

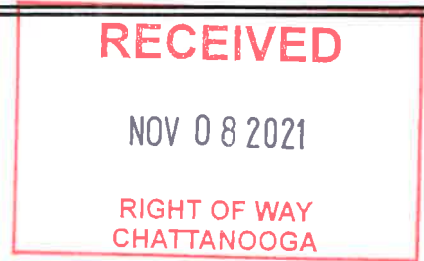
APPRAISAL REPORT TENNESSEE DEPARTMENT OF TRANSPORTATION

THE PURPOSE OF THIS APPRAISAL IS TO ESTIMATE THE FAIR MARKET VALUE FOR HIGHWAY RIGHT-OF-WAY PURPOSES

1. Name, Address & Telephone Numbers:

(A) Owner: City of Crossville Sewage Plant
468 Sparta Highway
Crossville, TN 38555
Phone: (931) 510-1934 (cell Darian Dykes)

(B) Tenant:



(C) Address and/or location of subject: 468 Sparta Highway, Crossville, TN

Travel west along Sparta Highway (SR-1/US 70W) from West Avenue, approximately 0.4 miles property on right.

2. Detail description of entire tract:

This is an irregular shaped tract containing 10.310 acres. The tract fronts a total of $\pm 698'$ along the north side of Sparta Highway (SR-1), $\pm 867'$ along the eastern boundary, $\pm 400'$ along the northern boundary, and a total of $\pm 924'$ which follows the Obed River along the southern portion of the irregular western boundary. Access is available to the site via a business entrance from Sparta Highway at station 16+46.00. The property is situated generally at or slightly above Sparta Highway road grade with a small portion of western frontage along Sparta Highway sloping steeply below road grade. A guardrail in the right of way (ROW) extends along a portion of the western frontage along Sparta Highway. A small wetlands in the ROW extends along a portion of the eastern frontage along Sparta Highway. The topography generally slopes downward to the west toward the Obed River and slopes gently upward to the east/northeast. The area along the Obed River is in Flood Zone AE or floodway. The tract is improved with various buildings for the City of Crossville sewage plant and maintenance buildings. The nearest building is $\pm 130'$ from the eastern proposed fee acquisition and the various buildings not estimated to be adversely affected by the proposed acquisition and construction.

Commercial tracts along Sparta Highway in the immediate area range from approximately one acre to approximately five acres. Tract 24, containing 10.310 acres, is utilized as the city sewage plant in conjunction with an adjacent excluded 69 acre parcel. For purposes of valuation, the estimated subject larger parcel appraised contains 4.2 acres fronting a total of $\pm 698'$ along Sparta Highway, extending $\pm 300'$ along the eastern boundary, $\pm 510'$ along the northern boundary and total of $\pm 335'$ along the irregular western boundary along the Obed River. This acreage is within the range of frontage tracts for commercial use having an independently marketable highest and best use.

The Maryetta Trail gravel parking area is $\pm 40'$ and $\pm 30'$ from the proposed fee acquisition areas and is not estimated to be adversely affected by the proposed acquisition and construction. A tree is $\pm 25'$ and a stone sign is $\pm 5'$ from the eastern proposed fee acquisition area and is not estimated to be adversely affected by the proposed acquisition and construction. A fence (Str. 1), gravel parking area (Str. 2) and asphalt drive (Str. 3) are affected by the eastern proposed fee acquisition area. This is an FPA type appraisal of the part affected only including the 4.20 acres of land and affected improvements.

The parcel is within the typical range of size and shape for commercial use along Sparta Highway (SR-1) and has an independently marketable highest and best use. Therefore, the appraisal consists of the 4.20 acres of land and improvements affected by the proposed fee acquisition and construction. The improvements affected are a chain link fence with three strands of barbed wire (Str. 1), gravel parking area (Str. 2) and asphalt entrance drive (Str. 3).

LARGER PARCEL MAP



REVISED
REPORT

3. (A) Tax Map and Parcel No. 100HA009.00 (B) Is Subject in a FEMA Flood Hazard Area? Yes No
 If yes, Show FEMA Map/Zone No. 47035C0308D 11/16/2007
4. Interest Acq.: Fee Drainage Esm't. Construction Esm't. Slope Esm't. Other: _____
5. Acquisition: Total Partial
6. Type of Appraisal: Formal Formal Part-Affected

7. Detail Description of land acquired:

The proposed fee acquisition consists of two triangular tracts containing 4,240 SF. The western proposed fee acquisition area is $\pm 70'$ from the western boundary along the irregular boundary with Sparta Highway a total of $\pm 170'$ with northern boundaries of $\pm 40'$ and $\pm 125'$ and has sloping topography. The eastern proposed fee acquisition area is $\pm 60'$ from the western fee acquisition extending $\pm 180'$ along Sparta Highway a with northern boundaries of $\pm 125'$ and $\pm 30'$ and has gently sloping topography. The improvements affected are a chain link fence with three strands of barbed wire (Str. 1), gravel parking area (Str. 2) and asphalt entrance drive (Str. 3).

The purpose of the fee acquisition area is for construction and maintenance of improved drainage and safety along Sparta Highway along with the proposed bridge replacement to the west.

8. Sales of Subject: (Show all recorded sales of subject in past 5 years; show last sale of subject if no sale in past 5 years.)

Sale Date	Grantor	Grantee	Book Page	Verified Consideration	How Sale Amount Verified
01/01/1991	N/A	City of Crossville Sewage Plant	FLD/VER	N/A	N/A
Existing Use	Zoning	Utilities Available	Off Site Improvements		Area Lot or Acreage
Sewage Plant	None	Water, Sewer, Electricity, Telephone	Paved Highway		10.310

9. Highest and Best Use: (Before Acquisition, summarize the support and rationale for the opinion)

Highest and Best Use analysis on the following page.

ADDITIONAL COMMENTS

6. Type of Appraisal: Continued from preceding page.....

Intended Use of Report – This “Formal Part-Affected” appraisal of a 100% ownership position is intended for the sole purpose of assisting the Tennessee Department of Transportation in the acquisition of land for right-of-way purposes. This appraisal pursuit excludes those property elements (land and/or improvements) that are not essential considerations to the valuation solution.

This is an Appraisal Report, which is intended to comply with Standard Rule 2-2(a). As such, it presents only summary discussions of the data, reasoning and analysis that were used in the appraisal process. Supporting documentation that is not provided within the report is retained in the appraiser’s work file or can be obtained from the Market Data Brochure. The depth of discussion contained in this report is specific to the needs of the client.

9. Highest & Best Use: Continued from preceding page.....

As Vacant

Legally Permissible:

There is no zoning in the City of Crossville which would allow for a wide variety of commercial, residential and agricultural/woodland uses. To my knowledge, there are no legal restrictions (e.g. easements, deed restrictions) that would effectively limit the use of the property. Given the existing land use patterns in the area, commercial or residential use is given primary consideration in determining highest and best use of the site, as though vacant with respect to the potential for other permitted uses as demand warrants.

Physically Possible:

The physical characteristics of the site generally do not appear to restrict development. A portion of the property along the Obed River has sloping topography and is located in flood zone AE which would limit development in affected areas. The site provides frontage along Sparta Highway/SR-1 and is situated ±0.5 mile west of the intersection of Sparta Highway and West Avenue/Hwy 70. The property is situated at or above road grade along Sparta Highway with a small area in the western portion of the tract sloping more steeply. The tract is accessed from Sparta Highway. Overall, the tract area, physical characteristics and availability of utilities results in physical utility most suited for commercial or residential use. Based on the size, frontage, depth, shape and topography of the subject site, surrounding commercial use and residential use, development for commercial or residential use is physically possible.

Financially Feasible:

Considering the positive attributes of the site, legally permissible and physically possible uses and considering the location fronting Sparta Highway, surrounding commercial and residential development as of the effective date of the appraisal, an independent commercial or residential use is considered feasible.

Maximally Productive:

As vacant, there does not appear to be any reasonable probable use of the site that would generate a higher residual land value than commercial use.

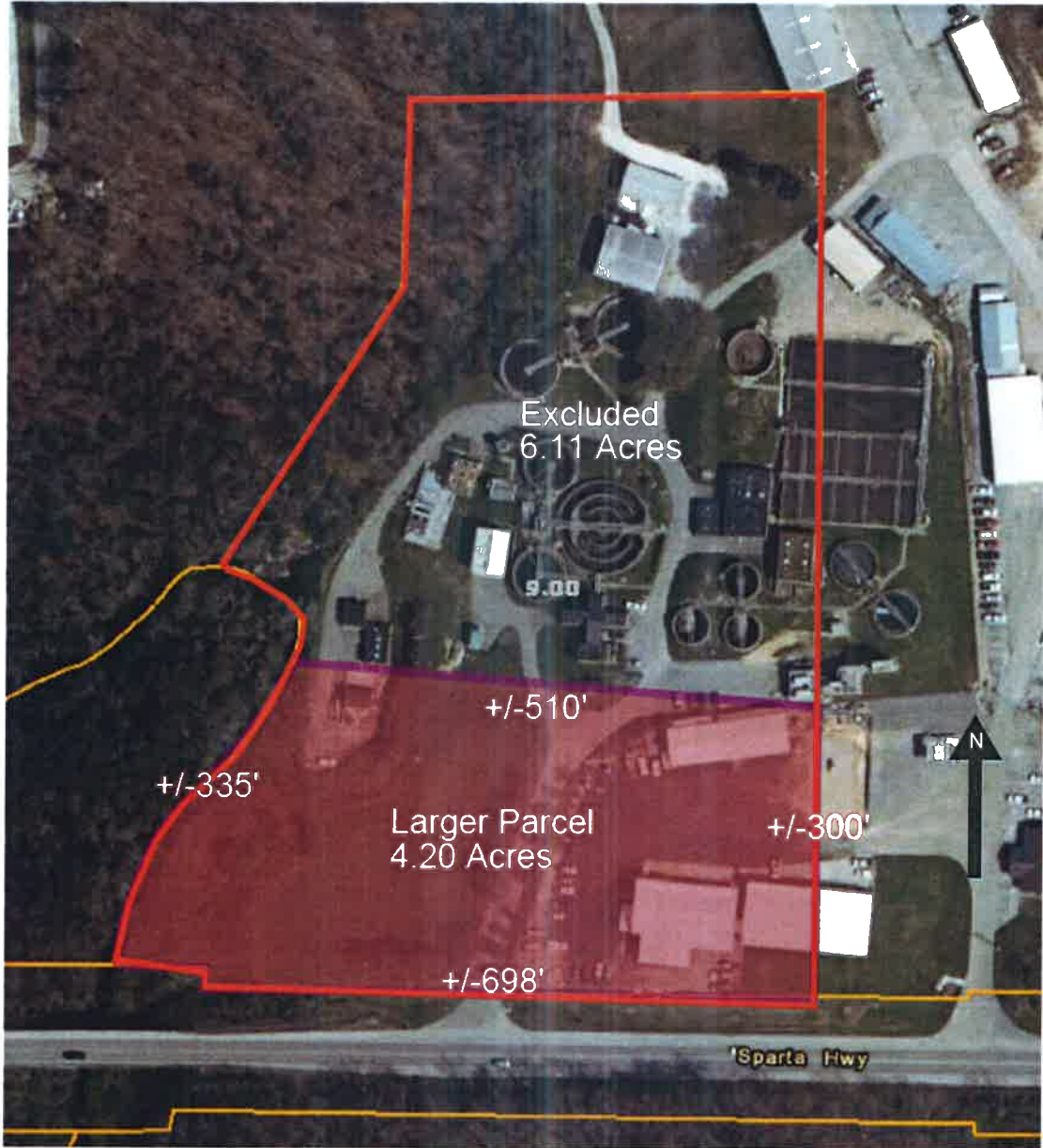
Conclusion:

Considering the property is improved with a city sewage plant and related maintenance buildings, the highest and best use will, in all probability, be for continued commercial use. The typical purchaser is an owner user or local investor.

