

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PRECONSTRUCTION, Right-of-way Section

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March 10, 2009

Dana S. Burke
Assistant Attorney General
Office of the Attorney General
1031 West 4th Avenue, Suite 200
Anchorage, Alaska 99501-5100

Re: State v. Offshore Systems – Kenai (OSK)
Case No. 3KN-08-453 CI
AGO file no. 221-09-0136
Nikishka Beach Road – Right-of-way

Dear Mr. Burke:

As requested, I have reviewed the historical and title information relating to the status of the Nikishka Beach Road and offer the following analysis of the existing right-of-way:

1. Identification and Location

Nikishka Beach Road is located between the Kenai Spur Highway and Cook Inlet within Section 1 of Township 7 North, Range 12 West, Seward Meridian and Section 36 of Township 8 North, Range 12 West, Seward Meridian. The USGS Quadrangle map references the road as Nikishka No. 2¹. The portion of the road right-of-way in question is located within Section 36.

Nikishka Beach Road is identified as being a part of the State Highway System² and is listed as Route 116315 “Nikishka Beach Road” with a length of 0.823 miles³.

Generally, Nikishka Beach Road is located at approximate milepost 26.7 of the Kenai Spur Highway or approximately 16 miles northerly of Kenai⁴.

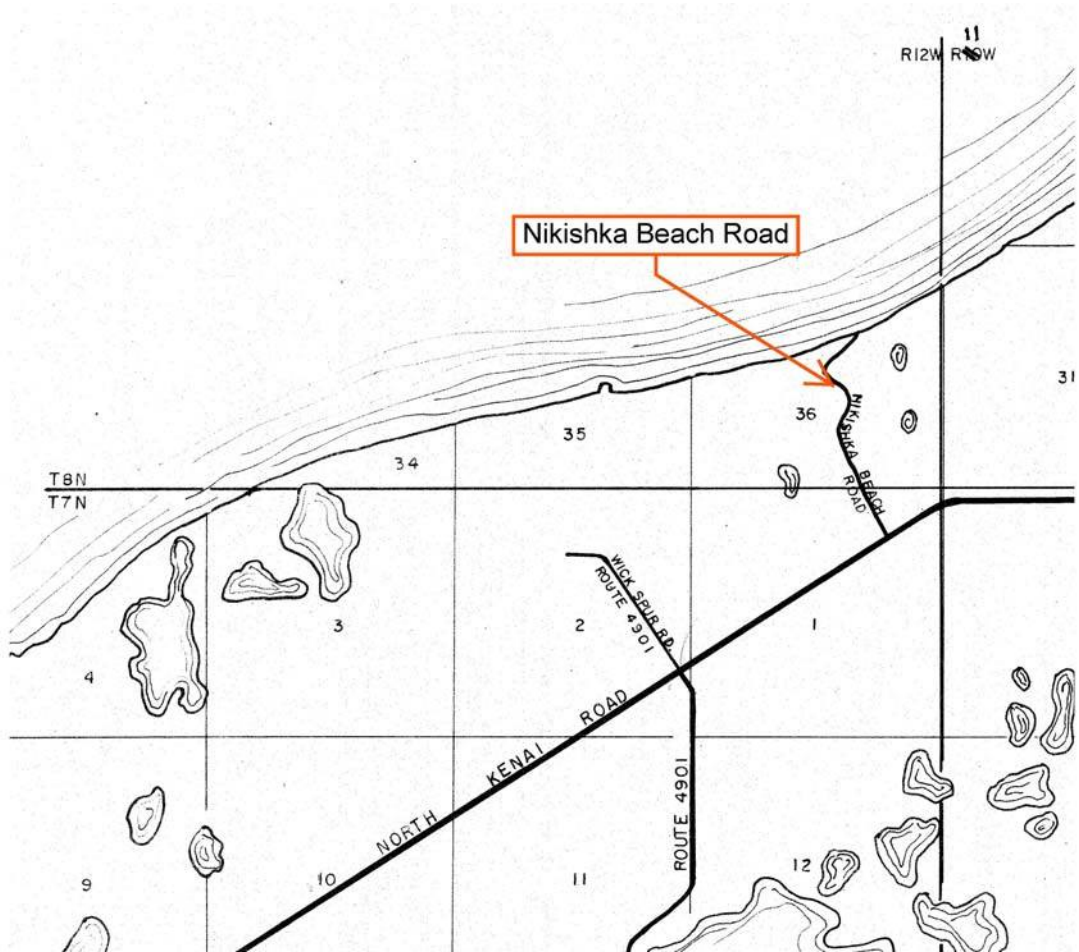
¹ USGS Quadrangle Map - Kenai (C-4) 1951 Minor Revisions 1972 – 1:63,360

