APPRAISAL COVER SHEET

TYPE OF REPORT:	Appraisal for Market Value
ASSESSOR PARCEL NO.:	Portion of 310-21-090
ADOT PARCEL NO.:	L-K-039
OWNER NAME:	State of Arizona
DESCRIPTION & LOCATION OF PROPERTY:	The subject property contains 245,592 square feet, or 5.64 acres of vacant land. It is located southeast of the Thompson Avenue and State Route 66 intersection in Kingman, Arizona 86401. As the property is undeveloped, it does not have an established situs address.
PROJECT:	M6975 01X
HIGHWAY:	Ashfork – Kingman Highway
SECTION:	Kingman to Hackberry
DATE OF APPRAISAL REPORT:	August 17, 2026
EFFECTIVE DATE OF VALUE:	July 21, 2026

APPRAISER

JOHN MEDLEY
CERTIFIED GENERAL
APPRAISER #1049989

AERIAL MAP – PROPERTY APPRAISED

Red Property Boundary is an Approximation

August 17, 2026

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

RE: Appraisal of 245,592 square feet or 5.64 acres of vacant land. The subject property is located southeast of the Thompson Avenue and State Route 66 intersection in Kingman, Mohave County, Arizona 86401.

Appraiser's File No.: 26-002-L

Mr. Walcutt:

At your request, I have prepared an appraisal to develop an opinion of the market value of the fee simple interest in the above-referenced property as of the effective date of value. The subject is undeveloped land and therefore has no established situs address; it is located southeast of the Thompson Avenue and State Route 66 intersection and northwest of the adjacent BNSF rail line in Kingman, Mohave County, Arizona 86401.

According to local news publications, the City of Kingman plans to develop a roadway, Flying Fortress, through the center of the subject property. While a title report was provided by the client, it did not outline utility and access easements impacting the subject property. This appraisal uses an Extraordinary Assumption to assume the subject is not encumbered by this future roadway planned by the City of Kingman. If the subject is encumbered by this future roadway, the subject property's development potential and market value would be impacted. A map outlining this planned roadway is attached in the Addenda.

The subject property is located in a tertiary market with limited population growth. It benefits from close proximity to the rail-served Kingman Industrial Park, which contains several industrial and heavy-manufacturing operations. An emphasis was made to utilize comparable sales that benefit from their proximity to the Kingman Industrial Park.

The subject property is located adjacent west of an existing BNSF rail line. Based on the appraiser's measurements, the subject has approximately 375 linear feet of frontage adjacent to the existing rail line. This limited frontage is not adequate to support a rail spur to provide the subject with rail service.

The purpose of this appraisal is to provide a market value opinion for the subject property, as of the effective date of value, 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 that 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.”*[1]

The intended users of the appraisal include the officials and agents of the Arizona Department of Transportation and the officials and agents of the Federal Highway Administration. No other use or users are intended, and any unintended use may be misleading. The intended use of the appraisal is to assist the client in the potential sale of the property.

This appraisal report is intended to comply with the most recent requirements set forth in: (1) the Arizona Department of Transportation Appraisal Standards and Specifications; and (2) the *Uniform Standards of Professional Appraisal Practice* (USPAP), promulgated by the Appraisal Standards Board of the Appraisal Foundation.

This report or any portion thereof is for the exclusive use of the clients 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 authors, as set forth within the Assumptions and Limiting Conditions contained in this report.

The purpose of this appraisal is to provide market value opinion for the subject property as of July 21, 2026, the effective date of value, as follows:

ROUNDED OPINION OF MARKET
VALUE AS OF JULY 21, 2026.. $235,000

An exposure time of 12 months is estimated for the subject property if priced appropriately.

Extraordinary Assumption:

Pursuant to the Uniform Standards of Professional Appraisal Practice (USPAP), the definition of Extraordinary Assumption is as follows:

“An assignment-specific assumption as of the effective date regarding uncertain information used in an analysis which, if found to be false, could alter the appraiser’s opinions or

[1] A.R.S. 28-7091

conclusions. Uncertain information might include physical, legal, or economic characteristics of the subject property; or conditions external to the property, such as market conditions or trends; or the integrity of data used in an analysis."[2]

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 property.*
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 disposal parcel.*
3) *The subject property was inspected by the appraiser. No evidence of environmental risks or hazardous conditions was observed. It is an extraordinary assumption in this appraisal that there are no known environmental risks or hazardous conditions on the subject property.*
4) *This appraisal assumes that the subject property is encumbered by typical utility and access easements that do not restrict the subject's development potential. If utility or access easements that inhibit the subject's development are later discovered, the appraiser's opinion of market value is subject to change.*

Hypothetical Condition:

Pursuant to the Uniform Standards of Professional Appraisal Practice (USPAP), hypothetical condition is defined as follows:

"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" [3]

No Hypothetical conditions are utilized within this appraisal report.

The use of these extraordinary assumptions and hypothetical conditions might have affected the assignment results.

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.

[2] *Uniform Standards of Professional Appraisal Practice, 2024 Ed.*, Appraisal Foundation
[3] *Uniform Standards of Professional Appraisal Practice, 2024 Ed.*, Appraisal Foundation

Respectfully submitted,

John E. Medley
Certified General
Appraiser # 1049989

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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 the client. This report or any portion thereof is for the exclusive use of the clients and is not intended to be used, sold, transferred, given or relied on by any other person than the clients 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. 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 their own measurements of the subject improvements. However, there are some factors that may limit my 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 clients warrant, 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 clients are 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 us. 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 clients warrant, 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 clients are 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 are 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 is connected), shall be disseminated to the public through advertising, public relations, news, sales, or other media without prior written consent and approval from Medley Appraisal Services' President.

This appraisal was prepared for the sole and exclusive use of the client. Any party who is not the clients 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 Medley Appraisal Services. I claim no expertise in areas such as, legal description survey, structural, or environmental, engineering mechanical or electrical systems and the like. I 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 Medley Appraisal Services, 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 Medley Appraisal Services 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 clients or any other party constitutes acceptance of all the above limiting conditions.

EXECUTIVE SUMMARY

Location:	The subject property is located southeast of the Thompson Avenue and State Route 66 intersection and northwest of the existing BNSF rail line in Kingman, Mohave County, Arizona 86401.
Assessor's Parcel Number(s):	Portion of Mohave County Assessor's Parcel Number 310-21-090.
Size/Topography/Shape:	According to the client, the subject property consists of 245,592 square feet, or 5.64 acres of vacant land. The property has generally flat topography that is irregularly shaped in a non-restrictive manner. Several concrete wall bases are developed on the property.
Effective Date of Value:	July 21, 2026
Interest Appraised:	Fee Simple Estate
Intended Users of the Appraisal:	The intended user of the appraisal includes the officials and agents of the Arizona Department of Transportation and the officials and agents of the Federal Highway Administration. 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 market value opinion to assist the client in the potential sale of the property.
Flood Insurance Zone:	The subject property is identified as being located in the Flood Zone X (Unshaded) and Zone AO with a 2-foot depth per FIRM Map Panel No.: 04015C4313H dated February 18, 2015.
Zoning:	The subject property is located in the C-M, Commercial Manufacturing zoning district which allows for uses outlined by the CM-O, Commercial Manufacturing/ Open Lot Storage district in Mohave County.
Highest and Best Use:	Industrial Use.
Opinion of Market Value:	**$235,000**

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, Purpose of the Appraisal, Property Identification, Scope of Work, Regional, Market, and Neighborhood Analyses, Site Analysis, and Highest and Best Use. The highest and best use of the subject property is the basis upon which market value is developed.

The second portion of the report contains the approach(es) used to develop an opinion of market value for the fee simple interest in the subject property. All three traditional approaches to value are considered: Cost Approach, Sales Comparison Approach, and Income Approach.

In the Cost Approach, the appraiser estimates the current cost to replace the improvements, deducts estimated accrued depreciation, and adds the site value to arrive at an indication of market value. The accuracy in the estimate of accrued depreciation is a critical element in the reliability of the Cost Approach.

In the Sales Comparison Approach, recent sales of similar properties, known as "comparables", are analyzed and adjusted 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 comparable sales and the subject property determines the reliability of this approach. This approach is utilized to provide an opinion of market value for the subject property.

The Income Approach is based upon the premise that market value is the present worth of the anticipated benefits to be derived from the property. With income properties, this approach is of primary importance. In the Income Approach, the appraiser analyzes the subject property and comparable properties to estimate the market rent, effective gross income and operating expenses. The net income is converted to value through the process of direct capitalization or a discounted cash flow.

When multiple approaches to value are applied, the value from each approach is evaluated as to their pertinence and reliability. The purpose of the Reconciliation is to evaluate the strengths and weaknesses of the applicable approaches to value. After analyzing the pertinence and reliability of each approach, the appraiser makes a final opinion of value.

DEFINITIONS

Appraisal

> *"(noun) the act or process of developing an opinion of value; an opinion of value. (adjective) of or pertaining to appraising and related functions such as appraisal practice or appraisal services."*[4]

Appraiser

> *"One who is expected to perform valuation services competently and in a manner that is independent, impartial, and objective."*[5]

Economic Unit

> *1. "A portion of a larger (parent) parcel, vacant or improved, that can be described and valued as a separate and independent parcel. Physical characteristics such as location, access, size, shape, existing improvements, and current use are considered when identifying an economic unit. The economic unit should reflect marketability characteristics similar to other properties in the market area. In appraisal, the identification of economic units is essential in highest and best use analysis of a property.*
>
> *2. A combination of parcels in which land and improvements are used for mutual economic benefit. An economic unit may comprise properties that are neither contiguous nor owned by the same owner. However, they must be managed and operated on a unitary basis and each parcel must make a positive economic contribution to the operation of the unit."*[6]

Exposure Time

> *"An opinion, based on supporting market data, of the length of time that the property interest being appraised 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."*[7]

[4] Appraisal Institute, The Dictionary of Real Estate Appraisal, Eight Edition, pg. 8

[5] Appraisal Institute, The Dictionary of Real Estate Appraisal, Eight Edition, pg. 8

[6] Appraisal Institute, The Dictionary of Real Estate Appraisal, Eight Edition, pg. 52

[7] Appraisal Institute, The Dictionary of Real Estate Appraisal, Eight Edition, pg. 60

Fee Simple Estate

> *"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."*[8]

Market Value

> *""market value" means the most probable price estimated in terms of cash in United States dollars or comparable market financial arrangements that 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."*[9]

PURPOSE OF THE APPRAISAL

Purpose of the Appraisal:	The purpose of this appraisal is to estimate the market value of the fee simple estate.
Intended User of the Appraisal:	The intended users of the appraisal include the officials and agents of the Arizona Department of Transportation and the officials and agents of the Federal Highway Administration. 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 utilize the market value estimates to assist in decisions regarding the potential sale of the subject property.
Date of Value Opinion:	The effective date of the value opinion is July 21, 2026, the date of the property inspection.
Date of the Appraisal Report:	The date of the appraisal report is August 17, 2026.

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. This appraisal will provide an opinion of market value for the subject property. The Sales

[8] Appraisal Institute, The Dictionary of Real Estate Appraisal, Eight Edition, pg. 65
[9] Arizona Revised Statute 28-7091

Comparison Approach, Cost Approach, and Income Approach were considered in the valuation of the subject. In accordance with *Uniform Standards of Professional Appraisal Practice* (USPAP), effective January 1, 2024, the scope of work for the appraisal includes, but is not limited to, the following:

- Inspection and analysis of the subject disposal parcel, market conditions, and other restrictions that affect value; and
- Research, analysis, and confirmation of comparable market data.

Since the subject property is undeveloped vacant land, only the Sales Comparison Approach is applicable in estimating the property's market value. Thus, the Cost and Income Approaches are excluded in this appraisal as they would not produce credible results. This appraisal solely relies on the value provided from the Sales Comparison Approach. Research included the examination of sales and listing data published by ARMLS, Mohave County public records, CoStar, and interviews with real estate participants and realtors/agents. Similar comparable sales were selected based on the appraiser's conclusion of Highest and Best Use.

The comparable data that is included in the analysis is believed to be the best available. The data selected is adequate to provide reliable indications of market values 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 Assumptions and Limiting Conditions, Extraordinary Assumptions, and Hypothetical Conditions.

PROPERTY IDENTIFICATION

The subject property is a portion of Mohave County Assessor's Parcel Number 310-21-090. It is referred to by the client as ADOT Parcel L-K-039. Since the property is vacant land, it does not have an established address. It is located southeast of the Thompson Avenue and State Route 66 intersection and northwest of the existing BNSF rail line in Kingman, Mohave County, Arizona 86401. The subject's Section, Township, and Range, legal description from the Mohave County Assessor's Office, and plat map follows:

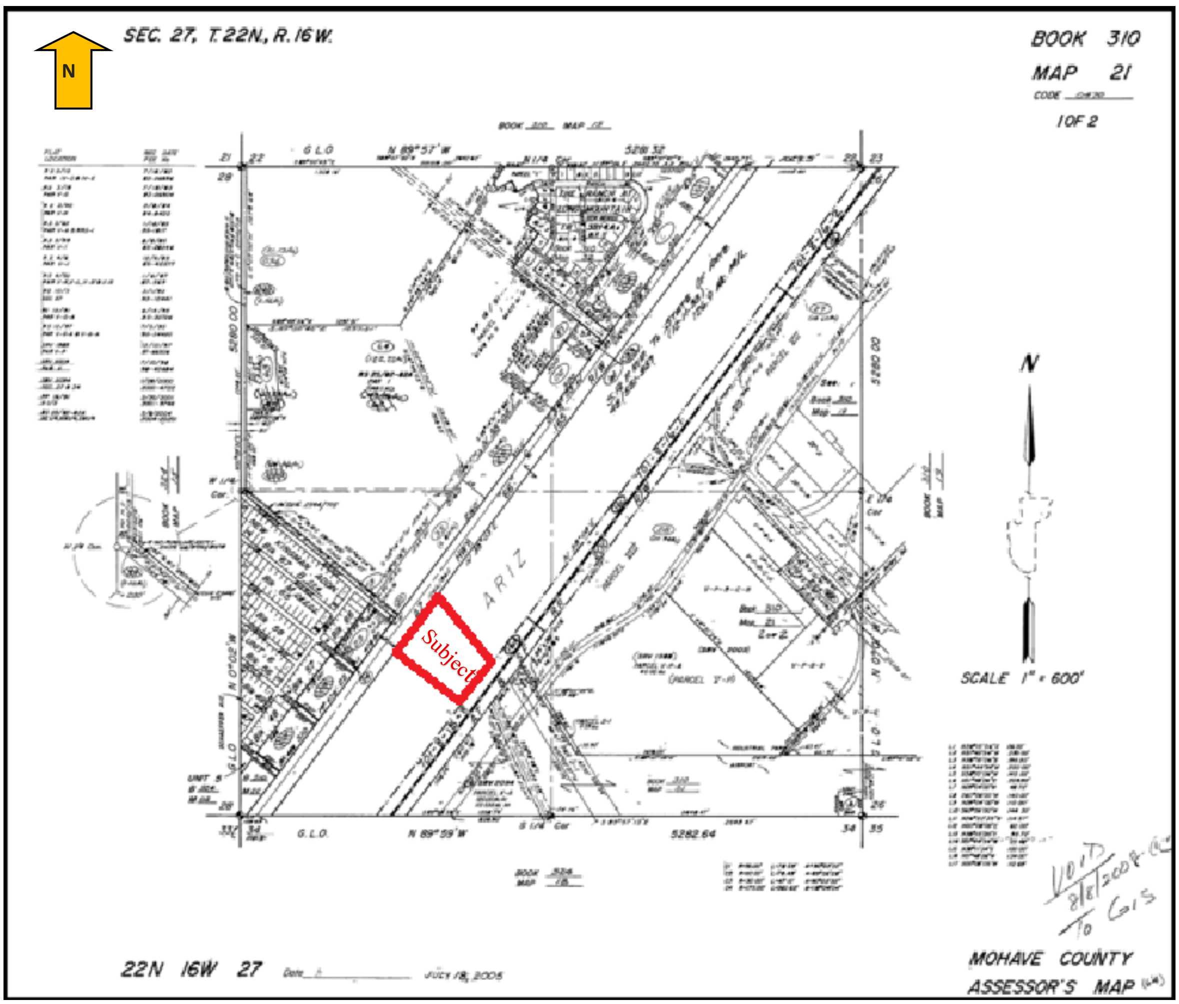
Section/Township/Range

Section 27, Township 22N, Range 16 West of the Gila and Salt River Meridian.

