, as the U.S. had agreed to do after World War II ended, in April 1946. Only travelers with a permit could drive the highway until 1948. People were required to carry a supply of tools and spare parts including tires and tubes, tire chains, tire gauge, car tools, axe and shovel, spark plugs, distributor coil and points, condenser, brake fluid, tube repair kit, tire pump, jack, tow rope or cable, first aid kit, fan belt, light fuses, fuel pump kit, axle, generator brushes, and clutch parts. The road was opened to the public in 1948. Since, it has been continually upgraded, improved, and much of it rerouted. In Alaska, little of the current road follows the original route. Today, the entire currently-used road in Alaska is paved.

The 2.5 mile section about 40 miles southeast of Delta Junction that is nominated is bypassed by the main road. It is one of the very few sections of the road in Alaska with physical integrity, particularly of location, from the time of construction. Gravel has been added to its surface from time to time. The segment is a local access road for property owners and for a lake popular for fishing and recreation. The nominated section of road is significant because it is part of the original road and retains its physical integrity. It is material evidence of an amazing engineering project that was part of the U.S. and Canada's World War II defense program.

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

Chandonnet, Fern, editor. *Alaska at War, 1941-1945: The Forgotten War Remembered*. Anchorage: Alaska at War Committee, 1995.

Coates, K. S. and Morrison, W. R. *The Alaska Highway in World War II: The U.S. Army of Occupation in Canada's Northwest*. Toronto: University of Toronto Press, 1992.

Haigh, Jane. *The Alaska Highway: A Historic Photographic Journey*. Whitehorse: Wolf Creek Books, 1992.

St. Jean, Daniel. *And Where Will You Build This ALCAN Highway?* Whitehorse: Blackhorse Publishing, 1992.

**Previous documentation on file (NPS):** N/A

preliminary determination of individual listing (36 CFR 67) has been requested

previously listed in the National Register

previously determined eligible by the National Register

\* designated a National Historic Landmark

recorded by Historic American Buildings Survey # \_\_\_\_\_

recorded by Historic American Engineering Record # \_\_\_\_\_

recorded by Historic American Landscape Survey # \_\_\_\_\_

- In the 1980s the Alaska Highway was proposed, but not designated, as a NHL as part of the World War II in the North Pacific theme study by Erwin T. Thompson

### Primary location of additional data:

State Historic Preservation Office

Other State agency

Federal agency

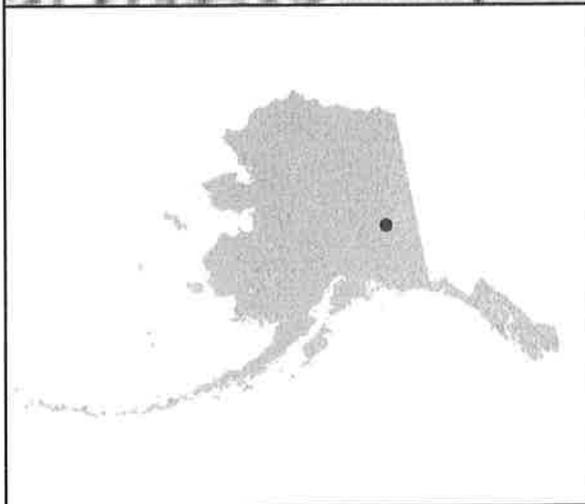
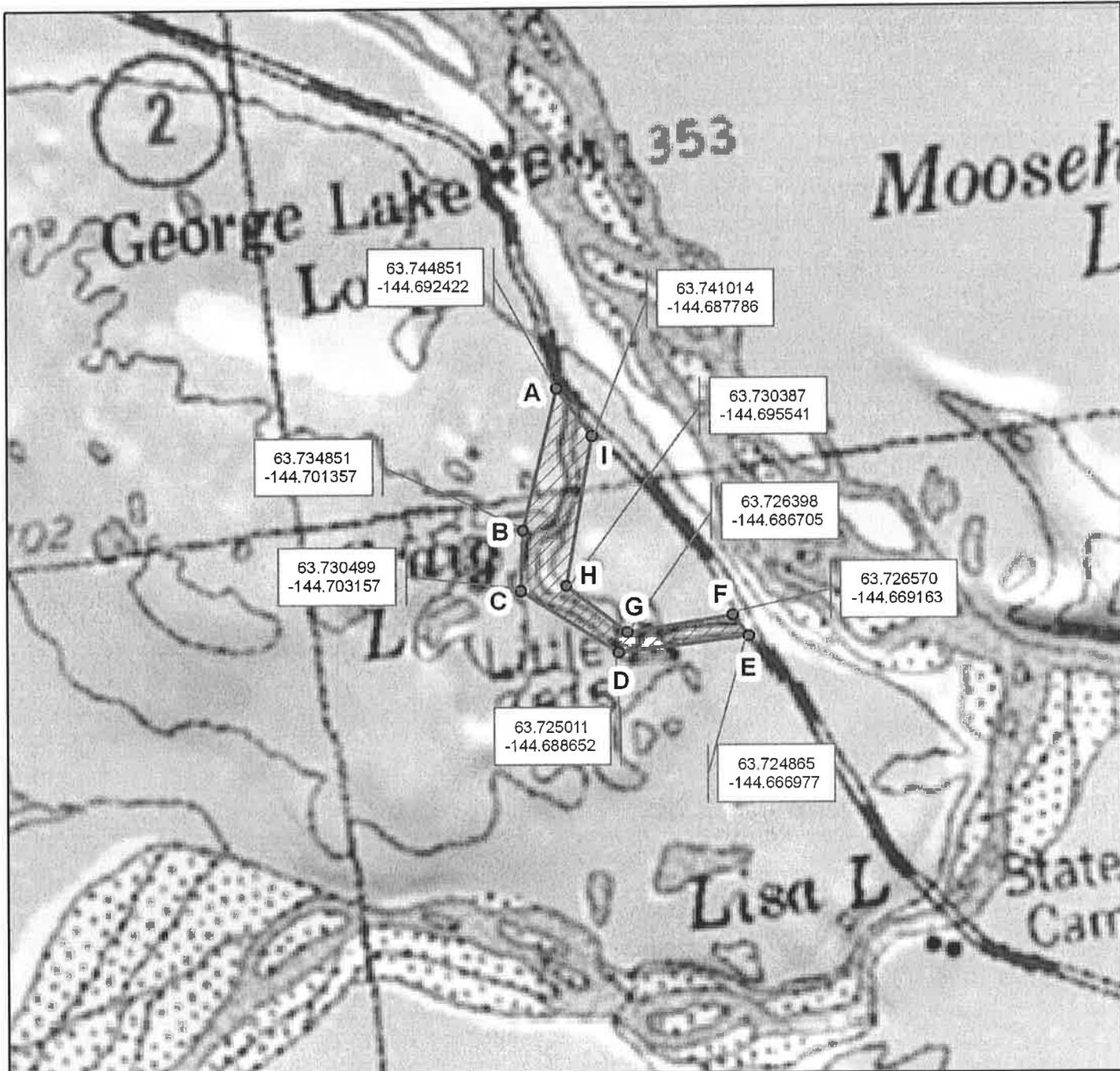
Local government

