

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2005

Reference No.: 2.4a.(1)
Action Item

From: CINDY McKIM
Chief Financial Officer

Prepared by: Bimla G. Rhinehart
Division Chief
Right of Way and
Land Surveys

Ref: APPEARANCE

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolution of Necessity C-19197, which is the subject of this Appearance. The summary below identifies the location of and designates the nature of the property rights covered by the Resolution of Necessity. In accordance with statutory requirements, the owners have been advised that the Department is requesting a resolution at this time. Adoption of Resolution of Necessity C-19197 will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-19197 – Otto E. Scharer, Trustee, etc., et al.

08-Riv-91-PM R1.09/R1.18 - Parcels 19992-1, 2, 3; 19993-1 - EA 456619 - Certification Date: 12/05/05 - RTL Date: 01/04/06. Freeway - replace Green River Drive overcrossing and bridge. Authorizes condemnation of land in fee for a State highway, underlying fee in existing public roadway, and two temporary easements for construction purposes. Located in the unincorporated area of the county of Riverside, near the city of Corona at the southeast corner of State Route 91 and Green River Road. APN 101-180-16, -17, -20.

Objections to the above Resolution of Necessity have been submitted in writing by the owners in lieu of a personal appearance before the Commission. Attached is the owners October 19, 2005, letter containing the written objections to the Resolution of Necessity, as well as the Department's written response dated November 15, 2005.

Attachments

LAW OFFICES
REDWINE AND SHERRILL
A PARTNERSHIP INCLUDING
PROFESSIONAL CORPORATIONS

EARL REDWINE (1894 - 1967)
MAURICE C. SHERRILL (1922 - 1999)
GARY E. REDDISH - OF COUNSEL
JUSTIN M. MCCARTHY*
GERALD D. SHOAF
GERALD W. EAGANS
GILBERT J. GRANITO
THOMAS E. BRUYNEEL
STEVEN B. ABBOTT
SCOTT R. HEIL
ROBERT T. ANDERSEN, JR.
JULIANNA K. STRONG
DAVID F. HUBBARD
DENNIS K. HASTY
*DENOTES PROFESSIONAL CORPORATION

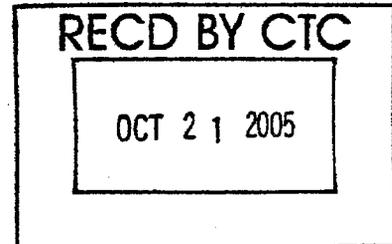
1950 MARKET STREET
RIVERSIDE, CALIFORNIA 92501-1720
AREA CODE 951
TELEPHONE 684-2520
FAX 684-9583
FAX 276-9099

13611 WINTHROPE STREET
SANTA ANA, CALIFORNIA 92705-2705
AREA CODE 714
TELEPHONE 832-2256
FAX 832-1719

October 19, 2005

REPLY TO: RIVERSIDE OFFICE

Executive Director
California Department of Transportation
P.O. Box 942873, Mail Station 52
Sacramento, CA 94273-0001



Re: Parcels 19992-1,2,3 & 19993-1, Otto E. Scharer, Trustee, c/o Ruth Kroll, Trustee, etc., [your reference # 08-Riv-91-KP 1.61/2.11 EA 456619]

Dear Executive Director:

This letter is offered in consonance with your request for timely written objections concerning the hearing on the resolution of necessity referenced above and set for hearing on December 14-15, 2005, in San Francisco, CA. Objections made herein are made on behalf of Ruth Kroll, Trustee of the trust referenced in your papers as the "Otto E. Scharer and Josephine Theresa Scharer, as Trustees Under that certain Declaration of Trust Executed on December 27, 1966, by Otto E. Scharer and Josephine Theresa Scharer as Trustees" (hereafter "KROLL") and concerning the property referenced above (hereafter "the subject property").

- (1) KROLL objects that she has not been provided any evidence, nor is there any, which shows that public interest and necessity require the project as presented. KROLL maintains that innumerable options were available to condemnor, which options condemnor either failed to consider or unwisely cast aside. Given the lopsided information advantage held by condemnor, who has undoubtedly been working on this project for a great deal of time, as contrasted with KROLL, who is provided short notice, KROLL reserves the right to supplement and aggrandize this objection as her investigation continues.
- (2) KROLL objects that she has not been provided any evidence, nor is there any, which demonstrates that the project was planned in a manner most compatible with the greatest good and least private injury. KROLL maintains that innumerable options were available to condemnor, which options condemnor either failed to consider or unwisely cast aside.

Executive Director
Cal. Dept. Transp.
October 19, 2005
Page Two

Given the lopsided information advantage held by condemnor, who has undoubtedly been working on this project for a great deal of time, as contrasted with KROLL, who is provided short notice, KROLL reserves the right to supplement and aggrandize this objection as her investigation continues.

- (3) KROLL objects that she has not been provided any evidence, nor is there any, which demonstrates that the subject property is necessary for the project. KROLL maintains that innumerable options were available to condemnor, which options condemnor either failed to consider or unwisely cast aside. Given the lopsided information advantage held by condemnor, who has undoubtedly been working on this project for a great deal of time, as contrasted with KROLL, who is provided short notice, KROLL reserves the right to supplement and aggrandize this objection as her investigation continues.
- (4) Finally, KROLL objects to the Government Code offer which was purportedly extended to her. The offer extended to KROLL did not comply with requirements set forth in Government Code in that the offer extended to KROLL does not approach fair market value, was not supported by an adequate summary, and is founded on an improper appraisal using stale dates of value and incomparable sales. Under the California and the U.S. Constitution, this offer falls far short of providing KROLL just compensation for the subject property. Given the lopsided information advantage held by condemnor, who has undoubtedly been working on this project for a great deal of time, as contrasted with KROLL, who is provided short notice, KROLL reserves the right to supplement and aggrandize this objection as her investigation continues.

KROLL appreciates the Commission's consideration of these objections and will continue her investigation into these matters. For the time being, by this letter, KROLL is preserving objections contained herein and her right to supplementation pending further investigation.

