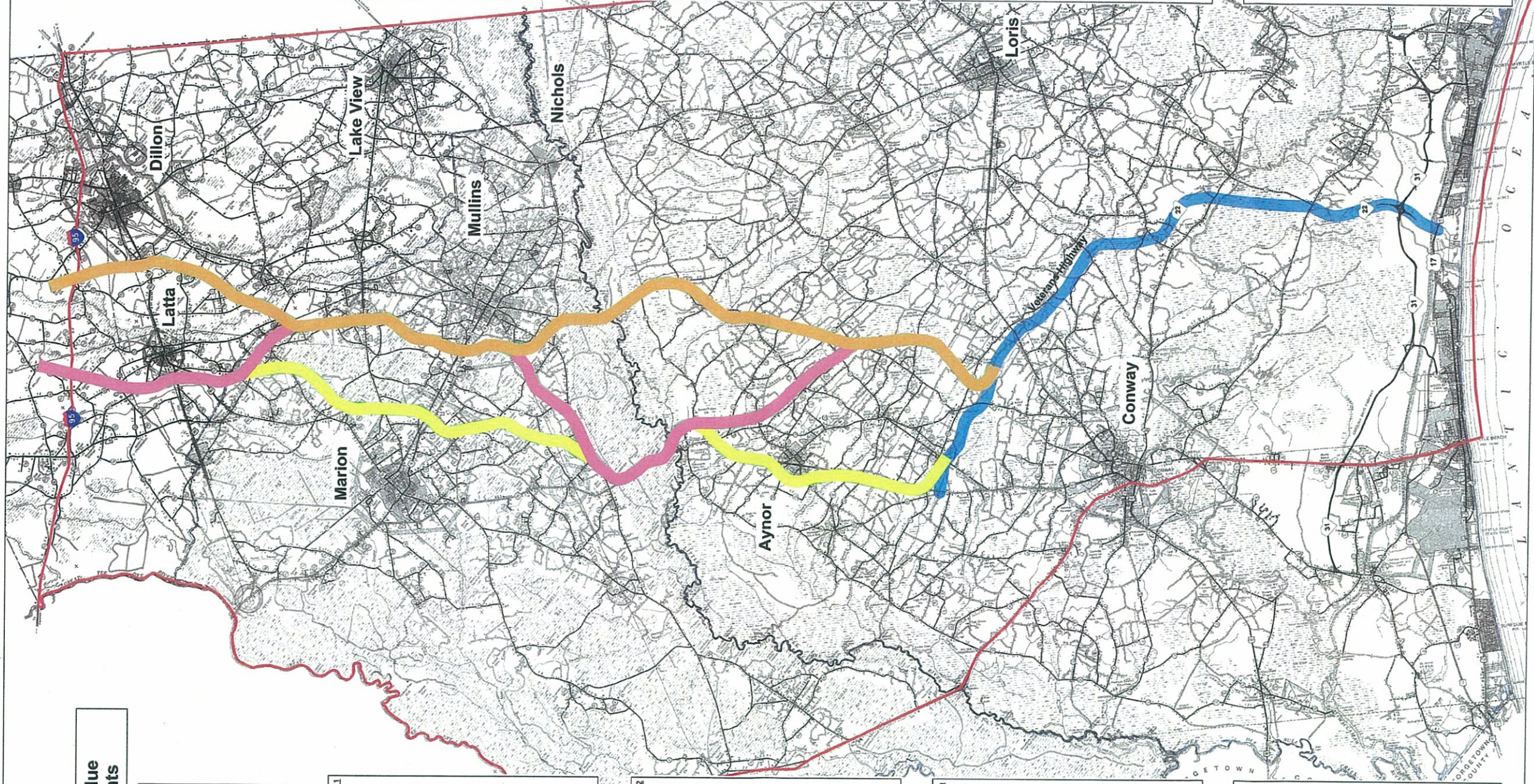
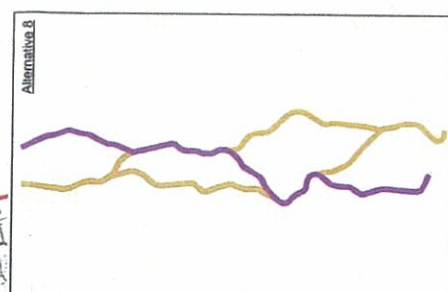
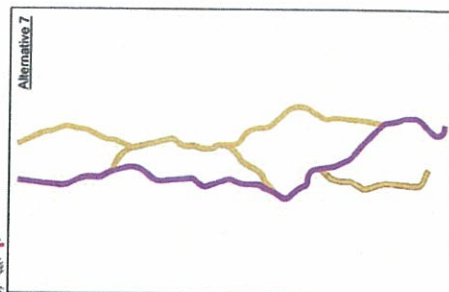
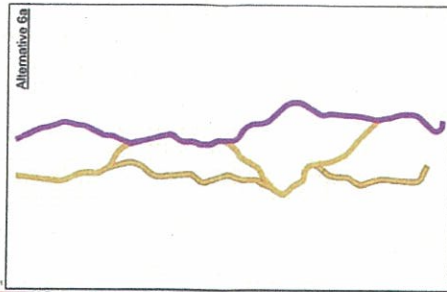
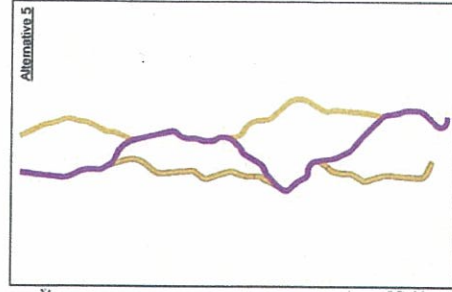