University

Other

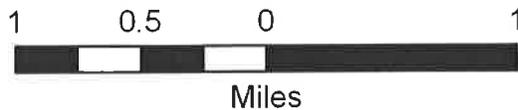
Name of repository: Alaska and Polar Regions Department, Elmer E. Rasmuson  
Library, University of Alaska Fairbanks

**Historic Resources Survey Number (if assigned):** Alaska Heritage Resources Survey  
(AHRs) Site No. XMH-01083



### Alaska-Canada Military Highway

NAD 83 Alaska Albers  
 Decimal Degrees  
 Area=225 acres



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## 10. Geographical Data

**Acreeage of Property** 225 acres

Use either the UTM system or latitude/longitude coordinates

### Latitude/Longitude Coordinates

Datum if other than WGS84: NAD 83 Alaska Albers

(enter coordinates to 6 decimal places)

A. Latitude: 63.744851	Longitude: -144.692422
B. Latitude: 63.734851	Longitude: -144.701357
C. Latitude: 63.730499	Longitude: -144.703157
D. Latitude: 63.725011	Longitude: -144.688652
E. Latitude: 63.724865	Longitude: -144.666977
F. Latitude: 63.726570	Longitude: -144.669163
G. Latitude: 63.726396	Longitude: -144.686705
H. Latitude: 63.726398	Longitude: -144.695541
I. Latitude: 63.730387	Longitude: -144.695541

**Or**

### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone:	Easting:	Northing:
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

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**Verbal Boundary Description** (Describe the boundaries of the property.)

The nominated property is a linear feature 100 feet wide, extending 2.5 miles. It is west of the Alaska Highway as shown on U.S. Geological Survey Mt. Hayes C-2 (1:63,360) map, in Sections 4 and 5, Township 14S, Range 16E, Fairbanks Meridian, and Section 32, Township 13S, Range 16E, Fairbanks Meridian.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary is a 100 foot wide road corridor, fifty feet on either side of the centerline, as delineated on the attached State of Alaska status plats.

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**11. Form Prepared By**

name/title: Loran W. Benham  
organization: \_\_\_\_\_  
street & number: 1391 Ithaca Road  
city or town: Fairbanks state: Alaska zip code: 99709-6770  
e-mail \_\_\_\_\_  
telephone: 907.474.4966  
date: November 1, 2006; revised May 1, 2013

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Alaska-Canada Military Highway

City or Vicinity: Delta Junction vicinity

County: Southeast Fairbanks

State: Alaska

Photographer: Sarah Wilson, Alaska Office of History and Archaeology

Date Photographed: August 2012

Description of Photograph(s) and number, include description of view indicating direction of camera: 2 photographs

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

SEC 5 TOWNSHIP 14S RANGE 16E OF THE FAIRBANKS MERIDIAN, ALASKA

LEGEND

BASE INFORMATION

- HYDROGRAPHY
- SURVEY LINE
- SURVEY LOT LINE
- TOWNSHIP/SECTION GRID
- 1/4 SECTION LINE
- HIGHWAY
- ROAD
- TRAIL
- RAILROAD
- ELECTRICAL POWER LINE
- TELEPHONE LINE
- PIPELINE
- AIRPORT/LANDING STRIP
- HORIZONTAL CONTROL
- CONTROL MONUMENT

