

**US 36 Managed Lane Project:  
Federal Boulevard To Interlocken Loop With A  
Potential Extension To McCaslin Boulevard**

***Attachment D:  
Residential/Business Right-of-Way Impacts***

**January 25, 2012**

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## INTRODUCTION

The US 36 Managed Lane Project represents one phase of planned improvements identified as Phase 1 of the Preferred Alternative in the US 36 Record of Decision (ROD). The US 36 Managed Lane Project is a multi-modal, toll integrated project that will include reconstruction of the US 36 mainline pavement from Federal Boulevard to Interlocken Loop, with a potential extension to McCaslin Boulevard. The project will also include widening to accommodate a new buffer-separated Managed Lane in each direction of US 36, replacement of the Wadsworth Parkway, Wadsworth Boulevard, and Lowell Boulevard bridges, construction of retaining walls and sound walls, installation of Intelligent Transportation Systems, and construction of portions of a commuter bikeway.

The purpose of this report is to discuss residential/business right-of-way impacts which have changed from those evaluated in the Final Environmental Impact Statement (FEIS) or ROD. Changes could include new impacts that occur outside of the original US 36 EIS study area for this first phase of planned improvements. Additional changes to the FEIS environmental impacts (design related) have occurred since the release of the ROD in December 2009 because of ongoing design activities and refinements. The quantitative analysis of direct permanent impacts presented in the FEIS was based on conceptual roadway plans and assumed highway configurations while the current level of design for the US 36 Managed Lane Project has advanced to preliminary design. This NEPA re-evaluation is being conducted pursuant to the requirements of 23 CFR 771.129.

## RIGHT-OF-WAY FOR THE US 36 MANAGED LANE PROJECT

**Table 1** provides detailed information by parcel of right-of-way needed for the US 36 Managed Lane Project and how it compares to that anticipated as a part of the US 36 Record of Decision.

