

## **MEMORANDUM**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** December 4-5, 2025

**From:** STEVEN KECK, Chief Financial Officer

**Reference Number:** 2.4b., Action Item

**Prepared By:** René Fletcher, Chief  
Division of Right of Way and Land Surveys

**Subject:** **RESOLUTIONS OF NECESSITY**

### **ISSUE:**

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

### **RECOMMENDATION:**

The Department recommends that the Commission adopt Resolutions C-22597 through C-22610 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.

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.

C-22597 - ANCHOR BAY CAMP GROUND, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, SUBJECT TO ITEM NO.(S) 19 AND 20

01-Men-1-Post Mile (PM) 4.64 - Parcel 14874-1, 2, 3 - EA 0F6509.

Right of Way Certification (RWC) Date: 06/04/26; Ready to List (RTL) Date: 06/15/26;  
Conventional highway – Fish passage remediation in Mendocino County near Anchor Bay at Sunset Drive and near Fort Bragg 0.04 mile north of Tregoning Drive. Authorizes condemnation of land in fee for a State highway, a permanent easement for drainage, a temporary construction easement (TCE) needed to provide space for the highway construction, and underlying fee. Located near the unincorporated area of Anchor Bay at 35400 S Highway 1. Assessor's Parcel Number (APN) 144-022-09.

**The public interest and necessity require the proposed project.**

Fish Rock Creek crossing below State Route (SR) 1 in Mendocino County was designated as a high priority location in a 2005 evaluation of fish passage barriers for anadromous coho salmon and steelhead trout, alike. Protection of environmental resources is of interest to the public, and these resources could be protected and enhanced by removing this fish passage barrier, allowing for fish and wildlife to access close to a mile of upstream stream habitat. This habitat would provide critical access for spawning and protection of the health of the target fish species.

The project is required to conform and reconstruct a portion of the highway to build the proposed bridge. With the bridge construction, the opportunity exists to correct the superelevation, enhancing safety of the roadway. In addition to the superelevation curve, this project is located along a vertical curve. The existing private campground business at Anchor Bay currently has a non-standard driveway apron, requiring off tracking of large vehicles into oncoming traffic in the northbound (NB) lane. The project proposes bridge length that blends into the campground providing additional space for turning movements, allowing for additional sight distance, and acceleration area for passenger vehicles. This additional bridge length requires the right of way acquisition via fee area proposed.

Department proposes to preserve the existing roadway between post miles 4.6 and 4.7. Along with pavement preservation, the project will also conform driveways to local businesses, county-maintained roads, and private properties. In addition, the project proposes the rehabilitation of existing drainage facilities.

**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 Environmental Document was completed on March 5, 2025. The environmental team determined the project to be categorically exempt under California Environmental Quality Act (CEQA) and categorically excluded (CE/CE) under National Environmental Policy Act (NEPA).

To maintain private property, the project team prioritized design to enhance the existing facility while limiting the required amount of permanent acquisition while ensuring positive benefit for all parties involved with the project. The selected alternative is a 45 foot by 80 foot Cast-In-Place Concrete Slab Bridge, This alternative was selected based on the enhancement of facilities

within the project limits, including the private campground business mentioned. In addition, the federal grant approval required a full span solution which is met with this proposed alternative.

Careful consideration for impact was taken, this project will enhance fish and wildlife habitat while simultaneously enhancing the safety elements of the campground driveway apron, and the sight visibility for the travelers on both SR 1 and the private access roads along this route. The bridge was also reduced from 99 feet to 80 feet to minimize fee acquisition requirements. Additional fee area was not proposed for the stream enhancement design, including engineering streambed materials permanently placed in the stream. Based on maintenance requirements, a drainage easement was instead proposed for maintenance of these elements.

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

The Owner's parcel is located along the southern limits of the existing prescriptive right of way along SR 1. The total area of the subject property is 5.66 acres. Parcel 14874-1 is 2,446 square feet in fee, allowing additional bridge length for the driveway apron. Parcel 14874-2 is 3,489 square feet for a drainage easement to maintain access to the streambed for maintenance, and to allow for monitoring of the permanent elements proposed. Parcel 14874-3 is 979 square feet for a TCE to access the driveway, to utilize the space for conforming to the bridge deck, as well as access to the streambed for grading/stream rehabilitation.

The fee, TCE, and drainage easement acquisitions are necessary for the improvement and maintenance of the safety elements described above along SR 1 in rural Mendocino County.

**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 1 Right of Way management on August 28, 2025. On September 18, 2025, the First Written Offer (FWO) of just compensation was sent via certified mail to the property Owner.

Negotiations are ongoing and efforts to secure an equitable settlement will continue. However, the parties are currently at an impasse regarding contract language.

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

C-22598 - TAHOE BIJOU LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

03-Ed-50-PM 78.30 - Parcel 38918-1, 2 - EA 0J4809.

RWC Date: 04/16/26; RTL Date: 05/01/26; Conventional highway – Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and replace Transportation Management System (TMS) elements in South Lake Tahoe, from east of Blue Lake Ave to the Nevada state line. Authorizes condemnation of an easement for a State highway, and a TCE for curb ramp and temporary signal pole construction. Located in the city of South Lake Tahoe. APN 027-690-019.

**The public interest and necessity require the proposed project.**

The existing pavement within the project area from Trout Creek Bridge to Stateline exhibits signs of distress. The pavement conditions range from fair to poor and are expected to further deteriorate in the absence of proper action. Multiple culverts are in fair or poor condition, jeopardizing the stability of the existing roadbed. Existing TMS elements and signs need to be upgraded to current standards. Various curb ramps, sidewalks and driveway aprons need repair or replacement to meet current standards.

This project preserves and extends the pavement service life and extends the life of drainage systems by rehabilitating or replacing culvert systems. This project also improves safety by addressing TMS elements, signs, ADA curb ramps and sidewalks that are not to current standards.

**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 environmental document for this South Tahoe Capital Preventative Maintenance (CAPM) project was completed on March 22, 2024. The negative declaration included in this environmental document indicates there will be no significant adverse impact on the environment.

Only one build alternative was considered due to the limited scope of the proposed construction and the narrow space within the existing right of way. To minimize private injury, the project team prioritized designs that utilized existing public right of way, limiting acquisitions to only necessary temporary and permanent easements for sidewalks, driveway aprons and traffic signal poles. The design team recommended strategies to reduce construction impacts, including optimizing construction hours and maintaining pedestrian and vehicular access to properties during construction. These approaches preserved adjacent private properties and minimized disruption while still achieving safety and accessibility goals.

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

The Owner's parcel is located at the south corner of the intersection of United States Highway (US) 50 and Ski Run Boulevard in South Lake Tahoe. The total area of the subject parcel is 48,351 square feet. Parcel 38918-1 is a 16 square-foot easement. Parcel 38918-2 is a 853 square-foot TCE. The acquisition of these sub-parcels will allow the construction of an ADA compliant curb ramp and temporary signal pole with signal lighting and street lighting. The temporary signal pole will replace the existing traffic signal pole during

construction and be removed upon completion of construction. 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.**

A staff appraisal that established just compensation was approved by District 3 Right of Way management on August 6, 2025. On August 21, 2025, the FWO of just compensation was sent via certified mail to the Owner and a FWO was also sent by email on August 26, 2025. The email was confirmed as received on August 26, 2025.

Negotiations are ongoing and efforts to secure an equitable settlement will continue. However, the parties are currently at an impasse due to compensation, contract language and project impact concerns.

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

C-22599 - TAHOE CRESCENT LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

03-Ed-50 PM 80.10 - Parcel 38880-1, 2 - EA 0J4809.

RWC Date: 04/16/26; RTL Date: 05/01/26; Conventional highway – Rehabilitate pavement and drainage systems, upgrade facilities to ADA standards, and replace TMS elements in South Lake Tahoe, from east of Blue Lake Avenue to the Nevada state line. Authorizes condemnation of a permanent easement for utility purposes and a TCE for curb ramp construction and two temporary signal poles. Located in the city of South Lake Tahoe at 4000 Lake Tahoe Boulevard. APNs' 029-442-006, -008, -009.

**The public interest and necessity require the proposed project.**

The existing pavement within the project area from Trout Creek Bridge to Stateline exhibits signs of distress. The pavement conditions range from fair to poor and are expected to further deteriorate in the absence of proper action. Multiple culverts are in fair or poor condition, jeopardizing the stability of the existing roadbed. Existing TMS elements and signs need to be upgraded to current standards. Various curb ramps, sidewalks and driveway aprons need repair or replacement to meet current standards.

This project preserves and extends the pavement service life and extends the life of drainage systems by rehabilitating or replacing culvert systems. This project also improves safety by addressing TMS elements, signs, ADA curb ramps and sidewalks that are not to current standards.

**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 environmental document for this South Tahoe CAPM project was completed on March 22, 2024. The negative declaration included in this environmental document indicates there will be no significant adverse impact on the environment. Due to the topography of the land, the drainage flows through private parcels where the flows meet Trout Creek. Attempting to divert the water to another location would be more difficult and expensive due to laying more pipe, acquiring easements and repaving. There is an existing drainage easement on the adjacent downstream land to preserve the natural flow patterns to the creek. Only one build alternative was considered due to the limited scope of the proposed construction and the narrow space within the existing right of way. The no build alternative would not meet the purpose and need of the project and may cause localized flooding of the highway.

To minimize private injury, the project team prioritized designs that utilized existing public right of way, limiting acquisitions to only necessary temporary and permanent easements for sidewalks and driveway aprons. The design team recommended strategies to reduce construction impacts, including optimizing construction hours and maintaining pedestrian and vehicular access to properties during construction. These approaches preserved adjacent private properties and minimized disruption while still achieving safety and accessibility goals.

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

The Owner's parcel is located at the south corner of the intersection of US 50 and Park Avenue in South Lake Tahoe. The total area of the subject parcel is 645,993 square feet. Parcel 38880-1 is a 94 square-foot utility easement. Parcel 38880-2 is a 2,799 square-foot TCE. The sub-parcels at this location will allow the construction of an ADA-compliant curb ramp and two temporary signal poles with signal lighting and street lighting. The temporary signal poles will replace the existing traffic signal pole during construction and be removed upon completion of construction. 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.**

A staff appraisal that established just compensation was approved by District 3 Right of Way management on August 15, 2025. On August 26, 2025, the FWO of just compensation was sent via email to the property Owners and confirmed as received on September 19, 2025.

Negotiations are ongoing and efforts to secure an equitable settlement will continue. However, the parties are currently at an impasse due to contract language.

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

C-22600 - Tulare Inn MHP, LLC, a Delaware limited liability company

06-Tul-99-PM 27.62 - Parcel 89771-1, 2 - EA 489509.

RWC Date: 10/09/26; RTL Date: 10/23/26; Conventional highway – Widen the existing 4-lane freeway to a 6-lane freeway in Tulare County from 0.4 miles south of Avenue 200 Overcrossing to 0.3 miles north of Prosperity Overcrossing. Authorizes condemnation of land in fee for a State highway, extinguishment of an easement for widening of SR 99 and construction of four roundabouts at Paige Avenue. Located in the city of Tulare near Paige Avenue and SR 99. APN 191-070-016.

**The public interest and necessity require the proposed project.**

To relieve congestion and improve operational deficiencies at the Paige Avenue interchange, the Department proposes to widen the existing 4-lane freeway to a 6-lane freeway by constructing one lane in each direction in the existing median of SR 99 just south of the Avenue 200 Overcrossing to the Prosperity Avenue Overcrossing. The existing interchange at Paige Avenue will be reconfigured with four roundabouts.

**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 prepared a Final Environmental Impact Report/Environmental Survey (FEIR/ES) and was approved on December 28, 2023.

The build alternative proposes to add a flexible pavement lane and shoulder in the median in each direction and rehabilitate the existing lanes between Avenue 200 Crossing to Paige Avenue interchange. The project will replace the existing Thrie Beam barriers with concrete barrier. Existing drainage inlets will be relocated near the new proposed concrete barrier. To accommodate for the additional water runoff of the new pavement, nine drainage basins are being proposed. Southbound lanes on SR 99 from PM 25.62 to 26.35 will be realigned parallel to the existing NB lanes. There are several segments of proposed security fences near Tulare Avenue and Cross Avenue. Ramp widening and metering will be proposed on Bardsley Avenue and Tulare Avenue ramps.

To minimize private injury, the project team prioritized designs that enhances traveling public safety, maximizes the utilization of existing public right of way, limits acquisition to only necessary such as mitigation for additional storm drain runoff, proposes retaining walls, promotes complete streets elements such as bicycle/pedestrian share-used path, closing sidewalk gaps, and high-visibility crosswalks. The project team recommended staging strategies to reduce construction impact such as, optimizing construction hours, providing detour, and using flexible pavement in lieu of rigid pavement to reduce working days, project cost, and time-related overhead. Nonstandard design features are also proposed where full standard compliance would have required significant property acquisitions or structural modifications. These approaches preserved adjacent private properties and minimize disruptions while still achieving safety and accessibility goals.

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

The subject property is east of SR 99 and adjacent to Paige Avenue and consists of 6.87 acres according to the Department's appraisal map. The acquisition area is 2,891 square feet in Fee and 935 square feet in underlying fee. The parcel is needed to construct a new roundabout at the corner of Paige and Laspina Avenues.

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

District 6 Right of Way Management approved the Appraisal Report on May 16, 2025. On August 6, 2025, Agent emailed the FWO package and mailed it via the General Logistics System signature required service. Owner was not listed as the property is vested in Tulare Inn Mobile Home Park LLC. After much research and many attempts to contact Owner's former attorney and mobile home park manager, Owner called Agent and requested that the FWO be emailed to her. The Agent also mailed the FWO to Owner's address. Owner signed for the FWO mailing via overnight mail service but is unwilling to communicate with Agent. Agent has made multiple attempts to call and email the owner but with no success.

Negotiations are ongoing and efforts to secure an equitable settlement will continue. However, the parties are currently at an impasse as the owner has not been responding to efforts to communicate.

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

C-22601 - Zuma Beach Properties, LLC, a Nevada limited liability company

07-LA-1-PM 56.6/56.8 - Parcel 82103-1 - EA 291409.

RWC Date: 09/11/20 (Actual); RTL Date: 10/09/20 (Actual) - Under Construction. Conventional highway - replace the Trancas Creek Bridge on SR 1. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Malibu at 30745 Pacific Coast Highway. APN 4469-045-003 (formerly 4469-045-001).

**The public interest and necessity require the proposed project.**

The existing Trancas Creek Bridge on SR 1 in Malibu is over 90 years old and has exceeded its original 50-year design life. Historical scour damage and recurring erosion have compromised its stability, and despite multiple interim repairs, such as riprap and dike stabilization, the structure remains vulnerable to further deterioration. Engineering analysis indicates that even a 10-year storm event could cause significant scour at the piers, posing a threat to structural integrity and public safety. The proposed project will replace the bridge with a new structure that meets current seismic and hydraulic standards, ensuring reliable access and protecting life, property, and transportation continuity along the Pacific Coast Highway.

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

An Initial Study with Mitigated Negative Declaration (IS/MND) and an Environmental Assessment with Finding of No Significant Impact (EA/FONSI) pursuant to the CEQA and the NEPA were completed in June 2017 for this project, and a Hazardous Waste Assessment was also completed in February 2017.

Three alternatives were evaluated: alternative 1 (no-build), alternative 2 (120 foot long bridge), and alternative 3 (240 foot long bridge). The no-build alternative was rejected because it would not meet the project's purpose and needs, specifically failing to correct the scour vulnerability of the existing 90-year-old bridge, which could settle during a 10-year storm event and threaten public safety. Alternative 2, which proposed a shorter bridge and required raising the roadway profile grade with retaining walls, was also rejected because it would eliminate driveway access to an adjacent residential property and necessitate future lane closures if the bridge were later lengthened.

The preferred and selected alternative 3 provides a 240 foot long, 90.5 foot wide, fourspan bridge that replaces the existing structure while maintaining the current roadway profile and providing adequate vertical clearance for flood flows. This design accommodates a future bicycle and pedestrian trail, consistent with the City of Malibu and the Resource Conservation District of Santa Monica Mountains' plans, while minimizing private property acquisition and construction disruptions.

To further minimize community and environmental impacts, the stage-construction plan was refined to maintain two lanes of traffic in each direction and to provide continuous access to the

adjacent residential property, thereby eliminating the need for temporary relocation. A temporary pedestrian and bicycle pathway will also be provided during the construction period.

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

The subject property is located in the city of Malibu at 30745 Pacific Coast Highway. The project requires a 56,904 square foot TCE from the Owner's property. The larger parcel encompasses a gross land area of 598,639 square feet. Trancas Creek cuts across the larger parcel, dividing the developed portion, improved with a neighborhood shopping center fronting Trancas Canyon Road, from the undeveloped portion located on the opposite side of the creek.

The proposed TCE is necessary to facilitate the relocation of utilities. During bridge construction, the Los Angeles County Waterworks District (LACWD) waterline attached to the bridge was temporarily rerouted through the TCE area to maintain service. Because the permanent relocation could not begin until the bridge replacement was finished, the new TCE is required to allow LACWD to install the permanent waterline and remove the temporary line. The acquisition of this temporary easement is essential for completing the project's remaining utility work. Without acquiring this temporary easement, the required utility relocation cannot be completed.

**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 7 Right of Way management on April 8, 2025. On April 21, 2025, the FWO of just compensation was sent via certified mail to the property Owner and their attorney, and confirmed as received. All negotiations have been conducted through the property Owner's attorney, and, per the attorney's preference, all communications have taken place via phone and email. During negotiations, the attorney requested additional contract provisions beyond those customarily included in the Department's right of way agreements. Some of these requested provisions were deemed unacceptable to the District and its contractor, as they would conflict with project requirements or exceed standard terms. Negotiations are ongoing to develop mutually acceptable contract language.

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

C-22602 - Kirk Lew Hupp, a single man

08-SBd-18-PM 70.96 - Parcel 26092-1, 2; 26093-1, 2 - EA 1L1409.

