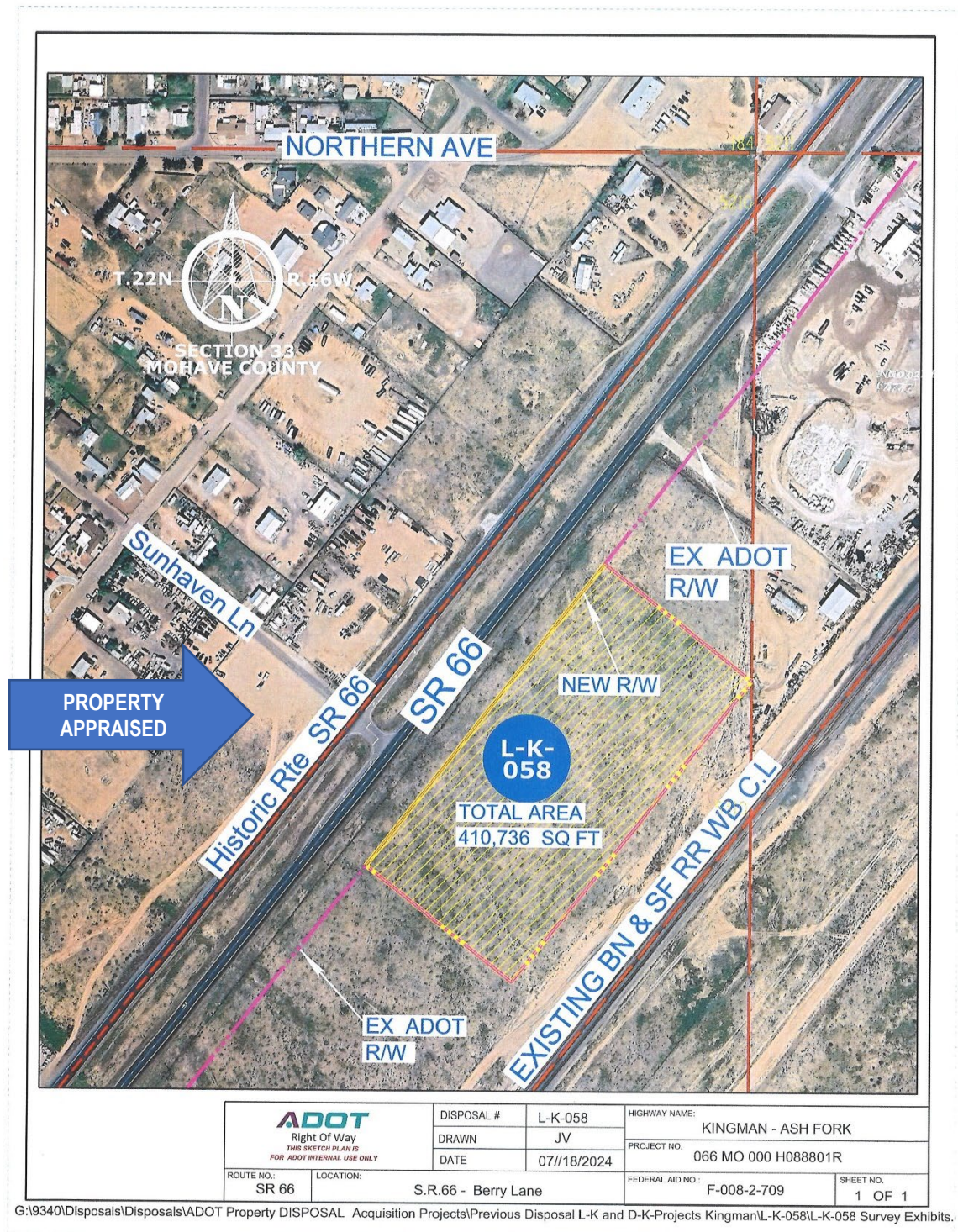
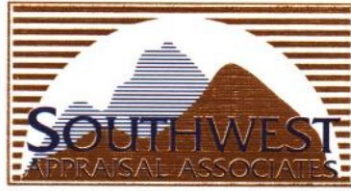


APPRAISAL COVER SHEET

TYPE OF REPORT:	Appraisal for Market Value
ADOT PARCEL NO.:	L-K-058
OWNER NAME:	State of Arizona / Arizona Department of Transportation
NAME & LOCATION OF PROPERTY:	Easterly side of Northbound Route 66 travel lanes, between the BN & SF Railroad and Route 66 at Sunhaven Lane, in the Kingman Airport Section of Mohave County, Arizona.
PROJECT:	066 MO 000 H088801R
HIGHWAY:	Kingman - Ashfork Highway
SECTION:	Kingman Airport
DATE OF APPRAISAL REPORT:	March 19, 2025
EFFECTIVE DATE OF VALUE:	January 13, 2025
APPRAISER:	Steven R. Cole, MAI, SRA Certified General Real Estate Appraiser #30130

AERIAL MAP – PROPERTY APPRAISED





P.O. Box 16156
TUCSON, ARIZONA 85732
(520) 327-0000
FAX (520) 327-3974

LETTER OF TRANSMITTAL

March 19, 2025

Mr. Jim Walcutt
Arizona Department of Transportation
205 South 17th Avenue, Room 331
Mail Drop #612E
Phoenix, Arizona 85007

RE: Appraisal of ADOT Parcel L-K-058 consisting of $\pm 410,736$ gross square feet, (9.43 acres), of land located on the easterly side of U.S. Route 66 (aka Andy Devine Avenue), near the Kingman Airport in Kingman, Mohave County, Arizona.
Appraiser's File No.: 24-274-L

Dear Mr. Walcutt:

At your request, I have provided my fair market value opinion for the subject property referenced above. The property appraised is located on the easterly side of the northbound travel lanes of U.S. Route 66, also known as Andy Devine Avenue, at Berry at Berry Lane and Sunhaven Lane, near the Kingman Airport in Kingman, Mohave County, Arizona 86401. The property appraised does not have a physical street address but is located between Diagonal Way and Northern Avenue at Sunhaven Lane, and is identified herein as Parcel L-K-058. This parcel consists of $\pm 410,736$ gross square feet, (9.43 acres), and represents a portion of Mohave County Assessor's Parcel Number 324-11-074, located in Section 33, Township 22N, Range 16W in Kingman, Mohave County, Arizona. The property was inspected on January 13, 2025, with the appraiser being accompanied by Mr. Jim Walcutt with ADOT, representing property ownership.

The purpose of this appraisal is to provide a current fair market value opinion for the subject property, pursuant to Arizona Revised Statute 28-7091, as follows:

"... 'Market Value' means the most probable price estimated in terms of cash in United States dollars or comparable market financial arrangements which the property would bring if exposed for sale in the open market, with reasonable time allowed in which to find a purchaser, buying with knowledge of all of the uses and purposes to which it was adapted and for which it was capable."

The intended users of the appraisal include the officials and agents of the Arizona Department of Transportation and the Federal Highway Administration. No other use or users are intended, and any unintended use may be misleading.

This appraisal report is intended to comply with the requirements set forth in: (1) the Arizona Department of Transportation Appraisal Standards and Specifications; (2) the 2024 edition of the *Uniform Standards of Professional Appraisal Practice* (USPAP), promulgated by the Appraisal Standards Board of the Appraisal Foundation; and (3) the Federal Highway Administration (FHWA) Uniform Act, 49 CFR Part 24. The Sales Comparison Approach is utilized to support the market value opinion provided herein.

This report or any portion thereof is for the exclusive use of the client and is not intended to be used, sold, transferred, given, or relied on by any other person other than the client without the prior, expressed written permission of the author, as set forth within the General Limiting Conditions contained in this report.

Based upon the data, analyses, opinion and conclusions contained in this report, my “as is” market value opinion, as of January 13, 2025, is as follows:

ADOT PARCEL L-K-058 MARKET VALUE OPINION\$540,000
(Rounded)
This estimate of Market Value equals \$57,264 Per Acre

Extraordinary Assumption:

In accordance with the Uniform Standards of Professional Appraisal Practice (USPAP), the definition of Extraordinary Assumption is as follows:

“An assumption, directly related to a specific assignment, which, if found to be false, could alter the appraiser’s opinions or conclusions. Extraordinary assumptions presume as fact otherwise uncertain information about physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of data used in an analysis”.

This appraisal report is based on the following extraordinary assumptions:

- 1) No archaeological survey was provided to the appraiser. It is an extraordinary assumption of this appraisal that there is no known archaeological significance on the subject site.*
- 2) No geological survey was provided to the appraiser. It is an extraordinary assumption of this appraisal that there is no known geological significance on the subject site.*
- 3) The site was inspected by the appraiser. No evidence of environmental risks or hazardous conditions was observed. It is an extraordinary assumption of this appraisal that there are no known environmental risks or hazardous conditions on the subject site.*

- 4) ADOT has provided the site area and dimensions for the subject parcel. It is an extraordinary assumption of this appraisal that the site area provided by ADOT is accurate.
- 5) Municipal water and sewer information was provided by the City of Kingman. It is an extraordinary assumption of this appraisal that the information provided by the City of Kingman is accurate.

Hypothetical Conditions:

A hypothetical condition is defined as follows:

“A hypothetical condition is a condition directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results but is used for the purpose of analysis. Hypothetical conditions are contrary to known facts about physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of data used in an analysis.”¹


No hypothetical conditions apply to this appraisal:

The use of extraordinary assumptions and hypothetical conditions might have affected the assignment results. This appraisal and the market value provided herein are subject to change if the use of these extraordinary assumptions and/or hypothetical conditions significantly impacted the market value opinion.

I hereby certify that to the best of my knowledge and belief, all statements and opinions contained in this appraisal report are correct. This transmittal letter is not valid for any purpose unless accompanied by the appraisal referred to herein.

Respectfully submitted,

Southwest Appraisal Associates, Inc.

By 
Steven R. Cole, MAI, SRA
Certified General Real
Estate Appraiser #30130

¹ Uniform Standards of Professional Appraisal Practice, 2024 Ed., Appraisal Foundation

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GENERAL ASSUMPTIONS AND LIMITING CONDITIONS

The certification of the Appraiser appearing in the report is subject to the following conditions, and to such other specific and limiting conditions as are set forth by the Appraiser in the report.

This report is being prepared for my client. This report or any portion thereof is for the exclusive use of the client and is not intended to be used, sold, transferred, given or relied on by any other person than the client without the prior, expressed written permission of the author, as set forth within the Limiting Conditions contained in this report.

The Appraiser assumes no responsibility for matters of a legal nature affecting the property appraised or the title thereto, nor does the Appraiser render any opinion as to the title, which is assumed to be good and marketable. No Owner's Title Policy has been furnished to the Appraiser. The property is appraised as though under responsible ownership, competent management and adequate marketing typical for that type of property. The legal description, if provided to me, is assumed to be correct. Unless otherwise noted, it is assumed there are no encroachments, zoning violations or restrictions existing in the subject property.

The Appraiser has made no survey of the property. Any sketch or map in the report may show approximate dimensions and is included for illustrative purposes only. It is the responsibility of a certified engineer, architect or registered surveyor to show by a site plan the exact location of the subject property or any improvements or any proposed improvements thereon, or the exact measurements or calculations of estimated area of the site. In the absence of such a survey, the Appraiser may have utilized Tax Assessor's maps or other maps which may not represent the exact measurements of the subject property or other comparable information utilized to determine the value of the subject property. Any variation in dimensions or calculations based thereon may alter the estimates of value contained within the report.

When possible, the appraiser has relied upon building measurements provided by the client, owner, or agents of these parties. In their absence, the appraiser has relied upon his own measurements of the subject improvements. However, there are some factors that may limit our ability to obtain accurate measurements. Professional building area measurements are beyond the scope of this appraisal assignment.

In estimating the opinion of value of the subject property and in analyzing comparable information, the Appraiser has relied upon information from public and private planning agencies as to the potential use of land or improved properties. This information may include, but is not limited to, Area Plans, Neighborhood Plans, Zoning Plans and Ordinances, Transportation Plans and the like. To the extent that these plans may change, the value opinions of this report may also change.

The dates of value to which the opinions expressed in this report apply are set forth in this report. The appraiser assumes no responsibility for the economic or physical factors occurring at some point at a later date, which may affect the opinions stated herein. The forecasts, projections, or operating estimates contained herein are based on current market conditions and anticipated short-term supply and demand factors. These forecasts are, therefore, subject to changes with future conditions.

In the absence of a professional Engineer's Feasibility Study, information regarding the existence of utilities is made only from a visual inspection of the site. The Appraiser assumes no responsibility for the actual availability of utilities, their capacity or any other problem which may result from a condition involving utilities. The respective companies, governmental agencies or entities should be contacted directly by concerned persons.

The Appraiser is not required to give testimony or appear in court because of having made the

appraisal with reference to the property in question unless prior arrangements have been made and confirmed in writing.

Any allocation of the valuation in the appraisal report between land and improvements applies only under the existing program of utilization. The separate valuation for land and improvements must not be used in conjunction with any appraisal and are invalid if so used.

The Appraiser assumes that there are no hidden or unapparent conditions of the property, subsoil, potential flooding hazards, hydrology or structures which would render it more or less valuable. The Appraiser assumes no responsibility for such conditions or for engineering which might be required to discover such factors.

Unless otherwise stated within this report, the existence of hazardous materials, which may or may not be present within or on the property, will not be considered by the appraiser. The Appraiser assumes, and the client warrants, that no such materials adversely affect the utility, usability or development potential of the property to the best of their knowledge. The Appraiser is not qualified to detect such substances. The value opinion has been predicated on the assumption that there is no such material on or in the property that would cause a loss in value. No responsibility will be assumed for any such conditions or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.

The presence of barriers to the disabled, which may or may not be present within or on the subject property, will not be considered by me. I have not performed a compliance survey to determine if it is in conformance with the A.D.A (Americans with Disabilities Act). The Appraiser assumes, and the client warrants, that no such barriers adversely affect the utility, usability, or development potential of the property to the best of their knowledge. The Appraiser is not qualified to analyze such barriers. The value opinion has been predicated on the assumption that there are no such barriers on or in the property that would cause a loss in value. The client is urged to retain an expert in this field, if desired.

Information, estimates and opinions furnished to the Appraiser and contained in the report were obtained from sources considered reliable and believed to be true and correct. However, no responsibility for accuracy of such items furnished to the Appraiser can be attributed to the Appraiser.

Disclosures of the contents of the report by the Appraiser are governed by the Bylaws and Regulations of the professional appraisal organizations with which the Appraiser is affiliated.

On all reports which are undertaken subject to satisfactory completion of, alterations of or repairs to improvements, the report and value conclusions contained in it are contingent upon completion of the improvements or of the repairs thereto or alterations thereof in a workmanlike manner and consistent with the specifications presented to the Appraiser.

Prospective value opinions are intended to reflect the current expectations and perceptions of market participants. They should not be judged on whether specific items in the forecasts are realized. The appraiser cannot be held responsible for unforeseeable events that alter market conditions after the effective date of the report. Any income and expense estimates contained in the appraisal report are used only for the purpose of estimating value and do not constitute prediction of future operating results. Furthermore, it is likely that some assumptions will not materialize and that unanticipated events may occur that will affect actual performance.

The appraiser has not made a specific survey of the subject property to determine whether or not it has any plant or wildlife which is identified as an endangered or threatened species by the U.S. Fish and Wildlife Service. While not observed and while no information was provided to confirm or deny the existence of any endangered or threatened species on the subject property (unless expressly stated herein), it is emphasized that the appraiser is not qualified to detect or analyze such plants and wildlife. Any such conclusions must be based upon the professional expertise of persons qualified to make such judgments. Thus, any person or other entity with an interest in the subject property is urged to retain an expert if so desired.

Possession of this report, or a copy thereof, does not carry with it the right of publication. Neither all, nor any part of the content of the report, or copy thereof (including conclusions as to property value, the identity of the appraiser, professional designations, reference to any professional appraisal organization or the firm with which the appraiser are connected), shall be disseminated to the public through advertising, public relations, news, sales, or other media without prior written consent and approval from Southwest Appraisal Associates' President.

This appraisal was prepared for the sole and exclusive use of the client. Any party who is not the client or intended user identified in the appraisal or engagement letter is not entitled to rely upon the contents of the appraisal without express written consent of Southwest Appraisal Associates. We claim no expertise in areas such as, legal description survey, structural, or environmental, engineering mechanical or electrical systems and the like. We assume such data is accurate and such systems functional unless otherwise noted in the appraisal.

