

MEMORANDUM

TAB 47

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 25-26, 2023

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.4b., Action Item **YELLOW REPLACEMENT ITEM**

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

Subject: **RESOLUTIONS OF NECESSITY**

ACTION UPDATE: *Updates to the book item memorandum to remove editing comments that were visible and update to Resolution C-22222 to add “successor” to the title in both the book item memorandum and the legal resolution attachment so it reads as follows: “C-22222 - MARY L. WITTMER, SUCCESSOR TRUSTEE OF THE ED AND MARY WITTMER FAMILY TRUST DATED MAY 31, 2012.”*

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-22221 through C-22233 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-22221 - DENNIS CHRISTENSEN, TRUSTEE OF THE DENNIS CHRISTENSEN TRUST DATED OCTOBER 16, 2014, AS TO AN UNDIVIDED 3/4 INTEREST, AND KUAN JUNG LIN, AN UNMARRIED MAN AS TO AN UNDIVIDED 1/4 INTEREST, AS TENANTS IN COMMON

01-Men-1-PM 9.38 - Parcel 13353-1 - EA 0F7109.

Right of Way Certification (RWC) Date: 09/15/23; Ready to List (RTL) Date: 10/02/23; Project Report (PR) Date: 10/22/21; Environmental Document (ED) Date: 10/05/21; Certificate of Sufficiency (COS) Signed: 08/15/22; Initiation of Negotiations (ION) Date: 11/14/22.

Conventional highway - shoulder widening. Authorizes condemnation of land in fee for a State highway, and underlying fee. Located near the unincorporated area of Gualala at 30301 S. Highway 1. Assessor's Parcel Number (APN) 142-033-10-05.

The public interest and necessity require the proposed project.

This project is located on State Route (SR) 1 near the town of Gualala in Mendocino County. The project proposes to widen the shoulders at two locations: Location 1 ranges from postmiles (PM) 6.48 to 6.77 (from 0.3 mile north of Havens Neck Drive to Gypsy Flat Road); Location 2 ranges from PM 9.28 to 9.5 (from 0.5 to 0.25 mile south of Iverson Road). The purpose of this project is to reduce the frequency and severity of collisions by widening the existing shoulders along both locations.

The existing highway does not meet current safety standards. The existing two lanes have no shoulder and do not provide sufficient area for cyclists and pedestrians. Widening shoulders to four feet will increase recovery room and is expected to reduce the frequency of run-off-road collisions. The shoulder widening not only reduces collisions, but also improves the facility for cyclists and pedestrians using the highway in these locations.

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 Policy Act (CEQA) and Environmental Assessment for National Environmental Policy Act (NEPA) was conducted and approved October 5, 2021.

The Project Development Team (PDT) analyzed multiple alternatives to minimize the impact on the environment, reduce constructability issues and delays to the traveling public, and improve safety to the greatest reasonable extent. Due to the location of the project, along the California coastline, there are considerable restrictions on what can be constructed and how it can be constructed to ensure the stability of the land and preservation of fragile coastal resources. To decrease impacts, the PDT deviated from the standard 12-foot lanes, 8-foot shoulders, and 3-foot hinge points in both directions which reduced right of way needs. The proposed design includes 11-foot lanes, 4-foot shoulders and 2-foot hinge points. Through these efforts, the PDT was able to conclude the scope recommendation of shoulder widening in the northbound and southbound directions.

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

This parcel is located at 0.25 mile south of Iverson Road and SR 1. The installation of the safety improvements on the curve requires the acquisition of additional right of way from this

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parcel. The project design includes the construction of a four-foot shoulder on a portion of the parcel. The roadway requires superelevation, shoulder widening, and a drainage ditch. Each of these safety improvements requires additional width on the existing roadway. In addition to the safety features, the existing roadway needs more right of way 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.

The owner had been contacting the Department since September 7, 2022 with questions about the project impacts to his parcel. The owner was aware of the project due to the Department's previously requesting a Permit to Enter from him. On September 14, 2022, the agent began following up with the owner in response to his questions about the project and encroachment permits process for driveway access onto a State highway. The owner's parcel does not have a deeded nor permitted access to the State highway. The circumstance of no driveway access on this parcel is unrelated to this project.

District 1 Right of Way staff completed an appraisal. The appraisal was approved by District Right of Way management on November 9, 2022. The agent left a phone message for the owner and mailed the First Written Offer (FWO) package on November 14, 2022, at the address on county records for this parcel. On November 17, 2022, the owner confirmed receipt of the FWO. The owner wants the Department to acquire their entire parcel if they cannot have a driveway. The agent explained the State cannot buy land it does not need for the project.

The owner and agent are continuing correspondence and exchange of information about the owner's concerns and they continue trying to resolve the owner's driveway issue.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

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C-22222 - MARY L. WITTMEIER, SUCCESSOR TRUSTEE OF THE ED AND MARY WITTMEIER FAMILY TRUST DATED MAY 31, 2012

03-But-32-PM 6.26 - Parcel 38267-1, 2 - EA 4H7609.

RWC Date: 06/01/23; RTL Date 06/15/23; PR Date: 12/06/21; ED Date: 10/12/21; COS Signed 06/08/22; ION Date: 11/07/22 Conventional highway - rehabilitate pavement, install signals and lighting, upgrade Traffic Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities (ADA) standards. Authorizes condemnation of land in fee for a State highway, and a temporary easement for construction purposes. Located in the unincorporated area of Butte County near the intersection of W East Avenue and State Highway 32, in Chico. APN 042-080-091.

The public interest and necessity require the proposed project.

This project is located on SR 32 in Butte County and within the city limits of Chico. The limits of the project are SR 32 PM 5.0 (near the intersection of Muir Avenue) and PM 10.2 (near SR 99 Interchange). Within the limits of the project the existing pavement is exhibiting signs of major distress. The drainage facilities are in either poor or fair condition. The existing curb ramps are not compliant with the ADA policies. A couple of intersections need updated traffic control equipment to manage the traffic volume. One intersection needs safety lighting to aid motorists, bicyclists and pedestrians. Additionally, the existing multimodal facilities need to be improved or enhanced to provide greater continuity of pedestrian facilities, greater comfort and safety for bicycle users, and transit facilities in-line with the Department guidance.

These efforts will fulfill the purpose of the project which is to maintain the SR 32 corridor to provide safe and serviceable facilities for the traveling public by improving traffic operations and motorist ride quality; replacing or rehabilitating existing drainage systems; expanding multimodal use for public and complying with ADA accessibility requirements.

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 resource needs, the District Office of Environmental Support prepared an IS-MND pursuant to the CEQA and a Categorical Exclusion (CE) for the NEPA. The study was approved October 12, 2021.

The following resources were identified as having less than significant impacts: air quality, visual/aesthetics, agriculture, cultural resources, geology/soils, greenhouse gas emissions, hazardous materials, noise, public services, transportation, tribal cultural resources, utilities, and wildfire.

Ultimately, five complete alternatives were studied, including the no-build alternative. 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 Alternative 4 provided the greatest benefit with the least impacts.

Alternative 4 would maintain the facility in a safe and serviceable condition for the traveling public by rehabilitating or replacing pavement in less than good condition, rehabilitating or

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replacing traffic signals; upgrading signal timing, upgrading non-standard ADA features as needed; repairing or extending existing sidewalk; and improving bicycle facilities.

The final lane configuration of Alternative 4 would generally match the existing corridor with improvement being the addition of signalized intersections at SR 32 (Nord Avenue) and W Lindo Avenue, SR 32 (Walnut Street) and 8th Street, and SR 32 (Walnut Street) and 9th Street.

Alternative 4 avoided significant impacts to student housing as compared to another alternative. Alternative 4 also requires fewer permanent acquisitions while still meeting the need and purpose of the project and was less costly than some of the alternatives studied. Additionally, since achieving Project Approval the team has worked to reduce the property acquisitions from the original number of 137 to 85.

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

Alternative 4 consists of repairing pavement, repairing sidewalks, adding sidewalks, upgrading non-standard ADA features and improving bicycle features along the project. It also includes adding or replacing traffic signals in various locations, including the intersection of SR 32 (Nord Ave) and W East Ave.

The owner's parcel is located in the northwest corner of this intersection and is necessary for replacement of the existing traffic signal. The traffic signal needs to be replaced to accommodate the new sidewalk with ADA compliant curb ramp that will be constructed in this quadrant.

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

District 3 Right of Way staff completed an appraisal. The appraisal was approved by District Right of Way management on October 28, 2022. A District Right of Way Agent emailed the FWO documents to the owner and owner's attorney on November 7, 2022.

The owner disagrees with the valuation of the acquisition. The agent and Design Engineering team have reduced the acquisition area as an effort to reach an amiable agreement with the owner. Despite the reduction in the amount of property needed, the owner remains unsatisfied with the appraisal value and temporary construction easement duration. The owner, owner's attorney, and agent continue negotiating, but replies have been very slow with no recent progress towards resolution.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

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C-22223 - Mohan Singh, a married man as his sole and separate property and Jasvir Singh, an unmarried man

03-But-32-PM 6.50 - Parcel 38273-2 - EA 4H7609.

RWC Date: 06/01/23; RTL Date: 06/15/23; PR Date: 12/06/21; ED Date: 10/12/21; COS Signed: 07/19/22; ION Date: 10/22/22. Conventional highway - Rehabilitate pavement, install signals and lighting, upgrade TMS elements, rehabilitate drainage systems, and upgrade facilities to ADA standards. Authorizes condemnation of a temporary easement for construction purposes. Located in the unincorporated area of Butte County at 2269 Nord Avenue, Chico. APN 042-320-031.

The public interest and necessity require the proposed project.

This project is located on SR 32 in Butte County and within the city limits of Chico. The limits of the project are SR 32 PM 5.0 (near the intersection of Muir Avenue) and PM 10.2 (near SR 99 Interchange). Within the limits of the project the existing pavement is exhibiting signs of major distress. The drainage facilities are in either poor or fair condition. The existing curb ramps are not compliant with the ADA policies. A couple of intersections need updated traffic control equipment to manage the traffic volume. One intersection needs safety lighting to aid motorists, bicyclists and pedestrians. Additionally, the existing multimodal facilities need to be improved or enhanced to provide greater continuity of pedestrian facilities, greater comfort and safety for bicycle users, and transit facilities in-line with Department guidance.

These efforts will fulfill the purpose of the project which is to maintain the SR 32 corridor to provide safe and serviceable facilities for the traveling public by improving traffic operations and motorist ride quality; replacing or rehabilitating existing drainage systems; expanding multimodal use for public and complying with ADA accessibility requirements.

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 resource needs, the District Office of Environmental Support prepared an IS-MND pursuant to the CEQA and a CE for the NEPA. The study was approved October 12, 2021.

The following resources were identified as having less than significant impacts: air quality, visual/aesthetics, agriculture, cultural resources, geology/soils, greenhouse gas emissions, hazardous materials, noise, public services, transportation, tribal cultural resources, utilities, and wildfire.

Ultimately, five complete alternatives were studied, including the no-build alternative. 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 Alternative 4 provided the greatest benefit with the least impacts.

Alternative 4 would maintain the facility in a safe and serviceable condition for the traveling public by rehabilitating or replacing pavement in less than good condition, rehabilitating or replacing poor condition drainage systems; upgrading existing roadway lighting, adding or

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replacing traffic signals; upgrading signal timing, upgrading non-standard ADA features as needed; repairing or extending existing sidewalk; and improving bicycle facilities.

The final lane configuration of Alternative 4 would generally match the existing corridor with improvement being the addition of signalized intersections at SR 32 (Nord Avenue) and W Lindo Avenue, SR 32 (Walnut Street) and 8th Street, and SR 32 (Walnut Street) and 9th Street.

Alternative 4 avoided significant impacts to student housing as compared to another alternative. Alternative 4 also requires fewer permanent acquisitions while still meeting the need and purpose of the project and was less costly than some of the alternatives studied. Additionally, since achieving Project Approval the team has worked to reduce the property acquisitions from the original number of 137 to 85.

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

Alternative 4 consists of repairing pavement, repairing sidewalks, adding sidewalks, upgrading non-standard ADA features and improving bicycle features along the project. It also includes adding or replacing traffic signals in various locations, including the intersection of SR 32 (Nord Ave) and W Lindo Ave.

During the preparation of the appraisal, District 3 Right of Way staff met with owner. The owner discussed concerns with the acquisition. The PDT was able to eliminate the need for permanent property rights. The temporary construction easement could not be eliminated. The owner's parcel is located in the southeast corner of this intersection and is necessary for construction of a new traffic signal and sidewalk with ADA compliant curb ramps.

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

District 3 Right of Way staff completed an appraisal. The appraisal was approved by District Right of Way management on September 8, 2022. A District Right of Way Agent mailed the FWO documents to owners on October 22, 2022.

Despite the reduction in the amount of property needed, the owners remain unsatisfied with the compensation value. Negotiations are at an impasse due to owners' not replying.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

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C-22224 - SECOND BAY HOLDINGS TAHOE, LLC A CALIFORNIA LIMITED LIABILITY COMPANY

03-ED-50-PM 75.5 - Parcel 38002-1, 2, 3 - EA 4H8909.

RWC Date: 06/01/23; RTL Date: 06/15/23; PR Date: 05/07/22; ED Date: 05/05/21; COS Signed: 09/08/22; ION Date: 11/15/22. Conventional highway - install lighting, pedestrian signals at mid-block crossings, signs, and green bike lane treatment to improve safety for pedestrians and bicyclists. Authorizes condemnation of easements for utility purposes to be conveyed to City of South Lake Tahoe. Located in the city of South Lake Tahoe at 2012 Lake Tahoe Boulevard. APN 023-231-025.

The public interest and necessity require the proposed project.

There is a history of bicycle and pedestrian collisions within the project limits, due in part to the current condition of the bike path along US 50. Currently, bicyclists travel along US 50 in bike lanes which are next to vehicular traffic. These lanes do not meet current Department standards. This in turn causes bicyclists to travel along sidewalks, where they are in conflict with the pedestrians. There have been six fatal collisions in the last four years, and four of the six collisions occurred at night. Four of these fatal collisions involved either bicyclist or pedestrian fatalities. This project is funded as a Major Project in the 201.010 Safety Improvement Program based on the 2018 Bicyclist Safety Improvement Monitoring (Pilot) Program and the recommendations address the identified issues along the corridor location.

This project will improve roadway lighting, install green bike lane treatments, and enhance the visibility of crosswalks. The project will also improve bicycle signage throughout the project limit and install a two-stage turn queue box for bike turning movement at multiple locations for additional bicycle safety. In addition, the proposed work includes installing pedestrian hybrid beacons at midblock crossings between the following roads: Truckee Road and River Drive; Brockway Avenue and Blue Lake Avenue; Cave Rock Avenue and Star Lake Avenue; and Herbert Avenue and Ski Run Boulevard. A full signalized intersection will be installed at Johnson Avenue. This project will mark and color all intersections and pedestrian crossings for enhanced visibility.

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 Draft Environmental Document is an Initial Study with Proposed Negative Declaration (ND) for CEQA and a CE for the NEPA. The ND/CE has been prepared in accordance with the Department's environmental procedures, as well as State and Federal regulations, and approved on May 5, 2021.

The PDT analyzed multiple alternatives to minimize the impact to the environment, reduce constructability issues, minimize delays to the travelling public, and improve safety to the greatest reasonable extent. The PDT coordinated with the City of South Lake Tahoe (City), the Tahoe Regional Planning Agency (TRPA), and other local stakeholders. These efforts resulted in the selected alternative that provides a combination of lighting strategies that result in the greatest benefit with the least impacts to property owners and the environment.

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Four alternatives were studied for this project. The major differences between the alternatives were the type of lights used and the number of lights placed within the project limits. Two types of lighting were evaluated: Department standard light poles and decorative lights. The decorative light poles provide less illumination to the corridor and are less visually impactful in comparison to only using Department light poles. Another factor considered in the alternatives was the locations within the project limits where collisions occurred in dark conditions.

The alternative selected combines light poles. It contains a greater number of decorative poles, which reduces the visual impact. In the areas where collisions have occurred in dark conditions standard Department light poles were selected. The selected alternative also meets the City and TRPA standards. This combination alternative selected reduces the overall number of light poles needed and number of parcels impacted while providing the greatest amount of lighting in the darker areas where collisions have occurred.