Legal Description (Portion of)

T22N R16W SEC 27 ALL THAT PORTION LYING NLY OF ATCHISON TOPEKA AND SANTA FE RAILWAYS CO'S 200' R/W AND SLY OF THE NLY LN OF RTE 66 NOT INCLUDING THAT POR OF THE SW1/4 OF SEC 27 DESC AS FOLL COMM AT THE SW COR OF SD SEC.27 TH S89DEG59'42"E 409.08' ALONG THE SOUTH LN OF SD SEC 27 TO THE POB TH DEPARTING SD SOUTH LN N38DEG15'11"E 1030.00' ALONG A LN 285.00' SELY AND PARALLEL TO THE NLY R/W OF STATE ROUTE 66 TH DEPARTING SD LN S51DEG44'49"E 561.47' TO THE COMMON R/W OF SD STATE ROUTE 66 AND THE BURLINGTON NORTHERN AND SANTA FE RAILROAD TH S38DEG25'34"W 588.81' ALONG SD COMMON R/W TO SD SOUTH LN OF SEC.27 TH DEPARTING SD COMMON R/WN89DEG59'42"W 712.67' ALONG SD SOUTH LN TO THE POB NOT INCLUDING THAT POR DESC AS FOLL COMM AT THE SW COR OF SD SEC 27 TH ALONG THE S LN OF SD SEC 27 S89DEG59'42"E 409.08' TO A LN THAT IS 285.00' SELY OF AND PARALLEL WITH THE EXISTING NLY R/W LN OF ST RTE 66 TH ALONG SD LN THAT IS SELY OF AND PARALLEL WITH THE NLY R/W LN OF STATE RTE 66 N38DEG15'11"E 1030.00' TO THE POB TH ALONG SD LN N38DEG 15'11E 600.00' TH S51DEG44'49"E 563.29' TO THE COMMON R/W LN OF SD STATE RTE 66 AND THE BURLINGTON NORTHERN AND SANTA FE RAILROAD; TH ALONG SD COMMON R/W LN S38DEG25'34"W 600.00' TEH N51DEG44'49"W 561.47' TO THE POB CONT 5409798 SQ FT (124.19 ACRES)

PLAT MAP



Red Property Boundary is an Approximation

5-YEAR OWNERSHIP HISTORY

According to the title report provided, the subject property is owned by the State of Arizona, by and through its Department of Transportation. Ownership of the subject property last transferred on December 11, 1933. Due to the extended age of the ownership transfer, title transfer information is not outlined in the title report provided or public records. The State of Arizona has owned the subject property for more than 5 years. To the best of the appraiser's knowledge, the subject is not currently listed for sale or lease.

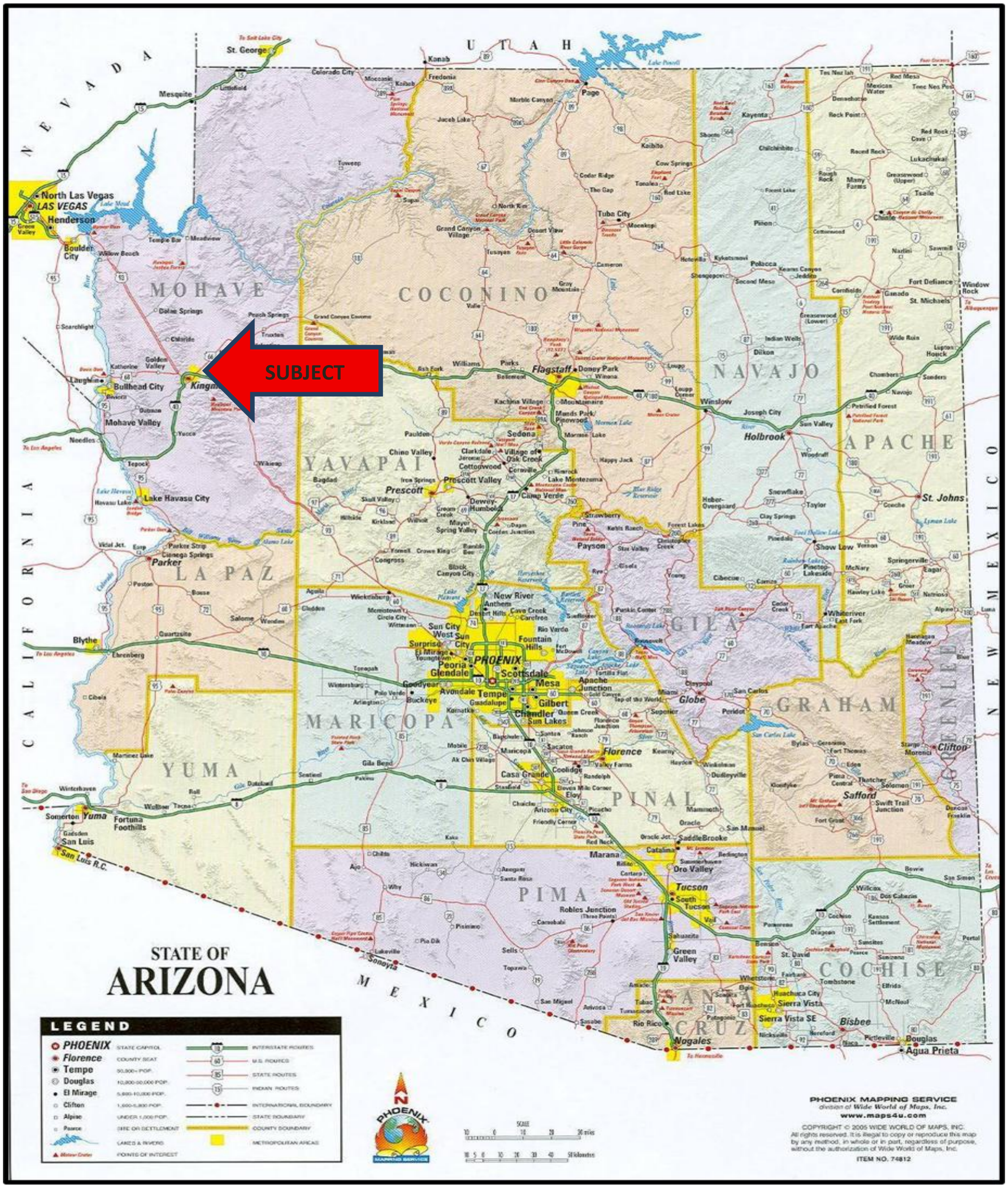
OWNER CONTACT

On July 15, 2026, the appraiser provided notice of inspection to ADOT officials, including Mr. Jim Walcutt. Mr. Walcutt inspected the subject property with the appraiser on July 21, 2026.

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 region must also be considered. The subject property is located in Mohave County, which is discussed in the following analysis.

ARIZONA COUNTY MAP

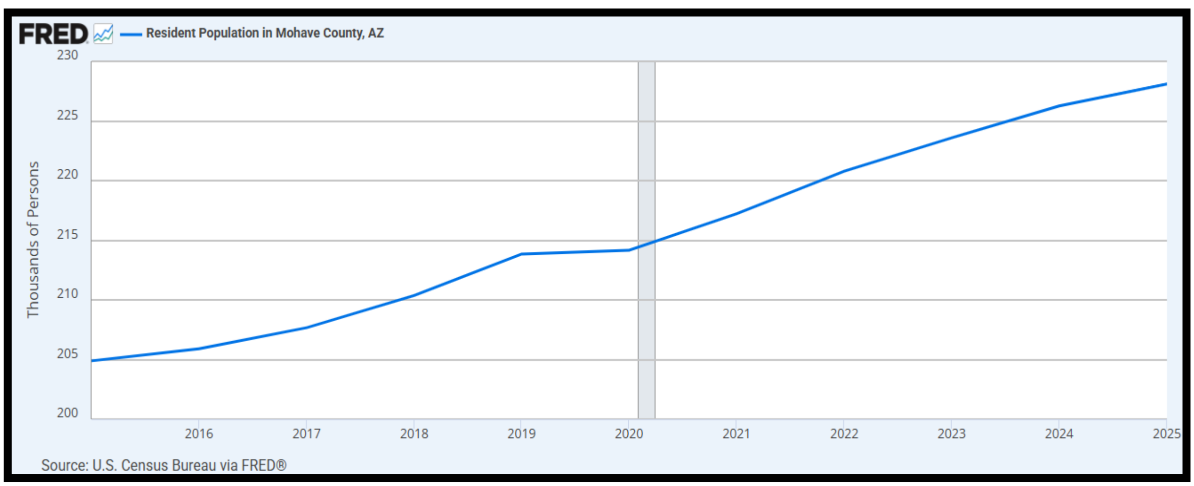


OVERVIEW – MOHAVE COUNTY

Mohave County is located in northwestern Arizona and, at approximately 13,470 square miles, is the second largest county in the state by land area, sharing borders with California, Nevada, and Utah. The county's major communities include Kingman (the county seat), Bullhead City, and Lake Havasu City, and the area has experienced steady population growth driven largely by retirees, recreational users, and residents relocating from higher-cost markets in neighboring states. The local economy is supported by several key sectors, including healthcare and social services, retail trade, tourism and recreation, construction, and public administration, with the Colorado River corridor and nearby recreational amenities playing a significant role in attracting both residents and visitors.

Population

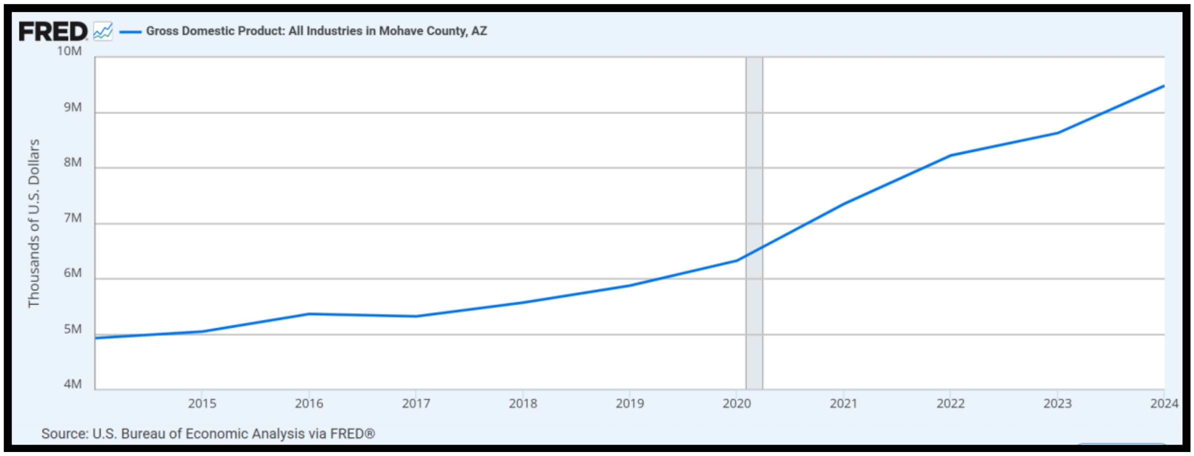
Mohave County's population base has increased 11.3% over the last 10 years from 204,890 persons in 2015 to 228,102 persons in 2025. Lake Havasu City contains the largest population base followed by Bullhead City and Kingman. The following chart represents the county's population base increases over the last 10-year period.



SOURCE: https://fred.stlouisfed.org/series/AZMOHA0POP

Gross Domestic Production

The primary measure of an area's economic activity is Gross Domestic Product (GDP). According to the St. Louis Federal Reserve, Mohave County's GDP has increased from approximately \$4.9 billion to \$9.5 billion over the last 10 years. This is a 93.9% increase overall or 9.4% increase annually. The most recently available GDP figures for Mohave County are provided in the following chart.



SOURCE: https://fred.stlouisfed.org/series/GDPALL04015

Employment and Unemployment

Total employment and unemployment rates for Mohave County are provided in the following tables. Mohave County had positive employment growth from 2016 to 2019. In 2020, there was a large decrease in employment due to the COVID-19 pandemic. As the shock of the pandemic faded, this trend reversed in 2021 as the employment base returned to normalized levels. As of April 2026, there were 80,517 employed persons in Mohave County. Over the previous 12 months, employment levels have declined 4.8% indicating a slowing employment market.

***SOURCE**:* https://fred.stlouisfed.org/series/LAUCN040150000000005

Prior to the COVID-19 pandemic, the county's unemployment rate varied from 5.3% to 7.3%. Unemployment levels temporarily surged during the pandemic up to 19.5%. The unemployment rate since then has recovered even below pre-pandemic levels ranging from 4% to 6.1%.

***SOURCE**:* https://fred.stlouisfed.org/series/AZMOHA0URN

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 expected to come to Kingman in the form of a new Rancho Santa Fe interchange. 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. However, it is not known when these improvements will be built.

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.

Graphic: Kingman Region Map, Source: GLDPartners

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 anticipated to improve due to the I-40 Trade Port corridor. This program has the potential to greatly benefit the Kingman area with the nexus of the interstate highway, rail, and air services. However, the timing of when the necessary transportation improvements will be built is unknown. Continued growth in the region is expected to continue at the same pace as experienced over the last 5 years. Substantial real estate development will remain depressed largely due to the limited population base.

MARKET ANALYSIS

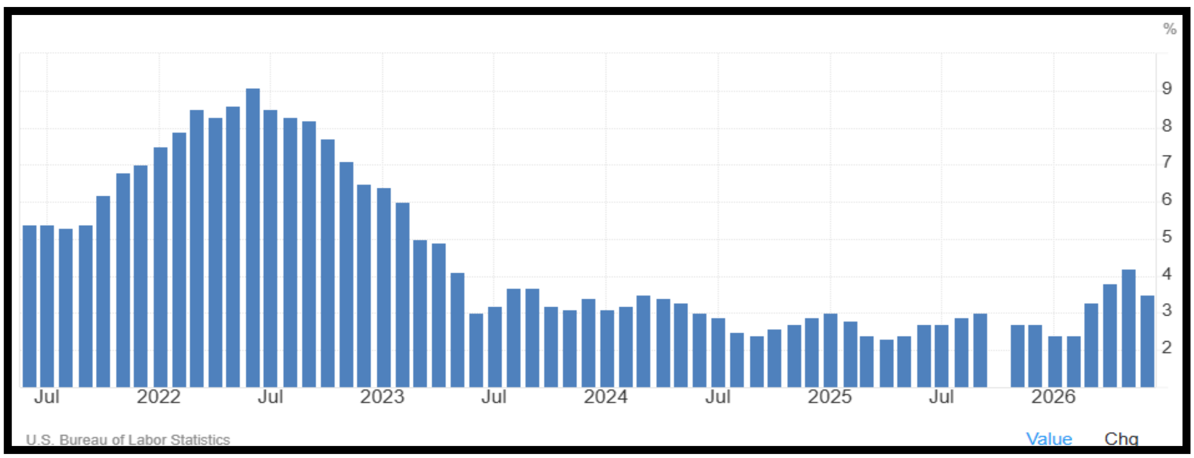
"Market analysis is a study of the supply of and demand for a specific type of property in a specific market area."[10]

Subject Attributes

According to CoStar, the subject property is located in the Lake Havasu Industrial and Retail Markets. It is vacant, commercially zoned land that allows for industrial uses. Thus, the following market analysis will focus on the industrial, retail, and vacant land markets.

National Economy

According to the U.S. Bureau of Labor Statistics, the inflation rate was around 2% from 2019 through 2021. In 2022 inflation increased rapidly and peaked at over 9% in June, 2022. Since then, inflation has declined and is presently at 3.5% as of June 2026. This remains above the Federal Reserve's target of 2%. The following chart represents inflation in the United States over the last 5 years according to the U.S. Bureau of Labor Statistics.



***SOURCE**: https://tradingeconomics.com/united-states/inflation-cpi*

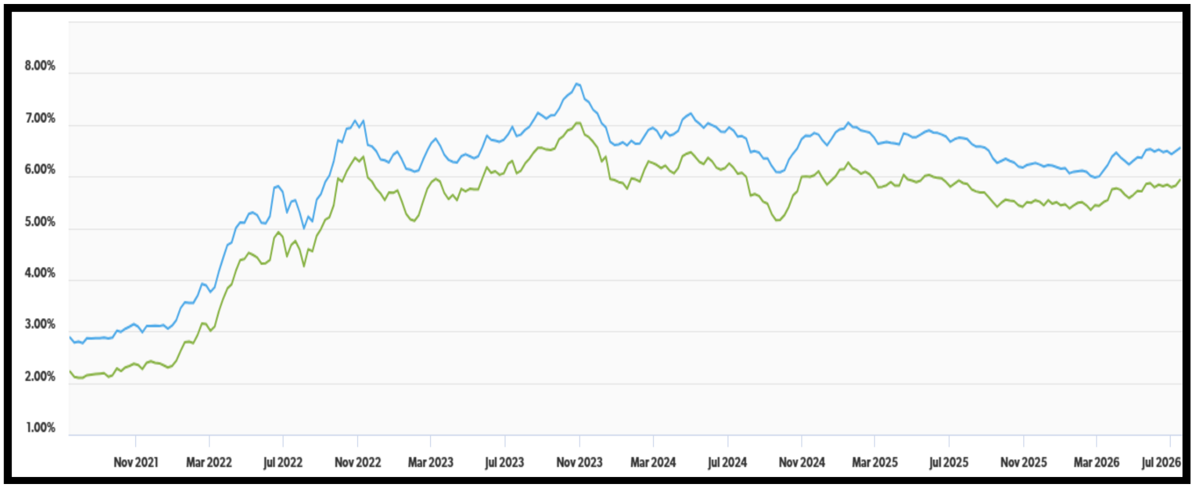
Conventional Long Term Mortgage Data

According to the "Primary Mortgage Market Survey" compiled by Freddie Mac, the most recent interest rate for a 30-year fixed rate mortgage is 6.55% as of July 2026. Mortgage interest rates are up from the all-time low of 2.65% in January, 2021. In the beginning of 2022, the 30-year United States Single Family Home Prices mortgage interest rate began a

[10] *The Appraisal of Real Estate, 16th Edition,* Appraisal Institute, P 253

steep increase to almost 8% by late 2023. Since then, the 30-year mortgage interest rate has declined to the previously reported 6.55%.

The following chart shows the fixed mortgage interest rates for a 30-year loan rate, in blue, and the 15-year loan rate, in green, over the last 5-year period.