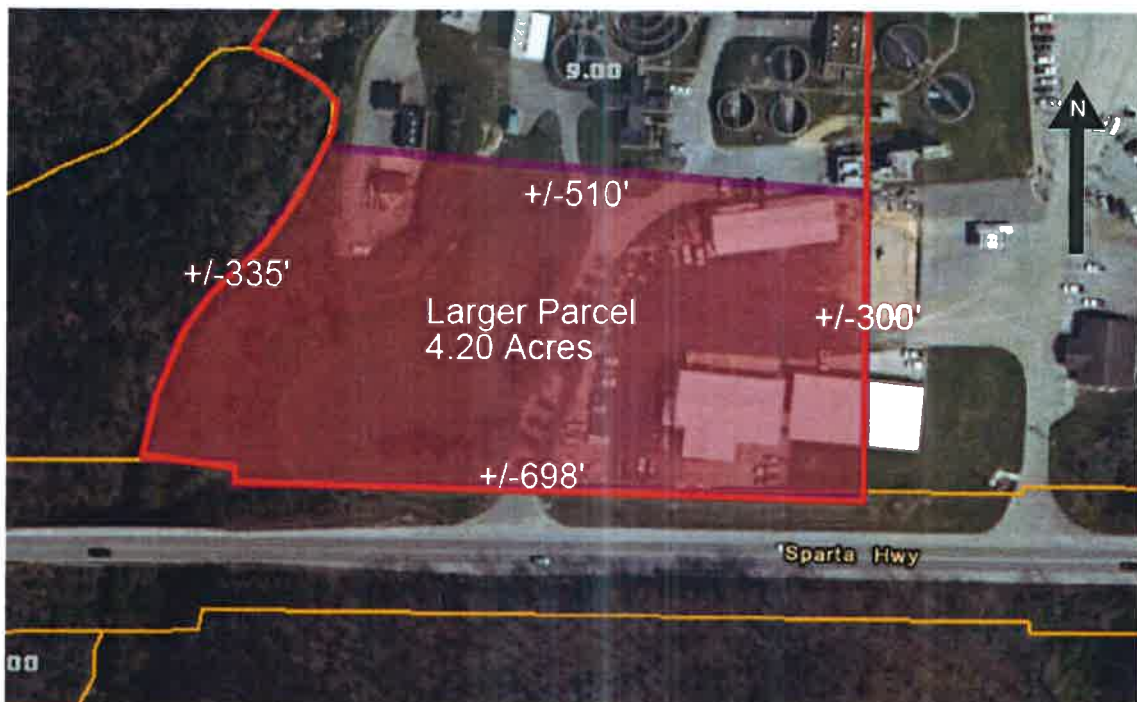
This Appraisal Is Based On Original Plans		Or Plan Revision	X	Dated: 10-07-2020
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Comments:

SUBJECT MAPS

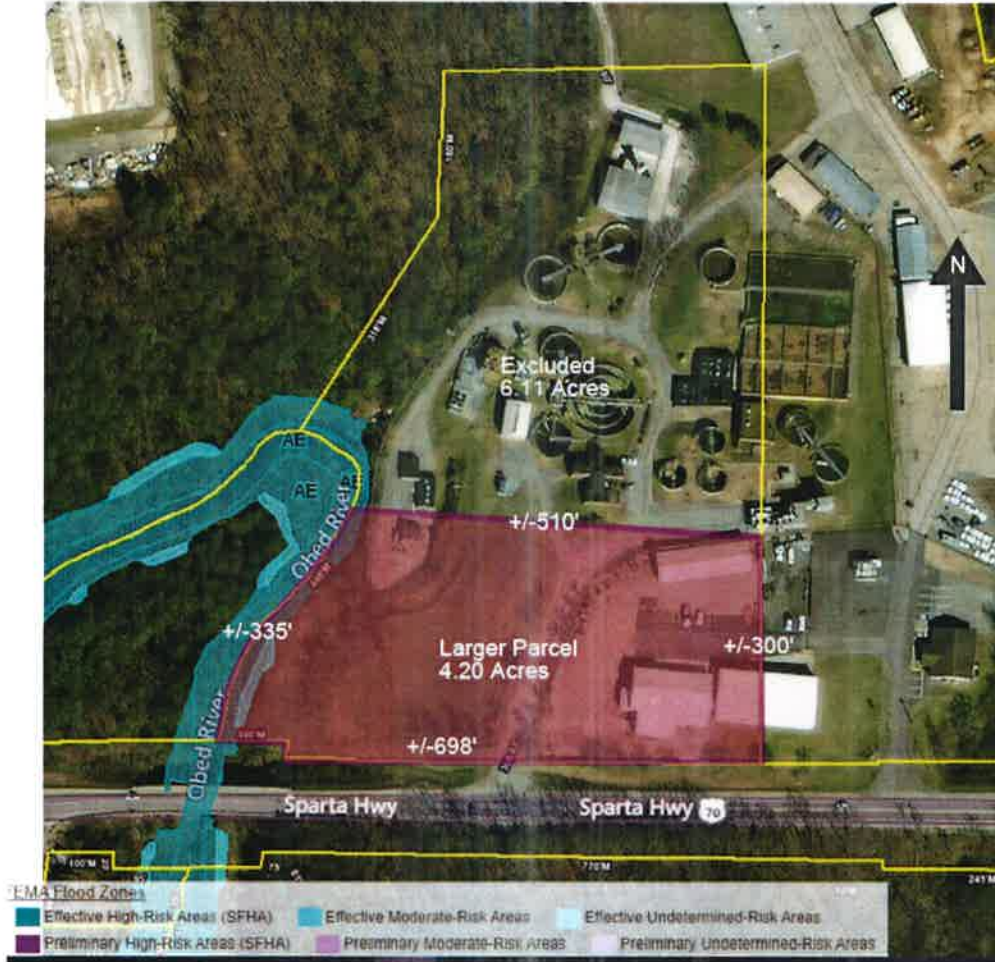


TRACT 24 (10.310 ACRES) LARGER PARCEL (4.20 ACRES)- TAX AERIAL

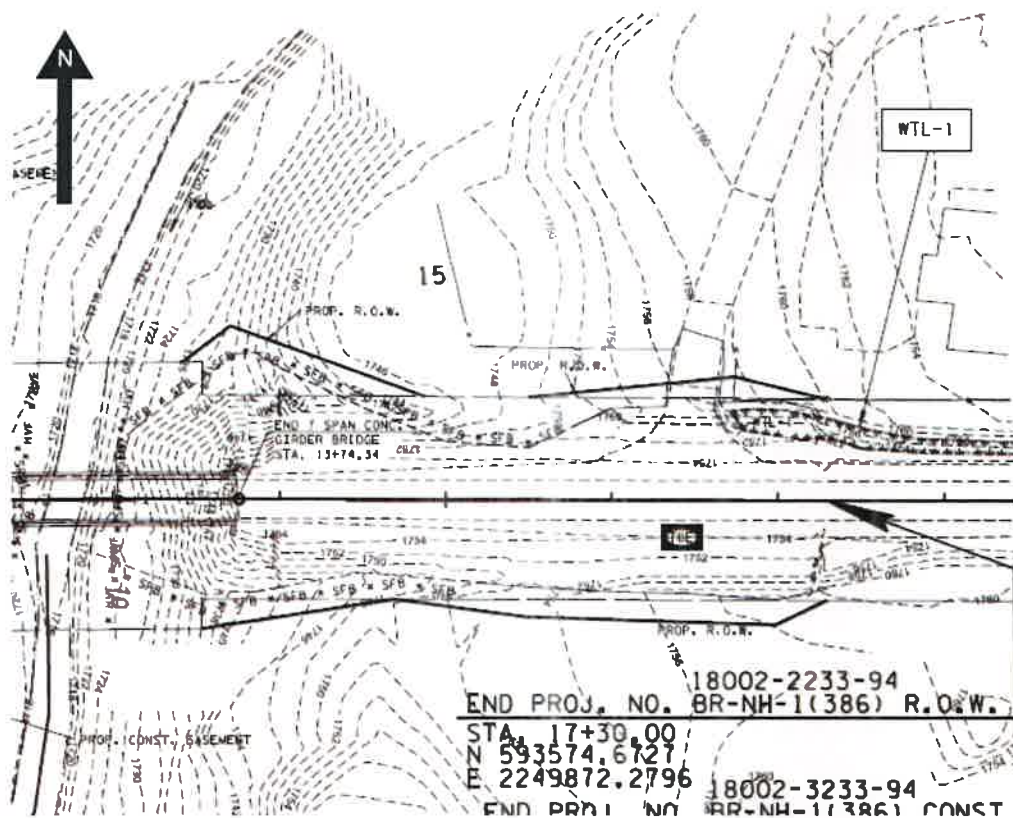


TRACT 24 (10.310 ACRES) LARGER PARCEL (4.20 ACRES)- TAX AERIAL

SUBJECT MAPS

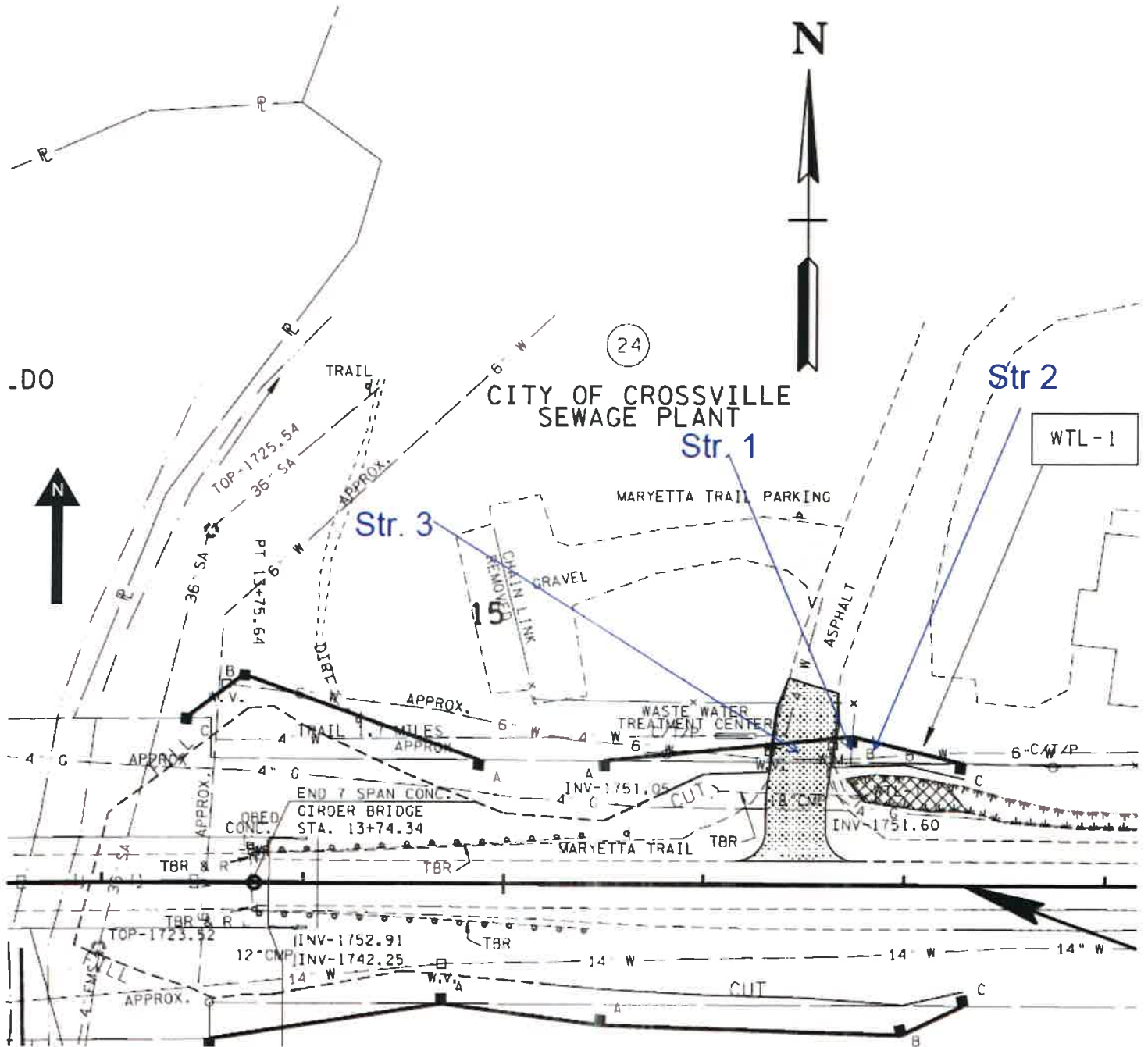


TRACT 24 (10.310 ACRES) LARGER PARCEL (4.20 ACRES)– CRS TAX MAP W/ FLOOD LAYERS VISIBLE



TRACT 24 (10.310 ACRES) LARGER PARCEL (4.20 ACRES)
 EROSION PREVENTION & SEDIMENT CONTROL STAGE I EXISTING CONTOURS

STRUCTURE LOCATION MAP



OTHER IMPROVEMENTS

11.

