#36 12/10/65

Memorandum 65-76

Subject: Study No. 36(L) - Condemantion Law and Procedure (Obtaining Factual Information)

We can give you only an incomplete report on the various means the Commission might use to obtain factual information relating to the study of condemnation law and procedure. Nevertheless, there are some steps that can be taken now and these are outlined below. We anticipate that we will follow up this initial consideration of this matter at subsequent meetings as more information on what is available comes into our hands.

We believe that two types of factual information are needed. First, we need information of a statistical nature. This includes information on the extent of the use of condemnation, nature of the takings, cost experience, and the like. It includes information on anticipated future needs and the like. Second, we need information in the nature of case studies that demonstrate the need for changes in the existing case or statutory law to eliminate unjust results in particular types of cases.

We report below the information we have acquired, the actions we suggest be taken at this time, and the additional suggestions we present for your consideration.

Mailing list on eminent domain

We have made a number of efforts to obtain the names of persons who are interested in eminent domain and are willing to submit comments on our tentative recommendations. We published a notice in the State Bar Reports and in various legal newspapers indicating that we were working on this project and requesting interested persons to contact us so that we could

send them tentative recommendations. You will also recall that we contacted a number of state agencies and requested that they send representatives to our meetings. In addition, we have worked with the League of California Cities and the Association of County Counsels and District Attorneys. See, for example, the letter from the League of California Cities to various city attorneys (Exhibit II, blue pages).

As a result of these efforts we have compiled a list of approximately 300 persons who are interested in this subject and have indicated that they are willing to comment on tentative recommendations. This list is attached as Exhibit I (gold pages--exhibit is unnumbered). After the list was prepared, several additional persons indicated their interest in being placed on the list.

We believe that the persons on this list represent a group that is in an excellent position to advise us of specific cases where the existing statutory or case law has resulted in injustice. We suggest that we send a form letter to the persons on the list requesting them to advise us of such specific cases. The suggested letter follows:

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CALIFORNIA LAW REVISION COMMISSION
ROOM 30, CROTHERS HALL
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To: Persons commenting on tentative recommendations relating to condemnation law and procedure prepared by the California Law Revision Commission.

As you know, the California Law Revision Commission has undertaken a study of condemnation law and procedure with a view to preparing a comprehensive statute on this subject. The Commission is now engaged in collecting the factual information that is needed to insure that the recommended statute will correct the defects in the existing California case and statutory law.

We believe that you may be in a position to assist the Commission in its efforts to collect this information. Specifically, we wish to be advised of specific instances where the existing case or statutory law has required an unjust result in a particular case. For example, in the case of condemnors: Has the lack of the power of immediate possession created serious problems in specific cases? Have the limitations on acquiring property for future use seriously hampered proper planning for future expansion? Have the limitations on recognition of benefits to the remaining portion of a parcel resulted in unfairly compensating the condemnee? Has the concept of "public use" or "necessity" created serious problems in particular cases?

In the case of attorneys representing condemnees: Does the existing law provide just compensation and, if not, what examples can be given of specific instances where compensation has been inadequate as a result of the existing statutory or case law? Do the present procedures for taking immediate possession result in serious problems for persons occupying land? Is the existing procedure for apportionment of the award between landlord and tenant satisfactory? Has injustice resulted in cases where a condemnation proceeding is abandoned? Have problems arisen where buildings or other improvements are being constructed at the time the summons is served in the condemnation proceeding? Has the distinction between real and personal property created serious problems? Has the effect of general knowledge that a public improvement is likely created serious problems for landowners in the area where the public improvement is likely to be constructed? Do condemnors offer a fair amount for the property prior to commencing the condemnation proceeding?

These are merely illustrations of the types of situations that should be considered in determining what specific cases should be brought to the attention of the Commission.

The Commission is aware of a number of areas where the existing law appears to be defective. However, the Commission seeks specific instances that demonstrate how the existing law has resulted in injustice in particular cases. We hope that you will be able to provide us with such specific instances based on your own experience in this field.

Yours truly,

John H. DeMoully
Executive Secretary

Interim committee assistance

You will recall that at the last meeting Senator Cobey indicated that he saw no reason why interim committees could not be used to gather the necessary factual information. He suggested that we contact Senator Grunsky if the Commission concludes that interim committees should be used for such purpose.

We have written to Assemblyman Song to obtain his views on this matter. He does not plan to attend the December meeting and we have not yet received his views on this matter.

We suggest that we defer contacting interim committees until after the January meeting at the earliest. In the event that the Commission decides to contact the interim committees, we believe that a study along the lines of the sovereign immunity study would be of value. Such a study would involve preparing a questionnaire to all or a representative group of public entities and private condemnors. The preparation of the questionnaire would be an undertaking that would require considerable analysis in order to insure that all needed information would be requested. We are concerned that we may not yet be in a position to prepare such a questionnaire. (An examination of the questionnaire completed by the California Department of Public Works for the federal congress (pink pages) discloses a number of items that were included to determine the cost of anticipated recommendations.) The tabulation of the responses to the questionnaire would be a substantial and expensive undertaking. Perhaps data processing equipment could be used.

The interim committee could prepare a report presenting the information obtained as a result of the questionnaire. This report would be similar to

that prepared by the Select Subcommittee except that it could be limited to factual information and would not necessarily have to contain recommendations. The Commission's staff could assist the interim committee in preparing the questionnaire and the report.

An interim committee might find it feasible to contact each or a representative number of persons who recently had property purchased or condemned by a state or local entity or private condemnor to determine the reaction of such persons to their treatment in the transaction. This would be a costly undertaking.

We believe that the information that could be obtained as a result of the two research projects outlined above might be of great value, depending upon the degree of cooperation received. Either of the research projects would appear to be beyond the resources presently available to the Commission.

An interim committee also might be useful in obtaining information from public agencies in the event that such agencies fail to furnish needed information to the Commission upon request.

Information provided by Department of Public Works

Annual Right of Way Report July 1, 1964 to June 30, 1965. This report is contained on the white pages which follow the "Public Works" tab. This report contains general background information on the volume and cost of right of way acquisition. We plan to discuss the report at the meeting. Bob Carlson will, we anticipate, be available to answer any questions.

Information relating to California provided to comply with Congressional Request. On the pink sheets, a number of very valuable tables are set out. We plan to examine this material at the meeting. Again, Bob Carlson will be available to answer questions. We urge you to read this before the meeting.

Unfortunately a key figure in Table V is not legible. We have asked Bob Carlson to provide us with this information. Note that much of the information is based on estimates.

Information relating to All States provided to comply with Congressional Request. The yellow sheets consist of a number of tables containing the same information as the pink sheets but information for all states is set out. Interesting comparisons can be made with the tables on the pink sheets. We will discuss this generally at the meeting.

Steps in scheduling a highway project. The material on the green sheets provides a description of the steps in scheduling a highway project. We urge you to read this interesting document. You will find the information of great value in making decisions that involve time limits in procedural aspects of condemnation. We do not plan to discuss this at the meeting, but Bob Carlson will (we anticipate) be available to answer any questions you may have.

Information on data processing equipment. The Right of Way Department has advised us that the remainder parcel study material has been placed on electronic data processing, but no programs have been set up to extract any of the data. We anticipate that we will discover the type of information needed in connection with a particular aspect of the condemnation study at the time we take up that portion of the study. We can then request the Department of Public Works to determine whether any needed information placed on electronic data processing can be extracted for use by the Commission.

The buff sheets consist of (1) the new data processing sheet that was put into effect on July 1, 1965 (first page) and (2) an explanation and analysis of the present data processing system. (We have not duplicated certain documents relating to the system in effect prior to July 1, 1965.)

The information fed into the data processing equipment includes the following for each parcel:

1. Number of fee interests in parcel.
2. Number of leasehold interests in parcel.
3. Whether owner is occupant.
4. Whether total or partial take and areas taken and remaining.
5. Best use of property and whether improved or unimproved.
6. Whether independent appraisers employed.
7. How settled (contract, stipulated judgment, contested judgment) and whether settlement amount same as first approved appraisal.
8. Amount paid for land, for improvements, and for damages (shown separately).
9. Additional information (see buff pages).

The three articles which follow the buff pages (on blue, gold, and white pages) indicate the type of analysis that is being made of the material collected in the remainder parcel sales study. We suggest you read them.

Obtaining Information from Other Sources

We are now in the process of contacting various sources that might provide pertinent information:

Department of General Services

Department of Water Resources

Department of Education

City of Los Angeles

We do not expect to have any information from these sources available in time for the December meeting.

Respectfully submitted,

John H. DeMoully
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EXHIBIT II

League of California Cities

Member National League of Cities *"Western City" Official Publication*

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Berkeley, California
August 17, 1965

TO: City Attorneys of Alameda, Anaheim, Berkeley, Burbank, Downey, Fremont, Fresno, Fullerton, Garden Grove, Glendale, Inglewood, Long Beach, Los Angeles, Norwalk, Oakland, Palo Alto, Pasadena, Redwood City, Richmond, Riverside, Sacramento, San Bernardino, San Diego, San Francisco, San Jose, San Mateo, Santa Ana, Santa Monica, Stockton, Sunnyvale & Torrance.

SUBJECT: Study of Condemnation Law and Procedure.
California Law Revision Commission

The California Law Revision Commission plans to prepare a comprehensive eminent domain statute which will be recommended for enactment at the 1969 legislative session. In order to meet this deadline, the Commission will be working on this subject on a fairly regular basis for the next three years.

The attached extract from the minutes of the Commission's July meeting indicates the general procedure the Commission will follow when making this study.

The plan of the Commission is to distribute a series of tentative recommendations to persons who are willing to review and comment on them. If you are willing to do so, would you please send your name and address to the Commission at Room 30, Crothers Hall, Stanford University, Stanford, California.

If you believe that any aspects of the statutory or decisional law should be changed, the Commission would also appreciate being advised of these matters within the next few months so that your views can be taken into consideration when the particular aspect of the subject is being considered by the Commission.

The meetings of the Commission are open to all interested persons who wish to attend and observe. From time to time Commission members may call upon those present for their opinions on matters being discussed by the Commission. If you wish to attend the meetings of the Commission, please advise the Commission of this fact also. The League would appreciate copies of any correspondence sent to the Commission.

Sincerely,

Jack D. Wickware

Jack D. Wickware
Assistant Legal Counsel

JDW:gh

Attachment

STATE OF CALIFORNIA

DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

ANNUAL RIGHT OF WAY REPORT JULY 1, 1964 TO JUNE 30, 1965

SUMMARY

	DISTRICT 01	DISTRICT 02	DISTRICT 03	DISTRICT 04	DISTRICT 05	DISTRICT 06	DISTRICT 07	DISTRICT 08	DISTRICT 09	DISTRICT 10	DISTRICT 11	TOTAL
EXPENDITURES:												
1. Right of Way	$ 1,760,650.12	$ 2,030,194.47	$15,457,058.49	$36,820,948.14	$ 2,748,090.61	$ 6,278,977.36	$65,820,389.18	$ 6,567,355.19	$ 354,161.30	$ 4,281,381.18	$13,208,828.67	$155,328,034.71
2. Utilities	166,265.31	355,295.70	751,209.29	4,131,492.30	541,825.29	642,384.83	3,948,853.21	765,871.07	131,729.09	813,739.28	1,033,371.47	13,282,036.84
3. Acquisition other than Right of Way	38,193.00	3,531.82	795,783.50	182,505.46	3,790.77	131,999.19	2,234,030.00	86,876.00	0	2,110,406.26	450,396.00	6,037,512.00
4 Overhead	605,477.51	804,104.96	2,027,715.52	3,831,006.51	874,951.05	972,592.86	6,967,084.25	1,223,247.26	176,242.59	1,091,652.49	1,716,709.60	20,290,784.60
Total Expenditure	$ 2,570,585.94	$ 3,193,126.95	$19,031,766.80	$44,965,952.41	$ 4,168,657.72	$ 8,025,954.24	$78,970,356.64	$ 8,643,349.52	$ 662,132.98	$ 8,297,179.21	$16,409,305.74	$194,938,368.15
5. Rents, Leases, Land and House Sales (credit)	$ -91,399.46	$ -70,551.76	$ -849,918.86	$ -2,601,613.67	$ -343,240.07	$ -493,142.78	$-6,766,545.92	$ -473,035.37	$ -2,376.12	$ -462,536.23	$-1,154,159.36	$-13,308,519.60
TRANSACTIONS:												
6. Right of Way parcels secured	302	426	892	1548	369	533	2121	797	110	623	868	8589
7. Utility Agreements signed	26	21	65	122	55	52	190	58	9	56	73	727
8. Parcels acquired other than shown in 6 and 7 above	6	4	35	6	6	34	23	12	0	167	11	304
PERSONNEL:												
9. Appraisals and Negotiations	16.70	21.60	48.31	89.71	16.26	24.96	122.00	32.50	3.26	23.13	34.92	433.35
10. Rentals, Sales, Clearance, etc.	5.52	4.80	18.67	35.69	7.22	9.98	91.80	13.60	0.90	10.82	12.75	211.75
11. Clerical and Stenographic	14.06	11.00	32.63	61.50	10.14	13.17	194.40	23.60	0	11.96	28.10	400.56
12. Right of Way Engineering	18.92	28.20	71.00	88.90	19.71	25.59	157.80	36.70	5.92	35.30	61.20	549.24

STATE OF CALIFORNIA

DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

ANNUAL RIGHT OF WAY REPORT JULY 1, 1964 TO JUNE 30, 1965

CONDEMNATION RECORD

	DISTRICT 01	DISTRICT 02	DISTRICT 03	DISTRICT 04	DISTRICT 05	DISTRICT 06	DISTRICT 07	DISTRICT 08	DISTRICT 09	DISTRICT 10	DISTRICT 11	TOTAL
1. Parcels under condemnation as of beginning of fiscal year (July 1, 1964)	123	90	162	414	93	183	439	119	0	281	88	1992
2. Parcels on which condemnation was filed during fiscal year	113	68	235	345	107	161	574	183	34	264	76	2160
3. Condemnation parcels acquired during fiscal year by:												
a. Right of Way contract	136	64	206	288	93	90	307	134	0	162	54	1534
b. Stipulation	4	17	15	97	3	34	80	5	0	29	17	301
4. Condemnation parcels tried during fiscal year by:												
a. Trial	19	17	9	52	8	26	76	8	0	43	17	275
b. Default	0	16	5	10	2	0	2	1	0	0	0	36
c. Retrial	2	0	0	4	0	1	0	0	0	0	0	7
5. Parcels under condemnation at the end of fiscal year (June 30, 1965)	72*	44	162	312	94	194	548	154	34	311	76	2001*
6. Total amount on deposit as security at the beginning of fiscal year (July 1, 1964)	$361,959.40	$638,730.40	$2,187,423.39	$7,299,620.00	$536,408.90	$904,775.46	$7,859,530.37	$538,318.86	0	$797,548.03	$1,926,638.70	$23,050,953.51
7. Deposited as security during fiscal year	383,824.50	142,953.00	3,152,850.00	10,948,773.11	415,885.00	1,762,505.00	7,675,159.00	2,305.090.00	38,248.00	987,152.67	1,999,713.45	29,812,153.73
8. Deposits released during fiscal year	506,657.80	409,204.40	2,722,044.22	7,984,801.27	433,856.50	1,388,560.11	6,814,952.00	1,142,924.66	0	502,850.05	2,587,857.43	24,493,708.44
9. Total on deposit as security at the end of fiscal year (June 30, 1965)	$239,126.10	$372,479.00	$2,618,229.17	$10,263,591.84	$518,437.40	$1,278,720.35	$8,719,737.37	$1,700,484.20	$38,248.00	$1,281,850.65	$1,338,494.72	$28,369,398.80
10. Parcels under condemnation over three years as of beginning of fiscal year (July 1, 1964)	6	1	1	50	6	1	12	5	0	4	0	86
11. Parcels under condemnation over three years as of end of fiscal year (June 30, 1965)	11	0	13	26	2	0	19	6	0	1	0	78

*5 PARCELS WERE DISMISSED IN DISTRICT 02

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

ANNUAL RIGHT OF WAY REPORT JULY 1, 1964 TO JUNE 30, 1965

COST ANALYSIS

	DISTRICT 01	DISTRICT 02	DISTRICT 03	DISTRICT 04	DISTRICT 05	DISTRICT 06	DISTRICT 07	DISTRICT 08	DISTRICT 09	DISTRICT 10	DISTRICT 11	TOTAL
DIRECT PAYMENTS (INCLUDES R/W ACQUISITION FUND)												
NEGOTIATED SETTLEMENTS:												
1. Land	$ 636,681.97	$1,016,471.16	$7,730,773.63	$10,854,766.88	$1,636,000.11	$2,805,021.18	$31,781,589.76	$3,665,633.78	$ 223,632.22	$1,446,218.42	$6,794,266.77	$68,591,055.88
2. Improvements	416,237.30	589,590.18	6,060,268.96	9,718,297.06	222,345.45	1,358,170.60	17,459,837.11	2,239,509.07	68,344.58	2,240,058.84	3,383,085.15	43,755,744.30
3. Damages	151,289.87	275,918.70	457,016.92	66,238.20	368,496.85	614,799.91	695,697.98	216,826.89	62,184.50	457,769.03	732,089.14	4,098,327.99
CONDEMNATION AWARDS												
4. Land	296,606.75	11,507.30	672,624.83	13,143,987.36	334,310.10	805,043.00	13,698,975.26	312,855.90	Ø	45,616.41	1,809,861.65	31,131,388.56
5. Improvements	150.664.25	–2,042.52	423,502.00	1,712,332.10	159,212.00	488,880.30	970,377.35	82,918.24	Ø	54,861.65	413,065.08	4,453,770.45
6. Damages (Less benefits if any)	82,313.40	110,111.25	62,163.97	1,195,135.03	18,244.87	151,993.15	745,027.96	33,632.76	Ø	26,610.32	13,590.00	2,438,822.71
7. Interest Paid	26,856.58	28,638.40	50,708.18	130,191.51	9,481.23	55,069.22	468,883.76	15,978.55	Ø	10,246.51	62,870.88	858,924.82
Total	$1,760,650.12	$2,030,194.47	$15,457,058.49	$36,820,948.14	$2,748,090.61	$6,278,977.36	$65,820,389.18	$6,567,355.19	$ 354,161.30	$4,281,381.18	$13,208,828.67	$155,328,034.71
8. Total Benefits (as shown in condemnation awards but not computed as an accounting credit herein)	Ø	$ 11,728.00	$ 35,350.00	$ 20,000.00	Ø	Ø	Ø	Ø	Ø	$ 39,250.00	Ø	$ 106,328.00
OVERHEAD COSTS:												
9. Salaries	$ 335,252.45	$ 554,271.87	$ 942,928.17	$1,415,038.55	$ 416,750.89	$ 513,776.01	$3,046,511.20	$ 737,252.32	$ 121,493.55	$ 517,598.69	$ 889,585.26	$ 9,490,458.96
10. Expenses	39,841.85	34,224.21	60,266.38	340,079.94	79,590.31	41,568.12	507,057.65	70,557.52	9,469.63	30,410.48	59,846.84	1,272,912.93
11. Title and Escrow	14,214.75	44,727.28	89,721.23	97,722.04	18,116.85	28,539.30	419,649.47	58,464.85	6,038.50	63,572.15	125,095.73	965,862.15
12. Legal Appraisal and Trial Costs	36,268.47	58,421.25	94,271.57	482,256.37	83,361.01	125,989.97	729,472.60	16,966.88	3,700.00	156,841.32	94,522.04	1,882,071.48
13. R/W Administration and (Undistributed)	87,280.28	43,253.91	282,032.21	458,578.84	145,721.87	66,910.27	375,472.31	177,907.04	16,853.27	159,642.88	248,618.78	2,062,271.66
Total	$ 512,857.80	$ 734,898.52	$1,469,219.56	$2,793,675.74	$ 743,540.93	$ 776,783.67	$5,078,163.23	$1,061,148.61	$ 157,554.95	$ 928,065.52	$1,417,668.65	$15,673,577.18
PARCELS ACQUIRED:												
14. By Negotiation	283	393	878	1486	359	507	2043	788	110	580	851	8278
15. By Condemnation	19	33	14	62	10	26	78	9	Ø	43	17	311
Total	302	426	892	1548	369	533	2121	797	110	623	868	8589

*Due to condemnation awards.

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

ANNUAL RIGHT OF WAY REPORT JULY 1, 1964 TO JUNE 30, 1965

COST ANALYSIS Continued

	DISTRICT 01	DISTRICT 02	DISTRICT 03	DISTRICT 04	DISTRICT 05	DISTRICT 06	DISTRICT 07	DISTRICT 08	DISTRICT 09	DISTRICT 10	DISTRICT 11	TOTAL
OVERHEAD COST PER PARCEL:												
16. Salaries	$1,110.10	$1,301.11	$1,057.10	$ 914.11	$1,129.41	$ 963.93	$1,436.36	$ 925.03	$1,104.49	$ 830.82	$1,024.87	$1,104.96
17. Expenses	131.93	80.34	67.56	219.69	215.69	77.99	239.07	88.52	86.09	48.81	68.95	148.20
18. Title and Escrow	47.07	104.98	100.58	63.13	49.10	53.54	197.85	73.35	54.90	102.04	144.12	112.45
19. Legal, Appraisal and Trial Costs	120.09	137.14	105.69	311.54	225.90	236.38	343.93	21.28	33.64	251.75	108.90	219.13
20. Miscellaneous	289.01	101.54	316.18	296.23	394.91	125.54	177.02	223.22	153.20	256.25	286.43	240.11
Total	$1,698.20	$1,725.12	$1,647.11	$1,804.70	$2,015.01	$1,457.38	$2,394.23	$1,331.40	$1,432.32	$1,489.67	$1,633.27	$1,824.84
AVERAGE TOTAL COST PER PARCEL	$7,528.17	$6,490.83	$18,975.64	$25,590.84	$9,462.42	$13,237.83	$33,426.95	$9,571.52	$4,651.97	$8,361.87	$16,850.80	$19,909.37
PERSONNEL ASSIGNED TO APPRAISAL AND NEGOTIATION:												
21. Right of Way Agents	16.70	21.60	48.31	89.71	16.26	24.96	122.00	32.50	3.26	23.13	34.92	433.35
22. Clerical and Stenographic	12.00	9.30	25.17	42.53	8.33	9.88	125.20	20.30	Ø	8.58	17.60	278.89
23. Right of Way Engineering	15.18	20.10	71.00	88.90	19.71	19.79	137.60	3.10	4.38	25.30	53.20	458.26
PARCEL PRODUCTION:												
24. Per Agent	18.08	19.72	18.47	17.26	22.70	21.35	17.40	24.60	33.70	26.90	24.86	19.82
25. Per Agent Per Month	1.51	1.64	1.54	1.43	1.90	1.78	1.50	2.10	2.80	2.24	2.07	1.65

STATE OF CALIFORNIA

DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

ANNUAL RIGHT OF WAY REPORT JULY 1, 1964 TO JUNE 30, 1965

	DISTRICT 01	DISTRICT 02	DISTRICT 03	DISTRICT 04	DISTRICT 05	DISTRICT 06	DISTRICT 07	DISTRICT 08	DISTRICT 09	DISTRICT 10	DISTRICT 11	TOTAL
ACQUISITION OTHER THAN RIGHT OF WAY Amount Paid	$37,993.00	$3,531.82	$316,500.00	$150,000.00	$ -52.21*	0	$520,615.00	Ø	Ø	$10,000.00	$244,396.00	$1,282,983.61
ACQUISITION FOR OTHER STATE AGENCIES Amount Paid	$ 200.00	Ø	$479,283.50	$ 32,505.46	$3,842.98	$131,999.19	$1,713,415.00	$86,876.00	Ø	$2,100,406.26	$206,000.00	$4,754,528.39
TOTAL OF ACQUISITION OTHER THAN RIGHT OF WAY	$38,193.00	$3,531.82	$795,783.50	$182,505.46	$3,790.77	$131,999.19	$2,234,030.00	$86,876.00	Ø	$2,110,406.26	$450,396.00	$6,037,512.00
RIGHT OF WAY ACQUISITION FUND DIRECT PAYMENTS												
1. Land	Ø	Ø	$231,042.55	$1,343,341.24	Ø	$316,128.95	$2,289,205.53	Ø	Ø	Ø	$357,430.00	$4,537,148.27
2. Improvements	Ø	Ø	61,163.45	224,753.63	Ø	0	45,500.00	Ø	Ø	Ø	1,100.00	332,517.08
3. Damages	Ø	Ø	7,700.00	27,748.93	Ø	6,491.05	226,090.00	Ø	Ø	Ø	Ø	268,029.98
Total	Ø	Ø	$299,906.00	$1,595,843.80	Ø	$322,620.00	$2,560,795.83	Ø	Ø	Ø	$358,530.00	$5,137,695.63
TOTAL OVERHEAD COSTS	Ø	Ø	Ø	$88,240.67	Ø	$4,905.95	$16,316.43	Ø	Ø	$1,558.65	$5,102.18	$116,123.88
TOTAL PARCELS ACQUIRED	Ø	Ø	9	25	Ø	4	5	Ø	Ø	Ø	7	50
AMOUNT REIMBURSED TO THIS FUND FROM REGULARLY BUDGETED PROJECTS DURING THE FISCAL YEAR.	Ø	$219,193.78	Ø	$417,580.00	$16,085.00	Ø	$3,062,292.84	Ø	Ø	Ø	$19,750.00	$3,734,901.62

*REFUND OF UNEXPENDED BALANCE FROM AFB. FOR RELOCATION OF UTILITIES. THESE ADVANCES WERE MADE IN HQ. SCHEDULE #34556 FOR AUGUST 1962 AND #49511 FOR FEBRUARY 1963.

STATE OF CALIFORNIA

DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

ANNUAL RIGHT OF WAY REPORT JULY 1, 1964 TO JUNE 30, 1965

RENTALS, LEASES AND SALES

	DISTRICT 01	DISTRICT 02	DISTRICT 03	DISTRICT 04	DISTRICT 05	DISTRICT 06	DISTRICT 07	DISTRICT 08	DISTRICT 09	DISTRICT 10	DISTRICT 11	TOTAL
1. Gross Rental and Lease Receipts	$- 22,784.16	$ -10,744.42	$-466,797.55	$-1,133,194.71	$-32,990.73	$-162,624.98	$-2,925,990.00	$-123,345.86	$-2,376.12	$-87,609.39	$-294,978.78	$-5,263,436.70
2. Gross Returns from Sales	-68,615.30	-59,807.34	383,121.31	-1,468,418.96	-310,249.34	-330,517.80	-3,840,555.92	-349,689.51	0	-374,926.84	-859,180.58	8,045,082.90
3. Overhead												
a. Maintenance	37.65	586.04	32,606.19	11,151.77	12,943.50	3,043.48	372,916.71	3,623.52	111.45	1,683.71	3,229.92	441,933.94
b. Operations	62,036.13	28,233.17	411,808.08	802,029.31	46,777.93	111,098.34	1,127,138.31	83,873.99	1,013.99	117,117.39	204,731.99	2,995,858.63
Total Overhead	$ 62,073.78	$ 28,819.21	$ 444,414.27	$ 813,181.08	$ 59,721.43	$ 114,141.82	$ 1,500,055.02	$ 87,497.51	$ 1,125.44	$ 118,801.10	$ 207,961.91	$ 3,437,792.57
4. Net Receipts	$ -29,325.68	$-41,732.55	$-405,504.59	$-1,788,432.59	$-283,518.64	$-379,000.96	$-5,266,490.90	$ -385,537.86	$- 1,250.68	$-343,735.13	$-946,197.45	$-9,870,727.03
TRANSACTIONS												
5. Total number of Rental and Lease Units, July 1, 1964	30	36	408	793	76	268	3922	103	2	190	631	6459
6. Total number of Rental and Lease Units, June 30, 1965	29	65	429	572	64	265	3042	145	7	149	358	5125
7. Number of Sales												
a. Land (including improvements sold w/land)	61	51	87	122	86	152	389	110	0	76	95	1229
b. Improvements	31	17	197	112	37	103	684	24	0	195	554	1954
PERSONNEL												
8. Right of Way Agents	3.69	1.80	12.67	26.94	2.81	4.09	71.80	5.90	0	5.52	5.58	140.80
9. Clerical and Stenographic	1.64	0.90	5.46	14.17	0.85	2.14	55.90	1.10	0	2.34	8.50	93.00

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

ANNUAL RIGHT OF WAY REPORT JULY 1, 1964 TO JUNE 30, 1965

UTILITY REMOVAL

	DISTRICT 01		DISTRICT 02		DISTRICT 03		DISTRICT 04		DISTRICT 05		DISTRICT 06	
	PAID	OBLIGATED	PAID	OBLIGATED	PAID	OBLIGATED	PAID	OBLIGATED	PAID	OBLIGATED	PAID	OBLIGATED
1. Utility Payments	$166,265.31	$239.493.90	$355,295.70	$138,816.52	$751,209.29	$496,377.34	$4,131,492.30	$5,666,657.08	$541,825.29	$211,478.11	$642,384.83	$528,828.24
2. Overhead	$30,545.93		$40,387.23		$114,081.69		$224,149.69		$71,688.69		$81,667.37	
3. Number of Agreements	26		21		65		122		55		52	
PERSONNEL												
4. Utility Engineering	0.05		2.90		6.00		8.25		4.41		3.93	
5. Right of Way Agents	1.78		0.10		Ø		0.50		Ø		1.96	
6. Clerical and Stenographic	0.42		0.80		2.00		4.80		0.96		1.15	

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

ANNUAL RIGHT OF WAY REPORT JULY 1, 1964 TO JUNE 30, 1965

UTILITY REMOVAL Continued

	DISTRICT 07		DISTRICT 08		DISTRICT 09		DISTRICT 10		DISTRICT 11		TOTAL	
	PAID	OBLIGATED	PAID	OBLIGATED	PAID	OBLIGATED	PAID	OBLIGATED	PAID	OBLIGATED	PAID	OBLIGATED
Utility Payments	$3,948,853.21	$3,759,547.97	$765,871.07	$1,787,923.60	$131,729.09	$ 93,545.50	$813,739.28	$1,544,663.40	$1,033,371.47	$1,938,622.00	$13,282,036.84	$16,405,953.66
Overhead	$388,866.00		$74,601.14		$17,562.20		$44,785.87		$91,079.04		$1,179,414.85	
Number of Agreements	190		58		9		56		73		727	
RSONNEL												
Utility Engineering	15.30		6.50		0.90		5.30		7.00		60.54	
Right of Way Agents	4.70		1.20		Ø		Ø		0.17		10.41	
Clerical and Stenographic	13.30		2.20		Ø		1.04		2.00		28.67	

Budget Bureau Approval No. 41-6426 expires 9-30-64

One-Time Form (To comply with congressional request)
RCS 39-01-5(OT))

U.S. Department of Commerce
Bureau of Public Roads

TABLE V - REAL PROPERTY ACQUISITION FOR INTERSTATE HIGHWAY PROJECTS DURING THE PERIOD JULY 1, 1962 THROUGH DECEMBER 31, 1963, SHOWING THE PROPORTION OF CONDEMNATIONS AND RELATED CHARACTERISTICS

STATE NAME: CALIFORNIA

TITLE	NUMBER	PERCENT	AMOUNT
1. Total number of ownerships acquired in whole or in part by purchase or condemnation	5240		
2. Condemnations that had been settled, tried or were pending in judicial proceedings as of December 31, 1963			
a. Total number for the group	2143		
b. Total condemnations in the group as a percentage of all ownerships acquired		41 %	
c. Condemnations in which State determination of value was:			
(1) $1000 or less		6 %	
(2) Over $1000		94%	
d. Condemnations settled 1/ by December 31, 1963			
(1) Settled at State determinations of value			
(a) Number	1192		
(b) Percentage of total number for the group		56 %	
(2) Settled above State determinations of value			
(a) Number	0		
(b) Percentage of total number for the group		0 %	
(c) Percentage by which total settlements exceeded State determinations of value		0 %	
e. Condemnations tried 2/ by December 31, 1963			
(1) Number	158		
(2) Percentage of total number for the group		7 %	
(3) Total of State determinations of value			$3,224,837
(4) Total of State highest testimony			$3,224,837
(5) Total of court awards			$4,407,886
(6) Percentage by which total of court awards exceeded total of State determinations of value		37 %	
(7) Percentage by which total of State highest testimony exceeded total of State determinations of value		0 %	
(8) Percentage by which total of court awards exceeded total of State highest testimony		37 %	

(Complete reverse side)

Budget Bureau Approval No. 41-6426 expires 9-30-64

ONE-TIME FORM (TO COMPLY WITH CONGRESSIONAL REQUEST)
(RCS 39-01-5 (OT)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TABLE I -- REAL PROPERTY ACQUISITION FOR INTERSTATE, PRIMARY AND SECONDARY FEDERAL-AID HIGHWAY PROJECTS FROM JULY 1, 1962, WITH PROJECTIONS THROUGH JUNE 30, 1972

STATE NAME: CALIFORNIA

ITEM	INTERSTATE SYSTEM	PRIMARY SYSTEM	SECONDARY SYSTEM	TOTALS	GRAND TOTAL
1. Acreage 1/ acquired from 7-1-62 to 6-30-64:					
A. Urban areas 2/	2,159	1,843	40	4,041	
B. Rural areas	6,286	5,366	3,379	15,031	
C. Both areas	8,444	7,209	3,419		19,072
2. Acreage 1/ to be acquired from 7-1-64 to 6-30-72:					
A. Urban areas 2/	6,956	9,820	240	17,022	
B. Rural areas	20,310	28,596	20,877	69,783	
C. Both areas	27,266	38,416	21,123		86,805
3. Total acreage 1/ acquired or to be acquired from 7-1-62 to 6-30-72	35,710	45,625	24,542		105,877
4. Estimated average acreage to be acquired per year for the remaining 8 years	3,408	4,602	2,640		

REMARKS

1/ Includes only acquisitions of fee titles and permanent highway right-of-way easements.

2/ As defined in 23 U.S.C.

(RCS 39-01-5(OT)) BUDGET BUREAU APPROVAL No. 41-6426 EXPIRES 9-30-64

ONE-TIME FORM U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

TABLE II -- REAL PROPERTY OWNERSHIPS ACQUIRED FOR INTERSTATE, PRIMARY AND SECONDARY FEDERAL-AID HIGHWAY PROJECTS FROM JULY 1, 1962, WITH PROJECTIONS THROUGH JUNE 30, 1972

STATE NAME: CALIFORNIA

ITEM	INTERSTATE SYSTEM	PRIMARY SYSTEM	SECONDARY SYSTEM	TOTAL
1. OWNERSHIPS ACQUIRED FROM 7-1-62 TO 6-30-64:				
A. URBAN AREAS (NUMBER)	4404	3762	81	8247
(1) ESTIMATED PERCENTAGE OF TOTAL 1/ TAKINGS	65 %	65 %	30 %	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	35 %	35 %	70 %	
B. RURAL AREAS (NUMBER)	2372	2025	1275	5672
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	15 %	15 %	10 %	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	85 %	85 %	90 %	
C. ALL AREAS (NUMBER)	6776	5787	1356	13,919
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	38 %	38 %	11 %	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	62 %	62 %	89 %	
2. OWNERSHIPS TO BE ACQUIRED FROM 7-1-64 TO 6-30-72:				
A. URBAN AREAS (NUMBER)	14,195	20,041	503	34,739
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	65 %	65 %	30 %	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	35 %	35 %	70 %	
B. RURAL AREAS (NUMBER)	7,644	10,731	7,878	26,313
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	15 %	15 %	10 %	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	85 %	85 %	90 %	
C. ALL AREAS (NUMBER)	21,839	30,832	8,381	61,052
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	38 %	38 %	11 %	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	62 %	62 %	89 %	
3. TOTAL OWNERSHIPS ACQUIRED, OR TO BE ACQUIRED FROM 7-1-62 TO 6-30-72. (NUMBER)	28,615	36,619	9,737	74,971
4. ESTIMATED AVERAGE OWNERSHIPS TO BE ACQUIRED PER YEAR FOR REMAINING 8 YEARS.	2,730	3,854	1,048	7,632

1/ INCLUDES TAKINGS OF FEE TITLE AND PERMANENT HIGHWAY EASEMENTS OVER ENTIRE OWNERSHIPS.

RCS 39-01-5(OT))

BUDGET BUREAU APPROVAL NO. [illegible] EXPIRES [illegible]

ONE-TIME FORM

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

TABLE III -- PAYMENTS OF COMPENSATION FOR REAL PROPERTY ACQUIRED FOR INTERSTATE, PRIMARY AND SECONDARY FEDERAL-AID HIGHWAY PROJECTS FROM JULY 1, 1962, WITH PROJECTIONS THROUGH JUNE 30, 1972

STATE NAME CALIFORNIA

ITEM	INTERSTATE SYSTEM	PRIMARY SYSTEM	SECONDARY SYSTEM	GRAND TOTAL
1. PAYMENT OF COMPENSATION FROM 7-1-62 TO 6-30-64:				
A. FEDERAL: (1) URBAN AREAS	$ 87,674,799	$ 0	$ 0	$ 87,674,799
(2) RURAL AREAS	47,209,508	0	0	47,209,508
(3) TOTAL (BOTH AREAS)	$134,884,307	0	0	134,884,307
B. STATE: (1) URBAN AREAS	8,040,047	81,756,431	1,130,335	90,926,813
(2) RURAL AREAS	4,329,256	44,022,694	17,708,583	66,060,533
(3) TOTAL (BOTH AREAS)	12,369,303	125,779,125	18,838,918	156,987,346
C. FEDERAL PLUS STATE: (1) URBAN AREAS	95,714,846	81,756,431	1,130,335	178,601,612
(2) RURAL AREAS	51,538,764	44,022,694	17,708,583	113,270,041
(3) TOTAL (BOTH AREAS)	147,253,610	125,779,125	18,838,918	291,871,653
2. PAYMENT OF COMPENSATION ESTIMATED FOR 7-1-64 TO 6-30-72:				
A. FEDERAL: (1) URBAN AREAS	$285,009,644	$ 0	$ 0	$285,009,644
(2) RURAL AREAS	153,466,732	0	0	153,466,732
(3) TOTAL (BOTH AREAS)	438,476,376	0	0	438,476,376
B. STATE: (1) URBAN AREAS	26,136,256	446,247,100	8,513,400	480,896,756
(2) RURAL AREAS	14,073,368	240,286,900	133,376,600	387,736,868
(3) TOTAL (BOTH AREAS)	40,209,624	686,534,000	141,890,000	868,633,624
C. FEDERAL PLUS STATE: (1) URBAN AREAS	311,145,900	446,247,100	8,513,400	765,906,400
(2) RURAL AREAS	167,540,100	240,286,900	133,376,600	541,203,600
(3) TOTAL (BOTH AREAS)	478,686,000	686,534,000	141,890,000	1,307,110,000
3. TOTAL COMPENSATION FOR REAL PROPERTY ACQUIRED OR TO BE ACQUIRED FROM 7-1-62 TO 6-30-72:	$625,939,610	$812,313,125	$160,727,918	$1,598,980,653
4. ESTIMATED AVERAGE PAYMENT OF COMPENSATION PER YEAR FOR REMAINING 8 YEARS	$ 59,835,750	$ 85,816,750	$ 17,736,250	$162,588,750

5. STATE HIGHWAY DEPARTMENT GENERALLY CLAIMED FEDERAL PARTICIPATION IN RIGHT-OF-WAY COSTS DURING FY 1964	YES	NO	YES	NO	YES	NO
	X			X		X

1/ DOES NOT INCLUDE ADMINISTRATIVE COSTS OF ACQUISITION OR RELOCATION COSTS.