Sincerely,



David F. Hubbard

DEPARTMENT OF TRANSPORTATION
SOUTHERN RIGHT OF WAY REGION
SAN BERNARDINO OFFICE
464 W. 4TH STREET
SAN BERNARDINO, CA 92401-1400



TDD (909) 383-6300

November 15, 2005

Redwine and Sherrill
Attn: Mr. David F. Hubbard, Attorney
1950 Market Street
Riverside, CA 92705

Re: Otto E. Scharer, Trustee, et al
Parcel No.: 19992-1,2,3 and 19993-1

Dear Mr. Hubbard:

This is in response to your letter dated October 19, 2005 addressed to the Executive Director of the California Transportation Commission. The purpose of this letter is to respond to your objections to the adoption of the resolution of necessity.

The California Code of Civil Procedure Section 1240.030 provided that the poser of eminent domain may be exercised to acquire property for a proposed project if the following three condition are established:

- a) The public interest and necessity require the project.
- b) The project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
- c) The property sought to be acquired is necessary for the project.

There is no explanation in your letter as to why you believe that the requirements of Section 1240.030 have not been satisfied. It is the Department's position that these requirements have been met in this case.

California Government Code Section 7267.1(a) requires that the public entity make every

District 07 R/W Field Office
120 South Spring Street
Los Angeles, CA 90012
Phone: (213) 897-1861
Fax: (213) 897-8902

Southern Right of Way Region
21073 Pathfinder, Suite 100
Diamond Bar, CA 91765
Phone: (909) 468-1500
Fax: (909) 468-1501

District 12 R/W Field Office
3347 Michelson Dr., Ste 100
Irvine, CA 92612-1692
Phone: (949) 724-2308
Fax: (949) 724-2411

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Mr. David F. Hubbard, Attorney
November 15, 2005
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reasonable effort to acquire expeditiously real property by negotiation. We believe we are in compliance with this code section in that Caltrans' made the FWO to acquire on September 19, 2005.

California Government Code Section 7267.2.(a) states: "Prior to adopting a resolution of necessity pursuant to Section 1245.230 of the Code of Civil Procedure and initiating negotiations for the acquisition of real property, the public entity shall establish an amount which it believes to be just compensation therefor, and shall make an offer to the owner or owners of record to acquire the property for the full amount so established, unless the owner cannot be located with reasonable diligence. . . . In no event shall the amount be less than the public entity's approved appraisal for the fair market value of the property."

Caltrans made an offer to acquire to the owner's legal representative, at that time (September 19, 2005), Mr. Christopher Jensen, a Caltrans approved offer (appraisal approved August 31, 2005) reflecting just compensation for the property and/or rights necessary for this project.

California Government Code Section 7267.2.(b) states: "The public entity shall provide the owner of real property to be acquired with a written statement of, and summary of the basis for the amount it established as just compensation. The written statement and summary shall contain detail sufficient to indicate clearly the basis for the offer, including, but not limited to, all of the following information; 1) the date of valuation, highest and best use, and applicable zoning of property. 2) the principal transactions, reproduction or replacement cost analysis, or capitalization analysis, supporting the determination of value. 3) Where appropriate, the just compensation for the real property acquired and for damages to remaining real property shall be separately stated and shall include the calculations and narrative explanation supporting the compensation, including any offsetting benefits."

At the time of the First Written Offer, September 19, 2005, Mr. Jensen as legal representative for owner, Ruth Kroll as trustee of the Otto E. Scharer & Josephine Theresa Scharer Trust, under that certain declaration of trust executed on December 27, 1966, was provided the Caltrans' "Appraisal Summary Statement" (Exhibit 8-EX-15A (Rev 4/2002) and the "Summary Statement Relating to the Purchase of Real Property or an Interest Therein" (Exhibit 8-EX-16 Rev 1/2002). Said documents fulfill the above noted requirements by: describing the property needed; basis of valuation including highest and best use, and dates of value e.g., of the three comparables used, two are dated January 2005 & June 2005; one is dated July 2002 with a time adjustment; and an itemized list of established values i.e., fee and temporary rights.

In responding to your statement, "*Given the lopsided information advantage held by condemnor, who has undoubtedly been working on this project for a great deal of time, as contrasts with KROLL, who is provided short notice . . .*"

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We agree that this is a project that has been in planning stages since December 1997 to address transportation matters. The purpose and need of the State's current project is that of relieving increased congestion on State Route 91 due to unprecedented growth in the City of Corona. In no way was Caltrans' offer to acquire property and rights from Mrs. Kroll intended to be advantageous to any party. The offer to acquire was made in line with the timing of the State's project progression to fulfill the public's transportation needs. It is Caltrans' intent to deliver this critical project on schedule for the greatest public good with the least amount of private injury.

In a subsequent meeting on November 2, 2005 with you, as the eminent domain legal representative, Mrs. Ruth Kroll, Linda Day (Mrs. Kroll's daughter), Joe Day (Linda Day's husband), it was decided that a response to Caltrans' offer to acquire would not be addressed until you had received the results of an independent appraiser, Mike Mason. It was at this time that Caltrans determined that the major concern for the Krolls and you, as their legal representative, was based on "compensation". No issues were raised or discussed pertaining to the design of the State's project as depicted on maps presented to you, Mrs. Kroll, and Linda and Joe Day with exception to the location of a signboard (advertising billboard). This matter was discussed and it was agreed that the signboard was "located well outside of the State's right of way requirements" thus, no conflicts exist.

In summary response to your Item #4 of letter dated October 19, 2005 to the CTC, it is the understanding of Caltrans Right of Way that negotiations will continue with you and the Krolls after completion of your independent appraiser, Mike Mason's investigation.

With referenced in Item #1 of your letter dated October 19, 2005, whereby your objection is "KROLL objects that she has not been provided any evidence, nor is there any, which shows that public interest and necessity require the project as presented. KROLL maintains that innumerable options were available to condemnor, which options condemnor either failed to consider or unwisely cast aside. Given the lopsided information advantage held by condemnor, who has undoubtedly been working on this project for a great deal of time, as contrasted with KROLL, who is provided short notice, KROLL reserves the right to supplement and aggrandize this objection as her investigation continues." Caltrans responds as follows:

Green River Road provides access to the freeway for residents of Sierra Del Oro, the Green River Village Mobile Home Park and neighboring developments east of the freeway. Traffic studies have shown that the Level of Service (LOS) provided by the State Route (SR) 91 / Green River Road Interchange (IC) is now at LOS "F," creating long back-ups on Green River Road from the interchange to Dominguez Ranch Road and beyond.

