

# Parcel Analysis





## **Corridor Parcel Analysis - Summary Statistics and General Conclusions**

All information and conclusions are based upon the available information, and are subject to change as additional and more refined right-of-way information becomes available.

In no case does any of this work represent an opinion of market value of any tract, nor can this information be utilized to develop an opinion of value without additional research and analysis. In no way can any of this information be construed as a USPAP compliant report of market value.

Only the public golf course (Tract #4) and the YMCA (Tract #177) are considered to be in their highest and best use throughout the planning horizon for this project. All other tracts are considered to be in a transitional use. However, current use is evaluated for purposes of assessing impacts from this proposed configuration, particularly with regard to accessibility.

There are an estimated 38 Total Takings with approximately 36 potential relocations. Most of these are tracts with uneconomic remnants after the acquisition, or where parking is severely impacted, or where existing improvements are impacted.

There are approximately 100 tracts with little to no direct impact from the proposed configuration.

Approximately 70 other tracts are impacted, but probably not to an extent that constitutes a total taking.

There are four areas identified within the project area that merit special consideration as redevelopment areas. These are:

1. Southeast quadrant of US-54 & 159<sup>th</sup> Street. This area generally stretches from 159<sup>th</sup> Street to Onewood, and from Clyde to US-54. There are a number of impacts to improvements and changes in accessibility in this area that may require assemblage and redevelopment.
2. Northwest quadrant of US-54 & Andover Road. This area generally stretches from US-54 to the proposed reverse-access road, and from the edge of Lots #54 and #56 to Andover Road. There are direct impacts from takings under the proposed configuration, but the larger impact is the need to completely redesign the accessibility to this entire quadrant.
3. Southwest quadrant of US-54 & Andover Road. This area generally stretches from Allen to Andover Road, and from Cloud to US-43. Impacts to existing improvements along US-54 and the need for access control along Andover Road will mean significant changes in traffic circulation and accessibility in this area.
4. The eastern end of the project from Yorktown to Prairie Creek Road on the north side of US-54 to the proposed reverse-access road. There are significant numbers of total takings in this area due to uneconomic remainders that will require assemblages and new traffic circulation patterns.

It is recommended that, for these areas of special consideration, full redevelopment strategies be developed – complete with marketing elements and implementation plans. It is suggested that real estate brokerage/appraisal/development firms be surveyed for their interest in a public-private partnership with the City of Andover. It is suggested that this shared risk/shared reward model will result in a great deal more exposure to a national pool of investors, and that the success of such implementation efforts will depend upon such partnerships.

## Corridor Parcel Analysis - Assessment of Impact

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
1	3093002003023000	Hi	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? YES
			Total Taking? YES
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? YES
			Highest and Best Use impacted by proposed configuration? YES

The proposed reverse access road, due to the necessary offset and corresponding access control, will result in commercial traffic into what is now a residential area. The access control necessary will result in very limited accessibility to this parcel. Assemblage and redevelopment into a larger parcel will almost certainly be required. Mitigations in the form of noise and visual screening may be required to buffer this area from the residential area to the south.

2	3041903001007010	Moderate	
			Directly impacted by mainline takings? YES
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? YES
			Highest and Best Use impacted by proposed configuration? NO

This parcel currently includes an access control break on US-54 highway, which is located on the narrow strip that is the easternmost portion of the tract. This access control break does not comply with the current Corridor Master Plan between City and KDOT, nor will it be workable under the proposed configuration. Accessibility needs will be dictated by the land uses proposed as well as proposed site configuration (development plan). Access control requirements along the proposed frontage roads, as well as along 159<sup>th</sup> Street should be ascertained prior to approval of any development plan. Negotiations over development plans should include reservation of rights of way, closure of all non-conforming A/C breaks, and internal circulation streets.

3	3093002003004050	Moderate	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		POSSIBLE

Accessibility to Firework's stand will have to be reconfigured to reverse access road. Access control requirements along the proposed frontage roads, as well as along 159<sup>th</sup> Street likely along all frontage. Highest and best use may be impacted by site circulation issues, and HBU may be in combination with Tracts 1 (to restore accessibility) and Tract may be required in order to create a developable tract with sufficient accessibility and on-site traffic circulation capacity.

4	3041903001001000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this public golf course (NEPA 4f resource) have been avoided. If the alignment were to shift north, it could impact this property and trigger NEPA clearance requirements.

5	3093002003024000	Moderate	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		YES

The proposed reverse access road, due to the necessary offset and corresponding access control, will result in commercial traffic into what is now a residential area. The accessibility to this particular tract does not change; however, assemblage and redevelopment into a larger parcel will almost certainly be required. Mitigations in the form of noise and visual screening may be required to buffer this area from the residential area to the south.

**Tract #**                      **Parcel ID #**                      **(Hi, Mod, or Low)**

6	3041903001007020	Moderate	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		NO

This parcel is currently undeveloped, and should be considered transitional. Accessibility needs to the proposed frontage road, or to relocated Onewood Drive will be dictated by the land uses proposed as well as proposed site configuration (development plan). Access control requirements along the proposed frontage roads, as well as along Onewood should be ascertained prior to approval of any development plan. Negotiations over development plans should include reservation of rights of way, closure of all non-conforming A/C breaks, and internal circulation streets.

7	3093002003025000	Moderate	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		YES

The proposed reverse access road, due to the necessary offset and corresponding access control, will result in commercial traffic into what is now a residential area. The accessibility to this particular tract does not change; however, assemblage and redevelopment into a larger parcel will almost certainly be required. Mitigations in the form of noise and visual screening may be required to buffer this area from the residential area to the south.

8                    304190300504800R                    Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

It appears that the highest and best use of this parcel is as buffer space (or other public use) both before and after the freeway concept. The current concept does not appear to impact this tract.

9                    3093002003004060                    Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	POSSIBLE

Accessibility to this tract will have to be reconfigured to reverse access road. Access control requirements along the proposed frontage road possible along all frontage. Highest and best use may be impacted by site circulation issues, and HBU may be in combination with Tract 3 or 17 (creation of a larger parcel).

10                    3041903005045000                    Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
11	3093002003026000	Moderate	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? YES
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? YES

The proposed reverse access road, due to the necessary offset and corresponding access control, will result in commercial traffic into what is now a residential area. The accessibility to this particular tract does not change; however, assemblage and redevelopment into a larger parcel will almost certainly be required. Mitigations in the form of noise and visual screening may be required to buffer this area from the residential area to the south.

12	3041903005046000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

13	3093002003027000	Moderate	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? YES
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? YES

The proposed reverse access road, due to the necessary offset and corresponding access control, will result in commercial traffic into what is now a residential area. The accessibility to this particular tract does not change; however, assemblage and redevelopment into a larger parcel will almost certainly be required. Mitigations in the form of noise and visual screening may be required to buffer this area from the residential area to the south.



14	3041903005042000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

15	3093002003028000	Moderate	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		YES

The proposed reverse access road that will restore accessibility to the commercial lots to the north of this parcel does not directly affect this parcel, but proximity of commercial traffic to possible future residential use may impact market value. Mitigations may include screenings (plantings) for noise reduction and enhanced aesthetics.

16	3041903005030000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

**Tract #**                      **Parcel ID #**                      **(Hi, Mod, or Low)**

17            3093002003004020                      Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	POSSIBLE

Accessibility to this tract will have to be reconfigured to reverse access road. Access control requirements along the proposed frontage road possible along all frontage. Highest and best use may be impacted by site circulation issues, and HBU may be in combination with Tract 9 (creation of a larger parcel).