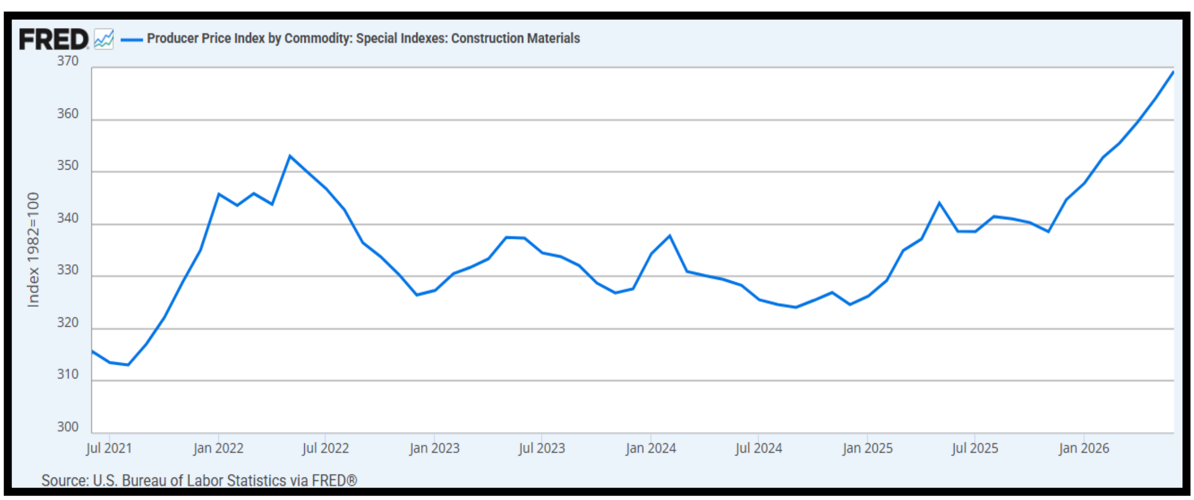


SOURCE: https://www.freddiemac.com/pmms

Cost of Construction

In November 2020, Construction Materials Pricing index was 244.3, (1982=100). The index increased dramatically to 353.02 in May 2022, an increase of 44.5% in less than 2 years. While construction material costs declined over the next 2 years, they have steadily increased starting in November 2025. Currently, the Construction Materials Pricing index is at 369.260 as of June 2026, which is an all-time high.

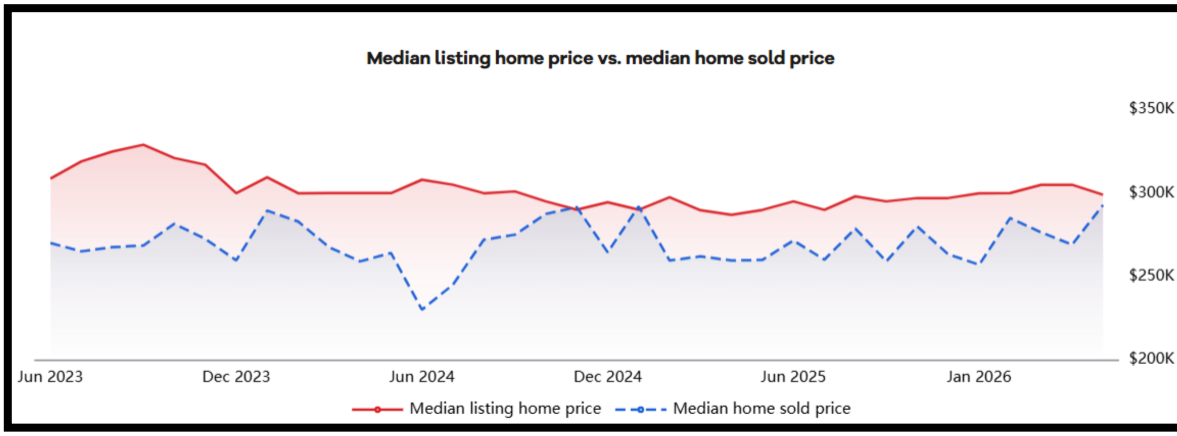
The following chart represents the previous 5-year period of construction costs according to the St. Louis Federal Reserve follows.



SOURCE: https://fred.stlouisfed.org/series/WPUSI012011

Kingman Housing Market

The subject property's value does not directly correlate with the single-family home residential market. Although, this information provides insight into the real estate market as a whole. Residential sale prices in the Kingman housing market have increased 8.4% from $270,000 in May 2023 to $292,800 in May 2026. The chart below represents these statistics.



Source: https://www.realtor.com/local/market/arizona/mohave-county/kingman

LAKE HAVASU INDUSTRIAL MARKET

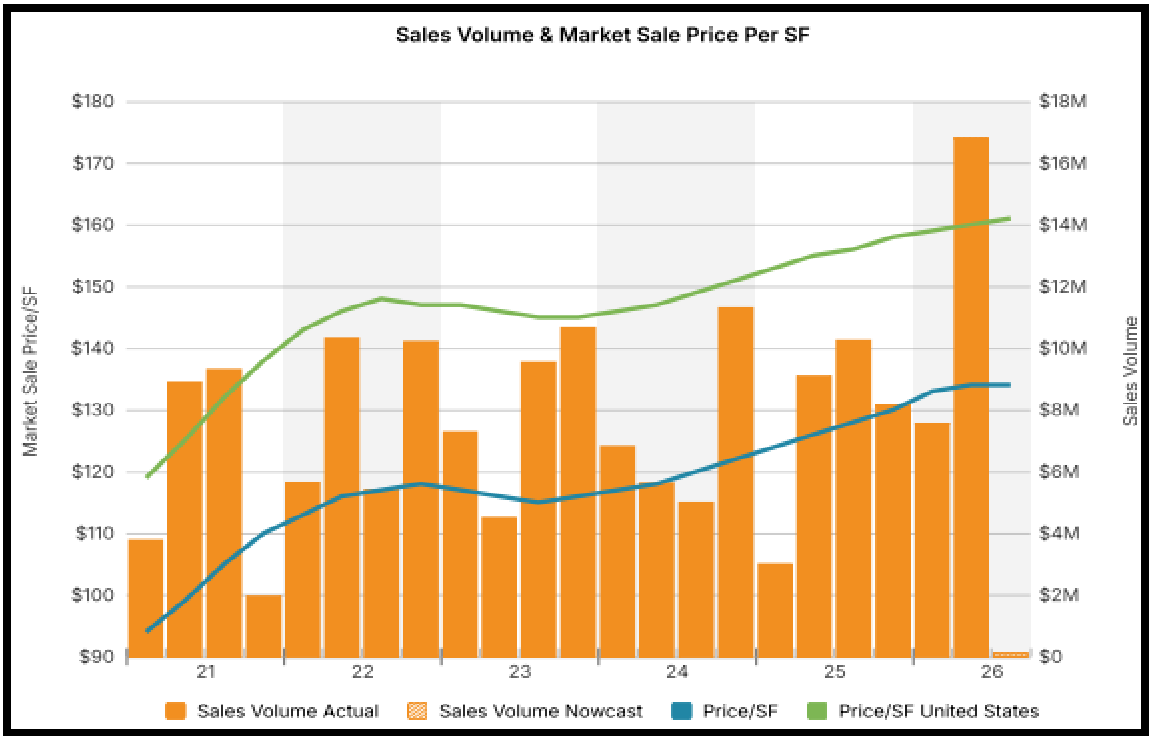
According to CoStar, the Lake Havasu Industrial Market had 45,300 square feet of new deliveries, 1.3% increase in asking rents, and $42.4 million in sales volume over the last 12-month period. The market had a 102,000 square foot decline in net absorption over the last 12-month period. The following chart represents these numbers and shows their comparison to the historical averages and peaks.

Annual Trends	12 Month	Historical Average	Forecast Average	Peak	When	Trough	When
Vacancy	1.5% (YOY)	7.8%	2.9%	14.5%	2015 Q4	0.6%	2024 Q1
Net Absorption SF	(102K)	69,904	18,251	1,188,870	2024 Q2	(609,355)	2020 Q2
Deliveries SF	45.3K	83,515	18,644	582,095	2024 Q2	0	2025 Q3
Market Asking Rent Growth	1.3%	3.4%	3.0%	7.8%	2022 Q4	-2.1%	2010 Q1
Sales Volume	$42.4M	$15M	N/A	$42.7M	2026 Q2	$0	2008 Q4

Source: CoStar

Lake Havasu Industrial Market Sales Volume and Price

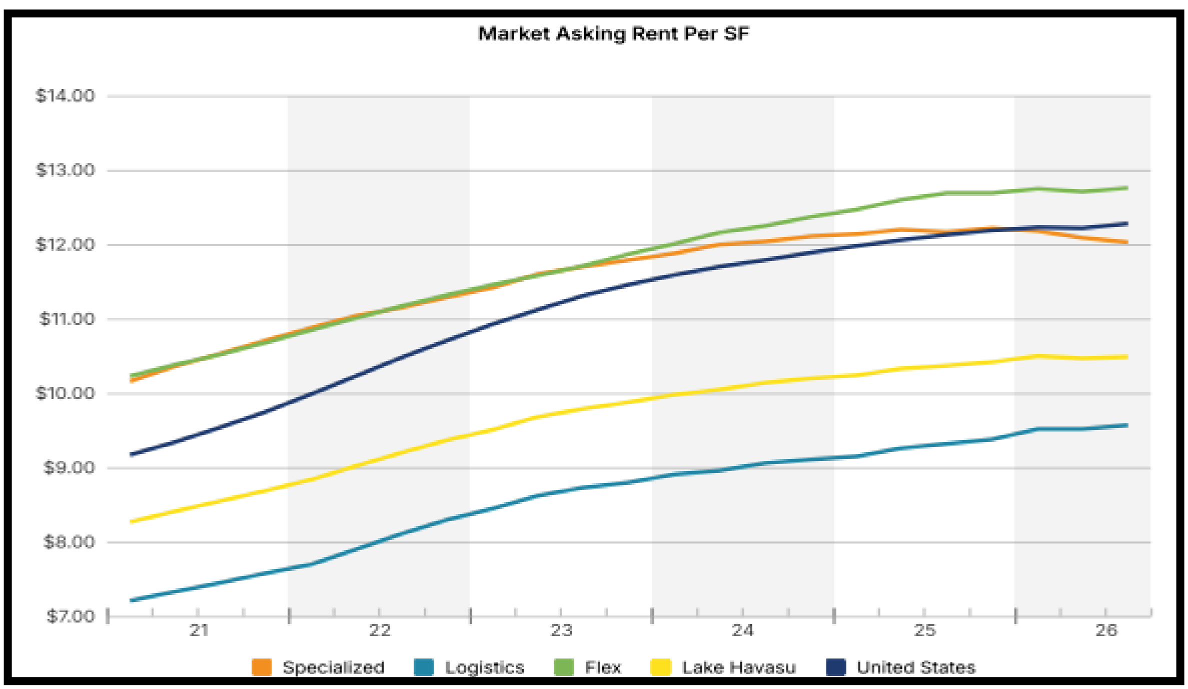
Over the last 5-year period, sales prices and volumes of industrial properties have steadily increased. In the 2nd quarter 2026, approximately $16.8 million in industrial properties sold at an average sales price of $134 per square foot. Over the last 3 years, sales prices per square foot increased 15.5% or 5.2% annually from $116 per square foot in the 2nd quarter of 2023 to $134 in the 2nd quarter of 2026. The following chart represents sales prices and sales volume for industrial properties in the subject's industrial market since 2021.



Source: CoStar

Industrial Market Asking Rents

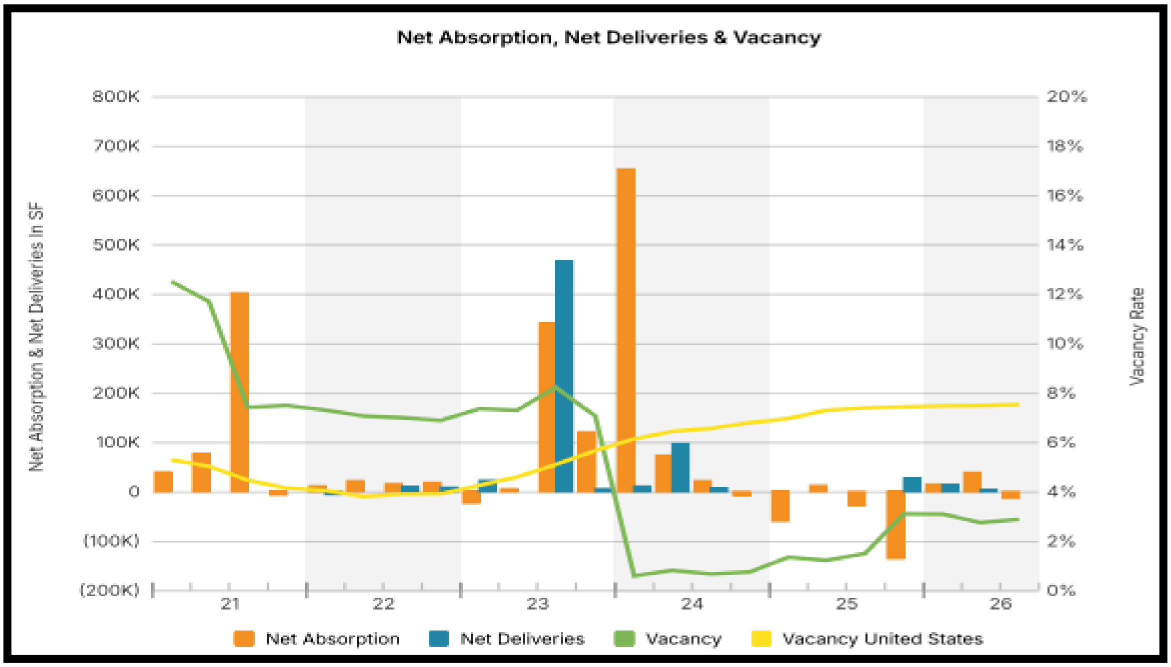
Market asking rents in the Lake Havasu Market have increased 24.5% or 4.9% annually from $8.41 per square foot in Q2, 2021 to $10.47 in Q2, 2026. This indicates growing demand for industrial space in the market. Asking rent changes over the last 5 years is represented in the following chart.



Source: CoStar

Industrial Market Absorption, Deliveries, and Vacancy

Over the last 5 years industrial vacancy has declined while deliveries and absorption have remained relatively stable. Vacancy declined from 7.3% in Q2, 2023 to 2.7% in Q2, 2026. This indicates that existing inventory is being occupied while increased interest rates and construction costs have dampened new development. These changes are shown in the following chart over the last 5 years.



Source: CoStar

LAKE HAVASU RETAIL MARKET

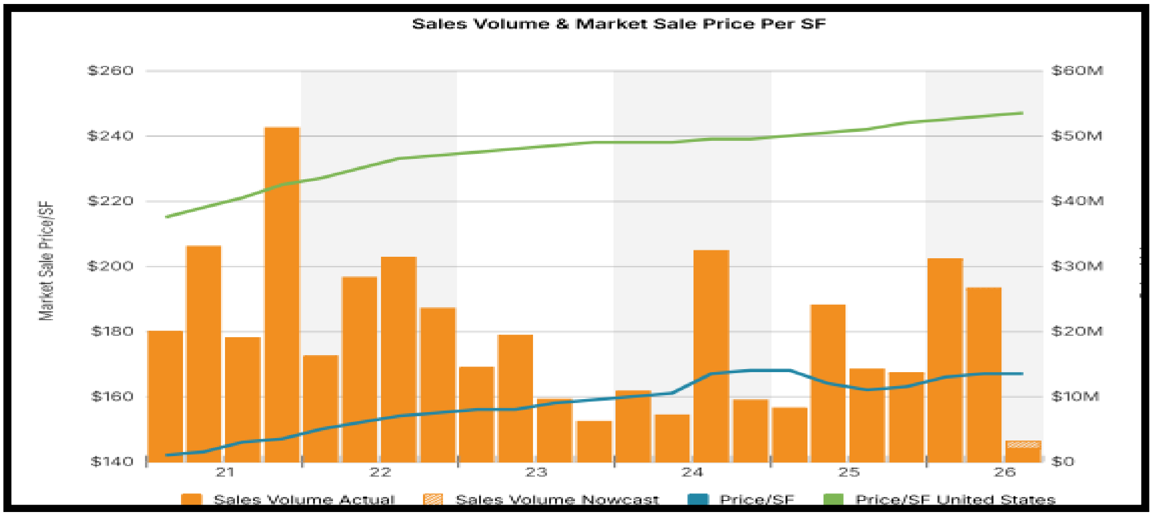
According to CoStar, the Lake Havasu Retail Market had 10,500 square feet of new deliveries, 0.2% decrease in asking rents, and $85.7 million in sales volume over the last 12-month period. The market had 36,800 square feet in net absorption over the last 12-month period. The following chart represents these numbers and shows their comparison to the historical averages and peaks.