Although the interchange is located in an unincorporated area of Riverside County, most of the traffic is generated within the City of Corona. The existing traffic exceeds the capacity of the westbound entrance ramp and the two-lane and four-lane Green River Road segments leading to the interchange. In addition, the heavy traffic flow on Green River Road during morning peak hours adversely impacts the Green River Village Mobile Home Park as well as the surrounding

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area with noise pollution and deteriorating traffic conditions. As a result, on June 8, 1998, the Department barricaded the westbound entrance ramp at Coal Canyon Road, which is located 5,000 feet westerly of the SR91 / Green River Road IC to help reduce heavy traffic flow through Green River Road. Subsequently in 2003, Coal Canyon Road was completely closed due to its environmental designation as a wildlife-crossing site.

In the summer of 2003, the City of Corona completed construction of an additional southbound lane on Green River Road, between the eastbound exit ramp and Dominguez Ranch Road. This lane addition changed this segment of Green River Road from three lanes to four lanes. This was an interim solution implemented by the City of Corona to alleviate severe traffic congestion during the afternoon peak hour.

During the Project Approval and Environmental Document process two alternatives were considered:

Alternative 1 or the Preferred Alternative is to replace the existing three-lane Green River Road Overcrossing (OC) Bridge (Br. No. 56-0633) with a new six-lane bridge. The bridge will be built in sections using the existing bridge to route traffic. Additional work consists of widening and realigning four ramps, realigning Green River Road and Fresno Road, installation of ramp metering and traffic signals at the ramp terminals, construction of California Highway Patrol (CHP) enforcement areas and construction of retaining walls at the westbound entrance ramp and exit ramp. The free right turn at the existing eastbound exit ramp will be removed and that ramp will be signalized to improve traffic movement. Minor work consists of installing sidewalk curb ramp access. The current construction cost of Alternative 1 is estimated at \$18,239,000.

Alternative 2 or the No-Build Alternative does not propose any improvements and there is no associated cost to this alternative. This alternative will not improve the traffic operations at the SR-91 / Green River Road IC, nor will it address safety concerns expressed by the surrounding community.

On June 9, 2004, the Department and the Federal Highway Administration (FHWA) approved the Programmatic Categorical Exemption/Categorical Exclusion (PCE/CE) under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively. No Public Hearings or Public Informational Meetings were required under CEQA or NEPA.

The project is programmed in the 2005/2006 fiscal year (FY). Riverside County Transportation Unified Mitigation Funds (TUMF) will replace the State Transportation Improvement Program (Regional Improvement Program and Interregional Improvement Program) funds with the remaining balance coming from Federal Demonstration (DEMO) Funds.

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The Department and the City of Corona have worked together on the development of the project since 2002. The City is fully aware of and supports the proposed improvements and has worked diligently to coordinate the project with proposed development at the IC.

With referenced in Item #2 of your letter dated October 19, 2005, whereby your objection is *"KROLL objects that she has not been provided any evidence, nor is there any, which demonstrates that the project was planned in a manner most compatible with the greatest good and least private injury. KROLL maintains that innumerable options were available to condemnor, which options condemnor either failed to consider or unwisely cast aside. Given the lopsided information advantage held by condemnor, who has undoubtedly been working on this project for a great deal of time, as contrasted with KROLL, who is provided short notice, KROLL reserves the right to supplement and aggrandize this objection as her investigation continues."* Caltrans responds as follows:

The location and configuration of the proposed improvements at SR91 / Green River Road are controlled by the existing businesses located in the northwest quadrant, the mobile home park located in the northeast quadrant, the horse ranch located in the southwest quadrant and private property in the southeast quadrant.

Alternative 1 or the Preferred Alternative is the only viable alternative that takes into consideration the existing right of way constraints and incorporates the needed improvements to alleviate the existing congestion.

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

And lastly, with referenced in Item #3 of your letter dated October 19, 2005, whereby your objection is *"KROLL objects that she has not been provided any evidence, nor is there any, which demonstrates that the subject property is necessary for the project. KROLL maintains that innumerable options were available to condemnor, which options condemnor either failed to consider or unwisely cast aside. Given the lopsided information advantage held by condemnor, who has undoubtedly been working on this project for a great deal of time, as contrasted with KROLL, who is provided short notice, KROLL reserves the right to supplement and aggrandize this objection as her investigation continues."* Caltrans responds as follows:

The proposed interchange configuration requires the realignment of Fresno Road in order to maintain a permissive design standard of 60 meters from the interchange ramp. The realignment is needed to limit the volume of traffic and the number of phases at the intersection of the ramp and Green River Road as well as insure that proper signing and delineation can be placed to accommodate the short spacing of 60 meters. The proposed realignment of Fresno Road cannot be accommodated within the existing right of way and the northerly portion of the realigned Fresno Road will require permanent right of way for it's embankment.

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Furthermore, permanent right of way and temporary construction easements are required on both sides (i.e., north and south) of Green River Road to accommodate minor widening, construction of embankment slopes and provide for installation of metal beam guardrail as a safety measure where significant grade differences exist.

It is Caltrans position that all concerns brought to our attention via your letter dated October 19, 2005, have been thoroughly considered at all phases of our project. The coordination between the City of Corona and Caltrans has been complete and seeks to accomplish the goals of relieving traffic congestion and safety concerns at Green River in full compliance with the California Code of Civil Procedure Section 1240.030.

I do wish to thank you for your concerns and, if you have any questions, please do not hesitate to contact me. Thank you.