RWC Date: 04/14/26; RTL Date: 04/15/26. Conventional highway - Pavement rehabilitation, construct 8-foot shoulders and median and shoulder rumble strips, restore TMS elements, upgrade sign panel, upgrade guardrail, extend culverts, and install pedestrian hybrid signals. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the unincorporated area of Lucerne Valley at State Highway 18 near Post Office Road. APN 0450-132-25.

**The public interest and necessity require the proposed project.**

The project is located on SR 18, in San Bernardino County, in Lucerne Valley, from Camp Rock Road to Custer Avenue. The proposed scope of work includes constructing minor pavement rehabilitation using Partial Depth Recycling (PDR), constructing 8-foot-wide outside shoulders, replacing existing signage, enhancing guardrail systems, upgrading various TMS elements, constructing pedestrian refuge pads, constructing median and shoulder rumble strips, extending or lowering of the culverts within the project limits, and installing pedestrian hybrid signals.

Within the project limits, SR 18 is a 2-lane undivided highway that has experienced notable pavement distress. The proposed minor pavement rehabilitation will extend the pavement's lifespan and improve ride quality along this segment of SR 18. The construction of 8-foot-wide outside shoulders between Rock Road and Custer Avenue will enhance safety for motorists and maintenance staff. Safety upgrades, including sign panel replacement, guardrail improvements, and TMS element upgrades are expected to reduce collision frequency and severity.

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

An IS-MND pursuant to CEQA and CE pursuant to NEPA was completed and approved on June 24, 2024. An Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, hazardous waste, noise, visual impacts, and stormwater.

The build alternative will include minor pavement rehabilitation using PDR with Hot Mix Asphalt- Type A. In addition, the proposed improvements include (but are not limited to) construction of 8-foot-wide outside shoulders with tapered edges and backfill on both highway sides, installation of median and bicyclist-friendly shoulder rumble strips, replacement of sign panel, extend/lower culverts, replacement of existing Metal Beam Guardrail (MBGR) with a Midwest Guardrail System (MGS), concrete barrier transitions will be installed to connect the MGS to the existing bridge railing at the following bridges: Artic Canyon Wash (Bridge No. 54-0569) and Lucerne Valley Storm Drain (Bridge No. 54-1047), replacement of loop detectors for the census station at PM 73.83, installation of high-visibility crosswalks at SR 18 and Crystal Creek Road intersection, construction of refuge pads and curb ramps and installation of pedestrian hybrid signals at SR 18 and Crystal Creek Road intersection.

To minimize the impact of the project scope on private properties, the project was designed in a way that reduces the right of way acquisition while providing the clear recovery zone (CRZ) minimum standard of 20 feet. However, there are certain locations where the private right of way encroaches within the 20 feet CRZ because acquiring that portion would cause great hardship to the local businesses which require a minimum of 25-foot setback from the front of their business, per local ordinance. Because the project focuses on pavement rehabilitation and shoulder widening, other non-standard items such as the grade, cross slope, skew angle intersection and superelevation were kept per existing conditions. Designing to the standard would have required significant additional amounts of right of way, as well as create environmental issues involving Joshua trees, desert tortoise, Mohave ground squirrels, Monarch butterflies, and the critical habitat of the Cushenbury Milk-vetch.

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

The subject property is located in unincorporated area of Lucerne Valley along SR 18 near Post Office Road. The property consists of 40.328 acres of unimproved land. This project requires 44,862 square feet of fee from the Owner's property to install 8-foot paved shoulders, and centerline and shoulder rumble strips located within the project limits in the State right of way. Underlying fee of 41,225 square feet within the adjacent SR 18 is also required to perfect the State's ownership of the highway. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

**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 8 Right of Way management on November 14, 2024, and the FWO of just compensation was sent via certified mail to the property Owner on January 7, 2025. This offer was acknowledged as received on January 27, 2025. Negotiations are ongoing, but the Department and the Owner are currently at an impasse due to compensatory issues.

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

C-22603 - Catherine Hang Phung, trustee of the Catherine Hang Phung Trust dated July 8, 2020

08-SBd-18-PM 71.34 - Parcel 26096-1, 2; 26097-1, 2 - EA 1L1409.

RWC Date: 04/14/26; RTL Date: 04/15/26. Conventional highway - Pavement rehabilitation, construct 8-foot shoulders and median and shoulder rumble strips, restore TMS elements, upgrade sign panel, upgrade guardrail, extend culverts, and install pedestrian hybrid signals. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the unincorporated area of Lucerne Valley near southwest section of State Highway 18 near Post Office Road. APN 0450-132-23.

**The public interest and necessity require the proposed project.**

The project is located on SR 18, in San Bernardino County, in Lucerne Valley, from Camp Rock Road to Custer Avenue. The proposed scope of work includes constructing minor pavement rehabilitation using PDR, constructing 8-foot-wide outside shoulders, replacing existing signage, enhancing guardrail systems, upgrading various TMS elements, constructing pedestrian refuge pads, constructing median and shoulder rumble strips, extending or lowering of the culverts within the project limits, and installing pedestrian hybrid signals.

Within the project limits, SR 18 is a 2-lane undivided highway that has experienced notable pavement distress. The proposed minor pavement rehabilitation will extend the pavement's lifespan and improve ride quality along this segment of SR 18. The construction of 8-foot-wide outside shoulders between Rock Road and Custer Avenue will enhance safety for motorists and maintenance staff. Safety upgrades, including sign panel replacement, guardrail improvements, and TMS element upgrades are expected to reduce collision frequency and severity.

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

An IS-MND pursuant to CEQA and CE pursuant to NEPA was completed and approved on June 24, 2024. An Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, hazardous waste, noise, visual impacts, and stormwater.

The build alternative will include minor pavement rehabilitation using PDR with Hot Mix Asphalt-Type A. In addition, the proposed improvements include (but are not limited to) construction of 8-foot-wide outside shoulders with tapered edges and backfill on both highway sides, installation of median and bicyclist-friendly shoulder rumble strips, replacement of sign panel, extend/lower culverts, replacement of existing MBGR with MGS, concrete barrier transitions will be installed to connect the MGS to the existing bridge railing at the following bridges: Artic Canyon Wash (Bridge No. 54-0569) and Lucerne Valley Storm Drain (Bridge No. 54-1047), replacement of loop detectors for the census station at PM 73.83, installation of high-visibility crosswalks at SR 18 and Crystal Creek Road intersection, construction of refuge pads and curb ramps and install pedestrian hybrid signals at SR 18 and Crystal Creek Road intersection.

To minimize the impact of the project scope on private properties, the project was designed in a way that reduces the right of way acquisition while providing the CRZ minimum standard of 20 feet. However, there are certain locations where the private right of way encroaches within the 20 feet CRZ because acquiring that portion would cause great hardship to the local businesses which require a minimum of 25-foot setback from the front of their business, per local ordinance. Because the project focuses on pavement rehabilitation and shoulder widening, other non-standard items such as the grade, cross slope, skew angle intersection and superelevation were kept per existing conditions. Designing to the standard would have required significant additional amounts of right of way, as well as create environmental issues involving Joshua trees, desert tortoise, Mohave ground squirrels, Monarch butterflies, and the critical habitat of the Cushenbury Milk-vetch.

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

The subject property is located in the unincorporated area of Lucerne Valley along SR 18 near Post Office Road. The property consists of 40.335 acres of unimproved land. This project requires 71,214 square feet of fee from the Owner's property to install 8-foot paved shoulders, and centerline and shoulder rumble strips located within the project limits in the State right of way. Underlying fee of 65,541 square feet within the adjacent SR 18 is also required to perfect the State's ownership of the highway. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

**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 8 Right of Way management on December 2, 2024, and the FWO of just compensation was sent via electronic mail to the Owner on February 3, 2025. This offer was acknowledged as received on February 10, 2025. Negotiations are ongoing, but the Department and the Owner are currently at an impasse due to compensatory issues.

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

C-22604 - Joe Thanh Phung, a single man

08-SBd-18-PM 74.13 - Parcel 26112-1, 2 - EA 1L1409.

RWC Date: 04/14/26; RTL Date: 04/15/26. Conventional highway - Pavement rehabilitation, construct 8-foot shoulders and median and shoulder rumble strips, restore TMS elements, upgrade sign panel, upgrade guardrail, extend culverts, and install pedestrian hybrid signals. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the unincorporated area of Lucerne Valley near the northwest corner of State Highway 18 near Ox Bow Road. APN 0450-081-02.

**The public interest and necessity require the proposed project.**

The project is located on SR 18, in San Bernardino County, in Lucerne Valley, from Camp Rock Road to Custer Avenue. The proposed scope of work includes constructing minor pavement rehabilitation using PDR, constructing 8-foot-wide outside shoulders, replacing existing signage, enhancing guardrail systems, upgrading various TMS elements, constructing pedestrian refuge pads, constructing median and shoulder rumble strips, extending or lowering of the culverts within the project limits, and installing pedestrian hybrid signals.

Within the project limits, SR 18 is a 2-lane undivided highway that has experienced notable pavement distress. The proposed minor pavement rehabilitation will extend the pavement's lifespan and improve ride quality along this segment of SR 18. The construction of 8-foot-wide outside shoulders between Rock Road and Custer Avenue will enhance safety for motorists and maintenance staff. Safety upgrades, including sign panel replacement, guardrail improvements, and TMS element upgrades are expected to reduce collision frequency and severity.

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

An IS-MND pursuant to CEQA and CE pursuant to NEPA was completed and approved on June 24, 2024. An Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, hazardous waste, noise, visual impacts, and stormwater.

The build alternative will include minor pavement rehabilitation using PDR with Hot Mix Asphalt-Type A. In addition, the proposed improvements include (but are not limited to) construction of 8-foot-wide outside shoulders with tapered edges and backfill on both highway sides, installation of median and bicyclist-friendly shoulder rumble strips, replacement of sign panel, extend/lower culverts, replacement of existing MBGR with MGS, concrete barrier transitions will be installed to connect the MGS to the existing bridge railing at the following bridges: Artic Canyon Wash (Bridge No. 54-0569) and Lucerne Valley Storm Drain (Bridge No. 54-1047), replacement of loop detectors for the census station at PM 73.83, installation of high-visibility crosswalks at SR 18 and Crystal Creek Road intersection, construction of refuge pads and curb ramps and install pedestrian hybrid signals at SR 18 and Crystal Creek Road intersection.

To minimize the impact of the project scope on private properties, the project was designed in a way that reduces the right of way acquisition while providing the CRZ minimum standard of

20 feet. However, there are certain locations where the private right of way encroaches within the 20 feet CRZ because acquiring that portion would cause great hardship to the local businesses which require a minimum of 25-foot setback from the front of their business, per local ordinance. Because the project focuses on pavement rehabilitation and shoulder widening, other non-standard items such as the grade, cross slope, skew angle intersection and superelevation were kept per existing conditions. Designing to the standard would have required significant additional amounts of right of way, as well as create environmental issues involving Joshua trees, desert tortoise, Mohave ground squirrels, Monarch butterflies, and the critical habitat of the Cushenbury Milk-vetch.

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

The subject property is located in the unincorporated area of Lucerne Valley near the northwest corner of SR 18 near Ox Bow Road. The property consists of 9.917 acres of unimproved land. This project requires 5,222 square feet of fee from the Owner's property to install 8-foot paved shoulders, and centerline and shoulder rumble strips located within the project limits in the State right of way. Underlying fee of 8,485 square feet within the adjacent SR 18 is also required to perfect the State's ownership of the highway. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

**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 8 Right of Way management on March 21, 2025, and the FWO of just compensation was sent via certified mail to the property Owner on May 7, 2025. This offer was acknowledged as received on July 23, 2025, after conducting additional due diligence to contact the Owner. Negotiations are ongoing, but the Department and the Owner are currently at an impasse due to Owner's refusal to negotiate.

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

C-22605 - Mitchell J. Nishimura and Kieu Phung-Nishimura, Co-Trustees of the Mitchell and Kieu Nishimura Revocable Trust, under Trust Agreement dated December 16, 2021

08-SBd-18-PM 74.21 - Parcel 26114-1, 2 - EA 1L1409.

RWC Date: 04/14/26; RTL Date: 04/15/26. Conventional highway - Pavement rehabilitation, construct 8-foot shoulders and median and shoulder rumble strips, restore TMS elements, upgrade sign panel, upgrade guardrail, extend culverts, and install pedestrian hybrid signals. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the unincorporated area of Lucerne Valley at 32350 State Highway 18. APN 0450-081-03.

**The public interest and necessity require the proposed project.**

The project is located on SR 18, in San Bernardino County, in Lucerne Valley, from Camp Rock Road to Custer Avenue. The proposed scope of work includes constructing minor pavement rehabilitation using PDR, constructing 8-foot-wide outside shoulders, replacing existing signage, enhancing guardrail systems, upgrading various TMS elements, constructing pedestrian refuge pads, constructing median and shoulder rumble strips, extending or lowering of the culverts within the project limits, and installing pedestrian hybrid signals.

Within the project limits, SR 18 is a 2-lane undivided highway that has experienced notable pavement distress. The proposed minor pavement rehabilitation will extend the pavement's lifespan and improve ride quality along this segment of SR 18. The construction of 8-foot-wide outside shoulders between Rock Road and Custer Avenue will enhance safety for motorists and maintenance staff. Safety upgrades, including sign panel replacement, guardrail improvements, and TMS element upgrades are expected to reduce collision frequency and severity.

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

An IS-MND pursuant to CEQA and CE pursuant to NEPA was completed and approved on June 24, 2024. An Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, hazardous waste, noise, visual impacts, and stormwater.

The build alternative will include minor pavement rehabilitation using PDR with Hot Mix Asphalt-Type A. In addition, the proposed improvements include (but are not limited to) construction of 8-foot-wide outside shoulders with tapered edges and backfill on both highway sides, installation of median and bicyclist-friendly shoulder rumble strips, replacement of sign panel, extend/lower culverts, replacement of existing MBGR with MGS, concrete barrier transitions will be installed to connect the MGS to the existing bridge railing at the following bridges: Artic Canyon Wash (Bridge No. 54-0569) and Lucerne Valley Storm Drain (Bridge No. 54-1047), replacement of loop detectors for the census station at PM 73.83, installation of high-visibility crosswalks at SR 18 and Crystal Creek Road intersection, construction of refuge pads and curb ramps and installation of pedestrian hybrid signals at SR 18 and Crystal Creek Road intersection.

To minimize the impact of the project scope on private properties, the project was designed in a way that reduces the right of way acquisition while providing the CRZ minimum standard of

20 feet. However, there are certain locations where the private right of way encroaches within the 20 feet CRZ because acquiring that portion would cause great hardship to the local businesses which require a minimum of 25-foot setback from the front of their business, per local ordinance. Because the project focuses on pavement rehabilitation and shoulder widening, other non-standard items such as the grade, cross slope, skew angle intersection and superelevation were kept per existing conditions. Designing to the standard would have required significant additional amounts of right of way, as well as create environmental issues involving Joshua trees, desert tortoise, Mohave ground squirrels, Monarch butterflies, and the critical habitat of the Cushenbury Milk-vetch.

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

The subject property is located in the unincorporated area of Lucerne Valley at 32350 State Highway 18. The property consists of 16.34 acres of unimproved land. This project requires 3,174 square feet of fee from the Owners' property to install 8-foot paved shoulders, and centerline and shoulder rumble strips located within the project limits in the State right of way. Underlying fee of 5,157 square feet within the adjacent SR 18 is also required to perfect the State's ownership of the highway. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

**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 8 Right of Way management on March 19, 2025, and the FWO of just compensation was sent via certified mail to the property Owners on April 10, 2025, after performing reasonable diligence to contact the Owners. However, the offer was returned "undelivered." As a result, District Right of Way staff performed multiple due diligence attempts to locate and contact with the Owners. These efforts included internet investigations, reviewing title company and County Tax Assessor's information, as well as going to the address on the Assessor's Roll. All these efforts proved unsuccessful in locating the Owners. On April 17, 2025, the Agent attempted to contact the Owners by phone at various numbers, without success. Multiple numbers were disconnected, had full voicemail boxes, or reached unrelated parties. Certified mail tracking later confirmed that the FWO packet was undeliverable. On May 7, 2025, the Agent left a copy of the FWO packet in the mailbox. On June 3, 2025, an attempt to email the address listed in a CLEAR report provided by our legal office was also unsuccessful, as the message was returned undeliverable. On June 17, 2025, a second notification contact letter was mailed. On August 5, 2025, an impasse letter was mailed via certified mail; however, it was returned undeliverable. On October 22, 2025, Agent went to the property owners' address along with other addresses affiliated with the property owner without success in locating or contacting the Owners.

Government Code Section 7267.2 states in part that "... the public entity shall make an offer to the owner or owners of record to acquire the property for the full amount so established unless the owner cannot be located with reasonable diligence." Therefore, Government Code Section 7267.2 has been met by the district's reasonable diligence as described above, in attempting to locate the Owners of record. District staff will continue their efforts to locate the property owners.

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

C-22606 - Kirk Hupp, a single man

08-SBd-18-PM 74.71 - Parcel 26137-1, 2 - EA 1L1409.

RWC Date: 04/14/26; RTL Date: 04/15/26. Conventional highway - Pavement rehabilitation, construct 8-foot shoulders and median and shoulder rumble strips, restore TMS elements, upgrade sign panel, upgrade guardrail, extend culverts, and install pedestrian hybrid signals. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the unincorporated area of Lucerne Valley at 31985 State Highway 18 #118. APN 0451-251-10.

**The public interest and necessity require the proposed project.**

The project is located on SR 18, in San Bernardino County, in Lucerne Valley, from Camp Rock Road to Custer Avenue. The proposed scope of work includes constructing minor pavement rehabilitation using PDR, constructing 8-foot-wide outside shoulders, replacing existing signage, enhancing guardrail systems, upgrading various TMS elements, constructing pedestrian refuge pads, constructing median and shoulder rumble strips, extending or lowering of the culverts within the project limits, and installing pedestrian hybrid signals.