Annual Trends	12 Month	Historical Average	Forecast Average	Peak	When	Trough	When
Vacancy	-0.2% (YOY)	4.3%	2.6%	6.8%	2014 Q2	1.8%	2007 Q4
Net Absorption SF	36.8K	97,551	6,228	1,189,611	2008 Q4	(211,387)	2012 Q3
Deliveries SF	10.5K	105,364	6,013	1,385,907	2008 Q4	0	2013 Q2
Market Asking Rent Growth	-0.2%	1.5%	1.7%	4.7%	2022 Q1	-2.0%	2009 Q4
Sales Volume	$85.7M	$50.4M	N/A	$127M	2022 Q3	$7.2M	2009 Q4

Source: CoStar

Lake Havasu Retail Market Sales Volume and Price

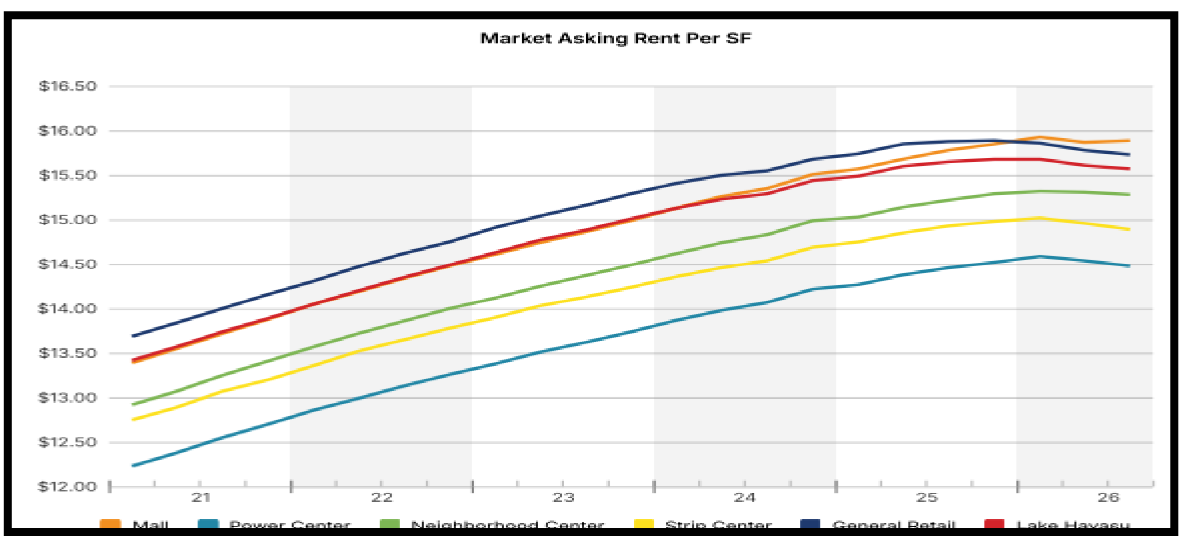
Over the last 5-year period, sales prices of retail properties have steadily increased while sales volumes have slightly declined. In the 2nd quarter 2026, over $26 million in retail properties sold at an average sales price of $167 per square foot. Over the last 3 years, sales prices per square foot increased 7.0% or 2.3% annually from $156 per square foot in the 2nd quarter of 2023 to $167 in the 2nd quarter of 2026. The following chart represents sales prices and sales volume for retail properties in the subject's market since 2021.



Source: CoStar

Retail Market Asking Rents

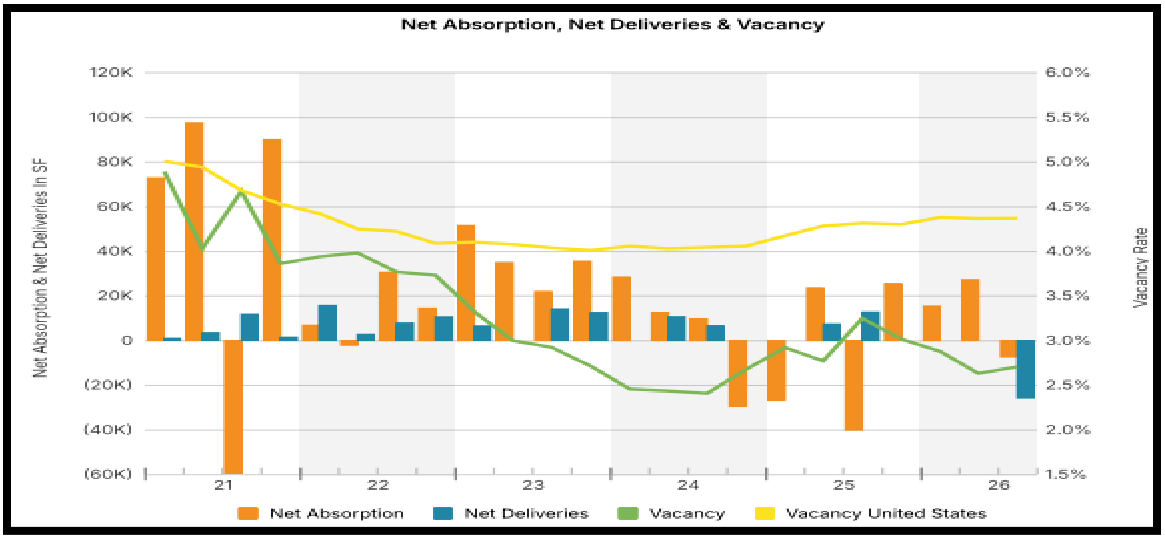
General Retail asking rents in the Lake Havasu Market have increased 15.3% or 3.1% annually from $13.70 per square foot in Q1, 2021 to $15.80 in Q1, 2026. This indicates growing demand for retail space in the market. Asking rent changes over the last 5 years is represented in the following chart.



Source: CoStar

Retail Market Absorption, Deliveries, and Vacancy

Over the last 5 years retail vacancies and net deliveries have declined while absorption has remained relatively stable. Vacancy declined from 3.0% in Q2, 2023 to 2.6% in Q2, 2026. This indicates that existing inventory is being occupied while increased interest rates and construction costs have dampened new development. These changes are shown in the following chart over the last 5 years.



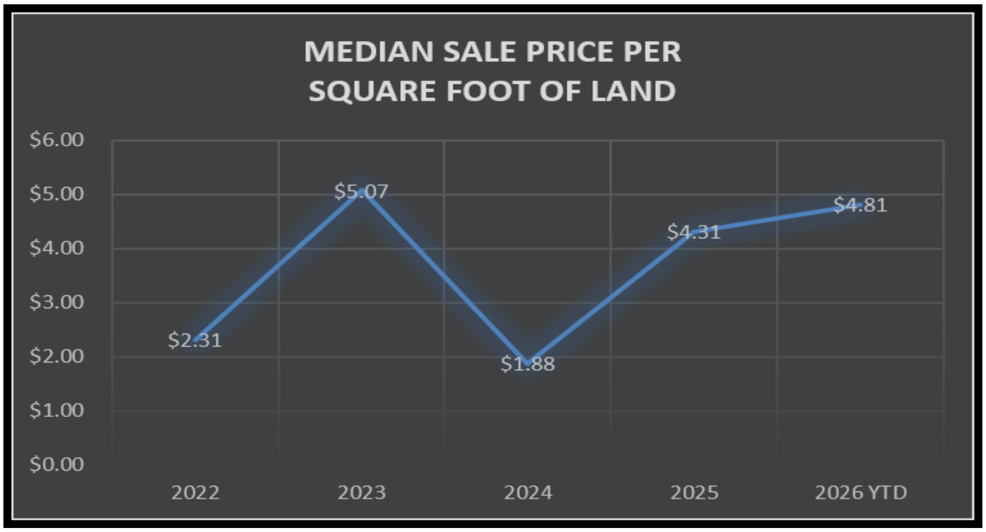
Source: CoStar

Mohave County Land Sales

According to CoStar, since 2022 there have been 164 vacant land sales in Mohave County. As represented in the following chart, transactional volumes have declined since 2022. The decline in 2023 coincides with the increased cost of construction and rise in interest rates. The following chart represents the number of sales transactions since 2022.

Source: CoStar

The median sales price per square foot increased 108%, or approximately 27% annually, from $2.31 in 2022 to $4.81 in 2026 year-to-date. The dramatic sale price changes are attributed to the limited number of sale transactions. This is supported by the lower sale prices per square foot in 2022 and 2024 which have a larger number of sale data points and provides a better indicator of value. The following chart represents the sale price changes on a price per square foot basis since 2022.



Source: CoStar

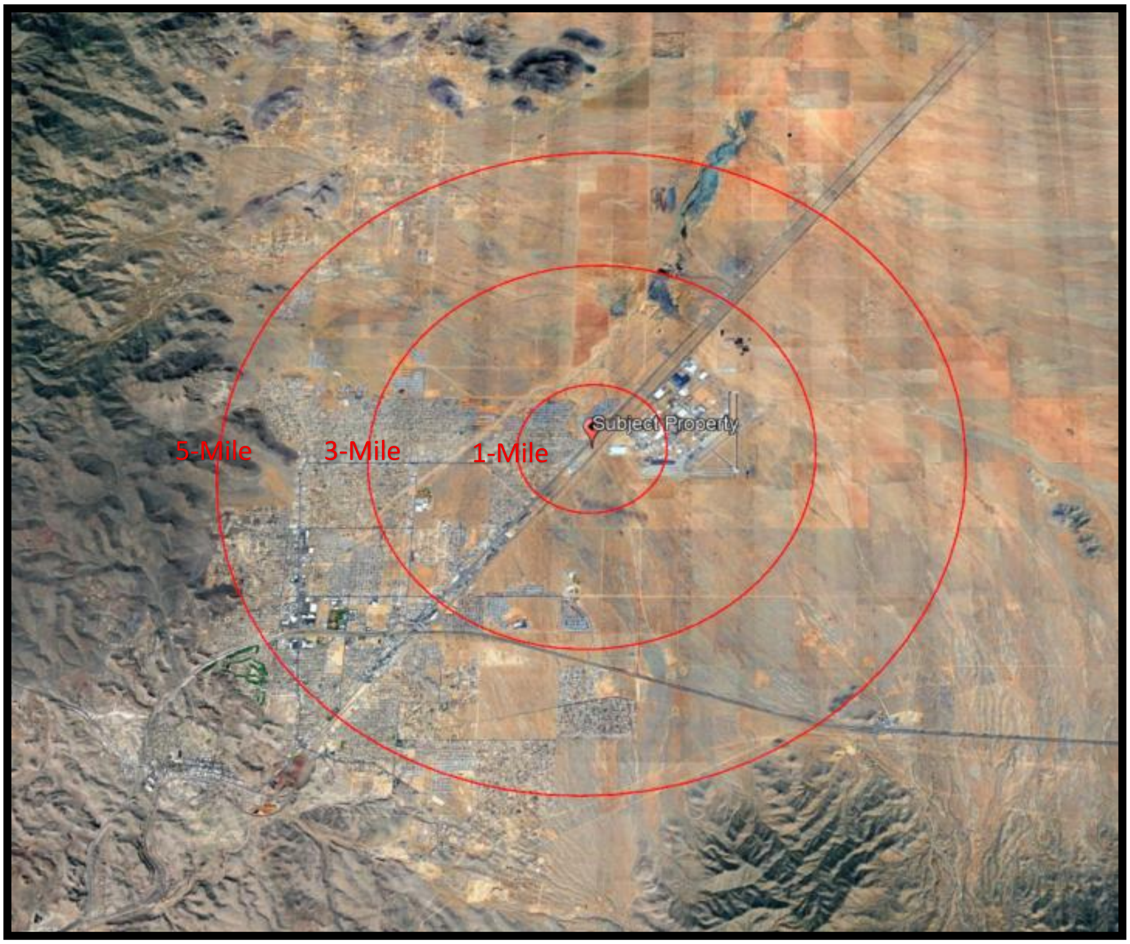
Paired Sales Data

As further detailed in the Land Valuation section of this appraisal, a 10.42-acre tract of vacant, C-MO zoned land (Comparable Sale One) sold in November 2022 for $0.85 per square foot. More recently, in March 2026, a 9.43-acre tract of vacant, C-MO zoned land (Comparable Sale Four) sold for $0.93 per square foot. This recent transaction reflects a 9.4% overall increase, or an annualized appreciation rate of 2.8% over the older sale. Given their close proximity and similar development potential, these properties constitute a reliable paired sale that indicates an upward trend in vacant land values.

Conclusion

Industrial and commercial property values in the subject's market have increased over the last 5-year period. This is largely attributed to the growing population base and increasing inflation. Based on the aforementioned data, a 2% annual appreciation rate is used for increased market conditions in the Land Valuation Analysis.

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.

Location

The subject property is located just north of the Kingman city limits in unincorporated Mohave County, Arizona. The property benefits from its close proximity to the City of Kingman. Due to the smaller market area, the neighborhood's boundaries are the entire City of Kingman and outlying areas.

Land Use and Economic Activity

The subject neighborhood consists largely of industrial uses located within the Kingman Industrial Park and the Kingman Airport. The neighborhood is also developed with residential and commercial uses and contains vast amounts of undeveloped land. Some of the most prominent economic activities near the subject property are outlined below.

Kingman Municipal Airport is a general aviation airport that does not provide commercial air service. 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.

Prominent Kingman Industrial Park Developments

American Woodmark Corporation 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 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 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 overhaul services.

Access

Primary access to the subject neighborhood is provided by Interstate-40 and State Route 66. 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 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.

Neighborhood Boundaries

Due to the small market area, the neighborhood boundaries encompass the entire City of Kingman and surrounding area.

Adjacent Uses

North:	Vacant Land and State Route 66
South:	Vacant Land and BNSF Rail
East:	Industrial Development
West:	State Route 66 and Commercial Uses

Environmental Forces

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. The improvements range from new to about 70 years old and range from fair to good condition.

DEMOGRAPHICS

The following data shows demographics within a one, three, and five-mile radius of the subject.

2025 Demographics Source: CoStar	1-Mile Radius	3-Mile Radius	5-Mile Radius
Population	4,271	17,107	41,381
Households	1,731	6,913	16,804
Median Household Income	$41,623	$48,129	$55,252
Median Home Value	$163,888	$172,554	$221,146

CONCLUSION

The population and number of households within the subject's immediate area and the larger neighborhood have remained relatively stable since 2020. The subject neighborhood has a lower to middle-income profile, with a 2025 median household income of $48,129 within a three-mile radius of the subject.

The subject neighborhood is currently in a development phase of the neighborhood life cycle due to the amount of vacant developable land. The neighborhood is reliant on industrial uses to support the local economy. While the limited population base and lower income profile restricts the feasibility of development in the neighborhood, the neighborhood's rail service benefits industrial development. In summary, the neighborhood is a benefit to industrial development.

AERIAL IMAGE

Red Property Boundary is an Approximation. Image is from Google Earth Dated September 5, 2025

SUBJECT PHOTOGRAPHS

PHOTO 1: **FACING EAST FROM WEST ELEVATION MID-BLOCK**

PHOTO 2: **FACING SOUTHEAST FROM NORTHWEST CORNER**

PHOTO 3: FACING SOUTHWEST FROM NORTHEAST CORNER

PHOTO 4: FACING WEST FROM EAST ELEVATION MID-BLOCK

PHOTO 5: **FACING NORTH ALONG EASTERN PROPERTY BOUNDARY**

PHOTO 6: **WASH LOCATED NORTH OF SUBJECT PROPERTY**

PHOTO 7: STATE ROUTE 66 AT WEST BOUNDARY

PHOTO 8: TYPICAL CONCRETE WALL BASE

SITE ANALYSIS

Location:	The subject property is located southeast of the Thompson Avenue and State Route 66 intersection in Kingman, Arizona 86401.
Parcel Size/Shape/Topography:	According to the client, the subject property consists of 245,592 square feet or 5.64 acres of vacant land. The property contains flat topography that is irregularly shaped. The site contains approximately 16, 30' by 30' concrete wall bases developed on the property. These concrete bases do not benefit the subject's development.
Access (Legal / Physical)/ Visibility:	Legal access to the property is from State Route 66 which is an asphalt paved, 4-lane arterial roadway. Physical access onto the property does not currently exist and requires development. It is mid-block located with direct frontage along State Route 66. The subject has approximately 375 L.F. of frontage along the BNSF rail line which cannot support a rail spur.
Traffic Counts:	According to ADOT, in 2024 there were 12,519 vehicles per day on State Route 66 near the subject property.
Utilities:	
Electric:	Unisource Energy Services
Telephone:	Private Providers
Gas:	Unisource Energy Services
Water:	City of Kingman
Sewer:	None, septic required.
Floodplain:	The subject property is identified as being located in the Flood Zone X (Unshaded) and Zone AO with a 2-foot depth per FIRM Map Panel No.: 04015C4313H dated February 18, 2015. Zone X (Unshaded), which is an area defined by FEMA as the area determined to be outside the 500-year flood and protected by levee from 100-year flood. Zone AO is defined as river or stream flood hazard areas, and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet.