This appraisal shall be considered in its entirety. No part thereof shall be used separately or out of context.

This appraisal does not guarantee compliance with building code and life safety code requirements of the local jurisdiction. It is assumed that all required licenses, consents, certificates of occupancy or other legislative or administrative authority from any local, state or national governmental or private entity or organization have been or can be obtained or renewed for any use on which the value conclusion contained in this report is based unless specifically stated to the contrary.

This appraisal is not intended to be used in connection with a real estate syndicate or syndicates. A real estate syndicate is a general or limited partnership, joint venture, unincorporated association or other organization formed for the purpose of an investment from an interest in real property. It includes, but is not limited to a sale, exchange, trade or development of such real property. It may or may not be registered with the United States Securities and Exchange Commission or a state regulatory agency which regulates public offerings.

This appraisal applies to the land and building improvements only. The value of trade fixtures, furnishings, and other equipment, or subsurface rights, (mineral, gas, and oil), were not considered in this appraisal unless specifically stated to the contrary.

If any claim is filed against Southwest Appraisal Associates, its officers or employees, or the firm providing this report, in connection with, or in any way arising out of, or relating to, this report, or the engagement of the firm providing this report, then (1) under no circumstances shall such claimant be entitled to consequential, special or other damages, only for direct compensatory damages, (2) the maximum amount of such compensatory damages recoverable by such claimant shall be the amount actually received by Southwest Appraisal Associates to provide this report.

All disputes shall be settled by binding arbitration in accordance with the commercial arbitration rules of the American Arbitration Association. The use of this report or its analysis and conclusions by the client or any other party constitutes acceptance of all the above limiting conditions.

Susanne Grace-Poore provided significant professional assistance to the person(s) signing this certification, including the search for comparable sale data and preparation of a draft of the report. However, the value conclusion was arrived at by the undersigned appraiser who bears responsibility for the value conclusion stated herein.

EXTRAORDINARY ASSUMPTIONS/HYPOTHETICAL CONDITIONS

Extraordinary Assumption:

In accordance with the Uniform Standards of Professional Appraisal Practice (USPAP), the definition of Extraordinary Assumption is as follows:

“An assumption, directly related to a specific assignment, which, if found to be false, could alter the appraiser’s opinions or conclusions. Extraordinary assumptions presume as fact otherwise uncertain information about physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of data used in an analysis”.

This appraisal report is based on the following extraordinary assumptions:

- 1) No archaeological survey was provided to the appraiser. It is an extraordinary assumption of this appraisal that there is no known archaeological significance on the subject site.*
- 2) No geological survey was provided to the appraiser. It is an extraordinary assumption of this appraisal that there is no known geological significance on the subject site.*
- 3) The site was inspected by the appraiser. No evidence of environmental risks or hazardous conditions was observed. It is an extraordinary assumption of this appraisal that there are no known environmental risks or hazardous conditions on the subject site.*
- 4) ADOT has provided the site area and dimensions for the subject parcel. It is an extraordinary assumption of this appraisal that the site area provided by ADOT is accurate.*
- 5) Municipal water and sewer information was provided by the City of Kingman. It is an extraordinary assumption of this appraisal that the information provided by the City of Kingman is accurate.*

Hypothetical Conditions:

A hypothetical condition is defined as follows:

“A hypothetical condition is a condition directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results but is used for the purpose of analysis. Hypothetical conditions are contrary to known facts about physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of data used in an analysis.”²

No hypothetical conditions apply to this appraisal:

² Uniform Standards of Professional Appraisal Practice, 2024 Ed., Appraisal Foundation

The use of extraordinary assumptions and/or hypothetical conditions might have affected the assignment results. This appraisal and the market value provided herein are subject to change if the use of these extraordinary assumptions and/or hypothetical conditions significantly impacted the market value opinion.

THE APPRAISAL PROCESS

An appraisal is an opinion based upon research, judgment, and an analysis of factors influencing real estate value. These factors consider the four major forces at work in the economy: physical, legal/political, social, and economic forces.

The sections comprising the first portion of the report include: Date, Function and Purpose of the Appraisal, Property Identification, Scope of Work, Regional and Neighborhood Analysis, Site Analysis, and Highest and Best Use. The highest and best use of the subject is the basis upon which market value is determined.

The second portion of the report contains the approaches used to determine an opinion of market value of the fee simple interest in the subject property. The fee simple interest is the unencumbered interest in the property. The three traditional approaches to value are considered. However, since the subject is vacant, unimproved land, the only applicable approach to value is the Sales Comparison Approach.

In the Sales Comparison Approach, recent sales of similar industrial sites, known as "comparables," are analyzed and adjusted as compared to the subject property. This approach best represents the actions of buyers and sellers in the market for this type of property. The degree of similarity between the comparables and the subject determines the reliability of this approach.

PROPERTY IDENTIFICATION

The subject property is located on the southeasterly side of the northbound travel lanes of Historic State Highway 66, also known as Andy Devine Avenue, at Berry Lane and Sunhaven Lane, in Kingman, Mohave County, Arizona 86401. It does not have a physical street address or Assessor Parcel Number. The following legal description for the property was provided by ADOT.

EXHIBIT "A"

That portion of the Northeast quarter (NE¼) of Section 33, Township 22 North, Range 16 West, Gila and Salt River Meridian, Mohave County, Arizona, described as follows:

Commencing at a 1911 USGLO brass cap marking the Northeast corner of said Section 33 from which a 1975 Mohave County Dept. Engr. aluminum cap on a 3 inch aluminum pipe in concrete stamped "RLS 8904" marking the East quarter corner of said Section 33 bears South 00°08'10" West 2642.44 feet;

thence along the East line of said Section 33 South 00°08'10" West 1256.94 feet to the most southerly corner of that property described in Special Warranty Deed recorded in Document Number 2023-013150, Mohave County Records, on the existing right of way line that is common to State Highway 66 (KINGMAN – SELIGMAN HIGHWAY) and the BNSF Railway Company, being the POINT OF BEGINNING of this property to be conveyed;

thence along said existing common right of way line South 38°25'35" West 916.41 feet to the most northerly line of that property described in Special Warranty Deed recorded in Document Number 2023-053750, Mohave County Records;

thence North 51°44'49" West 446.82 feet, along said most northerly property line, to the proposed relocated southeasterly right of way line of said State Route 66;

thence along said proposed relocated southeasterly right of way line North 38°15'11" East 916.38 feet to the southwesterly line of said property described in said Document Number 2023-013150;

thence along said southwesterly line South 51°44'59" East 449.60 feet to the POINT OF BEGINNING.

GRANTOR RESERVES unto the public and various utility companies, easements for existing utilities, if any, within the above described property, in accordance with Arizona Revised Statute 28-7210. Access to the existing utilities will be by way of what exists at the time of this conveyance and shall be the responsibility of the Grantee herein and of the public or utility companies to show where that access is located.

EXCEPTING therefrom, all oil, gas, coal and other minerals in said land, together with the right to prospect for, mine and remove the same, all as set forth in Deed recorded in Book 48 of Deeds, Page 551.

PROJECT: 066 MO 000 H0888	LOCATION: Kingman Airport Section	PARCEL: L-K-058
F-008-2-709	Disposal	cg 12-03-2024

PURPOSE OF THE APPRAISAL

- Purpose of the Appraisal:*** The purpose of this appraisal is to provide a current fair market value opinion for the defined L-K-058 as of January 13, 2025, the date of the appraiser's site visit.
- Intended User of the Appraisal:*** The intended users of the appraisal include the officials and agents of the Arizona Department of Transportation; Federal Highway Administration; and courts having jurisdiction concerning the subject property. No other use or users are intended, and any unintended use may be misleading.
- Intended Use of the Appraisal:*** The intended use of the appraisal is to provide a current market value opinion to assist the client with decisions regarding disposition of the property identified herein.
- Date of Value Opinion:*** The effective date of the value opinion is January 13, 2025.
- Date of the Appraisal Report:*** The date of the appraisal report is March 19, 2025.

DEFINITIONS

Definition of Market Value:

Pursuant to Arizona Revised Statute 28-7091:

"... 'Market Value' means the most probable price estimated in terms of cash in United States dollars or comparable market financial arrangements which the property would bring if exposed for sale in the open market, with reasonable time allowed in which to find a purchaser, buying with knowledge of all of the uses and purposes to which it was adapted and for which it was capable."

INTEREST TO BE APPRAISED

Fee Simple Estate:

The interest to be appraised is that interest arising from fee simple estate ownership. *The Dictionary of Real Estate Appraisal, 6th Edition*, by The Appraisal Institute defines the fee simple estate as:

"Absolute ownership, unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat."

OWNERSHIP HISTORY AND FIVE-YEAR CHAIN OF TITLE

ADOT Parcel L-K-058:

Title is vested in The State of Arizona, by and through its Department of Transportation by virtue of Fee right of way for Historic U.S. Route 66 from Santa Fe Pacific Railroad Company, a corporation to the State of Arizona, Arizona Highway Commission, dated 10-01-1933, recorded 12-11-1933 in Book 48 of Deeds, page 551.

A Right of Way Disposal Report was provided to the appraiser. There have been no other sales, title transfers, or offers to purchase the subject property for the five years prior to this appraisal.

SIGNS

There are no billboard signs located on the subject property.

OWNER CONTACT

Mr. Jim Walcutt with the R/W Project Management Section of the Arizona Department of Transportation accompanied the appraiser on the site inspection.

SCOPE OF WORK

The Scope of Work for an appraisal is the extent of the process of collecting, confirming, and reporting data, as well as the methods used in supporting the value opinion. The three traditional approaches to value, Cost Approach, Sales Comparison Approach, and Income Approach, were considered to estimate the “as is” market value of the fee simple interest in the subject property. The Sales Comparison Approach is the only approach applicable to the land valuation. Thus, the Cost and Income Approaches were omitted.

In accordance with the current edition of the *Uniform Standards of Professional Appraisal Practice* (USPAP), the scope of work for the appraisal includes, but is not limited to, the following:

- Inspection and analysis of the subject property, market conditions, and other restrictions that affect value; and
- Research, analysis, inspection, and confirmation of comparable market data; and
- Consideration of the three approaches to value which include the Cost, Sales Comparison, and Income Approaches to support my market value opinion for the subject property; and
- Consideration for severance damages, if any, and special benefits if present.

Research for comparable land sales included a thorough search of sales and listings data from January 1, 2019, through the effective date of value. The search criteria for valuation of the land to be used for comparison to the subject 9.43 acres included vacant land sales of industrial properties consisting of 2 acres to 30 acres throughout Mojave County. Data sources included CoStar Group, Data Tree, a division of First American Core Logic, Arizona Regional Multiple Listing Service, Inc., Mojave County Assessor's records, and local real estate brokers and market participants.

Based on our conclusion of Highest and Best Use, the most similar industrial land comparables in Mojave County were selected.

The comparable sales and other market data were limited and the data included in this analysis are considered to be the best available. Utilities information was provided by the City of Kingman; zoning and flood information was provided through on-line sources for Kingman and Mohave County. The appraiser relied on information provided by these sources, which may or may not be recently updated. The data selected is adequate to provide a reliable indication of market value for the subject property. Overall, the market value opinion provided in this report is well supported.

Limitation in Scope:

This report is a narrative appraisal report. There are no other limitations in the scope of the assignment, other than those discussed in the General and Limiting Conditions, Extraordinary Assumptions, and Hypothetical Conditions.

REGIONAL MAP



REGIONAL ANALYSIS

The value of any property is not entirely intrinsic, that is, it is not determined solely by the characteristics of the site itself. The economic, governmental, environmental, and social forces of the neighborhood must also be considered.

Geographic Location:

The neighborhood for the subject property includes the general Kingman area of Mohave County, Arizona. Mohave County is located in the northwestern portion of Arizona adjacent to the Nevada and California boundaries. Kingman is the county seat and the third largest city in Mohave County. Mohave County is 13,479 square miles in area, of which 186 square miles are water, with approximately 1,000 miles of shoreline along the Colorado River. Kingman, Bullhead City and Mohave County experienced steady growth through the 1980s and 1990s. There was significant expansion in all market sectors during the housing boom in 2004-06 in the Tri-State area which includes Bullhead City, Mohave Valley, Needles, California and Laughlin, Nevada. There was also some growth in Kingman but not as much as had been experienced in the Tri-State area.

The Colorado River runs westward across the Northern portion of Mohave County, then forms the western border of Mohave County as it runs southward toward the Gulf of California in Mexico. The county is the second largest in the state. The largest is Coconino County adjacent east. Principal industries include retirement living, tourism, services, county and city government, light manufacturing, Chrysler Proving Grounds, construction, mining and ranching.

Population Data:

According to the Arizona Office of Economic Opportunity, the population bases for Mohave County and the City of Kingman have increased since 2010. The City of Kingman's growth rate has outpaced Mohave County and the State of Arizona as a whole. Population data for Arizona, Mohave County, and Kingman is presented in the following table.

POPULATION STATISTICS Arizona, Mohave County & Cities				
City	2010	2020	2024	Annual Growth Rate
Arizona	6,398,985	7,176,401	7,621,703	1.36%
Mohave County	199,971	213,985	228,107	1.01%
Bullhead City	39,521	41,452	43,578	0.73%
City of Kingman	28,104	32,865	35,657	1.92%
Lake Havasu City	52,473	57,331	59,484	0.94%

Economic Forces:

The principal economic activities in Mohave County are trade, services, government, manufacturing and construction. Medical centers are located in Kingman, Lake Havasu City, and Bullhead City. Mohave Community College in Kingman offers a variety of Associate Degrees.

Kingman's economy thrived during the 1960s and 70s when population and job growth were expanding. The recession in 2006-2008 caused a significant decline in sales activity and prices. Economic conditions have improved since that time with expansion of a more diversified employment base. Currently there are numerous manufacturing and distribution companies at the Kingman Industrial Park which employs more than 2,300 workers.

The downtown core is a mix of historic buildings and outdated commercial buildings. Many of the commercial buildings began to suffer from deferred maintenance as occupants were attracted to better locations since the opening of the Interstate 40 bypass in 1979. The downtown core has a high commercial vacancy rate of 10% to 20%. Some limited revitalization has occurred in the old downtown core. Prior to completion of the Interstate 40 bypass, Andy Devine Avenue was the City's primary commercial arterial.

Demand for newer, more modern commercial properties oriented to the new bypass encouraged new commercial growth along Stockton Hill Road which has become the prominent commercial arterial in the city.

Kingman is the regional trade, service and distribution hub for northwestern Arizona. The Chrysler Motors Proving Grounds, located 23 miles south, is one of the area's largest private employers. Major public and private employers are listed in the following table for Kingman according to the city's government website.

Private Employers	Public Employers
Kingman Regional Medical Center	City of Kingman
American Woodmark Corp	Kingman Unified School District
Laron Incorporated	Mohave Community College
Cantex Inc.	Mohave County Government
True Value Company	University of Arizona

Tourism also contributes to the local economy since the city serves as a stopover for visitors that are traveling to the abundance of attractions in this region. The gaming industry in Laughlin, Nevada, 30 miles west, attracts over 2 million visitors each year. The Colorado River and Lake Mead Recreational Areas offer year-round water related activities including boating, fishing, water ski, jet ski, swimming, camping and picnicking. The Black Mountain Range southwest of Kingman offers hunting, off-road vehicle use, hiking, rock hounding and exploration of ghost towns. In addition, the south rim of the Grand Canyon is about 200 miles northeast.

Labor Force Data:

The most recently available statistical labor force and unemployment data for Mohave County is presented in the following table. The data shows a stable increase in the civilian labor force and employment since 2018. The values shown below are representative of reported annual averages by year.

Data Series	2018	2019	2020	2021	2022	2023	2018-2023 % Change
Labor Force Data							
Civilian Labor Force	82,593	84,582	85,930	87,215	89,853	90,082	9.07%
Employment	77,910	79,636	77,556	82,382	85,787	86,020	10.4%
Unemployment	4,683	4,949	8,374	4,883	4,066	4,062	-13.3%
Unemployment Rate	5.7	5.8	9.7	5.5	4.5	4.5	N/A

Source: <https://www.bls.gov/lau/tables.htm>

Kingman Housing Market Analysis

According to Realtor.com³, in November 2024 the median single-family list price in Kingman, was \$291,500. The median home price increased 12.1% over the previous 3-year period from \$259,950 in December 2021. Home values have slightly declined recently due

³ https://www.realtor.com/realestateandhomes-search/Kingman_AZ/overview

to the rising interest rates as discussed in the Market Analysis. The following chart represents residential home values over the last 3-year period.