Sincerely



Patricia L. Smith,
Right of Way Project Delivery Manager
San Bernardino Office
Southern R/W Region 23



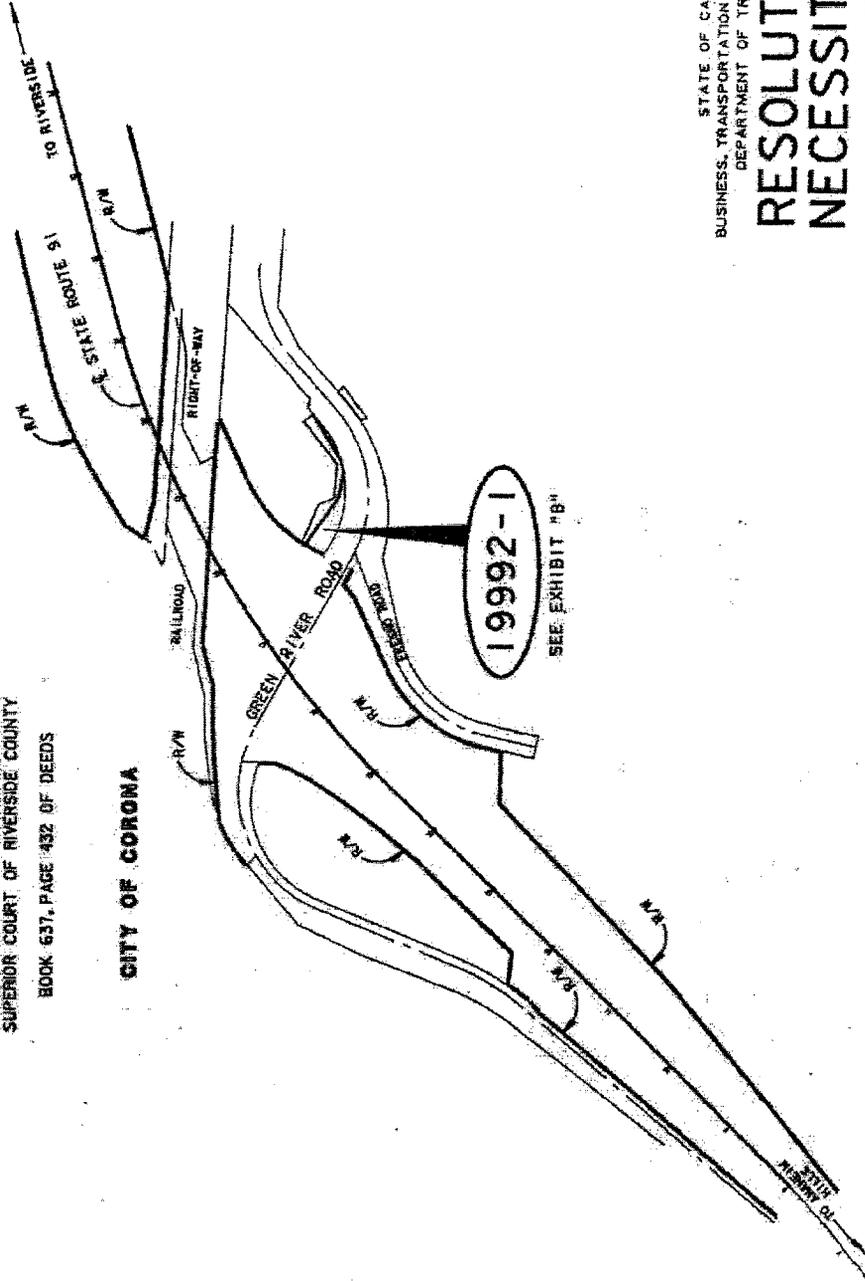
DIST.	COUNTY	ROUTE	KILOMETER POST
08	RIV	91	R 1.77

EXHIBIT "A"

RANCHO LA SIERRA YORBA
 PORTION OF MARIA JESUS Y DE SCULLEY
 ESTATE FILED UNDER DECREE NO. 7939,
 SUPERIOR COURT OF RIVERSIDE COUNTY

BOOK 637, PAGE 432 OF DEEDS

CITY OF CORONA



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

RESOLUTION OF NECESSITY MAP



SCALE 1:8000

DIST.	COUNTY	ROUTE	KILOMETER POST
08	RIV	91	R 1.77

EXHIBIT "B"



RANCHO LA SIERRA YORBA
 PORTION OF MARIA JESUS Y DE SCULLEY
 ESTATE, FILED UNDER DECREE NO. 7939,
 SUPERIOR COURT OF RIVERSIDE COUNTY