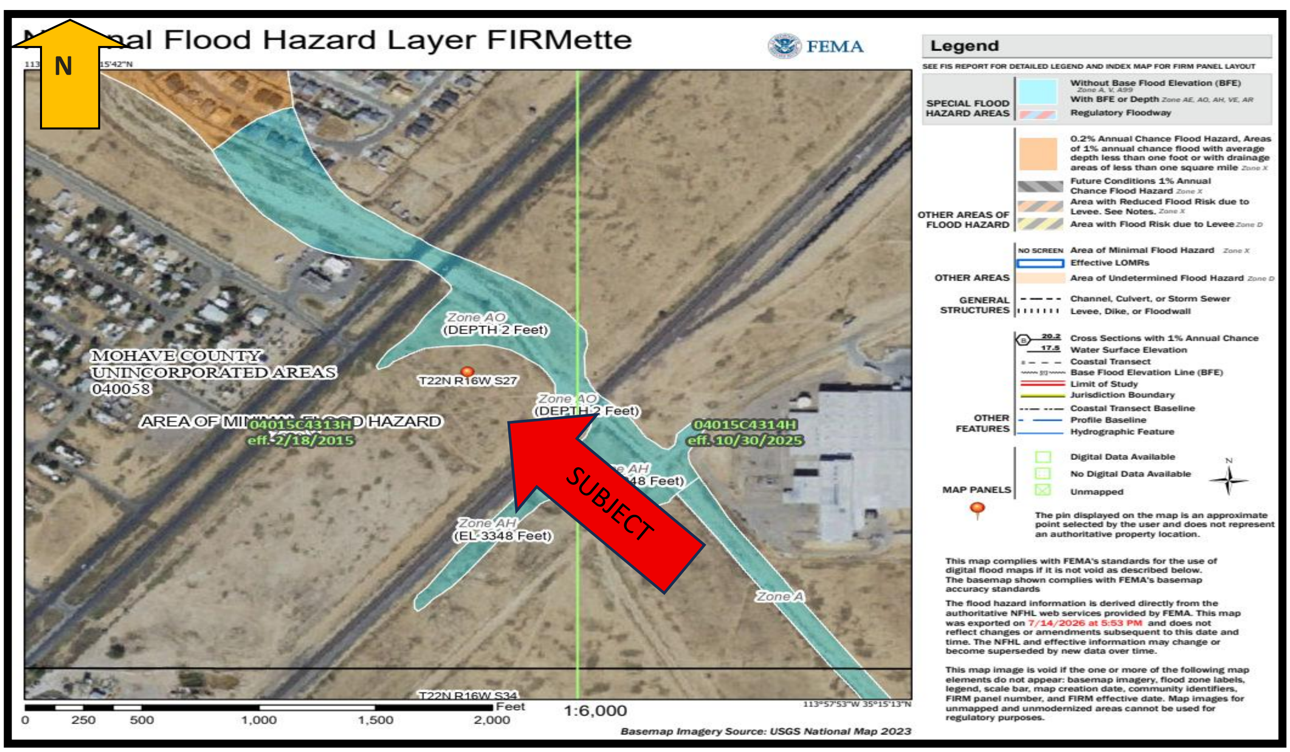
Environmental Conditions: No environmental reports were provided for my review. Lacking environmental reports, this appraisal assumes that there are no environmental conditions on or around the subject parcel that would adversely impact its market value.

Soil & Subsoil Conditions: No soils engineering reports were provided for my review. Thus, the soil and sub-soil conditions are not known. During the property inspection there was no visual evidence of adverse soil conditions on the subject parcel. The surrounding improved properties indicate that subsoil conditions support development.

Restrictions & Easements:

The subject's Right of Way Title Report was provided for review. Although, the title report does not outline the access and utility easements located on the property. As shown in the Addenda, news publications indicate that the subject is part of a planned roadway the City of Kingman intends to develop. This future roadway, Flying Fortress, is planned to be developed through the center of the subject and connect with Thompson Avenue. As the easements impacting the subject are unknown and not provided by the client, this appraisal assumes the subject property is encumbered by typical public utility and access easements that do not adversely affect the property's value. If the future Flying Fortress roadway is a legal easement, the subject's development potential and value would be impacted.

FLOOD MAP



ASSESSED VALUATION & TAX DATA

The subject property is a portion of Mohave County Assessor's Parcel 310-21-090. Since the subject does not encompass the entire assessor's parcel, the subject would not have the same valuations on a stand-alone basis as outlined below.

According to the Mohave County Assessor, the entire parcel's 2026 full cash value is $1,896,271 with a limited cash value of $936,717 and assessed value of $140,508. Next year's 2027 full cash value declined 3.6% to $1,827,992. Since the property is owned by a governmental agency, it is exempt from paying property taxes. The subject's tax valuations are in-line with similar properties in the area and does not negatively influence the property's value. The property does not have any delinquent property taxes due. The following chart represents the 2026-2027 property taxes for the subject property.

2026 Tax Information

ASSESSOR'S PARCEL	2026 FCV	2026 LIMITED VALUE	2026 ASSESSED VALUE	2026 TAXES DUE
310-21-090	$1,896,271	$936,717	$140,508	Exempt

2027 Tax Information

ASSESSOR'S PARCEL	2027 FCV	2027 LIMITED VALUE	2027 ASSESSED VALUE	2027 TAXES DUE
310-21-090	$1,827,992	$856,789	$128,518	Exempt

ZONING

Zoning-C-M, Commercial Manufacturing

The subject property is located in the C-M, Commercial Manufacturing zoning district in Mohave County. The C-M zoning district has been abandoned within the county's zoning code and replaced with the CM-O, Commercial-Manufacturing/Open Lot Storage district. All of the legally allowable uses within the CM-O district apply to the subject property. The stated purpose of the CM-O zoning district is to accommodate general commercial and light manufacturing uses in locations that are suitable given the surrounding land uses, access to major streets or highways, and availability of public utilities.

Allowable uses within the CM-O zoning district allow for but are not limited to: all retail commercial operations and commercial recreational facilities; wholesale stores, in-building storage, warehousing, animal hospitals, automobile repair shops, used car sales lots, small manufacturing or fabrication plants, and yard storage areas.

Development within this zoning district requires a minimum lot area of one acre, though a reduced 10,000-square-foot minimum lot size is permitted when the site is served by public utilities. Maximum building height is capped at sixty feet, with the Zoning Director authorized to approve up to a 20% height increase where justified by function and design.

Setback requirements are a ten-foot front setback, a zero-foot side setback, and a twenty-foot rear setback.

General Plan

Within Mohave County's General Plan, the subject property is located in the Light Industrial land use. This land use is intended to allow low intensity manufacturing and warehousing with fewer noise, fumes, nuisance, and hazard impacts compared to the Heavy Industrial land use. This land use allows for but is not limited to: warehousing, wholesale and distribution, light manufacturing, and related office uses.

HIGHEST AND BEST USE

According to *The Appraisal of Real Estate, 16th Edition*, published by the Appraisal Institute, highest and best use is defined as the reasonably probable use of property that results in the highest value. To be reasonably probable, a use must satisfy four criteria, analyzed in the following sequence:

1) ***Legally Permissible:*** The use is permitted by zoning, private restrictions, easements, historic district controls, environmental regulations, and other applicable codes, or a change to permit the use is reasonably probable.

2) ***Physically Possible:*** The use is supported by the size, shape, frontage, topography, soils, access, and available utilities of the site, or making it possible is reasonably probable.

3) ***Financially Feasible:*** Of the uses that are legally permissible and physically possible, those that produce a positive return to the owner are financially feasible.

4) ***Maximally Productive:*** Among the financially feasible uses, the one that produces the highest value—consistent with the rate of return warranted by the market—is the highest and best use.

Legally Permissible

The subject property's legally permissible uses have to comply with the CM-O, Commercial-Manufacturing/Open Lot Storage zoning district in Mohave County. As discussed in the Zoning section, the CM-O zone allows for but is not limited to all retail commercial operations and commercial recreational facilities; wholesale stores, in-building storage, warehousing, animal hospitals, automobile repair shops, used car sales lots, small manufacturing or fabrication plants, and yard storage areas. Development of these uses requires a one-acre minimum site which can be reduced with the availability of public utilities.

Within the Mohave County General Plan, the subject property is located within the Light Industrial Land Use. This land use allows for more intensive manufacturing and warehousing uses compared to the current C-MO zoning. While the subject does not require rezoning to support an industrial use, an investor would consider the likelihood that a more intensive industrial zoning would be allowable based on the general plan.

Physically Possible

The subject contains approximately 245,592 square feet or 5.64 acres of undeveloped land. Access to property is sufficiently available from State Route 66. While the site is adjacent to a rail line, the property does not have enough frontage along the existing rail to support a rail spur. The property has generally level topography and is irregular in shape in a non-restrictive manner. Several concrete wall bases that do not contribute value are developed on the site and can be removed with grading. All utilities with the exception of sewer are available to the property. The site requires a septic system for development or extending the municipal sewer from Diagonal way, which is not feasible at this time.

The majority of the property is located outside of the floodplain. A portion of the property located within the Zone AO floodplain does not restrict the site's development due to the limited area it impacts. There are no other physical characteristics that restrict the property's development.

Financially Feasible

The subject property is located in an industrially developed area that is improved with manufacturing and distribution uses. As discussed in the Market Analysis, property values for industrial and commercial properties have increased over the last 5 years. The lack of residential developments needed to support commercial uses limits the feasibility of commercial development. Several property sales near the subject property have been purchased for industrial and outdoor storage uses. This indicates that it is feasible to develop the property with an industrial use.

Maximally Productive

The subject site is well located for an industrial related development. It is beyond the scope of this appraisal to evaluate the feasibility of developing a specific use for this property. However, future lease rates or sales prices must justify the costs of constructing new building improvements. Therefore, the maximally productive use is for industrial development as demand warrants.

LAND VALUATION

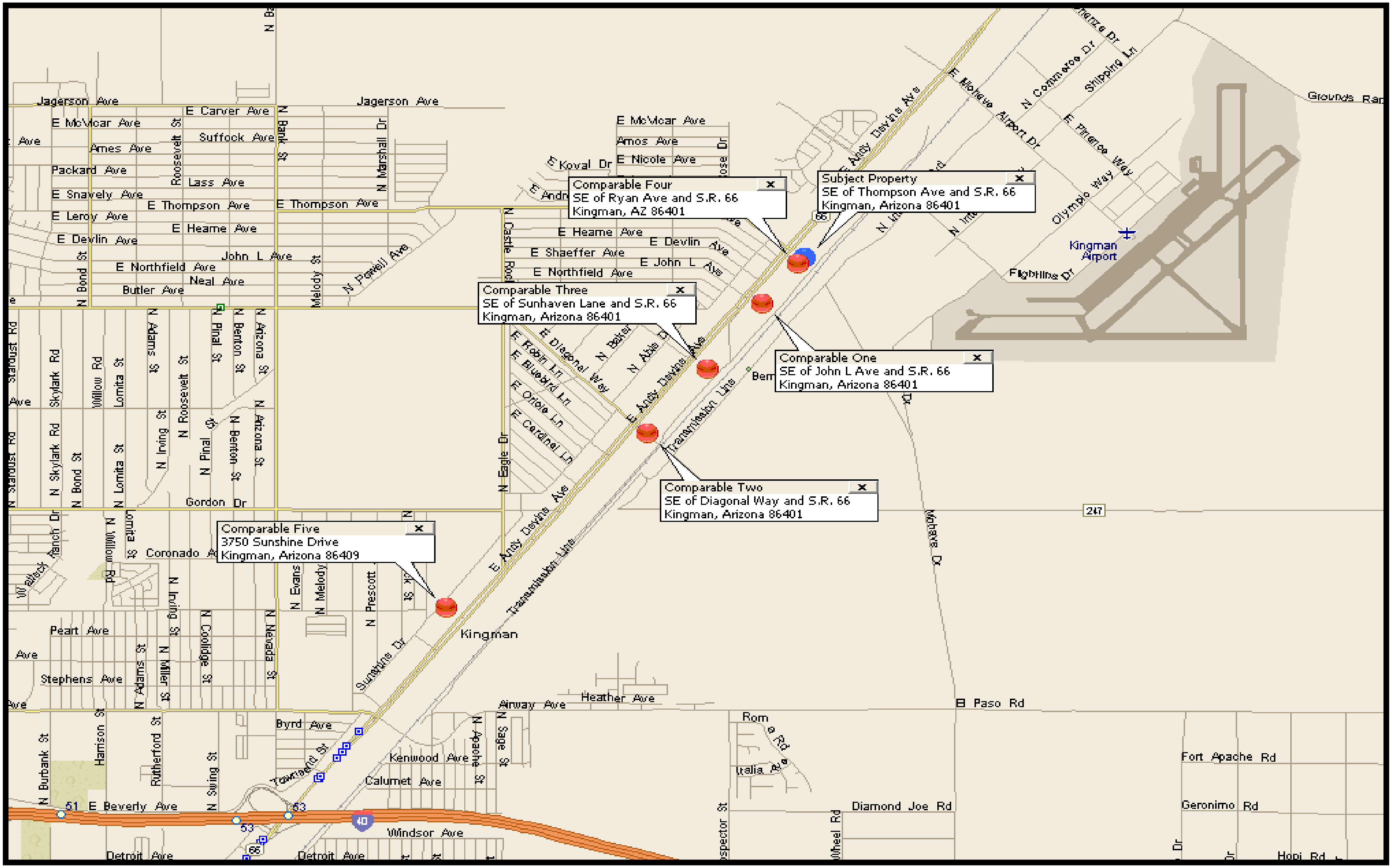
The Sales Comparison Approach is used to provide a market value opinion for the subject property's vacant land. This approach applies the principle of substitution which affirms that when a property can be replaced, its value tends to be set by the cost of acquiring an equally desirable substitute property without undue or costly delay. The Sales Comparison Approach is the most applicable approach to value vacant land like the subject. Thus, neither a Cost nor Income Approach are applicable to the subject's valuation.

Adjustments to the comparable sale prices are considered 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 most appropriate unit of comparison is sale price per square foot.

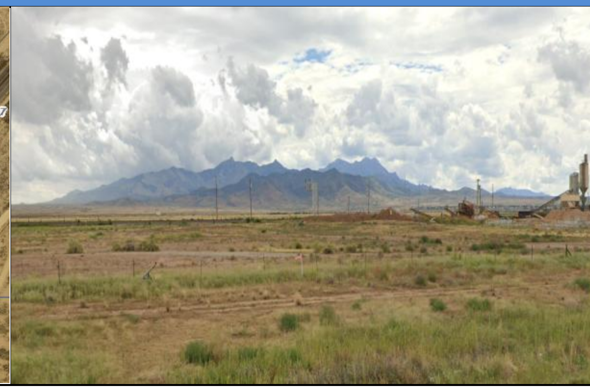
Search parameters for comparable vacant land focused on sales and listings that are similar in location, physical characteristics, and use to that of the subject. The search for recent land sales included immediate and surrounding areas that have similar demographics and are planned for similar uses. Sufficient sales were found within the subject's immediate market. The market data that is included in the analysis is considered to be the best available and provides a credible opinion of value.

A location map showing the comparable sales relative to the subject property and individual data sheets are presented on the following pages. The price per square foot adjustment matrix follows the land value analysis.

LAND COMPARABLE MAP



COMPARABLE LAND SALE

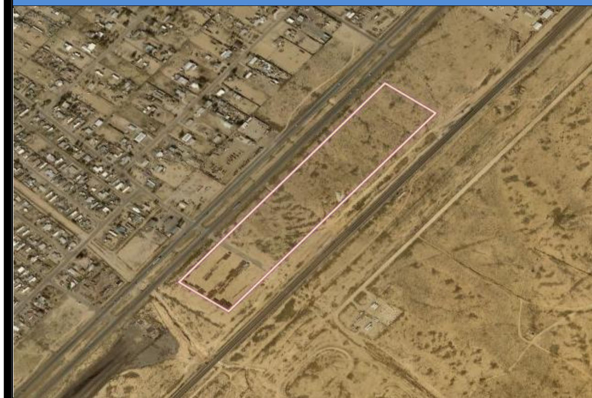


COMPARABLE:	Comparable One
LOCATION:	Southeast of John L Avenue and State Route 66 Intersection, Kingman, AZ 86401
TAX CODE NUMBER(S):	310-21-082
RECORDS:	
Instrument:	Special Warranty Deeds
Recorded Sale Date:	November 3, 2022
Instrument No:	2022-063478 Through 2022-063481
SELLER:	Erwin and Mary Krabbe
BUYER:	AZ MGS Operations LLC
SALE PRICE:	$385,000
INTEREST CONVEYED:	Fee Simple
TERMS:	Seller Carry W/$62,000 Cash Down
CONDITIONS OF SALE:	Assumed Arm's-Length
LAND AREA IN SQ. FT.	453,757
LAND AREA IN ACRES.	10.42
SALE PRICE PER SQ. FT:	$0.85
SALE PRICE PER ACRE:	$36,959
PHYSICAL DESCRIPTION	
Location:	Average
Access/Visibility:	Above Average / Above Average
Traffic Counts:	12,519 V.P.D. ADOT 2024
Topography/Shape:	Level / Irregular
Utilities:	All Available Except Sewer, Septic Required
Flood Plain:	Zone X
ZONING / PLANNED USE:	CM-O, Commercial Manufacturing / Investment
THREE YEAR HISTORY:	None
MARKETING TIME:	Not Disclosed
CONFIRMED WITH:	CoStar, MLS, Affidavit of Value, Public Records
DATE CONFIRMED:	7/15/2026

COMMENTS:

This comparable represents the sale of 10.42 acres of vacant land located approximately 600 L.F. southwest of the subject property. Multiple unsuccessful attempts were made to contact a party related to the sale transaction. The buyers are an investment group which indicates they are a knowledgeable party and the transaction is assumed to be arm's-length. According to the affidavits of value, the property was purchased with $62,000 in cash down and a seller carryback loan which is assumed to be at market interest, which is typical of the market. The property is located on State Route 66 and is adjacent to the BNSF rail line. The property does not have enough frontage along the existing rail line to support a rail spur. Since the purchase, a portion of the southernmost property has been improved with fencing to secure the site and the property was listed for lease or built to suit development. The affidavit states that the sale encompassed parcel 310-21-082. Currently the property consists of parcels 310-21-083, 084, 085, and 086.