² The Department of Transportation and Public Facilities is responsible for the designation, construction and maintenance of the State Highway System. (See A.S. 19.10.020 - A.S. 19.10.030) The State Highway System Inventory is published as required by 17 AAC 05.010 (b)(1-4)

³ State Highway System CDS Route Numbers as of 27 October 2008.

http://www.dot.state.ak.us/stwdp/ing/highwaydata/pub/routelists/shs_stwdRtlist_2008_10.pdf.

⁴ Reference Page 621 of The Milepost 2006 Edition



DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION TEN
ANCHORAGE

NORTH KENAI

VICINITY MAP
NO. 168
SCALE: 2" = 1 MILE
JANUARY 1957

2. Highway Rights-of-Way Established by Public Land Orders

Prior to Statehood, the highway system in Alaska was primarily managed and owned by the federal government. As provided under Section 21(a) of Public Law 86-70, the June 25, 1959 “Alaska Omnibus Act”, lands and interests in lands pertaining to roads in Alaska were to be transferred to the State of Alaska. Subsequently, the State of Alaska received title to approximately 5,400 miles of highways as a part of the June 30, 1959 “Omnibus Act” Quitclaim Deed (QCD)⁵.

The QCD does not reference the width, interest or exact location of the conveyed highway rights-of-way. As a quitclaim deed, it could only convey the interest held by the United States, Department of Commerce, if any. To determine what interest was conveyed, it is necessary to review the authorities and actions that initially established the highway rights-of-way.

The majority of the rights-of-way conveyed to the State of Alaska were created under the authority of several Public Land Orders (PLO’s) issued while the highway system was managed by the United States, Department of the Interior, Alaska Road Commission.

Commencing in the war years between 1942 and 1945, the Secretary of the Interior issued several PLO’s relating to the reservation of right-of-way corridors for certain primary roads including the Alaska, Richardson and Glenn highways.

On August 10, 1949, the Department of the Interior issued PLO 601⁶, the first large scale reservation of public lands for highway purposes. The corridors reserved by PLO 601 were withdrawn from all forms of appropriation under the public land laws. Public lands subject to PLO 601 were no longer available for a variety of competing entries including homesteads, mining claims and Trade & Manufacturing sites. PLO 601 also reserved specific corridor widths based on the classification of the highway. The highways were classified as “Through” with a reserved width of 300 feet, “Feeder” with a reserved width of 200 feet or “Local” roads with a reserved width of 100 feet. The highways reserved as “Through” or “Feeder” roads were specifically named. “Through” roads included primary highways such as the Richardson and Glenn. “Feeder” roads included the Steese and Elliott highways. “Local” roads consisted of “*All roads not classified above as Through or Feeder Roads, established or maintained under the jurisdiction of the Secretary of the Interior.*” A critical element of PLO 601 was that it was “*subject to valid existing rights and to existing surveys and withdrawals for other than highway purposes.*” A highway right-of-way created by PLO 601 would be subordinate to prior existing rights where the date of a valid homestead entry or mining claim location preceded the effective date of the PLO. However, if the homestead entry or mining claim location were relinquished prior to

⁵ Recorded in Kenai Recording District in Book 58, Page 12 Deeds, also referenced as Serial No. 70—242, (Date obscured) Reference State of Alaska’s Complaint dated 5/22/08 - Attachment 5, Pages 5-11.

⁶ Published in the Federal Register 8/16/49, No.: 157, Volume: 14, Page: 5048 & 5049

patent, the lands would be returned to the public domain, and the PLO would take full effect.

The Department of the Interior eventually recognized that they had created significant complexity in the establishment of highway withdrawals with respect to the survey and patenting of adjoining public lands. A withdrawal would require that the federal government complete a survey and official platting of all of the highway corridors before they could be conveyed to a future state. Road realignments or partial releases of the highway withdrawals would add to the burden. By converting the withdrawals to easement interests, all of this could be avoided. Subsequent homestead entries and mining locations would be subject to these highway easements.

