

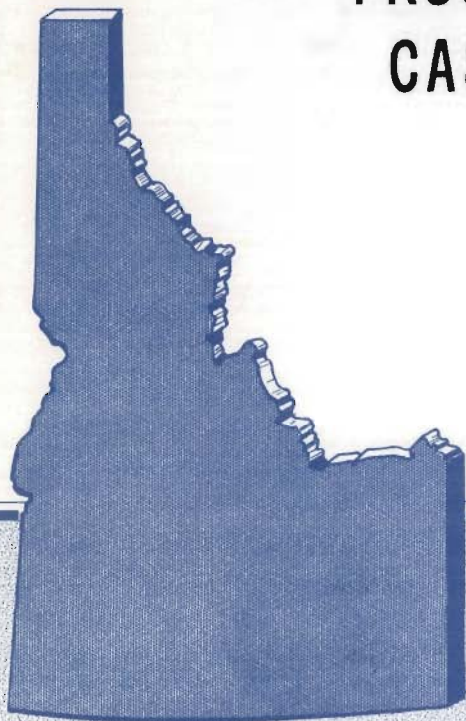
# LAND ECONOMIC STUDIES

## PROJECT F-1381(10) CASE STUDY No.16

MARCH 1968

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RESEARCH PROJECT NO.2



STATE OF IDAHO DEPARTMENT OF HIGHWAYS

in cooperation with

U.S. DEPARTMENT OF TRANSPORTATION BUREAU OF PUBLIC ROADS



LAND ECONOMIC STUDIES

Case Study No. 16

Severance Study

Project F-1381(10) - Blackfoot, Idaho

Parcel No. 1

1968

The purpose of land economic studies is to determine the impact, if any, of highway construction and operation upon the value of abutting private property.

The opinions, findings and conclusions expressed in this publication are those of the author and not necessarily those of the State or the Bureau of Public Roads.

State of Idaho  
Department of Highways  
Highway Planning and Research Project  
in cooperation with  
U. S. Department of Transportation  
Federal Highway Administration  
Bureau of Public Roads

## LAND ECONOMIC STUDIES

### Case Study No. 16

#### PROJECT F-1381(10) - Parcel No. 1 - BLACKFOOT, IDAHO

LOCATION: On State Highway 26 west of the Blackfoot business district on the new connector from West Bridge Street to the Blackfoot Interchange on Interstate Highway 15 and connection to State Highway 39 over the new bridge. This area of development is commercial, in an area of transition from agricultural lands to commercial properties.

#### THE PROPERTY BEFORE RIGHT OF WAY PURCHASE:

1. Area: 21.27 acres.
2. Frontage: None.
3. Zoning: Agricultural subdivision land.
4. Utilities: All utilities are available to the property but not in use.
5. Improvements: None.

The use of this property was strictly agricultural.