BUDGET BUREAU APPROVAL No. 41-6426 EXPIRES 9-30-64

ONE-TIME FORM (TO COMPLY W/CONGR. REQ.) U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
(RCS 39-01-5 (OT)

TABLE IV -- REAL PROPERTY ACQUISITION FOR INTERSTATE HIGHWAY PROJECTS DURING THE PERIOD JULY 1, 1962 THROUGH DEC. 31, 1963, SHOWING THE PROPORTION OF PURCHASES AND RELATED CHARACTERISTICS

STATE NAME: CALIFORNIA

ITEM	NUMBER	PERCENT	AMOUNT
1. OWNERSHIPS PURCHASED: 1/			
A. TOTAL NUMBER PURCHASED	5,082		
B. PURCHASES AS PERCENTAGE OF ALL OWNERSHIPS ACQUIRED		97 %	
C. COMPENSATION PAID			$94,190,631
D. PERCENTAGE BY WHICH TOTAL AMOUNT PAID WAS MORE THAN OR LESS THAN STATE'S DETERMINATION OF VALUE; 2/ (INDICATE + FOR MORE, - FOR LESS)		* 0 %	(DO NOT USE THIS SPACE)
E. PURCHASES IN WHICH THE INITIAL OFFER WAS LESS THAN STATE'S DETERMINATION OF VALUE	** 0		
(1) PERCENTAGE OF TOTAL NUMBER PURCHASED		0 %	
F. PURCHASED BELOW STATE'S DETERMINATION OF VALUE	0		
(1) PERCENTAGE OF TOTAL NUMBER PURCHASED		0 %	
G. PURCHASED AT STATE'S DETERMINATION OF VALUE	5,082		
(1) PERCENTAGE OF TOTAL NUMBER PURCHASED		100 %	
H. PURCHASED ABOVE STATE'S DETERMINATION OF VALUE	0		
(1) PERCENTAGE OF TOTAL NUMBER PURCHASED		0 %	
2. TOTAL NUMBER OF OWNERSHIPS ACQUIRED 3/ IN WHOLE OR IN PART BY PURCHASE OR CONDEMNATION	5,240		

REMARKS

* All Appraisals are reviewed prior to purchase and no settlements are made above or below State's determination of value.

** All offers to settle are in accordance with State's determination of value.

1/ FOR PURPOSE OF THIS TABLE, A PROPERTY WAS "PURCHASED" IF AGREEMENT WAS REACHED ON PRICE BEFORE ANY JUDICIAL PROCEEDING WAS INSTITUTED.

2/ MEANS STATE HIGHWAY DEPARTMENT REVIEWING APPRAISER'S DETERMINATIONS OF VALUE OF REAL PROPERTY ACQUIRED.

3/ INCLUDES ONLY ACQUISITIONS OF FEE TITLE AND PERMANENT HIGHWAY RIGHT-OF-WAY EASEMENT.

BUDGET BUREAU APPROVAL No. 41-0420 EXPIRES 9-30-64

ONE-TIME FORM (TO COMPLY WITH CONGRESSIONAL REQUEST)
RCS 39-01-5(01))

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TABLE V - REAL PROPERTY ACQUISITION FOR INTERSTATE HIGHWAY PROJECTS DURING THE PERIOD JULY 1, 1962 THROUGH DECEMBER 31, 1963, SHOWING THE PROPORTION OF CONDEMNATIONS AND RELATED CHARACTERISTICS

STATE NAME: CALIFORNIA

TITLE	NUMBER	PERCENT	AMOUNT
1. TOTAL NUMBER OF OWNERSHIPS ACQUIRED IN WHOLE OR IN PART BY PURCHASE OR CONDEMNATION	5240		
2. CONDEMNATIONS THAT HAD BEEN SETTLED, TRIED OR WERE PENDING IN JUDICIAL PROCEEDINGS AS OF DECEMBER 31, 1963			
A. TOTAL NUMBER FOR THE GROUP	2148		
B. TOTAL CONDEMNATIONS IN THE GROUP AS A PERCENTAGE OF ALL OWNERSHIPS ACQUIRED		41 %	
C. CONDEMNATIONS IN WHICH STATE DETERMINATION OF VALUE WAS:			
(1) $1000 OR LESS		6 %	
(2) OVER $1000		94 %	
D. CONDEMNATIONS SETTLED 1/ BY DECEMBER 31, 1963			
(1) SETTLED AT STATE DETERMINATIONS OF VALUE			
(A) NUMBER	1192		
(B) PERCENTAGE OF TOTAL NUMBER FOR THE GROUP		56 %	
(2) SETTLED ABOVE STATE DETERMINATIONS OF VALUE			
(A) NUMBER	0		
(B) PERCENTAGE OF TOTAL NUMBER FOR THE GROUP		0 %	
(C) PERCENTAGE BY WHICH TOTAL SETTLEMENTS EXCEEDED STATE DETERMINATIONS OF VALUE		0 %	
E. CONDEMNATIONS TRIED 2/ BY DECEMBER 31, 1963			
(1) NUMBER	156		
(2) PERCENTAGE OF TOTAL NUMBER FOR THE GROUP		7 %	
(3) TOTAL OF STATE DETERMINATIONS OF VALUE			$3,224,837
(4) TOTAL OF STATE HIGHEST TESTIMONY			$3,224,837
(5) TOTAL OF COURT AWARDS			$4,[illegible]
(6) PERCENTAGE BY WHICH TOTAL OF COURT AWARDS EXCEEDED TOTAL OF STATE DETERMINATIONS OF VALUE		37 %	
(7) PERCENTAGE BY WHICH TOTAL OF STATE HIGHEST TESTIMONY EXCEEDED TOTAL OF STATE DETERMINATIONS OF VALUE		0 %	
(8) PERCENTAGE BY WHICH TOTAL OF COURT AWARDS EXCEEDED TOTAL OF STATE HIGHEST TESTIMONY		37 %	

(COMPLETE REVERSE SIDE)

ITEM	NUMBER	PERCENT	AMOUNT
F. CONDEMNATIONS PENDING AS OF DECEMBER 31, 1963			
(1) NUMBER	793		
(2) PERCENTAGE OF TOTAL NUMBER FOR THE GROUP		37%	
3. ADMINISTRATIVE TAKINGS THAT HAD NOT BEEN INCLUDED IN JUDICIAL PROCEEDINGS AS OF DECEMBER 31, 1963			
A. NUMBER	0		
B. ADMINISTRATIVE TAKINGS AS A PERCENTAGE OF ALL OWNERSHIPS ACQUIRED		0%	

1/ ALSO INCLUDES CONDEMNATIONS IN WHICH THE STATE ACCEPTS AN AWARD OF COMMISSIONERS, BOARD OF APPRAISERS, ETC., WHEN IT HAD THE RIGHT TO APPEAL "DE NOVO" TO THE COURT OR A JURY TRIAL.

2/ INCLUDES ONLY THOSE CONDEMNATIONS WHICH WERE BROUGHT TO TRIAL BEFORE A JUDGE, JURY, COMMISSION, ETC., OF THE TYPE WHERE ANY APPEAL WOULD BE MADE TO AN APPELLATE COURT IN THE SAME MANNER AS ANY OTHER CIVIL SUIT (NOT A TRIAL "DE NOVO")

Budget Bureau Approval No. 41-6426 expires 9-30-64

One-time form (RCS 39-01-5(01)) U.S. Department of Commerce Bureau of Public Roads

TABLE VI - FAMILIES AND INDIVIDUALS, BUSINESSES, FARM OPERATIONS, AND NONPROFIT ORGANIZATIONS EXPECTED TO BE DISPLACED 1/ BY REAL PROPERTY ACQUISITION FOR FEDERAL-AID HIGHWAY PROJECTS FROM JULY 1, 1964 THROUGH JUNE 30, 1972

STATE NAME

CALIFORNIA

ITEM	INTERSTATE SYSTEM	PRIMARY SYSTEM	SECONDARY SYSTEM	TOTAL
1. Families 2/ and Individuals				
A. Urban Areas				
(1) Owners	9,104	6,413	403	15,920
(2) Nonowners	6,429	3,327	85	9,841
(3) Total	15,533	9,740	488	25,821
B. Rural Areas 3/				
(1) Owners	1,617	713	404	2,734
(2) Nonowners	1,135	370	84	1,589
(3) Total	2,752	1,083	488	4,323
C. All Areas				
(1) Owners	10,701	7,126	807	18,714
(2) Nonowners	7,564	3,697	169	11,430
(3) Total	18,345	10,823	976	30,144
2. Estimated average displacement of families and individuals per year for the 8 years	2,293	1,353	122	3,768
3. Businesses (other than farms) and nonprofit organizations				
A. Urban Areas				
(1) Owners of Real Property	617	547	11	1,175
(2) Nonowners	378	333	4	715
(3) Total	995	880	15	1,890
B. Rural Areas				
(1) Owners of Real Property	109	97	60	266
(2) Nonowners	67	59	25	151
(3) Total	176	156	85	417
C. All Areas				
(1) Owners of Real Property	726	644	71	1,441

(complete reverse side)

ITEM	INTERSTATE SYSTEM	PRIMARY SYSTEM	SECONDARY SYSTEM	TOTAL
(2) NONOWNERS	445	392	29	866
(3) TOTAL	1,171	1,036	100	2,307
4. ESTIMATED AVERAGE DISPLACEMENT OF BUSINESSES AND NONPROFIT ORGANIZATIONS PER YEAR FOR THE 8 YEARS	146	129	13	288
5. FARM OPERATIONS				
A. OWNER OPERATED	176	123	23	322
B. NONOWNER OPERATED	129	82	12	223
C. TOTAL	305	205	35	545
6. ESTIMATED AVERAGE NUMBER OF FARMS PER YEAR FOR THE 8 YEARS	38	26	4	68

REMARKS:

1/ ALL LAWFUL OCCUPANTS CAUSED TO MOVE (INCLUDING FARM OPERATORS INCURRING EXPENSES IN REALIGNING PERSONAL PROPERTY) REGARDLESS OF TIME.

2/ FOR THE PURPOSE OF THIS TABLE "FAMILY" MEANS TWO OR MORE PERSONS LIVING TOGETHER IN THE SAME DWELLING.

3/ INCLUDES FAMILIES AND INDIVIDUALS TO BE DISPLACED FROM FARM AND NON-FARM DWELLINGS.

(RCS 39-01-5(01))

BUDGET BUREAU APPROVAL No. 47-6425 EXPIRES 9-30-64

ONE-TIME FORM U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

STATE: CALIFORNIA

TABLE VII - FAMILIES AND INDIVIDUALS DISPLACED 1/ BY FEDERAL-AID PROJECTS DURING THE PERIOD OCT. 23, 1962 THROUGH MAR. 31, 1964, AND NUMBER RECEIVING MOVING EXPENSE PAYMENTS

ITEM	INTERSTATE	PRIMARY	SECONDARY	TOTAL	URBAN	RURAL	TOTAL
1. FAMILIES AND INDIVIDUALS DISPLACED FROM OCTOBER 23, 1962 THROUGH MARCH 31, 1964							
A. OWNERS	1,843	1,220	136	3,199	2,606	588	3,194
B. NONOWNERS	1,293	632	29	1,954	1,791	168	1,959
C. NUMBER (OWNERS AND NONOWNERS)	3,136	1,852	167	5,153	4,397	756	5,153
D. PERCENTAGE	61%	36%	3%	100%	85%	15%	100%
2. FAMILIES AND INDIVIDUALS FOR WHOM STATE LAW DID NOT PERMIT PAYMENT OF MOVING EXPENSES							
A. OWNERS			NO PAYMENT MADE				
B. NONOWNERS							
C. NUMBER (OWNERS AND NONOWNERS)							
D. PERCENTAGE	%	%	%	100 %	%	%	100%
3. FAMILIES AND INDIVIDUALS RECEIVING MOVING EXPENSE PAYMENTS OR HAVING CLAIMS IN PROCESS ON MARCH 31, 1964							
A. OWNERS			NO PAYMENT MADE				
B. NONOWNERS							
C. NUMBER (OWNERS AND NONOWNERS)							
D. PERCENTAGE	%	%	%	100 %	%	%	100%
4. FAMILIES AND INDIVIDUALS THAT HAD NOT CLAIMED MOVING COST PAYMENTS AS OF MARCH 31, 1964							
A. DISPLACEES WITH TIME TO FILE AS OF MARCH 31, 1964							
(1) OWNERS			NOT APPLICABLE				
(2) NONOWNERS							
(3) NUMBER (OWNERS AND NONOWNERS)							
(4) PERCENTAGE	%	%	%	100 %	%	%	100%
B. DISPLACEES FOR WHOM TIME TO FILE HAD PASSED BY MARCH 31, 1964							
(1) OWNERS			NOT APPLICABLE				
(2) NONOWNERS							
(3) NUMBER (OWNERS AND NONOWNERS)							
(4) PERCENTAGE	%	%	%	100 %	%	%	100%

1/ INCLUDES ALL FAMILIES & INDIVIDUALS, LAWFULLY OCCUPYING FARM & NONFARM DWELLINGS, CAUSED TO MOVE BY A PROJ., REGARDLESS OF TENURE. FOR PURPOSE OF THIS TABLE, "FAMILY" MEANS 2 OR MORE PERSONS LIVING TOGETHER IN SAME DWELLING UNIT.

RCS 39-01-5(OT))

BUDGET BUREAU APPROVAL No. 41-6426 EXPIRES 9-30-64

ONE-TIME FORM

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

TABLE VIII -- BUSINESSES (OTHER THAN FARMS) AND NONPROFIT ORGANIZATIONS DISPLACED 1/ BY FEDERAL-AID HIGHWAY PROJECTS DURING THE PERIOD OCT. 23, 1962 THROUGH MAR. 31, 1964, AND NUMBER RECEIVING MOVING EXPENSE PAYMENTS

STATE NAME

CALIFORNIA

ITEM	INTER-STATE	PRIMARY	SECONDARY	TOTAL	URBAN	RURAL	TOTAL
1. DISPLACED FROM 10-23-62 THROUGH 3-1-64:							
A. OWNERS OF REAL PROPERTY.....	124	110	12	244	207	37	244
B. NONOWNERS.....	76	67	5	150	127	23	150
C. TOTAL (OWNERS AND NONOWNERS).....	200	177	17	394	335	59	394
D. PERCENTAGE.....	51 %	45 %	4 %	100%	85 %	15 %	100%
2. FOR WHOM STATE LAW DID NOT PERMIT PAYMENT OF MOVING EXPENSE:							
A. OWNERS OF REAL PROPERTY.....			NO PAYMENT MADE				
B. NONOWNERS.....							
C. TOTAL (OWNERS AND NONOWNERS).....							
D. PERCENTAGE.....	%	%	%	100 %	%	%	100%
3. THOSE RECEIVING MOVING EXPENSE PAYMENTS OR HAVING CLAIMS IN PROCESS ON 3-31-64:							
A. OWNERS OF REAL PROPERTY.....			NO PAYMENT MADE				
B. NONOWNERS.....							
C. TOTAL (OWNERS AND NONOWNERS).....							
D. PERCENTAGE.....	%	%	%	100 %	%	%	100%
4. THOSE THAT HAD NOT CLAIMED MOVING COST PAYMENTS AS OF 3-31-64:							
DISPLACEES WITH TIME TO FILE AS OF 3-31-64:							
A. OWNERS OF REAL PROPERTY.....							
B. NONOWNERS.....			NOT APPLICABLE				
C. TOTAL (OWNERS AND NONOWNERS).....							
D. PERCENTAGE.....	%	%	%	100 %	%	%	100%
DISPLACEES FOR WHOM TIME TO FILE HAD PASSED:							
A. OWNERS OF REAL PROPERTY.....			NOT APPLICABLE				
B. NONOWNERS.....							
C. TOTAL (OWNERS AND NONOWNERS).....							
D. PERCENTAGE.....	%	%	%	100 %	%	%	100%

1/ ALL LAWFUL OCCUPANTS CAUSED TO MOVE BY A PROJECT, REGARDLESS OF TENURE.

(RCS 39-01-5(OT)) BUDGET BUREAU APPROVAL NO. 41-6426 EXPIRES 9-30-64

ONE-TIME FORM U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

TABLE IX -- FARM OPERATIONS DISPLACED 1/ BY FEDERAL-AID HIGHWAY PROJECTS DURING THE PERIOD OCT. 23, 1962, THROUGH MAR. 31, 1964, AND MOVING EXPENSE PAYMENTS TO OPERATORS

STATE NAME: CALIFORNIA

ITEM	INTERSTATE	PRIMARY	SECONDARY	TOTAL
1. DISPLACED FROM 10-23-62 THROUGH 3-31-64:				
A. OWNER OPERATED	30	21	4	55
B. NONOWNER OPERATED	22	14	2	39
C. TOTAL (OWNER AND NONOWNER)	52	35	6	93
D. PERCENTAGE	56 %	33 %	6 %	100%
2. FOR WHICH STATE LAW DID NOT PERMIT PAYMENT OF MOVING EXPENSES:		NO PAYMENT MADE		
A. OWNER OPERATED				
B. NONOWNER OPERATED				
C. TOTAL (OWNER AND NONOWNER)				
D. PERCENTAGE	%	%	%	100%
3. IN WHICH OPERATORS RECEIVED MOVING EXPENSE PAYMENTS OR HAD CLAIMS IN PROCESS ON 3-31-64:		NO PAYMENT MADE		
A. OWNER OPERATED				
B. NONOWNER OPERATED				
C. TOTAL (OWNER AND NONOWNER)				
D. PERCENTAGE	%	%	%	100%
4. IN WHICH OPERATOR HAD NOT CLAIMED MOVING EXPENSE AS OF 3-31-64:		NOT APPLICABLE		
OPERATORS WITH TIME TO FILE AS OF 3-31-64:				
A. OWNER OPERATED				
B. NONOWNER OPERATED				
C. TOTAL (OWNER AND NONOWNER)				
D. PERCENTAGE	%	%	%	100%
OPERATORS FOR WHOM TIME TO FILE HAD PASSED:		NOT APPLICABLE		
A. OWNER OPERATED				
B. NONOWNER OPERATED				
C. TOTAL (OWNER AND NONOWNER)				
D. PERCENTAGE	%	%	%	100%

1/ FOR PURPOSES OF THIS TABLE, FARM OPERATION WAS DISPLACED IF UNIT WAS ELIMINATED OR OPERATOR WAS CAUSED TO INCUR EXPENSES IN MOVING OR REALIGNING PERSONAL PROPERTY, REGARDLESS OF TENURE.

Budget Bureau Approval No. 41-6426 Expires 9-30-64

One-Time Form (RCS 39-01-5(OT)) (to comply w/cong. req.)

U.S. Department of Commerce
Bureau of Public Roads

State name: CALIFORNIA

TABLE X - RELOCATION ADVISORY SERVICES TO FAMILIES AND INDIVIDUALS DISPLACED 1/ BY FEDERAL-AID HIGHWAY PROJECTS DURING THE PERIOD OCTOBER 23, 1962 THROUGH MARCH 31, 1964, AND VALUE AND RENTAL CHARACTERISTICS OF DWELLINGS OCCUPIED

Items	Urban Areas		Total	Rural Areas		Total	All Areas		Total
	Owners	Nonowners	~~All Others~~	Owners	Nonowners	~~All Others~~	Owners	Nonowners	~~All Others~~
1. Total Families and Individuals Displaced During this Period									
a. Number	2606	1791	4397	503	168	756	3194	1959	5153
b. Percentage	51%	35%	85%	11%	3%	15%	62%	38%	100%
2. State Highway Department policy is to advise displacees of the availability of relocation advisory service by:									
a. Letter 2/	☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☐ No
b. Personal visit to the family or individual 2/	☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☐ No
3. Displacees requesting relocation advisory services									
a. Number	75	315	390	23	2	25	98	317	415
b. Percentage of total displaced	1.5%	6.1%	7.6%	0.4%	0.1%	0.5%	1.9%	6.2%	8.1%
4. Displacees relocated through advisory services									
a. Number	18	25	43	18	1	19	36	26	62
b. Percentage of total displaced	0.3%	0.5%	0.8%	0.4%	0%	0.4%	0.7%	0.5%	1.2%
5. Displacees relocated on own initiative									
a. Number	708	922	1630	393	141	534	1101	1063	2164
b. Percentage of total displaced	14%	18%	32%	8%	3%	10%	21%	21%	42%
6. Dwelling units from which displaced									
a. Below $5,000 value or $60 monthly rental									

(Complete reverse side)

TABLE X (CONTINUED)

ITEMS	URBAN AREAS			RURAL AREAS			ALL AREAS		
	OWNERS	NONOWNERS	~~ALL OTHERS~~	OWNERS	NONOWNERS	~~ALL OTHERS~~	OWNERS	NONOWNERS	ALL OTHERS
(1) NUMBER	185	741	926	97	227	324	282	968	1250
(2) PERCENTAGES OF TOTAL DISPLACED	3 %	15%	18 %	2 %	4%	6 %	5 %	19 %	24 %
b. BETWEEN $5,001 TO $15,000 VALUE OR $60 TO $110 MONTHLY RENTAL									
(1) NUMBER	763	756	1519	170	114	284	933	870	1803
(2) PERCENTAGE OF TOTAL DISPLACED	15 %	15 %	29 %	3 %	2 %	6 %	18%	17 %	35%
c. OVER $15,000 VALUE OR $110 MONTHLY RENTAL									
(1) NUMBER	1425	478	1903	127	20	147	1552	498	2050
(2) PERCENTAGE OF TOTAL DISPLACED	28 %	10%	37 %	2 %	0 %	3%	30 %	10 %	40 %
7. REPLACEMENT DWELLING UNITS									
A. DO STATE HIGHWAY DEPARTMENT PROCEDURES REQUIRE "FOLLOW-UP" TO DETERMINE WHETHER REPLACEMENT HOUSING SECURED IS SUITABLE IN CONDITION AND PRICE OR RENTAL FOR DISPLACEES? 2/	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☐ NO	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☐ NO	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☐ NO

1/ INCLUDES ALL FAMILIES AND INDIVIDUALS, LAWFULLY OCCUPYING FARM AND NONFARM DWELLINGS, CAUSED TO MOVE BY A PROJECT, REGARDLESS OF TENURE. FOR THE PURPOSE OF THIS TABLE, "FAMILY" MEANS TWO OR MORE PERSONS LIVING TOGETHER IN THE SAME DWELLING UNIT.

2/ ANSWER ONLY FOR THE INDIVIDUAL STATES.

Budget Bureau Approval No. 41-6426 Expires 9-30-64

ONE-TIME FORM (RCS 39-01-5(OT)) U. S. DEPARTMENT OF COMMERCE Bureau of Public Roads

TABLE XI -- RELOCATION AND TERMINATION OF BUSINESSES (OTHER THAN FARMS) DISPLACED 1/ BY FEDERAL-AID HIGHWAY PROJECTS DURING THE PERIOD OCT. 23, 1962 THROUGH MAR. 31, 1964, AND RELOCATION ADVISORY SERVICE THEY OBTAINED

STATE NAME

CALIFORNIA

ITEM	INTERSTATE	PRIMARY	SECONDARY	TOTAL
1. TOTAL BUSINESSES (OTHER THAN FARMS) DISPLACED DURING THE PERIOD	200	177	17	394
A. PERCENTAGE	51 %	45 %	4 %	100%
2. BUSINESSES THAT REESTABLISHED AFTER DISPLACEMENT:				
URBAN AREAS:				
A. OWNERS OF REAL PROPERTY	RECORDS NOT MAINTAINED			
B. NONOWNERS				
C. TOTAL (OWNERS AND NONOWNERS)				
RURAL AREAS:				
A. OWNERS OF REAL PROPERTY				
B. NONOWNERS				
C. TOTAL (OWNERS AND NONOWNERS)				
ALL AREAS:				
A. OWNERS OF REAL PROPERTY				
B. NONOWNERS				
C. TOTAL (OWNERS AND NONOWNERS)				
D. PERCENTAGE OF TOTAL DISPLACED	%	%	%	100%
3. BUSINESSES THAT TERMINATED:				
URBAN AREAS:				
A. OWNERS OF REAL PROPERTY				
B. NONOWNERS				
C. TOTAL (OWNERS AND NONOWNERS)				
RURAL AREAS:				
A. OWNERS OF REAL PROPERTY				
B. NONOWNERS				
C. TOTAL (OWNERS AND NONOWNERS)				
ALL AREAS:				
A. OWNERS OF REAL PROPERTY				
B. NONOWNERS				
C. TOTAL (OWNERS AND NONOWNERS)				
D. PERCENTAGE OF TOTAL DISPLACED	%	%	%	100%

(COMPLETE REVERSE SIDE)

ITEM	INTERSTATE		PRIMARY		SECONDARY		TOTAL	
4. DISPLACEES REQUESTING RELOCATION ADVISORY SERVICES	2		2		0		4	
A. PERCENTAGE OF TOTAL DISPLACED	1 %		1 %		0 %		100%	
5. DISPLACEES RELOCATED THROUGH ADVISORY SERVICES	0		0		0		0	
A. PERCENTAGE OF TOTAL DISPLACED	0 %		0 %		0 %		100%	
6. DISPLACEES RELOCATED BY OWN INITIATIVE	200		177		17		394	
A. PERCENTAGE OF TOTAL DISPLACED	100 %		100 %		100 %		100%	
7. DISTRIBUTION OF RENTAL PAYMENTS BY BUSINESSES AT PROJECT LOCATIONS 2/	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
A. FOR SELECTED URBAN AREA PROJECTS (1) BUSINESSES IN SELECTED PROJECTS	68	62 %	26	24 %	16	14 %	110	100 %
(2) MONTHLY PAYMENTS AT:								
(A) $50 OR LESS	5	7 %	4	15 %	6	38 %	15	14 %
(B) $51 TO $75	8	12 %	3	11 %	0	0 %	11	10 %
(C) $76 TO $100	14	21 %	5	19 %	3	19 %	22	20 %
(D) $101 TO $150	8	12 %	4	15 %	4	25 %	16	15 %
(E) $151 TO $200	9	13 %	3	11 %	1	6 %	13	12 %
(F) MORE THAN $200	24	35 %	7	29 %	2	12 %	33	30 %
B. FOR SELECTED RURAL AREA PROJECTS (1) BUSINESSES IN SELECTED PROJECTS	5	45 %	5	45 %	1	10 %	11	100 %
(2) MONTHLY PAYMENTS AT:								
(A) $50 OR LESS	2	40 %	2	40 %	0	0 %	4	36 %
(B) $51 TO $75	0	0 %	0	0 %	0	0 %	0	0 %
(C) $76 TO $100	1	20 %	1	20 %	0	0 %	2	18 %
(D) $101 TO $150	2	40 %	1	20 %	0	0 %	3	27 %
(E) $151 TO $200	0	0 %	0	0 %	1	100 %	1	10 %
(F) MORE THAN $200	0	0 %	1	20 %	0	0 %	1	10 %

ITEM	YES	NO
8. DOES STATE PROVIDE ADVISORY SERVICES FOR DISPLACED BUSINESSES?	X	
9. DOES STATE ADVISE BUSINESSES OF AVAILABILITY OF RELOCATION ADVISORY SERVICE BY:		
A. LETTER?	X	
B. PERSONAL VISIT TO DISPLACEE?	X	

1/ ALL LAWFUL OCCUPANTS CAUSED TO MOVE BY A PROJECT, REGARDLESS OF TENURE.

2/ PROJECTS SELECTED BY BPR TO PROVIDE A REPRESENTATIVE PICTURE OF THE AMOUNT AND DISTRIBUTION OF RENTALS PAID BY DISPLACED BUSINESSES.

TABLE XII -- MOVING EXPENSE PAYMENTS TO DISPLACEES OF FEDERAL-AID HIGHWAY PROJECTS DURING THE PERIOD OCTOBER 23, 1962 THROUGH MARCH 31, 1964

CALIFORNIA - NO PAYMENT MADE

TABLE XIII -- STATE HIGHWAY DEPARTMENT POLICIES ON PAYMENT OF MOVING EXPENSES TO DISPLACEES OF FEDERAL-AID HIGHWAY PROJECTS, AS OF MARCH 31, 1964

CALIFORNIA - NO PAYMENT MADE

TABLE XV -- SIZE OF MOVING EXPENSE PAYMENTS, TO PERSONS DISPLACED FOR SELECTED INTERSTATE HIGHWAY PROJECTS DURING THE PERIOD OCT. 23, 1962 THROUGH MAR. 31, 1964

CALIFORNIA - NO PAYMENT MADE

TABLE XVI -- COMPARISON OF RELOCATION ASSISTANCE COSTS AND OTHER HIGHWAY CONSTRUCTION COSTS FOR SELECTED INTERSTATE AND PRIMARY HIGHWAY PROJECTS DURING THE PERIOD OCTOBER 23, 1962 THROUGH MARCH 31, 1964

CALIFORNIA - NO PAYMENT MADE

ITEM	YES	NO
4. ADVANCE NOTICE IS GIVEN BY:		
A. LETTER TO OCCUPANT	X	
B. PERSONAL VISIT TO OCCUPANT	X	
C. OTHER MEANS (IF "YES," DESCRIBE IN "REMARKS.")	X	

REMARKS

At public hearings on the proposed project

At public meetings to discuss Right of Way Procedures

By pamphlet which is handed to the public at public hearings and also mailed or delivered personally prior to the inspection of the property for purposes of making the appraisal.

1/ ALL LAWFUL OCCUPANTS CAUSED TO INCUR MOVING EXPENSES BECAUSE OF THE PROJECT, REGARDLESS OF TENURE.

2/ DATA IN THIS TABLE COVERS FOR EACH STATE ONE URBAN AND ONE RURAL INTERSTATE HIGHWAY PROJECT IN WHICH THERE WAS SUBSTANTIAL DISPLACEMENT DURING PERIOD 10-23-62 THROUGH 3-31-64. PROJECTS WERE SELECTED BY THE BUREAU OF PUBLIC ROADS TO PROVIDE A REPRESENTATIVE PICTURE OF THE TIME GIVEN DISPLACEES TO PLAN AND ACCOMPLISH THEIR MOVES. (IF A STATE HAS NO INTERSTATE URBAN PROJECT MEETING THESE REQUIREMENTS, SUBSTITUTE A PRIMARY PROJECT MEETING THE REQUIREMENT.)

BUDGET BUREAU APPROVAL No. 41-6426 EXPIRES 9-30-64

OWN-TIME FORM (RCS 39-01-5(OT)) U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

TABLE XIV -- ADVANCE NOTICE, TO PERSONS DISPLACED 1/ FOR SELECTED INTERSTATE HIGHWAY PROJECTS 2/ DURING THE PERIOD OCT. 23, 1962 THROUGH MAR. 31, 1964, OF THE DATE POSSESSION OF REAL PROPERTY WOULD BE REQUIRED

STATE NAME: CALIFORNIA

ITEM	IDENTIFICATION OF HIGHWAY PROJECTS BY PROJECT NO. AND NEARBY CITY	AMOUNT OF ADVANCE NOTICE: 31 DAYS OR LESS	32 TO 90 DAYS	91 TO 179 DAYS	180 TO 365 DAYS	MORE THAN 1 YEAR	TOTAL
1. INDIVIDUALS AND FAMILIES:							
URBAN AREAS:							
A. OWNERS	11972 - Oakland	0	0	20	33	106	164
B. NONOWNERS		0	12	26	34	46	118
C. TOTAL (OWNERS AND NONOWNERS)		0	12	46	72	152	282
RURAL AREAS:							
A. OWNERS	122691 - San Ramon	0	0	2	11	5	18
B. NONOWNERS		0	1	0	2	0	3
C. TOTAL (OWNERS AND NONOWNERS)		0	1	2	13	5	21
ALL AREAS:							
A. OWNERS		0	0	22	49	111	182
B. NONOWNERS		0	13	26	36	46	121
C. TOTAL (OWNERS AND NONOWNERS)		0	13	48	85	157	303
2. BUSINESSES (OTHER THAN FARMS) & NONPROFIT ORGANIZATIONS:							
URBAN AREAS:							
A. OWNERS	11972 - Oakland	1	6	7	11	24	49
B. NONOWNERS		2	3	2	2	10	19
C. TOTAL (OWNERS AND NONOWNERS)		3	9	9	13	34	68
RURAL AREAS:							
A. OWNERS	122691 - San Ramon	0	0	0	2	1	3
B. NONOWNERS		0	0	0	2	0	2
C. TOTAL (OWNERS AND NONOWNERS)		0	0	0	4	1	5
ALL AREAS:							
A. OWNERS		1	6	7	13	25	52
B. NONOWNERS		2	3	2	4	10	21
C. TOTAL (OWNERS AND NONOWNERS)		3	9	9	17	35	73
3. FARM OPERATORS:	122691 - San Ramon						
A. OWNERS		0	0	0	0	1	1
B. NONOWNERS		0	0	0	2	0	2
C. TOTAL (OWNERS AND NONOWNERS)		0	0	0	2	1	3

SEE REVERSE SIDE FOR FOOTNOTES.

(COMPLETE REVERSE SIDE)

Budget Bureau Approval No. 41-6426 expires 9-30-64

ONE-TIME FORM (TO COMPLY WITH CONGRESSIONAL REQUEST)
(RCS 39-01-5 (OT)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TABLE I -- REAL PROPERTY ACQUISITION FOR INTERSTATE, PRIMARY AND SECONDARY FEDERAL-AID HIGHWAY PROJECTS FROM JULY 1, 1962, WITH PROJECTIONS THROUGH JUNE 30, 1972

STATE NAME *National Summary

ITEM	INTERSTATE SYSTEM	PRIMARY SYSTEM	SECONDARY SYSTEM	TOTALS	GRAND TOTAL
1. Acreage 1/ acquired from 7-1-62 to 6-30-64:	**				
A. Urban areas 2/	38,964.7	16,048.3	3,412.3	58,425.3	
B. Rural areas	199,429.1	110,679.1	103,882.3	413,990.5	
C. Both areas	238,393.8	126,727.4	107,294.6		472,415.8
2. Acreage 1/ to be acquired from 7-1-64 to 6-30-72:					
A. Urban areas 2/	92,701.1	70,152.6	16,962.7	179,816.4	
B. Rural areas	644,852.6	459,783.7	408,498.7	1,513,135.0	
C. Both areas	737,553.7	529,936.3	425,461.4		1,692,951.4
3. Total acreage 1/ acquired or to be acquired from 7-1-62 to 6-30-72	975,947.5	656,663.7	532,756.0		2,165,367.2
4. Estimated average acreage to be acquired per year for the remaining 8 years	92,194.2	66,242.0	53,182.7		

REMARKS

* Arkansas reported data not available.
** Alaska and Puerto Rico have no Interstate Highway System.

1/ Includes only acquisitions of fee titles and permanent highway right-of-way easements.
2/ As defined in 23 U.S.C.

(RCS 39-01-5(DT)) BUDGET BUREAU APPROVAL No. 41-6426 EXPIRES 8-30-64

ONE-TIME FORM U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

TABLE II -- REAL PROPERTY OWNERSHIPS ACQUIRED FOR INTERSTATE, PRIMARY AND SECONDARY FEDERAL-AID HIGHWAY PROJECTS FROM JULY 1, 1962, WITH PROJECTIONS THROUGH JUNE 30, 1972

STATE NAME National Summary

ITEM	INTERSTATE SYSTEM	PRIMARY SYSTEM	SECONDARY SYSTEM	TOTAL
1. OWNERSHIPS ACQUIRED FROM 7-1-62 TO 6-30-64:				
A. URBAN AREAS (NUMBER)	40,061	27,572	8,945	76,578
(1) ESTIMATED PERCENTAGE OF TOTAL 1/ TAKINGS	63.3%	41.3%	20.4%	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	36.7%	58.7%	79.6%	
B. RURAL AREAS (NUMBER)	29,623	45,727	63,099	138,449
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	11.5%	6.2%	6.0%	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	88.5%	93.8%	94.0%	
C. ALL AREAS (NUMBER)	69,684	73,299	72,044	215,027
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	41.3%	19.4%	7.8%	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	58.7%	80.6%	92.2%	
2. OWNERSHIPS TO BE ACQUIRED FROM 7-1-64 TO 6-30-72:				
A. URBAN AREAS (NUMBER)	167,628	136,892	36,347	340,867
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	64.0%	36.7%	15.3%	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	36.0%	63.3%	84.7%	
B. RURAL AREAS (NUMBER)	93,752	229,697	291,946	615,395
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	14.8%	5.7%	2.7%	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	85.2%	94.3%	97.3%	
C. ALL AREAS (NUMBER)	261,380	366,589	328,293	956,262
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	46.4%	17.3%	4.1%	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	53.6%	82.7%	95.9%	
3. TOTAL OWNERSHIPS ACQUIRED, OR TO BE ACQUIRED FROM 7-1-62 TO 6-30-72. (NUMBER)	331,064	439,888	400,337	1,171,289
4. ESTIMATED AVERAGE OWNERSHIPS TO BE ACQUIRED PER YEAR FOR REMAINING 8 YEARS.	32,673	45,824	41,037	146,411

1/ INCLUDES TAKINGS OF FEE TITLE AND PERMANENT HIGHWAY EASEMENTS OVER ENTIRE OWNERSHIPS.

(RCS 39-01-5(DT))

BUDGET BUREAU APPROVAL No. 41-6426 EXPIRES 9-30-64

ONE-TIME FORM

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

TABLE II -- REAL PROPERTY OWNERSHIPS ACQUIRED FOR INTERSTATE, PRIMARY AND SECONDARY FEDERAL-AID HIGHWAY PROJECTS FROM JULY 1, 1962, WITH PROJECTIONS THROUGH JUNE 30, 1972

STATE NAME: National Summary

ITEM	INTERSTATE SYSTEM	PRIMARY SYSTEM	SECONDARY SYSTEM	TOTAL
1. OWNERSHIPS ACQUIRED FROM 7-1-62 TO 6-30-64:				
A. URBAN AREAS (NUMBER)	40,061	27,572	8,945	76,578
(1) ESTIMATED PERCENTAGE OF TOTAL 1/ TAKINGS	63.3%	41.3%	20.4%	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	36.7%	58.7%	79.6%	
B. RURAL AREAS (NUMBER)	29,623	45,727	63,099	138,449
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	11.5%	6.2%	6.0%	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	88.5%	93.8%	94.0%	
C. ALL AREAS (NUMBER)	69,684	73,299	72,044	215,027
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	41.3%	19.4%	7.8%	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	58.7%	80.6%	92.2%	
2. OWNERSHIPS TO BE ACQUIRED FROM 7-1-64 TO 6-30-72:				
A. URBAN AREAS (NUMBER)	167,628	136,892	36,347	340,867
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	64.0%	36.7%	15.3%	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	36.0%	63.3%	84.7%	
B. RURAL AREAS (NUMBER)	93,752	229,697	291,946	615,395
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	14.8%	5.7%	2.7%	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	85.2%	94.3%	97.3%	
C. ALL AREAS (NUMBER)	261,380	366,589	328,293	956,262
(1) ESTIMATED PERCENTAGE OF TOTAL TAKINGS	46.4%	17.3%	4.1%	
(2) ESTIMATED PERCENTAGE OF PARTIAL TAKINGS	53.6%	82.7%	95.9%	
3. TOTAL OWNERSHIPS ACQUIRED, OR TO BE ACQUIRED FROM 7-1-62 TO 6-30-72. (NUMBER)	331,064	439,888	400,337	1,171,289
4. ESTIMATED AVERAGE OWNERSHIPS TO BE ACQUIRED PER YEAR FOR REMAINING 8 YEARS.	32,673	45,824	41,037	146,411

1/ INCLUDES TAKINGS OF FEE TITLE AND PERMANENT HIGHWAY EASEMENTS OVER ENTIRE OWNERSHIPS.