Within the project limits, SR 18 is a 2-lane undivided highway that has experienced notable pavement distress. The proposed minor pavement rehabilitation will extend the pavement's lifespan and improve ride quality along this segment of SR 18. The construction of 8-foot-wide outside shoulders between Rock Road and Custer Avenue will enhance safety for motorists and maintenance staff. Safety upgrades, including sign panel replacement, guardrail improvements, and TMS element upgrades are expected to reduce collision frequency and severity.

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

An IS-MND pursuant to CEQA and CE pursuant to NEPA was completed and approved on June 24, 2024. An Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, hazardous waste, noise, visual impacts, and stormwater.

The build alternative will include minor pavement rehabilitation using PDR with Hot Mix Asphalt-Type A. In addition, the proposed improvements include (but are not limited to) construction of 8-foot-wide outside shoulders with tapered edges and backfill on both highway sides, installation of median and bicyclist-friendly shoulder rumble strips, replacement of sign panel, extend/lower culverts, replacement of existing MBGR with MGS, concrete barrier transitions will be installed to connect the MGS to the existing bridge railing at the following bridges: Artic Canyon Wash (Bridge No. 54-0569) and Lucerne Valley Storm Drain (Bridge No. 54-1047), replacement of loop detectors for the census station at PM 73.83, installation of high-visibility crosswalks at SR 18 and Crystal Creek Road intersection, construction of refuge pads and curb ramps and install pedestrian hybrid signals at SR 18 and Crystal Creek Road intersection.

To minimize the impact of the project scope on private properties, the project was designed in a way that reduces the right of way acquisition while providing the CRZ minimum standard of

20 feet. However, there are certain locations where the private right of way encroaches within the 20 feet CRZ because acquiring that portion would cause great hardship to the local businesses which require a minimum of 25-foot setback from the front of their business, per local ordinance. Because the project focuses on pavement rehabilitation and shoulder widening, other non-standard items such as the grade, cross slope, skew angle intersection and superelevation were kept per existing conditions. Designing to the standard would have required significant additional amounts of right of way, as well as create environmental issues involving Joshua trees, desert tortoise, Mohave ground squirrels, Monarch butterflies, and the critical habitat of the Cushenbury Milk-vetch.

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

The subject property is located in the unincorporated area of Lucerne Valley at 31985 State Highway 18 #118. The property consists of 1.87 acres of unimproved commercial land. This project requires 3,513 square feet of fee from the Owner's property to install 8-foot paved shoulders, and centerline and shoulder rumble strips located within the project limits in the State right of way. Underlying fee of 3,993 square feet within the adjacent SR 18 is also required to perfect the State's ownership of the highway. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

**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 8 Right of Way management on March 5, 2025, and the FWO of just compensation was sent via certified mail to the property Owner on March 24, 2025, at the Owner's request. This offer was acknowledged as received on April 15, 2025. Negotiations are ongoing, but the Department and the Owner are currently at an impasse due to compensatory issues.

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

C-22607 - J & J Real Estates Properties, LLC, California Limited Liability Company  
08-SBd-18-PM 75.20 - Parcel 26149-1, 2 - EA 1L1409.

RWC Date: 04/14/26; RTL Date: 04/15/26. Conventional highway - Pavement rehabilitation, construct 8-foot shoulders and median and shoulder rumble strips, restore TMS elements, upgrade sign panel, upgrade guardrail, extend culverts, and install pedestrian hybrid signals. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the unincorporated area of Lucerne Valley at the northeastern corner of State Highway 18 and Christenson Road. APN 0451-042-02.

**The public interest and necessity require the proposed project.**

The project is located on SR 18, in San Bernardino County, in Lucerne Valley, from Camp Rock Road to Custer Avenue. The proposed scope of work includes constructing minor pavement rehabilitation using PDR, constructing 8-foot-wide outside shoulders, replacing existing signage, enhancing guardrail systems, upgrading various TMS elements, constructing pedestrian refuge pads, constructing median and shoulder rumble strips, extending or lowering of the culverts within the project limits, and installing pedestrian hybrid signals.

Within the project limits, SR 18 is a 2-lane undivided highway that has experienced notable pavement distress. The proposed minor pavement rehabilitation will extend the pavement's lifespan and improve ride quality along this segment of SR 18. The construction of 8-foot-wide outside shoulders between Rock Road and Custer Avenue will enhance safety for motorists and maintenance staff. Safety upgrades, including sign panel replacement, guardrail improvements, and TMS element upgrades are expected to reduce collision frequency and severity.

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

An IS-MND pursuant to CEQA and CE pursuant to NEPA was completed and approved on June 24, 2024. An Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, hazardous waste, noise, visual impacts, and stormwater.

The build alternative will include minor pavement rehabilitation using PDR with Hot Mix Asphalt-Type A. In addition, the proposed improvements include (but are not limited to) construction of 8-foot-wide outside shoulders with tapered edges and backfill on both highway sides, installation of median and bicyclist-friendly shoulder rumble strips, replacement of sign panel, extend/lower culverts, replacement of existing MBGR with MGS, concrete barrier transitions will be installed to connect the MGS to the existing bridge railing at the following bridges: Artic Canyon Wash (Bridge No. 54-0569) and Lucerne Valley Storm Drain (Bridge No. 54-1047), replacement of loop detectors for the census station at PM 73.83, installation of high-visibility crosswalks at SR 18 and Crystal Creek Road intersection, construction of refuge pads and curb ramps and install pedestrian hybrid signals at SR 18 and Crystal Creek Road intersection.

To minimize the impact of the project scope on private properties, the project was designed in a way that reduces the right of way acquisition while providing the CRZ minimum standard of

20 feet. However, there are certain locations where the private right of way encroaches within the 20 feet CRZ because acquiring that portion would cause great hardship to the local businesses which require a minimum of 25-foot setback from the front of their business, per local ordinance. Because the project focuses on pavement rehabilitation and shoulder widening, other non-standard items such as the grade, cross slope, skew angle intersection and superelevation were kept per existing conditions. Designing to the standard would have required significant additional amounts of right of way, as well as create environmental issues involving Joshua trees, desert tortoise, Mohave ground squirrels, Monarch butterflies, and the critical habitat of the Cushenbury Milk-vetch.

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

The subject property is located in the unincorporated area of Lucerne Valley at the northeastern corner of SR 18 and Christenson Road. The property consists of 40.389 acres of unimproved land. This project requires 14,528 square feet of fee from the Owner's property to install 8-foot paved shoulders, and centerline and shoulder rumble strips located within the project limits in the State right of way. Underlying fee of 11,886 square feet within the adjacent SR 18 is also required to perfect the State's ownership of the highway. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

**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 8 Right of Way management on February 27, 2025, and the FWO of just compensation was sent via certified mail to the property Owner on April 10, 2025. The Owner acknowledged receipt of the offer during a phone conversation held on June 6, 2025. The Owner initially had concerns regarding potential impacts the project may have on access to the subject property. Negotiations are ongoing, but the Department and the Owner are currently at an impasse due to Owner's refusal to communicate.

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

C-22608 - CHARLES O'BRYAN HEWINS III and SHERRILL ANN HEWINS, husband and wife as joint tenants as to an undivided 3/4 interest, and DEBORAH LYN BURNELL, an unmarried woman as to an undivided 1/4 interest, as tenants in common

08-SBd-18-PM 62.4 - Parcel 28748-1, 2; 28944-1, 2 - EA 1L4209.

RWC Date: 02/02/26; RTL Date: 03/02/26. Conventional highway - Pavement repair, culvert repair, guardrail upgrade and sign panel replacement, construct rumble strips, widen shoulders and apply pavement delineation. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the unincorporated area of Lucerne Valley at 38410 State Highway 18. APN 0447-091-01.

**The public interest and necessity require the proposed project.**

The project is located on SR 18, in San Bernardino County, at Baldwin Lake, from 2.0 miles south of Holcomb Valley Road (PM 56.2) to Camp Rock Road (PM 66.9). The proposed scope of work includes cold plane and overlaying pavement, repair of distressed pavement areas with digouts, constructing 8-foot-wide shoulders, replacing existing signage, upgrading guardrail systems, constructing median and shoulder rumble strips, remove rock slope protection and construct channel lining at Cushenbury bridge, and repairing and upgrading several culverts within the project limits.

Within the project limits, SR 18 is a 2-lane undivided highway that has experienced notable pavement distress. The proposed minor pavement rehabilitation will extend the pavement's lifespan and improve ride quality along this segment of SR 18. The construction of 8-foot-wide outside shoulders between Holcomb Valley Road and Camp Rock Road will enhance safety for motorists and maintenance staff. Furthermore, safety upgrades, including sign panel replacement, guardrail improvements, and TMS element upgrades are expected to reduce collision frequency and severity.

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

An IS-MND pursuant to CEQA and CE pursuant to NEPA was completed and approved on September 18, 2024. An Initial Site Assessment for hazardous waste was completed. Other studies included impacts to air quality, hazardous waste, noise, visual impacts, and stormwater.

The build alternative will include minor pavement rehabilitation including cold plane and overlay with Hot Mix Asphalt-Type A. In addition, the proposed improvements include (but are not limited to) construction of 8-foot-wide outside shoulders with tapered edges and backfill on both highway sides, installation of recessed median rumble strips and shoulder rumble strips, replacement of sign panels, remove existing Rock Slope Protection and construct concrete channel lining at Cushenbury Creek Bridge, replacement of existing MBGR with MGS, upsize three culverts and construct headwalls at various locations, cure in place sleeve line culverts at various locations, and install delineators at the edge of pavement.

To minimize the impact of the project scope on private properties, the project was designed in a way that reduces the right of way acquisition while providing the CRZ minimum standard of

20 feet where possible. Nonstandard features were documented in a Design Standard Decision Document approved on June 27, 2024 to avoid reconstruction, realignment, or additional widening at locations along the highway that would require extensive earthwork to accommodate the standard side slopes for embankments and cut slopes. To accommodate standard design features the project would have required additional right of way.

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

The subject property is located in the unincorporated area of Lucerne Valley at 38410 State Highway 18. The property consists of 96 acres of residential land improved with a single-family residence and other buildings. This project requires 120,066 square feet of fee from the Owner's property to install 8-foot paved shoulders, and centerline and shoulder rumble strips located within the project limits in the State right of way. Underlying fee of 63,795 square feet within the adjacent SR 18 is also required to perfect the State's ownership of the highway. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

**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 8 Right of Way management on May 14, 2025, and the FWO of just compensation was sent via electronic mail to the property Owner's on June 24, 2025, and acknowledged as received on the same day. Negotiations are ongoing, but the Department and the Owners are currently at an impasse due to compensatory issues and environmental concerns.

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

C-22609 - Teofilo F. Macias-Lopez, an unmarried man

08-SBd-127-PM 0.4 - Parcel 28652-1, 2 - EA 1G2009.

RWC Date: 04/30/26; RTL Date: 05/01/26. Conventional highway - Cold in place recycling with tapered pavement edge for both directions of traffic, install rumble strips, apply pavement delineation, replace sign panels, and install warnings signs. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the unincorporated town of Baker at 57331 Death Valley Road. APN 0544-301-38.

**The public interest and necessity require the proposed project.**

This is a pavement rehabilitation infrastructure project. The project is located on SR 127 in San Bernardino County from PM L0.0/3.0 to PM 10.5/37.7. The proposed scope of work for the project will address multi-objective priorities for overall transportation needs in and near the census-designated place of Baker.

The pavement between PM L0.0/L0.17 and PM L0.0/3.0 will be cold-planed and overlaid with Rubberized Hot Mix Asphalt – Gap graded (RHMA-G) (0.2 feet). The pavement between PM 10.5/29.9 will only be overlaid with 0.15 ft RHMA-G (0.2 feet) with random dig out locations (determined by the resident engineer) and chip seal between new and existing asphalt. The pavement between PM 31.1/37.7 will be the section to implement 0.35 feet of Partial Depth Recycling and 0.15 feet of RHMA-G overlay. Pavement tapered edges and shoulder backing will be provided on both sides of the highway and shoulder/centerline rumble strips will be installed.

The project will replace existing guardrail with concrete barrier type 60 and MGS to protect the blunt ends of the concrete barrier at the Amargosa River Bridge, Bridge No.54-1170. The project will also construct two 6-foot-wide pedestrian sidewalks and 4-foot-wide shoulders, which will also be used as a bike lane from Baker Boulevard to Schoolhouse Lane within the community of Baker; construct two curb returns with ADA curb ramps at the SR 127/Baker Boulevard intersection; add Rectangular Rapid Flashing Beacon (RRFB) for the crosswalk at Schoolhouse Lane and restripe the pavement, enhance traffic delineations and crosswalk at Schoolhouse Lane; construct four curb returns with curb ramps and detectable warning surface at the SR 127/Schoolhouse Lane intersection and provide lighting for pedestrians and cyclists along new sidewalks and bike lanes.

Bicycle and pedestrian signage shall be provided where appropriate as well as replacing and upgrading damaged sign panels along SR 127 for vehicles, bicycles, and pedestrians.

The purpose of this project is to preserve, repair, and extend the life of the existing pavement and to improve ride quality. Additionally, the project will incorporate complete streets and safety elements from Baker Boulevard Intersection to Schoolhouse Lane.

**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 pursuant to CEQA was approved on September 9, 2024, and an EA/FONSI was prepared and approved on December 5, 2024, pursuant to NEPA. An Initial Site Assessment for hazardous waste was also completed. Other studies included impacts to air quality, biological and cultural resources, noise, and stormwater.

The build alternative will cold-plane and overlay the pavement with 0.2 feet of RHMA-G, provide pavement tapered edges and shoulder backing on both sides of the highway, replace the existing guardrail with a type 60 concrete barrier at the Amargosa River Bridge (Bridge No. 54-1170), replace and upgrade damaged sign panels, construct two 6-foot pedestrian concrete sidewalks, construct two 4-foot shoulders as Class II bike lanes, and install four enhanced high-visibility crosswalks at the SR-127/Baker Boulevard intersection. Other features include constructing two curb turns with four ADA curb ramps and detectable warning surfaces on the south side of the SR-127/Baker Boulevard intersection, constructing four at-grade curb turns with detectable warning surfaces at the SR-127/Schoolhouse Lane intersection, lighting for pedestrians and cyclists along new sidewalks and bike lanes, a RRFB for the crosswalk next to Schoolhouse Lane, and enhanced crosswalks.

To minimize the impact of the project scope on private properties, the project was designed with the least necessary acquisition areas to build the proposed improvements. This includes construction of 4-foot-wide paved shoulders for bicycle use with 6-foot pedestrian sidewalks from Baker Boulevard to Schoolhouse Lane within the community of Baker to reduce the impact of existing businesses and parking lots near to Baker Boulevard and SR 127 Intersection.

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

The subject property is located in the unincorporated town Baker at 57331 Death Valley Road. The property consists of 188,152 square feet, or approximately 4.32 acres, of land improved with a single-family residence. This project requires 1,347 square feet of fee from the Owner's property to construct a 4-foot-wide shoulder and a 6-foot-wide pedestrian sidewalk. Underlying fee of 39,440 square feet within the adjacent SR 127 is also required to perfect the State's ownership of the highway. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

**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 8 Right of Way management on April 8, 2025. On April 30, 2025, the FWO of just compensation was presented to the property Owner in person at the subject property. Negotiations are ongoing, but the Department and the Owner are currently at an impasse due to Owner's refusal to communicate.

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

C-22610 - County of San Bernardino

08-SBd-247-PM 74.6 - Parcel 26052-1; 28880-1 - EA 1L0909.

RWC Date: 02/17/26; RTL Date: 03/11/26. Conventional highway - Pavement rehabilitation, replace sign panels, add bike lanes and upgrade facilities to ADA standards. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the unincorporated area of San Bernardino County, outside the city limits of Barstow on SR 247. APN 0417-011-07.

**The public interest and necessity require the proposed project.**

The project is located on SR 247, in San Bernardino County, in the City of Barstow, from Stoddard Wells Road PM 73.2 to SR 15 PM 78.1. The proposed scope of work includes constructing sidewalks at sidewalk gaps, localized dig-outs, restriping all lanes, replacing sign panels, upgrading traffic signals at Armory Road and Rimrock Road intersections, and 5 to 6-foot shoulder widening to accommodate buffered Class II bike lanes. The bike lanes are proposed in both directions of SR 247, from Veterans Parkway to Armory Road. Other assets include constructing three bus pads, rumble strips, and upgrading the MBGR to MGS at the SR 247/Interstate 15 (I-15) separation near the NB I-15 on-ramp loop entrance. A flashing beacon warning curve sign will also be installed at PM 74.5 and shoulder backing will be placed, as needed, at the drop offs.

The existing pavement is exhibiting signs of distress and deterioration at various locations along SR 247. As indicated in the Pavement Management System, there are areas of alligator B cracking, rutting and surface roughness requiring pavement rehabilitation to extend pavement life and improve ride quality.

Existing sidewalks and curb ramps at several intersections do not meet the latest ADA standards. Reconstruction of these curb ramps is necessary to make the following features standard: Curb ramp dimensions, slopes, detectable warning surfaces and pedestrian push buttons. Several locations within the project limits lack complete streets elements as well. To encourage other modes of transportation, it is proposed to construct new sidewalks and bus pads. Bike routes will be provided through the installation of buffered Class II bike lanes in both directions from Veterans Parkway to Armory Road. This will help bicyclists reach their destination and encourage the use of active 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.**

A CE/CE pursuant to CEQA and NEPA was completed and approved on February 14, 2024. An Initial Site Assessment for hazardous waste was also completed. Other studies included impacts to air quality, hazardous waste, biological and cultural resources, noise, visual impacts, and stormwater.