Median listing home price vs. median home sold price



Transportation:

Interstate 40, a four-lane divided freeway, is the primary transportation route for this region. I-40 runs from Barstow, California to Winston-Salem, North Carolina. Historic Route 66 was once part of the major east-west corridor that is now Interstate 40.

Some remnants of the original U.S. 66 remain, a portion of which runs through Kingman. U.S. Highway 93 is primarily a two-lane highway that extends northward from Phoenix to the Canadian border in Northern Montana. The section of U.S. 93 between Kingman and the Lake Mead National Recreation Area is a four-lane, divided highway. State Highway 95, a two and four-lane highway, runs north from San Luis on the Mexican border through Yuma and Lake Havasu City and ends in Bullhead City. State Highway 389, a two-lane highway, runs east from the Utah line at Colorado City to U.S. Highway 89 at Fredonia just across the line of Coconino County. Greyhound Bus service is available. The Kingman Airport offers full general aviation services.

Major transportation improvements are coming to Kingman in the form of a new Rancho Santa Fe interchange. The development has \$20 million in funding from the state. The interchange and connector roads will connect Kingman's Municipal Airport and Industrial Park to I-40 and the future I-11 commerce corridor. A map of the interchange can be found on the next page.

I-40 TradePort Corridor:

The City of Kingman, AZ, in collaboration with Winslow, AZ, and a partnership of regional stakeholders, including the Port of Los Angeles, CA, Bernalillo County, NM, Sandoval County, NM, and the Village of Los Lunas, NM, has been designated as a **"Regional Infrastructure Accelerator,"** or RIA, by the USDOT.

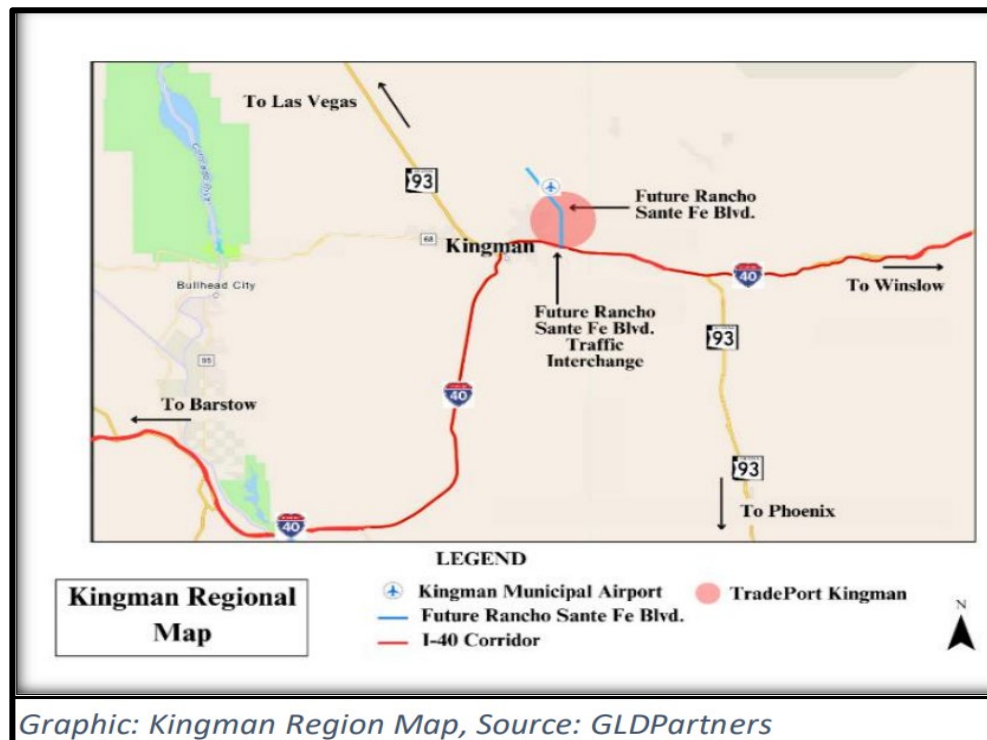
According to the proposed Regional Infrastructure Accelerator Program by Bernalillo County, New Mexico:

“The I40TPC is being developed as a multi-state project that will be transformational for enabling a more flexible and resilient national logistics and supply chain system.”

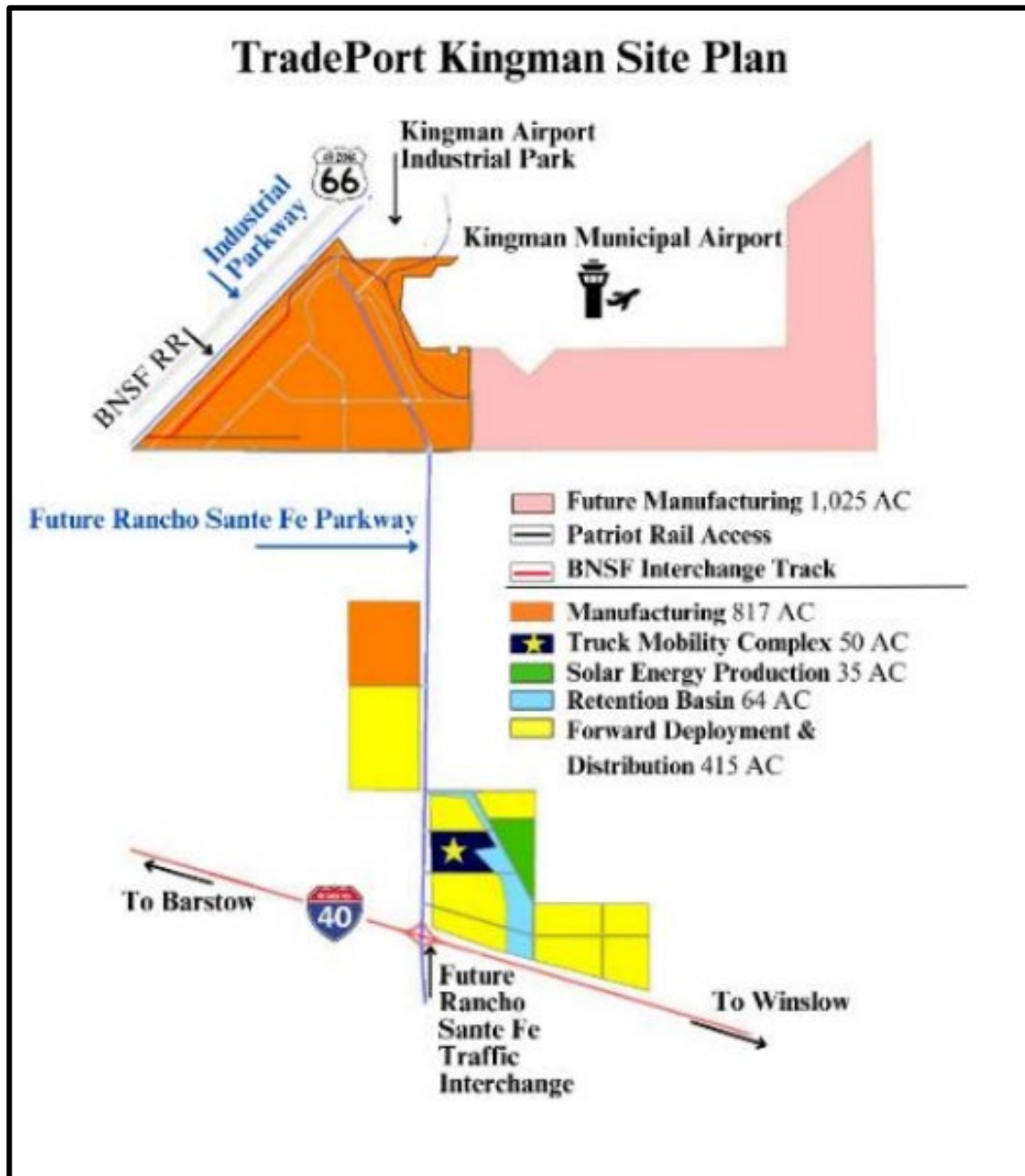
The Los Angeles seaports serve as the primary location for a majority of US-Asia traded goods. The I-40 TradePort Corridor is designed to serve as a collaborative extension to the seaports complex to strategic inland logistics points, and to provide a seamless interface for high-efficiency, clean energy cargo transportation. The I-40 TradePort Corridor aims to create a sustainable logistics route by establishing four key hubs for clean energy, light manufacturing, and electric/hydrogen truck technology. The hubs are:

- Barstow, California
- Kingman, Arizona
- Winslow, Arizona
- Albuquerque, New Mexico

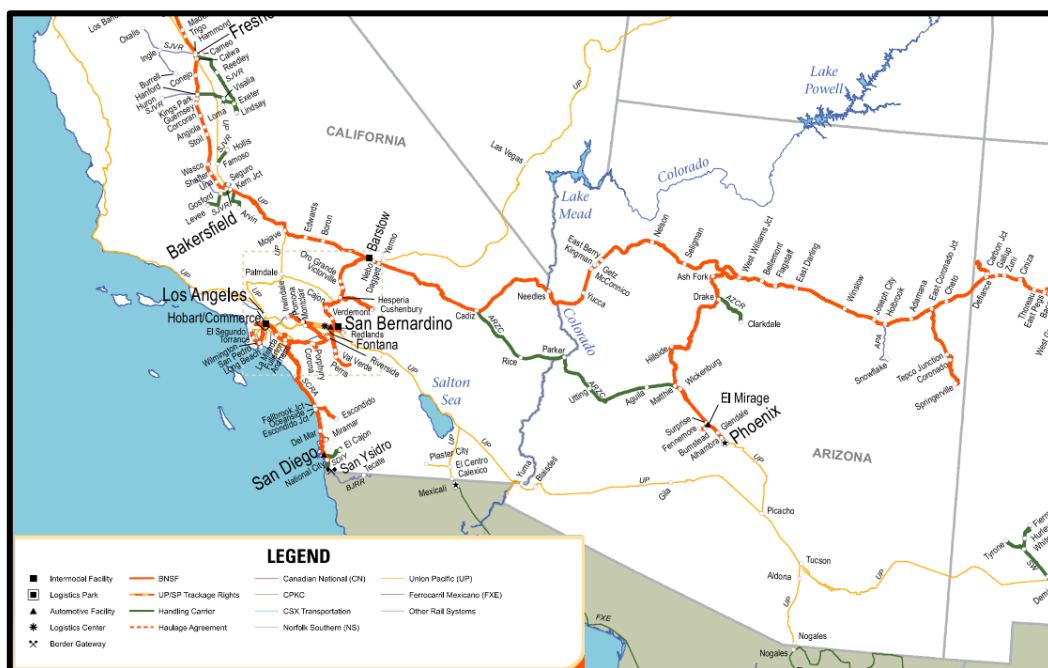
Kingman’s positioning within the corridor poses to transform Kingman, a relatively slow-growing town, into a key center of innovation and industrial development. Near Kingman Airport will be a central location where aviation, rail service, and highway all meet.



The following graphic shows the proposed site plan for the Kingman TradePort from the same document mentioned previously. The areas surrounding the Kingman Municipal Airport are designated for a multimodal industrial park focused on manufacturing. The areas closer to I-40 are more oriented towards truck mobility, deployment, distribution, and solar production. There appears to be a proposed BNSF Interchange Track that will run to the proposed TradePort.



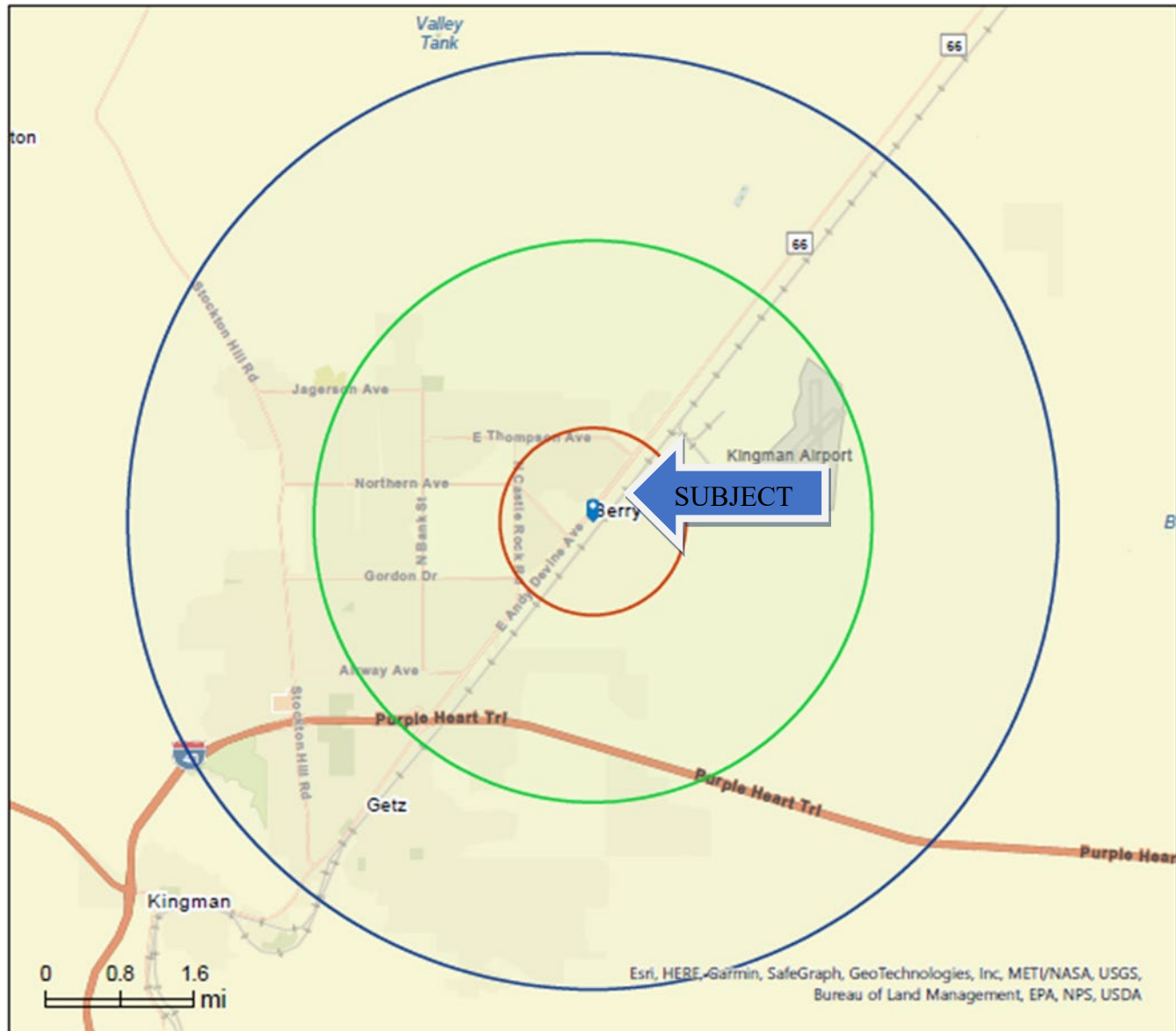
The map below shows a portion of the Burlington Northern & Santa Fe (BNSF) railroad. It is the longest freight railroad in the country and has over 33,000 miles of track across 28 states. The Kingman Airport and Industrial Park have the benefit of close proximity to this railroad. As of the writing of this appraisal report, the BNSF railroad is part of a dross contamination removal project by Kingman Airport. Several acres of contaminated ground are being loaded into bags and onto trains to be shipped to a disposal facility in Oklahoma. This method is more financially attractive than trucking the contaminated ground to a Las Vegas disposal facility. This highlights one of the many benefits of rail proximity.



Conclusion:

Kingman has long been known as a distribution hub for products destined for California, Arizona, Nevada, and New Mexico. The location of Kingman is now enhanced due to the I-40 TradePort corridor. This program has the potential to greatly benefit the Kingman area with the nexus of the interstate highway, rail, and air services. The start of this project is construction of an I-40 interchange at US-93, which will become the new Interstate I-11. Construction began in July 2024 and is expected to be complete in 2027. The future of Kingman appears particularly bright given the recent development that will be encouraged by the I-40 TradePort Corridor.

