Attachment H

Right-of-Way Conceptual Cost Estimate Component
A Field Review was conducted ___Yes ___No

Scope of the Right of Way

Provide a general description of the right of way including the location attributes.

All construction work will be within State right of way; however, acquisition for off-site mitigation for bridge widening is anticipated.

Right of Way Required ___Yes ___No
Number of Parcels ___Urban ___Rural

Land Area: Fee $6,000,000 Easement

Displaced Persons/Businesses ___Yes ___No
Demolition/Clearance ___Yes ___No

Railroad Involvement ___Yes ___No
Utility Involvements ___Yes ___No 2 Number of Utilities in area

Cost Estimates

Support Costs ___$0-$25,000 ___$500,001-$1,000,000
___$25,001-$100,000 ___$1,000,001-$5,000,000
___$100,001-$250,000 ___$5,000,001-$10,000,000
___$250,001-$500,000 ___X__>$10,000,000

Capital Costs ___$0-$100,000 ___$5,000,001-$15,000,000
___$100,001-$500,000 ___$15,000,001-$50,000,000
___$500,001-$1,000,000 ___$50,000,001-$100,000,000
___$1,000,001-$5,000,000 ___X__>$100,000,000

Schedule

Right of Way will require ___24____ months to deliver a Right of Way Certification #1 from Final R/W Maps. This estimate is based on a Right of Way Certification date of ___04/01/2024________________.
Areas of Concern
Provide a description of areas in close proximity to the project footprint that are likely to result in complex right of way issues if impacted (i.e. junkyards, cemeteries, utility towers, etc.).

None.

Assumptions and Limiting Conditions
Provide a description of assumptions and limiting conditions.

Refer to the PSR-PDS for alternative layout. The right of way acquisition cost for the proposed alternative consists of off-site mitigation acquisition and was estimated using approximate area of impact for structure widening.

Approximate Area of Impact at Tolay Creek Bridge = 0.6 Acre
Approximate Area of Impact at Sonoma Creek Bridge = 3.3 Acre
Total Area of Impact=3.9 Acre
Cost of off-site mitigation at 1:1 ratio= $1.5M per acre x 3.9 acre=$5.9 Million, Say $6.0 M

Project scope and limits could change as the project development process moves along. Further certainty would be obtained during the next PA&ED phase when the preferred alternative is identified and a right of way data sheet is prepared.

The impact to existing utilities can be estimated at a cost of approximately $2,000,000 million.
CONCEPTUAL COST ESTIMATE – RIGHT OF WAY COMPONENT

To: Kristin L. Schober  
District Branch Chief  
R/W Local Public Agency Services  
From: Prasanna Muthireddy  
Kimley Horn and Associates  
925-398-4855

Date 09/18/2018  
04-SON-SOL-37  
SON 3.5-SOL R7.4  
Project ID 0418000329  
EA 04-1Q760K  
SR 37 Improvements Project  
- Alternative I2

A Field Review was conducted ____Yes  _X__No

Scope of the Right of Way

Provide a general description of the right of way including the location attributes.  
All construction work will be within State right of way; however, acquisition for off-site mitigation for bridge widening is anticipated.

<table>
<thead>
<tr>
<th>Right of Way Required</th>
<th>Yes</th>
<th>No</th>
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</thead>
<tbody>
<tr>
<td>Number of Parcels</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-10</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>11-25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26-50</td>
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</tr>
<tr>
<td>51-100</td>
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</tr>
<tr>
<td>&gt;100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban</td>
<td></td>
<td></td>
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<tr>
<td>Rural</td>
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<table>
<thead>
<tr>
<th>Land Area:</th>
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<tbody>
<tr>
<td>Fee $1,000,000</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Displaced Persons/Businesses</th>
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<th>No</th>
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<table>
<thead>
<tr>
<th>Demolition/Clearance</th>
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</table>

<table>
<thead>
<tr>
<th>Railroad Involvement</th>
<th>Yes</th>
<th>No</th>
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</thead>
</table>

<table>
<thead>
<tr>
<th>Utility Involvements</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Cost Estimates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support Costs</td>
</tr>
<tr>
<td>$0-$25,000</td>
</tr>
<tr>
<td>$25,001-$100,000</td>
</tr>
<tr>
<td>$100,001-$250,000</td>
</tr>
<tr>
<td>$250,001-$500,000</td>
</tr>
<tr>
<td>&gt;$10,000,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Capital Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0-$100,000</td>
</tr>
<tr>
<td>$100,001-$500,000</td>
</tr>
<tr>
<td>$500,001-$1,000,000</td>
</tr>
<tr>
<td>$1,000,001-$5,000,000</td>
</tr>
<tr>
<td>&gt;$10,000,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way will require <em>24</em> months to deliver a Right of Way Certification #1 from Final R/W Maps. This estimate is based on a Right of Way Certification date of <em>04/01/2024</em>.</td>
</tr>
</tbody>
</table>
Areas of Concern
Provide a description of areas in close proximity to the project footprint that are likely to result in complex right of way issues if impacted (i.e. junkyards, cemeteries, utility towers, etc.).