Table 1: US 36 Managed Lane Project Right-of-Way Impacts

CDOT-ID	Segment	D-B Project Take	D-B Project Base Impact (AC)	D-B Project A.R.E. Impact (AC)	D-B Project Total Impact (AC)	FEIS/ROD Impact (for same elem.) (AC)	Difference (Less Than ROD) (More Than ROD)	Impacts Compared to EIS/ROD				Land Use	Comments
								Parcel (Un-Occupied)	Parcel (Occupied)	Building Impacted	Re-location		
<b>ROW/EASEMENTS NEEDED FOR D-B PROJECT</b>													
<b>Coal Creek Impacts</b>													
No Specific ROW impacts caused from Coal Creek Improvements													
<b>Rock Creek Impacts</b>													
No Specific ROW impacts caused from Rock Creek Improvements													
<b>Airport Creek Impacts</b>													
253	C	Partial	0.1848	0.0000	0.1848	0.0000	0.1848	0	0	0	0	Residential	Airport Creek Easement
255	BE-112th	Full	0.7419	0.0000	0.7419	0.3304	0.4115	0	1	1	1	Residential	Relocated pond caused additional ROW impacts on this lot and fewer impacts in lot 2
257	C	Full	1.2539	0.0000	1.2539	0.1611	1.0928	0	1	1	0	Residential	Airport Creek pond - In foreclosure, no relocation
259(Int)	C	Partial	0.4484	0.0000	0.4484	0.4484	0.0000	0	0	0	0	Residential	
259(Int)	C	Partial	0.0000	0.0000	0.0000	-2.6180	2.6180	0	0	0	0	Residential	Relocated pond created less impact needed for both D-B and EIS Projects
<b>Total - D-B Project</b>			<b>2.6290</b>	<b>0.0000</b>	<b>2.6290</b>	<b>-1.6781</b>	<b>4.3071</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>		
<b>112th Impacts</b>													
253	BE-112th	Partial	4.2967	0.0000	4.2967	1.5740	2.7228	0	0	0	0	Residential	Additional Impacts from 112th Ave B.E. Project
253	BE-112th	Partial	0.0000	0.0000	0.0000	-0.3147	-0.3147	0	0	0	0	Residential	Reduced ROW for EIS ROW along Mainline US-36
240.a	BE-112th	Partial	0.2717	0.0000	0.2717	0.0000	0.2717	1	0	0	0	Agricultural	
238.c	BE-112th	Partial	0.0092	0.0000	0.0092	0.0000	0.0092	1	0	0	0		
238	BE-112th	Partial	1.8952	0.0000	1.8952	0.4203	1.4749	0	0	0	0	Exempt	
238.b	BE-112th	Partial	0.4992	0.0000	0.4992	0.0034	0.4958	1	0	0	0		
240	BE-112th	Partial	0.4574	0.0000	0.4574	0.1026	0.3548	0	0	0	0		
242	BE-112th	Partial	0.2307	0.0000	0.2307	0.1179	0.1128	0	0	0	0		
242.a	BE-112th	Partial	0.1252	0.0000	0.1252	0.0000	0.1252	1	0	0	0		
<b>Total - D-B Project</b>			<b>7.7854</b>	<b>0.0000</b>	<b>7.7854</b>	<b>1.9035</b>	<b>5.2525</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Pond Impacts</b>													
160	A	Full	1.1820	0.0000	1.1820	1.1820	0.0000	0	0	0	0	Commercial	
162	A	Partial	0.7133	0.0000	0.7133	0.7177	-0.0044	0	0	0	0	Commercial	
197	A	Full	2.3081	0.0000	2.3081	2.3698	-0.0618	0	0	0	0	Commercial	
233	B	Partial	2.5401	0.0000	2.5401	3.8161	-1.2760	0	0	0	0	COMM	