18            3041903005031000                      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

19            3093002003029000                      Hi

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	YES
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	YES

The proposed reverse access road results in uneconomic remnants, indicating a likely total take. It would be advantageous to arrange for the early acquisition of this parcel – or accept it as dedication through a platting process, in order to avoid paying damages to structure(s) and relocation expenses.

20      3041903005032000      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

21, 23, 25      3093002003004070      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Three recently platted parcels under common ownership at the time of this analysis. Impacts by this proposed configuration are minimal to nonexistent. If, however, the reverse access road contemplated to the west were to be extended across the Fourmile Creek drainage to provide access to Clyde at Verna Street, then impacts to these three parcels could be felt.

22      3041903005033000      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

**Tract #                      Parcel ID #                      (Hi, Mod, or Low)**

24                      3041904003001020                      Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Future accessibility needs (including alignment of proposed side road) will be dictated by the land uses proposed as well as proposed site configuration (development plan). Access control requirements along the proposed frontage road should be ascertained prior to approval of any development plan. Negotiations over development plans should include reservation of rights of way, closure of all non-conforming A/C breaks, and internal circulation streets.

26                      3041904015004000                      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

27                      93002003004000                      Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	POSSIBLE
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

**Accessibility to this tract may have to be reconfigured to reverse access road. Access control requirements along the proposed frontage road possible along all frontage. Takings for the FRONTAGE road and the proposed side road will impact improvements and will impact the highest and best use. Non-residential relocation is likely to be required if land use does not change.**

28      3041904015003000      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

29      3093002003005000      Mod

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	POSSIBLE
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	POSSIBLE

Proposed configuration of reverse access road may result in a total taking of this parcel.

30      3041904015002000      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
31	3093002003003000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

32	3041904003002000	Hi	
			Directly impacted by mainline takings? YES
			Directly impacted by proposed side-roads? NO
			Total Taking? YES
			Likely Relocation? YES
			Accessibility impacted by proposed configuration? YES
			Highest and Best Use impacted by proposed configuration? YES

The proposed configuration leaves an uneconomic remnant that most likely cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with only contributory value to a larger parcel remaining after acquisition. Highest and best use after acquisition is most likely assemblage for development purposes.

33	3093002003002000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

34      3041904003003000      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

The proposed configuration does not impact this parcel, which likely has only contributory value to a larger parcel both before and after acquisition.

35      3093002002003000      Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	POSSIBLE
Likely Relocation?	POSSIBLE
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

Access to the proposed frontage road will have to be carefully analyzed. The acquisitions proposed for this configuration may create setback problems and/or parking problems under current zoning. Acquisition of additional ground (from Tracts 31 and 33) to overcome these challenges may be required. If redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary “swaps” can take place at that time. If acquisition precedes redevelopment, then non-residential relocation may apply.

36      3041904003006000      Moderate

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Future accessibility needs (including alignment of proposed side road) will be dictated by the land uses proposed as well as proposed site configuration (development plan). Negotiations over development plans should include reservation of rights of way and internal circulation streets.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
37	3093002004002000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

38	3041904005010000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

The proposed side road shown for Tract #36 does not directly affect this parcel, but proximity of commercial traffic to possible future residential use may impact market value. Mitigations may include screenings (plantings) for noise reduction and enhanced aesthetics.

39	3093002003001000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.



40        3041904003004000        Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	YES
Likely Relocation?	YES
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

The proposed configuration may leave an uneconomic remnant that cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with only contributory value to a larger tract remaining after acquisition. Highest and best use after acquisition is most likely assemblage for development purposes.

41        3093002002002000        Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	POSSIBLE
Likely Relocation?	POSSIBLE
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

Access to the proposed frontage road will have to be carefully analyzed. The acquisitions proposed for this configuration will impact existing improvements and may create setback problems and/or parking problems under current zoning. Assemblage (with Tracts 47 and 51) to overcome these challenges may be required. If redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary “swaps” can take place at that time. If acquisition precedes redevelopment, then non-residential relocation will likely apply.

**Tract #                      Parcel ID #                      (Hi, Mod, or Low)**

42            3041904005011000                      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

The proposed side road shown for Tract #36 does not directly affect this parcel, but proximity of commercial traffic to possible future residential use may impact market value. Mitigations may include screenings (plantings) for noise reduction and enhanced aesthetics.

43            3093002004001000                      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

44            3041904003005000                      Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	YES
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

The proposed configuration leaves a remnant with a very high width to depth ratio that adversely impacts the functional utility of the tract. Support of a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account is unlikely, particularly given that the site will need to provide for on-site circulation of traffic. The result is essentially a total take with only contributory value to a larger parcel remaining. Highest and best use after acquisition is most likely assemblage for development purposes.

45      3093002002001030      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

46      3041904005012000      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

The proposed side road shown for Tract #36 does not directly affect this parcel, but proximity of commercial traffic to possible future residential use may impact market value. Mitigations may include screenings (plantings) for noise reduction and enhanced aesthetics.

47      3093002002001020      Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	POSSIBLE
Likely Relocation?	POSSIBLE
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

Access to the proposed frontage road will have to be carefully analyzed. The acquisitions proposed for this configuration will impact existing improvements and may create setback problems and/or parking problems under current zoning. Assemblage (with Tracts 41 and 51) to overcome these challenges may be required. If redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary "swaps" can take place at that time. If acquisition precedes redevelopment, then non-residential relocation will likely apply.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
48	3041904005013000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

The proposed side road shown for Tract #36 does not directly affect this parcel, but proximity of commercial traffic to possible future residential use may impact market value. Mitigations may include screenings (plantings) for noise reduction and enhanced aesthetics.

49	3093002002001000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

50	3041904005014000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

The proposed side road shown for Tract #36 does not directly affect this parcel, but proximity of commercial traffic to possible future residential use may impact market value. Mitigations may include screenings (plantings) for noise reduction and enhanced aesthetics.

51	3093002002001010	HI	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		NO
	Total Taking?		POSSIBLE
	Likely Relocation?		POSSIBLE
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		YES

Access to the proposed frontage road will have to be carefully analyzed. The acquisitions proposed for this configuration will impact existing improvements and may create setback problems and/or parking problems under current zoning. Assemblage (with Tracts 41 and 47) to overcome these challenges may be required. If redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary “swaps” can take place at that time. If acquisition precedes redevelopment, then non-residential relocation will likely apply.

52	3041904005015000	Moderate	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		POSSIBLE

The proposed side road shown for Tract #36 directly impacts this parcel and proximity of commercial traffic to a residential use may impact market value. Mitigations may include screenings (plantings) for noise reduction and enhanced aesthetics.

53	3093002005001000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

**Tract #                  Parcel ID #                  (Hi, Mod, or Low)**

54                  3041904003006070                  Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	YES
Likely Relocation?	YES
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

The proposed configuration leaves a remnant with a high width to depth ratio that adversely impacts the functional utility of the tract. Also, given proximity of proposed ramps and the high likelihood of access control requirement on Andover Road, it is highly likely that the access to this entire quadrant will have to be reconfigured. Given the changes in accessibility, the proximity of the proposed right of way line to the existing improvements, and the need for on-site traffic circulation and parking, support of a highest and best use as an independent lot is unlikely. The result is essentially a total take with after acquisition value only as contributory to an assemblage. Highest and best use after acquisition is most likely assemblage for redevelopment purposes.