COMPARABLE LAND SALE



COMPARABLE:	Comparable Two
LOCATION:	Southeast of Diagonal Way and State Route 66 Intersection, Kingman, AZ 86401
TAX CODE NUMBER(S):	324-11-075
RECORDS:	
Instrument:	Special Warranty Deed
Recorded Sale Date:	December 28, 2023
Deed Recording No:	2023-057082
SELLER:	State of Arizona
BUYER:	UNS Electric Inc.
SALE PRICE:	$596,000
INTEREST CONVEYED:	Fee Simple
TERMS:	Cash to Seller
CONDITIONS OF SALE:	Arm's-Length
LAND AREA IN SQ. FT.	1,028,498
LAND AREA IN ACRES.	23.61
SALE PRICE PER SQ. FT:	$0.58
SALE PRICE PER ACRE:	$25,244
PHYSICAL DESCRIPTION	
Location:	Average
Access/Visibility:	Above Average / Above Average
Traffic Counts:	12,519 V.P.D. ADOT 2024
Topography/Shape:	Level / Rectangular
Utilities:	All Available Except Sewer, Septic Required
Flood Plain:	Zone X
ZONING / PLANNED USE:	M-2, General Manufacturing / Assumed Industrial Use
THREE YEAR HISTORY:	No Sales
MARKETING TIME:	261 Days
CONFIRMED WITH:	Robert Jeffery, Listing Agent, CoStar, Warranty Deed
DATE CONFIRMED:	Work file

COMMENTS:

This sale represents the sale of 23.61 acres of vacant land located approximately 3,750 L.F. southwest of the subject property. It was sold by the Arizona Department of Transportation with an initial price of $640,000.According to Robert Jeffery with ADOT, the property was sold for $576,000 with an additional $20,000 in added administrative fees which are included in the purchase price. It is located adjacent to State Route 66 and BNSF rail line, similar to the subject. While no rail is developed to the property, the site can support a rail spur due to its longer frontage adjacent to the rail line. The buyer is currently utilizing the site for outdoor storage and has not developed the property since the purchase.

COMPARABLE LAND SALE

COMPARABLE:	Comparable Three
LOCATION:	Southeast of Sunhaven Lane and State Route 66 Intersection, Kingman, AZ 86401
TAX CODE NUMBER(S):	324-11-078
RECORDS:	
Instrument:	Special Warranty Deed
Recorded Sale Date:	March 4, 2026
Deed Recording No:	2026-011014
SELLER:	State of Arizona
BUYER:	Hualapai Valley Land LLC
SALE PRICE:	$432,000
INTEREST CONVEYED:	Fee Simple
TERMS:	Cash to Seller
CONDITIONS OF SALE:	Arm's-Length
LAND AREA IN SQ. FT.	410,736
LAND AREA IN ACRES.	9.43
SALE PRICE PER SQ. FT:	$1.05
SALE PRICE PER ACRE:	$45,815
PHYSICAL DESCRIPTION	
Location:	Average
Access/Visibility:	Above Average / Above Average
Traffic Counts:	12,519 V.P.D. ADOT 2024
Topography/Shape:	Level / Rectangular
Utilities:	All Available Except Sewer, Septic Required
Flood Plain:	Zone X
ZONING / PLANNED USE:	M-2, General Manufacturing / Assumed Industrial Use
THREE YEAR HISTORY:	No Sales
MARKETING TIME:	314 Days
CONFIRMED WITH:	Robert Jeffery, Listing Agent, CoStar, Warranty Deed
DATE CONFIRMED:	7/16/2026

COMMENTS:

This comparable represents the sale of 9.43 acres of vacant land located approximately 2,800 L.F. southwest of the subject property. It was originally listed for sale by the Arizona Department of Transportation with an initial price of $540,000. According to Robert Jeffery with ADOT, the property was sold for $432,000 with no additional administrative fees. It is located adjacent to State Route 66 and BNSF rail line, similar to the subject. The site cannot support the development of a rail spur due to the limited frontage adjacent to the rail line. While the buyer's use is unknown, it is assumed to be for industrial development based on its location and surrounding developments.

COMPARABLE LAND SALE

COMPARABLE:	Comparable Four
LOCATION:	Southeast of Ryan Avenue and State Route 66 Intersection, Kingman, AZ 86401
TAX CODE NUMBER(S):	310-21-091
RECORDS:	
Instrument:	Special Warranty Deed
Recorded Sale Date:	March 4, 2026
Deed Recording No:	2026-011015
SELLER:	State of Arizona
BUYER:	Hualapai Valley Land LLC
SALE PRICE:	$314,100
INTEREST CONVEYED:	Fee Simple
TERMS:	Cash to Seller
CONDITIONS OF SALE:	Arm's-Length
LAND AREA IN SQ. FT.	337,427
LAND AREA IN ACRES.	7.75
SALE PRICE PER SQ. FT:	$0.93
SALE PRICE PER ACRE:	$40,549
PHYSICAL DESCRIPTION	
Location:	Average
Access/Visibility:	Above Average / Above Average
Traffic Counts:	12,519 V.P.D. ADOT 2024
Topography/Shape:	Level W/Concrete Wall Bases / Rectangular
Utilities:	All Available Except Sewer, Septic Required
Flood Plain:	Zone X
ZONING / PLANNED USE:	CM-O, Commercial Manufacturing / Assumed Industrial
THREE YEAR HISTORY:	No prior sales
MARKETING TIME:	232 Days
CONFIRMED WITH:	Robert Jeffery, Listing Agent, CoStar, Warranty Deed
DATE CONFIRMED:	7/16/2026

COMMENTS:

This comparable represents the sale of 7.75 acres of vacant land located adjacent southwest of the subject property. It was originally listed for sale by the Arizona Department of Transportation with an initial price of $349,000. According to Robert Jeffery with ADOT, the property was sold for $314,100 with no additional administrative fees paid. It is located adjacent to State Route 66 and BNSF rail line, similar to the subject. The site cannot support the development of a rail spur due to the limited frontage adjacent to the rail line. While the buyer's use is unknown, it is assumed to be for industrial development based on its location and surrounding developments.

COMPARABLE LAND SALE

COMPARABLE:	Comparable Five
LOCATION:	3750 Sunshine Drive, Kingman, AZ 86409
TAX CODE NUMBER(S):	320-02-010A
RECORDS:	
Instrument:	Special Warranty Deed
Recorded Sale Date:	May 12, 2026
Affidavit of Fee No:	2026-025683
SELLER:	Banker Investments LLC
BUYER:	Jerry Ambrose Veterans Council of Mohave County Inc
SALE PRICE:	$325,000
INTEREST CONVEYED:	Fee Simple
TERMS:	Cash to Seller
CONDITIONS OF SALE:	Arm's-Length
LAND AREA IN SQ. FT.	175,111
LAND AREA IN ACRES.	4.02
SALE PRICE PER SQ. FT:	$1.86
SALE PRICE PER ACRE:	$80,846
PHYSICAL DESCRIPTION	
Location:	Above Average
Access/Visibility:	Average / Average
Traffic Counts:	Not Recorded, Assumed Minimal
Topography/Shape:	Level W/Concrete Pads / Rectangular
Utilities:	All Developed Within Site
Flood Plain:	Zone X
ZONING / PLANNED USE:	C-3, Commercial / Veteran Services
THREE YEAR HISTORY:	No prior sales
MARKETING TIME:	509 Days on Market
CONFIRMED WITH:	Matt Hobaica, Listing Broker, CoStar, Affidavit of Value
DATE CONFIRMED:	7/15/2026

COMMENTS:

This comparable represents the sale of 4.02 acres of vacant land located approximately 2.5 miles southwest of the subject. The property is located on and accessed from a two-lane secondary roadway. It is approximately 280 L.F. west of State Route 66. The surrounding area is largely developed with industrial uses. The property contains some concrete building pads that did not contribute value to the purchase price. According to the listing broker, the property was purchased to provide services for veterans. The property's intensive commercial zoning allows for some light industrial uses.

LAND VALUATION ANALYSIS

Adjustments are considered to each of the comparable sales prices for differences between the subject property and the comparable sales for the following elements of comparison: property rights conveyed, financing terms, conditions of sale, market conditions (time), location, physical characteristics, zoning and planned use.

SUMMARY OF COMPARABLE LAND SALES

LOT COMP	SALE DATE	PROPERTY LOCATION	SALE PRICE	GROSS ACRES	LAND AREA (SF)	PRICE PER ACRE	PRICE PER SF	ZONING / PLANNED USE
1	11/03/22	Southeast of John L Avenue and State Route 66 Intersection, Kingman, AZ 86401	$385,000	10.42	453,757	$36,959	$0.85	CM-O, Commercial Manufacturing / Investment
2	12/28/23	Southeast of Diagonal Way and State Route 66 Intersection, Kingman, AZ 86401	$596,000	23.61	1,028,498	$25,244	$0.58	M-2, General Manufacturing / Assumed Industrial Use
3	03/04/26	Southeast of Sunhaven Lane and State Route 66 Intersection, Kingman, AZ 86401	$432,000	9.43	410,736	$45,815	$1.05	M-2, General Manufacturing / Assumed Industrial Use
4	03/04/26	Southeast of Ryan Avenue and State Route 66 Intersection, Kingman, AZ 86401	$314,100	7.75	337,427	$40,549	$0.93	CM-O, Commercial Manufacturing / Assumed Industrial Use
5	05/12/26	3750 Sunshine Drive, Kingman, AZ 86409	$325,000	4.02	175,111	$80,846	$1.86	C-3, Commercial / Veteran Services
SUBJECT	---	Southeast of the Thompson Avenue and State Route 66 Intersection, Kingman, AZ 86401	---	5.64	245,592	---	---	CM-O, Commercial Manufacturing / Assumed Industrial

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

Property Rights Conveyed

This appraisal values the fee simple interest of the subject property, which is encumbered by typical utility and access easements that do not impact its value. All of the comparable sales transferred the fee simple interest with typical utility and access easements. No price adjustments are warranted for property rights conveyed.

Financing Terms

In accordance with the definition of market value, price adjustments for financing terms assume transactions which were all cash or cash to the seller with the buyer obtaining new conventional financing at prevailing interest rates. The subject property is appraised on a cash to seller basis with no unusual financing terms.

Comparable Sale One was purchased with $62,000 cash down and assumed market rate seller carryback loan. While the exact terms were not disclosed, it is typical of the market for seller carryback loans to have market interest. Thus, no price adjustment is warranted.

Comparable Sales Two, Three, Four, and Five were cash to seller transactions. No price adjustments are warranted.

Conditions of Sale

An adjustment for conditions of sale is made if the transaction was influenced by outside factors such as financial duress, a related-party transaction, or out of the ordinary motivations of the buyer or seller.

Comparable Sales One, Two, Three, Four, and Five were or are assumed to have been arm's-length transactions with no unusual conditions of sale. No price adjustments are warranted.

Market Conditions (Time)

A price adjustment to the comparable sales for market conditions considers any changes in prices of vacant land that occur in the marketplace over time. These changes may be due to fluctuations in supply and demand, inflation, or deflation. Since the subject property is appraised as of a specific date, the sales must be analyzed to determine the direction of change in market prices, if any, during the period between the sale date and the date of valuation.

The comparables' sale dates range from November 2022 to May 2026. As discussed in the Market Analysis section, a 2% annual appreciation rate is utilized from the sale dates to the effective date of value. Comparable Sales One and Two are adjusted upward. No price adjustments are made for Comparable Sales Three, Four and Five, which are recent transactions.

Location/Access/Visibility

The location, access, and visibility information for the subject and comparables is outlined in the following chart. Location demographics include population, median household income, and adjacent uses. Access and visibility characteristics include the roadway(s) that support the property's access and traffic counts.

PROPERTY DEMOGRAPHICS						
Category	**Subject**	**Comp One**	**Comp Two**	**Comp Three**	**Comp Four**	**Comp Five**
Median Annual Household Income*	$48,129	$48,934	$52,704	$49,176	$48,129	$55,122
Population*	17,107	18,458	26,211	19,620	17,105	40,577
Adjacent Uses	Industrial, Commercial, and Vacant Land	Industrial, Commercial, and Vacant Land	Industrial, Commercial, and Vacant Land	Industrial, Commercial, and Vacant Land	Industrial, Commercial, and Vacant Land	Industrial and Commercial
Access	4-Lane State Route and Adjacent to Rail Line	4-Lane State Route and Adjacent to Rail Line	4-Lane State Route and Adjacent to Rail Line	4-Lane State Route and Adjacent to Rail Line	4-Lane State Route and Adjacent to Rail Line	2-Lane Secondary Roadway
Visibility	Mid-Block Location on State Route with 12,519 V.P.D.	Mid-Block Location on State Route with 12,519 V.P.D.	Mid-Block Location on State Route with 12,519 V.P.D.	Mid-Block Location on State Route with 12,519 V.P.D.	Mid-Block Location on State Route with 12,519 V.P.D.	Mid-Block Location on Secondary Roadway With No Recorded Traffic-Assumed Minimal

***2025 Annual Data From CoStar Within a 3-Mile Radius**

The subject property is located on the east side of State Route 66, just north of the City of Kingman municipal boundary. The surrounding area is primarily developed with industrial uses and a municipal airport. Within a three-mile radius, there are 17,107 residents with a median household income of $48,129. There are several large tracts of vacant land in the subject's immediate vicinity. Overall, the subject's location is considered average.

Access to the subject property is from a four-lane state route. It is mid-block located along State Route 66 with exposure to 12,519 vehicles per day. Overall, the subject has above average access and visibility.

Comparable Sales One, Two, Three, and Four are located within close proximity of the subject property. All of the comparables are located directly on State Route 66, which provides access and visibility that is similar to the subject. No price adjustments are warranted for location, access, and visibility.

Comparable Sale Five is located approximately 2.5 miles southwest of the subject property. It is within the City of Kingman municipal boundary and is in an area that is largely developed with few areas of land available for development. There are 40,577 people with a $55,122 median household income within a 3-mile radius of the property. The amount of development and economic characteristics of the area are superior to the subject. A downward price adjustment is made.

Comparable Sale Five is accessed from a two-lane secondary roadway. While the property can be seen from State Route 66, there is limited traffic adjacent to the site. This roadway provides average access and visibility which is inferior to the subject. Upward price adjustments are made. Overall, no price adjustment is applied as the superior location adjustment is given greater consideration and negates the inferior access and visibility.

PHYSICAL CHARACTERISTICS

Price adjustments are considered for physical characteristics. These include the size, topography, shape, availability of utilities, and flood plain issues.

Site Size

Generally, due to economies of scale, smaller parcels tend to sell at higher prices than larger ones, on a price per-square-foot basis. The subject property is 245,592 square feet, or 5.64 acres. The comparable sales range from 175,111 square feet or 4.02 acres to 1,028,498 square feet, or 23.61 acres.

Due to the lack of market data, Comparable Sales One and Two are analyzed to establish a basis for site size adjustments. Comparable Sale Two is 574,741 square feet larger than Comparable Sale One. The smaller Comparable Sale One sold for 34% more per square foot than Comparable Sale Two. This is considered as a basis for economies of scale adjustments.

Comparable Sales One, Two, Three, and Four are larger than the subject property with economies of scale present. Upward price adjustments are made.

Comparable Sale Five is smaller than the subject property with economies of scale present. A downward price adjustment is made.

Topography / Shape

The subject property has level terrain with an irregular site shape that is non-restrictive to development. It contains approximately 16 concrete wall bases that require grading prior to the subject's development. According to Marshall Valuation Service, the base cost of grading ranges from $0.34 to $0.88 per square foot with an average of $0.47 per square foot. This is used as a basis for the following price adjustments.

Comparable Sales One, Two, and Three have level terrain that is non-restrictive to development. The sales do not require grading to remove existing concrete wall bases. Estimated development costs of the comparables is superior compared to the subject and downward price adjustments are made. These price adjustments are weighted based on the comparables' site areas.

Comparable Sales Four and Five have level terrain that is non-restrictive to development. These sales contain similar concrete improvements that require removal prior to development, similar to the subject. No price adjustments are warranted.

Utilities

All utilities are developed within the subject's site with the exception of sewer. Sewer would require development across State Route 66 or the subject can be developed with a septic system. According to Marshall Valuation Services, the base cost to develop a 6,000 gallon septic tank ranges from $13,600 to $17,000.

Comparable Sales One, Two, Three, and Four have similar utility development as the subject. No price adjustments are warranted.

Comparable Sale Five contains all utility services including sewer. These utilities are developed within the site as the property was previously developed. This reduces the development costs for the buyer, and a downward price adjustment is made.

Floodplain

The subject property is primarily located in the Zone X Unshaded floodplain. A portion of the northern boundary is located in the Zone AO floodplain with a depth of 2 feet. Development within this area requires retention walls or an elevated building pad. Alternatively, the area can support parking without any added development. All of the comparables are located within the Zone X floodplain, which is superior to the subject. Downward price adjustments are applied to all of the comparable sales.

Zoning / Planned Use

The subject property is located in the CM-O, Commercial-Manufacturing/Open Lot Storage zoning district in Mohave County. As discussed in the Zoning section, this district allows commercial and some industrial uses. This zoning district also allows for outdoor storage uses. The subject property's highest and best use is for industrial development.

Due to the limited number of land sale transactions, Comparable Sales Three and Four are compared to determine value differences between commercial and industrially zoned land. Comparable Sale Three is located in the M-2, General Manufacturing zoning district. This property sold for 12.9% more per square foot than Comparable Sale Four which is located in the CM-O zoning district. The increased sale price of Comparable Sale Three is partially attributed to the more intensive uses allowed in the zoning and this is used as a basis for the following price adjustments.

Comparable Sales One and Four are located within the same zoning district as the subject. No price adjustments are warranted.

Comparable Sales Two and Three are located in the M-2, General Manufacturing zoning district. This district allows for more intensive uses that are superior to the subject property. Downward price adjustments are made.

Comparable Sale Five is located in the C-3, Commercial zoning district. This district allows for similar uses as the subject's zoning and no price adjustment is warranted. Here follows an Adjustment Matrix summarizing the adjustments as they apply to the comparable land sales.