On October 16, 1951, The Department of the Interior simultaneously issued PLO 757⁷ and Secretarial Order (SO) 2665⁸. The effect of these two actions was to fix the width of public highways in Alaska, to convert the highway right-of-way withdrawals established under PLO 601 for “Feeder” and “Local” roads to highway easements and to establish a procedure to attach rights-of-way to new construction. There were two subsequent amendments to SO 2665 on July 17, 1952 and September 15, 1956. These amendments reclassified a several roads in the “Through” and “Feeder” categories and modified the width of Otis Lake road.

On April 7, 1958, the Department of the Interior issued PLO 1613⁹. The effect of PLO 1613 was to convert the “Through” category of highway withdrawals into highway easements. With this change, owners of patented homesteads bounding on existing “Through” highway corridors could apply for a preference right to purchase “highway lots” adjoining their claim up to the centerline of the highway. Homestead entries that had not yet reached the patent stage could be amended to include the highway corridor.

With the enactment of PLO 1613, all of the highway rights-of-way established under the prior Department of Interior PLO’s now had become easement interests.

3. Nikishka Beach Road Chronology

The QCD lists the Nikishka Beach Road as one of the North Kenai Branches which are collectively referred to as Federal-Aid Secondary Highway System Class “B” Route No. 4901. The deed describes Nikishka Beach Road as being *“From a point on FAS Route 490 approx. 15.5 miles north of the Village of Kenai, north to Nikishka Beach, Length 0.8 mile.”*

To determine whether a full width right-of-way attached to a road by PLO, it is necessary to review the chronology of title and physical activity for the lands crossed by the road. The chronology should consider the effective dates of the relevant PLOs, dates of public

⁷ Published in the Federal Register 10/20/51, No.: 205, Volume 16, Pages 10749 & 10750

⁸ Published in the Federal Register 10/20/51, No.: 205, Volume 16, Page 10752

⁹ Published in the Federal Register 4/11/58, No.: 72, Volume 23, Pages 2376 & 2378

construction and maintenance work and dates for changes in land status such as entries, reservations, easements and conveyances that may bear on the PLO analysis. The purpose of this review is to evaluate whether the PLO authority applied to the road in question and whether its application might be subject to a valid existing right. The following is a chronology for the Nikishka Beach Road within Section 36:

March 4, 1915: The Act of March 4, 1915, (38 Stat. 1214) provided that when public lands in the Territory of Alaska are surveyed, sections 16 and 36 in each township shall be reserved from sale or settlement for the support of the common schools in the Territory. Under the Alaska Statehood Act, 6(K), title to these reserved school lands passed to the State of Alaska as of the date of the State's admission into the Union on January 3, 1959, by Presidential Proclamation (73 Stat. 16).

June 12, 1923: Rectangular Survey for T.8N., R.12.W. S.M. including Sec 36 approved.

August 10, 1949: Effective date for Public Land Order 601

July 4, 1951: Aero-Metric photo pre-Nikishka road construction.¹⁰

October 16, 1951: Effective date for PLO 757 & SO 2665

1952-1953: Nikishka Beach road constructed through Mazzie McGahan's homestead to the beach by Mazzie McGahan.¹¹

August 25, 1954: Alaska Road Commission Anchorage 4-Week Report – Page 3 “*Kenai Area – 5. Set ditch and slope stakes Nikishka No. 2 beach Road, Sta. 20+00 to Sta. 45+00*”¹²

January 1957: BPR Vicinity Map No. 168 - Nikishka Beach Road in Section 36¹³

April 7, 1958: Effective date for PLO 1613

July 1, 1959: Omnibus Act QCD – Conveyance of highways to the State of Alaska.¹⁴

July 5, 1961: Appraisal Report ADL #02844, James Arness, 5 Acres at Nikishka – “*General Description: Approximately 700 feet of inlet frontage where the bluff is very low, traversed by the Nikishka #2 State road, which leads through subject and offers a road approach to the beach.*”¹⁵

¹⁰ State of Alaska's First Supplemental Disclosures dated 12/15/08 - page 317 - 318