The build alternative will cold plane and overlay existing pavement at various locations. In addition, the proposed improvements include (but are not limited to) replacing sign panels, upgrading traffic signals at Armory Road/Rimrock Road intersection, reconstructing existing curb

ramps to comply with current ADA standards, constructing new curb ramps at identified locations, upgrading existing curb and gutter, installing sidewalk to current ADA standards, upgrading MBGR to MGS and installing buffered Class II bike lanes.

To minimize the impact of the project scope on private properties, the project was designed in a manner that will not alter existing non-standard features. Bringing non-standard design features to standard would have resulted in significantly greater amounts of right of way being acquired. However, there are three curb ramp locations within the project that did require a Design Standard Decision Document to avoid impacts to adjacent private properties.

Significant effort was made during the design process to avoid modifications that could affect private properties. Considerations of non-standard features were made to minimize impacts to the subject property; however, incorporating a standard design element in the area of the subject property was essential to ensure a safe and reliable transportation facility.

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

The subject property located in the unincorporated area of San Bernardino County, outside the city limits of Barstow on SR 247. The property consists of 639.013 acres and is improved with a refuse landfill. This project requires 236,519 square feet, or approximately 5.43 acres of fee from the Owner's property. This required area is necessary to rehabilitate the roadbed, maintain shoulder backing and to install a warning curve sign with a flashing beacon near post mile 74.5. There is approximately 94 linear feet of fence within the proposed acquisition area that will be relocated and reinstalled by the State's contractor as part of the project. The proposed project improvements cannot be constructed without acquiring a portion of the Owner's property.

**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 8 Right of Way management on August 28, 2024. On October 1, 2024, the FWO of just compensation was sent via email to property Owner at their request, and was acknowledged as received on the same day. On January 6, 2025, a revised offer of just compensation was sent to the property Owner as the Department's assigned parcel number was split into two separate parcel numbers. Negotiations are ongoing, but the Department and the Owner are currently at an impasse due to compensatory issues. In addition, final approval of this transaction would ultimately have to go before the Owner's board which is lengthy and time-consuming process.

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

Attachments

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

3 **C-22597**

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 4.64 PARCEL 14874-1, 2, 3  
9 OWNER: ANCHOR BAY CAMP GROUND, LLC, A CALIFORNIA LIMITED LIABILITY  
10 COMPANY, SUBJECT TO ITEM NO.(S) 19 AND 20

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  
the public project;

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

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

**APPROVED AS TO FORM AND PROCEDURE**

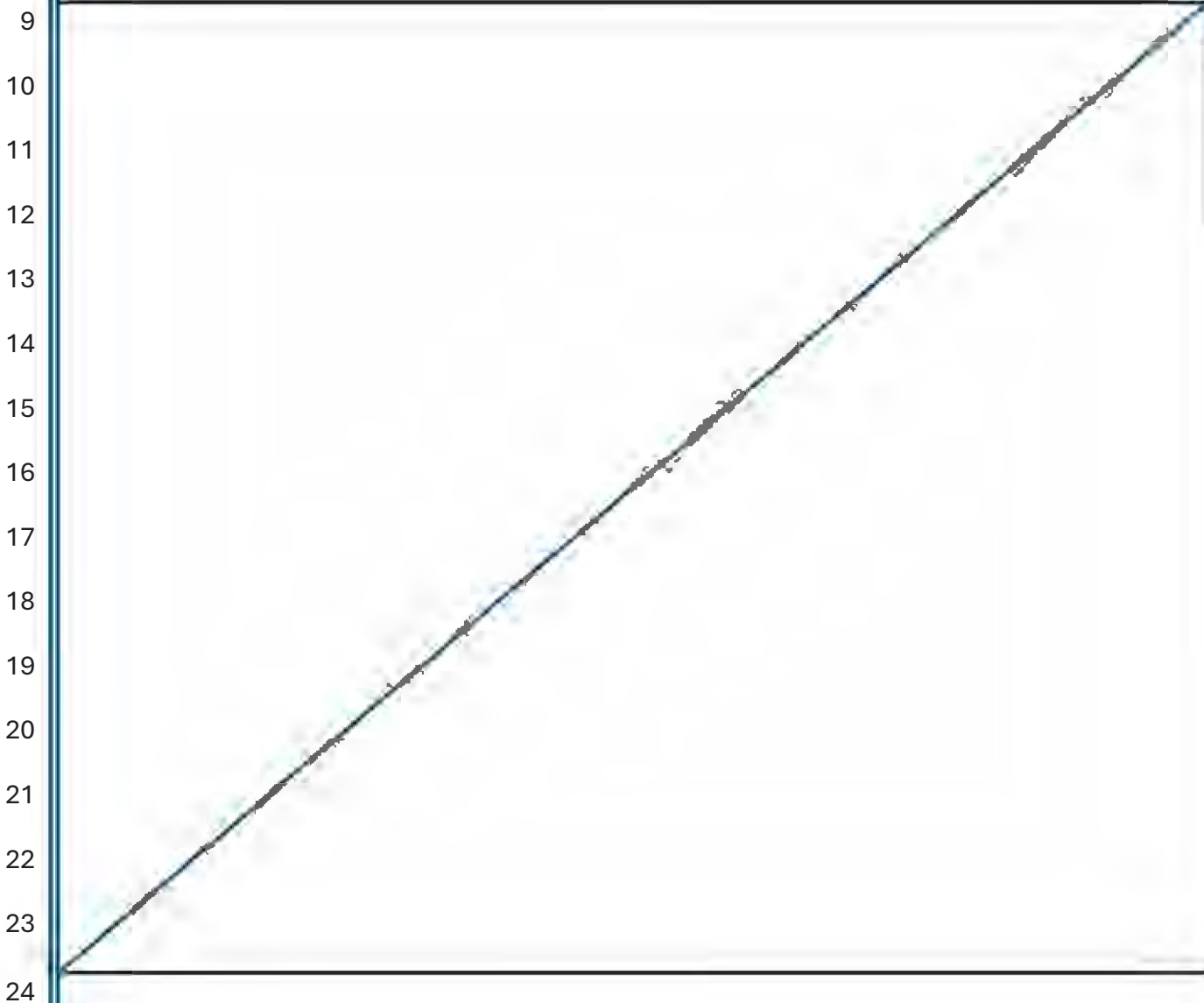
**APPROVAL RECOMMENDED**

\_\_\_\_\_  
**Attorney, Department of Transportation**

\_\_\_\_\_  
**DIVISION OF RIGHT OF WAY**

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

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



## EXHIBIT A

### Parcel 14874-1 Fee:

For State highway purposes, a portion of the real property lying within Section 18, Township 11 North Range 15 West, Mount Diablo Base and Meridian, conveyed to Anchor Bay Camp Ground LLC by the deed recorded October 12, 2004, as Instrument Number 2004-22995, Mendocino County Records (MCR), situated in the County of Mendocino, State of California, which lies within the following described parcel:

COMMENCING at a PK Nail & Washer Stamped "STATE OF CALIFORNIA CALTRANS" shown on record of survey filed in Drawer 91 of Maps, Pages 64-65, MCR. Thence N. 30° 44' 16" E., a distance of 403.31 feet a 1-1/2 inch Aluminum Cap set in a 1 inch Iron Pipe stamped "CALTRANS 465 2024", also shown on said record of survey; Thence N. 53° 18' 38" E., a distance of 14.15 feet to the Point of Beginning;

- 1) Thence from the Point of Beginning, N. 52° 43' 28" E., 22.10 feet;
- 2) Thence, N. 73° 53' 28" E., 23.18 feet;
- 3) Thence, S. 13° 27' 23" E., 34.01 feet;
- 4) Thence, S. 88° 46' 52" E., 69.35 feet;
- 5) Thence, S. 17° 03' 16" E., 37.00 feet;
- 6) Thence, N. 72° 56' 44" E., 47.81 feet;
- 7) Thence, N. 17° 03' 16" W., 90.42 feet;
- 8) Thence, N. 50° 46' 14" W., 78.94 feet;
- 9) Thence, S. 78° 04' 02" W., 112.28 feet;
- 10) Thence, S. 3° 24' 16" W., 16.66 feet;

- 11) Thence, S. 21° 16' 53" E., 62.57 feet to a point that bears  
N. 45° 02' 15" W., 3.03 feet from the Point of Beginning;
- 12) Thence, S. 45° 02' 15" E., 3.03 feet to the Point of  
Beginning.

**Parcel 14874-2 Drainage Easement:**

For State highway purposes, a easement for drainage purposes over, upon, and across that portion of the real property lying within Section 18, Township 11 North Range 15 West, Mount Diablo Base and Meridian, conveyed to Anchor Bay Camp Ground LLC by the deed recorded October 12, 2004, as Instrument Number 2004-22995, Mendocino County Records (MCR), situated in the County of Mendocino, State of California, which lies within the following described parcel:

BEGINNING at the southerly terminus of Course 3 of Parcel 14874-1,

- 1) Thence from the Point of Beginning, S. 15° 51' 33" W., 26.39 feet;
- 2) Thence, S. 53° 04' 02" E., 44.00 feet;
- 3) Thence, N. 82° 45' 02" E., 40.00 feet;
- 4) Thence, N. 51° 39' 25" E., 16.00 feet;
- 5) Thence, N. 17° 03' 16" W., 37.00 feet to a point which bears S. 88° 46' 52" E.,  
69.35 feet from the Point of Beginning;
- 6) Thence, N. 88° 46' 52" W., 69.35 feet to the Point of Beginning.

**Parcel 14874-3 Temporary Construction Easement:**

For State highway purposes, a temporary easement for construction purposes over, upon, and across that portion of the real property lying within Section 18, Township 11 North Range 15 West, Mount Diablo Base and Meridian, conveyed to Anchor Bay Camp Ground LLC by the deed recorded October 12, 2004, as Instrument Number 2004-22995, Mendocino County Records (MCR), situated in the County of Mendocino, State of California, which lies within the following described parcel: BEGINNING at the southerly terminus of Course 3 of Parcel 14874-1;

- 1) Thence from the Point of Beginning, S. 15° 51' 33" W., 26.39 feet;
- 2) Thence leaving said course, N. 61° 52' 42" W., 18.98 feet;
- 3) Thence, N. 18° 14' 25" E., 12.41 feet;
- 4) Thence, N. 10° 34' 21" E., 4.65 feet;
- 5) Thence, N. 1° 47' 02" E., 7.60 feet;
- 6) Thence, N. 17° 44' 25" W., 10.52 feet;
- 7) Thence, N. 41° 17' 34" W., 12.12 feet;
- 8) Thence, N. 73° 53' 28" E., 23.18 feet to a point which bears N. 13° 27' 23" W., from the Point of Beginning;
- 9) Thence, S. 13° 27' 23" E., 34.01 feet to the Point of Beginning.

Rights to the above described temporary easement shall cease and terminate on December 1, 2028. The rights may also be terminated prior to the above date by the State of California Department of Transportation (STATE) upon notice to OWNER.

The aforementioned 1-1/2 inch Aluminum Cap set in a 1 inch Iron Pipe stamped "CALTRANS 465 2024" has the following established grid coordinates:

N: 2,059,060.08 feet, E: 6,111,623.44 feet

The aforementioned PK Nail & Washer Stamped "STATE OF CALIFORNIA CALTRANS" has the following established grid coordinates:

N: 2,058,713.43 feet, E: 6,111,417.30 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 2017.50. Divide distances by 0.9999295 to obtain ground distances

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

3 **C-22598**

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 78.30 PARCEL 38918-1,2  
9 OWNER: TAHOE BIJOU LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

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 Civile Procedure Section 1240.510 in that the property being acquired is  
16 for a compatible use;

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;

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**

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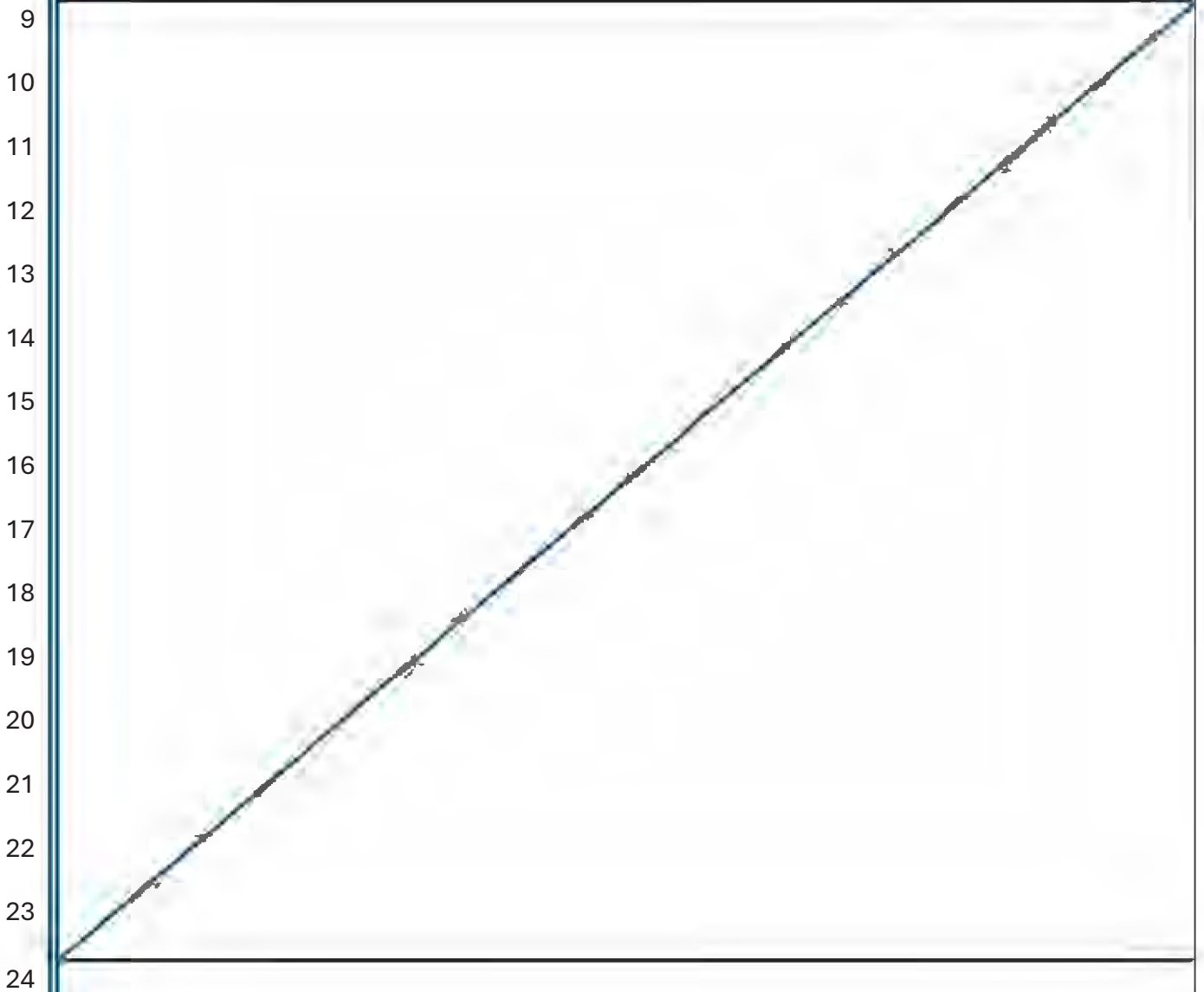
**Attorney, Department of Transportation**

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**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 38918-1:** An easement for State highway 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 Parcel 1 as said parcel is described in that certain Grant Deed recorded on December 4, 2020, in Document No. 2020-0070549, Official Records, El Dorado County Records, said portion being all that part thereof described as follows:

BEGINNING at a point on the southeasterly line of Parcel 035767-3 said point being the southwesterly terminus of that certain course having a bearing and distance of "North 57°21'56" East, 4.05 feet" as said parcel and course are described in that certain Easement Deed recorded on February 17, 2011, in Document No. 2011-0008007-00, Official Records, El Dorado County Records; THENCE from said point of beginning along said southeasterly line North 57°21'54" East 4.05 feet to the point of intersection thereof with the southwesterly right of way line of Ski Run Boulevard as said boulevard is shown on that certain map filed in Book 45 of Parcel Maps, at Page 115, El Dorado County Records; THENCE leaving said southeasterly line along said southwesterly right of way line South 31°04'50" East 4.11 feet to a point thereon; THENCE leaving said southwesterly right of way line South 58°56'10" West 4.05 feet; THENCE North 31°03'50" West 4.00 feet to the point of beginning.

**PARCEL 38918-2:** A temporary easement for construction purposes and incidents thereto 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 Parcel 1 as said parcel is described in that certain Grant Deed recorded on December 4, 2020, in Document No. 2020-0070549, Official Records, El Dorado County Records, said portion being all that part thereof lying within the lands described as follows:

BEGINNING at a point on the southeasterly line of Parcel 035767-3 said point being the northeasterly terminus of that certain course having a bearing and distance of "North 57°21'56" East, 4.05 feet" as said parcel and course are described in that certain Easement Deed recorded on February 17, 2011, in Document No. 2011-0008007-00, Official Records, El Dorado County Records; THENCE from said point of beginning along said southeasterly line South 57°21'54" West 4.05 feet to the southwesterly terminus of said certain course; THENCE leaving said southeasterly line South 31°03'50" East 4.00 feet; THENCE North 58°56'10" East 4.05 feet to a point on the southwesterly right of way line of Ski Run Boulevard as said boulevard is shown on that certain map filed in Book 45 of Parcel Maps, at Page 115, El Dorado County Records; THENCE along said southwesterly right of way line South 31°03'20" East 9.63 feet to a point thereon; THENCE leaving said southwesterly right of way line South 65°18'10" West 18.15 feet; THENCE North 29°19'26" West 5.78 feet to the beginning of a non-tangent curve to the left, said curve having a radius of 13.00 feet, to which point a radial line bears North 44°53'44" East; THENCE westerly along said curve through a central angle of 67°53'28" an arc distance of 15.40 feet; THENCE South 67°00'16" West 2.32 feet; THENCE South 87°12'07" West 13.89 feet; THENCE North 34°18'10" West 16.70 feet to a point on the southeasterly right of way line of State Highway 50; THENCE along said southeasterly right of way line the following three (3) courses: 1) North 58°58'31" East 19.29 feet; 2) North 74°58'03" East 15.59 feet; and 3) South 84°05'30" East 12.33 feet to the point of intersection thereof with said southwesterly right of way

line of said Ski Run Boulevard; THENCE leaving said southeasterly right of way line along said southwesterly right of way line of Ski Run Boulevard South 31°03'20" East 15.61 feet to the point of beginning.