Structure No. 1 No. Stories N/A Age 10 Years Function Fencing
 Construction Chain Link, Barbed Wire Condition Average Sq. Ft. Area 70'
 Reproduction Cost \$2,540 Depreciation 50% Indicated Value \$ 1,275 (R)

OTHER COMMENTS AND EXPLANATION OF REPRODUCTION COST AND DEPRECIATION:

Chain link fencing with three strands of barbed wire and privacy slats will be disturbed by the eastern proposed fee acquisition.

The cost estimate for fencing was obtained from Marshall and Swift Valuation Service Cost Manual Section 66, Page 4 (12/2019), Yard Improvements, Chain Link Fences.

A \$17.73 unit cost per linear foot (=\$17.75 base x 1.11 (CCM) x 0.90 (LM)) for chain link fencing was concluded.

A \$3.03 unit cost per linear foot (=\$3.03 base x 1.11 (CCM) x 0.90 (LM)) for 3-strand barbed wire was concluded.

A \$10.79 unit cost per linear foot (=\$10.80 base x 1.11 (CCM) x 0.90 (LM)) for privacy slats was concluded.

Entrepreneurial Incentive of 15% was applied to the sum of adjusted fencing component costs (\$31.55/linear foot), totaling \$36.28/linear foot.

Depreciation was estimated on observed overall condition, remaining useful life and anticipated physical life (effective age 10 years, total life expectancy 20 years = 10/20 = 0.50 or 50%.

Fence	Length	\$/Linear Ft.	Ent. Profit	Total
Existing	70	\$ 31.55	15.00%	\$ 2,539.78
Permanent Fencing Calculation				
Cost New of Existing Fencing in ROW				\$ 2,540
% Depreciation of Existing Fencing in ROW				50%
Contributory Value of Existing Fencing in ROW (Acquisition Amount Paid to Owner for Existing Fencing)				\$ 1,270

Structure No. 2 No. Stories N/A Age 5 Function Parking
 Construction Gravel Condition Average Sq. Ft. Area +415
 Reproduction Cost \$618.35 Depreciation 50% Indicated Value \$ 310 (R)

OTHER COMMENTS AND EXPLANATION OF REPRODUCTION COST AND DEPRECIATION:

The 415 SF of gravel parking area affected is triangular in shape extending ±15' along the entrance drive and ±55' along Sparta Highway.

The cost estimate for the gravel parking was obtained from Marshall and Swift Valuation Service Cost Manual Section 66, Page 2 (12/2019), Yard Improvements, Paving-Decking. A \$1.49/SF (= \$1.50/SF base x 1.10 (CCM) x 0.90 (LM)) unit cost for gravel was concluded. Depreciation was estimated on observed overall condition, remaining useful life and anticipated physical life.

Gravel Parking = \$1.49/SF x ±415 SF = \$618.35 less 50% = \$310 (R)

Estimated Age: 5 Years; Total Life Expectancy: 10 Years; Depreciation 5/10 = 50%

Summary of Indicated Values

\$1,585

State Project No. 18002-2233-94 County Cumberland Tract No. 24
 Federal Project No. BR-NH-1(386) Name of Appraiser Mari M. Carlson

OTHER IMPROVEMENTS

11.

Structure No. 3 No. Stories N/A Age 5 years Function Driveway
 Construction Asphalt Condition Average Sq. Ft. Area +450
 Reproduction Cost \$1,480.50 Depreciation 50% Indicated Value \$ 750 (R)

OTHER COMMENTS AND EXPLANATION OF REPRODUCTION COST AND DEPRECIATION:

The 450 SF of gravel parking area affected is trapezoidal in shape extending ±30' along the Sparta Highway to a depth of ±10' on the west and ±15' on the east.

The cost estimate for the asphalt driveway area was obtained from Marshall and Swift Valuation Service Cost Manual Section 66, Page 2 (12/2019), Yard Improvements, Paving-Decking. A \$3.29/SF (= \$3.32/SF base x 1.10 (CCM) x 0.90 (LM)) unit cost for asphalt driveway was concluded. Depreciation was estimated on observed overall condition, remaining useful life and anticipated physical life.

Asphalt Driveway = \$3.29/SF x ±450 SF = \$1,480.50 less 50% = \$750 (R)

Estimated Age: 5 Years; Total Life Expectancy: 10 Years; Depreciation 5/10 = 50%

Structure No. _____ No. Stories _____ Age _____ Function _____
 Construction _____ Condition _____ Sq. Ft. Area _____
 Reproduction Cost _____ Depreciation _____ Indicated Value \$ _____

OTHER COMMENTS AND EXPLANATION OF REPRODUCTION COST AND DEPRECIATION:

Structure No. _____ No. Stories _____ Age _____ Function _____
 Construction _____ Condition _____ Sq. Ft. Area _____
 Reproduction Cost _____ Depreciation _____ Indicated Value \$ _____

OTHER COMMENTS AND EXPLANATION OF REPRODUCTION COST AND DEPRECIATION:

Summary of Indicated Values

\$750

State Project No. 18002-2233-94 County Cumberland Tract No. 24
 Federal Project No. BR-NH-1(386) Name of Appraiser Mari M. Carlson

SALES COMPARISON APPROACH

14. LAND VALUE ANALYSIS

Adjust sales to subject using (Plus +, Subject Superior), (Minus -, Subject Inferior). Use dollar adjustments only. If land is broken down and assigned more than one unit value, additional sales must be shown supporting each value.

(A) ANALYSIS OF COMPARABILITY (Insert comparable sale numbers from brochure or attachment)

Inspection Date:	7/20/2021	Sale No.	VL-1	Sale No.	VL-9	Sale No.	VL-18
Cash Equivalent Sales Price		\$125,000		\$255,000		\$115,700	
Date of Sale	# of Periods	9/12/2018	2.85	4/13/2018	3.27	11/23/2020	0.65
% Per Period	Market Cond. Adjustment	13%	37.05%	13%	42.51%	13%	8.45%
Sale Price Adj. for Market Conditions		\$171,313		\$363,401		\$125,477	
Proximity to Subject		±0.9 miles		±0.4 miles		±0.3 miles	
Unit Value of Land	<input type="checkbox"/> SF <input checked="" type="checkbox"/> Acre <input type="checkbox"/> FF <input type="checkbox"/> Lot	\$147,684		\$175,556		\$110,068	
		Description	±Adj.	Description	±Adj.	Description	±Adj.
Elements of Comparison							
Location	468 Sparta Hwy	1329 Sparta Hwy	\$7,384	Old Jamestown Hwy & Walker St	\$8,778	210 Maryetta	\$22,014
Size	4.200	1.16	-\$22,153	2.07	-\$8,778	1.14	-\$16,510
Shape	Irregular	L-shaped		Flag		Rectangular	
Site/View	Street	Street		Street		Street	
Topography	Level to Sloping	Level to Rolling		Level to Sloping	-\$26,333	Level to Sloping	-\$16,510
Access	Sparta Hwy	Sparta Hwy		Old Jamestown Hwy & Walker St		Maryetta St	
Zoning	None	None		None		None	
Utilities Available	W, S, E, G, T	W, S, E, G, T		W, S, E, G, T		W, S, E, G, T	
Encumbrances, Easements, etc..	Typical Utility Easements	Typical Utility Easements Detention Easement		Typical Utility Easements		Typical Utility Easements	
Off-Site Improvements	Paved Hwy	Paved Hwy		Paved Roadway		Paved Roadway	
On-Site Improvements	Various Buildings	Storage Bldg				Office/Whse	
Other Adj. (Specify)							
NET ADJUSTMENTS		(+)(-)	-\$14,769	(+)(-)	-\$26,333	(+)(-)	-\$11,006
ADJUSTED INDICATED UNIT VALUE			\$132,915		\$149,223		\$99,062
(B) TOTAL INDICATED VALUE OF SUBJECT LAND				4.200	X	\$133,000	\$558,600
				(Correlated Unit Value X Units)			Indicated Value
						Round to:	\$558,600

COMMENTS: Continued on following page...

State Project No. 18002-2233-94 County Cumberland Tract No. 24
 Federal Project No. BR-NH-1(386) Name of Appraiser Mari M. Carlson

ADDITIONAL COMMENTS

14. LAND VALUE ANALYSIS: Continued from preceding page.....

The subject is a 4.20 acre tract situated along the north side of Sparta Highway/SR 1 at and to the east of the Obed River / River Lane in Crossville, Cumberland County, Tennessee.

The three sales analyzed are located within the same market area as the subject. The comparable sales reflect tracts with comparable access and utility to the subject site. The sales range in size from 1.14 acres to 2.07 acres and are located within ± 0.9 miles from the subject in the City of Crossville.

The "Market Condition-Time Adjustment" analysis in the Market Data Brochure indicates an annual increase of 13%. Based on this analysis, the four (4) vacant land comparable sales have been adjusted 13% per year from the date of sale to the effective date of the appraisal.

Sale VL-1 is an L-shaped tract ± 0.9 miles to the west of the subject along Sparta Highway. An upward 5% adjustment is applied which reflects the inferior location along Sparta Highway in a more rural/less developed area with a lower AADT near this portion of Sparta Highway. A downward adjustment of 15% is applied which reflects the typical inverse relationship between size and unit price when the size difference is significant. A minimal 5% downward adjustment is applied reflecting slightly superior topography compared to the subject which includes more steeply sloping topography down to the western boundary with a small area within the flood zone along the Obed River.

Sale VL-9 is a flag-shaped tract situated at the corner of Old Jamestown Highway and Walker Street. An upward adjustment of 10% is applied which reflects the inferior location along a secondary roadway that parallels Main Street. Although VL-9 provides frontage along two roadways and is located $\pm 500'$ from the intersection of Old Jamestown Highway and Main Street/Hwy 127, the adjustment for location reflects inferior exposure to routine traffic flow which limits potential retail development. A downward adjustment of 10% is applied which reflects the typical inverse relationship between size and unit price. The majority of VL-9 has been graded for use as outdoor storage. A downward adjustment of 15% is applied, reflecting superior topography.

