

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 15-16, 2026

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 (CCP)?

RECOMMENDATION:

The Department recommends the Commission adopt Resolutions C-22665 through C-22679 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 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-22665 - RAMONA C. COMPTON, TRUSTEE OF THE 2009 RAMONA COMPTON TRUST,
DATED 3/11/09

03-Nev-49-PM 7.7 - Parcel 041716-1 - EA 4J1109.

Right of Way Certification (RWC) Date: 04/23/27; Ready to List (RTL) Date: 05/03/27.

Conventional highway – Widen shoulders, construct two-way left-turn lane (TWLTL), rehabilitate pavement and drainage systems, upgrade lighting, signs, guardrail, Traffic Management System (TMS) elements, and add wildlife crossing. Near Grass Valley, from Wolf Road/Combie Road to Ponderosa Pines Road. Authorizes condemnation of land in fee for a State highway. Located in the city of Grass Valley at 10375 Travertine Court. Assessor's Parcel Number (APN) 025-590-005.

The public interest and necessity require the proposed project.

The United States Environmental Protection Agency (EPA) has reported an increase in extreme weather events due to climate change. Along with severe drought, this area of California has been experiencing an increase in the number of heat waves for the past several years. The combination of severe drought and heat waves has caused an increase in the number and severity of wildfires.

The Nevada County General Plan Safety Element (2020) defines the primary evacuation routes as "Routes designated by the Nevada County General Plan Land Use Maps as interstates, freeways, highways, and other principal arterial routes are considered primary evacuation routes. Such routes provide the highest levels of capacity and continuity and serve as the primary means of egress during an evacuation from the County and ingress for emergency personnel."

For Nevada County, State Route (SR) 49 acts as the major evacuation route for the communities of Alta Sierra, Wiloura, Sierra Knoll, Wolf, Kenwood, Higgins Corner, Nevada City, Grass Valley, and various others. SR 49 also acts as a key detour route when Interstate 80 (I-80) is subject to closure due to hazardous weather conditions, accidents, and wildfires.

This project is in Nevada County on SR 49 from Wolf Road/Combie Road to Ponderosa Pines Road. The project proposes widening shoulders, constructing a TWLTL, rehabilitating pavement and drainage systems, and upgrading lighting, signs, guardrail, and TMS elements. These actions on this segment of SR 49 improve the corridor for use during a major evacuation.

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 Project Development Team (PDT), in compliance with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), prepared an Initial Study with proposed Mitigated Negative Declaration (IS/MND) analyzing the potential environmental impacts of the project and required mitigations. The document was approved November 20, 2025.

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

Alternative 1 evaluated widening shoulders and adding a TWLTL from Wolf Road/Combie Road to Ponderosa Pines Road; a total of 7.7 miles. Drainage, safety, and traffic elements will also be upgraded throughout the project.

Alternative 2, the “No Build” alternative, was not a viable option since it does not address the evacuation deficiencies of the existing SR 49 corridor and does not meet the purpose and need.

Alternative 3 evaluated widening shoulders and adding a TWLTL for 2.7 miles on the northernmost section of the highway as a first stage of construction. The second stage of construction would be to construct a TWLTL for the duration of the project limits going south, without the shoulder widening. This was not a viable option since it would create an evacuation bottleneck if the shoulders were not widened to accommodate the public. (Smaller scope than Alternative 1).

After gathering input from a public meeting on January 7, 2025, and a full analysis, the PDT decided Alternative 1 would provide the greatest benefit to the residents and community, while meeting the Purpose and Need of the project, with the least impact to property owners, residents, and the community. Design exceptions, such as perpetuating the non-standard existing slopes within the Clear Recovery Zone instead of purchasing additional Right of Way to create flatter slopes, are being used to reduce the impact to property owners and the community.

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

The total area of the subject parcel is 1,524,600 square feet (SF). Parcel 041716-1 is 58,262 SF of fee, which is needed to widen the southbound shoulder to 12 feet; allowing the area needed for the TWLTL during normal operation. In case of an evacuation, the lanes can become contraflow lanes; turning lanes into one-way traffic to leave the area or use as a detour from I-80.

The project improvements at this location cannot be constructed and maintained 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 April 27, 2026. On June 17, 2026, the First Written Offer (FWO) of just compensation was sent via certified mail to the property owner and confirmed as received on June 25, 2026. The property is encumbered with existing roadway and utility easements that will be perpetuated and not adversely impacted by the project. The relocation of utility facilities will be handled through a Joint Use Agreement (JUA). The JUA ensures the utility company's rights remain protected within State right of way, and the State will fund the relocation since the facilities occupy an existing easement. All other easements within the acquisition area,

“Improving lives and communities through transportation.”

including driveway easements, will remain in place.

Negotiations are ongoing and efforts to secure an equitable settlement will continue. However, the parties are currently at an impasse due to the Owner's concerns regarding perceived impacts to their pond.

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

C-22666 - DENNIS M. SPENCE AND SUSAN C. SPENCE, co-trustees of THE SPENCE FAMILY TRUST dated September 25, 2025

03-Nev-49-PM 7.9 - Parcel 041717-1 - EA 4J1109.

RWC Date: 04/23/27; RTL Date: 05/03/27; Conventional highway – Widen shoulders; construct TWLTL; rehabilitate pavement and drainage systems; upgrade lighting, signs, guardrail, and TMS elements; and add wildlife crossing. Near Grass Valley, from Wolf Road/Combie Road to Ponderosa Pines Road. Authorizes condemnation of land in fee for a State highway. Located in the city of Grass Valley at 10110 Travertine Court. APN 025-590-002.

The public interest and necessity require the proposed project.

The United States EPA has reported an increase in extreme weather events due to climate change. Along with severe drought, this area of California has been experiencing an increase in heat waves for the past several years. This combination of drought and heat waves has caused an increase in the number and severity of wildfires.

The Nevada County General Plan Safety Element (2020) defines the primary evacuation routes as “Routes designated by the Nevada County General Plan Land Use Maps as interstates, freeways, highways, and other principal arterial routes are considered primary evacuation routes. Such routes provide the highest levels of capacity and continuity and serve as the primary means of egress during an evacuation from the County and ingress for emergency personnel.”

For Nevada County, SR 49 acts as the major evacuation route for the communities of Alta Sierra, Wiloura, Sierra Knoll, Wolf, Kenwood, Higgins Corner, Nevada City, Grass Valley, and others. SR 49 also acts as a key detour route when I-80 is subject to closure due to hazardous weather conditions, accidents, and wildfires.

This project is in Nevada County on SR 49 from Wolf Road/Combie Road to Ponderosa Pines Road. The project proposes widening shoulders, constructing a TWLTL, rehabilitating pavement and drainage systems, and upgrading lighting, signs, guardrail, and TMS elements. These actions improve the corridor of SR 49 for use during a major evacuation.

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

The PDT, in compliance with CEQA and NEPA, prepared an IS/MND analyzing the potential environmental impacts of the project and required mitigations. The document was approved November 20, 2025.

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

Alternative 1 evaluated widening shoulders and adding a TWLTL from Wolf Road/Combie Road to Ponderosa Pines Road; a total of 7.7 miles. Drainage, safety, and traffic elements will also be upgraded throughout the project.

Alternative 2, the “No Build” alternative, was not a viable option since it does not address the existing evacuation deficiencies of the existing SR 49 corridor and does not meet the purpose and need.

Alternative 3 evaluated widening shoulders and adding a TWLTL for 2.7 miles on the northernmost section of the highway as a first stage of construction. The second stage of construction would be to construct a TWLTL for the duration of the project limits going south, without the shoulder widening. This was not a viable option since it would create an evacuation bottleneck if the shoulders were not widened to accommodate the public. (Smaller scope than Alternative 1).

After gathering input from a public meeting on January 7, 2025, and a full analysis, the PDT decided Alternative 1 would provide the greatest benefit to the residents and community, while meeting the Purpose and Need of the project, with the least impact to property owners, residents, and the community. Design exceptions, such as perpetuating the non-standard existing slopes within the Clear Recovery Zone instead of purchasing additional Right of Way to create flatter slopes, are being used to reduce the impact to property owners and the community.

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

The total area of the subject parcel is 435,600 SF. Parcel 041717-1 is 17,864 SF of fee, which is needed to relocate utilities on the west side of SR 49, widen the southbound shoulder to 12 feet, and construct the TWLTL during normal operation. In case of an evacuation, the lanes can become contraflow lanes, turning lanes into one-way traffic to leave the area or use as a detour from I-80.

The project improvements at this location cannot be constructed and maintained 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 June 10, 2026. On June 25, 2026, the FWO of just compensation was sent via certified mail to the property owner and confirmed as received on June 29, 2026. The property is encumbered with existing roadway and utility easements that will be perpetuated and not adversely impacted by the project. The relocation of utility facilities will be handled through a JUA. The JUA ensures the utility company's rights remain protected within State right of way, and the State will fund the relocation since the facilities occupy an existing easement. All other easements within the acquisition area, including driveway easements, will

remain in place.

Negotiations are ongoing and efforts to secure an equitable settlement will continue. However, the parties are currently at an impasse due to compensation and the Owners' concerns regarding perceived impacts to their stream.

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

C-22667 - TYLER W. NEFF AND TIFFANEY H. NEFF WHO ARE TRUSTEES OF THE
TYLER W. NEFF AND TIFFANEY H. NEFF AS CO-TRUSTEES OF THE NEFF LIVING
TRUST, U/A DTED OCT 29, 2015

03-Nev-49-PM 8.6 - Parcel 041938-1 - EA 4J1109.

RWC Date: 04/23/27; RTL Date: 05/03/27; Conventional highway – Widen shoulders, construct TWLTL, rehabilitate pavement and drainage systems, upgrade lighting, signs, guardrail, and TMS elements, and add wildlife crossing. Near Grass Valley, from Wolf Road/Combie Road to Ponderosa Pines Road. Authorizes condemnation of land in fee. Located in the city of Grass Valley at 16650 SR 49. APN 025-232-029.

The public interest and necessity require the proposed project.

The United States EPA has reported an increase in extreme weather events due to climate change. Along with severe drought, this area of California has been experiencing an increase in heat waves for the past several years. This combination of drought and heat waves has caused an increase in the number and severity of wildfires.

The Nevada County General Plan Safety Element (2020) defines the primary evacuation routes as “Routes designated by the Nevada County General Plan Land Use Maps as interstates, freeways, highways, and other principal arterial routes are considered primary evacuation routes. Such routes provide the highest levels of capacity and continuity and serve as the primary means of egress during an evacuation from the County and ingress for emergency personnel.”

For Nevada County, SR 49 acts as the major evacuation route for the communities of Alta Sierra, Wiloura, Sierra Knoll, Wolf, Kenwood, Higgins Corner, Nevada City, Grass Valley, and others. SR 49 also acts as a key detour route when I-80 is subject to closure due to hazardous weather conditions, accidents, and wildfires.

This project is in Nevada County on SR 49 from Wolf Road/Combie Road to Ponderosa Pines Road. The project proposes widening shoulders, constructing a TWLTL, rehabilitating pavement and drainage systems, and upgrading lighting, signs, guardrail, and TMS elements. These actions improve the corridor of SR 49 for use during a major evacuation.

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

The PDT, in compliance with CEQA and NEPA, prepared an IS/MND analyzing the potential environmental impacts of the project and required mitigations. The document was approved November 20, 2025.

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

Alternative 1 evaluated widening shoulders and adding a TWLTL from Wolf Road/Combie Road to Ponderosa Pines Road; a total of 7.7 miles. Drainage, safety, and traffic elements will also be upgraded throughout the project.

Alternative 2, the “No Build” alternative, was not a viable option since it does not address the existing evacuation deficiencies of the existing SR 49 corridor and does not meet the purpose and need.

Alternative 3 evaluated widening shoulders and adding a TWLTL for 2.7 miles on the northernmost section of the highway as a first stage of construction. The second stage of construction would be to construct a TWLTL for the duration of the project limits going south, without the shoulder widening. This was not a viable option since it would create an evacuation bottleneck if the shoulders were not widened to accommodate the public. (Smaller scope than Alternative 1).

After gathering input from a public meeting on January 7, 2025, and a full analysis, the PDT decided Alternative 1 would provide the greatest benefit to the residents and community, while meeting the Purpose and Need of the project, with the least impact to property owners, residents, and the community. Design exceptions, such as perpetuating the non-standard existing slopes within the Clear Recovery Zone instead of purchasing additional Right of Way to create flatter slopes, are being used to reduce the impact to property owners and the community.

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

The total area of the subject parcel 041938-1 is 74,487 SF. 11,202 SF is needed to widen the southbound shoulder to 12 feet; allowing the area needed for the TWLTL during normal operation. In case of evacuation, the lanes can become contraflow lanes; turning lanes into one-way traffic to leave the area or use as a detour from I-80.

The project improvements at this location cannot be constructed and maintained 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 June 29, 2026. On July 9, 2026, the FWO of just compensation was sent via email and certified mail to the property owners and confirmed as received on July 13, 2026.

Negotiations are ongoing and efforts to secure an equitable settlement will continue. However, the parties are currently at an impasse due to compensation; Owners have hired an independent appraiser to compare value. An estimated date for the results of this appraisal has not been established.

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

C-22668 - TYLER W. NEFF AND TIFFANEY H. NEFF WHO ARE TRUSTEES OF THE TYLER W. NEFF AND TIFFANEY H. NEFF AS CO-TRUSTEES OF THE NEFF LIVING TRUST, U/A DTED OCT 29, 2015

03-Nev-49-PM 8.6 - Parcel 041939-1 - EA 4J1109.

RWC Date: 04/23/27; RTL Date: 05/03/27; Conventional highway – Widen shoulders; construct TWLTL; rehabilitate pavement and drainage systems; upgrade lighting, signs, guardrail, and TMS elements; and add wildlife crossing. Near Grass Valley, from Wolf Road/Combie Road to Ponderosa Pines Road. Authorizes condemnation of land in fee. Located in the city of Grass Valley at 16560 SR 49. APN 025-232-030.

The public interest and necessity require the proposed project.

The United States EPA has reported an increase in extreme weather events due to climate change. Along with severe drought, this area of California has been experiencing an increase in heat waves for the past several years. This combination of drought and heat waves has caused an increase in the number and severity of wildfires.

The Nevada County General Plan Safety Element (2020) defines the primary evacuation routes as “Routes designated by the Nevada County General Plan Land Use Maps as interstates, freeways, highways, and other principal arterial routes are considered primary evacuation routes. Such routes provide the highest levels of capacity and continuity and serve as the primary means of egress during an evacuation from the County and ingress for emergency personnel.”

For Nevada County, SR 49 acts as the major evacuation route for the communities of Alta Sierra, Wiloura, Sierra Knoll, Wolf, Kenwood, Higgins Corner, Nevada City, Grass Valley, and others. SR 49 also acts as a key detour route when I-80 is subject to closure due to hazardous weather conditions, accidents, and wildfires.

This project is in Nevada County on SR 49 from Wolf Road/Combie Road to Ponderosa Pines Road. The project proposes widening shoulders, constructing a TWLTL, rehabilitating pavement and drainage systems, and upgrading lighting, signs, guardrail, and TMS elements. These actions improve the corridor of SR 49 for use during a major evacuation.

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

The PDT, in compliance with CEQA and NEPA, prepared an IS/MND analyzing the potential environmental impacts of the project and required mitigations. The document was approved November 20, 2025.

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

Alternative 1 evaluated widening shoulders and adding a TWLTL from Wolf Road/Combie Road to Ponderosa Pines Road; a total of 7.7 miles. Drainage, safety, and traffic elements will also be upgraded throughout the project.

Alternative 2, the “No Build” alternative, was not a viable option since it does not address the existing evacuation deficiencies of the existing SR 49 corridor and does not meet the purpose and need.

Alternative 3 evaluated widening shoulders and adding a TWLTL for 2.7 miles on the northernmost section of the highway as a first stage of construction. The second stage of construction would be to construct a TWLTL for the duration of the project limits going south, without the shoulder widening. This was not a viable option since it would create an evacuation bottleneck if the shoulders were not widened to accommodate the public. (Smaller scope than Alternative 1).

After gathering input from a public meeting on January 7, 2025, and a full analysis, the PDT decided Alternative 1 would provide the greatest benefit to the residents and community, while meeting the Purpose and Need of the project, with the least impact to property owners, residents, and the community. Design exceptions, such as perpetuating the non-standard existing slopes within the Clear Recovery Zone instead of purchasing additional Right of Way to create flatter slopes, are being used to reduce the impact to property owners and the community.

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

The total area of the subject parcel 041939-1 is 84,506 SF. 13,810 SF of fee is needed to widen the southbound shoulder to 12 feet; allowing the area needed for the TWLTL during normal operation. In case of evacuation, the lanes can become contraflow lanes; turning lanes into one-way traffic to leave the area or use as a detour from I-80.

The project improvements at this location cannot be constructed and maintained 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 June 29, 2026. On July 9, 2026, the FWO of just compensation was sent via email and certified mail to the Owners and confirmed as received on July 13, 2026.

Negotiations are ongoing and efforts to secure an equitable settlement will continue. However, the parties are currently at an impasse due to compensation; Owners have hired an independent appraiser to compare value. An estimated date for the results of this appraisal has not been established.

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

C-22669 - DANIEL G. GOBERT, A SINGLE MAN

03-Nev-49-PM 8.7 - Parcel 041940-1 - EA 4J1109.

RWC Date: 04/23/27; RTL Date: 05/03/27; Conventional highway – Widen shoulders; construct TWLTL; rehabilitate pavement and drainage systems; upgrade lighting, signs, guardrail, and TMS elements; and add wildlife crossing. Near Grass Valley, from Wolf Road/Combie Road to Ponderosa Pines Road. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of Grass Valley at 16471 Old State Highway, Grass Valley. APN 025-232-031.

The public interest and necessity require the proposed project.

The United States EPA has reported an increase in extreme weather events due to climate change. Along with severe drought, this area of California has been experiencing an increase in heat waves for the past several years. This combination of drought and heat waves has caused an increase in the number and severity of wildfires.

The Nevada County General Plan Safety Element (2020) defines the primary evacuation routes as “Routes designated by the Nevada County General Plan Land Use Maps as interstates, freeways, highways, and other principal arterial routes are considered primary evacuation routes. Such routes provide the highest levels of capacity and continuity and serve as the primary means of egress during an evacuation from the County and ingress for emergency personnel.”

For Nevada County, SR 49 acts as the major evacuation route for the communities of Alta Sierra, Wiloura, Sierra Knoll, Wolf, Kenwood, Higgins Corner, Nevada City, Grass Valley, and others. SR 49 also acts as a key detour route when I-80 is subject to closure due to hazardous weather conditions, accidents, and wildfires.