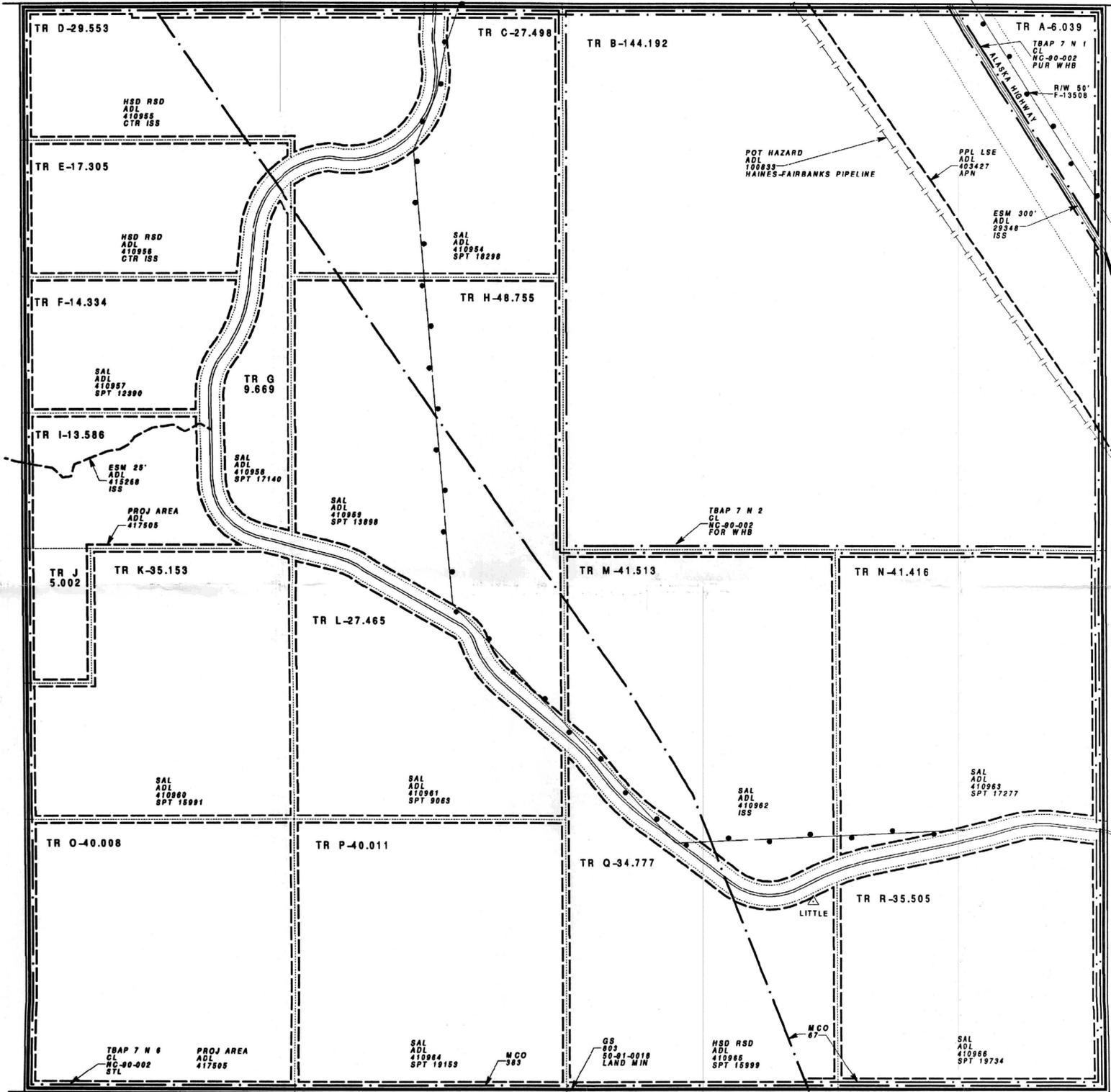
STATUS INFORMATION

- TITLE
- BOUNDARY
- CLASSIFICATION
- DISPOSAL
- MUNICIPAL
- RESTRICTION
- FEDERAL ACTION
- MENTAL HEALTH TRUST
- LIMITS OF ACTION
- NAVIGATIONAL AID
- CABIN PERMIT
- TRAPPING CABIN PERMIT
- TRESPASS LOCATION
- SURFACE WATER RIGHTS**
- APPLICATION
- PERMIT
- CERTIFICATE
- SUB-SURFACE WATER RIGHTS**
- APPLICATION
- PERMIT
- CERTIFICATE
- IN-STREAM FLOW RESERVATION**
- APPLICATION
- CERTIFICATE
- DAM, WEIR, BARRIER**
- APPLICATION
- PERMIT
- CERTIFICATE

VICINITY MAP



6	5	4	3	2	1
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36



STATUS PLAT

THE STATE OWNS ALL LAND UNDER WATERS THAT ARE NAVIGABLE-IN-FACT, ARE SUBJECT TO THE EBB AND FLOW OF THE TIDES, OR ARE RIPARIAN OR LITTORAL TO UPLANDS OWNED BY THE STATE.

BASED ON:

COORDINATES:  
ALASKA STATE PLANE ZONE 3  
SE CORNER OF TOWNSHIP:  
X 737118.973  
Y 332933.453  
LAT 63 39 04.699 N  
LONG 144 32 27.361 W

HYDROGRAPHY:  
USGS MT HAYES (C2) REVISED BY BLM FROM AERIAL  
HIGH ALTITUDE PHOTOGRAPHY 1978-1985

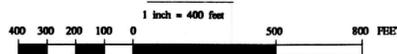
LAND NET:  
BLM PROTRACTOR DIAGRAM F9-16; APPROVED 05/13/1960  
USRS TRACT A, 22,669.35 ACRES; ACCEPTED 05/27/1977  
USRS, ADJUSTED ACRES TRACT A TO 21,764.35, 09/08/1986  
USS 2769; ACCEPTED 05/16/1949  
USS 2821; ACCEPTED 05/16/1949  
USS 4067; ACCEPTED 05/12/1964  
USS 4284; ACCEPTED 05/09/1966  
ASCS F014S016E101; FILED 07/15/1983  
ASCS F014S016E102; FILED 11/17/1983  
ASLS 730056; FILED 10/19/1982  
ASLS 760074; FILED 05/09/1979  
ASLS 760075; FILED 02/13/1979  
ASLS 760192; FILED 02/13/1979  
ASLS 780040; FILED 11/21/1979  
ASLS 780128; FILED 08/29/1983  
ASLS 790015; AMENDED FILED 01/25/1980  
ASLS 800044; FILED 04/22/1982  
ASLS 810121; FILED 09/12/1983  
ASLS 830093; FILED 09/26/1983  
ASLS 910234; RECORDED 06/17/1992  
ASLS 980036; FILED 01/31/2000

