

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 12-13, 2022

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.4b., Action Item

Prepared By: Kimberly Ellis Erickson, Chief
Division of Right of Way and Land Surveys

Subject: **RESOLUTIONS OF NECESSITY**

ISSUE:

Should the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolutions) for these parcels, whose owners are not contesting the declared findings of the California Department of Transportation (Department) under Section 1245.230 of the Code of Civil Procedure?

RECOMMENDATION:

The Department recommends the Commission adopt Resolutions C-22192 through C-22215 as summarized on the following pages.

BACKGROUND:

Prior to initiating Eminent Domain proceedings to acquire needed right of way for a programmed project, the Commission must first adopt a Resolution stipulating specific findings identified under Section 1245.230 of the Code of Civil Procedure of California (CCP). Moreover, for each of the proposed Resolutions, the property owners are not contesting the following findings contained in Section 1245.230 of the CCP:

1. The public interest and necessity require the proposed project.
2. The proposed project is planned and located in a manner that will be most compatible with the greatest public good and the least private injury.
3. The property is necessary for the proposed project.
4. An offer to purchase the property in compliance with Government Code Section 7267.2 has been made to the owner of record.

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The only remaining issues with the property owners are related to compensation.

Discussions have taken place with the owners, each of whom has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which the owners may subsequently be entitled. Adoption of the Resolutions will not interrupt the Department's efforts to secure equitable settlements. In accordance with statutory requirements, each owner has been advised that the Department is requesting a Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

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C-22192 - Daryl Oest and Sue Ann Oest, as Trustees of the Oest Family Trust Dated November 3, 2009

03-Pla-49-PM 9.0 - Parcel 37778-1 - EA 4H6009.

Right of Way Certification (RWC) Date: 12/01/23; Ready to List (RTL) Date: 12/08/23; Project Report (PR) Date: 08/06/21; Environmental Document (ED) Date: 08/06/21; Certificate of Sufficiency (COS) Signed: 01/13/22; Initiation of Negotiations (ION) Date: 05/27/22.

Conventional highway - construct concrete median barrier and two roundabouts. Authorizes condemnation of land in fee for a state highway. Located in the unincorporated area of Placer County near the city of Auburn, on State Route 49 at Lorensen Road. Assessor's Parcel Number (APN) 076-120-042.

The public interest and necessity require the proposed project.

There is a history of cross-median collisions on State Route (SR) 49 in Placer County between the City of Auburn and the City of Grass Valley within the project limits. This project was identified through the federally mandated, state supported Highway Safety Improvement Program (HSIP) as a 201.010 Safety Improvement Program project. This is part of the multilane cross-median monitoring program to place concrete median barrier on SR 49 in Placer County, due to a series of cross-median collisions that resulted in both fatal and serious injuries. Per the March 2019 Traffic Safety Systems Guidance, this segment meets the requirement for installation of a concrete median barrier. The concrete median barrier will be installed on a segment between Lorensen Road/Florence Lane and Lone Star Road.

The concrete median barrier placed within the project limits will prevent left turns from or to SR 49. Because this will allow only right turns from driveways and side streets, out of direction travel will have to be accommodated. Intersection traffic control measures and roundabouts will be provided to facilitate U-turns and left turns at Lorensen Road/Florence Lane and Lone Star Road. Otherwise, the nearest opportunities for U-turns and left turns are at Wolf Road/Combie Road, 3.3 miles away from Lone Star Road for northbound traffic, and at Willow Creek Road, 2.8 miles away from Lorensen Road/Florence Lane for southbound. The project will also increase stopping sight distances by grading back the cut slope on a large hill on inside of horizontal curve.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

To identify environmental issues, constraints, costs, and potential impacts to the community, an Initial Study with a Mitigated Negative Declaration (IS-MND), in compliance with the California Environmental Quality Act (CEQA) and an Environmental Assessment for National Environmental Policy Act (NEPA) was conducted and approved August 6, 2021.

The Project Development Team (PDT) analyzed multiple alternatives to minimize the impact to the environment, reduce constructability issues and delays to the travelling public, and improve safety to the greatest reasonable extent. Through these efforts, the PDT was able to conclude the Roundabout alternative provided the greatest benefit with the least impacts. Ultimately, four complete alternatives were studied: Barrier & Roundabouts; Barrier & Signals; Barrier & Restricted crossing U-Turns (RCUTs); and a No-Build alternative. The Barrier & Roundabout alternative provided the greatest safety improvement while reducing the impacts to the

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environment, and the proposed right of way needed in comparison to both the Barrier & Signal and RCUT alternatives. The No-Build alternative is not a viable option as it would maintain the facility in its current condition and would not satisfy the project's need and purpose to improve safety on this segment of SR 49 by reducing the number and severity of cross-median collisions.

The PDT analyzed multiple iterations of the Barrier & Roundabout design. The layout of the roundabouts within the intersections were placed and analyzed multiple times before coming up with the final design. Roadway geometrics, safety, environmental impacts, and right of way constraints were all investigated before coming up with the final layout and location of the roundabouts. The final design represented the best safety improvements with the least impact to the property owners and the environment.

The utility companies were provided design updates with the most current layouts of the project. Focus meetings were held to discuss utility relocations with the utility companies and the Department. Discussions on utility alignments and alternatives took place to reduce the impact of the utility relocations. The utility companies presented the Department with the utility relocation plans that best mitigated impacts to the utility company, environmental, and right of way needs.

The property rights to be condemned are necessary for the proposed project.

The owner's parcel is located at the northwest corner of SR 49 and Lorenson Road. The installation of the safety improvements at the intersection requires the acquisition of additional right of way. The project requires a portion of the owner's parcel to provide safety enhancements and to allow safe U-turn movements beyond the installation of the median safety barrier. The installation of a roundabout was chosen to provide safe turning movements at the intersection of Lorenson Road/Florence Lane and SR 49. Due to the larger diameter roundabout required to allow vehicles up to a CA Legal truck to navigate a U-turn, additional right of way is needed. From SR 49, the Lorenson Road connection requires realignment, reprofiling, superelevation, roadbed widening to accommodate a large sized multi-use roundabout, chicanes, splitter island, sidewalk, ditches, curb & gutter, safety lighting, and traversable slopes within the clear recovery zone. In addition, a multi-use path with a buffer from the edge of travel way is needed to provide pedestrian and bike access through the intersection. Each of these safety improvements requires additional width to the existing road facility. In addition to the safety features, the existing road profile is at a raised elevation in comparison to the owner's parcel. The added diameter of the roundabout facility requires additional fill slope width and additional clearance from slope to right of way line for maintenance purposes. The project improvements at this location cannot be constructed without acquiring the proposed property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

Initially, the acquisition agent contacted the owner on October 15, 2021, and mailed the First Written Offer (FWO) package to owner on November 1, 2021. Subsequently, it was discovered that the parcel was encumbered with a conservation easement. The agent mailed a letter on March 16, 2022, to the owner to rescind the original FWO.

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District 3 Right of Way staff completed a new appraisal that included the conservation easement. The appraisal went through a rigorous review process and was approved by District Right of Way management on January 28, 2022. On February 7, 2022, the agent contacted the conservation easement holder and mailed them project information. District management and conservation easement interest holder met on May 24, 2022, to discuss the acquisition. New FWO packages were mailed to the conservation easement holder and delivered to the fee owner's home on May 27, 2022. The agent and the owner continued communication and addressed issues in an effort to reach a settlement.

The acquisition area was staked by July 25, 2022. The owner acknowledged the area had been staked and wished to obtain an independent appraisal. The owner and the agent have continued contact but have not been able to meet again as the owner has been unavailable. Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22193 - Daryl Oest and Sue Ann Oest, as Trustees of the Oest Family Trust Dated November 3, 2009

03-Pla-49-PM 9.0 - Parcel 37905-1, 2, 3 - EA 4H6009.

RWC Date: 12/01/23; RTL Date: 12/08/23; PR Date: 08/06/21; ED Date: 08/06/21; COS Signed: 01/13/22; ION Date: 05/27/22. Conventional highway - construct concrete median barrier and two roundabouts. Authorizes condemnation of land in fee for a state highway, an easement for utility purposes to be conveyed to Pacific Gas and Electric Company, a California corporation and Pacific Bell Telephone Company, a California corporation, dba AT&T California. Located in the unincorporated area of Placer County near the city of Auburn, on State Route 49 at Lorensen Road. APNs 076-120-045, -040, -031.

The public interest and necessity require the proposed project.

There is a history of cross-median collisions on State Route (SR) 49 in Placer County between the City of Auburn and the City of Grass Valley within the project limits. This project was identified through the federally mandated, state supported HSIP as a 201.010, Safety Improvement Program project. This is part of the multilane cross-median monitoring program to place concrete median barrier on SR 49 in Placer County, due to a series of cross-median collisions that resulted in both fatal and serious injuries. Per the March 2019 Traffic Safety Systems Guidance, this segment meets the requirement for installation of a concrete median barrier. The concrete median barrier will be installed on a segment between Lorensen Road/Florence Lane and Lone Star Road.

The concrete median barrier placed within the project limits will prevent left turns from or to SR 49. Because this will allow only right turns from driveways and side streets, out of direction travel will have to be accommodated. Intersection traffic control measures and roundabouts will be provided to facilitate U-turns and left turns at Lorensen Road/Florence Lane and Lone Star Road. Otherwise, the nearest opportunities for U-turns and left turns are at Wolf Road/Combie Road, 3.3 miles away from Lone Star Road for northbound traffic, and at Willow Creek Road, 2.8 miles away from Lorensen Road/Florence Lane for southbound. The project will also increase stopping sight distances by grading back the cut slope on a large hill on inside of horizontal curve.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

To identify environmental issues, constraints, costs, and potential impacts to the community, an IS-MND, in compliance with the CEQA and an NEPA was conducted and approved August 6, 2021.

The PDT analyzed multiple alternatives to minimize the impact to the environment, reduce constructability issues and delays to the travelling public, and improve safety to the greatest reasonable extent. Through these efforts, the PDT was able to conclude the Roundabout alternative provided the greatest benefit with the least impacts. Ultimately four complete alternatives were studied: Barrier & Roundabouts, Barrier & Signals, RCUTs, and a No Build alternative. The Barrier & Roundabout alternative provided the greatest safety improvement while reducing the impacts to the environment, and the proposed right of way needed in comparison to both the Barrier & Signal and RCUT alternatives. The No Build alternative is not

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a viable option as it would maintain the facility in its current condition and would not satisfy the project's need and purpose to improve safety on this segment of SR 49 by reducing the number and severity of cross-median collisions.

The PDT analyzed multiple iterations of the Barrier & Roundabout design. The layout of the roundabouts within the intersections were placed and analyzed multiple times before coming up with the final design. Roadway geometrics, safety, environmental impacts, and right of way constraints were all investigated before coming up with the final layout and location of the roundabouts. The final design represented the best safety improvements with the least impact to the property owners and the environment.

The utility companies were provided design updates with the most current layouts of the project. Focus meetings were held to discuss utility relocations with the utility companies and the Department. Discussions on utility alignments and alternatives took place to reduce the impact of the utility relocations. The utility companies presented the Department with the utility relocation plans that best mitigated impacts to the utility company, environmental, and right of way needs.

The property rights to be condemned are necessary for the proposed project.

The owner's parcel is located at the northeast corner of SR 49 and Lorenson Road. The installation of the safety improvements at the intersection requires the acquisition of additional right of way. The project requires a portion of the owner's parcel to provide utility relocations, safety enhancements, and to allow safe U-turn movements beyond the installation of the median safety barrier. The installation of a roundabout was chosen to address the needs to provide safe turning movements at the intersection of Lorenson Road/Florence Lane and SR 49. Due to the larger diameter roundabout required to allow vehicles up to a CA Legal truck to navigate a U-turn, additional right of way is needed. Integral roundabout features to promote safe vehicle speeds such as a speed reduction chicane, curbs, gutter, safety lighting, and splitter islands will need to be constructed in front of the owner's parcel. In addition, a multi-use path with a buffer from the edge of travel way is needed to provide pedestrian and bike access through the intersection. Each of these safety improvements require additional width to the existing road facility. The existing road profile is at a raised elevation in comparison to the owner's parcel. The added diameter of the roundabout facility requires additional fill slope width due to the raised elevation. The added fill slope impacts the utility poles in their current location, these poles need to be relocated outside the new fill slope and additional clearance from slope to right of way line is needed for maintenance and aerial easement purposes. The project improvements at this location cannot be constructed without acquiring the proposed property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

Initially, the acquisition agent contacted the owner on October 15, 2021, and mailed the FWO package to owner on November 1, 2021. Subsequently, it was discovered that the parcel was encumbered with a conservation easement. The agent mailed a letter on March 16, 2022, to the owner to rescind the original FWO.

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District 3 Right of Way staff completed a new appraisal that included the conservation easement. The appraisal went through a rigorous review process and was approved by District Right of Way management on January 28, 2022. On February 7, 2022, the agent contacted the conservation easement holder and mailed them project information. District management and conservation easement interest holder met on May 24, 2022, to discuss the acquisition. New FWO packages were mailed to the conservation easement holder and delivered to the fee owner's home on May 27, 2022. The agent and the owner continued communication and addressed issues in an effort to reach a settlement.

The owner and the agent have continued contact but have not been able to meet again as the owner has been unavailable. Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22194 - Daryl Oest and Sue Ann Oest, as Trustees of the Oest Family Trust Dated November 3, 2009

03-Pla-49-PM 10.0 - Parcel 37906-1, 2, 3, 4, 5 - EA 4H6009.

RWC Date: 12/01/23; RTL Date: 12/08/23; PR Date: 08/06/21; ED Date: 08/06/21; COS Signed: 01/13//22; ION Date: 05/27/22. Conventional highway - construct concrete median barrier and two roundabouts. Authorizes condemnation of land in fee for a state highway, temporary easements for highway construction, and easements for utility purposes to be conveyed to Pacific Gas and Electric Company, a California corporation and Pacific Bell Telephone Company, a California corporation, dba AT&T California. Located in the unincorporated area of Placer County near the city of Auburn on SR 49 at Lone Star Road. APNs 075-070-066 and 075-060-022.

The public interest and necessity require the proposed project.

There is a history of cross-median collisions on State Route (SR) 49 in Placer County between the City of Auburn and the City of Grass Valley within the project limits. This project was identified through the federally mandated, state supported HSIP as a 201.010, Safety Improvement Program Project. This is part of the multilane cross-median monitoring program to place concrete median barrier on SR 49 in Placer County, due to a series of cross-median collisions that resulted in both fatal and serious injuries. Per the March 2019 Traffic Safety Systems Guidance, this segment meets the requirement for installation of a concrete median barrier. The concrete median barrier will be installed on a segment between Lorenson Road/Florence Lane and Lone Star Road.

The concrete median barrier placed within the project limits will prevent left turns from or to SR 49. Because this will allow only right turns from driveways and side streets, out of direction travel will have to be accommodated. Intersection traffic control measures and roundabouts will be provided to facilitate U-turns and left turns at Lorenson Road/Florence Lane and Lone Star Road. Otherwise, the nearest opportunities for U-turns and left turns are at Wolf Road/Combie Road, 3.3 miles away from Lone Star Road for northbound traffic, and at Willow Creek Road, 2.8 miles away from Lorenson Road/Florence Lane for southbound. The project will also increase stopping sight distances by grading back a cut slope on the large hill on inside of horizontal curve.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

To identify environmental issues, constraints, costs, and potential impacts to the community, an IS-MND, in compliance with the CEQA and an NEPA was conducted and approved August 6, 2021.

The PDT analyzed multiple alternatives to minimize the impact to the environment, reduce constructability issues and delays to the travelling public, and improve safety to the greatest reasonable extent. Through these efforts, the PDT was able to conclude the Roundabout alternative provided the greatest benefit with the least impacts. Ultimately four complete alternatives were studied: Barrier & Roundabouts, Barrier & Signals, Barrier & RCUTs, and a No Build alternative. The Barrier & Roundabout alternative provided the greatest safety improvement while reducing the impacts to the environment, and the proposed right of way

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needed in comparison to both the Barrier & Signal and RCUT alternatives. The No Build alternative is not a viable option as it would maintain the facility in its current condition and would not satisfy the project's need and purpose to improve safety on this segment of SR 49 by reducing the number and severity of cross-median collisions.

The PDT analyzed multiple iterations of the Barrier & Roundabout design. The layout of the roundabouts within the intersections were placed and analyzed multiple times before coming up with the final design. Roadway geometrics, safety, environmental impacts, and right of way constraints were all investigated before coming up with the final layout and location of the roundabouts. The final design represented the best safety improvements with the least impact to the property owners and the environment.

The utility companies were provided design updates with the most current layouts of the project. Focus meetings were held to discuss utility relocations with the utility companies and the Department. Discussions on utility alignments and alternatives took place to reduce the impact of the utility relocations. The utility companies presented the Department with the utility relocation plans that best mitigated impacts to the utility company, environmental, and right of way needs.

The property rights to be condemned are necessary for the proposed project.

The owner's parcel is located at the southeast corner of SR 49 and Lone Star Road and along a curve with a steep, hilly slope compromising the traveling public's stopping sight distance. The project requires two portions of the owner's parcel for safety improvements, and utility relocations. One portion is needed to cut back the hilly slope to increasing stopping sight distance, and to provide adequate clearance from slope to right of way line per HDM 304.2. The second portion is needed to allow safe U-turn movements beyond the installation of the median safety barrier. The installation of a roundabout was chosen to provide safe turning movements at the intersection of Lone Star Road and SR 49. Due to the larger diameter roundabout required to allow vehicles up to a CA Legal truck to navigate a U-turn, additional right of way is needed. Roundabout features to promote safe vehicle speeds such as a speed reduction chicane, curbs, gutter, safety lighting, and splitter islands will need to be constructed in front of the owner's parcel. In addition, a multi-use path with a buffer from the edge of travel way is needed to provide pedestrian and bike access through the intersection. Each of these safety improvements require additional width to the existing road facility. The additional width of the proposed upgrades impacts the utility poles in their current location. Additional clearance will be needed to relocate these poles outside the proposed cut/fill line. Additional aerial easements are required to provide the utility company the ability to access and maintain these lines. The project improvements at this location cannot be constructed without acquiring the proposed property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

Initially, the acquisition agent contacted the owner on October 15, 2021, and mailed the FWO package to owner on November 1, 2021. Subsequently, it was discovered that the parcel was encumbered with a conservation easement. The agent mailed a letter on March 16, 2022, to the owner to rescind the original FWO.

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District 3 Right of Way staff completed a new appraisal that included the conservation easement. The appraisal went through a rigorous review process and was approved by District Right of Way management on February 18, 2022. On February 7, 2022, the agent contacted the conservation easement holder and mailed them project information. District management and conservation easement interest holder met on May 24, 2022, to discuss the acquisition. New FWO packages were mailed to the conservation easement holder and delivered to the fee owner's home on May 27, 2022. The agent and the owner continued communication and addressed issues in an effort to reach a settlement.

The owner, the conservation easement holder, and the agent have continued contact but have not been able to meet again as the owner has been unavailable. Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22195 - Daryl Oest and Sue Ann Oest, as Trustees of the Oest Family Trust Dated November 3, 2009

03-Pla-49-PM 10.1 - Parcel 37895-1 - EA 4H6009.

RWC Date: 12/01/23; RTL Date: 12/08/23; PR Date: 08/06/21; ED Date: 08/06/21; COS Signed: 01/13/22; ION Date: 05/27/22. Conventional highway - construct concrete median barrier and two roundabouts. Authorizes condemnation of land in fee for a state highway. Located in the unincorporated area of Placer County near the city of Auburn, on State Route 49 at Lone Star Road. APN 075-070-068.

The public interest and necessity require the proposed project.

There is a history of cross-median collisions on State Route (SR) 49 in Placer County between the City of Auburn and the City of Grass Valley within the project limits. This project was identified through the Federally mandated, State supported HSIP as a 201.010, Safety Improvement Program project. This is part of the multilane cross-median monitoring program to place concrete median barrier on SR 49 in Placer County, due to a series of cross-median collisions that resulted in both fatal and serious injuries. Per the March 2019 Traffic Safety Systems Guidance, this segment meets the requirement for installation of a concrete median barrier. The concrete median barrier will be installed on a segment between Lorenson Road/Florence Lane and Lone Star Road.

The concrete median barrier placed within the project limits will prevent left turns from or to SR 49. Because this will allow only right turns from driveways and side streets, out of direction travel will have to be accommodated. Intersection traffic control measures and roundabouts will be provided to facilitate U-turns and left turns at Lorenson Road/Florence Lane and Lone Star Road. Otherwise, the nearest opportunities for U-turns and left turns are at Wolf Road/Combie Road, 3.3 miles away from Lone Star Road for northbound traffic, and at Willow Creek Road, 2.8 miles away from Lorenson Road/Florence Lane for southbound. The project will also increase stopping sight distances by grading back the cut slope on a large hill on inside of horizontal curve.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

To identify environmental issues, constraints, costs, and potential impacts to the community, an IS-MND, in compliance with the CEQA and an NEPA was conducted and approved August 6, 2021.

PDT analyzed multiple alternatives to minimize the impact to the environment, reduce constructability issues and delays to the travelling public, and improve safety to the greatest reasonable extent. Through these efforts, the PDT was able to conclude the Roundabout alternative provided the greatest benefit with the least impacts. Ultimately four complete alternatives were studied: Barrier & Roundabouts, Barrier & Signals, Barrier & RCUTs, and a No Build alternative. The Barrier & Roundabout alternative provided the greatest safety improvement while reducing the impacts to the environment, and the proposed right of way needed in comparison to both the Barrier & Signal and RCUT alternatives. The No Build alternative is not a viable option as it would maintain the facility in its current condition and

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would not satisfy the project's need and purpose to improve safety on this segment of SR 49 by reducing the number and severity of cross-median collisions.

The PDT analyzed multiple iterations of the Barrier & Roundabout design. The layout of the roundabouts within the intersections were placed and analyzed multiple times before coming up with the final design. Roadway geometrics, safety, environmental impacts, and right of way constraints were all investigated before coming up with the final layout and location of the roundabouts. The final design represented the best safety improvements with the least impact to the property owners and the environment.

The utility companies were provided design updates with the most current layouts of the project. Focus meetings were held to discuss utility relocations with the utility companies and the Department. Discussions on utility alignments and alternatives took place to reduce the impact of the utility relocations. The utility companies presented the Department with the utility relocation plans that best mitigated impacts to the utility company, environmental, and right of way needs.

The property rights to be condemned are necessary for the proposed project.

The owner's parcel is located at the southwest corner of SR 49 and Lone Star Road. From the west, Lone Star Road curves around and runs parallel to SR 49 before turning eastbound and intersecting with SR 49. The installation of the safety improvements at the intersection requires the acquisition of additional right of way. The project requires a portion of the owner's parcel between Lone Star Road and SR 49 for safe vehicle operation along the skew angled connected leg roundabout and for environmental mitigation. The current condition of SR 49 at Lone Star Road is a two way stop controlled intersection. The proposed project will upgrade intersection from two way stop controlled to a multi-lane roundabout and median safety barrier. From SR 49, the Lone Star Road connection requires realignment, reprofiling, superelevation, roadbed widening to accommodate large sized multi use roundabout, chicanes, splitter island, sidewalk, ditches, curb and gutter, safety lighting, stormwater treatment Best Management Practices, bioswale, trapezoidal ditch (bioswale) and recoverable slopes within the clear recovery zone. Parcel 37895 is required for safe traffic operation, environmental and stormwater mitigation. This area falls within the natural stormwater drainage path coming down the hill. This area provides the most desirable location to provide safe traffic operation, environmental and stormwater mitigation within the project limits. The project improvements at this location cannot be constructed without acquiring the proposed property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

Initially, the acquisition agent contacted the owner on October 15, 2021, and mailed the FWO package to owner on November 1, 2021. Subsequently, it was discovered that the parcel was encumbered with two conservation easements. The agent mailed a letter on March 16, 2022, to the owner to rescind the original FWO.

District 3 Right of Way staff completed a new appraisal that included the conservation easement. The appraisal went through a rigorous review process and was approved by District Right of Way management on January 28, 2022. On February 7, 2022, the agent contacted

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the conservation easement holders and mailed them project information. District management and conservation easement interest holders met on May 24, 2022, to discuss the acquisition. New FWO packages were mailed to the conservation easement holders and delivered to the fee owner's home on May 27, 2022.

The agent has continued to be in contact with the owner, the conservation easement holder and the funding agency. The agent has not been able to meet again as the owner has been unavailable. Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22196 - LAI Properties, LLC, a California Limited Liability Company

06-Ker-184-PM 8.38 - Parcel 88443-1,2 - EA 0U2909.

RWC Date: 04/04/23; RTL Date: 04/14/23; PR Date: 12/15/20; ED Date: 12/15/20; COS

Signed: 11/18/21; ION Date: 05/05/22. Conventional highway - State 184 Roadway

Rehabilitation. Authorizes condemnation of land in fee for a state highway, and underlying fee. Located in the city of Bakersfield at 3231 Edison Highway. APN 145-100-06.

The public interest and necessity require the proposed project.

The Department developed a Conceptual Report, dated June 26, 2015, for the SR 184 corridor from Dunnsmere Street to Edison Highway. SR 184 is a major arterial for Kern County that has high agricultural truck traffic and runs west to east. The affected segment of SR 184 is a two-lane undivided highway and four-lane divided highway with flexible pavement, which has had a considerable amount of distress.

It was recommended to rehabilitate the existing roadway, install and/or update curb ramps to meet ADA compliancy, and install roadside ditches as required to convey storm water drainage, to alleviate flooding. These strategies are in harmony with the Department and Federal Highway Administration (FHWA) policies of using existing materials and maximizing the use of existing pavement, and include all applicable standards as required by the 3R rehabilitation.

Without rehabilitation, the pavement would continue to deteriorate and would result in additional maintenance response and costs. Thus, impacting the safety of the traveling public, increasing the exposure of maintenance workers to moving traffic and increasing overall future maintenance costs.

In 2020, after further studies were completed, and project limits were extended to Mills Drive/Breckenridge Road, as documented in the Project Report, and approved on December 15, 2020. Additional complete street elements were also incorporated to improve safety, access, and mobility for pedestrians and bicyclists in an underserved, disadvantaged community. The pedestrian elements will include adding and/or updating sidewalk, curb ramps, and electrical equipment to ADA standards, which will increase pedestrian continuity and safety.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

The Department has prepared an IS for this project and, following public review, has determined from this study that the project will not have a significant effect on the environment for the following reasons:

The project will have no effect on aesthetics, agriculture and forest resources, air quality, energy, land use and planning, mineral resources, noise, paleontology, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, or wildfire.

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The project will have no significant effect on biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology, or water quality.

An ED was prepared and signed on December 15, 2020, for this project. The ED is an Initial Study with a Negative Declaration for CEQA and a CE under NEPA. The approved CE determined that the proposed project would not have a significant impact to the environment.

Two alternatives were considered for this project to complete the roadway improvements: build or no-build, with the intention of causing the least private injury. The alternative to build the project was chosen as it was determined that without rehabilitation, the pavement would continue to deteriorate and would result in additional maintenance response and costs. Also, without the drainage improvements, flooding on to the roadway and pedestrian areas would continue at various locations within the project limits. Thus, impacting the safety of the traveling public, increasing the exposure of maintenance workers to moving traffic and increasing overall future maintenance costs. The proposed improvements will be constructed within the existing Department's right of way to minimize private injury impacts wherever possible. Property rights will still be necessary, but impacts are as minimal as possible to meet the design and safety needs of the traveling public.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located at the southeast corner of SR 184 and Mountain View Road and is necessary for the construction of a drainage basin. A hydraulic study determined this location to be the most beneficial for the drainage basin, since flooding occurs at the intersection due to stormwater runoff coming from the east and flowing along the local roadway in a westerly direction.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

On August 30, 2021, District 6 Right of Way staff completed an appraisal which was approved by District Right of Way management on September 1, 2021. Parcel was assigned to the agent on March 25, 2022. Due to the Covid-19 pandemic (Pandemic), the District Right of Way Agent delivered the offer to the owner via e-mail on May 5, 2022.

The Agent reached out to the owner on May 11, 2022, to discuss the offer and to see if the owner had any questions or concerns about the project. The owner voiced concern regarding the partial acquisition and is dissatisfied with the amount of compensation. Negotiations are at an impasse. In order to secure the project timeline, condemnation must be initiated.

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C-22197 - Bob L. Hull and Lou Hull, husband and wife, as joint tenants

06-Ker-184-PM 1.00 - Parcel 88674-1, 2 - EA 0U2909.

RWC Date: 04/04/23; RTL Date: 04/14/23; PR Date: 12/15/20; ED Date: 12/15/20; COS Signed: 08/18/21; ION Date: 02/23/22. Conventional highway – rehabilitation project.

Authorizes condemnation of land in fee for a state highway and underlying fee. Located in the city of Lamont at 11200 Main Street. APN 186-130-09.

The public interest and necessity require the proposed project.

The Department developed a Conceptual Report, dated June 26, 2015, for the SR 184 corridor from Dunsmere Street to Edison Highway. SR 184 is a major arterial for Kern County that has high agricultural truck traffic and runs west to east. The affected segment of SR 184 is a two-lane undivided highway and four-lane divided highway with flexible pavement, which has had a considerable amount of distress.

It was recommended to rehabilitate the existing roadway, install and/or update curb ramps to meet ADA compliancy, and install roadside ditches as required to convey storm water drainage to alleviate flooding. These strategies are in harmony with the Department and FHWA policies of using existing materials and maximizing the use of existing pavement, and include all applicable standards as required by the 3R rehabilitation.

Without rehabilitation, the pavement would continue to deteriorate and would result in additional maintenance response and costs. Thus, impacting the safety of the traveling public, increasing the exposure of maintenance workers to moving traffic and increasing overall future maintenance costs.

In 2020, after further studies were completed, the project limits were extended to Mills Drive/Breckenridge Road, as documented in the Project Report, and approved on December 15, 2020. Additional complete street elements were also incorporated to improve safety, access, and mobility for pedestrians and bicyclists in an underserved, disadvantaged community. The pedestrian elements will include adding and/or updating sidewalk, curb ramps, and electrical equipment to ADA standards, which will increase pedestrian continuity and safety.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

The Department has prepared an IS for this project and, following public review, has determined from this study that the project will not have a significant effect on the environment for the following reasons:

The project will have no effect on aesthetics, agriculture and forest resources, air quality, energy, land use and planning, mineral resources, noise, paleontology, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, or wildfire.

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The project will have no significant effect on biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology, or water quality.

An ED was prepared and signed on December 15, 2020, for this project. The ED is an Initial Study with a Negative Declaration for CEQA and a CE under NEPA. The approved CE determined that the proposed project would not have a significant impact to the environment.

Two alternatives were considered for this project to complete the roadway improvements: build or no-build, with the intention of causing the least private injury. The alternative to build the project was chosen as it was determined that without rehabilitation, the pavement would continue to deteriorate and would result in additional maintenance response and costs. Also, without the drainage improvements, flooding on to the roadway and pedestrian areas would continue at various locations within the project limits. Thus, impacting the safety of the traveling public, increasing the exposure of maintenance workers to moving traffic and increasing overall future maintenance costs. The proposed improvements will be constructed within the existing Department's right of way to minimize private injury impacts wherever possible. Property rights will still be necessary, but impacts are as minimal as possible to meet the design and safety needs of the traveling public.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located at 11200 Main Street, Lamont, CA and is necessary for the roadway rehabilitation on SR 184 to preserve and extend the service life of the existing pavement.

The project proposes to install a mountable curb, gutter, and sidewalk within the acquisition area. The mountable curb will allow ingress and egress of the property in the same manner as currently used.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

The owner of record has passed away. Due to the Pandemic, the owner's heirs voiced their concerns regarding meeting personally. A District Right of Way Agent delivered the offer to the owner's heirs via e-mail on February 23, 2022. The agent is unsure who the true heirs are and is requesting the court's assistance in ascertaining that information. The agent will continue to have discussions with the heirs regarding the project and process, however a settlement is not in the foreseeable future until heirs are determined. In order to secure project schedule, condemnation must be initiated.

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C-22198 - Gun Cheol Oh and Chong Larn Oh, Trustees of the Oh Family Living Trust, Dated April 1, 2021

06-Ker-184-PM 1.21 - Parcel 88678-1, 2 - EA 0U2909.

RWC Date: 04/04/23; RTL Date: 04/14/23; PR Date: 12/15/20; ED Date: 12/15/20; COS

Signed: 08/18/21; ION Date: 12/08/21. Conventional highway - rehabilitation project.

Authorizes condemnation of land in fee for a state highway and underlying fee. Located in the city of Lamont at 10904 Main Street. APN 186-154-02, 186-154-03 and 186-154-04.

The public interest and necessity require the proposed project.

The Department developed a Conceptual Report, dated June 26, 2015, for the SR 184 corridor from Dunnsmere Street to Edison Highway. SR 184 is a major arterial for Kern County that has high agricultural truck traffic and runs west to east. The affected segment of SR 184 is a two-lane undivided highway and four-lane divided highway with flexible pavement, which has had a considerable amount of distress.

It was recommended to rehabilitate the existing roadway, install and/or update curb ramps to meet ADA compliancy, and install roadside ditches as required to convey storm water drainage to alleviate flooding. These strategies are in harmony with the Department and FHWA policies of using existing materials and maximizing the use of existing pavement, and include all applicable standards as required by the 3R rehabilitation.

Without rehabilitation, the pavement would continue to deteriorate and would result in additional maintenance response and costs. Thus, impacting the safety of the traveling public, increasing the exposure of maintenance workers to moving traffic and increasing overall future maintenance costs.

In 2020, after further studies were completed, the project limits were extended to Mills Drive/Breckenridge Road, as documented in the Project Report, and approved on December 15, 2020. Additional complete street elements were also incorporated to improve safety, access, and mobility for pedestrians and bicyclists in an underserved, disadvantaged community. The pedestrian elements will include adding and/or updating sidewalk, curb ramps, and electrical equipment to ADA standards, which will increase pedestrian continuity and safety.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

The Department has prepared an IS for this project and, following public review, has determined from this study that the project will not have a significant effect on the environment for the following reasons:

The project will have no effect on aesthetics, agriculture and forest resources, air quality, energy, land use and planning, mineral resources, noise, paleontology, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, or wildfire.