This project is in Nevada County on SR 49 from Wolf Road/Combie Road to Ponderosa Pines Road. The project proposes widening shoulders, constructing a TWLTL, rehabilitating pavement and drainage systems, and upgrading lighting, signs, guardrail, and TMS elements. These actions improve the corridor of SR 49 for use during a major evacuation.

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

The PDT, in compliance with CEQA and NEPA, prepared an IS/MND analyzing the potential environmental impacts of the project and required mitigations. The document was approved November 20, 2025.

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

Alternative 1 evaluated widening shoulders and adding a TWLTL from Wolf Road/Combie Road to Ponderosa Pines Road; a total of 7.7 miles. Drainage, safety, and traffic elements will also be upgraded throughout the project.

Alternative 2, the “No Build” alternative, was not a viable option since it does not address the existing evacuation deficiencies of the existing SR 49 corridor and does not meet the purpose and need.

Alternative 3 evaluated widening shoulders and adding a TWLTL for 2.7 miles on the northernmost section of the highway as a first stage of construction. The second stage of construction would be to construct a TWLTL for the duration of the project limits going south, without the shoulder widening. This was not a viable option since it would create an evacuation bottleneck if the shoulders were not widened to accommodate the public. (Smaller scope than Alternative 1).

After gathering input from a public meeting on January 7, 2025, and a full analysis, the PDT decided Alternative 1 would provide the greatest benefit to the residents and community, while meeting the Purpose and Need of the project, with the least impact to property owners, residents, and the community. Design exceptions, such as perpetuating the non-standard existing slopes within the Clear Recovery Zone instead of purchasing additional Right of Way to create flatter slopes, are being used to reduce the impact to property owners and the community.

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

The total area of the subject parcel is 126,759 SF. Parcel 041940-1 is 2,389 SF of fee, which is needed to widen the southbound shoulder to 12 feet; allowing the area needed for the TWLTL during normal operation. In case of evacuation, the lanes can become contraflow lanes; turning lanes into one-way traffic to leave the area or use as a detour from I-80.

The project improvements at this location cannot be constructed and maintained 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 June 25, 2026. On July 9, 2026, the FWO of just compensation was presented in-person to the Owner.

Negotiations are ongoing and efforts to secure an equitable settlement will continue; however, the parties are currently at an impasse due to compensation.

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

C-22670 - OSCAR S. HORNBACK AND MICHELE A. HORNBACK AS TRUSTEE OF THE OSCAR AND MICHELE HORNBACK 2013 TRUST DATED JUNE 4, 2013

03-Nev-49-PM 9.1 - Parcel 041734-1, 2 - EA 4J1109.

RWC Date: 04/23/27; RTL Date: 05/03/27; Conventional highway – Widen shoulders; construct TWLTL; rehabilitate pavement and drainage systems; upgrade lighting, signs, guardrail, and TMS elements; and add wildlife crossing. Near Grass Valley, from Wolf Road/Combie Road to Ponderosa Pines Road. Authorizes condemnation of land in fee for a State highway, and a Temporary Construction Easement (TCE) needed to provide space for shoulder widening and placement of a guardrail. Located in the city of Grass Valley at 16000 Meadowbrook Court. APN 025-220-086.

The public interest and necessity require the proposed project.

The United States EPA has reported an increase in extreme weather events due to climate change. Along with severe drought, this area of California has been experiencing an increase in heat waves for the past several years. This combination of drought and heat waves has caused an increase in the number and severity of wildfires.

The Nevada County General Plan Safety Element (2020) defines the primary evacuation routes as “Routes designated by the Nevada County General Plan Land Use Maps as interstates, freeways, highways, and other principal arterial routes are considered primary evacuation routes. Such routes provide the highest levels of capacity and continuity and serve as the primary means of egress during an evacuation from the County and ingress for emergency personnel.”

For Nevada County, SR 49 acts as the major evacuation route for the communities of Alta Sierra, Wiloura, Sierra Knoll, Wolf, Kenwood, Higgins Corner, Nevada City, Grass Valley, and others. SR 49 also acts as a key detour route when I-80 is subject to closure due to hazardous weather conditions, accidents, and wildfires.

This project is in Nevada County on SR 49 from Wolf Road/Combie Road to Ponderosa Pines Road. The project proposes widening shoulders, constructing a TWLTL, rehabilitating pavement and drainage systems, and upgrading lighting, signs, guardrail, and TMS elements. These actions improve the corridor of SR 49 for use during a major evacuation.

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

The PDT, in compliance with CEQA and NEPA, prepared an IS/MND analyzing the potential environmental impacts of the project and required mitigations. The document was approved November 20, 2025.

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

Alternative 1 evaluated widening shoulders and adding a TWLTL from Wolf Road/Combie Road to Ponderosa Pines Road; a total of 7.7 miles. Drainage, safety, and traffic elements will also be upgraded throughout the project.

Alternative 2, the “No Build” alternative, was not a viable option since it does not address the existing evacuation deficiencies of the existing SR 49 corridor and does not meet the purpose and need.

Alternative 3 evaluated widening shoulders and adding a TWLTL for 2.7 miles on the northernmost section of the highway as a first stage of construction. The second stage of construction would be to construct a TWLTL for the duration of the project limits going south, without the shoulder widening. This was not a viable option since it would create an evacuation bottleneck if the shoulders were not widened to accommodate the public. (Smaller scope than Alternative 1).

After gathering input from a public meeting on January 7, 2025, and a full analysis, the PDT decided Alternative 1 would provide the greatest benefit to the residents and community, while meeting the Purpose and Need of the project, with the least impact to property owners, residents, and the community. Design exceptions, such as perpetuating the non-standard existing slopes within the Clear Recovery Zone instead of purchasing additional Right of Way to create flatter slopes, are being used to reduce the impact to property owners and the community.

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

Parcel 041734-1 is a total of 160,736 SF. 9,007 SF of fee is needed to widen the southbound shoulder to 12 feet; allowing the area needed for the TWLTL during normal operation. In case of an evacuation, the lanes can become contraflow lanes; turning lanes into one-way traffic to leave the area or use as a detour from I-80. An 8,809 square foot TCE is needed to provide space for construction and utility access.

The project improvements at this location cannot be constructed and maintained 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 May 15, 2026. On June 3, 2026, the FWO of just compensation was sent via email to the Owners and confirmed as received on June 3, 2026. The property is encumbered with existing roadway and utility easements that will be perpetuated and not adversely impacted by the project. The relocation of utility facilities will be handled through a JUA. The JUA ensures the utility company's rights remain protected within State right of way, and the State will fund the relocation since the facilities occupy an existing easement. All other easements within the acquisition area, including driveway easements, will remain in

place.

Negotiations are ongoing and efforts to secure an equitable settlement will continue. However, the parties are currently at an impasse due to compensation; Owners have hired an independent appraiser to compare value. An estimated date for the results of this appraisal has not been established.

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

C-22671 - City of Pomona, a municipal corporation
07-LA-71-PM 1.6/1.7 - Parcel 81484-2 - EA 210619.

RWC Date: 01/15/27; RTL Date: 01/29/27. Expressway - upgrade expressway to freeway with new mixed-flow and High-Occupancy Vehicle (HOV) lanes. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Pomona west of SR 71, south of Mission Boulevard, at a cul-de-sac on Brea Canyon Road. APN 8705-001-916.

The public interest and necessity require the proposed project.

SR 71 is a major regional transportation corridor connecting I-210, I-10, SR 60, and SR 91, and serves significant commuter traffic and goods movement throughout Los Angeles, San Bernardino, Riverside, and Orange Counties. Due to continued residential, commercial, and industrial growth in the region, the existing 4-lane expressway experiences increasing traffic congestion and operational deficiencies. The proposed project will convert the remaining expressway segment to freeway standards by adding mixed-flow and HOV lanes to improve traffic operations, regional connectivity, mobility, and safety.

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

An IS with Negative Declaration (ND) pursuant to CEQA and an Environmental Assessment with Finding of No Significant Impact (EA/FONSI) pursuant to NEPA were completed in June 2002 and revalidated in October 2025 for this project. A Hazardous Waste Assessment was also completed in September 2025.

A Supplemental Project Report (PR) approved in 2013 documented refinements to the selected project alternative and additional measures to minimize right of way impacts on private properties. During project development, multiple design alternatives were evaluated to balance transportation improvements with minimizing impacts to surrounding properties and the community. The original project proposal included a semi-depressed roadway with both vehicular and pedestrian overcrossings at 9th Street. Following community outreach and coordination with the city of Pomona, the preferred alternative was revised to include only a pedestrian overcrossing at 9th Street, eliminating vehicular access at that location and substantially reducing right of way impacts. The city of Pomona approved of this alternative as the locally preferred alternative in January 2013.

Additional design refinements included shifting the roadway alignment westward between Mission Boulevard and Old Pomona Road to further reduce right of way impacts. The project scope was also modified to eliminate the Mission Boulevard interchange reconfiguration, further minimizing impacts to adjacent properties while still meeting the project's transportation objectives.

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

The larger parcel consists of 13,728 SF of vacant land. The project requires 3,172 SF for a TCE. The TCE is necessary for construction access, staging, and related construction activities.

The proposed project improvements at this location cannot be constructed without acquiring the required property right.

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 16, 2026. On April 23, 2026, per the Owner's preference, the FWO of just compensation was sent via certified mail. United States Postal Service (USPS) tracking confirmed that the FWO package was delivered on April 28, 2026.

District Right of Way staff made numerous follow-up attempts with the Owner regarding the project and the proposed acquisition. The Owner's last communication indicated that the offer had been referred to several City departments for review. Despite these subsequent follow-up efforts, the District has not received any further response or indication of how the Owner intends to proceed with the acquisition. Efforts to secure an equitable settlement will continue.

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

C-22672 - JBB & K Investment, LLC, a California Limited Liability Company

07-LA-71-PM 1.59 - Parcel 86595-1 - EA 210619.

RWC Date: 01/15/27; RTL Date: 01/29/27. Expressway - upgrade expressway to freeway with new mixed-flow and HOV lanes. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Pomona at 1768 West Second Street.

APN 8348-022-054.

The public interest and necessity require the proposed project.

SR 71 is a major regional transportation corridor connecting I-210, I-10, SR 60, and SR 91, and serves significant commuter traffic and goods movement throughout Los Angeles, San Bernardino, Riverside, and Orange Counties. Due to continued residential, commercial, and industrial growth in the region, the existing 4-lane expressway experiences increasing traffic congestion and operational deficiencies. The proposed project will convert the remaining expressway segment to freeway standards by adding mixed-flow and HOV lanes to improve traffic operations, regional connectivity, mobility, and safety.

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

An IS/ND pursuant to CEQA and an EA/FONSI pursuant to NEPA were completed in June 2002 and revalidated in October 2025 for this project. A Hazardous Waste Assessment was also completed in September 2025.

A Supplemental PR approved in 2013 documented refinements to the selected project alternative and additional measures to minimize right of way impacts on private properties. During project development, multiple design alternatives were evaluated to balance transportation improvements with minimizing impacts to surrounding properties and the community. The original project proposal included a semi-depressed roadway with both vehicular and pedestrian overcrossings at 9th Street. Following community outreach and coordination with the city of Pomona, the preferred alternative was revised to include only a pedestrian overcrossing at 9th Street, eliminating vehicular access at that location and substantially reducing right of way impacts. The city of Pomona approved of this alternative as the locally preferred alternative in January 2013.

Additional design refinements included shifting the roadway alignment westward between Mission Boulevard and Old Pomona Road to further reduce right of way impacts. The project scope was also modified to eliminate the Mission Boulevard interchange reconfiguration, further minimizing impacts to adjacent properties while still meeting the project's transportation objectives.

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

The larger parcel consists of 243,096 SF of land and is improved with a 126,547 SF industrial warehouse building. The project requires 2,839 SF for a TCE. The TCE is necessary for construction access, staging, and related construction activities.

The proposed project improvements at this location cannot be constructed without acquiring the required property right.

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 May 20, 2026. On June 22, 2026, the FWO of just compensation was sent to the Owner via certified mail to the address listed on the County Tax Roll. USPS tracking confirmed that the FWO package was delivered on July 7, 2026. Subsequently, the District Right of Way Agent met with the Owner's representative to discuss the FWO and specifically the Department's valuation of the TCE needed for the project.

District Right of Way staff and the Owner's representative are communicating regularly regarding the project and the proposed acquisition, and the Owner has not expressed any concerns or objections to the project or the proposed acquisition. However, the parties have been unable to reach agreement on the amount of just compensation due to a difference in their respective positions regarding the valuation of the proposed TCE.

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

C-22673 - JURUPA COMMUNITY SERVICES DISTRICT, a California Community Services District

08-Riv-60-PM R4.2 - Parcel 30489-1 - EA 1M3809.

RWC Date: 02/01/27; RTL Date: 03/01/27. Freeway - Implement stormwater mitigation measures, restore and rehabilitate existing landscape elements and implement measures to improve worker safety. Authorizes condemnation of a permanent easement for ingress and egress purposes. Located in the city of Jurupa Valley at the intersection of Fleming Street and Granite Hill Drive. APN 173-153-002.

The public interest and necessity require the proposed project.

This project proposes implementing stormwater mitigation measures by installing trash capture devices within Significant Trash Generating Areas (STGAs), rehabilitating landscape elements to maintain the classified landscaped freeway designation, and implementing roadside safety improvements at various locations on SR 60 within San Bernardino and Riverside Counties.

The need to implement trash control measures arises from the requirements set forth in the Department's National Pollutant Discharge Elimination System (NPDES) Statewide Stormwater Permit. The Department must comply with the requirements of this permit by implementing trash control measures within areas designated as STGAs.

The need to rehabilitate landscape elements is driven by the deterioration of the existing landscaping. These elements must be rehabilitated to maintain the classified landscaped freeway designation. The need to improve roadside safety arises from the Department's Strategic Plan, which prioritizes safety.

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

A Categorical Exemption (CE) pursuant to CEQA was approved on October 21, 2025, and a Categorical Exclusion (CE) pursuant to NEPA was prepared and approved on October 21, 2025. An Initial Site Assessment (ISA) for hazardous waste was also completed. Other studies included impacts on air quality, biological and cultural resources, noise, and stormwater.

The build alternative involves implementing stormwater mitigation measures by installing trash capture devices, rehabilitating landscape elements to maintain the classified landscaped freeway designation and implementing roadside safety improvements such as maintenance vehicle trails and pullouts.

This project will not alter or introduce new nonstandard roadway design features, nor does it include correction of existing nonstandard design features. Therefore, it is anticipated that a Design Standard Decision Document (DSDD) will not be required for the features that will not be altered. However, if new nonstandard features are proposed in subsequent project phases, a DSDD will be required.

To minimize the impact of the project scope on private properties, the project is designed with the minimum required acquisition necessary for construction. The work will require an access easement to conduct maintenance operations by accessing freeway features, including landscape and drainage facilities. This easement was sized only to the equipment/access needs, matching the width of an existing access gate to State right of way. This will improve worker safety and allow for the installation and maintenance of drainage facilities and landscape elements.

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

The property consists of 0.75 acres, or approximately 32,669 SF, of vacant scenic highway commercial land. This project requires a 1,560 SF easement from the Owner's property to provide access to and from the existing state right of way for maintenance operations. 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 15, 2025. After the appraisal was approved, District Design revisited the parcel's necessity and confirmed it still is required for the project. This delayed the FWO until their approval was received. On March 4, 2026, the FWO of just compensation was then made in person to the Owner.

Negotiations are ongoing, however, as of September 2, 2026, the Department and the Owner are currently at an impasse due to easement language, as well as the Owner's internal approval timeframes. Final approval of this transaction will need to go before the Owner's board, which is a lengthy process.

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

C-22674 - The City of Ontario, a municipal corporation
08-SBd-60-PM R9.0 - Parcel 30475-1 - EA 1M3809.

RWC Date: 02/01/27; RTL Date: 03/01/27. Freeway - Implement stormwater mitigation measures, restore and rehabilitate existing landscape elements and implement measures to improve worker safety. Authorizes condemnation of a permanent easement for ingress and egress purposes. Located in the city of Ontario at the southeastern corner of South Haven Avenue and SR 60. APN 1083-331-03.

The public interest and necessity require the proposed project.

This project proposes implementing stormwater mitigation measures by installing trash capture devices within STGAs, rehabilitating landscape elements to maintain the classified landscaped freeway designation, and implementing roadside safety improvements at various locations on SR 60 within San Bernardino and Riverside Counties.

The need to implement trash control measures arises from the requirements set forth in the Department's NPDES Statewide Stormwater Permit. The Department must comply with the requirements of this permit by implementing trash control measures within areas designated as STGAs.

The need to rehabilitate landscape elements is driven by the deterioration of the existing landscaping. These elements must be rehabilitated to maintain the classified landscaped freeway designation. The need to improve roadside safety arises from the Department's Strategic Plan, which prioritizes safety.

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

A CE pursuant to CEQA was approved on October 21, 2025, and a CE pursuant to NEPA was prepared and approved on October 21, 2025. An ISA for hazardous waste was also completed. Other studies included impacts on air quality, biological and cultural resources, noise, and stormwater.

The build alternative involves implementing stormwater mitigation measures by installing trash capture devices, rehabilitating landscape elements to maintain the classified landscaped freeway designation, and implementing roadside safety improvements such as maintenance vehicle trails and pullouts.

This project will not alter or introduce new nonstandard roadway design features, nor does it include correction of existing nonstandard design features. Therefore, it is anticipated that a DSDD will not be required for the features that will not be altered. However, if new nonstandard features are proposed in subsequent project phases, a DSDD will be required.

To minimize the impact of the project scope on private properties, the project is designed with the minimum required acquisition necessary for construction. The work will require an access

easement to conduct maintenance operations by accessing freeway features, including landscape and drainage facilities. This easement was sized only to the equipment/access needs of Maintenance, with a safe turnaround area for vehicles at the northern portion of the easement. This will improve worker safety and allow for the installation and maintenance of drainage facilities and landscape elements.

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

The property consists of 1.84 acres, or approximately 80,171 SF, of vacant land restricted from development and zoned as Specific Plan. This project requires an 11,672 SF easement from the Owner's property to provide access to and from freeway features for maintenance operations, including landscape and drainage facilities. 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 26, 2025. After the appraisal was approved, District Design revisited the parcel's necessity and confirmed it still is required for the project, this delayed the FWO until their approval was received. On January 13, 2026, per the Owner's preference, the FWO of just compensation was then sent via certified mail. This offer was confirmed as received by the Owner on January 16, 2026.