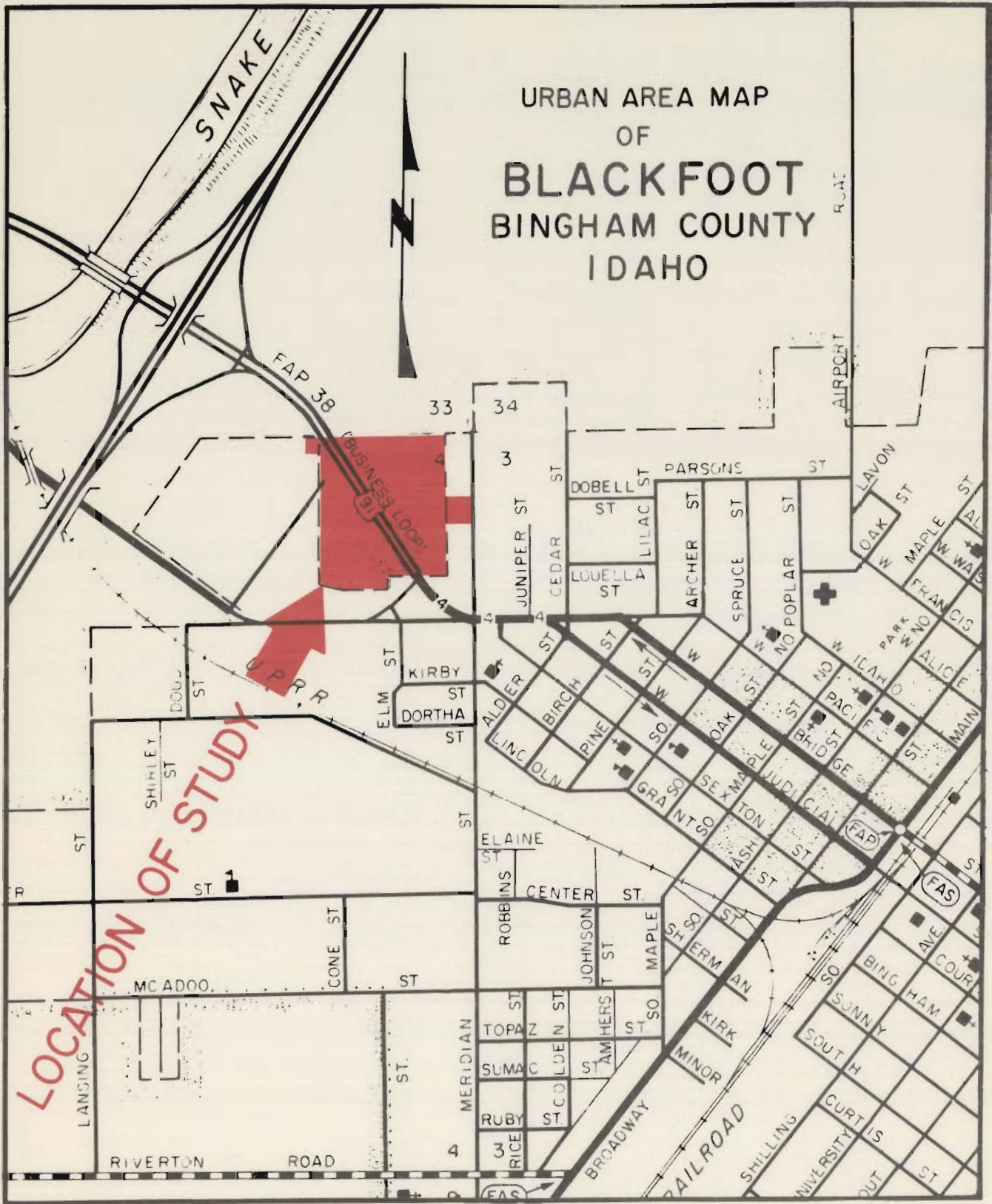
#### DESCRIPTION OF RIGHT OF WAY PURCHASED:

The right of way purchased consisted of 3.82 acres. This was very good irrigated agricultural land with access limited to one side street. The land is level and well cared for and approximately five feet below the new road alignment.