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The project will have no significant effect on biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology, or water quality.

An ED was prepared and signed on December 15, 2020, for this project. The ED is an Initial Study with a Negative Declaration for CEQA and a CE under NEPA. The approved CE determined that the proposed project would not have a significant impact to the environment.

Two alternatives were considered for this project to complete the roadway improvements: build or no-build, with the intention of causing the least private injury. The alternative to build the project was chosen as it was determined that without rehabilitation, the pavement would continue to deteriorate and would result in additional maintenance response and costs. Also, without the drainage improvements, flooding on to the roadway and pedestrian areas would continue at various locations within the project limits. Thus, impacting the safety of the traveling public, increasing the exposure of maintenance workers to moving traffic and increasing overall future maintenance costs. The proposed improvements will be constructed within the existing Department's right of way to minimize private injury impacts wherever possible. Property rights will still be necessary, but impacts are as minimal as possible to meet the design and safety needs of the traveling public.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located at 10904 Main Street, Lamont, CA and is necessary for the roadway rehabilitation on SR 184 to preserve and extend the service life of the existing pavement.

The project proposes to install a mountable curb, gutter, and sidewalk within the acquisition area. The mountable curb will allow ingress and egress of the property in the same manner as currently used.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

Due to the Pandemic, the owner voiced their concerns regarding meeting personally. A District Right of Way Agent delivered the offer to the owner via e-mail on December 8, 2021.

Owner is concerned because the proposed fee area is affecting parking spaces and therefore a settlement hasn't been reached. Negotiations are at an impasse; therefore, condemnation must be initiated.

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C-22199 - Nahi Kassas, a married man as his sole and separate property

06-Ker-184-PM 1.51 - Parcel 88680-1 - EA 0U2909.

RWC Date: 04/04/23; RTL Date: 04/14/23; PR Date: 12/15/20; ED Date: 12/15/20; COS

Signed: 08/18/21; ION Date: 02/04/22. Conventional highway - Roadway Rehabilitation (3R).

Authorizes condemnation of land in fee for a state highway. Located in the city of Lamont at 10428 S. Main St. APN 186-060-19.

The public interest and necessity require the proposed project.

The Department developed a Conceptual Report, dated June 26, 2015, for the SR 184 corridor from Dunnsmere Street to Edison Highway. SR 184 is a major arterial for Kern County that has high agricultural truck traffic and runs west to east. The affected segment of SR 184 is a two-lane undivided highway and four-lane divided highway with flexible pavement, which has had a considerable amount of distress.

It was recommended to rehabilitate the existing roadway, install and/or update curb ramps to meet ADA compliancy, and install roadside ditches as required to convey storm water drainage, to alleviate flooding. These strategies are in harmony with the Department and FHWA policies of using existing materials and maximizing the use of existing pavement, and include all applicable standards as required by the 3R rehabilitation.

Without rehabilitation, the pavement would continue to deteriorate and would result in additional maintenance response and costs. Thus, impacting the safety of the traveling public, increasing the exposure of maintenance workers to moving traffic and increasing overall future maintenance costs.

In 2020, after further studies were completed, the project limits were extended to Mills Drive/Breckenridge Road, as documented in the Project Report, approved on December 15, 2020. Additional complete street elements were also incorporated to improve safety, access, and mobility for pedestrians and bicyclists in an underserved, disadvantaged community. The pedestrian elements will include adding and/or updating sidewalk, curb ramps, and electrical equipment to ADA standards, which will increase pedestrian continuity and safety.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

The Department has prepared an IS for this project and, following public review, has determined from this study that the project will not have a significant effect on the environment for the following reasons:

The project will have no effect on aesthetics, agriculture and forest resources, air quality, energy, land use and planning, mineral resources, noise, paleontology, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, or wildfire.

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The project will have no significant effect on biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology, or water quality.

An ED was prepared and signed on December 15, 2020, for this project. The ED is an Initial Study with a Negative Declaration for CEQA and a CE under NEPA. The approved CE determined that the proposed project would not have a significant impact to the environment.

Two alternatives were considered for this project to complete the roadway improvements: build or no-build, with the intention of causing the least private injury. The alternative to build the project was chosen as it was determined that without rehabilitation, the pavement would continue to deteriorate and would result in additional maintenance response and costs. Also, without the drainage improvements, flooding on to the roadway and pedestrian areas would continue at various locations within the project limits. Thus, impacting the safety of the traveling public, increasing the exposure of maintenance workers to moving traffic and increasing overall future maintenance costs. The proposed improvements will be constructed within the existing Department's right of way to minimize private injury impacts wherever possible. Property rights will still be necessary, but impacts are as minimal as possible to meet the design and safety needs of the traveling public.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located at 10428 Main Street, Lamont, CA and is necessary for the roadway rehabilitation on SR 184 to preserve and extend the service life of the existing pavement.

The project proposes to install a mountable curb, gutter, and sidewalk within the acquisition area. The mountable curb will allow ingress and egress of the property in the same manner as currently used.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

On January 5, 2022, District 6 Right of Way staff completed an Appraisal which was approved by District Right of Way management on January 6, 2022. Due to the Pandemic, the owner voiced their concerns regarding meeting personally. A District Right of Way Agent delivered the offer to the owner via overnight mail on February 4, 2022.

On April 19, 2022, the Agent was able to make personal contact with the property owner at his residence to discuss any questions or concerns that he may have. While negotiations continue, condemnation is initiated to ensure the project timeline.

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C-22200 - 9201 Main Street LLC

06-Ker-184-PM 2.28 - Parcel 88689-1,2 - EA 0U2909.

RWC Date: 04/04/23; RTL Date: 04/14/23; PR Date: 12/15/20; ED Date: 12/15/20; COS Signed: 02/01/21; ION Date: 04/18/22. Conventional highway - rehabilitation project.

Authorizes condemnation of land in fee for a state highway and underlying fee. Located in the unincorporated area of County of Kern at East of State Route 184, just north of Collison Street. APN 178-420-02.

The public interest and necessity require the proposed project.

The Department developed a Conceptual Report, dated June 26, 2015, for the SR 184 corridor from Dunnsmere Street to Edison Highway. SR 184 is a major arterial for Kern County that has high agricultural truck traffic and runs west to east. The affected segment of SR 184 is a two-lane undivided highway and four-lane divided highway with flexible pavement, which has had a considerable amount of distress.

It was recommended to rehabilitate the existing roadway, install and/or update curb ramps to meet ADA compliancy, and install roadside ditches as required to convey storm water drainage, to alleviate flooding. These strategies are in harmony with the Department and FHWA policies of using existing materials and maximizing the use of existing pavement, and include all applicable standards as required by the 3R rehabilitation.

Without rehabilitation, the pavement would continue to deteriorate and would result in additional maintenance response and costs. Thus, impacting the safety of the traveling public, increasing the exposure of maintenance workers to moving traffic and increasing overall future maintenance costs.

In 2020, after further studies were completed, the project limits were extended to Mills Drive/Breckenridge Road, as documented in the Project Report, approved on December 15, 2020. Additional complete street elements were also incorporated to improve safety, access, and mobility for pedestrians and bicyclists in an underserved, disadvantaged community. The pedestrian elements will include adding and/or updating sidewalk, curb ramps, and electrical equipment to ADA standards, which will increase pedestrian continuity and safety.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

The Department has prepared an IS for this project and, following public review, has determined from this study that the project will not have a significant effect on the environment for the following reasons:

The project will have no effect on aesthetics, agriculture and forest resources, air quality, energy, land use and planning, mineral resources, noise, paleontology, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, or wildfire.

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The project will have no significant effect on biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology, or water quality.

An ED was prepared and signed on December 15, 2020, for this project. The ED is an Initial Study with a Negative Declaration for CEQA and a CE under NEPA. The approved CE determined that the proposed project would not have a significant impact to the environment.

Two alternatives were considered for this project to complete the roadway improvements: build or no-build, with the intention of causing the least private injury. The alternative to build the project was chosen as it was determined that without rehabilitation, the pavement would continue to deteriorate and would result in additional maintenance response and costs. Also, without the drainage improvements, flooding on to the roadway and pedestrian areas would continue at various locations within the project limits. Thus, impacting the safety of the traveling public, increasing the exposure of maintenance workers to moving traffic and increasing overall future maintenance costs. The proposed improvements will be constructed within the existing Department's right of way to minimize private injury impacts wherever possible. Property rights will still be necessary, but impacts are as minimal as possible to meet the design and safety needs of the traveling public.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located at 8920 Weedpatch Highway, Lamont, CA and is necessary for the roadway rehabilitation on SR 184 to preserve and extend the service life of the existing pavement. The project proposes to install a mountable curb, gutter, and sidewalk within the acquisition area. The mountable curb will allow ingress and egress of the property in the same manner as currently used.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

On January 5, 2022, District 6 Right of Way staff completed an Appraisal which was approved by District Right of Way management on December 23, 2021. Due to the COVID-19 pandemic, the first written offer was mailed to the property owner. Unfortunately, the owner never received the mailed first written offer and a District Right of Way Agent delivered the first written offer in person on April 18, 2022, when meeting the property owner on the subject property.

The property owner has concerns as to the design of the project as it may affect and potentially impact the business on his property. Owner has been unresponsive. As negotiations are at an impasse, condemnation is initiated to ensure the project timeline

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C-22201 - Cosme Damian Sanchez and Socorro Canogo Sanchez, husband and wife, as joint tenants

06-Ker-184-PM 6.05 - Parcel 88694-1 - EA 0U2909.

RWC Date: 04/04/23; RTL Date: 04/14/23; PR Date: 12/15/20; ED Date: 12/15/20; COS

Signed: 11/18/21; ION Date: 05/19/22. Conventional highway - rehabilitation project.

Authorizes condemnation of a permanent easement for Bus Stop. Located in the city of Bakersfield at 3115 Weedpatch Hwy. APN 388-450-03.

The public interest and necessity require the proposed project.

The Department developed a Conceptual Report, dated June 26, 2015, for the SR 184 corridor from Dunsmere Street to Edison Highway. SR 184 is a major arterial for Kern County that has high agricultural truck traffic and runs west to east. The affected segment of SR 184 is a two-lane undivided highway and four-lane divided highway with flexible pavement, which has had a considerable amount of distress.

It was recommended to rehabilitate the existing roadway, install and/or update curb ramps to meet ADA compliancy, and install roadside ditches as required to convey storm water drainage, to alleviate flooding. These strategies are in harmony with the Department and FHWA policies of using existing materials and maximizing the use of existing pavement, and include all applicable standards as required by the 3R rehabilitation.

Without rehabilitation, the pavement would continue to deteriorate and would result in additional maintenance response and costs. Thus, impacting the safety of the traveling public, increasing the exposure of maintenance workers to moving traffic and increasing overall future maintenance costs.

In 2020, after further studies were completed, the project limits were extended to Mills Drive/Breckenridge Road, as documented in the Project Report, and approved on December 15, 2020. Additional complete street elements were also incorporated to improve safety, access, and mobility for pedestrians and bicyclists in an underserved, disadvantaged community. The pedestrian elements will include adding and/or updating sidewalk, curb ramps, and electrical equipment to ADA standards, which will increase pedestrian continuity and safety.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

The Department has prepared an IS for this project and, following public review, has determined from this study that the project will not have a significant effect on the environment for the following reasons:

The project will have no effect on aesthetics, agriculture and forest resources, air quality, energy, land use and planning, mineral resources, noise, paleontology, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, or wildfire.

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The project will have no significant effect on biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology, or water quality.

An ED was prepared and signed on December 15, 2020, for this project. The ED is an Initial Study with a Negative Declaration for CEQA and a CE under NEPA. The approved CE determined that the proposed project would not have a significant impact to the environment.

Two alternatives were considered for this project to complete the roadway improvements: build or no-build, with the intention of causing the least private injury. The alternative to build the project was chosen as it was determined that without rehabilitation, the pavement would continue to deteriorate and would result in additional maintenance response and costs. Also, without the drainage improvements, flooding on to the roadway and pedestrian areas would continue at various locations within the project limits. Thus, impacting the safety of the traveling public, increasing the exposure of maintenance workers to moving traffic and increasing overall future maintenance costs. The proposed improvements will be constructed within the existing Department's right of way to minimize private injury impacts wherever possible. Property rights will still be necessary, but impacts are as minimal as possible to meet the design and safety needs of the traveling public.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located at the southeast corner of SR 184 and Mountain View Road and is necessary for the construction of a drainage basin. A hydraulic study determined this location to be the most beneficial for the drainage basin, since flooding occurs at the intersection due to stormwater runoff coming from the east and flowing along the local roadway in a westerly direction.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

On February 22, 2022, District 6 Right of Way staff completed an Appraisal which was approved by District Right of Way management on March 4, 2022. A District Right of Way Agent delivered the offer to the owner in person on May 19, 2022.

During first meeting, the agent discussed the offer to see if the owner had any questions or concerns about the project. The owner voiced concern regarding the permanent easement acquisition, and the impact altering the front of the property devaluing the house. They are seeking out an independent appraiser for the land value and the improvements. Condemnation must be the initiate in order to obtain possession and secure the project timeline.

C-22202 - Faria & Sons Family Limited Partnership

06-Tul-99-PM 36.40 - Parcel 88191-1, 2 - EA 487409.

RWC Date: 05/01/23; RTL Date: 05/15/23; PR Date: 08/22/16; ED Date: 07/10/19; COS Signed: 11/18/21; ION Date: 04/25/21. Conventional highway - reconstruct interchange.

Authorizes condemnation of land in fee for a state highway, and underlying fee. Located in the city of Visalia at 8606 W. Caldwell Avenue. APN 119-021-034, 119-021-036.

The public interest and necessity require the proposed project.

The Project Study Report-Project Development Support (PSR-PDS) for this project was originally approved on November 19, 2003. A subsequent update to this report which addresses cost and information update was prepared and approved on August 22, 2016.

The purpose of the project is to alleviate future congestion and to improve safety and traffic operations on Caldwell Avenue at and near SR 99 interchange. Project will provide operational performance at the interchange that is consistent with TCAG goals and consistent with the land use and traffic circulation policies and objectives in the Tulare County and City of Visalia General Plans. The interchange will also be upgraded to correct nonstandard features.

Congestion is projected to increase due to the development of Caldwell Avenue as a future corridor for commercial and residential growth as planned by the City of Visalia and TCAG. Traffic generated by the proposed Sequoia Gateway Commerce Park (SGCP), a commercial development located at the southeast quadrant of the interchange, would also impact Caldwell Avenue Interchange during peak hours.

The need for the project is based on the operational analysis conducted by the District 6 Traffic Operations Branch on October 3, 2017. With the existing configuration, the intersections will deteriorate to Level of Service (LOS) F prior to 2023, resulting from long delays at each stopped intersection for left turn movements. The actual accident rates on the mainline and ramp locations are significantly higher than the statewide average accident rates for similar type of facilities.

The project proposes to improve traffic operation at the interchange and local roads as well as address pedestrian travel deficiencies by improving pedestrian safety and mobility. Additionally, the project would correct the nonstandard vertical clearance at the Avenue 280 Overcrossing Bridge.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A roundabout at the intersection of SR 99 and Caldwell Avenue is planned. It is designed to improve the intersection operations by mitigating excessive delays and queuing that will result from growth in surrounding areas. Sidewalks are also proposed at the location of the roundabout with separation provided between traffic and pedestrians. Curb ramps, cross walks, and bike ramps are designed to provide pedestrian access. Roundabouts substantially reduce crashes that can result in serious injury or death. Roundabouts can also improve

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safety, promote lower speeds, induce traffic calming, reduce conflict points, and improve overall operational performance.

The alternative to build a series of roundabouts was chosen as it would reduce the overall structure footprint and impacts of the project improvements. Additionally, retaining walls are to be used, where feasible, to reduce needed right of way acquisition, temporary construction easements and eliminate fill slope impacts to developed parcels. Furthermore, construction staging is planned in a way to maximize accessibility and availability of freeway ramps. New local road connections were also included to minimize impacts of the realignment of freeways and local roads.

An ED was prepared and signed on July 10, 2019, for this project. The ED is an Initial Study with Mitigated Negative Declaration for CEQA and Finding of No Significant Impact under NEPA.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located at the northeast corner of the northbound on-ramp and Caldwell Avenue, the northeast corner of SR 99 and Caldwell Avenue, the southwest corner of C Street and Caldwell Avenue, as well as the southeast corner of C Street and Caldwell Avenue.

The proposed roundabouts and structure at this interchange requires widening existing approaches to accommodate current and future traffic volumes, as well as the construction of additional embankment to accommodate the raised profile grade of the structure along with necessary sight distances. The parcels are needed to construct the approach roads to the roundabout and appurtenant features including pedestrian facilities, drainage facilities, lighting, utilities, and signage. Additionally, the realignment of the local road Drive 85 is required to meet access control and intersection spacing requirements.

The project improvements in this segment cannot be constructed without acquiring the proposed property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

District 6 Right of Way staff completed an appraisal which was approved by District Right of Way management on March 25, 2021. The property owner voiced their concerns regarding meeting personally due to the Pandemic. District Right of Way Agent delivered the revised offer to the owner via e-mail on April 25, 2021.

The property owner strongly disagrees with the State's offer of just compensation and has obtained an independent appraisal. Negotiations are at an impasse and to secure the project timeline, condemnation must be initiated.

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C-22203 - Kenneth L. Puryear, Trustee of The Kenneth L. Puryear 2008 Revocable Living Trust, Dated January 24, 2008

06-Tul-99-PM 36.42 - Parcel 88192-1, 2, 3, 4 - EA 487409.

RWC Date: 05/01/23; RTL Date: 05/15/23; PR Date: 08/22/16; ED Date: 07/10/19; COS

Signed: 11/18/21; ION Date: 09/09/21. Conventional highway - reconstruct interchange.

Authorizes condemnation of land in fee for a state highway and underlying fee. Located in the city of Visalia at 8570 W. Caldwell Avenue. APN 119-021-041.

The public interest and necessity require the proposed project.

The Project Study Report-Project Development Support (PSR-PDS) for this project was originally approved on November 19, 2003. A subsequent update to this report which addresses cost and information update was prepared and approved on August 22, 2016.

The purpose of the project is to alleviate future congestion and to improve safety and traffic operations on Caldwell Avenue at and near SR 99 interchange. Project will provide operational performance at the interchange that is consistent with TCAG goals and consistent with the land use and traffic circulation policies and objectives in the Tulare County and City of Visalia General Plans. The interchange will also be upgraded to correct nonstandard features.

Congestion is projected to increase due to the development of Caldwell Avenue as a future corridor for commercial and residential growth as planned by the City of Visalia and TCAG. Traffic generated by the proposed SGCP, a commercial development located at the southeast quadrant of the interchange, would also impact Caldwell Avenue Interchange during peak hours.

The need for the project is based on the operational analysis conducted by the District 6 Traffic Operations Branch on October 3, 2017. With the existing configuration, the intersections will deteriorate to LOS F prior to 2023, resulting from long delays at each stopped intersection for left turn movements. The actual accident rates on the mainline and ramp locations are significantly higher than the statewide average accident rates for similar type of facilities.

The project proposes to improve traffic operation at the interchange and local roads as well as address pedestrian travel deficiencies by improving pedestrian safety and mobility. Additionally, the project will correct the nonstandard vertical clearance at the Avenue 280 Overcrossing Bridge.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A roundabout at the intersection of SR 99 and Caldwell Avenue is planned. It is designed to improve the intersection operations by mitigating excessive delays and queuing that will result from growth in surrounding areas. Sidewalks are also proposed at the location of the roundabout with separation provided between traffic and pedestrians. Curb ramps, cross walks, and bike ramps are designed to provide pedestrian access. Roundabouts substantially reduce crashes that can result in serious injury or death. Roundabouts can also improve

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safety, promote lower speeds, induce traffic calming, reduce conflict points, and improve overall operational performance.

The alternative to build a series of roundabouts was chosen as it would reduce the overall structure footprint and impacts of the project improvements. Additionally, retaining walls are to be used, where feasible, to reduce needed right of way acquisition, temporary construction easements and eliminate fill slope impacts to developed parcels. Furthermore, construction staging is planned in a way to maximize accessibility and availability of freeway ramps. New local road connections were also included to minimize impacts of the realignment of freeways and local roads.

An ED was prepared and signed on July 10, 2019, for this project. The ED is an Initial Study with Mitigated Negative Declaration for CEQA and Finding of No Significant Impact under NEPA.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located at the northeast corner of the northbound on-ramp and Caldwell Avenue, the northeast corner of SR 99 and Caldwell Avenue, the southwest corner of C Street and Caldwell Avenue, as well as the southeast corner of C Street and Caldwell Avenue.

The proposed roundabouts and structure at this interchange requires widening existing approaches to accommodate current and future traffic volumes, as well as the construction of additional embankment to accommodate the raised profile grade of the structure along with necessary sight distances. The parcels are needed to construct the approach roads to the roundabout and appurtenant features including pedestrian facilities, drainage facilities, lighting, utilities, and signage. Additionally, the realignment of the local road Drive 85 is required to meet access control and intersection spacing requirements.

The project improvements in this segment cannot be constructed without acquiring the proposed property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

District 6 Right of Way staff completed an Appraisal Review Report which was approved by District Right of Way management on March 23, 2021. The property owner voiced their concerns regarding meeting personally due to the Pandemic. Thus, a District Right of Way Agent delivered the offer to the owner via e-mail on September 9, 2021.

The property owner strongly disagrees with the State's offer of just compensation and is in the process of getting an independent appraisal. The property owner also has their own counsel handling this transaction. Due to the disagreement of value and to ensure the project timeline, condemnation must be initiated.

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C-22204 - Kevin Blackwell, Trustee, The Betty Anderson Trust Under The Henery P. Anderson, III, Revocable Living Trust Dated September 9, 2009

06-Tul-99-PM 36.50 - Parcel 88193-1 - EA 487409.

RWC Date: 05/01/23; RTL Date: 05/15/23; PR Date: 08/22/16; ED Date: 07/10/19; COS

Signed: 11/18/21; ION Date: 03/09/22. Conventional highway - reconstruct interchange.

Authorizes condemnation of land in fee for a state highway. Located in the city of Visalia at 0.1 miles north on Drive 85 from Caldwell Avenue. APN 119-010-066.

The public interest and necessity require the proposed project.

The Project Study Report-Project Development Support (PSR-PDS) for this project was originally approved on November 19, 2003. A subsequent update to this report which addresses cost and information update was prepared and approved on August 22, 2016.

The purpose of the project is to alleviate future congestion and to improve safety and traffic operations on Caldwell Avenue at and near SR 99 interchange. Project will provide operational performance at the interchange that is consistent with TCAG goals and consistent with the land use and traffic circulation policies and objectives in the Tulare County and City of Visalia General Plans. The interchange would also be upgraded to correct nonstandard features.

Congestion is projected to increase due to the development of Caldwell Avenue as a future corridor for commercial and residential growth as planned by the City of Visalia and TCAG. Traffic generated by the proposed SGCP, a commercial development located at the southeast quadrant of the interchange, would also impact Caldwell Avenue Interchange during peak hours.

The need for the project is based on the operational analysis conducted by the District 6 Traffic Operations Branch on October 3, 2017. With the existing configuration, the intersections will deteriorate to LOS F prior to 2023, resulting from long delays at each stopped intersection for left turn movements. The actual accident rates on the mainline and ramp locations are significantly higher than the statewide average accident rates for similar type of facilities.

The project proposes to improve traffic operation at the interchange and local roads as well as address pedestrian travel deficiencies by improving pedestrian safety and mobility. Additionally, the project would correct the nonstandard vertical clearance at the Avenue 280 Overcrossing Bridge.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A roundabout at the intersection of SR 99 and Caldwell Avenue is planned. It is designed to improve the intersection operations by mitigating excessive delays and queuing that will result from growth in surrounding areas. Sidewalks are also proposed at the location of the roundabout with separation provided between traffic and pedestrians. Curb ramps, cross walks, and bike ramps are designed to provide pedestrian access. Roundabouts substantially reduce crashes that can result in serious injury or death. Roundabouts can also improve

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safety, promote lower speeds, induce traffic calming, reduce conflict points, and improve overall operational performance.

The alternative to build a series of roundabouts was chosen as it would reduce the overall structure footprint and impacts of the project improvements. Additionally, retaining walls are to be used, where feasible, to reduce needed right of way acquisition, temporary construction easements, and eliminate fill slope impacts to developed parcels. Furthermore, construction staging is planned in a way to maximize accessibility and availability of freeway ramps. New local road connections were also included to minimize impacts of the realignment of freeways and local roads.

An ED was prepared and signed on July 10, 2019, for this project. The ED is an Initial Study with Mitigated Negative Declaration for CEQA and Finding of No Significant Impact under NEPA.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located at the northeast corner of the northbound on-ramp and Caldwell Avenue, the northeast corner of SR 99 and Caldwell Avenue, the southwest corner of C Street and Caldwell Avenue, as well as the southeast corner of C Street and Caldwell Avenue.

The proposed roundabouts and structure at this interchange require widening existing approaches to accommodate current and future traffic volumes, as well as the construction of additional embankment to accommodate the raised profile grade of the structure along with necessary sight distances. The parcels are needed to construct the approach roads to the roundabout and appurtenant features including pedestrian facilities, drainage facilities, lighting, utilities, and signage. Additionally, the realignment of the local road Drive 85 is required to meet access control and intersection spacing requirements.

The project improvements in this segment cannot be constructed without acquiring the proposed property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

District 6 Right of Way staff completed an Appraisal which was approved by District Right of Way management on June 11, 2021. It was discovered that a design change was necessary therefore, a revised appraisal was completed and approved on February 9, 2022. The property owner voiced their concerns regarding meeting personally due to the Pandemic. District Right of Way Agent delivered the offer to the owner via e-mail on March 9, 2022.

The property owner strongly disagrees with the State's offer of just compensation and is in the process of getting an independent appraisal. The property owner also has their own counsel handling this transaction. Negotiations are at an impasse and to ensure the project timeline, condemnation must be initiated.

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C-22205 - Eleazar S. Figueroa and Valarie K. Figueroa, Husband and Wife as Joint Tenants
06-Tul-99-PM 36.42 - Parcel 88195-1, 2 - EA 487409.

RWC Date: 03/27/23; RTL Date: 03/31/23; PR Date: 08/22/16; ED Date: 07/10/19; COS Signed: 12/10/20; ION Date: 09/09/21. Conventional highway - reconstruct interchange. Authorizes condemnation of land in fee for a state highway and a permanent easement for access and maintenance. Located in the city of Visalia, north on Drive 85 from Caldwell Avenue. APN 119-010-008.

The public interest and necessity require the proposed project.

The Project Study Report-Project Development Support (PSR-PDS) for this project was originally approved on November 19, 2003. A subsequent update to this report which addresses cost and information update was prepared and approved on August 22, 2016.

The purpose of the project is to alleviate future congestion and to improve safety and traffic operations on Caldwell Avenue at and near SR 99 interchange. Project will provide operational performance at the interchange that is consistent with TCAG goals and consistent with the land use and traffic circulation policies and objectives in the Tulare County and City of Visalia General Plans. The interchange will also be upgraded to correct nonstandard features.

Congestion is projected to increase due to the development of Caldwell Avenue as a future corridor for commercial and residential growth as planned by the City of Visalia and TCAG. Traffic generated by the proposed SGCP, a commercial development located at the southeast quadrant of the interchange, would also impact Caldwell Avenue Interchange during peak hours.

The need for the project is based on the operational analysis conducted by the District 6 Traffic Operations Branch on October 3, 2017. With the existing configuration, the intersections will deteriorate to LOS F prior to 2023 resulting from long delays at each stopped intersection for left turn movements. The actual accident rates on the mainline and ramp locations are significantly higher than the statewide average accident rates for similar type of facilities.

The project proposes to improve traffic operation at the interchange and local roads as well as address pedestrian travel deficiencies by improving pedestrian safety and mobility. Additionally, the project would correct the nonstandard vertical clearance at the Avenue 280 Overcrossing Bridge.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A roundabout at the intersection of SR 99 and Caldwell Avenue is planned. It is designed to improve the intersection operations by mitigating excessive delays and queuing that will result from growth in surrounding areas. Sidewalks are also proposed at the location of the roundabout with separation provided between traffic and pedestrians. Curb ramps, cross walks, and bike ramps are designed to provide pedestrian access. Roundabouts substantially reduce crashes that can result in serious injury or death. Roundabouts can also improve

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safety, promote lower speeds, induce traffic calming, reduce conflict points, and improve overall operational performance.

The alternative to build a series of roundabouts was chosen as it would reduce the overall structure footprint and impacts of the project improvements. Additional, retaining walls are to be used, where feasible, to reduce needed right of way acquisition, temporary construction easements, and eliminate fill slope impacts to developed parcels. Furthermore, construction staging is planned in a way to maximize accessibility and availability of freeway ramps. New local road connections were also included to minimize impacts of the realignment of freeways and local roads.

An ED was prepared and signed on July 10, 2019, for this project. The ED is an Initial Study with Mitigated Negative Declaration for CEQA and Finding of No Significant Impact under NEPA.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located at the northeast corner of the northbound on-ramp and Caldwell Avenue, the northeast corner of SR 99 and Caldwell Avenue, the southwest corner of C Street and Caldwell Avenue, as well as the southeast corner of C Street and Caldwell Avenue.

The proposed roundabouts and structure at this interchange require widening existing approaches to accommodate current and future traffic volumes, as well as the construction of additional embankment to accommodate the raised profile grade of the structure along with necessary sight distances. The parcels are needed to construct the approach roads to the roundabout and appurtenant features including pedestrian facilities, drainage facilities, lighting, utilities, and signage. Additionally, the realignment of the local road Drive 85 is required to meet access control and intersection spacing requirements.

The project improvements in this segment cannot be constructed without acquiring the proposed property.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

District 6 Right of Way staff completed an appraisal which was approved by District Right of Way management on March 26, 2021. The property owner voiced their concerns regarding meeting personally due to the Pandemic. District Right of Way Agent delivered the offer to the owner via e-mail on September 9, 2021.

The property owner strongly disagrees with the State's offer of just compensation and is in the process of getting an independent appraisal. The property owner also has their own counsel handling this transaction. Negotiations are at an impasse and to ensure the project timeline, condemnation must be initiated.

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C-22206 - P&I Enterprises LLC, a California Limited Liability Company

07-LA-1-PM 13.51 - Parcel 81576-1 - EA 321609.

RWC Date: 03/10/23; RTL Date: 04/10/23; PR Date: 06/29/16 (Supplemental PR Dates: 05/26/17, 09/08/17, 02/28/20); ED Date: 12/31/19; COS Signed: 08/02/21; ION Date: 04/01/22.

Conventional highway - upgrade pavement and curb ramps with Americans with Disabilities Act (ADA) elements. Authorizes condemnation of a permanent easement for state highway purposes. Located in the city of Lomita at 2019 Pacific Coast Highway. APN 7375-022-020.

The public interest and necessity require the proposed project.

The Capital Preventive Maintenance Project Report noted deficiencies to existing pedestrian ADA curb ramps and recommended improvements to the pedestrian facilities to make them comply with the 2010 ADA Standards for Accessible Design and the Department's Design Information Bulletin (DIB) 82-06 for pedestrian facilities. The proposed project will improve pedestrian traffic safety, especially for individuals with disabilities.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A Categorical Exemption (CE)/Categorical Exclusion (CE) pursuant to CEQA and NEPA was completed and approved in December 2019 for this project, and a Hazardous Waste Assessment was also completed in February 2022.

To be most compatible with the greatest public good and least public injury, the project proposes to reconstruct the ADA curb ramps to comply with the current ADA standards, all miscellaneous site improvements within the proposed highway easements will be protected in place, and vehicular traffic to adjacent businesses will not be impacted nor diverted during construction. The project is designed with retaining curbs at the back of many ADA ramp locations and a minimum sidewalk width of 4.2 feet where feasible. Additionally, different curb ramp designs were used based on their locations. All these measures were taken to minimize right of way impacts yet still meet current ADA standards.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located adjacent to the state highway. A portion of the existing ADA curb ramp is located within the owner's property. This project requires a 122 square foot highway easement at this location to reconstruct the existing curb ramp to meet current ADA standards. The reconstruction of the existing curb ramp cannot be constructed without acquiring the proposed highway easement.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal that established just compensation was approved by District Right of Way management on March 2, 2022. On March 14, 2022, the first written offer (FWO) of just compensation was presented to the property owner via certified mail at the address listed in the staff appraisal report, but the certified mail was not claimed. On March 29, 2022, the FWO of just compensation was presented to the property owner via certified mail at the address on

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the County Assessor's tax roll and delivered to the property owner on April 1, 2022. District Right of Way met with the property owner's representative once. No additional personal meetings were scheduled as the property owner was ready to sign the right of way contract. However, the property owner has yet to sign the right of way contract, as they are still waiting for concurrence from their tenant. District Right of Way will continue to follow up with the property owner's representative to secure a settlement by right of way contract. However, to continue the orderly sequence of events that are required to meet construction schedules, a Resolution of Necessity is being sought at the October 2022 Commission meeting.

C-22207 - George Mardikian, as to an undivided 1/27th interest; and Smile, LLC, a California limited liability company, as to an undivided 26/27th interest

07-LA-1-PM 20.89 - Parcel 81632-1 - EA 325809.

RWC Date: 05/10/23; RTL Date: 06/09/23; PR Date: 06/30/16 (Supplemental PR Dates: 05/26/17, 09/08/17, 02/20/20, 03/11/20); ED Date: 12/31/19 (Re-Validation Date: 03/15/22); COS Signed: 08/18/21; ION Date: 05/20/22. Conventional highway - upgrade pavement and curb ramps with ADA elements. Authorizes condemnation of a permanent easement for State highway purposes. Located in the city of Hermosa Beach at 747 5th Street.
APN 4188-030-002.

The public interest and necessity require the proposed project.