Negotiations are ongoing; however, as of September 18, 2026, the Department and the Owner are currently at an impasse due to approval timeframes. Final approval of this transaction will go before the Owner's City Council, which is a lengthy process. This approval has yet to be scheduled by Owner.

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

C-22675 - Ethan G. Conrad, an unmarried man

10-Mer-152-PM 19.44 - Parcel 17922-1, 2, 3, 4 - EA 1E9809.

RWC Date: 12/15/26; RTL Date: 01/15/27. Conventional highway-rehabilitation project.

Authorizes condemnation of highway easements and a temporary easement for construction purposes. The affected property is located in the city of Los Banos at 929 West Pacheco Boulevard. APN 431-020-002 and 431-020-001.

The public interest and necessity require the proposed project.

The project is located on SR 152 in Merced County in and near Los Banos. The purpose of this project is to address roadway deficiencies and rehabilitate the existing Asphalt Concrete (AC) within the project limits and place Stress Absorbing Membrane Interlayer Rubberized (SAMI-R) on SR 152 within the project limits. The goal is to: preserve and extend the service life of the existing pavement to improve overall pavement condition, ride quality, and minimize future maintenance needs; provide pedestrians and bicyclists active transportation infrastructure and bring the facility into compliance with Federal, State, and departmental standards for accessibility; rehabilitate drainage elements; upgrade electrical and TMS elements. Other improvements include new curb ramps, new driveways, new sidewalk, upgrading existing drainage, upgrading electrical equipment at signalized intersections and new Intelligent Transportation Systems (ITS) elements.

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

The Department has approved a CE per CEQA and a CE per NEPA for this project on October 2, 2023. It was determined that the proposed action will not have a significant effect on the environment.

The build alternative and the no-build alternative were considered for this project. The preferred alternative was determined to be the build alternative, which included improvements requiring additional right of way.

Another alternative configuration of the pedestrian facility was determined not to be feasible and would cause greater private injury as it would cause additional right of way greater than the proposed right of way. Therefore, the proposed design and right of way requirements minimize the impacts on said parcel.

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

The subject property measures 601,999 SF according to the Department's appraisal map. The project requires an 180 SF highway easement, a 143 SF highway easement, a 149 SF highway easement, and a 5,808 SF TCE. The highway easements and TCE are necessary to upgrade existing sidewalk segments and three existing driveways to meet current Americans with Disabilities Act (ADA) accessibility standards.

The proposed project improvements at this location cannot be constructed without acquiring the required property rights.

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 10 Right of Way management on June 10, 2026. On June 23, 2026, the FWO of just compensation was sent via email and certified mail to the Owner and confirmed as received on June 23, 2026, via email, and June 30, 2026, via certified mail.

Negotiations are ongoing and efforts to secure an equitable settlement will continue. The parties are currently at an impasse due to the Owner not actively communicating or advancing negotiations.

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

C-22676 - Tuck C. W. Lin and Elizabeth W. C. Lin, Trustees of the Lin Revocable Trust dated March 8, 2002

10-Mer-152-PM 21.33 - Parcel 17896-1, 2 – EA 1E9809.

RWC Date: 12/15/26; RTL Date: 01/15/27. Conventional highway- rehabilitation project.

Authorizes condemnation of a highway easement and temporary easement for construction purposes. The affected property is located in the city of Los Banos at 1370 East Pacheco Boulevard. APN 428-140-043-000.

The public interest and necessity require the proposed project.

The project is located on SR 152 in Merced County in and near Los Banos. The purpose of this project is to address roadway deficiencies and rehabilitate the existing AC within the project limits and place SAMI-R on SR 152 within the project limits. The goal is to: preserve and extend the service life of the existing pavement to improve overall pavement condition, ride quality, and minimize future maintenance needs; provide pedestrians and bicyclists active transportation infrastructure and bring the facility into compliance with Federal, State, and departmental standards for accessibility; rehabilitate drainage elements; upgrade electrical and TMS elements. Other improvements include new curb ramps, new driveways, new sidewalk, upgrading existing drainage, upgrading electrical equipment at signalized intersections and new ITS elements.

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

The Department has approved a CE per CEQA and a CE per NEPA for this project on October 2, 2023. It was determined that the proposed action will not have a significant effect on the environment.

The build alternative and the no-build alternative were considered for this project. The preferred alternative was determined to be the build alternative, which included improvements requiring additional right of way.

Another alternative configuration of the pedestrian facility was determined not to be feasible and would cause greater private injury as it would cause additional right of way greater than the proposed right of way. Therefore, the proposed design and right of way requirements minimize the impacts on said parcel.

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

The subject property measures 38,332.8 SF according to the Department's appraisal map. The project requires 371 SF for a highway easement and 371 SF for a TCE. The highway easement and TCE are necessary to upgrade an existing driveway to meet current ADA accessibility standards.

The proposed project improvements at this location cannot be constructed without acquiring these required property rights.

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 10 Right of Way management on July 1, 2026. On July 10, 2026, the FWO of just compensation was sent via email and certified mail to the Owners and confirmed as received on July 10, 2026, via email, and July 21, 2026, via certified mail.

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

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

C-22677 - Scott A. McMillan and Tani M. McMillan, husband and wife as joint tenants

10-Mer-152-PM 22.08 - Parcel 17908-1 – EA 1E9809.

RWC Date: 12/15/26; RTL Date: 01/15/27. Conventional highway - rehabilitation project.

Authorizes condemnation of a highway easement for state highway purposes. The affected property is located in the city of Los Banos at 2180 West Pacheco Boulevard.

APN 428-160-022-000.

The public interest and necessity require the proposed project.

The project is located on SR 152 in Merced County in and near Los Banos. The purpose of this project is to address roadway deficiencies and rehabilitate the existing AC within the project limits and place SAMI-R on SR 152 within the project limits. The goal is to: Preserve and extend the service life of the existing pavement to improve overall pavement condition, ride quality, and minimize future maintenance needs; provide pedestrians and bicyclists active transportation infrastructure and bring the facility into compliance with Federal, State, and departmental standards for accessibility; rehabilitate drainage elements; upgrade electrical and TMS elements. Other improvements include new curb ramps, new driveways, new sidewalk, upgrading existing drainage, upgrading electrical equipment at signalized intersections and new ITS elements.

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

The Department has approved a CE per CEQA and a CE per NEPA for this project on October 2, 2023. It was determined that the proposed action will not have a significant effect on the environment.

The build alternative and the no-build alternative were considered for this project. The preferred alternative was determined to be the build alternative, which included improvements requiring additional right of way.

Another alternative configuration of the pedestrian facility was determined not to be feasible and would cause greater private injury as it would cause additional right of way greater than the proposed right of way. Therefore, the proposed design and right of way requirements minimize the impacts on said parcel.

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

The subject property measures 35,719.2 SF according to the Department's appraisal map. The project requires 35 SF for a highway easement. The highway easement is necessary to upgrade and maintain an existing curb ramp to meet current ADA accessibility standards.

The proposed project improvements at this location cannot be constructed without acquiring the required property rights.

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 10 Right of Way management on May 29, 2026. On July 7, 2026, the FWO of just compensation was sent via email and certified mail to the Owners with a confirmed receipt of August 6, 2026.

"Improving lives and communities through transportation."

The parties are currently at an impasse due to the Owners being non-responsive. Three personal calls were made to the Owners in the month of July and following the initiation of the negotiation meeting; the Acquisition Agent attempted to contact the Owners by email, phone calls, letters and requests to meet but the Owners were unresponsive. The District will continue efforts in contacting the Owners and to secure an equitable settlement.

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

C-22678 - Wingslayer Inc., A California Corporation
10-Mer-152-PM 22.17 - Parcel 17910-1 - EA 1E9809.

RWC Date: 12/15/26; RTL Date: 01/15/27. Conventional highway - rehabilitation project. Authorizes condemnation of a highway easement for state highway purposes. The affected property is in the city of Los Banos at 2250 East Pacheco Boulevard. APN 428-160-026-000.

The public interest and necessity require the proposed project.

The project is located on SR 152 in Merced County in and near Los Banos. The purpose of this project is to address roadway deficiencies and rehabilitate the existing AC within the project limits and place SAMI-R on SR 152 within the project limits. The goal is to: preserve and extend the service life of the existing pavement to improve overall pavement condition, ride quality, and minimize future maintenance needs; provide pedestrians and bicyclists active transportation infrastructure and bring the facility into compliance with Federal, State, and departmental standards for accessibility; rehabilitate drainage elements; upgrade electrical and TMS elements. Other improvements include new curb ramps, new driveways, new sidewalk, upgrading existing drainage, upgrading electrical equipment at signalized intersections and new ITS elements.

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

The Department has approved a CE per CEQA and a CE per NEPA for this project on October 2, 2023. It was determined that the proposed action will not have a significant effect on the environment.

The build alternative and the no-build alternative were considered for this project. The preferred alternative was determined to be the build alternative, which included improvements requiring additional right of way.

Another alternative configuration of the pedestrian facility was determined not to be feasible and would cause greater private injury as it would cause additional right of way greater than the proposed right of way. Therefore, the proposed design and right of way requirements minimize the impacts on said parcel.

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

The subject property measures 70,567.2 SF according to the Department's appraisal map. The project requires 39 SF for a highway easement. The highway easement is necessary to upgrade and maintain an existing curb ramp to meet current ADA accessibility standards.

The proposed project improvements at this location cannot be constructed without acquiring the required property rights.

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 10 Right of Way management on June 3, 2026. On July 2, 2026, the FWO of just compensation was sent via email and certified mail to the Owner and returned undeliverable.

The parties are currently at an impasse due to the Owner being non-responsive. Three personal calls were made to the owners in the month of July and following the initiation of the negotiation meeting; the Acquisition Agent attempted to contact the owner by email, phone calls, letters and requests to meet but the Owner was unresponsive. The District will continue efforts in contacting the Owner and to secure an equitable settlement.

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

C-22679 – LESSEE: Outfront Media, LLC

10-SJ-5-PM 26.62 - Parcel 17758-A - EA 0X4619.

RWC Date: 03/03/27; RTL Date: 05/28/27. Conventional Highway - Bridge Replacement project. Authorizes condemnation of leasehold interest of outdoor advertising company. Located in the city of Stockton at 1245 West Weber Avenue. APN 145-190-020.

The public interest and necessity require the proposed project.

I-5 is the principal south/north highway traversing California beginning at the Mexico border and continuing north to the Oregon border. In addition to serving interregional, regional/commuter and local traffic, I-5 provides primary access for the movement of people, goods and services and is considered a major lifeline transportation route for industrial, commercial and agricultural products of the communities in the Central Valley of California. I-5 is also a major connector for all east/west routes throughout the Central Valley, providing linkages between the San Francisco Bay area, the Central Valley, foothill communities, and the Sierra Nevada Mountains.

The purpose of this project is to ensure the long-term serviceability and structural integrity and improve the permit load rating of the Stockton Channel Viaduct (SCV) (Br. No. 29-0176L/R) on I-5 in San Joaquin County.

The project is needed to correct significant structural deficiencies and reduce continual maintenance on the SCV bridges. The bridges exhibit widespread deterioration in their concrete and steel components, including deck spalling and delamination, damaged steel bracing, freckled rust, widely spaced girders, and cracking in retaining walls, bents, and columns. The bridges also have nonstandard bridge railings and are vulnerable to substructure undermining during seismic-induced soil liquefaction.

These deficiencies have led to recurring repairs, particularly on the lightweight concrete decks, where delaminated and patched areas and failed finger joints require frequent attention and rapidly re-spall. Due to differential girder deflections and shallow deck geometry, the bridges carry a low permit load rating, limiting them to the lowest federally rated loads and forcing heavier permitted freight to use alternative routes.

If left unaddressed, structural conditions and deck deterioration will worsen, increasing emergency repairs, maintenance costs, and worker exposure to traffic hazards. The bridges' poor load rating, driven largely by their 57-degree skew, poses a persistent constraint on freight movement along this key corridor, as the existing girders cannot be strengthened sufficiently to meet all Department or American Association of State Highway Transportation permit load requirements.

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

The Department has approved an IS/MND per CEQA and a Section 4(f) EA/FONSI per NEPA for this project on April 29, 2021.

Three build alternatives and a no-build alternative were considered for this project with causing the least private injury. The preferred alternative was determined to be Alternative 3, which proposes to replace both existing bridges in their entirety with new structures and is the only alternative that satisfies the project need.

The no-build alternative was rejected because it does not meet the project need.

The proposed bridges are wider than the existing bridges in order to satisfy current roadway geometry standards and allow for traffic routing during stage construction. The proposed design is widened to the southwest, which affects two commercial properties, including the subject parcel. Widening to both sides would impact the subject properties and an additional four commercial properties. Widening to the northeast would impact five commercial properties and two government-owned parcels and could potentially impact residential and 4(f) properties.

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

The property rights require an extinguishment of a lease for an Outdoor Advertising sign that is located on property that is to be acquired by the Department in fee. The sign is located along the southwest side of the I-5 freeway. The sign is in direct conflict with the proposed southbound bridge structure and needs to be relocated.

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 10 Right of Way management on June 23, 2026. On June 23, 2026, the FWO of just compensation was emailed to the Lessee's attorney and confirmed as received on June 23, 2026.

The parties are currently at an impasse due to compensation issues; however, the District is actively negotiating with the Lessee to come to a settlement for the property interests needed for the project. The District is also in negotiations with the Lessor regarding the property interests needed for the project. This RON concerns the Lessee. The Lessor is not involved in the negotiations or any other matters related to the Outdoor Advertising sign. If the District and the Lessor reach an impasse, a separate RON request will be submitted for consideration at a future Commission meeting.

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

Attachments

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22665

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-49-PM 7.7 PARCEL 041716-1
OWNER: RAMONA C. COMPTON, TRUSTEE OF THE 2009
RAMONA COMPTON TRUST, DATED 3/11/09

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

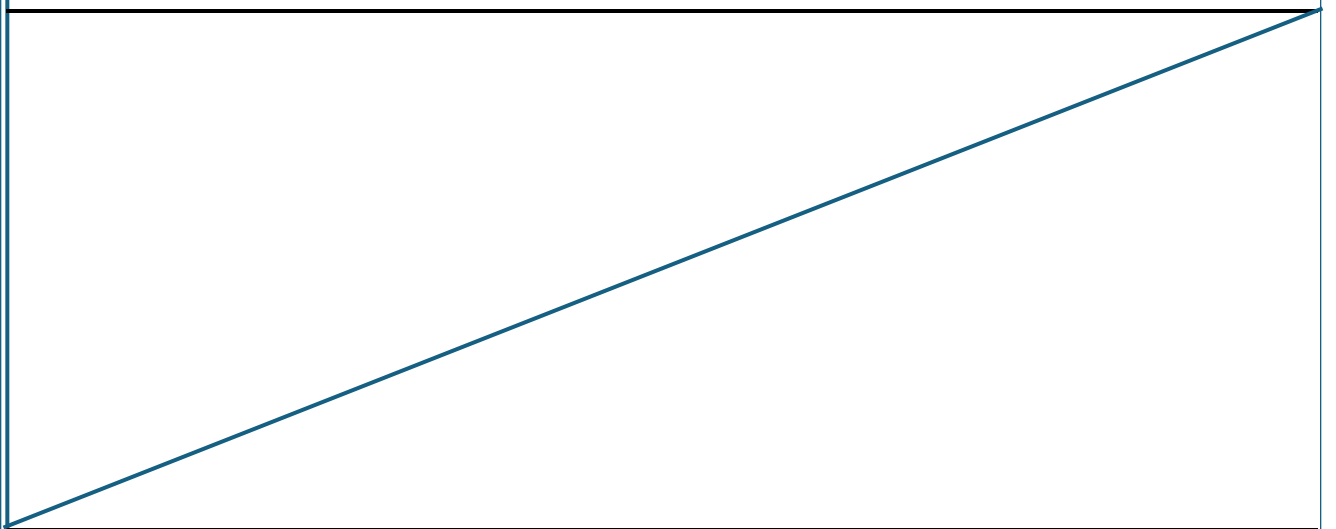
3 The property sought to be acquired and described by this resolution is necessary for
4 the public project;

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

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

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

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



Parcel 041716-1

For highway purposes, that portion of the real property described in that Grant Deed recorded March 20, 2009, in Document Number 2009-0006395, Official Records of Nevada County, being a portion of Section 27, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, lying Northerly and Easterly of courses (2) through (9) of the following described line:

COMMENCING at a point on the Westerly Right of Way line of State Route 49, marked by a 6 inch x 6 inch Concrete Monument, said point marks the Southerly terminus of the course shown as "S. 17°14'18" W. 30.00 feet", as shown on that certain Parcel map, recorded October 19, 2009, in Book 20, Page 85, County of Nevada Official Records, said point bears North 73°23'20" West, 129.80 feet from a point on the Easterly Right of Way line of State Route 49, marked by a 6 inch x 6 inch Concrete Monument, said point marks the Westerly terminus of the course shown as "N. 72°33'50" W. 30.00 feet", as shown on that certain Parcel map recorded March 24, 1974, in Book 7, Page 209, County of Nevada Official Records;

THENCE (1) continuing along said Westerly Right of Way line North 17°22'50" East, 25.71 feet to the TRUE POINT of BEGINNING;

THENCE (2) leaving said Westerly Right of Way line, North 73°24'31" West, 40.68 feet;

THENCE (3) North 16°58'14" East, 128.29 feet;

THENCE (4) North 02°27'58" East, 61.77 feet;

THENCE (5) North 14°54'26" East, 74.63 feet;

THENCE (6) North 19°45'18" East, 303.30 feet;

THENCE (7) North 31°08'29" East, 14.00 feet;

THENCE (8) North 16°47'29" East, 623.74 feet;

THENCE (9) North 11°12'35." East, 235.20 feet;

THENCE (10) North 11°10'09" East, 548.19 feet;

THENCE (11) North 09°01'02" East, 602.21 feet;

THENCE (12) North 18°08'57" East, 354.75 feet;

THENCE (13) North 18°48'29" East, 76.26 feet;

THENCE (14) North 21°56'59" East, 65.53 feet;

THENCE (15) North 29°22'02" East, 65.53 feet;

THENCE (16) North 26°24'26" East, 216.09 feet;

THENCE (17) North 25°35'15" East, 114.36 feet;

THENCE (18) North 42°29'14" East, 218.85 feet;

THENCE (19) North 59°23'14" East, 57.18 feet;

THENCE (20) North 36°35'12" East, 197.16 feet;

THENCE (21) North 32°55'47" East, 424.80 feet;