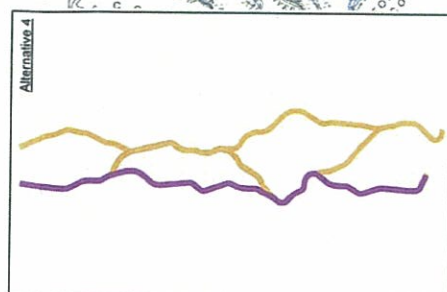
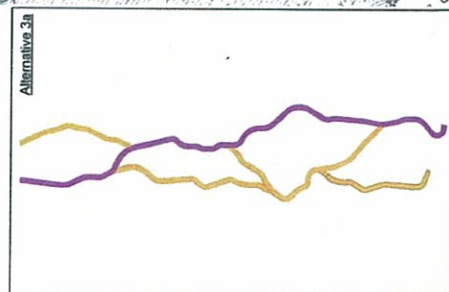
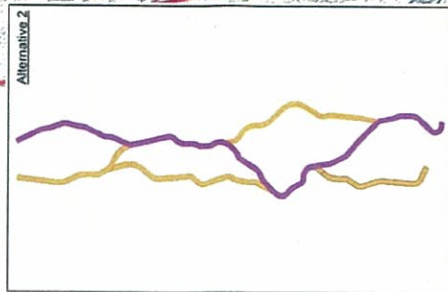
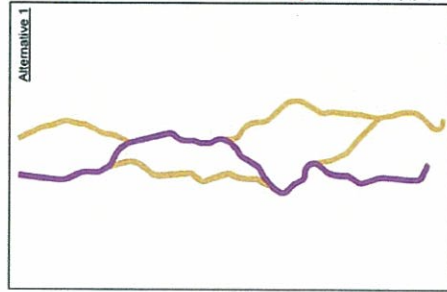
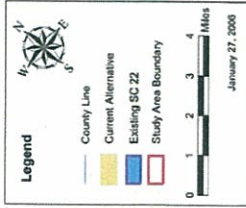