NEIGHBORHOOD MAP



NEIGHBORHOOD ANALYSIS

The value of any property is not solely determined by the physical characteristics of the site. The environmental, social, economic and governmental forces in the immediate area must also be analyzed as they can have direct and indirect effects on value.

Subject Geographic Location: Southeast side of U.S. Route 66, between Northern Avenue to the north and Diagonal Way to the south, at Sunhaven Lane and Berry Lane, Kingman, Mohave County, Arizona. The Kingman Airport is to the northeast.

Market Area: City of Kingman, Kingman Airport and Industrial Park.

Demographics⁴:

	1-Mile Radius	3-Mile Radius	5-mile Radius
2024 Summary			
Population	3,312	17,274	47,452
Households	1,352	7,093	19,587
Families	845	4,482	12,432
Average Household Size	2.44	2.42	2.40
Owner Occupied Housing Units	1,040	5,289	14,523
Renter Occupied Housing Units	312	1,804	5,064
Median Age	47.9	45.7	46.8
Median Household Income	\$53,236	\$51,129	\$57,099
Average Household Income	\$65,484	\$71,212	\$78,896

City of Kingman
Median Household Income: \$51,081

Governmental Forces:

Police Protection: Mohave County Sheriff Department
Fire Protection: Northern Arizona Consolidated Fire District
Kingman Unified School District 14 schools, 7,178 students

Environmental Forces:

Predominant District Use: Predominant land uses in the surrounding area include industrial uses, the Burlington Northern Santa Fe railroad which runs parallel to the airport, and there are large tracts of vacant land.

Quality of Surrounding Area: Some environmental characteristics that influence value include land use patterns, topography, building densities, property maintenance, nuisances and hazards, and the adequacy of transportation corridors. This is an area that includes vacant land for industrial uses.

⁴ 2021 statistical data; Site to Do Business (STDBOnline.com). This is the latest data available as of May 2022.

Transportation Linkages:	The Kingman Airport is located near U.S. Route 66 which is part of the Historic US 66 that once crossed the nation. Route 66 intersects with Interstate 40 which runs from Barstow, California to Winston-Salem, North Carolina.
Land Use and Economic Activity:	The subject neighborhood consists largely of industrial uses, the Kingman Airport, residential developments, and commercial uses. The area surrounding the subject property is largely undeveloped with vast amounts of vacant land. Some of the most prominent economic activities near the subject property are outlined below:

Kingman Municipal Airport is located northeast of the subject property. It is a general aviation airport that does not provide commercial air-service. The airport contains two runways and has approximately 150 operational aircraft based at the airport. The airport supports air ambulance service and Bureau of Land Management and Mohave County Sheriff's Department operations. A 2021 study performed by ADOT estimated the airport provides over \$137 million in economic output to Arizona's economy.

American Woodmark Corporation is located northeast of the subject property in the Kingman Industrial Park. It is a leading manufacturer of kitchen and bath cabinetry. The Kingman location plays a crucial role in the company's extensive network of 19 manufacturing and distribution centers across North America, specializing in cabinetry assembly and finishing.

Cantex Incorporated is also located northeast of the subject property in the Kingman Industrial Park. It is a prominent manufacturer of PVC electrical products. The Kingman facility is one of seven manufacturing facilities across the United States. The Kingman plant produces a wide range of PVC products, including electrical conduit, fittings, accessories, and utility duct.

Honeywell Aerospace is also located northeast of the subject property in the Kingman Industrial Park. This location is part of Honeywell's extensive network of aerospace manufacturing and service centers. The Kingman facility specializes in the manufacture of aerospace components and is certified under AS 9100, a quality management system standard for the aerospace industry. It also provides maintenance, repair, and hauling services.

Access

Access to the subject neighborhood is provided by U.S. Route 66. Significant east/west roadways include Northern Avenue, Gordon Drive, and Airway Avenue. North/south roadways include Castle Rock Road, Stockton Hill Road, and Hualapai Road. Currently, the existing roadways are sufficient to support the existing population base and existing developments.

Governmental Forces

Government services provided to the subject's area are the Mohave County Sheriff Department, Northern Arizona Consolidated Fire District, and the Kingman Unified School District. These entities provide adequate governmental services to the neighborhood.

Conclusion:

The subject's neighborhood is located in an area of limited growth. The three mile radius, \$71,212 average household income does not support expansive commercial development. The neighborhood benefits from its location near major transportation corridors that include freeways and rail lines. These corridors allow for the subject's neighborhood to be utilized as a manufacturing and storage destination that support larger metropolitan areas.

SUBJECT PHOTOGRAPHS

Subject – View looking East from U.S. Route 66 toward railroad & mountains



Street View – Highway 66 looking west from Subject



Street View – SR 66 looking SW



Street View – SR 66 looking NE



SITE ANALYSIS

Location:

The subject is situated on the southeast side of U.S. Route 66, also known as Andy Devine Avenue, at Sunhaven Lane to the west and Berry Lane to the east, within an unincorporated area of Mohave County. The Kingman Airport and Kingman Industrial Park are northeast of the subject property. The nearest sewer line is in Diagonal Way, an asphalt-paved street that intersects SR 66. Diagonal Way is approximately 1,800 linear feet from the subject parcel's southerly boundary. Septic systems are common for industrial parcels greater than one acre in size.

Site Area:

According to Mohave County GIS maps, the subject parcel represents a portion of Mohave County Assessor Parcel Number 324-11-074. The parcel appraised herein is identified as L-K-058, which consists of 410,736 square feet, or 9.43 acres, according ADOT. *It is an extraordinary assumption of this appraisal that the site area provided by ADOT is accurate.*

Topography/Shape:

The parcel appraised is rectangular in shape with generally level topography slightly below street grade of Route 66. The topography and shape do not appear to result in any particular development limitations.

Access and Visibility:

The parcel appraised has approximately 916 feet of frontage along Route 66, an asphalt-paved, median-divided, 4-lane state highway with a moderate two-way traffic volume of about 17,000 vehicles per day. The parcel has direct physical access from SR 66, via Sunhaven Lane, an east/west arterial extending west from the highway. Overall, access and visibility is considered good and typical for the area.

Utilities:

Electric, phone, cable, gas, and municipal water are available to the subject parcel, either on the property or in the adjacent street rights of way and utility easements. According to my inspection, and verified with the City of Kingman, there is municipal sewer in Diagonal Way, about 1,800 feet south of the subject. However, some improved properties have private waste removal (septic) systems, depending on the cost to connect to existing sewer lines. The service providers are as follows:

Water:	City of Kingman
Sewer:	City of Kingman, or Private Septic
Electric:	Unisource Energy Services
Natural Gas:	Unisource Energy Services
Telephone:	Cox/CenturyLink and other mobile providers.

Surrounding Uses:

North:	Vacant land, Airport Industrial Park
East:	Kingman Airport; vacant industrial land
South:	Vacant land; Kingman City Limits at Gordon/Berry Road
West:	SR 66; General Commercial & Low Density Residential

Soils and Subsoil Conditions:

A soils engineering report was not provided to the appraiser and the soil and sub-soil conditions are not known. There is no visual evidence of adverse soil conditions on the site. The surrounding improved properties indicate that subsoil conditions support development.

Restrictions & Easements:

According to the Right of Way Disposal Report provided to the appraiser the easements/restrictions do not adversely impact the market value of the subject property.

SCHEDULE B

1. Easements and agreements disclosed in Right of Way Map, Ashfork-Kingman Highway, Kingman to Hackberry Section, dated April 5, 1933, recorded in Strip Map C-T-93, for pipe line extensions and livestock purposes.
2. A line of poles with wires as disclosed by aerial view.

END OF SCHEDULE B

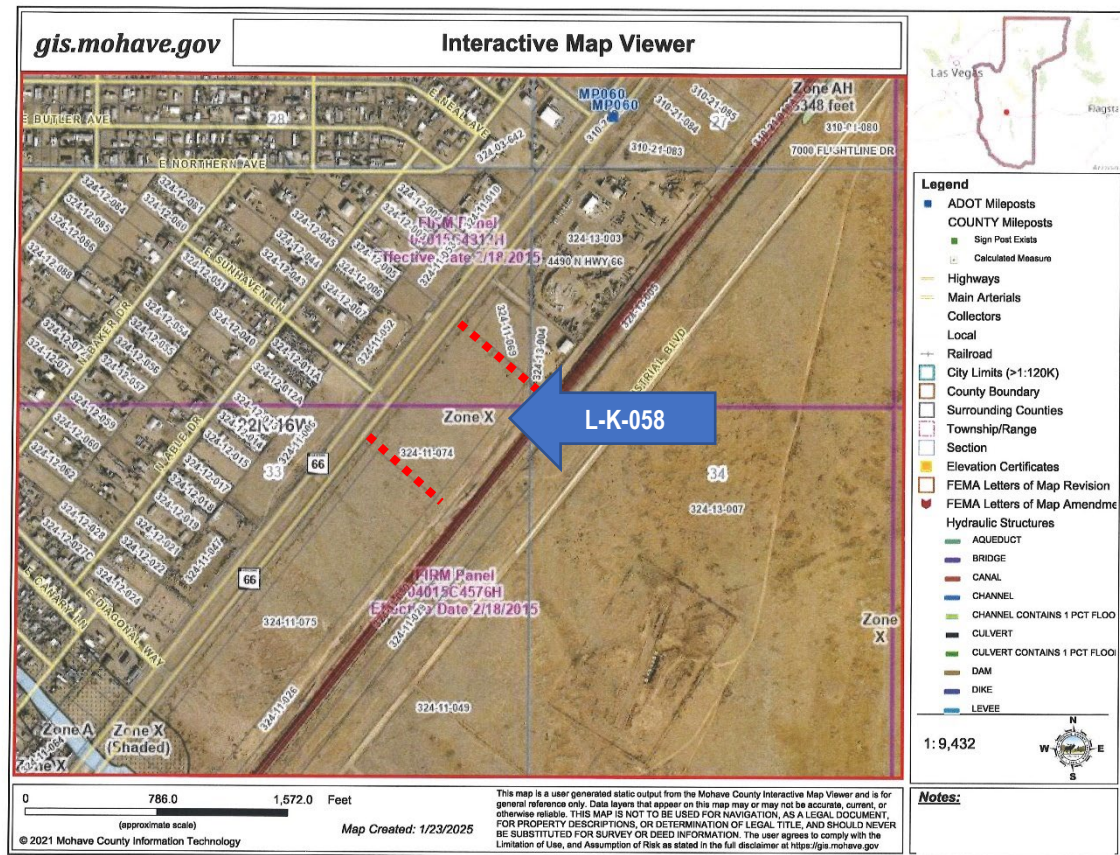
Environmental Conditions:

No environmental reports were provided to the appraiser. No adverse conditions were observed. Lacking an environmental report, *this appraisal assumes that there are no environmental conditions on or around the subject property that adversely impact its market value.*

Flood Zone:

Per Mohave County Flood Control and FEMA, the subject is located entirely in Zone X, an area defined as being outside the 100-year flood hazard area pursuant to FIRM Map Panel No's. 04015C4576H, effective February 1, 2015. The Flood Insurance Rate Map is provided below.

FLOOD MAP



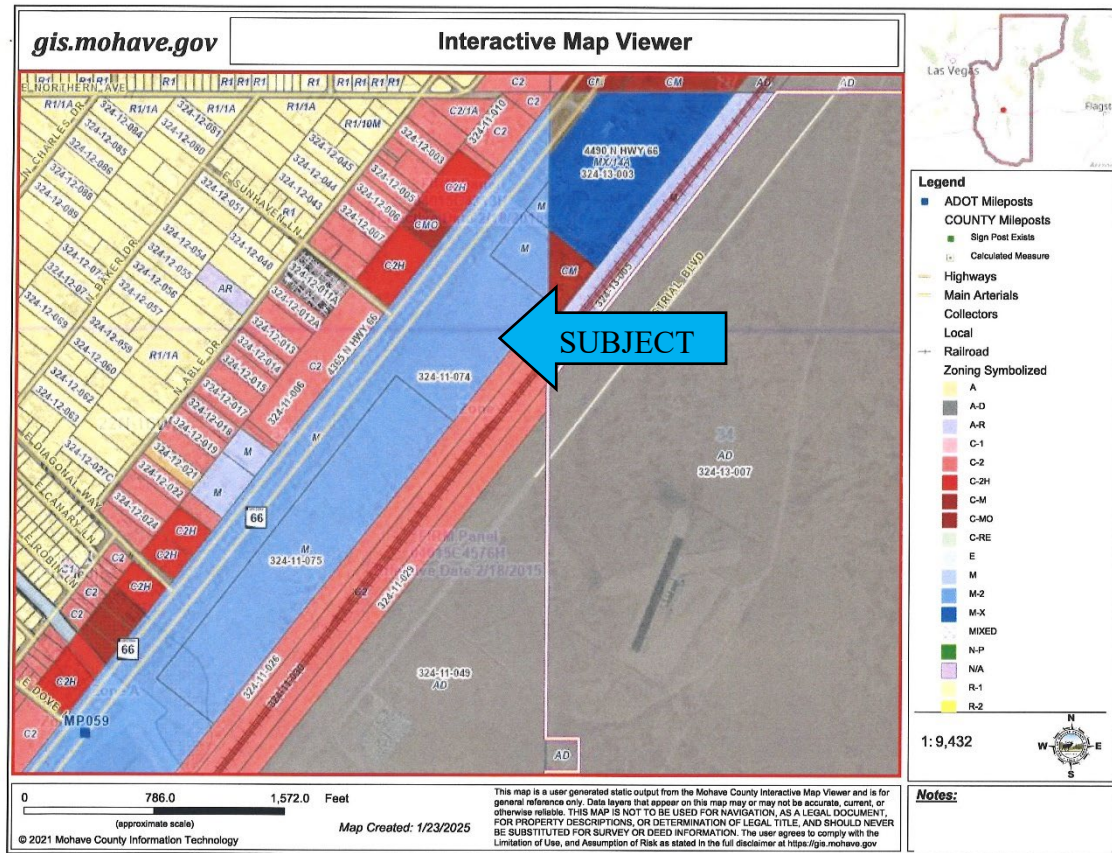
ASSESSED VALUATION & REAL ESTATE TAXES

The subject's gross site area is 410,736 square feet, (9.43 acres), pursuant to ADOT exhibits provided to the appraiser. According to Mohave County GIS, the parent parcel is identified by Assessor Parcel Number 324-11-074. However, as of the date of value, no information about the parent parcel is available from the Mohave County Assessor. The property owner, State of Arizona Department of Transportation, is exempt from property taxes.

ZONING

The zoning for the property appraised is M-2, General Manufacturing by Mohave County. The principal purpose of this zoning district is to provide for general manufacturing uses in locations which are suitable and appropriate taking into consideration the land uses on adjacent or nearby properties, access to major street or highway, rail service or other means of transportation, and the availability of public utilities. The M-2 district corresponds to and implements the Light Industrial (LI) land use designation in the General Plan adopted by Mohave County. The zoning map follows:

ZONING MAP



MOHAVE COUNTY ZONING – M-2 – GENERAL MANUFACTURING (Formerly identified as “M”) MOHAVE COUNTY GENERAL PLAN – LIGHT INDUSTRIAL

The M-2 zone permits any use permitted in the M-1, Light Manufacturing zone and the Commercial-Manufacturing (C-MO) zone, including aircraft firms, wholesale bakeries, bottling plants or breweries, cleaning plants, construction equipment, dairy products processing, laboratories, manufacturing, and other light industrial uses. Minimum site area is 43,560 square feet, or one acre. The maximum height is 120 feet, except within three miles of any incorporated city or town, the maximum height is sixty (60) feet. The minimum front set back is 20 feet and there are no side or rear set back restrictions.

Due to the subject's location adjacent to a railroad and airport, it is highly unlikely that the subject property could be rezoned to a higher density or residential use. A rail spur is not available, but could be developed.

Impact on Value:

The property appraised is located adjacent to the BN & SF Railroad and the Kingman Airport is north and east of the subject. While the site has highway frontage with good visibility to an average to good daily two-way traffic volume of about 17,000 vehicles, the proximity of the airport, railroad, and the I-40 interchange, as well as the General Land Use Plan designation of Light Industrial, indicates a future light industrial or manufacturing use.