THENCE (22) North 23°45'30" East, 102.82 feet;

THENCE (23) North 20°47'20" East, 75.66 feet;

THENCE (24) North 19°40'50" East, 68.35 feet;

THENCE (25) North 31°11'05" East, 133.94 feet;

THENCE (26) North 42°41'19" East, 71.84 feet;

THENCE (27) North 31°24'20" East, 397.48 feet;

THENCE (28) North 20°29'30" East, 101.23 feet;

THENCE (29) North 27°35'02" East, 284.84 feet to a point on said Westerly Right of Way line of State Route 49, and the POINT OF TERMINUS, said point bears South 09°45'11" West, 203.37 feet from a point on the said Westerly Right of Way line marked by a 6 inch x 6 inch concrete monument, said point marks the Southerly terminus of the course shown as "South 06°17'00" West 344.97 feet" on that certain Parcel Map filed for record February 19, 1974, Book 7, Page 80, County of Nevada Official Records.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2017.50, Zone 2. Divide distances by 0.9999151 to obtain ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22666

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-49-PM 7.9 PARCEL 041717-1**

**OWNER: DENNIS M. SPENCE AND SUSAN C. SPENCE, co-trustees of THE SPENCE
FAMILY TRUST dated September 25, 2025**

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

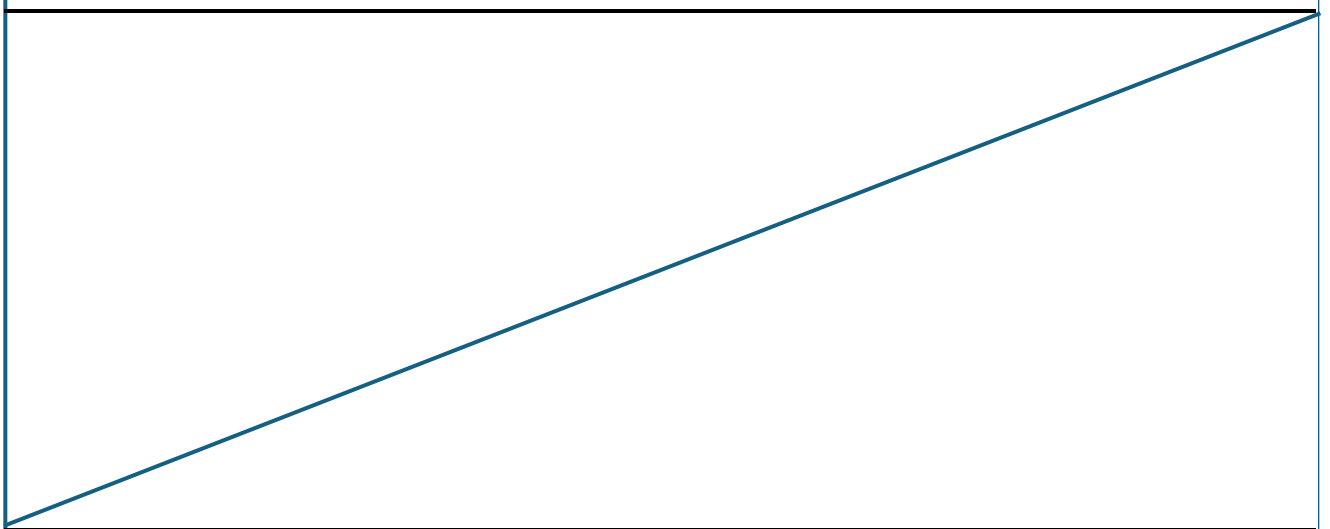
3 The property sought to be acquired and described by this resolution is necessary for
4 the public project;

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

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

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

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



Parcel 041717-1

For highway purposes, that portion of the real property described in that Grant Deed recorded January 19, 2016, in Document Number 20160000954, Official Records of Nevada County, being a portion of Section 27, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, lying Easterly of courses (9) and (10) of the following described line:

COMMENCING at a point on the Westerly Right of Way line of State Route 49, marked by a 6 inch x 6 inch Concrete Monument, said point marks the Southerly terminus of the course shown as "S. 17°14'18" W. 30.00 feet", as shown on that certain Parcel map, recorded October 19, 2009, in Book 20, Page 85, County of Nevada Official Records, said point bears North 73°23'20" West, 129.80 feet from a point on the Easterly Right of Way line of State Route 49, marked by a 6 inch x 6 inch Concrete Monument, said point marks the Westerly terminus of the course shown as "N. 72°33'50" W. 30.00 feet", as shown on that certain Parcel map recorded March 24, 1974, in Book 7, Page 209, County of Nevada Official Records;

THENCE (1) continuing along said Westerly Right of Way line North 17°22'50" East, 25.71 feet to the TRUE POINT of BEGINNING;

THENCE (2) leaving said Westerly Right of Way line, North 73°24'31" West, 40.68 feet;

THENCE (3) North 16°58'14" East, 128.29 feet;

THENCE (4) North 02°27'58" East, 61.77 feet;

THENCE (5) North 14°54'26" East, 74.63 feet;

THENCE (6) North 19°45'18" East, 303.30 feet;

THENCE (7) North 31°08'29" East, 14.00 feet;

THENCE (8) North 16°47'29" East, 623.74 feet;

THENCE (9) North 11°12'35." East, 235.20 feet;

THENCE (10) North 11°10'09" East, 548.19 feet;

THENCE (11) North 09°01'02" East, 602.21 feet;

THENCE (12) North 18°08'57" East, 354.75 feet;

THENCE (13) North 18°48'29" East, 76.26 feet;

THENCE (14) North 21°56'59" East, 65.53 feet;

THENCE (15) North 29°22'02" East, 65.53 feet;

THENCE (16) North 26°24'26" East, 216.09 feet;

THENCE (17) North 25°35'15" East, 114.36 feet;

THENCE (18) North 42°29'14" East, 218.85 feet;

THENCE (19) North 59°23'14" East, 57.18 feet;

THENCE (20) North 36°35'12" East, 197.16 feet;

THENCE (21) North 32°55'47" East, 424.80 feet;

THENCE (22) North 23°45'30" East, 102.82 feet;

THENCE (23) North 20°47'20" East, 75.66 feet;

THENCE (24) North 19°40'50" East, 68.35 feet;

THENCE (25) North 31°11'05" East, 133.94 feet;

THENCE (26) North 42°41'19" East, 71.84 feet;

THENCE (27) North 31°24'20" East, 397.48 feet;

THENCE (28) North 20°29'30" East, 101.23 feet;

THENCE (29) North 27°35'02" East, 284.84 feet to a point on said Westerly Right of Way line of State Route 49, and the POINT OF TERMINUS, said point bears South 09°45'11" West, 203.37 feet from a point on the said Westerly Right of Way line marked by a 6 inch x 6 inch concrete monument, said point marks the Southerly terminus of the course shown as "South 06°17'00" West 344.97 feet" on that certain Parcel Map filed for record February 19, 1974, Book 7, Page 80, County of Nevada Official Records.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2017.50, Zone 2. Divide distances by 0.9999151 to obtain ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22667

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-49-PM 8.6 PARCEL 041938-1**

**OWNER: TYLER W. NEFF AND TIFFANEY H. NEFF WHO ARE TRUSTEES OF THE
TYLER W. NEFF AND TIFFANEY H. NEFF AS CO-TRUSTEES OF THE NEFF LIVING
TRUST, U/A DTED OCT 29, 2015**

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

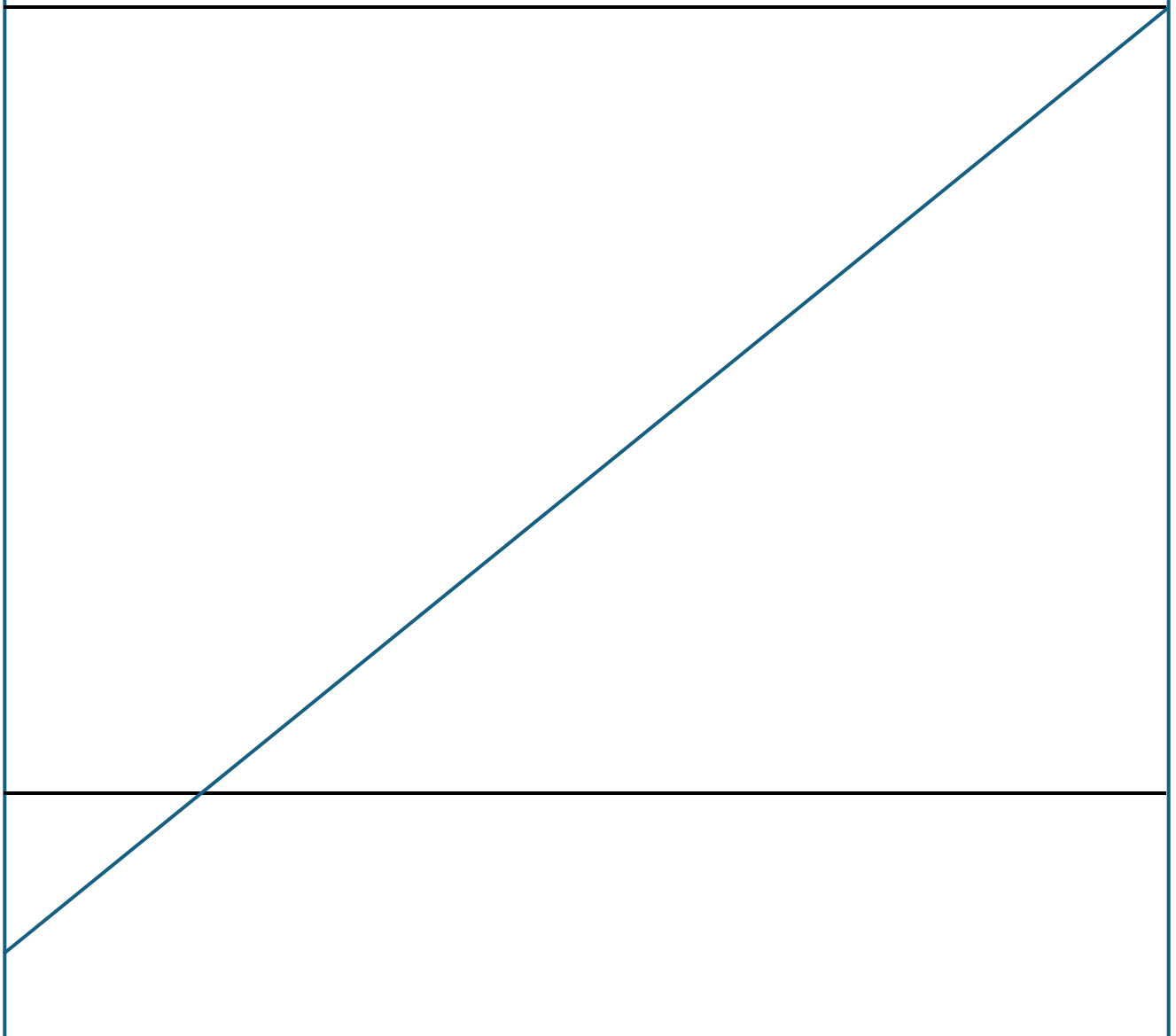
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

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



Parcel 041938-1

For highway purposes, that portion of real property described in that Grant Deed recorded September 17, 2018, in Document Number 20180018295, Official Records of Nevada County, being a portion of Section 22, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, lying Easterly of courses (25) through (27) of the following described line:

COMMENCING at a point on the Westerly Right of Way line of State Route 49, marked by a 6 inch x 6 inch Concrete Monument, said point marks the Southerly terminus of the course shown as "S. 17°14'18" W. 30.00 feet", as shown on that certain Parcel map, recorded October 19, 2009, in Book 20, Page 85, County of Nevada Official Records, said point bears North 73°23'20" West, 129.80 feet from a point on the Easterly Right of Way line of State Route 49, marked by a 6 inch x 6 inch Concrete Monument, said point marks the Westerly terminus of the course shown as "N. 72°33'50" W. 30.00 feet", as shown on that certain Parcel map recorded March 24, 1974, in Book 7, Page 209, County of Nevada Official Records;

THENCE (1) continuing along said Westerly Right of Way line North 17°22'50" East, 25.71 feet to the TRUE POINT of BEGINNING;

THENCE (2) leaving said Westerly Right of Way line, North 73°24'31" West, 40.68 feet;

THENCE (3) North 16°58'14" East, 128.29 feet;

THENCE (4) North 02°27'58" East, 61.77 feet;

THENCE (5) North 14°54'26" East, 74.63 feet;

THENCE (6) North 19°45'18" East, 303.30 feet;

THENCE (7) North 31°08'29" East, 14.00 feet;

THENCE (8) North 16°47'29" East, 623.74 feet;

THENCE (9) North 11°12'35." East, 235.20 feet;

THENCE (10) North 11°10'09" East, 548.19 feet;

THENCE (11) North 09°01'02" East, 602.21 feet;

THENCE (12) North 18°08'57" East, 354.75 feet;

THENCE (13) North 18°48'29" East, 76.26 feet;

THENCE (14) North 21°56'59" East, 65.53 feet;

THENCE (15) North 29°22'02" East, 65.53 feet;

THENCE (16) North 26°24'26" East, 216.09 feet;

THENCE (17) North 25°35'15" East, 114.36 feet;

THENCE (18) North 42°29'14" East, 218.85 feet;

THENCE (19) North 59°23'14" East, 57.18 feet;

THENCE (20) North 36°35'12" East, 197.16 feet;

THENCE (21) North 32°55'47" East, 424.80 feet;

THENCE (22) North 23°45'30" East, 102.82 feet;

THENCE (23) North 20°47'20" East, 75.66 feet;

THENCE (24) North 19°40'50" East, 68.35 feet;

THENCE (25) North 31°11'05" East, 133.94 feet;

THENCE (26) North 42°41'19" East, 71.84 feet;

THENCE (27) North 31°24'20" East, 397.48 feet;

THENCE (28) North 20°29'30" East, 101.23 feet;

THENCE (29) North 27°35'02" East, 284.84 feet to a point on said Westerly Right of Way line of State Route 49, and the POINT OF TERMINUS, said point bears South 09°45'11" West, 203.37 feet from a point on the said Westerly Right of Way line marked by a 6 inch x 6 inch concrete monument, said point marks the Southerly terminus of the course shown as "South 06°17'00" West 344.97 feet" on that certain Parcel Map filed for record February 19, 1974, Book 7, Page 80, County of Nevada Official Records.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2017.50, Zone 2. Divide distances by 0.9999151 to obtain ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22668

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-49-PM 8.6 PARCEL 041939-1**

**OWNER: TYLER W. NEFF AND TIFFANEY H. NEFF WHO ARE TRUSTEES OF THE
TYLER W. NEFF AND TIFFANEY H. NEFF AS CO-TRUSTEES OF THE NEFF LIVING
TRUST, U/A DTED OCT 29, 2015**

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

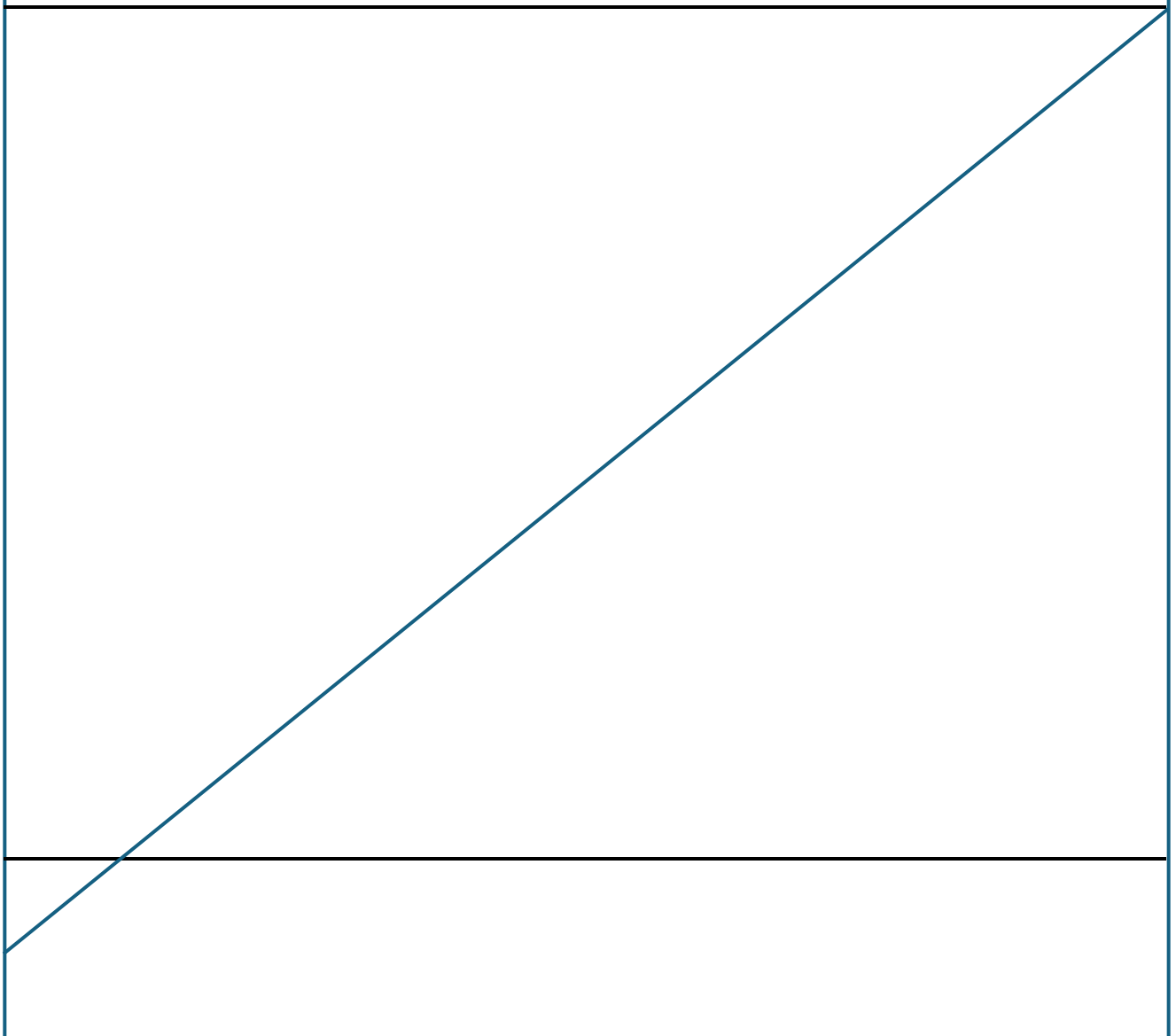
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