¹¹ Dale McGahan deposition, December 19, 2008, pages 10-13

¹² State of Alaska's Third Supplemental Disclosures pages 347-351 dated 1/22/09

¹³ State of Alaska's Complaint dated 5/22/08 – Attachment 1, page 1 of 1

¹⁴ State of Alaska's Complaint dated 5/22/08 – Attachment 5, page 5-11 of 41

¹⁵ State of Alaska's Complaint dated 5/22/08 – Attachment 3, page 1 of 1

February 15, 1962: State of Alaska DNR Lease No. ADL 02844; Lessor: James V. Arness; Description: West ½ of Lot 1, Section 36, T.8N., R.12W. S.M.; Note: “*Subject to the stipulation that the Lessee shall not prevent the public from using the Nikishka Beach Road.*”; Lease was extended to 55 years on August 17, 1966 and subsequently re-assigned to others.¹⁶

April 2, 1962: Federal Patent No. 1226102 to State of Alaska - including Section 36, T.8N., R.12W., S.M.¹⁷

May 2, 1963: Aero-Metric photo post-Nikishka road construction.¹⁸

April 7, 1964: State of Alaska DNR Lease No. ADL 21879; Lessor: James V. Arness; Description: NW ¼ NW ¼ SE ¼ of Section 36, T.8N., R.12W. S.M.; Lease was extended to 55 years on August 17, 1966 and subsequently re-assigned to others.¹⁹

May 15, 1964: State of Alaska DNR Lease No. ADL 01391; Lessor: James V. Arness; Description: North ½ of Lot Three (3) in Section 36, T.8N., R.12W. S.M.²⁰

January 2, 1966: Project S-0490(2) Wildwood North ROW Plan approval (Incl. Nikishka Beach Road - Sheets 34 & 35) Existing ROW shown as 100 feet in width from intersection with the North Kenai Road to a point near the southerly boundary of Government Lot 1 – The existing ROW is not shown as extending to the water or beach.²¹

August 8, 1966: ADL No. 32264, Right-of-way Permit for a public highway within Section 36, T.8N., R.12W., S.M. for Project S-0490(2), Parcel 72-C.²²

July 1, 1978: Ch. 182 SLA 1978 - In 1978, State legislation is passed making mental health lands and school lands part of the state's unrestricted grant public domain.²³

May 16, 1980: State Patent No 5124 to Kenai Borough - including Section 36, T.8N., R.12W., S.M. (SE 1/4 excluding ROW Permit for Nikiski Beach Road ADL 32264 and “*Subject to valid existing trails, roads and easements.*”)²⁴

October 1, 1980: QCD Kenai Borough to Offshore Systems - Kenai NW 1/4 NW 1/4 SE 1/4, Sec. 36, T.8N., R.12W., S.M. (Book 372 Page 946 KRD) and QCD Kenai Borough to Offshore Systems – Kenai for a portion of the West ½ of Lot 1, Section 36, Township 8

¹⁶ Defendant’s Motion for Summary Judgment dated 2/5/09 – Exhibit 5, pages 1 – 4 of 4

¹⁷ Exhibit 2, Pages 1-3 of 3, Defendant’s Motion for Summary Judgment dated 2/5/09

¹⁸ State of Alaska’s First Supplemental Disclosures dated 12/15/08 - page 319 - 320

¹⁹ Defendant’s Motion for Summary Judgment dated 2/5/09 – Exhibit 6, pages 1 – 3 of 3

²⁰ Defendant’s Motion for Summary Judgment dated 2/5/09 – Exhibit 3, pages 1 – 6 of 6

²¹ State of Alaska’s Complaint dated 5/22/08 – Attachment 5, page 12-15 of 41

²² Defendant’s Motion for Summary Judgment dated 2/5/09, Exhibit 4, pages 1-6 of 6

²³ State of Alaska’s Third Supplemental Disclosures pages 352-363 dated 1/22/09

²⁴ State of Alaska’s Complaint dated 5/22/08 – Attachment 4, page 1-2 of 2

North, Range 12 West, S.M. (Book 372 Page 940 KRD) and the North ½ of Lot 3, Section 36, Township 8 North, Range 12 West, S.M. (Book 372 Page 943 KRD). Each deed is subject to “*Rights and reservations of record and any easements, taxes, assessments, encroachments, alterations, or infringements of record or ascertainable by physical inspection.*”²⁵