The Capital Preventive Maintenance Project Report noted deficiencies to existing pedestrian ADA curb ramps and recommended improvements to the pedestrian facilities to make them comply with the 2010 ADA Standards for Accessible Design and the Department's DIB 82-06 for pedestrian facilities. The proposed project will improve pedestrian traffic safety, especially for individuals with disabilities.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A CE/CE pursuant to CEQA and NEPA was completed and approved in December 2019 and re-validated in March 2022 for this project, and a Hazardous Waste Assessment was also completed in February 2022.

To be most compatible with the greatest public good and least public injury, the project proposes to reconstruct the ADA curb ramps to comply with the current ADA standards, all miscellaneous site improvements within the proposed highway easements will be protected in place, and vehicular traffic to adjacent businesses will not be impacted nor diverted during construction. The project is designed with retaining curbs at the back of many ADA ramp locations and a minimum sidewalk width of 4.2 feet where feasible. Additionally, different curb ramp designs were used based on their locations. All these measures were taken to minimize right of way impacts yet still meet current ADA standards.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located adjacent to the state highway. A portion of the existing ADA curb ramp is located within the owner's property. This project requires a 9 square foot highway easement at this location to reconstruct the existing curb ramp to meet current ADA standards. The reconstruction of the existing curb ramp cannot be constructed without acquiring the proposed highway easement.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal that established just compensation was approved by District Right of Way management on March 6, 2022. On April 4, 2022, April 26, 2022, and May 6, 2022, the FWO of just compensation was presented to the property owner via certified mail to the address on the County Assessor's tax roll. However, the property owner refused to accept the certified

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mail. On May 20, 2022, the FWO was presented to the property owner via first-class mail as requested by the property owner. District Right of Way met with the property owner once at the property owner's request. All subsequent negotiations have taken place via phone and email per the property owner's preference. District Right of Way will continue to follow up with the property owner to negotiate an amicable settlement. However, to continue the orderly sequence of events that are required to meet construction schedules, a Resolution of Necessity is being sought at the October 2022 Commission meeting.

C-22208 - 1601 PCH, LP, a California limited partnership

07-LA-1-PM 21.46 - Parcel 81692-1 - EA 325809.

RWC Date: 05/10/23; RTL Date: 06/09/23; PR Date: 06/30/16 (Supplemental PR Dates: 05/26/17, 09/08/17, 02/20/20, 03/11/20); ED Date: 12/31/19 (Re-Validation Date: 03/15/22); COS Signed: 08/31/21; ION Date: 04/26/22. Conventional highway - upgrade pavement and curb ramps with ADA elements. Authorizes condemnation of a permanent easement for State highway purposes. Located in the city of Hermosa Beach at 1601 Pacific Coast Highway. APN 4184-025-210.

The public interest and necessity require the proposed project.

The Capital Preventive Maintenance Project Report noted deficiencies to existing pedestrian ADA curb ramps and recommended improvements to the pedestrian facilities to make them comply with the 2010 ADA Standards for Accessible Design and the Department's DIB 82-06 for pedestrian facilities. The proposed project will improve pedestrian traffic safety, especially for individuals with disabilities.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A CE/CE pursuant to CEQA and NEPA was completed and approved in December 2019 and re-validated in March 2022 for this project, and a Hazardous Waste Assessment was also completed in February 2022.

To be most compatible with the greatest public good and least public injury, the project proposes to reconstruct the ADA curb ramps to comply with the current ADA standards, all miscellaneous site improvements within the proposed highway easements will be protected in place, and vehicular traffic to adjacent businesses will not be impacted nor diverted during construction. The project is designed with retaining curbs at the back of many ADA ramp locations and a minimum sidewalk width of 4.2 feet where feasible. Additionally, different curb ramp designs were used based on their locations. All these measures were taken to minimize right of way impacts yet still meet current ADA standards.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located adjacent to the State highway. A portion of the existing ADA curb ramp is located within the owner's property. This project requires a 424 square foot highway easement at this location to reconstruct the existing curb ramp to meet current ADA standards. The reconstruction of the existing curb ramp cannot be constructed without acquiring the proposed highway easement.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal that established just compensation was approved by District Right of Way management on April 7, 2022. On April 20, 2022, the FWO of just compensation was presented to the property owner via certified mail to the address on the County Assessor's tax roll. On April 26, 2022, Agent spoke with the property owner and confirmed the receipt of the offer. All negotiations have taken place via phone and email per the property owner's

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preference due to the Pandemic. Negotiations for an amicable settlement are ongoing but are currently at an impasse. District Right of Way will continue to negotiate an amicable settlement with the property owner. However, to continue the orderly sequence of events that are required to meet construction schedules, a Resolution of Necessity is being sought at the October 2022 Commission meeting.

C-22209 - Marina Associates Limited Partnership, a Minnesota limited partnership
07-LA-1-PM 31.37 - Parcel 81779-1 - EA 325809.

RWC Date: 05/10/23; RTL Date: 06/09/23; PR Date: 06/30/16 (Supplemental PR Dates: 05/26/17, 09/08/17, 02/20/20, 03/11/20); ED Date: 12/31/19 (Re-Validation Date: 03/15/22); COS Signed: 11/04/21; ION Date: 03/21/22. Conventional highway - upgrade pavement and curb ramps with ADA elements. Authorizes condemnation of a permanent easement for state highway purposes. Located in the city of Los Angeles at 4236 Lincoln Boulevard. APN 4230-001-018.

The public interest and necessity require the proposed project.

The Capital Preventive Maintenance Project Report noted deficiencies to existing pedestrian ADA curb ramps and recommended improvements to the pedestrian facilities to make them comply with the 2010 ADA Standards for Accessible Design and the Department's DIB 82-06 for pedestrian facilities. The proposed project will improve pedestrian traffic safety, especially for individuals with disabilities.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A CE/CE pursuant to CEQA and NEPA was completed and approved in December 2019 and re-validated in March 2022 for this project, and a Hazardous Waste Assessment was also completed in February 2022.

To be most compatible with the greatest public good and least public injury, the project proposes to reconstruct the ADA curb ramps to comply with the current ADA standards, all miscellaneous site improvements within the proposed highway easements will be protected in place, and vehicular traffic to adjacent businesses will not be impacted nor diverted during construction. The project is designed with retaining curbs at the back of many ADA ramp locations and a minimum sidewalk width of 4.2 feet where feasible. Additionally, different curb ramp designs were used based on their locations. All these measures were taken to minimize right of way impacts yet still meet current ADA standards.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located adjacent to the state highway. A portion of the existing ADA curb ramp is located within the owner's property. This project requires a 72 square foot highway easement at this location to reconstruct the existing curb ramp to meet current ADA standards. The reconstruction of the existing curb ramp cannot be constructed without acquiring the proposed highway easement.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal that established just compensation was approved by District Right of Way management on March 6, 2022. On March 16, 2022, the FWO of just compensation was presented to the property owner via certified mail to the address on the County Assessor's tax roll, and the property owner received the FWO package on March 21, 2022. All communications with the property owner's representative have taken place over the phone per

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the property owner's representative's preference. Negotiations for an amicable settlement are ongoing but are currently at an impasse. District Right of Way will continue to negotiate an amicable settlement with the property owner's representative. However, to continue the orderly sequence of events that are required to meet construction schedules, a Resolution of Necessity is being sought at the October 2022 Commission meeting.

C-22210 - Zuma Beach Properties, LLC, a Nevada limited liability company

07-LA-1-PM 56.5/56.9 - Parcel 81832-1 - EA 291409 (under-construction).

RWC Date: 09/11/20; RTL Date: 10/09/20; PR Date: 06/30/17; ED Date: 06/29/17; COS Signed: 11/04/21; ION Date: 02/21/22. Conventional highway - replace Trancas Creek Bridge on State Route (SR) 1. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Malibu at 30745 Pacific Coast Highway. APN 4469-045-001.

The public interest and necessity require the proposed project.

The Trancas Creek Bridge replacement report noted that the 95-year-old bridge has a history of scour-related issues and is subject to scour under a 10-year storm event warranting replacement. A scour evaluation, conducted by The Department Structure Maintenance & Investigation's Hydraulic Unit in 2009, documented the potential for future scouring due in part to the bridge's location 800 feet from the Pacific Ocean, contraction of the channel at the bridge, and the hydraulic skew. That evaluation concluded that the bridge could settle during a 10-year storm event due to scour at the piers, as a result, a project was initiated and a project scope summary report (structure rehabilitation) to request programming in the 2014 State Highway Operation Protection Program was approved on January 18, 2013.

The existing 120 foot long by 76.50 foot wide bridge is being replaced with a 240 feet long by 109.25 foot wide bridge. The reason for the 240 foot long bridge, in lieu of the 120 foot long bridge, was dictated by the Los Angeles County Department of Public Works to accommodate a 50-year burned and bulked storm flood requirement. If the project was to maintain the existing 120 foot long Bridge, it would have to raise the bridge grade profile by a minimum of five feet and thus would have required additional right of way in excess of 19,300 square feet due to the lack of driveway access caused by higher bridge profile grade. The reason for the 109.25 foot wide bridge, in lieu of the existing 76.50 feet, is mainly dictated by District Traffic Management to maintain the existing four traffic lanes, two lanes in each direction configuration for the motoring public, at all times, for the duration of the project construction due to unacceptable traveling delay time. Additional project improvements of widening the bridge and roadway pavement will provide room for a future six foot wide bicycle/pedestrian walkway.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A Mitigated Negative Declaration (MND) with a Finding of No Significant Impact and Section 4(f) Evaluation was completed and approved in June 2017 for this project. A Hazardous Waste Assessment was also completed on February 14, 2017.

To be most compatible with the greatest public good and least public injury, the project proposes to replace Trancas Creek Bridge with current design standards, all miscellaneous site improvements within the proposed easement will be protected in place, and vehicular traffic to adjacent residential driveways as well as businesses will not be impacted nor diverted during construction. The bridge replacement was designed with a length twice that of the existing bridge to minimize residential and business property acquisitions by maintaining the

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existing bridge grade profile, and with a width of almost one and half of that existing in order not to impact traveling motorists with an acceptable traveling delay time.

The property rights to be condemned necessary for the proposed project.

The owner's property is located adjacent to the state highway and the proposed temporary construction easement (TCE) area of 56,904 square feet is needed to facilitate the contractor's maneuver to construct the bridge replacement, temporary pedestrian/cyclists walkway, and house the temporary 16 inch County of Los Angeles Public Works water line, as a result of the existing water line abutted to the existing bridge needs to be relocated temporarily until the bridge replacement is complete in place. This project was certified in September of 2020 and is currently under construction. The proposed TCE is a two-year extension of the previously acquired TCE to accommodate addition time needed to finish construction of the project. Construction of the bridge replacement cannot be accomplished without acquiring the proposed TCE area.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal that established just compensation was approved by District Right of Way management on February 4, 2022. On February 21, 2022, the FWO of just compensation was presented to the property owner's attorney via email per the property owner's attorney's request. All communications with the property owner's attorney have taken place via phone and email per the property owner's attorney's preference. Negotiations for an amicable settlement are ongoing but are currently at an impasse. District Right of Way will continue to negotiate an amicable settlement with the property owner's attorney. However, to continue the orderly sequence of events that are required to meet construction schedules, a Resolution of Necessity is being sought at the October 2022 Commission meeting.

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C-22211 - Circle K Stores Inc., a Texas corporation

07-LA-164-PM 6.22 - Parcel 81431-1 - EA 320809.

RWC Date: 03/15/23; RTL Date: 03/30/23; PR Date: 06/30/20; ED Date: 05/27/20

(Re-Validation Date: 04/07/22); COS Signed: 10/08/21; ION Date: 04/04/22. Conventional highway - install new traffic system and ADA compliant curb ramps. Authorizes condemnation of a permanent easement for state highway purposes. Located in the city of Rosemead at 8960 Valley Boulevard. APN 5390-012-063.

The public interest and necessity require the proposed project.

The Traffic Investigation Report noted deficiencies to existing pedestrian ADA curb ramps and recommended improvements to the pedestrian facilities to make them compliant with the 2010 ADA Standards for Accessible Design and the Department's DIB 82-06 for pedestrian facilities. The proposed project will improve pedestrian traffic safety.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A CE/CE pursuant to CEQA and NEPA was completed and approved in May 2020 and re-validated in April 2022 for this project, and a Hazardous Waste Assessment was also completed in August 2021.

This project was developed with one build alternative and a no-build alternative, as this project proposed to provide compliance with the 2010 ADA Standards for Accessible Design and the Department's DIB 82-06 for Highway Projects by upgrading the existing pedestrian curb ramp facilities along SR 164 to current ADA standards. To be most compatible with the greatest public good and least public injury, the project proposes to reconstruct the ADA curb ramps to comply with the current ADA standards, all miscellaneous site improvements within the proposed highway easements will be protected in place, and vehicular traffic to adjacent businesses will not be impacted nor diverted during construction.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located adjacent to the state highway. A portion of the existing ADA curb ramp is located within the owner's property. This project requires a 74 square foot highway easement at this location to reconstruct the existing curb ramp to meet current ADA standards. The reconstruction of the existing curb ramp cannot be constructed without acquiring the proposed highway easement.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal that established just compensation was approved by District Right of Way management on March 17, 2022. On March 25, 2022, the FWO of just compensation was presented to the property owner via certified mail at the four different addresses associated with the property owner, including the property owner's mailing address on the County Assessor's tax roll, and delivered to the property owner with the last delivery made on April 4, 2022. District Right of Way met with the property owner once. No additional personal

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meetings were scheduled per the property owner's preference due to the Pandemic. Negotiations for an amicable settlement are ongoing, and District Right of Way will continue to follow up with the property owner to secure a settlement by right of way contract. However, to continue the orderly sequence of events that are required to meet construction schedules, a Resolution of Necessity is being sought at the October 2022 Commission meeting.

C-22212 - E & H Land Company, LLC, a California limited liability company

07-Ven-34-PM 6.2/6.6 - Parcel 81212-1, 2 - EA 317809.

RWC Date: 03/01/23; RTL Date: 03/24/23; PR Date: 05/17/18 (Supplemental PR Date: 11/08/19); ED Date: 05/16/18 (Re-Validation Date: 08/10/22); COS Signed: 09/15/21; ION Date: 03/14/22. Conventional highway - construct grade separation. Authorizes condemnation of land in fee for a state highway and land in fee for public road purposes to be conveyed to Ventura County. Located in the unincorporated area of Ventura County near the southwest corner of East Fifth Street and Rice Avenue. APNs 217-0-020-105, -115, -125, -135.

The public interest and necessity require the proposed project.

The current at-grade crossing of Rice Avenue at the Santa Barbara Subdivision of the Union Pacific Railroad (UPRR) is adjacent to the intersection of Rice Avenue and 5th Street/SR 34. From 2010 to 2016, there have been 61 separate accidents combined at this intersection and the at-grade crossing, averaging 12 accidents per year during that six-year period. Two of the 61 accidents occurred on June 3, 2014, and February 24, 2015; both accidents involved a Metrolink train versus vehicle at the at-grade railroad crossing at Rice Avenue, resulting in a total of three fatalities. The grade separation project will improve public safety by eliminating the conflict between vehicles and trains by elevating Rice Avenue above both the UPRR and SR 34.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

An Environmental Impact Report pursuant to the CEQA and an Environmental Assessment and Finding of No Significant Impact pursuant to NEPA was completed in May 2018. This included studies of biology, cultural resources, farmland, air quality, noise, and archaeological resources. Revalidation of the environmental document was completed in August 2022. Additionally, a Site Investigation Report was completed in July 2021 and a Storm Water Data Report was completed in April 2022. Finally, stage construction plans and details were developed and included in the project to safely allow traffic to travel through the project site during construction.

Originally the project was to elevate Rice Avenue along its present alignment over both the UPRR and Rice Avenue and 5th Street/SR 34. This alternative included two connector roads located on either side of Rice Avenue southerly of SR 34. The project included the construction of a temporary bypass access road parallel with and 250 feet easterly of Rice Avenue. The total cost estimate for the originally proposed alignment reached \$169,000,000, exceeding the available funding sources of \$79,000,000. Therefore, the PDT evaluated another alignment of Rice Avenue 250 feet easterly of existing Rice Avenue alignment, that was proposed originally for a temporary bypass road to facilitate construction of the originally proposed project alignment eliminating the need to relocate several utility facilities and reducing the right of way impacts for utility relocations and the south westerly connector of 5th Street/SR 34.

Additionally, a Design Standard Decision Document with 10 nonstandard features was prepared and approved in November 2019. Seven (7) out of the 10 nonstandard features were done to reduce right of way impacts, and in many cases protect farmland.

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

In November 2019, the Commission approved the alternative to realign Rice Avenue 250 feet easterly of existing Rice Avenue and authorized additional grant funding under the Trade Corridor Enhancement Program.

The property rights to be condemned are necessary for the proposed project.

The owner's property is located adjacent to the southerly side of 5th Street. The project requires a total acquisition area of 21,303 square feet to widen and realign the eastbound lanes of 5th Street. The safety improvements included in this project will not be possible without acquiring the proposed property. The property is necessary for the widening of the paved traveled way along 5th Street and the construction of the supporting slope.

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal that established just compensation was approved by District Right of Way management on February 9, 2022. On March 1, 2022, the FWO of just compensation was presented to the property owner via certified mail at the address on file with the California Secretary of State and was delivered to the property owner on March 14, 2022. The FWO was also mailed to the property owner's attorney on March 29, 2022, at the property owner's attorney's request. Per the property owner's attorney's preference due to the Pandemic, all communications have taken place via phone and email. Negotiations for an amicable settlement are ongoing but are currently at an impasse. District Right of Way will continue to negotiate an amicable settlement with the property owner's attorney. However, to continue the orderly sequence of events that are required to meet construction schedules, a Resolution of Necessity is being sought at the October 2022 Commission meeting.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

C-22213 - Lake Elsinore Unified School District, a California corporation

08-Riv-74-PM 12.7-12.95 - Parcel 25355-1, 2, 3, 4, 5 - EA 1L3109.

RWC Date: 12/15/22; RTL Date: 12/30/22; PR Date: N/A; ED Date: 05/11/20 (Re-Validation Date: 06/21/22); COS Signed: 10/14/21; ION Date: 07/15/22. Conventional highway - Pavement Grinding and Asphalt Concrete (AC) Overlay along with upgrading curb ramps to meet ADA standards. Authorizes condemnation of land in fee for a state highway and temporary easements for construction purposes. Located in the city of Lake Elsinore at 32593 Riverside Drive. APN 379-050-038.

The public interest and necessity require the proposed project.

This project scope is on SR 74 from PM 5.8 to PM 17.3. This segment of SR 74 is a two-lane highway, with intermittent median lane and shoulders vary from 0 to 5 feet. The majority of this segment passes through business areas and heavy traffic at the on-ramp and off-ramp connection between SR 74 and Interstate 15 (I-15). The purpose of this project is to provide and maintain pavement in a good condition for the commuters. The pavement in this segment has started to show minor deterioration at few locations, and several curb ramps along both directions of this highway segment do not meet current ADA standards. The proposed preservation treatment for the pavement on SR 74 is to cold plane and apply AC overlay on the highway pavement and retrofit all non-standard ADA curb ramps to provide access for pedestrians with mobility impairment. Moreover, a backing shoulder is needed from PM 15.4 to PM 15.7 due to an elevation gap between existing shoulder and original ground.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury

A CE/CE pursuant to CEQA and NEPA was completed and approved in May 2020 and re-validated in June 2022 for this project. A Project Report was never prepared as this is a maintenance project that subsequently incorporated project elements to upgrade several curb ramps to meet current ADA standards. A Community Impact Assessment and an Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, cultural resources, noise, and stormwater.

To minimize the impact of the project scope on private properties, the project was designed to lessen the requirement of acquisition areas to build the curb ramp to satisfy current ADA standards. All proposed fee acquisition parcel areas are contained within the existing ADA curb ramp areas. Retrofit of these ADA curb ramps in this project will greatly help pedestrians with mobility impairment commute safely

The property rights to be condemned are necessary for the proposed project.

The owner's parcel is located between the project limits and adjacent to SR 74. This project requires 1,656 square feet of the owner's property to retrofit the two non-standard ADA curb ramps along SR 74 within the scope of this project. Temporary Construction Easements totaling 452 square feet are also needed to provide construction workers space behind the curb ramps to do formwork and perform finish concrete work. The reconstruction of the existing curb ramps cannot be constructed without acquiring a portion of the owner's property.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal that established just compensation was approved by District Right of Way management on July 6, 2022. On July 15, 2022, the FWO of just compensation was sent via certified mail to the property owner at the address on the County Assessor's tax roll.

Negotiations continue, but the Department and the owners are currently at an impasse due to differences in opinion over the construction staging. Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22214 - HINES NURSERIES, INC., a California Corporation

08-Riv-74-PM 12.7-12.95 - Parcel 25356-1, 2, 3, 4 - EA 1L3109.

RWC Date: 12/15/22; RTL Date: 12/30/22; PR Date: N/A; ED Date: 05/11/20 (Re-Validation Date: 06/21/22); COS Signed: 10/14/21; ION Date: 07/13/22. Conventional highway - Pavement Grinding and AC Overlay along with upgrading curb ramps to meet ADA standards. Authorizes condemnation of land in fee for a state highway and temporary easements for construction purposes. Located in the city of Lake Elsinore near 32593 Riverside Drive. APN 379-050-037.

The public interest and necessity require the proposed project.

This project scope is on SR 74 from PM 5.8 to PM 17.3. This segment of SR 74 is a two-lane highway, with intermittent median lane and shoulders vary from 0 to 5 feet. The majority of this segment passes through business areas and heavy traffic at the on-ramp and off-ramp connection between SR 74 and I-15. The purpose of this project is to provide and maintain pavement in a good condition for the commuters. The pavement in this segment has started to show minor deterioration at few locations, and several curb ramps along both directions of this highway segment do not meet current ADA standards. The proposed preservation treatment for the pavement on SR 74 is to cold plane and apply AC overlay on the highway pavement and retrofit all non-standard ADA curb ramps to provide access for pedestrians with mobility impairment. Moreover, a backing shoulder is needed from PM 15.4 to PM 15.7 due to an elevation gap between existing shoulder and original ground.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A CE/CE pursuant to CEQA and NEPA was completed and approved in May 2020 and re-validated in June 2022 for this project. A Project Report was never prepared as this is a maintenance project that subsequently incorporated project elements to upgrade several curb ramps to meet current ADA standards. A Community Impact Assessment and an Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, cultural resources, noise, and stormwater.

To minimize the impact of the project scope on private properties, the project was designed to lessen the requirement of acquisition areas to build the curb ramp to satisfy current ADA standards. All proposed fee acquisition parcel areas are contained within the existing ADA curb ramp areas. Retrofit of these ADA curb ramps in this project will greatly help pedestrians with mobility impairment commute safely.

The property rights to be condemned are necessary for the proposed project.

The owner's parcel is located between the project limits and adjacent to SR 74. This project requires 856 square feet of the owner's property to retrofit the two non-standard ADA curb ramps along SR 74 within the scope of this project. Temporary Construction Easements totaling 96 square feet are also needed to provide construction workers space behind the curb ramps to do formwork and perform finish concrete work. The reconstruction of the existing curb ramps cannot be constructed without acquiring a portion of the owner's property.

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An offer to purchase in accordance with Government Code Section 7267.2 has not been made to the owners of record.

A staff appraisal that established just compensation was approved by District Right of Way management on July 6, 2022. On July 13, 2022, the FWO of just compensation was sent via certified mail to the property owner at the address of record. However, the owner is not at the address of record and the offer was returned “undelivered.” As a result, District Right of Way staff performed multiple due diligence attempts to locate and contact with the property owner. These efforts included internet investigations, researching the Secretary of State’s information, reviewing title company and County Tax Assessor’s information, as well as contacting previous owners of the property. All these efforts proved unsuccessful in locating the property owner.

Government Code 7267.2 states in part that “... the public entity shall make an offer to the owner or owners of record to acquire the property for the full amount so established, *unless the owner cannot be located with reasonable diligence.*” Therefore, Government Code 7267.2 has been met by the district’s reasonable diligence as described above, in attempting to locate the owner of record. District staff will continue their efforts to locate the property owner, however condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22215 - SOUTHERN CALIFORNIA EDISON COMPANY, a corporation, as successor in interest to CALIFORNIA ELECTRIC POWER COMPANY, a corporation and THE NEVADA-CALIFORNIA ELECTRIC CORPORATION, an electrical public service corporation

08-Riv-74-PM 12.95 - Parcel 25357-1, 2 - EA 1L3109.

RWC Date: 12/15/22; RTL Date: 12/30/22; PR Date: N/A; ED Date: 05/11/20 (Re-Validation Date: 06/21/22); COS Signed: 10/14/21; ION Date: 07/15/22. Conventional highway - Pavement Grinding and AC Overlay along with upgrading curb ramps to meet ADA standards. Authorizes condemnation of land in fee for a state highway. Located in the city of Lake Elsinore at Riverside Drive at Le Harve Street. APN 379-050-017.

The public interest and necessity require the proposed project.

This project scope is on SR 74 from PM 5.8 to PM 17.3. This segment of SR 74 is a two-lane highway, with intermittent median lane and shoulders vary from 0 to 5 feet. The majority of this segment passes through business areas and heavy traffic at the on-ramp and off-ramp connection between SR 74 and I-15. The purpose of this project is to provide and maintain pavement in a good condition for the commuters. The pavement in this segment has started to show minor deterioration at few locations, and several curb ramps along both directions of this highway segment do not meet current ADA standards. The proposed preservation treatment for the pavement on SR 74 is to cold plane and apply AC overlay on the highway pavement and retrofit all non-standard ADA curb ramps to provide access for pedestrians with mobility impairment. Moreover, a backing shoulder is needed from PM 15.4 to PM 15.7 due to an elevation gap between existing shoulder and original ground.

The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A CE/CE pursuant to CEQA and NEPA was completed and approved in May 2020 and re-validated in June 2022 for this project. A Project Report was never prepared as this is a maintenance project that subsequently incorporated project elements to upgrade several curb ramps to meet current ADA standards. A Community Impact Assessment and an Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, cultural resources, noise, and stormwater.

To minimize the impact of the project scope on private properties, the project was designed to lessen the requirement of acquisition areas to build the curb ramp to satisfy current ADA standards. All proposed fee acquisition parcel areas are contained within the existing ADA curb ramp areas. Retrofit of these ADA curb ramps in this project will greatly help pedestrians with mobility impairment commute safely.

The property rights to be condemned are necessary for the proposed project.

The owner's parcel is located between the project limits and adjacent to SR 74. This project requires 466 square feet of the owner's property to retrofit the two non-standard ADA curb ramps along SR 74 within the scope of this project. The reconstruction of the existing curb ramps cannot be constructed without acquiring a portion of the owner's property.

"Provide a safe and reliable transportation network that serves all people and respects the environment."

An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

A staff appraisal that established just compensation was approved by District Right of Way management on July 5, 2022. On July 15, 2022, the FWO of just compensation was sent via electronic mail to the property owner's online file drop. The owner's representative confirmed receipt of the offer pursuant to a conversation held on July 20, 2022. Negotiations continue, but the Department and the owners are currently at an impasse due to the owner's approval process as well as the length of time needed to gain approval from the California Public Utilities Commission. Condemnation has been initiated at the owner's suggestion to maintain the orderly sequence of events required to meet construction schedules.

Attachments

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22192

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Pla-49-PM 9.0 PARCEL 37778-1**

**OWNER: Daryl Oest and Sue Ann Oest, as Trustees of the Oest Family Trust Dated
November 3, 2009**

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102; and Code of Civil Procedure Section 1240.610 in that the property is required for a
more necessary public use;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

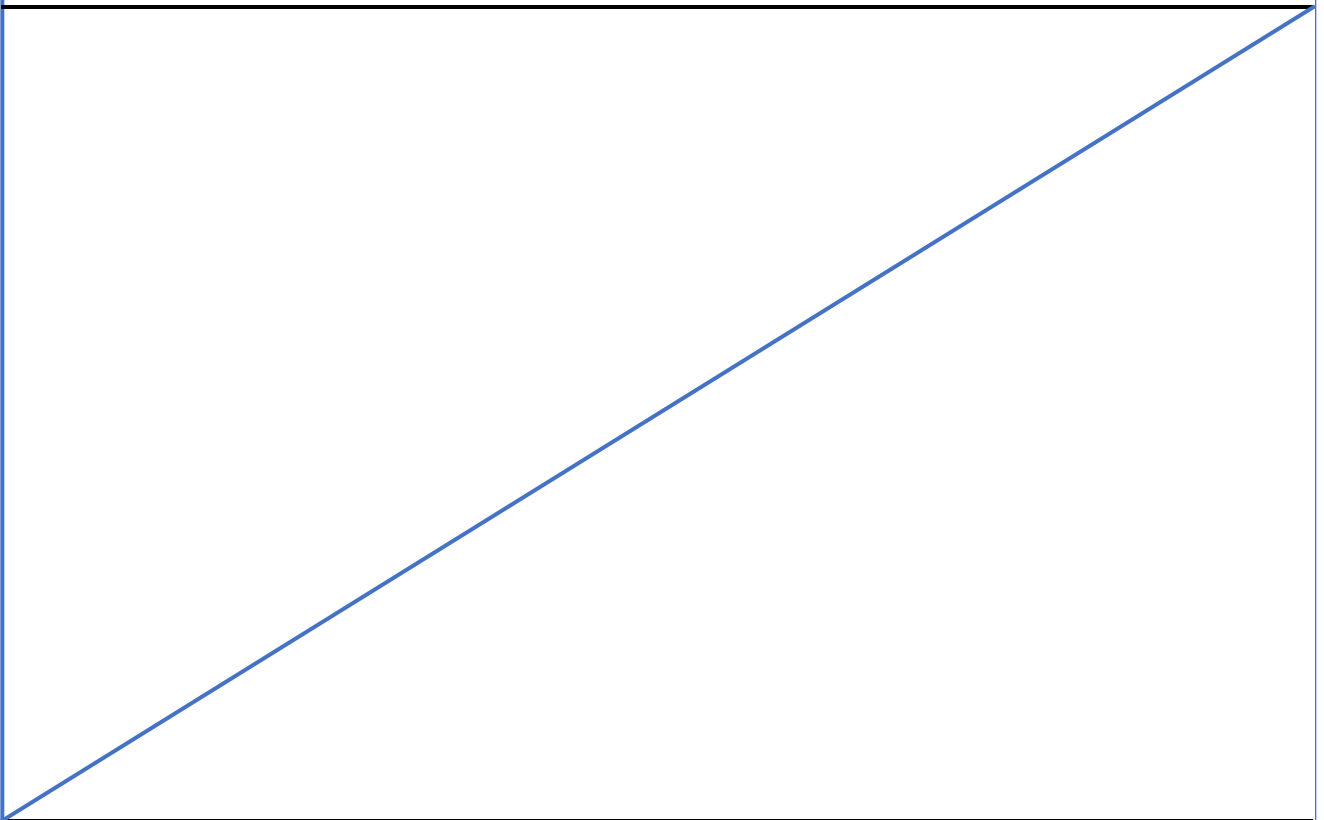
DIVISION OF RIGHT OF WAY

1 The offer required by Section 7267.2 of the Government Code has been made to the
2 owner or owners of record; and be it further

3 RESOLVED by this Commission that the Department of Transportation be and said
4 Department is hereby authorized and empowered;

5 To acquire, in the name of the People of the State of California, in fee simple
6 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
7 described real property, or interests in real property, by condemnation proceeding or
8 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
9 Civil Procedure and of the Constitution of California relating to eminent domain;

10 The real property or interests in real property, which the Department of
11 Transportation is by this resolution authorized to acquire, is situated in the County of Placer,
12 State of California, Highway 03-Pla-49 and described as follows:



PARCEL 37778-1: For State Highway Purposes that portion of that certain Deed recorded in the County of Placer State of California on November 06, 2009 in Document No. 2009-0096133 lying Easterly of the following described line:

BEGINNING at a point on that course shown as "North 12°50'05" West 150.00 feet" on that certain Record of Survey filed for record in Book 14 of Surveys Page 54, records of said county, distant thereon South 12°50'10" East 34.96 feet from the Northerly terminus of said course;

thence leaving said course North 47°43'36" West 129.46 feet;

thence North 81°51'55" West 136.45 feet;

thence North 02°59'35" West 100.92 feet;

thence North 77°57'24" East 144.24 feet;

thence North 12°50'04" West 183.96 feet;

thence North 07°50'57" West 150.54 feet;

thence North 12°50'30" West 340.28 feet;

thence North 77°09'30" East 35.00 feet to a point on that course shown as "North 12°50'30" West 732.60 feet" on said Record of Survey, distant thereon North 12°50'30" West 341.80 feet from the Southerly terminus of said course.