Sale VL-18 is a rectangular shaped tract situated along the north side of Maryetta Street, ± 0.2 miles from West Avenue/Hwy 70. Maryetta Street is a dead-end street which terminates ± 0.2 miles to the west of the subject. The commercial/industrial use of the subject and VL-18 lessens the value of highway frontage. Although providing efficient access to West Avenue, an upward adjustment of 20% is considered appropriate to reflect the minimal exposure to routine traffic which significantly limits potential retail development. A downward adjustment of 15% is applied which reflects the typical inverse relationship between size and unit price. The majority of VL-18 has been graded for use as outdoor storage for the office/warehouse development. A downward adjustment of 15% is applied, reflecting superior topography.

Sales VL-1, VL-9 and VL-18 were determined to be the best indicators of value for the subject property and were analyzed in the comparison grid. The comparable sales represent tracts ranging in size from 1.16 acres to 2.07 acres. The adjusted unit values range from \$99,062/acre to \$149,223/acre with an average of \$127,066/acre.

Consideration was given to all three sales. Land value is estimated at \$133,000/acre. The selected unit value is bracketed by the three sales and closely supported by VL-1, also situated along Sparta Highway. The 4.20 acre site affected by the proposed fee acquisition calculates to a value indication of \$558,600 (R).

17. EXPLANATION and/or BREAKDOWN OF LAND VALUES:

17.(A) VALUATION OF LAND											
Land	<u>4.200</u>	S.F.	<input type="checkbox"/>	F.F.	<input type="checkbox"/>	ACRE	<input checked="" type="checkbox"/>	LOT	<input type="checkbox"/>	@ <u>\$133,000</u> PER UNIT	<u>\$558,600 (R)</u>
Land	<u> </u>	S.F.	<input type="checkbox"/>	F.F.	<input type="checkbox"/>	ACRE	<input type="checkbox"/>	LOT	<input type="checkbox"/>	@ <u> </u> PER UNIT	<u> </u>
Land	<u> </u>	S.F.	<input type="checkbox"/>	F.F.	<input type="checkbox"/>	ACRE	<input type="checkbox"/>	LOT	<input type="checkbox"/>	@ <u> </u> PER UNIT	<u> </u>
Land	<u> </u>	S.F.	<input type="checkbox"/>	F.F.	<input type="checkbox"/>	ACRE	<input type="checkbox"/>	LOT	<input type="checkbox"/>	@ <u> </u> PER UNIT	<u> </u>
Land	<u> </u>	S.F.	<input type="checkbox"/>	F.F.	<input type="checkbox"/>	ACRE	<input type="checkbox"/>	LOT	<input type="checkbox"/>	@ <u> </u> PER UNIT	<u> </u>

REMARKS

The correlated unit value of \$133,000/acre equates to \$3.05/SF (rounded).

18. APPROACHES TO VALUE CONSIDERED

(A) Indicated Value of	<input type="checkbox"/>	Entire Tract	<input checked="" type="checkbox"/>	Part Affected from SALES COMPARISON APPROACH	<u>\$558,600</u>
(B) Indicated Value of	<input type="checkbox"/>	Entire Tract	<input checked="" type="checkbox"/>	Part Affected from COST APPROACH	<u>\$560,935</u>
(C) Indicated Value of	<input type="checkbox"/>	Entire Tract	<input type="checkbox"/>	Part Affected from INCOME APPROACH	<u> </u>

(D) RECONCILIATION: (Which approaches were given most consideration) (Single-point conclusion should be reasonably rounded.)

This is a FPA type appraisal of the part affected by the proposed right of way which includes the subject 4.20 acres of land and affected improvements.

The land value was estimated by the sales comparison approach and utilized three vacant land sales in the subject market. Adjustments were considered and applied and an appropriate price per acre was concluded. The range of adjusted unit prices support the final value opinion. The sales comparison was considered appropriate and supportable.

There were no improvements affected, therefore the cost approach was omitted from the analysis. However, the depreciated cost method is utilized to estimate the contributory value of site improvements affected by the proposed acquisition and construction.

The income approach was not appropriate in this situation. Typical buyers of similar vacant tracts within the market do not typically make purchasing decisions based on the income producing potential of the land. Therefore, the income approach was omitted from the analysis

19. FAIR MARKET VALUE of	<input type="checkbox"/>	Entire Tract	<input checked="" type="checkbox"/>	Part Affected	<u>\$560,935</u>
(A) TOTAL AMOUNT DUE OWNER if	<input type="checkbox"/>	Entire Tract	<input type="checkbox"/>	Part Affected	<u> </u>
(B) AMOUNT ATTRIBUTABLE TO:			Land:	<u>\$558,600</u>	Improvements: <u>\$2,335</u>

REMARKS:

Structure #1	<u>Fencing</u>	<u>\$1,275</u>
Structure #2	<u>Gravel Parking</u>	<u>\$310</u>
Structure #3	<u>Asphalt Driveway</u>	<u>\$750</u>
Structure #4	<u> </u>	<u> </u>
Structure #5	<u> </u>	<u> </u>

SUMMARY OF REMAINDER
APPRAISER'S DESCRIPTION OF REMAINDER AND EXPLANATION OF DAMAGES OR BENEFITS
(Supplement to Items 20 and 21, Pages 2A-8)

A full narrative description of the remainder (s) must be given on all partial acquisitions. The after value estimates, both land and improvements shall be documented and supported by one or more of the applicable approaches to value.

23. HIGHEST AND BEST USE AFTER ACQUISITION: (summarize the support and rationale for the opinion)

Commercial use is the highest and best use of the site; the same as in the before analysis. The acquisition of the 4,240 SF fee acquisition does not impact the physically possible or legally permissible uses.

24. DESCRIBE REMAINDER (S):

Design plans indicate the surface of the improved Sparta Highway (SR-1) will remain a two-lane highway with widened 10' shoulders past the subject including the approach to the replacement bridge, extending from station 11+65.00 to station 13+83.00, to the west of Tract 24. Overall, the remainder will maintain similar primary characteristics and will have adequate size, shape, frontage and accessibility and overall utility to maintain a highest and best use for commercial use.

After completion of construction, the irregular shaped remainder will contain 4.103 acres and will front a total of +683' along the north side of Sparta Highway (SR-1), extending +300' along the eastern boundary, +510' along the northern boundary and total of +335' along the irregular western boundary along the Obed River. This acreage is within the range of frontage tracts for commercial use having an independently marketable highest and best use. The property will be similarly situated generally at or slightly above Sparta Highway road grade with a small portion of western frontage along Sparta Highway sloping steeply below road grade, as in the before condition. Access will be via a business entrance from Sparta Highway at station 16+46.00. The topography will generally slope downward to the west toward the Obed River and slopes gently upward to the east/northeast. The area along the Obed River is in Flood Zone AE or floodway. A small wetland in the ROW will extend along a portion of the eastern frontage along Sparta Highway. A guard rail in the ROW will extend from the bridge to station 16+04.28.

The tract will be similarly located at or above finished road grade, with a small portion of the western frontage below road grade. Cross section plans indicate that the elevation of the road will be similar to current grade. Construction will result in fill slopes along the subject remainder of +15' at station 14+50.00 on a 2:1 slope and cut slopes ranging from +1' at station 11+00.00 to +6' at station 17+05.00 on a 6:1 slope. The bridge will end at station 13+83.00 and will be situated +20 to +30 above the remainder along the Obed River.

The road elevation, grade difference and slopes after acquisition and construction are similar to the before situation. Overall, the 4.103 acre remainder will maintain similar primary characteristics and will have adequate size, shape, frontage, accessibility and overall utility to maintain a highest and best use for commercial use.

Str. 1 - Fencing

During construction, one 70' section of chain link fencing (Str. 1) with three strands of barbed wire and privacy slats on Tract 24 along Sparta Highway will be affected. The subject is used as the City of Crossville sewage plant and the section of fencing provides security for the City of Crossville Maintenance Department parking area. The section affected represents the corner of the fence extending 15' along the entrance drive and 55' along Sparta Highway. Due to the proposed fee acquisition, the affected fencing cannot be replaced in the same location. For the calculations below, 60' was utilized for permanent fencing.

The cost estimate for fencing was obtained from Marshall and Swift Valuation Service Cost Manual Section 66, Page 4 (12/2019), Yard Improvements, Chain Link Fences.

A \$17.73 unit cost per linear foot (= \$17.75 base x 1.11 (CCM) x 0.90 (LM)) for chain link fencing was concluded.

A \$3.03 unit cost per linear foot (= \$3.03 base x 1.11 (CCM) x 0.90 (LM)) for 3-strand barbed wire was concluded.

A \$10.79 unit cost per linear foot (= \$10.80 base x 1.11 (CCM) x 0.90 (LM)) for privacy slats was concluded.

Entrepreneurial Incentive of 15% was applied to the sum of adjusted fencing component costs (\$31.55/linear foot), totaling \$36.28/linear foot.

Depreciation was estimated on observed overall condition, remaining useful life and anticipated physical life (effective age 10 years, total life expectancy 20 years = 10/20 = 0.50 or 50%.

25. Amount of DAMAGE This Page To--2A-8, Item 20-D	_____	See Next Page
(A) Amount of BENEFITS This Page To--2A-8, Item 20-F	_____	\$0

SUMMARY OF REMAINDER - CONTINUED
APPRAISER'S DESCRIPTION OF REMAINDER AND EXPLANATION OF DAMAGES OR BENEFITS
(Supplement to Items 20 and 21, Pages 2A-8)

24. DESCRIBE REMAINDER (S):

Str. 1 – Fencing – Continued

Fence	Length	\$/Linear Ft.	Ent. Profit	Total
Existing	70	\$ 31.55	15.00%	\$ 2,539.78
Replacement	60	\$ 31.55	15.00%	\$ 2,176.95
Temporary	0	\$ 31.55	15.00%	\$ -

Permanent Fencing Calculation	
Cost New of Existing Fencing in ROW	\$ 2,540
% Depreciation of Existing Fencing in ROW	50%
Contributory Value of Existing Fencing in ROW (Acquisition Amount Paid to Owner for Existing Fencing)	\$ 1,270
Cost New Permanent Fencing	\$ 2,177
Contributory Value of Owner's Existing Fencing in ROW (Deduct Existing Fencing Acquisition Paid to Owner)	\$ (1,270)
Net Cost-to-Cure Total	\$ 907

Temporary & Permanent Fencing Calculation	
Cost New Temporary Fencing	\$ -
Cost-to-Cure for Permanent Fencing	\$ 907
Net Cost-to-Cure Total	\$ 907

25. Amount of DAMAGE This Page To--2A-8, Item 20-D _____ \$907 (R)
 (A) Amount of BENEFITS This Page To--2A-8, Item 20-F _____

PHOTOGRAPHS

26.

An adequate number of photographs of all improvements acquired or damaged or of land showing and unusual features shall be included in each appraisal. **(Even though there are no unusual features that would affect the land value, a minimum of one photograph is required of vacant land.)** Each photograph shall be properly identified on the front or back with unalterable identification showing the following: PROJECT NUMBER, TRACT NUMBER, SUBJECT, and DATE PICTURE TAKEN.



DATE TAKEN:
7/20/2021
VIEW WEST ALONG
SPARTA HIGHWAY,
PROPOSED FEE
ACQUISITION AND
PROPOSED BRIDGE
REPLACEMENT FROM
DRIVEWAY (STR. 3)
ON TRACT 24



DATE TAKEN:
7/20/2021
VIEW NORTHEAST
ACROSS EASTERN
PROPOSED FEE
ACQUISITION AREA
FROM SPARTA
HIGHWAY
STR. 1 FENCE
STR. 2 DRIVEWAY
VISIBLE



DATE TAKEN:
7/20/2021
EAST ACROSS
EASTERN PROPOSED
FEE ACQUISITION
AREA

PHOTOGRAPHS

26.