HIGHEST AND BEST USE ANALYSIS

According to *The Appraisal of Real Estate, 15th Edition*, published by the Appraisal Institute, highest and best use is defined as:

The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. (Page 306)

The highest and best use of the property as vacant and as improved must meet four criteria. The highest and best use must be:

- 1) ***Legally Permissible:*** What uses are permitted by zoning, private restrictions, historic districts, and environmental regulations on the site?
- 2) ***Physically Possible:*** Based on the physical characteristics of the site, what uses are physically possible?
- 3) ***Financially Feasible:*** Which uses meeting the first two criteria will produce a positive return to the owner of the site?
- 4) ***Maximally Productive:*** Among the feasible uses, which use will produce the highest price, or value, consistent with the rate of return warranted by the market? This use is the highest and best use.

AS VACANT

Legally Permissible: The minimum site area is 43,560 square feet per, or one acre. The subject parcel is located in the M-2 General Manufacturing Zone in Mohave County. The M-2 zone permits light industrial, manufacturing, and warehousing uses. This zoning district was previously defined as “M” and the zoning maps have not been updated as of the date of value. Mohave County Planning and Zoning confirmed that Zone M is now identified as Zone M-2.

As vacant, the legally permissible use of the subject parcel is any of the uses that are permitted in the M-2-General Manufacturing Zone in Mohave County.

Physically Possible: The subject parcel consists of 410,736 gross square feet of site area (9.43 acres), as indicated by the Arizona Department of Transportation exhibits. The Burlington Northern & Santa Fe Railroad (“BNSF”) is adjacent east and the Kingman Airport, beyond the railroad, is north of the subject. The Kingman Airport Industrial Park is adjacent to the airport. The airport and industrial park consist of approximately 4,000 acres in the northeast part of Kingman and east of Andy Devine Avenue. The subject is located outside the 100-year flood hazard area and has access from Route 66 with an average traffic volume of about 15,000 vehicles per day.

Financially Feasible:

The subject has a desirable location for industrial, manufacturing or distribution uses, given its location fronting Route 66 and proximity to the Kingman Airport, and Interstate 40, within about 2.5 miles. Kingman offers one-day access to all major southwestern markets, major transportation links to Los Angeles, Phoenix, and Las Vegas, and BNSF Mainline rail access.

The industrial market in Kingman continues to languish due to the lack of job and economic growth and weakness in the construction sector. Given the small size of the Kingman market, there are no sources that publish periodic sales, leasing and vacancy statistics. Ms. Tami Ursenbach, Director of Economic Development for Mohave County, said that there have only been a few sales in the industrial park in the last few years. However, the Kingman Airport is planning to develop an intermodal TradePort on approximately 56 acres. Kingman has also been given to grant to construct a new interchange for the new Interstate 11 that would connect Nogales, Arizona with Las Vegas, Nevada. There are also preliminary discussions about the possibility that Burlington Northern Santa Fe Railroad would add a third rail line along their existing rights of way.

There is limited available data to complete a comprehensive review of the industrial market in Kingman. The limited demand that has been occurring for the last five years, coupled with the lack of job growth and limited construction activity will continue to be a drag on the industrial sector. However, the new TradePort development and Interstate 11 interchange with I-40 are expected to generate new opportunities for growth in the Kingman market. The current high mortgage rates could continue to be a drag on demand since the current market is owner-user driven. However, the new Trump administration has expressed optimism about lowering interest rates and improving the economy.

Maximally Productive:

The final test of highest and best use of the site, as vacant, is that the use be maximally productive, yielding the highest return to the land.

Based on the information presented above, the highest and best use of the subject parcel, is for a future industrial use by an end user. The analysis of the subject and its respective market characteristics indicate the most likely buyer, as vacant, would be an end-user or land speculator.

Conclusion, Highest and Best Use, As Vacant:

Given the zoning, location, physical characteristics and general market conditions, the highest and best use, as vacant, is to hold for investment for a future industrial use that conforms to the zoning regulations and surrounding uses.

LAND VALUATION

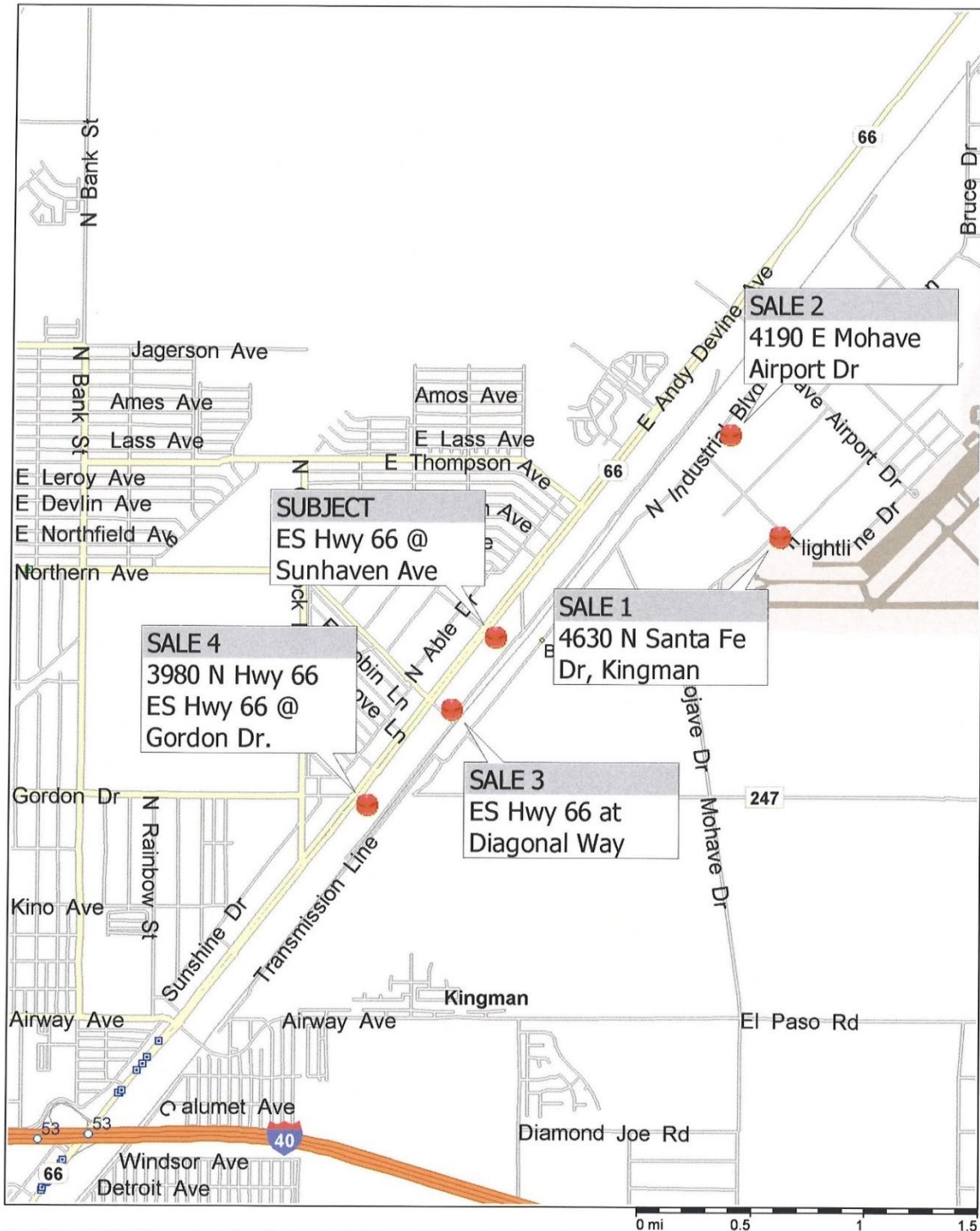
The Sales Comparison Approach is used to provide a market value opinion for the subject parcel. This approach applies the principle of substitution which affirms that when a property can be replaced, its value tends to be set by the cost of acquiring an equally desirable substitute property without undue or costly delay. The Sales Comparison Approach is the only applicable approach to value vacant land because, in the local market, land is not typically leased and there are no building or site improvements to analyze. Thus, neither a Cost nor Income Approach is applicable to the valuation of vacant land.

Adjustments are made to the comparable sales based on the following elements of comparison: property rights conveyed, financing terms, conditions of sale, market conditions (time), location, physical characteristics, and zoning/planned use. The sale price per acre is the unit of comparison utilized for the analyses due to the size of the parcel appraised. This is derived by dividing the sale price by the site acreage of the parcel.

Search parameters for land comparables focused on sales and listings that are similar in size and potential use to that of the subject. The search for recent land sales included immediate and surrounding areas that have similar demographics. Given the subject site size of 9.43 acres, sale data of similar size was limited. The market data included in the analysis are considered the best available and provide a credible opinion of value. However, it should be noted that the continued high mortgage interest rates could have an adverse impact on the marketability of the property appraised for an immediate end-user.

A location map showing the comparable sales relative to the subject, individual data sheets, and parcel maps are presented on the following pages. The adjustment matrix follows the land value analysis.

LAND COMPARABLE MAP



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COMPARABLE LAND SALE



COMPARABLE NUMBER:

LOCATION:

LEGAL DESCRIPTION:

TAX CODE NUMBER(S):

RECORDS:

Instrument:

Date Recorded:

Affidavit of Fee No:

SELLER:

BUYER:

SALE PRICE:

INTEREST CONVEYED:

TERMS:

CONDITIONS OF SALE:

SITE AREA IN ACRES:

SALE PRICE PER ACRE:

PHYSICAL DESCRIPTION

Location:

Legal / Physical Access / Visibility:

Site Shape / Topography:

Utilities Available:

Flood:

ZONING / PLANNED USE:

THREE YEAR HISTORY:

MARKETING TIME:

CONFIRMED WITH:

DATE CONFIRMED:

COMMENTS:

COMPARABLE LAND SALE 1

4630 N Santa Fe Drive

Kingman, AZ 86401

Parcel A & Parcel B, as delineated on Plat Rec 7/24/2000
in Kingman Airport Industrial Park, Cont. 3.51 acres.

310-19-181

General Warranty Deed

August 24, 2021

2021-66923

AKTV Love Land LLC

Ac Acres LLC

\$369,000

Fee Simple

\$80,000 down; Cash to Seller

Arm's-Length

3.510

\$105,128

Good / Kingman Industrial Park near Airport

Average / Circuitous Access / No Traffic Count

Irregular, Not Adverse / Level

Elec; Water; Sewer Connected; Previously developed lot;

Zone X (Outside)

AD - Airport Development; Assumed Industrial Use

No prior sales. Previously developed lot

Market

Public records, reliable source

June, 2022

This represents the sale of 3.50 acres of a previously developed lot in the Kingman Airport Industrial Park. The property is located near the airport but lacks direct access to the airport. It is zoned AD, Airport Development in the Light Industrial General Plan zone, with a 1.00 acre minimum lot size in Mohave County. It is irregular in shape, with level topography, and exhibits average paved road access. The property has access to all utilities since it is a previously developed lot.

I.D. : 22-124-L.1

COMPARABLE LAND SALE

**COMPARABLE:****LOCATION:****LEGAL DESCRIPTION:****TAX CODE NUMBER(S):****RECORDS:**

Instrument:

Date Recorded:

Sale Date:

Affidavit of Fee No:

SELLER:**BUYER:****SALE PRICE:****INTEREST CONVEYED:****TERMS:****CONDITIONS OF SALE:****LAND AREA IN SQ. FT.****LAND AREA IN ACRES.****LAND PRICE PER SQ. FT:****LAND PRICE PER ACRE:****PHYSICAL DESCRIPTION**

Location:

Access:

Rail Access/Carrier:

Freeway Access:

Airport Access/Distance:

Topography/Shape:

Utilities:

Flood Plain:

ZONING / PLANNED USE:**THREE YEAR HISTORY:****MARKETING TIME:****CONFIRMED WITH:****DATE CONFIRMED:****COMMENTS:**

This comparable represents the sale of two separate parcels that total 11.64 acres. Multiple unsuccessful attempts were made to confirm the transaction with a party related to the sale. An existing rail line separates the two parcels. The property is located just north of the Kingman Municipal Airport. The property was purchased by RealKO who is an asset management company for commercial real estate portfolios. Due to this, the transaction is assumed to be arm's-length by knowledgeable parties.

COMPARABLE LAND SALE 2

4190 E. Mohave Airport Drive, Kingman, AZ 86401

Portion of Parcel IV-V of the Kingman Airport Industrial Park, Sections 26 & 27, T22N, R16W, G&SRB&M, Mohave County, AZ

310-19-238 and 310-19-239

Special Warranty Deed

October 3, 2023

October, 2023

2023-044304

Kingman 4900, LLC

Kingman V, LLC

\$1,164,800

Fee Simple

Cash to Seller

Assumed Arm's-Length

507,038

11.64

\$2.30

\$100,069

Good / Inside Kingman Airport Industrial Park; near

Average / Circuitous Access / No Traffic Count

Turnout Developed-No Loading Rail / BNSF

Interstate-40 and State Route 66

Kingman Municipal Airport / ~1/2 Mile Southeast

Level-Raw Land / Irregular-Split Parcels

Utilities at Lot Line

Zone X (Outside)

AD, Industrial / Assumed Industrial Development

No Sales

Not Disclosed

Public Records, Affidavit of Value, and Deed

1/7/2024

24-274-L.S2

COMPARABLE LAND SALE

**COMPARABLE:****LOCATION:****LEGAL DESCRIPTION:****TAX CODE NUMBER(S):****RECORDS:**

Instrument:

Date Recorded:

Sale Date:

Deed Recording No:

SELLER:**BUYER:****SALE PRICE:****INTEREST CONVEYED:****TERMS:****CONDITIONS OF SALE:****LAND AREA IN SQ. FT.****LAND AREA IN ACRES.****LAND PRICE PER SQ. FT:****LAND PRICE PER ACRE:****PHYSICAL DESCRIPTION**

Location:

Access:

Rail Access/Carrier:

Freeway Access:

Airport Access/Distance:

Topography/Shape:

Utilities:

Flood Plain:

ZONING / PLANNED USE:**THREE YEAR HISTORY:****MARKETING TIME:****CONFIRMED WITH:****DATE CONFIRMED:****COMMENTS:**

This sale represents excess land which was sold by the Arizona Department of Transportation. The initial price of \$640,000 was based on an appraisal conducted in August 2023. According to Robert Jeffery with ADOT, the price was lowered to \$576,000 which initiated a sale in December 2023. The purchase price of \$596,000 includes the \$20,000 administrative fee charged to the buyer. The property is adjacent west of an existing BNSF rail. While no rail is developed to the property, the site can be developed with a rail spur within the site.

COMPARABLE LAND SALE 3

Route 66 and Diagonal Way, Kingman, AZ 86409

Portion of Section 33, T22N R16W, G&SRB&M, Mohave County, AZ

324-11-075 (Formally ADOT Parcel L-K-038-C)

Special Warranty Deed

December 28, 2023

Not Disclosed

2023-057082

State of Arizona

UNS Electric Inc.