End of Description

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2017.5 Distances are in grid unless otherwise noted. Divide distances by 0.99985 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22193

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Pla-49-PM 9.0 PARCEL 37905-1, 2, 3
OWNER: Daryl Oest and Sue Ann Oest, as Trustees of the Oest Family Trust Dated
November 3, 2009

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being
acquired for conveyance to Pacific Gas and Electric Company, a California corporation, and
Pacific Bell Telephone Company, a California corporation, dba AT&T California for utility
purposes; and Code of Civil Procedure Section 1240.330 in that the property is necessary
for relocation of a public use pursuant to a court order, judgment or agreement; and Code
of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible
use; and Code of Civil Procedure Section 1240.610 in that the property is required for a
more necessary public use;

The public interest and necessity require the proposed public project, namely a State
highway;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 The proposed project is planned and located in the manner that will be most
2 compatible with the greatest public good and the least private injury;

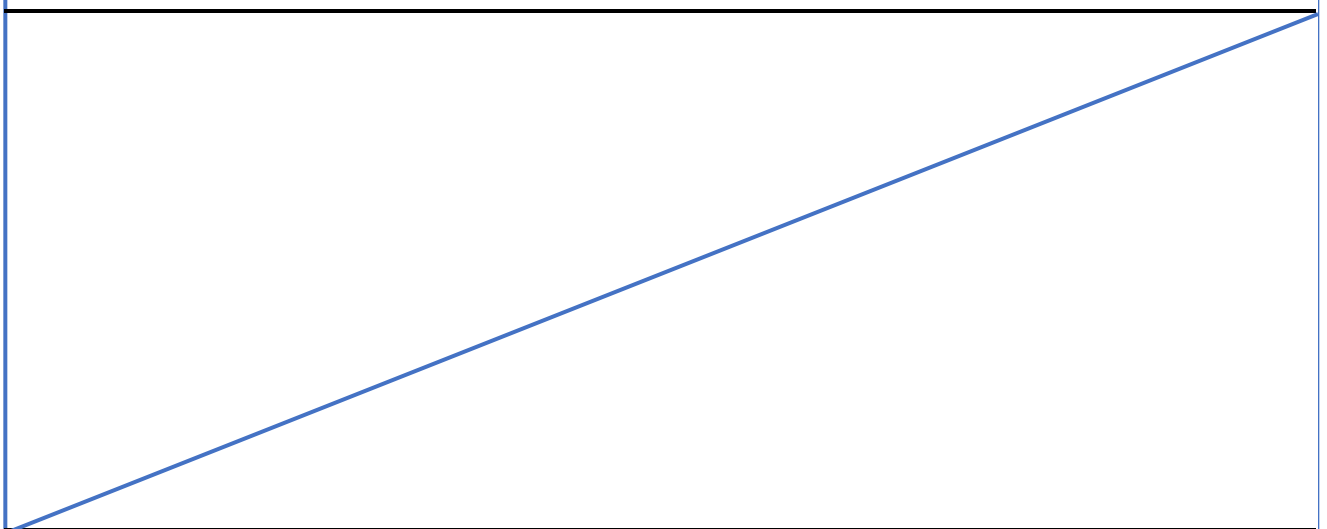
3 The property sought to be acquired and described by this resolution is necessary for
4 the public project;

5 The offer required by Section 7267.2 of the Government Code has been made to the
6 owner or owners of record; and be it further

7 RESOLVED by this Commission that the Department of Transportation be and said
8 Department is hereby authorized and empowered;

9 To acquire, in the name of the People of the State of California, in fee simple
10 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
11 described real property, or interests in real property, by condemnation proceeding or
12 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
13 Civil Procedure and of the Constitution of California relating to eminent domain;

14 The real property or interests in real property, which the Department of
15 Transportation is by this resolution authorized to acquire, is situated in the County of Placer,
16 State of California, Highway 03-Pla-49 and described as follows:



PARCEL 37905-1: For State Highway Purposes that portion of Document 2009-0096133 Recorded November 6, 2009 and Document 2011-0027109 Recorded April 5, 2011, Placer County Records described as follows:

BEGINNING at the Southerly terminus of that course shown as "North 12°50'05" West 130.00 feet" on that Record of Survey filed for record in Book 14 of Surveys Page 54, records of said county, distant thereon South 12°50'15" East 129.98 feet from the Northerly terminus of said course;

thence leaving said course North 80°06'22" East 133.11 feet;

thence North 01°02'45" West 81.81 feet;

thence North 82°04'39" West 160.04 feet to the Northerly terminus of said course on said Record of Survey; thence along said course South 12°50'15" East 129.98 feet to the **POINT OF BEGINNING**.

End of Description

PARCEL 37905-2: For State Highway Purposes that portion of Document 2009-0096133 Recorded November 6, 2009 and Document 2011-0027109 Recorded April 5, 2011, Placer County Records described as follows:

BEGINNING at the Northwesterly terminus of that course shown as "North 64°57'33" West 114.02 feet" on that Record of Survey filed for record in Book 14 of Surveys Page 54, records of said county;

thence along said course South 64°57'32" East 79.25 feet;

thence leaving said course North 28°32'50" West 120.21 feet;

thence North 12°50'04" West 503.45 feet;

thence South 77° 09' 56" West 30.00 feet to a point on that course shown as "North 12°50'05" West 781.38' feet" on said Record of Survey, distant thereon North 12° 50' 04" West 570.52 feet from said **POINT OF BEGINNING**;

Thence along said course South 12° 50' 04" East 570.52 feet to the **POINT OF BEGINNING**.

End of Description

PARCEL 37905-3: A easement for utility purposes and incidents thereto over that portion of Document 2009-0096133 Recorded November 6, 2009 and Document 2011-0027109 Recorded April 5, 2011, Placer County Records described as follows:

BEGINNING at a point on that course shown as "North 12°50'05" West 781.38 feet" on that Record of Survey filed for record in Book 14 of Surveys Page 54, records of said

county, distant thereon North 12°50'04" West 570.52 feet from the Southerly terminus of said course;

thence continuing along said course North 12°50'04" West 107.14 feet;

thence North 76°59'57" East 4.52 feet;

South 13°00'30" East 107.16 feet to a point distant thereon North 77°09'56" East 4.85 feet from the point of Beginning;

thence South 77°09'56" West 4.85 feet to the **POINT OF BEGINNING**.

End of Description

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2017.5 Distances are in grid unless otherwise noted. Divide distances by 0.99985 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22194

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Pla-49-PM 10.0 PARCEL 37906-1, 2, 3, 4, 5
OWNER: Daryl Oest and Sue Ann Oest, as Trustees of the Oest Family Trust Dated
November 3, 2009

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being
acquired for conveyance to Pacific Gas and Electric Company, a California corporation, and
Pacific Bell Telephone Company, a California corporation, dba AT&T California for utility
purposes; and Code of Civil Procedure Section 1240.330 in that the property is necessary
for relocation of a public use pursuant to a court order, judgment or agreement; and Code
of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible
use; and Code of Civil Procedure Section 1240.610 in that the property is required for a
more necessary public use;

The public interest and necessity require the proposed public project, namely a State
highway;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 The proposed project is planned and located in the manner that will be most
2 compatible with the greatest public good and the least private injury;

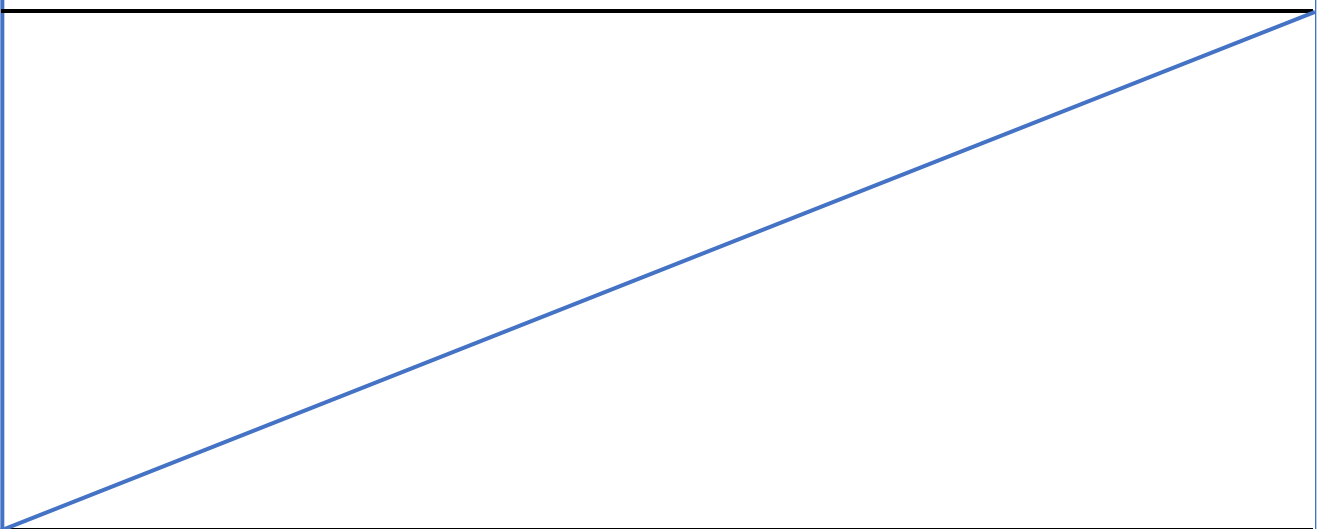
3 The property sought to be acquired and described by this resolution is necessary for
4 the public project;

5 The offer required by Section 7267.2 of the Government Code has been made to the
6 owner or owners of record; and be it further

7 RESOLVED by this Commission that the Department of Transportation be and said
8 Department is hereby authorized and empowered;

9 To acquire, in the name of the People of the State of California, in fee simple
10 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
11 described real property, or interests in real property, by condemnation proceeding or
12 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
13 Civil Procedure and of the Constitution of California relating to eminent domain;

14 The real property or interests in real property, which the Department of
15 Transportation is by this resolution authorized to acquire, is situated in the County of Placer,
16 State of California, Highway 03-Pla-49 and described as follows:



PARCEL 37906-1: For State Highway Purposes, Being a portion of Document 2009-0096133 Recorded November 6, 2009, Placer County Records lying Westerly and Northerly of the following described line:

BEGINNING at a point on that course shown as "North 02°01'49" West 212.39 feet" on that certain Record of Survey filed for record in Book 14 of- Surveys Page 54, records of said county, distant thereon South 02°01'45" East 113.80 feet from the Northerly terminus of said course;

thence leaving said course North 12°55'02" East 963.82 feet;

thence North 34°53'02" East 294.55 feet;

thence North 41°50'55" East 84.91 feet;

thence North 59°35'57" East 63.06 feet;

thence North 79°57'49" East 316.71 feet;

thence North 00°32'26" East 84.42 feet;

thence North 83° 21' 59" West 130.63 feet to a point on that course shown as "North 60°59'31" West 167.22 feet" on said Record of Survey, distant thereon South 60°59'28" East 133.86 feet from the Northwesterly terminus of said course.

This conveyance is made for the purposes of a freeway and the grantor hereby releases and relinquishes to grantee any and all abutter's rights of access, appurtenant to grantor's remaining property, in and to said freeway.

End of Description

PARCEL 37906-2: A temporary easement for construction purposes and incidents thereto over that portion of Document 2009-0096133 Recorded November 6, 2009, Placer County Records described as follows:

BEGINNING at the Southwesterly terminus of that course shown above as "North 34°53'02" East 294.55 feet"

thence South 12°55'02" West 39.58 feet;

thence North 34°55'49" East 426.08 feet;

thence South 59°35'57" West 11.61 feet;

thence South 41°50'55" West 84.91 feet;

thence South 34°53'02" West 294.55 feet to the **POINT OF BEGINNING**.

End of Description

The rights to the above-described temporary construction easement shall cease and terminate no later than November 30, 2025. Said rights may be terminated prior to the above date by STATE OF CALIFORNIA upon notice to owner.

PARCEL 37906-3: A temporary easement for construction purposes and incidents thereto over that portion of Document 2009-0096133 Recorded November 6, 2009, Placer County Records described as follows:

BEGINNING at the Northeasterly terminus of that course shown above as "North 79°57'49" East 316.71 feet"

thence South 10°02'11" East 15.00 feet;

thence South 79°57'49" West 183.87 feet;

thence North 10°02'11" West 15.00 feet;

thence North 79°57'49" East 183.87 feet to the **POINT OF BEGINNING**.

End of Description

The rights to the above-described temporary construction easement shall cease and terminate no later than November 30, 2025. Said rights may be terminated prior to the above date by STATE OF CALIFORNIA upon notice to owner.

PARCEL 37906-4: A easement for utility purposes and incidents thereto over that portion of Document 2009-0096133 Recorded November 6, 2009, Placer County Records, described as follows;

BEGINNING at a point on the Easterly State Highway Right of Way 49, shown as "North 15°28'04" West 200.06 feet" on that Record of Survey filed for record in Book 14 of Surveys Page 54, records of said county, distant thereon North 15°28'05" West 20.18 feet from the Southerly terminus of said course;

thence leaving said Right of Way North 74°51'08" East 5.38 feet;

thence North 15°08'52" West 246.22 feet;

thence North 15°31'43" West 255.83 feet;

thence North 09°01'01" West 89.44 feet;

thence South 12°55'02" West 3.04 feet to a point on said Easterly Right of Way;

thence along said Easterly Right of Way, South 02°01'45" East 98.56 feet;

thence South 16°54'04" East 312.59 feet;

thence South 15°28'05" East 179.85 feet to the **POINT OF BEGINNING**.

End of Description

PARCEL 37906-5: A easement for utility purposes and incidents thereto over that portion of Document 2009-0096133 Recorded November 6, 2009, Placer County Records lying Westerly and Northerly of the following described line:

BEGINNING at a point on that course shown as "North 02°01'49" West 212.39 feet" on that certain Record of Survey filed for record in Book 14 of Surveys Page 54, records of said county, distant thereon South 02°01'45" East 113.80 feet from the Northerly terminus of said course;

thence leaving said course North 12°55'02" East 940.47 feet;

thence North 34°46'07" East 381.42 feet;

thence North 41°50'55" East 19.20 feet;

thence North 59°35'57" East 63.06 feet;

thence North 79°57'49" East 316.71 feet;

thence North 00°32'26" East 84.42 feet; thence North 83° 21' 59" West 130.63 feet to a point on that course shown as "North 60°59'31" West 167.22 feet" on said Record of Survey, distant thereon South 60°59'28" East 133.86 feet from the Northwesterly terminus of said course.

Excepting therefrom that portion lying Westerly and Northerly of the following described line:

BEGINNING at a point on that course shown as "North 02°01'49" West 212.39 feet" on that certain Record of Survey filed for record in Book 14 of Surveys Page 54, records of said county, distant thereon South 02°01'45" East 113.80 feet from the Northerly terminus of said course;

thence leaving said course North 12°55'02" East 963.82 feet;

thence North 34°53'02" East 294.55 feet;

thence North 41°50'55" East 84.91 feet;

thence North 59°35'57" East 63.06 feet;

thence North 79°57'49" East 316.71 feet;

thence North 00°32'26" East 84.42 feet;

thence North 83° 21' 59" West 130.63 feet to a point on that course shown as "North 60°59'31" West 167.22 feet" on said Record of Survey, distant thereon

South 60°59'28"East 133.86 feet from the Northwesterly terminus of said course.

End of Description

The bearings and distances used in the above descriptions are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2017.5 Distances are in grid unless otherwise noted. Divide distances by 0.99985 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22195

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Pla-49-PM 10.1 PARCEL 37895-1**

**OWNER: Daryl Oest and Sue Ann Oest, as Trustees of the Oest Family Trust Dated
November 3, 2009**

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102; and Code of Civil Procedure Section 1240.510 in that the property being acquired is
for a compatible use; and Code of Civil Procedure Section 1240.610 in that the property is
required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 owner or owners of record; and be it further

2 RESOLVED by this Commission that the Department of Transportation be and said
3 Department is hereby authorized and empowered;

4 To acquire, in the name of the People of the State of California, in fee simple
5 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
6 described real property, or interests in real property, by condemnation proceeding or
7 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
8 Civil Procedure and of the Constitution of California relating to eminent domain;

9 The real property or interests in real property, which the Department of
10 Transportation is by this resolution authorized to acquire, is situated in the County of Placer,
11 State of California, Highway 03-Pla-49 and described as follows:

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PARCEL 37895-1: For State Highway Purposes that portion of Document 2008-0002634 Recorded January 14, 2008, Placer County Records lying Easterly of the following described line:

BEGINNING at the Southwesterly terminus of that course shown as "North 34°55'49" East 687.48 feet" on that Record of Survey filed for record in Book 14 of Surveys Page 54, records of said county, distant thereon South 34°55'51" West 687.36 feet from the Northeasterly terminus of said course;

thence leaving said course North 20°23'48" East 481.06 feet;

thence North 34°17'10" East 387.65 feet;

thence South 86°31'08" East 101.31 feet;

thence North 31°44'23" East 178.40 feet to a point on that course shown as "North 20°30'38" East 379.99 feet" on said Record of Survey, distant thereon North 20° 30' 39" East 85.31 feet from the southerly terminus of said course.

The grantor hereby releases and relinquishes to the grantee any and all rights of access in and to the State Highway over and across that portion of that course described above as "North 20°23'48" East 481.06 feet" lying Southerly of Lone Star Road.

End of Description

The bearings and distances used in the above descriptions are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2017.5 Distances are in grid unless otherwise noted. Divide distances by 0.99985 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22196

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-184-PM 8.38 PARCEL 88443-1,2
OWNER: LAI Properties, LLC, a California Limited Liability Company**

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102; and Code of Civil Procedure Section 1240.610 in that the property is required for a
more necessary public use;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

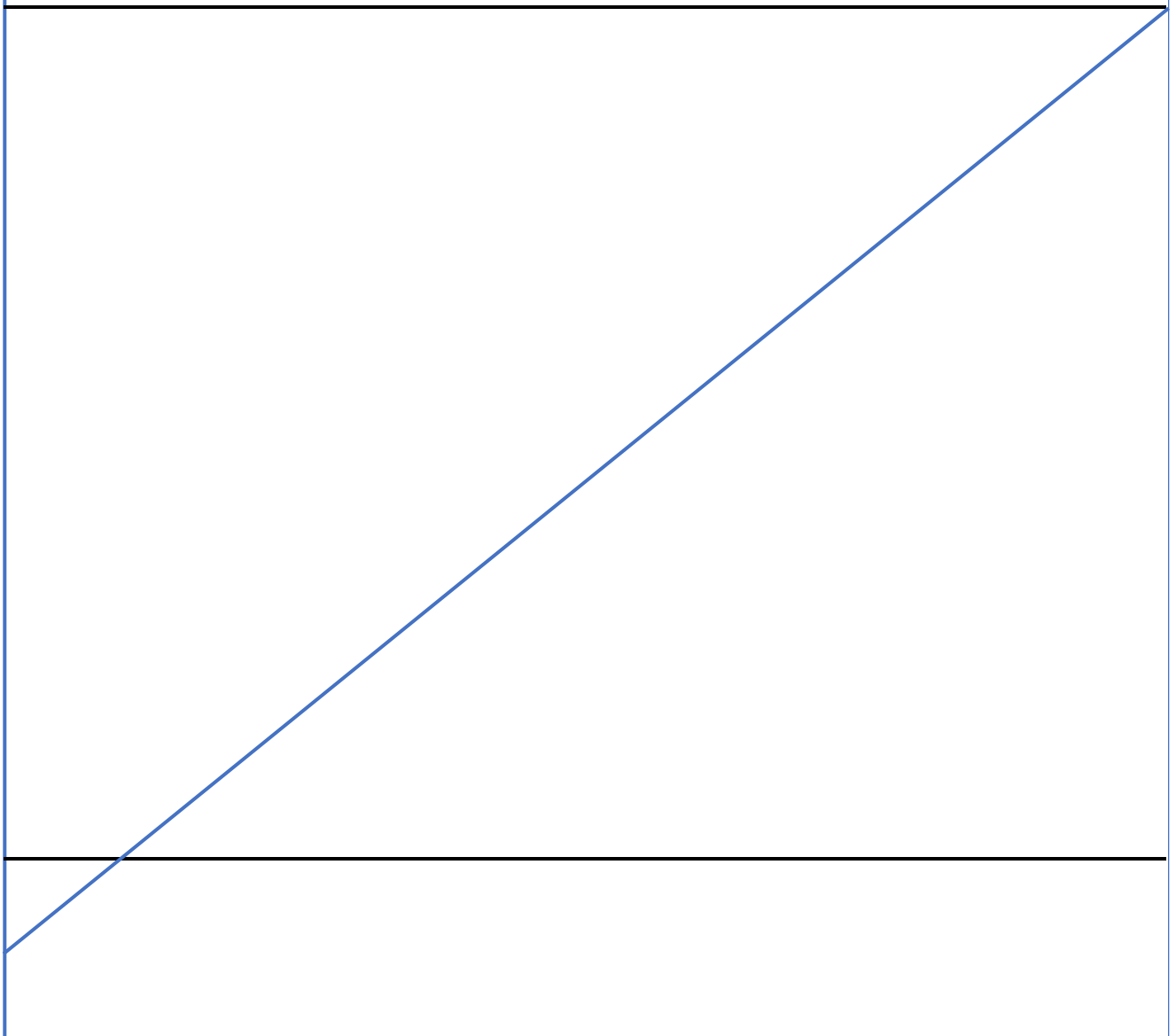
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 RESOLVED by this Commission that the Department of Transportation be and said
2 Department is hereby authorized and empowered;

3 To acquire, in the name of the People of the State of California, in fee simple
4 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
5 described real property, or interests in real property, by condemnation proceeding or
6 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
7 Civil Procedure and of the Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of Kern,
10 State of California, Highway 06-Ker-184 and described as follows:



Parcel 88443-1

For State highway purposes, a portion of the land described in Trustee's Deed Upon Sale to Cangaltri, LLC, recorded on September 21, 2018 in Document No. 218124388, Kern County Records, included within the following described parcel:

COMMENCING at the East Quarter Corner of Section 36, Township 29 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the east line of said Section 36, South 0°34'50" West, 1,302.06 feet to the POINT OF BEGINNING; THENCE (2) North 89°25'10" West, 30.00 feet to the existing right of way of State Route 184; THENCE (3) North 25°58'51" West, 34.32 feet; THENCE (4) North 72°34'32" West, 78.91 feet; THENCE (5) North 16°51'38" East, 56.51 feet; THENCE (6) South 73°08'22" East, 7.11 feet; THENCE (7) North 13°27'47" East, 272.91 feet; THENCE (8) North 0°02'39" West, 54.94 feet to course (3) as described in that Grant Deed to the State of California, recorded on January 14, 2009, in Document No. 0209005093, Kern County Records; THENCE (9) along said course (3), South 73°08'22" East, 39.54 feet to the east line of said Section 36; THENCE (10) along east line of said Section 36, South 0°34'50" West, 415.72 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM a portion of the land described in Trustee's Deed Upon Sale to Cangaltri, LLC, recorded on September 21, 2018 in Document No. 218124388, Kern County Records, more particularly described as follows:

COMMENCING at the East Quarter Corner of Section 36, Township 29 South, Range 28 East, Mount Diablo Meridian; THENCE (11) along the east line of said Section 36, South 0°34'50" West, 886.34 feet to course (3) as described in that Grant

Parcel 88443-1 (continued)

Deed to the State of California, recorded on January 14, 2009, in Document No. 0209005093, Kern County Records, said point being the POINT OF BEGINNING; THENCE (12) along said course (3), North 73°08'22" West, 31.66 feet to the existing right of way of State Route 184, said point being the beginning of a non-tangent curve concave westerly, said curve has a radius of 7,145.00 feet, to which a radial line bears North 89°59'04" East; THENCE along the existing right of way of State Route 184, the following described courses; (13) southerly along said curve through a central angle of 0°35'46" an arc distance of 74.35 feet; (14) South 0°34'50" West, 118.06 feet; (15) South 12°21'42" West, 0.42 feet; THENCE (16) leaving said existing right of way, South 73°08'22" East, 31.34 feet to the east line of said Section 36; THENCE (17) along the east line of said Section 36, North 0°34'50" East, 192.73 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances 0.99995465 to convert to ground distances.

Parcel 88443-2

For State highway purposes, the underlying fee title portion of the land as described in Trustee's Deed Upon Sale to Cangaltri, LLC, recorded on September 21, 2018 in Document No. 218124388, Kern County Records:

COMMENCING at the East Quarter Corner of Section 36, Township 29 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the east line of said Section 36, South $0^{\circ}34'50''$ West, 886.34 feet to course (3) as described in that Grant Deed to the State of California, recorded on January 14, 2009, in Document No. 0209005093, Kern County Records, said point being the POINT OF BEGINNING; THENCE (2) along said course (3), North $73^{\circ}08'22''$ West, 31.66 feet to the existing right of way of State Route 184, said point being the beginning of a non-tangent curve concave westerly, said curve has a radius of 7,145.00 feet, to which a radial line bears North $89^{\circ}59'04''$ East; THENCE along the existing right of way of State Route 184, the following described courses; (3) southerly along said curve through a central angle of $0^{\circ}35'46''$ an arc distance of 74.35 feet; (4) South $0^{\circ}34'50''$ West, 118.06 feet; (5) South $12^{\circ}21'42''$ West, 0.42 feet; THENCE (6) leaving said existing right of way, South $73^{\circ}08'22''$ East, 31.34 feet to the east line of said Section 36; THENCE (7) along the east line of said Section 36, North $0^{\circ}34'50''$ East, 192.73 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances 0.99995465 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22197

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-184-PM 1.00 PARCEL 88674-1, 2
OWNER: Bob L. Hull and Lou Hull, husband and wife, as joint tenants**

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

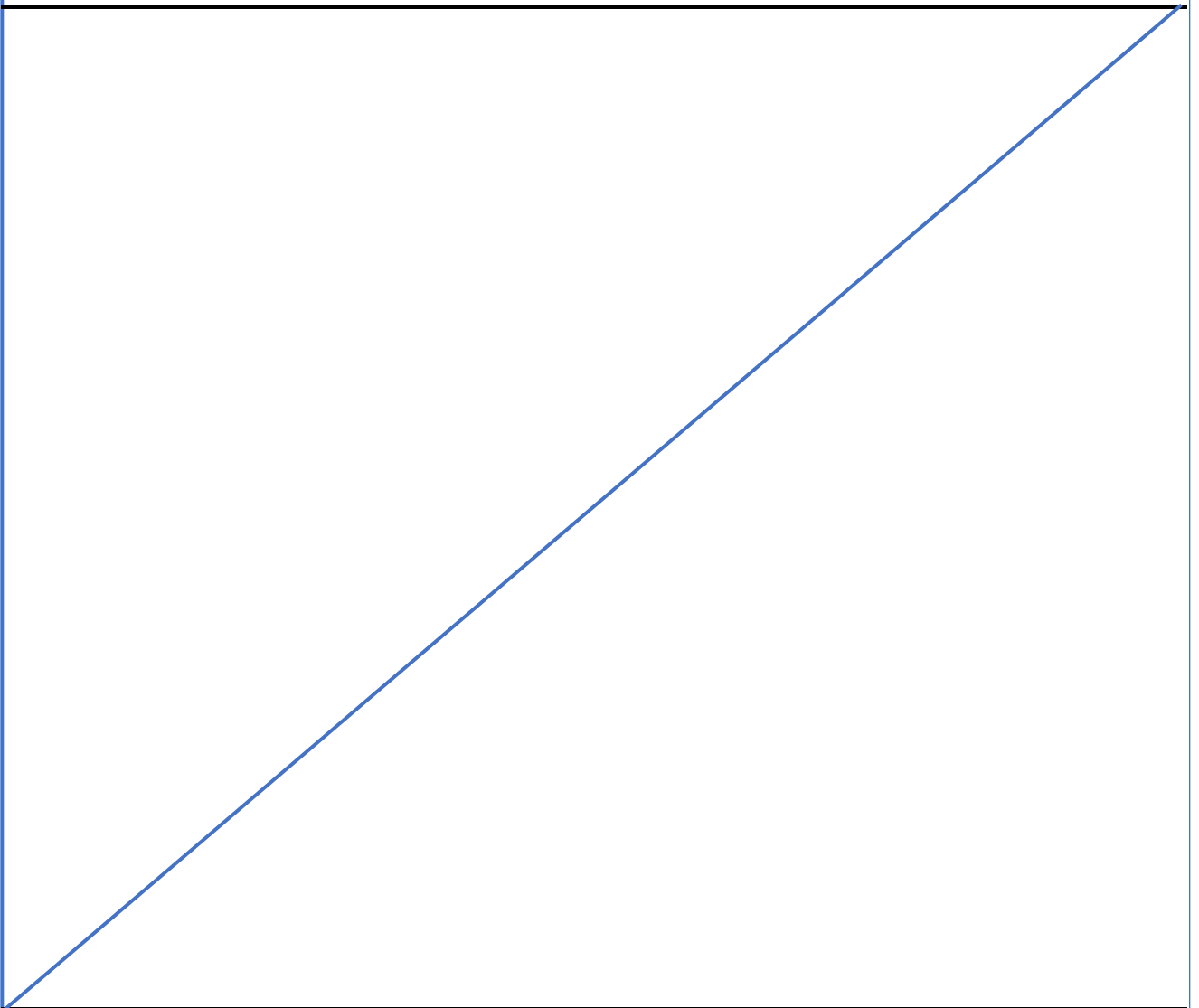
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Kern,
8 State of California, Highway 06-Ker-184 and described as follows:



Parcel 88674-1

For State highway purposes, a portion of the southeast quarter of Section 1, Township 31 South, Range 28 East, Mount Diablo Meridian, County of Kern, State of California, more particularly described as follows:

COMMENCING at the Northeast Corner of Section 12, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the east line of said Section 1, North $0^{\circ}35'11''$ East, 330.00 feet to the centerline of Wharton Avenue; THENCE (2) along said centerline of Wharton Avenue, North $89^{\circ}30'07''$ West, 55.00 feet to the existing right of way of State Route 184; THENCE (3) continuing along said centerline of Wharton Avenue, North $89^{\circ}30'07''$ West, 12.50 feet to the POINT OF BEGINNING; THENCE (4) South $0^{\circ}35'11''$ West, 40.00 feet to the south right of way of Wharton Avenue; THENCE (5) South $47^{\circ}07'34''$ East, 16.90 feet to the existing right of way of State Route 184; THENCE (6) along the existing right of way of State Route 184, North $0^{\circ}35'11''$ East, 51.39 feet to herein described course (3); THENCE (7) along herein described course (3), North $89^{\circ}30'07''$ West, 12.50 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM a portion of the southeast quarter of Section 1, Township 31 South, Range 28 East, Mount Diablo Meridian, County of Kern, State of California, more particularly described as follows:

COMMENCING at the Northeast Corner of Section 12, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (8) along the east line of said Section 1, North $0^{\circ}35'11''$ East, 330.00 feet to the centerline of Wharton Avenue; THENCE (9) along said centerline of Wharton Avenue, North $89^{\circ}30'07''$ West, 55.00 feet to the

Parcel 88674-1 (CONTINUED)

existing right of way of State Route 184; THENCE (10) continuing along said centerline of Wharton Avenue, North $89^{\circ}30'07''$ West, 12.50 feet to the POINT OF BEGINNING; THENCE (11) South $0^{\circ}35'11''$ West, 40.00 feet to the south right of way of Wharton Avenue; THENCE (12) along the south right of way of Wharton Avenue, South $89^{\circ}30'07''$ East, 12.50 feet to the existing right of way of State Route 184; THENCE (13) along the existing right of way of State Route 184, North $0^{\circ}35'11''$ East, 40.00 feet to herein described course (10); THENCE (14) along herein described course (10), North $89^{\circ}30'07''$ West, 12.50 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances 0.99995465 to convert to ground distances.

Parcel 88674-2

For State highway purposes, the underlying fee of a portion of the southeast quarter of Section 1, Township 31 South, Range 28 East, Mount Diablo Meridian, County of Kern, State of California, more particularly described as follows:

COMMENCING at the Northeast Corner of Section 12, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the east line of said Section 1, North $0^{\circ}35'11''$ East, 330.00 feet to the centerline of Wharton Avenue; THENCE (2) along said centerline of Wharton Avenue, North $89^{\circ}30'07''$ West, 55.00 feet to the existing right of way of State Route 184; THENCE (3) continuing along said centerline of Wharton Avenue, North $89^{\circ}30'07''$ West, 12.50 feet to the POINT OF BEGINNING; THENCE (4) South $0^{\circ}35'11''$ West, 40.00 feet to the south right of way of Wharton Avenue; THENCE (5) along the south right of way of Wharton Avenue, South $89^{\circ}30'07''$ East, 12.50 feet to the existing right of way of State Route 184; THENCE (6) along the existing right of way of State Route 184, North $0^{\circ}35'11''$ East, 40.00 feet to herein described course (3); THENCE (7) along herein described course (3), North $89^{\circ}30'07''$ West, 12.50 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances 0.99995465 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22198

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-184-PM 1.21 PARCEL 88678-1, 2
OWNER: Gun Cheol Oh and Chong Larn Oh, Trustees of the Oh Family Living Trust, dated
April 1, 2021

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

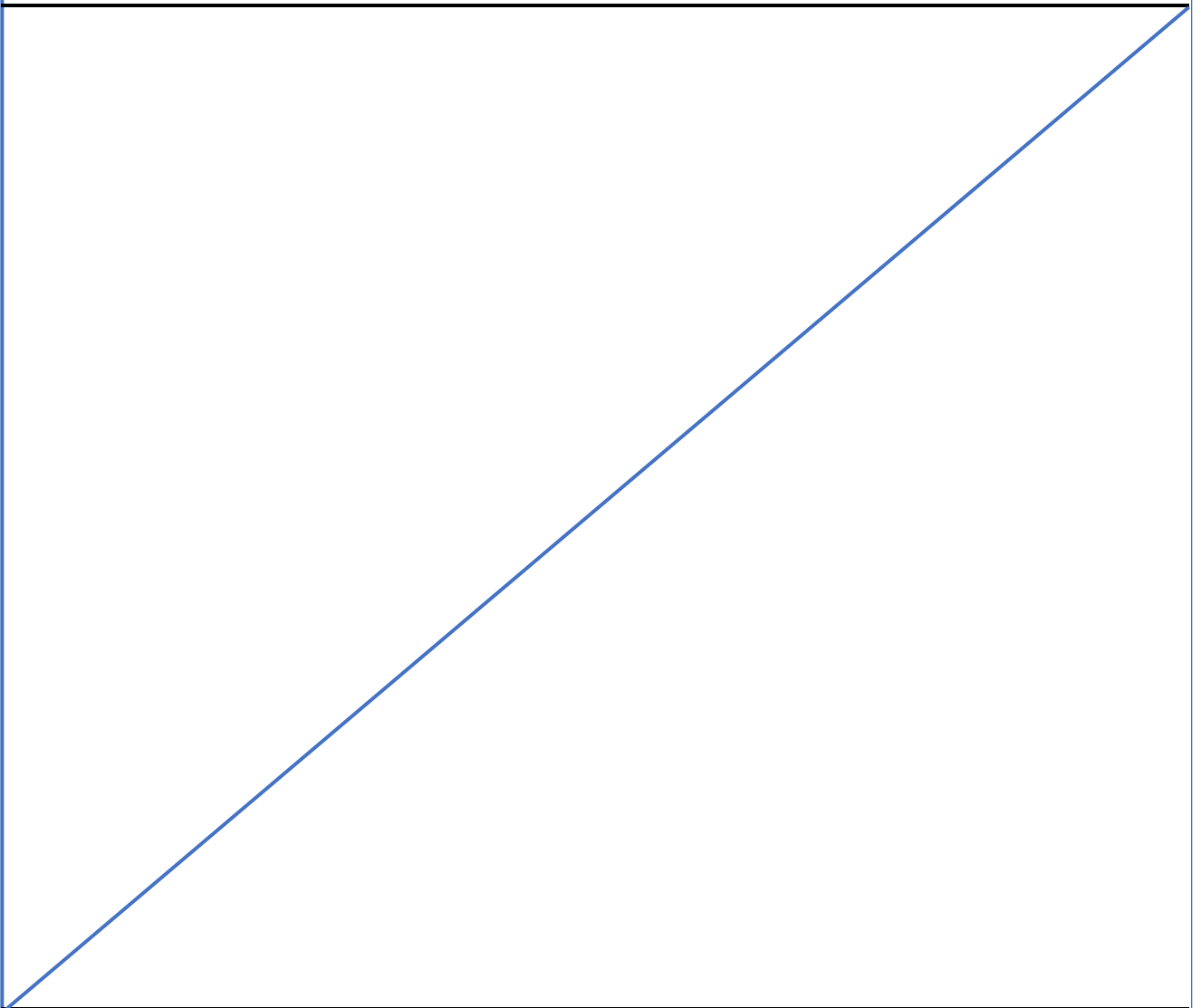
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Kern,
8 State of California, Highway 06-Ker-184 and described as follows:



Parcel 88678-1

For state highway purposes, a portion of the southeast quarter of Section 1, Township 31 South, Range 28 East, Mount Diablo Meridian, County of Kern, State of California, more particularly described as follows:

COMMENCING at the Northeast Corner of Section 12, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the east line of said Section 1, North 0°35'11" East, 1,330.72 feet to the centerline of Segrue Road; THENCE (2) along the centerline of Segrue Road, North 89°30'04" West, 55.00 feet to the existing right of way of State Route 184; THENCE (3) continuing along said centerline of Segrue Road, North 89°30'04" West, 9.00 feet to the POINT OF BEGINNING; THENCE (4) South 0°35'11" West, 30.85 feet to the south right of way of Segrue Road; THENCE (5) South 62°54'30" East, 10.06 feet to the existing right of way of State Route 184; THENCE (6) along the existing right of way of State Route 184, North 0°35'11" East, 35.35 feet to the centerline of Segrue Road; THENCE (7) along the centerline of Segrue Road, North 89°30'04" West, 9.00 feet to the POINT OF BEGINNING.