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



Parcel 041939-1

For highway purposes, a portion of that real property described in that Grant Deed recorded September 17, 2018, in Document Number 20180018294, Official Records of Nevada County, being a portion of Section 22, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, lying Easterly of courses (27) through (29) of the following described line:

COMMENCING at a point on the Westerly Right of Way line of State Route 49, marked by a 6 inch x 6 inch Concrete Monument, said point marks the Southerly terminus of the course shown as "S. 17°14'18" W. 30.00 feet", as shown on that certain Parcel map, recorded October 19, 2009, in Book 20, Page 85, County of Nevada Official Records, said point bears North 73°23'20" West, 129.80 feet from a point on the Easterly Right of Way line of State Route 49, marked by a 6 inch x 6 inch Concrete Monument, said point marks the Westerly terminus of the course shown as "N. 72°33'50" W. 30.00 feet", as shown on that certain Parcel map recorded March 24, 1974, in Book 7, Page 209, County of Nevada Official Records;

THENCE (1) continuing along said Westerly Right of Way line North 17°22'50" East, 25.71 feet to the TRUE POINT of BEGINNING;

THENCE (2) leaving said Westerly Right of Way line, North 73°24'31" West, 40.68 feet;

THENCE (3) North 16°58'14" East, 128.29 feet;

THENCE (4) North 02°27'58" East, 61.77 feet;

THENCE (5) North 14°54'26" East, 74.63 feet;

THENCE (6) North 19°45'18" East, 303.30 feet;

THENCE (7) North 31°08'29" East, 14.00 feet;

THENCE (8) North 16°47'29" East, 623.74 feet;

THENCE (9) North 11°12'35." East, 235.20 feet;

THENCE (10) North 11°10'09" East, 548.19 feet;

THENCE (11) North 09°01'02" East, 602.21 feet;

THENCE (12) North 18°08'57" East, 354.75 feet;

THENCE (13) North 18°48'29" East, 76.26 feet;

THENCE (14) North 21°56'59" East, 65.53 feet;

THENCE (15) North 29°22'02" East, 65.53 feet;

THENCE (16) North 26°24'26" East, 216.09 feet;

THENCE (17) North 25°35'15" East, 114.36 feet;

THENCE (18) North 42°29'14" East, 218.85 feet;

THENCE (19) North 59°23'14" East, 57.18 feet;

THENCE (20) North 36°35'12" East, 197.16 feet;

THENCE (21) North 32°55'47" East, 424.80 feet;

THENCE (22) North 23°45'30" East, 102.82 feet;

THENCE (23) North 20°47'20" East, 75.66 feet;

THENCE (24) North 19°40'50" East, 68.35 feet;

THENCE (25) North 31°11'05" East, 133.94 feet;

THENCE (26) North 42°41'19" East, 71.84 feet;

THENCE (27) North 31°24'20" East, 397.48 feet;

THENCE (28) North 20°29'30" East, 101.23 feet;

THENCE (29) North 27°35'02" East, 284.84 feet to a point on said Westerly Right of Way line of State Route 49, and the POINT OF TERMINUS, said point bears South 09°45'11" West, 203.37 feet from a point on the said Westerly Right of Way line marked by a 6 inch x 6 inch concrete monument, said point marks the Southerly terminus of the course shown as "South 06°17'00" West 344.97 feet" on that certain Parcel Map filed for record February 19, 1974, Book 7, Page 80, County of Nevada Official Records.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2017.50, Zone 2. Divide distances by 0.9999151 to obtain ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22669

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-49-PM 8.7 PARCEL 041940-1
OWNER: DANIEL G. GOBERT, A SINGLE MAN**

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

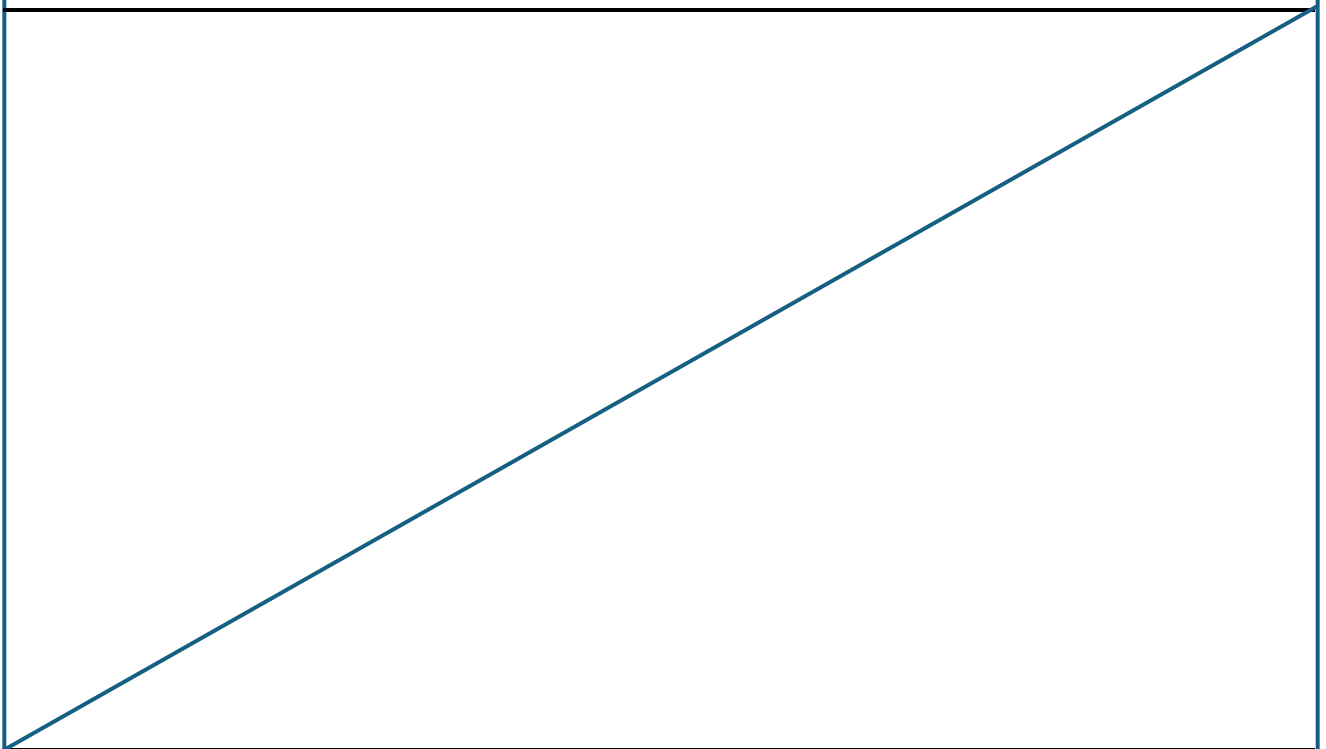
DIVISION OF RIGHT OF WAY

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

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

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

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



Parcel 041940-1

For highway purposes, that portion of real property described in that Grant Deed recorded May 21, 1997, in Document Number 097012955, Official Records of Nevada County, being a portion of Section 22, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, lying Easterly of course (29) of the following described line:

COMMENCING at a point on the Westerly Right of Way line of State Route 49, marked by a 6 inch x 6 inch Concrete Monument, said point marks the Southerly terminus of the course shown as "S. 17°14'18" W. 30.00 feet", as shown on that certain Parcel map, recorded October 19, 2009, in Book 20, Page 85, County of Nevada Official Records, said point bears North 73°23'20" West, 129.80 feet from a point on the Easterly Right of Way line of State Route 49, marked by a 6 inch x 6 inch Concrete Monument, said point marks the Westerly terminus of the course shown as "N. 72°33'50" W. 30.00 feet", as shown on that certain Parcel map recorded March 24, 1974, in Book 7, Page 209, County of Nevada Official Records;

THENCE (1) continuing along said Westerly Right of Way line North 17°22'50" East, 25.71 feet to the TRUE POINT of BEGINNING;

THENCE (2) leaving said Westerly Right of Way line, North 73°24'31" West, 40.68 feet;

THENCE (3) North 16°58'14" East, 128.29 feet;

THENCE (4) North 02°27'58" East, 61.77 feet;

THENCE (5) North 14°54'26" East, 74.63 feet;

THENCE (6) North 19°45'18" East, 303.30 feet;

THENCE (7) North 31°08'29" East, 14.00 feet;

THENCE (8) North 16°47'29" East, 623.74 feet;

THENCE (9) North 11°12'35." East, 235.20 feet;

THENCE (10) North 11°10'09" East, 548.19 feet;

THENCE (11) North 09°01'02" East, 602.21 feet;

THENCE (12) North 18°08'57" East, 354.75 feet;

THENCE (13) North 18°48'29" East, 76.26 feet;

THENCE (14) North 21°56'59" East, 65.53 feet;

THENCE (15) North 29°22'02" East, 65.53 feet;

THENCE (16) North 26°24'26" East, 216.09 feet;

THENCE (17) North 25°35'15" East, 114.36 feet;

THENCE (18) North 42°29'14" East, 218.85 feet;

THENCE (19) North 59°23'14" East, 57.18 feet;

THENCE (20) North 36°35'12" East, 197.16 feet;

THENCE (21) North 32°55'47" East, 424.80 feet;

THENCE (22) North 23°45'30" East, 102.82 feet;

THENCE (23) North 20°47'20" East, 75.66 feet;

THENCE (24) North 19°40'50" East, 68.35 feet;

THENCE (25) North 31°11'05" East, 133.94 feet;

THENCE (26) North 42°41'19" East, 71.84 feet;

THENCE (27) North 31°24'20" East, 397.48 feet;

THENCE (28) North 20°29'30" East, 101.23 feet;

THENCE (29) North 27°35'02" East, 284.84 feet to a point on said Westerly Right of Way line of State Route 49, and the POINT OF TERMINUS, said point bears South 09°45'11" West, 203.37 feet from a point on the said Westerly Right of Way line marked by a 6 inch x 6 inch concrete monument, said point marks the Southerly terminus of the course shown as "South 06°17'00" West 344.97 feet" on that certain Parcel Map filed for record February 19, 1974, Book 7, Page 80, County of Nevada Official Records.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2017.50, Zone 2. Divide distances by 0.9999151 to obtain ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22670

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-49-PM 9.1 PARCEL 041734-1, 2
OWNER: OSCAR S. HORNBACK AND MICHELE A. HORNBACK AS TRUSTEE OF THE
OSCAR AND MICHELE HORNBACK 2013 TRUST DATED JUNE 4, 2013

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

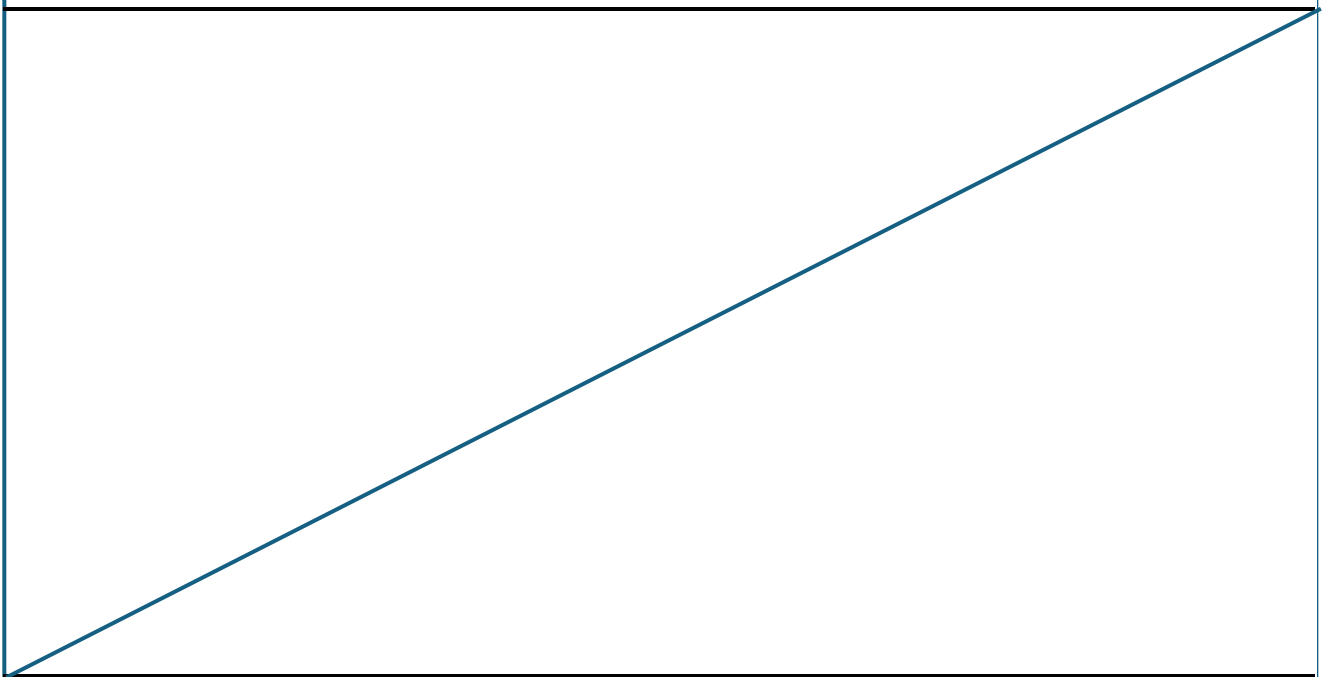
1 The property sought to be acquired and described by this resolution is necessary for
2 the public project;

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

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

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

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



Parcel 041734-1

For highway purposes, that portion of real property described in that Grant Deed recorded June 19, 2020, in Document Number 20200013542, Official Records of Nevada County, being a portion of Section 22, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, lying Easterly and Southerly of courses (7) and (8) of the following described line:

COMMENCING at a point on the Existing Westerly Right of Way line of State Route 49, marked by a 6 inch x 6 inch Concrete Monument, said point marks the Northerly terminus of the course shown as "South 30°57'00" West 47.92 feet" on that certain Parcel Map, recorded February 19, 2009, in Book 7, Page 69, County of Nevada Official Records, said point bears North 07°52'51" East, 523.58 feet from a point on said Westerly Right of Way line marked by a 6 inch x 6 inch concrete monument, said point marks the Southerly terminus of the course shown as "South 06°17'00" West 344.97 feet" on that certain Parcel Map filed for record February 19, 1974, Book 7, Page 80, County of Nevada Official Records;

THENCE (1) continuing along said Westerly Right of Way line North 5°39'43" East, 180.00 feet to the TRUE POINT of BEGINNING;

THENCE (2) leaving said Westerly Right of Way line, South 53°05'40" West, 44.42 feet;

THENCE (3) North 05°44'23" East, 760.35 feet;

THENCE (4) North 05°28'22" West, 162.86 feet;

THENCE (5) North 03°14'11" East, 86.08 feet;

THENCE (6) North 14°55'12" East, 186.64 feet;

THENCE (7) North 05°48'00" East, 272.67 feet;

THENCE (8) South 84°39'22" East, 35.96 feet to a point on said Westerly Right of Way line;

THENCE (9) along said Right of Way line North 05°38'03." East, 258.29 feet;

THENCE (10) leaving said Right of Way line South 88°42'12" West, 33.42 feet;

THENCE (11) North 06°37'56" East, 285.52 feet;

THENCE (12) North 10°35'06" East, 198.93 feet;

THENCE (13) North 88°26'47" East, 35.64 feet to a point on said Westerly Right of Way line and the POINT OF TERMINUS, said point bears South 40°59'23" West, 259.99 feet from a point on the Existing Easterly Right of Way line of State Route 49, marked by a 6 inch x 6 inch concrete monument, said point marks the Southerly terminus of the course shown as "North 15°47'00" East 858.20 feet" on that certain Parcel Map filed for record January 29, 1973, Book 4, Page 50, County of Nevada Official Records.

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2017.50, Zone 2. Divide distances by 0.9999151 to obtain ground distances.

Parcel 041734-2

An easement for temporary construction purposes, being a portion of that real property described in that Grant Deed recorded June 19, 2020, in Document Number 20200013542, Official Records of Nevada County, being a portion of Section 22, Township 15 North, Range 8 East, M.D.M., in the unincorporated area of the County of Nevada, State of California, more particularly described as follows:

COMMENCING at a point on the Existing Westerly Right of Way line of State Route 49, marked by a 6 inch x 6 inch Concrete Monument, said point marks the Northerly terminus of the course shown as "North 6°15'47" East 45.34 feet" on that certain Parcel Map, recorded December 31, 1997, in Book 18, Page 361, County of Nevada Official Records, said point bears South 20°41'43" West, 672.60 feet from a point on the Existing Easterly Right of Way line of State Route 49, marked by a 6 inch x 6 inch concrete monument, said point marks the Southerly terminus of the course shown as "North 15°47'00" East 858.20 feet" on that certain Parcel Map filed for record January 29, 1973, Book 4, Page 50, County of Nevada Official Records;

THENCE (1) continuing along said Westerly Right of Way line South 5°38'03" West, 51.64 feet to the Northeasterly boundary corner of said property, said point marks the Northerly terminus of the course shown as "South 06°15'47" West 750.63 feet" on said Parcel Map Book 18, Page 361 and the TRUE POINT of BEGINNING;

THENCE (2) continuing along said Westerly Right of Way line South 05°38'03" West, 253.29 feet;

THENCE (3) leaving said Westerly Right of Way line, North 84°39'22" West, 35.96 feet;

THENCE (4) North 05°48'00" East, 113.12 feet;

THENCE (5) North 06°37'56" East, 136.34 feet;

THENCE (6) North 88°43'21" East, 33.50 feet to the POINT of BEGINNING;

The bearings and distances used in this description are on the California Coordinate System of 1983, Epoch 2017.50, Zone 2. Divide distances by 0.9999151 to obtain ground distances.