Appendix C



Land Value Segments



December 28, 2005

Thomas (Fred) Kicklighter
Manager of Roadway Design
The LPA Group Incorporated
Hand Delivered

Dear Fred,

The purpose of this assignment was for a preliminary budgetary analysis of the proposed routes for I-73. This analysis was conducted through the use of an aerial photo with overlays of tax maps that contained a general route of the proposed footprint for the roadway. Each general route is illustrated by different color outlines on the attached exhibits. Since the route does not follow existing roads, the general areas of the proposed routes were inspected to the degree possible. General information obtained from public records was researched to assist in estimating the budgetary analysis. Contained below is a brief description of the findings.

The attached spreadsheets give a breakdown of land estimates along each route broken down into categories of vacant residential lots, agricultural land and commercial lots. Scenario A gives a breakdown of land estimates along the two separate routes and the connector routes indicated by orange, pink or yellow; each of these sections of the proposed route have a beginning and ending point of a major roadway or landmark. Scenario B is a side-by-side comparison of the two separate route footprints for further analysis. In addition, the spreadsheet labeled *Consideration for Improved Properties*, is broken out into sections like Scenario A, and is a breakdown of single-family, mobile home and commercial properties.

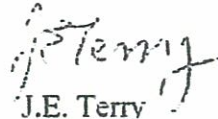
In Scenario A, the orange route begins at I-95 just south of Highway 34 and the City of Dillon; most of this area is residential, a mix of single-family and mobile home, along with some commercial concentration around Highway 301/501 near Black Branch Road. The orange route mainly contains agricultural land and residential properties with some concentration of commercial development around Highway 301/501, and Highway 76. Also, the southern route (or yellow route) contains a mix of residential and commercial uses with the commercial concentrated around major roadways. The yellow route contains more commercial uses since a large portion of this route runs along the existing Highway 501 in Marion and Horry counties. A concern on the yellow route is the

Daitwyler plant in the Marion County Industrial Park at the intersection of Highway 501 Bypass and Highway 76; the proposed acquisition appears to impact the improvements.

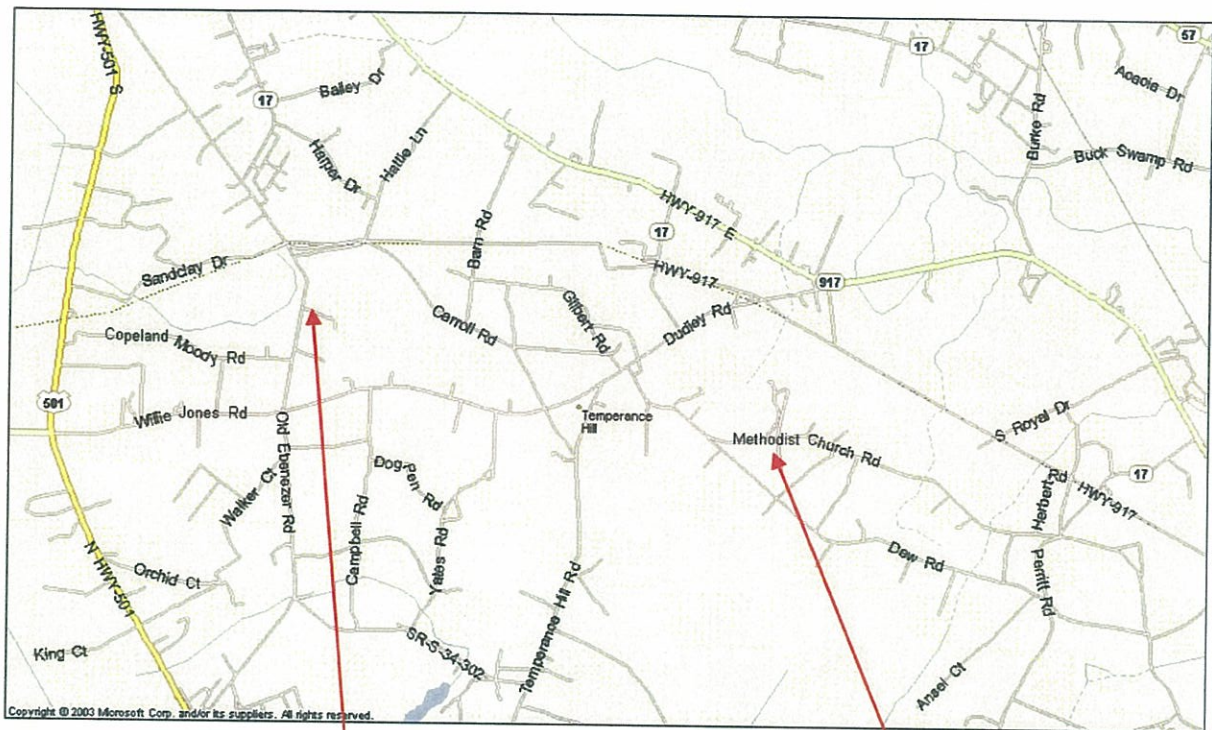
In conclusion, the infrastructure cost for the northern route (orange) may be increased due to the span of the Pec Dee River; however, this area is mainly residential and agricultural in nature, which would possibly have lower acquisition costs than the southern route (yellow).

Relocation costs cannot be determined until final plans are provided and contacts are made with potential relocatees to determine eligibility.

Sincerely,

A handwritten signature in dark ink, appearing to read "J.E. Terry", with a stylized flourish at the end.