55                  3093002001009000                  Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

56 3041904003006060 Hi

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	POSSIBLE
Likely Relocation?	POSSIBLE
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

The proposed configuration means that access to this entire quadrant will have to be completely reconfigured, as will on-site circulation and parking. Highest and best use after acquisition may be assemblage for redevelopment purposes, depending upon the ability of the final design to relocate access and restore traffic circulation without irrecoverable impact to the existing improvements.

57 3093002001010000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

58 3041904004001000 Hi

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	YES
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	YES

The proposed configuration leaves a very odd-shaped remnant with very limited functional utility. The result is essentially a total take with after acquisition value only as contributory to an assemblage. Highest and best use after acquisition is most likely assemblage for redevelopment purposes.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
59	3093002001008000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

60	3041904004003000	Moderate	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

The proposed side road shown does not directly affect this parcel, but proximity of commercial traffic to possible residential use may impact market value. Mitigations may include screenings (plantings) for noise reduction and enhanced aesthetics.

61	3093002001007000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.



62	3041904004003010	Hi	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		YES
	Total Taking?		POSSIBLE
	Likely Relocation?		POSSIBLE
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		POSSIBLE

The proposed side roads under this configuration directly impacts this parcel. Final design of side roads may show creation of nonconformities with setback under zoning. The result may be a total take with relocation.

63	3093002001006000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

64	3041904006018000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		POSSIBLE
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		POSSIBLE
	Highest and Best Use impacted by proposed configuration?		NO

Access may be modified slightly to the realigned Village Drive, but impacts should be minimal.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
65	3093002001005000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

66	3041904006019000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? POSSIBLE
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? POSSIBLE
			Highest and Best Use impacted by proposed configuration? NO

Access may be modified slightly to the realigned Village Drive, but impacts should be minimal.

67	3093002001004000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

68      3041904007015000      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	POSSIBLE
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	POSSIBLE
Highest and Best Use impacted by proposed configuration?	NO

Access may be modified slightly to the realigned Village Drive, but impacts should be minimal.

69      3093002001003000      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

70      3041904007014000      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	POSSIBLE
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	POSSIBLE
Highest and Best Use impacted by proposed configuration?	NO

Access may be modified slightly to the realigned Village Drive, but impacts should be minimal.

**Tract #                      Parcel ID #                      (Hi, Mod, or Low)**

71                      3093002001002000                      Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	YES
Likely Relocation?	YES
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

Access to the proposed frontage road will have to be carefully analyzed. The proposed configuration leaves an uneconomic remnant that most likely cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with only contributory value to a larger tract remaining after acquisition. Highest and best use after acquisition is most likely assemblage for redevelopment purposes.

72                      3041904007013000                      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	POSSIBLE
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	POSSIBLE
Highest and Best Use impacted by proposed configuration?	NO

Access may be modified slightly to the realigned Village Drive, but impacts should be minimal.

73                      3093002001011000                      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

74	3041904003006050	Hi	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		YES
	Total Taking?		YES
	Likely Relocation?		YES
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		YES

The proposed configuration leaves a remnant that, given proximity of proposed ramps and the high likelihood of access control requirement on Andover Road, will likely require a complete reconfiguration of access. Given the changes in accessibility, the proximity of the proposed right of way line to the existing improvements and the need for on-site traffic circulation and parking, support of a highest and best use as an independent lot is unlikely. The result is essentially a total take with only contributory value to an assemblage remaining after acquisition. Highest and best use after acquisition is most likely assemblage for redevelopment purposes.

75	3093002001012000	Moderate	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

76	3041904003006020	Hi	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		YES
	Total Taking?		POSSIBLE
	Likely Relocation?		POSSIBLE
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		YES

Given the access control requirements on Andover Road, it is highly likely that the access to this entire quadrant will have to be reconfigured. Given the changes in accessibility, it is possible that on-site traffic circulation and parking cannot be supported for the current use. The result is a possible total take with after acquisition value only as contributory to an assemblage. Highest and best use after acquisition may be assemblage for redevelopment purposes.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
77	3093002001013000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

78	3041904004001010	Hi	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? YES
			Total Taking? POSSIBLE
			Likely Relocation? POSSIBLE
			Accessibility impacted by proposed configuration? YES
			Highest and Best Use impacted by proposed configuration? YES

Given the access control requirements on Andover Road, it is highly likely that the access to this entire quadrant will have to be reconfigured. Given the changes in accessibility, it is possible that on-site traffic circulation and parking cannot be supported for the current use. The result is a possible total take with after acquisition value only as contributory to an assemblage. Highest and best use after acquisition may be assemblage for redevelopment purposes.

79	3093002001014000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

80	3041904007015010	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		POSSIBLE
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		POSSIBLE
	Highest and Best Use impacted by proposed configuration?		NO

Access may be modified slightly to the realigned Village Drive, but impacts should be minimal.

81	3093002001015000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

**Tract #**                      **Parcel ID #**                      **(Hi, Mod, or Low)**

82                      3041904007015020                      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	POSSIBLE
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	POSSIBLE
Highest and Best Use impacted by proposed configuration?	NO

Access may be modified slightly to the realigned Village Drive, but impacts should be minimal.

83                      3093002001016000                      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

84                      3041904007024000                      Moderate

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	POSSIBLE
Highest and Best Use impacted by proposed configuration?	NO

It is possible that some taking for side road construction, and some modification to access will be necessary, but probably will not constitute a total take.



85	3093002001017000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

86	3041904007023010	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

87	3093002001018000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
88	3041904007023000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>Assessment of Impact</u> <u>(Hi, Mod, or Low)</u>	
89	3093002007001000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

90	3042003001003050	Hi	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		YES
	Total Taking?		YES
	Likely Relocation?		YES
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		YES

The proposed configuration leaves a remnant that, given proximity of proposed ramps and the high likelihood of access control requirement on Andover Road, will likely require a complete reconfiguration of access. Given the changes in accessibility, the proximity of the proposed right of way line to the existing improvements and the need for on-site traffic circulation and parking, support of a highest and best use as an independent lot is unlikely. The result is essentially a total take with after acquisition value only as contributory to an assemblage. Highest and best use after acquisition is most likely assemblage for redevelopment purposes.

91	3093002006001000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

92	3042003001003040	Moderate	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		POSSIBLE

Given the access control requirements on Andover Road, it is highly likely that the access to this entire quadrant will have to be reconfigured to be entirely internal. Given the potential taking along Andover Road, and changes in accessibility, it is possible that some site reconfiguration will be required. While a total take is possible, costs of cure to redirect access and site circulation is more likely. Highest and best use after acquisition may be altered.

**Tract #**                      **Parcel ID #**                      **(Hi, Mod, or Low)**

93                      3093002001022000                      Moderate

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	POSSIBLE

Screenings to mitigate noise and proximity from improved Clyde and Onewood Streets may be necessary, and small acquisitions to construct the street improvements may be required.

94                      3042003001003030                      Hi

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	POSSIBLE
Likely Relocation?	POSSIBLE
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

Given the access control requirements on Andover Road, it is highly likely that the access to this entire quadrant will have to be reconfigured. Given the potential taking along Andover Road, and changes in accessibility, it is possible that setback requirements cannot be met, and that on-site traffic circulation and parking cannot be supported for the current use. The result is a possible total take with after acquisition value only as contributory to an assemblage. Highest and best use after acquisition may be assemblage for redevelopment purposes.