BOOK 637, PAGE 432 OF DEEDS

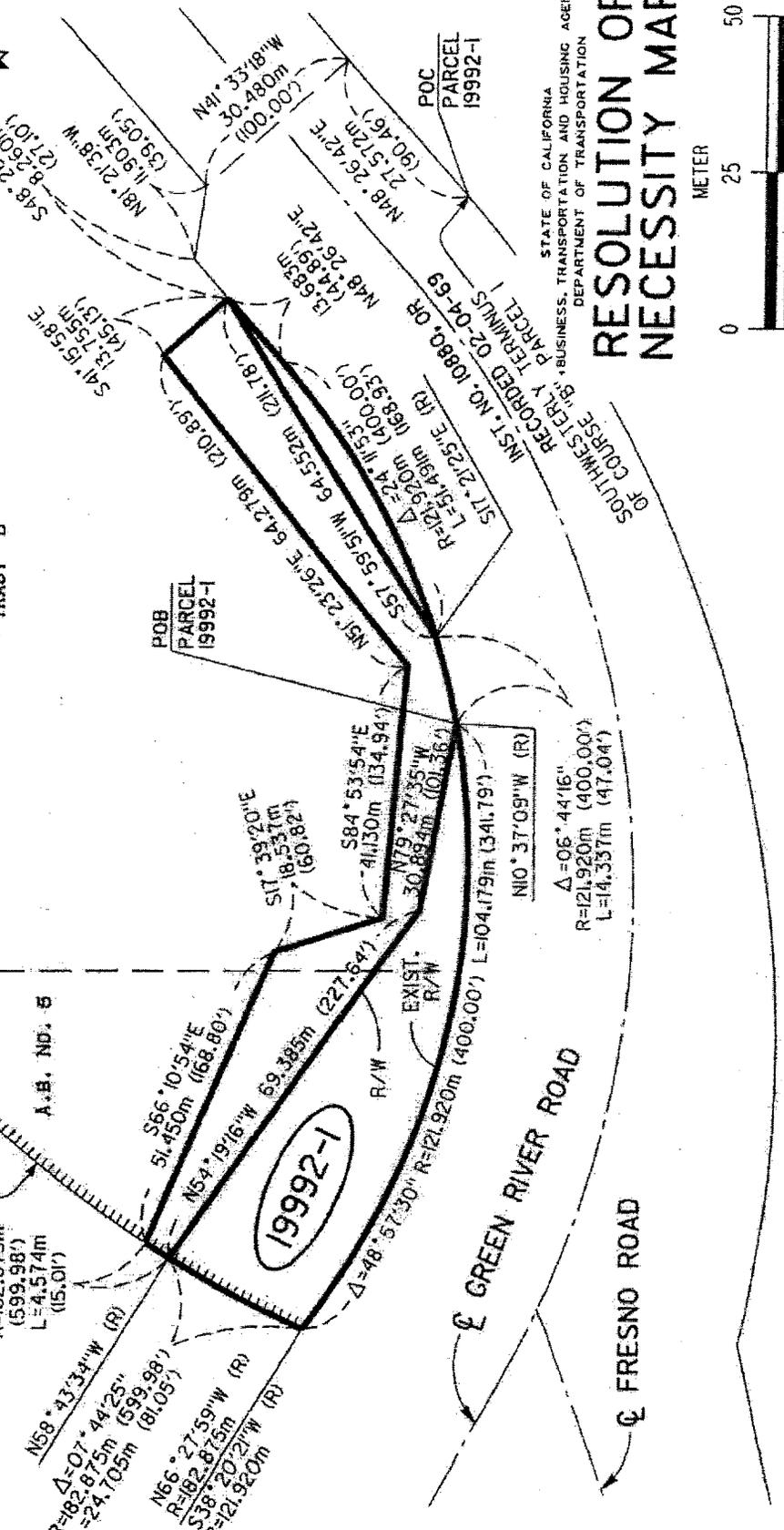
TRACT "D"

CITY OF CORONA

NORTHEASTLY LINE OF LANDS OF
 THE ABANDONED BY REQUEST NO. 2098
 STATE HIGHWAY INST. NO. 8580, OR.
 RECORDED 08-02-71

EXIST. R/W

A.B. NO. 5



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

RESOLUTION OF NECESSITY MAP



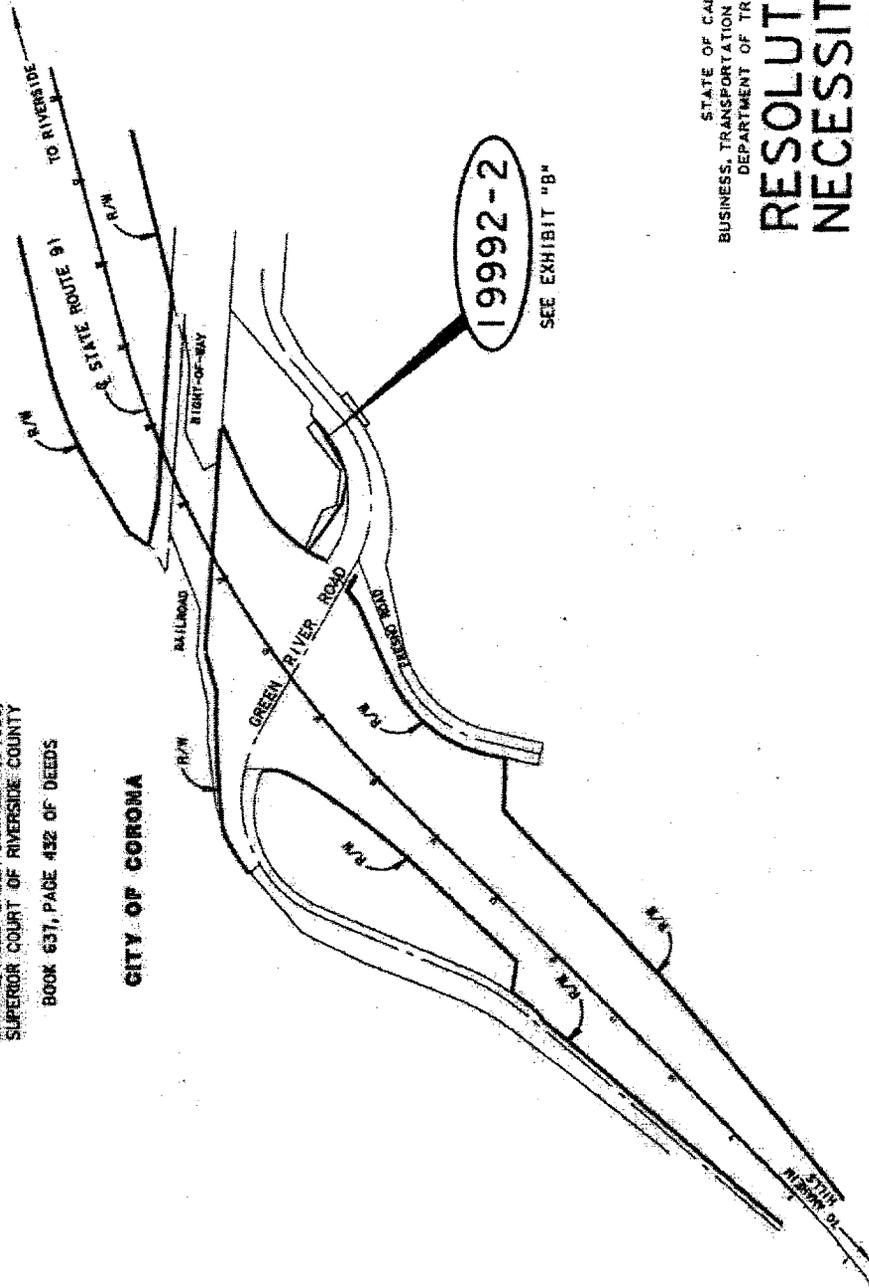


DIST.	COUNTY	ROUTE	KILOMETER POST
08	RIV	91	R 1.90

EXHIBIT "A"