OTHER ACTIONS AFFECTING DISPOSAL OR USE OF STATE LANDS:  
SEE THE LAS CASEFILE OR ORIGINAL SOURCE DOCUMENTS FOR  
ADDITIONAL INFORMATION:

ENTIRELY WITHIN FAIRBANKS RECORDING DISTRICT  
SUBJECT TO TANANA BASIN AREA PLAN  
GS 803; PATENT 50-84-0444 PER USS 3821 ACCEPTED 05/16/1949, USS  
4067 ACCEPTED 05/12/1964 AND USS 4284 ACCEPTED 05/09/1966  
GS 803; PATENT 50-91-0018 PER USS ACCEPTED 05/27/1977 AND  
ADJUSTED 09/08/1986  
CL NC-81-001, 300' CORRIDOR FOR CLOSED RIGHT OF WAY APPLICATION  
ADL 402805  
CL NC-90-002, DOES NOT CLASSIFY ANY PRIVATE, BOROUGH  
OR FEDERAL LANDS  
MCO 67, REMAINS IN EFFECT AS IT AFFECTS MINERAL LEASING  
AND MINING UNDER AS 38.05.135, 140-175, 181, 185-  
195 AND 205-280.  
MCO 67A, RECIDNS MCO 67 AS IT APPLIES TO OIL AND GAS LEASING  
UNDER AS 38.05.137, 180, 182, 183, 184 AND 200;  
NOT DEPICTED  
ADL 417505; LAND SALE PROJECT AREA EXCLUDING VALID EXISTING RIGHTS

GRAPHIC ILLUSTRATION ONLY.  
SOURCE DOCUMENTS REMAIN THE OFFICIAL RECORD.  
CONSULT LAND ADMINISTRATION SYSTEM (LAS)  
CASEFILE FOR ADDITIONAL INFORMATION.

SCALE



ATTENTION STATUS PLAT USERS: ON THIS PLAT, ALL STATUS  
LINES CLOSE FOR ACTIONS THAT EXTEND INTO ADJACENT TOWNSHIPS;  
THIS INCLUDES STATUS LINES SUCH AS DISPOSAL, MUNICIPAL, TITLE,  
CLASSIFICATION, ETC. PLEASE REFER TO ADJACENT TOWNSHIPS OR LAS  
TO DETERMINE IF ACTIONS EXTEND BEYOND THE BOUNDARIES SHOWN ON  
THIS PLAT. REMEMBER TITLE, CLASSIFICATION, AND RESTRICTION LINES  
ALWAYS CLOSE ON ALL PLATS.



A PRODUCT OF THE  
STATE OF ALASKA  
DEPARTMENT OF NATURAL RESOURCES  
LAND RECORDS INFORMATION SECTION

PLAT CURRENT TO 09/23/2005, REFER TO THE DNR  
STATUS PLAT TRACKING SYSTEM (NP45/NP62) FOR  
OTHER PENDING ACTIONS ON THIS TOWNSHIP/PLAT