October 28, 1998: State of Alaska v. David B. Harrison - Federal District Court Case A94-0464-CV - "*The Harrison defendants contend that the reservation under Public Land Order 601 did not apply to Chickaloon River Road because the land which it traverses was land withdrawn from public domain as part of the 1917 railroad townsite withdrawal. Thus it could not also be reserved as a "local road" under Public Land Order 601. There is no inconsistency or conflict between the railroad townsite withdrawal and Public Land Order 601. The latest was expressly made subject to the former. When, in 1955, the Department of the Interior revoked the 1917 railroad townsite withdrawal, the Department of Interior did so without purporting to affect the right-of-way created by Public Land Order 601.*"²⁶

4. Right-of-way Analysis: Public Land Order

According to the deposition of Dale McGahan, Nikishka Beach Road was constructed by local homesteader “Mazzie” (Mazie) McGahan in late 1952 or 1953, through the homestead to the beach. The McGahan homestead was located in the Northeast ¼ of Section 1 of Township 7 North, Range 12 West, Seward Meridian. An Alaska Road Commission Report dated August 25, 1954 indicates the placement of construction survey stakes along Nikishka No. 2 Beach Road. The January 1957 Bureau of Public Roads Vicinity Map No. 168 (See page 2 of this report) indicates that approximately 0.2 miles of the road passed from the North Kenai road through the McGahan homestead before continuing to the North through Section 36 to the beach.

As of October 16, 1951, Public Land Order No. 757 and Secretarial Order No. 2665 were in effect. SO 2665 provided that a right-of-way or easement “*will attach as to all new construction involving public roads in Alaska when the survey stakes have been set on the ground...*” As Nikishka road was not named in SO 2665 as either a “Through” or “Feeder” route, it would be considered a “Local” road with a right-of-way extending 50 feet on each side of centerline. On July 1, 1959, the “Omnibus Act” Quitclaim Deed conveying highways to the State of Alaska specifically named Nikishka Beach Road as one of the “North Kenai Branches” listed under Federal Aid Secondary Class “B” Route 4901.

Prior Existing Rights: All of the PLOs that established highway rights-of-way across public lands including Secretarial Order 2665 were subject to prior valid existing rights. Section 36 of Township 8 North, Range 12 West, S.M., which contains the subject right-of-way, was reserved for school purposes under the Act of March 4, 1915. This reservation was

²⁵ State of Alaska’s Complaint dated 5/22/08 – Attachment 5 pages 23-25 of 41

²⁶ State of Alaska’s Third Supplemental Disclosures pages 337-346 dated 1/22/09

still in effect when Secretarial Order 2665 became effective in 1951 and when the Alaska Road Commission staked the Nikishka Beach road in 1954. Although the PLO right-of-way attached to Nikishka Beach Road under SO 2665, it was subject to the prior school land reservation. Subsequently, Section 36 was patented to the State of Alaska on April 2, 1962. On July 1, 1978, State legislation released the school land reservation and incorporated lands reserved for school purposes including the subject section 36 into the State's unrestricted public domain. The right-of-way easement established under SO 2665 was no longer subject to a prior right and came into full effect. The October 28, 1998 Alaska District case State of Alaska v. David B. Harrison supports the position that a PLO right-of-way which is subject to a prior existing right can rise to full effect when the prior existing right is released.