95      3093002001021000      Moderate

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	POSSIBLE

Screenings to mitigate noise and proximity from improved Onewood Street may be necessary, and small acquisitions to construct the street improvements may be required.

96      3042003001003020      Moderate

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	POSSIBLE
Highest and Best Use impacted by proposed configuration?	NO

It is possible that some taking for side road construction, and some modification to access will be necessary, but probably will not constitute a total take.

97      3093002001020000      Moderate

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	POSSIBLE

Screenings to mitigate noise and proximity from improved Onewood Street may be necessary, and small acquisitions to construct the street improvements may be required.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
98	3042003006003000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

99	3093002001019000	Moderate	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? YES
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? POSSIBLE

Screenings to mitigate noise and proximity from improved Onewood Street may be necessary, and small acquisitions to construct the street improvements may be required.

100	3042003006002000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

101 3093002001001000 Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	YES
Likely Relocation?	YES
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

Access to the proposed frontage road will have to be carefully analyzed as will access control requirements on Onewood. The proposed configuration leaves an uneconomic, land-locked remnant that most likely cannot support a highest and best use on its own. The result is essentially a total take and relocation, with the only value remaining after acquisition as contributory to a larger parcel. Highest and best use after acquisition is most likely assemblage for redevelopment purposes.

102 3042003001003010 Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	POSSIBLE
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	POSSIBLE

The proposed configuration leaves a large enough tract for a similar highest and best use; however, setback from the proposed take line to the existing improvements may pose a challenge, as may relying entirely upon the proposed northern side road for access. Given the changes in accessibility, and the proximity of the proposed right of way line to the existing improvements, some redevelopment may be required, and the density of traffic generator supportable on the site should be carefully analyzed at the time of final design. Change in highest and best use after acquisition is possible, but retail uses are still supportable.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
103	3093001003002000	Moderate	
			Directly impacted by mainline takings? YES
			Directly impacted by proposed side-roads? YES
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? YES
			Highest and Best Use impacted by proposed configuration? POSSIBLE

Access to this site will need to be redirected to the proposed side road as access control requirements along the proposed frontage road are unknown at this time. While it is possible that highest and best use will be impacted, the site is still large enough to support a variety of uses.

104	3042003005005000	Hi	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? YES
			Total Taking? YES
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? YES

The proposed configuration leaves a very odd-shaped remnant with very limited functional utility. The result is essentially a total take with after acquisition value only as contributory to an assemblage. Highest and best use after acquisition is most likely assemblage for redevelopment purposes.

105	3093001003001000	Moderate	
			Directly impacted by mainline takings? YES
			Directly impacted by proposed side-roads? YES
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? YES
			Highest and Best Use impacted by proposed configuration? POSSIBLE

Access to this site will need to be redirected to the proposed side road as access control requirements along the proposed frontage road are unknown at this time. While it is possible that highest and best use will be impacted, the site is still large enough to support a variety of uses.



106          3042003001003000          Moderate

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

It is highly likely that the access to this tract will have to be reconfigured, and that some rights of way will have to be acquired for construction of proposed side roads, but it does not appear that the highest and best use of the tract will be altered, and relocations do not seem likely.

107          3093001004004000          Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

108          3042003005006000          Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
109	3093001004003000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

110	3042003005007000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

111	3093001002006000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

112 3042003001001000 Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Future accessibility needs (including alignment of proposed side road) will be dictated by the land uses proposed as well as proposed site configuration (development plan). Access control requirements along the proposed frontage road should be ascertained prior to approval of any development plan. Negotiations over development plans should include reservation of rights of way, closure of all non-conforming A/C breaks, and internal circulation streets.

113 3093001002005000 Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	POSSIBLE

Access to this site will need to come from Allen Street as access control requirements along the proposed frontage road are unknown at this time. While it is possible that highest and best use will be impacted, the site is still large enough to support a variety of uses.

114 3042003001002000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
115	3093001004002000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

116	3042004007003000	Moderate	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		YES
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		POSSIBLE

There will be some loss of lots in this trailer park, and some relocations if acquisition precedes redevelopment. Access to this site will need to be redirected to Archer and Yorktown and, with costs of cure, should improve. If redevelopment precedes acquisition, then conveyances of rights of way and access control, as well as provision for on-site circulation and parking should take place prior to approval of any development plan.

117	3093001004001000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

118	3042004007007000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

119	3093001002003000	Moderate	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		POSSIBLE

The setback from the right of way to the existing improvements will need to be verified at the time of final design. This site will not need to redirect the access and should be largely unscathed by the proposed configuration. If, however, a nonconforming use is created by setback violation, then highest and best use could be impacted; however, the site is still large enough to support a variety of uses.

120	3042004007008000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
121	3093001010002000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

122	3042004007009000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

123	3093001001011000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

124 3042004007004000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

125 3093001001012000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

126 3042004007005000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

**Tract #**                      **Parcel ID #**                      **(Hi, Mod, or Low)**

127            3093001001001010                      Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	POSSIBLE
Likely Relocation?	POSSIBLE
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

Access to the proposed frontage road is unlikely given the location between ramps and Andover Road intersection. The acquisitions proposed for this configuration will impact existing improvements and may create setback problems and/or parking problems under current zoning. Assemblage (with Tracts 137 and 139) to overcome these challenges may be required. If redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary “swaps” can take place at that time. If acquisition precedes redevelopment, then the complete loss of access will likely result in a total take, and non-residential relocation will likely apply.

128            3042004007006000                      Hi

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	YES
Likely Relocation?	YES
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	YES

The proposed location and orientation of the side road leaves a remainder with a very high width to depth ratio and low functional utility. If the side road is constructed as shown, it will likely mean a total taking of this tract, with a highest and best use of the remainder as assemblage for redevelopment.



129 3093001001007000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

130 3042004006009000 Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	YES
Likely Relocation?	YES
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

The proposed configuration of US-54 shifts to the north of existing centerline in this area in order to avoid the YMCA facility on the south side. This leaves an uneconomic remnant that most likely cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with the only value remaining after acquisition as contributory to a larger parcel. Highest and best use after acquisition is most likely assemblage for redevelopment.

131 3093001001006000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
132	3042004006008000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

133	3093001001005000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

134	3042004006007000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

135 3093001010008000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

While impacts due to right of way requirements on Andover Road are not known at this time, the impacts to this parcel from the proposed configuration should be minimal.

136 3042004006005000 Hi

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	YES
Likely Relocation?	YES
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	YES

The proposed location and orientation of the side road leaves two uneconomic remainders with very low functional utility. If the side road is constructed as shown, it will likely mean a total taking of this tract, with a highest and best use of the remainders as assemblage for redevelopment.

137 3093001001010000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

While impacts due to right of way requirements on Andover Road are not known at this time, the impacts to this parcel from the proposed configuration should be minimal.

**Tract #**                      **Parcel ID #**                      **(Hi, Mod, or Low)**

138            3042004006004000                      Moderate

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	POSSIBLE
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	POSSIBLE

The proposed location and orientation of the side road leaves an uneconomic remainder in the southwest corner, but there may still be a usable tract. If the side road is constructed as shown, the eastern remainder may still be large enough to support a variety of highest and best uses.

139            3093001001002000                      Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	YES
Likely Relocation?	YES
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

Access to the proposed frontage road is unlikely given proximity to ramps and Andover Road intersection. The acquisitions proposed for this configuration will impact existing improvements and may create setback problems and/or parking problems under current zoning. Assemblage (with Tracts 127 and 137) to overcome these challenges may be required. If redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary “swaps” can take place at that time. If acquisition precedes redevelopment, then the complete loss of access will likely result in a total take, and non-residential relocation will likely apply.