CHECKED BY: TERL MOODY

ARC Update

SEC 5  
SP  
TWP 14S  
RNG 16E  
FM

TOWNSHIP 14S RANGE 16E OF THE FAIRBANKS MERIDIAN, ALASKA

STATUS PLAT

LEGEND

BASE INFORMATION

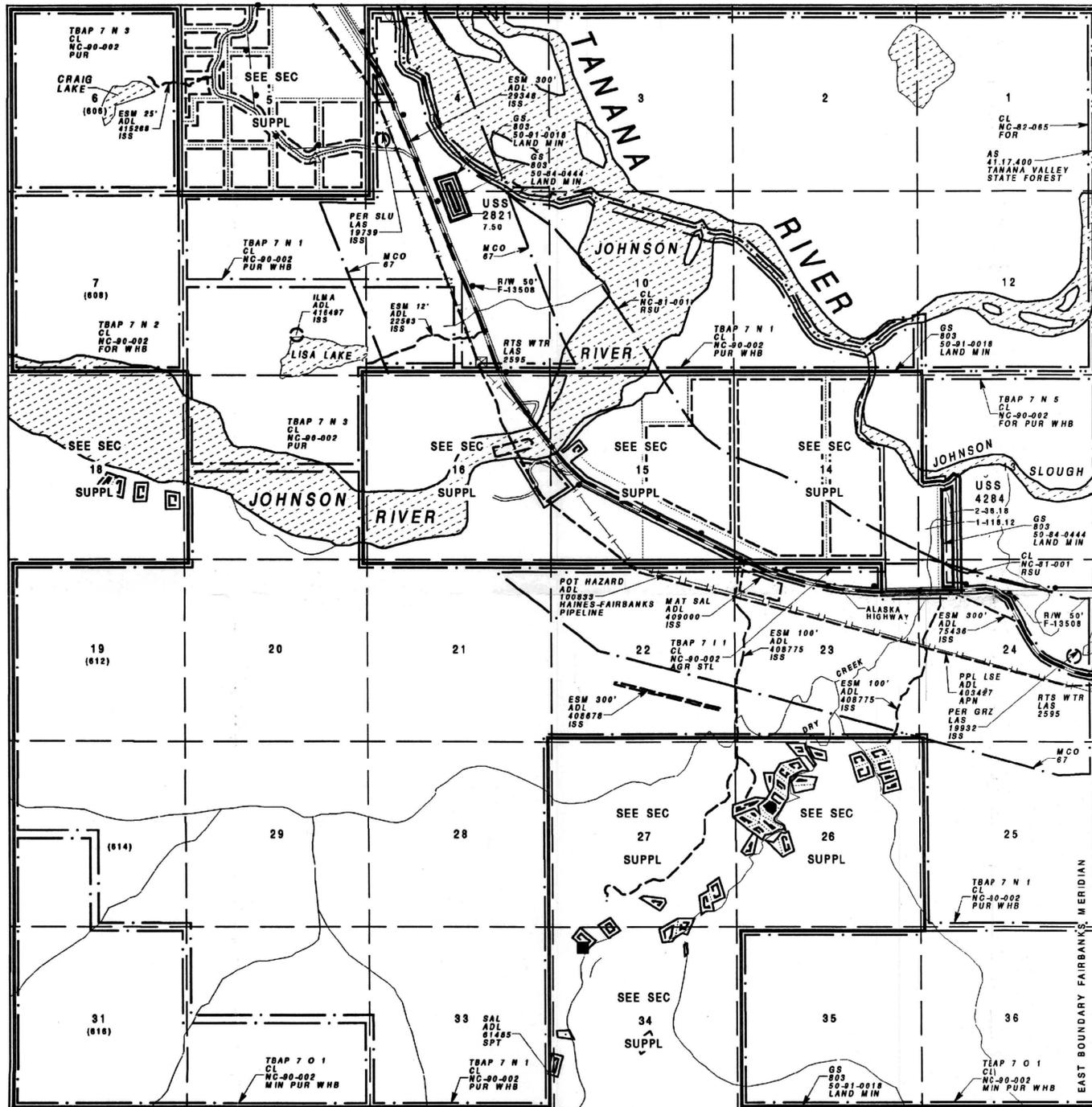
- HYDROGRAPHY
- SURVEY LINE
- SURVEY LOT LINE
- TOWNSHIP/SECTION GRID
- 1/4 SECTION LINE
- HIGHWAY
- ROAD
- TRAIL
- RAILROAD
- ELECTRICAL POWER LINE
- TELEPHONE LINE
- PIPELINE
- AIRPORT/LANDING STRIP
- HORIZONTAL CONTROL
- CONTROL MONUMENT

STATUS INFORMATION

- TITLE
- BOUNDARY
- CLASSIFICATION
- DISPOSAL
- MUNICIPAL
- RESTRICTION
- FEDERAL ACTION
- MENTAL HEALTH TRUST
- LIMITS OF ACTION
- NAVIGATIONAL AID
- CABIN PERMIT
- TRAPPING CABIN PERMIT
- TRESPASS LOCATION
- SURFACE WATER RIGHTS**
- APPLICATION
- PERMIT
- CERTIFICATE
- SUB-SURFACE WATER RIGHTS**
- APPLICATION
- PERMIT
- CERTIFICATE
- IN-STREAM FLOW RESERVATION**
- APPLICATION
- CERTIFICATE
- DAM, WEIR, BARRIER**
- APPLICATION
- PERMIT
- CERTIFICATE

VICINITY MAP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36



THE STATE OWNS ALL LAND UNDER WATERS THAT ARE NAVIGABLE-IN-FACT, ARE SUBJECT TO THE EBB AND FLOW OF THE TIDES, OR ARE RIPARIAN OR LITTORAL TO UPLANDS OWNED BY THE STATE.

BASED ON:

COORDINATES:  
ALASKA STATE PLANE ZONE 3  
SE CORNER OF TOWNSHIP:  
X 737118.975  
Y 3529533.453  
LAT 63 39 04.699 N  
LONG 144 32 27.361 W

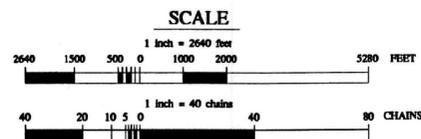
HYDROGRAPHY:  
USGS MT HAYES (C2) REVISED BY BLM FROM AERIAL  
HIGH ALTITUDE PHOTOGRAPHY 1978-1985

LAND NET:  
BLM PROTRACTION DIAGRAM F9-16; APPROVED 05/13/1960  
USRS, TRACT A, 22,669.35 ACRES; ACCEPTED 05/27/1977  
USRS, ADJUSTED ACRES TRACT A TO 21,764.35, 09/08/1986  
USS 2769; ACCEPTED 05/16/1949  
USS 2821; ACCEPTED 05/16/1949  
USS 4067; ACCEPTED 05/12/1964  
USS 4284; ACCEPTED 05/09/1966  
ASCS F0145016E101; FILED 07/15/1983  
ASCS F0145016E102; FILED 11/17/1983  
ASLS 730036; FILED 10/19/1982  
ASLS 760074; FILED 05/09/1979  
ASLS 760075; FILED 02/13/1979  
ASLS 760192; FILED 02/13/1979  
ASLS 780040; FILED 11/21/1979  
ASLS 780128; FILED 08/29/1983  
ASLS 790015; AMENDED FILED 01/25/1980  
ASLS 800044; FILED 04/22/1982  
ASLS 810121; FILED 09/12/1983  
ASLS 830093; FILED 09/26/1983  
ASLS 910234; RECORDED 06/17/1992  
ASLS 980036; FILED 01/31/2000