\$596,000

Fee Simple

Cash to Seller

Arm's-Length (Government Sale)

1,028,498

23.61

\$0.58

\$25,244

Good / 2 miles South of Airport & Airport Industrial Park

Good / Hwy 66 @ Diagonal Way

No Turnout or Loading Rail / BNSF

Interstate-40 and State Route 66

Kingman Municipal Airport / ~2 Miles Northeast

Level-Raw Land / Rectangular

Electric, Phone & Water Available; Sewer line in Diagonal Way

Zone X Shaded

M-2, General Manufacturing / Assumed Industrial Use

No Sales

Not Disclosed

ADOT Right of Way Dept. - Robert Jeffery (602)-712-7146 /

Appraisers' Workfile

1/1/2025

I.D. : 24-274-LS.3

COMPARABLE LAND SALE



COMPARABLE NUMBER:
LOCATION:

COMPARABLE LAND SALE 4
3980 N Highway 66, Kingman, AZ;

LEGAL DESCRIPTION:
TAX CODE NUMBER(S):
RECORDS:

Ptn of Sec 4, T21N R16W, G&SRB&M, Mohave Co., AZ
322-05-009A

Instrument:
Date Recorded:
Affidavit of Fee No:

Special Warranty Deed
May 28, 2021
2021-42107

SELLER:

ABF Inc

BUYER:

Five Star Partners LLC

SALE PRICE:

\$550,000

INTEREST CONVEYED:

Fee Simple

TERMS:

Cash

CONDITIONS OF SALE:

Arm's-Length

SITE AREA IN ACRES:

3.626

SALE PRICE PER ACRE:

\$151,682

PHYSICAL DESCRIPTION

Location:

Good / East side SR 66; West of railroad; Kingman
South of Airport & Airport Industrial Park

Legal / Physical Access / Visibility

Good / Hwy 66 @ Gordon Dr. 16,720 VPD

Site Shape / Topography:

Irregular, not adverse / Level

Utilities Available:

All utilities exc sewer; septic & well installed; previously
developed lot

Flood:

Zone X (Outside)

ZONING / PLANNED USE:

CM-O-Commercial/Manufacturing/Open Lot Storage-
Mohave County; Svc Station Imps & Well Site

THREE YEAR HISTORY:

No prior sales

MARKETING TIME:

Direct sale

CONFIRMED WITH:

Public records, reliable source

COMMENTS:

This represents the sale of 3.626 acres of land with an older service station building with 1,034 square feet and an old well site. Property sold as vacant land located on the east side of State Route 66 in an unincorporated area of Mohave County, AZ near the city limits of Kingman, AZ. The property is zoned CM-O, Commercial/Manufacturing/Open Lot Storage in the Light Industrial General Plan zone with a 1.00 acre minimum lot size in Mohave County. It is irregular in shape, with level to rolling topography, and exhibits good access from Route 66. The property has access to overhead electric, telephone and has water wells onsite. Since it was previously developed, an existing septic system is in place in unknown condition. No municipal sewer is available.

I.D. : 22-124-L.2

LAND VALUE ANALYSIS

Quantitative adjustments have been considered for elements of comparison including property rights conveyed, financing terms, conditions of sale, and date of sale, location, and physical characteristics, zoning/planned use. A tabulation of these comparable sales follows.

SUMMARY OF COMPARABLE LAND SALES							
LAND COMP	SALE DATE	PROPERTY LOCATION	ACTUAL SALE PRICE	ADJUSTED SALE PRICE ¹	GROSS ACRES	PRICE PER ACRE	ZONING / PLANNED USE / COMPREHENSIVE/GENERAL PLAN
1	08/24/21	4630 N Santa Fe Drive Outside Airport Industrial Park	\$369,000	\$369,000	3.51	\$105,128	AD - Airport Development; Assumed Industrial Use
2	10/03/23	4190 E. Mohave Airport Drive, Kingman, AZ 86401	\$1,164,800	\$1,164,800	11.64	\$100,069	AD, Industrial / Assumed Industrial Development
3	12/28/23	Route 66 and Diagonal Way, Kingman, AZ 86409	\$596,000	\$596,000	23.61	\$25,244	M-2, General Manufacturing / Assumed Industrial Use
4	05/28/21	3980 N Highway 66, Kingman, AZ; East side SR 66; West of railroad; Kingman, AZ	\$550,000	\$550,000	3.63	\$151,682	CM-O-Commercial/Manufacturing/Open Lot Storage-Mohave County; Svc Station Imps & Well Site
¹ Adjusted sale price for cash equivalency and/or development costs (where applicable)							
Subject	---	East Side of US Highway 66 @ Sunhaven Ln, Kingman, AZ 86409	---	---	9.43	---	M-2 General Manufacturing - Mohave County
					MIN		24-274-L
					MAX	3.51	\$25,244
					AVERAGE	23.61	\$151,682
						10.60	\$95,531

Utilities information for the comparable sales was derived from information provided by the City of Kingman. The City acknowledged that some of the information may not be current. However, the appraiser relies on information provided by the City for utilities availability. Mohave County provided zoning information and flood zone location, which is assumed to be accurate.

Here follows the analysis of the sales by each element of comparison. An adjustment grid summarizing the adjustments as they apply to the comparable sales precedes the conclusion of this analysis.

Property Rights Conveyed:

No adjustments are made for property rights conveyed. The fee simple interest was transferred for each of the comparable sales. It is assumed that the current listing and offer to purchase would also transfer the fee simple interest upon completion of a sales transaction.

Financing Terms:

In accordance with the definition of market value, adjustments for financing terms assume all cash or cash to the seller with the buyer obtaining new conventional financing at prevailing interest rates. All of the sales used in this analysis were accomplished with cash or market-oriented financing. Therefore, no adjustments are required.

Conditions of Sale:

An adjustment for Conditions of Sale is made when the transaction was influenced by outside factors such as financial duress, lack of a sales commission, or related-party transaction.

Comparable Sales One, Two and Four are or are assumed to be arm's-length transactions with no unusual conditions of sale. No price adjustments are made.

Comparable Sale Three involved the sale of property that was owned by the Arizona Department of Transportation (ADOT). Land that is sold by ADOT is not marketed similarly to private sector transactions. These properties are typically sold from ADOT's website or auctioned, and are not listed on the typical platforms that have a wider marketing radius. Additionally, sales agents are not paid a commission on either the buying or selling side, which is not typical of the market. An upward price adjustment is made to reflect this sale's inferior marketing, lack of sales commissions paid, and a fee to the buyer, compared to what is assumed for the market.

Market Conditions (Date of Sale):

The transaction dates for the comparable sales are from May 28, 2021 to December 28, 2023. The effective date of value for this appraisal is January 13, 2025. None of the comparable sales included in this analysis provide sale and re-sale data within this period to derive a paired-sale analysis. There is no single reporting service that compiles market statistics for land or commercial properties in Kingman. As discussed in the Market Analysis section, a 2% annual upward market condition will be used from the comparables' sale dates to the January 13, 2024 date of value.

Location

General Location/Access/Visibility:

One of the most significant elements of value for vacant land is location. The subject is located on the easterly side of Route 66 at Sunhaven Lane, about 1 1/2 miles southwest of the Kingman Airport and Industrial Park. The immediately surrounding neighborhood is comprised of established residences to the west, vacant land and the railroad to the east, and older closed-up commercial properties to the north of the airport, and large tracts of vacant land.

Comparable Land Sale One is located at 4630 North Santa Fe Drive, just outside the Airport. However, the Industrial Park is easily accessed from this sale. The industrial park has good infrastructure in place with paved roads and convenient access. While this sale lacks direct highway access, it has good proximity. A downward price adjustment for location is made.

Comparable Sale Two is located at 4190 E Mohave Airport Drive, in the industrial park near the airport. Its access is circuitous, but the industrial park has paved streets and convenient access. No location price adjustment is made.

Comparable Sale Three is located adjacent south of the subject property with similar access and visibility. No price adjustment is necessary.

Comparable Sale Four is located at 3890 N Highway 66, south of the subject property and not as accessible to the airport. However, access and visibility are similar to the subject. No price adjustment for location is indicated.

Physical Characteristics

Site Size:

The subject is 9.43 acres. A search for comparable sales provided limited data of similar size. The comparable sales range from 3.51 to 23.61 acres. Due to economies of scale, the market frequently recognizes that a smaller parcel tends to sell at a higher price per acre. Conversely, a larger parcel tends to sell at a lower price per acre.

Sales One and Four are significantly smaller than the subject and downward price adjustments are made. Sale Two is the most similar in size to the subject and no price adjustment for size is indicated. Sale Three is larger than the subject and an upward price adjustment is applied.

Topography/Shape:

The subject is level and rectangular in shape. All of the sales have level terrain and predominantly similar shapes. Sale Two consists of two split parcels forming an L in shape. However, the shape is not adverse and the parcels are adjoining. Therefore, no price adjustments are made.

Zoning/Intended Use

The subject property is located in the M-2 General Manufacturing Zone as defined by Mohave County Zoning code. The M-2 zone was formerly identified as the M – Manufacturing Zone. The M-2 Manufacturing zone is intended to provide for general manufacturing uses in locations which are suitable and appropriate, taking into consideration the land uses on adjacent or nearby properties, access to major streets or highways, rail service or other means of transportation, and the availability of public utilities.

The M-2 zone permits any use permitted in the zone, Light Manufacturing (M-1) zone without a Special Use Permit, and the Commercial-Manufacturing/Open Lot Storage zone (CM-O).

Sales One and Two are Zoned AD-Airport Development, which is intended to provide for manufacturing and warehousing uses in conjunction with a municipal airport and/or airport hazard area. This zone has setbacks and area requirements for maximum structure heights due to the proximity of the airport. Manufacturing and warehousing uses include any use permitted in a C-MO zone without a Special Use Permit with some exceptions. are considered to be similar in zoning regulations and no price adjustments are made. The subject's M-2 zoning has similar permitted uses and no price adjustments for zoning are indicated.

Sale Three has the same M-2 zoning and no price adjustment is made.

Sale Four has CM-Commercial/Manufacturing Zone, which is similar to the subject. However, this sale has older service station improvements that could be used by the buyer since they were built in 1997. A downward adjustment is made primarily for the usable site improvements.

Utilities:

Electric and telephone utilities are available to the subject along Highway 66. According to City of Kingman, municipal water and sewer facilities are available. There is a sewer line in Diagonal Way. However, it is about 1,800 feet away from the subject's southerly lot line. We could not determine the exact location of water lines but were

informed by the representative of the Water Department, the water line could be extended to the subject property.

We have relied on information provided by the City of Kingman for sewer and water lines for the comparable sales.

Sales One and Four are previously developed lots with all utilities, including sewer or septic, and water or well, extended to the site. Downward price adjustments are applied.

Sale Two and Three have all utilities available to the lot line. Downward price adjustments are made for the estimated contributory value of a septic system.

Floodplain:

The entire subject property is in Zone X, outside of the floodplain. All of the sales are similar. No adjustments are made.

The Land Sales Adjustment Matrix is presented on the following page.

LAND COMPARABLE ADJUSTMENT MATRIX

ELEMENTS OF COMPARISON	SUBJECT	LAND SALE 1		LAND SALE 2		LAND SALE 3		LAND SALE 4	
	L-K-058 East Side State Route 66, Adjacent to BN & SF Railroad at Sunhaven Lane	4630 N Santa Fe Drive Kingman, AZ 86401	Price / Acre Adjustments	4190 E. Mohave Airport Drive, Kingman, AZ 86401	Price / Acre Adjustments	Route 66 and Diagonal Way, Kingman, AZ 86409	Price / Acre Adjustments	3980 N Highway 66 Kingman, AZ;	Price / Acre Adjustments
SALE PRICE / PER ACRE	N/A	\$369,000	\$105,128	\$1,164,800	\$100,069	\$596,000	\$25,244	\$550,000	\$151,682
PROPERTY RIGHTS CONVEYED	Fee Simple	Fee Simple		Fee Simple		Fee Simple		Fee Simple	
Adjustment		0%	\$0	0%	\$0	0%	\$0	0%	\$0
FINANCING TERMS	Assume Cash to Seller	\$80,000 down; Cash to Seller	\$105,128	Cash to Seller	\$100,069	Cash to Seller	\$25,244	Cash	\$151,682
Adjustment		0%	\$0	0%	\$0	0%	\$0	0%	\$0
CONDITIONS OF SALE	Assume Arm's -Length	Arm's-Length	\$105,128	Assumed Arm's-Length	\$100,069	Arm's-Length (Government Sale)	\$25,244	Arm's-Length	\$151,682
Adjustment		0%	\$0	0%	\$0	35%	\$8,835	0%	\$0
MARKET CONDITIONS (TIME)	January 13, 2025	August 24, 2021	\$105,128	October 3, 2023	\$100,069	December 28, 2023	\$34,079	May 28, 2021	\$151,682
Adjustment	Date of Value	6.5%	\$6,833	2%	\$2,001	2%	\$682	6.5%	\$9,859
ADJUSTED SALE PRICE PER ACRE			\$111,962		\$102,070		\$34,760		\$161,542
LOCATION	Good/1.3 miles South of Airport & Industrial Park; 900' Frontage on SR 66	Good / Inside Kingman Industrial Park near Airport		Good / Inside Kingman Airport Industrial Park; near airport		Good / 1.5 miles South of Airport & Airport Industrial Park		Good / East side SR 66; West of railroad; Kingman	
Legal / Physical Access / Visibility	Good / SR 66 @ Sunhaven Ln 16,720 VPD	Average / Circuitous Access / No Traffic Count		Average / Circuitous Access / No Traffic Count		Good / Hwy 66 @ Diagonal Way		2.7 miles South of Airport & Airport Industrial Park	
Adjustment	Net Adjustment	-30%	-\$33,588	-30%	-\$30,621	0%	\$0	Good / Hwy 66 @ Gordon Dr. 16,720 VPD	\$8,077
PHYSICAL CHARACTERISTICS									
Site Size in Acres	±9.43	3.51		11.64		23.61		3.63	
Adjustment	Net Adjustment	-20%	-\$22,392	0%	\$0	20%	\$6,952	-25%	-\$40,385
Site Shape / Topography	Rectangular / Level	Irregular, Not Adverse / Level		Level-Raw Land / Irregular-Split Parcels		Level-Raw Land / Rectangular		Irregular, not adverse / Level	
Adjustment	Net Adjustment	0%	\$0	0%	\$0	0%	\$0	0%	\$0
Zoning / Planned Use	M-2 General Manufacturing - Mohave County	AD - Airport Development; Assumed Industrial Use		AD, Industrial / Assumed Industrial Development		M-2, General Manufacturing / Assumed Industrial Use		CM-O-Commercial/Manufacturing/Open Lot Storage-Mohave County; Svc Station Imps & Well Site	
Adjustment	Net Adjustment	0%	\$0	0%	\$0	0%	\$0	-40%	-\$64,617
Utilities Available	Elec/Phone/Water available; septic needed	Elec;Water;Sewer Connected; Previously developed lot;		Utilities at Lot Line		Electric, Phone & Water Available; Sewer line in Diagonal Way		All utilities exc sewer; septic & well installed; previously developed lot	
Adjustment	Net Adjustment	(\$10,000)	-\$2,849	(\$10,000)	-\$859	(\$10,000)	-\$424	(\$10,000)	-\$2,758
Floodplain	Zone X (100%)	Zone X (Outside)		Zone X (Outside)		Zone X Shaded		Zone X (Outside)	
Adjustment	Net Adjustment	0%	\$0	0%	\$0	0%	\$0	0%	\$0
ADJUSTED SALE PRICE / ACRE			\$53,132		\$70,590		\$41,289		\$61,859

Net Adjustment Percentage

-29.5%

63.6%

-59.2%

Min: \$41,289
Max: \$70,590
Average \$/Acre: \$56,717
Median \$/Acre: \$57,495

Value Conclusion:

The unadjusted value range from the land comparables is from \$25,244 to \$151,682 per acre. After making adjustments for the appropriate elements of comparison, the estimated value range for the subject parcel is from \$41,712 to \$70,590 per acre, with an arithmetic mean is \$54,717 and median of \$57,495 per acre.

Strongest weight is applied to Sales One, Two, and Three for their proximity to the subject, as follows:

Sales 1, 2 & 3 Average @ 70%	\$38,502
Sale 4 @ 30%	<u>\$18,558</u>
Weighted Average/Acre	\$57,060
Indicated Value:	\$538,077
Rounded to:	\$540,000
Per Acre:	\$57,264

Based on the foregoing analysis, the market value of the subject parcel of 9.43 acres of vacant land is \$57,264 per acre.

**MARKET VALUE OPINION FOR THE APPRAISED PROPERTY,
(9.43 Acres) AS OF JANUARY 13, 2025 \$540,000**

EXPOSURE TIME:

Exposure time is the estimated length of time the appraised property would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal. The exposure time is estimated by analyzing the marketing times from the comparables and other market data. No marketing times for any of the four land sales were provided. However, Sale Three was previously appraised by this appraiser on June 3, 2023, for \$640,000. It sold on December 28, 2023 for \$596,000, for a marketing time of about 6 months and a sale price equal to 93.13% of asking price.

A review of additional sales and listing land comparables in the area, not used in the above land analysis, indicated marketing times of 6 months to about 36 months. Market participants indicated the average marketing time for similar parcels of land is 12 to 18 months. Given the market conditions as of the date of value, the estimated exposure time is 12 months or less, assuming the property is priced in accordance with the appraised value.