RANCHO LA SIERRA YORBA
 PORTION OF MARIA JESUS Y DE SUILLEY
 ESTATE FILED UNDER DECREE NO. 7939,
 SUPERIOR COURT OF RIVERSIDE COUNTY
 BOOK 637, PAGE 432 OF DEEDS

CITY OF COROMA



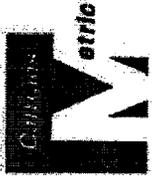
STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

RESOLUTION OF NECESSITY MAP



DIST.	COUNTY	ROUTE	KILOMETER POST
08	RIV	91	R 1.90

EXHIBIT "B"



RANCHO LA SIERRA YORBA

PORTION OF MARIA JESUS Y DE SCULLEY ESTATE, FILED UNDER DECREE NO. 7939, SUPERIOR COURT OF RIVERSIDE COUNTY

BOOK 637, PAGE 432 OF DEEDS

TRACT "D"

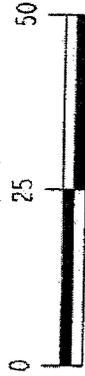
POB
PARCEL
19992-2

POC
PARCEL
19992-2

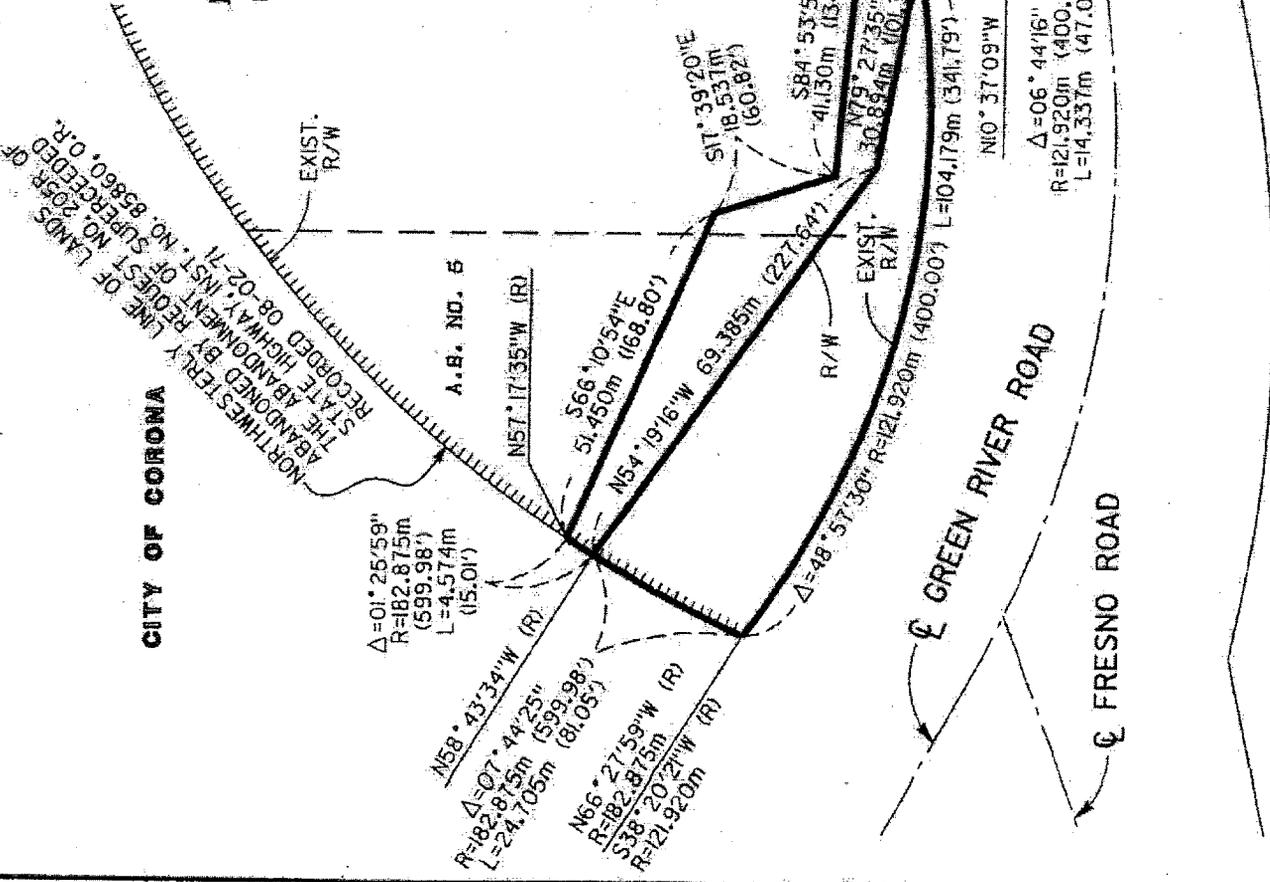
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RESOLUTION OF NECESSITY MAP