OTHER ACTIONS AFFECTING DISPOSAL OR USE OF STATE LANDS:  
SEE THE LAS CASEFILE OR ORIGINAL SOURCE DOCUMENTS FOR  
ADDITIONAL INFORMATION:

ENTIRELY WITHIN FAIRBANKS RECORDING DISTRICT  
SUBJECT TO TANANA BASIN AREA PLAN  
GS 803, PATENT 30-84-0444 PER USS 2821 ACCEPTED 05/16/1949, USS  
4067 ACCEPTED 05/12/1964 AND USS 4284 ACCEPTED 05/09/1966  
GS 803, PATENT 30-91-0018 PER USRS ACCEPTED 05/27/1977 AND  
ADJUSTED 09/08/1986  
CL NC-91-001, 300' CORRIDOR FOR CLOSED RIGHT OF WAY APPLICATION  
ADL 402805  
CL NC-90-002, DOES NOT CLASSIFY ANY PRIVATE, BOROUGH  
OR FEDERAL LANDS  
MCO 67, REMAINS IN EFFECT AS IT AFFECTS MINERAL LEASING  
AND MINING UNDER AS 38.05.135, 140-175, 181, 185-  
195 AND 205-280.  
MCO 67A, RECMDS MCO 67 AS IT APPLIES TO OIL AND GAS LEASING  
UNDER AS 38.05.137, 180, 182, 183, 184 AND 200;  
NOT DEPICTED  
ADL 417505; LAND SALE PROJECT AREA EXCLUDING VALID EXISTING RIGHTS

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CONSULT LAND ADMINISTRATION SYSTEM (LAS)  
CASEFILE FOR ADDITIONAL INFORMATION.



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TO DETERMINE IF ACTIONS EXTEND BEYOND THE BOUNDARIES SHOWN ON  
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A PRODUCT OF THE  
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DEPARTMENT OF NATURAL RESOURCES  
LAND RECORDS INFORMATION SECTION

PLAT CURRENT TO 03/29/2006, REFER TO THE DNR  
STATUS PLAT TRACKING SYSTEM (NP45/NP62) FOR  
OTHER PENDING ACTIONS ON THIS TOWNSHIP/PLAT

CHECKED BY: DAVE LUCK

SP  
TWP 14S  
RNG 16E  
FM

# TOWNSHIP 13S RANGE 16E OF THE FAIRBANKS MERIDIAN, ALASKA

## LAND ESTATE

### LEGEND

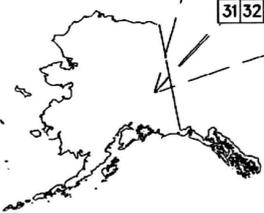
#### BASE INFORMATION

- HYDROGRAPHY
- SURVEY LINE
- SURVEY LOT LINE
- TOWNSHIP/SECTION GRID
- 1/4 SECTION LINE
- HIGHWAY
- ROAD
- TRAIL
- RAILROAD
- ELECTRICAL POWER LINE
- TELEPHONE LINE
- PIPELINE
- AIRPORT/LANDING STRIP
- HORIZONTAL CONTROL
- CONTROL MONUMENT