An adequate number of photographs of all improvements acquired or damaged or of land showing and unusual features shall be included in each appraisal. **(Even though there are no unusual features that would affect the land value, a minimum of one photograph is required of vacant land.)** Each photograph shall be properly identified on the front or back with unalterable identification showing the following: PROJECT NUMBER, TRACT NUMBER, SUBJECT, and DATE PICTURE TAKEN.



DATE TAKEN:
7/20/2021
VIEW NORTEAST
PROPOSED EASTERN
FEE ACQUISITION
STR. 1 FENCE AND
STR. 2 PARKING



DATE TAKEN:
7/20/2021
VIEW PROPOSED
EASTERN FEE
ACQUISITION
STR. 1 FENCE AND
STR. 2 PARKING



DATE TAKEN:
7/20/2021
VIEW NORTH
STR. 3 DRIVEWAY,
STR. 1 FENCE &
STR. 2 GRAVEL
PARKING
AT RIGHT

PHOTOGRAPHS

26.

An adequate number of photographs of all improvements acquired or damaged or of land showing and unusual features shall be included in each appraisal. **(Even though there are no unusual features that would affect the land value, a minimum of one photograph is required of vacant land.)** Each photograph shall be properly identified on the front or back with unalterable identification showing the following: PROJECT NUMBER, TRACT NUMBER, SUBJECT, and DATE PICTURE TAKEN.



DATE TAKEN:
7/20/2021
VIEW WEST
PROPOSED WESTERN
FEE ACQUISITION
AREA



DATE TAKEN:
7/20/2021
VIEW NORTHEAST
ACROSS WESTERN
PROPOSED FEE
ACQUISITION AREA
& CITY OF
CROSSVILLE
SEWAGE FACILITY
FROM PROPOSED
BRIDGE
REPLACEMENT &
SPARTA HIGHWAY



DATE TAKEN:
7/20/2021
VIEW WEST
PROPOSED WESTERN
FEE ACQUISITION
AREA AND
PROPOSED BRIDGE
REPLACEMENT

PHOTOGRAPHS

26.

An adequate number of photographs of all improvements acquired or damaged or of land showing and unusual features shall be included in each appraisal. **(Even though there are no unusual features that would affect the land value, a minimum of one photograph is required of vacant land.)** Each photograph shall be properly identified on the front or back with unalterable identification showing the following: PROJECT NUMBER, TRACT NUMBER, SUBJECT, and DATE PICTURE TAKEN.



DATE TAKEN: 4/7/2021
VIEW EAST FROM
PROPOSED WESTERN
FEE ACQUISITION
AREA

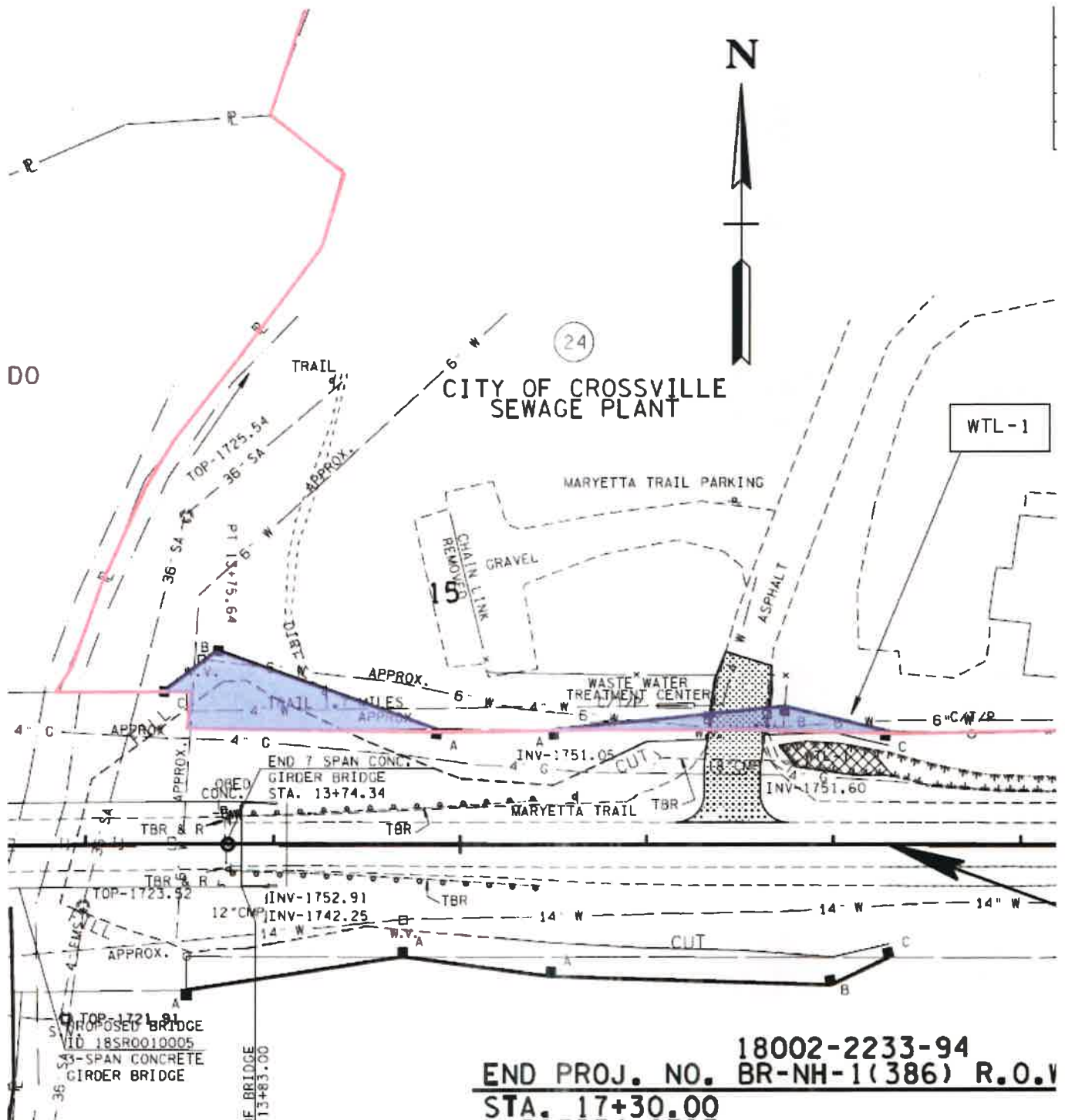


DATE TAKEN: 3/9/2021
VIEW OBED RIVER
FROM PROPOSED
BRIDGE
REPLACEMENT
TRACT 24 AT RIGHT



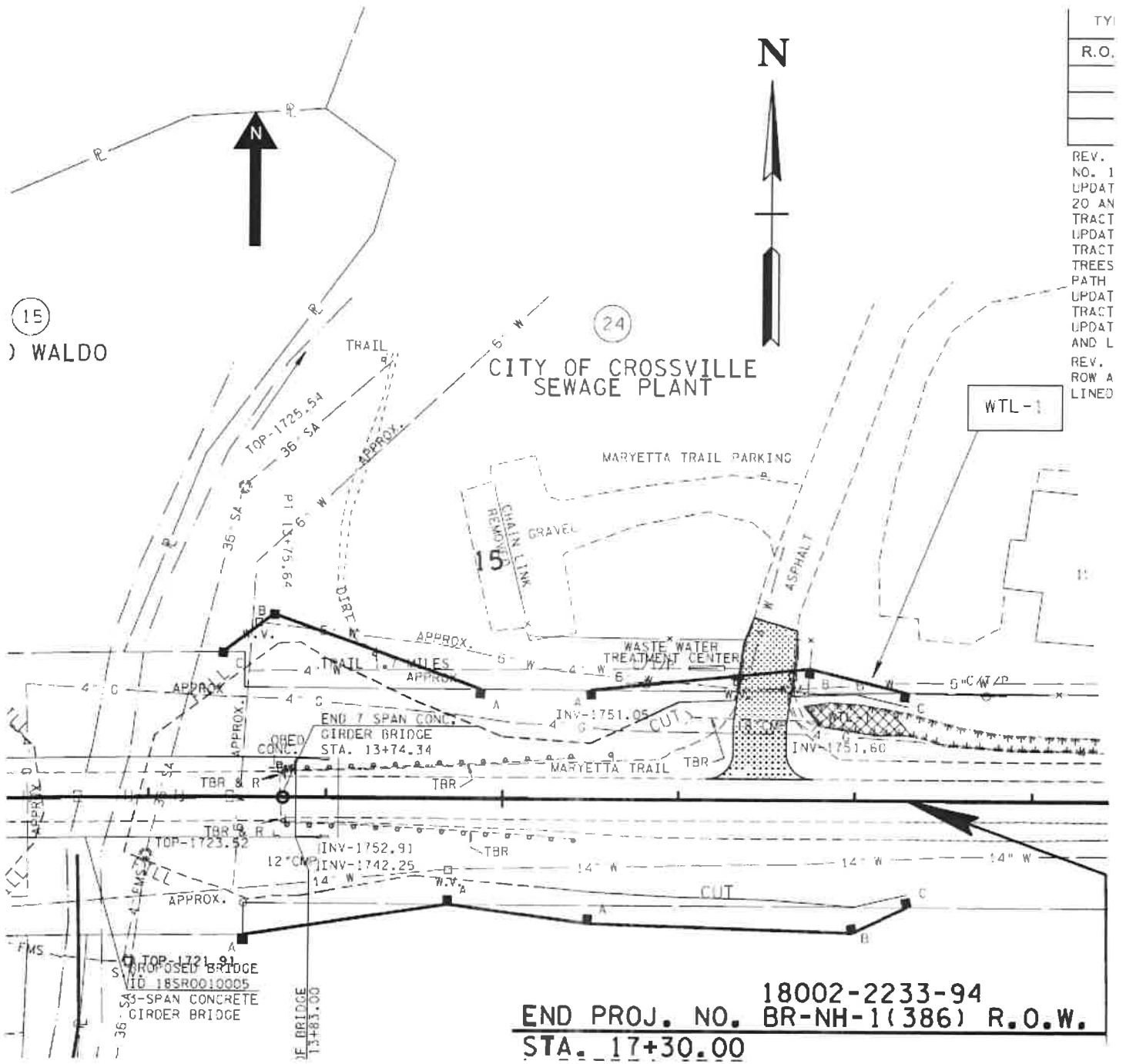
DATE TAKEN: 7-
7/20/2021
VIEW EAST FROM
PROPOSED BRIDGE
REPLACEMENT
ALONG SPARTA
HIGHWAY &
TRACT 24 AT LEFT