PROJECT: M6972 01X
HIGHWAY: KINGMAN-ASHFORK HIGHWAY
SECTION: Kingman Airport Section
PARCEL: L-K-058
CONTRACT: CTR054974/JW-22-006

I hereby certify:

That I personally inspected the property herein appraised, and that I have afforded the property owner the opportunity to accompany me at the time of inspection. I also made a personal field inspection of each comparable sale relied upon in making said appraisal. The subject and the comparable sales relied upon in making the appraisal were as represented by the photographs contained in the appraisal.

That I have given consideration to the value of the property the damages and benefits to the remainder, if any; and accept no liability for matters of title or survey. That, to the best of my knowledge and belief, the statements contained in said appraisal are true and the opinions, as expressed therein, are based upon correct information; subject to the limiting conditions therein set forth.

That no hidden or unapparent conditions of the property, subsoil, or structures were found or assumed to exist which would render the subject property more or less valuable; and I assume no responsibility for such conditions, or for engineering which might be required to discover such factors. That, unless otherwise stated in this report, the existence of hazardous materials, which may or may not be present in the property, were not observed by myself or acknowledged by the owner. This appraiser, however, is not qualified to detect such substances, the presence of which may affect the value of the property. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them.

That my analysis, opinion, and conclusions were developed, and this report has been prepared, in conformity with the Arizona Department of Transportation Appraisal Standard and Specifications and the Uniform Standards of Professional Appraisal Practice.

That this appraisal has further been made in conformity with the appropriate State and Federal laws, regulations, policies and procedures applicable to appraisal of right of way for such purposes; and that, to the best of my knowledge, no portion of the value assigned to such property consists of items which are non-compensable under the established laws of said State.

That I understand this appraisal may be used in connection with that acquisition of right of way for a highway to be constructed by the State of Arizona with the assistance of Federal aid highway funds or other Federal funds.

That neither my employment nor my compensation for making the appraisal and report are in any way contingent upon the values reported herein.

That I have no direct or indirect present or contemplated future personal interest in the property that is the subject of this report, or any benefit from the acquisition of the property appraised herein.

That I have not revealed the findings and result of such appraisal to anyone other than the property officials of the Arizona Department of Transportation or officials of the Federal Highway Administration, and I will not do so unless so authorized by property State officials, or until I am required to do so by due process of law, or until I am released from this obligation by having publicly testified as to such findings.

That my opinion of the MARKET VALUE of the subject as of the 13th day of January, 2025, based upon my independent appraisal and the exercise of my professional judgment is:

Parcel #L-K-058

Market Value Opinion, as of January 13, 2025..... \$540,000
\$57,264/Acre

Date: March 19, 2025

Signature: 
Steven R. Cole
Arizona Certified General Real
Estate Appraiser #30130

CERTIFICATION

THE APPRAISER CERTIFIES TO THE BEST OF MY KNOWLEDGE AND BELIEF:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

I have performed no services as an appraiser or in any other capacity regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

My compensation is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of the appraisal.

My analyses, opinions, and conclusions were developed, and this report has been prepared in accordance with the standards and reporting requirements of the Uniform Standards of Professional Appraisal Practice of the Appraisal Foundation and any governmental authorities referenced within the appraisal report, including but not limited to the FDIC, OCC, FHLBB, and RTC.

I have made a personal inspection of the property that is the subject of this report.

Susanne Grace-Poore provided significant professional assistance to the person(s) signing this certification, including the search for comparable sale data and preparation of a draft of the report. However, the value conclusion was arrived at by the undersigned appraiser who bears responsibility for the value conclusion stated herein.

The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.

The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives and to the requirements of the Arizona Board of Appraisal.

I certify that, to the best of my knowledge and belief, the reported analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and the Standards of Professional Practice of the Appraisal Institute. The use of this report is subject to the requirements relating to review by its duly authorized representatives.

I hereby certify that I am competent to complete the appraisal assignment. The reader is referred to appraiser's Statement of Qualifications.

No change of any item in the appraisal report shall be made by anyone other than the Appraiser, and the Appraiser shall have no responsibility for any such unauthorized change.

The "Opinion of Market Value" in the appraisal report is not based in whole or in part upon the race, color, or national origin of the prospective owners or occupants of the property appraised, or upon the race, color, or national origin of the present owners or occupants of the properties in the vicinity of the property appraised.

As of the date of this report, Steven R. Cole has completed the continuing education program for Designated Members of the Appraisal Institute.



Steven R. Cole, MAI, SRA
*Certified General Real
Estate Appraiser #30130*

Date: March 19, 2025

QUALIFICATIONS OF STEVEN R. COLE, MAI, SRA, AI-GRS

FORMAL EDUCATION:

Bachelor of Arts Degree with high honors, University of California,
Santa Barbara, 1971

Master's Degree in Business Administration, University of California,
Los Angeles, 1973. Concentration: Urban Land Economics

PROFESSIONAL EDUCATION:

Successful Completion of Examinations for the following courses given by the
Appraisal Institute:

"Real Estate Appraisal Principles" and "Basic Valuation Procedures"

"Capitalization Theory & Techniques", Parts 1, 2, and 3

"Case Studies in Real Estate Valuation"

"Introduction to Real Estate Investments Analysis"

"Litigation Valuation"

"Standards of Professional Practice", Part A, B & C

"Market Analysis"

"Review Theory - General"

Attendance at Numerous Educational Seminars:

PROFESSIONAL MEMBERSHIPS:

Member, Appraisal Institute (MAI), Certification Number 6080. The institute conducts a voluntary program of continuing education for its designated members. MAI's and RM's who meet the minimum standards of this program are awarded periodic educational certification. As of this date, I have completed the requirements under the continuing education program of the Appraisal Institute. I am currently certified through December 31, 2017.

Senior Residential Appraiser (SRA), of the Appraisal Institute. This designation signifies expertise in the valuation of residential properties of 1 to 4 units.

General Review Specialist (AI-GRS), of the Appraisal Institute. This designation signifies expertise in the review of appraisals of general real estate properties.

EXPERIENCE:

Includes valuation of most types of urban real property: single and multi-family residential, commercial, industrial, and vacant land. Experience also includes special purpose properties, feasibility studies, leased fee and leasehold interest, counseling, and appraisal for condemnation since 1975.

ADDITIONAL EDUCATIONAL AND PROFESSIONAL ACTIVITY:

Publication of articles in Professional Journals:

“A New Methodology for Estimating Highest and Best Use”,
Real Estate Appraiser and Analyst, Summer, 1987

“Estimating the Value of Proposed Developments by Discounting
Cash Flow”, *Real Estate Review*, Summer, 1988.

Formerly a Certified Instructor with the Appraisal Institute for “Highest and Best Use Applications”, “Feasibility Analysis and Highest and Best Use- Nonresidential Properties”, and “Principals and Procedures of Real Estate Appraisal”.

Associate Faculty, Pima Community College for “Real Estate Appraisal Principals” and “Basic Valuation Procedures”, 2000-2006.

Instructor for Tucson Board of Realtors, American Bar Association, Brodsky School of Real Estate, and Hogan School of Real Estate. Appraisal Principles, Appraisal Procedures, Market Analysis., Using the Internet for Due Diligence.

President of Southern Arizona Chapter #116, Appraisal Institute, 1983-84.

President for the Arizona State Chapter #41, Appraisal Institute, 1990.

Chairman, Pima County Real Estate Council, 2003-2004, Director 1989-2007.

Chairman, Tucson Airport Authority Chairman, 2015.
Board of Directors, 2011-2016. Member, Tucson Airport Authority, 2007-2016.

APPROVED APPRAISER:

With most major commercial banks and mortgage companies in Arizona.

STATE CERTIFICATION:

Arizona Certified General Real Estate Appraiser Number 30130. Currently certified through August 31, 2022.

ASSIGNMENTS INCLUDING TESTIMONY OR DEPOSITION – LAST 5 YEARS:

- 2/22/2019 - 18-142 – Mesch Clark Rothschild, FBI Office Building, deposition
- 12/21/2018 – 17-192 - May Potenza Baran & Gillespie, P.C., Sierra Vista hotel, deposition
- 6/22/2018 – 17-192- May Potenza Baran & Gillespie, P.C., Sierra Vista hotel, deposition
- 9/12/2017 – 17-116 – ADOT, Parcel 13-1917 Vista Montanesa Condos HOA, Prescott, Testimony
- 12/16/2016 – 16-235 – ADOT, Parcel 10-1870, Testimony
- 8/30/2016 – 15-267 – ADOT, Parcel 10-1638, Testimony
- 8/30/2016 – 15-241 – ADOT, Parcel 10-1645, Testimony
- 8/29/2016 – 16-001 – ADOT, Parcel 10-1618, Testimony
- 1/26/2016 – 13-053— La Loma Grande, Testimony

-
- 1/15/2016 – 15-065 – ADOT, Parcel 10-1618, Testimony
 - 10/15/2015 – 15-245 – Ethan Steele Law, 402 E Grant Rd, Deposition
 - 7/27/2015 – 15-139 – ADOT/Arizona Attorney General's Office, 850 W. Ajo Way, Testimony
 - 6/26/2015 – 14-224 – ADOT/Arizona Attorney General's Office, Parcel 10-1876, Testimony
 - 5/21/2015 – 15-039 – ADOT/Arizona Attorney General's Office, Parcel 10-1800, Testimony
 - 4/16/2015 – 14-115 – ADOT/Arizona Attorney General's Office, Parcel 10-1802, Testimony
 - 2/27/2015 – 14-258 – ADOT/Arizona Attorney General's Office, Parcel 10-557, Testimony
 - 9/15/2014 – 14-180 - Munger Chadwick, P.L.C., 9084 and 9072 S Ocotillo Vista, Testimony
 - 8/13/2014 – 13-130 - John Baade, 2585 N. Wyatt, Testimony
 - 5/7/2014 – 13-130 - John Baade, 2585 N. Wyatt, Deposition

ADDENDA

1. Disposal Report
2. Updated Legal Description
3. ADOT Aerial Exhibit
4. Right of Way Plans
5. Purchase Order
6. Bid
7. Request for Proposal

ARIZONA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY GROUP
RIGHT OF WAY DISPOSAL REPORT

The undersigned has examined the title to the property described in SCHEDULE A-1 herein, and the fee owner is:

The State of Arizona, by and through its Department of Transportation

Address: 205 South 17th Avenue, Mail Drop 612E, Phoenix, Arizona 85007-3212

By virtue of that certain: See Right of Way / Vesting Section.

Upon compliance with REQUIREMENTS herein, satisfactory title will vest in the proposed buyers.

LEGAL DESCRIPTION

SEE SCHEDULE A-1 ATTACHED
SEE EXHIBIT "A"

REMARKS: The Schedule B Items shown, if any, reflect only those matters that have occurred subsequent to the acquisition of the subject property.

Date of Search: 8-27-2024

Examiner: Jim Gregg

Reviewer:

Update to:

Examiner:

Reviewer:

Update to:

Examiner:

Reviewer:

Update to:

Examiner:

Reviewer:

Update to:

Examiner:

Reviewer:

County: Mohave	Tax Arb: N/A	Disposal: N/A
Tracs No.: 066 MO 000 H0888	Highway: KINGMAN-ASHFORK	Excess Land: L-K-058
Fed. No.: N/A	Section: Kingman-Airport	Parcel No.: N/A

REQUIREMENTS

1. Record Deed from the State of Arizona, by and through its Department of Transportation to the proposed buyer(s).

NOTE: Repurchase rights do not apply due to the property being acquired more than eight years prior to this transaction.

END OF REQUIREMENTS

- 4 -

SCHEDULE B

1. Easements and agreements disclosed in Right of Way Map, Ashfork-Kingman Highway, Kingman to Hackberry Section, dated April 5, 1933, recorded in Strip Map C-T-93, for pipe line extensions and livestock purposes.
2. A line of poles with wires as disclosed by aerial view.

END OF SCHEDULE B

- 5 -

UPDATED

EXHIBIT "A"

That portion of the Northeast quarter (NE¼) of Section 33, Township 22 North, Range 16 West, Gila and Salt River Meridian, Mohave County, Arizona, described as follows:

Commencing at a 1911 USGLO brass cap marking the Northeast corner of said Section 33 from which a 1975 Mohave County Dept. Engr. aluminum cap on a 3 inch aluminum pipe in concrete stamped "RLS 8904" marking the East quarter corner of said Section 33 bears South 00°08'10" West 2642.44 feet;

thence along the East line of said Section 33 South 00°08'10" West 1256.94 feet to the most southerly corner of that property described in Special Warranty Deed recorded in Document Number 2023-013150, Mohave County Records, on the existing right of way line that is common to State Highway 66 (KINGMAN – SELIGMAN HIGHWAY) and the BNSF Railway Company, being the POINT OF BEGINNING of this property to be conveyed;

thence along said existing common right of way line South 38°25'35" West 916.41 feet to the most northerly line of that property described in Special Warranty Deed recorded in Document Number 2023-053750, Mohave County Records;

thence North 51°44'49" West 446.82 feet, along said most northerly property line, to the proposed relocated southeasterly right of way line of said State Route 66;

thence along said proposed relocated southeasterly right of way line North 38°15'11" East 916.38 feet to the southwesterly line of said property described in said Document Number 2023-013150;

thence along said southwesterly line South 51°44'59" East 449.60 feet to the POINT OF BEGINNING.

GRANTOR RESERVES unto the public and various utility companies, easements for existing utilities, if any, within the above described property, in accordance with Arizona Revised Statute 28-7210. Access to the existing utilities will be by way of what exists at the time of this conveyance and shall be the responsibility of the Grantee herein and of the public or utility companies to show where that access is located.

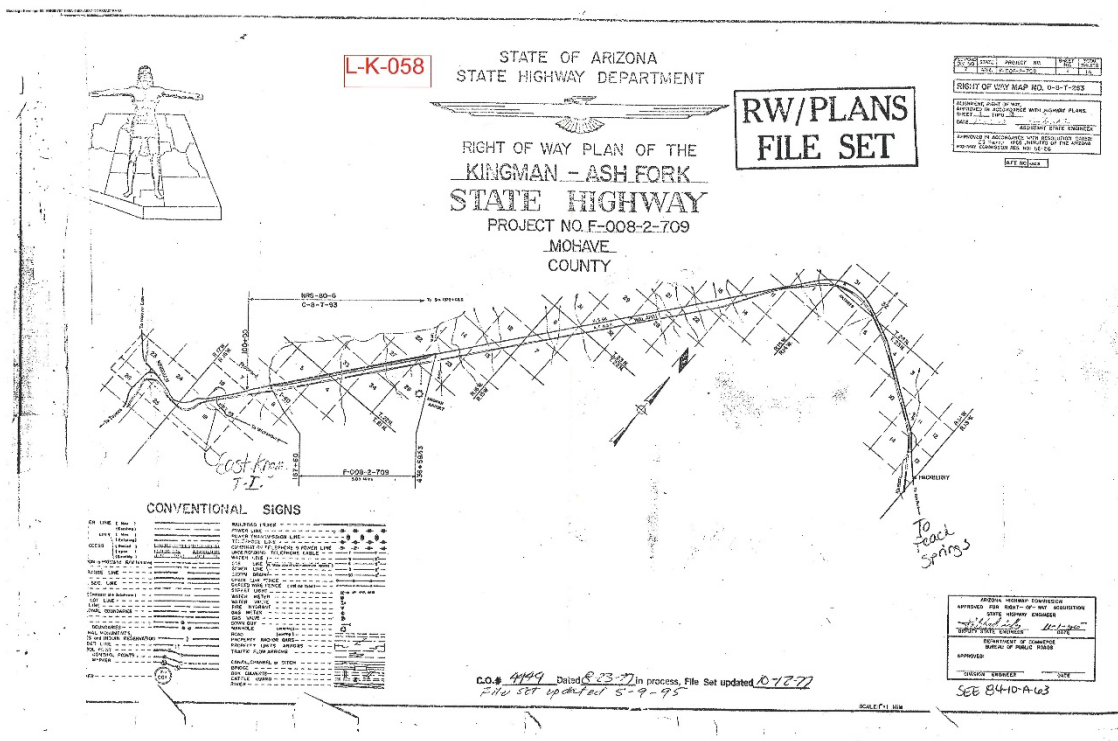
EXCEPTING therefrom, all oil, gas, coal and other minerals in said land, together with the right to prospect for, mine and remove the same, all as set forth in Deed recorded in Book 48 of Deeds, Page 551.