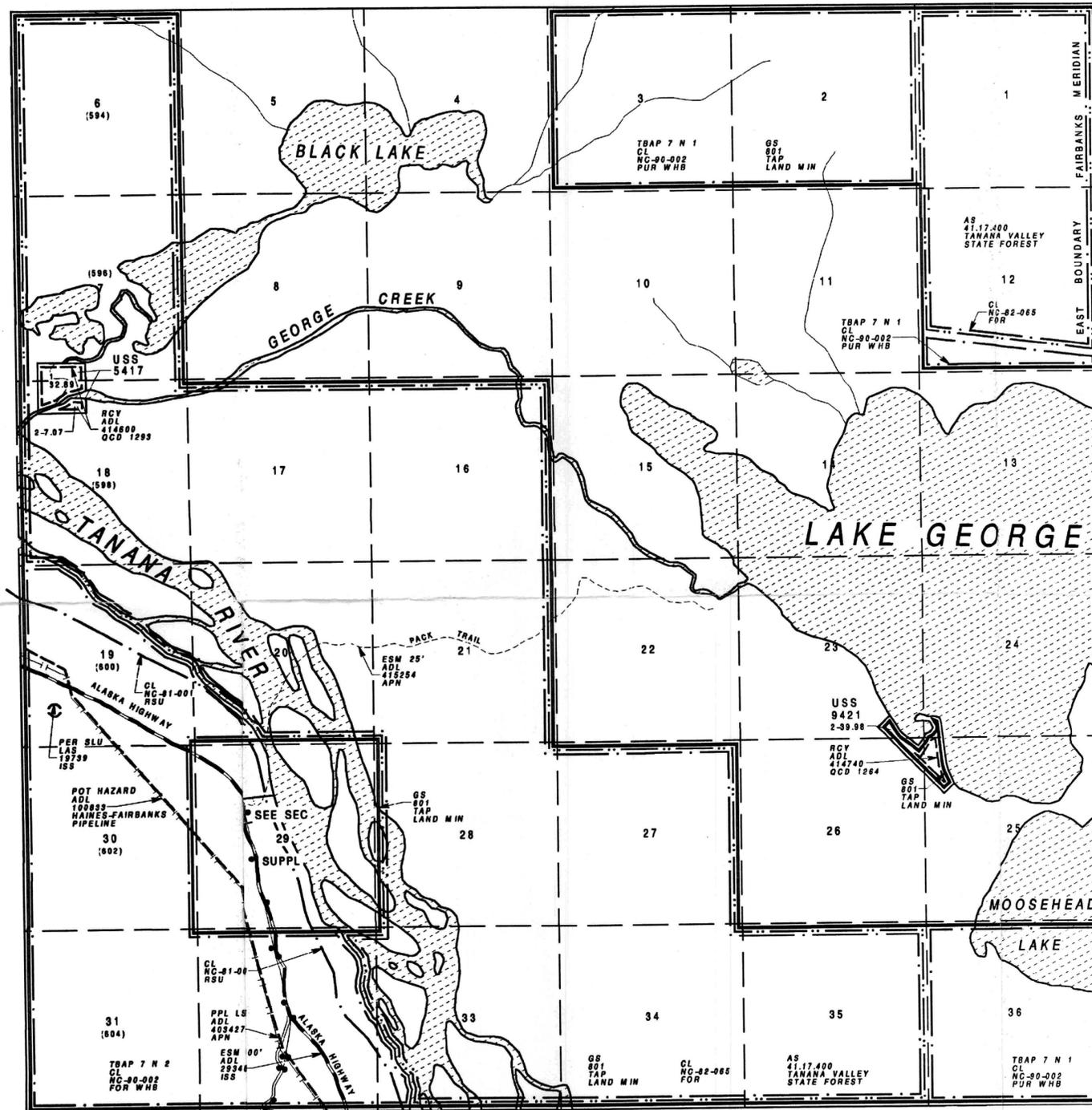
#### STATUS INFORMATION

- TITLE
- BOUNDARY
- CLASSIFICATION
- DISPOSAL
- MUNICIPAL
- RESTRICTION
- FEDERAL ACTION
- MENTAL HEALTH TRUST
- LIMITS OF ACTION
- NAVIGATIONAL AID
- CABIN PERMIT
- TRAPPING CABIN PERMIT
- TRESPASS LOCATION
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- APPLICATION
- PERMIT
- CERTIFICATE
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- APPLICATION
- PERMIT
- CERTIFICATE
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- APPLICATION
- CERTIFICATE
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- APPLICATION
- PERMIT
- CERTIFICATE

#### VICINITY MAP



6	5	4	3	2	1
7	8	9	10	11	12
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BASED ON:

COORDINATES:  
ALASKA STATE PLANE ZONE 3  
SE CORNER OF TOWNSHIP:  
X 736395.823  
Y 3561204.107  
LAT 63 44 16.534 N  
LONG 144 32 27.361 W

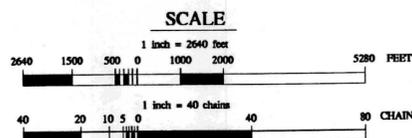
HYDROGRAPHY:  
USGS MT HAYES (C2) AND (D2) REVISED BY BLM FROM AERIAL HIGH ALTITUDE PHOTOGRAPHY 1978-1985

LAND NET:  
BLM PROTRACTION DIAGRAM F9-16; APPROVED 05/13/1960  
USRS, TRACT A, 22,709.91 ACRES; ACCEPTED 05/27/1977  
USRS, TRACT B, 17,914.04 ACRES; OFFICIALLY FILED 12/17/1993  
USS 3335; ACCEPTED 04/06/1961  
USS 5417; ACCEPTED 02/25/1981  
USS 9421; ACCEPTED 03/06/1991  
EPF 570006, GEORGE LAKE ALASKA RECREATIONAL SITES; AMENDED PLAT FILED 04/03/1968; VACATED BY RESOLUTION NUMBER 82-04 FILED 08/19/1982

OTHER ACTIONS AFFECTING DISPOSAL OR USE OF STATE LANDS: SEE THE LAS CASEFILE OR ORIGINAL SOURCE DOCUMENTS FOR ADDITIONAL INFORMATION:

ENTIRELY WITHIN FAIRBANKS RECORDING DISTRICT SUBJECT TO TANANA BASIN AREA PLAN COT 5; ANCSA SECTION 11(A)(2) WITHDRAWAL AND SECTION 12(A) OR 12(B) SELECTIONS, TOPFILED OVER TENTATIVELY APPROVED STATEHOOD AND/OR MENTAL HEALTH GRANT LAND, MAY EXIST IN THIS TOWNSHIP. CHECK BLM RECORDS FOR LOCATION AND DNR DEPARTMENTAL ORDER 88-130 FOR PERMISSIBLE ACTIVITIES.  
CL NC-90-002, DOES NOT CLASSIFY ANY PRIVATE, BOROUGH OR FEDERAL LANDS  
CL NC-81-001, 300' FOR CLOSED RIGHT-OF-WAY APPLICATION ADL 402805  
MCO 67A RESCINDS MCO 67 AS IT APPLIES TO OIL AND GAS LEASING UNDER AS 38.05.137, .180-.184 AND 200. NOT DEPICTED  
MCO 67 REMAINS IN EFFECT AS IT AFFECTS MINERAL LEASING AND MINING UNDER AS 38.05.135, .140-.175, .181, .185-.195 AND .205-.280.

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CASEFILE FOR ADDITIONAL INFORMATION.