RIGHT-OF-WAY MAP

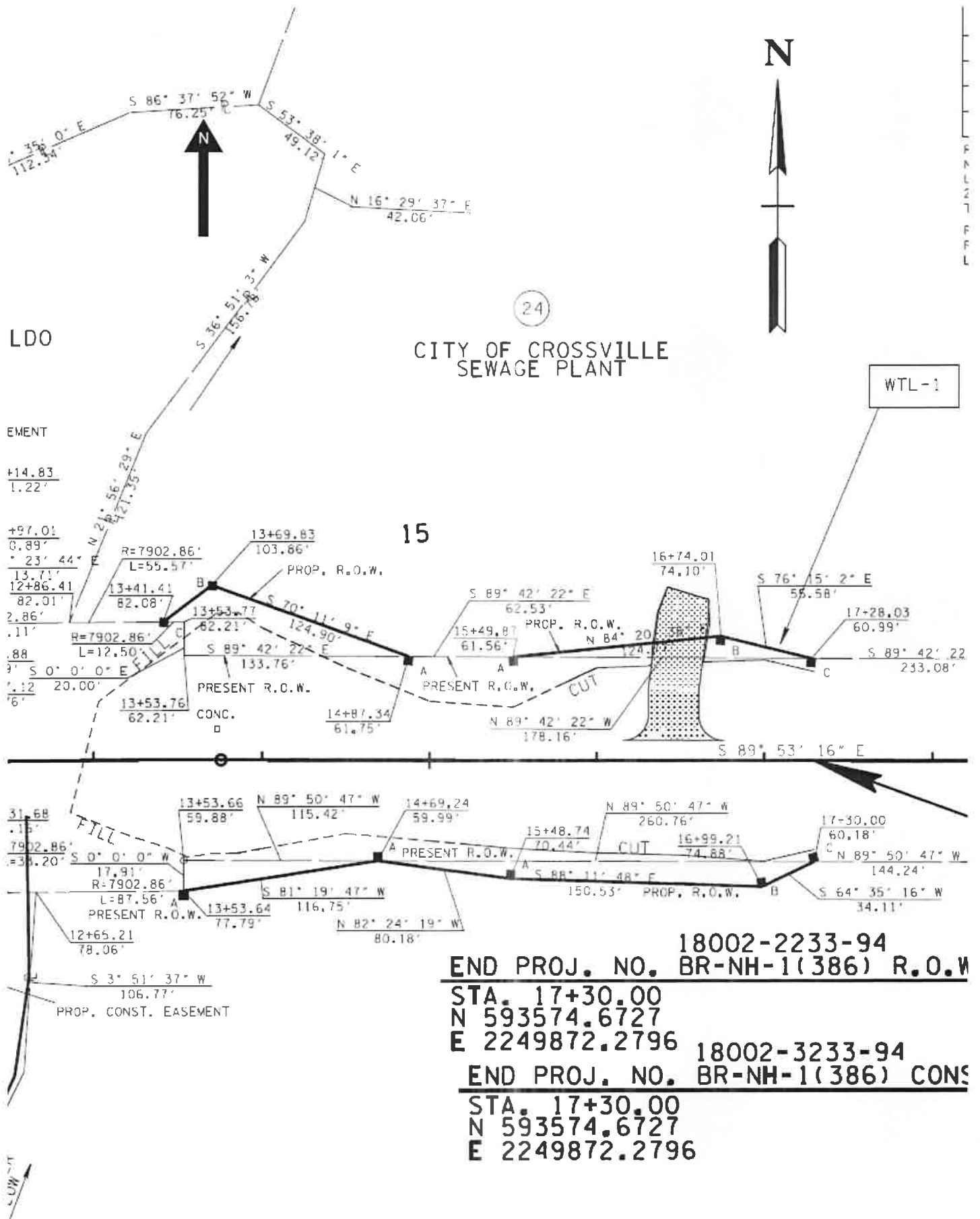


Tract 24 - City of Crossville Sewage Plant	
Total Site Size:	10.31 AC
Fee Acquisition:	4,240 SF
Permanent Drainage Easement:	0 SF
Permanent Slope Easement:	0 SF
Temporary Construction Easement:	0 SF
Remainder Land Area:	10.213 AC

PRESENT LAYOUT

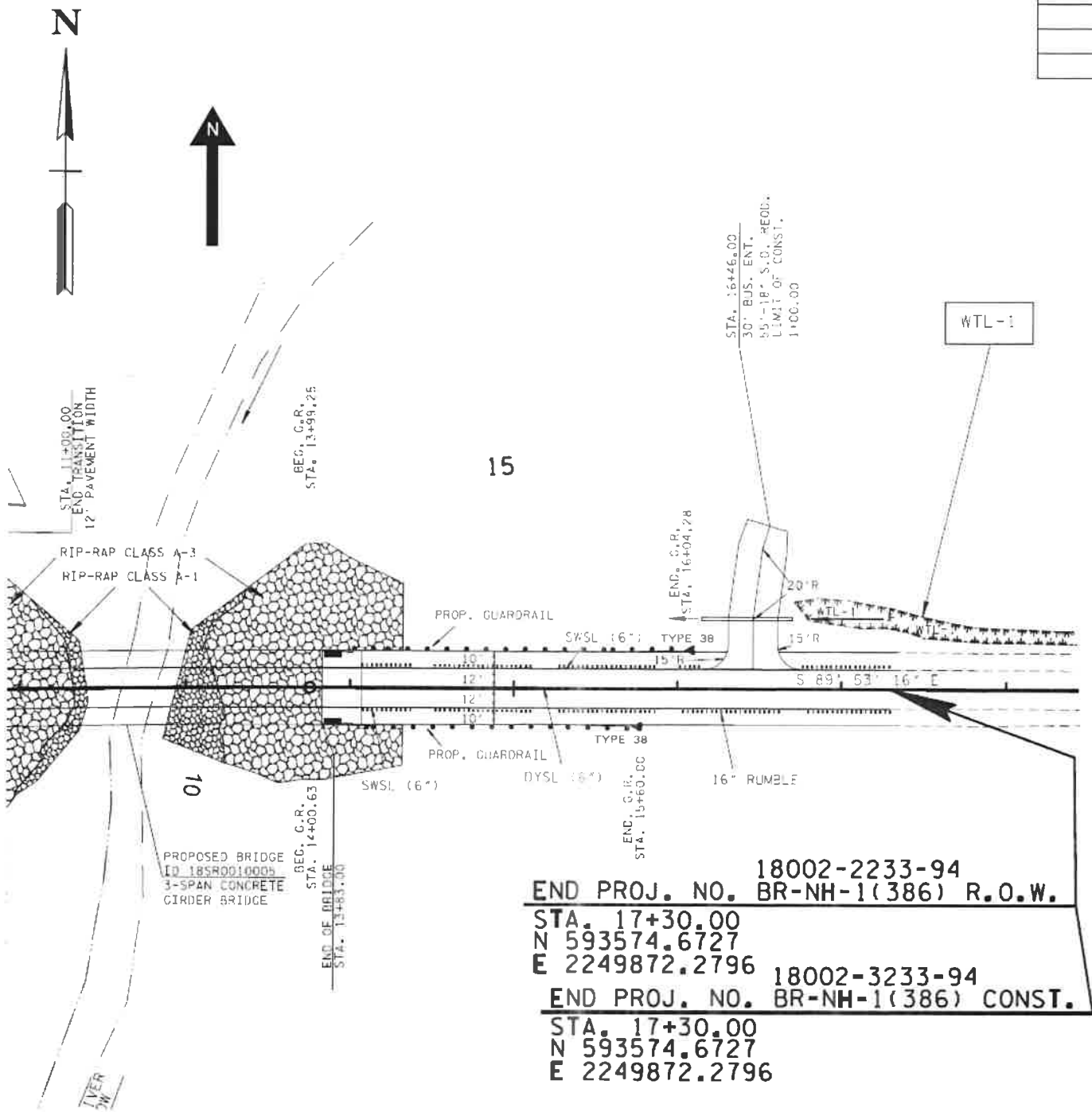


RIGHT-OF-WAY DETAILS



PROPOSED LAYOUT

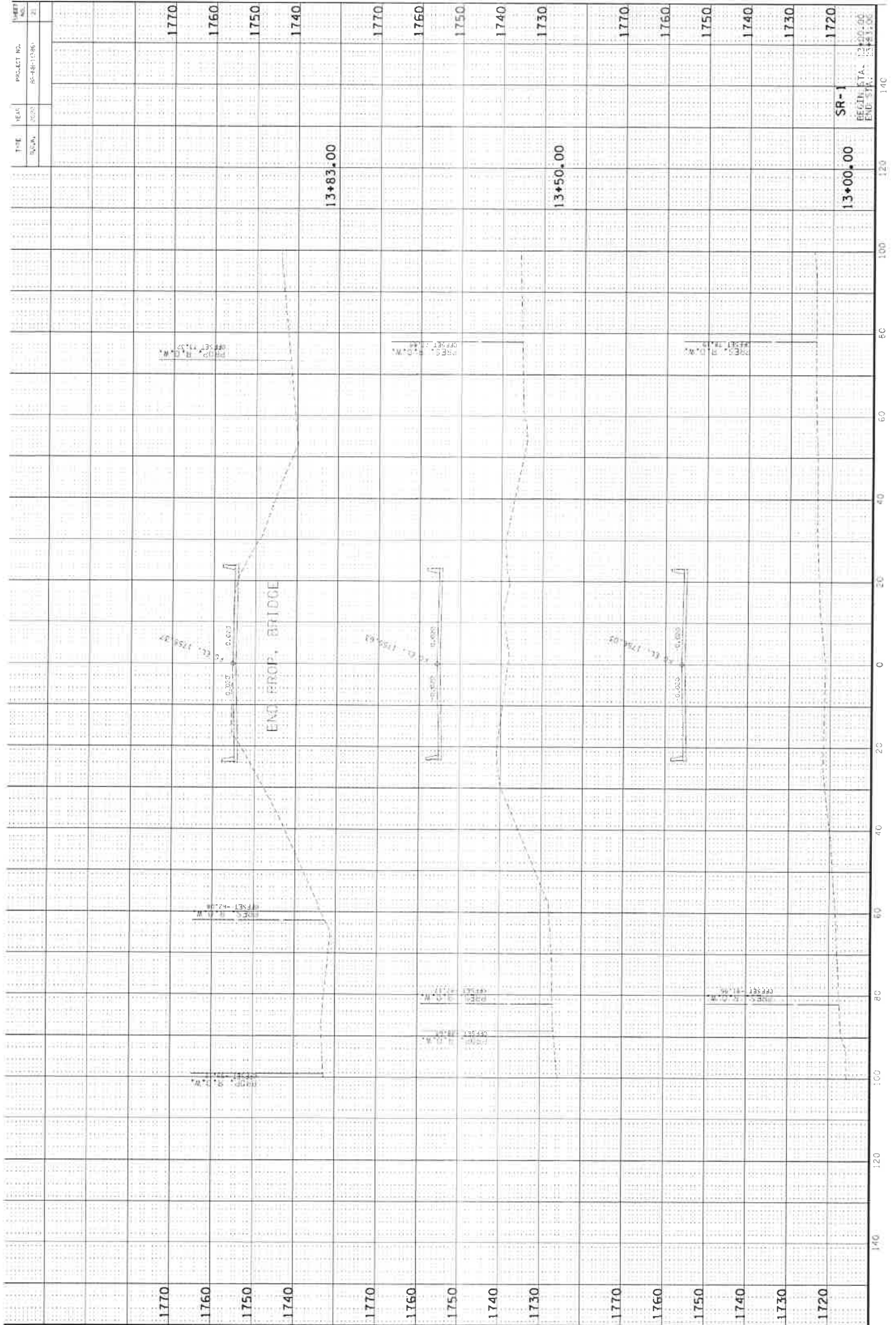
TYPE
R.O.W.