None.

Assumptions and Limiting Conditions
Provide a description of assumptions and limiting conditions.

Refer to the PSR-PDS for alternative layout. The right of way acquisition cost for the proposed alternative consists of off-site mitigation acquisition and was estimated using approximate area of impact for structure widening.

Approximate Area of Impact at Tolay Creek Bridge = 0.6 Acre
Total Area of Impact=0.6 Acre
Cost of off-site mitigation at 1:1 ratio= $1.5M per acre x 0.6 acre= $0.9 Million, Say $1.0 M

Project scope and limits could change as the project development process moves along. Further certainty would be obtained during the next PA&ED phase when the preferred alternative is identified and a right of way data sheet is prepared.

The impact to existing utilities can be estimated at a cost of approximately $2,000,000 million which include relocation of existing overhead utility lines (utility unknown).
CONCEPTUAL COST ESTIMATE – RIGHT OF WAY COMPONENT

To: Kristin L. Schober
   District Branch Chief
   R/W Local Public Agency Services
   From: Prasanna Muthireddy
   Kimley Horn and Associates
   925-398-4855
   Date 09/18/2018

   SON 3.5-SOL R7.4
   Project ID 0418000329
   EA 04-1Q760K
   SR 37 Improvements Project
   - Alternative U1

   A Field Review was conducted ___Yes ___No

Scope of the Right of Way

Provide a general description of the right of way including the location attributes.

Right of Way Required ___Yes ___No

Number of Parcels ___1-10 ___11-25 ___26-50 ___51-100 ___>100

___Urban ___Rural

Land Area: Fee___$224,000,000*___________ Easement__________

Displaced Persons/Businesses ___Yes ___No

Demolition/Clearance ___Yes ___No

*Fee includes right of way acquisition and acquisition for off-site mitigation.

Railroad Involvement ___Yes ___No

Utility Involvements ___X__Yes ___No

___2__Number of Utilities in area

Cost Estimates

Support Costs
___$0-$25,000 ___$500,001-$1,000,000
___$25,001-$100,000 ___$1,000,001-$5,000,000
___$100,001-$250,000 ___$5,000,001-$10,000,000
___$250,001-$500,000 ___X__>$10,000,000

Capital Costs
___$0-$100,000 ___$5,000,001-$15,000,000
___$100,001-$500,000 ___$15,000,001-$50,000,000
___$500,001-$1,000,000 ___$50,000,001-$100,000,000
___$1,000,001-$5,000,000 ___X__>$100,000,000

Schedule

Right of Way will require ___48 ___months to deliver a Right of Way Certification #1 from Final R/W Maps. This estimate is based on a Right of Way Certification date of ___04/01/2029__________.
**Areas of Concern**

*Provide a description of areas in close proximity to the project footprint that are likely to result in complex right of way issues if impacted (i.e. junkyards, cemeteries, utility towers, etc.).*

Two PG&E transmission lines run parallel to existing SR37 to the north west of Sonoma Creek Bridge. Just west of Sonoma Creek Bridge, one of the transmission lines crosses over the highway and runs south of the highway until east of Sonoma Creek. The line crosses over the highway and runs north of the highway just east of the East Vista Point parking area. One tower east of Sonoma Creek Bridge may require relocation. Three towers west of Sonoma Creek Bridge may require relocation due to the realignment of the highway. In addition, the transmission lines at each side of Sonoma Creek Bridge may need to be raised due the raising of the highway.

The Northern Pacific Railroad (currently owned by Sonoma-Marin Area Rapid Transit (SMART) currently has an at-grade crossing immediately east of SR121/SR37 Intersection. A grade separation is proposed over the railroad.

**Assumptions and Limiting Conditions**

*Provide a description of assumptions and limiting conditions.*

Refer to the PSR-PDS for alternative layout. The right of way acquisition cost for the proposed alternative consists of off-site mitigation acquisition and property acquisition along the realigned roadway.

The off-site mitigation cost was estimated using areas of impact for wetland and other waters. Wetlands mitigation includes a 3:1 mitigation ratio at $1.0 million per acre. Other Waters mitigation unit cost was assumed to be $1.5 million per acre.

**Summary Breakdown Off-Site Acquisition Mitigation Cost**

<table>
<thead>
<tr>
<th>Wetlands Mitigation</th>
<th>Other Waters Mitigation</th>
<th>Total Mitigation Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:1 ratio (acre)</td>
<td>Cost @$1.0M/Ac</td>
<td>Acres of fill in water</td>
</tr>
<tr>
<td>199.5</td>
<td>$ 199,500,000</td>
<td>1.0</td>
</tr>
</tbody>
</table>

The right of way acquisition cost for properties adjacent to the highway was calculated based on market value per square foot for the type of assumed land use. For agricultural and incorporated areas, unit costs were assumed to be $10 per square foot. For Special Districts, the unit cost was assumed to be $5 per square foot. Right of way acquisition cost for parcels owned by the State (CA Dept. of Fish and Wildlife) and Federal governments (US Fish & Wildlife) were not included in the costs.