140            3042004006003000                      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

141 3092902002034000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

142 3042004006002000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

143 3092902002035000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
144	3042004006010000	Hi	
			Directly impacted by mainline takings? YES
			Directly impacted by proposed side-roads? NO
			Total Taking? YES
			Likely Relocation? YES
			Accessibility impacted by proposed configuration? YES
			Highest and Best Use impacted by proposed configuration? YES

The proposed configuration of US-54 shifts to the north of existing centerline in this area in order to avoid the YMCA facility on the south side. This leaves an uneconomic remnant that most likely cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with the only value remaining after acquisition as contributory to a larger parcel. Highest and best use after acquisition is most likely assemblage for redevelopment.

145	3092902002036000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

146	3042004006006000	HI	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? YES
			Total Taking? POSSIBLE
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? POSSIBLE
			Highest and Best Use impacted by proposed configuration? POSSIBLE

Alignment of the proposed side road will need to be carefully considered in the case of this tract. The proposed side road may isolate the tract from Archer Street. If this happens prior to construction of the side road, then the tract will be landlocked, and a total take may result. If construction of the side road coincides with its acquisition, then alternative access may prevent a total take.

147	3092902011009000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

While impacts due to right of way requirements on Andover Road are not known at this time, the impacts to this parcel from the proposed configuration should be minimal.

148	3042004006011000	Hi	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		NO
	Total Taking?		YES
	Likely Relocation?		YES
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		YES

The proposed configuration of US-54 shifts to the north of existing centerline in this area in order to avoid the YMCA facility on the south side. This leaves an uneconomic remnant that most likely cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with the only value remaining after acquisition as contributory to a larger parcel. Highest and best use after acquisition is most likely assemblage for redevelopment.

149	3092902011008000	Hi	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		YES
	Total Taking?		YES
	Likely Relocation?		YES
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		YES

Access to the proposed frontage road is unknown given proximity to ramps and Andover Road intersection. The acquisitions proposed for this configuration will impact existing improvements and may create setback problems and/or parking problems under current zoning. Assemblage (with Tracts 147 and 151) to overcome these challenges may be required. If redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary "swaps" can take place at that time. If acquisition precedes redevelopment, then the complete loss of access will likely result in a total take, and non-residential relocation will likely apply.

**Tract #**                      **Parcel ID #**                      **(Hi, Mod, or Low)**

150            3042004006014000                      Moderate

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Future accessibility needs (including alignment of proposed side road) will be dictated by the land uses proposed as well as proposed site configuration (development plan). Negotiations over development plans should include dedication of rights of way for side roads, and adequate internal circulation.

151            3092902011007000                      Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Access to the proposed frontage road is unknown given the location between ramps and Andover Road intersection. Dedications of rights of way and access control should take place prior to approval of any development plan for this tract.



152 3042004006015010 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

153 3092902011006000 Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Access to the proposed frontage road is unlikely given the proximity to the proposed ramps. Dedications of rights of way and access control should take place prior to approval of any development plan for this tract.

154 3042004006012000 Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	YES
Likely Relocation?	YES
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

The proposed configuration of US-54 shifts to the north of existing centerline in this area in order to avoid the YMCA facility on the south side. This leaves a potentially uneconomic remnant that may not support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. This is particularly true given the unknown access control requirements on the frontage road. The result is a potential total take and relocation, with the only value remaining after acquisition as contributory to a larger parcel. Highest and best use after acquisition may be assemblage for redevelopment.

**Tract #**                      **Parcel ID #**                      **(Hi, Mod, or Low)**

155                      3092902011004000                      Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Accessibility to the proposed frontage road is unknown at this time, and primary access should be sought from the reverse access road already in place. Dedications of rights of way and access control should take place prior to approval of any development plan for this tract.

156                      3042004006013000                      HI

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	YES
Likely Relocation?	YES
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

The proposed configuration of US-54 shifts to the north of existing centerline in this area in order to avoid the YMCA facility on the south side. This, plus probable improvement to McCandless Street, leaves an uneconomic remnant that most likely cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with the only value remaining after acquisition as contributory to a larger parcel. Highest and best use after acquisition is most likely assemblage for redevelopment.

157 3092902011003000 Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Accessibility to the proposed frontage road is unknown at this time, and primary access should be sought from the reverse access road already in place. Dedications of rights of way and access control should take place prior to approval of any development plan for this tract.

158 3042004006015000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

159 3092902011002000 Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Accessibility to the proposed frontage road is unknown at this time, and primary access should be sought from the reverse access road already begun. Dedications of rights of way and access control should take place prior to approval of any development plan for this tract.

**Tract #**                      **Parcel ID #**                      **(Hi, Mod, or Low)**

160            3042004001021000                      Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	YES
Likely Relocation?	YES
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	YES

The proposed configuration of US-54 shifts to the north of existing centerline in this area in order to avoid the YMCA facility on the south side. This, plus probable improvement to McCandless Street, leaves an uneconomic remnant that most likely cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with the only value remaining after acquisition as contributory to a larger parcel. Highest and best use after acquisition is most likely assemblage for redevelopment.

161            3092902002031010                      Moderate

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this tract from the proposed configuration should be limited to location and cross-section of proposed side road. Any required dedications should be secured as part of the development process.

162	3042004001022000	Hi	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		NO
	Total Taking?		YES
	Likely Relocation?		YES
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		YES

The proposed configuration of US-54 shifts to the north of existing centerline in this area in order to avoid the YMCA facility on the south side. This leaves an uneconomic remnant that most likely cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with the only value remaining after acquisition as contributory to a larger parcel. Highest and best use after acquisition is most likely assemblage for redevelopment.

163	3092902011001000	Moderate	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		NO

Accessibility to the proposed frontage road is unknown at this time, and primary access should be sought from the continuation of the reverse access road. Dedications of rights of way and access control should take place prior to approval of any development plan for this tract.

164	3042004001020000	Moderate	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Future accessibility needs (including alignment of proposed side road) will be dictated by the land uses proposed as well as proposed site configuration (development plan). Negotiations over development plans should include dedication of rights of way for side roads, and adequate internal circulation.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
165	3092902001013000	Moderate	
			Directly impacted by mainline takings? YES
			Directly impacted by proposed side-roads? YES
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? YES
			Highest and Best Use impacted by proposed configuration? NO

Accessibility to the proposed frontage road is unknown at this time, and primary access should be sought from the continuation of the reverse access road. Dedications of rights of way and access control should take place prior to approval of any development plan for this tract.

166	3042004001019000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

167	3092902001012000	Moderate	
			Directly impacted by mainline takings? YES
			Directly impacted by proposed side-roads? YES
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? YES
			Highest and Best Use impacted by proposed configuration? NO

Accessibility to the proposed frontage road is unknown at this time, and primary access should be sought from the continuation of the reverse access road. Dedications of rights of way and access control should take place prior to approval of any development plan for this tract.

168	3042004001018000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

169	3092902001002000	Moderate	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		NO

Future accessibility needs (including alignment of proposed side road) will be dictated by the land uses proposed as well as proposed site configuration (development plan). Access control requirements along the proposed frontage road should be ascertained prior to approval of any development plan. Negotiations over development plans should include reservation of rights of way, closure of all non-conforming A/C breaks, and internal circulation streets.