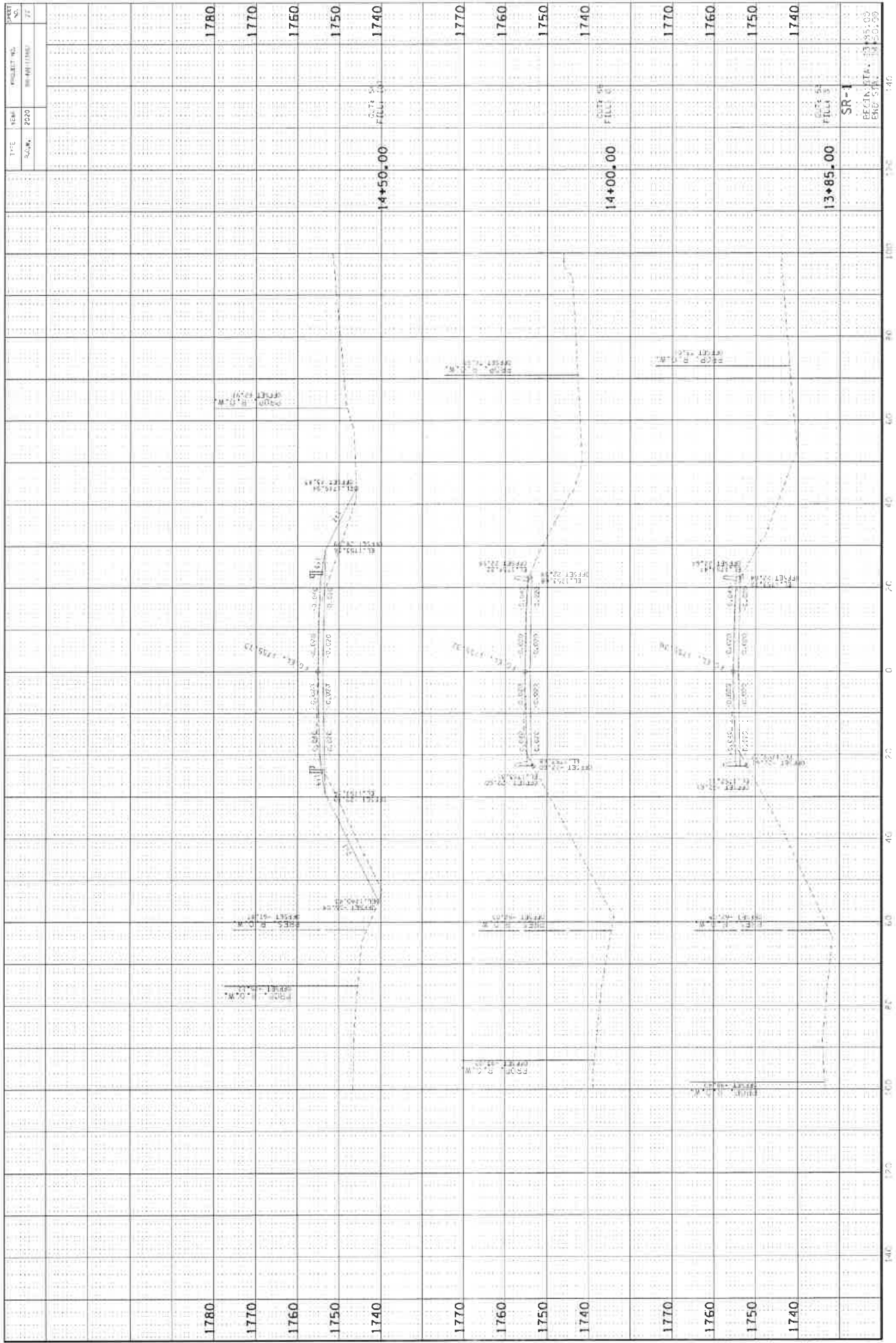
END PROJ. NO. 18002-2233-94
BR-NH-1(386) R.O.W.
STA. 17+30.00
N 593574.6727
E 2249872.2796

END PROJ. NO. 18002-3233-94
BR-NH-1(386) CONST.
STA. 17+30.00
N 593574.6727
E 2249872.2796

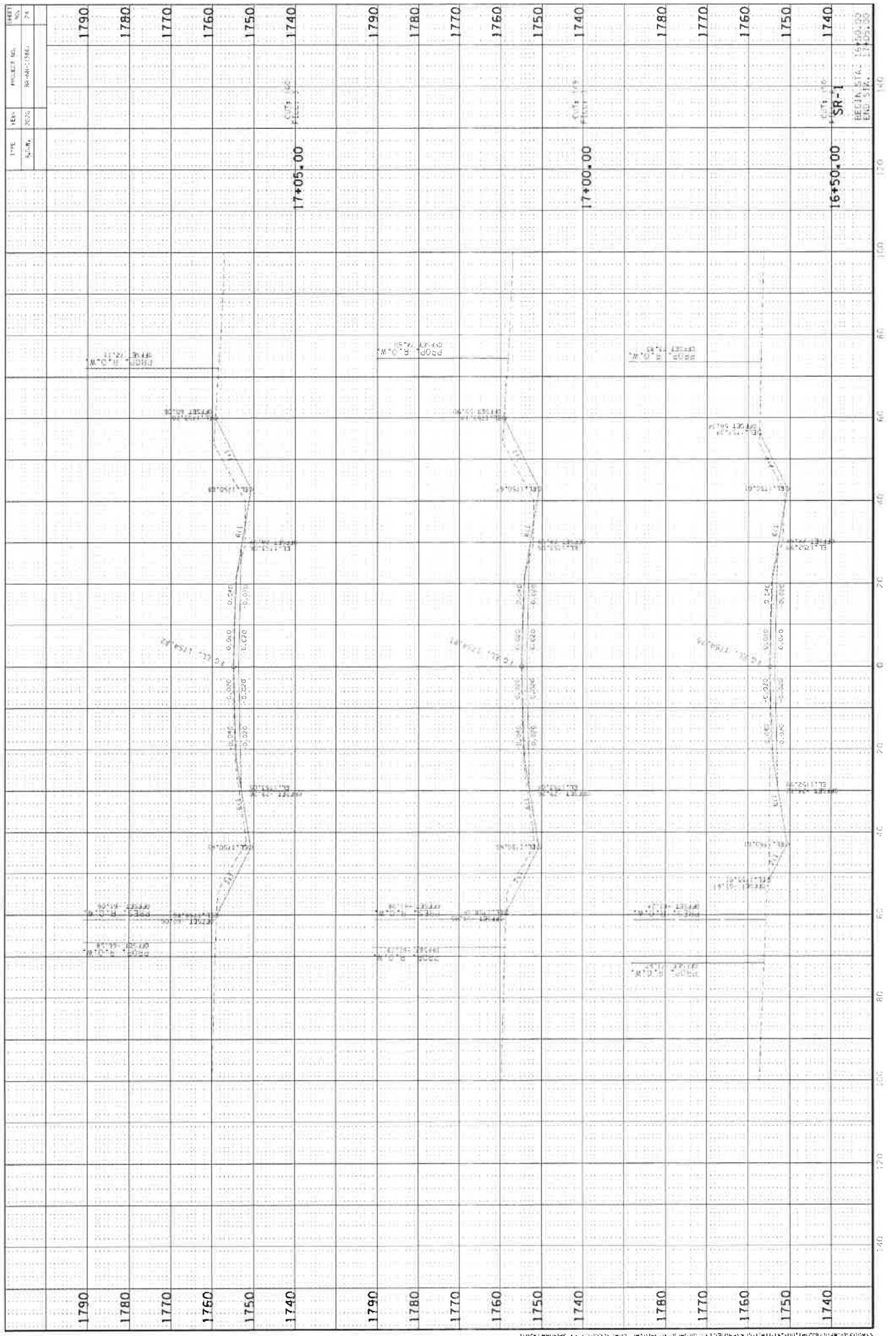
CROSS SECTIONS



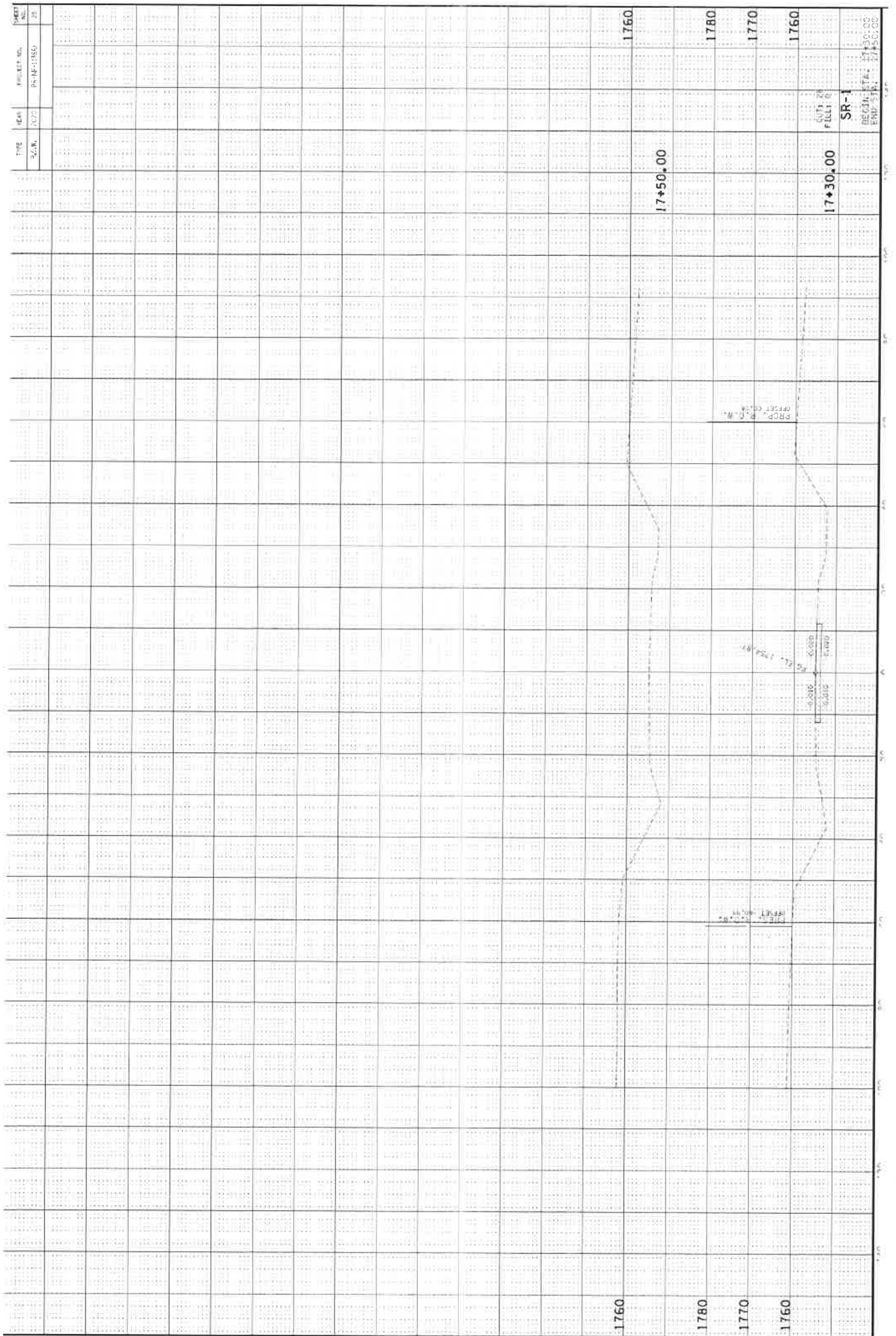
CROSS SECTIONS



CROSS SECTIONS



CROSS SECTIONS



PURPOSE OF APPRAISAL

The purpose of the appraisal is to estimate the amount due the property owner as a result of acquisition of all, or a portion of, the property for a proposed highway right-of-way project. The value estimate in this report is based on market value. See "Definition of Market Value" below.

DEFINITION OF MARKET VALUE

All estimates of value prepared for agency acquisitions shall be based on "market value" –as defined and set forth in the *Tennessee Pattern Jury Instructions* 2nd Edition to wit: "the amount of money which a purchaser, willing but under no compulsion to buy, would pay, and which a seller, willing but under no compulsion to sell, would accept, taking into consideration all the legitimate uses to which the property was adaptable and might in reason be applied".