The rights to the above described temporary easement shall cease and terminate no later than December 1, 2028. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above descriptions 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-22599**

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 80.10 PARCEL 38880-1, 2  
9 OWNER: TAHOE CRESCENT LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

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 1240.510 in that the property being acquired is for  
16 a compatible use;

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;

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**

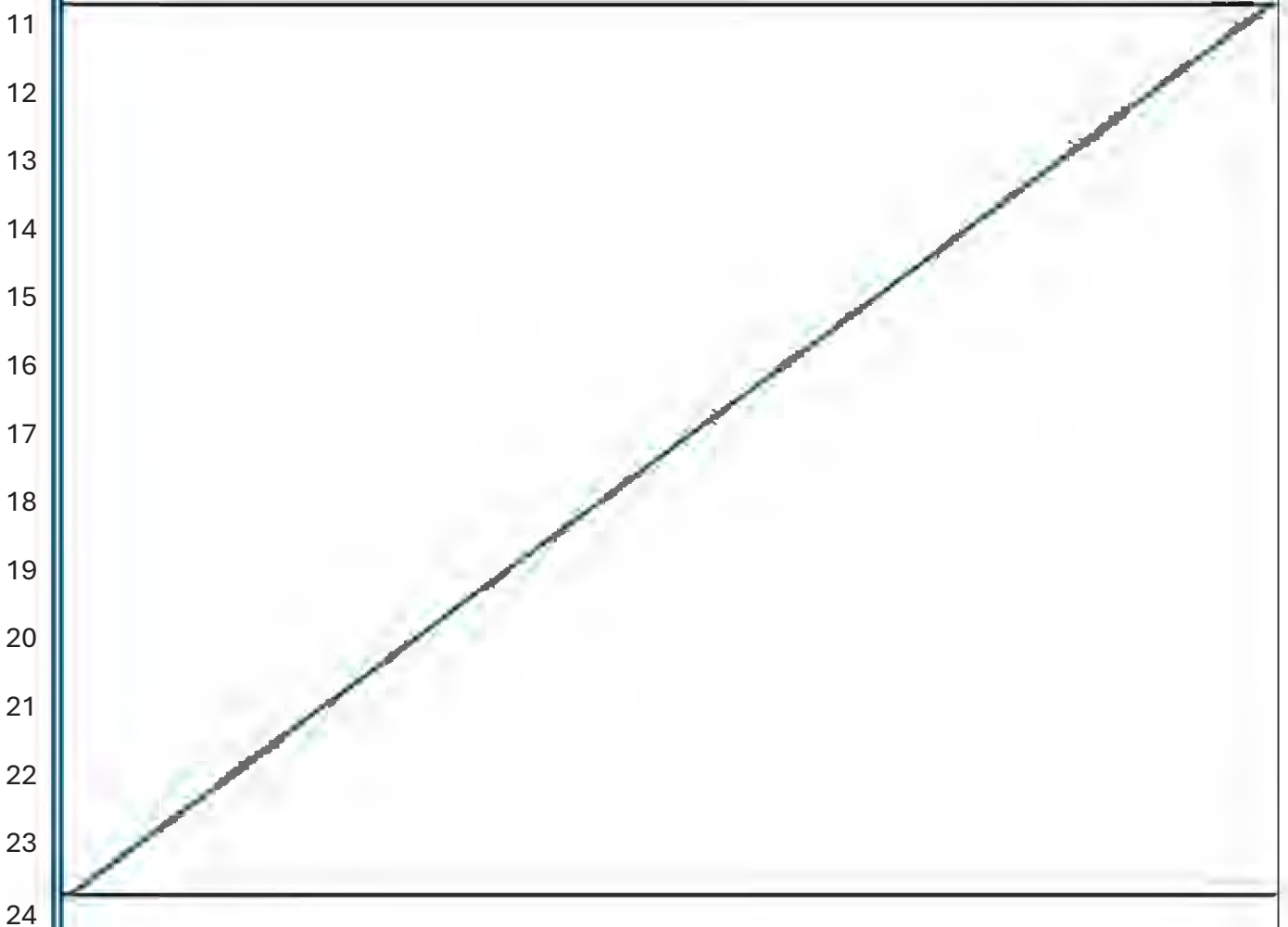
\_\_\_\_\_  
**Attorney, Department of Transportation**

\_\_\_\_\_  
**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:



**PARCEL 38880-1:** An easement for utility purposes and incidents thereto in and to that real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, being portions of Parcels 2 and 3 as said parcels are described in that certain Grant Deed recorded on June 5, 2014, in Document No. 2014-0021046-00, Official Records, El Dorado County Records, said portions being all those parts thereof described as follows:

COMMENCING at a 1 1/2 inch aluminum cap stamped "LS 4029" in a monument well marking a point on the centerline of Park Avenue, said point being the westerly terminus of that certain course being a curve, concave northerly, having a radius of 230.00 feet as shown on that certain plat entitled "Park Avenue Subdivision Phase 1" filed in Book I of Subdivision Maps, at Page 68, El Dorado County Records, said point lying North 84°18'07" West 175.36 feet from a 1 1/2 inch aluminum cap stamped "LS 4029" in a monument well marking the easterly terminus of said 230.00-foot radius curve as shown on said plat; THENCE leaving said centerline South 71°52'43" West 127.84 feet to a point on the northwesterly line of Lot 8, said line being that certain course having a bearing and distance of "South 32°21'00" West 501.36 feet" as said lot and course are shown on that certain map entitled "Crescent "V" Subdivision" filed in Book C of Maps, at Page 89, El Dorado County Records, said point being the POINT OF BEGINNING; THENCE from said point of beginning along said northwesterly line North 30°23'03" East 9.00 feet to a point thereon; THENCE leaving said northwesterly line South 56°35'50" East 10.71 feet; THENCE South 33°24'10" West 8.99 feet; THENCE North 56°35'50" West 10.24 feet to the point of beginning.

**PARCEL 38880-2:** A temporary easement for construction purposes and incidents thereto in and to that real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, being portions of Parcels 2 and 3 as said parcels are described in that certain Grant Deed recorded on June 5, 2014, in Document No. 2014-0021046-00, Official Records, El Dorado County Records, said portions being all those parts thereof described as follows:

COMMENCING at a 1 1/2 inch aluminum cap stamped "LS 4029" in a monument well marking a point on the centerline of Park Avenue, said point being the westerly terminus of that certain course being a curve, concave northerly, having a radius of 230.00 feet as shown on that certain plat entitled "Park Avenue Subdivision Phase 1" filed in Book I of Subdivision Maps, at Page 68, El Dorado County Records, said point lying North 84°18'07" West 175.36 feet from a 1 1/2 inch aluminum cap stamped "LS 4029" in a monument well marking the easterly terminus of said 230.00-foot radius curve as shown on said plat; THENCE leaving said centerline South 73°06'16" West 124.85 feet to a point on the northwesterly line of Lot 8, said line being that certain course having a bearing and distance of "South 32°21'00" West 501.36 feet" as said lot and course are shown on that certain map entitled "Crescent "V" Subdivision" filed in Book C of Maps, at Page 89, El Dorado County Records, said point being the POINT OF BEGINNING; THENCE from said point of beginning along said northwesterly line North 30°23'03" East 39.15 feet to the point of intersection thereof with the southerly right of way line of Park Avenue, said point being the beginning of a non-tangent curve to the right, having a radius of 19.99 feet, to which point a radial line bears North 59°36'50" West; THENCE leaving said northwesterly line along said southerly right of way line the following two (2)

courses: 1) easterly along said curve through a central angle of  $87^{\circ}44'11''$  an arc distance of 30.61 feet; and 2) South  $61^{\circ}52'38''$  East 35.64 feet to a point thereon; THENCE leaving said southerly right of way line South  $22^{\circ}19'41''$  West 27.57 feet; THENCE South  $74^{\circ}45'12''$  West 14.62 feet; THENCE South  $76^{\circ}45'34''$  West 32.58 feet; THENCE North  $60^{\circ}20'08''$  West 24.87 feet to the point of beginning.

The rights to the above described temporary easement shall cease and terminate no later than December 1, 2028. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above descriptions 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-22600**

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 06-Tul-99-PM 27.62 PARCEL 89771-1, 2  
9 OWNER: Tulare Inn MHP, LLC, a Delaware limited liability company

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**

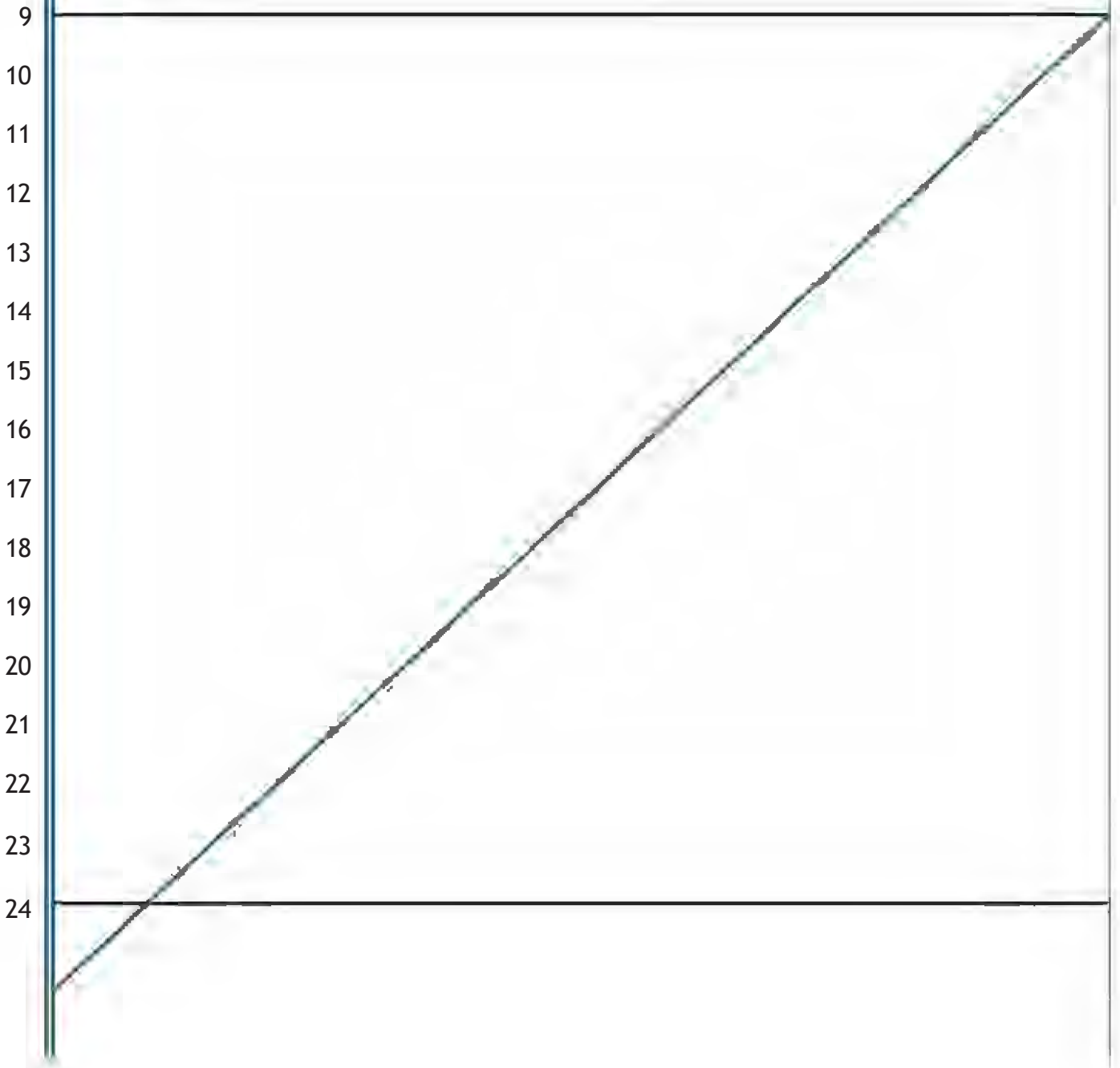
**APPROVAL RECOMMENDED**

\_\_\_\_\_  
**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  
8 Fresno, State of California, Highway 06-Tul-99 and described as follows:



**Parcel 89771-1**

For State highway purposes, a portion of Parcel 4 of Parcel Map No. 4117, in the City of Tulare, County of Tulare, State of California, as per map recorded February 23, 1994 in Book 42, Page 21 of Parcel Maps, Tulare County Records, included within the following described land:

COMMENCING at the Northwest Corner of Section 24, Township 20 South, Range 24 East, Mount Diablo Meridian; THENCE (1) along the north line of the Northwest Quarter of said Section 24, North 89°57'49" East, 1,086.18 feet to the POINT OF BEGINNING; THENCE (2) leaving said north line, South 0°02'11" East, 179.99 feet to the south line of the north 180 feet of said Northwest Quarter of Section 24; THENCE (3) along said south line, North 89°57'49" East, 148.35 feet; THENCE (4) North 42°07'27" West, 30.00 feet; THENCE (5) North 47°52'33" East, 31.95 feet; THENCE (6) North 89°53'20" East, 204.18 feet; THENCE (7) North 74°50'22" East, 61.50 feet; THENCE (8) North 89°57'49" East, 122.87 feet; THENCE (9) North 0°02'11" West, 30.91 feet; THENCE (10) North 89°24'10" East, 215.67 feet to the northeasterly line of said Parcel 4; THENCE (11) along said northeasterly line, South 25°07'31" East, 396.31 feet to the southeasterly corner of said Parcel 4 and the westerly right of way line of Laspina Street; THENCE (12) North 75°16'10" East, 61.00 feet to the centerline of Laspina Street and the beginning of a non-tangent curve concave easterly, said curve has a radius of 2,999.89 feet, to which a radial line bears South 75°16'10" West; THENCE (13) along said centerline, northerly along said non-tangent curve through a central angle of 8°22'07" an arc distance of 438.16 feet to a point on the north line of the Northwest Quarter of said Section 24, said point being South 89°57'49" West, 614.98

feet from the North Quarter Corner of said Section 24; THENCE (14) along said north line, South 89°57'49" West, 901.23 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99996425 to convert to ground distances.

**Parcel 89771-2**

For State highway purposes, the underlying fee title of that portion of Paige Avenue appurtenant to Parcel 4 of Parcel Map No. 4117, in the City of Tulare, County of Tulare, State of California, as per map recorded February 23, 1994 in Book 42, Page 21 of Parcel Maps, Tulare County Records, more particularly described as follows:

COMMENCING at the North Quarter Corner of Section 24, Township 20 South, Range 24 East, Mount Diablo Meridian; THENCE (1) along the north line of the Northwest Quarter of said Section 24, South  $89^{\circ}57'49''$  West, 802.90 feet to a point on the northwesterly prolongation of the easterly line of said Parcel 4, said point being the POINT OF BEGINNING; THENCE (2) along said northwesterly prolongation and said easterly line of said Parcel 4, South  $25^{\circ}07'31''$  East, 46.38 feet; THENCE (3) South  $89^{\circ}57'49''$  West, 39.93 feet to the westerly line of said Parcel 4; THENCE (4) along said westerly line, North  $29^{\circ}57'49''$  East, 19.64 feet; THENCE (5) North  $00^{\circ}02'11''$  West, 25.00 feet to the north line of the Northwest Quarter of said Section 24; THENCE (6) along last said north line, North  $89^{\circ}57'49''$  East, 10.45 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99996425 to convert to ground distances.