RCS 39-01-5(OT)) Budget Bureau Approval No. 41-6426 expires 9-30-64

ONE-TIME FORM U.S. DEPARTMENT OF COMMERCE Bureau of Public Roads

TABLE III -- PAYMENTS OF COMPENSATION FOR REAL PROPERTY ACQUIRED FOR INTERSTATE, PRIMARY AND SECONDARY FEDERAL-AID HIGHWAY PROJECTS FROM JULY 1, 1962, WITH PROJECTIONS THROUGH JUNE 30, 1972

STATE NAME * ** NATIONAL SUMMARIES

ITEM	INTERSTATE SYSTEM	PRIMARY SYSTEM	SECONDARY SYSTEM	GRAND TOTAL
1. Payment of compensation from 7-1-62 to 6-30-64:				
A. Federal:				
(1) Urban areas	$ 599,491,552	$ 71,893,225	$ 8,417,624	$ 679,802,401
(2) Rural areas	230,110,268	31,701,042	9,872,482	271,683,792
(3) TOTAL (Both areas)	829,601,820	103,594,267	18,290,106	951,486,193
B. State:				
(1) Urban areas	61,970,020	212,532,187	14,745,436	289,247,643
(2) Rural areas	24,060,770	155,580,137	46,717,807	226,358,714
(3) TOTAL (Both areas)	86,030,790	368,112,324	61,463,243	515,606,357
C. Federal plus State:				
(1) Urban areas	661,461,572	284,425,412	23,163,060	969,050,044
(2) Rural areas	254,171,038	187,281,179	56,590,289	498,042,506
(3) TOTAL (Both areas)	915,632,610	471,706,591	79,753,349	1,467,092,550
2. Payment of compensation estimated for 7-1-64 to 6-30-72:				
A. Federal:				
(1) Urban areas	$ 3,009,427,560	$ 386,904,741	$ 77,770,895	$ 3,474,103,196
(2) Rural areas	917,971,532	176,037,646	62,574,593	1,156,583,771
(3) TOTAL (Both areas)	3,927,399,092	562,942,387	140,345,488	4,630,686,967
B. State:				
(1) Urban areas	326,848,449	1,090,408,479	101,844,880	1,519,101,808
(2) Rural areas	101,343,515	787,603,300	259,201,880	1,148,148,695
(3) TOTAL (Both areas)	428,191,964	1,878,011,779	361,046,760	2,667,250,503
C. Federal plus State:				
(1) Urban areas	3,336,276,009	1,477,313,220	179,615,775	4,993,205,004
(2) Rural areas	1,019,315,047	963,640,946	321,776,473	2,304,732,466
(3) TOTAL (Both areas)	4,355,591,056	2,440,954,166	501,392,248	7,297,937,470
3. Total compensation for real property acquired or to be acquired from 7-1-62 to 6-30-72:	$ 5,271,223,666	$ 2,912,660,757	$ 581,145,597	$ 8,765,030,020
4. Estimated average payment of compensation per year for remaining 8 years	$ 544,448,882	$ 305,119,270	$ 62,674,031	$ 912,242,183

5. State Highway Department generally claimed Federal participation in right-of-way costs during FY 1964	YES	NO	YES	NO	YES	NO	
	50	0	36	16	28	24	

1/ Does not include administrative costs of acquisition or relocation costs. (See reverse side)

* Alaska and Puerto Rico have no Interstate Highway System.

** 10 States reported less than their pro-rata share of contributions from State funds.

Budget Bureau Approval No. 41-6426 expires 9-30-64

ONE-TIME FORM (TO COMPLY W/CONGR. REQ.) U. S. DEPARTMENT OF COMMERCE Bureau of Public Roads
(RCS 39-01-5 (OT)

TABLE IV -- REAL PROPERTY ACQUISITION FOR INTERSTATE HIGHWAY PROJECTS DURING THE PERIOD JULY 1, 1962 THROUGH DEC. 31, 1963, SHOWING THE PROPORTION OF PURCHASES AND RELATED CHARACTERISTICS

STATE NAME (1) National Summary

ITEM	NUMBER	PERCENT	AMOUNT
1. OWNERSHIPS PURCHASED: 1/			
A. Total number purchased	45,741		
B. Purchases as percentage of all ownerships acquired		76.3 %	
C. Compensation paid			$504,921,223
(3) D. Percentage by which total amount paid was more than or less than State's determination of value; 2/ (Indicate + for more, - for less)		(2) 2.9%	(do not use this space)
(4) E. Purchases in which the initial offer was less than State's determination of value	3,397		
(1) Percentage of total number purchased		7.4%	
(5) F. Purchased below State's determination of value	1,933		
(1) Percentage of total number purchased		4 %	
(6) G. Purchased at State's determination of value	41,066		
(1) Percentage of total number purchased		90 %	
(7) H. Purchased above State's determination of value	2,742		
(1) Percentage of total number purchased		6 %	
2. TOTAL NUMBER OF OWNERSHIPS ACQUIRED 3/ IN WHOLE OR IN PART BY PURCHASE OR CONDEMNATION	59,874		

REMARKS

(1) Alaska and Puerto Rico have no Interstate Highway System.
(2) Total of all percents reported divided by 50.
(3) Twenty-one States reported no variation from the State's determination of value.
(4) Forty States reported no offer less than State's determination of value.
(5) Thirty-five States reported no purchases below State's determination of value.
(6) Maine, Massachusetts, and Rhode Island reported no purchases, all acquisitions being condemned.
(7) Twenty-one States reported no purchases above State's determination of value.

1/ For purpose of this table, a property was "purchased" if agreement was reached on price before any judicial proceeding was instituted.
2/ Means State Highway Department reviewing appraiser's determinations of value of real property acquired.
3/ Includes only acquisitions of fee title and permanent highway right-of-way easement.

Budget Bureau Approval No. 41-6426 expires 9-30-64

One-Time Form (to comply with congressional request)
RCS 39-01-5(OT))

U.S. Department of Commerce
Bureau of Public Roads

TABLE V - REAL PROPERTY ACQUISITION FOR INTERSTATE HIGHWAY PROJECTS DURING THE PERIOD JULY 1, 1962 THROUGH DECEMBER 31, 1963, SHOWING THE PROPORTION OF CONDEMNATIONS AND RELATED CHARACTERISTICS

State name: * National Summary

TITLE	NUMBER	PERCENT	AMOUNT
1. Total number of ownerships acquired in whole or in part by purchase or condemnation	59,449		
2. Condemnations that had been settled, tried or were pending in judicial proceedings as of December 31, 1963			
a. Total number for the group	18,237		
b. Total condemnations in the group as a percentage of all ownerships acquired		30.6%	
c. Condemnations in which State determination of value was:			
(1) $1000 or less		19 %	
(2) Over $1000		81 %	
d. Condemnations settled 1/ by December 31, 1963			
(1) Settled at State determinations of value			
(a) Number	6,553		
(b) Percentage of total number for the group		35.9%	
(2) Settled above State determinations of value			
(a) Number	3,527		
(b) Percentage of total number for the group		19.3%	
(c) Percentage by which total settlements exceeded State determinations of value		19.3%	
e. Condemnations tried 2/ by December 31, 1963			
(1) Number	4,048		
(2) Percentage of total number for the group		22.1%	
(3) Total of State determinations of value			$65,339,823
(4) Total of State highest testimony			$67,184,678
(5) Total of court awards			$87,775,741
(6) Percentage by which total of court awards exceeded total of State determinations of value		34 %	
(7) Percentage by which total of State highest testimony exceeded total of State determinations of value		3 %	
(8) Percentage by which total of court awards exceeded total of State highest testimony		31 %	

TABLE V (CONTINUED)

ITEM	NUMBER	PERCENT	AMOUNT
F. CONDEMNATIONS PENDING AS OF DECEMBER 31, 1963			
(1) NUMBER	7,599		
**** (2) PERCENTAGE OF TOTAL NUMBER FOR THE GROUP		41.6%	
3. ADMINISTRATIVE TAKINGS THAT HAD NOT BEEN INCLUDED IN JUDICIAL PROCEEDINGS AS OF DECEMBER 31, 1963			
A. NUMBER	3,041		
B. ADMINISTRATIVE TAKINGS AS A PERCENTAGE OF ALL OWNERSHIPS ACQUIRED		5 %	

1/ ALSO INCLUDES CONDEMNATIONS IN WHICH THE STATE ACCEPTS AN AWARD OF COMMISSIONERS, BOARD OF APPRAISERS, ETC., WHEN IT HAS THE RIGHT TO APPEAL "DE NOVO" TO THE COURT OR A JURY TRIAL.

2/ INCLUDES ONLY THOSE CONDEMNATIONS WHICH WERE BROUGHT TO TRIAL BEFORE A JUDGE, JURY, COMMISSION, ETC., OF THE TYPE WHERE ANY APPEAL WOULD BE MADE TO AN APPELLATE COURT IN THE SAME MANNER AS ANY OTHER CIVIL SUIT (NOT A TRIAL "DE NOVO")

* Alaska and Puerto Rico have no Interstate Highway System.

** Kentucky, Massachusetts, Oklahoma, Tennessee, Texas, West Virginia and Wyoming reported acquisitions different from the totals shown on Table IV.

*** Total of percents reported by the States divided by 50.

**** The percentages under columns 2D(1)b and (2)b, 2E(2) and 2F(2) total 118%. It is obvious that all States did not furnish information on the same basis. Therefore, it was not possible to make adjustments from the information furnished.

Budget Bureau Approval No. 41-6426 expires 9-30-64

One-time form (RCS 39-01-5(OT)) U.S. DEPARTMENT OF COMMERCE Bureau of Public Roads

TABLE VI - FAMILIES AND INDIVIDUALS, BUSINESSES, FARM OPERATIONS, AND NONPROFIT ORGANIZATIONS EXPECTED TO BE DISPLACED 1/ BY REAL PROPERTY ACQUISITION FOR FEDERAL-AID HIGHWAY PROJECTS FROM JULY 1, 1964 THROUGH JUNE 30, 1972

STATE NAME

National Summary

ITEM	INTERSTATE SYSTEM	PRIMARY SYSTEM	SECONDARY SYSTEM	TOTAL
1. Families 2/ and Individuals				
A. Urban Areas				
(1) Owners	95,023	37,222	7,936	140,181
(2) Nonowners	66,510	25,683	3,459	95,652
(3) Total	161,533	62,905	11,395	235,833
B. Rural Areas 3/				
(1) Owners	17,168	18,639	6,896	42,703
(2) Nonowners	6,942	5,929	2,759	15,630
(3) Total	24,110	24,568	9,655	58,333
C. All Areas				
(1) Owners	112,191	55,861	14,832	182,884
(2) Nonowners	73,452	31,612	6,218	111,282
(3) Total	185,643	87,473	21,050	294,166
2. Estimated average displacement of families and individuals per year for the 8 years	23,205	10,934	2,631	36,771
3. Businesses (other than farms) and nonprofit organizations *				
A. Urban Areas				
(1) Owners of Real Property	9,021	3,919	884	13,824
(2) Nonowners	7,575	2,199	253	10,027
(3) Total	16,596	6,118	1,137	23,851
B. Rural Areas				
(1) Owners of Real Property	1,270	3,264	1,111	5,645
(2) Nonowners	368	940	204	1,512
(3) Total	1,638	4,204	1,315	7,157
C. All Areas				
(1) Owners of Real Property	10,291	7,183	1,995	19,469

TABLE VI (CONTINUED)

ITEM	INTERSTATE SYSTEM	PRIMARY SYSTEM	SECONDARY SYSTEM	TOTAL
(2) NONOWNERS	7,943	3,139	457	11,539
(3) TOTAL	18,234	10,322	2,452	31,008
4. ESTIMATED AVERAGE DISPLACEMENT OF BUSINESSES AND NONPROFIT ORGANIZATIONS PER YEAR FOR THE 8 YEARS	2,279	1,290	307	3,876
5. FARM OPERATIONS *				
A. OWNER OPERATED	3,553	3,209	1,650	8,412
B. NONOWNER OPERATED	1,078	1,016	309	2,403
C. TOTAL	4,631	4,225	1,959	10,815
6. ESTIMATED AVERAGE NUMBER OF FARMS PER YEAR FOR THE 8 YEARS	578	528	244	1,351

REMARKS:

*** Idaho did not report businesses or farms expected to be displaced.**

1/ ALL LAWFUL OCCUPANTS DAMED TO MOVE (INCLUDING FARM OPERATORS INCURRING EXPENSES IN REALIGNING PERSONAL PROPERTY) REGARDLESS OF TIME.

2/ FOR THE PURPOSE OF THIS TABLE "FAMILY" MEANS TWO OR MORE PERSONS LIVING TOGETHER IN THE SAME DWELLING.

3/ INCLUDES FAMILIES AND INDIVIDUALS TO BE DISPLACED FROM FARM AND NON-FARM DWELLINGS.

(RCS 39-01-5(OT))

BUDGET BUREAU APPROVAL No. 41-6425 EXPIRES 9-30-64

ONE-TIME FORM U.S. DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC ROADS

STATE: National Summary

TABLE VII - FAMILIES AND INDIVIDUALS DISPLACED 1/ BY FEDERAL-AID PROJECTS DURING THE PERIOD OCT. 23, 1962 THROUGH MAR. 31, 1964, AND NUMBER RECEIVING MOVING EXPENSE PAYMENTS

ITEM	INTERSTATE	PRIMARY	SECONDARY	TOTAL	URBAN	RURAL	TOTAL
1. FAMILIES AND INDIVIDUALS DISPLACED FROM OCTOBER 23, 1962 THROUGH MARCH 31, 1964							
a. OWNERS	18,900	7,234	1,368	27,502	21,222	6,280	27,502
b. NONOWNERS	14,135	4,340	620	19,095	16,896	2,199	19,095
c. NUMBER (OWNERS AND NONOWNERS)	33,035	11,574	1,988	46,597	38,118	8,479	46,597
d. PERCENTAGE	71 %	25 %	4 %	100 %	82 %	18%	100%
2. FAMILIES AND INDIVIDUALS FOR WHOM STATE LAW DID NOT PERMIT PAYMENT OF MOVING EXPENSES (45 States) *							
a. OWNERS	14,586	5,122	1,240	20,948	16,390	4,558	20,948
b. NONOWNERS	9,717	2,740	487	12,944	11,406	1,538	12,944
c. NUMBER (OWNERS AND NONOWNERS)	24,303	7,862	1,727	33,892	27,796	6,096	33,892
d. PERCENTAGE	72 %	23 %	5 %	100 %	82 %	18%	100%
3. FAMILIES AND INDIVIDUALS RECEIVING MOVING EXPENSE PAYMENTS OR HAVING CLAIMS IN PROCESS ON MARCH 31, 1964 (18 States) *							
a. OWNERS	2,200	735	56	2,991	2,513	478	2,991
b. NONOWNERS	1,459	422	90	1,971	1,769	202	1,971
c. NUMBER (OWNERS AND NONOWNERS)	3,659	1,157	146	4,962	4,282	680	4,962
d. PERCENTAGE	74 %	23 %	3 %	100 %	86 %	14%	100%
4. FAMILIES AND INDIVIDUALS THAT HAD NOT CLAIMED MOVING COST PAYMENTS AS OF MARCH 31, 1964							
a. DISPLACEES WITH TIME TO FILE AS OF MARCH 31, 1964 (19 States) *							
(1) OWNERS	1,217	985	50	2,252	1,669	583	2,252
(2) NONOWNERS	2,171	821	49	3,041	2,841	200	3,041
(3) NUMBER (OWNERS AND NONOWNERS)	3,388	1,806	99	5,293	4,510	783	5,293
(4) PERCENTAGE	64 %	34 %	2 %	100 %	85 %	15 %	100%
b. DISPLACEES FOR WHOM TIME TO FILE HAD PASSED BY MARCH 31, 1964 (4 States) *							
(1) OWNERS	119	193	4	316	227	89	316
(2) NONOWNERS	124	130	3	257	241	16	257
(3) NUMBER (OWNERS AND NONOWNERS)	243	323	7	573	468	105	573
(4) PERCENTAGE	42 %	56 %	2 %	100 %	82 %	18 %	100%

1/ INCLUDES ALL FAMILIES & INDIVIDUALS, LAWFULLY OCCUPYING FARM & NONFARM DWELLINGS, CAUSED TO MOVE BY A PROJ., REGARDLESS OF TENURE. FOR PURPOSE OF THIS TABLE, "FAMILY" MEANS 2 OR MORE PERSONS LIVING TOGETHER IN SAME DWELLING UNIT.

* Number of States reporting other than 0 shown in parentheses.

RCS 39-01-5(OT)) Budget Bureau Approval No. 41-6426 expires 9-30-64

One-time form U. S. DEPARTMENT OF COMMERCE Bureau of Public Roads

TABLE VIII -- BUSINESSES (OTHER THAN FARMS) AND NONPROFIT ORGANIZATIONS DISPLACED 1/ BY FEDERAL-AID HIGHWAY PROJECTS DURING THE PERIOD OCT. 23, 1962 THROUGH MAR. 31, 1964, AND NUMBER RECEIVING MOVING EXPENSE PAYMENTS

State name: NATIONAL SUMMARY

ITEM	INTER-STATE	PRIMARY	SECONDARY	TOTAL	URBAN	RURAL	TOTAL
* 1. DISPLACED FROM 10-23-62 THROUGH 3-1-64: (48 States)							
A. Owners of real property	1,516	1,130	191	2,837	2,021	816	2,837
B. Nonowners	1,191	497	76	1,764	1,524	240	1,764
C. TOTAL (owners and nonowners)	2,707	1,627	267	4,601	3,545	1,056	4,601
D. Percentage	59 %	35 %	6 %	100%	77 %	23 %	100%
* 2. FOR WHOM STATE LAW DID NOT PERMIT PAYMENT OF MOVING EXPENSE: (48 States)							
A. Owners of real property	1,060	801	168	2,029	1,418	611	2,029
B. Nonowners	751	309	56	1,116	954	162	1,116
C. TOTAL (owners and nonowners)	1,811	1,110	224	3,145	2,372	773	3,145
D. Percentage	58 %	35 %	7 %	100 %	75 %	25 %	100%
* 3. THOSE RECEIVING MOVING EXPENSE PAYMENTS OR HAVING CLAIMS IN PROCESS ON 3-31-64: (14 States)							
A. Owners of real property	180	95	15	290	224	66	290
B. Nonowners	127	72	9	208	171	37	208
C. TOTAL (owners and nonowners)	307	167	24	498	395	103	498
D. Percentage	61 %	34 %	5 %	100 %	79 %	21 %	100%
* 4. THOSE THAT HAD NOT CLAIMED MOVING COST PAYMENTS AS OF 3-31-64: (11 States)							
Displaces with time to file as of 3-31-64:							
A. Owners of real property	242	193	24	459	338	121	459
B. Nonowners	284	117	10	411	368	43	411
C. TOTAL (owners and nonowners)	526	310	34	870	706	164	870
D. Percentage	60 %	36 %	4 %	100 %	81 %	19 %	100%
Displaces for whom time to file had passed:							
A. Owners of real property	31	35	0	66	61	5	66
B. Nonowners	17	20	0	37	37	0	37
C. TOTAL (owners and nonowners)	48	55	0	103	98	5	103
D. Percentage	47 %	53 %	0 %	100 %	95 %	5 %	100%

1/ All lawful occupants caused to move by a project, regardless of tenure.

* The number of States reporting other than 0 is shown in parentheses.

(RCS 39-01-5(OT))

BUDGET BUREAU APPROVAL No. 41-6426 EXPIRES 9-30-64

ONE-TIME FORM

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

TABLE IX -- FARM OPERATIONS DISPLACED 1/ BY FEDERAL-AID HIGHWAY PROJECTS DURING THE PERIOD OCT. 23, 1962, THROUGH MAR. 31, 1964, AND MOVING EXPENSE PAYMENTS TO OPERATORS

STATE NAME: National Summary

ITEM	INTERSTATE	PRIMARY	SECONDARY	TOTAL
* 1. DISPLACED FROM 10-23-62 THROUGH 3-31-64: (35 States)				
A. OWNER OPERATED	722	510	159	1,391
B. NONOWNER OPERATED	115	132	23	270
C. TOTAL (OWNER AND NONOWNER)	837	642	182	1,661
D. PERCENTAGE	50%	39%	11%	100%
* 2. FOR WHICH STATE LAW DID NOT PERMIT PAYMENT OF MOVING EXPENSES: (35 States)				
A. OWNER OPERATED	344	219	126	689
B. NONOWNER OPERATED	75	99	18	192
C. TOTAL (OWNER AND NONOWNER)	419	318	144	881
D. PERCENTAGE	48%	36%	16%	100%
* 3. IN WHICH OPERATORS RECEIVED MOVING EXPENSE PAYMENTS OR HAD CLAIMS IN PROCESS ON 3-31-64: (12 States)				
A. OWNER OPERATED	21	35	25	81
B. NONOWNER OPERATED	6	5	4	15
C. TOTAL (OWNER AND NONOWNER)	27	40	29	96
D. PERCENTAGE	28%	42%	30%	100%
* 4. IN WHICH OPERATOR HAD NOT CLAIMED MOVING EXPENSE AS OF 3-31-64: (8 States)				
OPERATORS WITH TIME TO FILE AS OF 3-31-64:				
A. OWNER OPERATED	36	8	2	46
B. NONOWNER OPERATED	0	0	0	0
C. TOTAL (OWNER AND NONOWNER)	36	8	2	46
D. PERCENTAGE	78%	17%	5%	100%
OPERATORS FOR WHOM TIME TO FILE HAD PASSED:				
A. OWNER OPERATED	3	0	0	3
B. NONOWNER OPERATED	0	0	0	0
C. TOTAL (OWNER AND NONOWNER)	3	0	0	3
D. PERCENTAGE	100%	0%	0%	100%

1/ FOR PURPOSES OF THIS TABLE, FARM OPERATION WAS DISPLACED IF UNIT WAS ELIMINATED OR OPERATOR WAS CAUSED TO INCUR EXPENSES IN MOVING OR REALIGNING PERSONAL PROPERTY, REGARDLESS OF TENURE.

* Number of States reporting other than 0 are shown in parentheses.

Budget Bureau Approval No. 41-5425 expires 9-30-64

One-Time Form (RCS 39-01-5(OT)) (to comply w/cong. req.)

U.S. Department of Commerce
Bureau of Public Roads

State name: National Summary

TABLE X - RELOCATION ADVISORY SERVICES TO FAMILIES AND INDIVIDUALS DISPLACED 1/ BY FEDERAL-AID HIGHWAY PROJECTS DURING THE PERIOD OCTOBER 23, 1962 THROUGH MARCH 31, 1964, AND VALUE AND RENTAL CHARACTERISTICS OF DWELLINGS OCCUPIED

Items	Urban Areas			Rural Areas			All Areas		
	Owners	Nonowners	Total	Owners	Nonowners	Total	Owners	Nonowners	Total
1. Total Families and Individuals Displaced During this Period									
a. Number	22,362	17,213	39,575	6,934	2,501	9,435	29,296	19,714	49,010
b. Percentage	57 %	43 %	100 %	73 %	27 %	100 %	60 %	40 %	100 %
2. State Highway Department policy is to advise displacees of the availability of relocation advisory service by:									
a. Letter 2/	38 ☐ YES 8 ☐ NO	38 ☐ YES 8 ☐ NO	☐ YES ☐ NO	35 ☐ YES 9 ☐ NO	36 ☐ YES 8 ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO
b. Personal visit to the family or individual 2/	46 ☐ YES 3 ☐ NO	43 ☐ YES 6 ☐ NO	☐ YES ☐ NO	44 ☐ YES 3 ☐ NO	41 ☐ YES 6 ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO
3. Displacees requesting relocation advisory services									
a. Number	2,603	4,815	7,418	949	386	1,335	3,552	5,201	8,753
b. Percentage of total displaced	35 %	65 %	100 %	71 %	29 %	100 %	41 %	59 %	100 %
4. Displacees relocated through advisory services									
a. Number	960	2,081	3,041	322	110	432	1,282	2,191	3,473
b. Percentage of total displaced	32 %	68 %	100 %	75 %	25 %	100 %	37 %	63 %	100 %
5. Displacees relocated on own initiative									
a. Number	15,071	10,092	25,163	5,412	1,779	7,191	20,483	11,871	32,354
b. Percentage of total displaced	60 %	40 %	100 %	75 %	25 %	100 %	63 %	37 %	100 %
6. Dwelling units from which displaced									
a. Below $5,000 value or $60 monthly rental									

(See reverse side)

TABLE X (CONTINUED)

ITEMS	URBAN AREAS			RURAL AREAS			ALL AREAS		
	OWNERS	NONOWNERS	Total	OWNERS	NONOWNERS	Total	OWNERS	NONOWNERS	Total
(1) NUMBER	5,328	7,161	12,489	2,485	1,378	3,863	7,813	8,539	16,352
(2) PERCENTAGES OF TOTAL DISPLACED	43 %	57 %	100 %	64 %	36 %	100 %	48 %	52 %	100 %
B. BETWEEN $5,001 TO $15,000 VALUE OR $60 TO $110 MONTHLY RENTAL									
(1) NUMBER	11,387	6,394	17,781	2,499	684	3,183	13,886	7,078	20,964
(2) PERCENTAGE OF TOTAL DISPLACED	64 %	36 %	100 %	79 %	21 %	100 %	66 %	34 %	100 %
C. OVER $15,000 VALUE OR $110 MONTHLY RENTAL									
(1) NUMBER	4,402	1,968	6,370	845	226	1,071	5,247	2,194	7,441
(2) PERCENTAGE OF TOTAL DISPLACED	69 %	31 %	100 %	79 %	21 %	100 %	71 %	29 %	100 %
7. REPLACEMENT DWELLING UNITS									
A. DO STATE HIGHWAY DEPARTMENT PROCEDURES REQUIRE "FOLLOW-UP" TO DETERMINE WHETHER REPLACEMENT HOUSING SECURED IS SUITABLE IN CONDITION AND PRICE OR RENTAL FOR DISPLACEES? 2/	10 ☐ YES ☐ NO 42	9 ☐ YES ☐ NO 42	☐ YES ☐ NO	7 ☐ YES ☐ NO 42	7 ☐ YES ☐ NO 40	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO

1/ INCLUDES ALL FAMILIES AND INDIVIDUALS, LAWFULLY OCCUPYING FARM AND NONFARM DWELLINGS, CAUSED TO MOVE BY A PROJECT, REGARDLESS OF TENURE. FOR THE PURPOSE OF THIS TABLE, "FAMILY" MEANS TWO OR MORE PERSONS LIVING TOGETHER IN THE SAME DWELLING UNIT.

2/ ANSWER ONLY FOR THE INDIVIDUAL STATES.

Budget Bureau Approval No. 41-6426 expires 9-30-64

ONE-TIME FORM (RCS 39-01-5(07)) U. S. DEPARTMENT OF COMMERCE Bureau of Public Roads

TABLE XI -- RELOCATION AND TERMINATION OF BUSINESSES (OTHER THAN FARMS) DISPLACED 1/ BY FEDERAL-AID HIGHWAY PROJECTS DURING THE PERIOD OCT. 23, 1962 THROUGH MAR. 31, 1964, AND RELOCATION ADVISORY SERVICE THEY OBTAINED

STATE NAME

* National Summary

ITEM	INTERSTATE	PRIMARY	SECONDARY	TOTAL
1. TOTAL BUSINESSES (OTHER THAN FARMS) DISPLACED DURING THE PERIOD	2,062	1,587	235	3,884
A. Percentage	53%	41%	6%	100%
2. BUSINESSES THAT REESTABLISHED AFTER DISPLACEMENT:				
Urban Areas:				
A. Owners of Real Property	630	358	39	1,027
B. Nonowners	455	210	10	675
C. TOTAL (owners and nonowners)	1,085	568	49	1,702
Rural Areas:				
A. Owners of Real Property	94	180	44	318
B. Nonowners	34	36	16	86
C. TOTAL (owners and nonowners)	128	216	60	404
All Areas:				
A. Owners of Real Property	724	538	83	1,345
B. Nonowners	489	246	26	761
C. TOTAL (owners and nonowners)	1,213	784	109	2,106
D. Percentage of TOTAL DISPLACED	58%	37%	5%	100%
3. BUSINESSES THAT TERMINATED:				
Urban Areas:				
A. Owners of Real Property	128	72	6	206
B. Nonowners	94	42	4	140
C. TOTAL (owners and nonowners)	222	114	10	346
Rural Areas:				
A. Owners of Real Property	52	94	40	186
B. Nonowners	39	34	15	88
C. TOTAL (owners and nonowners)	91	128	55	274
All Areas:				
A. Owners of Real Property	180	166	46	392
B. Nonowners	133	76	19	228
C. TOTAL (owners and nonowners)	313	242	65	620
D. Percentage of TOTAL DISPLACED	50%	39%	11%	100%

* **Four States did not have records to furnish this information.**

(see reverse side)

TABLE XI (CONTINUED)

ITEM	INTERSTATE		PRIMARY		SECONDARY		TOTAL	
4. DISPLACEES REQUESTING RELOCATION ADVISORY SERVICES	266		142		41		449	
A. PERCENTAGE OF TOTAL DISPLACED	59%		32%		9%		100%	
5. DISPLACEES RELOCATED THROUGH ADVISORY SERVICES	90		16		3		109	
A. PERCENTAGE OF TOTAL DISPLACED	83%		15%		2%		100%	
6. DISPLACEES RELOCATED BY OWN INITIATIVE	2,235		1,235		134		3,604	
A. PERCENTAGE OF TOTAL DISPLACED	62%		34%		4%		100%	
7. DISTRIBUTION OF RENTAL PAYMENTS BY BUSINESSES AT PROJECT LOCATIONS 2/	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
A. FOR SELECTED URBAN AREA PROJECTS								
(1) BUSINESSES IN SELECTED PROJECTS	283	66%	125	29%	24	5%	432	100%
(2) MONTHLY PAYMENTS AT:								
(A) $50 OR LESS	33	12%	16	13%	6	25%	55	13%
(B) $51 TO $75	23	8%	14	11%	2	8%	39	9%
(C) $76 TO $100	44	16%	26	21%	3	13%	73	17%
(D) $101 TO $150	52	18%	21	17%	4	16%	77	18%
(E) $151 TO $200	62	22%	18	14%	3	13%	83	19%
(F) MORE THAN $200	69	24%	30	24%	6	25%	105	24%
B. FOR SELECTED RURAL AREA PROJECTS								
(1) BUSINESSES IN SELECTED PROJECTS	51	46%	42	38%	19	16%	112	100%
(2) MONTHLY PAYMENTS AT:								
(A) $50 OR LESS	13	25%	10	24%	1	5%	24	21%
(B) $51 TO $75	9	18%	14	33%	0	0%	23	21%
(C) $76 TO $100	7	14%	5	12%	7	38%	19	17%
(D) $101 TO $150	11	22%	2	5%	5	26%	18	16%
(E) $151 TO $200	5	10%	5	12%	5	26%	15	13%
(F) MORE THAN $200	6	11%	6	14%	1	5%	13	12%

ITEM	YES	NO
8. DOES STATE PROVIDE ADVISORY SERVICES FOR DISPLACED BUSINESSES?	41	6
9. DOES STATE ADVISE BUSINESSES OF AVAILABILITY OF RELOCATION ADVISORY SERVICE BY:		
A. LETTER?	30	11
B. PERSONAL VISIT TO DISPLACEE?	35	10

1/ ALL LAWFUL OCCUPANTS CAUSED TO MOVE BY A PROJECT, REGARDLESS OF TENURE.

2/ PROJECTS SELECTED BY BPR TO PROVIDE A REPRESENTATIVE PICTURE OF THE AMOUNT AND DISTRIBUTION OF RENTALS PAID BY DISPLACED BUSINESSES.

Budget Bureau Approval No. 41-5426 expires 9.30.64

ONE-TIME FORM (TO COMPLY W/CONG. REQ.) U. S. DEPARTMENT OF COMMERCE Bureau of Public Roads
RCS 39-01-5(OT))

TABLE XII — MOVING EXPENSE PAYMENTS TO DISPLACEES OF FEDERAL-AID HIGHWAY PROJECTS DURING THE PERIOD OCTOBER 23, 1962 THROUGH MARCH 31, 1964

STATE NAME

National Summary

ITEM	INTERSTATE	PRIMARY	SECONDARY	TOTAL
1. PAYMENTS TO FAMILIES AND INDIVIDUALS - (17 States)				
* A. Number of Payments	3,026	1,355	98	4,479
B. Amount of Payments:				
(1) Federal				
(a) Dollars	$ 260,108	$ 56,225	$ 3,905	$ 320,238
(b) Percentage	81 %	18 %	1 %	100%
(2) State				
(a) Dollars	$ 72,046	$ 139,316	$ 5,547	$ 216,909
(b) Percentage	33 %	64 %	3 %	100%
(3) Total				
(a) Dollars	$ 332,154	$ 195,541	$ 9,452	$ 537,147
(b) Percentage	N/A	N/A	N/A	
C. AVERAGE (MEAN) PAYMENT 1/	$ 109	$ 144	$ 96	$ 119
2. PAYMENTS TO BUSINESSES (OTHER THAN FARMS) AND * NONPROFIT ORGANIZATIONS - (16 States)				
A. Number of Payments	227	132	18	377
B. Amount of Payments:				
(1) Federal				
(a) Dollars	$ 255,534	$ 60,900	$ 4,728	$ 321,162
(b) Percentage	80%	19%	1%	100%
(2) State				
(a) Dollars	$ 43,391	$ 95,921	$ 4,442	$ 143,754
(b) Percentage	30 %	67 %	3 %	100%
(3) Total				
(a) Dollars	$ 298,925	$ 156,821	$ 9,170	$ 464,916
(b) Percentage	N/A	N/A	N/A	
C. AVERAGE (MEAN) PAYMENT 1/	$ 1,316	$ 1,188	$ 509	$ 1,233
3. PAYMENTS TO FARMS - (8 States)				
* A. Number of Payments	9	28	15	52
B. Amount of Payments				
(1) Federal				
(a) Dollars	$ 3,680	$ 7,354	$ 1,882	$ 12,916
(b) Percentage	28 %	57%	15 %	100%

1/ Total dollar payments for the group of displacees, divided by the number of payments.

(see reverse side)

TABLE XII (CONTINUED)

ITEM	INTERSTATE	PRIMARY	SECONDARY	TOTAL
(2) State				
(a) Dollars	$ 1,503	$ 7,975	$ 1,881	$ 11,359
(b) Percentage	13 %	70 %	17 %	100%
(3) Total				
(a) Dollars	$ 5,183	$ 15,329	$ 3,763	$ 24,275
(b) Percentage	N/A	N/A	N/A	
C. AVERAGE (MEAN) PAYMENT 1/	$ 575	$ 547	$ 250	$ 466

REMARKS

* Number of States reporting other than 0 shown in parentheses.

1/ Total dollar payments for the group of displaced, divided by the number of payments.

Budget Bureau Approval No. 41-6426 expires 9-30-64

One-time form (to comply w/cong. req.) RCS 39-01-5(OT)) U. S. Department of Commerce Bureau of Public Roads

TABLE XIII -- STATE HIGHWAY DEPARTMENT POLICIES ON PAYMENT OF MOVING EXPENSES TO DISPLACEES OF FEDERAL-AID HIGHWAY PROJECTS, AS OF MARCH 31, 1964

State name (see footnote 1/ below) * National Summary

	ITEM	YES	NO
***	1. Highway Dept. pays all owners and all occupants, regardless of tenure 2/, displaced from:		
	A. Dwelling units	15	5*
	B. Businesses and nonprofit organizations	15	5*
	C. Farms	14	6*
***	2. Payments are made if real property is acquired:		
	A. By purchase	19	1
	B. By condemnation	19	1
***	3. Payments to families and individuals displaced from dwellings are based on:		
	A. Actual expenses only	7	13
	B. Fixed payment schedules	12	8
	C. Either actual expenses or fixed schedules optional to displace	6	14
***	4. Maximum payment that may be made to:		
	A. Family or individual $ **		
	B. Business, Farm or Nonprofit organization $ **		
***	5. Does State law permit adoption of fixed payment schedules for families and individuals		

Remarks

* Includes New York City as a separate jurisdiction

** 4.A - Family or Individual

Maximum	No. of States
$100	1
150	1
200	12
250	1

1/ For State not paying moving costs, enter "NO PAYMENT MADE" in this block, after the name. No other entries need be completed.

2/ Includes tenants from month to month, at will, and at sufferance.

* If "NO" is checked, attach detailed explanation of parties not paid and identify as Exhibit 1, 2, 3, etc., in the Remarks column and on attached sheets if necessary.

(See reverse side)

TABLE XIII -- CONTINUED

** 4.A - Family or Individual

Maximum	No. of States
$300	1
676	1
Actual Cost	3
	20

4.B - Businesses

Maximum	No. of States
$ 300	1
2,000	1
3,000	13
25,000	1
Actual Cost	3
Pays families but not businesses	0
	19

*** Connecticut - No payments are made to businesses, farms or property owners. Payments are made to tenants only where more than 20 units are displaced in a municipality.

Nebraska - Does not pay moving expense to tenants at sufferance, tenants at will or month-to-month tenants.

Nevada - Sixty day's residence or occupation of the property required prior to commencement of negotiations as a prerequisite to eligibility for payment of moving expenses.

Tennessee - Did not furnish notes or explanation.

Wisconsin - Payment made to tenant only if he has an unexpired lease, the full term of which is at least 3 years.

Budget Bureau Approval No. 41-6426 expires 9-30-64

ONE-TIME FORM (RCS 39-01-5(07)) U. S. DEPARTMENT OF COMMERCE Bureau of Public Roads

TABLE XIV -- ADVANCE NOTICE, TO PERSONS DISPLACED 1/ FOR SELECTED INTERSTATE HIGHWAY PROJECTS 2/ DURING THE PERIOD OCT. 23, 1962 THROUGH MAR. 31, 1964, OF THE DATE POSSESSION OF REAL PROPERTY WOULD BE REQUIRED

STATE NAME

* NATIONAL SUMMARY

ITEM	IDENTIFICATION OF HIGHWAY PROJECTS BY PROJECT NO. AND NEARBY CITY	AMOUNT OF ADVANCE NOTICE					
		31 DAYS OR LESS	32 TO 90 DAYS	91 TO 179 DAYS	180 TO 365 DAYS	MORE THAN 1 YEAR	TOTAL
1. INDIVIDUALS AND FAMILIES.							
Urban Areas:							
A. Owners		54	1,158	1,168	336	307	3,023
B. Nonowners		60	825	542	138	196	1,761
C. TOTAL (owners and nonowners)		114	1,983	1,710	474	503	4,784
Rural Areas:							
A. Owners		35	259	165	109	24	592
B. Nonowners		21	87	53	50	1	212
C. TOTAL (owners and nonowners)		56	346	218	159	25	804
All Areas:							
A. Owners		89	1,417	1,333	445	331	3,615
B. Nonowners		81	912	595	188	197	1,973
C. TOTAL (owners and nonowners)		170	2,329	1,928	633	528	5,588
2. BUSINESSES (OTHER THAN FARMS) & NONPROFIT ORGANIZATIONS:							
Urban Areas:							
A. Owners		2	55	140	35	29	261
B. Nonowners		9	104	38	14	21	186
C. TOTAL (owners and nonowners)		11	159	178	49	50	447
Rural Areas:							
A. Owners		0	20	25	11	1	57
B. Nonowners		0	16	0	4	0	20
C. TOTAL (owners and nonowners)		0	36	25	15	1	77
All Areas:							
A. Owners		2	75	165	46	30	318
B. Nonowners		9	120	38	18	21	206
C. TOTAL (owners and nonowners)		11	195	203	64	51	524
3. FARM OPERATORS:							
A. Owners		1	17	50	11	2	81
B. Nonowners		0	0	10	2	0	12
C. TOTAL (owners and nonowners)		1	17	60	13	2	93

(SEE REVERSE SIDE)

ITEM	YES	NO
4. ADVANCE NOTICE IS GIVEN BY:		
A. LETTER TO OCCUPANT	33	9
B. PERSONAL VISIT TO OCCUPANT	39	8
** C. OTHER MEANS (IF "YES," DESCRIBE IN "REMARKS.")	11	-

REMARKS

* 45 States reported other than 0.

** Public Hearings	5 States
Newspaper and Radio	2
Printed Brochures	2
Court Summons	1
Appraiser and Negotiator	1

1/ ALL LAWFUL OCCUPANTS CAUSED TO INCUR MOVING EXPENSES BECAUSE OF THE PROJECT, REGARDLESS OF TENURE.

2/ DATA IN THIS TABLE COVERS FOR EACH STATE ONE URBAN AND ONE RURAL INTERSTATE HIGHWAY PROJECT IN WHICH THERE WAS SUBSTANTIAL DISPLACEMENT DURING PERIOD 10-23-62 THROUGH 3-31-64. PROJECTS WERE SELECTED BY THE BUREAU OF PUBLIC ROADS TO PROVIDE A REPRESENTATIVE PICTURE OF THE TIME GIVEN DISPLACEES TO PLAN AND ACCOMPLISH THEIR MOVES. (IF A STATE HAS NO INTERSTATE URBAN PROJECT MEETING THESE REQUIREMENTS, SUBSTITUTE A PRIMARY PROJECT MEETING THE REQUIREMENT.)