COMPARABLE SALE ADJUSTMENT MATRIX

ELEMENTS OF COMPARISON	Subject	Comparable One		Comparable Two		Comparable Three		Comparable Four		Comparable Five	
	Southeast of the Thompson Avenue and State Route 66 Intersection, Kingman, AZ 86401	Southeast of John L Avenue and State Route 66 Intersection, Kingman, AZ 86401	Price Per S.F. / Adjustments	Southeast of Diagonal Way and State Route 66 Intersection, Kingman, AZ 86401	Price Per S.F. / Adjustments	Southeast of Sunhaven Lane and State Route 66 Intersection, Kingman, AZ 86401	Price Per S.F. / Adjustments	Southeast of Ryan Avenue and State Route 66 Intersection, Kingman, AZ 86401	Price Per S.F. / Adjustments	3750 Sunshine Drive, Kingman, AZ 86409	Price Per S.F. / Adjustments
SALE PRICE	N/A		$0.85		$0.56		$1.05		$0.93		$1.86
PROPERTTY RIGHTS CONVEYED	Fee Simple	Fee Simple		Fee Simple		Fee Simple		Fee Simple		Fee Simple	
Adjustment		0%	0.00	0%	0.00	0%	$0.00	0%	$0.00	0%	0.00
			0.85		0.56		$1.05		$0.93		1.86
FINANCING TERMS	Assume Cash to Seller	Seller Carry W/$62,000 Cash Down		Cash to Seller		Cash to Seller		Cash to Seller		Cash to Seller	
Adjustment		0%	0.00	0%	0.00	0%	$0.00	0%	$0.00	0%	0.00
			0.85		0.56		$1.05		$0.93		1.86
CONDITIONS OF SALE	Assume Arm's -Length	Assumed Arm's-Length		Arm's-Length		Arm's-Length		Arm's-Length		Arm's-Length	
Adjustment		0%	0.00	0%	0.00	0%	$0.00	0%	$0.00	0%	0.00
			0.85		0.56		$1.05		$0.93		1.86
MARKET CONDITIONS (TIME)	July 21, 2026	November 3, 2022		December 28, 2023		March 4, 2026		March 4, 2026		May 12, 2026	
Adjustment	Date of Value	7%	0.06	5%	0.03	0%	$0.00	0%	$0.00	0%	0.00
ADJUSTED SALE PRICE PER S.F.			$0.91		$0.59		$1.05		$0.93		$1.86
LOCATION											
General	Average	Average		Average		Average		Average		Above Average	
Access / Visibility	Above Average / Above Average	Above Average / Above Average		Above Average / Above Average		Above Average / Above Average		Above Average / Above Average		Average / Average	
Adjustment		0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00
PHYSICAL CHARACTERISTICS											
Site Size in S.F.	245,592	453,757		1,028,498		410,736		337,427		175,111	
Adjustment		7.5%	$0.07	35%	$0.21	7.5%	$0.08	5%	$0.05	-5%	($0.09)
Topography / Shape	Level W/Concrete Wall Bases / Irregular	Level / Irregular		Level / Rectangular		Level / Rectangular		Level W/Concrete Wall Bases / Rectangular		Level W/Concrete Pads / Rectangular	
Adjustment		-5%	($0.05)	-3%	($0.02)	-5%	($0.05)	0%	$0.00	0%	$0.00
Utilities	All Available Except Sewer, Septic Required	All Available Except Sewer, Septic Required		All Available Except Sewer, Septic Required		All Available Except Sewer, Septic Required		All Available Except Sewer, Septic Required		All Developed Within Site	
Adjustment		0%	$0.00	0%	$0.00	0%	$0.00	0%	$0.00	-20%	($0.37)
Floodplain	Primarily Zone X and Partial Zone AO	Zone X		Zone X		Zone X		Zone X		Zone X	
Adjustment		-2.5%	($0.02)	-2.5%	($0.01)	-2.5%	($0.03)	-2.5%	($0.02)	-2.5%	($0.05)
Zoning / Planned Use	CM-O, Commercial Manufacturing / Assumed Industrial	CM-O, Commercial Manufacturing / Investment		M-2, General Manufacturing / Assumed Industrial Use		M-2, General Manufacturing / Assumed Industrial Use		CM-O, Commercial Manufacturing / Assumed Industrial Use		C-3, Commercial / Veteran Services	
Adjustment		0%	$0.00	-5%	($0.03)	-5%	($0.05)	0%	$0.00	0%	$0.00
NET % ADJUSTMENT / ADJUSTED SALE PRICE PER S.F.		7.0%	$0.91	30.7%	$0.73	-5.0%	$1.00	2.5%	$0.95	-27.5%	$1.35

Land Value Conclusion:

The unadjusted value range from the comparable land sales is $0.56 to $1.86 per square foot. After making price adjustments for the appropriate elements of comparison, the comparables values range from $0.73 to $1.35 per square foot. The arithmetic mean is $0.99 and the median is $0.95 per square foot. Greatest weight is given to adjusted sale price of Comparable Sale Four. This recent sale is a similarly sized property located adjacent to the subject property. Additionally, the comparable requires removal of concrete wall bases, similar to the subject. Substantial consideration is also given to the adjusted sales prices of Comparable Sales One and Three which are similarly sized properties located near the subject. Lease weight is given to Comparable Sale Five due to its differing location and development potential.

Based on the aforementioned data, the opinion of value for the subject property is $0.95 per square foot. This equates to a market value of $233,312 which is rounded to $235,000, as outlined below.

245,592 S.F. Site X $0.95 Per S.F. = $233,312

This is Rounded to $235,000

ROUNDED OPINION OF MARKET
VALUE AS OF JULY 21, 2026: $235,000

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 on the effective date of the appraisal. Based on the current market conditions, an exposure time of 12 months is estimated for the subject property. This assumes that the property is appropriately priced and marketed.

AUDITING BREAKDOWN

The following section is the Auditing Breakdown required by the ADOT Right of Way Procedures Manual.

Value of the Land	$235,000
Value of the Improvements	$0
Opinion of Market Value:	**$235,000**

ADOT CERTIFICATION OF APPRAISER

Project Number: M6975 01X
Parcel Number: L-K-039

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 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 expresses 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 material, which may or may not be present in the property, was 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 analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with 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 conjunction with the 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 proper officials of the Arizona Department of Transportation or officials of the Federal Highway Administration, and I will not do so unless so authorized by proper State officials, or until I am required to do so by due process of law, or until I am released from this obligation by havening publicly testified as to such findings.

That my opinion of the MARKET VALUE as of the acquisition as of the 21st day of July, 2026, is $235,000, based upon my independent appraisal and the exercise of my professional judgment.

Date: August 17, 2026 Signature: ______________________________

Arizona Certified General Real Estate Appraiser # 1049989

CERTIFICATION

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

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

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

The reported valuations, assumptions and limiting conditions are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.

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

I have not performed services as an appraiser regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

I have no bias with respect to the property that is the subject of this report or to the parties involved with 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 this appraisal.

My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the standards and reporting requirements of the Uniform Standards of Professional Appraisal Practice of the Appraisal Foundation.

John Medley, appraiser, made a personal inspection of the property that is the subject of this report.

No assistance was provided to the signing appraiser in the development of this appraisal.

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

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

All conclusions and opinions concerning the real estate that are set forth in the appraisal report were prepared by the Appraiser whose signature appear on the appraisal report, unless indicated as "Review Appraiser".

I certify that any artificial intelligence tools used in connection with this assignment were limited to non-analytical, report-preparation functions such as formatting, grammar, editing, and assisting in research. All data, analyses, opinions, and conclusions set forth in this report reflect my own independent professional judgment.

No confidential information or assignment results were disclosed to any third party or external system in a manner inconsistent with my confidentiality obligations under USPAP.

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.

John E. Medley
Certified General
Appraiser # 1049989

QUALIFICATIONS OF JOHN E. MEDLEY

FORMAL EDUCATION:

Bachelor of Arts Degree, University of Arizona, Tucson, 2008

PROFESSIONAL EDUCATION:

Successful completion of examinations for the following courses:

- Basic Appraisal Principles and Basic Valuation Procedures
- Residential Market Analysis and Highest and Best Use
- Residential Sales Comparison and Income Approaches
- Residential Site Valuation and Cost Approach
- General Appraiser Market Analysis and Highest and Best Use
- General Appraiser Site Valuation and Cost Approach
- General Appraiser Sales Comparison Approach
- General Appraiser Report Writing and Case Studies
- General Appraiser Income Approach
- Statistics, Modeling and Finance
- Commercial Appraisal Review
- Expert Witness for Commercial Appraisers

EXPERIENCE:

Includes valuation of most types of commercial, industrial, special purpose, and vacant land properties. Experience also includes condemnation appraisals, aviation properties, and fee simple, leased fee, and leasehold interests.

SEMINARS:

- Condemnation Summits
- Arizona Airport Association Conferences
- Southern Arizona CCIM Economic Forecasts
- Tucson Association of Realtors Conferences

STATE CERTIFICATION:

Arizona Certified General Real Estate Appraiser Number 1049989. Currently certified through November 30, 2027.

ARIZONA FINANCIAL ENTERPRISE CREDENTIAL CERTIFICATE

No: CGA-1049989
License Status: Active

John Edward Medley

CREDENTIAL TYPE	ISSUE DATE	EFFECTIVE DATE	EXPIRATION DATE
Certified General Appraiser	December 10, 2023	December 1, 2025	November 30, 2027

This certificate was printed on December 2, 2025 and will remain in effect until a change request has been approved by the Department or the credential is surrendered, suspended, revoked or expired.

Arizona Department of Insurance and Financial Institutions
difi.az.gov
100 N 15th Ave, Suite 261
Phoenix, AZ 85007-2630

ADDENDA

ARIZONA DEPARTMENT OF TRANSPORTATION

205 S. 17th Ave, MD612E
Phoenix, AZ 85007

KATIE HOBBS
GOVERNOR
JENNIFER TOTH
DIRECTOR

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

July 13, 2026

John Medley
Medley Appraisal Services LLC
2633 W. Como Bosque
Tucson, Arizona 85755

RE:	Appraisal Assignment No.:	JW-27-001
	PROJECT:	M6975 01X
	HIGHWAY:	ASHFORK - KINGMAN HIGHWAY
	SECTION:	Kingman to Haccberry
	PARCEL:	L-K-039

Dear John Medley:

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 excess parcel.

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 Merrisa Marin (MMarin@AZDOT.GOV); Michael Craig (MCraig@AZDOT.GOV); Tim O'Connell (TOconnell@AZDOT.GOV); Jim Walcutt (JWalcutt@AZDOT.GOV); Bridget Raab (BRaad@AZDOT.GOV); and Robert Jeffery (RJeffery@).

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

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

Type of Property: EXCESS LAND
Scope Notes: Market value is required for appraisal of this excess parcel.
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 July 16, 2026.

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

ARIZONA

PURCHASE ORDER

PHOENIX, on 7/15/2026
CTR082269/ JW-27-001/ M697501X/ L-K-039/ Appraisal due in 30 days -Medley Appraisal Services LLC

SUPPLIER

Medley Appraisal Services LLC
Attn: Mr. John Medley
Address: Business Address
2633 W Como Bosque Trail
UNITED STATES
Tucson, Arizona 85755
Phone: 5207771421
E-mail: john@medleyappraisal.com

ORDER No. PO0000892628

(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
205 S 17th Ave
UNITED STATES
Phoenix, Arizona 85007
Deliver To:
Requested Delivery Date: 7/14/2026
(Unless specified differently per item in section delivery details)

BILL TO

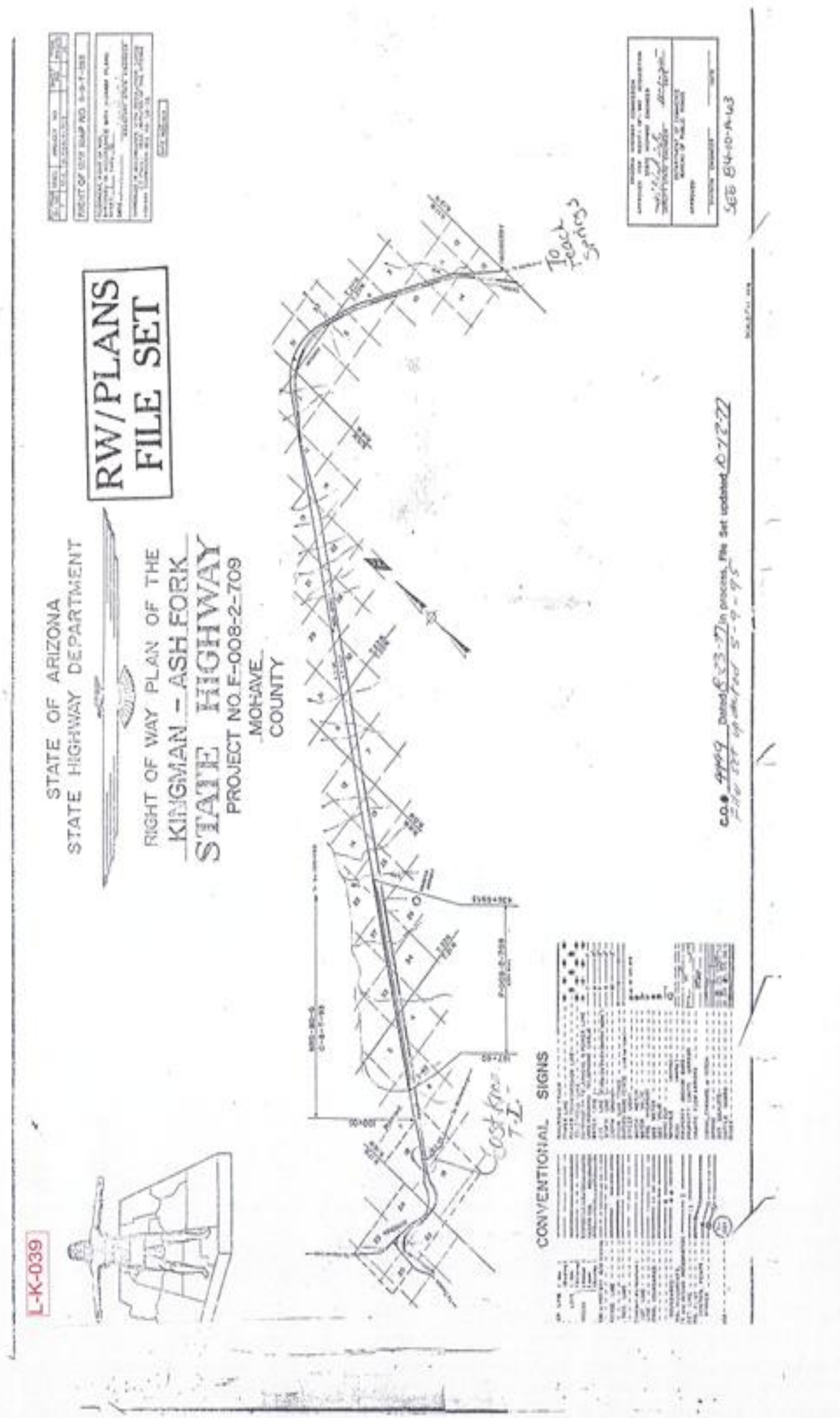
Address: RIGHT OF WAY
205 S 17TH AVE
MD 612E RM 331
UNITED STATES
PHOENIX, Arizona 85007-3212
Payment Terms: Net 30

ITEM	CONTRACT ID	CODE/SKU	REFERENCE AND DESCRIPTION	QTY	UNIT	UNIT PRICE (USD)	TOTAL (USD)
1	CTR082269	1047079-1	CTR082269/ JW-27-001/ M697501X/ L-K-039/ Appraisal due in 30 days Specific deliver address: : RIGHT OF WAY 205 S 17th Ave 85007 Phoenix Arizona UNITED STATESCommentaire : L-K-039	1.0000	Total Cost	[redacted]	[redacted]

Total before Tax	[redacted] **USD**
Non-Taxable - 0 %	0.00 USD
Total after Tax	[redacted] **USD**

PLEASE NOTE: This exhibit is intended for Appraisal purposes only. Refer to Final Right-of-Way Plans for additional information.