170	3042004008005000	Hi	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		NO
	Total Taking?		YES
	Likely Relocation?		YES
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		YES

The proposed configuration of US-54 shifts to the north of existing centerline in this area in order to avoid the YMCA facility on the south side. This leaves an uneconomic remnant that most likely cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with the only value remaining after acquisition as contributory to a larger parcel. Highest and best use after acquisition is most likely assemblage for redevelopment.

**Tract #**                      **Parcel ID #**                      **(Hi, Mod, or Low)**

171            3092902001001000                      Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Future accessibility needs (including alignment of proposed side road) will be dictated by the land uses proposed as well as proposed site configuration (development plan). Access control requirements along the proposed frontage road should be ascertained prior to approval of any development plan. Negotiations over development plans should include reservation of rights of way, closure of all non-conforming A/C breaks, and internal circulation streets.

172            3042004008004000                      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.



173 3092901001008000 Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Future accessibility needs will be dictated by the land uses proposed as well as proposed site configuration (development plan). Access control requirements along the proposed FRONTAGE road should be ascertained prior to approval of any development plan. Negotiations over development plans should include reservation of rights of way, closure of all non-conforming A/C breaks, and internal circulation streets.

174 3042004001023000 Moderate

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	POSSIBLE
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	POSSIBLE

Location and orientation of proposed side road may create proximity concerns to existing structure, but will not likely result in a total taking.

175 3092901001049000 Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Future accessibility needs will be dictated by the land uses proposed as well as proposed site configuration (development plan). Access control requirements along the proposed FRONTAGE road should be ascertained prior to approval of any development plan. Negotiations over development plans should include reservation of rights of way, closure of all non-conforming A/C breaks, and internal circulation streets.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
176	3042004001001000	Moderate	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? YES
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

Future accessibility needs (including alignment of proposed side road) will be dictated by the land uses proposed as well as proposed site configuration (development plan). Negotiations over development plans should include reservation of rights of way, closure of all non-conforming A/C breaks, and internal circulation streets.

177	3092901001048000	Low	
			Directly impacted by mainline takings? NO
			Directly impacted by proposed side-roads? NO
			Total Taking? NO
			Likely Relocation? NO
			Accessibility impacted by proposed configuration? NO
			Highest and Best Use impacted by proposed configuration? NO

The baseline of the proposed improvements have been shifted north to avoid impacts to the YMCA facility on this tract.

178	3042004008006000	Hi	
			Directly impacted by mainline takings? YES
			Directly impacted by proposed side-roads? NO
			Total Taking? YES
			Likely Relocation? YES
			Accessibility impacted by proposed configuration? YES
			Highest and Best Use impacted by proposed configuration? YES

The proposed configuration of US-54 shifts to the north of existing centerline in this area in order to avoid the YMCA facility on the south side. This leaves an uneconomic remnant that most likely cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with the only value remaining after acquisition as contributory to a larger parcel. Highest and best use after acquisition is most likely assemblage for redevelopment.

179	3092901001010000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Location and orientation of proposed side road may create proximity concerns to existing structure, but will not likely result in a total taking.

180	3042004008003000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

181	3092901001005000	Moderate	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		NO

Access to the proposed frontage road will have to be carefully analyzed. The acquisitions proposed for this configuration may impact existing improvements and may create setback problems and/or parking problems under current zoning. Assemblage (with Tract 183) to overcome these challenges may be required. If redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary "swaps" can take place at that time. If acquisition precedes redevelopment, then relocation may apply.

**Tract #                      Parcel ID #                      (Hi, Mod, or Low)**

182            3042004001024000                      Low

Directly impacted by mainline takings?                      NO  
 Directly impacted by proposed side-roads?                      NO  
 Total Taking?                      NO  
 Likely Relocation?                      NO  
 Accessibility impacted by proposed configuration?                      NO  
 Highest and Best Use impacted by proposed configuration?                      NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

183            3092901001004000                      Moderate

Directly impacted by mainline takings?                      YES  
 Directly impacted by proposed side-roads?                      YES  
 Total Taking?                      NO  
 Likely Relocation?                      NO  
 Accessibility impacted by proposed configuration?                      YES  
 Highest and Best Use impacted by proposed configuration?                      NO

Access to the proposed frontage road will have to be carefully analyzed. The acquisitions proposed for this configuration may impact existing improvements and may create setback problems and/or parking problems under current zoning. Assemblage (with Tract 181) to overcome these challenges may be required. If redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary “swaps” can take place at that time. If acquisition precedes redevelopment, then relocation may apply.

184            3042004008007000                      Hi

Directly impacted by mainline takings?                      YES  
 Directly impacted by proposed side-roads?                      NO  
 Total Taking?                      YES  
 Likely Relocation?                      YES  
 Accessibility impacted by proposed configuration?                      YES  
 Highest and Best Use impacted by proposed configuration?                      YES

The proposed configuration of US-54 shifts to the north of existing centerline in this area in order to avoid the YMCA facility on the south side. This leaves an uneconomic remnant that most likely cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with the only value remaining after acquisition as contributory to a larger parcel. Highest and best use after acquisition is most likely assemblage for redevelopment.

185 3092901001042000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

186 3042004008002000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

187 3092901001043000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

**Tract #                      Parcel ID #                      (Hi, Mod, or Low)**

188      3042004001025000                      Low

Directly impacted by mainline takings?                      NO

Directly impacted by proposed side-roads?                      NO

Total Taking?                      NO

Likely Relocation?                      NO

Accessibility impacted by proposed configuration?                      NO

Highest and Best Use impacted by proposed configuration?                      NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

189      3092901001003000                      Moderate

Directly impacted by mainline takings?                      YES

Directly impacted by proposed side-roads?                      YES

Total Taking?                      NO

Likely Relocation?                      NO

Accessibility impacted by proposed configuration?                      YES

Highest and Best Use impacted by proposed configuration?                      NO

Access should come from McCandless Road rather than the proposed frontage road. The acquisitions proposed for this configuration may impact existing improvements and may create setback problems and/or parking problems under current zoning. Assemblage (with Tracts 187 & 191) to overcome these challenges may be required. If redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary “swaps” can take place at that time. If acquisition precedes redevelopment, then relocation may apply.

190      3042004008008000                      Hi

Directly impacted by mainline takings?                      YES

Directly impacted by proposed side-roads?                      YES

Total Taking?                      YES

Likely Relocation?                      YES

Accessibility impacted by proposed configuration?                      YES

Highest and Best Use impacted by proposed configuration?                      YES

The proposed configuration of US-54 shifts to the north of existing centerline in this area in order to avoid the YMCA facility on the south side. This, plus probable improvement to Priarie Creek Road, leaves an uneconomic remnant that most likely cannot support a highest and best use after setbacks, parking requirements, and floor-area ratios are taken into account. The result is essentially a total take and relocation, with the only value remaining after acquisition as contributory to a larger parcel. Highest and best use after acquisition is most likely assemblage for redevelopment.

191 3092901001002000 Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	POSSIBLE

Access to the proposed frontage road will have to be carefully analyzed. The acquisitions proposed for this configuration may impact existing improvements and may create setback problems and/or parking problems under current zoning. Assemblage (with Tracts 189 & 197) to overcome these challenges may be required. If redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary “swaps” can take place at that time. If acquisition precedes redevelopment, then relocation may apply.