Budget Bureau Approval No. 41-6426 expires 9-30-64

ONE-TIME FORM
(RCS 39-01-5 (OT))

U. S. DEPARTMENT OF COMMERCE

Bureau of Public Roads

TABLE XV -- SIZE OF MOVING EXPENSE PAYMENTS, TO PERSONS DISPLACED 1/ FOR SELECTED INTERSTATE HIGHWAY PROJECTS 2/ DURING THE PERIOD OCT. 23, 1962 THROUGH MAR. 31, 1964

STATE NAME (PAYING MOVING EXPENSES OF DISPLACEES)

* NATIONAL SUMMARY

ITEM	IDENT. OF HIGHWAY PROJECTS BY PROJECT NO. AND NEARBY CITY	$50 OR LESS	$51 TO $100	$101 TO $150	$151 TO $200 3/	$201 OR MORE	TOTAL
1. Families and Individuals							
A. No. of Payments		356	341	307	161	19	1,184
B. % of Payments for Group		30%	29%	26%	14%	1%	100%
C. $ Amount of Payments		$ 9,411	$ 26,181	$ 37,155	$ 28,333	$ 7,906	$ 108,986
D. % of $ Payments for Group		9%	24%	34%	26%	7%	100%

ITEM	IDENT. OF HIGHWAY PROJECTS BY PROJECT NO. AND NEARBY CITY	$250 OR LESS	$251 TO $500	$501 TO $1000	$1001 TO $2000	$2001 TO $3000 3/	$3001 OR MORE	TOTAL
2. Businesses (other than farms) & Non-profit orgs.								
A. No. of Payments		49	33	22	22	10	3	139
B. % of Payments for Group		35%	24%	16%	16%	7%	2%	100%
C. $ Amount of Payments		$ 5,990	$ 11,348	$ 15,400	$ 30,744	$ 27,996	$ 25,867	$ 117,345
D. % of $ Payments for Group		5%	10%	13%	26%	24%	22%	100%
3. Farm operators								
A. No. of Payments		2	0	0	3	0	1	6
B. % of Payments for Group		33%	0%	0%	50%	0%	17%	100%
C. $ Amount of Payments		$ 364	$ 0	$ 0	$ 1,490	$ 0	$ 447	$ 2,301
D. % of $ Payments for Group		16%	0%	0%	65%	%	19%	100%

REMARKS

* Eighteen States made payments during the reporting period.

1/ All lawful occupants caused to incur moving expenses because of the project, regardless of tenure.

2/ The data in this table covers one urban and one rural Interstate highway project in each State paying moving costs. These are projects in which substantial displacement occurred during the period 10/23/62 through 3/31/64. Projects were selected by the Bureau of Public Roads to provide a representative picture of size of moving expense payments made to displacees. (If the State has no Interstate urban project meeting these requirements, substitute a primary project meeting the requirement.)

3/ This figure is the maximum amount eligible for Federal participation.

Budget Bureau Approval No. 41-6426 expires 9-30-64

ONE-TIME FORM (RCS 39-01-S(OT)) U.S. DEPARTMENT OF COMMERCE Bureau of Public Roads

TABLE XVI - COMPARISON OF RELOCATION ASSISTANCE COSTS AND OTHER HIGHWAY CONSTRUCTION COSTS FOR SELECTED INTERSTATE AND PRIMARY HIGHWAY PROJECTS[1] DURING THE PERIOD OCTOBER 23, 1962 THROUGH MARCH 31, 1964

STATE NAME

* NATIONAL SUMMARY

COLS.	ITEM	INTERSTATE	PRIMARY	TOTAL
	Relocation Assistance Costs a. Moving Expenses			
(1)	(a) Payments	$ 91,659	$ 26,158	$ 117,817
(2)	(b) Administrative Costs	$ 30,629	$ 17,129	$ 47,758
(3)	(c) Total	$ 122,288	$ 43,287	$ 165,575
(4)	b. Advisory Services	$ 31,309	$ 15,559	$ 46,868
(5)	c. Total Relocation Assistance	$ 153,597	$ 58,846	$ 212,443
(6)	Compensation for Real Property Which Occasioned Moving Expense Payments	$ 6,935,004	$ 1,917,382	$ 8,852,386
	Real Property Acquisition Costs for all Properties in the Projects			
(7)	a. Compensation Payments	$ 17,477,822	$ 4,939,255	$ 22,417,077
(8)	b. Administrative Costs	$ 1,638,270	$ 304,051	$ 1,942,321
(9)	c. Total	$ 19,116,092	$ 5,243,306	$ 24,359,398
(10)	Total Cost of Projects (other than relocation costs) including engineering, right-of-way, physical construction, etc.	$ 107,249,589	$ 24,671,361	$ 131,920,950
*	Table XVI(A) TOTAL FOR SELECTED STATE PROJECTS:	$ 107,403,186	$ 24,730,207	$ 132,133,393
	Moving expense (3) as percentage of total project costs (10)	00.11%	00.18%	
	Advisory services costs (4) as percentage of total project costs (10)	00.03%	00.06%	
	All relocation assistance costs (5) as percentage of total project costs (10)	00.14%	00.24%	
	All relocation assistance costs (5) as percentage of total acquisition costs for all real property in the projects (9)	00.80%	01.12%	
	Moving expense payments (1) as a percentage of compensation payments for all properties in the projects (7)	00.52%	00.53%	
	Moving expense payments (1) as a percentage of the payments for the real property which occasioned moving expense payments (6)	01.32%	01.36%	
	Total real property acquisition costs for all properties in the projects (9) as a percentage of total project costs (10)	18 %	21 %	
	Administrative costs of real property acquisition for all properties in projects (8) as a percentage of compensation payments for real property in the projects (7)	9 %	6 %	

1/ The data in this table cover projects (identifiable highway segments) in urban and rural areas for which (a) there was substantial displacement, (b) substantially all of the displacement occurred between 10/23/62 and 3/31/64, and (c) substantially all the displacees were afforded the opportunity to claim moving expenses and receive relocation advisory services. Projects meeting these characteristics were selected by the Bureau of Public Roads to provide a representative picture of the relationship between relocation assistance costs and other highway construction costs.

2/ Costs in columns (1) through (10) reflect either actual costs or reasoned estimates.

Table XVI(B)

a	MOVING EXPENSE (3) AS PERCENTAGE OF TOTAL PROJECT COSTS (10).....	00.11%	00.13%	
b	ADVISORY SERVICES COSTS (4) AS PERCENTAGE OF TOTAL PROJECT COSTS (10)	00.03%	00.07%	
c	ALL RELOCATION ASSISTANCE COSTS (5) AS PERCENTAGE OF TOTAL PROJECT COSTS (10)	00.07%	00.13%	
d	ALL RELOCATION ASSISTANCE COSTS (5) AS PERCENTAGE OF TOTAL ACQUISITION COSTS FOR ALL REAL PROPERTY IN THE PROJECTS (9)	00.58%	01.30%	
e	MOVING EXPENSE PAYMENTS (1) AS A PERCENTAGE OF COMPENSATION PAYMENTS FOR ALL PROPERTIES IN THE PROJECTS (7).....	00.35%	00.37%	
f	MOVING EXPENSE PAYMENTS (1) AS A PERCENTAGE OF THE PAYMENTS FOR THE REAL PROPERTY WHICH OCCASIONED MOVING EXPENSE PAYMENTS (6).....	00.85%	01.44%	
g	TOTAL REAL PROPERTY ACQUISITION COSTS FOR ALL PROPERTIES IN THE PROJECTS (9) AS A PERCENTAGE OF TOTAL PROJECT COSTS (10).....	15 %	16 %	
h	ADMINISTRATIVE COSTS OF REAL PROPERTY ACQUISITION FOR ALL PROPERTIES IN PROJECTS (8) AS A PERCENTAGE OF COMPENSATION PAYMENTS FOR REAL PROPERTY IN THE PROJECTS (7).....	8.4 %	6.5 %	

* Nine (9) of the fifty-two (52) States completed Table XVI and forty-three (43) submitted the information they had available. In order to develop the best possible information the States were grouped into computation categories.

Table XVI(A) represents the figures computed using data reported in the nine (9) completed submissions. The nine States were Maryland, Minnesota, New Jersey, New York, Ohio, Oklahoma, Rhode Island, West Virginia and Wisconsin.

Table XVI(B) represents the figures computed using data submitted by the various State highway departments. The maximum number of States reporting on any given computation was 35 or less. Seventeen (17) States provided information for the data shown on lines a, e, and f. Twenty-seven (27) States provided information for the data shown on line b. Fifteen (15) States provided information for the data shown on lines c and d. Thirty-five (35) States provided information for the data shown on lines g and h.

BUDGET BUREAU APPROVAL No. 41-6426 EXPIRES 9-30-64

ONE-TIME FORM (RCS 39-01-5(01)) U. S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

TABLE XVII -- ADMINISTRATIVE COSTS 1/ INCURRED DURING THE PERIOD OCT. 23, 1962 THROUGH MAR. 31, 1964, WITH CLAIMS FOR RELOCATION PAYMENTS (BEST POSSIBLE ESTIMATE)

STATE NAME

Six Selected States (Maryland, Minnesota, Nebraska, New Jersey, Oregon and Wisconsin)

	ITEM	APPROXIMATE ADMINISTRATIVE COSTS PER CLAIM
	A. GROUPS OF CLAIMS FOR RELOCATION PAYMENT:	
	1. CLAIMS BY FAMILIES AND INDIVIDUALS:	
	(Totals reported for 6 States - $175.75 divided by 6) (a) $75.00 OR LESS	$ 29.29
	(Totals reported for 6 States - $236.00 divided by 6) (b) $76.00 TO $150.00	39.33
(1)	(Totals reported for 5 States - $232.00 divided by 5) (c) OVER $150.00	46.40
	2. CLAIMS BY BUSINESSES (OTHER THAN FARMS): (Totals reported for 6 States - (a) $500.00 OR LESS $255.00 divided by 6)	42.50
	(Totals reported for 6 States - $266.00 divided by 6) (b) $501.00 TO $1,000.00	44.33
(2)	(Totals reported for 5 States - $267.00 divided by 5) (c) $1001.00 TO $2,000.00	53.40
(3)	(Totals reported for 4 States - $233.00 divided by 4) (D) $2,001.00 TO $3,000.00	58.25
	3. CLAIMS BY FARM OPERATORS: (Totals reported for 4 States -	
(4)	(a) $500.00 OR LESS $137.00 divided by 4)	34.25
(5)	(Totals reported for 3 States - $58.00 divided by 3) (b) $501.00 TO $1,000.00	19.33
(5)	(Totals reported for 3 States - $64.00 divided by 3) (c) $1,001.00 TO $2,000.00	21.33
(6)	(Totals reported for 2 States - $20.00 divided by 2) (D) $2,001.00 TO $3,000.00	10.00

B. NARRATIVE SUMMARY SHOWING STEP BY STEP PROCEDURE FOR INITIATING, PROCESSING, PAYING AND AUDITING MOVING EXPENSE CLAIMS. (ATTACH SEPARATE SHEETS IF MORE SPACE IS REQUIRED)

1 - CLAIMS BY INDIVIDUALS AND FAMILIES DISPLACED FROM THEIR DWELLINGS:

A - NARRATIVE SUMMARY OF PROCEDURE:

(1) Wisconsin reported 0.
(2) Nebraska reported 0.
(3) Nebraska and Wisconsin reported 0.
(4) Nebraska reported 0 and New Jersey did not report.
(5) Nebraska reported 0. New Jersey and Oregon did not report.
(6) Nebraska and Wisconsin reported 0. New Jersey and Oregon did not report.

1/ ADMINISTRATIVE EXPENSES ARE THOSE EXPENSES INCURRED IN INITIATING, PROCESSING, PAYING AND AUDITING MOVING EXPENSE CLAIMS. THESE COSTS DO NOT INCLUDE THE ACTUAL PAYMENT TO THE RELOCATEE.

APR 16 1965

USCOMM-DC

ORGANIZATION OF AMERICAN STATES

NINTH PAN AMERICAN HIGHWAY CONGRESS

Washington, D.C. May 6-18, 1963

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HOW CAN WE KEEP RIGHT OF WAY FROM SLOWING DOWN OUR PROGRAM PROGRESS

J. C. Womack

UNITED STATES OF AMERICA

SUMMARY

Lead time is defined, for the purposes of this report, as being that period of time allotted for fulfillment of right of way responsibilities between the completion of highway design and actual starting of construction.

Right of way lead time, like that available to the location, planning, and design functions is ultimately limited by a date chosen for the start of highway construction. This date is selected as a target within a framework of budgetary, legislative, and even weather restrictions which cause it to be rather inflexible. It may be chosen as many as eight years in advance of the target year. The existence of a relatively inflexible date which must mark the completion of all preliminary responsibilities makes it imperative that departmental functions be performed in adherence to a rigid schedule.

Right of Way, being an intermediate function and the last before construction, is most sensitive to time constriction when it or prior functions fail to adhere to a rigid schedule. Such failures inevitably lead to costly and inefficient procedures in the attempt to meet a construction deadline. Adequate scheduling requires that an administrator have an intimate knowledge of the performance capabilities of his staff, that he be able to anticipate difficulties and that he realistically lay out and guide work responsibilities to their conclusion.

The California Division of Highways is now integrating a recently developed tool for such realistic scheduling into its future work program. It is called "Critical Path Scheduling" or "Program Evaluation and Review Techniques" (PERT). The Right of Way Department is developing the technique for use within the total highway program schedule, so that Right of Way responsibilities may be met.

Critical path scheduling is a technique utilizing schematic diagrams for the layout of job orders within a project. Essentially it is a series of boxes which are connected together with arrows. Each arrow represents an activity, such as the preparation of right of way maps, and the boxes represent events or the beginning and end of an activity, such as the completion and delivery of the maps. The technique was developed by the Navy for scheduling of the very successful Polaris submarine program.

The ordering of work sequence and time requirements enforces a step-by-step check on a project showing clearly which tasks must be performed in which particular order. It gives everyone concerned a clear picture of the project's scope. It enables trade-offs of manpower for most efficient utilization and it will graphically show gaps in scheduling. The technique enables essential jobs to be spotted and helps avoid wasteful "crash" work.

A critical path is constructed prior to the time when detailed knowledge of a project is available. For right of way it must be based on a limited amount of factual information such as: the approximate number of properties to be acquired, their present use, the potential amount of each property to be acquired, the approximate value of each

property and certain general background information. This limited amount of raw data is the foundation for far-reaching administrative decisions concerning scheduling, staff levels and future manpower requirements. Varying future work loads must be integrated with historic staff capabilities.

To provide a firm basis for the decisions which must be made, a series of work-unit analysis forms became a formal reporting requirement in March, 1962. A detailed analysis form is filled at the completion of each functional work-unit and transmitted to Headquarters Office for analysis and correlation. More than 9,000 such forms will come in annually, permitting thorough analysis of the variable factors affecting the period required for negotiation and acquisition. Similar forms will accompany each of the 900 appraisal reports completed annually and other reports will be submitted upon the completion of right of way engineering projects.

The forms, which supplement normally used administrative controls, allow a correlation of individual parcel and project characteristics to be made with the time required to complete the job at hand. As such they can be used to document time requirements and are also useful as controls to insure efficient work completion.

The Right of Way Department of the California Division of Highways employs nearly 1,600 persons and is responsible for the expenditure of almost $200,000,000 per year. Among its first concerns is that of efficiently and economically performing its work under the heavy burden of such a large program. The procedures described in this paper are already providing valuable assistance in the separate fields of quantity and cost control.

Preface

Exhibit "A" is a Right of Way Project Schedule illustrating work progress (on selected projects) in one of our highway Districts. Optimum lead time has not been achieved on any of the projects shown. Scheduling difficulties are apparent on some portion of each of the 21 projects, e.g., too much lead time on Project #1.

An optimum lead time allowance, in which to perform right of way responsibilities, is an ideal which we are attempting to achieve through practical documentation of historical data. Right of way lead time, of course, is affected by the performance capabilities of all the functions which precede it, as well as by legislative, judicial, local governmental, and monetary restrictions and requirements. In addition many segments of the right of way function are themselves subject to great potential time variations.

We accept the fact that achievement of optimum lead time, in every case, is an ideal. We realize that intangibles and imponderables exist which have incalculable effects upon our operations. We also realize that much intensive research and analysis has yet to be undertaken before optimum lead time on even one project is achieved.

Nevertheless, for the past year and one-half, we, in right of way, have been developing data and methods concerning right of way performance capabilities which, we are hopeful, will assist highway administrators in more efficient performance of their responsibilities.

California's current long-range planning program projects income and expenditures through the fiscal year 1970-71. Our construction and right-of way acquisition efforts are already scheduled for the next eight years. Within the budgetary framework provided by our planning program we are now allocating future staff, attempting to reconcile and coordinate budgeted amounts with actual projected workloads, and are setting time schedules for prosecution of the work.

We are developing a new (for us) tool which, we are hopeful, will allow us to meet our obligations; to accurately estimate the time needed to do the job; and to coordinate time and staff so that it might be accomplished in the most efficient and economical manner possible.

It is called "Critical Path Scheduling", or "Program Evaluation and Review Techniques" (PERT) or "Least-Cost Estimating and Scheduling" (LESS). The essence of the project was described in the October 1962 issue of The Standard Oiler: "What it all boils down to, (they say), is planning and scheduling your project so it will be done when you want it and the way you want it. Maybe you're looking for the most economical way, or maybe you want to push it as fast as possible (because excessive down-time would be extremely costly). Either way, critical path can chart your course."

Much has been written recently about critical path scheduling. The Navy has described how it was used to push through the Polaris missile program and the Du Pont Company

uses the process in many of its programs. The engineering sections of our Division of Highways are developing the concepts of the process for adaption to use in our entire highway program. We, in the Right of Way Department, early this year began an operations analysis program geared to the premise that accurate and detailed documentation of our productive capabilities was a vital preliminary to adoption of critical path scheduling in our right of way program.

The Standard Oiler provided an apt description of the essential simplicity of the process. "Critical path works with arrows. You break your project down into all its component jobs, giving each a name and number. Then you lay out a flow chart with each job represented by an arrow joined in series or parallel to other arrows in logical sequence. The common denominator of project work is that all jobs must be performed in a well-defined order. Your arrow diagram, as it's called, establishes this order."

In our description the arrows are called activities, occurring over a span of time, and boxes joining the arrows are called events, or an occurrence at a point in time. For instance, drawing a map is an activity and delivery of the map would be an event; the order of a critical path may be described in terms of either activities or events but time assignments are made only to activities. Here is how it appears that a right of way project may be scheduled with this new tool.

Exhibit "B" depicts an extremely simplified critical path. A description of the events is indicated on the exhibit. The numbers in the boxes are event numbers while the small numbers above the activity arrows represent the estimated time in terms of weeks to perform the activity between the events. The activity between boxes one and three for instance is project design, estimated to take one week in this case. The activity between boxes one and two is a dummy (usually represented by a dotted arrow) meaning that no time is consumed in ordering necessary title reports - but the arrow between boxes two and three represents the time it takes, two weeks, to prepare title reports - which must be delivered to right of way engineering at the same time as the completed geometric design. Since the activity between boxes two and three takes longer than that between boxes one and three, this becomes the critical path and it can be seen that, if necessary, design can be delayed for one week without affecting the start of right of way engineering. The extra design week is called slack or float time.

The activity between boxes three and five is another dummy but that between boxes five and seven is an activity requiring one week, which can be started any time after event three but must be completed before event seven.

Event seven is the beginning of negotiations. If all goes well, on this chart, the property should be acquired within four weeks. However, the administrator has made the decision that if the property is not acquired within the four-week period, a condemnation action must be started. Event eight is either the conclusion of successful negotiations or the beginning of the condemnation process. The process leading to securing the possession at event fourteen will consume 22 weeks. If negotiations had been successful, possession would have been possible within eight weeks after contract signing.

On the simple chart illustrated, the critical path, that which is the longest, follows the condemnation path and the complete process, from beginning of design to clearance of right of way, will be estimated to take 47 weeks. If negotiations were successful, all tasks could be completed within 33 weeks.

Exhibit "C", attached as an annex to this paper, shows a slightly more complex critical path schedule in which it is assumed that three maps must be prepared consecutively, that two appraisal supplements will be necessary and that of the 20 parcels to be acquired (only the four taking the longest time are shown on the chart), 18 will be settled through negotiation and two will have to proceed through the eminent domain process.

Critical path schedules grow enormously in complexity as the size of the estimating job increases as Exhibit "C" indicates. For this reason computer programs are being designed to take over the extremely complex task of determining the critical path. A program with hundreds of possible paths may be figured in minutes on a high speed computer.

Whether simple or complex, however, each critical path diagram will perform several important functions;

-- it will enforce a step-by-step check on the project showing clearly which tasks must be performed in which particular order, (and obviously it can be designed only by a person thoroughly familiar with the complete right of way process.)

-- it will give everyone concerned a clearer picture of the project's scope.

-- it will show how available manpower may best be used.

-- it will show gaps in the schedule.

-- it will graphically tell which jobs are essential to the completion date and help avoid wasteful "crash" work.

The first fact graphically illustrated for us was the fixed time requirement of the condemnation process. In California, a minimum period of five months (without expedited handling) is required to secure legal possession of a property which has not been acquired by contract. The process entails drawing condemnation descriptions, preparing resolutions for passage by the Highway Commission, securing such passage, preparing summons and complaints, filing suit, serving papers, securing orders for possession, and allowing sufficient notice period for vacation of the property. The request for condemnation descriptions starts the process.

In the first simple critical path shown, the necessity for condemnation added 14 weeks to the time schedule. It is known, of course, that the possibility of condemnation exists for every project but it is also known that it is not necessary for every project. Since the critical path is designed prior to starting a project, it obviously becomes a vital matter to know whether or not a time allowance should be made for the condemnation process.

A critical path must be built at the time the project is being considered for inclusion in future construction budgets, shortly after the initial route location decision is made. In California, as I have pointed out, this can be as many as eight years before construction is scheduled.

In light of the early estimate date only a minimum of factual information is available on which to predicate future actions. Original right of way estimates give the following basic data:

1. Existing use of the properties to be acquired.

2. Estimated best use of the properties to be acquired.

3. Estimated value of individual properties.

4. Estimated damages and/or benefits.

5. Possible curative construction work.

6. Type of acquisition in each individual case.

7. General background information regarding the project area.

If a land economic study was necessary in the route selection process, we would have in addition: data on the condition of the improvements in some detail; the proportions and numbers of owner and tenant occupants; detailed background information in the area; and data on economic impact on the community. This additional information will give the administrator a broader background upon which to base necessary decisions.

This is the raw data available for building a critical path. It thus became essential for us to know what effect each of these factors could have on the time necessary to complete the right of way job and whether, from the data, the probability of condemnation could be reliably predicted.

Beginning on March 1, 1962, a series of work unit analysis forms became a formal part of the right of way work process. Each of the approximately 9,000 transactions which are consummated each year by the eleven District offices of the California Division of Highways are now accompanied by an Acquisition Analysis Sheet. This sheet is filled by the negotiating right of way agent when he transmits his completed transaction to Headquarters Office. The analysis sheet (Exhibit "D") provides space for the recordation of those individual variations in parcel characteristics which - in the opinion of experienced right of way agents - bear most importantly on the length of time required for conclusion of negotiations and acquisition of the necessary parcel.

A similar form (Exhibit "E") accompanies each of the 900 appraisal reports received for review in Headquarters Office during a typical year. A third report form is now being prepared to cover right of way engineering activities.

In addition to the analysis forms now in use, California continues to utilize other standard administrative tools which have been long established, e.g.: work authorizations and other monetary controls; annual reports of expenditures and work volumes, etc. The analysis forms were designed as a supplement to other standard administrative tools to enable us to determine exactly how long it takes to complete individual work units in addition to the standard measurements which tell us how much work is being done.

Complete analysis of all important variables has not yet been effected; however some preliminary indicators of the information potential of the analysis sheets reporting on the negotiating function have proven extremely interesting.

We have found that a negotiating period of slightly over two months is needed to acquire our average parcel. As with all statistical quotations this is a highly simplified and deceptive figure. Looking at a slightly narrower range of parcels we discovered that it takes our negotiators three months to buy the average rural parcel and that the average urban parcel can be acquired in about six months. Narrowing our perspective still further we learned that in an urban area the average parcel in residential use is acquired in one month but that a commercial or industrial parcel takes nine months to acquire; and those properties which are vacant at the time of negotiation take about five months. It is plain that the period of negotiations is substantially different according to the use of the parcel being acquired, although we are not yet sure exactly how much weight should be given to use alone in the estimating process.

Use is only one variable. Looking at the difference between partial and entire acquisitions we know that the average entire taking requires one month while the average partial taking requires five months negotiating time.

Extending our analysis we have combined use with type of taking. For example: entire acquisitions of residential properties require slightly less than one month negotiating time; while partial takings of residential properties need, on the average, to be allocated about three and one-half months.

The kinds of averages illustrated by the figures above are sometimes helpful, particularly for discussion purposes. But to be useful as an administrative tool, more than simply averages must be derived. For instance, in estimating the length of time which must be allotted to a project we must know the span of time over which negotiations will be economical or useful. The next series of charts shows how the data collections can help in this administrative decision.

Chart "1" gives the composition of a typical, 100-parcel, urban project; 55 percent entire takings and 45 percent partial taking; 78 percent residential uses, 4 percent agricultural and industrial uses, and so on.

Chart "2" illustrates cumulative acquisition rates by types of taking, e.g.; about 48 percent of all the entire takings on the project will be acquired in one month or less as compared to only 22 percent of the partial takings in the same period.

Chart "3" shows the cumulative acquisition rates by land use category, e.g.; the acquisition rate for residential properties is quite different than that for commercial properties.

Chart "4" combines acquisition rates for residential improved entire takings and residential improved partial takings; again the acquisition rates are quite different.

The Charts - "1" through "4" - are necessarily simplified to illustrate the kinds of information which must be collected to gain an accurate picture of the complex variables that are possible for an average project.

Chart "5" is the result of a combination of all the characteristics of all the 100 parcels on this typical project and gives the cumulative acquisition rate that may be expected. (The acquisition rate line for a project composed of parcels with different characteristics will of course be different than that illustrated.)

Chart "5" provides a basis for administrative decision. It shows that negotiations on many parcels could be continued indefinitely. However, prolongation beyond a point becomes wasteful of time and manpower. The administrator must decide at which point in time possession should be secured to meet project deadlines in the most efficient and economical manner possible. Action must be started in sufficient time to secure possession on the desired date. (In almost all cases it will prove fruitful to continue negotiations after possession has been secured.)

The overlay to Chart "5" diagrams the basic steps toward securing possession. As an example, if possession is needed five months from the date of assignment of the project to the negotiator, the left hand arrow should be placed on the zero line. It can be seen that requests will be initiated for condemnation on 83 of the 100 parcels in the project but that by the time the suit is ready for filing three months later all but 31 of the parcels will have been acquired by contract. The greater proportion of all preparation time will have been wasted. If the overlay is moved to the right to a position where seven months total lead time is allowed, it can be seen that wasteful procedures would be cut considerably. Requests would be initiated on only 44 of the 100 cases in question and suits would actually be filed on 25. Two months, on this project, means that waste requests are cut from 52 to 19. This type of waste is measurable; waste as a result of bad public relations arising from inadequate lead time is not.

Our critical path construction graphically showed that the negotiating function is subject to the greatest time variation and is least susceptable to expediting by the addition of staff of any of our necessary functions. Time allowances in the right of way engineering, appraisal and clearance functions are not subject to such wide variation and may be significantly altered by staff changes. The time allowance for securing possession through eminent domain action is of course fixed fairly closely by legal and policy requirements.

Production capabilities in functions other than that of negotiations may usually be measured with but slight difficulty. For instance: on a statewide basis the Right of Way Department has a permanent civil service staff of approximately 125 appraisers. They have proven themselves capable of producing an average of 6.6 parcels per man per month over the past several years. Production, of course, varies with the area in which appraisals are being made, the travel distance to project locations, the type of use to which the parcel is put, and the type of acquisition. This is reflected in varying production rates in our different districts; about 4.5 parcels per man per month in our two smaller Districts; slightly over 8.5 parcels in our largest District; and an average of 6.5 parcels per man in the remainder of our Districts. On the critical path time and staff may be closely coordinated using essentially these rates of production.

Knowledge of the composition of the project being estimated is essential to determining whether or not unusual appraisal problems requiring additional staff or a longer period of time is necessary to meet project deadlines.

It has long been established policy in California that a condemnation suit should not be filed, nor should possession be taken under court order, until a property owner has had a reasonable time in which to consider the State's offer to buy his property. The policy recognizes the necessities of the property owner as well as the value of good public relations. From time to time, however, the basic value of the policy has been brought forcibly home when other considerations have forced its abrogation.

Unrealistic project deadlines which do not allow a property owner sufficient time for consideration and orderly relocation generate public rejection of efforts which might otherwise be met enthusiastically. Recent legislation formalizing relocation assistance is one example of public reaction to inadequate lead time.

Charts "1" through "5" vividly illustrate how the time needs of the property owner can vary accordingly to the problem with which he is faced and thus provide the administrator with a guide to reasonable and necessary decision in gaining public acceptance as well as in performing his job most efficiently.

Up to this point my discussion has been pointed toward one essential - that an administrator must have a means of factually documenting how long he needs to perform a particular task. Upon reflection, this would seem to be so basic to the performance of any function that it would probably be assumed that the administrator was incompetent if he didn't know it. The fact that scarcely a right of way organization exists which has optimum lead time is however sufficient evidence that if right of way administrators do have the knowledge they haven't been able to put it to use. Factual documentation of time requirements can permit realistic project scheduling, such as that we are achieving in California.

The Federal-Aid Highway Act of 1956 has stimulated a great and rapid growth in the highway construction programs of all 50 states. The program began with a surge but 1972 - the end - is already in view and many highway administrators find that the pressure to accomplish this vast program in the allotted time span is extremely heavy. As in all tasks where the pressures for completion are great, some administrative responsibilities are slighted, or given less emphasis than they deserve, in the crush to meet other obligations.

Right of way administrators are no less guilty of this minor sin than are other members of our state highway departments. Our most pressing tasks are buying the necessary rights of way and clearing them for construction while at the same time, and to the best of our ability, conforming to our duty of paying fair market value for the properties acquired. Almost invariably the conduct of these tasks in the most efficient and economical manner possible becomes secondary. Efficiency in government must be evaluated in terms of service costs and it is difficult to establish bases of comparison for cost evaluation.

We are particularly concerned with service costs in California since our Right of Way Department has 1,500 employees, decentralized into 11 Districts and a Headquarters Office. Although service costs cannot be effectively evaluated in any case without valid bases of comparison, the establishment of such bases becomes especially important in a decentralized organization. Strong administrative control directed toward efficient and economical operation is a vital necessity.

Our first step toward improved implementation of operational efficiency was reported at the 1961 meeting of the American Association of State Highway Officials before the Committee on Right of Way. The report was published in the 1961 Committee Proceedings under the title "The Importance of Lead Time". In it the functional categorization of right of way responsibilities which permits rapid data processing and subsequent detailed cost analysis was described.

Although our basic concern is operational efficiency, time is of course the most important single element over which we must have firm control to attain it. Attainment of optimum right of way lead time will mean in our view that we are operating at a peak of efficiency.

Attainment of optimum lead time necessarily implies that the right of way administrator knows just how much work his staff is capable of doing in a given period of time and is adjusting either staff or time, in the most economical manner, to achieve desired goals. Our second step is well on the way to being attained.

On the basis of the analysis forms, and other administrative reports which have been a part of the right of way process, electronic data processing programs have been and are being written to allow cost and efficiency to be compared agent by agent, squad by squad, and District by District.

The third and final step in the analysis will be integration of cost and efficiency studies and establishment of realistic production norms. This phase of the two and one-half year program will be reported in detail at the 1963 meeting of the American Association of State Highway Officials.

Doc. No. 50

EVENTS DESCRIPTION

HYPOTHETICAL RIGHT OF WAY PROJECT

1. Headquarters Approval of Basic Design
2. Order Title Reports
3. Design Certification of Full Takes - Map #1
4. Design Certification of Part Takes - Map #2
5. Design Certification of Part Takes - Map #3
6. Receive Title Reports and Map #1 in R/W Engineering - Begin R/W Map #1
7. Receive Title Reports and Map #2 in R/W Engineering - Complete Map #1 and Begin Map #2
8. Receive Title Reports and Map #3 in R/W Engineering - Complete Map #2 and Begin Map #3
9. Complete R/W Map #3
10. Begin Acquisition Document Writing on Basis of Maps #1 and #2 and Title Reports
11. Begin Acquisition Document Writing on Basis of Map #3 and Title Reports
12. Receive Map #1 and #2 in Appraisal Section and Begin Original Appraisal
13. Complete Original Appraisal
14. Receive Map #3 in Appraisal Section and Begin Supplemental Appraisal #1 Following Completion of Original Appraisal
15. Receive Original Appraisal and Acquisition Documents in Negotiating Section
16. Complete Supplemental Appraisal #1
17. Receive Supplemental Appraisal #1 and Acquisition Documents in Negotiating Section
18. Complete Negotiations for Parcel in Original Appraisal Estimated to be That Which Was to Take Longest Time
19. Conclude that Negotiations Have Failed and Request Suit on Parcel in Original Appraisal
20. Conclude that Negotiations Have Failed and Request Suit on Parcel in Supplemental Appraisal #1

21. Complete Negotiations for Parcel in Supplemental Appraisal #1 Estimated to be That Which Was to Take Longest Time

22. Begin Preparation of Request for Condemnation Resolution

23. Highway Commission Passes Condemnation Resolution

24. Complete Suit Filing Process

25. Complete Service of Orders of Immediate Possession and end of notice period

26. End of Escrow and Notice Period for Negotiated Transaction in Original Appraisal

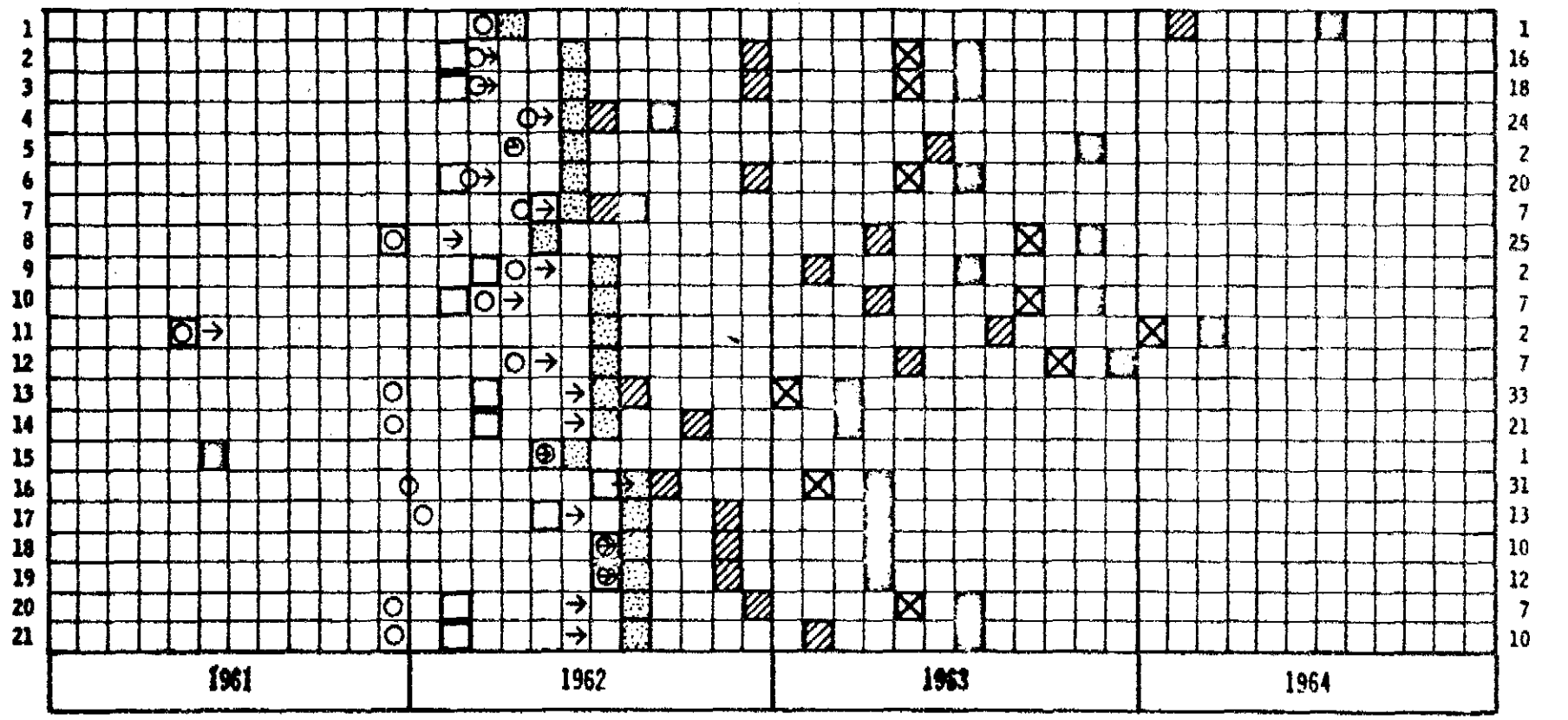
27. End of Escrow and Notice Period for Negotiated Transaction in Supplemental Appraisal #1

28. Completion of R/W Clearance and Certification That R/W is Clear for Construction

* * *

EXHIBIT A

RIGHT OF WAY PROJECT SCHEDULE

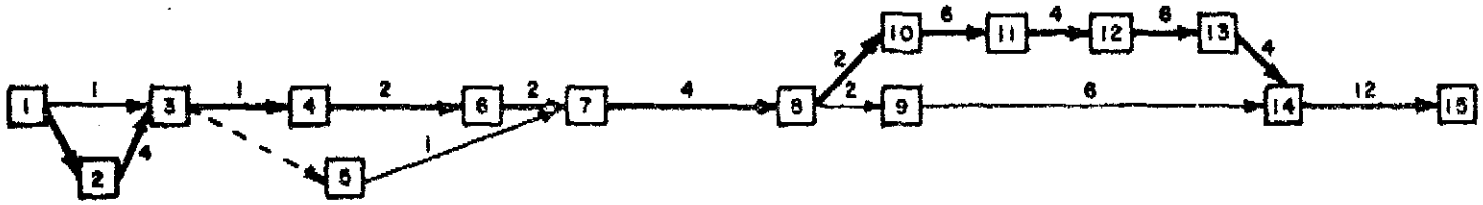


- PRELIMINARY MAPS
- FINAL MAPS
- ASSIGN APPRAISAL
- APPROVE APPRAISAL
- REQUEST CONDEMNATION
- CLEARANCE
- CERTIFICATION

HYPOTHETICAL CRITICAL PATH DIAGRAM

ESTIMATED TIMES TO COMPLETE RIGHT OF WAY RESPONSIBILITIES

ONE PARCEL PROJECT WITH CONDEMNATION POSSIBILITY



EVENTS

1. Approve Basic Design
2. Order Title Reports
3. Deliver Completed Design and Title Reports to R/W Engineering
4. Deliver R/W Maps to Appraisals
5. Begin Document Preparation
6. Transmit Completed Appraisal to Headquarters for Approval
7. Deliver Appraisal and Documents to Negotiations
8. Either Sign Contract or Request Condemnation
9. Receive Transaction Approval if Contract Signed
10. Complete Descriptions and Maps for Resolution Request
11. Receive Resolution From Highway Commission
12. Complete Suit Filing
13. Receive Order of Immediate Possession and Complete Service
14. End of Escrow and/or Notice Period
15. Completion of Clearance and R/W Certification

Doc. No. 50

EXHIBIT "B"

HYPOTHETICAL RIGHT OF WAY PROJECT

CRITICAL PATH SCHEDULING

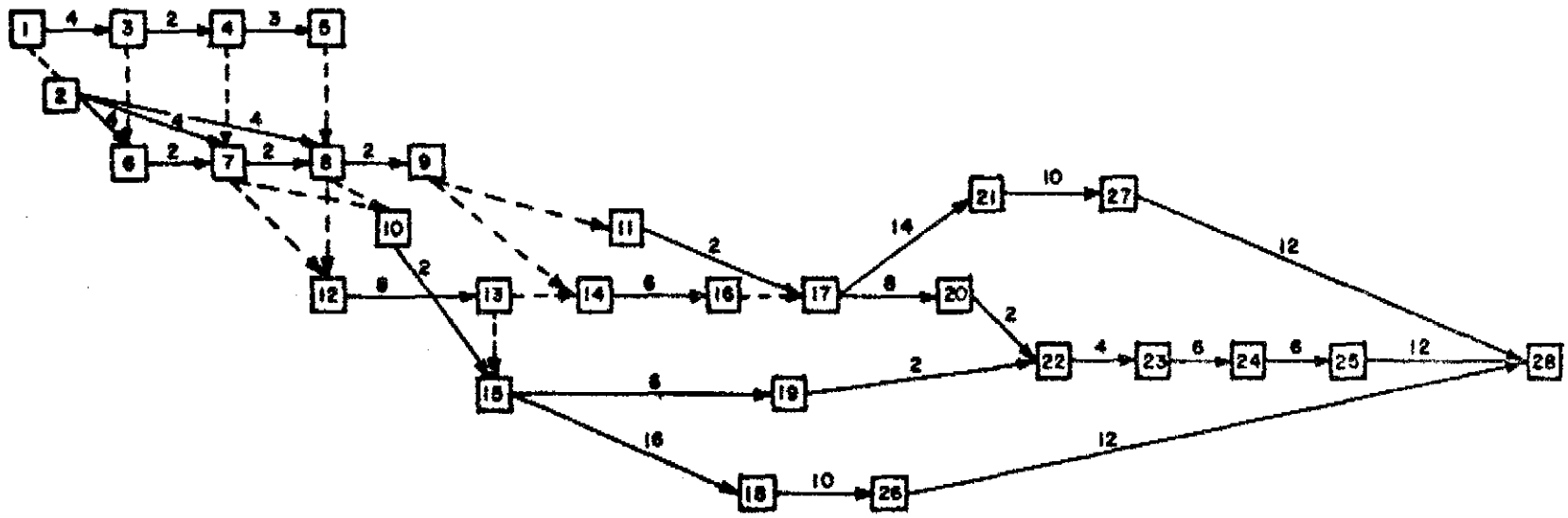


EXHIBIT "C"

Revision 3-22-62

ACQUISITION ANALYSIS SHEET

District _____ . County _____ . Route _____ . Parcel _____ .