ADOT Right Of Way THIS SKETCH PLAN IS FOR ADOT INTERNAL USE ONLY	DISPOSAL #	L-K-039	HIGHWAY NAME: KINGMAN - ASH FORK	
	DRAWN	JV	PROJECT NO: 066 MO 057 H6908 01R	
	DATE	10/24/25		
ROUTE NO.: SR-66	LOCATION: KINGMAN - AIRPORT		FEDERAL AID NO.: UNASSIGNED	SHEET NO. 1 OF 1


L-K-039
STATE OF ARIZONA
STATE HIGHWAY DEPARTMENT
RW/PLANS
FILE SET
RIGHT OF WAY PLAN OF THE
KINGMAN – ASH FORK
STATE HIGHWAY
PROJECT NO. F-008-2-709
MOHAVE
COUNTY
CONVENTIONAL SIGNS

KINGMAN - ASHFORK HIGHWAY
KINGMAN - AIRPORT SECTION
MOHAVE COUNTY

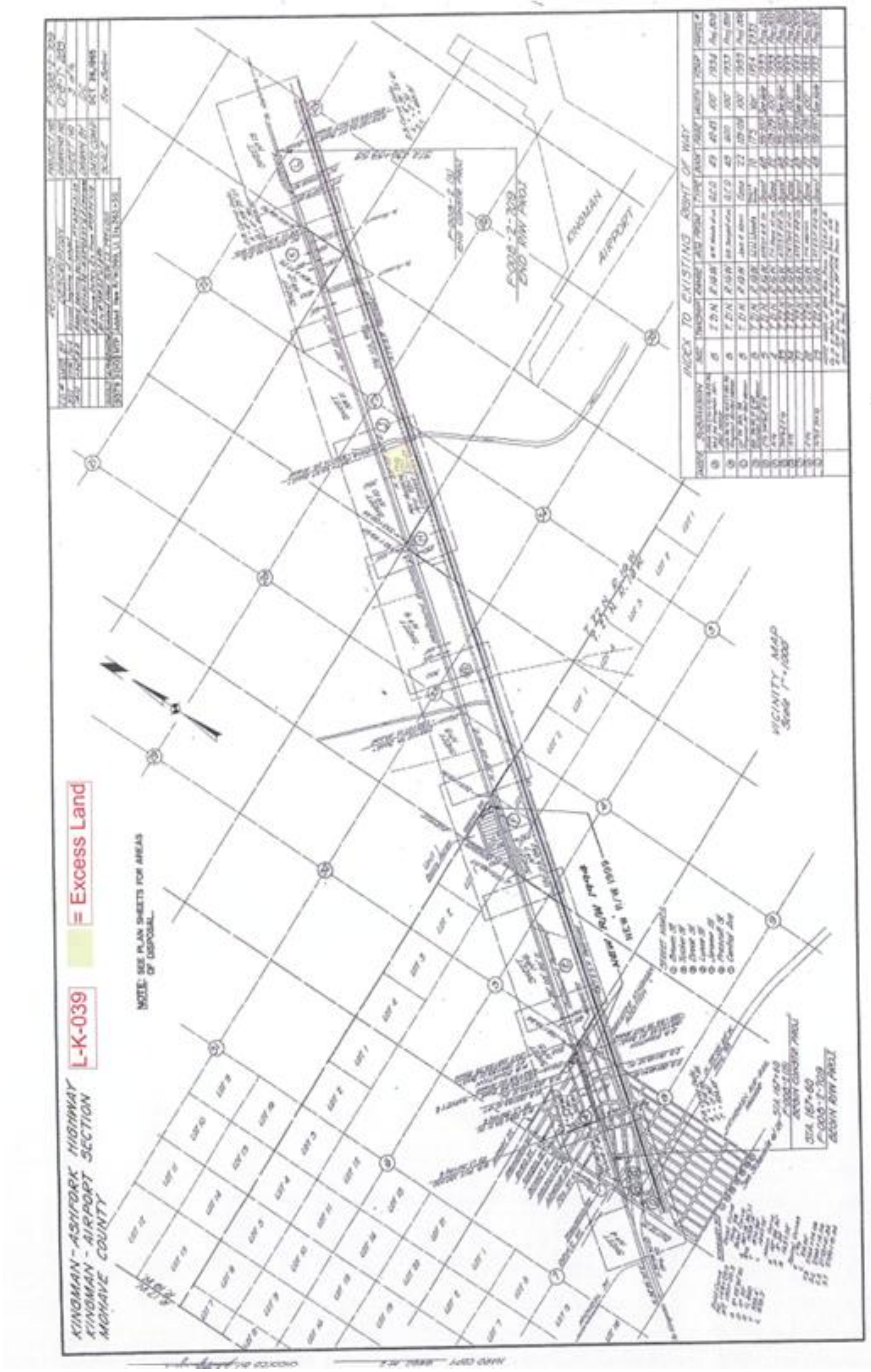
L-K-039

* NOTE:
NEW R/W 1994 (PARCEL 8-780) ADDED IN CONJUNCTION WITH CONTR. PROJ. ... M-481-4-503.
PAR. 8-990 ADDED FOR THE SAME CONSTR. PROJ. IN 1995

OWNERSHIP RECORD / ACQUISITION RECORD

Parcel Number	Owner	Description	Total Area	Area Outside Taking	Required R/W	Easement Area	Remainder Left	Remainder Right	Sheet Number		Commission Approval	Type & Date of Instrument	Recorded Date	Book	Page
8-233	Transamerica Title & Trust Tr. Trust No. 4102	Lots [illegible] Block [illegible]; Kingman Air-Ground Range Subdivision Plus Abandoned Streets Within Taking			Schedule [illegible] 333,324 sq ft (7.65 Ac)				4&5		1-4-67	WD 8-8-66	2-1-67	231	20-28
8-234	Estate of Erma V. Kese	SW¼ SW¼ Sec 4, T21N, R16W	7.7 Ac		0.3 Ac			7.4 Ac	6&7		11-22-66	Decd 12-13-66	1-26-67	230	373-74
8-235	Jack D. Cantwell	Lot 4 & SW¼ NW¼ Sec 4, T21N, R16W	3.7 Ac		0.6 Ac			2.7 Ac	7		5-6-66	WD 3-3-66	5-31-66	211	150-51
		~~Lot 4 & SW¼ NW¼ Sec 4, T21N, R16W~~	~~3.3 Ac~~		~~0.6 Ac~~			~~2.7 Ac~~	~~7~~						
8-236	Homer T. Spann	Lot 4 Sec 4, T21N, R16W	3.3 Ac		0.6 Ac			2.7 Ac	7		5-27-66	WD 4-20-66	6-27-66	213	256-57
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		4-8-66	WD 3-2-66	5-5-66	208	367-68
8-238	C.L. Christensen & Margaret H/W et al	Lot 4 Sec 4, T21N, R16W	3.3 Ac		0.6 Ac			2.7 Ac	7		5-27-66	WD 3-30-65	6-23-66	213	162-63
8-239	N.F. & Edith M. Harrington H/W	Lot 4 Sec 4, T21N, R16W	6.6 Ac		1.2 Ac			5.4 Ac	7		12-5-67	FJC 3-5-68	3-13-68	120	220-21
8-240	Carl H. Miller and Anna H. H/W et al Lease to Don J. Borre	N½ NW¼ Sec 4, T21N, R16W	6.1 Ac		1.5 Ac			4.6 Ac	7		5-6-66	WD 3-8-66	6-15-66	212	224-25
8-241	George I. Shinke & Carol H/W	N½ NW¼ Sec 4, T21N, R16W	7.5 Ac		0.5 Ac			7.0 Ac	7		8-5-66	Exch 5-27-68	6-20-68	262	345-47
8-242	Pearl H. Oliver	NW¼ NW¼ Sec 34, T22N, R16W	16.2 Ac	1.4 Ac	1.1 Ac			14.8 Ac	10		10-28-66	Pred 9-20-66	11-29-66	224	64-65
8-243	J. Leonard Beal & Oveta Helen Beal H/W	E½ SE¼ Sec 33, T22N, R16W	12.3 Ac	8.1 Ac	4.0 Ac			9.2 Ac	12		5-6-66	WD 3-10-66	6-2-66	211	220-21
8-235-1	Homer T. Spann	Lot 4 SW¼ NW¼ Sec 4, T21N, R16W	6.6 Ac		1.2 Ac			5.4 Ac	7		5-27-66	WD 4-20-66	6-22-66	213	41-42
* 8-780	Kingman Air-Rail Manor Gen. Part.	Lot 1, Block 6, Kingman Air-Rail Manor	2.06 Ac		0.23 Ac	3060 ft² TCE 600 ft² TCE	1.83 Ac		5						
* 8-990	AUTOMOTIVE WAREHOUSING INC.	LOT 1, BLOCK 5, SHANGRI-LA ESTATES	1.15 AC.			1521 ft² TCE			5						

AFTER C.O. # 8966



KINGMAN - ASHFORK HIGHWAY
KINGMAN - AIRPORT SECTION
MOHAVE COUNTY
L-K-039
= Excess Land
NOTE: SEE PLAN SHEETS FOR AREAS OF DISPOSAL.
VICINITY MAP
KINGMAN
AIRPORT
INDEX TO EXISTING RIGHT OF WAY

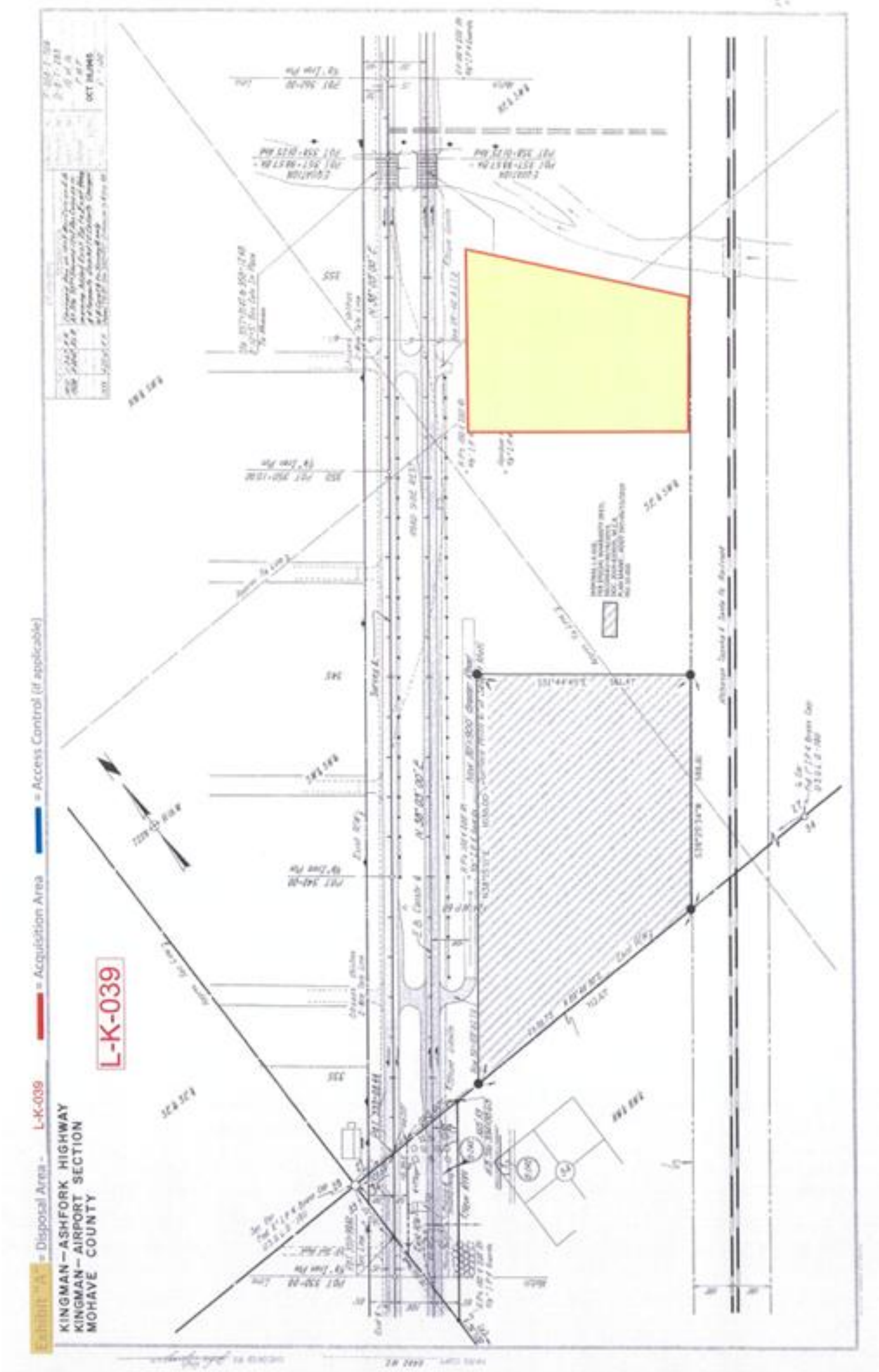


Exhibit "A"
= Disposal Area -
L-K-039
= Acquisition Area
= Access Control (if applicable)
KINGMAN—ASHFORK HIGHWAY
KINGMAN—AIRPORT SECTION
MOHAVE COUNTY
L-K-039

EXHIBIT "A"

That portion of the Southwest quarter (SW¼) of Section 27, Township 22 North, Range 16 West, Gila and Salt River Meridian, Mohave County, Arizona, being more particularly described as follows:

Commencing at the Southwest corner of said Section 27 marked by a USGLO brass cap – 1911, from which the South quarter corner of said Section 27 marked by a USGLO brass cap – 1911, bears South 89°59'42" East 2637.11 feet;

thence along the South line of said Section 27 South 89°59'42" East 409.08 feet to a line that is 285.00 feet southeasterly of and parallel with the northerly right of way of State Route 66;

thence along said parallel line, North 38°15'11" East 1630.00 feet to the POINT OF BEGINNING;

thence continuing along said parallel line, North 38°15'11" East 497.50 feet;

thence South 39°21'22" East 577.88 feet to the common right of way of said State Route 66 and the BNSF Railroad;

thence along said common right of way South 38°25'34" West 373.50 feet;

thence North 51°44'49" West 563.29 feet to the POINT OF BEGINNING.

THE SECTIONAL monuments, and bearings and distances information utilized in the above property description are derived from RESULTS OF SURVEY PROJECT S 066-A-702/066 MO 057 H6908 01R.

GRANTEE SHALL contact the Northwest District of the Arizona Department of Transportation to obtain the necessary permits to gain access to said State Route 66 once Grantee begins the planning process for the development of the above described property.

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 to Hackberry	**PARCEL:** L-K-039
80-G & F-008-2-709 & S066-A-702	Disposal	cg 05-11-2026

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: 11/21/2025	**Examiner:** Jim Gregg	**Reviewer:**
Update to:	**Examiner:**	**Reviewer:**
Update to:	**Examiner:**	**Reviewer:**
Update to:	**Examiner:**	**Reviewer:**
Update to:	**Examiner:**	**Reviewer:**

County:	Mohave	**Tax Arb:**	310-21-081	**Disposal:**	N/A
Tracs No.:	Pre Tracs / Project 80-G	**Highway:**	ASHFORK - KINGMAN	**Excess Land:**	L-K-039
Fed. No.:	N/A	**Section:**	Kingman to Hackberry	**Parcel No.:**	N/A

SCHEDULE A–1
LEGAL DESCRIPTION

That portion of the Southwest quarter of Section 27, Township 22 North, Range 16 West of the Gila and Salt River Base and Meridian, Mohave County, Arizona, as depicted on Sheet 10 of ADOT Drawing D-8-T-283, the Right of Way Plans of KINGMAN-ASHFORK HIGHWAY, KINGMAN AIRPORT Section, Project 066MO000H0888 01R / F-088-2-709;

EXCEPT all oil, gas, coal and minerals whatsoever already found or which may hereafter be found, upon or under said land.

NOTE: The exception shown above must appear on the legal description.

NOTE: The legal description of the area to be disposed will be produced by the ADOT Right of Way Delineation Unit.

END OF SCHEDULE A–1

- 2 -

RIGHT OF WAY / VESTING

1) Fee Indenture by and between Santa Fe Pacific Railroad Company and the State of Arizona, dated October 11, 1933, recorded December 11, 1933 in Book 48 of Deeds, page 551.

END OF RIGHT OF WAY / VESTING

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 December 11, 1933.

END OF REQUIREMENTS

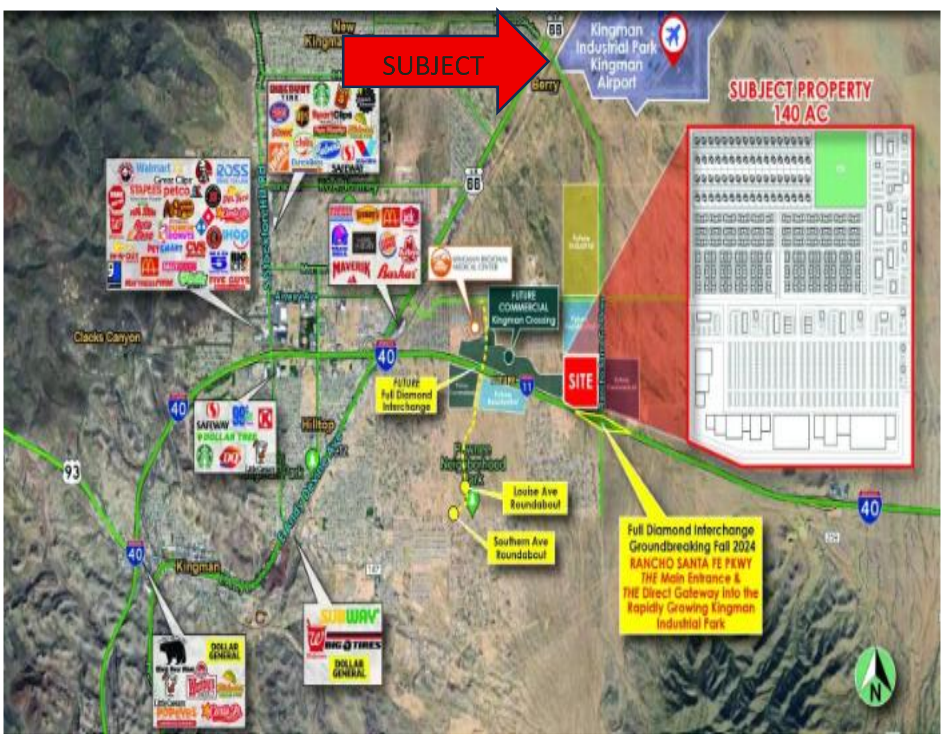
SCHEDULE B

1. Terms, conditions, reservations and rights, including but not limited to, the right to prospect for, mine and remove all oil, gas, coal and minerals, whatsoever, already found or which may hereafter be found, upon or under said land, as contained in Indenture dated October 11, 1933, recorded December 11, 1933 in Book 48 of Deeds, page 551.

END OF SCHEDULE B

Linear Feet of Land Adjacent to Rail Line (375 L.F.)

Proposed Flying Fortress Roadway Map Impacting Subject



SOURCE: https://www.thebee.news/kingman-community-successfully-funds-name-change-to-flying-fortress-parkway/