235	B	Partial	0.0000	0.0000	0.0000	3.1577	-3.1577	-1	0	0	0	VACANT LAND	In EIS these parcel were counted as one parcel, for D_B parcel was split into Hawn and C.O.W. properties
235.a	B	Partial	1.7773	0.0000	1.7773	3.1246	-1.3472	0	0	0	0	VACANT LAND	
237	B	Partial	2.0695	0.0000	2.0695	3.5878	-1.5183	0	0	0	0	VACANT LAND	
251(Int)	C	Partial	2.8249	0.0000	2.8249	2.8249	0.0000	0	0	0	0	9149	
251(Int)	C	Partial	0.0000	0.0000	0.0000	1.5264	-1.5264	0	0	0	0	9149	Only doing part of acquisition needed for EIS
266	D	Partial	5.0659	0.0000	5.0659	4.1599	0.9060	0	0	0	0	Exempt	
300	E	Partial	0.0000	1.4773	1.4773	3.5030	-2.0257	0	0	0	0	IRRIGATED LAND-AGRICLTRL	Relocated pond created less impact needed for both D-B and EIS Projects
302	E	Partial	0.0000	2.3632	2.3632	1.7088	0.6544	0	0	0	0	IRRIGATED LAND-AGRICLTRL	Relocated pond caused additional ROW impacts on this lot and fewer impacts in lot 3
304	E	Partial	0.0000	1.0586	1.0586	2.8949	-1.8363	0	0	0	0	MEADOW HAY LAND-AGRICLTRL	Reduced pond size
307	D	Partial	1.5211	0.0000	1.5211	0.4465	1.0746	0	0	0	0	Commercial	
313	D	Partial	1.6158	0.0000	1.6158	1.5362	0.0796	0	0	0	0	Vacant Land	
319.a	D	Partial	1.5911	0.0000	1.5911	2.5767	-0.9856	1	0	0	0		Reduced pond size
<b>Total - D-B Project</b>			<b>23.2092</b>	<b>4.8991</b>	<b>28.1083</b>	<b>39.1331</b>	<b>-11.0249</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Walnut Creek Bikeway Impacts</b>													
No Specific ROW impacts caused from Walnut Creek Improvements													
<b>Big Dry Creek To Westminster Blvd. Bikeway Impacts</b>													
218.a	B	Partial	0.5201	0.0000	0.5201	0.0000	0.5201	0	1	0	0	Residential	West Cliff Sub-division
219	B	None	0.0000	0.0000	0.0000	0.2794	-0.2794	-1	0	0	0	RESID	Bikeway moved to other side of US-36
221	B	None	0.0000	0.0000	0.0000	0.8732	-0.8732	0	-1	0	0	RESID	Bikeway moved to other side of US-36
223	B	Partial	0.2128	0.0000	0.2128	0.3716	-0.1588	0	0	0	0	RESID	Property Lines have changed since EIS
225	B	None	0.0000	0.0000	0.0000	3.4480	-3.4480	-1	0	0	0	COMM	Bikeway moved to other side of US-36
225.a	B	Partial	0.2167	0.0000	0.2167	1.4364	-1.2197	1	0	0	0		
225.b	B	Partial	0.0320	0.0000	0.0320	0.5015	-0.4695	1	0	0	0		
227	B	None	0.0000	0.0000	0.0000	0.5866	-0.5866	-1	0	0	0	9149	Bikeway moved to other side of US-36
229	B	None	0.0000	0.0000	0.0000	3.2093	-3.2093	-1	0	0	0	9149	Bikeway moved to other side of US-36
231	B	None	0.0000	0.0000	0.0000	0.4515	-0.4515	-1	0	0	0	9149	Bikeway moved to other side of US-36
<b>Total - D-B Project</b>			<b>0.9816</b>	<b>0.0000</b>	<b>0.9816</b>	<b>11.1574</b>	<b>-10.1758</b>	<b>-3</b>	<b>0</b>	<b>0</b>	<b>0</b>		