METER



SCALE 1:1000



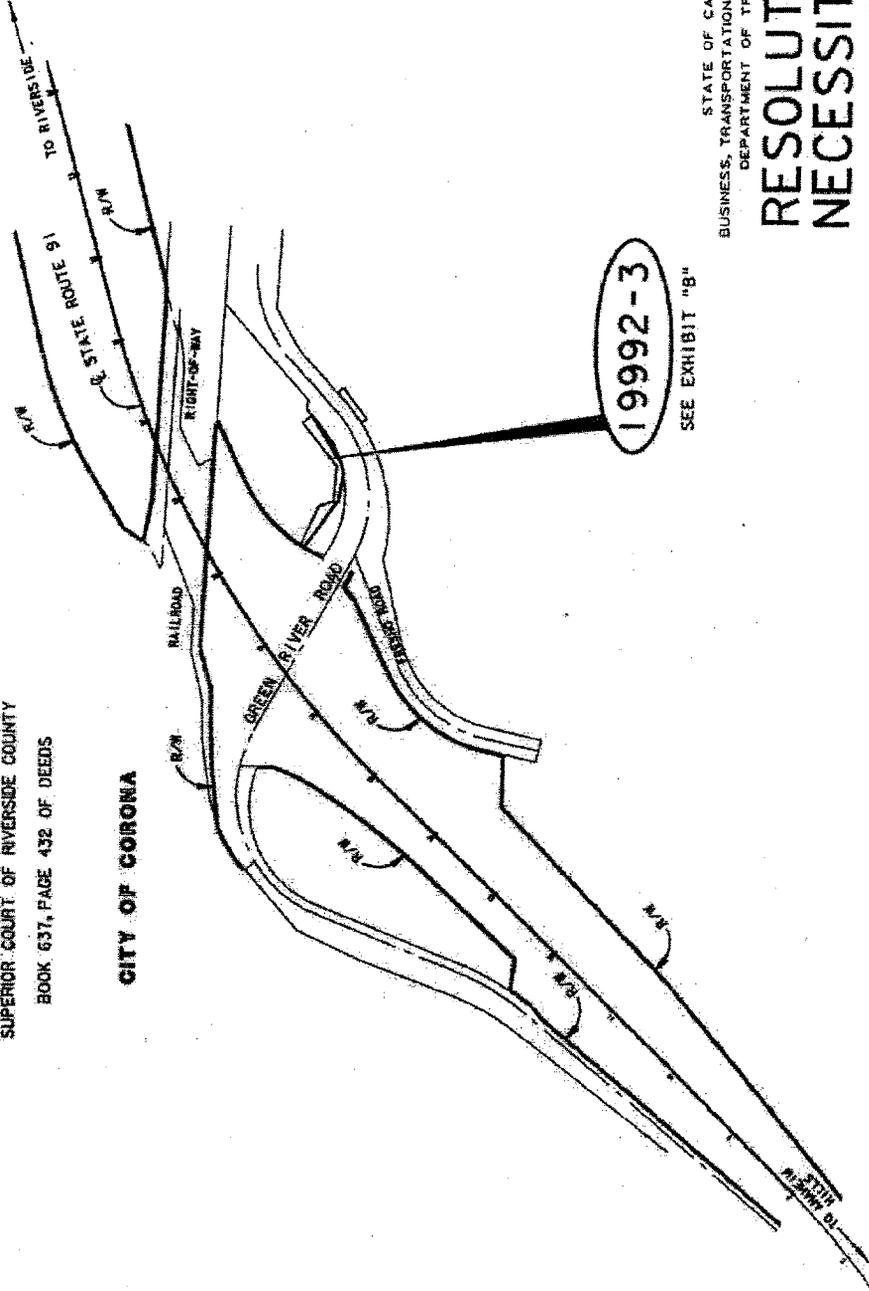


DIST.	COUNTY	ROUTE	KILOMETER POST
08	RIV	91	R 1.90

EXHIBIT "A"

RANCHO LA SIERRA YORBA
 PORTION OF MARIA JESUS Y DE SCULLEY
 ESTATE, FILED UNDER DECREE NO. 7939,
 SUPERIOR COURT OF RIVERSIDE COUNTY
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CITY OF CORONA



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

RESOLUTION OF NECESSITY MAP



SCALE 1:8000

19992-3
 SEE EXHIBIT "B"

DIST.	COUNTY	ROUTE	KILOMETER POST
08	RIV	91	R 1.90

EXHIBIT "B"



RANCHO LA SIERRA YORBA
 PORTION OF MARIA JESUS Y DE SCULLEY
 ESTATE, FILED UNDER DECREE NO. 7939,
 SUPERIOR COURT OF RIVERSIDE COUNTY

BOOK 637, PAGE 432 OF DEEDS

TRACT "D"

NORTHWESTERLY LINE OF LANDS OF
 THE ABANDONED STATE HIGHWAY INST. NO. 85860, O.R.
 RECORDED 08-02-71

CITY OF CORONA

EXIST. R/W

A.B. NO. 6

19992-3

$\Delta=01^{\circ}25'59''$
 $R=182.875m$
 $L=4.574m$
 $(15.01')$

$N58^{\circ}43'34''W$ (R)
 $\Delta=07^{\circ}44'25''$
 $R=182.875m$
 $L=24.705m$
 $(81.05')$

$N66^{\circ}27'59''W$ (R)
 $R=182.875m$
 $L=20.21m$ (R)
 $R=121.920m$ (R)

$S66^{\circ}10'54''E$
 $51.450m$ (168.80')

$N54^{\circ}19'16''W$ (R)
 $69.385m$ (227.64')

$S17^{\circ}36'20''E$
 $18.537m$ (60.82')

$S84^{\circ}53'54''E$
 $41.130m$ (134.94')

$N79^{\circ}27'35''W$ (R)
 $30.894m$ (101.36')

$N10^{\circ}37'09''W$ (R)
 $\Delta=06^{\circ}44'16''$
 $R=21.920m$ (400.00')
 $L=14.337m$ (47.04')

GREEN RIVER ROAD

FRESNO ROAD

POB
 PARCEL
 19992-3

$S41^{\circ}15'58''E$
 $(13.75m)$
 $(45.12')$

$S48^{\circ}26'42''W$
 $(12.10m)$
 $(39.05')$

$N41^{\circ}33'18''W$
 $30.480m$ (100.00')

$N48^{\circ}26'42''E$
 $(24.89')$
 $(7.63m)$

$N48^{\circ}26'42''E$
 $(19.046')$
 $(5.80m)$

$S17^{\circ}25'E$ (R)
 $L=31.49m$ (103.31')

$\Delta=24^{\circ}1'53''$
 $R=121.920m$ (400.00')

$S37^{\circ}59'31''W$ (R)
 $64.552m$ (211.78')

$N51^{\circ}23'26''E$
 $64.279m$ (210.89')

$S17^{\circ}25'E$ (R)
 $L=31.49m$ (103.31')

$\Delta=24^{\circ}1'53''$
 $R=121.920m$ (400.00')

$S17^{\circ}25'E$ (R)
 $L=31.49m$ (103.31')

POC
 PARCEL
 19992-3

RECORDED 02-04-69

INST. NO. 10880, O.R.