J.E. Terry
State Program Manager



Pink Route - from Old Ebenezer Road (at split to yellow) to Methodist Church Road

Vacant residential lots

less than 1 acre

\$10,000 - \$13,000/ac

1 to 5 acres

\$7,000 - \$10,000/ac

Agricultural Land

less than 20 acres

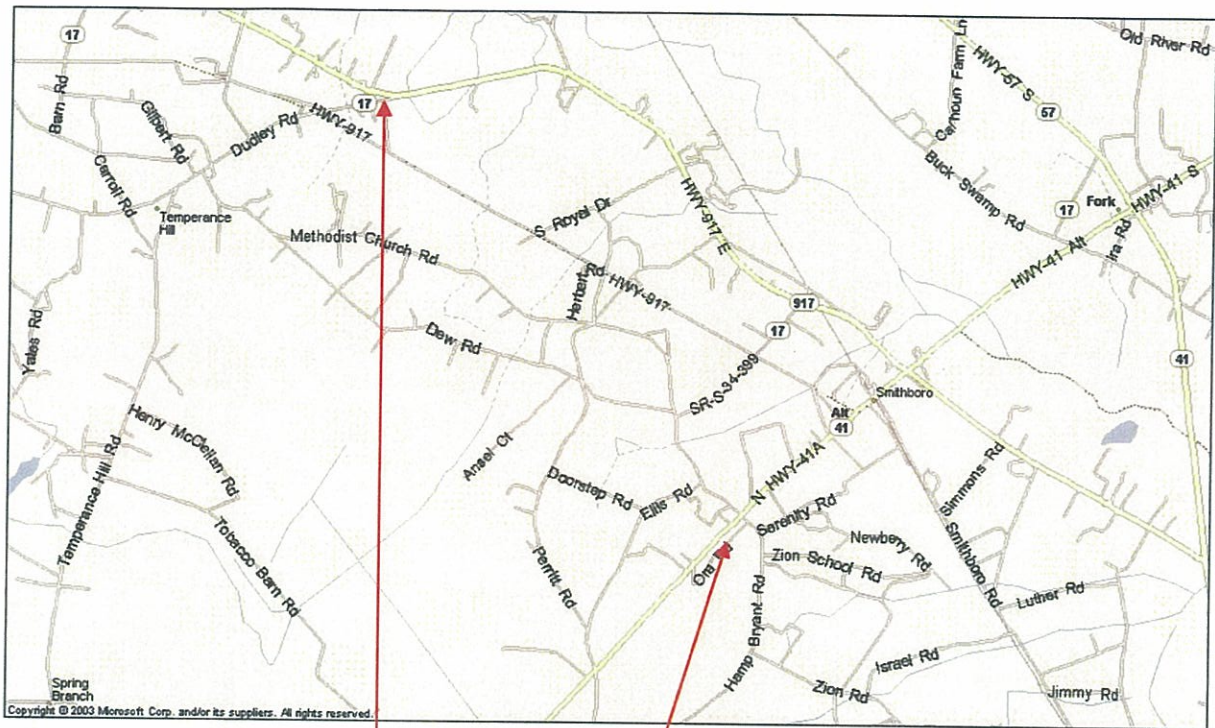
\$2,500 - \$3,500/ac

more than 20 acres

\$1,000 - \$1,300/ac

Commercial Land

\$1.00 - \$2.00/sf