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

The owner's parcel is located along the southern side of SR 50, approximately 400 feet from the intersection of SR 50 and SR 89. The installation of the safety improvements at this location requires the acquisition of additional right of way. The project requires a portion of the owner's parcel to provide safety enhancements that will provide the continuous effectiveness of the design. The sub-parcels at this location will allow the construction of decorative light poles, installation of conduit to provide power to the light poles, and access rights for future maintenance of these poles. Along this parcel is a merging lane and illuminating this area will improve safety to bicyclists and motor vehicle drivers. 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.

District 3 Right of Way staff completed a Waiver Valuation, and the FWO was mailed to the owner's attorney on November 15, 2022. An appraisal was completed on December 2, 2022, which verified the value determined in the Waiver Valuation. The owner's attorney is concerned that the acquisition could impact an agreement with property owner's lender.

The owner's attorney, lender's attorney, and agent continue to try to resolve their concerns. Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

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C-22225 - ADELE L. LUCAS AND GERALD R. LUCAS, TRUSTEES OF THE ADELE L. LUCAS AND GERALD R. LUCAS REVOCABLE TRUST DATED OCTOBER 7, 2022

03-ED-50-PM 76.05 - Parcel 37969-1, 2 - EA 4H8909.

RWC Date: 06/01/23; RTL Date: 06/15/23; PR Date: 05/07/21; ED Date: 05/05/21; COS Signed: 03/24/22; ION Date: 08/08/22. Conventional highway - install lighting, pedestrian signals at mid-block crossings, signs, and green bike lane treatment to improve safety for pedestrians and bicyclists. Authorizes condemnation of easements for utility purposes to be conveyed to City of South Lake Tahoe. Located in the city of South Lake Tahoe at 989 Tahoe Keys Boulevard and 2269 Lake Tahoe Boulevard. APNs 023-221-022, -021.

The public interest and necessity require the proposed project.

There is a history of bicycle and pedestrian collisions within the project limits, due in part to the current condition of the bike path along US 50. Currently, bicyclists travel along US 50 in bike lanes which are next to vehicular traffic. These lanes do not meet current Department standards. This in turn causes bicyclists to travel along sidewalks, where they are in conflict with the pedestrians. There have been six fatal collisions in the last four years, and four of the six collisions occurred at night. Four of these fatal collisions involved either bicyclist or pedestrian fatalities. This project is funded as a Major Project in the 201.010 Safety Improvement Program based on the 2018 Bicyclist Safety Improvement Monitoring (Pilot) Program and the recommendations address the identified issues along the corridor location.

This project will improve roadway lighting, install green bike lane treatments, and enhance the visibility of crosswalks. The project will also improve bicycle signage throughout the project limit and install a two-stage turn queue box for bike turning movement at multiple locations for additional bicycle safety. In addition, the proposed work includes installing pedestrian hybrid beacons at midblock crossings between the following roads: Truckee Road and River Drive; Brockway Avenue and Blue Lake Avenue; Cave Rock Avenue and Star Lake Avenue; and Herbert Avenue and Ski Run Boulevard. A full signalized intersection will be installed at Johnson Avenue. This project will mark and color all intersections and pedestrian crossings for enhanced visibility.

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 Draft Environmental Document is an IS-MND for CEQA and a CE for the NEPA. The IS-MND/CE has been prepared in accordance with the Department's environmental procedures, as well as State and Federal regulations, and approved on May 5, 2021. The PDT analyzed multiple alternatives to minimize the impact to the environment, reduce constructability issues, minimize delays to the travelling public, and improve safety to the greatest reasonable extent. The PDT coordinated with the City of South Lake Tahoe (City), the TRPA, and other local stakeholders. These efforts resulted in the selected alternative that provides a combination of lighting strategies that result in the greatest benefit with the least impacts to property owners and the environment.

Four alternatives were studied for this project. The major differences between the alternatives were the type of lights used and the number of lights placed within the project limits. Two types

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of lighting were evaluated: Department standard light poles and decorative lights. The decorative light poles provide less illumination to the corridor and are less visually impactful in comparison to only using Department light poles. Another factor considered in the alternatives was the locations within the project limits where collisions occurred in dark conditions.

The alternative selected combines light poles. It contains a greater number of decorative poles, which reduces the visual impact. In the areas where collisions have occurred in dark conditions standard Department light poles were selected. The selected alternative also meets the City and TRPA standards. This combination alternative selected reduces the overall number of light poles needed and number of parcels impacted while providing the greatest amount of lighting in the darker areas where collisions have occurred.

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

The owner's parcel is located along the northeast corner of Tahoe Keys Boulevard and US 50. 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 that will affect the overall effectiveness of the design. The sub-parcels at this location will allow the construction of decorative light poles, installation of conduit to provide power to the light poles, and access rights for future maintenance of these poles. These light poles will provide light for the bike path that is between the right turn lane and the main traveled way, improving the safety of that area. 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.

District 3 Right of Way staff completed a Waiver Valuation and the FWO was mailed to the owner on August 8, 2022. On August 15, 2022, a District Right of Way Agent spoke with the owner. Discussions with the owner continued but when an impasse was reached between the owner and the Department, the Waiver Valuation was upgraded to an Appraisal to allow the Department to proceed with eminent domain, if needed. The Appraisal confirmed the value arrived at in the Waiver Valuation and was approved by District Right of Way management on November 8, 2022.

The parties have not been able to close the gap between their valuations. The owner and agent continue to negotiate to reach an agreement on valuation of utility easements. Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

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C-22226 - Roland A. Dunn and Trudy L. Dunn, husband and wife, as joint tenants
03-ED-50-PM 76.5 - Parcel 38019-1 - EA 4H8909.

RWC Date: 06/01/23; RTL Date: 06/15/23; PR Date: 05/07/22; ED Date: 05/05/21; COS Signed: 09/08/22; ION Date: 11/08/22. Conventional highway - install lighting, pedestrian signals at mid-block crossings, signs, and green bike lane treatment to improve safety for pedestrians and bicyclists. Authorizes condemnation of an easement for utility purposes to be conveyed to City of South Lake Tahoe. Located in the city of South Lake Tahoe at 2446 Lake Tahoe Boulevard. APN 031-062-002

The public interest and necessity require the proposed project.

There is a history of bicycle and pedestrian collisions within the project limits, due in part to the current condition of the bike path along US 50. Currently, bicyclists travel along US 50 in bike lanes which are next to vehicular traffic. These lanes do not meet current Department standards. This in turn causes bicyclists to travel along sidewalks, where they are in conflict with the pedestrians. There have been six fatal collisions in the last four years, and four of the six collisions occurred at night. Four of these fatal collisions involved either bicyclist or pedestrian fatalities. This project is funded as a Major Project in the 201.010 Safety Improvement Program based on the 2018 Bicyclist Safety Improvement Monitoring (Pilot) Program and the recommendations address the identified issues along the corridor location.

This project will improve roadway lighting, install green bike lane treatments, and enhance the visibility of crosswalks. The project will also improve bicycle signage throughout the project limit and install a two-stage turn queue box for bike turning movement at multiple locations for additional bicycle safety. In addition, the proposed work includes installing pedestrian hybrid beacons at midblock crossings between the following roads: Truckee Road and River Drive; Brockway Avenue and Blue Lake Avenue; Cave Rock Avenue and Star Lake Avenue; and Herbert Avenue and Ski Run Boulevard. A full signalized intersection will be installed at Johnson Avenue. This project will mark and color all intersections and pedestrian crossings for enhanced visibility.

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 Draft Environmental Document is an IS-MND for CEQA and a CE for the NEPA. The IS-MND/CE has been prepared in accordance with Department environmental procedures, as well as State and Federal regulations, and approved on May 5, 2021.

The PDT analyzed multiple alternatives to minimize the impact to the environment, reduce constructability issues, minimize delays to the travelling public, and improve safety to the greatest reasonable extent. The PDT coordinated with the City of South Lake Tahoe (City), the TRPA, and other local stakeholders. These efforts resulted in the selected alternative that provides a combination of lighting strategies that result in the greatest benefit with the least impacts to property owners and the environment.

Four alternatives were studied for this project. The major differences between the alternatives were the type of lights used and the number of lights placed within the project limits. Two types of lighting were evaluated: Department standard light poles and decorative lights. The

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decorative light poles provide less illumination to the corridor and are less visually impactful in comparison to only using Department light poles. Another factor considered in the alternatives was the locations within the project limits where collisions occurred in dark conditions.

The alternative selected combines light poles. It contains a greater number of decorative poles, which reduces the visual impact. In the areas where collisions have occurred in dark conditions standard Department light poles were selected. The selected alternative also meets the City and TRPA standards. This combination alternative selected reduces the overall number of light poles needed and number of parcels impacted while providing the greatest amount of lighting in the darker areas where collisions have occurred.

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

The owner's parcel is located along the southern side of US 50, approximately 250 feet beyond River Drive. The installation of the safety improvements at this location requires the acquisition of additional right of way. The project requires a portion of the owner's parcel to provide safety enhancements that will affect the continuous effectiveness of the design. The sub-parcel at this location will allow the construction of decorative light poles, installation of conduit to provide power to the light poles, and access rights for future maintenance of these poles. 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.

District 3 Right of Way staff contacted the owner on June 7, 2022, to introduce themselves, the project, and planned acquisition. The owner preferred another location on their property for the proposed lighting improvements. The agent worked with design, and it was determined the property was necessary and that there was a workable, alternative location on the owner's property. The agent explained the alternate location to the owner. The owner was agreeable to the alternate location.

The appraisal was revised to reflect the new location and was approved by District Right of Way management on September 23, 2022 and reconfirmed on November 3, 2022. The agent mailed the FWO package to the owner on November 8, 2022.

The owner is still unwilling to sign for this acquisition, after the Department changed the location of the lighting improvements, as the owner perceives the compensation is not sufficient for the impacts to their remaining property.

Efforts will continue to negotiate and secure an equitable settlement. However, the condemnation process has been initiated to maintain the orderly sequence of events required to meet construction schedules.

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YELLOW REPLACEMENT ITEM

C-22227 - KENNETH R. WOOD, TRUSTEE, OR HIS SUCCESSOR(S) OF THE KENNETH R. WOOD 2013 REVOCABLE TRUST DATED AUGUST 8, 2013

03-ED-50-PM 77.1 - Parcel 37994-1 - EA 4H8909.

RWC Date: 06/01/23; RTL Date: 06/15/23; PR Date: 05/07/21; ED Date: 05/05/21; COS Signed: 07/05/22; ION Date: 09/09/22. Conventional highway - install lighting, pedestrian signals at mid-block crossings, signs, and green bike lane treatment to improve safety for pedestrians and bicyclists. Authorizes condemnation of a permanent easement for utility purposes to be conveyed to City of South Lake Tahoe. Located in the city of South Lake Tahoe at 2717 Lake Tahoe Boulevard. APN 031-030-008.

The public interest and necessity require the proposed project.

There is a history of bicycle and pedestrian collisions within the project limits, due in part to the current condition of the bike path along US 50. Currently, bicyclists travel along US 50 in bike lanes which are next to vehicular traffic. These lanes do not meet current Department standards. This in turn causes bicyclists to travel along sidewalks, where they are in conflict with the pedestrians. There have been six fatal collisions in the last four years, and four of the six collisions occurred at night. Four of these fatal collisions involved either bicyclist or pedestrian fatalities. This project is funded as a Major Project in the 201.010 Safety Improvement Program based on the 2018 Bicyclist Safety Improvement Monitoring (Pilot) Program and the recommendations address the identified issues along the corridor location.

This project will improve roadway lighting, install green bike lane treatments, and enhance the visibility of crosswalks. The project will also improve bicycle signage throughout the project limit and install a two-stage turn queue box for bike turning movement at multiple locations for additional bicycle safety. In addition, the proposed work includes installing pedestrian hybrid beacons at midblock crossings between the following roads: Truckee Road and River Drive; Brockway Avenue and Blue Lake Avenue; Cave Rock Avenue and Star Lake Avenue; and Herbert Avenue and Ski Run Boulevard. A full signalized intersection will be installed at Johnson Avenue. This project will mark and color all intersections and pedestrian crossings for enhanced visibility.

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 Draft Environmental Document is an IS-MND for CEQA and a CE for the NEPA. The IS-MND/CE has been prepared in accordance with Department environmental procedures, as well as State and Federal regulations, and approved on May 5, 2021.

The PDT analyzed multiple alternatives to minimize the impact to the environment, reduce constructability issues, minimize delays to the travelling public, and improve safety to the greatest reasonable extent. The PDT coordinated with the City of South Lake Tahoe (City), the TRPA, and other local stakeholders. These efforts resulted in the selected alternative that provides a combination of lighting strategies that result in the greatest benefit with the least impacts to property owners and the environment.

Four alternatives were studied for this project. The major differences between the alternatives were the type of lights used and the number of lights placed within the project limits. Two types

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YELLOW REPLACEMENT ITEM

of lighting were evaluated: Department standard light poles and decorative lights. The decorative light poles provide less illumination to the corridor and are less visually impactful in comparison to only using Department light poles. Another factor considered in the alternatives was the locations within the project limits where collisions occurred in dark conditions.

The alternative selected combines light poles. It contains a greater number of decorative poles, which reduces the visual impact. In the areas where collisions have occurred in dark conditions standard Department light poles were selected. The selected alternative also meets the City and TRPA standards. This combination alternative selected reduces the overall number of light poles needed and number of parcels impacted while providing the greatest amount of lighting in the darker areas where collisions have occurred.

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

The owner's parcel is located along the northern side of US 50 approximately 650 feet prior to Blue Lake Avenue. The installation of the safety improvements at this location requires the acquisition of additional right of way. The project requires a portion of the owner's parcel to provide safety enhancements that will affect the continuous effectiveness of the design. The sub-parcels at this location will allow the construction of decorative light poles, installation of conduit to provide power to the light poles, and access rights for future maintenance of these poles. 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.

District 3 Right of Way Agent contacted the owner on September 1, 2022, to introduce themselves and arranged for mailing the offer and waiver valuation documents to the owner per their request. The owner received the FWO on September 9, 2022. The owner and agent continued correspondence regarding the utility easement location and placement of the light pole on owner's property.

On November 9, 2022, an appraisal was approved, which confirmed the waiver valuation amount. On November 10, 2022, the agent mailed the appraisal to the owner per request. The owner would like to have the proposed easement relocated to another part of their property. The Department design reviewed the request and determined there was no alternative location on the parcel. Any changes to the location would have impacts on several other parcels.

Efforts will continue to negotiate and secure an equitable settlement. However, the condemnation process has been initiated to maintain project schedule.

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YELLOW REPLACEMENT ITEM

C-22228 - STEFKA D. DIMITROVA, AS TRUSTEE OF THE CONTESSA FAMILY TRUST, DATED FEBRUARY 21, 2008

03-ED-50-PM 77.2 - Parcel 38038-1 - EA 4H8909.

RWC Date: 06/01/23; RTL Date: 06/15/23; PR Date: 05/07/22; ED Date: 05/05/22; COS Signed: 09/08/22; ION Date: 11/15/22. Conventional highway - install lighting, pedestrian signals at mid-block crossings, signs, and green bike lane treatment to improve safety for pedestrians and bicyclists. Authorizes condemnation of an easement for utility purposes to be conveyed to City of South Lake Tahoe. Located in the city of South Lake Tahoe at 2762 Lake Tahoe Boulevard. APN 031-101-011.

The public interest and necessity require the proposed project.

There is a history of bicycle and pedestrian collisions within the project limits, due in part to the current condition of the bike path along US 50. Currently, bicyclists travel along US 50 in bike lanes which are next to vehicular traffic. These lanes do not meet current Department standards. This in turn causes bicyclists to travel along sidewalks, where they are in conflict with the pedestrians. There have been six fatal collisions in the last four years, and four of the six collisions occurred at night. Four of these fatal collisions involved either bicyclist or pedestrian fatalities. This project is funded as a Major Project in the 201.010 Safety Improvement Program based on the 2018 Bicyclist Safety Improvement Monitoring (Pilot) Program and the recommendations address the identified issues along the corridor location.

This project will improve roadway lighting, install green bike lane treatments, and enhance the visibility of crosswalks. The project will also improve bicycle signage throughout the project limit and install a two-stage turn queue box for bike turning movement at multiple locations for additional bicycle safety. In addition, the proposed work includes installing pedestrian hybrid beacons at midblock crossings between the following roads: Truckee Road and River Drive; Brockway Avenue and Blue Lake Avenue; Cave Rock Avenue and Star Lake Avenue; and Herbert Avenue and Ski Run Boulevard. A full signalized intersection will be installed at Johnson Avenue. This project will mark and color all intersections and pedestrian crossings for enhanced visibility.