SOUTHWESTERLY TERMINUS
 OF COURSE "B"

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

RESOLUTION OF NECESSITY MAP

METER
 0 25 50

SCALE 1:1000

DIST.	COUNTY	ROUTE	KILOMETER POST
08	RIV	91	R 1.90

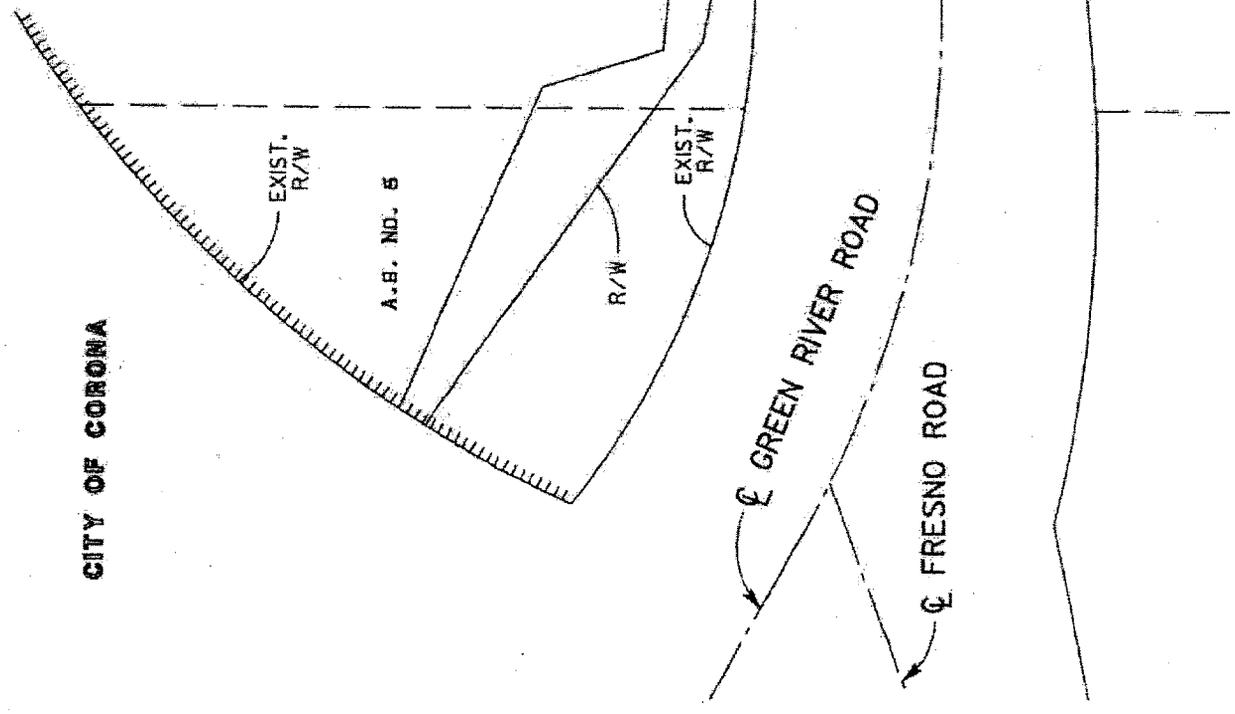
EXHIBIT "B"



RANCHO LA SIERRA YORBA
 PORTION OF MARIA JESUS Y DE SCULLEY
 ESTATE, FILED UNDER DECREE NO. 7939,
 SUPERIOR COURT OF RIVERSIDE COUNTY
 BOOK 637, PAGE 432 OF DEEDS

19993-1

CITY OF CORONA



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

RESOLUTION OF NECESSITY MAP



SCALE 1:1000

Resolution of Necessity Appearance Fact Sheet

PROJECT DATA 08-RIV-91-KP R1.0/R2.0 PM 1.6/3.2

Location: On State Route 91 (SR-91) in the County of Riverside and near the City of Corona

Limits: From 1.0 kilometers (km) east of Orange/Riverside County line to 1.35 km west of State Route 91/71 separation

Contract Limits: Replace the existing three-lane Green River Drive Over-crossing (OC) Bridge (Br. No. 56-0633) with a new six-lane bridge. Additional work consists of widening and realigning four ramps, realigning Green River Road and Fresno Road, installation of ramp metering and traffic signals at the ramp terminals, construction of California Highway Patrol (CHP) enforcement area, and construction of retaining walls. Replacement trees and erosion controls such as slope paving under the bridge deck will be provided. Install sidewalk curb ramp access.

Cost: Construction--\$ 18,239,000; R/W--\$ 350,000 to \$ 500,000

Funding Source: TUMF, TEA-21(High Priority Project)

Number of Lanes: Existing: Route 91 - 6 lanes each direction
Green River Road 1 southbound lane
2 northbound lanes
Proposed: Route 91 - 6 lanes each direction
Green River Road 3 lanes each direction

Proposed Major Features: Replace existing three-lane Green River Drive OC bridge with new six-lane bridge
Widen and realign four ramps
Realign Green River Road and Fresno Road
Install ramp metering and traffic signals at the ramp terminals
Construct CHP enforcement area
Construct retaining walls
Install sidewalk curb ramp access

Traffic: Existing (year): 252,400 ADT (2002) SR-91
Proposed (year): 454,000 ADT (2025) SR-91

PARCEL DATA

Property Owner: Otto E. Scharer and Josephine Theresa Scharer, as Trustees under that certain Declaration of Trust executed on December 17, 1966.

Parcel Location: Assessor's Parcel Number (APN) 101-180-16, 17, & 20
Southeast corner Route 91 and Green River Rd & South of Green River
Road

Present Use: Unimproved

Zoning: Mixed Use (Commercial/Industrial Mix) – MU2

Area of Property: Parcel 19992 – 5.96 acres (259,446 square feet) total
Parcel 19993 – 10 acres (435,600 square feet) total

Area Required: Parcel 19992-1 (Fee): 16,244 square feet
Parcel 19992-2 (Fee): 1,785 square feet
Parcel 19992-3 (TCE): 17,160 square feet
Parcel 19993-1 (TCE): 3,154 square feet