192 3042004008001000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

193 3092901001001030 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

<u>Tract #</u>	<u>Parcel ID #</u>	<u>(Hi, Mod, or Low)</u>	
194	3042004001026000	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

195	3092901001001020	Low	
	Directly impacted by mainline takings?		NO
	Directly impacted by proposed side-roads?		NO
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		NO
	Highest and Best Use impacted by proposed configuration?		NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

196	305210000004000	Low	
	Directly impacted by mainline takings?		YES
	Directly impacted by proposed side-roads?		YES
	Total Taking?		NO
	Likely Relocation?		NO
	Accessibility impacted by proposed configuration?		YES
	Highest and Best Use impacted by proposed configuration?		NO

Future accessibility needs will be dictated by the land uses proposed as well as proposed site configuration (development plan). Access control requirements along the proposed frontage road and Prairie Creek Road should be ascertained prior to approval of any development plan. Negotiations over development plans should include reservation of rights of way, closure of all non-conforming A/C breaks, and internal circulation streets.



197 3092901001001010 Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Access to this tract should come from Highland Road, and not the frontage road. The acquisitions proposed for this configuration may not significantly limit highest and best use, but accessibility will play a role. Dedications of rights of way, provisions for internal circulation, and closure of any non-conforming access control breaks should take place during the development process.

198 3052100000005000 Low

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Future accessibility needs will be dictated by the land uses proposed as well as proposed site configuration (development plan). Access control requirements along the proposed frontage road should be ascertained prior to approval of any development plan. Negotiations over development plans should include reservation of rights of way, closure of all non-conforming A/C breaks, and internal circulation streets.

199 3092901003004000 Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

**Tract #                      Parcel ID #                      (Hi, Mod, or Low)**

201            3092901002003000                      Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	NO

Access to this tract should come from Highland road, and not from the proposed frontage road. The acquisitions proposed for this configuration will not significantly limit highest and best use, but accessibility will play a role. Dedications of rights of way, provisions for internal circulation, and closure of any non-conforming access control breaks should take place during the development process.

203            3092901003003000                      Low

Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	NO
Highest and Best Use impacted by proposed configuration?	NO

Impacts to this parcel from the proposed configuration are minimal to nonexistent.

205            3092901002002000                      Moderate

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	NO
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	POSSIBLE

Access to the proposed frontage road is unlikely given proximity to the Prairie Creek Road intersection, and access to this tract should come from Highland Road. The acquisitions proposed for this configuration may impact existing improvements and may create setback problems and/or parking problems under current zoning. Assemblage (with Tracts 201 & 209) to overcome these challenges may be required. If

redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary “swaps” can take place at that time. If acquisition precedes redevelopment, then relocation may apply.

207 3092901003002000 Moderate

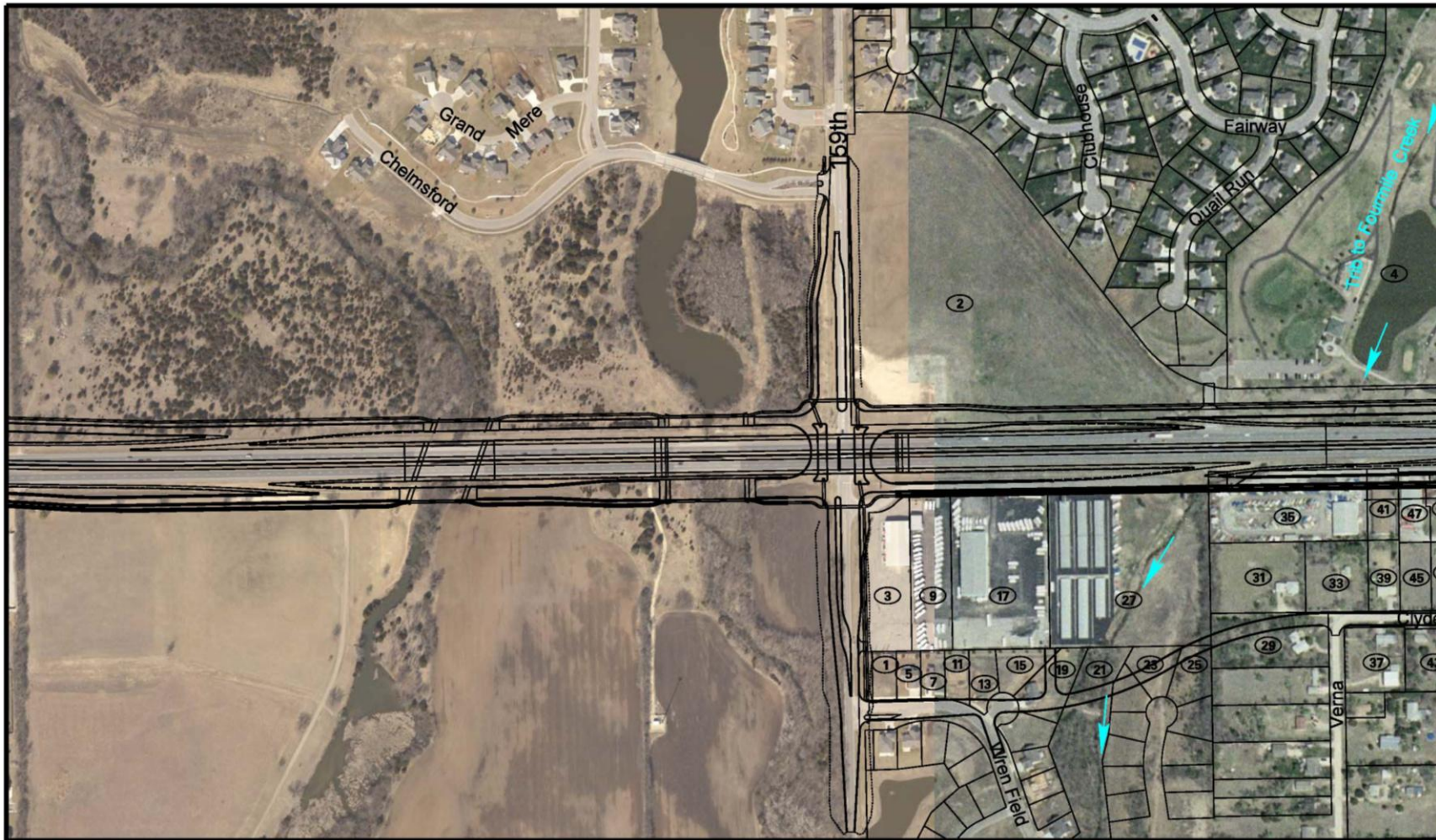
Directly impacted by mainline takings?	NO
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	NO
Accessibility impacted by proposed configuration?	POSSIBLE
Highest and Best Use impacted by proposed configuration?	NO

It is possible that improvements to Prairie Creek Road will impact this tract, but a total taking or relocation is not likely.

209 3092901002001000 Hi

Directly impacted by mainline takings?	YES
Directly impacted by proposed side-roads?	YES
Total Taking?	NO
Likely Relocation?	POSSIBLE
Accessibility impacted by proposed configuration?	YES
Highest and Best Use impacted by proposed configuration?	POSSIBLE

Access to the proposed frontage road is unlikely given proximity to the Prairie Creek Road intersection, and access control requirements on Prairie Creek Road make accessibility to this tract challenging. The acquisitions proposed for this configuration may impact existing improvements and may create setback problems and/or parking problems under current zoning. Assemblage (with Tract 205) to overcome these challenges may be required. If redevelopment precedes acquisition, then dedications of rights of way and access control, as well as any necessary “swaps” can take place at that time. If acquisition precedes redevelopment, then relocation may apply.