Orange Route - from Branchwood Road to Alt 41

Vacant residential lots

less than 1 acre

\$10,000 - \$14,000/ac

1 to 5 acres

\$5,000 - \$9,000/ac

Agricultural Land

less than 20 acres

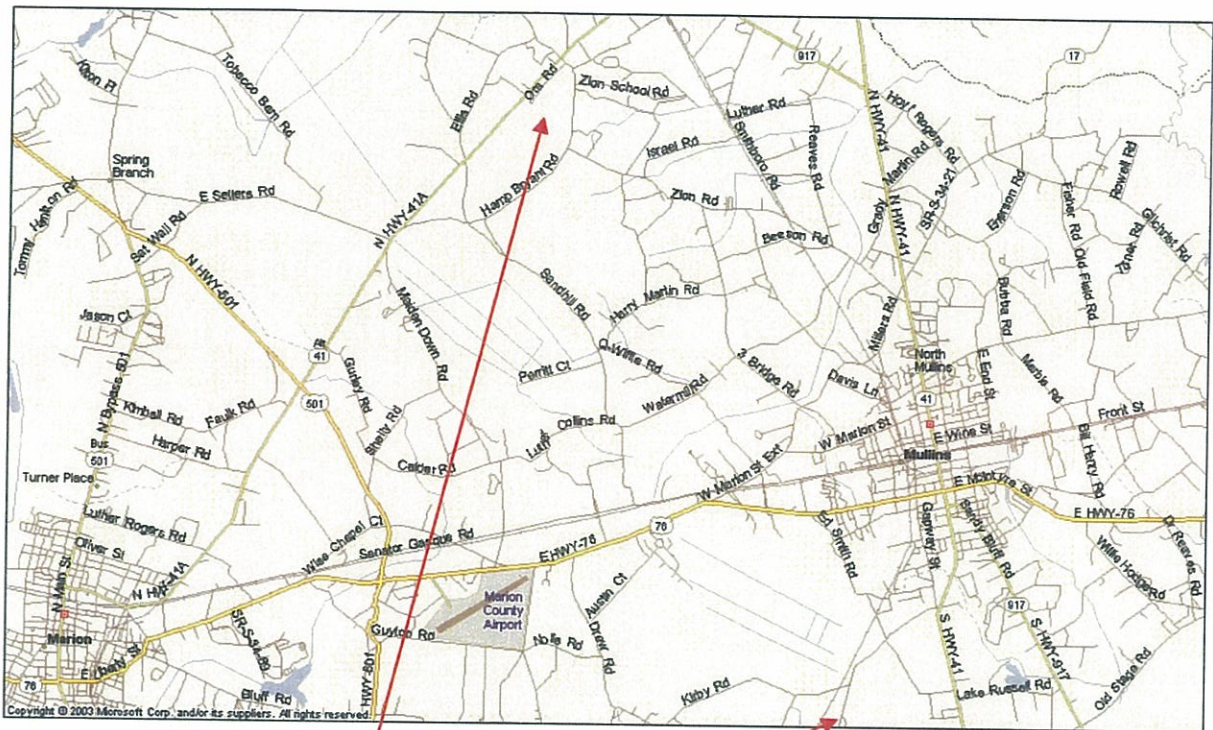
\$1,100 - \$2,500/ac

more than 20 acres

\$1,000 - \$1,400/ac

Commercial Land

\$1.00 - \$2.00/sf



Orange Route - from Alt 41 to the Railroad (south of the City of Mullins)