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 Draft Environmental Document is an IS-MND for CEQA and a CE for the NEPA. The IS-MND/CE has been prepared in accordance with Department environmental procedures, as well as State and Federal regulations, and approved on May 5, 2021.

The PDT analyzed multiple alternatives to minimize the impact to the environment, reduce constructability issues, minimize delays to the travelling public, and improve safety to the greatest reasonable extent. The PDT coordinated with the City of South Lake Tahoe (City), the TRPA, and other local stakeholders. These efforts resulted in the selected alternative that provides a combination of lighting strategies that result in the greatest benefit with the least impacts to property owners and the environment.

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YELLOW REPLACEMENT ITEM

Four alternatives were studied for this project. The major differences between the alternatives were the type of lights used and the number of lights placed within the project limits. Two types of lighting were evaluated: Department standard light poles and decorative lights. The decorative light poles provide less illumination to the corridor and are less visually impactful in comparison to only using Department light poles. Another factor considered in the alternatives was the locations within the project limits where collisions occurred in dark conditions.

The alternative selected combines light poles. It contains a greater number of decorative poles, which reduces the visual impact. In the areas where collisions have occurred in dark conditions standard Department light poles were selected. The selected alternative also meets the City and TRPA standards. This combination alternative selected reduces the overall number of light poles needed and number of parcels impacted while providing the greatest amount of lighting in the darker areas where collisions have occurred.

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

The owner's parcel is located at the southeast corner of US 50 and Blue Lake Avenue, along the southern side of SR 50. The installation of the safety improvements at this location requires the acquisition of additional right of way. The project requires a portion of the owner's parcel to provide safety enhancements that will affect the continuous effectiveness of the design. The sub-parcels at this location will allow the construction of decorative light poles, installation of conduit to provide power to the light poles, and access rights for future maintenance of these poles. The improved lighting at the location provides safety features by illuminating pedestrians and bicyclists thereby aiding the motorist in decision making. 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.

District 3 Right of Way Agent contacted the owner on October 17, 2022, to introduce themselves and arranged for mailing offer and valuation documents to the owner. The owner and agent discussed the utility easement location and placement of the light pole on owner's property. The owner prefers the light pole be installed in another location on her property. The agent followed up this request with the Design Engineering team.

The owner's preferred pole location is not workable because it situates two consecutive light poles too close together. If the light poles are too close together it could result in too much light and be a distraction to motorists. Similarly, if the light poles are too far apart the desired amount of illumination for safety will not occur. The owner is dissatisfied and states they will not sign the acquisition agreement.

District 3 Right of Way staff upgraded the Waiver Valuation and completed the Appraisal, which was approved on November 10, 2022. The agent mailed the Appraisal and complete FWO package to the owner on November 15, 2022.

Efforts will continue to negotiate and secure an equitable settlement. However, the condemnation process has been initiated as a means to maintain project schedule.

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YELLOW REPLACEMENT ITEM

C-22229 - Ahmed Aboudkhil and Aicha Benbrahim, husband and wife, as Joint Tenants
03-Yub-70-PM 15.0 - Parcel 37861-1, 01-01 - EA 0H1609.

RWC Date: 09/07/23; RTL Date: 10/04/23; PR Date: 12/07/20; ED Date: 12/07/20; COS Signed: 06/21/22; ION Date: 09/21/22. Conventional highway - roadway rehabilitation and operational improvements including turn pockets and auxiliary lanes. Authorizes condemnation of land in fee for a State highway, land in fee which is a remnant and would be of little market value, and underlying fee. Located in the city of Marysville at 1601 B Street. APN 009-081-010.

The public interest and necessity require the proposed project.

In the City of Marysville, SR 70 from south of 14th Street to north of 24th Street has two Union Pacific Railroad (UPRR) overpasses which have deficient vertical clearances. The Marysville Underpass and the Binney Junction Underpass bridges have been struck multiple times by vehicles, significantly impacting traffic and railroad operations. Large volumes of freight and goods movement occur along SR 70, resulting in deteriorating pavement conditions and requiring exhaustive maintenance. In addition, there are inadequate pedestrian and bicycle facilities to facilitate mobility options for the students at the local high school which is within the project limits.

The project proposes to widen SR 70 to current standards and reconstruct the Marysville and Binney Junction underpasses to the required vertical clearances, ensuring safe and efficient travel of various modes of transportation.

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 PDT, in compliance with the CEQA and the NEPA, prepared an Environmental Impact Report (EIR) / Environmental Assessment (EA), analyzing the potential environmental impacts of the project and required mitigations. The document was approved on December 7, 2020.

The PDT developed and analyzed two alternatives with considerations for environmental implications, constructability challenges, impacts to the traveling public, and overall safety, mobility, and connectivity of various modes of travel.

Alternative 1 evaluated widening SR 70 to the east, constructing the new Marysville Underpass and associated tracks to the north of the existing structure, and constructing the new Binney Junction Underpass and associated tracks to the south of the existing structures. Alternative 2 evaluated widening SR 70 to the east and constructing both underpasses and associated tracks south of the existing structures. The "No Build" alternative was not a viable option since existing conditions do not satisfy the project's purpose and need to improve safety, mobility, and connectivity.

After extensive analysis of the alternatives, the PDT concluded that a hybrid of Alternative 1 and Alternative 2 best met the project goals, provided the greatest benefit, and least impact to property owners, residents, and the community. This hybrid alternative avoided the acquisition of numerous commercial and residential properties including a Veterans' Care Center and a historic residence eligible for listing in the National and California Register of Historic Places.

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The rejected alternative would have also landlocked multiple properties, requiring additional acquisition of private lands to construct public roads to perpetuate access.

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

The property is located near the southerly limits of the project, bounded by SR 70 to the west and UPRR to the east, near the intersection with 16th Street.

The proposed fee acquisition of the Parcel 37861-1 is necessary for the realignment of SR 70 at the Marysville Underpass and the roadway widening to allow for standard shoulders and sidewalks. The excess parcel, 37861-01-01, is an uneconomic remnant so Department is obligated to acquire.

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

District 3 Right of Way staff completed an appraisal. The appraisal was approved by District Right of Way management on July 19, 2022. A District Right of Way Agent emailed the FWO documents to the owners on September 21, 2022 and followed up with mailing the FWO on September 22, 2022.

The owner disagreed with the value and requested to meet with the staff appraiser. The agent coordinated a conference meeting with the owner, appraiser, Relocation Assistance Program agent, and agent. The meeting did not result in an agreement on value. The agent offered to provide an appraisal reimbursement agreement for the owner to obtain their own appraisal. The owner declined and stated they would hire an attorney. The agent followed up and provided an appraisal reimbursement agreement for owners' convenience. The owners have not replied to the agent's subsequent attempts to negotiate.

Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22230 - OUTFRONT Media, LLC

03-Yub-70-PM 15.4 - Parcel 37875-A - EA 0H1609.

RWC Date: 09/07/23; RTL Date: 10/04/23; PR Date: 12/07/20; ED Date: 12/07/20; COS Signed: 06/21/22; ION Date: 08/16/22. Conventional highway - roadway rehabilitation and operational improvements including turn pockets and auxiliary lanes. Authorizes condemnation of a leasehold interest for a sign of outdoor advertising company placed on the property. Located in the city of Marysville at 2128 B Street, Marysville. APN 008-010-026.

The public interest and necessity require the proposed project.

In the City of Marysville, SR 70 from south of 14th Street to north of 24th Street has two UPRR overpasses which have deficient vertical clearances. The Marysville Underpass and the Binney Junction Underpass bridges have been struck multiple times by vehicles, significantly impacting traffic and railroad operations. Large volumes of freight and goods movement occur along SR 70, resulting in deteriorating pavement conditions and requiring exhaustive maintenance. In addition, there are inadequate pedestrian and bicycle facilities to facilitate mobility options for the students at the local high school which is within the project limits.

The project proposes to widen SR 70 to current standards and reconstruct the Marysville and Binney Junction underpasses to the required vertical clearances, thereby ensuring safe and efficient travel of various modes of transportation.

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 PDT prepared an EIR/ EA in compliance with the CEQA and the NEPA, analyzing the potential environmental impacts of the project and required mitigations. The Finding of No Significant Impact (FONSI) document was approved December 7, 2020.

The PDT developed and analyzed two alternatives with considerations for environmental implications, constructability challenges, impacts to the traveling public, and overall safety, mobility, and connectivity of various modes of travel.

Alternative 1 evaluated widening SR 70 to the east, constructing the new Marysville Underpass and associated tracks to the north of the existing structure, and constructing the new Binney Junction Underpass and associated tracks to the south of the existing structures. Alternative 2 evaluated widening SR 70 to the east and constructing both underpasses and associated tracks south of the existing structures. The "No Build" alternative was not a viable option since existing conditions do not satisfy the project's purpose and need to improve safety, mobility, and connectivity.

After extensive analysis of the alternatives, the PDT concluded that a hybrid of Alternative 1 and Alternative 2 best met the project goals, provided the greatest benefit, and least impact to property owners, residents, and the community. This hybrid alternative avoided the acquisition of numerous commercial and residential properties including a Veterans' Care Center and a historic residence eligible for listing in the National and California Register of Historic Places. The rejected alternative would have also landlocked multiple properties, requiring additional acquisition of private lands to construct public roads to perpetuate access.

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

The property is located near the northerly limits of the project, bounded by SR 70 to the west, 24th Street to the south and UPRR to the north and contains an outdoor advertising sign.

The fee owner of Parcel 37875-1 has signed the contract, and the Department acquired Parcel 37875-1 subject to a leasehold interest for an outdoor advertising company. The proposed acquisition of the Parcel 37875-A for the leasehold interest and the outdoor advertising sign contained on it is necessary for the construction of the proposed Binney Junction Underpass and its associated structural features, the widening of SR 70, and the realignment of the SR 70 at 24th Street intersection.

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

District 3 Right of Way staff completed an appraisal. The appraisal was approved by District Right of Way management on June 21, 2022. The fee holder came to agreement and signed the right of way contract and grant deed with the agent on September 13, 2022. Only the leasehold interest remains unresolved on this parcel.

On August 16, 2022, a District Right of Way Agent spoke with the leaseholder's representative and mailed the FWO documents to the leaseholder. The leaseholder referred the right of way agent to the leaseholder's attorney for further discussion. The leaseholder's attorney provided a counteroffer, without substantiation of value. The parties have not been able to close the gap between their valuations.

The leaseholder and the agent continue to negotiate to reach an agreement. Condemnation has been initiated to maintain the orderly sequence of events required to meet construction schedules.

C-22231 - Ann E. Rufener, a widow

06-Ker-184-PM 1.51 - Parcel 88681-1, 2 - EA 0U2909

RWC Date: 04/04/23; RTL Date: 05/01/23; PR Date: 12/15/20; ED Date: 12/15/20; COS Signed: 08/18/21; ION Date: 06/30/22. Conventional highway - roadway rehabilitation.

Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the unincorporated area of County of Kern in the City of Lamont at 10421 Main Street.

APN 188-111-10.

The public interest and necessity require the proposed project.

The Department developed a Conceptual Report, dated June 26, 2015, for the 184 Corridor from Dunsmere Street to Edison Highway. SR 184 is a major arterial for Kern County, has high agricultural truck traffic and it 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.

In 2020, further studies were completed, and 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 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, and wildfire. The project will have no significant effect on biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology, and water quality.

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

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YELLOW REPLACEMENT ITEM

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. All proposed improvements will be constructed within the existing Department's right of way wherever possible to minimize private injury impacts.

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

The owner's property is located at 10421 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 6, 2022, District 6 Right of Way staff completed an Appraisal Report and was approved by District Right of Way management on January 5, 2021. Due to the COVID-19 pandemic (Pandemic), the FWO was made by mail on February 27, 2022. It was discovered the property owner is deceased, but an heir contacted the Right of Way Agent. An FWO package was mailed to the heir on June 30, 2022.

The District 6 Right of Way Agent has reached out to the owner's heir both by telephone and email numerous times, however, the owner's heir is unresponsive. To ensure the orderly sequence of events and meet construction schedules, condemnation has been initiated.

C-22232 - Keniston Group, LLC

07-LA-1-PM 23.42 - Parcel 81705-1 - 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: 07/27/22. 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 Manhattan Beach at 2413 North Sepulveda Boulevard. APN 4171-013-038.

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)/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 130 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 accomplished 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 June 16, 2022. On July 27, 2022, the FWO of just compensation was presented to the property owner via email per the property owner's request. All communications with the property owner have taken place by phone and email 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

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YELLOW REPLACEMENT ITEM

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 January 2023 Commission meeting.

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YELLOW REPLACEMENT ITEM

C-22233 - Michael John Raedeke as Trustee of The JWR Living Trust Dated February 12, 2005

07-LA-1-PM 25.71/25.79 - Parcel 81767-1, 2 - EA 325809.

RWC Date: 05/10/23; RTL Date: 06/09/23; PR Date: 06/30/16 (Supplemental PR Dates: 5/26/17, 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: 08/22/22. Conventional highway - upgrade pavement and curb ramps with ADA elements. Authorizes condemnation of permanent easements for State highway purposes. Located in the city of El Segundo at 835 North Pacific Coast Highway. APN 4139-017-040.

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 two existing ADA curb ramps is located within the owner's property. This project requires two highway easements totaling 214 square feet to reconstruct these existing curb ramps to meet current ADA standards. The reconstruction of the existing curb ramp cannot be accomplished 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 July 22, 2022. On August 12, 2022, the FWO of just compensation was mailed to the property owner at the address on the County Assessor's tax roll and delivered on August 22, 2022. All communications with the property owner have taken place by phone and email per the property owner's preference due to the Pandemic. Negotiations for an

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YELLOW REPLACEMENT ITEM

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 January 2023 Commission meeting.

Attachments

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1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22221**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 01-Men-1-PM 9.38 PARCEL 13353-1
9 OWNER: DENNIS CHRISTENSEN, TRUSTEE OF THE DENNIS CHRISTENSEN TRUST
10 DATED OCTOBER 16, 2014, AS TO AN UNDIVIDED 3/4 INTEREST, AND KUAN JUNG
11 LIN, AN UNMARRIED MAN AS TO AN UNDIVIDED 1/4 INTEREST, AS TENANTS IN
12 COMMON

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

16 The hereinafter described real property is necessary for State Highway purposes
17 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
18 102;

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

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

23 The property sought to be acquired and described by this resolution is necessary for
24 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

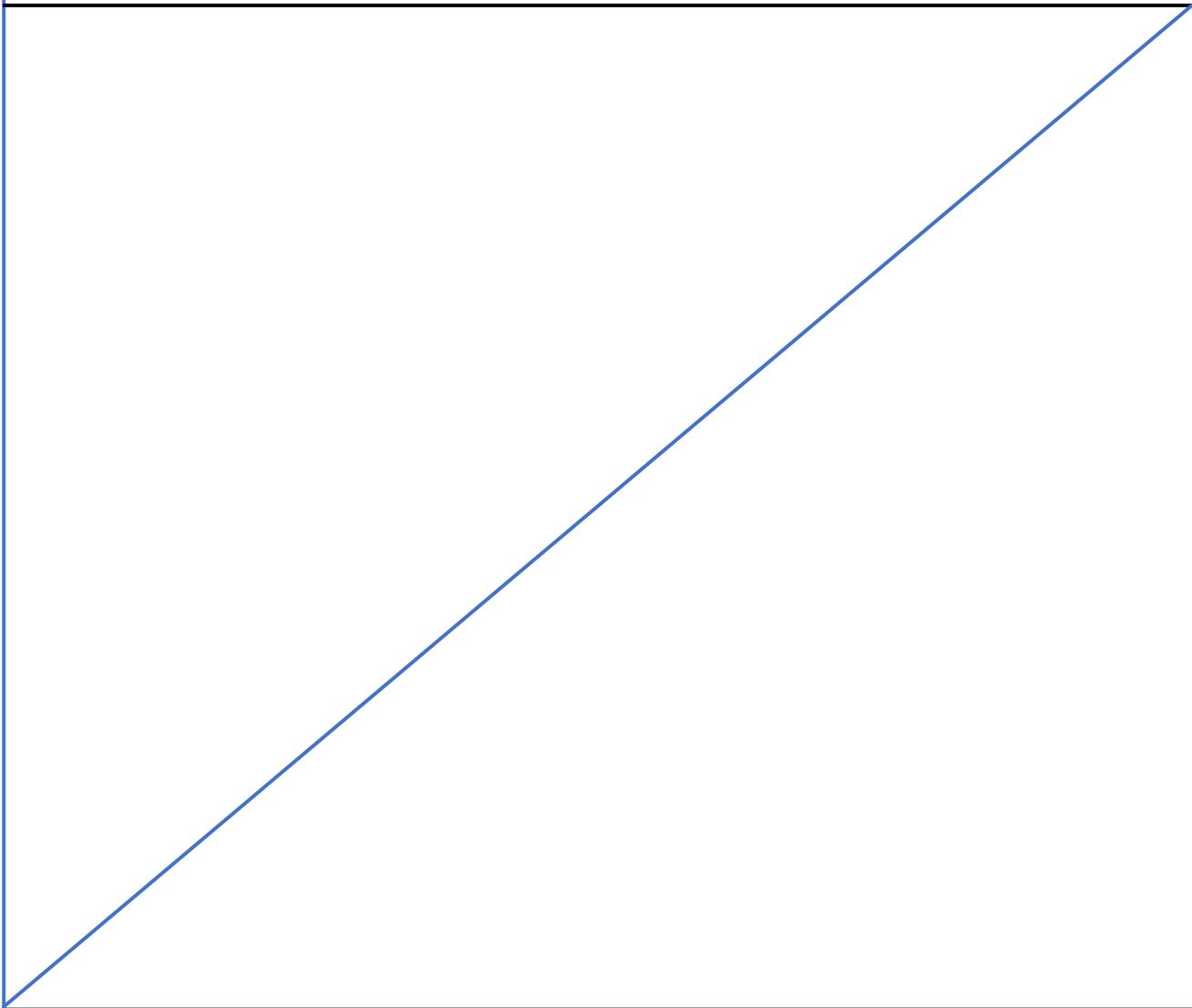
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Mendocino, State of California, Highway 01-Men-1 and described as follows:



Parcel 13353-1: Fee

That portion of the real property conveyed by the document recorded October 20, 2014, as document 2014-12473 of Official Records, Mendocino County Records (MCR), within Section 3, Township 11 North, Range 16 West, Mount Diablo Base and Meridian (M.D.B.M.), and lying southerly of the following described line:

Commencing at a found 3/4 inch rebar shown as No. 707 on the Record of Survey filed in Map Drawer 90, Pages 9-11, MCR; thence N. 17° 54' 51" W., 87.65 feet; thence N. 30° 59' 27" W., 118.61 feet to the Point of Beginning of said line;

- 1) Thence, N. 59° 05' 26" E., 28.14 feet;
- 2) Thence, N. 16° 53' 46" W., 89.75 feet;
- 3) Thence, N. 30° 59' 27" W., 80.67 feet;
- 4) Thence, along a curve to the left with a radius of 212.00 feet, through a central angle of 77° 07' 06", 285.35 feet;
- 5) Thence, S. 71° 53' 27" W., 113.46 feet;
- 6) Thence, along a curve to the right with a radius of 357.00 feet, through a central angle of 49° 14' 24", 306.81 feet;
- 7) Thence, N. 58° 52' 10" W., 61.66 feet more or less, to the west line of Lot 41 of Tract 34 "Island Cove Estates" as filed in Map Case 2, Drawer 1, Page 106, MCR;
- 8) Thence, along said west line, southwesterly 50.00 feet to the centerline of State Hwy 1.

Portion of APN 142-033-010

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983 (CCS83), Epoch 2004.69, Zone 2, as determined by ties to the California High Precision Geodetic Network. To obtain ground level distances, divide distances given by 0.9999244.

The aforementioned monument has an established grid coordinate of:

3/4 inch rebar, tagged "LS 4455" (No. 707):	Northing: 2,073,569.01 feet
	Easting: 6,095,402.19 feet

EA:01-0F710

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22222

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-But-32-PM 6.26 PARCEL 38267-1, -2
OWNER: MARY L. WITTMER, SUCCESSOR TRUSTEE OF THE ED AND MARY
WITTMER FAMILY TRUST DATED MAY 31, 2012

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

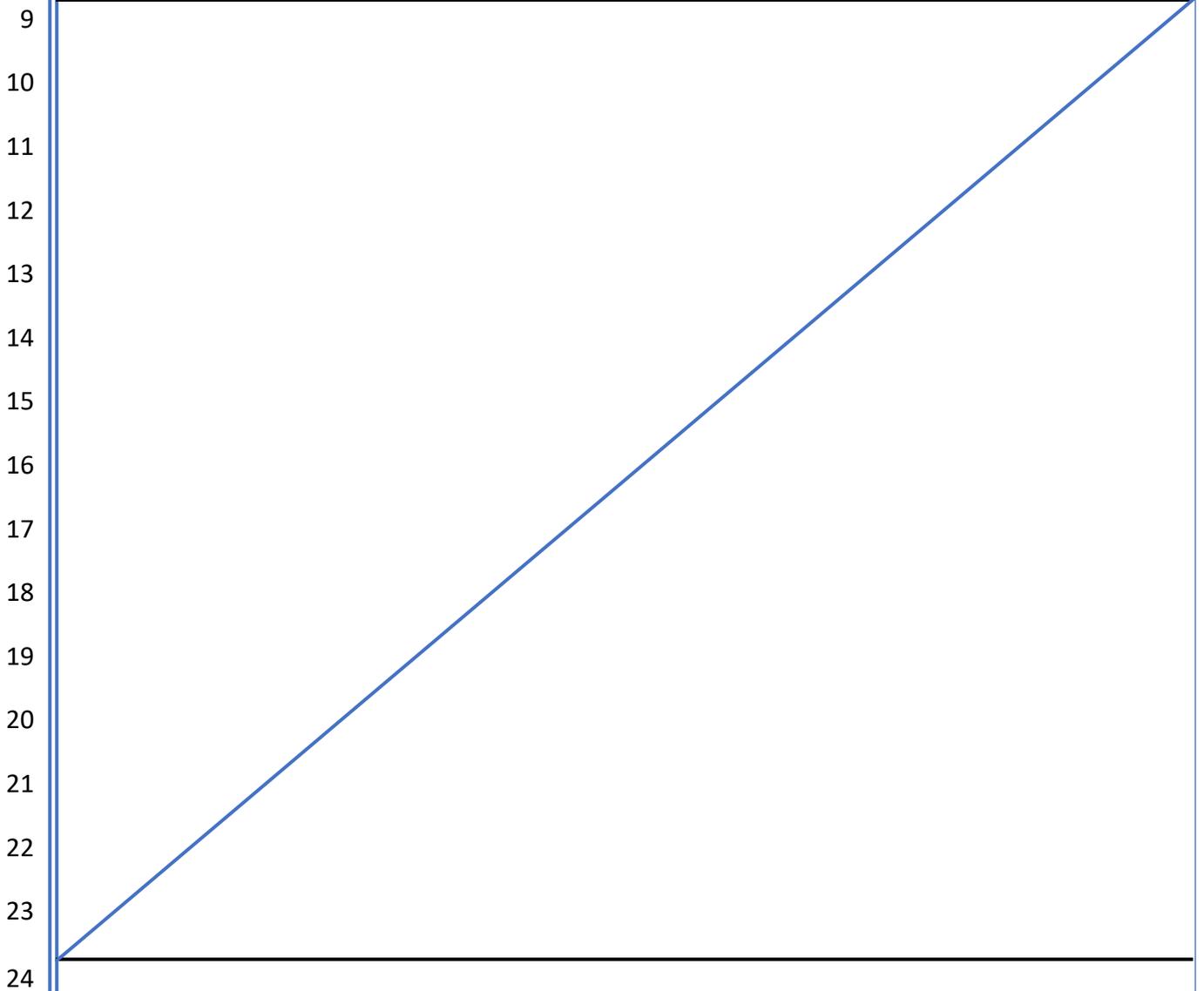
APPROVAL RECOMMENDED

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 Butte,
8 State of California, Highway 03-But-32 and described as follows:



PARCEL 38267-1 For highway purposes being a portion of all that certain real property situate in the County of Butte, State of California, as described in Gift Deed recorded June 22, 2012, as Document No. 2012-0023120 in Official Records of said County and lying southerly of the following described line:

COMMENCING at a 3/4" Iron Pipe, accepted as marking the westerly terminus of that certain course "S 60° 42' 40" E 606.24'" as shown on that certain Parcel Map recorded October 5, 1977 in Bk 62 Pg. 77, in said county, said point distant thereon South 61° 04' 23" East 605.76 feet from a 3/4" Iron Pipe Tagged accepted as marking the easterly terminus of said certain map course; THENCE North 28° 07' 03" West 162.08 feet to an angle point in the northern right of way line of State Highway 32; THENCE along said northerly right of way line South 62° 12' 40" East 298.02 feet to the beginning of a non-tangent curve concave northwesterly, said curve has a radius of 23.25 feet, to which a radial line bears South 0°23'06" East, said point being the POINT OF BEGINNING; THENCE from said point of beginning and leaving said right of way line northeasterly along said curve through a central angle of 61°08'00" an arc distance of 24.81 feet; THENCE North 28°27'19" East 6.94 feet; THENCE South 60°31'04" East 1.75 feet to a point on the westerly right of way line of West East Avenue and the POINT OF TERMINUS; said point of terminus lies South 63°11'16" East 1397.80 feet from a 3/4 inch Iron Pipe on the northern right of way line of Highway 32 marking the easterly terminus of that certain course "S61°12'41"E 121.47'" as shown on the Parcel Map filed November 21, 1969 in Bk 37 of Maps at Pg 10, Butte County, California.

PARCEL 38267-2 A temporary easement for construction purposes being a portion of all that certain real property situate in the County of Butte, State of California, as described in Gift Deed recorded June 22, 2012, as Document No. 2012-0023120 in Official Records of said County and lying southerly of the following described line:

COMMENCING at a 3/4" Iron Pipe, accepted as marking the westerly terminus of that certain course "S 60° 42' 40" E 606.24'" as shown on that certain Parcel Map recorded October 5, 1977 in Bk 62 Pg. 77, in said county, said point distant thereon South 61° 04' 23" East 605.76 feet from a 3/4" Iron Pipe Tagged accepted as marking the easterly terminus of said certain map course; THENCE North 28° 07' 03" West 162.08 feet to an angle point on the northern right of way line of State Highway 32; THENCE along said northerly right of way line South 62° 12' 40" East 281.18 feet to the POINT OF BEGINNING; THENCE from said point of beginning and leaving said northerly right of way line South 86° 43' 05" East 14.88 feet to the beginning of a non-tangent curve concave northwesterly, said curve has a radius of 16.25 feet, to which a radial line bears South 0°22'46" East, THENCE northeasterly along said curve through a central angle of 61°08'00" an arc distance of 17.34 feet; THENCE North 28°27'19" East 11.14 feet; THENCE South 66°57'30" East 7.03 feet; THENCE South 63°35'32" East 1.75 feet to a point on the westerly right of way line of West East Avenue and the POINT OF TERMINUS; said point of terminus lies South 63°23'27" East 1397.95 feet from a 3/4 inch Iron Pipe on the northern right of way line of Highway

32 marking the easterly terminus of that certain course "S61°12'41"E 121.47'" as shown on the Parcel Map filed November 21, 1969 in Bk 37 of Maps at Pg 10, Butte County, California.

The rights to the above-described temporary construction easement shall cease and terminate no later than July 15, 2025. Said rights may be terminated prior to the above date by STATE OF CALIFORNIA upon notice to owner.

The bearings and distances used in the above description are based on ties to the California Coordinate System of 1983, (1991.35) Zone 2. Distances and stationing are grid distances. Divide distances by 0.999973 to obtain ground level distances. All distances are in feet unless otherwise noted.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22223**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 03-But-32-PM 6.50 PARCEL 38273-2
9 OWNER: Mohan Singh, a married man as his sole and separate property and Jasvir Singh,
10 an unmarried man

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

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102;

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

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

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

23 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

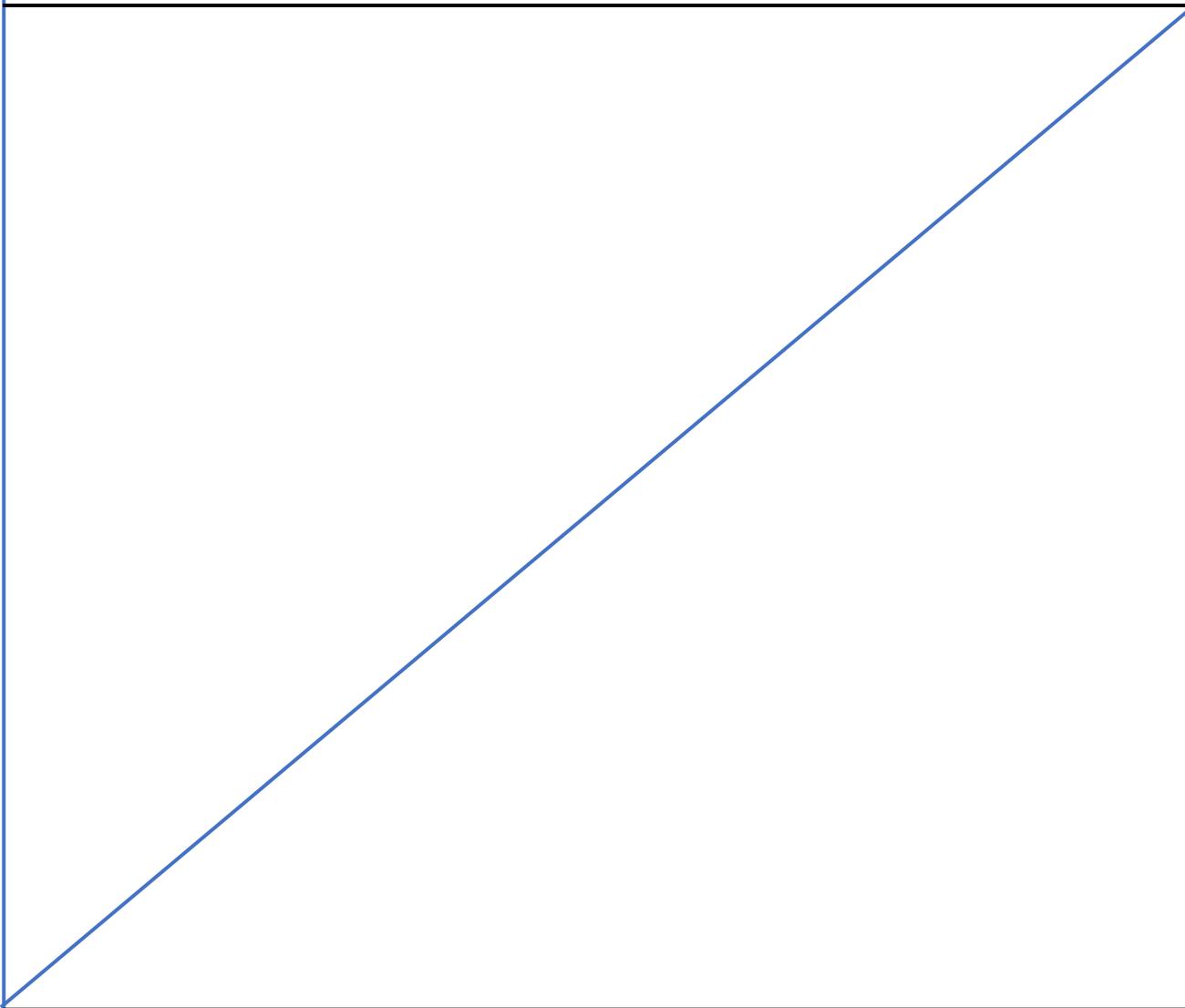
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Butte, State of California, Highway 03-But-32 and described as follows:



PARCEL 38273-2 An easement for construction purposes Being a portion of all that certain property situate in the City of Chico, County of Butte, State of California, as described in Interspousal Transfer Grant Deed recorded September 13, 2012, as Document No. 2012-0034882 in Official Record of said County lying northerly of the following described line:

COMMENCING at a 3/4 inch open iron pipe purportedly marking the Northeast corner of Lot 21 as shown on the Subdivision Map filed October 27, 1959 in Book 24 Maps Pages 13 & 14, Butte County, California, pipe located North $61^{\circ}12'57''$ West 279.75 feet from a 6" diameter concrete cylinder tagged RCE 7294 purportedly marking the easterly terminus of that certain course "S $60^{\circ}49'E$ 90.00" on said map; Thence from point of commencement traveling North $61^{\circ}12'32''$ West 89.99 feet to a point on the southerly right of way line State Highway 32; Thence along said right of way line North $61^{\circ}11'12''$ West 290.16 feet to the POINT OF BEGINNING. THENCE South $28^{\circ}50'19''$ West 8.63 feet; THENCE North $61^{\circ}36'51''$ West 57.85 feet; THENCE North $61^{\circ}11'14''$ West 64.95 feet; THENCE South $73^{\circ}51'34''$ West 40.55 feet; THENCE South $28^{\circ}18'36''$ West 19.30 feet; THENCE North $61^{\circ}41'24''$ West 10.48 feet to the POINT OF TERMINUS at point on the easterly right of way of Glennwood Avenue; said point of terminus lying South $28^{\circ}46'56''$ West 16.83 feet from a point purportedly marking the northeasterly terminus of that certain course "S $29^{\circ}11'00''W$ 100.00" as shown on that certain map recorded November 30, 1966 in Bk 35 Pgs. 6 & 7 Butte County, California.