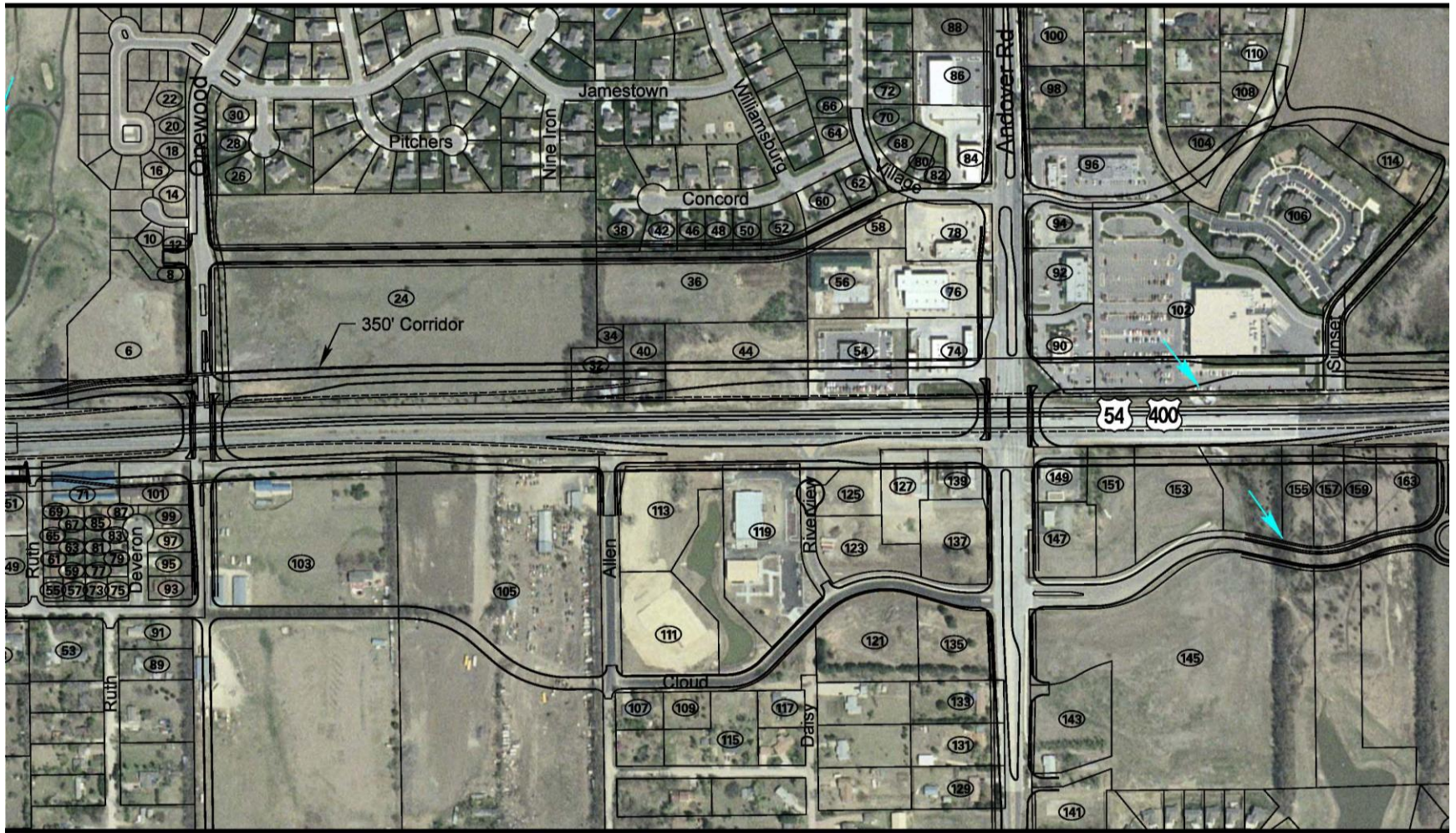


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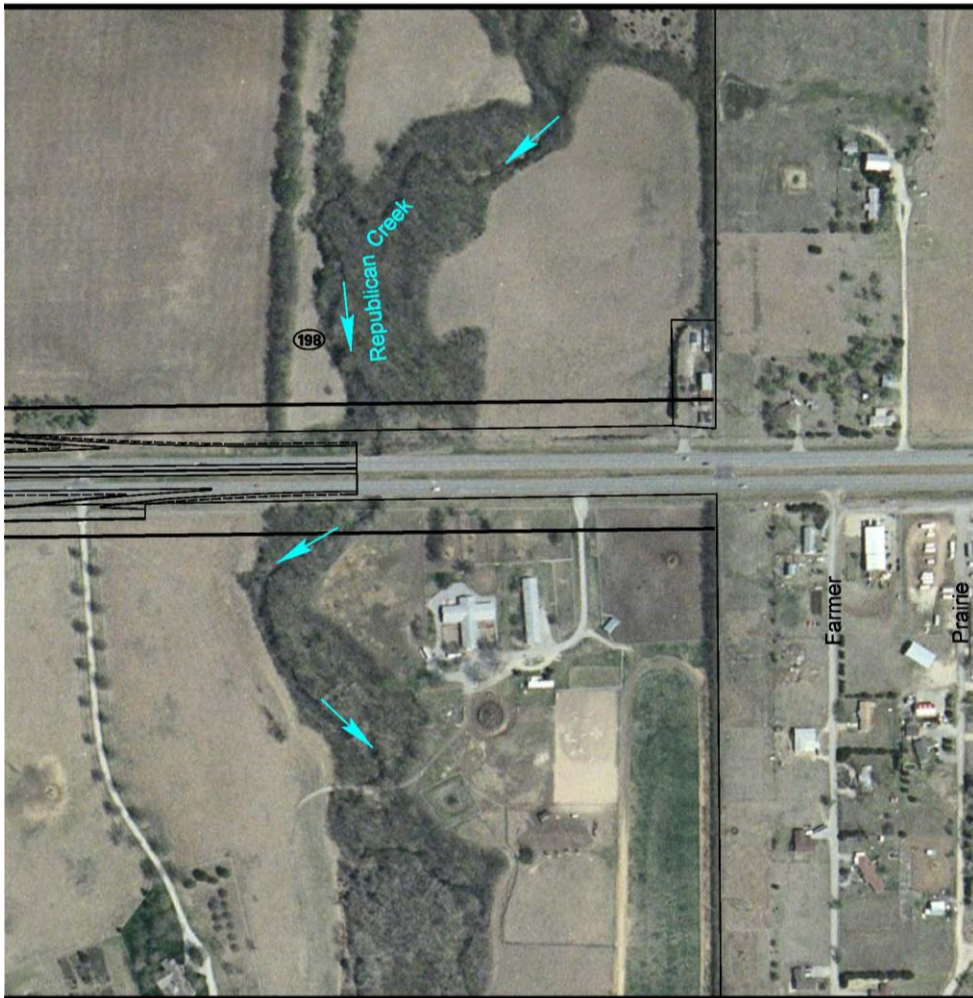


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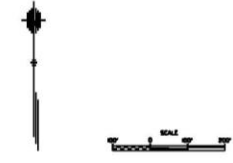
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# US 54/400 159th St to Prairie Creek Rd



- (131) 3093001001008000
- (132) 3042004006008000
- (133) 3093001001006000
- (134) 3042004006007000
- (135) 3093001010008000
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