

Attachment H

Right-of-Way Conceptual Cost Estimate Component

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 II

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 1-10 11-25 26-50 51-100 >100

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 >\$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 >\$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.

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

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 1-10 11-25 26-50 51-100 >100

Urban Rural

Land Area: Fee \$1,000,000 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	<input type="checkbox"/> \$0-\$25,000	<input type="checkbox"/> \$500,001-\$1,000,000
	<input type="checkbox"/> \$25,001-\$100,000	<input type="checkbox"/> \$1,000,001-\$5,000,000
	<input type="checkbox"/> \$100,001-\$250,000	<input type="checkbox"/> \$5,000,001-\$10,000,000
	<input type="checkbox"/> \$250,001-\$500,000	<input checked="" type="checkbox"/> >\$10,000,000

Capital Costs	<input type="checkbox"/> \$0-\$100,000	<input type="checkbox"/> \$5,000,001-\$15,000,000
	<input type="checkbox"/> \$100,001-\$500,000	<input type="checkbox"/> \$15,000,001-\$50,000,000
	<input type="checkbox"/> \$500,001-\$1,000,000	<input type="checkbox"/> \$50,000,001-\$100,000,000
	<input type="checkbox"/> \$1,000,001-\$5,000,000	<input checked="" type="checkbox"/> >\$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

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).

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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 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 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 >\$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 >\$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-Marín 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

Wetlands Mitigation		Other Waters Mitigation		Total Mitigation Cost
3:1 ratio (acre)	Cost @\$1.0M/Ac	Acres of fill in water	Cost @\$1.5M/Ac	
199.5	\$ 199,500,000	1.0	\$ 1,500,000	\$ 201,000,000

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

Land Use	Sq Ft of Impact	R/W Acquisition Cost
Private Agricultural/Incorporated Areas	1,810,000	\$ 18,100,000
Special Districts/Private Marsh	920,000	\$ 4,600,000
Total R/W Acquisition		\$ 23,000,000

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.

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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 26-50 51-100 >100

Urban Rural

Land Area: Fee \$156,000,000* 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 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 >\$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 >\$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 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.

Summary Breakdown Off-Site Acquisition Mitigation Cost

Wetlands Mitigation		Other Waters Mitigation		Total Mitigation Cost
3:1 ratio (acre)	Cost @\$1.0M/Ac	Acres of fill in water	Cost @\$1.5M/Ac	
138.9	\$ 138,900,00	0.8	\$ 1,500,000	\$ 140,100,000

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.

Summary Breakdown of Right of Way Acquisition Cost

Land Use	Sq Ft of Impact	R/W Acquisition Cost
Private Agricultural/Incorporated Areas	1,300,000	\$ 13,000,000
Special Districts/Private Marsh	600,000	\$ 3,000,000
Total R/W Acquisition		\$ 16,000,000

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.