The rights to the above-described temporary construction easement shall cease and terminate no later than July 15, 2025. Said rights may be terminated prior to the above date by STATE OF CALIFORNIA upon notice to owner.

The bearings and distances used in the above description are based on ties to the California Coordinate System of 1983, (1991.35) Zone 2. Distances and stationing are grid distances. Divide distances by 0.999973 to obtain ground level distances. All distances are in feet unless otherwise noted.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22224

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-ED-50-PM 75.5 PARCEL 38002-1, 2, 3
OWNER: SECOND BAY HOLDINGS TAHOE, 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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

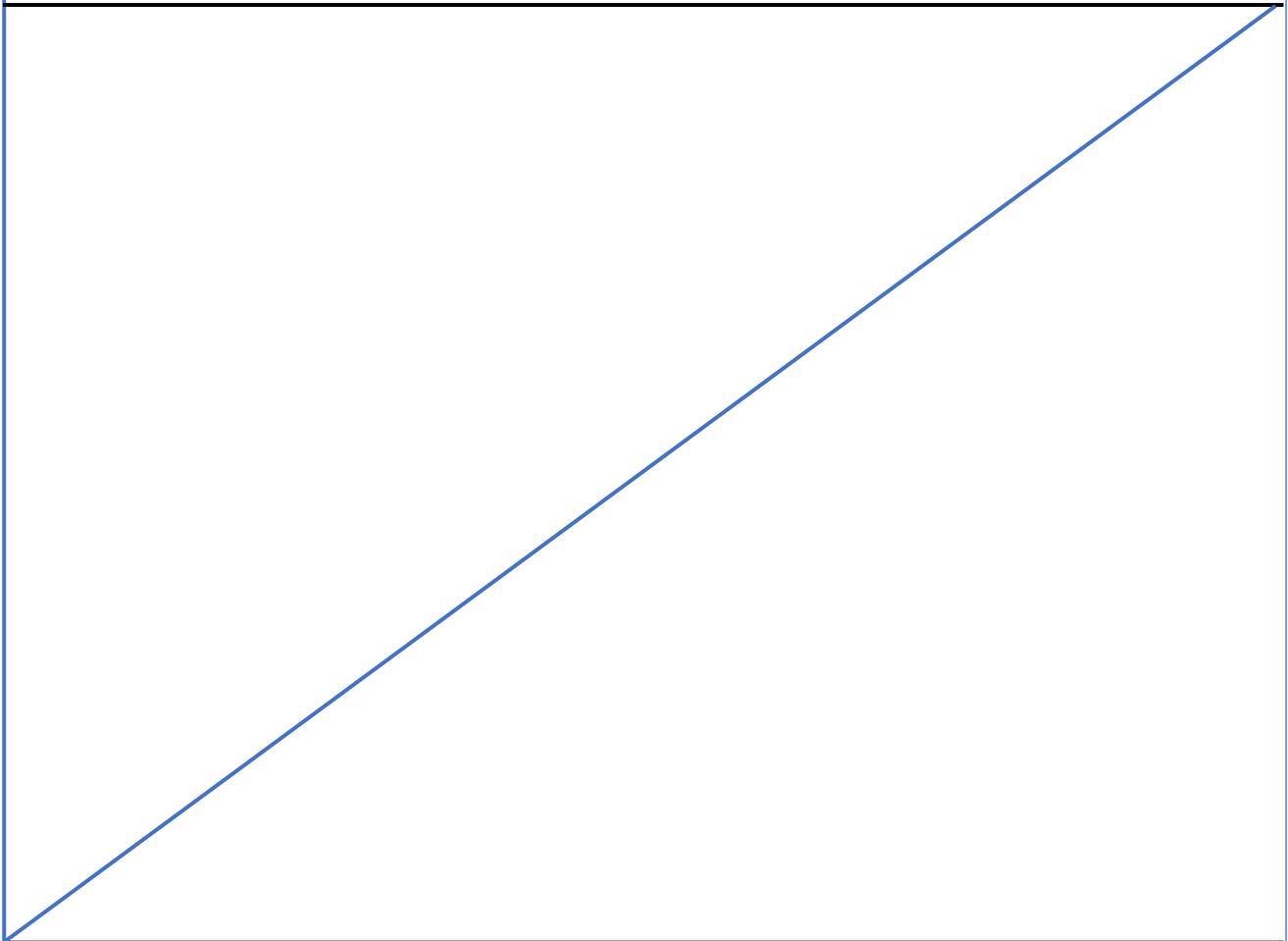
DIVISION OF RIGHT OF WAY

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 El
10 Dorado, State of California, Highway 03-ED-50 and described as follows:

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PARCEL 38002-1: An easement for utility purposes in and to that real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, being a portion of the lands described in that certain Grant Deed recorded January 10, 2020, in Document No. 2020-0001261-00, Official Records, El Dorado County Records, said portion being described as follows:

COMMENCING at a point on the southeasterly right of way line of State Highway 50, said point being the southwesterly terminus of that certain course having a bearing and distance of "South 52°11'08" West 328.39 feet" as said course is described in Parcel No. 3 of that certain document entitled "Abandonment of Superseded State Highway in El Dorado County" recorded February 3, 1960, in Book 497 of Official Records, at Page 337, El Dorado County Records; THENCE along said southeasterly right of way line North 50°55'03" East 135.60 feet to a point thereon, being the POINT OF BEGINNING; THENCE from said point of beginning continuing along said southeasterly right of way line North 50°55'03" East 8.01 feet to a point thereon; THENCE leaving said southeasterly right of way line South 36°21'32" East 1.11 feet; THENCE South 53°38'27" West 8.00 feet; THENCE North 36°21'33" West 0.73 feet to the point of beginning.

PARCEL 38002-2: An easement for utility purposes in and to that real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, being a portion of the lands described in that certain Grant Deed recorded January 10, 2020, in Document No. 2020-0001261-00, Official Records, El Dorado County Records, said portion being described as follows:

COMMENCING at a point on the southeasterly right of way line of State Highway 50, said point being the northeasterly terminus of the aforementioned certain course having a bearing and distance of "South 52°11'08" West 328.39 feet"; THENCE along said southeasterly right of way line South 50°55'03" West 55.42 feet to a point thereon, being the POINT OF BEGINNING; THENCE from said point of beginning leaving said southeasterly right of way line South 39°04'57" East 8.00 feet; THENCE South 50°55'31" West 7.98 feet; THENCE North 39°13'41" West 8.00 feet to a point on said southeasterly right of way line; THENCE along said southeasterly right of way line North 50°55'03" East 8.00 feet to the point of beginning.

PARCEL 38002-3: An easement for utility purposes in and to that real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, being a portion of the lands described in that certain Grant Deed recorded January 10, 2020, in Document No. 2020-0001261-00, Official Records, El Dorado County Records, said portion being described as follows:

COMMENCING at the northeasterly terminus of the aforementioned certain course having a bearing and distance of "South 52°11'08" West 328.39 feet", being a point on the southeasterly right of way line of State Highway 50 as described in Parcel No. 2 of that certain deed recorded March 9, 1933, in Book 130 of Official Records, at Page 170, El Dorado County Records; THENCE along said southeasterly right of way line North 48°21'55" East 5.01 feet to a point thereon, being the POINT OF BEGINNING; THENCE from said point of beginning continuing along said southeasterly right of way line North 48°21'55" East 8.00 feet to a point thereon; THENCE leaving said southeasterly right of way line South 41°17'35" East 6.09 feet;

THENCE South 48°42'25" West 8.00 feet; THENCE North 41°17'32" West 6.04 feet to the point of beginning.

The bearings and distances used in the above description are based on the California Coordinate System of 1983(2011), Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2017.50. Distances are in feet unless otherwise noted. Divide distances by 0.999623 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22225**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 03-ED-50-PM 76.1 PARCEL 37969-1, 2
9 OWNER: ADELE L. LUCAS AND GERALD R. LUCAS, TRUSTEES OF THE ADELE L.
10 LUCAS AND GERALD R. LUCAS REVOCABLE TRUST DATED OCTOBER 7, 2022

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

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102; and Code of Civil Procedure Section 1240.510 in that the property being acquired is
17 for a compatible use;

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

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

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

24 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

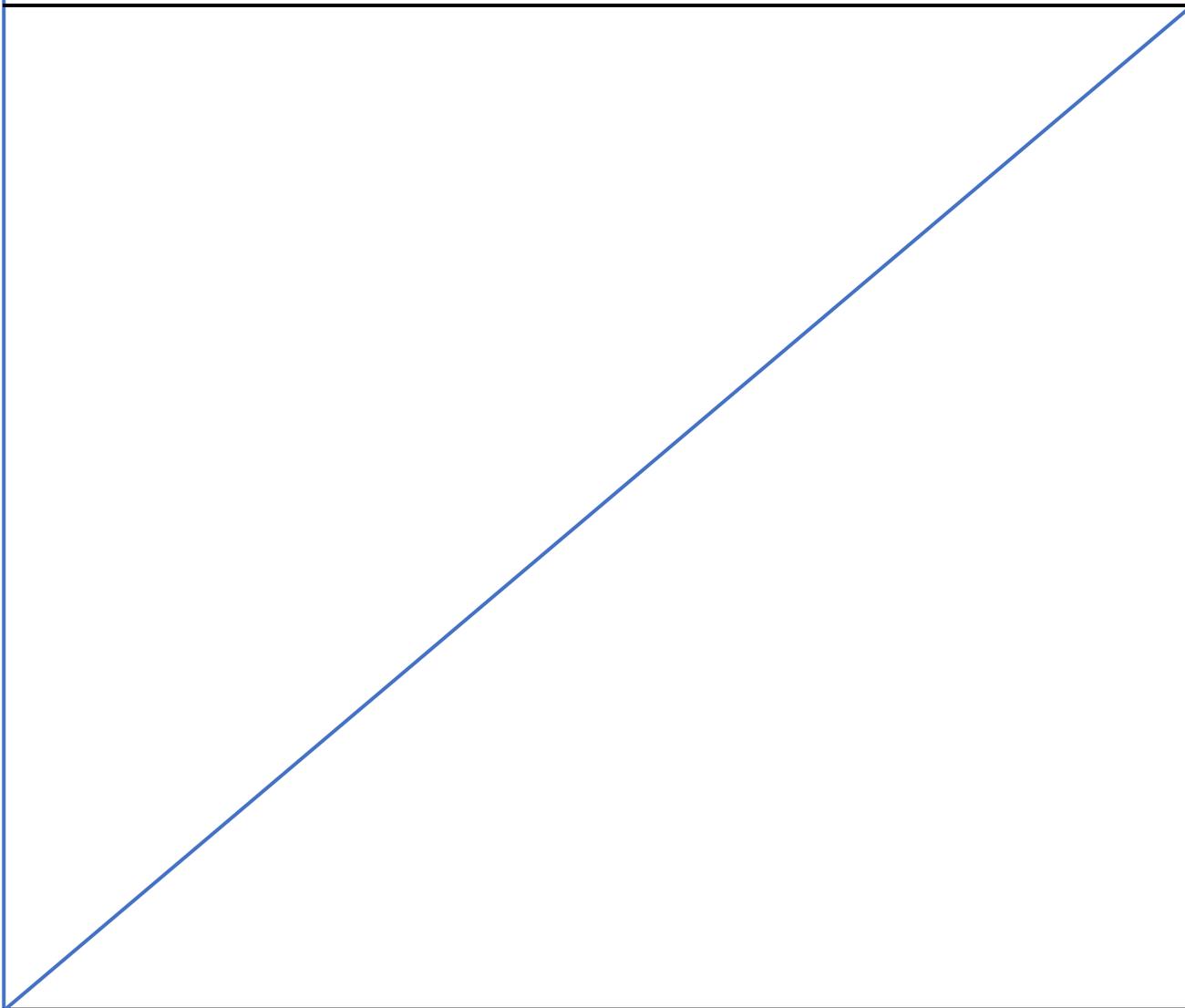
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of El Dorado, State of California, Highway 03-ED-50 and described as follows:



PARCEL 37969-1: An easement for utility purposes in and to that real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, being a portion of the lands described in that certain Grant Deed recorded November 22, 2005, in Document No. 2005-0098183-00, Official Records, El Dorado County Records, said portion being described as follows:

COMMENCING at a point on the northwesterly line of Parcel 036036-2 as described in that certain Easement Deed recorded April 28, 2017, in Document No. 2017-0016912-00, Official Records, El Dorado County Records, said point being the southwesterly terminus of that certain course having a bearing and distance of "South 48°24'36" West, 118.23 feet" as described therein; THENCE along said northwesterly line North 48°24'37" East 13.53 feet to a point thereon, being the POINT OF BEGINNING; THENCE from said point of beginning leaving said northwesterly line North 41°46'30" West 5.43 feet; THENCE North 48°17'44" East 8.00 feet; THENCE South 41°42'16" East 5.44 feet to a point on said northwesterly line; THENCE along said northwesterly line South 48°24'37" West 7.99 feet to the point of beginning.

PARCEL 37969-2: An easement for utility purposes in and to that real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, being a portion of the lands described in that certain Grant Deed recorded November 22, 2005, in Document No. 2005-0098185-00, Official Records, El Dorado County Records, said portion being described as follows:

COMMENCING at a point on the northwesterly line of Parcel 036036-2 as described in that certain Easement Deed recorded April 28, 2017, in Document No. 2017-0016912-00, Official Records, El Dorado County Records, said point being the northeasterly terminus of that certain course having a bearing and distance of "South 48°24'36" West, 118.23 feet" as described therein; THENCE along said northwesterly line South 48°24'37" West 13.77 feet to a point thereon, being the POINT OF BEGINNING; THENCE from said point of beginning continuing along said northwesterly line South 48°24'37" West 8.00 feet to a point thereon; THENCE leaving said northwesterly line North 41°37'39" West 5.52 feet; THENCE North 48°23'12" East 8.00 feet; THENCE South 41°40'15" East 5.52 feet to the point of beginning.