Excepting therefrom a portion of the southeast quarter of Section 1, Township 31 South, Range 28 East, Mount Diablo Meridian, County of Kern, State of California, more particularly described as follows:

COMMENCING at the Northeast Corner of Section 12, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (8) along the east line of said Section 1, North 0°35'11" East, 1,330.72 feet to the centerline of Segrue Road; THENCE (9) along the centerline of Segrue Road, North 89°30'04" West, 55.00 feet to the existing right of way of State Route 184;

Parcel 88678-1 (CONTINUED)

THENCE (10) continuing along said centerline of Segrue Road, North $89^{\circ}30'04''$ West, 9.00 feet to the POINT OF BEGINNING; THENCE (11) South $0^{\circ}35'11''$ West, 30.85 feet to the south right of way of Segrue Road; THENCE (12) along the existing right of way of Segrue Road, South $89^{\circ}30'04''$ East, 9.00 feet to the existing right of way of State Route 184; THENCE (13) along the existing right of way of State Route 184, North $0^{\circ}35'11''$ East, 30.85 feet to the centerline of Segrue Road; THENCE (14) along the centerline of Segrue Road, North $89^{\circ}30'04''$ West, 9.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances 0.99995465 to convert to ground distances.

Parcel 88678-2

For state highway purposes, the underlying fee title of a portion of the southeast quarter of Section 1, Township 31 South, Range 28 East, Mount Diablo Meridian, County of Kern, State of California, lying within Segrue Road, more particularly described as follows:

COMMENCING at the Northeast Corner of Section 12, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the east line of said Section 1, North $0^{\circ}35'11''$ East, 1,330.72 feet to the centerline of Segrue Road; THENCE (2) along the centerline of Segrue Road, North $89^{\circ}30'04''$ West, 55.00 feet to the existing right of way of State Route 184; THENCE (3) continuing along said centerline of Segrue Road, North $89^{\circ}30'04''$ West, 9.00 feet to the POINT OF BEGINNING; THENCE (4) South $0^{\circ}35'11''$ West, 30.85 feet to the south right of way of Segrue Road; THENCE (5) along the existing right of way of Segrue Road, South $89^{\circ}30'04''$ East, 9.00 feet to the existing right of way of State Route 184; THENCE (6) along the existing right of way of State Route 184, North $0^{\circ}35'11''$ East, 30.85 feet to the centerline of Segrue Road; THENCE (7) along the centerline of Segrue Road, North $89^{\circ}30'04''$ West, 9.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances 0.99995465 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22199

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-184-PM 1.51 PARCEL 88680-1
OWNER: Nahi Kassas, a married man as his sole and separate property

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

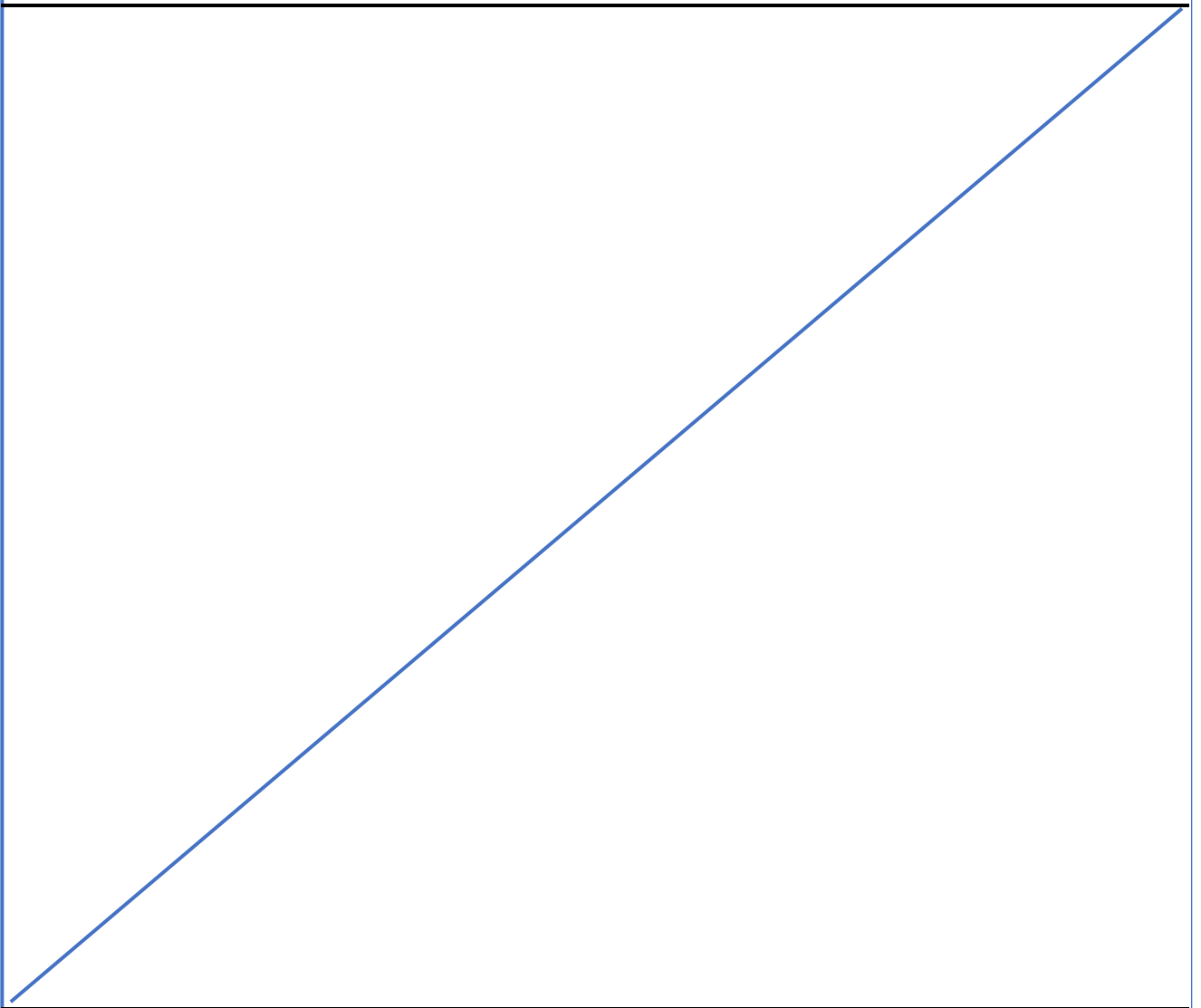
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Kern,
8 State of California, Highway 06-Ker-184 and described as follows:



Parcel 88680-1

For state highway purposes, a portion of the northeast quarter of Section 1, Township 31 South, Range 28 East, Mount Diablo Meridian, County of Kern, State of California, more particularly described as follows:

COMMENCING at the East Corner of said Section 1; THENCE (1) along the north line of the southeast quarter of said Section 1, North $89^{\circ}13'00''$ West, 71.00 feet to the POINT OF BEGINNING; THENCE (2) North $0^{\circ}35'09''$ East, 17.93 feet; THENCE (3) South $89^{\circ}24'51''$ East, 8.00 feet; THENCE (4) North $0^{\circ}35'09''$ East, 12.35 feet; THENCE (5) South $89^{\circ}24'51''$ East, 8.00 feet to the existing right of way of State Route 184; THENCE (6) along the existing right of way of State Route 184, South $0^{\circ}35'09''$ West, 30.34 feet to the north line of the southeast quarter of said Section 1; THENCE (7) along the north line of the southeast quarter of said Section 1, North $89^{\circ}13'00''$ West, 16.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances 0.99995465 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22200

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-184-PM 2.28 PARCEL 88689-1,2
OWNER: 9201 Main Street LLC**

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

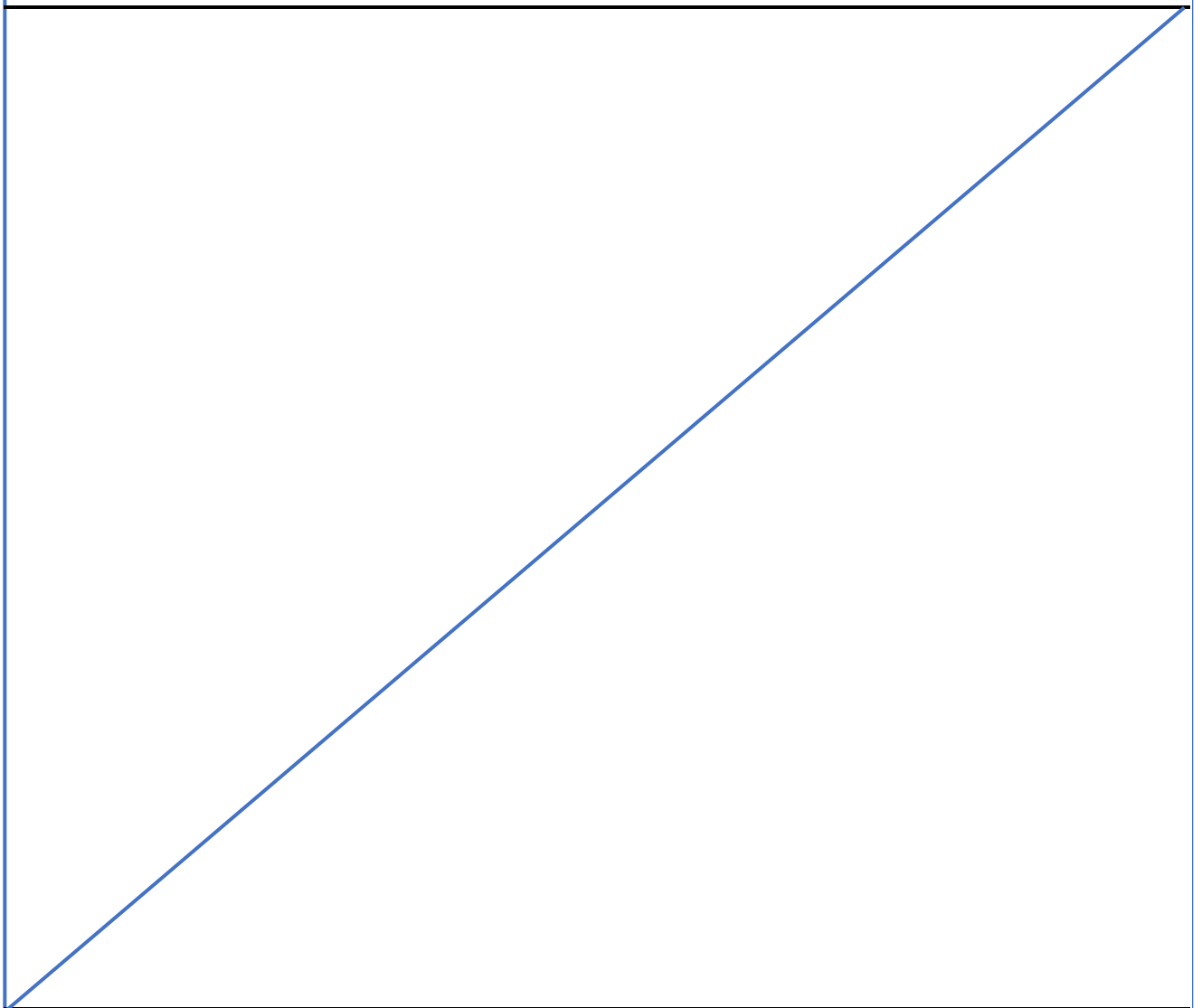
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Kern,
8 State of California, Highway 06-Ker-184 and described as follows:



Parcel 88689-1

For state highway purposes, a portion of the southwest quarter of Section 31, Township 30 South, Range 29 East, Mount Diablo Meridian, County of Kern, State of California, more particularly described as follows:

COMMENCING at the East Corner of Section 36, Township 30 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the west line of said Section 31, South $0^{\circ}37'04''$ West, 1,329.20 feet to the centerline of Collison Street; THENCE (2) along the centerline of Collison Street, South $89^{\circ}53'52''$ East, 75.00 feet; THENCE (3) North $0^{\circ}57'40''$ East, 30.00 feet to the north right of way of Collison Street, also being the beginning of a non-tangent curve concave northeasterly, said curve has a radius of 20.00 feet, to which a radial line bears South $0^{\circ}06'08''$ West; THENCE (4) northwesterly along said curve through a central angle of $90^{\circ}30'55''$ an arc distance of 31.60 feet; THENCE (5) North $0^{\circ}37'04''$ East, 229.96 feet to the south boundary of Parcel 4, as shown on Parcel Map No. 6417, filed September 24, 1982, in Book 28 of Parcel Maps, Page 134, Kern County Records, said point also being the POINT OF BEGINNING; THENCE (6) along the south boundary of said of Parcel 4, North $89^{\circ}53'51''$ West, 55.00 feet to the west line of said Section 31; THENCE (7) along the west line of said Section 31, South $0^{\circ}37'04''$ West, 150.14 feet to the south line of the land described in Grant Deed to 9201 Main Street LLC, recorded August 2, 2019 in Doc, 219093725, Kern County Official Records; THENCE (8) along the south line of said Grant Deed, South $89^{\circ}53'52''$ East, 55.00 feet to herein described course (5); THENCE (9) along herein described course (5), North $0^{\circ}37'04''$ East 150.14 feet to the POINT OF BEGINNING.

Excepting therefrom a portion of the southwest quarter of Section 31, Township 30 South, Range 29 East, Mount Diablo Meridian, County of Kern, State of California, more particularly described as follows:

Parcel 88689-1 (CONTINUED)

COMMENCING at the East Corner of Section 36, Township 30 South, Range 28 East, Mount Diablo Meridian; THENCE (10) along the west line of said Section 31, South $0^{\circ}37'04''$ West, 1,329.20 feet to the centerline of Collison Street; THENCE (11) along the centerline of Collison Street, South $89^{\circ}53'52''$ East, 75.00 feet; THENCE (12) North $0^{\circ}57'40''$ East, 30.00 feet to the north right of way of Collison Street, also being the beginning of a non-tangent curve concave northeasterly, said curve has a radius of 20.00 feet, to which a radial line bears South $0^{\circ}06'08''$ West; THENCE (13) northwesterly along said curve through a central angle of $90^{\circ}30'55''$ an arc distance of 31.60 feet; THENCE (14) North $0^{\circ}37'04''$ East, 79.82 feet to the south line of the land described in Grant Deed to 9201 Main Street LLC, recorded August 2, 2019 in Doc, 219093725, Kern County Official Records; THENCE (15) along the south line of said Grant Deed, North $89^{\circ}53'52''$ West, 25.00 feet to the existing east right of way of State Route 184, being the POINT OF BEGINNING; THENCE (16) continuing along the prolongation of the south line of said Grant Deed, North $89^{\circ}53'52''$ West, 30.00 feet to the west line of said Section 31; THENCE (17) along the west line of said Section 31, North $0^{\circ}37'04''$ East, 150.14 feet to the prolongation of the south boundary of Parcel 4, as shown on Parcel Map No. 6417, filed September 24, 1982, in Book 28 of Parcel Maps, Page 134, Kern County Records; THENCE (18) along the prolongation of the south boundary of said of Parcel 4, South $89^{\circ}53'51''$ East, 30.00 feet to the existing east right of way of State Route 184; THENCE (19) along the existing east right of way of State Route 184, South $0^{\circ}37'04''$ West, 150.14 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances 0.99995465 to convert to ground distances.

Parcel 88689-2

For state highway purposes, the underlying fee title of a portion of the southwest quarter of Section 31, Township 30 South, Range 29 East, Mount Diablo Meridian, County of Kern, State of California, lying within State Route 184, more particularly described as follows:

COMMENCING at the East Corner of Section 36, Township 30 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the west line of said Section 31, South $0^{\circ}37'04''$ West, 1,329.20 feet to the centerline of Collison Street; THENCE (2) along the centerline of Collison Street, South $89^{\circ}53'52''$ East, 75.00 feet; THENCE (3) North $0^{\circ}57'40''$ East, 30.00 feet to the north right of way of Collison Street, also being the beginning of a non-tangent curve concave northeasterly, said curve has a radius of 20.00 feet, to which a radial line bears South $0^{\circ}06'08''$ West; THENCE (4) northwesterly along said curve through a central angle of $90^{\circ}30'55''$ an arc distance of 31.60 feet; THENCE (5) North $0^{\circ}37'04''$ East, 79.82 feet to the south line of the land described in Grant Deed to 9201 Main Street LLC, recorded August 2, 2019 in Doc, 219093725, Kern County Official Records; THENCE (6) along the south line of said Grant Deed, North $89^{\circ}53'52''$ West, 25.00 feet to the existing east right of way of State Route 184, being the POINT OF BEGINNING; THENCE (7) continuing along the prolongation of the south line of said Grant Deed, North $89^{\circ}53'52''$ West, 30.00 feet to the west line of said Section 31; THENCE (8) along the west line of said Section 31, North $0^{\circ}37'04''$ East, 150.14 feet to the prolongation of the south boundary of Parcel 4, as shown on Parcel Map No. 6417, filed September 24, 1982, in Book 28 of Parcel Maps, Page 134, Kern County Records; THENCE (9) along the prolongation of the south boundary of said of Parcel 4, South $89^{\circ}53'51''$ East, 30.00 feet to the existing east right of way of State Route 184; THENCE (10) along the existing east right of way of State Route 184, South $0^{\circ}37'04''$ West, 150.14 feet to the POINT OF BEGINNING.

Parcel 88689-1 (CONTINUED)

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances 0.99995465 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22201

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-184-PM 6.05 PARCEL 88694-1**

**OWNER: Cosme Damian Sanchez and Socorro Canogo Sanchez, husband and wife, as
joint tenants**

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102; and Code of Civil Procedure Section 1240.610 in that the property is required for a
more necessary public use;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

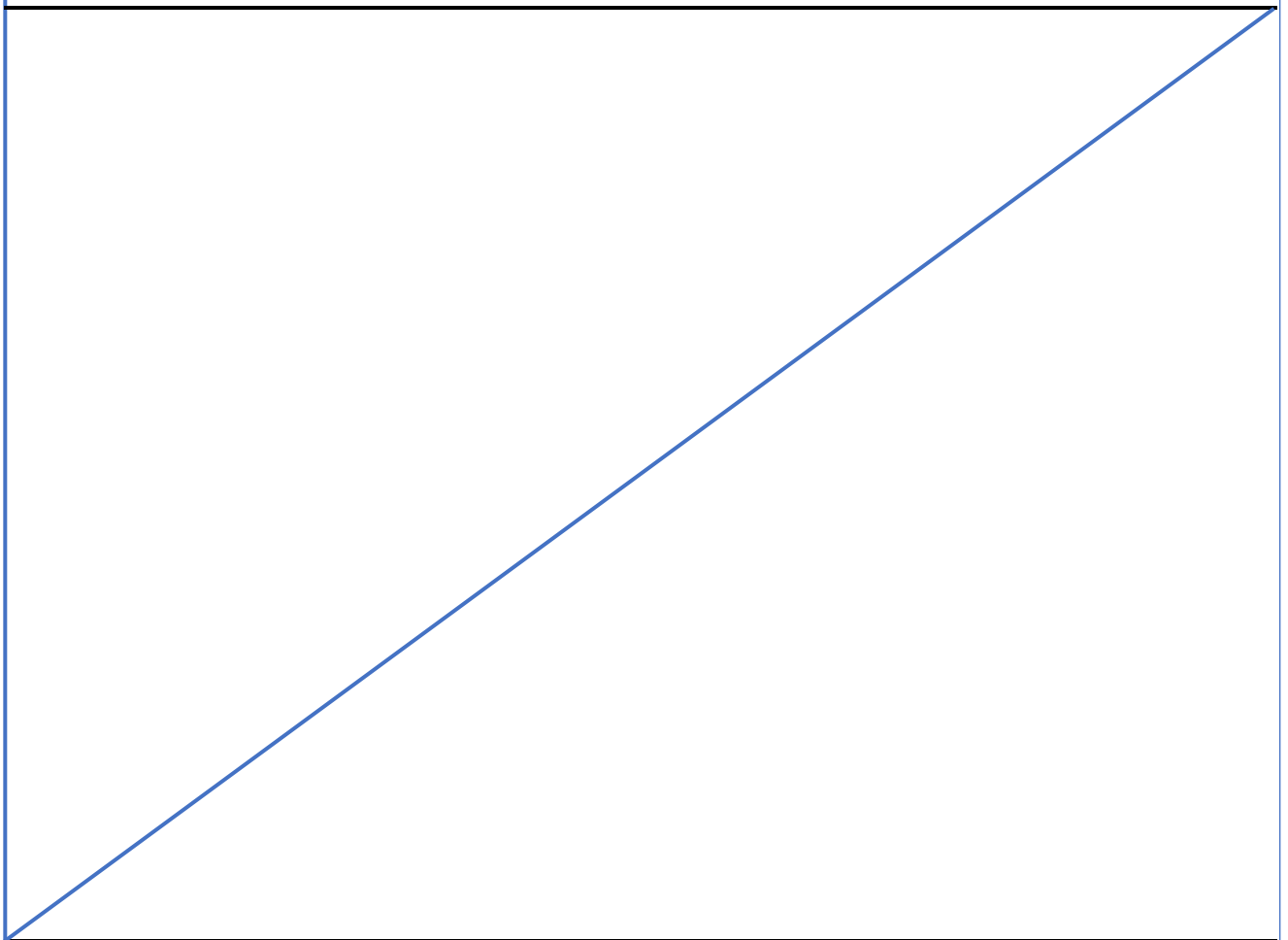
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 RESOLVED by this Commission that the Department of Transportation be and said
2 Department is hereby authorized and empowered;

3 To acquire, in the name of the People of the State of California, in fee simple
4 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
5 described real property, or interests in real property, by condemnation proceeding or
6 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
7 Civil Procedure and of the Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of Kern,
10 State of California, Highway 06-Ker-184 and described as follows:



Parcel 88694-1

An easement for State highway purposes in and to that portion of the southwest quarter of Section 7, Township 30 South, Range 29 East, Mount Diablo Baseline and Meridian, County of Kern, State of California, more particularly described as follows:

COMMENCING at the Northeast Corner of Section 13, Township 30 South, Range 28 East, Mount Diablo Baseline and Meridian; THENCE (1) along the west line of said Section 7, North 0°37'40" East, 331.30 feet to south line of the land described in Grant Deed to Socorro Canongo Sanchez recorded November 12, 2020 in Document No. 220171776, Kern County Official Records; THENCE (2) along the south line of said Grant Deed, South 89°45'20" East, 42.75 feet to the POINT OF BEGINNING; THENCE (3) North 0°37'40" East, 16.52 feet; THENCE (4) North 11°10'41" West, 62.32 feet to the existing right of way of State Route 184; THENCE (5) along the existing right of way of State Route 184, South 0°37'40" West, 77.61 feet to herein described course (2); THENCE (6) along herein described course (2), South 89°45'20" East, 12.75 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances 0.99995465 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22202

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Tul-99-PM 36.40 PARCEL 88191-1, 2
OWNER: Faria & Sons Family Limited Partnership**

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

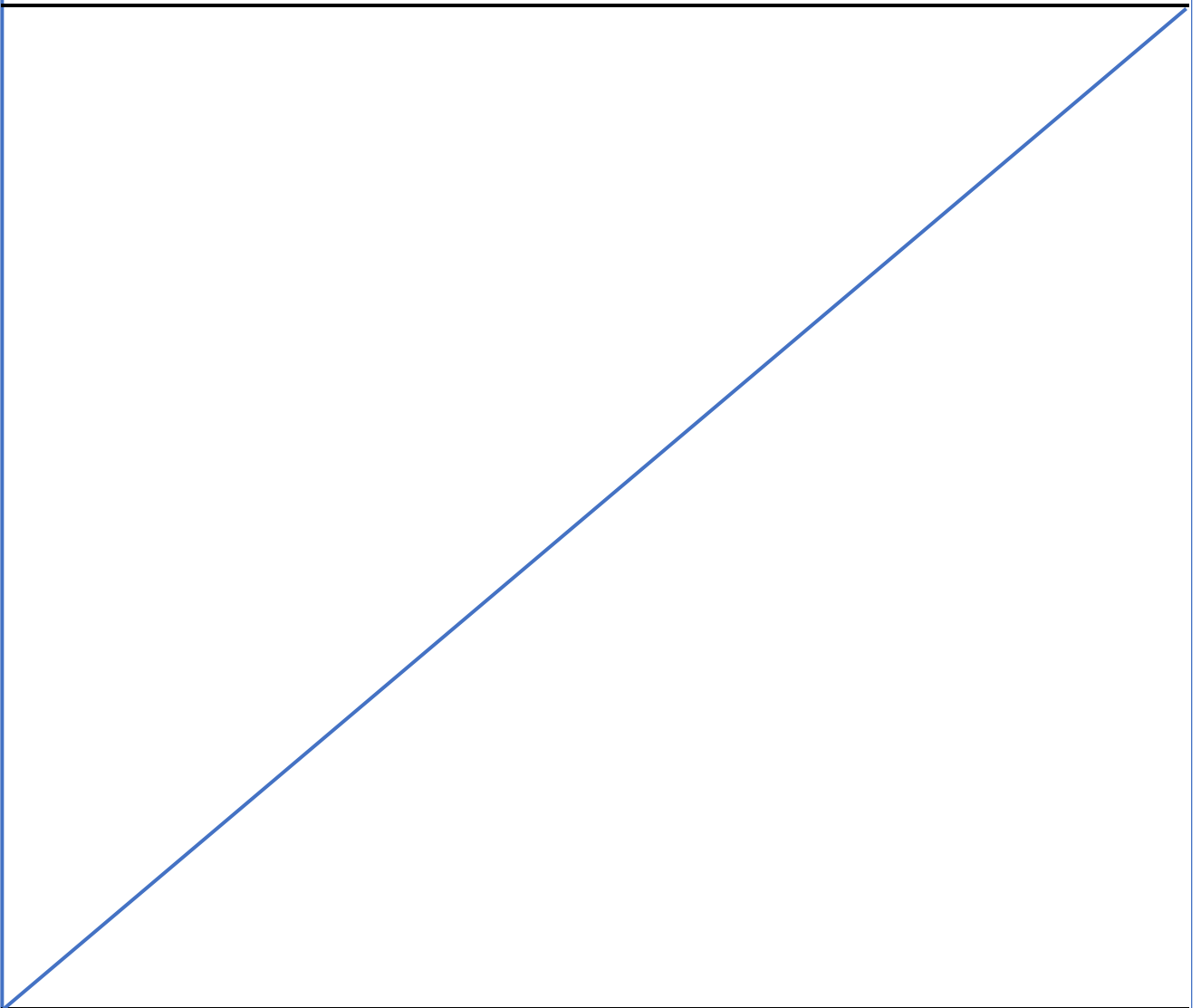
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Tulare,
8 State of California, Highway 06-Tul-99 and described as follows:



Parcel 88191-1

For State highway purposes, that portion of that land described in a Quitclaim Deed recorded on December 28, 2000 as Document Number 2000-0085219 in Official Records, County of Tulare, included within the following described land:

BEGINNING at the Southwest corner of Section 4, Township 19 South, Range 24 East, Mount Diablo Meridian; THENCE (1) along the south line of said Section 4, South 89°57'36" East, 1,935.49 feet; THENCE (2) North 0°02'24" East, 63.71 feet; THENCE (3) South 89°52'20" West, 29.92 feet; THENCE (4) North 47°10'13" West, 54.03 feet to the beginning of a non-tangent curve concave westerly, said curve has a radius of 4,656.24 feet, to which a radial line bears South 88°37'34" East; THENCE (5) northerly along said curve through a central angle of 1°47'49" an arc distance of 146.04 feet; THENCE (6) North 4°05'18" East, 78.77 feet to the beginning of a non-tangent curve concave southwesterly, said curve has a radius of 293.00 feet, to which a radial line bears South 88°57'48" East; THENCE (7) northwesterly along said curve through a central angle of 88°06'51" an arc distance of 450.60 feet to a point of non-tangency; THENCE (8) South 87°06'51" West, 365.77 feet; THENCE (9) South 89°59'40" West, 905.73 feet to the beginning of a curve concave northeasterly, said curve has a radius of 482.16 feet; THENCE (10) northwesterly along said curve through a central angle of 51°20'30" an arc distance of 432.05 feet; THENCE (11) North 38°39'50" West, 367.69 feet to the beginning of a non-tangent curve concave northeasterly, said curve has a radius of 21,724.82 feet, to which a radial line bears South 50°55'39" West; THENCE (12) northwesterly along said curve through a central angle of 1°11'01" an arc distance of 448.76 feet to the beginning of a non-tangent curve concave northeasterly, said curve

has a radius of 2,967.02 feet, to which a radial line bears South 53°12'50" West; THENCE (13) northwesterly along said curve through a central angle of 9°56'04" an arc distance of 514.44 feet to a point of non-tangency; THENCE (14) North 90°00'00" West, 12.19 feet; THENCE (15) South 9°26'58" West, 82.50 feet to a point on the easterly Right of Way boundary of State Route 99, said point also being the northerly terminus of Course (16) of Parcel 7 as described in the Relinquishment of State Highway recorded as Volume 2269, Page 494 of Official Records, Tulare County on June 9, 1961, said point also being the beginning of a non-tangent curve concave northeasterly, said curve has a radius of 4,926.72 feet, to which a radial line bears South 62°08'46" West; THENCE along said easterly Right of Way boundary, the following courses (16-18): (16) southeasterly along said curve through a central angle of 11°56'00" an arc distance of 1,026.11 feet; (17) South 39°47'27" East, 202.96 feet to the beginning of a curve concave southwesterly, said curve has a radius of 2,979.83 feet; (18) southeasterly along said curve through a central angle of 4°57'35" an arc distance of 257.95 feet a point on the west line of said Section 4; THENCE (19) along said west line of Section 4, North 0°12'26" West, 565.58 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM the following described land:

COMMENCING at said Southwest corner of Section 4; THENCE (20) along said south line of Section 4, South 89°57'36" East, 381.27 feet; THENCE (21) North 0°02'23" East, 523.31 feet to the POINT OF BEGINNING; THENCE (22) North 89°59'40" East, 798.38 feet; THENCE (23) South 86°11'27" East, 156.64 feet to the beginning of a non-tangent curve concave northerly, said curve has a radius of 298.97

feet, to which a radial line bears South 6°40'40" West; THENCE (24) easterly along said curve through a central angle of 9°49'49" an arc distance of 51.29 feet to a point of non-tangency; THENCE (25) North 89°59'40" East, 131.38 feet to the beginning of a curve concave southwesterly, said curve has a radius of 212.73 feet; THENCE (26) southeasterly along said curve through a central angle of 90°09'05" an arc distance of 334.72 feet; THENCE (27) South 0°08'45" West, 198.60 feet; THENCE (28) South 47°10'17" West, 54.96 feet; THENCE (29) South 89°09'40" West, 171.63 feet; THENCE (30) North 88°49'24" West, 212.15 feet; THENCE (31) North 80°45'38" West, 206.61 feet; THENCE (32) North 80°45'38" West, 352.93 feet; THENCE (33) North 72°30'08" West, 377.11 feet to the beginning of a non-tangent curve concave southwesterly, said curve has a radius of 14,469.78 feet, to which a radial line bears North 43°26'30" East; THENCE (34) northwesterly along said curve through a central angle of 0°38'26" an arc distance of 161.77 feet to a point of compound curvature, said curve is concave southwesterly and has a radius of 16,552.63 feet; THENCE (35) northwesterly along said curve through a central angle of 0°43'36" an arc distance of 209.95 feet; THENCE (36) North 89°09'42" East, 259.49 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99994789 to convert to ground distances.