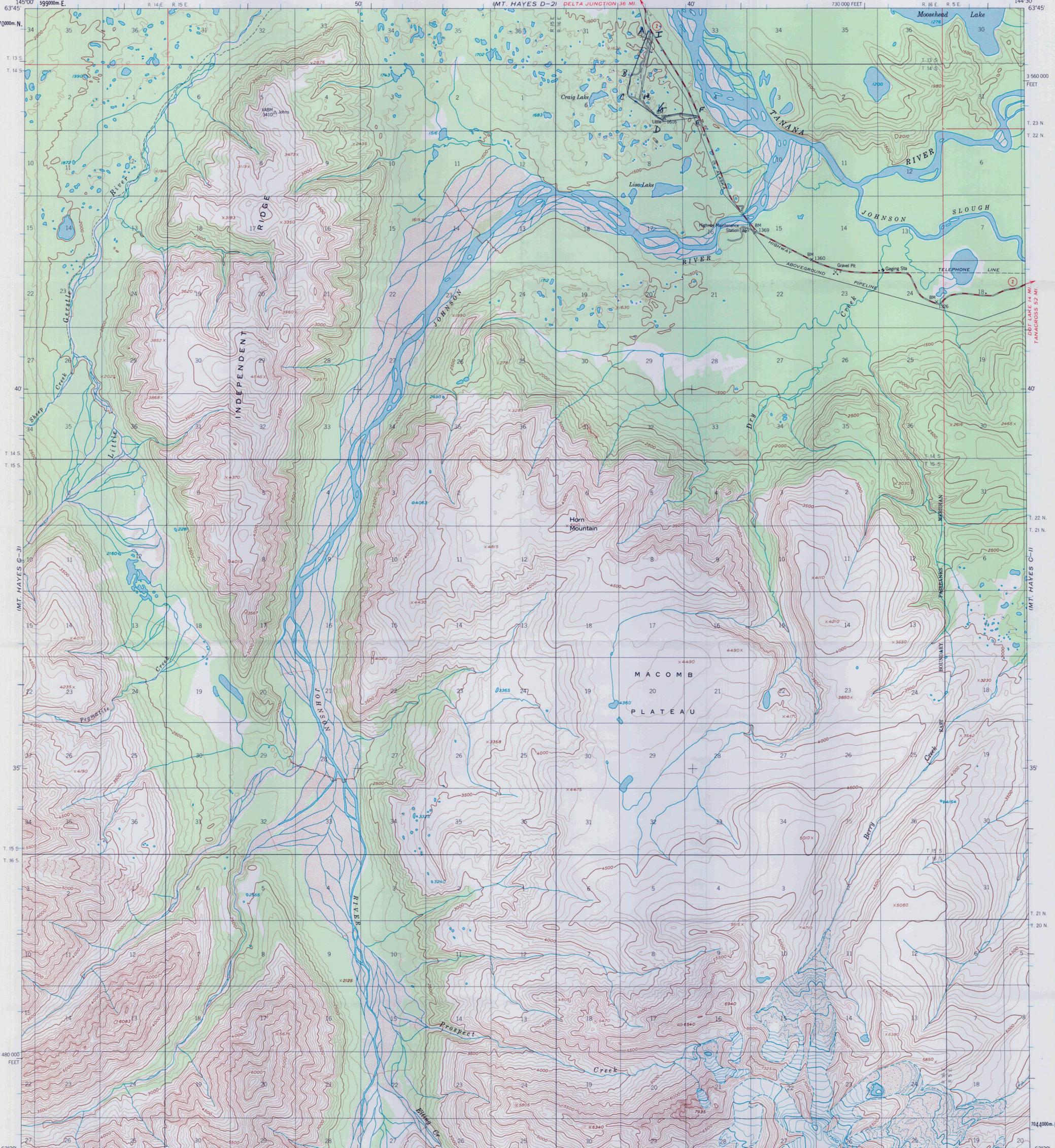
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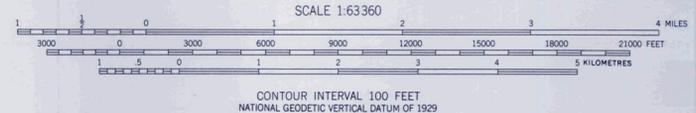
A PRODUCT OF THE  
STATE OF ALASKA  
DEPARTMENT OF NATURAL RESOURCES  
LAND RECORDS INFORMATION SECTION

PLAT CURRENT TO 04/25/2001, REFER TO THE DNR STATUS PLAT TRACKING SYSTEM (NP45/NP62) FOR OTHER PENDING ACTIONS ON THIS TOWNSHIP/PLAT  
CHECKED BY: TERI LAWSON

LE  
TWP 13S  
RNG 16E  
FM



Mapped, edited, and published by the Geological Survey  
Control by USGS and NOS/NOAA  
Topography by photogrammetric methods from aerial photographs  
taken 1954, field annotated 1955. Map not field checked  
Universal Transverse Mercator projection, 1927 North American datum  
10,000-foot grid based on Alaska coordinate system, zone 3  
1000-metre Universal Transverse Mercator grid ticks,  
zone 6, shown in blue  
Gray land lines represent unsurveyed and  
unmarked locations predetermined by the Bureau of  
Land Management. Folios CR-1 and F-9, Copper River Meridian  
and Fairbanks Meridian



CONTOUR INTERVAL 100 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

FOR SALE BY U. S. GEOLOGICAL SURVEY  
FAIRBANKS, ALASKA 99701, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION  
Medium-duty — Light-duty  
State Route

MT. HAYES (C-2), ALASKA  
N6330-W14430/15X30  
1955  
MINOR REVISIONS 1973