The bearings and distances used in the above description are based on the California Coordinate System of 1983(2011), Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2017.50. Distances are in feet unless otherwise noted. Divide distances by 0.999623 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22226**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 03-ED-50-PM 76.5 PARCEL 38019-1
9 OWNER: Roland A. Dunn and Trudy L. Dunn, husband and wife, as joint tenants

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

13 The hereinafter described real property is necessary for State Highway purposes
14 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
15 102;

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

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

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

22 The offer required by Section 7267.2 of the Government Code has been made to the
23 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

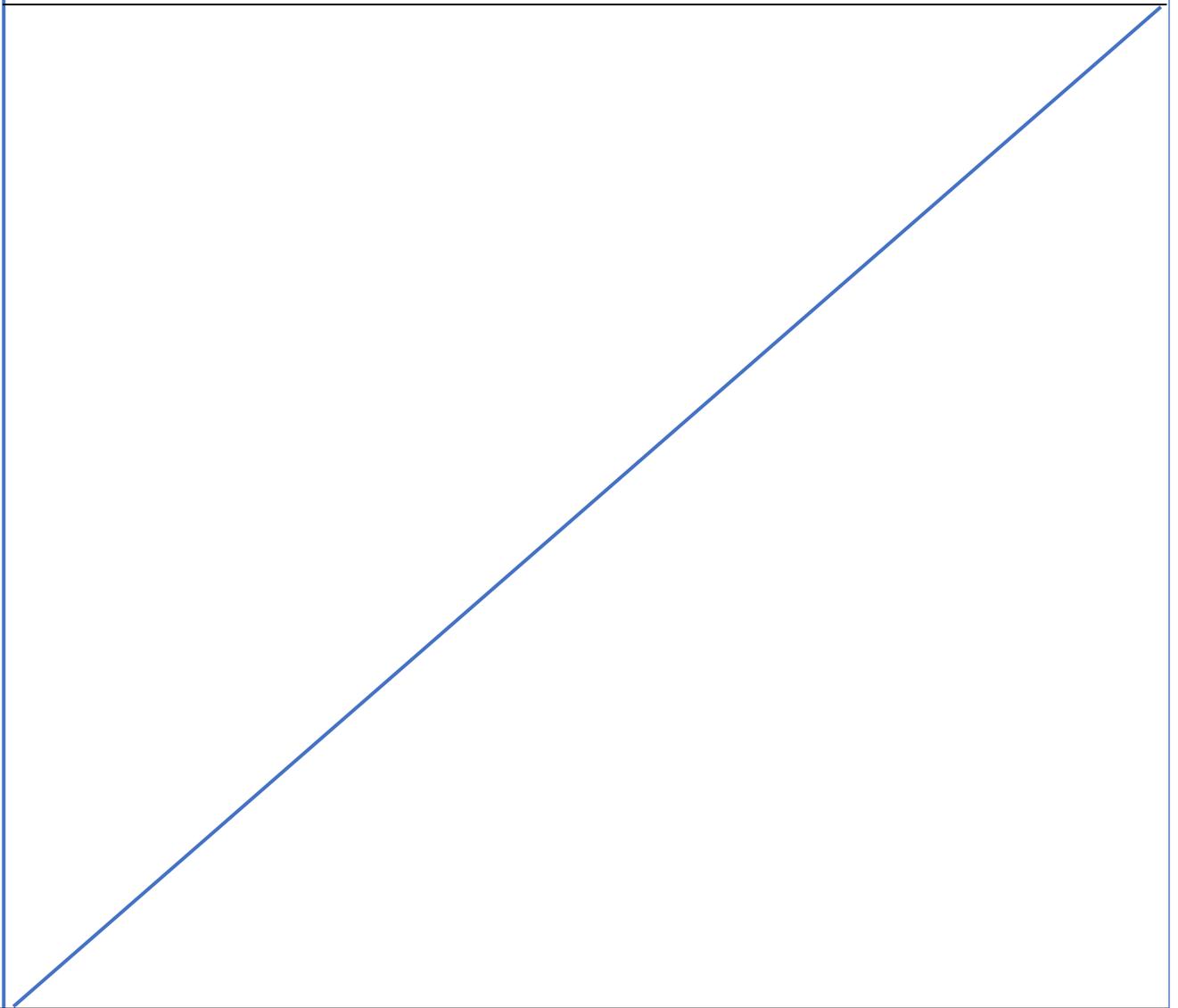
Attorney, Department of Transportation

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 El
8 Dorado, State of California, Highway 03-ED-50 and described as follows:

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PARCEL 38019-1: An easement for utility purposes in and to that real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, being a portion of lands described in that certain Grant Deed recorded December 8, 2006, in Document No. 2006-0084418, Official Records, El Dorado County Records, State of California, said portion being described as follows:

COMMENCING at the southwesterly corner of said lands on the southeasterly right of way line of State Highway 50, Thence along said right of way line North 48°24'37" East 59.68 feet to the **POINT OF BEGINNING**.

- 1) THENCE continuing along said right of way line North 48°24'37" East 6.99 feet;
- 2) THENCE leaving said right of way line South 03°13'17" West 3.83 feet;
- 3) THENCE South 12°13'39" East 4.99 feet;
- 4) THENCE South 48°04'40" West 0.86 feet;
- 5) THENCE North 49°30'12" West 7.14 feet to the point of beginning.

The bearings and distances used in the above-described description are based on the California Coordinate System of 1983 EPOCH (2017.50), Zone 2. Distances are in feet unless otherwise noted. Divide distances by 0.999623 to obtain ground level distances.

END OF DESCRIPTION

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22227**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 03-ED-50-PM 77.1 PARCEL 37994-1
9 OWNER: KENNETH R. WOOD, TRUSTEE, OR HIS SUCCESSOR(S) OF THE KENNETH
10 R. WOOD 2013 REVOCABLE TRUST DATED AUGUST 8, 2013

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

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102;

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

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

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

23 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

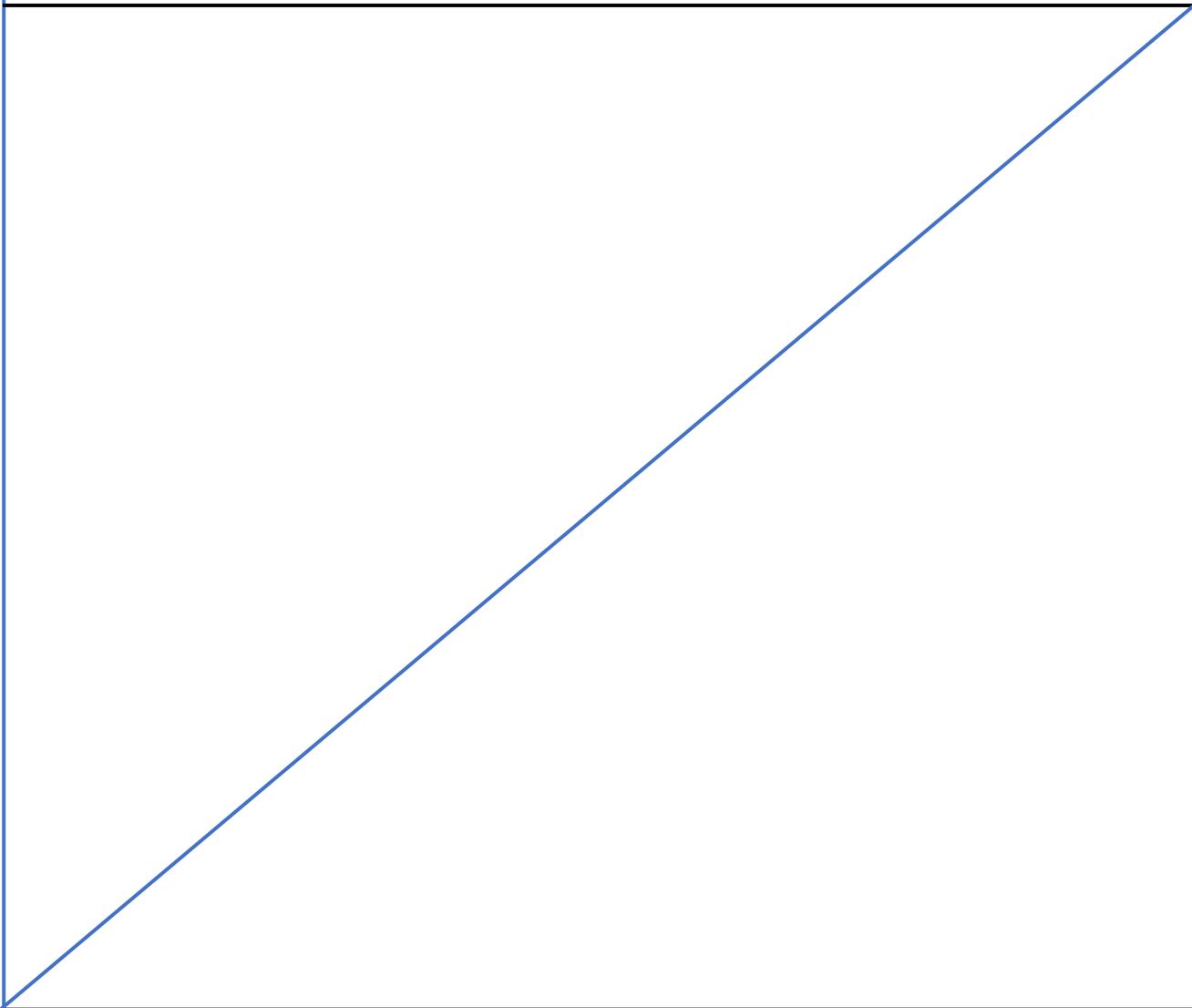
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of El Dorado, State of California, Highway 03-ED-50 and described as follows:



PARCEL 37994-1: An easement for utility purposes in and to that real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, being a portion of lands described in that certain Grant Deed recorded October 9, 2013, in Document No. 2013-0051877-00, Official Records, El Dorado County Records, said portion being described as follows:

COMMENCING at a 6 inch by 6 inch concrete highway monument marking a point on the southeasterly right of way line of State Highway 50, said point being the southwesterly terminus of that certain course being a 5,040.00-foot radius curve having a chord bearing and distance of "North 35°50'44" East 2,406.29 feet" as shown on that certain Record of Survey filed in Book 27 of Record of Surveys, at Page 61, El Dorado County Records, said point lying South 34°36'17" West 2,405.33 feet from a 1 inch iron pipe with plug stamped "CADOT" marking a point on said southeasterly right of way line, said point being the northeasterly terminus of said 5,040.00-foot radius curve as shown on said Record of Survey; THENCE leaving said southeasterly right of way line North 38°08'53" East 983.60 feet to a point on the northwesterly right of way line of said State Highway 50, being the POINT OF BEGINNING; THENCE from said point of beginning leaving said northwesterly right of way line North 48°46'40" West 7.28 feet; THENCE North 41°13'49" East 8.00 feet; THENCE South 48°44'17" East 6.70 feet to a point on said northwesterly right of way line, being the beginning of a non-tangent curve to the right, having a radius of 4,958.11 feet, to which point a radial line bears South 52°55'54" East; THENCE along said northwesterly right of way line southwesterly along said curve through a central angle of 0°05'34" an arc distance of 8.02 feet to the point of beginning.

The bearings and distances used in the above description are based on the California Coordinate System of 1983(2011), Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2017.50. Distances are in feet unless otherwise noted. Divide distances by 0.999623 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22228**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 03-ED-50-PM 77.2 PARCEL 38038-1
9 OWNER: STEFKA D DIMITROVA, AS TRUSTEE OF THE CONTESSA FAMILY TRUST,
10 DATED FEBRUARY 21, 2008

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

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102;

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

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

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

23 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

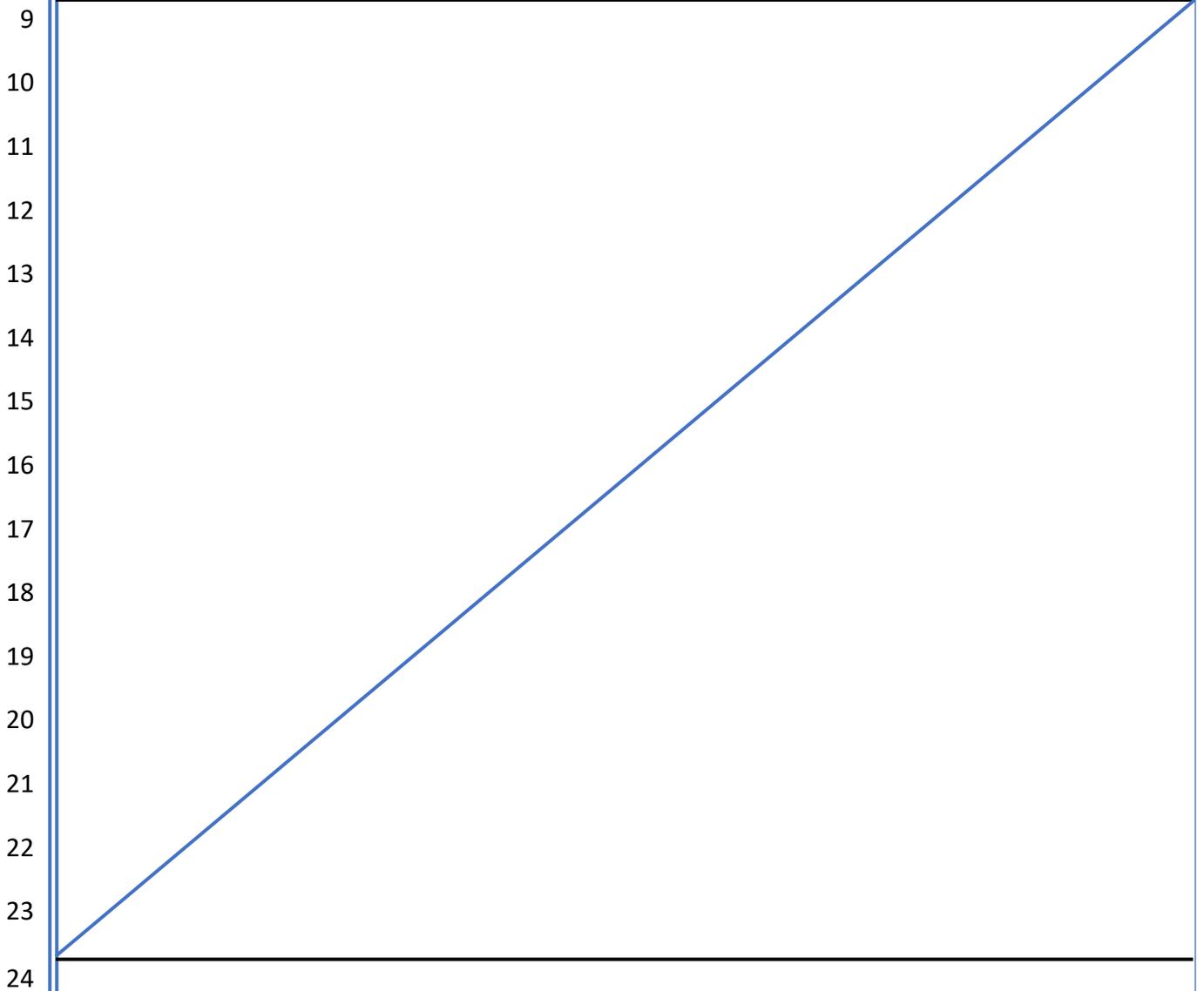
APPROVAL RECOMMENDED

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 El
8 Dorado, State of California, Highway 03-ED-50 and described as follows:



PARCEL 38038-1: An easement for utility purposes in and to that real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, being a portion of the lands as described in that certain Trust Transfer Deed recorded February 29, 2008, in Document No. 2008-0009416-00, Official Records, El Dorado County Records, said portion being described as follows:

COMMENCING at a 6 inch by 6 inch concrete highway monument marking a point on the southeasterly right of way line of State Highway 50, said point being the southwesterly terminus of that certain course being a 5,040.00-foot radius curve having a chord bearing and distance of "North 35°50'44" East 2,406.29 feet" as shown on that certain Record of Survey filed in Book 27 of Record of Surveys, at Page 61, El Dorado County Records, said point lying South 34°36'17" West 2,405.33 feet from a 1 inch iron pipe with plug stamped "CADOT" marking a point on said southeasterly right of way line, said point being the northeasterly terminus of said 5,040.00-foot radius curve as shown on said Record of Survey; THENCE leaving said southeasterly right of way line North 39°44'55" East 1,518.74 feet to a point on said southeasterly right of way line, being the POINT OF BEGINNING; THENCE from said point of beginning leaving said southeasterly right of way line South 59°29'10" East 6.13 feet; THENCE South 30°30'50" West 8.00 feet; THENCE North 59°29'10" West 6.22 feet to a point on said southeasterly right of way line, being the beginning of a non-tangent curve to the left, having a radius of 5,038.08 feet, to which point a radial line bears South 58°49'46" East; THENCE along said southeasterly right of way line northeasterly along said curve through a central angle of 0°05'28" an arc distance of 8.00 feet to the point of beginning.