PROJECT: 066 MO 000 H0888	LOCATION: Kingman Airport Section	PARCEL: L-K-058
F-008-2-709	Disposal	cg 12-03-2024



ADOT Right Of Way <small>THIS SKETCH PLAN IS FOR ADOT INTERNAL USE ONLY</small>		DISPOSAL #	L-K-058	HIGHWAY NAME:	
		DRAWN	JV	KINGMAN - ASH FORK	
		DATE	07//18/2024	PROJECT NO.	
ROUTE NO.: SR 66		LOCATION: S.R.66 - Berry Lane		066 MO 000 H088801R	
				FEDERAL AID NO.: F-008-2-709	SHEET NO. 1 OF 1

G:\19340\Disposals\Disposals\ADOT Property DISPOSAL Acquisition Projects\Previous Disposal L-K and D-K-Projects Kingman\L-K-058\L-K-058 Survey Exhibits.



KINGMAN - ASHFORK HIGHWAY
KINGMAN - AIRPORT SECTION
MOHAVE COUNTY

L-K-058

NOTE:

NEW R/W 1994 (PARCEL 8-786)
ADDED IN CONSTRUCTION WITH CONTR.
PROV. 64-6 AND 67-10880 DUG,
M-101-4-503
PAR 8-990 ADDED FOR THE SAME CONSTR.
PROJ. IN 1995

OWNERSHIP			RECORD				ACQUISITION RECORD			
PARCEL NUMBER	OWNER	DESCRIPTION	TOTAL AREA	AREA ACQUIRED	AREA REMAINING	REMARKS	SHEET NUMBER	ACQUISITION TYPE	DATE	RECORDED
8-233	Transamerica	Lot 4, Block 4, Subdiv. 10, Kingman, Mohave Co.	1.00 Ac.	1.00 Ac.	0.00 Ac.		415	W.D.	8-8-66	2-167 231 80-28
8-234	Estate of Erna V. Kapp	3/4 Sec. 4, T21N, R16W	2.7 Ac.	0.3 Ac.	2.4 Ac.		647	W.D.	8-22-66	1-2047 230 37976
8-235	Jack D. Cantrell	Lot 4, Sec. 4, T21N, R16W	2.7 Ac.	0.6 Ac.	2.1 Ac.		7	W.D.	5-6-66	3-5-66 931-66 211 100-31
8-236	Harmer T. Spann	Lot 4, Sec. 4, T21N, R16W	3.3 Ac.	0.6 Ac.	2.7 Ac.		7	W.D.	5-27-66	4-20-66 6-27-66 213 156-97
8-237	Claude A. Ruby L. Jolly, H/W	Lot 4, Sec. 4, T21N, R16W	3.3 Ac.	0.6 Ac.	2.7 Ac.		7	W.D.	4-8-66	3-5-66 208 367-68
8-238	C.L. Christensen Margaret, H/W	Lot 4, Sec. 4, T21N, R16W	3.3 Ac.	0.6 Ac.	2.7 Ac.		7	W.D.	5-27-66	3-30-66 6-27-66 213 152-23
8-239	H.F. & C.H. Harrington H/W	Lot 4, Sec. 4, T21N, R16W	6.6 Ac.	1.2 Ac.	5.4 Ac.		7	W.D.	8-5-67	3-5-67 3-19-68 120 220-23
8-240	Carl W. Miller and Olga H. Miller, H/W	Lot 4, Sec. 4, T21N, R16W	6.1 Ac.	1.5 Ac.	4.6 Ac.		7	W.D.	5-6-66	3-8-66 6-15-66 213 124-25
8-241	George J. Shamba & Carol, H/W	Lot 4, Sec. 4, T21N, R16W	2.7 Ac.	0.3 Ac.	2.4 Ac.		7	W.D.	8-5-66	3-5-66 6-20-66 262 343-44
8-242	Pearl H. Oliver	Lot 4, Sec. 4, T21N, R16W	16.8 Ac.	1.8 Ac.	15.0 Ac.		10	W.D.	10-28-66	3-5-66 11-28-66 224 84-85
8-243	J. Lloyd Neal & Grace Helen Neal, H/W	Lot 4, Sec. 4, T21N, R16W	12.3 Ac.	8.1 Ac.	4.2 Ac.		12	W.D.	5-6-66	3-10-66 6-2-66 211 200-01
8-244	Harmer T. Spann	Lot 4, Sec. 4, T21N, R16W	6.6 Ac.	1.2 Ac.	5.4 Ac.		7	W.D.	5-27-66	3-2-66 6-22-66 213 16-42
8-245	Kingman Air-Rail Motor Bus, Inc.	Lot 4, Block 4, Kingman Air-Rail Motor	2.00 Ac.	0.25 Ac.	1.75 Ac.		5	W.D.	5-27-66	3-2-66 6-22-66 213 16-42
8-990	AUTOMOTIVE WAREHOUSING INC.	LOT 1, BLOCK 3, SHANGRI-LA ESTATES	1.00 Ac.	0.25 Ac.	0.75 Ac.		5	W.D.	5-27-66	3-2-66 6-22-66 213 16-42

AFTER C.O. # 8966



PURCHASE ORDER

PHOENIX, on 12/23/2024
CTR054974/ JW-25-016/ M697501X/ L-K-058/ Appraisal due 45 days from approval-SOUTHWEST APPRAISAL ASSOCIATES INC

SUPPLIER

SOUTHWEST APPRAISAL ASSOCIATES INC

Attn: STEVEN COLE

Address: Legal Address

PO BOX 16156

UNITED STATES

TUCSON, Arizona 85732-6156

Phone: 5203270000

E-mail: STEVE@SWAA.BIZ

ORDER No. PO0000730070

(please refer to this number on all documents)

Amendment:

Requestor: ESTHER VALENCIA

Agency: Department of Transportation

Division: Infrastructure Delivery & Operations

Division Construction

Department: Right Of Way

Site: RIGHT OF WAY

Phone: 6027128793

Email: EVALENCIA@AZDOT.GOV

DELIVER TO

(unless specified differently per item)

Address: RIGHT OF WAY

1801 W Jefferson St

UNITED STATES

Phoenix, Arizona 85007

Deliver To:

Requested Delivery Date:

(Unless specified differently per item in section delivery details)

BILL TO

Address: RIGHT OF WAY

205 S 17TH AVE

MD 612E RM 331

UNITED STATES

PHOENIX, Arizona 85007-3212

Payment Terms: Net 30

ITEM	CONTRACT ID	CODE/SKU	REFERENCE AND DESCRIPTION	QTY	UNIT	UNIT PRICE (USD)	TOTAL (USD)
1	CTR054974-3	861551-1	CTR054974/ JW-25-016/ M697501X/ L-K-058/ Appraisal due 45 days from approval Commentaire : L-K-058	1.0000	Total Cost	4,300.0000	4,300.00

Total before Tax 4,300.00 USD

Non-Taxable - 0 % 0.00 USD

Total after Tax 4,300.00 USD



PURCHASE ORDER TERMS AND CONDITIONS

State of Arizona
PURCHASE ORDER TERMS AND CONDITIONS
Applied to APP Purchase Orders on or after 11/10/2022

- 1. Modification.** No modification of the purchase order shall bind State of Arizona Buyer (Buyer) unless Buyer agrees to the modification in writing.
- 2. Packing and Shipping.** Seller shall be responsible for industry standard packing which conform to all legal requirements. Containers must be clearly marked with any required identifying information such as the lot number, destination address, and purchase order number.
- 3. Title and Risk of Loss.** The title and risk of loss of the materials shall not pass to Buyer until Buyer physically receives the materials at the point of delivery.
- 4. Invoice and Payment.** A separate invoice shall be issued for each shipment. No invoice shall be issued prior to shipment of materials and no payment will be made prior to receipt and acceptance of materials and correct invoice. Payment due dates, including discount periods, will be computed from date of receipt of materials or date of receipt of correct invoice (whichever is later) to date Buyer's warrant as mailed. Unless freight and other charges are itemized, any discount provided will be taken on full amount of invoice. Payment shall be subject to the provisions of Title 35 of Arizona Revised Statutes (A.R.S.), subject to the requirements and limitations of A.R.S. § 35-154. The Buyer's obligation is payable solely from funds appropriated for the purpose of acquiring the materials or services referred to in this Purchase Order; should Buyer's funding change, no legal liability on the part of the Buyer for any payment may arise under this Purchase Order until funds are made available for performance.
- 5. Inspection.** All materials are subject to final inspection and acceptance by Buyer. Material failing to meet the requirements of this Purchase Order will be held at Seller's risk and may be returned to Seller. If so returned, the cost of transportation, unpacking, inspection, repacking, reshipping, or other similar expenses are the responsibility of the Seller.
- 6. No Replacement of Defective Tender.** Every tender of materials must fully comply with all provisions of Purchase Order as the time of delivery, quantity, quality and the like. If a tender is made which does not fully conform, it shall constitute a breach and Seller shall not have the right to substitute a conforming tender.
- 7. Gratuities.** The buyer may, by written notice to the Seller, cancel this Purchase Order if it is found by Buyer that gratuities, in the form of entertainment, gifts, or otherwise, were offered or given by the Seller, or any agent or representative of the Seller, to any officer or employee of the State of Arizona with the purpose of securing an order or securing favorable treatment with respect to the awarding or amending, or the making of any determinations with the respect to the performing, of such order. In the event this Purchase Order is canceled by Buyer pursuant to this provision, Buyer shall be entitled to recover or withhold from the Seller the amount of the gratuity, in addition to any other rights and remedies available under Arizona state law.
- 8. Warranties.** Seller warrants that all materials and services delivered under this Purchase Order will conform to the requirements of this Purchase Order (including all applicable descriptions, specifications, drawing and samples) will be free from defects in material and workmanship and will be free from defects in design and fill for the intended purposes. Any inspection or acceptance of the materials or services by Buyer shall not alter or affect the obligations of Seller or the right of Buyer under the foregoing warranties.

seq., and the rules thereunder, A.A.C. R2-7-101 et seq.)

21. Books and Records. Under A.R.S. § 35-214 and § 35-215, the Seller shall retain all books, accounts, reports, files and other records relating to the Purchase Order for five years after completion of the Purchase Order. These books and records shall be available at all reasonable times for inspection and audit by the State at such state offices designated by the State.

22. State Law Certifications. If Seller is a Company as defined in A.R.S. § 35-393, Contractor Seller certifies that it shall comply with A.R.S. § 35-394, regarding use of forced labor of ethnic Uyghurs, as applicable. If this purchase order is over \$100,000, Seller further certifies that it is not currently engaged in a boycott of Israel as described in A.R.S. §§ 35-393 et seq. and will refrain from any such boycott for the duration of this Purchase Order.

23. Arbitration. The Buyer and Seller agree to use arbitration as required by A.R.S. § 12-1518.

Southwest Appraisal Associates, Inc
Steven Cole

December 19, 2024

RESPONSE DUE ON OR BEFORE

RE: REVIEW APPRAISER ASSIGNMENT NO: JW-25-016
PROJECT: M6972 01X
HIGHWAY: KINGMAN - ASHFORK HIGHWAY
SECTION: Kingman Airport Section
PARCEL(S): L-K-058

PARCEL #	30 Day Bid	45 Day Bid
L-K-058	\$4,800	\$4,300
TOTAL	\$4,800*	\$4,300*

Quote prepared by:

Steven Cole, Certification # 30130

Date

Note: * Fee includes all travel expenses.

ARIZONA DEPARTMENT OF TRANSPORTATION
205 S. 17th Ave. | Phoenix, AZ 85007 | azdot.gov



205 S. 17th Ave. Room: 331
Mail Drop: 612E
Phoenix, AZ 85007

December 19, 2024

Steven Cole
Southwest Appraisal Associates, Inc
P.O. Box 16156
Tucson, AZ. 85732-6156

RE: Appraisal Assignment No.: JW-25-016
PROJECT: M6972 01X
HIGHWAY: KINGMAN - ASHFORK HIGHWAY
SECTION: Kingman Airport Section
PARCEL: L-K-058

*Bid sent
12/20/24*

*check w/ Jim on
Revised #.*

Dear Steven Cole:

You are hereby requested to provide your fee quote to prepare an appraisal for the referenced parcel. Your appraisal report will need to reflect the market value using the current date of valuation, and be prepared in accordance with terms of this task; the ADOT Right of Way Procedures Manual Project Management Section Chapters Three and Four; The Federal Highway Administration (FHWA) Uniform Act, 49 CFR Part 24; the current edition of the Uniform Standards of Professional Appraisal Practice (USPAP) guidelines at the time of your valuation; and the enclosed scope of work and provided information.

The purpose of the appraisal report is to estimate the market value of the fee simple estate of the acquisition and its effect to the remaining property. The intended use of the appraisal report is to utilize value estimates to assist in decisions regarding the sale or disposal of this property.

ADOT Procurement Group will issue a Purchase Order that will be your notice to proceed with the appraisal assignment. You may contact the property owners to arrange for the property inspection after you receive your notice to proceed from procurement. Inspection dates/times must be provided at least seven calendar days prior to inspection to the Property Owner and emailed to Michael Craig (MCraig@AZDOT.GOV); Tim O'Connell (TOconnell@AZDOT.GOV); Jim Walcutt (JWalcutt@AZDOT.GOV); and Robert Jeffery (RJeffery@AZDOT.GOV).

Please direct any questions regarding this appraisal assignment to Jim Walcutt, (520-591-7923, JWalcutt@AZDOT.GOV), ADOT R/W Review Appraiser. All changes must be in writing to prevent any miscommunications.

Additional information regarding the parcel is as follows:

Type of Report: Appraisal
Type of Property: EXCESS LAND

ARIZONA DEPARTMENT OF TRANSPORTATION
205 S. 17th Ave. | Phoenix, AZ 85007 | azdot.gov

Scope Notes:

A complete narrative appraisal of the entire property is required.

The FHWA is to be named as an intended user of the appraisal. The appraisal report must include the ADOT Certificate of Appraiser immediately following the Auditing Breakdown section of the report. The addenda to the report is to include a current copy of the appraiser's State of Arizona Certified General Real Estate Appraiser license, a copy of the owner contact correspondence including Owner Contact Report Form(s), and a copy of the signed procurement purchase order.

Appraisal Contractor agrees that within any particular project wherein Contractor has provided appraisal or consulting services to ADOT, no other appraisal services may be provided to other clients/property owners in this project, without the written approval of ADOT. Any hypothetical assumptions, extraordinary limiting condition or jurisdictional exceptions of the appraisal must be pre-approved by the Review Appraiser prior to submittal of the appraisal report and identified in the appraisal report.

In the course of the appraisal assignment due diligence, if it is discovered that the property ownership has transferred to any entity other than that noted in the ADOT Title report, the Review Appraiser must be notified immediately. A new Title Report and Ownership Record Sheet will then be ordered for inclusion in the appraisal report.

Please note that there are changes to civil expert disclosure and discovery rules effective July 1, 2018. Please update your qualifications in the appraisal report to list all other cases in which you have testified as an expert witness at a hearing or trial during the previous four years.

A complete initial appraisal report in an electronic PDF file format is to be submitted by e-mail to the review appraiser by the appraisal due date. All subsequent appraisal report iterations are also to be e-mailed to the review appraiser. Within 5 business days after ADOT approves the acceptability for the initial report submittal, the Appraiser will deliver an electronic PDF file and four (4) bound color copies of the final report. The submitted final hard copies of the appraisal report are to include, a CD with a PDF copy of the appraisal report with the following naming convention:

ADOT Parcel # Owner Name – (Appraisal Firm Name) – Date of Value - Date of Appraisal Report, eg: Owner Name - (Appraisal Firm) DOV xx-xx-2020 DOR xx-xx-2020.

The appraisal report package is to be addressed to ADOT Right of Way Operations - Appraisal, ADOT Mail Room, 1655 W. Jackson Street, Phoenix, AZ 85007. Packages must be marked Time Sensitive or Urgent. If a delivery service is utilized, a confirmation notice is to be e-mailed to the review appraiser.

Please complete the last page of this bid request with your quote and email to RightofWayContracts@azdot.gov no later than 5:00 p.m. on December 24, 2024.

Sincerely,
Jim Walcutt
R/W Project Management Section

Enclosure(s)
cc: Esther Valencia, R/W Contracts Section

ARIZONA DEPARTMENT OF TRANSPORTATION
205 S. 17th Ave. | Phoenix, AZ 85007 | azdot.gov