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

3 **C-22601**

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 56.6/56.8 PARCEL 82103-1  
9 OWNER: Zuma Beach Properties, LLC, a Nevada limited liability company

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 1240.510 in that the property being acquired is for  
16 a compatible use;

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  
24 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**

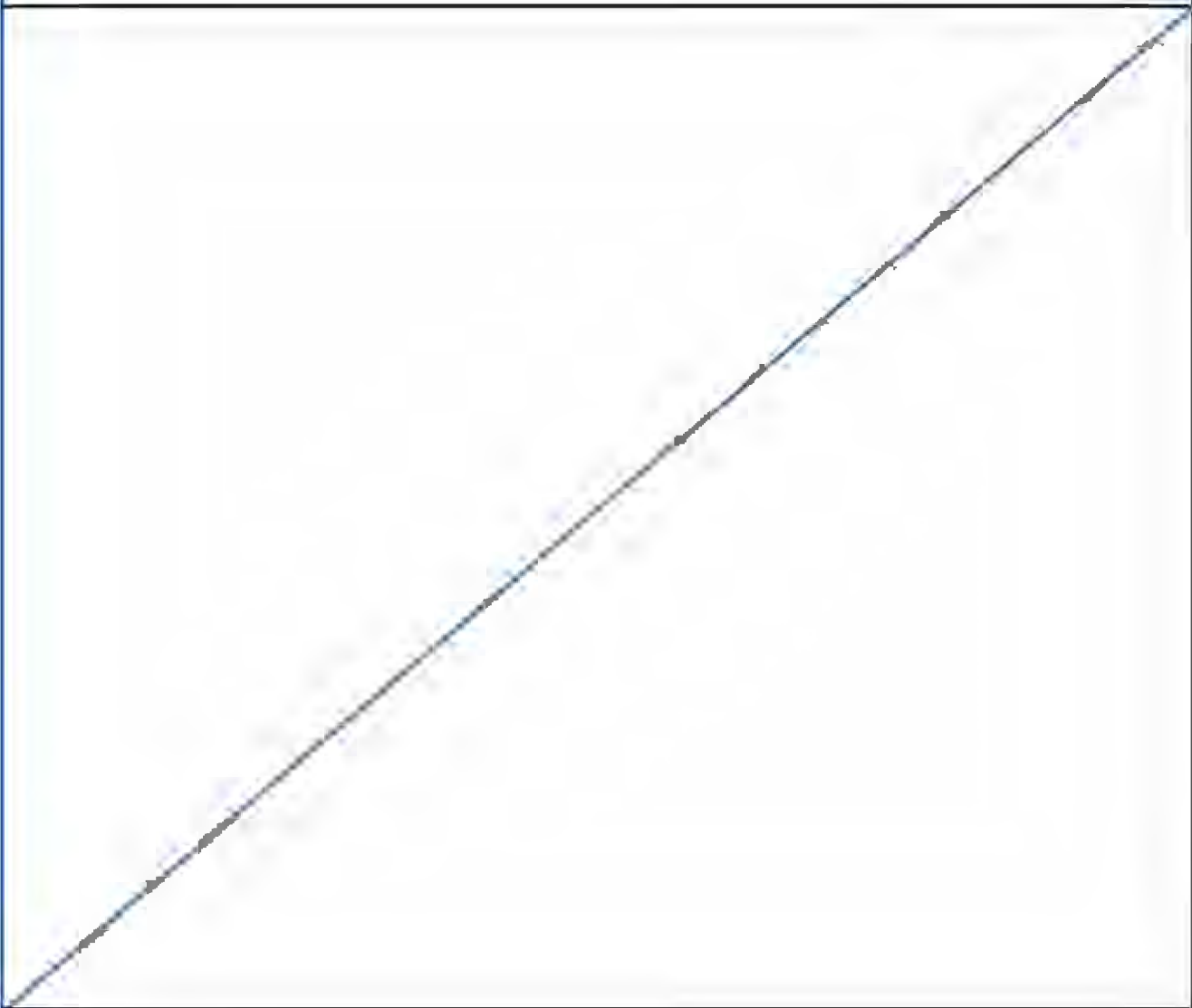
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**Attorney, Department of Transportation**

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



Number
82103

## RESOLUTION OF NECESSITY DESCRIPTION

### PARCEL 82103-1: TEMPORARY CONSTRUCTION EASEMENT

For State highway purposes, a TEMPORARY EASEMENT for construction purposes and incidents thereto, upon, over and across all Parcel 80642-2 as described in the Easement Deed (State Parcel Number 80642) recorded December 17, 2020 under Document No. 20201677651, Official Records of Los Angeles County.

Rights to the above-described temporary easement shall cease and terminate on August 21, 2029. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

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

3 **C-22602**

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 08-SBd-18-PM 70.96 PARCEL 26092-1, 2; 26093-1, 2  
9 OWNER: Kirk Lew Hupp, a single man

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 1240.510 in that the property being acquired is  
16 for a compatible use;

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  
24 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**

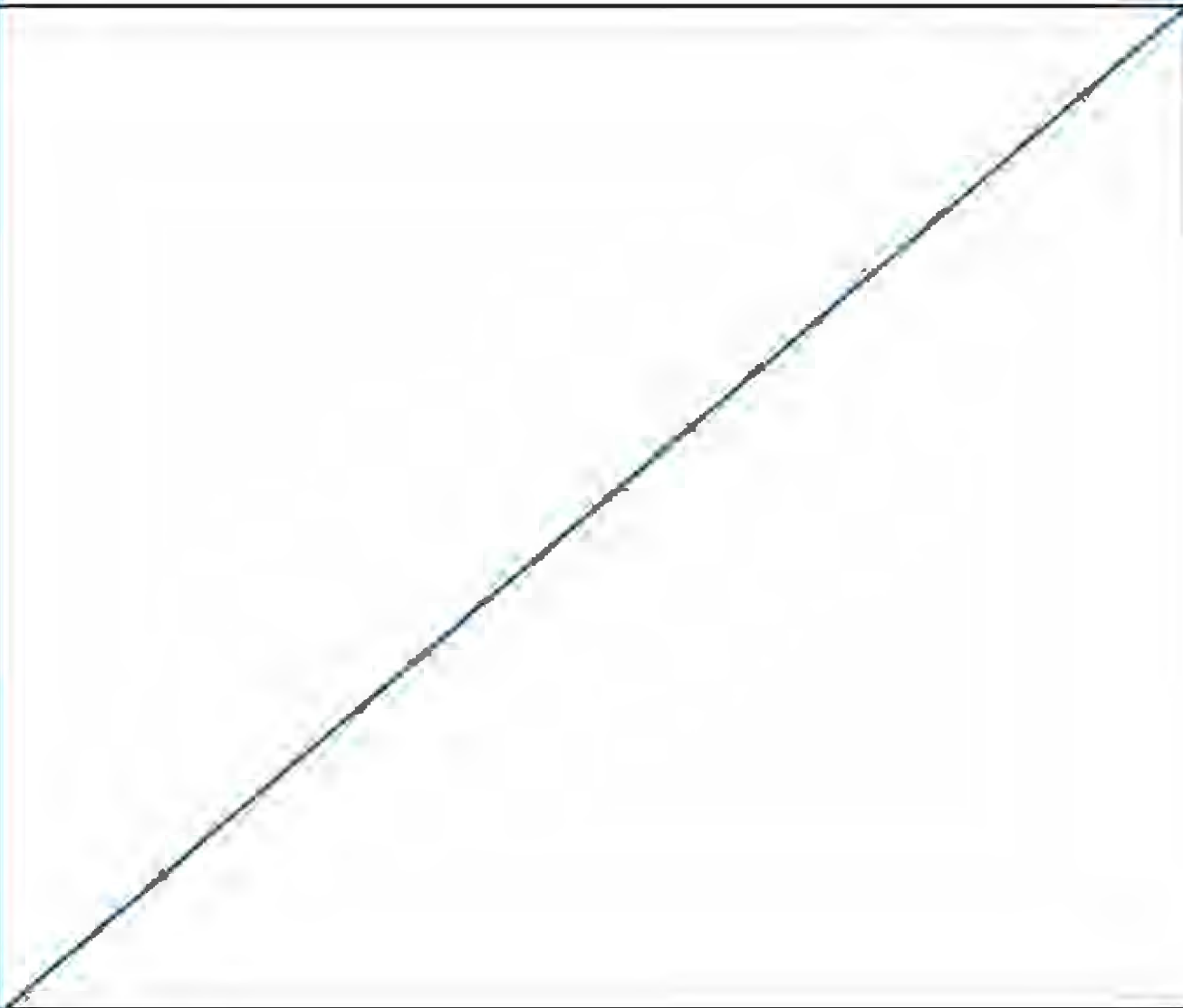
\_\_\_\_\_  
**Attorney, Department of Transportation**

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**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 San Bernardino, State of California, Highway 08-SBd-18 and described as follows:



## LEGAL DESCRIPTION

### PARCELS 26092-1, -2 & 26093-1, -2

For State Highway purposes, that portion of the Southeast Quarter of Section 19, Township 4 North, Range 1 East, San Bernardino Meridian, in the unincorporated area of the County of San Bernardino, State of California, as described in a Grant Deed recorded December 22, 2021, as Document No. 2021-0571459, of Official Records in the office of the County Recorder of said county, being within a strip of land 100.00 feet wide, lying 50.00 feet on each side of the following described line:

**BEGINNING** at a point on the south line of Section 20, Township 4 North, Range 1 East, San Bernardino Meridian, said point being distant North 89°36'13" East, 900.17 feet along said south line from the Southwest Corner of said Section 20; thence leaving said south line, North 50°10'10" West, 1,180.99 feet to the west line of said Section 20, also being the east line of Section 19; thence continuing along said course North 50°10'10" West, 460.04 feet; thence North 49°46'12" West, 690.21 feet to the beginning of a curve, concave southwesterly, having a radius of 3,400.00 feet; thence northwesterly along said curve through a central angle of 5°33'05", an arc distance of 329.43 feet; thence North 55°19'17" West, 1,606.49 feet to a point on the north line of the Southeast Quarter of Section 19, said point being distant North 89°17'33" East, 212.35 feet along said north line from the Center Quarter corner of said Section 19, said point also being the **POINT OF TERMINATION**.

The sidelines of said strip shall be prolonged or shortened to commence on the south line of said Section 20, and to terminate on the north line of the Southeast Quarter of said Section 19.

Together with the underlying fee interest, if any, in and contiguous to the above-described property in and to the public way.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 5 (Epoch 2017.50). Divide the above distances used in the above description by 0.999939120 to obtain ground level distances.

**08-SBd-18-PM 70.96-26092 (26092-1 & 26092-2) & 26093 (26093-1 & 26093-2)**

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

3 **C-22603**

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 08-SBd-18-PM 71.34 PARCEL 26096-1, 2; 26097-1, 2  
9 OWNER: Catherine Hang Phung, trustee of the Catherine Hang Phung Trust dated  
10 July 8, 2020

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 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**

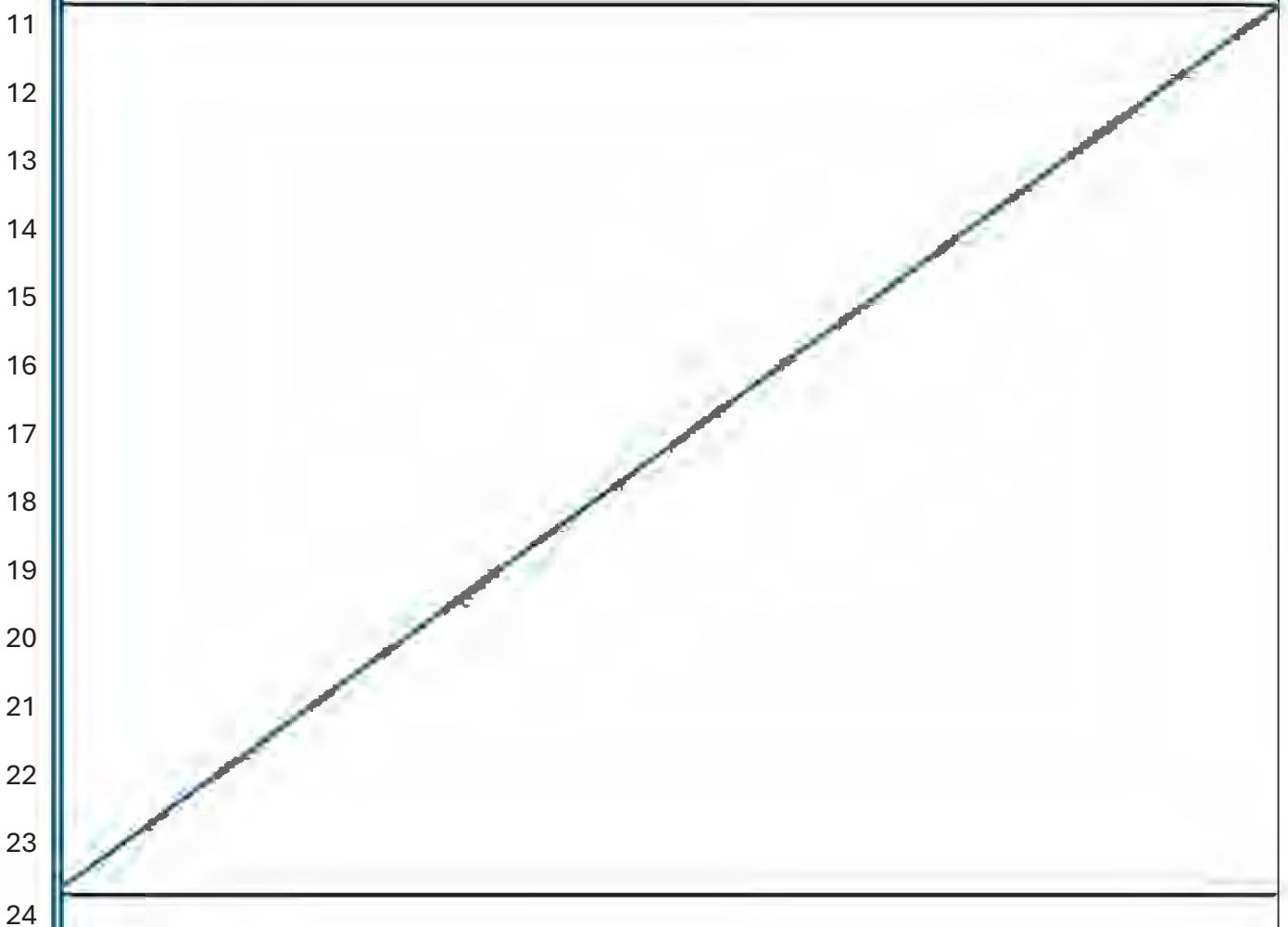
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**Attorney, Department of Transportation**

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**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 San  
10 Bernardino, State of California, Highway 08-SBd-18 and described as follows:



## LEGAL DESCRIPTION

### PARCELS 26096-1, -2 & 26097-1, -2

For State Highway purposes, that portion of the Southeast Quarter of Section 19, Township 4 North, Range 1 East, San Bernardino Meridian, in the unincorporated area of the County of San Bernardino, State of California, as described in a Trust Transfer Deed recorded December 4, 2020, as Document No. 2020-0491674, of Official Records in the office of the County Recorder of said county, being within a strip of land 100.00 feet wide, lying 50.00 feet on each side of the following described line:

**BEGINNING** at a point on the south line of Section 20, Township 4 North, Range 1 East, San Bernardino Meridian, said point being distant North 89°36'13" East, 900.17 feet along said south line from the Southwest Corner of said Section 20; thence leaving said south line, North 50°10'10" West, 1,180.99 feet to the west line of said Section 20, also being the east line of Section 19; thence continuing along said course North 50°10'10" West, 460.04 feet; thence North 49°46'12" West, 690.21 feet to the beginning of a curve, concave southwesterly, having a radius of 3,400.00 feet; thence northwesterly along said curve through a central angle of 5°33'05", an arc distance of 329.43 feet; thence North 55°19'17" West, 1,606.49 feet to a point on the north line of the Southeast Quarter of Section 19, said point being distant North 89°17'33" East, 212.35 feet along said north line from the Center Quarter corner of said Section 19, said point also being the **POINT OF TERMINATION**.

The sidelines of said strip shall be prolonged or shortened to commence on the south line of said Section 20, and to terminate on the north line of the Southeast Quarter of said Section 19.

Together with the underlying fee interest, if any, in and contiguous to the above-described property in and to the public way.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 5 (Epoch 2017.50). Divide the above distances used in the above description by 0.999939120 to obtain ground level distances.

**08-SBd-18-PM 71.34-26096 (26096-1 & 26096-2) & 26097 (26097-1 & 26097-2)**

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

3 **C-22604**

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 08-SBd-18-PM 74.13 PARCEL 26112-1, 2  
9 OWNER: Joe Thanh Phung, a single man

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 1240.510 in that the property being acquired is  
16 for a compatible use;

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  
24 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**

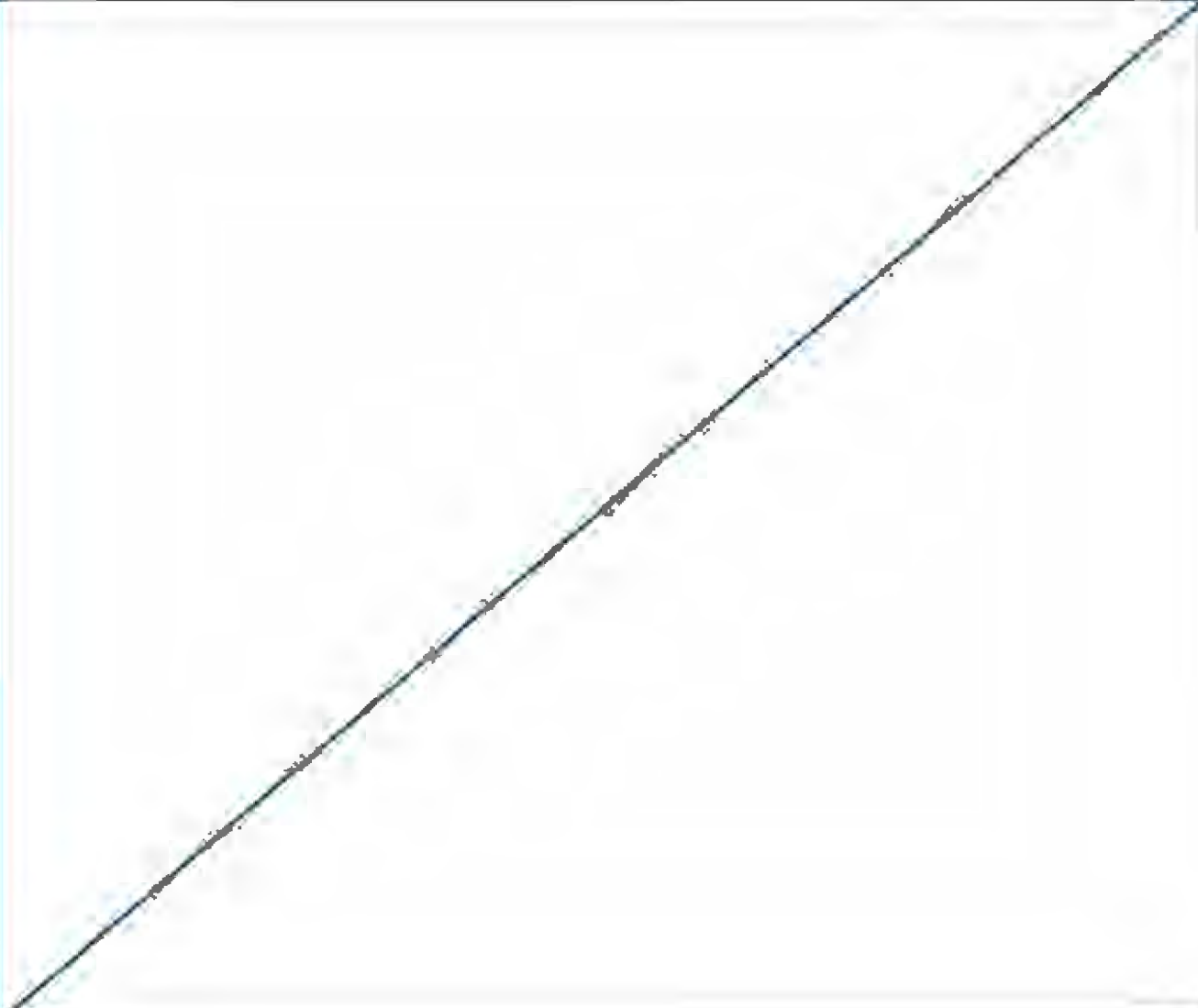
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**Attorney, Department of Transportation**

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**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 San Bernardino, State of California, Highway 08-SBd-18 and described as follows:



## LEGAL DESCRIPTION

### **PARCELS 26112-1 & 26112-2**

For State Highway Purposes, the South 42.00 feet of that portion of the Southeast 1/4 of the Southwest 1/4 of Section 11, Township 4 North, Range 1 West, San Bernardino Meridian, in the unincorporated area of the County of San Bernardino, State of California, as described in a Grant Deed recorded April 13, 2005, as Document No. 2005-0256234, of Official Records in the office of the County Recorder of said county.