Vacant residential lots

less than 1 acre

\$10,000 - \$14,000/ac

1 to 5 acres

\$3,500 - \$5,500/ac

Agricultural Land

less than 20 acres

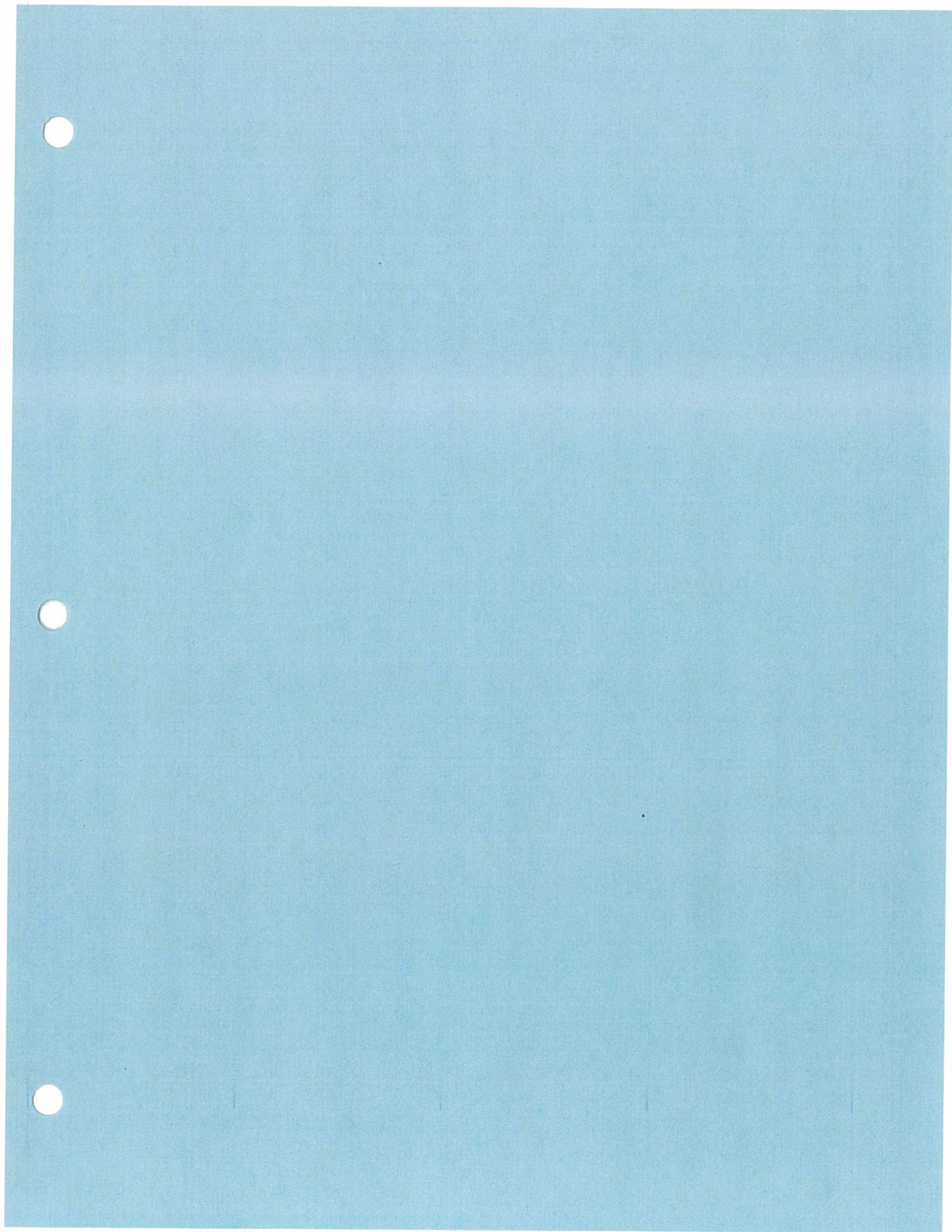
\$2,400 - \$7,500/ac

more than 20 acres

\$1,000 - \$1,100/ac

Commercial Land

\$1.00 - \$2.00/sf



Relocation Cost
25% residents
50% Business

I-73 Proposed Routes - Consideration for Improved Properties

Pink Route - from I-95 to Highway 301/501 (south of the town of Latta)

Single-family	
less than 2,000 sf	\$50,000 - \$75,000
more than 2,000 sf	\$100,000 - \$150,000
Single-family - mobile home	\$20,000 - \$50,000
Commercial	\$120,000 - \$250,000

Pink Route - from Highway 301/501 to Old Ebenezer Road (at split to yellow)

Single-family	
less than 2,000 sf	\$50,000 - \$75,000
more than 2,000 sf	\$100,000 - \$150,000
Single-family - mobile home	\$20,000 - \$50,000
Commercial	\$120,000 - \$250,000

Orange Route - from Branchwood Road to Alt 41

Single-family	
less than 2,000 sf	\$50,000 - \$75,000
more than 2,000 sf	\$100,000 - \$150,000
Single-family - mobile home	\$20,000 - \$50,000
Commercial	\$120,000 - \$250,000

Orange Route - from Alt 41 to the Railroad (south of the City of Mullins)

Single-family	
less than 2,000 sf	\$50,000 - \$75,000
more than 2,000 sf	\$100,000 - \$150,000
Single-family - mobile home	\$20,000 - \$50,000
Commercial	\$120,000 - \$250,000

Orange Route - from the Railroad (south of the City of Mullins) to Pee Dee Road

Single-family	
less than 2,000 sf	\$50,000 - \$75,000
more than 2,000 sf	\$100,000 - \$150,000
Single-family - mobile home	\$20,000 - \$50,000
Commercial	\$120,000 - \$250,000

Orange Route - from Pee Dee Road to Moores Mill Road

Single-family	
less than 2,000 sf	<u>\$125,000 - \$175,000</u>
more than 2,000 sf	<u>\$150,000 - \$200,000</u>
Single-family - mobile home	<u>\$20,000 - \$50,000</u>
Commercial	<u>\$120,000 - \$250,000</u>

Orange Route - from Moores Mill Road to Highway 22 (Conway Bypass)

Single-family	
less than 2,000 sf	<u>\$125,000 - \$175,000</u>
more than 2,000 sf	<u>\$150,000 - \$200,000</u>
Single-family - mobile home	<u>\$20,000 - \$50,000</u>
Commercial	<u>\$120,000 - \$250,000</u>