The rights to the above-described temporary easement shall cease and terminate no later than December 2, 2030. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22671

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-71-PM 1.6/1.7 PARCEL 81484-2
OWNER: City of Pomona, a municipal corporation

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

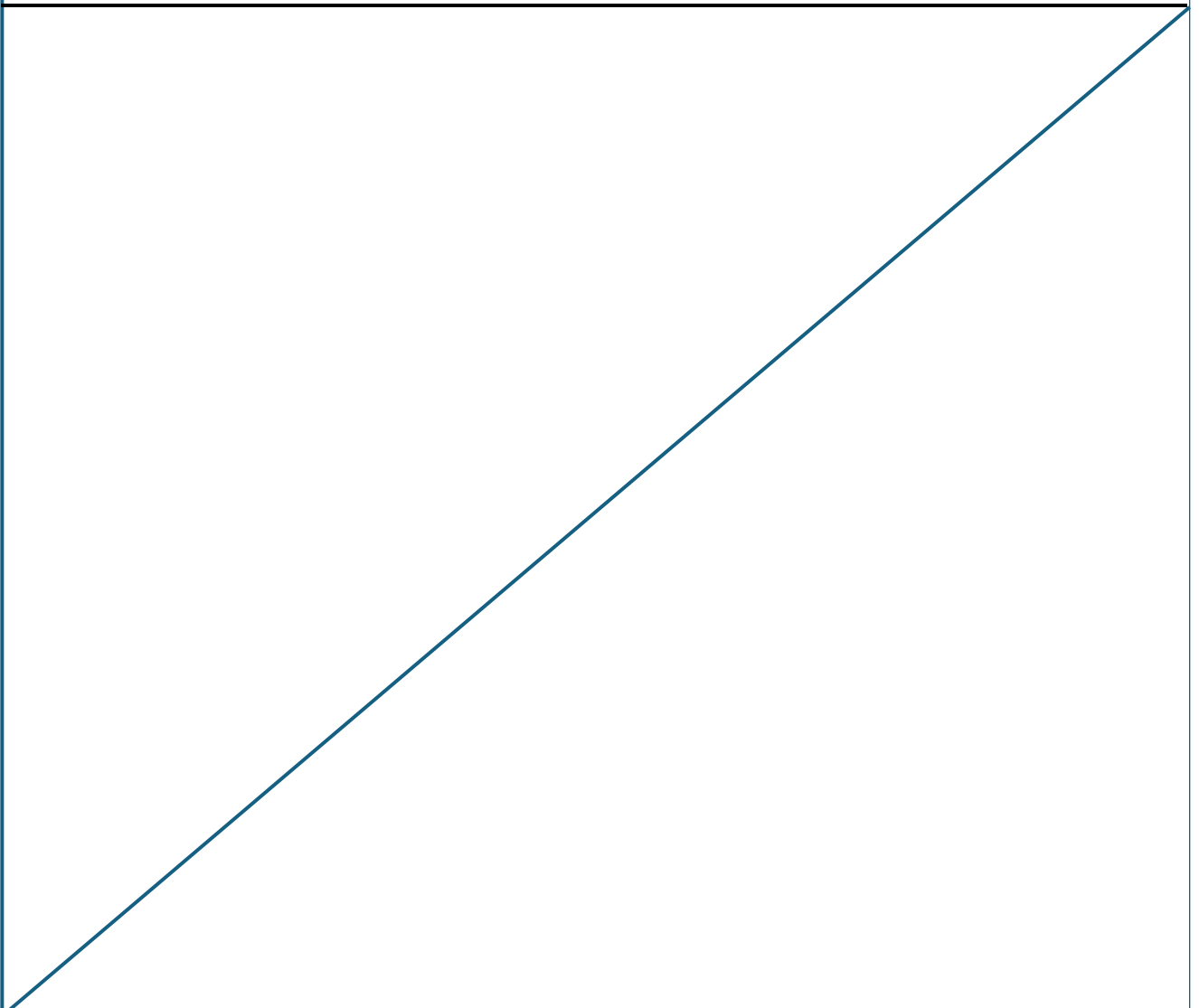
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Los
8 Angeles, State of California, Highway 07-LA-71 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 81484-2: TCE

For Freeway purposes, a temporary construction easement, 10.00 feet wide, in, to, over and across that portion of Parcel A, of Parcel Map No. 72876, in the City of Pomona, County of Los Angeles, State of California, as filed in map recorded in Book 386, Pages 76 and 77, of Parcel Maps, in the Office of the Registrar-Recorder/County Clerk of said county, described as follows:

BEGINNING at the most Northerly corner of said Parcel A, said corner being the Northwesterly Terminus of that course shown on said Parcel Map as "N46°56'47"W, 353.21'";

1. Thence along the Southeasterly prolongation of said course, S 46°56'47" E, 315.06 feet;
2. Thence S 26°32'41" W, 5.05 feet to the beginning of a non-tangent curve concave Southwesterly, having a radius of 50.12 feet, from a radial that bears N 26°32'41" E;
3. Thence Northwesterly along said curve through a central angle of 14°38'11", an arc distance of 12.80 feet to a line parallel with and distant Southwesterly 10.00 feet, measured at right angles from the course hereinabove described as having a length of 315.06 feet;
4. Thence along said parallel line N 46°56'47" W, 313.73 feet to a point on the Northerly line of said Parcel A;
5. Thence Easterly along said Northerly line, N 84°46'39" E, 13.40 feet to the POINT OF BEGINNING.

Rights to the above-described temporary easement shall cease and terminate on July 12, 2031. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Bearings and distances in the herein above-described lines are based on the California Coordinate System North American Datum (NAD) 1983, Zone 5. Divide grid distances by a combination factor of 0.99996730 to obtain ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22672

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-71-PM 1.59 PARCEL 86595-1
OWNER: JBB & K Investment, LLC, a California Limited Liability Company

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

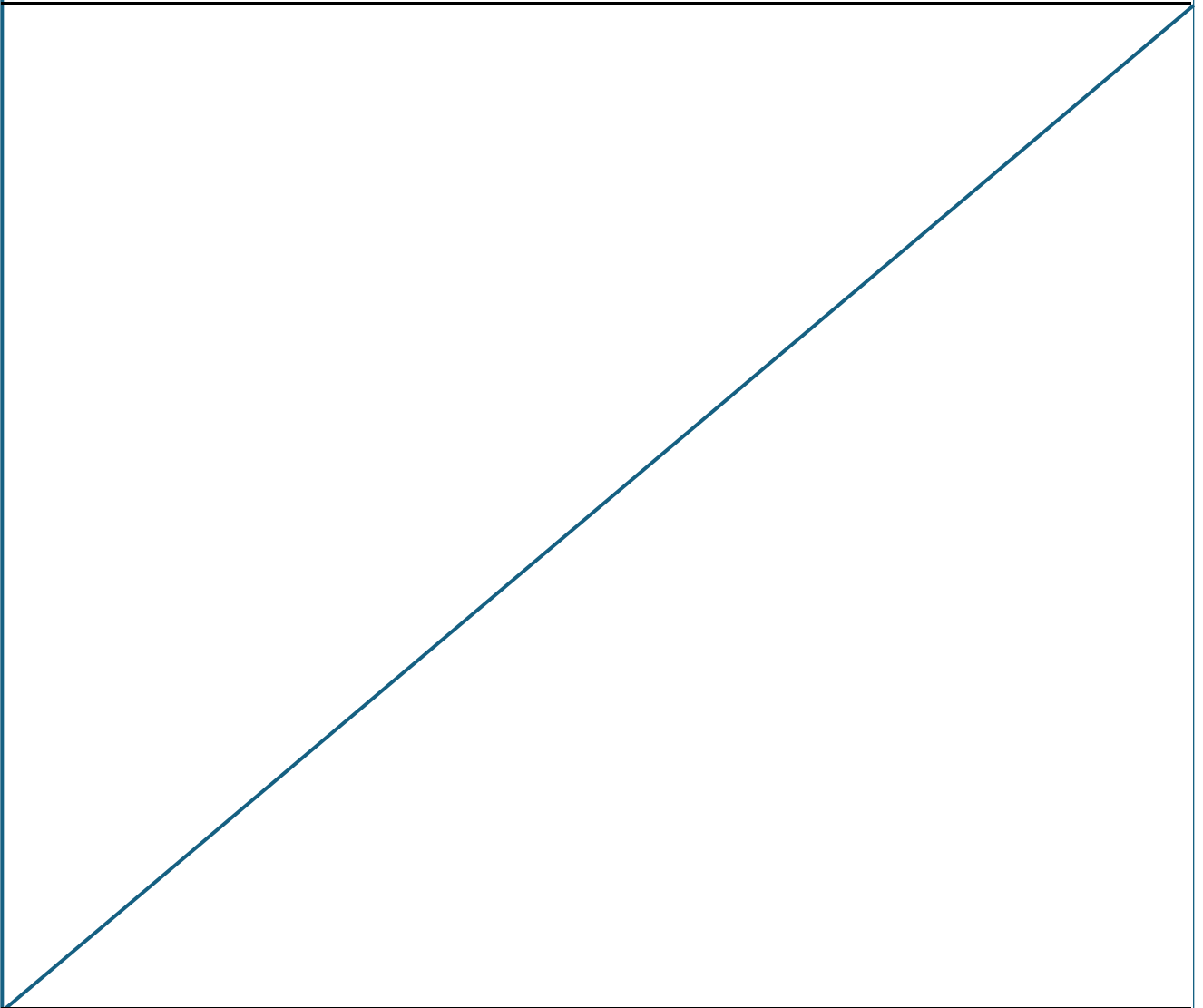
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Los
8 Angeles, State of California, Highway 07-LA-71 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 86595-1: TCE

For freeway purposes, a temporary construction easement, 10-foot-wide, in, to, over, and across that portion of Parcel "C", as shown on Exhibit "A" of Notice of Lot Line Adjustment LA-02-2012 as evidenced by Document recorded July 11, 2012, as Instrument No. 2012-1024479, of Official Records, in the Office of the Registrar-Recorder/County Clerk of said county, lying Southwesterly of the following described line:

COMMENCING at the Northeasterly Terminus of that certain course described as "South 43°11'14" West, 4.866 meters (15.96 feet)" in deed of land acquired by the State of California as State Parcel 79659-1, recorded September 25, 2012, as Instrument No. 20121442173, of Official Records, in said office;

1. Thence along the said course, South 43°11'14" West, 5.96 feet to the BEGINNING OF DESCRIBED LINE;
2. Thence South 48°38'16" East, 67.50 feet parallel with and distant 10.00 feet Northeasterly, measured at right angles from that certain course described in said deed as "South 48°38'16" East, 20.714 meters (67.96 feet)";
3. Thence South 50°16'34" East, 231.90 feet parallel with and distant 10.00 feet Northeasterly, measured at right angles from that certain course described in said deed as "South 50°16'34" East, 59.955 meters (196.71 feet)" to a point on that certain non-tangent curve described in said deed as having a radius of 69.080 meters (226.64 feet), and the END OF HEREIN DESCRIBED LINE.

Rights to the above-described temporary easement shall cease and terminate on July 12, 2031. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Bearings and distances in the herein above-described lines are based on the California Coordinate System North American Datum (NAD) 1983, Zone 5. Divide grid distances by a combination factor of 0.99996730 to obtain ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22673

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-Riv-60-PM R4.2 PARCEL 30489-1
OWNER: JURUPA COMMUNITY SERVICES DISTRICT, a California Community Services
District

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

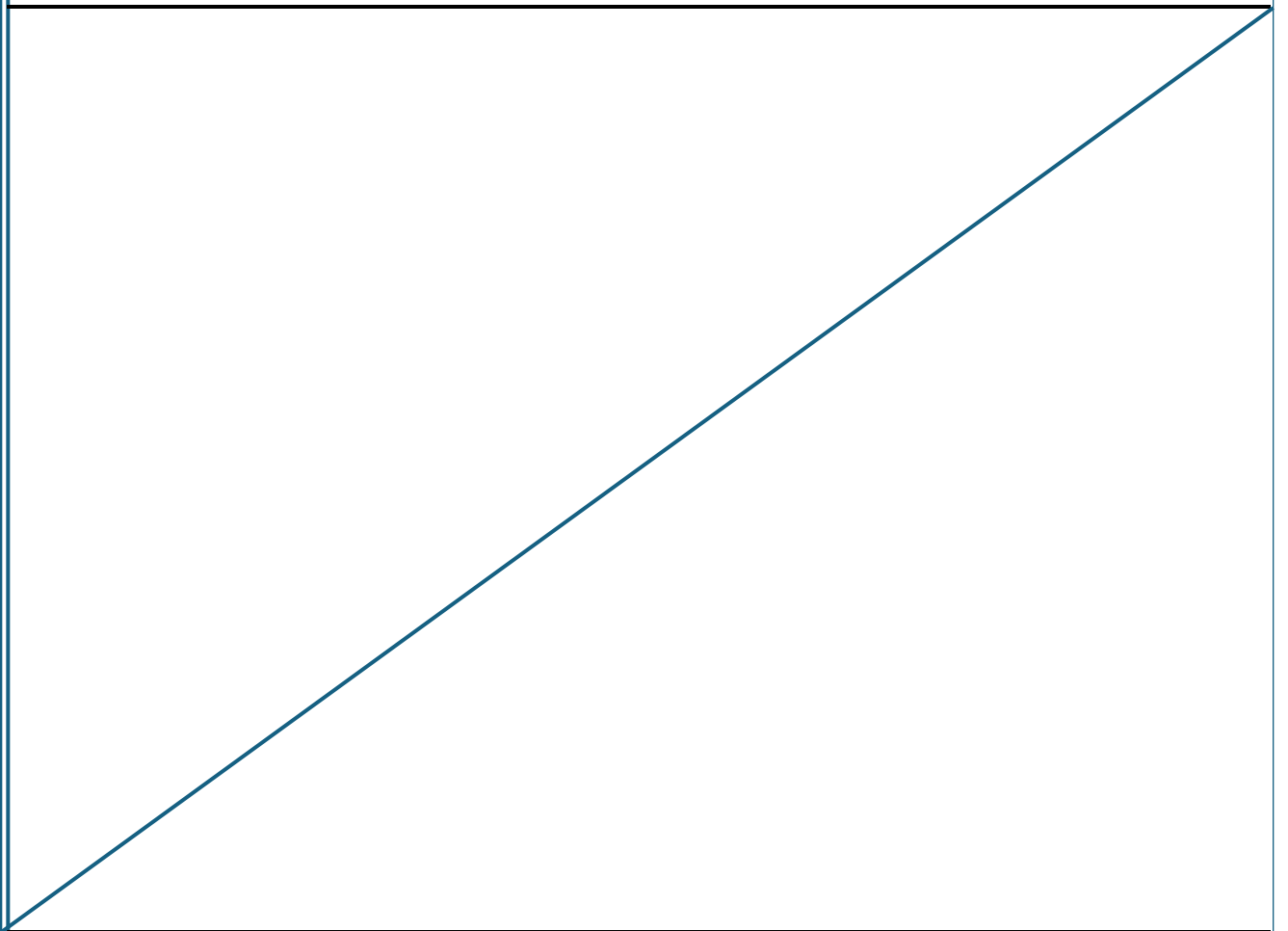
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of
10 Riverside, State of California, Highway 08-Riv-60 and described as follows:



LEGAL DESCRIPTION

Parcel 30489-1

An non-exclusive easement for ingress and egress purposes and incidents thereto along, over and across that portion of lot 11 of Glen Avon Heights Addition, as shown on a map filed in Book 14, Page 98 of Maps, in the office of the County Recorder of Riverside County, State of California, more particularly described as the Westerly 51.00 feet of the land described in a Grant Deed recorded December 23, 2015 as Document No. 2015-03554619 of Official Records of said county.

The above described easement is not an exclusive right-of-way, and Owner retains the right to grant rights of access to other parties, provided such rights do not unreasonably interfere with State's exercise of its right-of-way.

The distances used in the above description are based on the California Coordinate System of 1983 Zone 6 (EPOCH 2007.00). Divide all distances used in the above description by 0.9999920768 to obtain ground-level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22674

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-60-PM R9.0 PARCEL 30475-1
OWNER: The City of Ontario, a municipal corporation

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

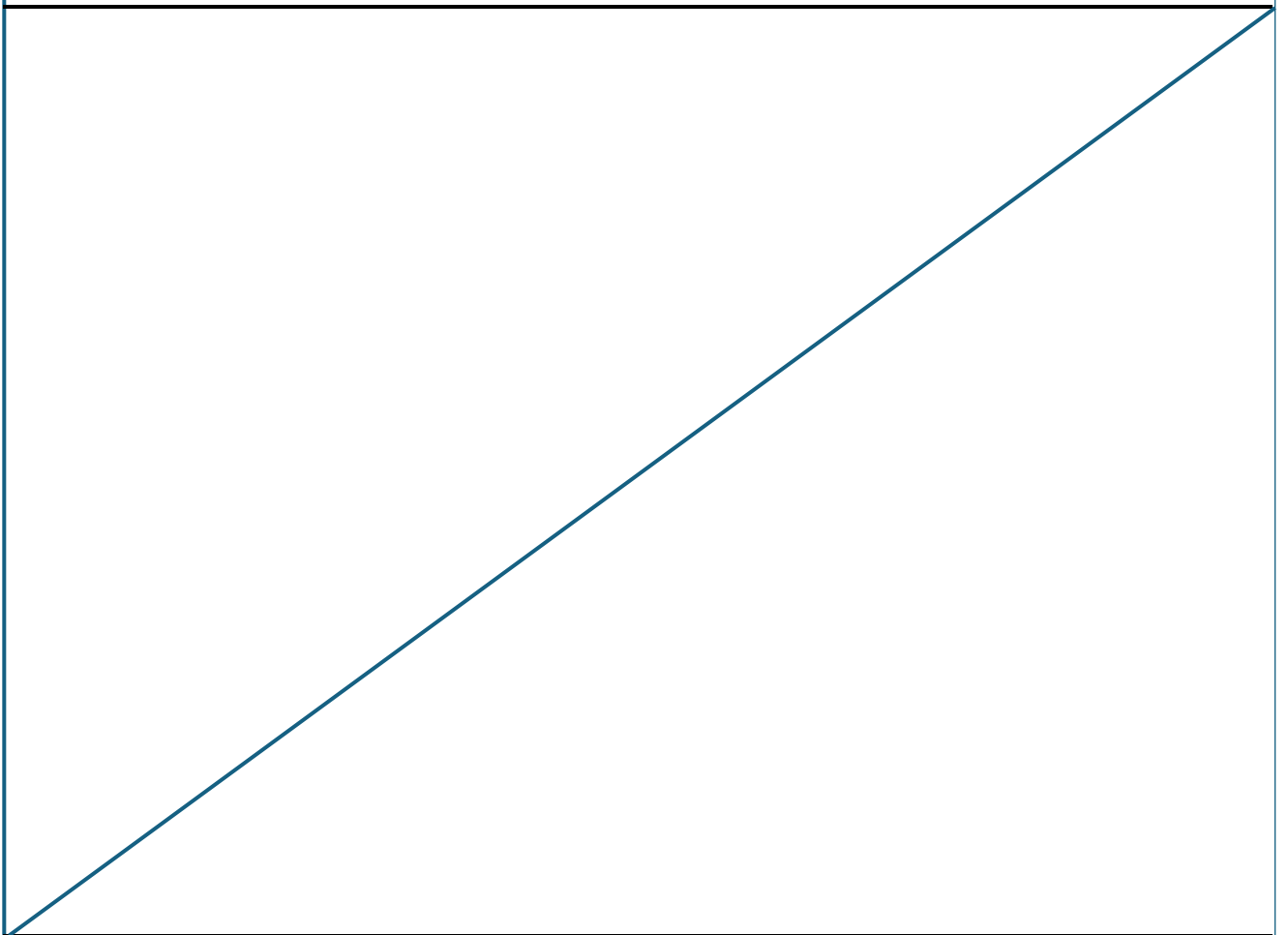
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of San
10 Bernardino, State of California, Highway 08-SBd-60 and described as follows:



LEGAL DESCRIPTION

An easement for ingress and egress purposes and incidents thereto along, over and across that portion of Lot 2 of Tract No. 10999 in the City of Ontario, County of San Bernardino, State of California, as per map filed in Book 154, Pages 73 through 76, inclusive, of Maps in the Office of the County Recorder of said County, as modified by the certificate of correction recorded November 18, 1981 as Instrument no. 81-253221 of Official Records in the Office of the County Recorder of said County, described as follows:

Parcel 30475-1

BEGINNING at the intersection of the southeasterly line of said Lot 2 with the southerly right of way line of Route 60 as described in Grant Deed recorded April 26, 2002 as Document No. 2002-0215075; thence along said southeasterly line South $48^{\circ}10'07''$ West, 18.71 feet; thence leaving said southeasterly line South $88^{\circ}03'28''$ West, 50.01 feet to the beginning of a curve, concave southwesterly, and having a radius of 120.00 feet; thence along said curve through a central angle of $39^{\circ}53'21''$ an arc distance of 83.54 feet; thence along a line parallel with said southeasterly line South $48^{\circ}10'07''$ West, 285.11 feet, to the beginning of a curve, concave northwesterly, and having a radius of 121.00 feet; thence along said curve through a central angle of $42^{\circ}22'18''$ an arc distance of 89.48 feet; thence North $89^{\circ}27'35''$ West, 46.74 feet to the easterly right of way line of Haven Avenue; thence northerly along said right of way North $04^{\circ}30'15''$ East, 16.04 feet; thence leaving said easterly right of way line, South $89^{\circ}27'35''$ East, 45.63 feet to the beginning of a curve, concave northwesterly, and having a radius of 105.00 feet; thence along said curve through a central angle of $42^{\circ}22'18''$ an arc distance of 77.65 feet; thence along a line parallel to said southeasterly line, North $48^{\circ}10'07''$ East, 220.60 feet to the beginning of a curve, concave southwesterly, and having a radius of 30.00 feet; thence along said curve through a central angle of $140^{\circ}06'39''$ an arc distance of 73.36 feet; thence North $01^{\circ}56'32''$ West, 16.00 feet to said southerly right of way line of Route 60; thence easterly along said right of way line North $88^{\circ}03'28''$ East, 220.33 feet to the **POINT OF BEGINNING**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983 Zone 6 (EPOCH 2007.00). Divide all distances used in the above description by 0.9999936008 to obtain ground-level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22675

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-Mer-152-PM 19.44 PARCEL 17922-1, 2, 3, 4
OWNER: Ethan G. Conrad, an unmarried man

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Merced, State of California, Highway 10-Mer-152 and described as follows:

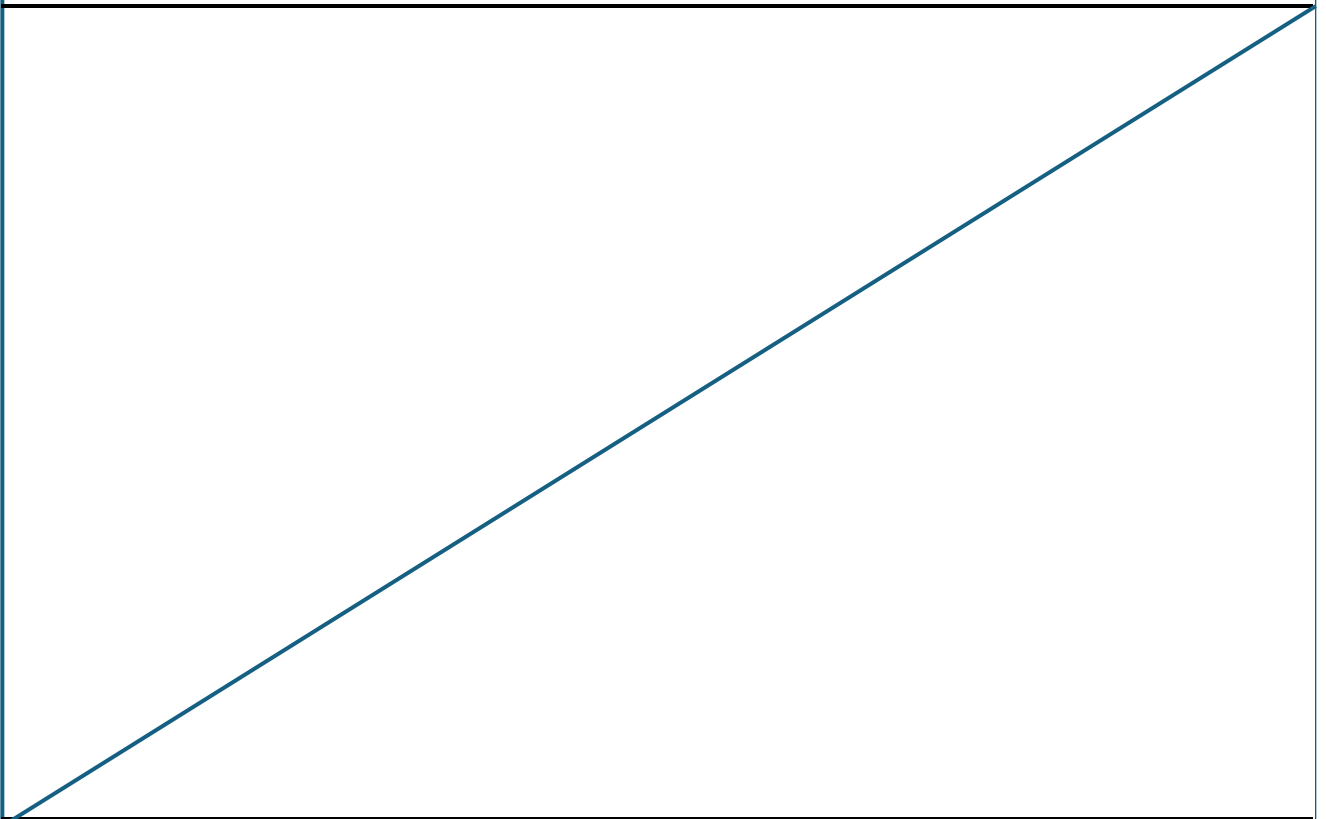


EXHIBIT A

Parcel 17922-1

An easement for highway purposes being a portion of PARCEL 1 and PARCEL 4 described in that Grant Deed recorded September 18, 2019 as Document Number 2019029789, Merced County Records, northerly of courses (2) through (6) of the following described line:

COMMENCING at a 3/4 inch iron pipe tagged LS 7788, marking the northwesterly corner of Parcel 2 as shown on sheet 3 of 3 of that Parcel Map recorded October 18, 2007 in Volume 108 of Parcel Maps at Pages 8 through 10, Merced County Records, and subject to that Certificate of Correction dated April 2, 2008, Document Number 2008-017671, Merced County Records, from which a 3 inch brass disk with punch in a monument well shown as "600+74.64 P.I. EXIST CL" on Sheet 1 of 3 of that State Highway Map, 4-H-12 dated October 25, 1965, on file with the Merced County Surveyor's Office, bears North 86°03'14" East 1176.23 feet; THENCE North 85°06'16" East 16.46 feet, to the Northeast corner of Parcel 16058 described in Grant Deed, Document Number 2007-055817, filed October 15, 2007, Merced County Records, also being the southerly right of way of State Route 152 shown on said Document; THENCE along said southerly right of way, North 84°53'44" East 415.53 feet, to the POINT OF BEGINNING;

THENCE (1) leaving said right of way, South 6°14'14" East 4.25 feet;

THENCE (2) North 84°51'32" East 30.31 feet;

THENCE (3) North 89°49'42" East 15.64 feet;

THENCE (4) South 46°58'52" East 2.19 feet;

THENCE (5) North 89°49'42" East 39.12 feet;

THENCE (6) North 50°49'40" East 5.56 feet, to said right of way and the POINT OF TERMINUS from which a 3 inch brass disk, in a monument well with punch shown as "600+74.64 P.I. EXIST CL" on said State Highway Map bears South 86°19'22" West 653.19 feet.

The bearings and distances used in this description are based on the California Coordinate System of 1983, Epoch 2017.50, Zone 3. Divide distances by 1.00000133 to convert to ground distances.

Parcel 17922-2

An easement for highway purposes being a portion of PARCEL 4 described in that Grant Deed recorded September 18, 2019 as Document Number 2019029789, Merced County Records, more particularly described as follows:

COMMENCING at a 3 inch brass disk with punch in a monument well, shown as "600+74.64 P.I. EXIST CL" on that State Highway Map, 4-H-12 dated October 25, 1965, on file with the Merced County Surveyor's Office, from which a 3/4 inch iron pipe tagged LS 7788, marking the northwesterly corner of Parcel 2 as shown on sheet 3 of 3 of that Parcel Map filed October 18, 2007 in Volume 108 of Parcel Maps at Pages 8 through 10, said County Records bears South 86°03'14" West 1176.23 feet; THENCE South 84° 35' 03" West 436.99 feet to the southerly right of way State Route 152 and the POINT OF BEGINNING;

THENCE South 53°41'45" West, 5.94 feet;

THENCE South 89°49'42" West 36.04 feet;

THENCE North 55°20'55" West 6.13 feet;

THENCE North 89°49'42" East 45.86 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are based on the California Coordinate System of 1983, Epoch 2017.50, Zone 3. Divide distances by 1.00000133 to convert to ground distances.

Parcel 17922-3

An easement for highway purposes being a portion of PARCEL 4 described in that Grant Deed recorded September 18, 2019 as Document Number 2019029789, Merced County Records, more particularly described as follows:

COMMENCING at a 3 inch brass disk with punch in a monument well, shown as "600+74.64 P.I. EXIST CL" on that State Highway Map, 4-H-12 dated October 25, 1965, on file with the Merced County Surveyor's Office, from which a 3/4 inch iron pipe tagged LS 7788, marking the northwesterly corner of Parcel 2 as shown on sheet 3 of 3 of that Parcel Map filed October 18, 2007 in Volume 108 of Parcel Maps at Pages 8 through 10, said County Records bears South 86°03'14" West 1176.23 feet; THENCE South 70° 59' 57" West 123.75 feet to the southerly right of way State Route 152 and the POINT OF BEGINNING;

THENCE South 71°03'25" West 10.88 feet;

THENCE South 89°49'42" West 34.80 feet;

THENCE North 55°20'55" West 6.13 feet;

THENCE North 89°49'42" East 50.13 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are based on the California Coordinate System of 1983, Epoch 2017.50, Zone 3. Divide distances by 1.00000133 to convert to ground distances.

Parcel 17922-4

A temporary easement for construction purposes, being a portion of PARCEL 1 and PARCEL 4 described in that Grant Deed recorded September 18, 2019 as Document Number 2019029789, Merced County Records, more particularly described as follows:

The northerly 8.98 feet of said PARCEL 1 and PARCEL 4.

EXCEPTING therefrom Parcels 17922-1, 17922-2 and 17922-3 as described in this document.

Rights to the above-described temporary easement shall cease and terminate on October 31, 2029. Said Rights may also be terminated prior to the above date by STATE upon notice to OWNER.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22676

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-Mer-152-PM 21.33 PARCEL 17896-1, 2

OWNER: Tuck C. W. Lin and Elizabeth W. C. Lin, Trustees of the Lin Revocable Trust
dated March 8, 2002

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Merced, State of California, Highway 10-Mer-152 and described as follows:

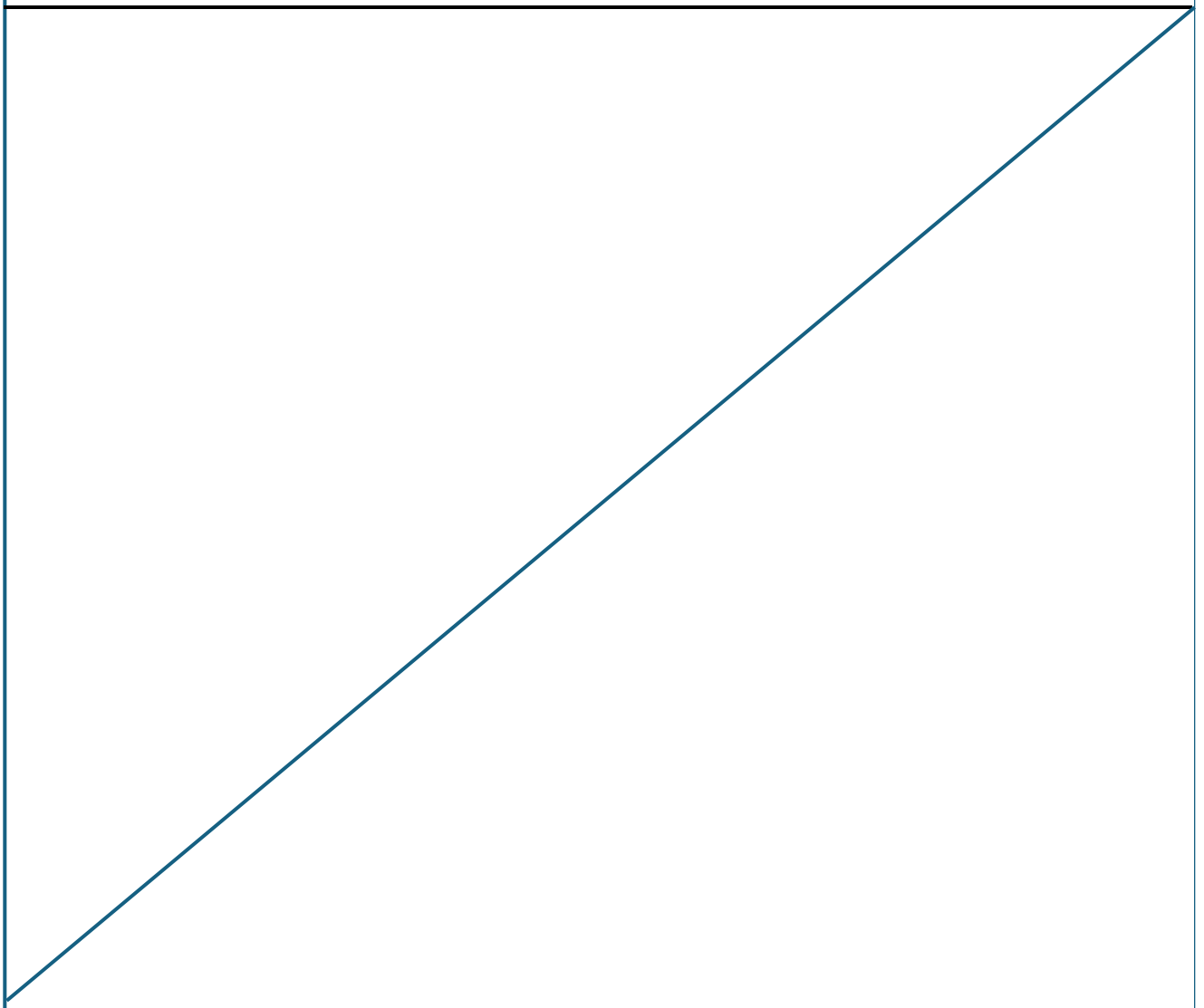


EXHIBIT A

Parcel 17896-1

An easement for highway purposes being a portion of Parcel 1 shown on that map, filed on December 19, 2001, titled "PARCEL MAP NO. 2001-06", in Volume 89 of Parcel Maps at Pages 31 through 32, Merced County Records, situate in the Southwest quarter of Section 13, Township 10 South, Range 10 East, Mount Diablo Meridian, more particular described as follows:

COMMENCING at a 2 inch brass disk with punch in a monument well shown as "REF. MON. 10", on Sheet 3 of 8 of that Record of Survey, filed November 6, 1981 in Volume 19 of Records of Surveys at Pages 22 through 29, Merced County Records, from which a 2 inch brass disk with punch in a monument well shown on Sheet 5 of 8 as "REF. MON. 43+65" on said Record of Surveys bears North 89°31'22" East 3365.42 feet; THENCE North 0°28'45" West 40.00 feet northerly, when measured at right angles, of the centerline of State Route 152; Thence South 89°31'15" West 635.91 feet; THENCE North 0°28'45" West 15.50 feet to the POINT OF BEGINNING;

THENCE continuing North 0°28'45" West 4.50 feet

THENCE, parallel with said centerline, South 89°31'15" West 59.15 feet;

THENCE South 0°28'45" East 4.50 feet, to a point 55.50 feet northerly of the centerline of State Route 152, when measured at right angles;

THENCE, parallel with and 55.50 feet northerly of said centerline, North 89°31'15" East 59.15 feet to the POINT OF BEGINNING.

EXCEPTING that portion within Parcel 1 as shown on that map, filed on April 4, 2002 titled "PARCEL MAP NO. 2002-01", in Volume 90 at Pages 12 through 13, said County Records.

The bearings and distances used in this description are based on the California Coordinate System of 1983, Epoch 2017.50, Zone 3. Divide distances by 1.00000197 to convert to ground distances.

Parcel 17896-2

A Temporary Easement for Construction Purposes being a portion of Parcel 1 shown on that map, filed on December 19, 2001, titled "PARCEL MAP NO. 2001-06", in Volume 89 of Parcel Maps at Pages 31 through 32, Merced County Records, situate in the Southwest quarter of Section 13, Township 10 South, Range 10 East, Mount Diablo Meridian, more particular described as follows:

The Southerly 12.50 feet of the Westerly 29.50 feet of said Parcel 1.

Excepting therefrom Parcel 17896-1 as described in this document.

Parcel 17896-2 cont.