PARCEL 88191-2

For State highway purposes, the underlying fee title of that portion of the southwest quarter of Section 4, Township 19 South, Range 24 East, Mount Diablo Meridian, lying within Caldwell Avenue, more particularly described as follows:

COMMENCING at the Southwest corner of Section 4, Township 19 South, Range 24 East, Mount Diablo Meridian; THENCE (1) along the south line of said Section 4, South 89°57'36" East, 1,935.49 feet to the POINT OF BEGINNING; THENCE (2) North 0°02'24" East, 37.30 feet to the northerly right of way line of Caldwell Avenue; THENCE (3) along said northerly right of way line of Caldwell Avenue, South 89°49'26" West, 610.18 feet to the westerly line of that land described in a Quitclaim Deed recorded on December 28, 2000 as Document Number 2000-0085219 in Official Records, County of Tulare; THENCE (4) along the southerly prolongation of said westerly line, South 0°15'08" East, 35.00 feet to said course (1); THENCE along said course (1), South 89°57'36" East, 610.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99994789 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22203

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Tul-99-PM 36.42 PARCEL 88192-1, 2, 3, 4**

**OWNER: Kenneth L. Puryear, Trustee of The Kenneth L. Puryear 2008 Revocable Living
Trust, dated January 24, 2008**

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

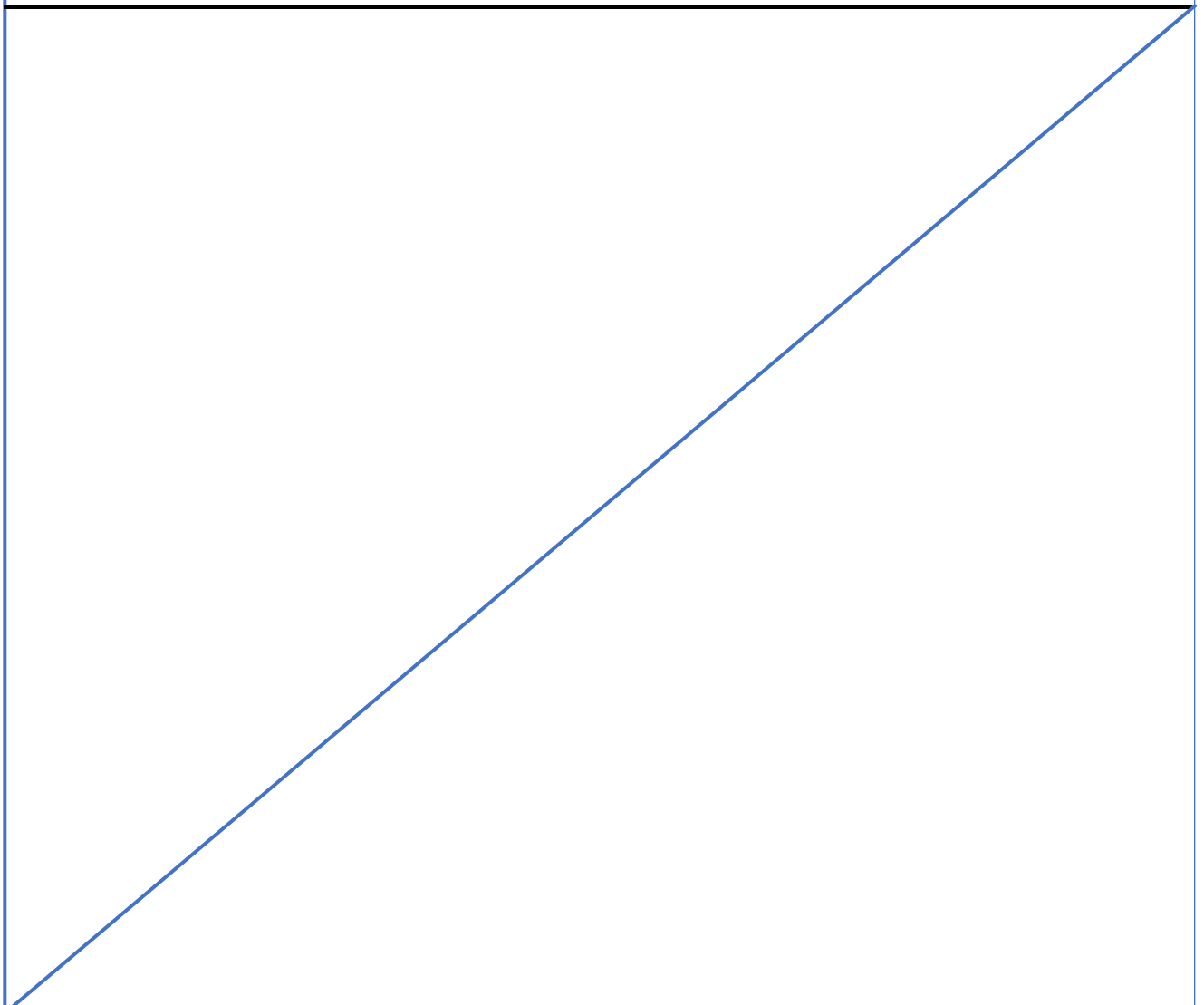
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Tulare,
8 State of California, Highway 06-Tul-99 and described as follows:



Parcels 88192-1, 2 & 3

For State highway purposes, that portion of that land described in a Grant Deed to Kenneth L. Puryear, recorded on February 13, 2018 as Document Number 2018-0007027 in Official Records, County of Tulare, included within the following described land:

BEGINNING at the Southwest corner of Section 4, Township 19 South, Range 24 East, Mount Diablo Meridian; THENCE (1) along the south line of said Section 4, South 89°57'36" East, 1,935.49 feet; THENCE (2) North 0°02'24" East, 63.71 feet; THENCE (3) South 89°52'20" West, 29.92 feet; THENCE (4) North 47°10'13" West, 54.03 feet to the beginning of a non-tangent curve concave westerly, said curve has a radius of 4,656.24 feet, to which a radial line bears South 88°37'34" East; THENCE (5) northerly along said curve through a central angle of 1°47'49" an arc distance of 146.04 feet; THENCE (6) North 4°05'18" East, 78.77 feet to the beginning of a non-tangent curve concave southwesterly, said curve has a radius of 293.00 feet, to which a radial line bears South 88°57'48" East; THENCE (7) northwesterly along said curve through a central angle of 88°06'51" an arc distance of 450.60 feet to a point of non-tangency; THENCE (8) South 87°06'51" West, 365.77 feet; THENCE (9) South 89°59'40" West, 905.73 feet to the beginning of a curve concave northeasterly, said curve has a radius of 482.16 feet; THENCE (10) northwesterly along said curve through a central angle of 51°20'30" an arc distance of 432.05 feet; THENCE (11) North 38°39'50" West, 367.69 feet to the beginning of a non-tangent curve concave northeasterly, said curve has a radius of 21,724.82 feet, to which a radial line bears South 50°55'39" West; THENCE (12) northwesterly along said curve through a central angle of 1°11'01" an arc distance

of 448.76 feet to the beginning of a non-tangent curve concave northeasterly, said curve has a radius of 2,967.02 feet, to which a radial line bears South 53°12'50" West; THENCE (13) northwesterly along said curve through a central angle of 9°56'04" an arc distance of 514.44 feet to a point of non-tangency; THENCE (14) North 90°00'00" West, 12.19 feet; THENCE (15) South 9°26'58" West, 82.50 feet to a point on the easterly Right of Way boundary of State Route 99, said point also being the northerly terminus of Course (16) of Parcel 7 as described in the Relinquishment of State Highway recorded as Volume 2269, Page 494 of Official Records, Tulare County on June 9, 1961, said point also being the beginning of a non-tangent curve concave northeasterly, said curve has a radius of 4,926.72 feet, to which a radial line bears South 62°08'46" West; THENCE along said easterly Right of Way boundary, the following courses (16-18): (16) southeasterly along said curve through a central angle of 11°56'00" an arc distance of 1,026.11 feet; (17) South 39°47'27" East, 202.96 feet to the beginning of a curve concave southwesterly, said curve has a radius of 2,979.83 feet; (18) southeasterly along said curve through a central angle of 4°57'35" an arc distance of 257.95 feet a point on the west line of said Section 4; THENCE (19) along said west line of Section 4, North 0°12'26" West, 565.58 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM the following described land:

COMMENCING at said Southwest corner of Section 4; THENCE (20) along said south line of Section 4, South 89°57'36" East, 381.27 feet; THENCE (21) North 0°02'23" East, 523.31 feet to the POINT OF BEGINNING; THENCE (22) North 89°59'40" East, 798.38 feet; THENCE (23) South 86°11'27" East, 156.64 feet to the

beginning of a non-tangent curve concave northerly, said curve has a radius of 298.97 feet, to which a radial line bears South 6°40'40" West; THENCE (24) easterly along said curve through a central angle of 9°49'49" an arc distance of 51.29 feet to a point of non-tangency; THENCE (25) North 89°59'40" East, 131.38 feet to the beginning of a curve concave southwesterly, said curve has a radius of 212.73 feet; THENCE (26) southeasterly along said curve through a central angle of 90°09'05" an arc distance of 334.72 feet; THENCE (27) South 0°08'45" West, 198.60 feet; THENCE (28) South 47°10'17" West, 54.96 feet; THENCE (29) South 89°09'40" West, 171.63 feet; THENCE (30) North 88°49'24" West, 212.15 feet; THENCE (31) North 80°45'38" West, 206.61 feet; THENCE (32) North 80°45'38" West, 352.93 feet; THENCE (33) North 72°30'08" West, 377.11 feet to the beginning of a non-tangent curve concave southwesterly, said curve has a radius of 14,469.78 feet, to which a radial line bears North 43°26'30" East; THENCE (34) northwesterly along said curve through a central angle of 0°38'26" an arc distance of 161.77 feet to a point of compound curvature, said curve is concave southwesterly and has a radius of 16,552.63 feet; THENCE (35) northwesterly along said curve through a central angle of 0°43'36" an arc distance of 209.95 feet; THENCE (36) North 89°09'42" East, 259.49 feet to the POINT OF BEGINNING.

This conveyance is made for the purpose of a freeway and the GRANTOR hereby releases and relinquishes to the STATE any and all abutter's rights including access rights, appurtenant to GRANTOR's remaining property, in and to said freeway, along the aforementioned Courses (32) to (35).

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99994789 to convert to ground distances.

Parcels 88192-4

For State highway purposes, the underlying fee title of that portion of the southwest quarter of Section 4, Township 19 South, Range 24 East, Mount Diablo Meridian, lying within Caldwell Avenue, more particularly described as follows:

COMMENCING at the Southwest corner of Section 4, Township 19 South, Range 24 East, Mount Diablo Meridian; THENCE (1) along the south line of said Section 4, South 89°57'36" East, 913.16 feet to the POINT OF BEGINNING; THENCE (2) North 0°02'24" East, 30.00 feet; THENCE (3) North 89°57'36" West, 75.00 feet; THENCE (4) North 46°58'46" West, 7.33 feet to the northerly right of way line of Caldwell Avenue; THENCE (5) along said northerly right of way line, South 89°57'36" East, 492.52 feet to the easterly line of that land described in a Grant Deed to Kenneth L. Puryear, recorded on February 13, 2018 as Document Number 2018-0007027 in Official Records, County of Tulare; THENCE (6) along the southerly prolongation of said easterly line, South 0°15'08" East, 35.00 feet to said south line of said Section 4; THENCE (7) along said south line, North 89°57'36" West, 412.33 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99994789 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22204

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Tul-99-PM 36.50 PARCEL 88193-1
OWNER: Kevin Blackwell, Trustee, The Betty Anderson Trust Under The Henery P.
Anderson, III, Revocable Living Trust dated September 9, 2009

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

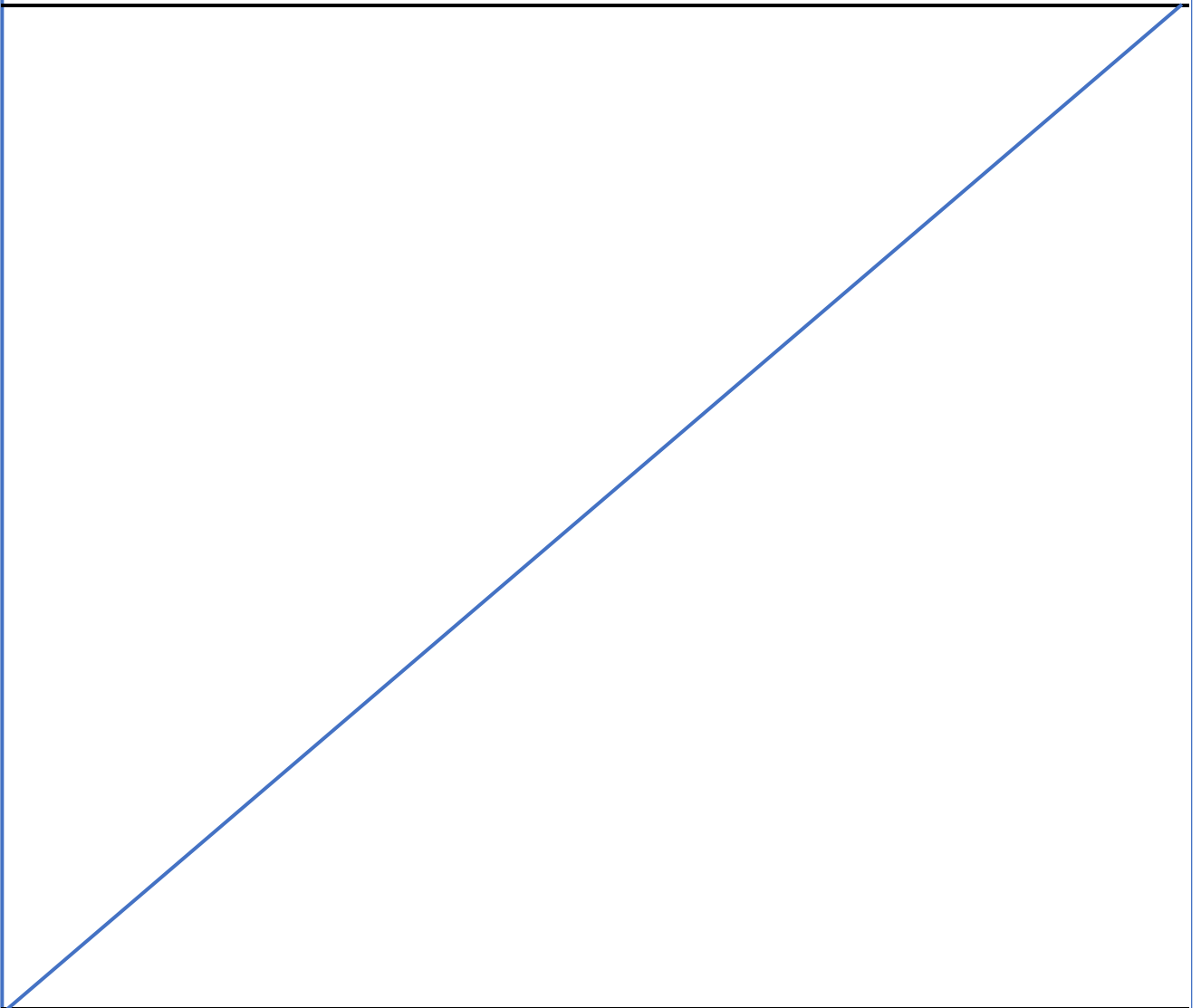
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Tulare,
8 State of California, Highway 06-Tul-99 and described as follows:



Parcels 88193-1

For State highway purposes, that portion of that land described in an Affidavit – Death of Trustee, recorded on July 16, 2019 as Document Number 2019-0038227 in Official Records, County of Tulare, included within the following described land:

BEGINNING at the Southwest corner of Section 4, Township 19 South, Range 24 East, Mount Diablo Meridian; THENCE (1) along the south line of said Section 4, South 89°57'36" East, 1,935.49 feet; THENCE (2) North 0°02'24" East, 63.71 feet; THENCE (3) South 89°52'20" West, 29.92 feet; THENCE (4) North 47°10'13" West, 54.03 feet to the beginning of a non-tangent curve concave westerly, said curve has a radius of 4,656.24 feet, to which a radial line bears South 88°37'34" East; THENCE (5) northerly along said curve through a central angle of 1°47'49" an arc distance of 146.04 feet; THENCE (6) North 4°05'18" East, 78.77 feet to the beginning of a non-tangent curve concave southwesterly, said curve has a radius of 293.00 feet, to which a radial line bears South 88°57'48" East; THENCE (7) northwesterly along said curve through a central angle of 88°06'51" an arc distance of 450.60 feet to a point of non-tangency; THENCE (8) South 87°06'51" West, 365.77 feet; THENCE (9) South 89°59'40" West, 905.73 feet to the beginning of a curve concave northeasterly, said curve has a radius of 482.16 feet; THENCE (10) northwesterly along said curve through a central angle of 51°20'30" an arc distance of 432.05 feet; THENCE (11) North 38°39'50" West, 367.69 feet to the beginning of a non-tangent curve concave northeasterly, said curve has a radius of 21,724.82 feet, to which a radial line bears South 50°55'39" West; THENCE (12) northwesterly along said curve through a central angle of 1°11'01" an arc distance of 448.76 feet to the beginning of a non-tangent curve concave northeasterly, said curve

has a radius of 2,967.02 feet, to which a radial line bears South 53°12'50" West; THENCE (13) northwesterly along said curve through a central angle of 9°56'04" an arc distance of 514.44 feet to a point of non-tangency; THENCE (14) North 90°00'00" West, 12.19 feet; THENCE (15) South 9°26'58" West, 82.50 feet to a point on the easterly Right of Way boundary of State Route 99, said point also being the northerly terminus of Course (16) of Parcel 7 as described in the Relinquishment of State Highway recorded as Volume 2269, Page 494 of Official Records, Tulare County on June 9, 1961, said point also being the beginning of a non-tangent curve concave northeasterly, said curve has a radius of 4,926.72 feet, to which a radial line bears South 62°08'46" West; THENCE along said easterly Right of Way boundary, the following courses (16-18): (16) southeasterly along said curve through a central angle of 11°56'00" an arc distance of 1,026.11 feet; (17) South 39°47'27" East, 202.96 feet to the beginning of a curve concave southwesterly, said curve has a radius of 2,979.83 feet; (18) southeasterly along said curve through a central angle of 4°57'35" an arc distance of 257.95 feet a point on the west line of said Section 4; THENCE (19) along said west line of Section 4, North 0°12'26" West, 565.58 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM the following described land:

COMMENCING at said Southwest corner of Section 4; THENCE (20) along said south line of Section 4, South 89°57'36" East, 381.27 feet; THENCE (21) North 0°02'23" East, 523.31 feet to the POINT OF BEGINNING; THENCE (22) North 89°59'40" East, 798.38 feet; THENCE (23) South 86°11'27" East, 156.64 feet to the beginning of a non-tangent curve concave northerly, said curve has a radius of 298.97

feet, to which a radial line bears South 6°40'40" West; THENCE (24) easterly along said curve through a central angle of 9°49'49" an arc distance of 51.29 feet to a point of non-tangency; THENCE (25) North 89°59'40" East, 131.38 feet to the beginning of a curve concave southwesterly, said curve has a radius of 212.73 feet; THENCE (26) southeasterly along said curve through a central angle of 90°09'05" an arc distance of 334.72 feet; THENCE (27) South 0°08'45" West, 198.60 feet; THENCE (28) South 47°10'17" West, 54.96 feet; THENCE (29) South 89°09'40" West, 171.63 feet; THENCE (30) North 88°49'24" West, 212.15 feet; THENCE (31) North 80°45'38" West, 206.61 feet; THENCE (32) North 80°45'38" West, 352.93 feet; THENCE (33) North 72°30'08" West, 377.11 feet to the beginning of a non-tangent curve concave southwesterly, said curve has a radius of 14,469.78 feet, to which a radial line bears North 43°26'30" East; THENCE (34) northwesterly along said curve through a central angle of 0°38'26" an arc distance of 161.77 feet to a point of compound curvature, said curve is concave southwesterly and has a radius of 16,552.63 feet; THENCE (35) northwesterly along said curve through a central angle of 0°43'36" an arc distance of 209.95 feet; THENCE (36) North 89°09'42" East, 259.49 feet to the POINT OF BEGINNING.

This conveyance is made for the purpose of a freeway and the GRANTOR hereby releases and relinquishes to the STATE any and all abutter's rights including access rights, appurtenant to GRANTOR's remaining property, in and to said freeway, along the aforementioned Courses (32) to (35).

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99994789 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22205

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Tul-99-PM 36.42 PARCEL 88195-1, 2
OWNER: Eleazar S. Figueroa and Valarie K. Figueroa, Husband and Wife as Joint
Tenants**

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

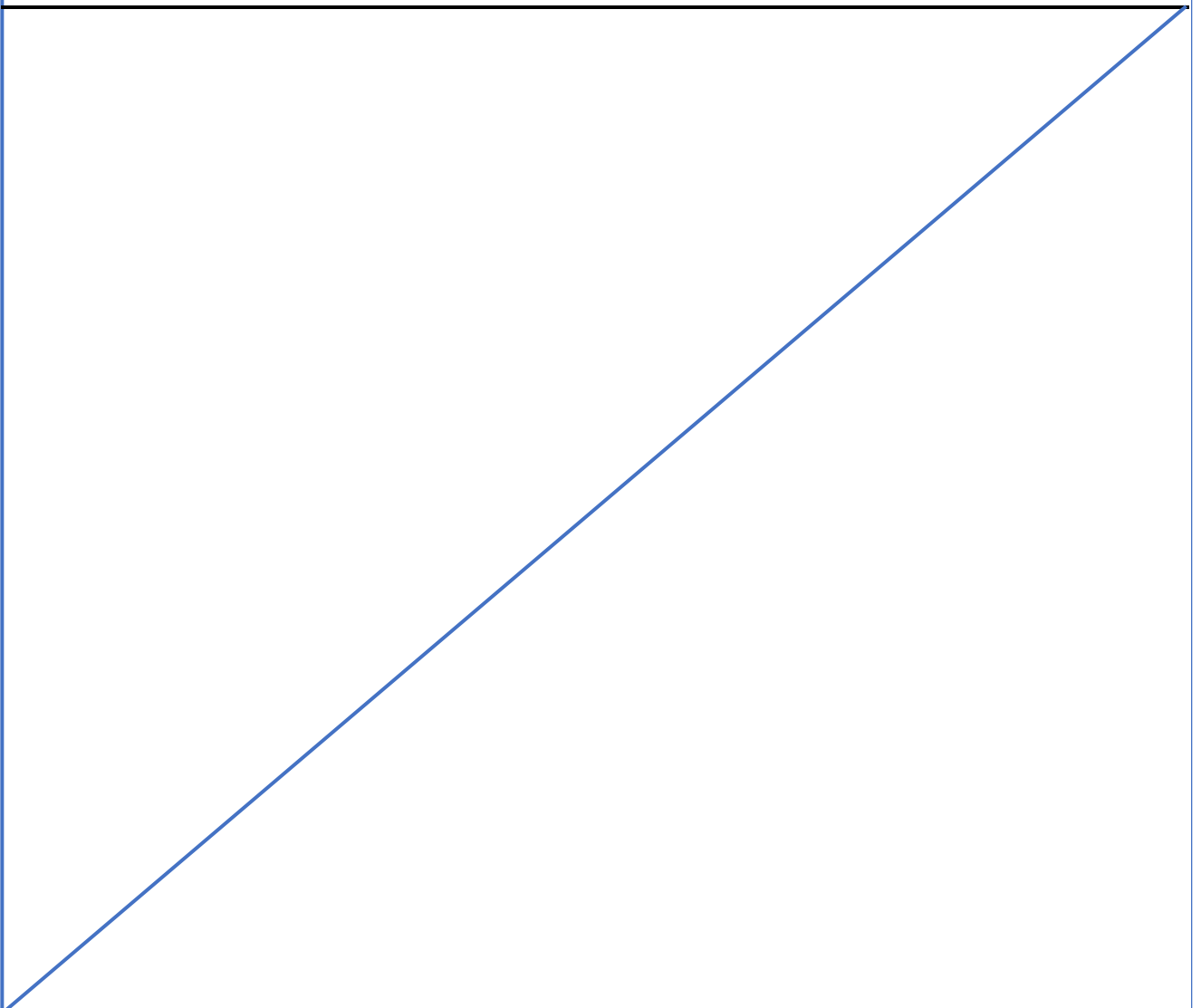
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Tulare,
8 State of California, Highway 06-Tul-99 and described as follows:



Parcel 88195-1

For State highway purposes, that portion of that land described in a Grant Deed recorded on March 26, 2004 as Document Number 2004-0027868 in Official Records, Tulare County, included within the following described land:

COMMENCING at the Northeast corner of Section 8, Township 19 South, Range 24 East, Mount Diablo Meridian; THENCE (1) along said north line of said Section 8, South 89°47'18" West, 95.11 feet to the POINT OF BEGINNING; THENCE (2) continuing along said north line of Section 8, South 89°47'18" West, 1019.31 feet; THENCE (3) South 2°47'18" West, 40.05 feet to the southerly Right of Way line of Caldwell Avenue; THENCE (4) along said southerly Right of Way line, North 89°47'18" East, 83.25 feet; THENCE (5) North 0°11'45" West, 3.76 feet; THENCE (6) North 89°42'11" East, 177.10 feet; THENCE (7) North 90°00'00" East, 140.26 feet; THENCE (8) North 89°59'53" East, 140.19 feet; THENCE (9) South 81°59'13" East, 69.32 feet; THENCE (10) North 89°54'43" East, 20.77 feet to the beginning of a curve concave southerly, said curve has a radius of 660.12 feet; THENCE (11) easterly along said curve through a central angle of 13°07'43" an arc distance of 151.26 feet to a point of reverse curvature, said curve is concave northerly and has a radius of 379.51 feet; THENCE (12) easterly along said curve through a central angle of 6°27'27" an arc distance of 42.77 feet to a point of compound curvature, said curve is concave northerly and has a radius of 379.51 feet; THENCE (13) easterly along said curve through a central angle of 5°31'39" an arc distance of 36.61 feet to a point of non-tangency; THENCE (14) North 90°00'00" East, 32.52 feet; THENCE (15) South 27°51'27" East, 21.49 feet; THENCE (16) North 90°00'00" East, 169.66 feet to a point on the easterly

Right of Way of the Union Pacific Railroad as described in the Deed recorded November 19, 1881 in Volume 3, Page 80 of Deeds, Tulare County Records, also being the westerly Right of Way line of State Route 99; THENCE (17) along said easterly Right of Way, North $27^{\circ}51'27''$ West, 106.50 feet to the POINT OF BEGINNING.

This conveyance is made for the purpose of a freeway and the GRANTOR hereby releases and relinquishes to the STATE any and all abutter's rights including access rights, appurtenant to GRANTOR's remaining property, in and to said freeway, along the aforementioned Courses (13) thru (16).

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99994789 to convert to ground distances.

Parcel 88195-2

For maintenance access easement purposes, that portion of that land described in a Grant Deed recorded on March 26, 2004 as Document Number 2004-0027868 in Official Records, Tulare County, included within the following described land:

COMMENCING at the Northeast corner of Section 8, Township 19 South, Range 24 East, Mount Diablo Meridian; THENCE (1) along the north line of said Section 8, South $89^{\circ}47'18''$ West, 1114.42 feet; THENCE (2) South $2^{\circ}47'18''$ West, 40.05 feet to the southerly Right of Way line of Caldwell Avenue; THENCE (3) along said southerly Right of Way line, North $89^{\circ}47'18''$ East, 83.25 feet; THENCE (4) North $0^{\circ}11'45''$ West, 3.76 feet; THENCE (5) North $89^{\circ}42'11''$ East, 56.28 feet to the POINT OF BEGINNING; THENCE (6) North $89^{\circ}42'11''$ East, 120.82 feet; THENCE (7) North $90^{\circ}00'00''$ East, 140.26 feet; THENCE (8) North $89^{\circ}59'53''$ East, 140.19 feet; THENCE (9) South $81^{\circ}59'13''$ East, 69.32 feet; THENCE (10) North $89^{\circ}54'43''$ East, 20.77 feet to the beginning of a curve concave southerly, said curve has a radius of 660.12 feet; THENCE (11) easterly along said curve through a central angle of $13^{\circ}07'43''$ an arc distance of 151.26 feet to a point of reverse curvature, said curve is concave northerly and has a radius of 379.51 feet; THENCE (12) easterly along said curve through a central angle of $6^{\circ}27'27''$ an arc distance of 42.77 feet to a point of compound curvature, said curve is concave northerly and has a radius of 379.51 feet; THENCE (13) easterly along said curve through a central angle of $5^{\circ}31'39''$ an arc distance of 36.61 feet to a point of non-tangency; THENCE (14) North $90^{\circ}00'00''$ East, 32.52 feet; THENCE (15) South $27^{\circ}51'27''$ East, 21.49 feet; THENCE (16) North $90^{\circ}00'00''$ West, 43.03 feet to the beginning of a non-tangent curve concave northerly and has a radius of 398.87 feet,

to which a radial line bears South $1^{\circ}05'00''$ West; THENCE (17) westerly along said curve through a central angle of $11^{\circ}57'26''$ an arc distance of 83.24 feet to a point of reverse curvature, said curve is concave southerly and has a radius of 641.12 feet; THENCE (18) westerly along said curve through a central angle of $13^{\circ}02'26''$ an arc distance of 145.92 feet; THENCE (19) North $90^{\circ}00'00''$ West, 23.51 feet; THENCE (20) North $81^{\circ}58'05''$ West, 70.26 feet; THENCE (21) South $89^{\circ}55'15''$ West, 138.22 feet; THENCE (22) North $90^{\circ}00'00''$ West, 139.57 feet; THENCE (23) South $89^{\circ}42'11''$ West, 120.67 feet; THENCE (24) North $0^{\circ}26'34''$ West, 19.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99994789 to convert to ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22206

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-1-PM 13.51 PARCEL 81576-1
OWNER: P&I Enterprises LLC, a California limited liability company

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102; and Code of Civil Procedure Section 1240.510 in that the property being acquired is
for a compatible use;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

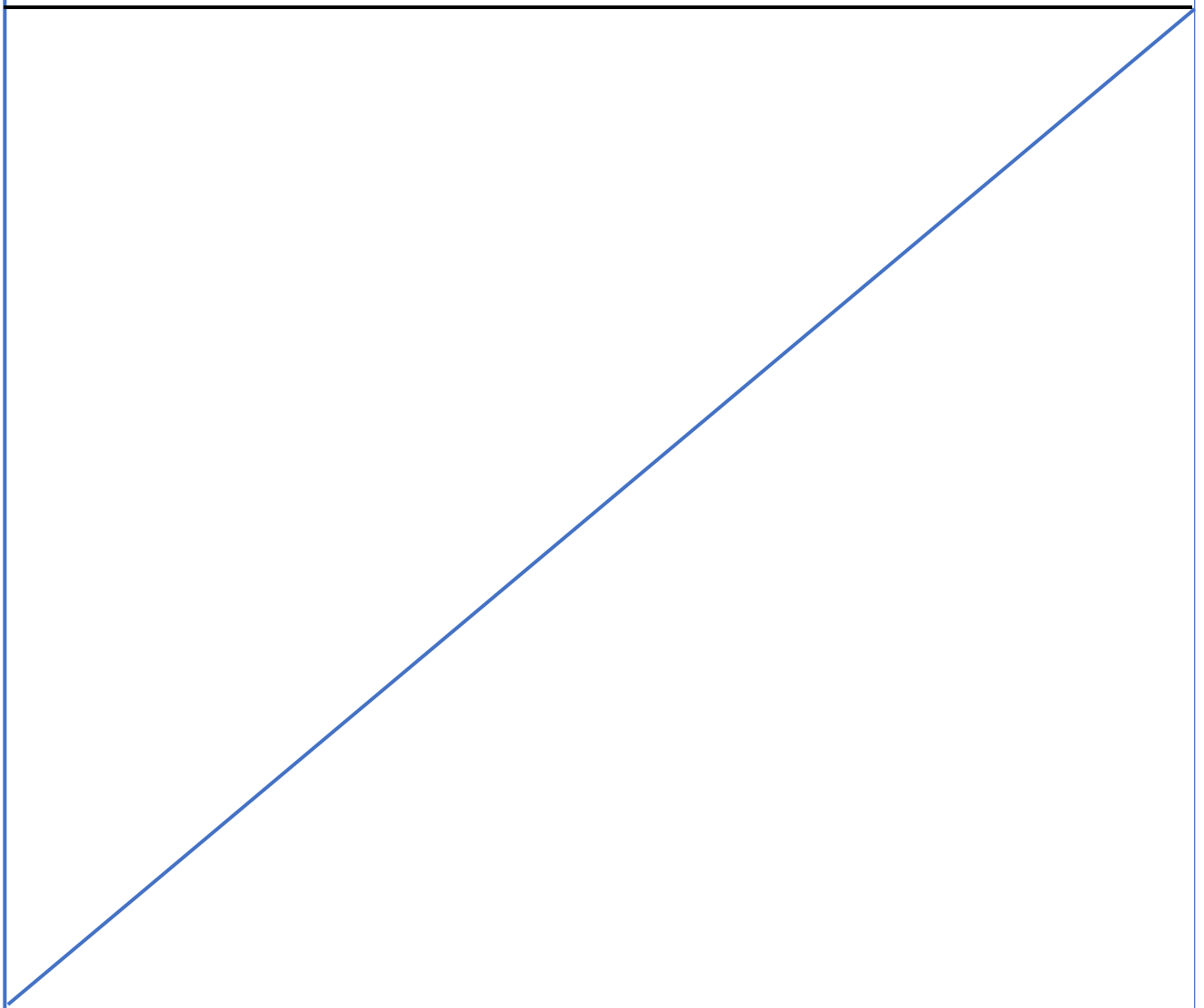
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Los
8 Angeles, State of California, Highway 07-LA-1 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 81576-1:

For State Highway purposes, a Highway Easement, in, to, over and across that portion of Lot 210 of Tract No. 848, in the City of Lomita, County of Los Angeles, State of California, as per map recorded in Book 16, Pages 90 and 91, inclusive, of Maps, in the Office of the Registrar-Recorder/County Clerk of said county, described as follows:

COMMENCING at the Northeast corner of Parcel 33 of the land acquired by the State of California by Final Order of Condemnation, filed in Superior Court Case No. 175-840, in said county, a certified copy of said final order being in Book 78577, Page 291, of Official Records, in the Office of the Registrar-Recorder/County Clerk of said county, said corner being also a point in the Easterly line of said Lot distant Northerly thereon 10.00 feet from the Southeast corner of said Lot; Thence parallel with the Southerly line of said Lot N.89°37'24"W., 15.00 feet along the Northerly line of said Parcel 33 to the POINT OF BEGINNING; Thence continuing along said parallel line N.89°37'24"W., 12.63 feet; Thence N.33°40'32"E., 22.97 feet to a point on the Westerly line of Eshelman Avenue as described in document recorded June 13, 1966, as Instrument No. 3268 of Official Records of said County; Thence along said Westerly line S.00°19'44"W., 19.20 feet to the POINT OF BEGINNING.