Merger of Title: With the Nikishka Beach Road easement having been conveyed to the State of Alaska in 1959 and Section 36 patented to the State of Alaska in 1962, it has been suggested that the lesser easement interest would merge with the fee title and effectively terminate the Public Land Order right-of-way. Under the Statehood Act, Alaska has or is eligible to receive title to approximately 28% of its total land area. Alaska also received 5,400 miles of highway rights-of-way under the "Omnibus Act" Quitclaim Deed. Although both the QCD and subsequent patents name the State of Alaska as the grantee, application of the merger doctrine that would result in the termination of a significant number of highway easements crossing State lands would be chaotic. It has been held that merger does not occur when the common owner holds one interest as a trustee or in another representative capacity.²⁷ Under A.S. 19.05.010, the Department of Transportation (DOT&PF) is delegated responsibility "*for the planning, construction, maintenance, protection, and control of the state highway system.*" A.S. 19.05.040 provides DOT&PF with the authority to acquire and dispose of property. A.S. 38.05, Alaska Land Act provides the Department of Natural Resources, Division of Lands with the authority to manage state lands. A.S. 38.05.030 specifies exceptions to the Alaska Land Act including the following exception for DOT&PF: "*(b) The provisions of this chapter do not apply to any power, duty or authority now or in the future granted to the Department of Transportation and Public Facilities in the name of the state, to acquire, use, lease, dispose of, or exchange real property, or any interest in real property.*" These provisions clearly distinguish the authorities for DNR and DOT&PF to acquire, manage and dispose of lands such that the land interests in their respective inventories would be protected from merger due to their separate representative capacities. The administration of the highway inventory conveyed to the State under the "Omnibus Act" QCD was never transferred from DNR to DOT&PF. Responsibility for the highway inventory was assumed by DOT&PF as a part of its authority granted by the legislature. As a matter of practice and contrary to an application of the merger doctrine, DNR recognizes and reserves "Omnibus Act" highways when issuing patents. The highway right-of-way easements managed by DOT&PF are dedicated for a specific public transportation purpose and are effectively held in trust for the public until affirmatively vacated. The merger of title doctrine would not serve to terminate highway easements established by Public Land Orders and conveyed to the State of Alaska.

²⁷ The Law Of Easements And Licences In Land, Bruce & Ely 2001, § 10:27

DNR Leases & Permits: While Section 36 was still subject to the school lands reservation, the Alaska Department of Natural Resources issued a variety of leases and right-of-way permits. The leases included three issued to James V. Arness, a predecessor in interest to the current OSK interest. The leases to Arness were ADL No. 02844 within Government Lot 1 of Section 36, ADL No. 01391 within Government Lot 3 of Section 36 and ADL No. 21879 within the SE ¼ of Section 36. Although each of the leases preceded the 1978 legislative release of the school lands reservation, the PLO right-of-way would constitute a prior existing right even though they were not stated in the lease. The leases were not immune from the effect of road rights-of-way whether created in the past or potentially in the future. A standard paragraph in each of the leases states that “*The Lessor expressly reserves the right to grant easements or rights-of-way across the land herein leased if it is determined to be in the best interests of the State to do so;....*” In addition, the Department of Highways right-of-way plans for Project S-0490(2) Wildwood North, dated January 2, 1966 indicates a re-alignment and widening of the Nikishka Beach Road right-of-way. On August 8, 1966, the Department of Natural Resources issued right-of-way permit ADL No. 32264 for Parcel 72-C crossing the State owned lands within Section 36. Although the right-of-way plan sheet clearly shows the existing road extending to the beach, the DNR permit terminates south of the southerly boundary of Government Lot 1 of Section 36. The Department of Highway maps show an existing 100-foot wide right-of-way for the old alignment of Nikishka Beach road up to the end of the DNR right-of-way permit, however, no existing right-of-way is shown beyond that point. Based on the documents available, I believe that to be an erroneous depiction of the PLO right-of-way for Nikishki Beach Road as the PLO right-of-way should be shown extending to the beach.

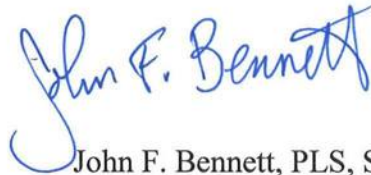
On May 16, 1980, Section 36 was patented to the Kenai Borough excluding the area within the DNR right-of-way permit ADL 32264 for Nikishka Beach Road and subject to the above mentioned DNR land leases. The patent was subject to valid existing roads and easements which would have included the PLO right-of-way for Nikishki Beach Road whether or not specified in the patent.

On October 1, 1980, the Kenai Borough issued three quitclaim deeds to Offshore Systems – Kenai for properties in the vicinity of Nikishki Beach Road. Each deed is subject to “*Rights and reservations of record and any easements, taxes, assessments, encroachments, alterations, or infringements of record or ascertainable by physical inspection.*”

Conclusion: A 100-foot wide highway easement within Section 36 of Township 8 North, Range 12 West, Seward Meridian was established by Public Land Order as early as 1954 for the Nikishka Beach Road. The easement was conveyed to the State of Alaska and survives subsequent conveyances of the underlying fee estate to the Kenai Borough and the current owner, Offshore Systems – Kenai (OSK).