**Summary Breakdown of Right of Way Acquisition Cost**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Sq Ft of Impact</th>
<th>R/W Acquisition Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Agricultural/Incorporated Areas</td>
<td>1,810,000</td>
<td>$18,100,000</td>
</tr>
<tr>
<td>Special Districts/Private Marsh</td>
<td>920,000</td>
<td>$4,600,000</td>
</tr>
<tr>
<td>Total R/W Acquisition</td>
<td></td>
<td>$23,000,000</td>
</tr>
</tbody>
</table>

The impact to existing utilities assuming potential relocation of four transmission towers and raising of transmission lines can be estimated at a cost of approximately $10,000,000 million.
The total right of way estimate was escalated to 2032, for a total value of $246,833,000. Project scope and limits could change as the project development process moves along. Further certainty would be obtained during the next PA&ED phase when the preferred alternative is identified and a right of way data sheet is prepared.
CONCEPTUAL COST ESTIMATE – RIGHT OF WAY COMPONENT

To: Kristin L. Schober  Date: 09/18/2018
District Branch Chief  04-SON-SOL-37
R/W Local Public Agency Services  SON 3.5-SOL R7.4
From: Prasanna Muthireddy  Project ID 0418000329
Kimley Horn and Associates  EA 04-1Q760K
925-398-4855  SR 37 Improvements Project
- Alternative U2

A Field Review was conducted ___Yes  ___No

Scope of the Right of Way

Provide a general description of the right of way including the location attributes.
Right of Way Required  ___Yes  ___No
Number of Parcels  ___1-10  ___11-25  ___X__26-50  ___51-100  ___>100
___Urban  ___X__Rural
Land Area: Fee__$156,000,000* ___________  Easement___________
Displaced Persons/Businesses  ___Yes  ___X__No
Demolition/Clearance  ___Yes  ___X__No

*Fee includes right of way acquisition and acquisition for off-site mitigation.

Railroad Involvement  ___X__Yes  ___No
Utility Involvements  ___X__Yes  ___No  2__Number of Utilities in area

Cost Estimates

Support Costs
___$0-$25,000  ___$500,001-$1,000,000
___$25,001-$100,000  ___$1,000,001-$5,000,000
___$100,001-$250,000  ___$5,000,001-$10,000,000
___$250,001-$500,000  ___X__>$10,000,000

Capital Costs
___$0-$100,000  ___$5,000,001-$15,000,000
___$100,001-$500,000  ___$15,000,001-$50,000,000
___$500,001-$1,000,000  ___$50,000,001-$100,000,000
___$1,000,001-$5,000,000  ___X__>$100,000,000

Schedule

Right of Way will require 48 months to deliver a Right of Way Certification #1 from Final R/W Maps. This estimate is based on a Right of Way Certification date of 04/01/2029.
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**Assumptions and Limiting Conditions**

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Refer to the PSR-PDS for alternative layout. The right of way estimate for the proposed alternative consists of off-site mitigation acquisition and property acquisition along the realigned roadway.

The off-site mitigation cost was estimated using areas of impact for wetland and other waters. Wetlands mitigation includes a 3:1 mitigation ratio at $1.0 million per acre. Other Waters mitigation unit cost was assumed to be $1.5 million per acre.

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<tbody>
<tr>
<td>3:1 ratio (acre)</td>
<td>Cost @1.0M/Ac</td>
<td>Acres of fill in water</td>
</tr>
<tr>
<td>138.9</td>
<td>$138,900.00</td>
<td>0.8</td>
</tr>
</tbody>
</table>

The right of way acquisition cost for private properties adjacent to the highway was calculated based on market value per square foot for the type of assumed land use. For agricultural and incorporated areas, unit costs were assumed to be $10 per square foot. For Special Districts, the unit cost was assumed to be $5 per square foot. Right of way acquisition cost for parcels owned by the State (CA Dept. of Fish and Wildlife) and Federal governments (US Fish & Wildlife) were not included in the costs.

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<tr>
<th>Land Use</th>
<th>Sq Ft of Impact</th>
<th>R/W Acquisition Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Agricultural/Incorporated Areas</td>
<td>1,300,000</td>
<td>$13,000,000</td>
</tr>
<tr>
<td>Special Districts/Private Marsh</td>
<td>600,000</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>Total R/W Acquisition</td>
<td></td>
<td>$16,000,000</td>
</tr>
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</table>

The impact to existing utilities assuming potential relocation of four transmission towers and raising of transmission lines can be estimated at a cost of approximately $10,000,000 million.
The total right of way estimate was escalated to 2032, for a total value of $175,030,000. Project scope and limits could change as the project development process moves along. Further certainty would be obtained during the next PA&ED phase when the preferred alternative is identified and a right of way data sheet is prepared.