Together with the underlying fee interest, if any, in and contiguous to the above-described property in and to the public way.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 5 (Epoch 2017.50). Divide the above distances used in the above description by 0.999939120 to obtain ground level distances.

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

3 **C-22605**

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 08-SBd-18-PM 74.21 PARCEL 26114-1, 2  
9 OWNER: Mitchell J. Nishimura and Kieu Phung-Nishimura, Co-Trustees of the Mitchell and  
10 Kieu Nishimura Revocable Trust, under Trust Agreement dated December 16, 2021

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 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 not been made to  
the owner or owners of record because they could not be located with reasonable diligence;  
and be it further

**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

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**Attorney, Department of Transportation**

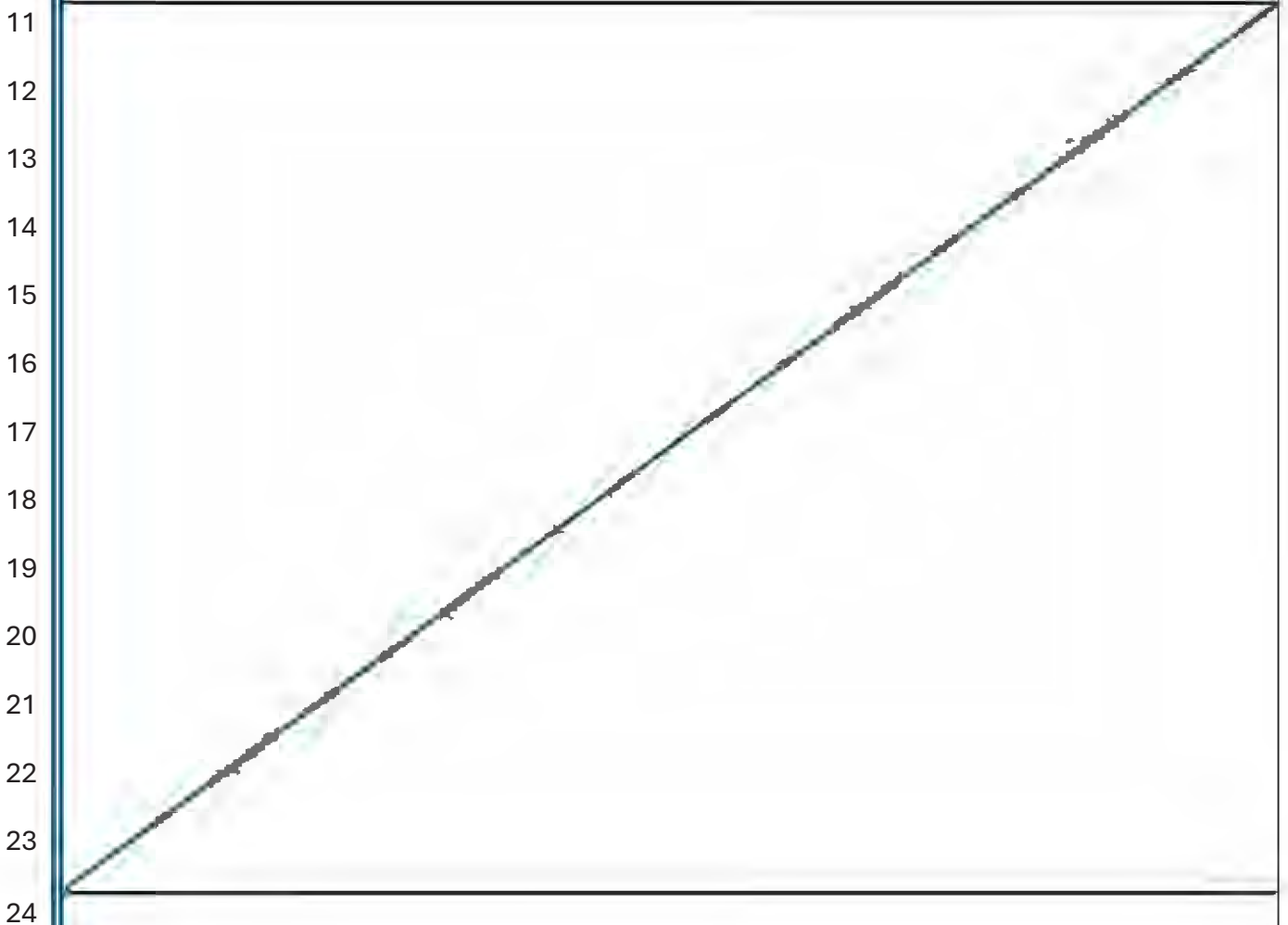
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**DIVISION OF RIGHT OF WAY**

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 San  
10 Bernardino, State of California, Highway 08-SBd-18 and described as follows:



## LEGAL DESCRIPTION

### **PARCELS 26114-1 & 26114-2**

For State Highway Purposes, the South 42.00 feet of that portion of the Southeast 1/4 of the Southwest 1/4 of Section 11, Township 4 North, Range 1 West, San Bernardino Meridian, in the unincorporated area of the County of San Bernardino, State of California, as described in a Quitclaim Deed recorded October 12, 2022, as Document No. 2022-0340657, of Official Records in the office of the County Recorder of said county.

Together with the underlying fee interest, if any, in and contiguous to the above-described property in and to the public way.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 5 (Epoch 2017.50). Divide the above distances used in the above description by 0.999939120 to obtain ground level distances.

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

3 **C-22606**

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 08-SBd-18-PM 74.71 PARCEL 26137-1, 2  
9 OWNER: Kirk Hupp, a single man

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 1240.510 in that the property being acquired is  
16 for a compatible use;

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  
24 owner or owners of record; and be it further

**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

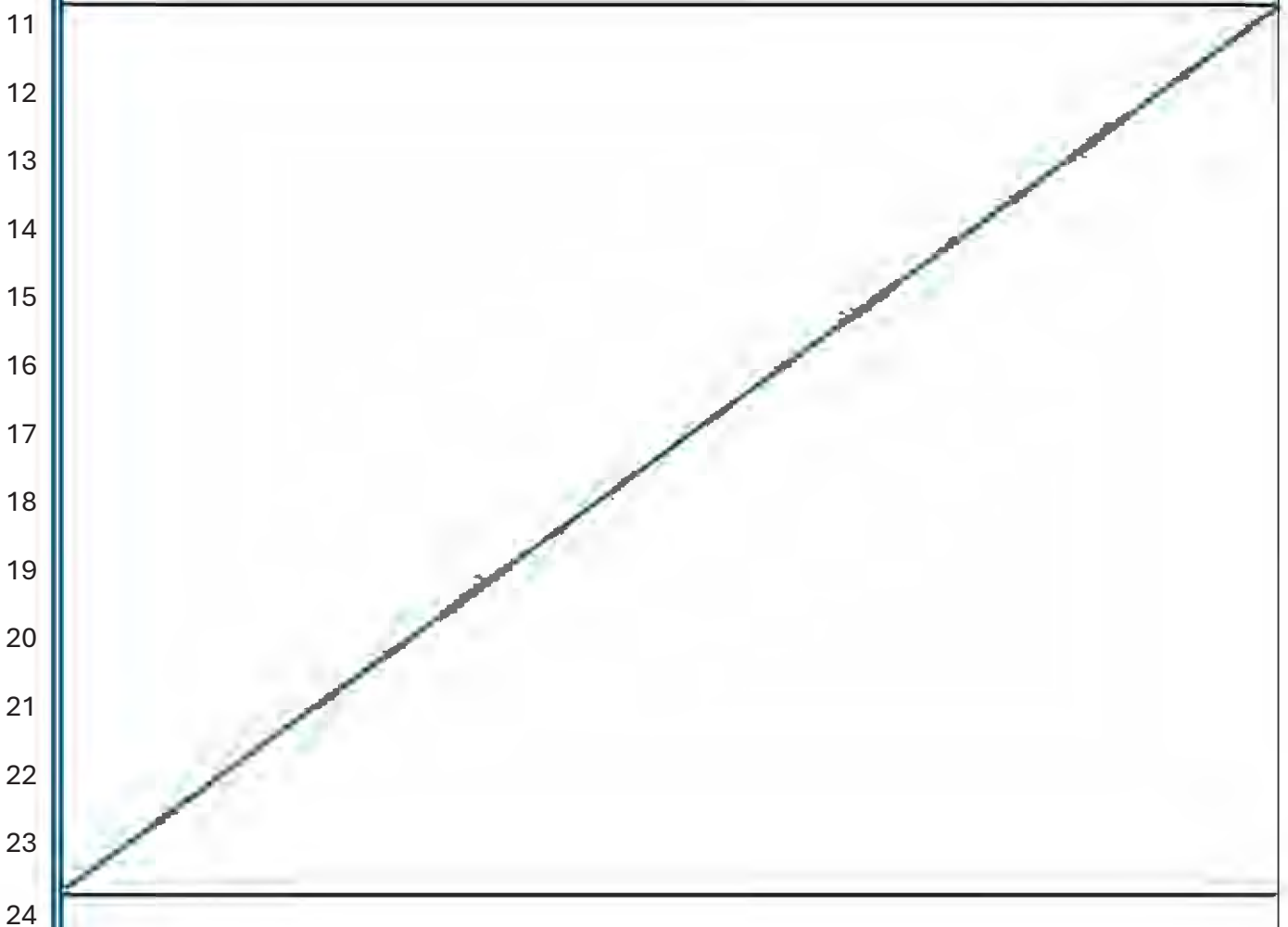
\_\_\_\_\_  
**Attorney, Department of Transportation**

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**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 San  
10 Bernardino, State of California, Highway 08-SBd-18 and described as follows:



## LEGAL DESCRIPTION

### **PARCELS 26137-1 & 26137-2**

For State Highway Purposes, the North 50.00 feet of that portion of the Northeast 1/4 of the Northeast 1/4 of Section 15, Township 4 North, Range 1 West, San Bernardino Meridian, in the unincorporated area of the County of San Bernardino, State of California, as described in a Grant Deed recorded December 27, 2021, as Document No. 2021-0575803, of Official Records in the office of the County Recorder of said county.

Together with the underlying fee interest, if any, in and contiguous to the above-described property in and to the public way.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 5 (Epoch 2017.50). Divide the above distances used in the above description by 0.999939120 to obtain ground level distances.

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

3 **C-22607**

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 08-SBd-18-PM 75.20 PARCEL 26149-1, 2  
9 OWNER: J & J Real Estates Properties, LLC, California Limited Liability Company

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 1240.510 in that the property being acquired is  
16 for a compatible use;

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  
24 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**

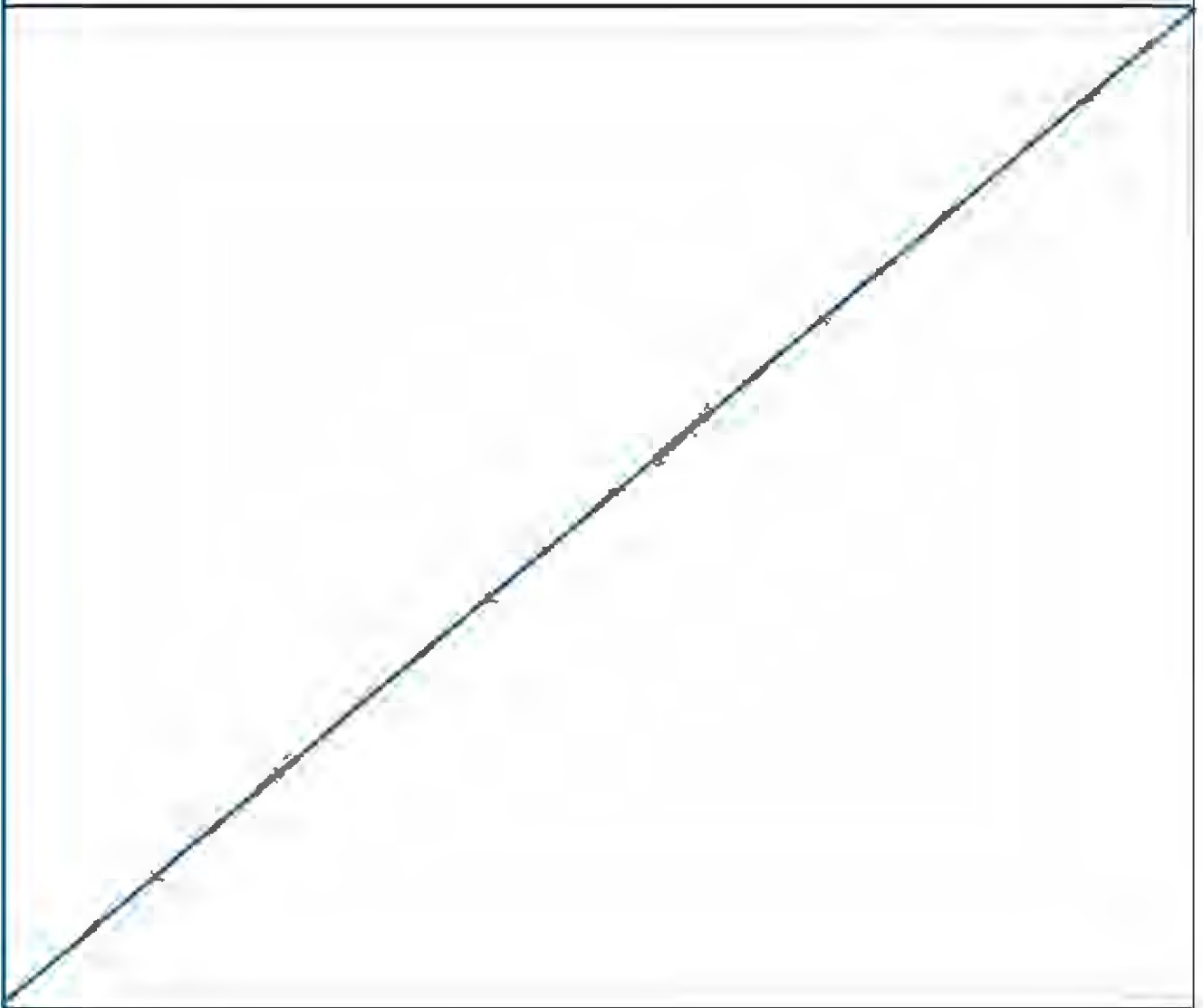
**APPROVAL RECOMMENDED**

\_\_\_\_\_  
**Attorney, Department of Transportation**

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**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 San  
8 Bernardino, State of California, Highway 08-SBd-18 and described as follows:



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## LEGAL DESCRIPTION

### **PARCELS 26149-1 & 26149-2**

For State Highway Purposes, the South 40.00 feet of that portion of Government Lot 8 of Section 10, Township 4 North, Range 1 West, San Bernardino Meridian, in the unincorporated area of the County of San Bernardino, State of California, as described in a Grant Deed recorded March 17, 2022, as Document No. 2022-0101830, of Official Records in the office of the County Recorder of said county.

Together with the underlying fee interest, if any, in and contiguous to the above-described property in and to the public way.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 5 (Epoch 2017.50). Divide the above distances used in the above description by 0.999939120 to obtain ground level distances.