Table 1: US 36 Managed Lane Project Right-of-Way Impacts

CDOT-ID	Segment	D-B Project Take	D-B Project Base Impact (AC)	D-B Project A.R.E. Impact (AC)	D-B Project Total Impact (AC)	FEIS/ROD Impact (for same elem.) (AC)	Difference (Less Than ROD) (More Than ROD)	Impacts Compared to EIS/ROD				Land Use	Comments
								Parcel (Un-Occupied)	Parcel (Occupied)	Building Impacted	Re-location		
<b>Remaining Impacts</b>													
88	A	None	0.0000	0.0000	0.0000	0.3190	-0.3190	0	-1	-1	-1	Residential	EIS WQ Pond impact, no longer needed
90	A	None	0.0000	0.0000	0.0000	0.0496	-0.0496	0	-1	0	0	Residential	EIS WQ Pond impact, no longer needed
92	A	None	0.0000	0.0000	0.0000	0.2090	-0.2090	-1	0	0	0	Exempt	
92.a	A	Partial	0.0000	0.0000	0.0000	0.0000	0.0000	1	0	0	0	Govt	
94	A	None	0.0000	0.0000	0.0000	0.0272	-0.0272	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
96	A	None	0.0000	0.0000	0.0000	0.0272	-0.0272	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
98	A	None	0.0000	0.0000	0.0000	0.0318	-0.0318	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
100	A	None	0.0000	0.0000	0.0000	0.0369	-0.0369	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
102	A	None	0.0000	0.0000	0.0000	0.0361	-0.0361	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
104	A	None	0.0000	0.0000	0.0000	0.0335	-0.0335	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
106	A	None	0.0000	0.0000	0.0000	0.0375	-0.0375	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
108	A	None	0.0000	0.0000	0.0000	0.0398	-0.0398	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
110	A	None	0.0000	0.0000	0.0000	0.0362	-0.0362	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
112	A	None	0.0000	0.0000	0.0000	0.0430	-0.0430	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
114	A	None	0.0000	0.0000	0.0000	0.0359	-0.0359	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
116	A	None	0.0000	0.0000	0.0000	0.0428	-0.0428	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
118	A	None	0.0000	0.0000	0.0000	0.0400	-0.0400	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
120	A	None	0.0000	0.0000	0.0000	0.0398	-0.0398	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
122	A	None	0.0000	0.0000	0.0000	0.0418	-0.0418	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
124	A	None	0.0000	0.0000	0.0000	0.0429	-0.0429	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
126	A	None	0.0000	0.0000	0.0000	0.0427	-0.0427	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
128	A	None	0.0000	0.0000	0.0000	0.0428	-0.0428	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
130	A	None	0.0000	0.0000	0.0000	0.0504	-0.0504	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
132	A	None	0.0000	0.0000	0.0000	0.0687	-0.0687	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
134	A	None	0.0000	0.0000	0.0000	0.0474	-0.0474	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
136	A	None	0.0000	0.0000	0.0000	0.0332	-0.0332	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
138	A	None	0.0000	0.0000	0.0000	0.0350	-0.0350	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
140	A	None	0.0000	0.0000	0.0000	0.0407	-0.0407	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
142	A	None	0.0000	0.0000	0.0000	0.0449	-0.0449	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
144	A	None	0.0000	0.0000	0.0000	0.0453	-0.0453	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
146	A	None	0.0000	0.0000	0.0000	0.0393	-0.0393	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
148	A	None	0.0000	0.0000	0.0000	0.0484	-0.0484	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
150	A	None	0.0000	0.0000	0.0000	0.0446	-0.0446	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
152	A	None	0.0000	0.0000	0.0000	0.0477	-0.0477	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
154	A	None	0.0000	0.0000	0.0000	0.0503	-0.0503	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
156	A	None	0.0000	0.0000	0.0000	0.0606	-0.0606	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
158	A	None	0.0000	0.0000	0.0000	0.1583	-0.1583	0	-1	0	0	Residential	EIS Bikeway impact, no longer needed
164	A	None	0.0000	0.0000	0.0000	0.2683	-0.2683	0	-1	0	0	Commercial	EIS drainage impact, no longer needed
166	A	None	0.0000	0.0000	0.0000	0.4793	-0.4793	0	-1	0	0	Commercial	EIS drainage impact, no longer needed
185	A	None	0.0000	0.0000	0.0000	0.0044	-0.0044	0	-1	0	0	Residential	EIS drainage impact, no longer needed
187	A	None	0.0000	0.0000	0.0000	0.0044	-0.0044	0	-1	0	0	Residential	EIS drainage impact, no longer needed
189	A	None	0.0000	0.0000	0.0000	0.0044	-0.0044	0	-1	0	0	Residential	EIS drainage impact, no longer needed
191	A	Partial	0.2828	0.0000	0.2828	0.0163	0.2665	0	0	0	0	Exempt	
193	A	Partial	0.0560	0.0000	0.0560	0.0193	0.0367	0	0	0	0	Commercial	
195	A	Partial	0.0053	0.0000	0.0053	0.1245	-0.1192	0	0	0	0	Commercial	
199	A	None	0.0000	0.0000	0.0000	0.1310	-0.1310	0	-1	0	0	Commercial	EIS drainage impact, no longer needed
201	A	None	0.0000	0.0000	0.0000	0.1115	-0.1115	0	-1	0	0	Commercial	EIS drainage impact, no longer needed
196.a	B	Full	2.0323	0.0000	2.0323	2.0323	0.0000	0	0	0	0	Govt	
200(Int)	B	Partial	0.1324	0.0000	0.1324	0.1008	0.0316	0	0	0	0	VACANT LAND	Only doing part of acquisition needed for EIS
200.c	B	Partial	0.0655	0.0000	0.0655	0.0000	0.0655	1	0	0	0		
213(Int)	B	Partial	0.1273	0.0000	0.1273	0.1273	0.0000	0	0	0	0		Only doing part of acquisition needed for EIS
215(Int)	B	Partial	0.0232	0.0000	0.0232	0.0232	0.0000	0	0	0	0	COMMR	Only doing part of acquisition needed for EIS
217(Int)	B	Partial	0.0634	0.0000	0.0634	0.0673	-0.0039	0	0	0	0	COMMR	
217.a	B	Partial	0.0825	0.0000	0.0825	0.0000	0.0825	1	0	0	0		
217.b	B	Partial	0.0651	0.0000	0.0651	0.0000	0.0651	1	0	0	0		
218(Int)	B	Partial	0.1496	0.0000	0.1496	0.1496	0.0000	0	0	0	0	VACANT LAND	
227.a	B	Partial	0.0414	0.0000	0.0414	0.0414	0.0000	1	0	0	0		
237.a	B	Partial	0.0688	0.0000	0.0688	0.2120	-0.1433	1	0	0	0		
239 (Int)	B	Partial	0.1039	0.0000	0.1039	0.1039	0.0000	0	0	0	0	COMMR	Only doing part of acquisition needed for EIS