Agent's Employee Number and Grade _____ . _____ . Senior's Employee Number _____ .
(1-Jr., 2-Asst., 3-Assoc., 4-Sr. & Higher)

Month _____ . Year _____ . Agent's Unclosed Ownerships _____ . Agent's Unclosed Parcels _____ .

Physical Aspects

Region:
- Rural ☐
- Urban ☐

Use:
- Agricultural ☐
- Commercial ☐
- Industrial ☐
- Residential ☐

Character:
- Unimproved ☐
- Special Purpose ☐
- Transition ☐
- Multiple ☐

Type of Taking:
- Entire ☐
- Partial With Access ☐
- Partial Only ☐
- Access Only ☐

Improvements:
- Acquired ☐
- Part Acquired ☐
- None Acquired ☐
- Relocated ☐

Financial Aspects

Settlement on Appraisal?
- Yes ☐
- Above ☐
- Below ☐

Total Consideration: $ _____

Damage Amount: $ _____

Benefit Amount $ _____

Settlement Aspects

Negotiations:
- Owner ☐
- Other ☐

Settlement By:
- Contract ☐
- Stipulation ☐
- Trial ☐
- Other ☐

Combined Total Number of Personal Calls: _____

Time Aspects

Months between approved appraisal and right of way certification date: _____

Months between approved appraisal and assignment to original agent: _____

Months between assignment and close: _____

Months between assignment and suit filing: _____

Title Aspects

Ownership:
- Occupant ☐
- Absentee ☐

Number of Interests in Fee: _____

Number of Leasehold Interests: _____

Checked By: _____
Senior's Signature

Doc. No. 50
EXHIBIT "D"

Doc. No. 50

APPRAISAL ANALYSIS SHEET

District_____. Co._____. Rte._____. Sec._____. Appraisal Number_____.

Agent's Employee Number and Grade_____. _____. Senior's Employee Number_____.
1-Asst.,2-Assoc.,3-Sr. and higher)

Month_____. Year_____. Number Agents Assisting in Appraisal_____.

TIME IN MONTHS BETWEEN:

Receipt of Preliminary and Final Appraisal Maps _____.
Receipt of Final Appraisal Maps and R/W Cert. Date _____.
Assignment of Appraisal and R/W Cert. Date _____.
Approval of Appraisal and R/W Cert. Date _____.

NUMBER OF PARCELS REVISED:

Initiated by Design_____.
Initiated by R/W _____.

SALES-LISTINGS INVESTIGATED:

Before Value _____.
Remainder Value_____.

R/W CERT. DATE:

Estimated_____.
Revised _____.

ESTIMATES OBTAINED:

Staff Engineering_____.
Others _____.
P/W W.A. _____.
F.Y. Financed_____.

NUMBER OF PARCELS:

In Appraisal_____.

Urban _____. With Damages_____. With Benefits_____.

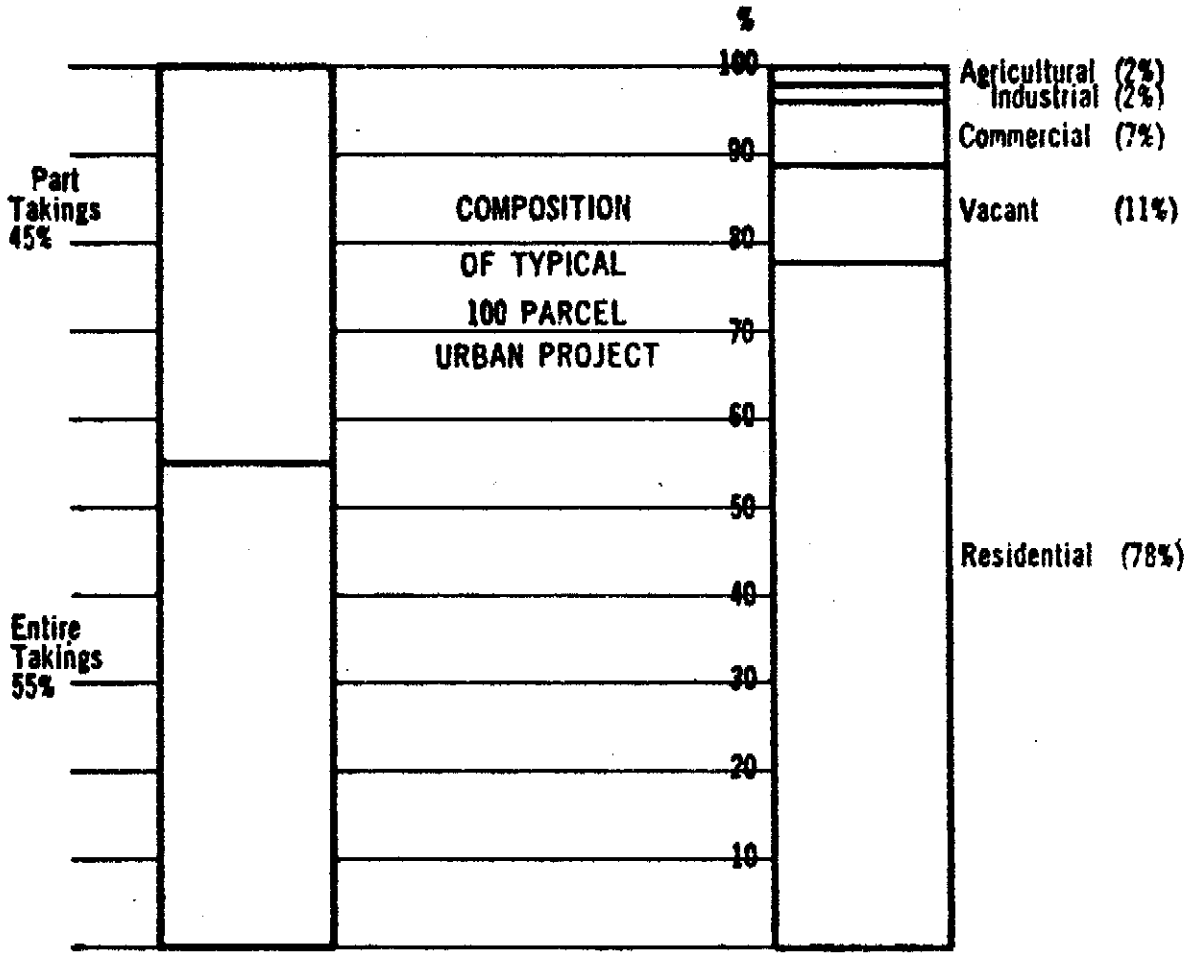
Rural _____. With Damages_____. With Benefits_____.

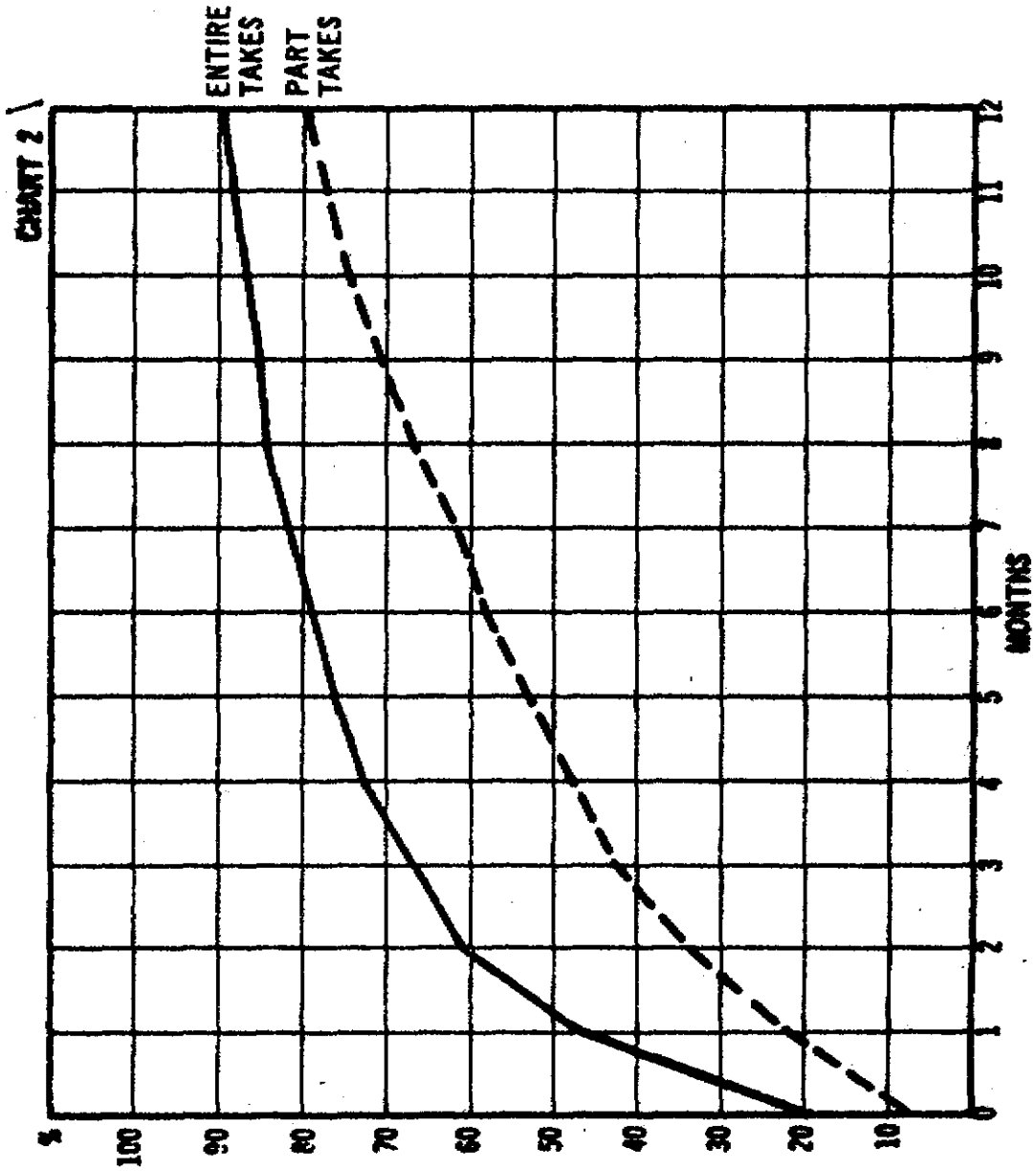
With Construction Contract Work_____.

Number of Parcels	LAND				IMPROVEMENTS			Number of Alternate Appraisals
	Full	Partial	Access	Leaseholds	Full	Partial	Equip.	
Agricultural								
Commercial								
Industrial								
Single-Residential								
Multi-Residential								
Special Purpose								
Multi-Purpose								

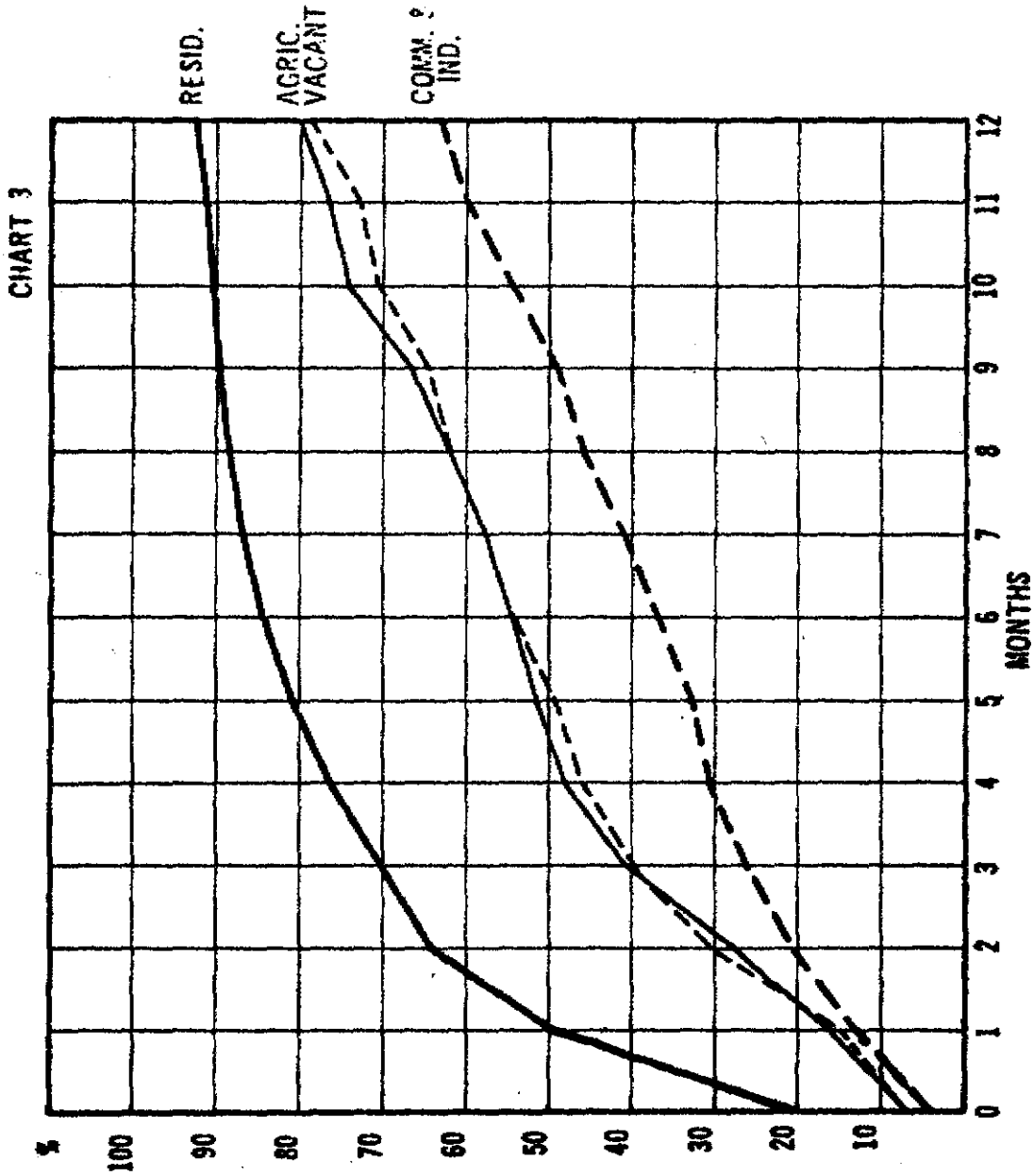
EXHIBIT "E"

CHART 1


%
100
90
80
70
60
50
40
30
20
10
Part Takings 45%
Entire Takings 55%
COMPOSITION OF TYPICAL 100 PARCEL URBAN PROJECT
Agricultural (2%)
Industrial (2%)
Commercial (7%)
Vacant (11%)
Residential (78%)



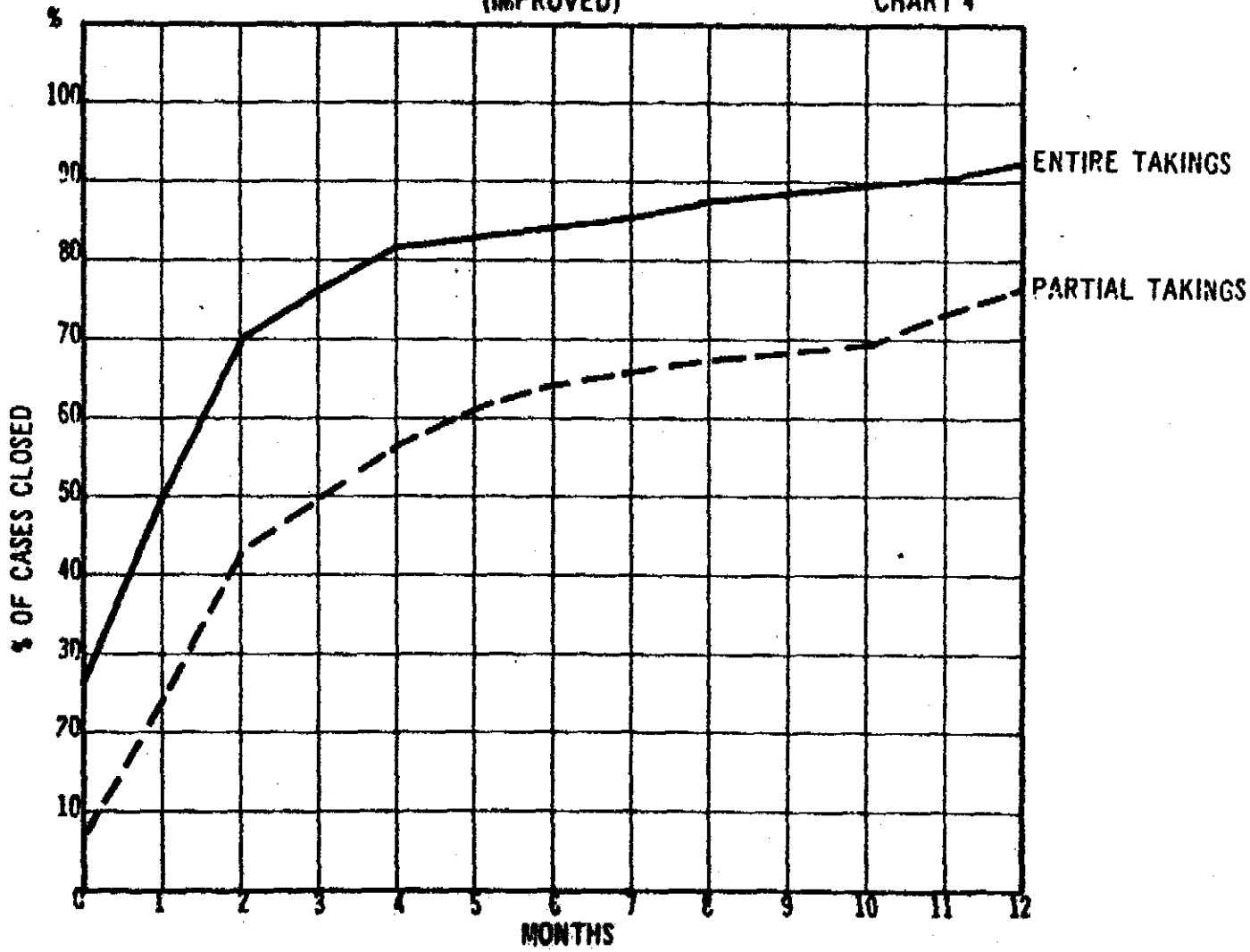
ACQUISITION RATES BY TYPE OF TAKE

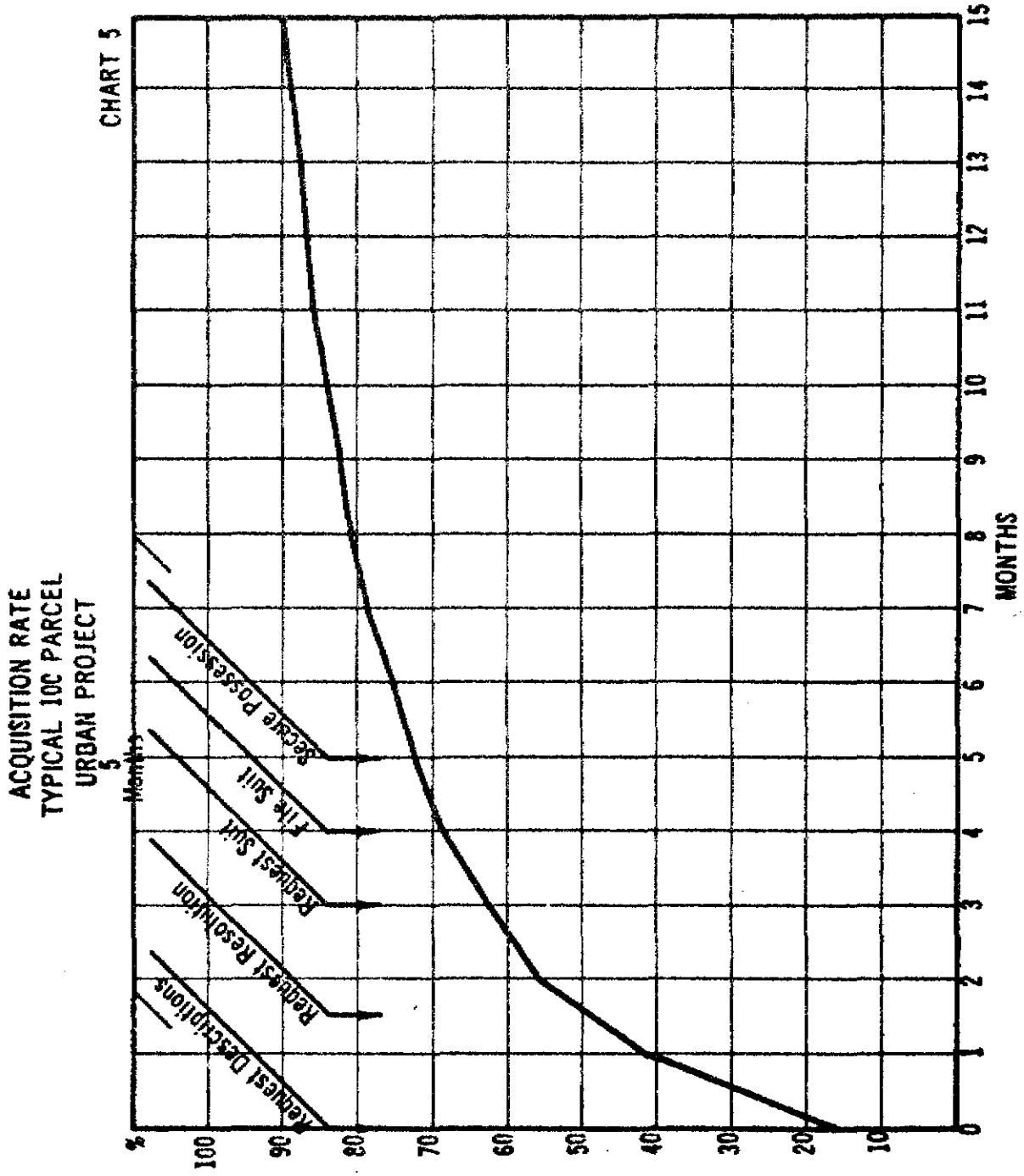


AVERAGE ACQUISITION RATES FOUR MAJOR LAND USES

ACQUISITION RATES
BY TYPE OF TAKE
RESIDENTIAL USE
(IMPROVED)

CHART 4




ACQUISITION RATE
TYPICAL 10C PARCEL
URBAN PROJECT
CHART 5
Request Descriptions
Request Resolution
Request Suit
File Suit
Secure Possession
%
100
90
80
70
60
50
40
30
20
10
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
MONTHS

FORM NO. H-EDP 12 (R/W 60)

DATA PROCESSING SHEET
R/W ACQUISITION–ANALYSIS

1	2	3	4	5	6	7	8	9	10	11	12	13
DISTRICT	PARCEL NUMBER	COUNTY	ROUTE	EXPENDITURE AUTHORIZATION	MONTH YEAR	AGENT	COST CENTER	ACQ. FOR	OWNER	NO. FEE / INT.	NO. LEASE / INT.	TYPE HWY

PAGE 2 R/W 60

14	15	16	17	18	19	20	21	22	23		
CALC. BY	TOTAL TAKE AREA	PARTIAL TAKE AREA	REMAINDER AREA	AREA IN R/W	AREA IN EXCESS	REGION	LAND USE	CHAR.	IMPROVE	CARD CONTROL	CARD NO.
											1

PAGE 3 (3 ALT.) R/W 60

1	2	24	25	26	27	28	29	30
	IDENTIFICATION SAME AS CARD 1	EXCH.	IND. APPR.	SETTLED BY	SETT. 1ST APPR.	LAND VALUE	IMPROVEMENT VALUE	VALUE OF DAMAGES
←	NO ENTRY →							

31	32	33	34		
TOTAL – LAND IMPROVEMENTS, DAMAGES	CREDIT, IF ANY	INTEREST	CASH TO GRANTOR	CARD CONTROL	CARD NO.
					2

1	2	35	36	37
	IDENTIFICATION SAME AS CARD 1	CONSTRUCTION CONTRACT WORK	TOTAL CONSIDERATION	AMOUNT OF FUNDS WITHHELD
←	NO ENTRY →			

PAGE 6 R/W 60

38	39	40	41	42		
NO. PERS. CALLS	NO. APPR. TO ATTY.	NO. APPR. TO AGENT	NO. ASSIGN. TO CLOSE	NO. ASSIGN. TO SUIT	CARD CONTROL	CARD NO.
						3

CARD CONTROL – COLUMN 79 (EACH CARD)

- IF ORIGINAL SUBMISSION ENTER 1
- IF ENTRIES ARE TO BE ADDED ENTER 2
- IF ENTRIES ARE TO BE SUBTRACTED ENTER 3
- IF CARD IS TO REPLACE ALL EXISTING DATA ENTER 4
- IF CARD IS TO BE DELETED ENTER 5

INSTRUCTIONS

3. USE 2ND & 3RD DIGIT FROM ACCOUNTING MANUAL CODE.
6. JAN.=1 SEPT.=9 OCT.=O NOV.=N DEC.=D
7. 1ST LETTER GIVEN NAME & 1ST 3 LETTERS SURNAME.
10. OCCUPANT–1 ABSENTEE–2
13. FREEWAY–1 EXPRESSWAY–2 CONVENTIONAL–3
14. ACRES–1 FEET–2
20. RURAL–1 URBAN–2
21. AGRI.–1 COMM.–2 INDUST.–3 RESID.–4 SPECIAL–5
22. IMP.–1 UNIMP.–2 MULT.–3
23. ALL–1 PART.–2 NONE–3
24. YES–1 NO–2
25. YES–1 NO–2
26. CONTRACT–1 STIPULATION–2 CONTESTED JUDGMENT–3 SHORT CAUSE, ETC.–4
27. YES–1 NO–2

JULY 1965

Revised October 1965

ACQUISITION ANALYSIS

DATA PROCESSING SHEET - H-EDP-12(R/W-60)

Instructions

GENERAL

1. Entries to the Data Processing Sheet Acquisition Analysis must be made accurately from the information shown by appropriate boxed number reference on Form H-R/W-60, Memorandum of Settlement (revised October 1965), and in accordance with the following instructions.

2. The Acquisition Analysis Sheet should be attached to every right of way acquisition transaction submitted to Headquarters with Form H-R/W-60. This includes acquisitions for other agencies.

3. The Acquisition Analysis Data Processing Sheet should be completely filled out when all interests are closed in one transaction.

   When more than one transaction is required to complete an acquisition, the Data Processing Sheet for sub-transactions should be filled out as completely as is necessary to reflect the details pertinent to each sub-transaction.

   For example, if a lessee's interest is acquired by sub-transaction, entries to the valuation columns on the Data Processing Sheet should be the amounts pertinent to the particular sub-transaction. Entry to Column 79 - Card Control in this instance is to be "1" - denoting "Original Entry".

   If a sub-transaction is submitted with an Amended or Supplemental Right of Way Contract, Valuation entries are to be made to the appropriate columns in the actual amount of change, if any, and entry made to Column 79 - Card Control, to indicate whether the entries are to be "Added" (enter 2) or "Subtracted" (enter 3).

If a former transaction is being superseded by the transaction being submitted, entries to the Data Processing Sheet should be made to show the entire new condition and the number "4" - "Replace" entered in Column 79. Until further, the District will not use entry number 5 - "Delete" in Columns 79.

4. When acquisition is by Condemnation Trial or Stipulated Judgment, Page 3 (Alternate) will be substituted for the standard Page 3 of the Form H-R/W-60 (revised October 1965), and the Acquisition Analysis Sheet completed from the information shown thereon by appropriate boxed number reference as described in Specific Instructions below.

5. All entries shall be arabic numberals except as provided in "Specific" Instructions hereinafter.

6. Unless other wise stated, make all entries in cell spaces on Data Processing Sheet from right to left and complete unused cells with zero entries.

SPECIFIC

Page 1

/1/. District:

Show by two digit number entry in first two cells on Acquisition Analysis Sheet.

/2/. Identification of Transactions will be by District Parcel Number.

Spaces have been provided to accommodate the District's parent parcel number and additional spaces to identify "sub-transactions". It is not intended that the "sub-parcel" identification as shown in the approved appraisal be in these spaces (Card Columns 8 & 9).

When an ownership is acquired in one transaction, enter zeros in Card Columns 8 & 9, and enter the District parent parcel from left to right in Column 7, 6, 5, 4 & 3 as applicable.

Example:

Acquisition of Fee Parcel No. A432 =
/0/A/4/3/2/0/0/

Acquisition of Fee Parcel No. 12345-1 & 2 =
/1/2/3/4/5/0/0/

When more than one transaction is required to complete the acquisition of an ownership, entries should then be made to Columns 8 & 9 to identify the subsequent transaction.

Example:

Acquisition of Leasehold, Parcel No. 12345 =
/1/2/3/4/5/A/0/

Amended R/W Contract on Leasehold Parcel 12345-A =
/1/2/3/4/5/A/1/

/3/. County:

Enter 2 digit number for appropriate county. Use third and fourth digits from Data Processing Permanent Location Code Assignment, Section 604.04 Accounting Manual Part 2 for this entry. (Copy Attached)

Example:

San Bernardino = /5/4/.

/4/. Route:

Show by Legislative Route designation. Do not show phase, segment or post miles.

/5/. Expenditure Authorization:

Enter appropriate multiphase or general ledger account six digit number.

Example:

/0/2/3/4/1/2/, /9/1/1/0/5/6/, etc.

/6/. Date:

In first box enter month, i.e.; January = 1, October = O, November = N, December = D. In last box enter year.

Example: August, 1965 = /8/5/.

/7/. Right of Way Agent:

Enter first letter of Agent's first name and first three letters of Agent's last name, i.e.; George M. Williams = /G/W/I/L/.

/8/. Cost Center:

Enter 3 digit number for Acquisition Agent's Cost Center.

/9/. Acquired For:

Enter most appropriate single number.

Normal R/W Acquisition	= /1/
Highway Acquisition Fund (Chap. 20)	= /2/
Hardship	= /3/
Material or Disposal Sites	= /4/
Sites - District Office, Maintenance, etc.	= /5/
Department of Water Resources	= /6/
Department of General Services	= /7/
Other Agencies	= /8/

/10/. Ownership:

If owner is occupant, enter number /1/, if absentee, enter number /2/.

/11/. Number of Fee Interests:

Enter number of signatures required on contracts and deeds, e.g.; 2 signatures = /0/2/; twelve signatures = /1/2/, etc.

/12/. Number of Lease Interests:

Enter number of leasehold interests affecting parcel and requiring elimination. 1 interest = /0/1/; 10 interests = /1/0/, etc.

/13/. Type of Highway:

If Freeway enter number	/1/
If Expressway enter number	/2/
If Conventional enter number	/3/

/14/. Area Calculated by:

If parcel area is designated in acres, enter /1/. If parcel area is designated in square feet, enter /2/.

/15/. Total Take Area:

If area is computed in square feet make entry to nearest square foot.

Example: 7312.5 S.F. = /0/0/7/3/1/3/

If area is computed in acres, make entry to nearest hundredth acre.

Example: 67.358 Ac = /0/0/6/7/3/6/
or 24 Ac = /0/0/2/4/0/0/

/16/. Partial Take Area:

Enter as for Item /15/.

/17/. Remainder Area:

Enter as for Item /15/. If remainder area not calculated, enter estimated area. Use same units as for area taken.

/18/. Area in Right of Way:

Enter as for Item /15/.

/19/. Area in Excess:

Enter as for Item /15/.

/20/. Region:

If Rural enter /1/
If Urban enter /2/

/21/. Best Use:

If Agricultural enter /1/
If Commercial enter /2/
If Industrial enter /3/
If Residential enter /4/
If Special Purpose enter /5/

/22/. Character:

If Improved enter /1/
If Unimproved enter /2/
If Multiple /3/

/23/. Improvements:

If All acquired enter /1/
If Part acquired enter /2/
If None acquired enter /3/

Page 3 or 3 (Alt.)

/24/. Exchange of Land:

If none involved enter /1/
If exchange involved enter /2/

/25/. Independent Appraisers Employed:

If Yes enter /1/
If No enter /2/

/26/. Settlement by:

If Contract, or Amended, Revised or Supplemental Contract, enter /1/

If Stipulated Judgment enter /2/

If Contested Judgment enter /3/

Note: Do not use for Short Cause or Default.

For cases not covered above, (e.g.; Short Cause, Default, Joint Use Agreements, Transfer of Possession and Control, Railroad Indentures, etc.) enter /4/

/27/. Settlement Amount Same as First Approved Appraisal:

If Yes enter /1/
If No enter /2/

/28/. Land:

Enter Settlement Amount of Compensation for land.

Example: $6,281.90 = /0/0/0/6/2/8/1/9/0/.

/29/. Improvements:

Enter Settlement Amount of Compensation for improvements as in /28/ above.

/30/. Damages:

Enter Settlement Amount of Compensation for damages as in /28/ above.

/31/. Enter Settlement Amount, i.e.; Sum of /28/ /29/ /30/. If settlement by judgment show total award. Do not include interest.

/32/. Less Credit:

Show credit amount.

/33/. Interest:

Show actual amount of interest payment.

/34/. Cash to Grantor (Defendant):

Show actual amount of cash payment to Grantor.

/35/. Construction Contract Work:

Show amount of consideration for Construction Contract Work.

/36/. Total Consideration:

Show sum of Items /31/ /33/ /35/.

/37/. Fund Withheld:

Show amount of funds withheld.

Page 6

/38/. Number of Personal Calls:

Enter total of personal calls made by all agents to whom parcel has been assigned.

Example: 1st Agent 4 calls, 2nd Agent 3 calls, 3rd Agent 5 calls; total - 12 calls = /12/.

Note: Personal Call is defined as "any personal contact for the purpose of obtaining an instrument which will convey or eliminate

an interest in real property". Examples of some personal calls are: Personal contact with

1. Owner or Owners
2. Owner's Agent or Representative
3. Lessees
4. Beneficiaries under Trust Deeds
5. Clearance of Liens and/or Encumbrances.

/39/. Months Between First Approved Appraisal and Right of Way Certification Date:

Enter number in months

Example: 43 months = /4/3/.

/40/. Months Between First Approved Appraisal and Assignment to Original Agent:

Enter as in /39/ above.

/41/. Months Between Assignment and Close:

Enter as in /39/ above.

/42/. Months Between Assignment and Suit Filing:

Enter as in /39/ above.

3. County Codes

(B) Alphabetic Listing

County	Number (Prefix Incl.)	County	Number (Prefix Incl.)
Alameda	5933	Orange	5955
Alpine	5931	Placer	5919
Amador	5926	Plumas	5909
Butte	5912	Riverside	5956
Calaveras	5930	Sacramento	5924
Colusa	5915	San Benito	5943
Contra Costa	5928	San Bernardino	5954
Del Norte	5901	San Diego	5957
El Dorado	5925	San Francisco	5934
Fresno	5942	San Joaquin	5929
Glenn	5911	San Luis Obispo	5949
Humboldt	5904	San Mateo	5935
Imperial	5958	Santa Barbara	5951
Inyo	5948	Santa Clara	5937
Kern	5950	Santa Cruz	5936
Kings	5945	Shasta	5906
Lake	5914	Sierra	5913
Lassen	5907	Siskiyou	5902
Los Angeles	5953	Solano	5923
Madera	5941	Sonoma	5920
Marin	5927	Stanislaus	5938
Mariposa	5940	Sutter	5918
Mendocino	5910	Tehama	5908
Merced	5939	Trinity	5905
Modoc	5903	Tulare	5946
Mono	5947	Tuolumne	5932
Monterey	5944	Ventura	5952
Napa	5921	Yolo	5922
Nevada	5917	Yuba	5916

INSTRUCTIONS

Remainder Parcel Data

Refer to Exhibit I where instruction numbers are indicated in appropriate spaces. Exhibit II, a completed example, shows method of filling data sheets.

ACQUISITION DATA

1. Indicate District parcel number as shown on the right of way record map.

2. Remainder Parcel Data Sheets as submitted should be numbered in numerical order.

3. This space will be filled out by Headquarters Office.

4. This entry calls for the specific physical identification of the parcel before taking; either street address, highway number, brief metes and bounds description, or engineer station reference.

5. District, county, route and section.

6. Date of deed.

7. Official date of highway completion.

8. Mark if the facility is a freeway with frontage road.

9. Mark if the facility is a freeway without frontage road.

10. Mark if the facility is an expressway with frontage road.

11. Mark if the facility is an expressway without frontage road.

12. The sketch should show the before-taking boundaries of the property and the take area should be hatched. The location of improvements and their distance from the freeway should be indicated. Access taking should be indicated. The sketch may be freehand and not to scale. Refer to attached example. Exhibit III

13. A photograph showing the after condition of the property should be inserted. If the property is vacant, no photograph is necessary.

14. Describe the means of access to the property before highway construction. Indicate private road, city street, state highway, etc.

15. Give the actual use of the property before highway construction.

16. Give the best use of the property before highway construction as shown in the appraisal.

17. Indicate the zoning of the property before highway construction.

18. Give the land area and unit value of the whole property.

19. Total land value.

20. Briefly describe improvements, as: 2 houses, garage.

21. Total improvement value.

22. Total of 19 and 21.

23. Give the land area and unit value of the part taken.

24. Total value of land taken.

25. Briefly describe improvements taken.

26. Total improvement value taken.

27. Total of 24 and 26.

28. Give the land area and unit value of the remainder as part of the whole.

29. Total land value of the remainder as part of the whole.

30. Briefly describe the improvements remaining.

31. Total improvement value.

32. Total of 29 and 31.

33. Indicate why damages were paid, as: cost to cure, consequential, access, etc. Show costs to cure separately.

34. Total damages.

35. Indicate why benefits were paid.

36. Total benefits.

37. Give amount of damages not offset by benefits.

REMAINDER SALE DATA

38. Repeat the District remainder number from space 2.

39. Actual date of remainder sale.

40. Use at time of sale.

41. Best use at time of sale.

42. Zoning at time of sale.

43. If the remainder is below the grade of the adjacent highway, the figure will be negative, if the remainder is at grade with the highway it will be "0", if the remainder is above the grade of the existing highway, the number will be positive. Indicate the difference in grade, in feet.