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

3 **C-22608**

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 08-SBd-18-PM 62.4 PARCEL 28748-1, 2; 28944-1, 2  
9 OWNER: CHARLES O'BRYAN HEWINS III and SHERRILL ANN HEWINS, husband and  
10 wife as joint tenants as to an undivided 3/4 interest, and DEBORAH LYN BURNELL, an  
11 unmarried woman as to an undivided 1/4 interest, as tenants in common

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

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

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

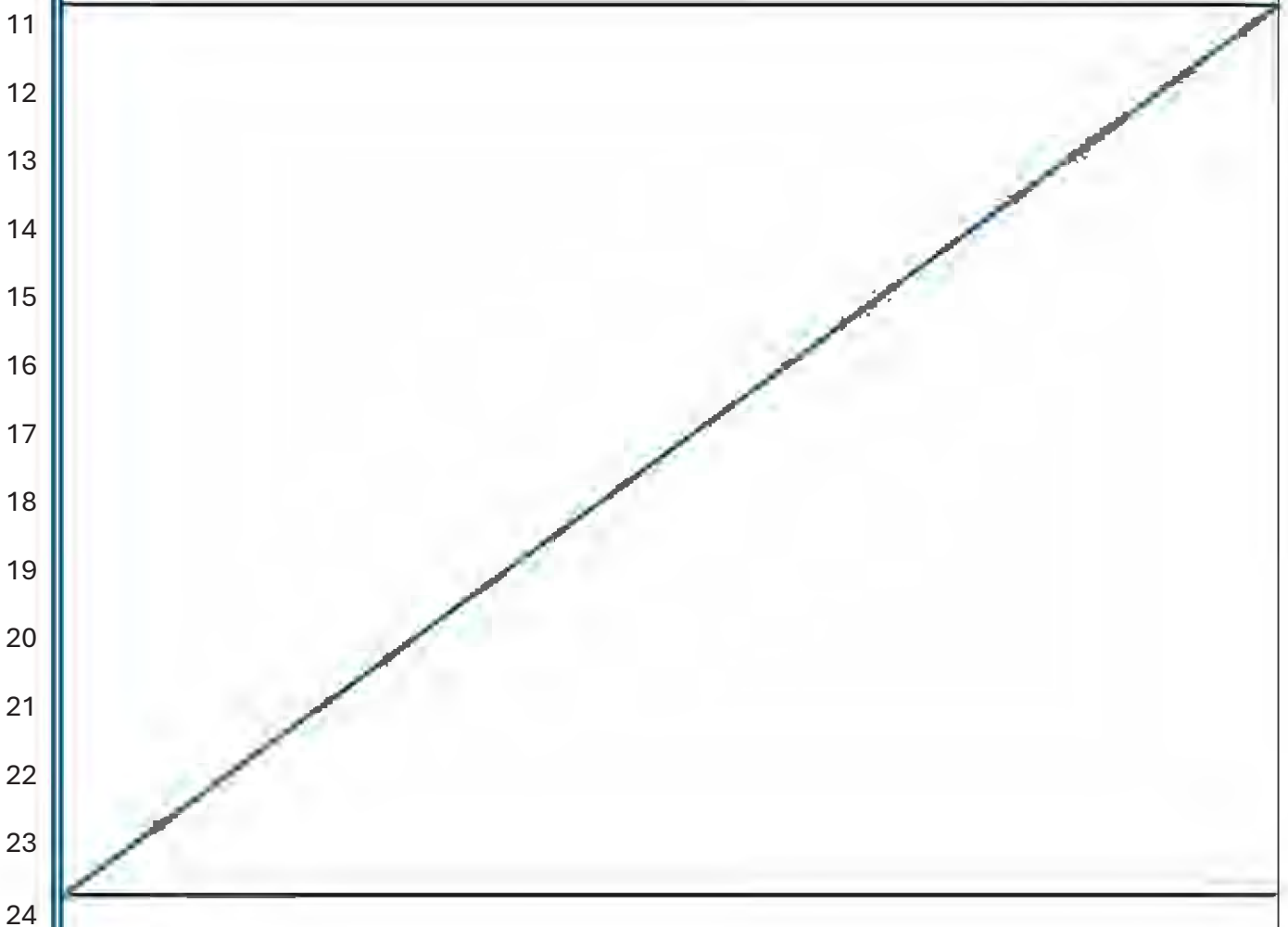
\_\_\_\_\_  
**Attorney, Department of Transportation**

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**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 San  
10 Bernardino, State of California, Highway 08-SBd-18 and described as follows:



## LEGAL DESCRIPTION

For State Highway purposes, that portion of the East half of the Southeast quarter of Section 24, Township 3 North, Range 1 East, San Bernardino Meridian, according to the Official Plat thereof, in the Unincorporated Area of the County of San Bernardino, State of California, included within a strip of land 90.00 feet wide, lying 45.00 feet on each side of the following described line:

**Parcel 28748-1, 28748-2, 28944-1 & 28944-2:**

**COMMENCING** at the southeast corner of said Section; thence northerly along the East line of said Section, North 00°08'52" West 944.25 feet to the **POINT OF BEGINNING**; thence North 42°00'10" West 216.47 feet; thence North 42°13'05" West 776.70 feet to the beginning of a curve concave southwesterly, having a radius of 500.00 feet; thence northwesterly along said curve through a central angle of 16°32'55" an arc length of 144.41 feet; thence North 58°45'59" West 192.45 feet; thence North 53°17'45" West 123.67 feet to the beginning of a curve concave southwesterly, having a radius of 250.00 feet; thence northwesterly along said curve through a central angle of 13°43'27" an arc length of 59.88 feet; thence North 67°01'12" West 301.91 feet to the beginning of a curve concave northeasterly, having a radius of 250.00 feet; thence northwesterly along said curve through a central angle of 14°37'16" an arc length of 63.80 feet; thence North 52°23'56" West 82.57 feet to the beginning of a curve concave southwesterly, having a radius of 175.00 feet; thence northwesterly along said curve through a central angle of 26°32'14" an arc length of 81.05 feet to a point on the West line of said East half, said point being South 01°57'23" East 635.28 feet from the northeast corner of said East half, also being the **POINT OF TERMINATION** of this line.

The sidelines of said strip shall be shortened or prolonged so as to commence and terminate on the East and West lines of the said East half.

**TOGETHER WITH** the underlying fee interest, if any, contiguous to the above-described property in and to the adjoining State Route 18.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 (2017.50 EPOCH) Zone 5. Divide all distances used in the above description by 0.99994810 to obtain ground-level distances.

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

3 **C-22609**

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 08-SBd-127-PM 0.4 PARCEL 28652-1, 2  
9 OWNER: Teofilo F. Macias-Lopez, an unmarried man

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 1240.510 in that the property being acquired is  
16 for a compatible use;

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  
24 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**

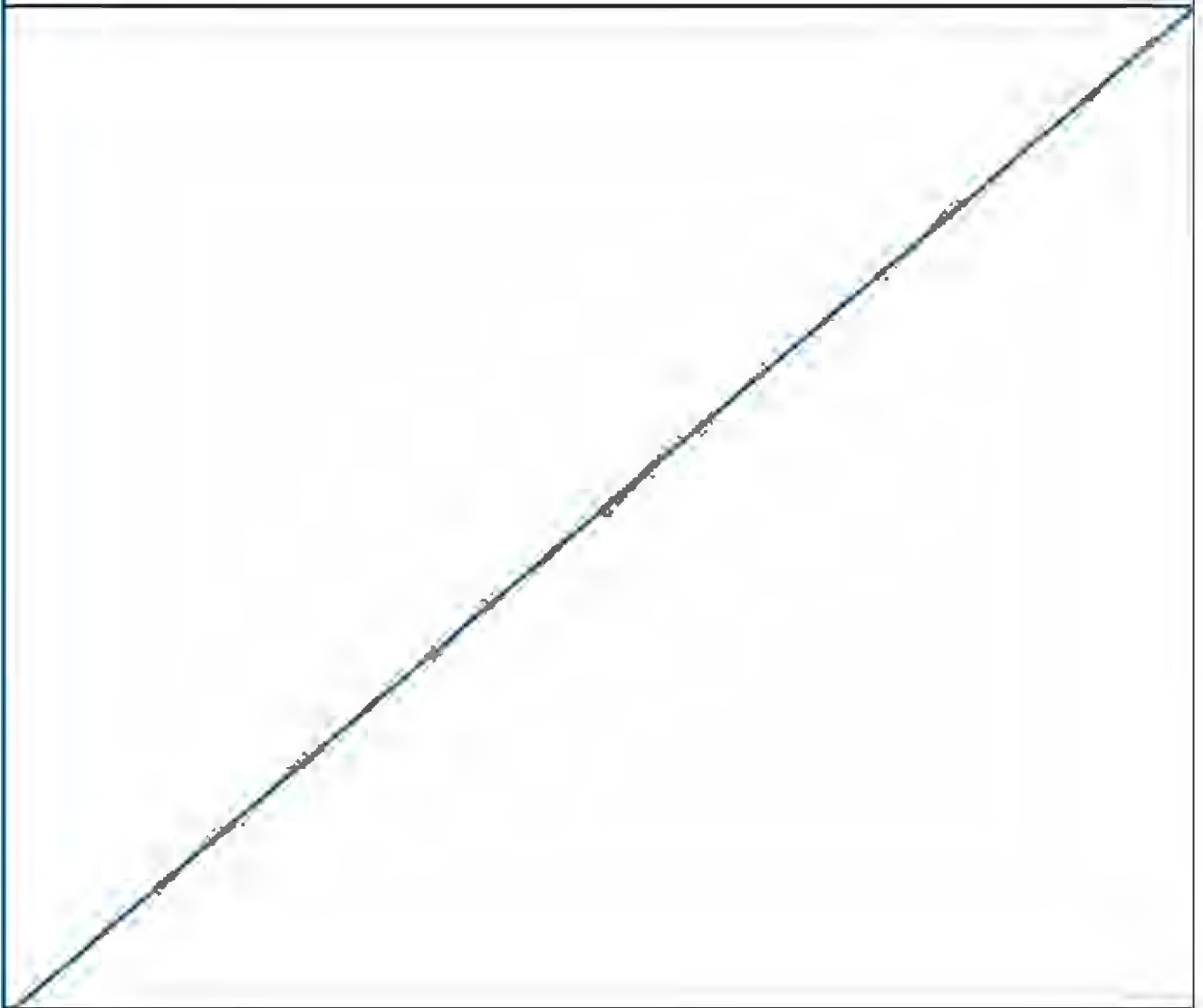
**APPROVAL RECOMMENDED**

\_\_\_\_\_  
**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 San  
8 Bernardino, State of California, Highway 08-SBd-127 and described as follows:



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## LEGAL DESCRIPTION

### Parcel 28652-1

For State Highway purposes, in the unincorporated area of the County of San Bernardino, State of California, being a portion of the real property described in the Grant Deed recorded on September 21, 2015, as Document No. 2015-0412214 of Official Records, in the Office of the County Recorder of said County, being within a strip of land 56.25 feet wide, the westerly line of said strip described as follows:

**BEGINNING** at the centerline intersection of Death Valley Road (State Highway 127) and Sheridan Avenue, said intersection also being the West quarter corner of Section 30, T14N, R9E, San Bernardino Meridian, as shown on Parcel Map No. 15765 filed in Book 222, Pages 59 thru 62 of Parcel Maps of said County; thence along the centerline of said Death Valley Road (State Highway 127), also being the West line of the Northwest quarter of said Section 30, North 01°13'14" West 1,273.88 feet to the northwesterly corner of the real property described in the Grant Deed recorded on July 21, 1994, as Document No. 1994-312326 of said Official Records of said County Recorder, said northwesterly corner being the **POINT OF TERMINATION**.

**TOGETHER** with underlying fee interest, if any, contiguous to the above-described property in and to the adjoining public way, hereinafter referred to as Parcel 28562-2, lying within the following described land:

### Parcel 28652-2

**BEGINNING** at the West Quarter Corner of said Section 30, said corner being the centerline intersection of Death Valley Road (State Hwy 127) and Sheridan Avenue; thence along the south line of said northwest quarter corner of said Section 30, said line also being the centerline of said Sheridan Avenue, North 89°02'26" East 86.64 feet; thence leaving said south line, North 0°57'34" West 44.00 to a point on the northerly line as described in the Grant Easement recorded on August 2, 2007, as Document No. 2007-0451953, said point also being the beginning of a non-tangent curve concave northeasterly, having a radius of 35.00 feet, to which a radial line bears South 0°57'34" East; thence northwesterly along said curve through a central angle of 89°44'19" an arc distance 54.82 feet to the easterly line of said Grant Easement; thence along said easterly line, North 01°13'14" West 305.61 feet to a point on the south line of that real property described in Book 3951, Page 496 of Official Records, recorded May 31, 1956; thence along said south line, South 88°46'46" West 52.00 feet to said westerly line of said Section 30, said line also being the centerline of Death Valley Road (State Hwy 127); thence along said centerline of Death Valley Road, South 01°13'14" East 384.21 feet to the **POINT OF BEGINNING**.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 5 (EPOCH 2017.50). Divide the distances used in the above description by 0.9999236549 to obtain ground level distances.

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

3 **C-22610**

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 08-SBd-247-PM 74.6 PARCEL 26052-1; 28880-1  
9 OWNER: County of San Bernardino

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 1240.610 in that the property is required for a  
16 more necessary public use;

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  
24 owner or owners of record; and be it further

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

**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

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**Attorney, Department of Transportation**

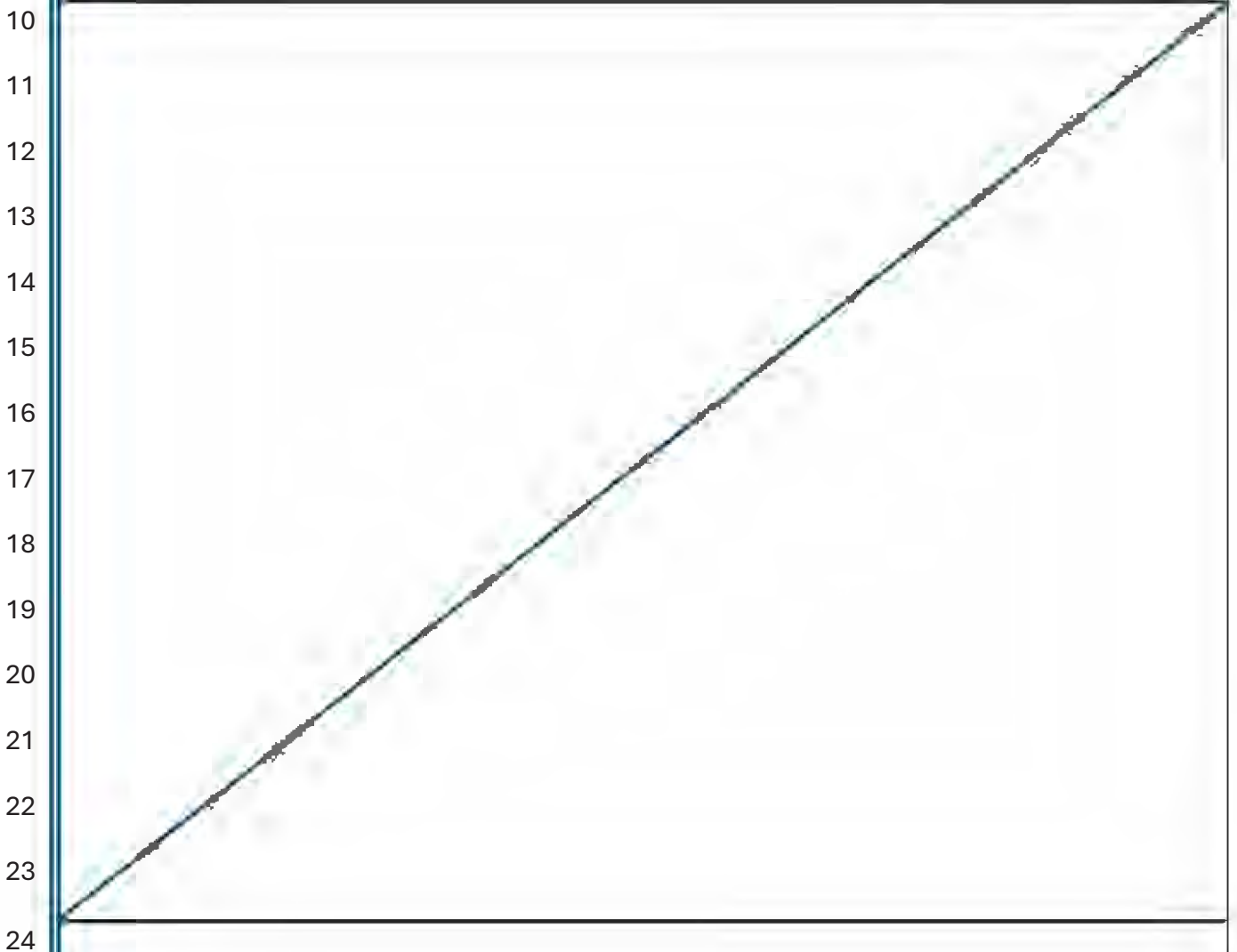
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**DIVISION OF RIGHT OF WAY**

1 Department is hereby authorized and empowered;

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

7 The real property or interests in real property, which the Department of  
8 Transportation is by this resolution authorized to acquire, is situated in the County of San  
9 Bernardino, State of California, Highway 08-SBd-247 and described as follows:



## LEGAL DESCRIPTION

### Parcel 26052-1 & 28880-1

For State Highway purposes, in the unincorporated area of the County of San Bernardino, State of California, being a portion of the real property described in Grant Deed recorded on November 9, 2000, as Document No. 2000-0413833 of Official Records, in the Office of the County Recorder of said County, a strip of land 100.00 feet wide, lying 50.00 feet on each side of the following described centerline:

**COMMENCING** at the South Quarter corner of Section 30, T.9N. R.1W., San Bernardino Base and Meridian, County of San Bernardino, State of California, according to the official plat thereof and as shown on Record of Survey filed in Book 66 Page 37 inclusive, of Records of Survey in the office of said County Recorder; thence along the westerly line of the Southeast corner of said section, North 00°30'41" West 902.16 feet to the beginning of a non-tangent curve, concave southeasterly, having a radius of 1,050.00 feet, to which a radial line bears South 58°41'48" East, said point also being the **POINT OF BEGINNING**; thence leaving said westerly line along a non-tangent curve through a central angle of 18°34'20" an arc length of 340.35 feet to the beginning of a compound curve, concave southeasterly having a radius of 10,000.00 feet, to which a radial line bears South 40°07'28" East; thence northeasterly along said curve through a central angle of 1°10'50" an arc length of 206.04 feet; thence North 51°03'22" East 421.41 feet; thence North 51°40'35" East 377.61 feet to the beginning of a tangent curve concave northwesterly, having a radius of 1,000.00 feet; thence along said curve through a central angle of 25°01'36" an arc length of 436.80 feet; thence North 26°38'59" East 581.28 feet to the northerly line of said Southeast Quarter of said section, and being the **POINT OF TERMINATION**.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 5 (Epoch 2007.00). Divide the distances used in the above description by 0.99980260 to obtain ground level distances.