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								Parcel (Un-Occupied)	Parcel (Occupied)	Building Impacted	Re-location		
228	C	Partial	1.2164	0.0000	1.2164	1.0713	0.1450	0	0	0	0	VACANT LAND	
230	C	Partial	0.1364	0.0000	0.1364	0.6556	-0.5192	0	0	0	0	VACANT LAND	
232	C	Partial	0.4465	0.0000	0.4465	0.2084	0.2381	0	0	0	0	COMMR	
232.a	C	Partial	0.0964	0.0000	0.0964	0.0000	0.0964	1	0	0	0		Bikeway Under Rail Road
234(Int)	C	Partial	0.0459	0.0000	0.0459	0.0459	0.0000	0	0	0	0	COMMR	
236(Int)	C	Partial	0.3677	0.0000	0.3677	0.3677	0.0000					COMMR	Build Path in Westminster ROW
242(Int)	C	Partial	1.5826	0.0000	1.5826	1.5826	0.0000	0	0	0	0		
246(Int)	C	Partial	0.3167	0.0000	0.3167	0.3167	0.0000	0	0	0	0	Vacant Land	
246.a (Int)	C	Partial	0.0172	0.0000	0.0172	0.0172	0.0000	1	0	0	0		
247(Int)	C	Partial	0.0111	0.0000	0.0111	0.0111	0.0000	0	0	0	0	VACANT LAND	
253.a	C	Partial	0.0398	0.0000	0.0398	0.0378	0.0020	1	0	0	0		
255.a	C	Full	0.8587	0.0000	0.8587	0.0589	0.7998	0	1	1	1	Residential	Airport Creek pond
255.b	C	Full	1.0052	0.0000	1.0052	0.0479	0.9573	0	1	1	1	Residential	Airport Creek pond
261(Int)	C	Partial	0.4199	0.0000	0.4199	0.4199	0.0000	0	0	0	0	Residential	Only doing part of acquisition needed for EIS
267.a(Int)	C	Partial	0.6516	0.0000	0.6516	0.6516	0.0000	1	0	0	0		
268	D	Partial	1.7594	0.0000	1.7594	4.6315	-2.8721	0	0	0	0	Vacant Land	
268.a	D	Partial	0.8552	0.0000	0.8552	0.9283	-0.0731	0	0	0	0	Vacant Land	
270	D	Partial	0.4002	0.0000	0.4002	0.4578	-0.0576	0	0	0	0	Commercial	
272	D	Partial	0.2945	0.0000	0.2945	1.0675	-0.7730	0	0	0	0	Exempt	
274	D	None	0.0000	0.0000	0.0000	0.2003	-0.2003	0	-1	0	0	Commercial	
274.a	D	None	0.0000	0.0000	0.0000	0.0268	-0.0268	0	-1	0	0	Commercial	
276	D	None	0.0000	0.0000	0.0000	0.1204	-0.1204	-1	0	0	0	Exempt	
278	D	None	0.0000	0.0000	0.0000	0.6098	-0.6098	0	-1	0	0	Commercial	
280	D	Partial	0.3014	0.0000	0.3014	0.5039	-0.2024	0	0	0	0	Commercial	
284(Int)	D	Partial	0.0697	0.0000	0.0697	0.0697	0.0000	0	0	0	0	Vacant Land	
290	D	Partial	0.1129	0.0000	0.1129	0.0000	0.1129	0	0	0	0	Commercial	