44. Describe the normal means of access at the time of sale; county road, state highway, private easement, etc.

45. Give distance to nearest freeway access -- either on-ramp, off-ramp or interchange -- to the nearest one-tenth mile.

46. Seller's name and city of residence.

47. Buyer's name and city of residence.

48. Give the land area sold and its unit value.

49. Total land value at time of sale.

50. Briefly describe improvements on parcel sold.

51. Total improvement value at time of sale.

52. Actual selling price.

53. Give the value of improvements added or removed between the date of right of way acquisition and subsequent sale.

54. Briefly describe the improvements added or removed.

55. Date that sale was investigated.

56. If the property is properly improved, the comparison should be made on the basis of total price in which case the total of space number 32 should be entered here. If the property is improperly improved, or is vacant, the comparison should be made on the basis of its unit price, either square feet or acres.

57. If an adjustment for time is necessary to correct for a general rise in property values, the figure entered in this space should be the multiplier necessary to bring the appraised value of the remainder up to date. For example, if a general property value rise of 13 percent has been observed in control areas, the figure shown should be 1.13.

58. Repeat the total shown in space number 53.

59. This space may be used for adjustments which may be necessary for any other reason -- such as an adjustment for rezoning.

60. After adjustments have been applied, this space should show the price the property would have sold for if the highway had had no affect.

61. Repeat the figure from space 52.

62. This is the difference between 60 and 61.

63. Briefly explain the difference between 60 and 61.

64. Any brief remarks which may be necessary to explain the results of the investigation.

65. Additional Remainder Sale Data Sheets are available to record subsequent sales of the property thereof. If the initial acquisition data sheet is on file, remainder sale data supplementary sheets may be used to record the second and subsequent sales without the necessity for repeating the initial acquisition data submission. All subsequent sales should be assigned the same District Remainder Number.

DERAL DATA SHEET

The Federal Data Sheet is designed to be detached from the quisition Data Sheets. The information contained on the deral Data Sheet is not necessary in our use of the Remainder le Data within the Districts. It is to be forwarded to the reau of Public Roads to complete their analytical file. The llowing instructions will apply to filling out the Federal Data eet:

66. Repeat the District Remainder Number.

67. This space will be filled by Headquarters Office.

68. Indicate the name of the nearest community with a population of at least 2,500.

69. Population of space number 68.

70. Give the date of the population estimate used.

71, 72, 73, 74. Indicate the one or more numerical designations of the highway facility upon which the remainder under investigation abutts. Number 73 refers to the state highway number, not the legislative route number.

75. Give the name of the highway if such a designation has been applied; as Lincoln Highway, Harbor Freeway, Auburn Expressway, etc.

76. Indicate the type of highway system; as Federal Aid Interstate, Federal Aid Primary, etc.

77. The frontage of the entire tract, before right of way acquisition, should be indicated. Separate instructions showing method of measurement are attached. Exhibit IV

78. Indicate frontage of the parcel acquired for highway purposes.

79. Indicate the frontage of the remainder parcel.

80. Indicate the frontage of the remainder sale under investigation.

81. Check if the right of way was acquired through use of a right of way contract.

82. Check if the right of way was acquired through stipulated judgment or a condemnation trial.

83. Enter the total number of sales to date.

84. Enter the figure representing the summation of all sales for each portion.

85, 86, 87, 88. Indicate by a check mark in the appropriate box whether an on-ramp or an off-ramp is closest to the subject remainder. If both on and off-ramps are available check interchange. If access is provided by an intersection at grade check "Other".

89. Travel distance from the remaining parcel to the closest town or trading center. This may be a neighborhood shopping center.

90, 91. Indicate whether or not the facility providing access to the subject parcel connects directly to the new highway in some manner.

92, 93, 94. Indicate in the appropriate space the elevation of the remainder before the taking. If the new highway is on new alignment enter NA.

95, 96, 97, 98, 99, 100. Check in the appropriate box the relative degree of visibility of the main highway before and after taking. The degree of visibility should be from the major improvement on the property. If there are no improvements, consider how much of the highway is visible from the major portion of the parcel's frontage. The before portion of this question is not applicable if the facility constructed is on new alignment.

101, 102, 103. These items are self explanatory.

104, 105, 106, 107. An attached instruction sheet entitled "Description" fully explains the manner of filling these spaces. Exhibit V.

108. Any appropriate remarks which may be necessary to more fully explain the data included on the Federal sheet should be included here.

Exhibit T

REMAINDER PARCEL SALE DATA SHEET

ACQUISITION DATA

1	2	3
R/W Parcel No.	Dist. Remainder No.	Index

4	5
Property Location	Dist. Co. Rte. Sec.

6	7	a. 8 | 9 b.	a. 10 | 11
R/W Acquisition Date	Highway Completion Date	Freeway	Expressway

(a. With Frontage Road)
(b. Without Frontage Road)

SKETCH	PHOTOGRAPH
12	13

At time of R/W acquisition, the property:

Had access to 14

Use was 15

Best use was 16

Zoning was 17

1. APPRAISED VALUE OF THE ENTIRE PROPERTY:

Land 18 $ 19

Impr. 20 $ 21

Total $ 22

2. PRICE PAID FOR THE PART TAKEN

Land 23 $ 24

Impr. 25 $ 26

Total $ 27

3. APPRAISED VALUE OF THE REMAINDER AS PART OF THE WHOLE

Land 28 $ 29

Impr. 30 $ 31

Total $ 32

* Damages 33 $ 34

* Benefits 35 $ 36

Net Damages $ 37

* (DAMAGES/BENEFITS FOR INFORMATION ONLY)

REMAINDER SALE DATA

38
Dist. Remainder No.

39	40	41	42
Sale Date	Existing Use	Best Use	Zoning

After Construction, what was the: 43 Grade of Remainder In Relation to Hwy. | 44 Access Situation | 45 Distance to Nearest Freeway Access

GRANTOR: 46 GRANTEE: 47

ACTUAL SELLING PRICE $ 52

Land 48 $ 49

Impr 50 $ 51

NOTE: Value of improvements added/removed between R/W acquisition and subsequent sale was $ 53

54
Type of Improvements Added/Removed

CONCLUSIONS

Investigation Date 55

1. The appraised value of the remainder—excluding damages or benefits—was $ 56 Total Price / Sq. Ft. / Acre

2. Control data indicate the following adjustments to remainder value necessary to accurately reflect value at time of subsequent sale:

   Time 57 Improvement 58 Other 59

   a. If the highway had had no effect, the remainder therefore should have sold for $ 60 Total Price / Sq. Ft. / Acre

3. The remainder actually sold for $ 61 Total Price / Sq. Ft. / Acre.

4. The difference between the adjusted remainder value and the subsequent sales price indicates the remainder was damaged/ benefited at the sale date. $ 62 Total Price / Sq. Ft. / Acre

5. Damages/Benefits appear to be primarily attributable to 63

6. Remarks: 64

REMAINDER SALE DATA

Dist. Remainder No. _____

Sale Date _____ Existing Use _____ Best Use _____ Zoning _____

After Construction, what was the: Grade of Remainder In Relation to Hwy. _____ Access Situation _____ Distance to Nearest Freeway Access _____

GRANTOR: GRANTEE:

ACTUAL SELLING PRICE $ _____

Land _____ $ _____

Impr _____ $ _____

NOTE: Value of improvements added/removed between R/W acquisition and subsequent sale was $ _____

Type of Improvements Added/Removed

CONCLUSIONS

Investigation Date _____

1. The appraised value of the remainder—excluding damages or benefits—was $ _____ Total Price / Sq. Ft. / Acre

2. Control data indicate the following adjustments to remainder value necessary to accurately reflect value at time of subsequent sale:

   Time _____ Improvement _____ Other _____

   a. If the highway had had no effect, the remainder therefore should have sold for $ _____ Total Price / Sq. Ft. / Acre

3. The remainder actually sold for $ _____ Total Price / Sq. Ft. / Acre.

4. The difference between the adjusted remainder value and the subsequent sales price indicates the remainder was damaged/ benefited at the sale date. $ _____ Total Price / Sq. Ft. / Acre

5. Damages/Benefits appear to be primarily attributable to _____

6. Remarks:

FEDERAL DATA SHEET

District Remainder No. 66 *Headquarters Master No.* 67

Nearest Urban Place: 68

Population 69 *As Of* 70 (Date)

Highway Number 71 (Interstate) 72 (U.S.) 73 (State) 74 (Other)

Highway Name (If Any): 75

Type of System (F.A.I., F.A.P., Etc.) 76

Frontage: 77 (Entire Tract) 78 (Parcel Taken) 79 (Remainder) 80 (Subsequent Sale)

Was Acquisition: Negotiated 81 *or A Condemnation* 82

No. Sales – Entire Remainder 83 *No. Sales – Portion of Remainder* 84

Entrance to Main Highway: 85 (On Ramp) 86 (Off Ramp) 87 (Interchange) 88 (Other)

Distance To Nearest Trading Center (To 1/2 Mile): 89

Does Access Road Intersect New Highway: *Yes* 90 *No* 91

Elevation of Remainder Before Taking (Feet) 92 (At Grade) 93 (Above) 94 (Below)

Visibility of Highway Before and After B 95 | 96 A (Full) B 97 | 98 A (Partial) B 99 | 100 A (Not)

Area Taking ÷ *Entire Area* = 101 %

Area Rem. ÷ *Entire Area* = 102 %

Area Sold ÷ *Area Rem.* = 103 %

Description: 104 (Separated) 105 (Isolated) 106 (Landlocked) 107 (Dead End)

Remarks: 108

Exhibit II

REMAINDER PARCEL SALE DATA SHEET

ACQUISITION DATA

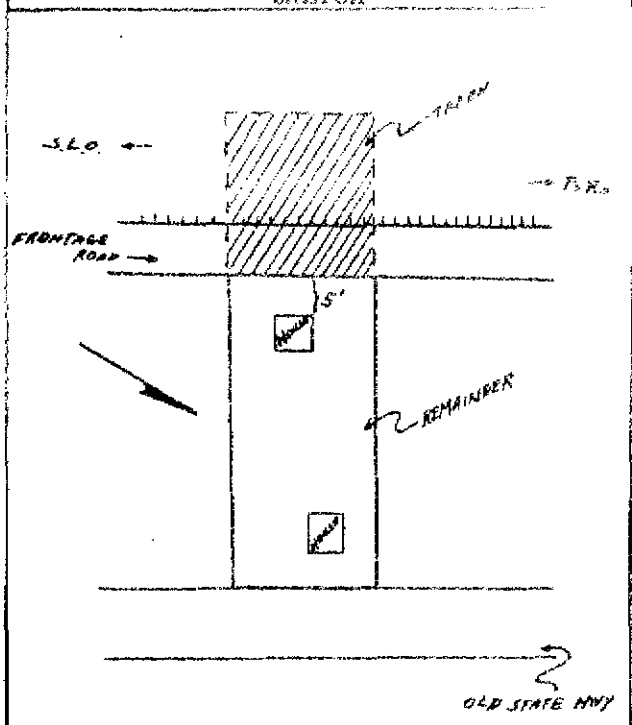
294	117	
R/W Parcel No.	Dist. Remainder No.	Index

R. of Eng. Sta. 313+00, Atascadero	V-SLO-2-C
Property Location	Dist. Co. Rte. Sec.

9-23-55	1-8-57	a. X | b. | a. |
R/W Acquisition Date	Highway Completion Date	Freeway Expressway

(a. With Frontage Road)
(b. Without Frontage Road)

SKETCH



None Available

PHOTOGRAPH

At time of R/W acquisition, the property:

Had access to Conv'l State Hwy.

Use was Residential

Best use was Multi-Residential

Zoning was Unzoned

1. APPRAISED VALUE OF THE ENTIRE PROPERTY:

Land	3.77 acs. @ $800.00	$ 3,000.00	
Impr.	3 houses	$ 9,100.00	
		Total	$ 12,100.00

2. PRICE PAID FOR THE PART TAKEN

Land	1.30 acs. @ $800.00	$ 1,040.00	
Impr.	Guest house, landscaping, etc.	$ 1,702.00	
		Total	$ 2,742.00

3. APPRAISED VALUE OF THE REMAINDER AS PART OF THE WHOLE

Land	2.47 acs. @ $800.00	$ 1,960.00	
Impr.	2 houses	$ 7,398.00	
		Total	$ 9,358.00

* Damages	Proximity	$ 1,000.00
* Benefits	New frontage	$ 1,000.00
	Net Damages	$ None

* (DAMAGES/BENEFITS FOR INFORMATION ONLY)

REMAINDER SALE DATA

117
Dist. Remainder No.

8-25-60	Office	Commercial	C-1
Sale Date	Existing Use	Best Use	Zoning

After Construction, what was the: 0 to +3' (Grade of Remainder In Relation to Hwy.); County road and Frontage road (Access Situation); ¼ mile (Distance to Nearest Freeway Access)

GRANTOR: Margaret Tewinkle
San Luis Obispo

GRANTEE: V.E. Christianson, et ux
Atascadero

ACTUAL SELLING PRICE $ 17,500.00

Land 2.47 acs. @ $3,850.00 $ 9,500.00

Impr Building $ 8,000.00

NOTE: Value of improvements added/removed between R/W acquisition and subsequent sale was $ 1,000.00
Convert residence to office
Type of Improvements Added/Removed

CONCLUSIONS

Investigation Date 3-8-61

1. The appraised value of the remainder—excluding damages or benefits—was $ 9,358.00 Total Price ~~Sq. Ft.~~ ~~Acre~~

2. Control data indicate the following adjustments to remainder value necessary to accurately reflect value at time of subsequent sale:

Time 3.13 Improvement + $1,000.00 Other --

a. If the highway had had no effect, the remainder therefore should have sold for $ 15,134.80 Total Price ~~Sq. Ft.~~ ~~Acre~~

3. The remainder actually sold for $ 17,500.00 Total Price ~~Sq. Ft.~~ ~~Acre~~

4. The difference between the adjusted remainder value and the subsequent sales price indicates the remainder was damaged/benefited at the sale date. $ 2,365.00 Total Price ~~Sq. Ft.~~ ~~Acre~~

5. ~~Damages~~/Benefits appear to be primarily attributable to improved accessibility.

6. Remarks:

FEDERAL DATA SHEET

District Remainder No. 117 *Headquarters Master No.* 590

Nearest Urban Place: Atascadero

Population 3,443 *As Of* 6-61 (Date)

Highway Number – (Interstate) 101 (U.S.) – (State) – (Other)

Highway Name (If Any): Atascadero Bypass

Type of System (F.A.I., F.A.P., Etc.) Other FAP rural

Frontage: 0 (Entire Tract) 0 (Parcel Taken) 80' (Remainder) – (Subsequent Sale)

Was Acquisition: Negotiated X *or A Condemnation* –

No. Sales – Entire Remainder 1 *No. Sales – Portion of Remainder* –

Entrance to Main Highway: – (On Ramp) – (Off Ramp) X (Interchange) – (Other)

Distance To Nearest Trading Center (To 1/2 Mile): 0.2

Does Access Road Intersect New Highway: Yes X No –

Elevation of Remainder Before Taking (Feet) NA (At Grade) – (Above) – (Below)

Visibility of Highway Before and After B | X A (Full) B | A (Partial) B | A (Not)

Area Taking ÷ *Entire Area* = 34.48 %

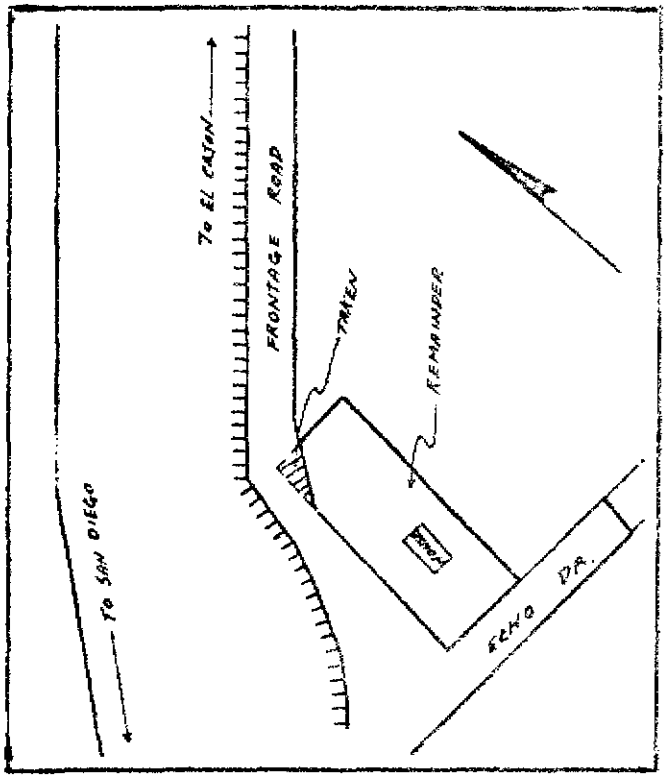
Area Rem. ÷ *Entire Area* = 65.52 %

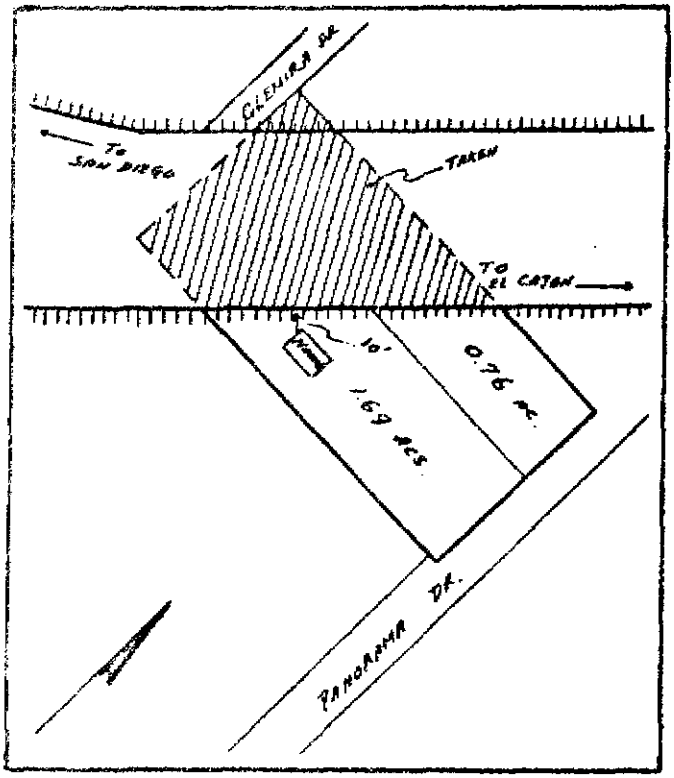
Area Sold ÷ *Area Rem.* = 100.00 %

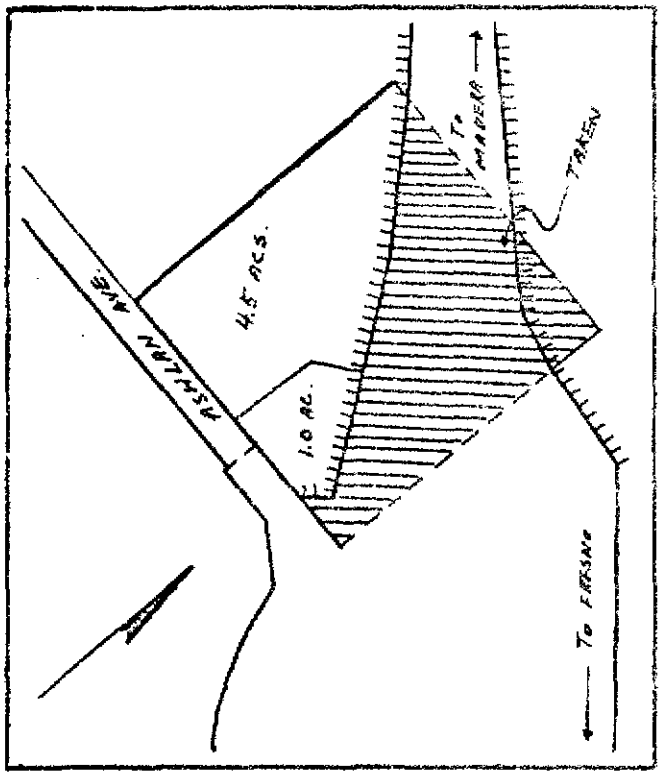
Description: X (Separated) – (Isolated) – (Landlocked) – (Dead End)

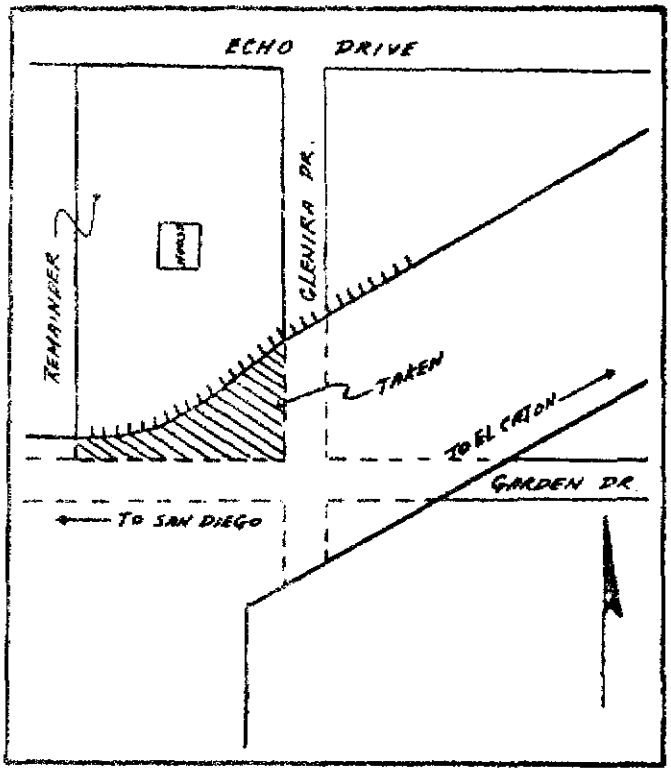
Remarks:

SKETCHES


TO EL CAJON
FRONTAGE ROAD
TAKEN
REMAINDER
TO SAN DIEGO
ECHO DR.


GLENIRA DR.
TO SAN DIEGO
TAKEN
TO EL CAJON
10'
0.76 AC.
1.69 ACS.
PANORAMA DR.


TO MADERA
TAKEN
4.5 ACS.
ASHLAN AVE.
1.0 AC.
TO FRESNO

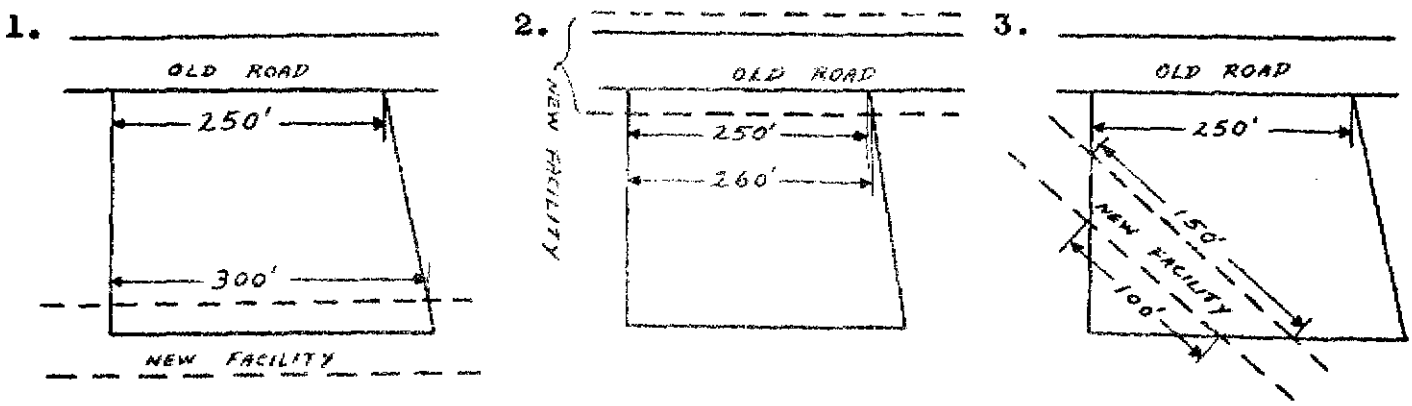

ECHO DRIVE
GLENIRA DR.
REMAINDER
TAKEN
TO EL CAJON
GARDEN DR.
TO SAN DIEGO

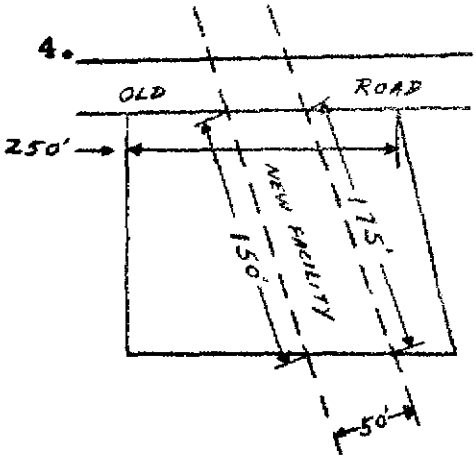
FRONTAGE

Entire Tract: This item calls for the frontage of the entire parcel which abutted the old facility and which now abuts the new facility. If the new highway facility is on an old alignment, the amount of frontage in linear feet on the old facility should be shown. If the new highway is on a new alignment the frontage for the entire tract should be shown as zero.

Parcel Taken: If the new highway facility is on a new alignment, enter a zero; if the new highway is on an old alignment, enter linear feet of frontage which the State acquired.

Remainder: Enter the linear feet abutting the highway improvements. If more than one parcel abuts the new facilities, the summation of linear feet should be entered.





	No. 1	No. 2	No. 3	No. 4
Entire Tract	0	250	0	50
Parcel Taken	0	250	0	50
Remainder	300	260	250	325

Note: The figures are hypothetical.

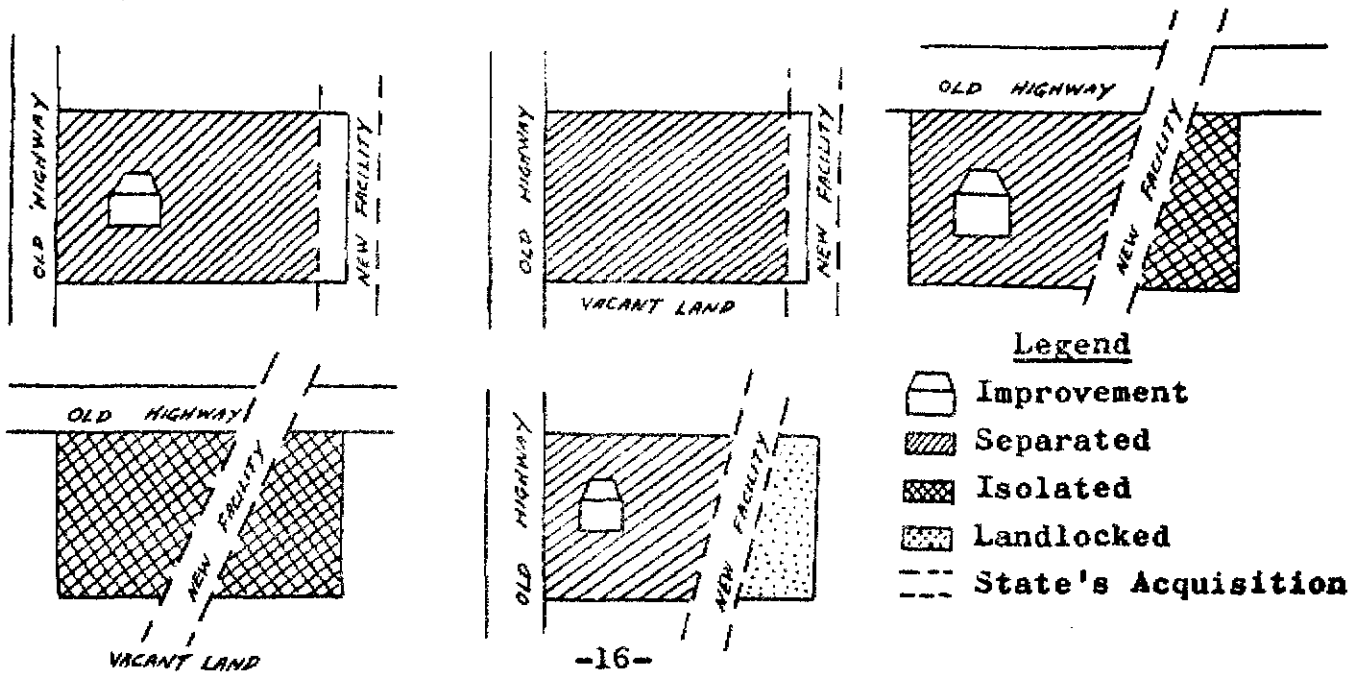
DESCRIPTION

Separated - A Separated parcel which results from a highway acquisition is the remainder containing the improvements, or a vacant single remainder. Separated parcels may result when a highway taking leaves two remainders or when only one parcel remains - a situation which is sometimes referred to as "severed". In the case of two remainders, only parcels with improvements are to be classified as separated.

Isolated - An Isolated parcel is an unimproved remainder which can be reached only by an adjacent public road or possibly by means of drainage structures, cattle passes, etc. If both remainder parcels of an unimproved property which has been divided by an acquisition have access to a public road, etc., classify each parcel as isolated.

Landlocked - A parcel is landlocked when no access to the parcel exists by use of public facilities or adjacent land of the same owner.

On Dead End - This item is to be checked if the parcel is located on a local street open at one end only with special provision for turning around. It is listed because of the interest of many states.



Reprint from California Highways and Public Works, January-February, 1961

Remainder Parcels

Cooperative State-B.P.R. Appraisal Study Underway

A REPORT OF THE LAND ECONOMIC STUDIES SECTION, RIGHT-OF-WAY DEPARTMENT

By JAMES R. SMITH, Headquarters Right-of-way Agent

THE STUDY of properties from which freeway right of way has been acquired, after the freeway itself has been constructed and opened to travel, is called remainder parcel research. Presently, twenty state highway departments across the nation in cooperation with the U.S. Bureau of Public Roads, are actively engaged in such studies as a part of their current right of way and land acquisition programs.

These studies seek to test the efficiency of right of way appraisal by continuously evaluating freeway effects upon abutting properties. Changes in land value and land use in the "after" period, as revealed by sales of and developments upon remainder parcels, are the principal means by which both freeway effects and appraisal efficiency are subsequently evaluated.

Logical Adjunct

The development of empirical data on remainder parcels is a logical extension of the right of way appraisal process. An appraiser finds, for example, that whenever the right of way parcel he is evaluating is only a part of a larger parcel, he must ascertain and assess the damages, if any, accruing to the remainder because of the acquisition and the construction thereon of the highway improvement. It is also necessary, he finds, to determine how much the remainder will be benefited, if at all, by the construction of the new highway.

And it is in the actual identification, measurement, and further application of these latter elements—damages and benefits—that the right of way appraiser encounters the vexing problem to which remainder parcel analysts have addressed themselves. For it is in the *partial acquisition* situation that the need is evident to determine if an abutting freeway is going to produce a significant effect—to determine exactly what it is going to be like to live or do business alongside, such a facility.

Essentially, the problem becomes one of estimating the effects of both the acquisition and the freeway upon the market value of the remaining parcel (remainder), generally answering for the owner the question: *"In an 'open market' sale, would I receive proportionately more, the same, or less for my property after right of way acquisition and freeway construction than I would have received had this project never been proposed?"*

To answer this query, case studies are made of parcels adjoining a completed freeway—parcels from which a part was purchased some time in the past. As the remainders sell and as they are developed, they become directly helpful as examples to be studied in assessing *proposed* freeway effects in connection with current appraisals.

Finding out what is likely to happen to a particular kind of property in the future is therefore largely a problem of first looking to the immediate past, i.e., finding and studying similar parcels to which the whole thing has already happened. Because these remainders are now "freeway abutting" parcels, their post construction history may be taken as a reflection of, among other things, *freeway effects*.

The uses to which the parcels are put in this "after" period; the degree to which they drop or increase in price, or hold their value relative to parcels away from the freeway; the extent and nature of investments in them—all of these major facets of the remainder parcel become the keys to a more realistic evaluation of actual freeway effect. And thus it can be seen that not only would such remainder parcel facts provide a property owner with the bases he needs for decision making and planning, but they could as well provide the right of way man with sound data so that he might conscientiously fulfill his "just compensation" appraisal obligations.

Time Needed

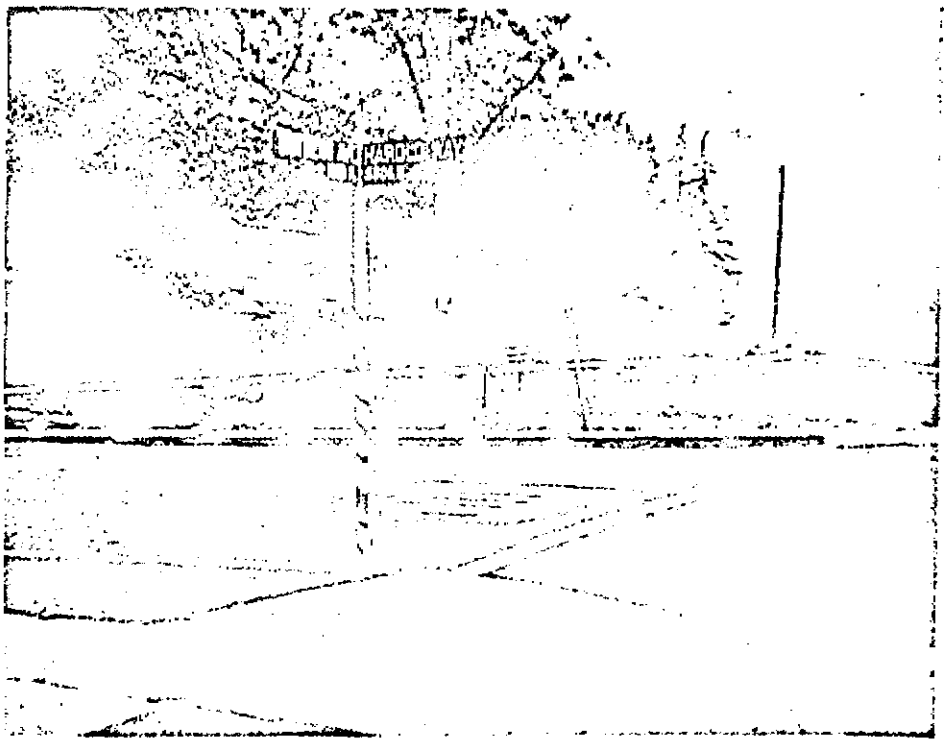
The mere wish on both an owner's and a right of way man's part for factual substantiation of remainder parcel freeway effects was in itself not enough to bring about any wide use and acceptance of case study remainder analysis. The facts first of all needed to be in existence; this meant that a significant number of miles of completed freeway had to be in operation long enough for remainders to adjust, react, and thereby bring into being the basic fact and data fund from which subsequent projections could be realistically made.

Specifically, time was needed for remainder parcels to sell in the open market after freeway completion. A careful study of these sales, it was premised, should reveal whether or not the remainders had done as well as they would have had the freeway never been constructed, and thus should clearly indicate the freeway's damaging or benefiting potential in those instances.

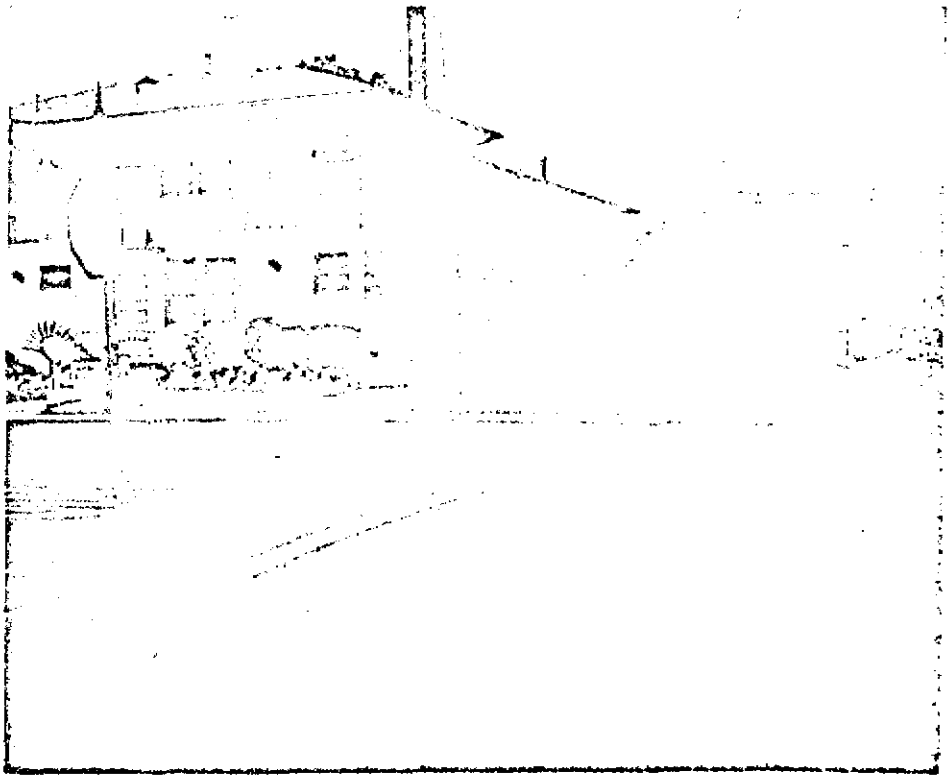
Time for developments to take place upon freeway abutting remainders was also needed. Whether they were subsequently offered for sale or not, the nature and extent of investments in these parcels was recognized as another damage or benefit measure sure to be of direct help. And again, whether culminating in a sale or not.

land use changes induced by the adjacent freeway needed time to become evident, although in this area the actual time needed frequently turns out to be short indeed, "for example, farm lands being developed industrially far in advance of, but anticipating, a proposed freeway".

The present national interest in remainder parcel research, which is at an all-time high, is also an outgrowth of the Federal Aid Highway Act of 1956—and to the greatly heightened nationwide freeway program that legislation made possible. If for no other reason, the need for such facts would become increasingly apparent as a state's right of way program greatly increased in scope and complexity and its right of way appraisers found themselves faced with a workload requiring, if possible, even more appraisal competency and thoroughness. Encouragement by the U.S. Bureau of Public Roads of right of way oriented research which would assist in effective implementation of the expanded highway program, thus almost inevitably followed.



Often much can be learned about freeway impact by simply observing the developments which occur on remainder parcels. In this example, a vacant, irregularly shaped remainder as it looked in 1954 is outlined on the upper photograph. The neighborhood was an older single and multi-family residential one through which the Hollywood Freeway was constructed (at the right and rear of the parcel). When the lower photo was taken in 1958, a new and modern apartment house had already been constructed to fully utilize the site. Part of the landscaped freeway improvement for which right of way was originally acquired is shown at the right. (Note that owner had telephone pole on Harold Way moved from the approximate center of his parcel to its right corner.)



Bureau Participation Explained

Generally speaking, the role of the Bureau in state highway department remainder parcel studies largely parallels its overall role under the Federal highway program. Federal funds under that program are available to state highway departments for various kinds of highway research. Studies of freeway right of way appraising—particularly the determination of damage and benefits elements in the partial acquisition situation — were quickly recognized as fruitful areas for research, and they have received increasing emphasis. States have been encouraged to undertake such studies, and most, if not all, of those engaged in remainder parcel research are utilizing Federal funds to finance all or parts of their right of way studies. That portion of the current California program dealing with damage and benefit case study analysis is also presently being financed with Federal planning survey funds.