Rights of the above-described Temporary Easement shall cease and terminate on October 31, 2029. Said Rights may also be terminated prior to the above date by STATE upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-22677

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-Mer-152-PM 22.08 PARCEL 17908-1**

OWNER: Scott A. McMillan and Tani M. McMillan, husband and wife as joint tenants

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Merced, State of California, Highway 10-Mer-152 and described as follows:

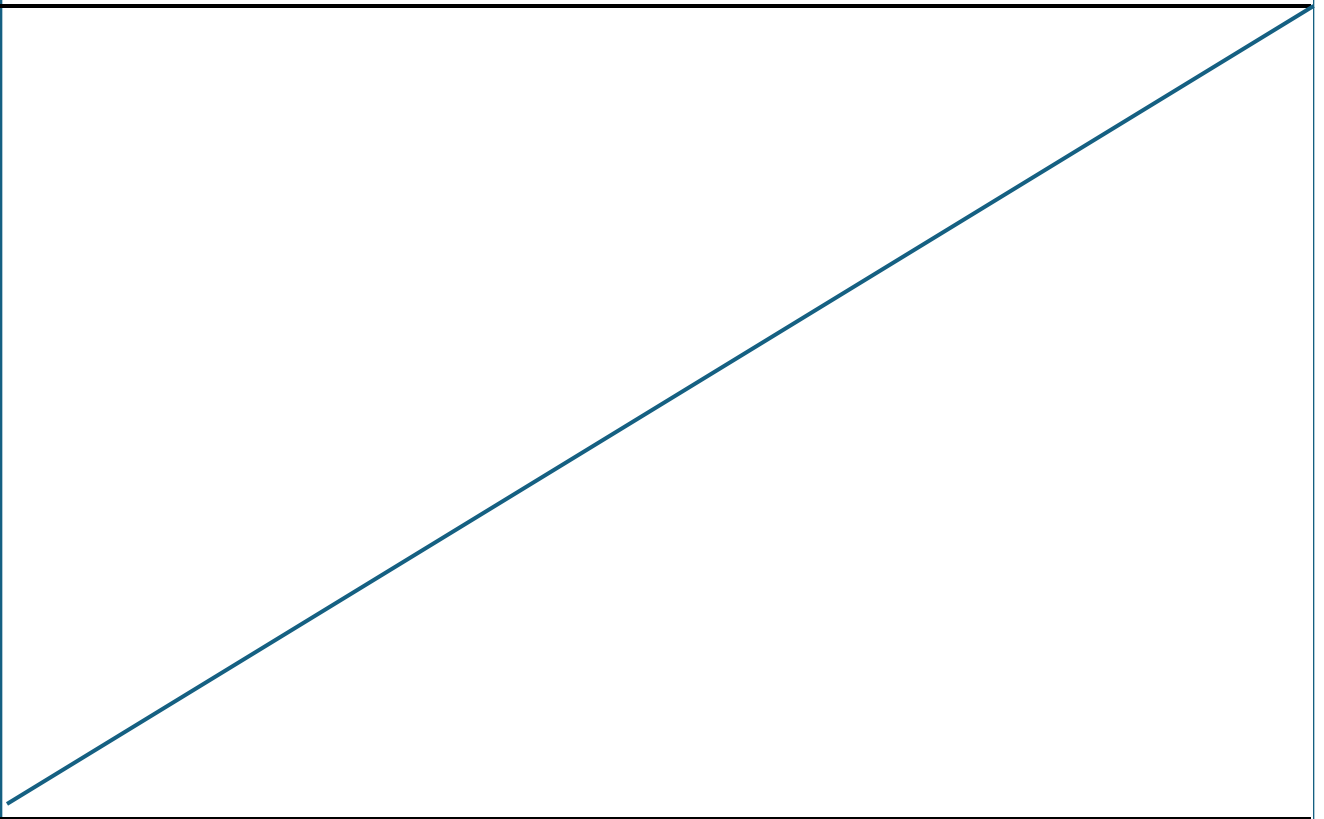


EXHIBIT A

Parcel 17908-1

An easement for highway purposes being a portion of Parcel F shown on that Parcel Map, filed January 18, 2002, titled "PARCEL MAP NO. 2001-05, PARCEL MAP FOR MANTHEY ROAD – STERLING PARTNERS", in Book 89 of Parcel Maps, at Pages 42 through 43, Merced County Records, situate in the South half of Section 13, Township 10 South, Range 10 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at a 2 inch brass disk with punch in a monument well shown as "REF. MON. 43+65", on Sheet 5 of 8 of that Record of Surveys, filed November 6, 1981 in Volume 19 of Records of Surveys at pages 22 through 29, Merced County Records, from which a 2 inch brass disk with punch in a monument well shown on Sheet 3 of 8 as "REF. MON. 10", on said Record of Surveys, bears South 89°31'22" West 3365.42 feet; THENCE North 0°28'45" West 59.34 feet to a point 59.00 feet northerly of the centerline of State Route 152, when measured at right angles; THENCE, parallel with and 59.00 feet northerly of the said centerline of State Route 152, South 89°31'15" West 77.26 feet to the POINT OF BEGINNING;

THENCE North 0°28'45" West 1.00 foot;

THENCE, parallel with said centerline, South 89°31'15" West 35.27 feet;

THENCE South 0°28'45" East 1.00 foot to a point 59.00 feet northerly of the centerline of State Route 152, when measured at right angles;

THENCE, parallel with said centerline, North 89°31'15" East 35.27 feet, to the POINT OF BEGINNING.

The bearings and distances used in this description are based on the California Coordinate System of 1983, Epoch 2017.50, Zone 3. Divide distances by 1.00000197 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22678

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-Mer-152-PM 22.17 PARCEL 17910-1
OWNER: Wingslayer Inc., A California Corporation

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

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

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

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

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

The offer required by Section 7267.2 of the Government Code has 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

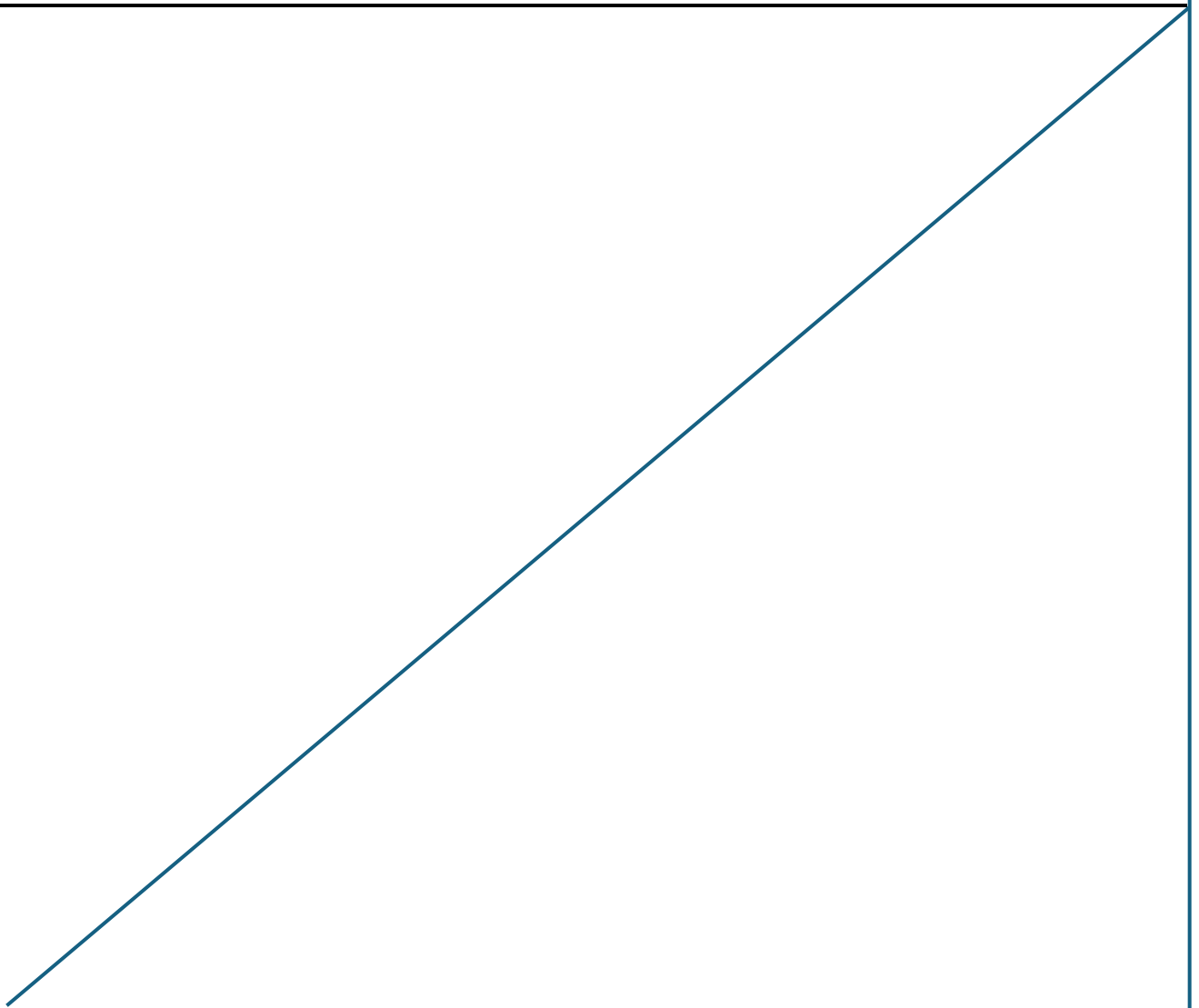
APPROVAL RECOMMENDED

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 Merced, State of California, Highway 10-Mer-152 and described as follows:



Parcel 17910-1

An easement for state highway purposes being a portion of Parcel 4 shown on that Parcel Map, filed October 18, 2005, titled "PARCEL MAP NO. 05-05, PARCEL MAP FOR IN-SHAPE HEALTH CLUBS", in Book 100 of Parcel Maps, Pages 44 through 46, Merced County Records, situate in the South half of Section 13, Township 10 South, Range 10 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at a 2 inch brass disk with punch in a monument well shown as "REF. MON. 43+65", on Sheet 5 of 8 of that Record of Survey, filed November 6, 1981 in Volume 19 of Records of Surveys at pages 22 through 29, Merced County Records, from which a 2 inch brass disk with punch in a monument well shown on Sheet 3 of 8 as "REF. MON. 10", on said Record of Survey, bears South 89°31'22" West 3365.42 feet; THENCE North 0°28'45" West 59.34 feet to a point 59.00 feet northerly of the centerline of State Route 152, when measured at right angles; THENCE, parallel with and 59.00 feet northerly of the centerline of State Route 152, North 89°31'15" East 0.89 feet, to the beginning of a tangent curve; THENCE continuing southeasterly along said curve, concave southwesterly and having a radius of 3059.36 feet, through a central angle of 7°27'24" an arc distance of 398.16 feet, to the POINT OF BEGINNING;

THENCE leaving the southerly line of said Parcel 4, North 6°58'39" East 1.50 feet;

THENCE South 82°21'59" East 32.69 feet;

THENCE along said southerly line, South 89°31'15" West 9.36 feet, to the beginning of a non-tangent curve to which a radial line from the center bears North 7°24'57" East;

THENCE along said curve, concave southwesterly and having a radius of 3059.36 feet, through a central angle of 0°26'18" an arc distance of 23.41 feet, to the POINT OF BEGINNING.

The bearings and distances used in this description are based on the California Coordinate System of 1983, Epoch 2017.50, Zone 3. Divide distances by 1.00000197 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-22679

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-SJ-5-PM 26.62 PARCEL 17758-A
LESSEE: Outfront Media, LLC

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

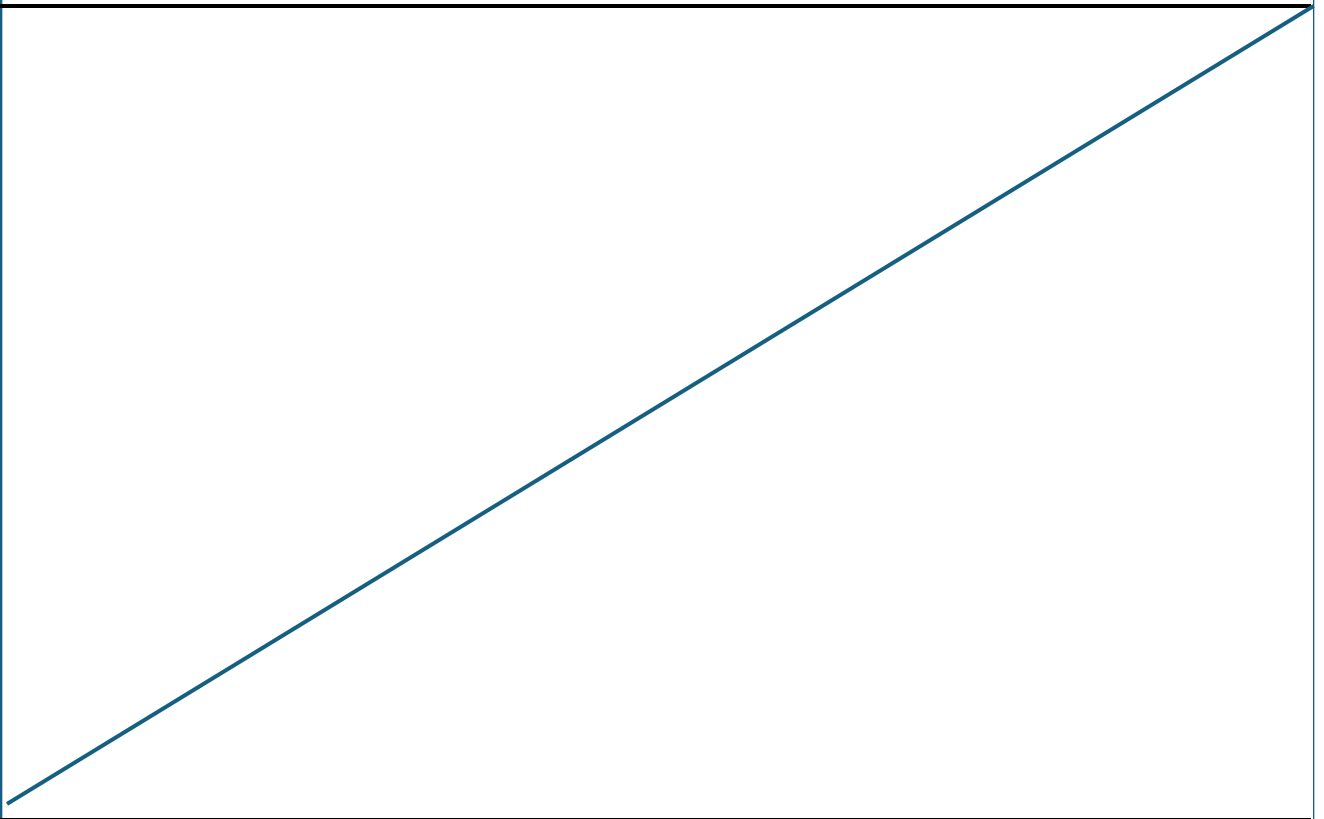
APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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 Joaquin, State of California, Highway 10-SJ-5 and described as follows:



PARCEL 17758-A

For purposes of extinguishing all outdoor advertising sign easements, leases, and license agreements, together with extinguishing access rights to said advertising sign over the land described herein as that portion of land described in the Grant Deed recorded on November 30, 1999 as Document No. 99147099, San Joaquin County Records, included within the following described parcel:

COMMENCING at control point number '240' as shown on the Record of Survey filed December 3, 2001 in Book 35 of Surveys, at Page 5, San Joaquin County Records, from which control point number '340', as shown on said Record of Survey bears South 37°38'28" East, 9,135.11 feet; THENCE (1) South 77°59'50" East, 1,072.83 feet to the northwesterly terminus of the course called "S. 71° 25' 12" E., 69.67 feet" recorded in the Grant Deed on March 31, 1966 as Document No. 15920, in Book 3038, Page 531, San Joaquin County Records, said northwesterly terminus also being on the existing, southwesterly right of way boundary of Interstate Route 5 in the County of San Joaquin as shown on the Record of Survey filed January 25, 2023 in Book 40 of Surveys, at Page 130, San Joaquin County Records, and being the POINT OF BEGINNING; THENCE along said existing, southwesterly right of way boundary the following courses:

- (2), South 71°25'12" East, 69.67 feet;
- (3), South 57°34'27" East, 117.86 feet;
- (4), South 46°55'46" East, 129.92 feet;
- (5), South 57°34'27" East, 525.00 feet;
- (6), South 79°22'34" East, 53.85 feet;
- (7), South 55°54'22" East, 271.76 feet;
- (8), South 54°27'56" East, 457.54 feet;
- (9), South 54°00'30" East, 273.78 feet;

PARCEL 17758-A (continued)

(10), South $01^{\circ}44'00''$ East, 18.24 feet to the beginning of a tangent curve to the left, concave easterly having a radius of 230.00 feet;

(11), southerly along said tangent curve, 14.26 feet, through a central angle of $3^{\circ}33'12''$ to an angle point;

THENCE (12) leaving said existing, southwesterly right of way boundary, North $55^{\circ}08'46''$ West, 72.07 feet to the westerly right of way line of West Washington Street; THENCE (13) leaving said westerly right of way line of West Washington Street, North $55^{\circ}08'46''$ West, 33.81 feet to the southerly right of way line of Weber Avenue; THENCE (14) leaving said southerly right of way line of Weber Avenue, North $55^{\circ}08'46''$ West, 184.55 feet to the northerly right of way line of Weber Avenue having a street width of 110.00 feet; THENCE (15) along said northerly right of way line of Weber Avenue, South $88^{\circ}15'58''$ West, 231.36 feet; THENCE (16) leaving last said northerly right of way line, North $01^{\circ}46'00''$ West, 171.82 feet; THENCE (17) North $55^{\circ}08'46''$ West, 75.35 feet to the beginning of a tangent curve to the left, concave southwesterly having a radius of 3,478.25 feet; THENCE (18) northwesterly along said tangent curve, 146.44 feet, through a central angle of $2^{\circ}24'44''$; THENCE (19) North $57^{\circ}33'30''$ West, 892.88 feet to the beginning a tangent curve to the left, concave southwesterly having a radius of 5,478.25 feet; THENCE (20) northwesterly along said tangent curve, 256.23 feet, through a central angle of $02^{\circ}40'48''$ to the existing, southerly right of way line of Fremont Street; THENCE (21) continuing along last said tangent curve, 149.77 feet through a central angle of $01^{\circ}33'59''$ to the existing, southwesterly right of way line of said Interstate Route 5; THENCE (22) along said existing, southwesterly right of way line, South $71^{\circ}38'30''$ East, 195.68 feet to the POINT OF BEGINNING.

Lands abutting the freeway shall have no right or easement of access thereto.

PARCEL 17758-A (continued)

The bearing and distances used in this description are on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Divide distances by 0.99993699 to convert to ground distances.