294	D	Partial	0.2108	0.0000	0.2108	0.0000	0.2108	0	0	0	0	Commercial	
297	D	Partial	0.0599	0.0000	0.0599	0.6086	-0.5487	0	0	0	0	Commercial	
297.1	D	Partial	0.0615	0.0000	0.0615	0.9768	-0.9153	0	0	0	0		
299	D	Partial	0.0026	0.0000	0.0026	0.8630	-0.8604	0	0	0	0	Commercial	
299.1	D	Partial	0.1250	0.0000	0.1250	0.8499	-0.7249	0	0	0	0		
301	D	None	0.0000	0.0000	0.0000	0.1940	-0.1940	0	-1	0	0	Commercial	
303	D	None	0.0000	0.0000	0.0000	0.5000	-0.5000	0	-1	0	0	Vacant Land	
305	D	None	0.0000	0.0000	0.0000	0.2653	-0.2653	0	-1	0	0	Commercial	
309	D	Partial	0.0372	0.0000	0.0372	1.4038	-1.3666	0	0	0	0	Commercial	
311	D	Partial	0.7048	0.0000	0.7048	0.4795	0.2252	0	0	0	0	Vacant Land	Drainage Easement
315.a	D	Partial	0.3566	0.0000	0.3566	0.0000	0.3566	1	0	0	0		
293	BE-Wads	Full	0.2210	0.0000	0.2210	0.2210	0.0000	0	0	0	0	Vacant Land	
295(Int)	BE-Wads	Partial	0.0507	0.0000	0.0507	0.0507	0.0000	0	0	0	0	Commercial	
269(Int)	BE-Wads	Partial	1.1014	0.0000	1.1014	1.1014	0.0000	0	0	0	0	Exempt	
283(Int)	BE-Wads	Partial	1.5126	0.0000	1.5126	1.5126	0.0000	0	0	0	0	Commercial	
296(Int)	E	Partial	0.0000	0.2760	0.2760	0.2760	0.0000	0	0	0	0	10 AC TO L/T 35 AC	
296.a(Int)	E	Partial	0.0000	0.0176	0.0176	0.0176	0.0000	1	0	0	0		
298	E	Partial	0.0000	2.5795	2.5795	2.5795	0.0000	0	0	0	0	IRRIGATED LAND-AGRICLTRL	
300.a	E	Partial	0.0000	0.5419	0.5419	0.1390	0.4028	0	0	0	0		
304.a (Int)	E	Partial	0.0000	0.0422	0.0422	0.0422	0.0000	0	1	0	0		
319.b	F	Partial	0.0000	0.0000	0.0000	0.9466	-0.9466						
325	E	Partial	0.0000	1.3677	1.3677	0.0881	1.2796	0	0	0	0	EXEMPT-COUNTY-LAND	
327(Int)	E	Partial	0.0000	0.0167	0.0167	0.0167	0.0000	0	0	0	0	VACANT COM LOTS	
329(Int)	E	Partial	0.0000	0.2234	0.2234	0.2234	0.0000	0	0	0	0	TOWNS	Wall Added
331(Int)	E	Partial	0.0000	0.2128	0.2128	0.2128	0.0000	0	0	0	0	OFFICE INDUSTRIAL	
<b>Remaining Total - D-B Project</b>			<b>18.7490</b>	<b>5.2777</b>	<b>24.0267</b>	<b>33.7687</b>	<b>-9.7420</b>	<b>10</b>	<b>-45</b>	<b>1</b>	<b>1</b>		
<b>Total - D-B Project</b>			<b>53.3541</b>	<b>10.1768</b>	<b>63.5309</b>	<b>84.2846</b>	<b>-21.3831</b>	<b>11</b>	<b>-43</b>	<b>3</b>	<b>2</b>		