Financing is, however, but one facet of the overall role assumed by the Bureau of Public Roads. From their position at what is actually a kind of hub

of nationwide effort in the field, Bureau specialists have been able to stimulate the program by facilitating a very desirable interchange of procedural and other data. The value of this kind of coordinating activity is quickly apparent. As a result of it, for example, the possibility of developing a national "bank" of empirical data by which appraisal theory may ultimately be tested and evaluated becomes highly encouraging, since uniform reporting and uniformity of data become easily possible.

Recently, Bureau specialists have begun the formidable task of organizing for machine tabulation and analytical programming, and significant progress leading to the development of a manual of procedure in this area is currently being made. Thus the logical step from relatively simple documentation at the appraisal level, to complex testing of hypotheses at the theoretical level, has already been taken.

California Program

From time to time since the Pasadena Freeway (then Arroyo Seco Parkway) was constructed in 1940, California right of way agents have been compiling and utilizing case studies of freeway adjacent parcels in their day to day right of way work.

Practically, these early case studies were of tremendous appraisal significance; they were the first items of empirical data available regarding freeway effects. As such, they were weighed and evaluated by both appraisers and landowners, and became the basis for countless subsequent investment and development decisions. Generally, the data showed *positive* freeway effects and benefits, and with relatively few exceptions, the validity of even the earliest decisions predicated on the freeway as a salutary factor were in fact borne out by subsequent events. Thus in the area of practical use, even the few cases available in early years proved to be accurate and realistic appraisal tools.

Theoretically, however, these initial data were limited by something of a "built-in" deficiency — they were almost by definition, limited in number, in scope, and in applicability. Thus, since it could not be shown that they did in fact truly represent *all* remainders over any specific time period, ready acceptance of them was impaired, and they were subject to the basic criticism that perhaps they might be the exception rather than the rule. Moreover, since they were limited, their actual usefulness was restricted as well, in the sense that in any particular appraisal problem, the chances of finding a really close fit to the problem at hand were proportionally small.

Taking first things first, then, it was quite early premised that California remainder parcel studies would clearly have to:

1. Include the analysis of each remainder along every freeway completed within at least the preceding three years.
2. Be on a continuing basis so that, at regular intervals, all remainders along any given freeway would be checked for sales and developments.

Only when these prime requisites had been met, it was premised, would it be possible to begin to utilize effectively the theory-making potential of remainder parcel data, as well as utilize its practical advantages and applications.

Remainder Parcel Concept

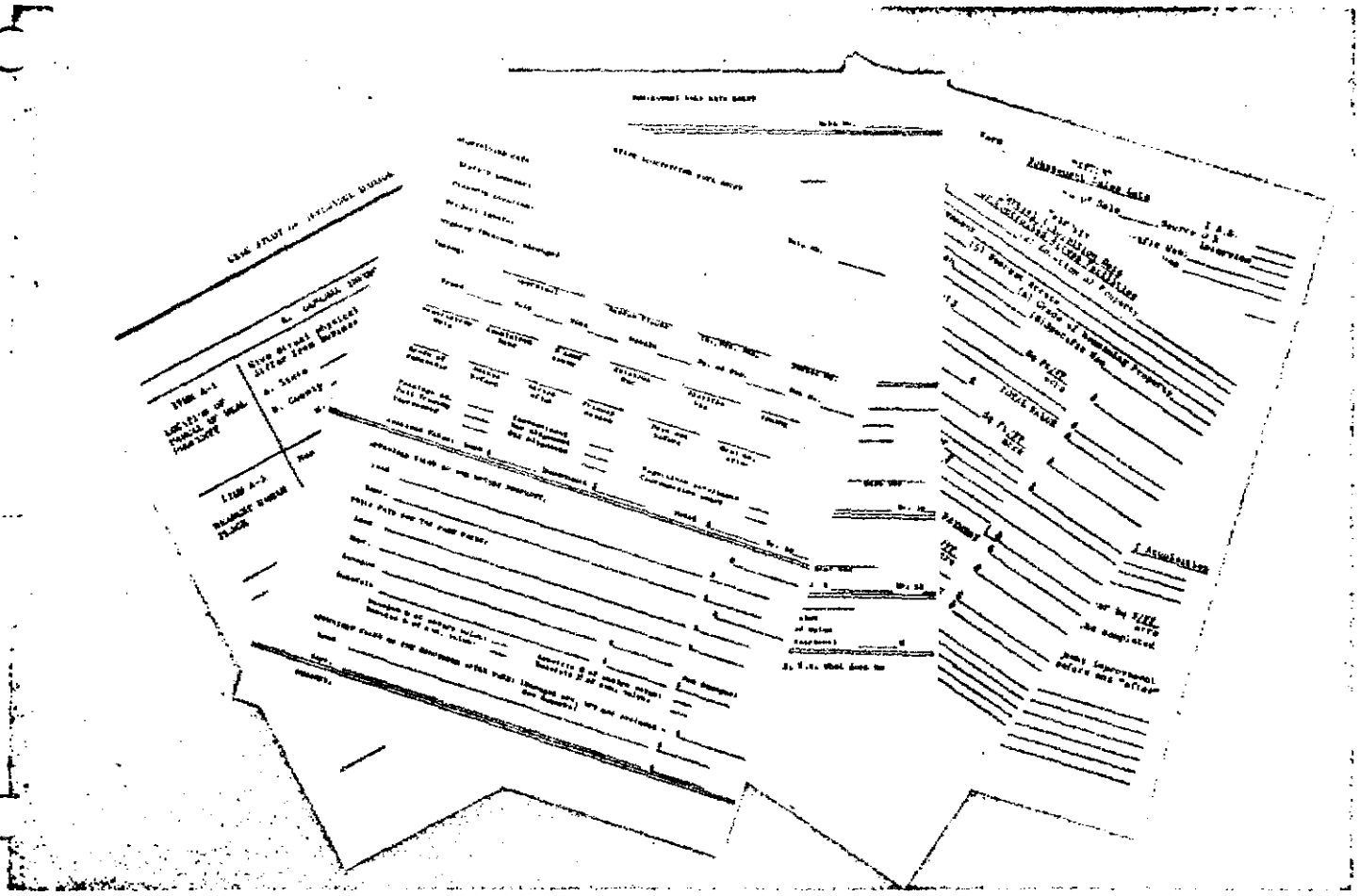
As would be expected, many of the early statements of the need for and purposes of remainder analysis came from California, and reflected California freeway experience. The subsequent emergence of right of way studies reflected the conditions already noted as being necessary to stimulate and thereafter permit such research, i.e., completed freeway mileage, an expanding freeway right of way program, an active and dynamic real estate and economic environment, etc., which conditions had existed in this state for a relatively long period. Even in California's earliest freeway days, the need for remainder parcel facts had already begun to make itself felt. Shortly there followed the concomitant stimulus to do something to satisfy the needs, and the earliest starts at this kind of analysis were made. As a result, the remainder parcel concept has been in existence for some time in the state and may be briefly outlined. Presently it constitutes the rationale for the current land economic study effort.

Remainder studies would clearly be useful in determining if a particular freeway imposed a damaging or beneficial effect upon a particular property. As has already been noted, the evaluation of the sale or development of a remainder in the light of activities in similar but uninfluenced areas, should quite accurately reveal freeway effects, or more precisely, the effects of the construction of the freeway improvement itself. The nature and extent of activity on the remainder, after completion of the new highway, is broadly seen as reflecting not only the general interplay of economic forces, but the influence of the abutting freeway as well. When by means of control area comparison the general influencing factors are removed, the result may be reasonably attributed to the abutting freeway.

Reference to Original Unnecessary

In such an approach, reference to the original holding of which the remainder was formerly a part is unnecessary, and contributes little if anything to the analysis. In effect, the remainder is viewed as an "entire" parcel as it stands, and the question that sales analysis would want to answer, for example, would be: "Would this remainder (now simply a property adjacent to a freeway) sell for the same amount if it were *away* from the freeway and its influence?" The answer would thus help only to solve the problem of determining the effects of the *freeway construction itself;* and attempting to relate back at any point in the analysis to the original, pre-freeway holding would probably add little but confusion.

Largely, it can be seen, remainder parcel study in this sense is similar in concept—if not identical—to studies of *any* kinds of freeway-abutting parcels, e.g., "intact" properties from which no right of way was ever acquired, and which are perhaps adjacent to a new freeway now occupying what formerly was a neighbor's land. Thus the remainder parcel—to be singled out for special study—must be



Typical reporting and analytical forms for the compilation of remainder parcel data. Such forms include a complete "before and after" history of each property and its highway environment, and provide the basic data source from which freeway and right of way acquisition effects are inferred.

capable of making some other significant contribution over and above that of "freeway effect," and this is very clearly the case. *Actually, to conclude that remainder studies are a measure only of this one element—freeway effect—is to fail to grasp the full right of way appraisal context involved, and thus actually to fail to fully develop their appraisal and investment potential.*

Effects of Severance

Perhaps the significant element in the entire partial acquisition process is the determination by the appraiser of the effects, if any, of the *severance of the part sought to be acquired from the remaining property*. In addition to the effects of the construction of the freeway itself (freeway effects) this latter element must be considered as well in ascertaining the nature and extent of damages and benefits, if there in fact be any. It is immediately apparent that remainder parcels actually offer the *only* opportunity to study the effects of the *acquisition* itself, and it is primarily because of this that they are being studied. The entire context in which the original right of way appraisal was made thus becomes the unique reference for remainder analysis, and the original valuations and assumptions become both the bases for testing as well as the items to be tested.

An additional byproduct emerges. As has already been noted, every partial acquisition situation requires an appraisal of the presence and amount, if any, of damages and benefits attributable both to the freeway and the acquisition. Decisions on these factors *are* made in each such appraisal, and the amounts which remainder owners subsequently accept reflect the damage and benefit assumptions so developed. It thus becomes apparent that subsequent sales of and developments upon these "damaged or benefited" remainders become excellent indications of the validity of the original appraisal assumptions, over and above any light they may shed upon freeway effects as such.

District Effort

To carry out the California program, Senior Right of Way Agents in charge of the appraisal function—or sections—within each of the 11 highway districts have been given direct supervision over remainder parcel studies. These men have in turn assigned one Associate Right of Way Agent full time to the project, with the assistance in many districts of one or more Assistant and Junior Right of Way Agents as well.

These analysts are carrying out the following study sequence:

1. List completed freeway projects and all of the remainders adjacent thereto.

2. For every project, carry out a systematic parcel by parcel check of each remainder to determine:
   a. Chain of ownership since highway acquisition and development, including sales and sales data where changes in ownership have occurred.
   b. Extent and sequence of development of remainders, such as physical improvements, changes in use, etc.
3. Combine remainder parcel sales into groups of comparable units for the purpose of comparison with control data.
4. Locate control areas, which will:
   a. Contain properties being put to identical uses to those under study at the time of right of way acquisition.
   b. Be similar in all significant environing conditions to the area in which the remainders under analysis are located.
   c. Have followed a similar trend and exhibited similar developmental patterns and characteristics to those of the remainder areas, up to the time of right of way acquisition.
5. Determine by control area and study parcel comparison whether the remainders have done as well as, better, or worse than freeway-removed properties whose trends they would normally have shared had the freeway not been injected onto the scene.

With this information, parcel by parcel analysis is completed—at least for those remainders on which there has been some activity since freeway construction. Those which have not sold or have not been developed, are held for continuous future checks until they either become active and can be studied, or are inactive for so long that meaningful comparisons can no longer be made. Once on such a continuous basis, the program virtually assures the relatively early availability of the mass of remainder parcel data needed for realistic theory testing.

As valuable as these overall data evaluations will be, however, it is in the specific case-by-case comparison where this approach will develop its full, working potential. At this level, appraisers are seeking first of all not to find what *properties* are apt to do, but how well a *particular property* is likely to fare, and remainder parcel cases are uniquely suited to directly provide the answers. Thus the pinpointing of effects in a manner that will satisfy the property owner that his individual problem and parcel are receiving the full, factual measure of consideration, becomes the worthwhile promise this new era of analysis can continuously offer.

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Community Effects on Remainder Parcel Valuation

BAMFORD FRANKLAND
Headquarters Right-of-Way Agent, California Division of Highways

•EACH YEAR the California Division of Highways completes more than 8,000 separate appraisals of real property needed for highway rights-of-way. About half of these appraisals are made in instances where only a portion of a whole property is needed, leaving the remainder in private ownership. For each partial acquisition two appraisals must be made: one of the property "before" removal of the portion needed and one reflecting its value "after."

Ordinarily a before valuation presents little problem—especially in the case of residential properties. The appraiser searches the immediately surrounding area for recent sales of similar properties. The comparable sales are adjusted for minor differences in time of sale, improvement, and neighborhood influence. If an appraiser is familiar with the area in question, the appraisal can often be accomplished in as little as one day. The choice of comparables which are near in both time and location insures that the economic influences which bear on value will be similar and obviates the necessity for any extensive market or community research.

The after valuation presents an entirely different problem. This appraisal must reflect the effect on a property of the removal of a portion and of the construction of the highway facility immediately adjacent. Theoretically the methodology of the after appraisal could be exactly the same as that used to determine the value before. However, a search of the immediate area for recent sales of similarly affected properties will almost always yield no result. This is understandable because in more than 10 yr of freeway construction in California, less than 40,000 remainder parcels have been created in the entire State; it has been estimated that far fewer than half of these have been sold, while still fewer represent valid and useable sales.

There is, of course, a next best solution. Sales from other areas, which are neither timely nor near in location, might provide some indication of freeway effect from which an appraiser could form an opinion of value. However, the courts have been understandably reluctant to admit as evidence sales which are not near in time or location and appraisers are reluctant to use substantiating data which will not be accepted in court. Their logic is clear; value is a function of time and location and any comparison of properties in different areas or sold at different times is error prone.

Despite the reluctance of the courts to admit sales of remainder parcels as evidence, they still remain the only factual documentary evidence of freeway effect. They are useable in a few specific instances and their usefulness could be extended if a means were found to document the necessary adjustments for time and location. For these reasons the California Division of Highways some years ago began a systematic investigation of every valid remainder parcel sale occurring along every California freeway. To date, approximately 1,000 such remainder parcel sales have been collected, tabulated and analyzed. Information collected includes appraised values of the whole property, of the part required for right-of-way, and of the remainder; eventual sales price; control data to permit time adjustments; physical changes in property; and physical data regarding property location, acquisition, and construction of the highway facility.

The objectives of the mass data collection were the determinations of the possible pattern development, of the relation of key variables, and of similarities. A range of effect might be determined on the basis of values and physical characteristics so that

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an appraiser could, with reasonable confidence, form an opinion in any similar instance. Unfortunately, careful correlation and analysis have as yet produced no discernable patterns. Neither the physical characteristics of the takings, of the highway construction, nor of any minor geographic benchmarks provide keys to the use of the sales examples. In many cases, the investigation of these features and their correlation revealed diametrically opposed effects in situations of almost exact physical comparability. The appraiser with complete access to all gathered sales can find examples to support either damages or benefits in almost any case, depending on his own pre-formed opinions.

Because physical variables seemed to provide no clue to measurement of freeway effect, evidence of other variables was sought in the literature. A comprehensive study which concerned itself with only the possible effect of freeway construction and not that of severance suggested one approach to the problem. This study, of value trends among whole properties in residential tracts containing 22,396 homes, was completed by the Division of Highways in March 1957 (1). Sales among 1,697 homes constructed adjacent to freeways were compared with the sales prices of homes away from immediate freeway influence. Two significant conclusions of this study were that (a) "... factors inherent in the entire tract, such as the livability and physical appeal of the houses in one tract as opposed to another, or the social and economic status of the residents, have a greater influence on the price trend than a freeway, school, or some other nonresidential use adjoining a small percentage of the homes in a particular subdivision," and (b) "The annual trend in resale prices among subdivision homes adjoining freeways follows a pattern consistent with the price trend of comparable homes."

A conclusion that relative demand in an area might outweigh any possible detrimental physical influence from a highway would seem to follow logically. This is, of course, a well-known fact in the case of commercial or industrial properties affected by freeways. Many examples have been gathered in these latter categories which show fantastic price increases for parcels whose shape has been virtually mangled and where nearly any other potential use has been precluded. In these cases, demand has clearly outweighed any physical detriment imposed by either right-of-way acquisition or freeway construction.

No such clear-cut factors are involved in residential property price changes. But inasmuch as measurable physical and geographic factors provide no clue to the wide variations in freeway effect among residential properties, it could be assumed at this point that relative demand in a residential area is also the major variable which ought to be measured. Unfortunately, the remainder parcel analyses made to date do not contain any data that would permit the measurement of relative demand levels or their effect on the parcels involved.

If the assumption is correct that relative demand levels in a residential area are responsible for the presence or absence of damages, an intensive large-scale study must be undertaken to provide the supporting data needed.

Before this could be done, a pilot study had to be completed which would strongly indicate that the effort would be justified. A recent study of remainder parcel sales in San Diego County was aimed at providing the necessary supporting data. The objective of the study was to relate subsequent sale prices to community economic trends. If the analyses among similar properties in dissimilar communities gave indication that properties tended to be unaffected or benefited in a strong demand area, the premise of the pilot study would be confirmed.

Efforts were concentrated in two suburban communities; La Mesa and El Cajon, about 15 mi east of the San Diego central business district (Fig. 1). They are reached from downtown San Diego by traveling two nearly parallel freeways which join into one at the eastern edge of La Mesa. The two communities have a common border, La Mesa being closer to San Diego. El Cajon is the last suburban community along this transportation corridor that is undergoing any intensive urbanization at the present time. Beyond El Cajon, most of the residential development is in the nature of ranches and small estates.

A freeway was completed through La Mesa to the El Cajon city limits early in 1957. The sales investigated in La Mesa are located along a portion of Calif. 198 which con-

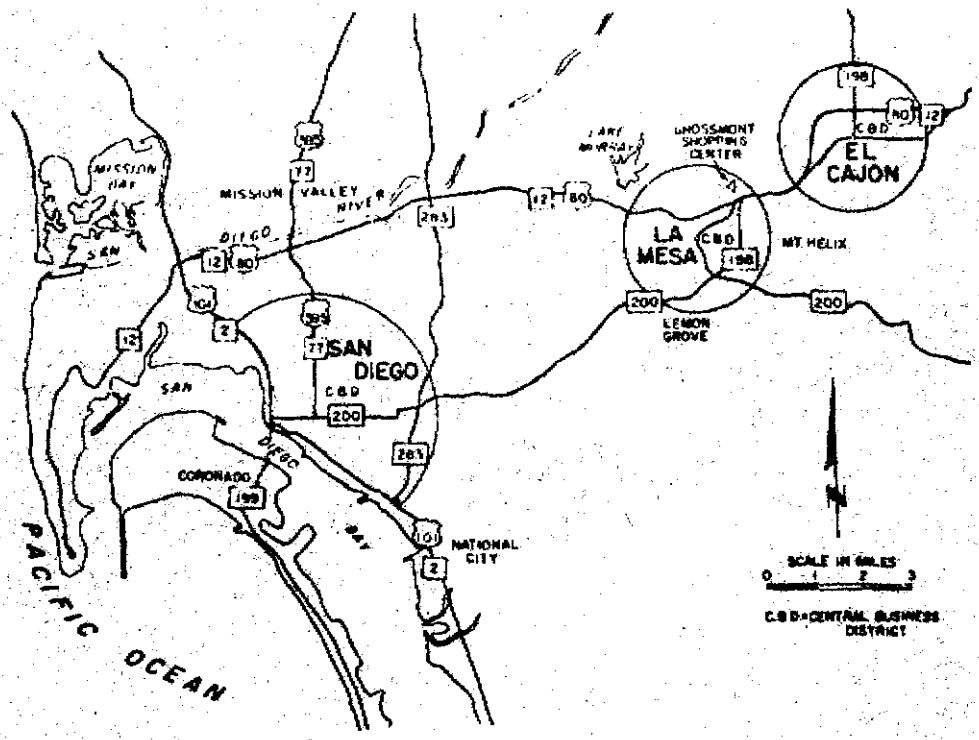

Figure 1. San Diego urban area.

nects Calif. 200 and 12. Calif. 12 was completed through El Cajon late in 1961. The orientation of the pilot study was toward solving an appraisal problem. Data on the remainder parcel sales followed a typical appraisal approach. Field research in the communities was primarily interview and observation because these are the tools most readily used by an appraiser. Reliance was on interview with local real estate salesmen and brokers who had worked in the communities for an extended period of time. Statistical data gathered were of the simplest type, i.e., population, retail sales, assessed valuation, and building permits. No attempt was made to correlate mathematically trends in these areas with trends in the real estate market, because most real estate appraisers do not have the facilities for extensive mathematical analysis. As a result, data relating to the communities of El Cajon and La Mesa are presented in the narrative fashion of an anthropological monograph with a limited statistical profile. There is a possibility of some distortion of image, but this possibility exists to a degree in all community studies, regardless of approach, technique, and sophistication.

REMAINDER SALES DATA

The after value of a remainder is an appraised value at the time of the highway acquisition. Freeway effect, in a specific instance, can be measured by adjusting this value to the time of study by use on a trend basis of sale prices of properties not physically affected by the freeway. Freeway effect is then the difference between the adjusted value and the actual sale price. For instance, if property in the area increased 5 percent during a year lapse, then the after value of the subject was increased in like percentage. The difference between this adjusted price and the actual sale price indicates the amount and degree of damages and benefits to the individual parcels.

Obviously, this adjustment, as well as the appraised after value, is subject to some error because the appraised after value relies to some extent on the judgment of the appraiser. For the sake of convenience, and in hope of canceling some of this potential error, the effects on these parcels were summarized by averages.

TABLE 1

LA MESA REMAINDER SALES[a]

Sale	After Value ($)	Adjusted Value ($)	Sale Price ($)	Net Change ($)
1	19,400	20,962	21,500	+ 738
2	10,548	10,759	11,250	+ 491
3	10,548	11,708	13,000	+ 1,292
4	11,256	12,494	14,500	+ 2,006
5	10,730	12,447	13,900	+ 1,453
6	10,730	13,091	15,000	+ 1,909
7	13,144	14,590	14,800	+ 210
8	24,693	27,904	30,000	+ 2,096
9	11,720	11,837	11,500	- 337
10	14,625	17,404	16,000	- 1,404
11	13,011	13,663	12,500	- 1,163
12	13,011	13,793	13,300	- 493
13	13,011	14,443	13,950	- 493
14	14,700	15,288	15,000	- 288
15	11,720	14,086	14,000	- 86
16	13,851	13,990	13,950	- 40
Avg.	13,549	14,885	15,259	+ 368

[a] [illegible]

La Mesa

After limiting consideration to residential parcels, there were 16 valid sales in La Mesa (Table 1). Generally, this group has experienced a net benefit of 2.5 percent more than the general price rise in the immediate area.

Sales 11, 12 and 13 are three sales of one property, with sale 11 being the earliest, 12 the next and 13 the last. These sales are summarized in Table 2. Sale 9 and 5 are two sales of one property, sale 9 being the earliest. The first feature apparent is that the amount of damage may change through time. In addition, as Table 2 shows, the degree of damage (shown as a percent of sales price) changes through time. All other things being equal, the degree of damages should be a constant percentage of all subsequent sale prices. This theoretical constant does not bear out in the case of the market in La Mesa.

The two parcels which appear to be most severely damaged have something in common, i.e., isolation. For the sake of convenience Sales 11, 12 and 13 are designated parcel A, and Sale 10, parcel B. In the before condition, parcel A was a corner parcel. The freeway taking left a triangular parcel, the freeway being the base of the triangle and two city streets terminating at the freeway being the two sides. The apex of the triangle, the corner of the two city streets, was the point farthest from the freeway. In the after condition, parcel A is rather like an island, surrounded and exposed on all sides. It is, in a sense, physically isolated from all its neighbors.

Parcel B, also, is isolated in the after condition, but in a unique manner: it is situated on a street that was to some degree stratified in the before condition. At one end of the street were fine new homes, ranging from $14,000 to $50,000. The other end of the street was older, containing frame bungalows built in the 1920's and a chicken farm. There was, then, a "best" end and a "worst" end of the street. Parcel B would, in the before condition, be considered as part of the best end of the street, the improvement being worth at the time approximately $12,000. The construction of the freeway, however, separated the two ends of the street—the best end on one side of the freeway and the worst end on the other. Parcel B was left on the worst end. This itself may not have been enough to create damage, but it is now the only new improvement located on this street; it stands isolated from the neghborhood of which it was once part.

The social and physical isolation of these two parcels are the only two instances where damages can be explained in a context of an apparent benefit of 2.5 percent. The other damaged parcels apparently are not unique, and on any project it would be expected that there would be a range of effect from damages to benefits because of the inconstancy of demand. Physically comparing them with the benefited parcels, no variables would be

TABLE 2

SALE HISTORY OF ONE REMAINDER IN LA MESA[a]

Sale	Date	Adjustment Factor	Adjusted Value ($)	Sale Price ($)	Damage	
					Indicated ($)	% of Sale
11	3/14/57	1.048	13,668.00	12,500	1,168	9.4
12	8/8/57	1.06	13,793.00	13,300	493	3.7
13	5/19/59	1.11	14,443.00	13,950	493	3.53

[a] [illegible] before value, [illegible] after value [illegible]; [illegible] times as [illegible].

found to facilitate prediction. On the average, however, properties in La Mesa show a strong tendency toward being benefited by the freeway.

TABLE 3

EL CAJON REMAINDER SALES[a]

Parcel	After Value ($)	Adjusted Value ($)	Sale Price ($)	Net Change ($)
1	7,345	7,613	9,000	+ 1,387
2	14,000	14,154	14,750	+ 596
3	9,127	9,455	8,700	- 755
4	10,948	12,185	12,500	+ 315
5	11,296	12,127	10,981	- 1,146
6	11,884	12,522	8,500	- 4,022
7	13,345	13,805	13,500	- 306
8	13,345	13,998	13,900	- 98
Avg.	11,411	11,986	11,479	- 507

El Cajon

Sales in El Cajon reveal a contrary pattern. As Table 3 shows, three of the eight parcels show a benefit and the rest show a damage.

The average difference in sales price of the remainders, compared to a similar area, is -4.23 percent. It is interesting to note that of the eight sales, four are abutting the freeway, and four are not. The portion of the nonabutting parcels acquired was for a frontage road or city street widening. Of the four freeway abutting parcels, three are the benefited parcels. All nonabutting parcels show a damage.

In contrast to La Mesa, there is a possibility that the El Cajon parcels in the vicinity of the freeway may be rezoned sometime in the future—most likely to multiple residential. If there is rezoning, the superior identification features of the parcels abutting the freeway would most likely bring an increment to those parcels. For this reason, these parcels may have some speculative value and this may be reflected in a relative benefit.

The sales investigations in the two communities admittedly provide only the slimmest documentation of benefit in one community and damage in the other. It is rare, however, to find as many as 16 roughly similar remainder properties which have sold in a single community; therefore, the data were considered to be sufficient evidence for the purposes of this pilot study. To give credence to the initial assumption, it was necessary to examine, with the limited tools available, the relative demand structure in the two communities.

COMMUNITY ANALYSIS

La Mesa and El Cajon are not actually communities as the term has been defined (2); they are primarily segregated aggregates (3). As a result, the character of these communities has changed somewhat in the last 10 yr, and will probably continue this change (4). The change is primarily attributed to the urbanization of California and the suburbanization of pre-existing communities. The consequent change in population has had significant impact on the normal indicators of community exchange activities. Both El Cajon and La Mesa in recent years have become increasingly dependent, both economically and socially, on the San Diego urban area. A complete analysis of their characters as communities would of necessity include an extensive consideration of the San Diego urban area and the interdependencies that have developed in the last several years. However, such a project is beyond the scope of this paper at the present time.

Between the city limits of the two communities is the unincorporated area of Grossmont. The Grossmont residential area generally follows the configuration of Mt. Helix and is considered to be one of the prime prestige neighborhoods in San Diego. Most Grossmont homes are on view sites. The proximity of Grossmont, as well as topography (Fig. 2), has had significant effect on the development of both communities and may be primarily responsible for the differences between them.

La Mesa

The topography of La Mesa is primarily rolling and hilly. The old city developed in a bowl between the hills and along the old highway. Residential development extended into the hills south and east of the city in a spotty manner, becoming increasingly more deluxe in the direction of Grossmont. Downtown La Mesa was primarily a conglomeration of small shops extending for several blocks along the old highway (US 80). The old town is caricatured as a quiet village composed of retired businessmen and doctors tending small lemon or avocado groves.

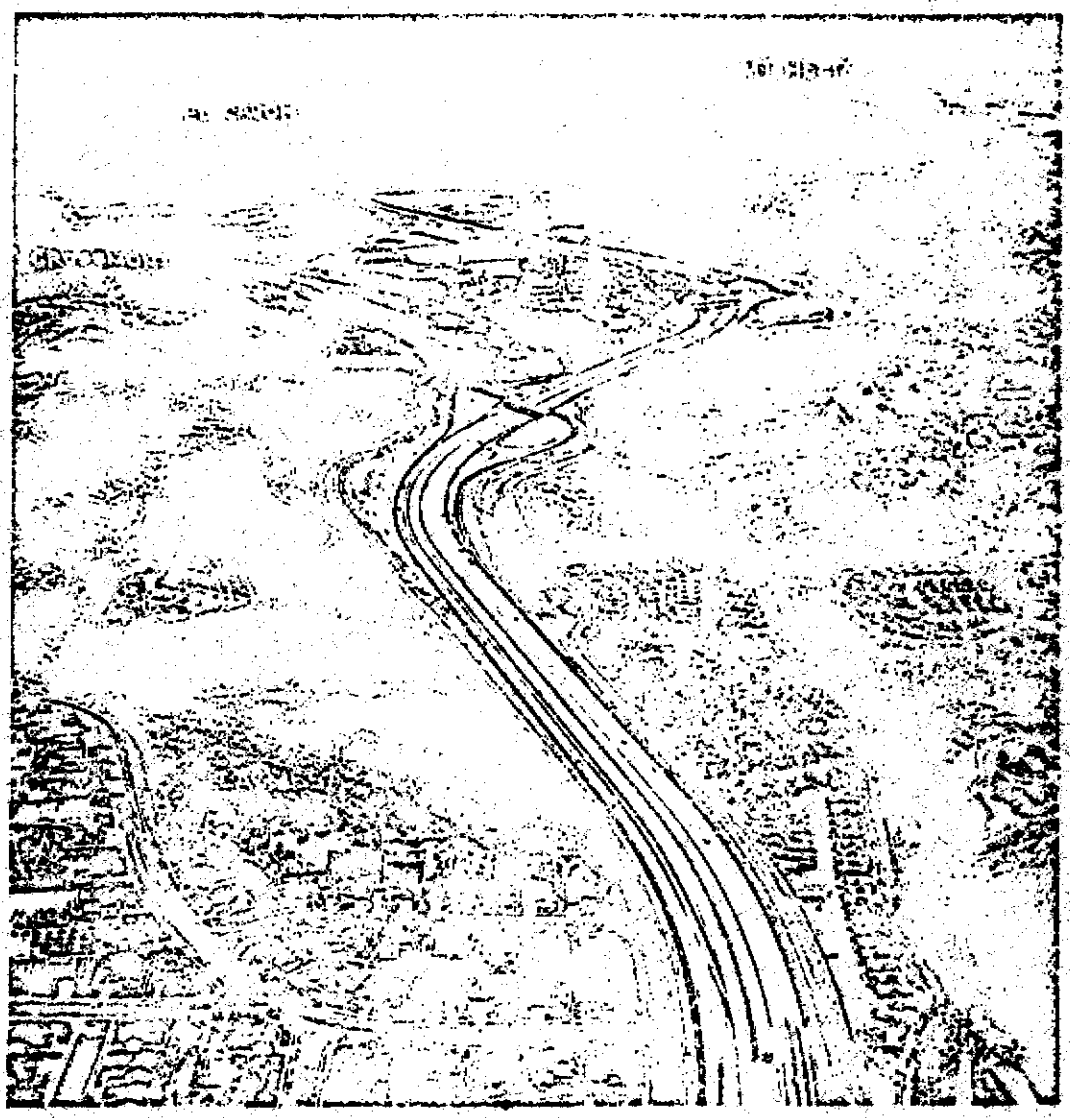

Figure 2. La Mesa-El Cajon-Grossmont area, showing freeways.

La Mesa, today, has become a typical middle-class bedroom community. The hills to the north are covered with homes: custom homes, tract houses and apartments. The hilly terrain with its view lots, combined with a warm climate, modern transportation, and proximity to Grossmont made La Mesa a natural residential suburb in the path of the San Diego boom. Today La Mesa has a large shopping center—Grossmont Shopping Center—on a plateau overlooking the old town, which draws its customers from all over the eastern San Diego urban area. It competes successfully with other established and larger, shopping centers in surrounding communities. Retail sales in La Mesa in the last five years have doubled—from $26 million in 1957 to $54 million in 1962 (5). Population nearly tripled between 1950 and 1960—from 10,946 to 30,441 (6).

El Cajon

El Cajon is situated mainly on the flat floor of a fairly broad valley. This difference has several implications in the development of the community. For example, residen-

tial areas cannot emulate Grossmont with its rolling hills and view lots. The flat land of El Cajon, by reducing land development costs, reduced the cost of marketing a residential improvement, and consequently, attracted customers who desired lower-priced homes. If it were feasible to construct a scale of residential neighborhood desirability for the San Diego area, Grossmont would be at the top of the scale, La Mesa would be slightly above the middle, and El Cajon would be about one-quarter of the way to the bottom of the scale (excluding the residential section of the community located in the vicinity of Fletcher Hills in rolling terrain and adjacent to Grossmont). Of course, such a scale would be purely subjective, and the rating of the communities on this basis is not based on any factual material. But then, any scale which might indicate relative degrees of desirability must, by definition, be subjective.

Before the construction of the freeways, La Mesa and El Cajon most likely would have been approximately equal in terms of a desirability scale. Each was sparsely settled; each had a rather wide range of house types and values represented in their respective limits; each was characterized as being semi-rural and suburban.

MARKETING CHANGES

El Cajon, before the era of urban expansion, was a minor marketing center for the surrounding area. For example, in 1957 retail sales in El Cajon were 50 percent greater than in La Mesa ($40 million as against $26 million). In 1957, per capita retail sales (all outlets) were $1,850 in El Cajon but only $1,140 in La Mesa. In San Diego County as a whole, per capita sales were approximately $1,100. The El Cajon marketing area undoubtedly included parts, if not all, of La Mesa. The construction of improved transportation facilities reduced the space-time ratio to the major marketing center of the urban region and ultimately changed the character of El Cajon. In 1962, just 5 yr and two freeways later, per capita sales (all outlets) were: Sand Diego County, $1,050; El Cajon, $1,430 (off $420); and La Mesa, $1,660 (up $520). Total retail sales increased 40 percent in El Cajon during this period (from $40 million to $57 million), but the community's role as a marketing area declined as competition from other areas increased with the expansion of the San Diego urban area.

This change of character becomes especially vivid when per capita sales are broken down into categories. For example, in La Mesa, general merchandise (department stores, etc.) increased from $29.50 in 1960 to $362.00 in 1962. This reflects the opening of the Grossmont Shopping Center and marks the beginning of a new era for La Mesa. But it marks the end of an old one for El Cajon. La Mesa has progressed at the expense of El Cajon. The location and environment in La Mesa, in connection with the merging of two freeways, made it a much more desirable location for a modern shopping center, and this one feature alone was enough to end the retail domination of El Cajon in the local area. El Cajon has a shopping center, but it is primarily a community shopping center and is not designed to attract customers from the surrounding areas.

In the future, it is most likely that these two communities will diverge even more. For example, the topography and location of El Cajon make it a fairly good prospect for future industrial development, and, in fact, the city has adopted a policy of encouraging industry. An area known as El Cajon Industrial Park has been set aside on the north of the community; light industry has developed to some extent along the freeway at the west of the city, and it seems likely that this trend towards an industrial orientation will continue. Because of topography, this sort of development is not feasible in La Mesa. If diversification of tax base were the primary goal of city government, El Cajon would make better progress than La Mesa.

Ecology and local government decisions have dictated a divergent course for La Mesa and El Cajon. Probably the freeway system played a major role in this development; its role of improving accessibility, reducing the space-time ratio, and reducing transportation costs most likely accelerated the suburbanization of both La Mesa and El Cajon. In neither case can the divergent roles be wholly attributed to the freeway; if a pre-existing propensity to develop in this manner is assumed, it may be concluded that the role of the freeway was to, at most, reinforce or strengthen that trend.

SUMMARY AND CONCLUSIONS

There is, then, a strong desire and hence, market for La Mesa homes that is absent in El Cajon. This fact, when coupled with the earlier approximation of a tendency toward benefit in La Mesa and toward damage in El Cajon would seem to substantiate the basic premise of the pilot study and provide justification for further efforts to develop a means of measuring relative demand so that adjustments can be made for location, as well as for time.

Aside from the major conclusion of the study, at least two significant warning signs were noted: (a) even in an area of generally beneficial influence a property may be severely damaged if it is isolated from other like properties which tend to generally support values, and (b) even in an area where demand is generally weak a property may be benefited if the possibility of a zone change to permit a more compatible and higher and better use exists. Each before and after appraisal should carefully note the possibility of either of these occurrences.

The pilot study utilized a monograph technique which is a method entirely unsuited to the presentation of evidence in court proceedings. The court would prefer the submission of sales evidence with sound documentation as background for any adjustments. Much data collection remains before such an adjustment can be made with confidence. It is suggested that two additional bits of information about each remainder sale might help significantly in the development of a measure of relative demand: (a) the original asking price for the subject property, and (b) the length of time that it was listed for sale. To be able to relate this period for purposes of measurement, however, some index of relative demand in the surrounding area must be provided. This could be accomplished by the development of an average listing period for control properties. A comparison of the listing period of the subject property with the average listing time in the area should permit an index of relative demand levels to be constructed.

It was mentioned earlier that many examples exist of properties which have enjoyed substantial special benefits. These properties are, almost without exception, those where an obvious change to a higher and better use has occurred as a result of the properties peculiar relationship with the adjacent highway. The relative demand index need not be developed in these cases. The problem properties are mainly in the residential class where no obvious reason exists for benefits or where damage amounts might be more than ordinary because of depressed demand in the surrounding area.

The investigations conducted during this pilot study clearly showed that damage-benefit appraisal is an art still in its infancy. The fact of damages or benefits is established in the market place as is the value of property in general but, unfortunately for the damage-benefit appraiser, this market place is nearly always an environment different from that in which he is working. The appraiser must exercise more than ordinary care in every partial acquisition situation to insure adherence to the concept of just compensation. In these instances, more than ordinary care would envisage a complete market analysis until such time as additional documentation can definitely establish a pattern of effect in the different market environments in which the appraiser must form his opinions.

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An Evaluation of Partial Taking of Property for Right-of-Way

BY THE
ECONOMIC RESEARCH DIVISION
BUREAU OF PUBLIC ROADS

Reported[1] by GEORGE V. BRODERICK, Economic Statistician, and FLOYD I. THIEL, Economist

Contrary to general public opinion, the partial taking of property for highway right-of-way usually has beneficial effects on the remaining property, according to the findings of the study of severance case records in the Bureau of Public Roads' files (bank). The information on the effects of the partial takings presented in this article is expected to be helpful to those concerned with the acquisition of right-of-way for highways—appraisers, negotiators, courts, and affected property owners.

As much background information as possible is needed to provide the basis for establishing a fair price for the purchase of right-of-way. To obtain this information, most State highway departments are conducting severance study programs and publishing the findings. Studies available and the effects of many partial takings reported to Public Roads by the States have been analyzed by the authors. From this analysis, it has been concluded that most property owners benefit from their encounter with highway departments.

Introduction

A MAJOR job facing builders of modern highways today is the equitable and timely acquisition of right-of-way. For several reasons, this task may be growing even more complex.[2] Controlled-access features of modern highways are placing more limits on abutters' rights. There is increasing competition for space, particularly in urban areas. And the problem is intensified by modern highway facilities needing wider rights-of-way.

Whether the task of acquiring right-of-way for highways is growing more difficult, there can be no doubt about the magnitude of this task. For the National System of Interstate and Defense Highways alone, a million and a half acres of land costing about $6.5 billion will be required by the completion date in 1972. Right-of-way acquisition in which the Federal Government participates is currently costing about $750 million a year—proposed State right-of-way programs for 1963, $685 million; for 1964, $757 million; for 1965, $870 million.