The bearings and distances of the herein above described lines are based on the California HPGN 1992 Adjustment of NAD 1983 (EPOCH 1991.35) California Coordinate System (CCS83) Zone 5. Divide grid distance by a combined factor of 1.00006032 to obtain ground distance.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22207

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-1-PM 20.89 PARCEL 81632-1**

**OWNER: George Mardikian, as to an undivided 1/27th interest; and Smile, LLC, a
California limited liability company, as to an undivided 26/27th interest**

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

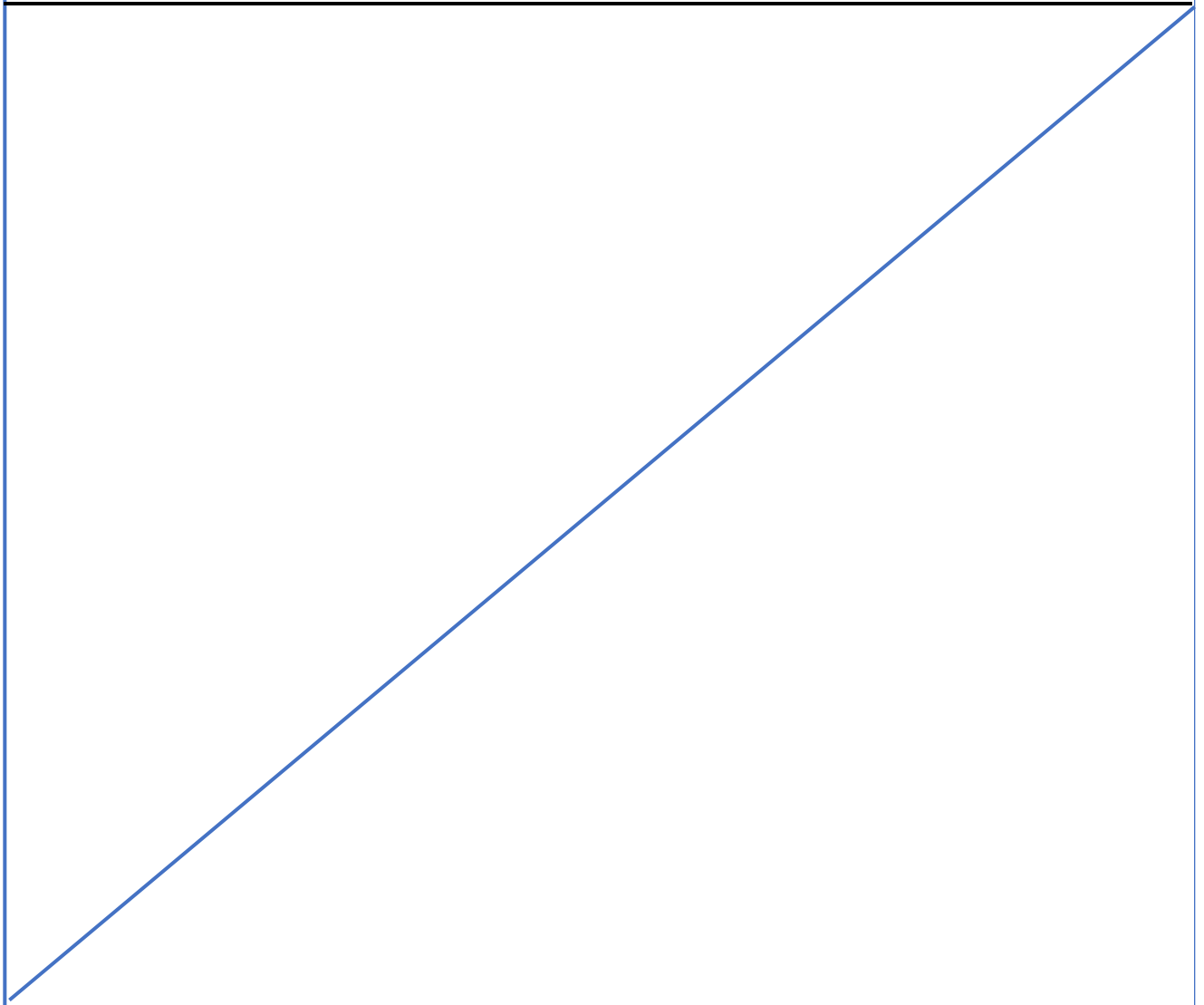
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Los
8 Angeles, State of California, Highway 07-LA-1 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 81632-1

For State Highway purposes, a Highway Easement, in, to, over and across that portion of Lot 24 in Block 78 of Second Addition to Hermosa Beach, in the City of Hermosa Beach, County of Los Angeles, State of California as shown on a map recorded in Book 3, Pages 11 and 12, of Maps in the Office of the County Recorder of said Los Angeles County, lying southeasterly from the following described line:

COMMENCING at the intersection of the centerline of Pacific Coast Highway (formerly Camino Real) with the centerline of 5th Street (formerly Saint Paul Avenue) as shown on a map of Koepke's Tract, recorded in Book 13, Page 22 of Maps in said Office of the County Recorder of Los Angeles County; thence along said centerline of Pacific Coast Highway North 13°12'24" West 23.42 feet; thence leaving said centerline at a right angle South 76°47'36" West 50.00 feet to a point on the westerly right-of-way line of said Pacific Coast Highway lying parallel with and 50.00 feet westerly from said centerline, said point being the TRUE POINT OF BEGINNING; thence South 41°11'04" West 6.00 feet to the northwesterly right-of-way line of said 5th Street (formerly Saint Paul Avenue) as shown on said map of Koepke's Tract, said point being the point of terminus.

The bearings and distances in the herein above described lines are based on the California Coordinate System North American Datum (NAD) 1983, Zone 5. Divide grid distance by a combination factor of 1.00004343 to obtain ground distance.

References to the centerlines of Pacific Coast Highway and 5th Street noted herein refer to centerlines re-established per Caltrans SR 18084.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22208

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-1-PM 21.46 PARCEL 81692-1
OWNER: 1601 PCH, LP, a California limited partnership**

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

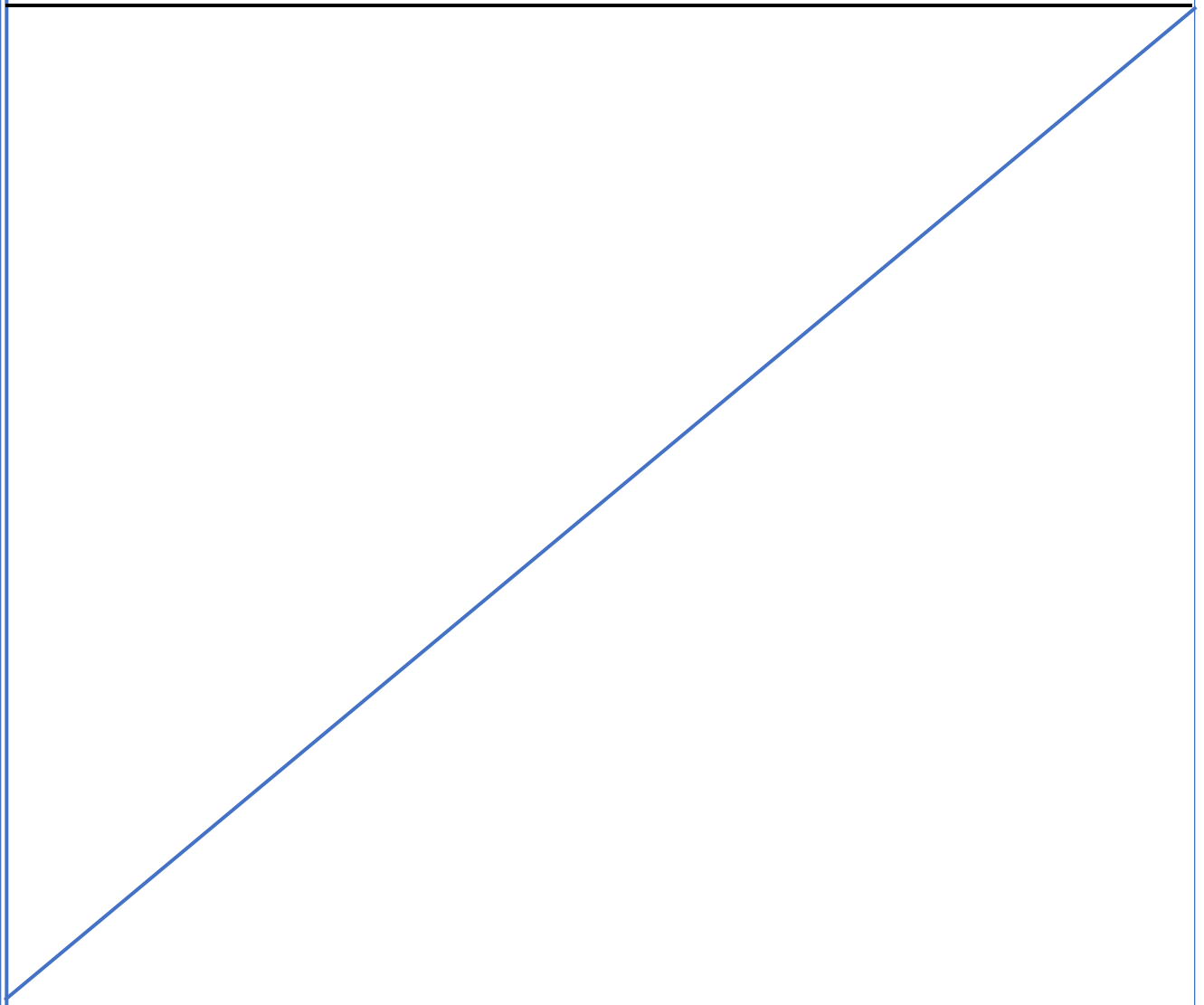
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Los
8 Angeles, State of California, Highway 07-LA-1 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 81692-1

For State Highway purposes, a Highway Easement, in, to, over and across that portion of Lot 13 in Block 81 of Second Addition to Hermosa Beach, in the City of Hermosa Beach, County of Los Angeles, State of California, as shown on a map recorded in Book 3, Pages 11 and 12, of Maps in the Office of the County Recorder of said Los Angeles County, lying southeasterly and easterly from the following described line:

COMMENCING at the intersection of the centerline of Pacific Coast Highway (formerly Camino Real) with the centerline of 16th Street as shown on Tract No. 9203, recorded in Book 133, Page 34 of Maps in said Office of the County Recorder of Los Angeles County; thence along said centerline of Pacific Coast Highway as shown on said map of Second Addition to Hermosa Beach North 13°13'21" West 64.19 feet; thence leaving said centerline at a right angle South 76°46'39" West 50.00 feet to a point on the westerly right-of-way line of said Pacific Coast Highway as described in that certain deed recorded November 14, 1940 in Book 17938, Page 272 of Official Records in said Office of the Los Angeles County Recorder, lying parallel with and 50.00 feet westerly from said centerline, said point being the TRUE POINT OF BEGINNING; thence continuing South 76°46'39" West 11.13 feet; thence South 13°13'21" East 11.00 feet to the beginning of a tangent curve concave westerly and having a radius of 24.00 feet; thence along said curve southwesterly 14.44 feet through a central angle of 34°28'44"; thence non-tangent from said curve South 15°29'22" West 1.97 feet; thence South 27°15'48" West 4.38 feet; thence South 42°34'04" East 2.83 feet to the northerly right-of-way line of said 16th Street as described in that certain Grant Deed to the City of Hermosa Beach recorded April 26, 1989 as Instrument No. 89-658483 of Official Records in said Office of the County Recorder of Los Angeles County, said point being the point of terminus.

The bearings and distances in the herein above described lines are based on the California Coordinate System North American Datum (NAD) 1983, Zone 5. Divide grid distance by a combination factor of 1.00003803 to obtain ground distance.

References to the centerlines of Pacific Coast Highway and 16th Street noted herein refer to centerlines re-established per Caltrans SR 18084.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22209

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-1-PM 31.37 PARCEL 81779-1**

OWNER: Marina Associates Limited Partnership, a Minnesota limited partnership

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

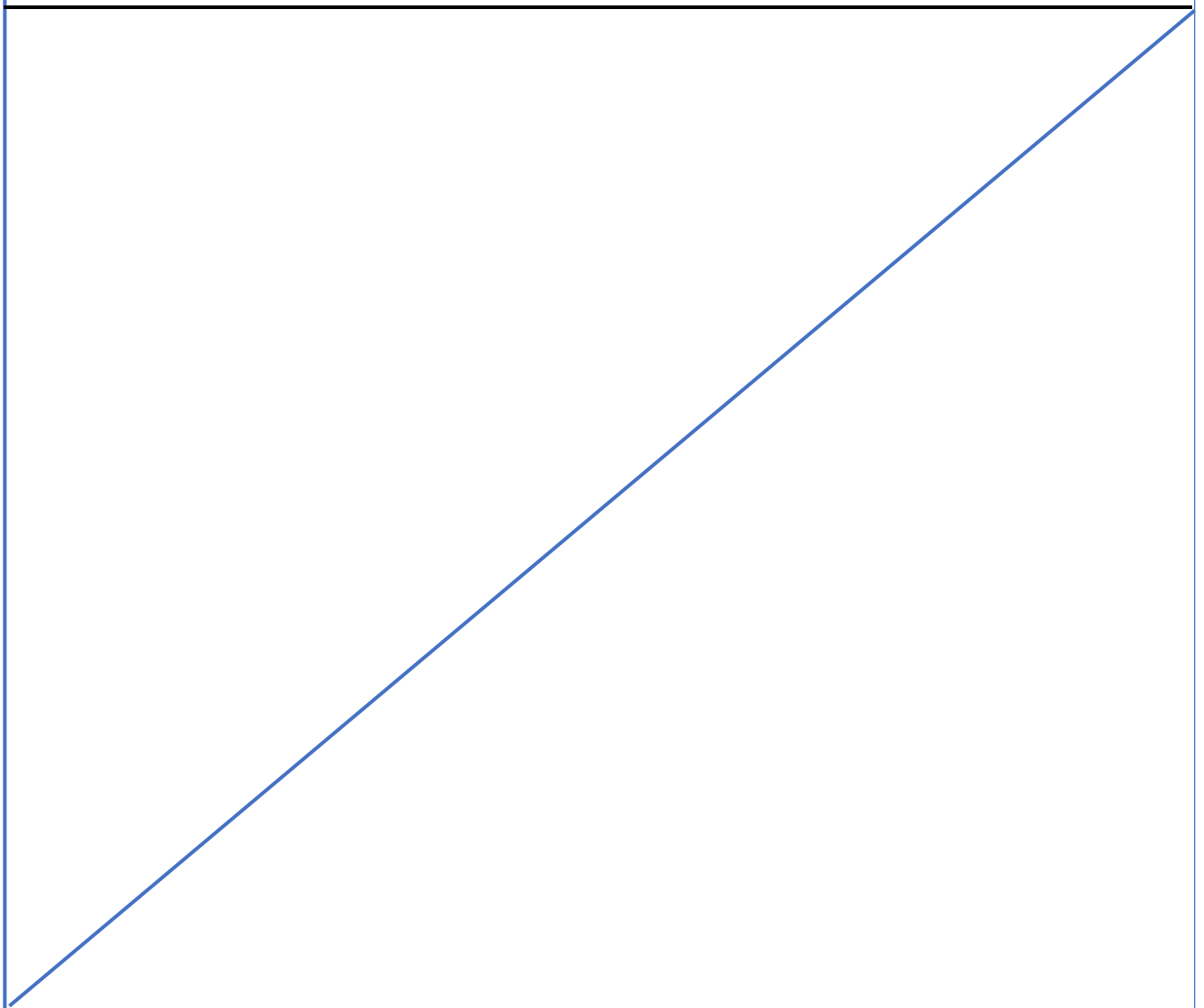
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Los
8 Angeles, State of California, Highway 07-LA-1 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 81779-1

For State Highway purposes, a Highway Easement, in, to, over and across that portion of Lot 36 of Wright's Addition to Ocean Park, in the City of Los Angeles, County of Los Angeles, State of California, as shown on a map recorded in Book 5, Page 174, of Maps in the Office of the County Recorder of said Los Angeles County, lying southeasterly and southwesterly from the following described line:

COMMENCING at the intersection of the centerline of Lincoln Boulevard with the centerline of Maxella Avenue depicted as "Private Street (Vacated)" on a map of Tract No. 52139-1, filed in Book 1235, Pages 85 through 92, of Maps in said Office of the County Recorder of Los Angeles County; thence along said centerline of Lincoln Boulevard North $32^{\circ}24'31''$ West 22.21 feet; thence leaving said centerline at a right angle North $57^{\circ}35'29''$ East 50.00 feet to a point on the northeasterly right-of-way line of said Lincoln Boulevard lying parallel with and 50.00 feet northeasterly from said centerline as described in that certain document recorded June 1, 1931 in Book 10860, Page 308 of Official Records in said Office of the County Recorder of Los Angeles County, said point being the TRUE POINT OF BEGINNING; thence continuing North $57^{\circ}35'29''$ East 3.05 feet; thence South $32^{\circ}24'31''$ East 2.84 feet to the beginning of a tangent curve concave northerly and having a radius of 12.00 feet; thence along said curve southeasterly 18.36 feet through a central angle of $87^{\circ}40'07''$ to the southeasterly line of said Lot 36 of Wright's Addition to Ocean Park, said point being the point of terminus.

The bearings and distances in the herein above described lines are based on the California Coordinate System North American Datum (NAD) 1983, Zone 5. Divide grid distance by a combination factor of 1.00001446 to obtain ground distance.

References to the centerlines of Lincoln Boulevard and Maxella Avenue noted herein refer to centerlines re-established per Caltrans SR 18084.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22210

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-1-PM 56.5/56.9 PARCEL 81832-1
OWNER: Zuma Beach Properties, LLC, a Nevada limited liability company

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102; and Code of Civil Procedure Section 1240.510 in that the property being acquired is
for a compatible use;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

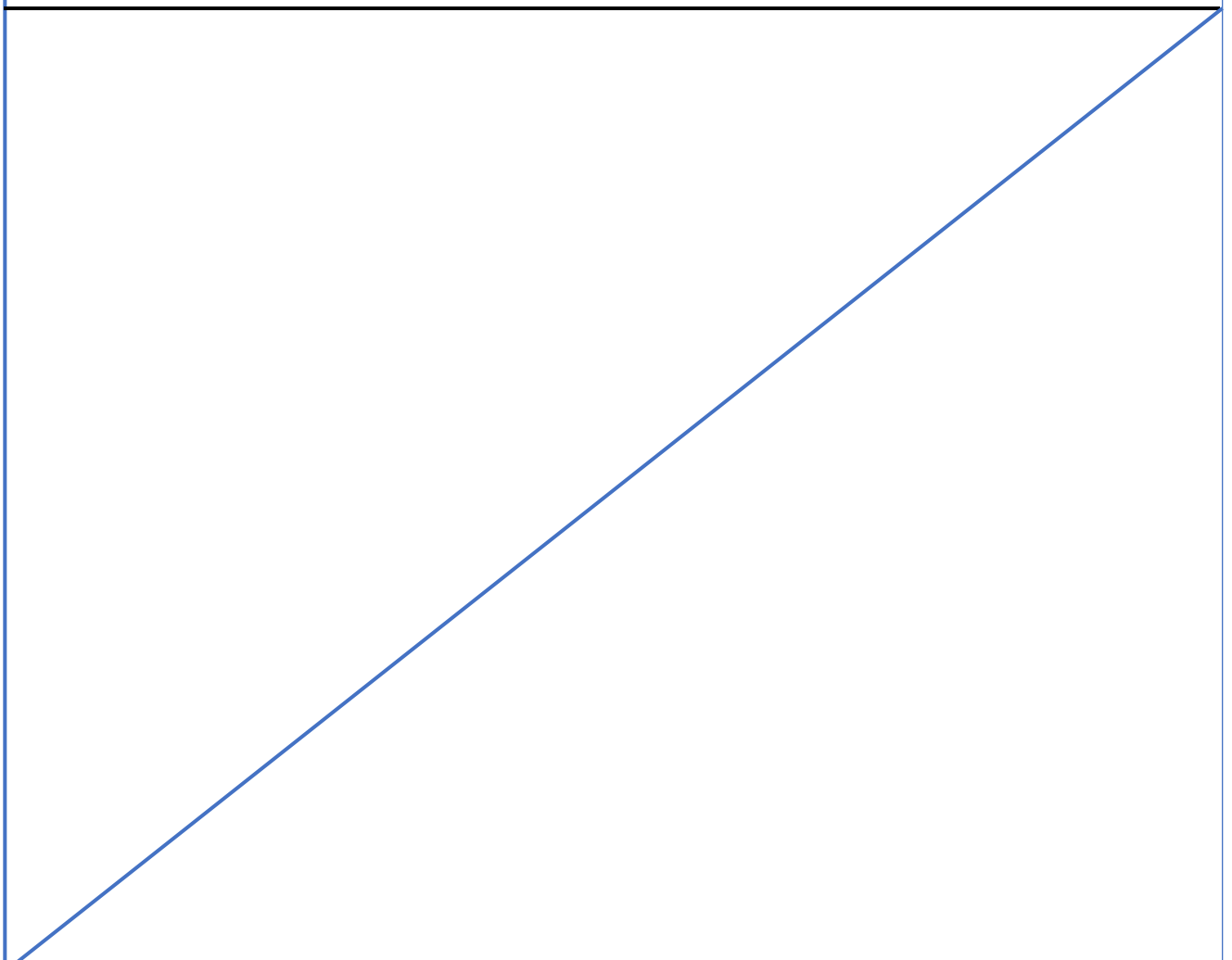
DIVISION OF RIGHT OF WAY

1 Department is hereby authorized and empowered;

2 To acquire, in the name of the People of the State of California, in fee simple
3 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
4 described real property, or interests in real property, by condemnation proceeding or
5 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
6 Civil Procedure and of the Constitution of California relating to eminent domain;

7 The real property or interests in real property, which the Department of
8 Transportation is by this resolution authorized to acquire, is situated in the County of Los
9 Angeles, State of California, Highway 07-LA-1 and described as follows:

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RESOLUTION OF NECESSITY DESCRIPTION

Parcel 81832-1:

For State highway purposes, a temporary construction easement, in, to, over and across that portion of land, in the City of Malibu, County of Los Angeles, State of California, as confirmed to Matthew Keller by patent recorded in Book 1, page 407 et seq., of Patents, in the Office of the Registrar–Recorder/County Clerk of said county, described as Parcel 80642-2 in the Highway Easement Deed, recorded December 17, 2020, as Instrument No. 20201677651, of Official Records, in said office.

Rights to the above-described temporary easement shall cease and terminate on August 21, 2025. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22211

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-164-PM 6.22 PARCEL 81431-1
OWNER: Circle K Stores Inc., a Texas corporation**

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

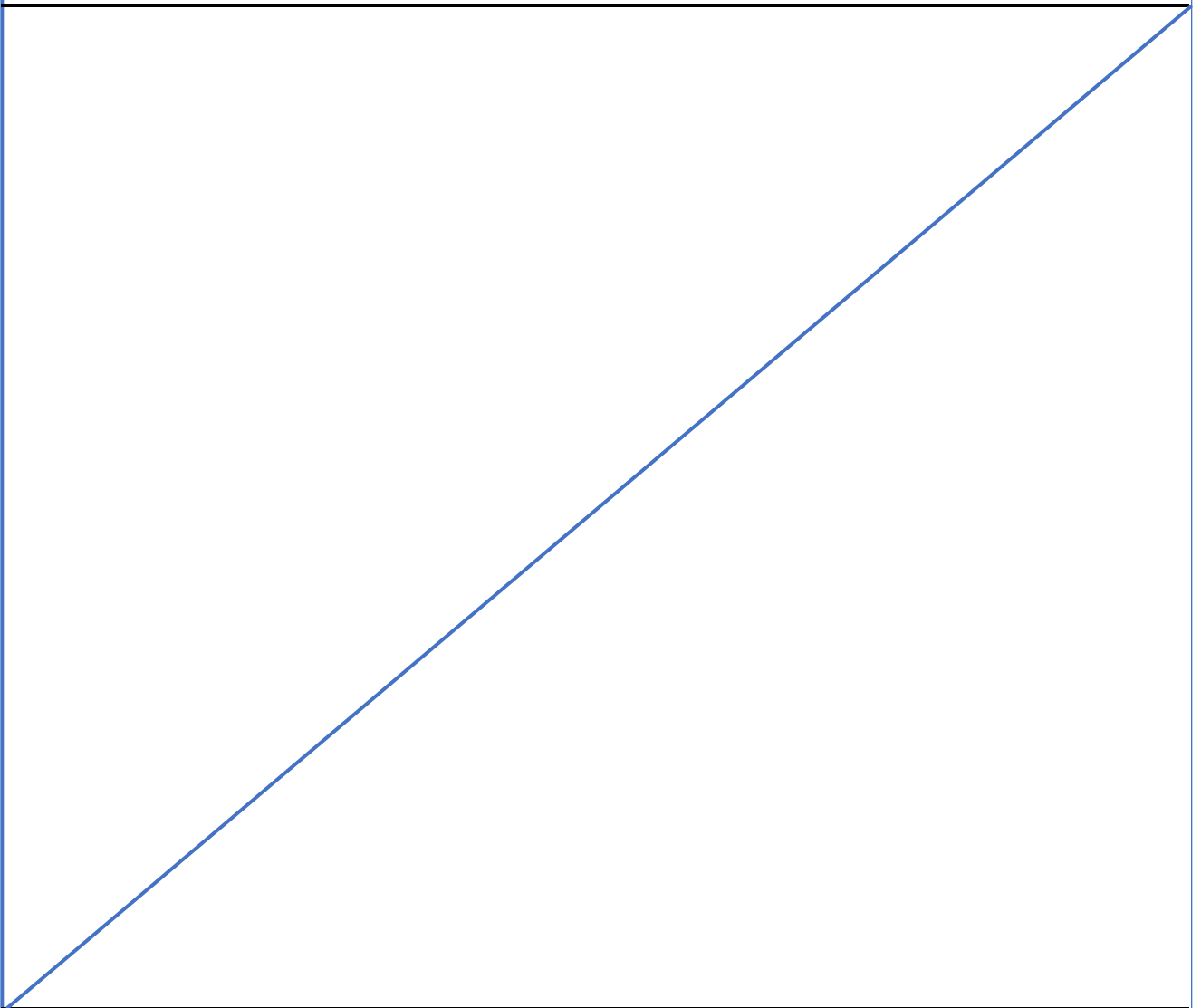
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Los
8 Angeles, State of California, Highway 07-LA-164 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 81431-1:

For State Highway purposes, a Highway Easement, in, to, over and across that portion of Lot 2 in Block 6, Map of Rosemead, in the City of Rosemead, County of Los Angeles, State of California, as shown on a map recorded in Book 21, Pages 114 and 115, of Maps, (filed in Book 12, Page 194 and Book 21, Page 114A) in the Office of the Registrar-Recorder/County Clerk of said county, described as follows:

Commencing at the Northeast corner of said Lot 2 as described in a document recorded November 9, 2017 as Instrument No. 20171291192 of Official Records of said county; Thence along the Northerly line of said Lot on a new basis of bearings N.87°42'11"W., 100.00 feet to a line parallel with and distant 100.00 feet Westerly from the Easterly line of said Lot; Thence along said parallel line S.00°56'52"E., 17.00 feet to a line parallel with and distant 17.00 feet Southerly from said Northerly line; Thence along said parallel line S.87°42'11"E., 61.59 feet to the beginning of a tangent curve concave Southwesterly, having a radius of 18.00 feet and being the Point of Beginning; Thence Southeasterly along said curve through an angle of 91°20'57", an arc length of 28.70 feet to a point on the Westerly line of the Easterly 20.00 feet of said Lot as described in a document recorded February 21, 1938, in Book 15652, Page 11 of Official Records of said County; Thence along said Westerly line N.00°56'52"W., 18.43 feet to the intersection of said last mentioned parallel line with said Westerly line; Thence along said parallel line N.87°42'11"W., 18.43 feet to the Point of Beginning.

The bearings and distances shown hereon are based upon the California HPGN 1992 Adjustment of NAD 83 (Epoch 1991.35) California Coordinate System (CCS83) Zone 5. To obtain ground distances divide the grid distance by a combined factor of 0.99998287 to obtain ground distance.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22212

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-Ven-34-PM 6.2/6.6 PARCEL 81212-1, 2
OWNER: E & H Land Company, LLC, a California limited liability company

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102 and Code of Civil Procedure Section 1240.510 in that the property being acquired is for
a compatible use

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

The offer required by Section 7267.2 of the Government Code has been made to the
owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said
Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

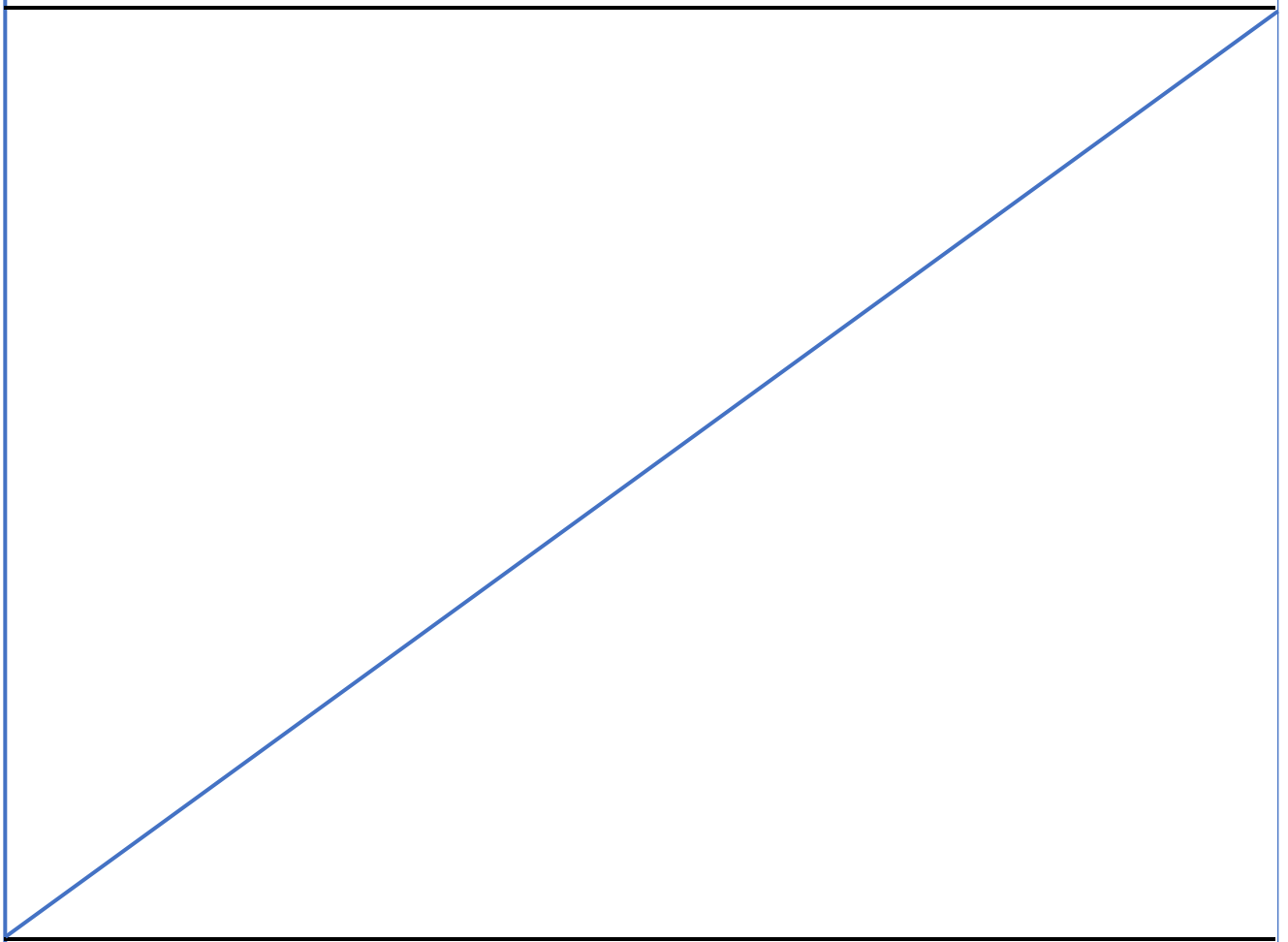
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of California, in fee simple
2 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
3 described real property, or interests in real property, by condemnation proceeding or
4 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
5 Civil Procedure and of the Constitution of California relating to eminent domain;

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Ventura, State of California, Highway 07-Ven-34 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 81212-1:

For State Highway purposes, that portion of Parcel 1, in the unincorporated territory of the County of Ventura, State of California, per map filed in Book 8, Page 26, of Parcel Maps, in the Office of the County Recorder of said county, being more particularly described as follows:

COMMENCING at the Southerly centerline intersection of Rice Avenue and East Fifth Street as shown on the Record of Survey filed in Book 61, Pages 82 through 87, inclusive, of Records of Surveys, in said County Recorder's office; Thence along said centerline of East Fifth Street North $88^{\circ}41'20''$ West, 67.84 feet; Thence leaving said centerline of East Fifth Street South $01^{\circ}18'40''$ West, 58.01 feet to the generally Westerly right-of-way line of Rice Avenue per easement deed recorded February 27, 1974, as Instrument No. 11698, in Book 4229, Page 337 of Official Records, in said County Recorder's office, said point being the POINT OF BEGINNING; Thence leaving said generally Westerly right-of-way line of Rice Avenue and continuing South $01^{\circ}18'40''$ West, 25.21 feet; Thence South $27^{\circ}40'24''$ East, 2.63 feet; Thence South $86^{\circ}45'29''$ East, 17.28 feet to said generally Westerly right-of-way line of Rice Avenue, said point being on a non-tangent curve, concave Southwesterly, having a radius of 50.00 feet, a radial line to said point on curve bears North $77^{\circ}32'33''$ East; Thence along said generally Westerly right-of-way line of Rice Avenue and Northwesterly along said curve through a central angle of $39^{\circ}20'16''$, an arc length of 34.33 feet to the POINT OF BEGINNING.