PROPERTY RIGHTS APPRAISED

Basic underlying property rights considered herein are those of a 100% ownership position in Fee Simple, defined as: "absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power and escheat." *The Appraisal of Real Estate, 14th ed. Chicago, IL (page 5).*

The proposed acquisition consists of a fee acquisition and/or easement rights for the proposed construction of a highway. The easement rights, if any, consist of the acquisition of less than fee simple title and in these cases the extent of the property rights conveyed have been considered in arriving at the estimate of value.

Any and all liens have been disregarded. The property is assumed to be free and clear of all encumbrances except easements or other restrictions as noted on the title report or during physical inspection of the property and mentioned in this report.

INTENDED USE

The intended use of this appraisal is to assist the Tennessee Department of Transportation in Right-of-Way acquisition or disposition.

The appraiser does not intend, know of or authorize any other use of this appraisal or content in this report. The appraisal and content of this report should not be used for any other purpose.

INTENDED USER

The intended user of this report is the Tennessee Department of Transportation.

This appraisal has been prepared for the sole use and benefit of only the client. The appraiser has not identified any other user, owner, purchaser, borrower or seller as an intended user of this appraisal and no such party should use or rely on the appraisal or any content in this report for any purpose. Such parties are advised to obtain an appraisal from an appraiser of their own choosing if they require an appraisal for their own use. Any reference to or use of this appraisal report by a purchaser, borrower or seller for their own purposes, including without limitation for the purposes of a property purchase decision or an appraisal contingency in a purchase agreement, is at such party's own risk and is not intended or authorized by the appraiser.

NOTE: If this appraisal is limited to the area affected by the acquisition for the proposed project and consists of only a part of the whole property, the value for the portion appraised cannot be used to estimate the value of the whole by mathematical extension.

Plans for the proposed construction, including cross sections of cuts and fills for the subject property, have been considered in arriving at the estimates of market value.

ATTACHMENTS

Sales information and/or other pertinent information, which is part of this appraisal report and referenced in the text of this appraisal, can be found:

 attached at the end of this report.

 X in a related market data brochure prepared for this project and which becomes a part of this report.

SCOPE OF WORK

The Tennessee Department of Transportation has requested an appraisal to estimate the market value of the property described herein for the purpose of acquisition or disposition. In accordance with the client’s request, appropriate/required inspections and investigations have been conducted to gain familiarity with the subject of this report and the market in which it would compete if offered for sale.

Reliable data-subscription services have been utilized as the primary search tool for transfers of vacant land as well as improved properties. Deeds have been read and interviews with property owners and project-area real estate professionals conducted to the extent necessary to gain clarity and market perspective sufficient to develop credible opinions of use and value. Where construction costs are an integral part of the valuation pursuit, national cost services have been employed, but supplemented by local suppliers and contractors where necessary.

Applicable and customary approaches to value have been considered. Each of the traditional approaches to value has been processed or an explanation provided for the absence of one or more in the valuation of the subject property. For acquisition appraisals, furnished Right-of-Way plans have been utilized to visualize the property in an after-state where there is a remainder. Damages and/or special benefits have been considered for all remainders. As well, for acquisition appraisals, a “Formal” appraisal includes all real property aspects of the “Larger Parcel” as defined in this report or the tract as shown on the right-of-way plans, in the acquisition table, or extant on the ground at the time of inspection or date of possession. A “Formal Part-Affected” appraisal generally constitutes something less than a consideration of the entire tract, but in no way eliminates appropriate analyses, or diminishes the amount due owner had a “Formal” appraisal been conducted.

Acquisition appraisals are conducted in accordance with Tennessee’s State Rule which asserts that the part acquired must be paid for and that special benefits can only offset damages.

The public improvement project or its anticipation cannot be considered in the “before” value estimate; however, when there is a “remainder”, the public improvement project must be considered as to its influence on said remainder (CFR, Title 49, Subtitle A, Part 24, Subpart B, Sec. 24.103(b). Source: USPAP FAQ 122 and 235.

Applicable to Formal Part-Affected type of appraisal – when all the land and or/all improvements are not appraised, the appraisal report must disclose the existence of land and improvements as part of the property.

Reasonable exposure time is not a component of the definition for the value opinion being developed. Source: Standards Rule 1-2(c) Comment and Advisory Opinion 35 effective with 2020-2021 edition of USPAP.

ASSUMPTIONS, EXTRAORDINARY ASSUMPTIONS, HYPOTHETICAL CONDITIONS, AND LIMITING CONDITIONS

This appraisal report has been made with the following assumptions, extraordinary assumptions, hypothetical conditions, and limiting conditions:

- (1) The distribution, if any, of the total valuation in this report between land and improvements applies only under the stated program of utilization. The separate allocations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.
- (2) Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purposes by any person other than the party to whom it is addressed without the written consent of the appraiser and in any event, only with proper written qualification and only in its entirety.
- (3) The appraiser herein by reason of this appraisal is not required to give further consultation, testimony, or be in attendance in court with reference to the property in question unless arrangements have been previously made.
- (4) Neither all nor any part of the contents of this report (*especially any conclusions as to value, the identity of the appraiser, 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 the prior written consent and approval of the appraiser.
- (5) The value estimate is based on building sizes calculated by the appraiser from exterior dimensions taken during the inspection of the subject property. Land areas are based on the Acquisition Table unless otherwise noted in this report.
- (6) No responsibility is assumed for the legal description or for matters including legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.
- (7) The property is appraised free and clear of any or all liens or encumbrances unless otherwise stated.
- (8) Responsible ownership and competent property managements are assumed.
- (9) The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.
- (10) All engineering is assumed to be correct. The plot plans and illustrative material in this report are included only to assist the reader in visualizing the property.

State Project No. 18002-2233-94 County Cumberland Tract No. 24
Federal Project No. BR-NH-1(386) Name of Appraiser Mari M. Carlson

**ASSUMPTIONS, EXTRAORDINARY ASSUMPTIONS, HYPOTHETICAL CONDITIONS, AND
LIMITING CONDITIONS (continued)**

- (11) It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.
- (12) It is assumed that there is full compliance with all-applicable federal, state and local environmental regulations and laws unless noncompliance is stated, defined, and considered in the appraisal report.
- (13) It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless nonconformity has been stated, defined, and considered in the appraisal report.
- (14) It is assumed that all required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.
- (15) It is assumed that the utilization of the land and improvements is within the boundaries or property lines of the property described and that there is no encroachment or trespass unless noted in the report.
- (16) Unless otherwise stated in this report, the appraiser did not observe the existence of hazardous material, which may or may not be present on the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as asbestos, area-formaldehyde foam insulation or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there is no additional materials on the property that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them or the costs involved to remove them. The appraiser reserves the right to revise the final value estimate if such substances are found on or in the property.
- (17) The Americans with Disabilities Act ("ADA") became effective January 26, 1992. We have not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property together with a detailed analysis of the requirements of the ADA could reveal that the property is not in compliance with one or more of the requirements of the ADA. If so, this fact could affect the value of the property. Since we have no direct evidence relating to this issue, we did not consider possible non-compliance with the requirements of the ADA in estimating the value of the subject property.
- (18) This appraisal contains a hypothetical condition that the subject roadway project will be constructed according to plans and cross sections referenced in this report. The use of this hypothetical condition might have affected the assignment results.
- (19) Use of or reliance on this appraisal or appraisal report, regardless of whether such use or reliance is known or authorized by the appraiser, constitutes acknowledgement and acceptance of these general assumptions and limiting conditions, any extraordinary assumptions or hypothetical conditions, and any other terms and conditions stated in this report.

CERTIFICATE OF APPRAISER

I certify that, to the best of my knowledge and belief:

- (1) The statements of fact contained in this report are true and correct.
- (2) The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- (3) I have no (or the specified) present or prospective interest in the property that is the subject of this report, and no (or the specified) personal interest with respect to the parties involved.
- (4) I have performed no (or the specified) services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment
- (5) I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- (6) My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- (7) My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors that 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.
- (8) My analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice, Uniform Act, and TDOT Guidelines for Appraisers.*
- (9) The reported analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the requirements of the *Code of Professional Ethics and Standards of Professional Practice* of the Appraisal Institute.
- (10) The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- (11) As of the date of this report, I, Mari Carlson, have completed the continuing education program for Designated Members of the Appraisal Institute.
- (12) I have made a personal inspection of the property that is the subject of this report. (If more than one person signs the certification, the certification must clearly specify which individuals did and which individuals did not make a personal inspection of the appraised property). I have also made a personal field inspection of the comparable sales relied upon in making said appraisal. The subject and the comparable sales relied upon in making said appraisal were represented by the photographs contained in said appraisal and/or market data brochure.
- (13) No one provided significant real property appraisal assistance to the person signing this certification. (If there are exceptions, the name of each individual providing significant real property appraisal assistance must be stated.)
- (14) That I understand that said appraisal is to be used in connection with the acquisition of right-of-way for a highway to be constructed by the State of Tennessee with without , the assistance of Federal-aid highway funds, or other Federal funds.
- (15) That such appraisal has been made in conformity with the appropriate State laws, regulations and 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 law of said State.
- (16) That any increase or decrease in the fair market value of real property prior to the date of valuation caused by the public improvement for which said property is acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.
- (17) That I have not revealed the findings and results of such appraisal to anyone other than the proper officials of the State Department of Transportation of said State or officials of the Federal Highway Administration and I will not do so until so authorized by State officials, or until I am released from this obligation by having publicly testified to such findings.

(18) THAT the OWNER (Name) City of Crossville Sewage Plant was contacted on (Date) 4/22/2021.

In Person By Phone *By Mail, and was given an opportunity for his or her designated representative (Name) Darian Dykes to accompany the appraiser during his or her inspection of the subject

property. The owner or his representative Declined Accepted to accompany appraiser on (Date) 7/20/2021.

*If by mail attach copy to 2A-12

Date(s) of inspection of subject 3/9/2021, 4/7/2021, 5/4/2021, 7/20/2021

Date(s) of inspection of comparable sales 4/7/2021, 4/16/2021, 9/14/2021, 11/3/2021

CERTIFICATE OF APPRAISER – CONTINUED

(19) That the centerline and/or right-of-way limits were staked sufficiently for proper identification on this tract.

(20) That the roadway cross sections were furnished to me and/or made available and have been used in the preparation of this appraisal.

(21) That my (our) opinion of the fair market value of the acquisition as of the 20th day of July, 2021.

is \$16,175 Based upon my independent appraisal and the exercise of my professional judgment.

Appraiser's Signature  Date of Report 11/8/2021

State of Tennessee Certified General Real Estate Appraiser License Number CG-2540

Additional Appraiser's Signature _____

State of Tennessee Certified General Real Estate Appraiser License _____

State Project No. 18002-2233-94 County Cumberland Tract No. 24

Federal Project No. BR-NH-1(386) Name of Appraiser Mari M. Carlson



COVID-19 SELF-EVALUATION FORM

Created 5/21/2020

NAME: Mari Carlson

Circle One: TDOT Employee TDOT Consultant

DATE: 9.5

CDC Symptom Screening Questions	YES	NO
1. Have you been in close contact with a Confirmed case of COVID-19?		✓
2. Are you experiencing a cough, shortness of breath, or sore throat?		✓
3. Have you had a fever in the last 48 hours?		✓
4. Have you had a loss of taste or smell?		✓
5. Have you had vomiting or diarrhea in the last 24 hours?		✓

Temperature: 97.5

TDOT Employees: If you have answered yes to any of the questions above or have a temperature above 100.4°F, do not report to work. Contact your supervisor and follow TDOT Human Resource Guidance.

By signing this form, I am acknowledging that the information answered above is true and accurate.

[Signature] 5/4/21
Signature Date

All TDOT COVID-19 Guidance can be found here: <https://www.tn.gov/tdot/covid-19-response.html>