Severance Studies

To help assure that this money is being spent wisely, increasing use is being made of severance studies—case study analyses of the effect of taking part of a property for highway right-of-way. Such studies have been completed or are underway in 46 States, of which two-thirds have supplied information for inclusion in a central file or bank of cases that was established about 2 years ago (1961) in Public Roads. The States have supplied more than 1,200 case studies for this central file. The States have issued more than 1,500 individual case study reports, many of these are narrative reports or were made on State forms rather than on Public Roads forms.

Severance studies are intended to provide the information that will permit equitable payments to be made for property taken. By recording and analyzing the effect of partial taking of property for right-of-way in the past, severance studies make it possible to determine with more certainty the present and future effect of partial taking of properties for right-of-way. As more is learned about what happens to properties after part is taken for right-of-way, especially factors or characteristics that affect value, considerable savings in costs are expected to be realized. But severance studies obviously are not intended simply to reduce costs of right-of-way acquisition. Inadequate payments for right-of-way are fully as alarming to conscientious highway builders as excessive payments.

Summary

The findings presented in this article are tentative; they are only typical of the cases analyzed and are not representative of *all* cases. The tentative findings may change when more cases become available for analysis.

The high cost of right-of-way, more than a billion dollars a year, and the need at the same time to provide just compensation when acquiring right-of-way, provide a strong momentum for examining past experience to learn what general truths might be useful for right-of-way acquisition in the future. By organizing and making available in usable form the experience gained in highway acquisition, severance studies offer a way of correcting certain overpayments as well as the relatively few underpayments for highway right-of-way. Many State highway departments are now enjoying this benefit as the result of their own severance studies. In addition to this use of severance studies, which must be regarded as their primary purpose, findings from analyzing a collection of cases can be expected to provide some guidelines for right-of-way acquisition in the future. Although information in the Public Roads' bank of cases does not now permit formulas to be developed to predict the experience owners will have with their remainder parcels, some tentative observations can be made, as follow:

(1) The recovery rate for cases in the Public Roads' bank tends to be more than 100 percent, the median is 138 percent.

(2) Certain characteristics tend to be associated with a higher-than-average recovery rate. These include: nearness to an interchange, a sale after some period of time (e.g., more than a year) after the taking, a vacant rather than a residential land use before the acquisition, and full visibility of the highway from the remainder.

(3) When the simultaneous effect of several factors acting in combination was analyzed by multiple regression, the most influential factors were: a change in land use, time elapsing from acquisition to sale, travel distance to new highway, type of remainder, and nearness to an interchange.

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[1] Presented at the 43d annual meeting of the Highway Research Board, Washington, D.C., January 1964, under the title of *Highway Severance Damage Studies—Some General Findings.*

[2] For a brief discussion of the growing complexity of right-of-way acquisition, see *An Editorial*, Right-of-Way, vol. 10, No. 8, October 1963, p. 5.

(4) The owner is being made whole in four out of five cases.

(5) Property owners who lost generally had lost very little. Gains ranged from small amounts to fantastically large gains.

(6) Owners of residential properties are more likely to experience losses than owners of land in other uses. Gains are often associated with vacant remainders.

(7) Damage payments made to owners of vacant parcels often are unrealistically high. Experience suggests that high damage payments for vacant properties partially taken should receive close scrutiny in the future.

Benefits of Severance Studies

Many of the benefits to be derived from severance studies are already being realized. These studies help assure the proper spending of tax money for right-of-way purposes; they make available information relevant to the takings. This information is needed by appraisers and negotiators, the courts, and affected property owners, if the State's purpose to buy right-of-way property at a fair price is to be accomplished.

Analysis to supply experience in similar situations—the purpose of individual severance studies—is the traditional approach employing data for comparable situations, which has been used successfully by appraisers. Ordinarily, the best sources for comparable information in taking situations are studies completed within the State, and most States do rely on data obtained from such cases. For unusual situations—takings involving special purpose properties—the Public Roads' bank can be searched for comparable takings. The procedure for requesting a search is described on page 93 of the *Manual for Highway Severance Damage Studies*, and the type of data that can be obtained is shown in table 1.

A fairly common result of severance investigations shows that (1) after a partial taking for right-of-way, the adverse effect on remaining land parcels is often much less drastic than feared or (2) the remainder parcel receives a significant benefit. Thus, these studies can be useful in keeping affected individuals and the general public informed.

Collection of cases

Collecting severance cases offers opportunities for analyzing these cases. Although the data reflected in the bank of cases cannot be considered typical for all highway takings, the data that can be assembled permit some interesting and perhaps valuable comparisons. Although there are now about 1,250 cases in the bank, cases are not usable for analysis until they have been edited and checked. The number of usable cases for different comparisons varies. For example, more than 900 cases can be used to compare the per acre value at the time of the highway taking with the per acre value of the remainder that is sold, and the 650 cases in the bank for which the entire remainder has been sold provide a good indication of the extent to which the *owner was made whole* or, in a very general way, whether just compensation was provided.

Recovery Rate Experience

The recovery rate for a highway-severed parcel is obtained by dividing the value per acre (or per square foot) of part or all of the remainder that has been sold by its value at the time of the taking. A recovery rate of more than 100 percent means that the remainder has increased in value. As the recovery rate can be determined when any part of a remainder is sold, this type of comparison ordinarily can be made for a case as soon as any portion of the remainder has been sold.

Because of the extremely high recovery rates for some remainder parcels, simple arithmetic averages may not be a satisfactory summary measure of the typical recovery rate for severed parcels in the bank at the present time (1963). Median values provide another way of summarizing the overall recovery rate. As a median is a middle value with half of the cases above and half of them below, those remainder parcels having extremely high recovery rates do not have such a noticeable effect on median values as on average values. The median recovery rate for cases in the bank at the end of 1963 was 138 percent. About 75 percent of all cases showed a recovery rate of more than 100 percent, as shown in figure 1. Some 7 percent of the cases showed a recovery rate of more than 1,000 percent, and 25 percent of the cases showed a recovery rate of less than 100 percent.

In addition to considering recovery rates reported for all cases in the bank, rates have been compared according to (1) time of the sale, (2) land use before the taking, (3) type of highway involved, (4) visibility from remainder parcel, and (5) location of the parcel in relation to an interchange.

Table 1.—Comparison of principal characteristics of property and comparable property

Item	Subject parcel	Comparable sale
Land use before	School	Elementary school.
Land use after (expected)	(School)	Retail.[1]
Size before	10 acres	11 acres.
Size after	8 acres	8 acres.
Highway characteristics	Interstate.	Interstate.
Value before	$70,000	$90,000.
Value of portion acquired	$20,000	$18,000.
Estimated benefit (+) or damage (−).		−$15,000.
Estimated remainder value.		$36,000.
Sales price of remainder		$60,000.
Effect of taking		+$38,000.

[1] Although the elementary school was expected to continue as a school, the use changed to retail soon after the taking. In this case, which is recorded in the Bureau's bank, dollar amounts have been rounded to the nearest hundred.

Time of sale

Whether the time at which a remainder parcel sells has any effect on the recovery rate has been the subject of considerable speculation. The effect of time is of interest because it has a bearing on the validity of the comparison between before values and after values. If a sale occurs soon enough after the taking, the highway effect is revealed by simply comparing the before value with the value shown by the sale.

The effect of time on recovery rates of cases in the bank is very noticeable. Remainder parcels that are sold a year or more after the time of the taking tend to have higher recovery rates. As can be seen in figure 2, parcels that were sold within a year's time had a lower rate of recovery. A third of the parcels that were sold within the first year had a recovery rate of less than 100 percent. For parcels sold more than 3 years after the highway taking only 12 percent had a recovery rate of less than 100 percent. Nearly 60 percent of the land parcels that were sold more than 3 years

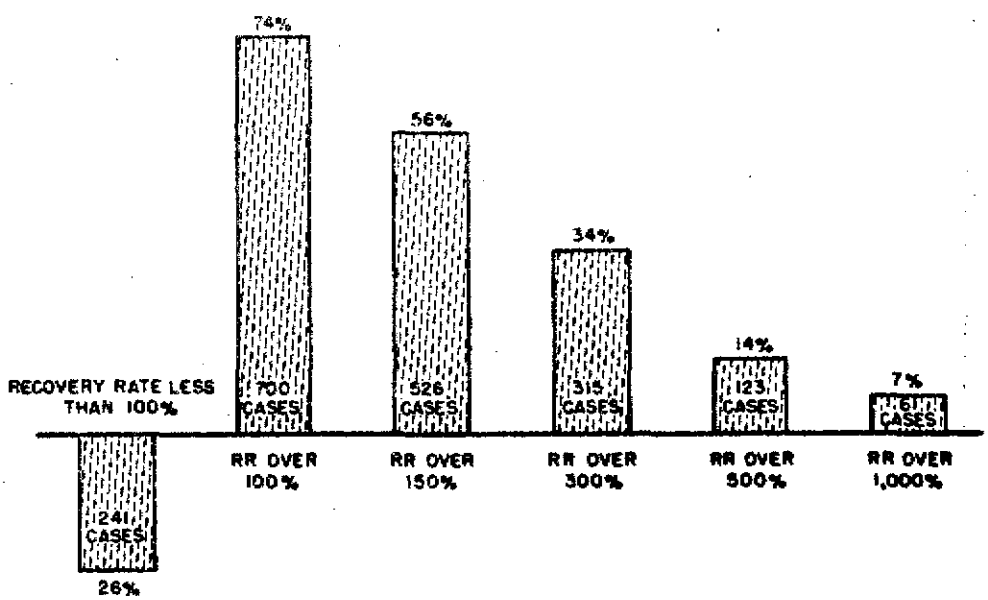

Figure 1.—Land value recovery rates—overall recovery rates by number and percentage of cases.

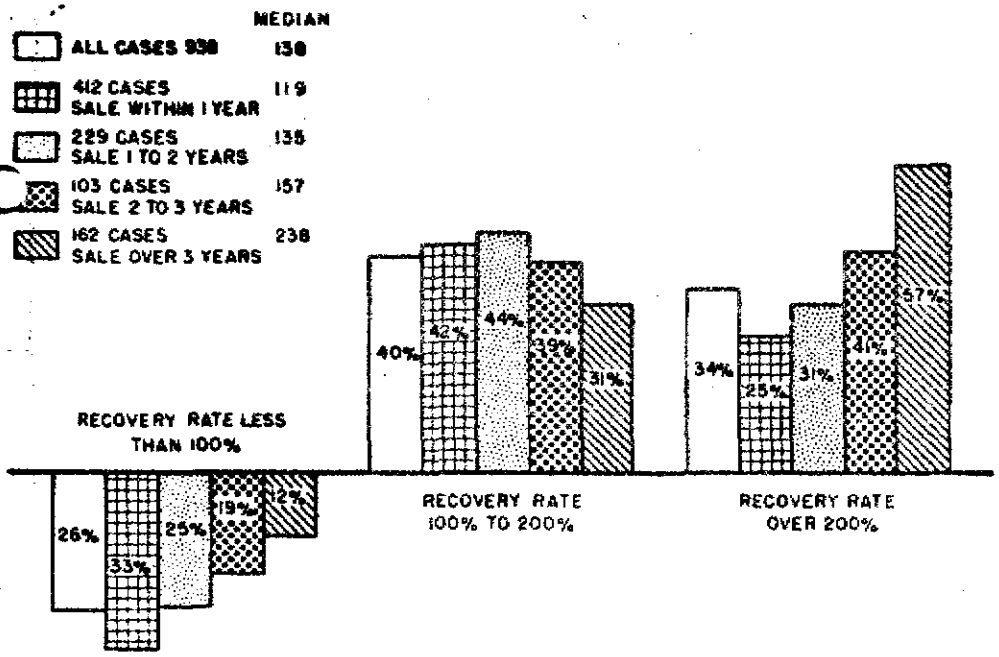

Figure 2.—Land value recovery rates by time from acquisition to sale—unadjusted for general land value changes.

after the highway taking had a recovery rate of more than 200 percent, and about 15 percent had a recovery rate of 1,000 percent or more. In contrast, only about 25 percent of the land parcels that were sold within the year of the taking had a recovery rate of more than 200 percent; 4 percent had a recovery rate of 1,000 percent or more.

The median recovery rates for parcels sold at different lengths of time after the highway taking emphasize the effect of time. The median recovery rate for property sold within 1 year was 119 percent; for property sold between 1 and 2 years after the taking, 135 percent; for property sold between 2 and 3 years after the taking, 157 percent; and for property sold more than 3 years after the taking, 238 percent. This is shown in figure 2. These median recovery rates adjusted for general land value increases (an average annual increase of 7 percent was used) are still spectacular: 115 percent, 121 percent, 129 percent, and 155 percent, respectively. Thus, it appears that land values of affected parcels tend to appreciate in value considerably faster than is true for land values generally. Eventually, when enough cases are available for analysis, it may be possible to limit the comparison to cases where the remainder is sold very soon after the acquisition. Such a comparison would generally exclude the general land value increase occurring over a period of time and leave only the highway effect. With such a simple before and after comparison, the effect of characteristics other than time (e.g., type of land use, type of highway system) should become more easily distinguished.

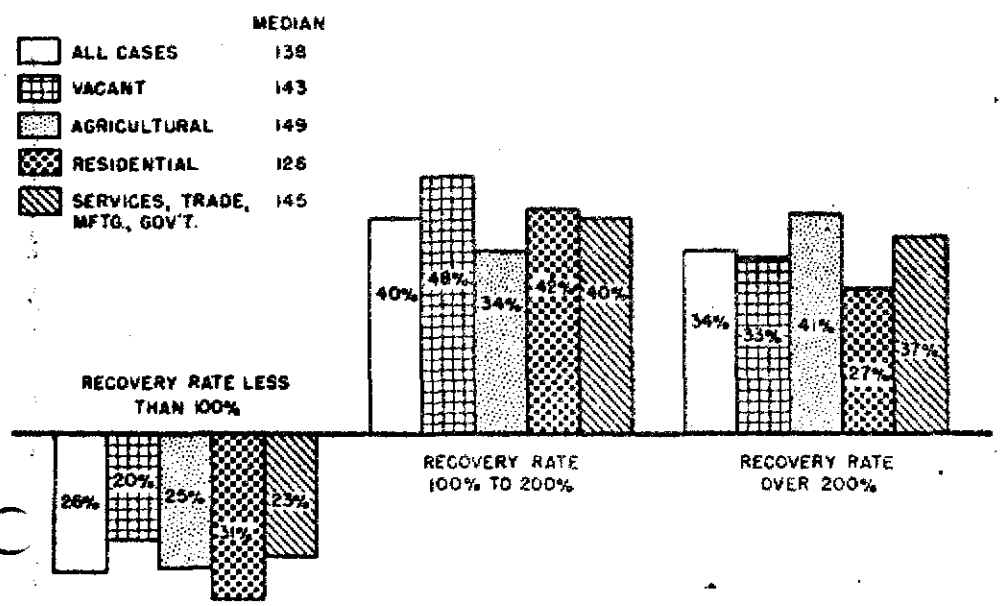

Figure 3.—Land value recovery rates by land use at the time of acquisition.

Another characteristic that appears to have an effect on the recovery rate is the use that the land was put to at the time of the highway taking (fig. 3). The median recovery rate for residential property, for example, is about 126 percent compared with a median recovery rate for all cases of 138 percent. The other land uses—vacant, agricultural, and a combination of services, trade, manufacturing, and government—had recovery rates of 143 percent, 149 percent, and 145 percent, respectively. The relatively poorer recovery rates for residential property is highlighted by the bar charts in figure 3. For example, only 27 percent of the residential property remainders had a recovery rate of 200 percent or more, and 31 percent of the residential property had a recovery rate of less than 100 percent.

Type of highway system

Another comparison, by type of highway system, shows some differences that may be attributable to whether the remainder parcel was located on an Interstate highway, a Federal-aid primary highway, or a Federal-aid secondary road. The median recovery rate for remainder parcels along Interstate routes is about 140 percent, slightly higher than the median recovery rate (138 percent) for all cases in the bank. The recovery rate is about 132 percent along Federal-aid primary highways, and about 135 percent along Federal-aid secondary roads.

In addition to somewhat higher recovery rates, for remainder parcels along the Interstate System more large gains and more losses have been experienced than for parcels along other highway systems. As shown in figure 4, about 35 percent of the remainder parcels located along Interstate Highway Systems have had recovery rates of more than 200 percent. This is a slightly larger portion of parcels than the remainder parcels located along Federal-aid primary systems and Federal-aid secondary systems. At the same time, about 30 percent of the remainder parcels located along the Interstate System have had recovery rates of less than 100 percent, compared with about 24 percent of the remainders along the Federal-aid primary system and 26 percent of the remainders along Federal-aid secondary systems, which had recovery rates of less than 100 percent. Whether the recovery rates along Interstate routes will continue at the same level when more cases are available to analyze is not clear. Perhaps the overall recovery rates for remainder parcels along Interstate routes will be more spectacular than for remainder parcels located along other types of highway systems.

The higher-than-normal recovery rates along Interstate routes might be expected, but it may be that recovery rates for many parcels located along the Interstate route will be lower than for parcels located on other types of highway systems because of the lack of direct access to the Interstate System. However, the contrast between Interstate and non-Interstate recovery rates is sharper

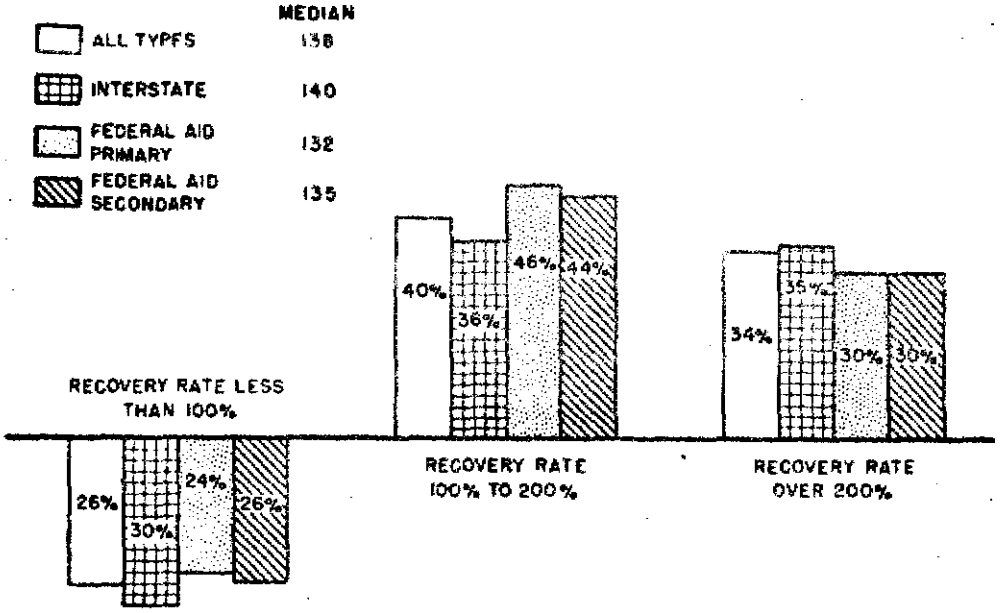

Figure 4.—Land value recovery rates by type of highway system.

at the upper range of recovery rates than it is at the lower end. Thus, the recovery rates along the Interstate System are distinguished from those for other highways primarily by the high recovery rates; when recovery rates are low along the Interstate System, the rates are only slightly different from those along other types of roads.

Visibility from the remainder

The States that are sending severance cases to the Public Roads' bank are providing information as to whether the highway is visible from the remainder parcel. Most of the time full visibility means that the property is also visible from the highway. Tentative analysis of the recovery rates by visibility shows some interesting differences, though it is not now possible to tell just how significant these differences are. The median recovery rate for parcels from which the highway is fully visible, for example, is 145 percent, compared with a recovery rate of 133 percent for parcels from which the highway was partially visible, and 117 percent for parcels from which the highway could not be seen. This is shown in figure 5, along with the median recovery rate for all cases—138 percent. Also, 37 percent of those remainder parcels from which the highway could be seen fully had a recovery rate of more than 200 percent, but only about 21 percent of the remainder parcels from which the highway could not be seen had such a high recovery rate.

As noted earlier, the significance of the recovery rates cannot be fully discerned at this time; however, the claims that are oft made about the undesirable appearances ar effects of modern highway improvemen have seldom been substantiated. Apparent the market does not discount the value property from which the highway can be see On the contrary, property from which tl highway can be seen appears to fare bett in the market place than property from whi the highway is not visible.

Interchange effects

What happens around interchanges is d picted in figure 6. Approximately one-fourt of the 900 plus cases used in this analys were located within a half mile of an inte change, a distance often used to distinguis between interchange and noninterchange area The recovery rate of parcels located within half mile of an interchange is generally bett than the recovery rate for parcels locate farther away from an interchange. For e ample, the median recovery rate for parce located near interchanges was about 164 pe cent compared with 131 percent for parce located away from the interchange. Als more of the interchange properties had hig recovery rates than was true for parcels l cated away from the interchange. Near half of the parcels located within a half mil of an interchange had recovery rates of mor than 200 percent.

Multiple Regression Analysis

In analysis of the recovery rates of highway severed remainders, an examination of the in fluence of several factors taken one at a tim generally has been relied upon. In the inves tigation described here, a start has been mad to determine the simultaneous effect on th recovery rate of several factors, acting in com bination, and to measure the relative strengt of each of the factors. For this analysis, th technique of multiple regression has been used

When the simultaneous effect on the recov ery rate of several factors acting in combina tion was studied, the most influential facto were (1) change in land use, (2) time elapsin from acquisition to sale, (3) travel distance t the new highway, (4) type of remainder (land locked, isolated, or separated), and (5) near ness to interchange. For one of the groups c cases studied, a coefficient of multiple correla tion of 0.86 was obtained, indicating that 7 percent of the total variation in the recover rate was explained by the combined effect o the several independent factors used in th analysis. Additional and more refined anal ysis of this kind is planned for the future.

Are Public Roads' Cases Typical

As many of the States supplying informa tion about remainder parcels do not report o all remainder parcels in the State or on representative sample of them, some questio may exist as to whether the cases in the Pub lic Roads' bank are typical of partial takin in general. Although there appears to be n definitive test that would answer this que tion, a check can be made to compare th findings from the bank as a whole with th

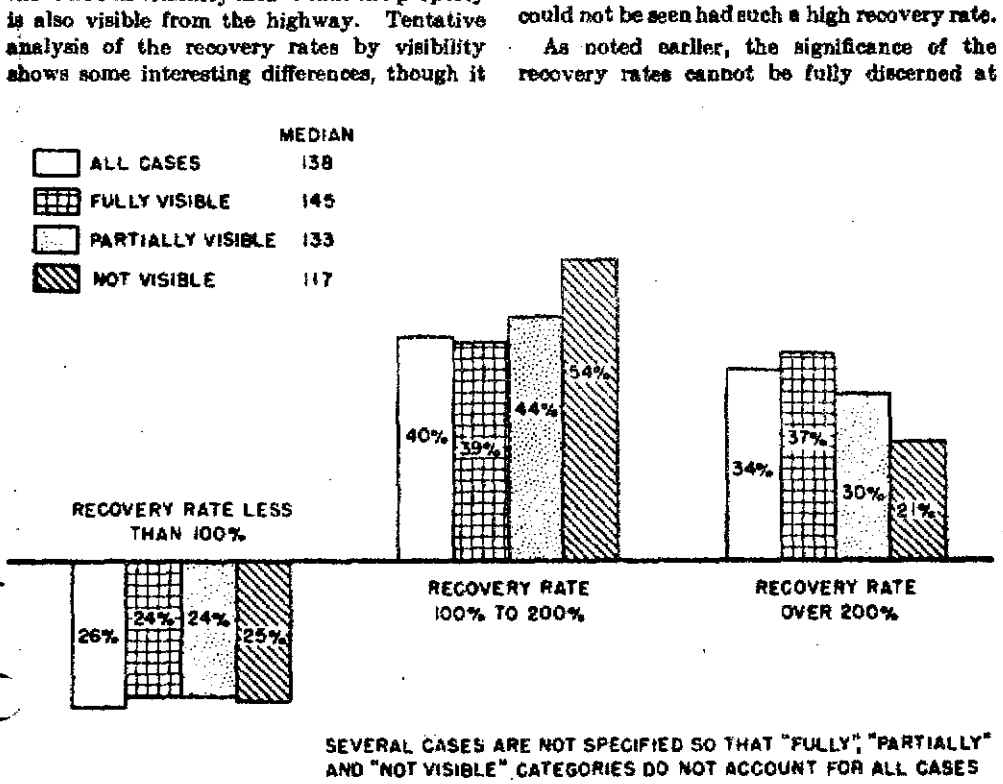

Figure 5.—Land value recovery rates by visibility of highway from remainder.

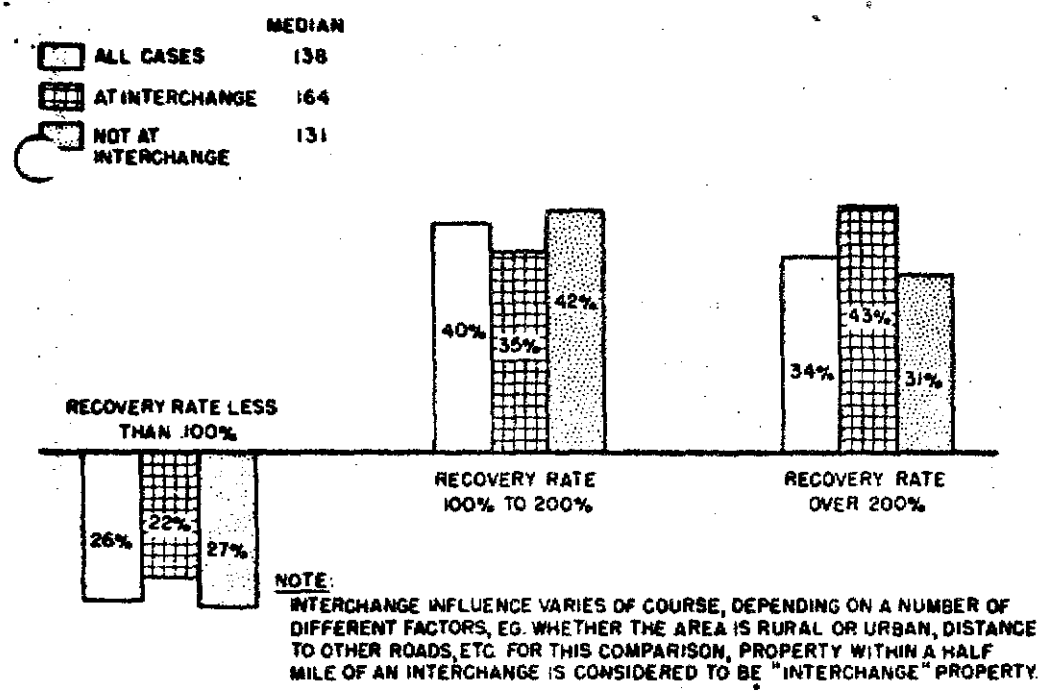

Figure 6.—Overall land value recovery rates by nearness to interchange.

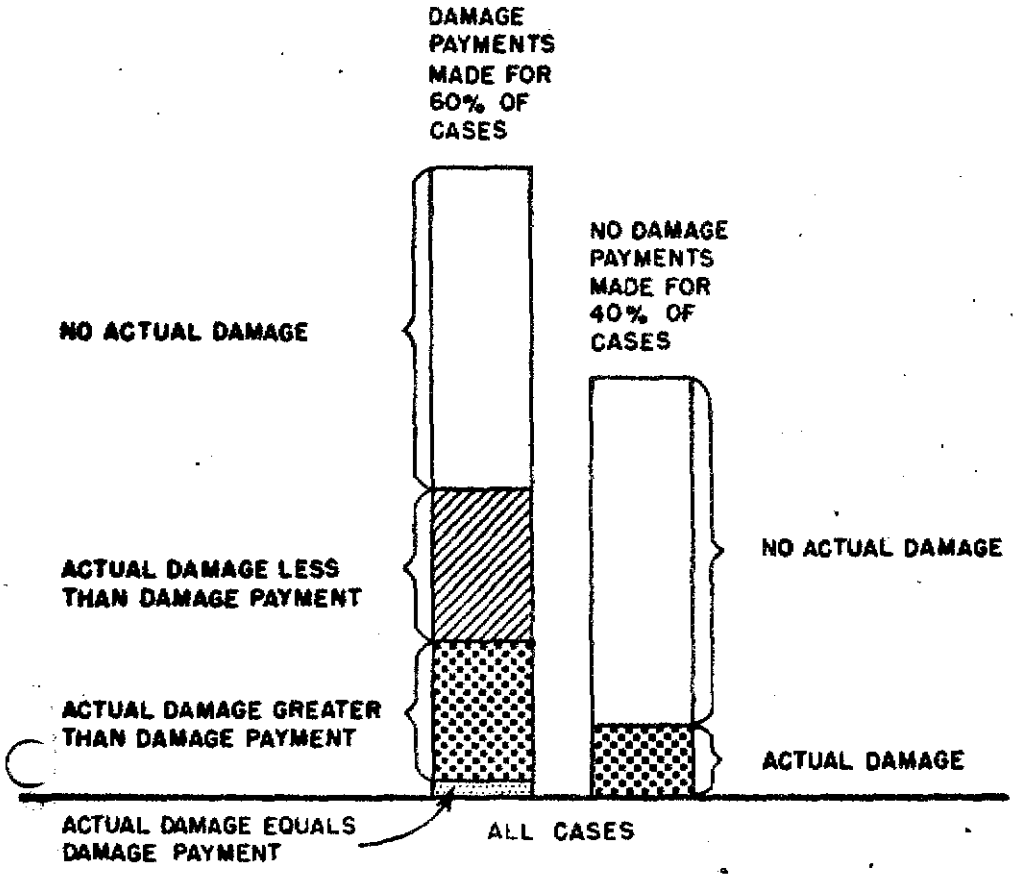

Figure 7.—Comparison of damage payments with actual damages.

findings from a State that is supplying information about all remainder parcels that have been sold. This has been done. Findings for all cases in the bank have been compared with those of the approximately 400 California cases, which are in the bank.

The findings for all cases compare fairly closely with those based solely on California cases. For example, the median recovery rate reported for California cases is about 142 percent compared with 138 percent for the entire bank. The comparison was made between findings from California cases and all cases, rather than between findings from California cases and all non-California cases, primarily for convenience. It seems fairly obvious that the differences between data in California and non-California cases would be slightly greater than those between California cases and all cases. Properties located within a half mile of an interchange had a median recovery rate in California of 166 percent, compared with a recovery rate of 164 percent for the bank as a whole. The percentage of cases reported by California for which the property was located within a half mile of an interchange—about 25 percent—agrees generally with the percentage of all bank cases in which the property was near an interchange—about 29 percent. Thus, it appears that there are similarities in the effects reflected by the California cases and the total effects reflected by those in the bank, except that the recovery rates in California are slightly higher than the recovery rates in other States.

Extent to which the Owner is Made Whole

Whether the owner is made whole can be determined by comparing before and after property values. When a State takes part of an owner's property for highway right-of-way, and then after a period of time the owner sells the entire remainder, it can be said that all the results are in for that owner and for that property. The appraised value of the entire tract before the taking is known; the payments made by the State to the owner for the property taken, as well as for any expected damages to the remainder, are known; and the sale price of the entire remaider is known. It is then possible to determine whether the owner was damaged or benefited, and the extent of the damage or benefit can be determined.

A before and after examination of the 650 cases in the Public Roads' bank in which the entire remainder was sold reveals the extent to which owners of property partially taken for highway right-of-way were made whole—that is, whether affected property owners were placed in as good a financial position as they would have been had their property not been taken. To measure the effects of the partial taking of property for each of the 650 cases selected, the value of the entire property (including improvements) before the taking was compared with the total amount the owner received from the property; that is, for the property taken, for damages to the remainder, and from the sale of the entire remainder.

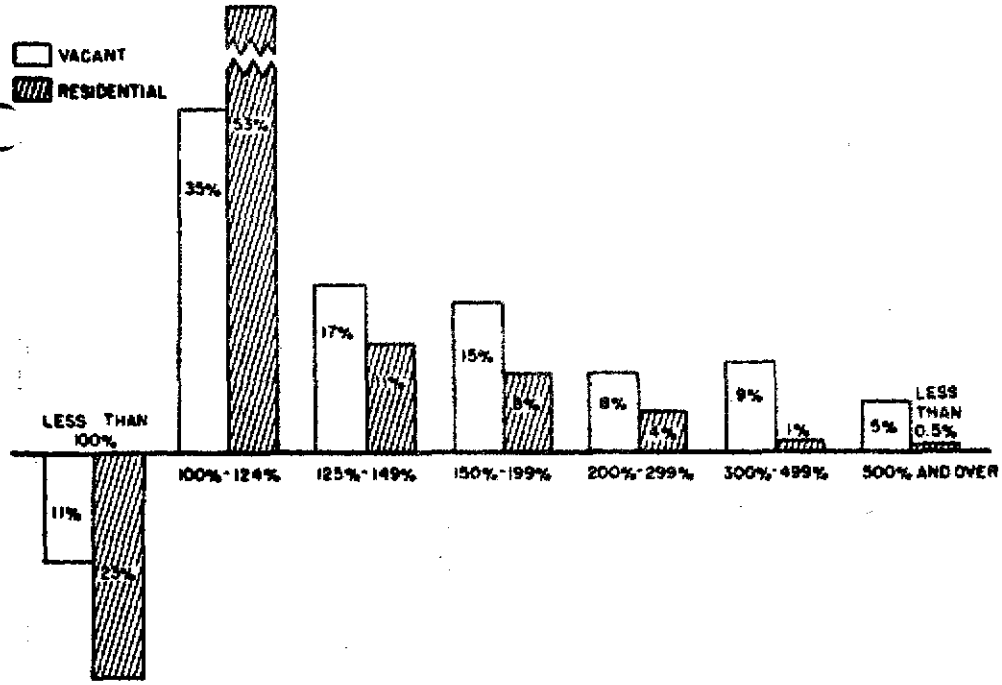

Figure 8.—Percentage distribution of value received as percent of value by before land use, vacant and residential.

APPRAISED BEFORE VALUE ENTIRE TRACT (INCLUDING IMPROVEMENTS)	$14,977,800
PAYMENT FOR PROPERTY TAKEN (EXCLUDING DAMAGES)	4,011,600
PAYMENT FOR DAMAGE TO REMAINDER	1,563,600
TOTAL PAYMENTS BY STATE	5,575,200
SALE PRICE OF ENTIRE REMAINDER	15,311,500
TOTAL RECEIPTS OF PROPERTY OWNERS	$20,886,700

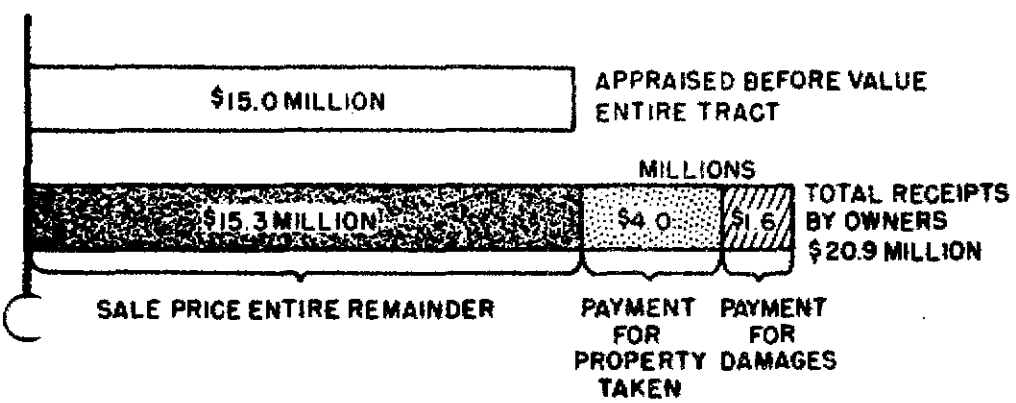

Figure 9.—Comparison of total appraised value before with total payments received by owners.

For the cases analyzed, four out of five property owners received either adequate compensation or more. The remaining 20 percent of the property owners ended up with less money after the highway taking than they had in property before the highway improvement. The median value that the entire group of 650 property owners received was 112 percent of the before value of their property.

Damages—Estimated and Actual

For the 650 cases analyzed, damage payments were made to the owners of 60 percent of these properties; the remaining 40 percent received no payments. Examination of the experience of owners receiving damage payments revealed that half of the recipients actually sustained no damage at all, and one-fourth of the recipients of damage payments suffered less actual damage than they were paid for. A fifth of all recipients of damage payments received less in damage payments than the cost of damage they actually sustained. Of the owners who received no damage payments, more than four-fifths experienced no actual damage and the remaining fifth suffered actual damage. Thus, for both groups, about one owner in five suffered a loss as the result of an under payment of damages or the nonpayment of damages. Highway officials are, of course, just as concerned about property owners receiving inadequate compensation as they are about apparent overpayment of damages: The goal is to make the owner whole. A comparison of these findings is presented in figure 7.

Damage Payments Compared to Total Payments

It is of interest to compare the proportion of total State payments accounted for by damage payments for selected categories of partial taking cases with total combined payments for all cases. Using total combined payment figures, damage payments accounted for 28 percent of total payments made by the States for right-of-way acquisition. However, for vacant land nearly half the cost of acquisition was accounted for by damage payments.

Why damage payments are so high for vacant land remainders in contrast to the higher-than-average recovery rates for vacant property is somewhat perplexing. The result is that owners of vacant land have been treated better than owners of other types of property. For example, owners of vacant land had receipts amounting to 129 percent of the before value of their property compared with 107 percent for owners of residential properties. This contrast in value received as a percent of before value as between vacant parcels and residential parcels is highlighted by figure 8. Owners of vacant parcels had fewer losses than residential property owners (11 percent versus 23 percent). And, a much higher proportion of owners of residential than of vacant properties experienced relatively small gains over the before value. It

s clear that owners of vacant properties generally fared better than residential land owners.

At least a partial explanation of the more favorable after-taking experience of owners of vacant land is given by still another finding from the bank. A comparison of the uses of remainder parcels at the time they were sold, with their uses at the time of the taking, revealed that nearly a third of those parcels vacant at the time of taking had shifted to higher uses by the time the parcel was sold. By contrast, less than a tenth of residential parcels had shifted to higher uses by the time they were sold. In view of these findings, it appears that the acquisition of vacant land offers a good chance for improvement in the pursuit of the goal of making the owner whole.

Total Values Compared

The experience of individual owners following the partial taking of their property for highway right-of-way has been examined and presented in the form of frequency distributions, percentage distributions, and medians. Now, the total experience of affected owners, obtained from examination of the entire bank of partial taking cases in which the entire remainder was sold, and the experience of different groupings of these owners is discussed. The total of the appraised before values of the properties of the 647 owners was $15 million. The owners of these properties were paid a total of $4 million for property taken (exclusive of damage payments) and $1.6 million in damage payments. Finally, these owners sold their remaining property for a total of $15.3 million (fig. 9).

If these figures are adjusted for the general increases occurring in land values, the expected total market value is $10.2 million. A comparison of this very rough estimate of the expected total market value of the remainders at the time of sale with the actual total sale price gives a rough idea of the extent of land value increases and/or overpayments for damages. Remainders that might have been expected to sell for $10.2 million were sold for $15.3 million. This is an oversimplification because some State laws do not permit the use of benefits to offset the cost of taking or against damages to the remainder. Thus, even after considering a general increase in land values, the total receipts of affected owners were considerably higher than the total before value of their property.

This finding of large total receipts, of course, should in no way be understood to imply that severance damages should not be paid. Two out of five affected owners did actually suffer damage. One of these received either insufficient payments or no damage payments. In fact, the only purpose served by this kind of total analysis is to indicate the outside theoretical limits of the improvement that might be made in the awarding of damages to owners of highway-severed properties. However, it appears that very careful consideration should be given to the offsetting of benefits against damage payments where appropriate, and to the offsetting of benefits against payments for property taken where appropriate and where State law permits.

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