Nikishka Beach Road Right-of-way
March 10, 2009
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Sincerely,



John F. Bennett, PLS, SR/WA
Chief, Right-of-way

Attachments: Resume – John F. Bennett, PLS, SR/WA

John F. Bennett, PLS, SR/WA

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Fairbanks, Alaska 99712
907.488.3814 (home)
907.451.5423 (office)

Email: johnf.bennett@alaska.gov

Professional Achievements

Professional Land Surveyor - State of Alaska - PLS 6278 - March 1984

United States Mineral Surveyor - September 1986

SR/WA - Senior Member/International Right of Way Association - October 1989

Alaska Society of Professional Land Surveyors – Member since 1976

1987 Fairbanks Chapter President, 1992-1993 Statewide Secretary, 1995 Statewide President, 1994-1997 Alaska Land Surveying Exam Workshop, 1993-2005 Standards of Practice Chairman & Website Manager, 1999 ASPLS Surveyor of the Year

International Right of Way Association – Member since 1986

1990 Fairbanks Chapter President, 1990 – Fairbanks Chapter Professional of the Year, Certified Instructor: IRWA Engineering and Property Description Courses – since April 1990

Formal & Continuing Education

1971-1974 (2 years) - Civil Engineering - University of Alaska, Fairbanks

May 1978 (Graduated) - A.S. Survey Technology – Anchorage Community College

1980-2008: Over 1300 continuing education hours relating to right of way and surveying issues.

Papers & Seminar Presentations

Access Law & Issues Affecting Public & Private Lands in Alaska - 8 hr seminar presented by John F. Bennett PLS, SR/WA, Daniel W. Beardsley, SR/WA and P.J. Sullivan, SR/WA. Multiple presentations between 1992 and 2007.

Highway Rights of Way In Alaska – authored and presented by John F. Bennett as a part of the above noted *Access Law* seminar. 3/9/93, revised 1/20/07

Highway Right of Way Surveys – authored and presented by John F. Bennett, PLS, SR/WA – 31st Alaska Surveying & Mapping Conference, Anchorage, 2/8/96.

Records of Survey: Interpreting the Intent – authored and presented by John F. Bennett, PLS, SR/WA – 32nd Alaska Surveying & Mapping Conference, Anchorage, 2/13/97.

Property Descriptions for Rural Alaska – authored and presented by John F. Bennett, PLS, SR/WA – 8 hour seminar sponsored by IRWA, DOT&PF & U. of Alaska: Presented twice in 1998.

RS 2477 Trails and Section Line Easements – authored and presented by John F. Bennett, PLS, SR/WA – ACCESS 2003 Seminar, Fairbanks, 3/13/02

IRWA 101 Principals of Real Estate Acquisition – Engineering
24-hour course instructed multiple times in Alaska since 1992.

IRWA 901 Engineering Plan Development & Application
8-hour course instructed multiple times in Alaska since 1992.

IRWA 902 Property Descriptions
8-hour course instructed multiple times in Alaska since 1992.

IRWA 900 Principles of Real Estate Engineering
16-hour course instructed multiple times in Alaska since 2001.

RS2477, PLO's & Section Line Easements – an in-house seminar presented by John F. Bennett and Daniel W. Beardsley to the Attorney General's Transportation staff, Anchorage - 12/9/98

Alaska Society of Professional Land Surveyors – Standards of Practice Manual – 1994 Edition – Editor and Distribution manager.

Employment History

- 7/1999 – PRESENT Chief, Right of Way, Alaska Department of Transportation, Northern Region. Supervised Titles & Plans, Utilities, Appraisal, Negotiations, Relocation, Property Management, Pre-Audit and Surveying activities for the aviation, highway and public facility projects.
- 10/1986 – 7/1999 Right of Way Engineering Supervisor, Alaska DOT&PF, Northern Region. Responsible for survey specifications and development of title reports, mapping, property descriptions and platting for land acquisition projects.
- 9/1985 – 10/1986 Land Surveyor/Staff Engineer with R&M Engineering Consultants, Inc, in Fairbanks. Responsible for the development of right of way acquisition plans for large urban transportation projects.
- 6/1972 – 5/1985 Party Chief/Office Engineer. I worked on a seasonal or contract basis for over a dozen Alaskan engineering/surveying companies during this period performing land and construction surveys in the field and office.