The bearings and distances used in the above description are based on the California Coordinate System of 1983(2011), Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2017.50. Distances are in feet unless otherwise noted. Divide distances by 0.999623 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22229**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 03-Yub-70-PM 15.0 PARCEL 37861-1, 01-01

9 OWNER: Ahmed Aboudkhil and Aicha Benbrahim, husband and wife, as Joint Tenants

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

13 The hereinafter described real property is necessary for State Highway purposes
14 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
15 102; and Code of Civil Procedure Section 1240.410 in that the property being acquired
16 includes a remnant that would be of little market value; and Code of Civil Procedure Section
17 1240.510 in that the property being acquired is for a compatible use;

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

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

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

24 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
5 of 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 Yuba, State of California, Highway 03-Yub-70 and described as follows:
9

PARCEL 37861-1: For freeway purposes, all that real property situated in the City of Marysville, County of Yuba, State of California, being all those portions of Parcels 1, 2 and 3 as said parcels are described in that certain Grant Deed recorded August 14, 2012, in Document No. 2012R-010177, Official Records, Yuba County Records, being all those parts thereof lying westerly of the following described line:

COMMENCING at a brass cap set in concrete in a monument well marking the point of intersection of the centerlines of 14th Street, 80 feet wide, and C Street, 80 feet wide, as shown on that certain Record of Survey filed in Book 35 of Maps, at Page 3, Yuba County Records; THENCE along said centerline of 14th Street, North 83°40'09" East 426.65 feet to a brass cap set in concrete in a monument well marking the point of intersection of the centerlines of said 14th Street and B Street (State Route 70), 80 feet wide, as shown on said Record of Survey; THENCE leaving last said point of intersection, South 12°03'01" East 408.97 feet to a point on the easterly right of way line of said B Street (State Route 70), said point being the POINT OF BEGINNING;

THENCE (1) from said point of beginning leaving said easterly right of way line North 83°33'43" East 1.27 feet;

THENCE (2) North 4°03'55" West 273.08 feet;

THENCE (3) North 5°58'28" West 87.33 feet;

THENCE (4) North 39°01'32" East 9.40 feet to a point on the southerly right of way line of 14th Street, 80 feet wide, as shown on the Official Map of the City of Marysville, approved on March 22, 1856, filed in Book 22 of Maps, at Page 38, Yuba County Records;

THENCE (5) along said southerly right of way line North 83°48'14" East 27.73 feet to a point thereon;

THENCE (6) leaving said southerly right of way line North 5°58'28" West 79.99 feet to a point on the northerly right of way line of said 14th Street;

THENCE (7) along said northerly right of way line South 83°48'14" West 20.60 feet to a point thereon;

THENCE (8) leaving said northerly right of way line North 50°58'28" West 7.46 feet;

THENCE (9) North 5°58'28" West 310.16 feet;

THENCE (10) North 39°00'25" East 16.08 feet to a point on the southerly right of way line of 15th Street, 80 feet wide, as shown on said Official Map of the City of Marysville;

THENCE (11) along last said southerly right of way line North 83°48'34" East 14.51 feet to a point thereon;

THENCE (12) leaving last said southerly right of way line North 5°58'28" West 79.99 feet to a point on the northerly right of way line of said 15th Street;

THENCE (13) along last said northerly right of way line South $83^{\circ}48'34''$ West 14.37 feet to a point thereon;

THENCE (14) leaving last said northerly right of way line North $50^{\circ}58'28''$ West 16.26 feet;

THENCE (15) North $5^{\circ}58'28''$ West 47.96 feet;

THENCE (16) North $7^{\circ}53'01''$ West 90.05 feet;

THENCE (17) North $5^{\circ}58'28''$ West 175.39 feet;

THENCE (18) North $39^{\circ}01'32''$ East 5.48 feet;

THENCE (19) North $5^{\circ}58'28''$ West 9.08 feet;

THENCE (20) North $84^{\circ}01'32''$ East 17.62 feet;

THENCE (21) North $5^{\circ}58'28''$ West 125.21 feet to a point on the northerly line of Parcel 1 as said parcel is described in that certain Grant Deed recorded August 14, 2012, in Document No. 2012R-010177, Official Records, Yuba County Records;

THENCE (22) along last said northerly line South $83^{\circ}34'18''$ West 21.50 feet to a point thereon;

THENCE (23) leaving last said northerly line North $5^{\circ}58'28''$ West 270.62 feet to a point on the southerly right of way line of 17th Street, 80 feet wide, as shown on said Official Map of the City of Marysville;

THENCE (24) along last said southerly right of way line North $83^{\circ}48'40''$ East 57.84 feet to a point thereon;

THENCE (25) leaving last said southerly right of way line North $6^{\circ}21'28''$ West 403.09 feet;

THENCE (26) North $51^{\circ}12'30''$ West 9.89 feet;

THENCE (27) South $83^{\circ}56'29''$ West 31.30 feet;

THENCE (28) North $5^{\circ}58'28''$ West 80.99 feet;

THENCE (29) North $51^{\circ}19'14''$ West 11.63 feet;

THENCE (30) North $6^{\circ}07'00''$ West 108.15 feet to the beginning of a non-tangent curve to the left, said curve having a radius of 3,259.61 feet, to which point a radial line bears North $83^{\circ}22'30''$ East;

THENCE (31) northerly along said curve through a central angle of $1^{\circ}10'12''$ an arc distance of 66.56 feet;

THENCE (32) continuing northerly along last said curve through a central angle of 0°26'38" an arc distance of 25.25 feet;

THENCE (33) continuing northerly along last said curve through a central angle of 0°15'21" an arc distance of 14.56 feet;

THENCE (34) North 81°30'20" East 13.17 feet to the beginning of a non-tangent curve to the left, said curve having a radius of 3,274.62 feet, to which point a radial line bears North 80°51'42" East;

THENCE (35) northerly along said curve through a central angle of 14°57'11" an arc distance of 854.62 feet;

THENCE (36) North 36°49'12" East 53.95 feet;

THENCE (37) North 36°49'12" East 63.24 feet to the beginning of a non-tangent curve to the left, said curve having a radius of 233.62 feet, to which point a radial line bears South 52°59'03" East;

THENCE (38) northeasterly along said curve through a central angle of 26°36'37" an arc distance of 108.50 feet;

THENCE (39) North 78°35'27" West 102.82 feet;

THENCE (40) South 26°15'43" West 3.06 feet;

THENCE (41) South 29°07'17" West 44.89 feet;

THENCE (42) South 55°47'46" West 59.22 feet;

THENCE (43) North 37°28'37" West 13.46 feet;

THENCE (44) North 34°31'20" West 56.79 feet to a point on the southeasterly right of way line of Southern Pacific Railroad;

THENCE (45) along said southeasterly right of way line South 35°29'51" West 29.33 feet to a point thereon;

THENCE (46) leaving said southeasterly right of way line North 25°15'19" West 19.19 feet to a point on the easterly right of way line of State Route 70 as described in that certain Grant Deed recorded March 30, 1955 in Book 205 of Official Records, at Page 84, Yuba County Records, said point being the POINT OF TERMINUS, from whence a brass cap set in concrete in a monument well, in lieu of a monument tagged "R.E. 1250", marking the intersection of the centerlines of 18th Street, 80 feet wide, and Ramirez Street, 80 feet wide, as shown on that certain plat entitled "College View Park" filed in Book 3 of Maps, at Page 43, Yuba County Records, bears South 54°06'15" East 1,949.29 feet.

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 2004.69. Distances are in feet unless otherwise noted. Divide distances by 0.999917 to obtain ground level distances.

PARCEL 37861-01-01: For freeway purposes, all that real property situated in the City of Marysville, County of Yuba, State of California, being all of Parcels 1, 2 and 3 as said parcels are described in that certain Grant Deed recorded August 14, 2012, in Document No. 2012R-010177, Official Records, Yuba County Records.

EXCEPTING THEREFROM all that portion lying within the above described Parcel 37861-1.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22230

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Yub-70-PM 15.4 PARCEL 37875-A
OWNER: OUTFRONT Media, LLC
LESSEE: Outfront Media, 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

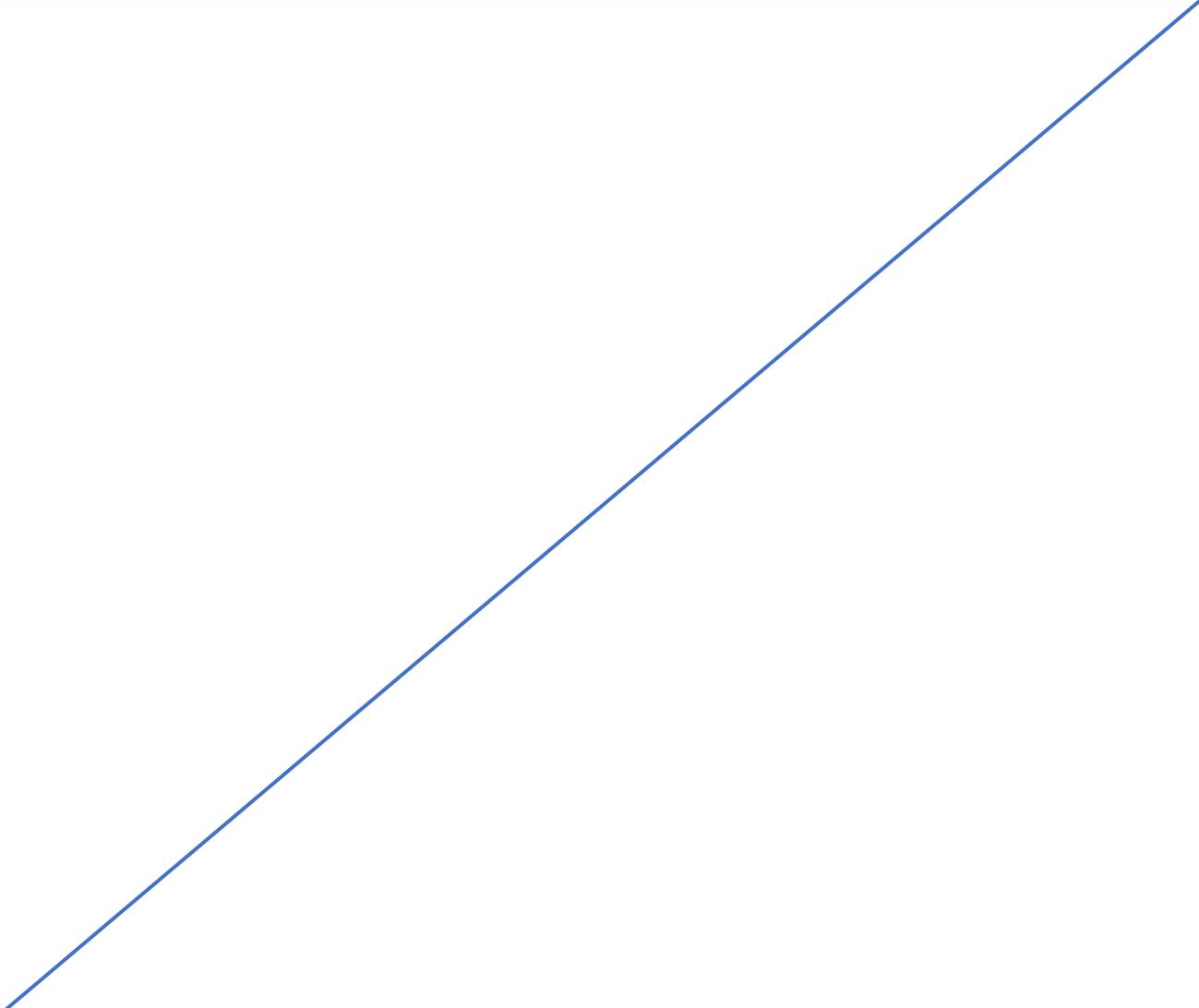
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Yuba, State of California, Highway 03-Yub-70 and described as follows:



PARCEL 37875-A: For the purpose of extinguishing all outdoor advertising sign easements, leases, and license agreements, together with extinguishing access rights to said advertising signs, over the land described herein as that real property situated in the City of Marysville, County of Yuba, State of California, being Parcels One and Two as said parcels are described in that certain Quitclaim Deed recorded December 11, 2017, in Document No. 2017-016190, Official Records, Yuba County Records, described as follows, to wit:

Parcel One:

Portion of the West half of Suburban Lot 2, in Range "B", as shown upon the official map of the City of Marysville, approved March 22, 1856, and now on file in the office of the County Recorder of the County of Yuba, State of California, and more particularly described as follows:

Beginning at a point on the West line of "B" Street that is 40 feet West, on a right angle measurement to the centerline of said "B" Street, of a point on said center line that is 1,658.90 feet North of the intersection of the center line of said "B" Street, with the center line of 17th Street, as shown upon the map above referred to; thence from said point of beginning, West and at right angles to the center line of "B" Street, 143.90 feet to the Southeasterly line of the right of way of the Central Pacific Railroad Company, as acquired by deed of record in Volume 24 of Deeds, Page 65, Yuba County Records; thence along said Southeasterly line in a Northeasterly direction 215.19 feet to the West line of "B" Street; thence South along said West line 160.0 feet to the point of beginning.

EXCEPTING THEREFROM that portion thereof conveyed to the State of California, by deed recorded October 2, 1952 in Book 184 of Official Records, Page 150, described as follows:

All that portion of that certain parcel of land acquired by Fred H. Heiken, by deed dated February 17, 1953 and recorded February 19, 1953 in Volume 175 at Page 205, Official Records of Yuba County, that lies Westerly of a line described as follows:

Beginning at a point on the Southerly line of said Parcel of land, distant South 83° 50' 10" West, 125.90 feet from the Southeast corner thereof, said point being distant, 60 feet Easterly, measured at right angles from Engineer's Station "A" 51+24.09 of the base line of the Department of Public Works' Survey from 18th and "B" Streets in Marysville to 0.3 miles North of Simmerly Slough, road III-Yub-87-Mvl, A; thence from said point of beginning, North 22° 27' 30" West, 100.00 feet.

Parcel Two:

All that portion of that certain parcel of land acquired by the State of California, by deed dated October 10, 1952, recorded November 19, 1952 in Book 172 at Page 33, Official Records of Yuba County, lying within the following described boundary:

Beginning at a point distant 60.00 feet Easterly measured at right angles from Engineer's Station "A" 51+24.09 of the base line of the Department of Public Works' Survey from 18th and "B" Streets in Marysville to 0.5 miles North of Simmerly Slough, road III-Yub-87-mvl, A; and from which point the Southeast corner of the parcel acquired by Fred H. Heiken by deed dated

February 17, 1953, recorded in Book 175 at Page 205, Official Records of said County, bears North 83° 50' 10" East, 125.90 feet; thence (1) from said point of beginning South 22° 27' 30" East, 199.09 feet; thence (2) North 36° 41' 28" East, 89.69 feet; thence (3) North 2° 02' 19" West, 125.66 feet to the aforesaid Southeast corner of the parcel now or formerly owned by Fred H. Heiken; thence (4) South 83° 50' 10" West, 125.90 feet to the point of beginning.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22231

**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 88681-1, 2
OWNER: Ann E. Rufener, a widow**

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

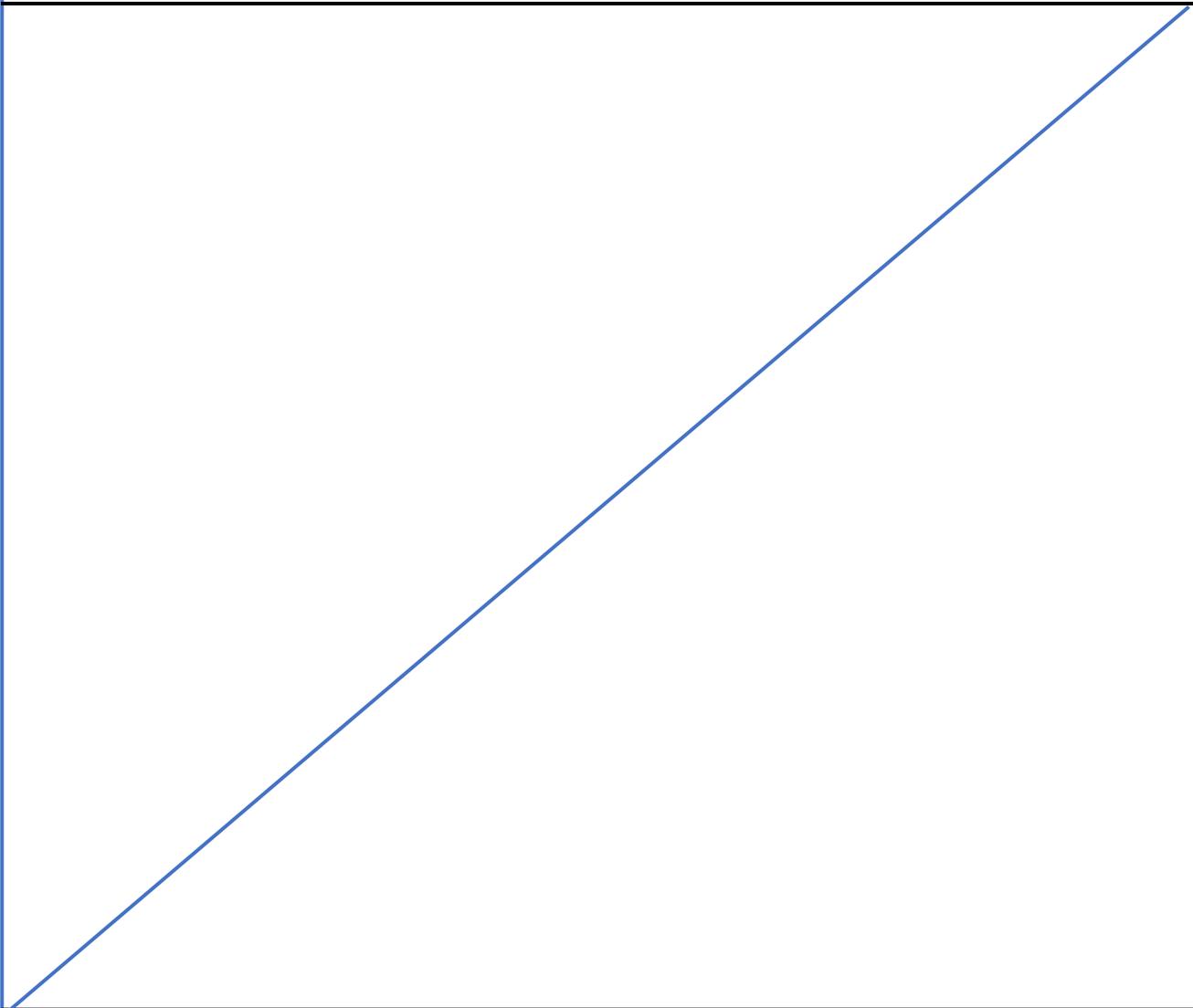
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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



Parcel 88681-1

For state highway purposes, a portion of the northwest quarter of Section 6, Township 31 South, Range 29 East, Mount Diablo Meridian, County of Kern, State of California, more particularly described as follows:

COMMENCING at the East Quarter Corner of Section 1, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the north line of the southwest quarter of said Section 6, South 89°38'27" East, 72.00 feet to the POINT OF BEGINNING; THENCE (2) North 0°35'09" East, 44.58 feet; THENCE (3) North 58°26'32" West, 19.83 feet to the existing easterly right of way of State Route 184; THENCE (4) along the existing right of way of State Route 184, South 0°35'09" West, 54.86 feet to herein described course (1); THENCE (5) along herein described course (1), South 89°38'27" East, 17.00 feet to the POINT OF BEGINNING.