PARCEL 81212-2:

For State Highway purposes, that portion of Parcel 1, in the unincorporated territory of the County of Ventura, State of California, per map filed in Book 8, Page 26, of Parcel Maps, together with that portion of the land described as Parcel 1 in the Grant Deed recorded December 29, 1971, in Book 3901, Page 694, of Official Records, both in the Office of the County Recorder of said county, more particularly described as follows:

COMMENCING at the Southerly centerline intersection of Rice Avenue and East Fifth Street as shown on the Record of Survey filed in Book 61, Pages 82 through 87, of Records of Surveys, in said County Recorder's Office; Thence along said centerline of East Fifth Street North $88^{\circ}41'20''$ West, 67.84 feet; Thence leaving said centerline of East Fifth Street South $01^{\circ}18'40''$ West, 58.01 feet to the generally Westerly right-of-way line of Rice Avenue per Easement Deed recorded February 27, 1974, as Instrument No. 11698, in Book 4229, Page 337, of Official Records, in said County Recorder's Office, said point being the POINT OF BEGINNING; Thence leaving said generally Westerly right-of-way line of Rice Avenue and continuing South $01^{\circ}18'40''$ West, 25.21 feet; Thence North $27^{\circ}40'24''$ West, 14.53 feet to the beginning of a non-tangent curve, concave Northerly, having a radius of 10,035.00 feet, a radial line to said beginning of curve bears South $01^{\circ}26'10''$ West; Thence Westerly along said curve through a central angle of $02^{\circ}37'56''$, an arc length of 460.99 feet; Thence non-tangent to said curve North $86^{\circ}18'10''$ West, 112.28 feet to the Easterly line of said Parcel 1 of the Grant Deed; Thence leaving said Easterly line of Parcel 1 of the Grant Deed and continuing North $86^{\circ}18'10''$ West, 324.21 feet; Thence North $87^{\circ}14'03''$ West, 320.97 feet; Thence North $02^{\circ}45'57''$ East, 2.59 feet to the Southerly right-of-way line of said East Fifth Street as shown on said Parcel Map; Thence along said Southerly right-of-way line of East Fifth Street South $88^{\circ}41'20''$ East, 644.69 feet to an angle point, said point being the Northeasterly corner of said Parcel 1 of the Grant Deed; Thence continuing along said Southerly right-of-way line of East Fifth Street South $86^{\circ}06'44''$ East, 400.34 feet to an angle point; Thence continuing along said Southerly right-of-way line of East Fifth Street South $88^{\circ}41'20''$ East, 150.12 feet to said generally Westerly right-of-way line of Rice Avenue, said point being the beginning of a curve, concave Southerly, having a radius of 50.00 feet; Thence leaving said Southerly right-of-way line of East Fifth Street and along said generally Westerly right-of-way line of Rice Avenue and Easterly and Southeasterly along said curve through a central angle of $36^{\circ}53'37''$, an arc length of 32.19 feet to the POINT OF BEGINNING.

The bearings and distances in the hereinabove described lines are on California Coordinate System of (CCS83), Zone V, NAD 83 (1991.35 Epoch). All distances shown are grid. Divide by a combination factor of 0.99997147 to obtain ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22213

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-Riv-74-PM 12.7-12.95 PARCEL 25355-1, 2, 3, 4, 5
OWNER: Lake Elsinore Unified School District, a California corporation**

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

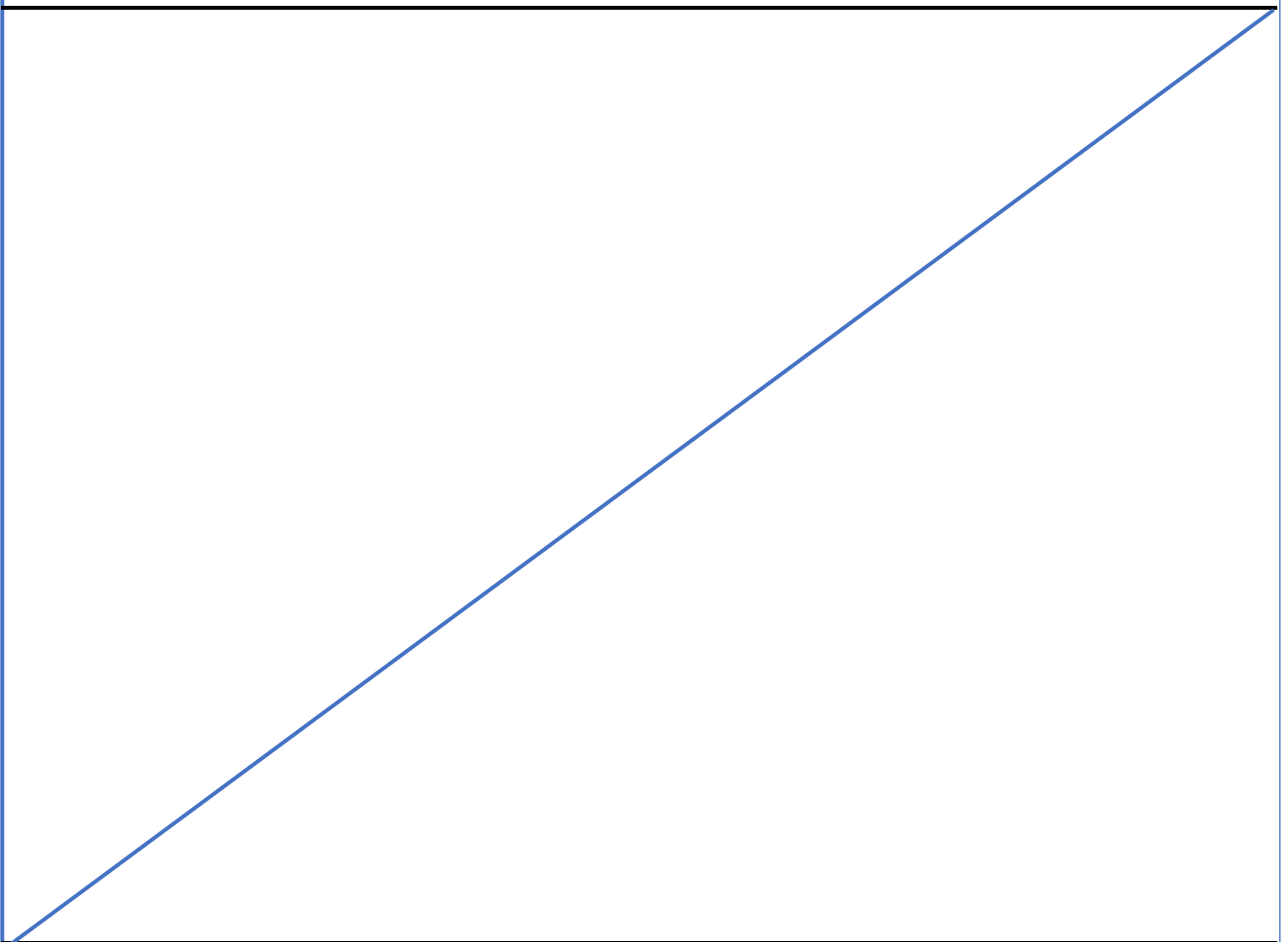
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 RESOLVED by this Commission that the Department of Transportation be and said
2 Department is hereby authorized and empowered;

3 To acquire, in the name of the People of the State of California, in fee simple
4 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
5 described real property, or interests in real property, by condemnation proceeding or
6 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
7 Civil Procedure and of the Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of
10 Riverside, State of California, Highway 08-Riv-74 and described as follows:



LEGAL DESCRIPTION

PARCEL 25355-1

For State highway purposes, those portions of Lots 10 and 11 of "A Subdivision of Lots 1 & 2, Irish-Ledlie Tract, Block "B", La Laguna Ranch," in the City of Lake Elsinore, County of Riverside, State of California, as shown by map filed in Book 9, Page 29, of Maps, in the Office of the County Recorder of San Diego County, also lying within the land as described in Grant Deed to Lake Elsinore Unified School District, recorded December 12, 2001, as Document Number 2001-639239 of Official Records, of Riverside County, described as follows:

COMMENCING at the intersection of the northwesterly line of Riverside Drive (State Route 74, 30.00' half-width) and the northeasterly line of Parcel 3090-3 as shown by Map No. 101198 filed in Book 54, Pages 49 through 51 inclusive of Records of Survey in the office of said County Recorder of said County; thence along said northeasterly line, North 55°44'17" West 30.05 feet to a line parallel with and 30.00 feet northwest of said northwesterly line; thence along said parallel line, North 37°33'03" East 63.70 feet, to the **POINT OF BEGINNING**; thence continuing along said parallel line North 37°33'03" East 32.57 feet; thence South 68°58'44" West 8.77 feet; thence South 79°14'55" West 28.29 feet; thence perpendicular with said northeasterly line, South 34°15'43" West 12.39 feet; thence parallel with said northeasterly line, South 55°44'17" East 1.63 feet, to the beginning of a non-tangent curve, concave northerly, having a radius of 38.26 feet, to which a radial line bears South 33°13'13" West; thence southeasterly along said curve, through a central angle of 34°24'41" an arc length of 22.98 feet to the **POINT OF BEGINNING**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.99991593 to obtain ground level distances.

PARCEL 25355-2

For State highway purposes, those portions of Lots 10 and 11 of "A Subdivision of Lots 1 & 2, Irish-Ledlie Tract, Block "B", La Laguna Ranch," in the City of Lake Elsinore, County of Riverside, State of California, as shown by map filed in Book 9, Page 29, of Maps, in the Office of the County Recorder of San Diego County, also lying within the land as described in Grant Deed to Lake Elsinore Unified School District, recorded December 12, 2001, as Document Number 2001-639239 of Official Records, of Riverside County, described as follows:

COMMENCING at the intersection of the northwesterly line of Riverside Drive (State Route 74, 30.00' half-width) and the northeasterly line of said Lot 11; thence along said northwesterly line, South 37°33'03" West 91.54 feet; thence perpendicular with said northwesterly line North 52°26'57" West 30.00 feet to the **POINT OF BEGINNING**; thence North 52°26'57" West 14.19 feet; thence North 38°33'06" East 11.68 feet; thence North 0°52'22" West 39.26 feet; thence North 38°55'09" East 9.21 feet; thence at a right angle, South 51°04'51" East 15.71 feet, to the beginning of a non-tangent curve, concave southwesterly, having a radius of 37.50 feet, to which a radial line bears North 38°50'29" East; thence southeasterly along said curve, through a central angle of 19°29'30" an arc length of 12.76 feet to a line parallel with and 40.00 feet northwest of said northwesterly line; thence South 37°33'03" West 17.31 feet to a line parallel with and 60.00 feet southwest of said northeasterly line of said Lot 11; thence along said parallel line, South 52°28'29" East 10.00 feet to a line parallel with and 30.00 feet northwest of said northwesterly line; thence along said parallel line, South 37°33'03" West 31.53 feet to the **POINT OF BEGINNING**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.99991593 to obtain ground level distances.

PARCEL 25355-3

For State highway purposes, those portions of Lots 10 and 11 of "A Subdivision of Lots 1 & 2, Irish-Ledlie Tract, Block "B", La Laguna Ranch," in the City of Lake Elsinore, County of Riverside, State of California, as shown by map filed in Book 9, Page 29, of Maps, in the Office of the County Recorder of San Diego County, also lying within the land as described in Grant Deed to Lake Elsinore Unified School District, recorded December 12, 2001, as Document Number 2001-639239 of Official Records, of Riverside County, described as follows:

COMMENCING at the intersection of the northwesterly line of Riverside Drive (State Route 74, 30.00' half-width) and the northeasterly line of said Lot 11; thence along said northeasterly line of said Lot 11, North 52°28'29" West 40.00 feet to a line parallel with and 40.00 feet northwest of said northwesterly line; thence along said parallel line South 37°33'03" West 6.10 feet to the **POINT OF BEGINNING**; thence continuing along said parallel line, South 37°33'03" West 8.32 to the beginning of a non-tangent curve, concave northeasterly, having a radius of 37.50 feet, to which a radial line bears South 32°21'29" West; thence northwesterly along said curve, through a central angle of 5°02'17" an arc length of 3.30 feet; thence North 37°33'03" East 2.57 feet parallel with said northwesterly line; thence North 66°42'23" East 6.76 feet, to the **POINT OF BEGINNING**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.99991593 to obtain ground level distances.

PARCEL 25355-4

A Temporary Easement for Construction, upon, over and across those portions of Lots 10 and 11 of "A Subdivision of Lots 1 & 2, Irish-Ledlie Tract, Block "B", La Laguna Ranch," in the City of Lake Elsinore, County of Riverside, State of California, as shown by map filed in Book 9, Page 29, of Maps, in the Office of the County Recorder of San Diego County, also lying within the land as described in Grant Deed to Lake Elsinore Unified School District, recorded December 12, 2001, as Document Number 2001-639239 of Official Records, of Riverside County, described as follows:

COMMENCING at the intersection of the northwesterly line of Riverside Drive (State Route 74, 30.00' half-width) and the northeasterly line of Parcel 3090-3 as shown by Map No. 101198 filed in Book 54, Pages 49 through 51 inclusive of Records of Survey in the office of said County Recorder of said County; thence along said northeasterly line, North 55°44'17" West 30.05 feet to a line parallel with and 30.00 feet northwest of said northwesterly line; thence along said parallel line, North 37°33'03" East 96.27 feet to the **POINT OF BEGINNING**; thence South 68°58'44" West 8.77 feet; thence South 79°14'55" West 28.29 feet; thence perpendicular with said northeasterly line, South 34°15'43" West 12.39 feet; thence parallel with said northeasterly line, North 55°44'17" West 2.00 feet; thence perpendicular with said northeasterly line, North 34°15' 43" East 12.37 feet; thence North 74°29'00" East 42.25 feet to a point on said line parallel with northwesterly line; thence along said parallel line South 37°33'03" West 5.04 feet to the **POINT OF BEGINNING**.

Rights to the above described temporary easement shall cease and terminate on November 15, 2024. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.99991593 to obtain ground level distances.

PARCEL 25355-5

A Temporary Easement for Construction, upon, over and across those portions of Lots 10 and 11 of "A Subdivision of Lots 1 & 2, Irish-Ledlie Tract, Block "B", La Laguna Ranch," in the City of Lake Elsinore, County of Riverside, State of California, as shown by map filed in Book 9, Page 29, of Maps, in the Office of the County Recorder of San Diego County, also lying within the land as described in Grant Deed to Lake Elsinore Unified School District, recorded December 12, 2001, as Document Number 2001-639239 of Official Records, of Riverside County, described as follows:

COMMENCING at the intersection of the northwesterly line of Riverside Drive (State Route 74, 30.00' half-width) and the northeasterly line of said Lot 11; thence along said northwesterly line South 37°33'03" West 91.54 feet; thence perpendicular to said northwesterly line North 52°26'57" West 30.00 feet to the **POINT OF BEGINNING**; thence continuing North 52°26'57" West 14.19 feet; thence North 38°33'06" East 11.68 feet; thence North 0°52'22" West 39.26 feet; thence North 38°55'09" East 9.21 feet; thence perpendicular to previous course, North 51°04'51" West 4.00 feet; thence perpendicular to previous course, South 38°55'09" West 10.66 feet; thence South 0°52'22" East 39.27 feet; thence South 38°33'06" West 14.31 feet; thence perpendicular to said northwesterly line, South 52°26'57" East 18.26 feet; thence parallel with said northwesterly line, North 37°33'03" East 4.00 feet, to the **POINT OF BEGINNING**.

Rights to the above described temporary easement shall cease and terminate on November 15, 2024. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.99991593 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22214

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-Riv-74-PM 12.7-12.95 PARCEL 25356-1, 2, 3, 4
OWNER: HINES NURSERIES, INC., a California corporation**

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has not been made to the owner or owners of record because they could not be located with reasonable diligence; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

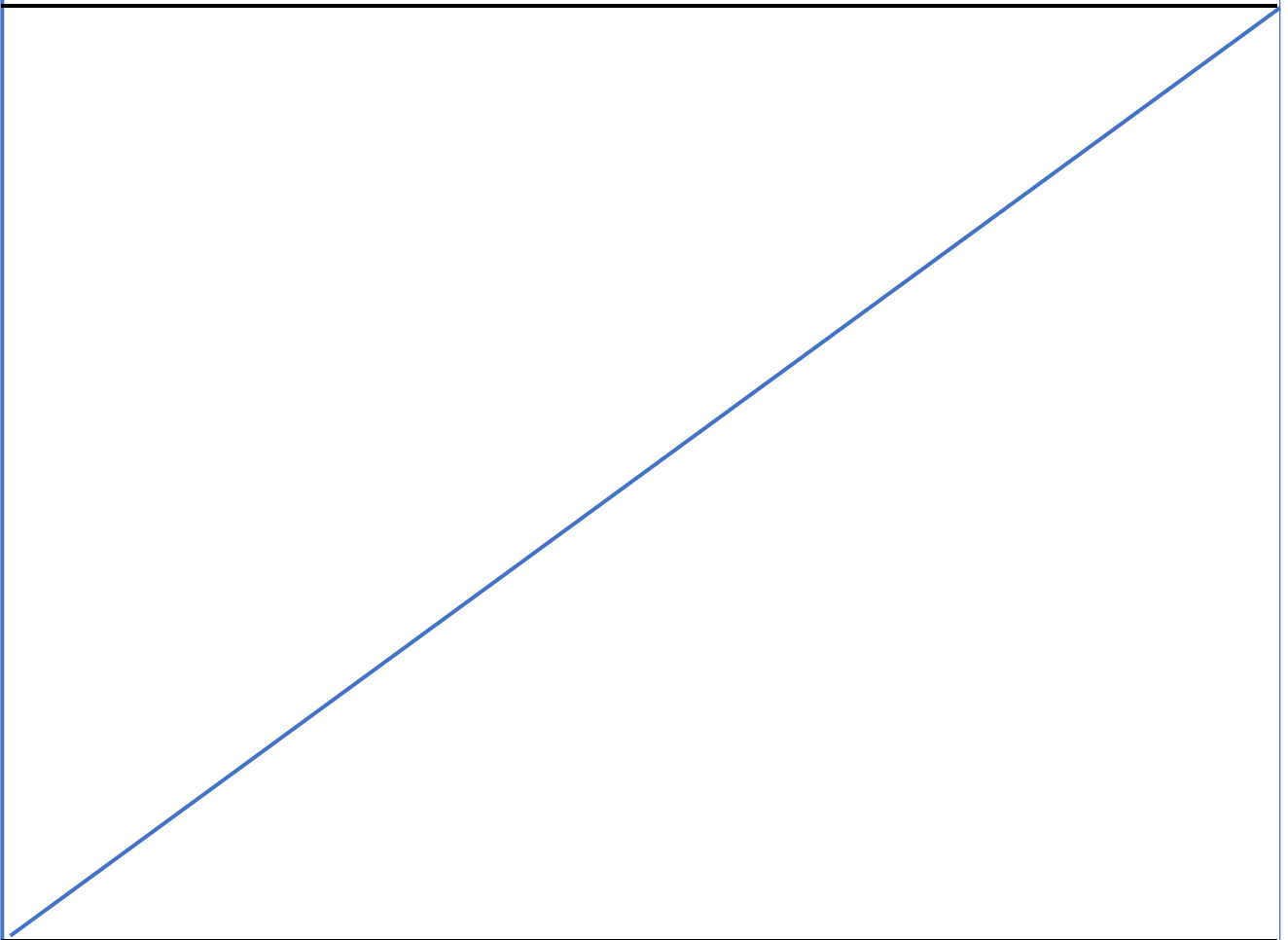
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 RESOLVED by this Commission that the Department of Transportation be and said
2 Department is hereby authorized and empowered;

3 To acquire, in the name of the People of the State of California, in fee simple
4 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
5 described real property, or interests in real property, by condemnation proceeding or
6 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
7 Civil Procedure and of the Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of
10 Riverside, State of California, Highway 08-Riv-74 and described as follows:



LEGAL DESCRIPTION

PARCEL 25356-1

For State highway purposes, those portions of Lots 10 and 11 of "A Subdivision of Lots 1 & 2, Irish-Ledlie Tract, Block "B", La Laguna Ranch," in the City of Lake Elsinore, County of Riverside, State of California, as shown by map filed in Book 9, Page 29, of Maps, in the Office of the County Recorder of San Diego County, also lying within the land as described in Grant Deed to Hines Nurseries, Inc., recorded May 22, 2001, as Document Number 2001-228530 of Official Records, in the Office of the Recorder of Riverside County, described as follows:

COMMENCING at the intersection of the northwesterly line of Riverside Drive (State Route 74, 30.00' half-width) and the northeasterly line of Parcel 3090-3 as shown by Map No. 101198 filed in Book 54, Pages 49 through 51 inclusive of Records of Survey in the office of said County Recorder of said County; thence along said northeasterly line, North 55°44'17" West 30.05 feet to a line parallel with and 30.00 feet northwest of said northwesterly line; thence along said parallel line, North 37°33'03" East 63.70 feet, to the **POINT OF BEGINNING**; thence continuing along said parallel line, North 37°33'03" East 32.57 feet; thence North 68°58'44" East 9.67 feet; thence perpendicular with said northwesterly line South 52°26'57" East 9.27 feet; thence parallel with said northwesterly line South 37°33'03" West 11.08 feet, to the beginning of a non-tangent curve, concave northerly, having a radius of 38.26 feet, to which a radial line bears South 52°18'15" East; thence southwesterly along said curve, through a central angle of 51°06'47" an arc length of 34.13 feet to the **POINT OF BEGINNING**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.99991593 to obtain ground level distances.

PARCEL 25356-2

For State highway purposes, those portions of Lots 10 and 11 of "A Subdivision of Lots 1 & 2, Irish-Ledlie Tract, Block "B", La Laguna Ranch," in the City of Lake Elsinore, County of Riverside, State of California, as shown by map filed in Book 9, Page 29, of Maps, in the Office of the County Recorder of San Diego County, also lying within the land as described in Grant Deed to Hines Nurseries, Inc., recorded May 22, 2001, as Document Number 2001-228530 of Official Records, in the Office of the Recorder of Riverside County, described as follows:

COMMENCING at the intersection of the northwesterly line of Riverside Drive (State Route 74, 30.00' half-width) and the northeasterly line of said Lot 11; thence along said northwesterly line, South 37°33'03" West 60.00 feet to a line parallel with and 60.00 feet southwest of said northeasterly line; thence along said parallel line, North 52°28'29" West 20.28 feet to the beginning of a non-tangent curve, concave northwesterly, having a radius of 37.50 feet, to which a radial line bears South 80°43'12" East, being the **POINT OF BEGINNING**; thence southwesterly along said curve, through a central angle of 28°08'23" an arc length of 18.42 feet; thence parallel with said northwesterly line, South 37°33'03" West 13.86 feet; thence perpendicular with said northwesterly line, North 52°26'57" West 14.20 feet to a line parallel with and 30.00 feet northwest of said northwesterly line; thence along said parallel line, North 37°33'03" East 31.53 feet; thence South 52°28'29" East 9.72 feet, to the **POINT OF BEGINNING**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.99991593 to obtain ground level distances.

PARCEL 25356-3

A Temporary Easement for Construction, upon, over and across those portions of Lots 10 and 11 of "A Subdivision of Lots 1 & 2, Irish-Ledlie Tract, Block "B", La Laguna Ranch," in the City of Lake Elsinore, County of Riverside, State of California, as shown by map filed in Book 9, Page 29, of Maps, in the Office of the County Recorder of San Diego County, also lying within the land as described in Grant Deed to Hines Nurseries, Inc., recorded May 22, 2001, as Document Number 2001-228530 of Official Records, in the Office of the Recorder of Riverside County, described as follows:

COMMENCING at the intersection of the northwesterly line of Riverside Drive (State Route 74, 30.00' half-width) and the northeasterly line of Parcel 3090-3 as shown by Map No. 101198 filed in Book 54, Pages 49 through 51 inclusive of Records of Survey in the office of said County Recorder of said County; thence along said northeasterly line, North 55°44'17" West 30.05 feet to a line parallel with and 30.00 feet northwest of said northwesterly line; thence along said parallel line, North 37°33'03" East 96.27 feet, to the **POINT OF BEGINNING**; thence North 68°58'44" East 9.67; thence perpendicular to said northwesterly line South 52°26'57" East 9.27 feet; thence parallel with said northwesterly line, North 37°33' 03" East 2.00 feet; thence perpendicular to said northwesterly line, North 52°26'57" West 10.40 feet, thence South 74°29' 00" West 6.52 feet to a point on said parallel line; thence along said parallel line South 37°33'03" West 5.04 feet to the **POINT OF BEGINNING**.

Rights to the above described temporary easement shall cease and terminate on November 15, 2024. The rights might also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.99991593 to obtain ground level distances.

PARCEL 25356-4

A Temporary Easement for Construction, upon, over and across those portions of Lots 10 and 11 of "A Subdivision of Lots 1 & 2, Irish-Ledlie Tract, Block "B", La Laguna Ranch," in the City of Lake Elsinore, County of Riverside, State of California, as shown by map filed in Book 9, Page 29, of Maps, in the Office of the County Recorder of San Diego County, also lying within the land as described in Grant Deed to Hines Nurseries, Inc., recorded May 22, 2001, as Document Number 2001-228530 of Official Records, in the Office of the Recorder of Riverside County, described as follows:

COMMENCING at the intersection of the northwesterly line of Riverside Drive (State Route 74, 30.00' half-width) and the northeasterly line of said Lot 11; thence along said northwesterly line, South 37°33'03" West 91.54 feet; thence perpendicular North 52°26'57" West 15.80 feet to the **POINT OF BEGINNING**; thence parallel to said northwesterly line South 37°33'03" West 4.00 feet; thence perpendicular North 52°26'57" West 14.20 feet; thence parallel with said northwesterly line North 37°33'03" East 4.00 feet; thence perpendicular South 52°26'57" East 14.20 feet to the **POINT OF BEGINNING**.

Rights to the above described temporary easement shall cease and terminate on November 15, 2024. The rights might also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.99991593 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22215

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-Riv-74-PM 12.95 PARCEL 25357-1, 2**

**OWNER: SOUTHERN CALIFORNIA EDISON COMPANY, a corporation, as successor in
interest to CALIFORNIA ELECTRIC POWER COMPANY, a corporation and THE
NEVADA-CALIFORNIA ELECTRIC CORPORATION, an electrical public service
corporation**

Resolved by the California Transportation Commission after notice (and hearing)
pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and
hereby declares that:

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102 and Code of Civil Procedure Section 1240.510 in that the property being acquired is for
a compatible use; and Code of Civil Procedure Section 1240.610 in that the property is
required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State
highway;

The proposed project is planned and located in the manner that will be most
compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for
the public project;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

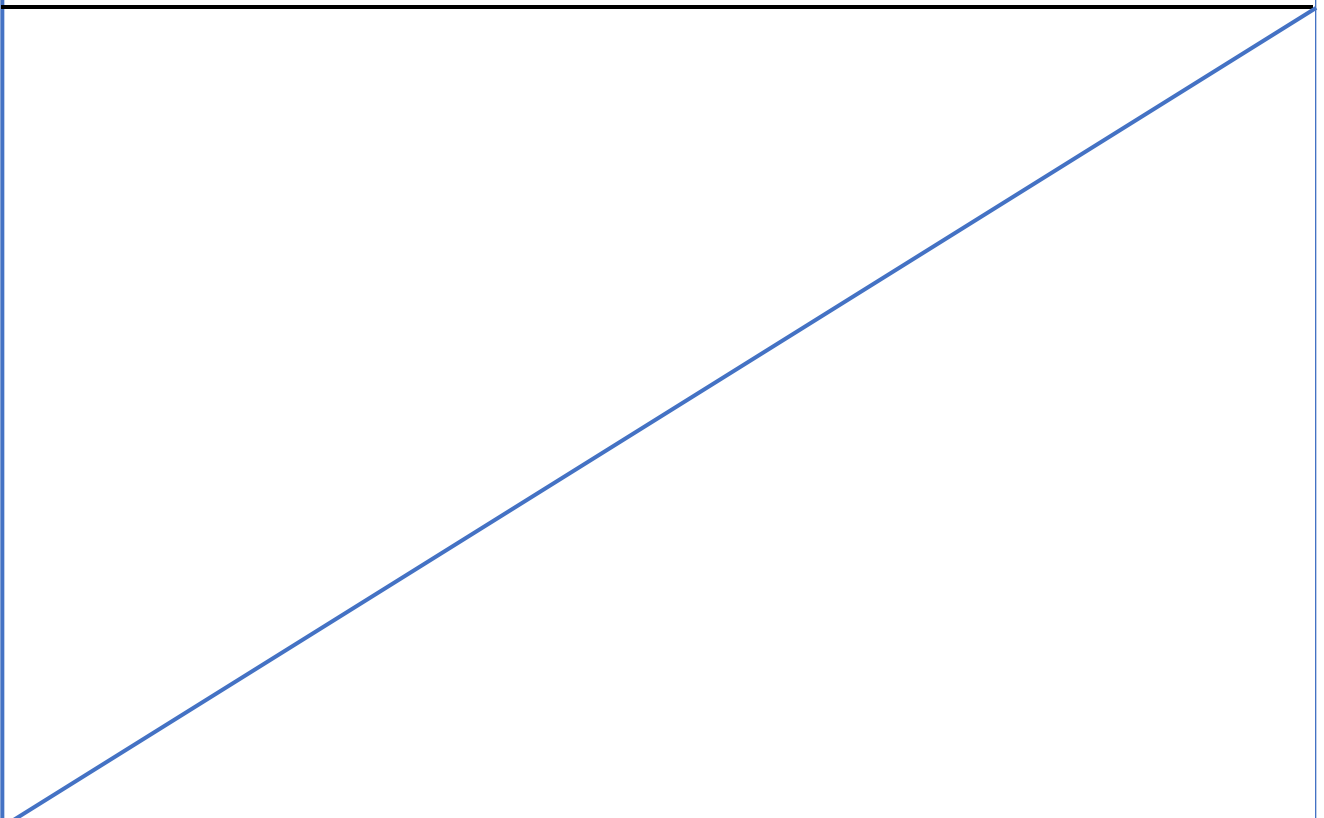
DIVISION OF RIGHT OF WAY

1 The offer required by Section 7267.2 of the Government Code has been made to the
2 owner or owners of record; and be it further

3 RESOLVED by this Commission that the Department of Transportation be and said
4 Department is hereby authorized and empowered;

5 To acquire, in the name of the People of the State of California, in fee simple
6 absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter
7 described real property, or interests in real property, by condemnation proceeding or
8 proceedings in accordance with the provisions of the Streets and Highways Code, Code of
9 Civil Procedure and of the Constitution of California relating to eminent domain;

10 The real property or interests in real property, which the Department of
11 Transportation is by this resolution authorized to acquire, is situated in the County of
12 Riverside, State of California, Highway 08-Riv-74 and described as follows:



LEGAL DESCRIPTION

PARCEL 25357-1

For State highway purposes, that portion of Lot 11 of the "A Subdivision of Lots 1 and 2, of the Irish Ledlie Tract, Block "B", La Laguna Ranch," in the City of Lake Elsinore, County of Riverside, State of California, as shown by map recorded in Book 9, Page 29 of Maps, in the Office of the County Recorder of San Diego County, State of California, lying northerly of the following described line:

COMMENCING at the intersection of the northwesterly right of way of Riverside Drive (State Route 74, 30.00 feet half-width) and the northeasterly line of said Lot 11; thence along said northeasterly line, North 52°28'29" West 13.71 feet to the beginning of a non-tangent curve, concave northerly, having a radius of 37.50 feet, to which a radial line bears South 14°47'06" East, being the **POINT OF BEGINNING**; thence westerly along said curve, through a central angle of 47°08'36" an arc length of 30.86 feet to a line parallel with and 40.00 feet northwest of said northwesterly right of way, being the **POINT OF TERMINUS**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.99991593 to obtain ground level distances.

PARCEL 25357-2

For State highway purposes, that portion of Lot 11 of the "A Subdivision of Lots 1 and 2, of the Irish Ledlie Tract, Block "B", La Laguna Ranch," in the City of Lake Elsinore, County of Riverside, State of California, as shown by map recorded in Book 9, Page 29 of Maps, in the Office of the County Recorder of San Diego County, State of California, lying westerly of the following described line:

COMMENCING at the intersection of the northwesterly right of way of Riverside Drive (State Route 74, 30.00 feet half-width) and the northeasterly line of said Lot 11; thence along said right of way, South 37°33'03" West 60.00 feet to a line parallel with and 60.00 feet southwest of said northeasterly line; thence along said parallel line, North 52°28'29" West 20.28 feet to the beginning of a non-tangent curve, concave

westerly, having a radius of 37.50 feet, to which a radial line bears South $80^{\circ}43'12''$ East, being the **POINT OF BEGINNING**; thence northwesterly along said curve, through a central angle of $40^{\circ}56'49''$ an arc length of 26.80 feet to a line parallel with and 40.00 feet northwest of said right of way, being the **POINT OF TERMINUS**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.99991593 to obtain ground level distances.