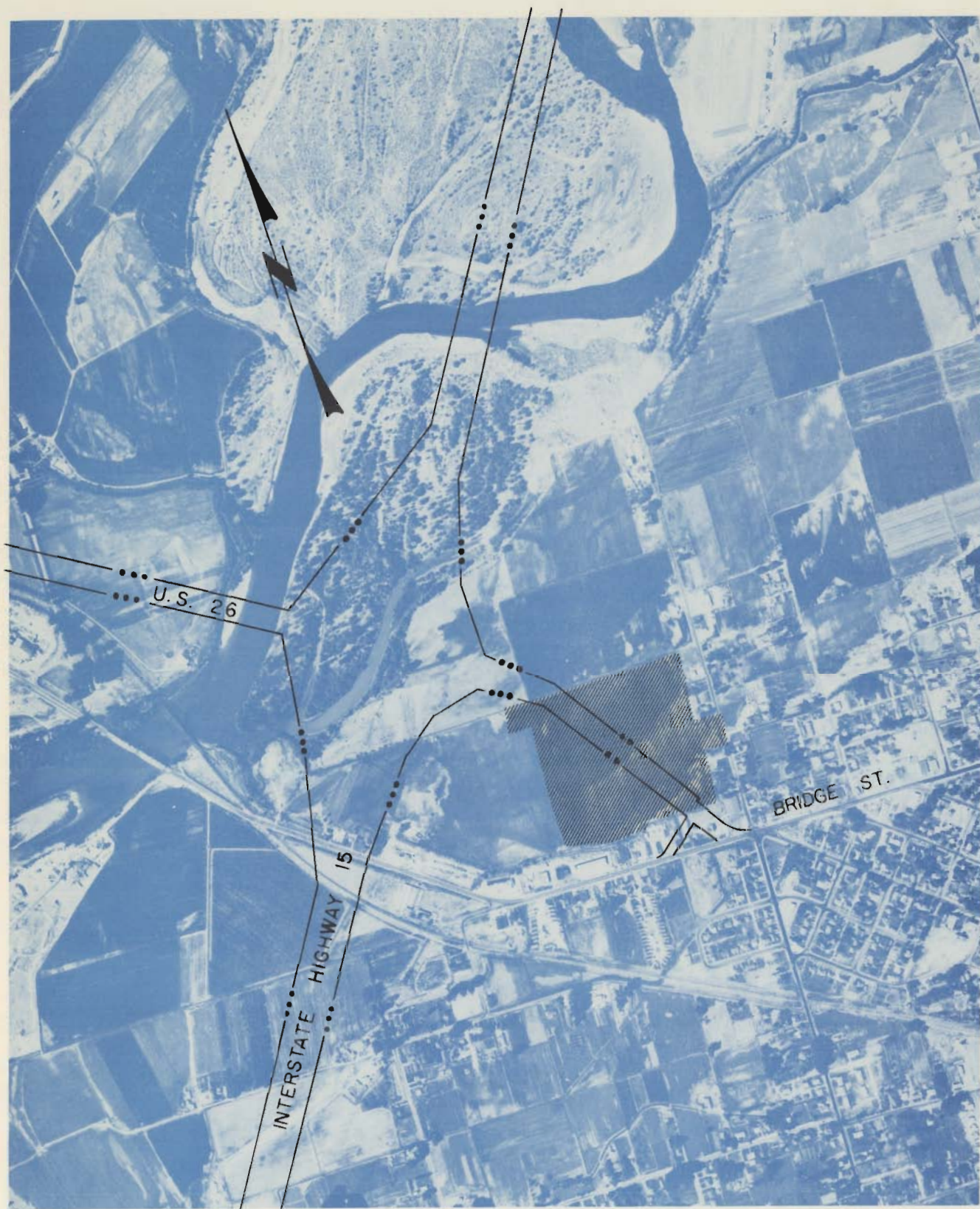
#### THE REMAINING PROPERTY:

1. Area No. 1: 9.96 acres N.E. of right of way.
- Area No. 2: 7.49 acres S.W. of right of way.

URBAN AREA MAP  
OF  
**BLACKFOOT**  
BINGHAM COUNTY  
IDAHO

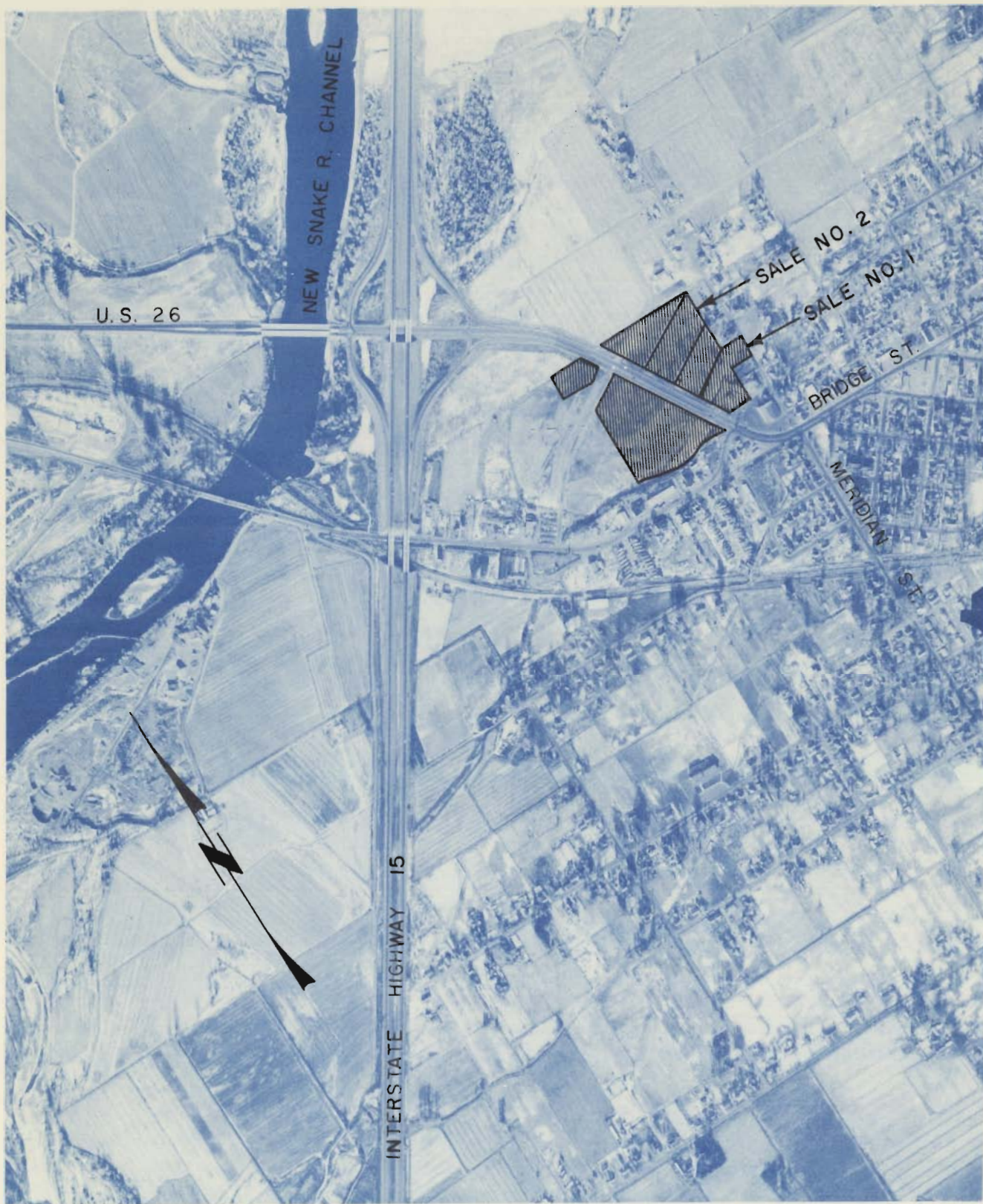






PROPERTY BEFORE RIGHT OF WAY ACQUIRED





PROPERTY AFTER RIGHT OF WAY ACQUIRED



2. Frontage:

Area No. 1: 1180 front feet on the right of new alignment.

Area No. 2: 1185 front feet on the left of new alignment.

3. Zoning: Commercial.

4. Utilities: Electricity, irrigation and city water, telephone and sewer system.

5. Improvements: None.

The division of this property by the new highway alignment changed its classification from agricultural land to a subdivision classification with commercial frontage of 2365 front feet.

The reduction of 3.82 acres for the right of way provided access to the Interstate Highway 15 Interchange. The new alignment is U. S. 26 and connects to State Highway 39 just beyond the Interstate.

APPRAISED VALUE:

Value of entire ownership 21.27 acres	\$ 26,587.50
Value of remaining ownership 17.45 acres	<u>\$ 17,926.50</u>
Just compensation for 3.82 acres	\$ 8,651.00

This land is bounded on East, South and West by city limits and on the North by a drainage ditch. The subdivided lands lying just to the West, within Farnes Addition were refused by F.H.A. because of potential flooding from the Snake River.

The just compensation of \$8,651 is composed of \$4,800 land value and \$3,851 damages.

SALES OF PORTIONS OF THE REMAINDERS:

Sale Number 1 consisted of 1.33 acres of land purchased by the adjoining property owner on July 8, 1964, for \$17,500. This sale was made a year and nine months after the appraisal.

Sale Number 2 consisted of 3.89 acres of land purchased for an automobile dealer's new car showroom location. Consideration was \$30,000, or \$7,712 per acre. This sale has to depend upon an easement for access to the highway across adjoining property. This sale was made two years and five months after the appraisal.

Sale Number 1 with immediate access indicated a before value of \$1,250 per acre and a sale value of \$13,158, or an increase of 1,052%.

Sale Number 2 which didn't have immediate access had a before value of \$1,250 per acre and a sale value of \$7,712, or an increase of 617%.

#### OBSERVATIONS

In the instance of Sale No. 1, the purchase was made by the adjoining property owner in order to expand his existing ownership and control both sides of the intersection North of the new highway alignment. In this case, access is provided.

When Sale No. 2 was subsequently sold, the necessity for a frontage road was not specifically planned. Buyer and seller appear to have intended a request for commercial access to the Bureau of Public Roads, Washington, D. C.

Some nominal growth due to a population increase in the immediate area is evident during the two years and five months from the date of supplemental appraisal to the date of Sale No. 2. While such growth has not been measured, it is considered to represent only a very small increase in value to the subject properties. The only other factor which could account for such an increase in value is the design and construction of the new highway alignment.