Excepting therefrom the underlying fee title of that portion of the northwest quarter of Section 6, Township 31 South, Range 29 East, Mount Diablo Meridian, in the County of Kern, State of California, being a parcel of land described as follows:

COMMENCING at the East Quarter Corner of Section 1, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (6) along the north line of the southwest quarter of said Section 6, South 89°38'27" East, 72.00 feet to the POINT OF BEGINNING; THENCE (7) North 0°35'09" East, 30.00 feet to the northerly right of way of Hall Road; THENCE (8) along the northerly right of way of Hall Road, North 89°38'27" West, 17.00 feet to the existing easterly right of way of State Route 184; THENCE (9)

Parcel 88681-1 (CONTINUED)

along the existing right of way of State Route 184, South $0^{\circ}35'09''$ West, 30.00 feet to herein described course (6); THENCE (10) along herein described course (6), South $89^{\circ}38'27''$ East, 17.00 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 88681-2

For state highway purposes, the underlying fee title portion of the northwest quarter of Section 6, Township 31 South, Range 29 East, Mount Diablo Meridian, County of Kern, State of California, more particularly described as follows:

COMMENCING at the East Quarter Corner of Section 1, Township 31 South, Range 28 East, Mount Diablo Meridian; THENCE (1) along the north line of the southwest quarter of said Section 6, South 89°38'27" East, 72.00 feet to the POINT OF BEGINNING; THENCE (2) North 0°35'09" East, 30.00 feet to the northerly right of way of Hall Road; THENCE (3) along the northerly right of way of Hall Road, North 89°38'27" West, 17.00 feet to the existing easterly right of way of State Route 184; THENCE (4) along the existing right of way of State Route 184, South 0°35'09" West, 30.00 feet to herein described course (1); THENCE (5) along herein described course (1), South 89°38'27" East, 17.00 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.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22232**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 07-LA-1-PM 23.42 PARCEL 81705-1
9 OWNER: Keniston Group, LLC

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

13 The hereinafter described real property is necessary for State Highway purposes
14 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
15 102;

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

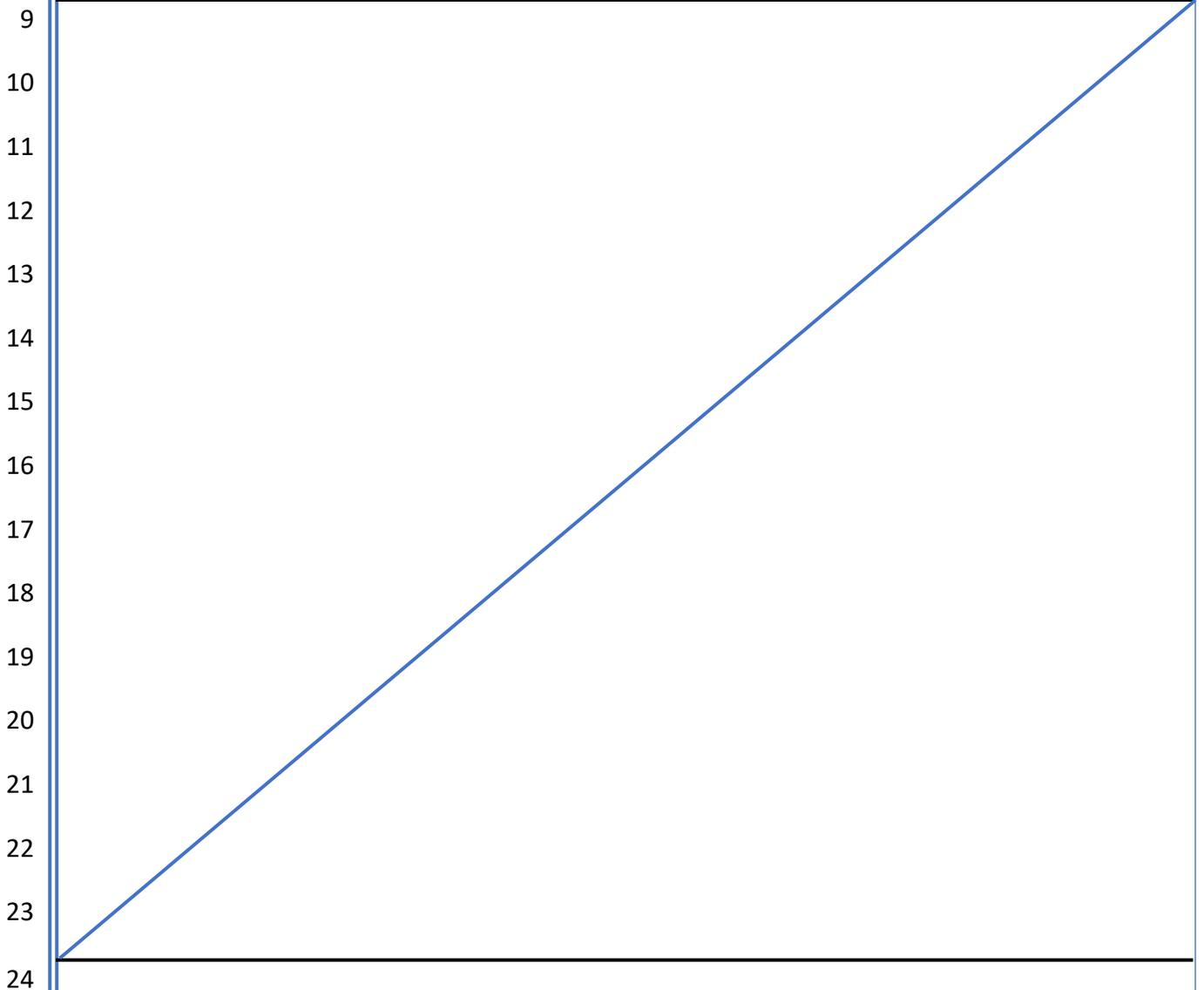
APPROVAL RECOMMENDED

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 81705-1

For State Highway purposes, a Highway Easement, in, to, over and across that portion of Lot 40 in Block 48 of Tract No. 1638, in the City of Manhattan Beach, County of Los Angeles, State of California, as shown on a map recorded in Book 23, Pages 34 and 35 of Maps, in the Office of the County Recorder of said Los Angeles County, lying northerly and easterly from the following described line:

COMMENCING at the intersection of the centerline of Sepulveda Boulevard (formerly the easterly right-of-way line of El Camino Real, 40.00 feet wide), with the centerline of Marine Avenue (formerly Mary Street) as shown on said Tract No. 1638; thence along said centerline of Sepulveda Boulevard South $00^{\circ}09'03''$ West 54.13 feet; thence leaving said centerline at a right angle North $89^{\circ}50'57''$ West 40.00 feet to a point on the westerly right-of-way line of said Sepulveda Boulevard lying parallel with and 40.00 feet westerly from said centerline, said point being the TRUE POINT OF BEGINNING; thence North $89^{\circ}31'14''$ West 8.60 feet; thence North $00^{\circ}14'49''$ East 8.84 feet; thence North $89^{\circ}46'35''$ West 7.50 feet; thence North $00^{\circ}34'26''$ West 11.45 feet to the southerly right-of-way line of said Marine Avenue as described in Final Judgment No. 300,196 for public street recorded February 19, 1935 in Book 13277, Page 106, 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 1.00002961 to obtain ground distance.

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

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-22233**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 07-LA-1-PM 25.71/25.79 PARCEL 81767-1, 2
9 OWNER: Michael John Raedeke as Trustee of The JWR Living Trust Dated
10 February 12, 2005

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

14 The hereinafter described real property is necessary for State Highway purposes
15 and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
16 102 and Code of Civil Procedure Section 1240.510 in that the property being acquired is for
17 a compatible use;

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

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

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

24 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

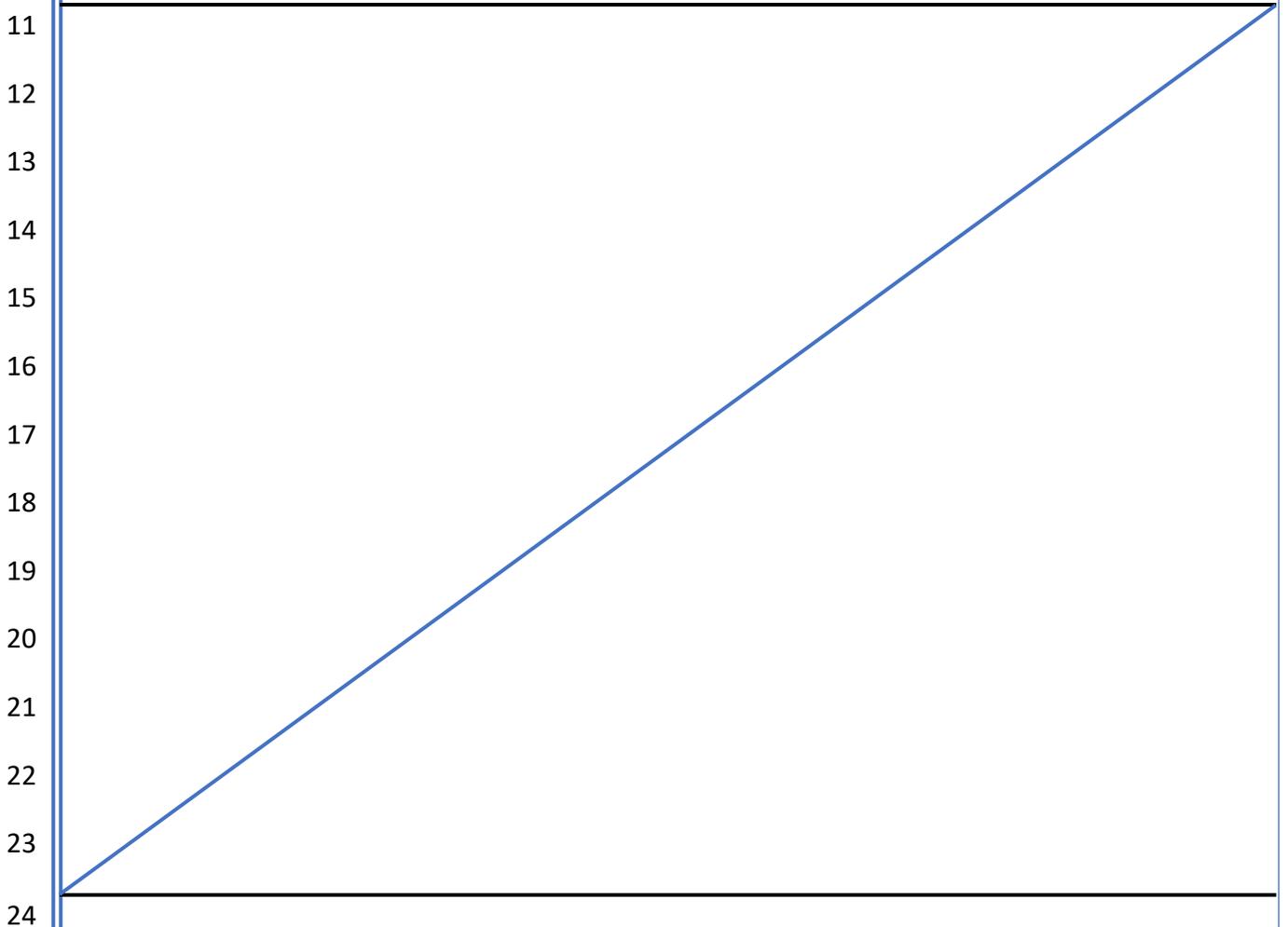
Attorney, Department of Transportation

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 Los
10 Angeles, State of California, Highway 07-LA-1 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 81767-1

For State Highway purposes, a Highway Easement, in, to, over and across that portion of Lot 1 in Block 107 of El Segundo, in the City of El Segundo, County of Los Angeles, State of California, as shown on a map filed in Book 20, Pages 114 and 115, 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 Sepulveda Boulevard with the centerline of Sycamore Avenue, said centerline of Sycamore Avenue being the southerly line of said Lot 1 as described in that certain Final Judgment of Condemnation recorded November 15, 1953 in Book 43160, Page 433 of Official Records in said Office of the County Recorder of Los Angeles County; thence along said centerline of Sepulveda Boulevard North $00^{\circ}07'33''$ East 41.20 feet; thence leaving said centerline at a right angle North $89^{\circ}52'27''$ West 50.00 feet to a point on the westerly right-of-way line of said Sepulveda Boulevard lying parallel with and 50.00 feet westerly from said centerline, said point being the TRUE POINT OF BEGINNING; thence South $42^{\circ}48'27''$ West 22.05 feet to the northerly right-of-way line of said Sycamore Avenue as described in said Final Judgement of Condemnation, 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 1.00002436 to obtain ground distance.

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

Parcel 81767-2

For State Highway purposes, a Highway Easement, in, to, over and across that portion of Lot 1 in Block 107 of El Segundo, in the City of El Segundo, County of Los Angeles,

State of California, as shown on a map filed in Book 20, Pages 114 and 115, of Maps in the Office of the County Recorder of said Los Angeles County, lying northeasterly from the following described line:

COMMENCING at the intersection of the centerline of Sepulveda Boulevard with the centerline of Sycamore Avenue, said centerline of Sycamore Avenue being the southerly line of said Lot 1 as described in that certain Final Judgement of Condemnation recorded November 15, 1953 in Book 43160, Page 433 of Official Records in said Office of the County Recorder of Los Angeles County; thence along said centerline of Sepulveda Boulevard North $00^{\circ}07'33''$ East 259.18 feet to the beginning of a non-tangent curve concave easterly and having a radius of 2,979.39 feet, a radial line to said curve bears North $89^{\circ}53'08''$ West; thence along said centerline of Sepulveda Boulevard and said curve northerly 71.02 feet through a central angle of $01^{\circ}21'57''$; thence leaving said centerline radial from said curve North $88^{\circ}31'11''$ West 50.85 feet to the westerly right-of-way line of said Sepulveda Boulevard as described in that certain Final Judgement of Condemnation recorded December 8, 1934 in Book 13174, Page 92 of Official Records in said Office of the County Recorder of Los Angeles County, said point being the TRUE POINT OF BEGINNING; thence North $44^{\circ}46'27''$ West 21.44 feet to the southerly right-of-way line of Walnut Avenue as described in that certain document recorded April 9, 1976 as Instrument No. 4480 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 1.00002436 to obtain ground distance.

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