Attachment G

RIGHT OF WAY CONCEPTUAL COST ESTIMATE COMPONENT

CONCEPTUAL COST ESTIMATE – RIGHT OF WAY COMPONENT

Alternative 1

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.
Right of Way Required _**X**_ Yes ____No
Number of Parcels ____ 1-10 _**X**_ __ 11-25 ____26-50 ____51-100 ___>100
_**X**_Urban ___ Rural
Land Area: Fee_**3 Acres**_____ Easement: **1 Acre (TCE)**_
Displaced Persons/Businesses ___Yes _**X**_No
Demolition/Clearance ___ Yes_**X**_No
Railroad Involvement _**X**_ Yes __ No
Utility Involvements _**X**_Yes ____No _**8**_ Number of Utility owners in area

Cost Estimates

Support Costs
____$0-$25,000
_**X**_$25,001-$100,000
____$100,001-$250,000
____$250,001-$500,000
____$500,001-$1,000,000
____$1,000,001-$5,000,000
____$5,000,001-$10,000,000
____>$10,000,000

Capital Costs
____$0-$100,000
____$100,001-$500,000
____$500,001-$1,000,000
___ $1,000,001-$5,000,000
____$5,000,001-$15,000,000
_**X**_ ___$15,000,001-$50,000,000
____$50,000,001-$100,000,000
____>$100,000,000

Schedule

Right of Way is estimated to require _**12**_ months to deliver a Right of Way Certification #1 from Final R/W Maps. This estimate is based on an assumed Right of Way Certification date of **July 2022**.

Areas of Concern

Project is not expected to result in complex right of way issues.

Impacts are primarily to local streets (Dubuque Avenue and Bayshore Boulevard) to accommodate mainline widening and adjacent private property take to maintain street right of way widths. Partial acquisition along Bayshore Blvd for elevated direct connectors and/or collector/ distributor road will require the street right of way to be shifted eastward requiring private property takes on east side of Bayshore Blvd

Railroad involvement is required to accommodate widening of the South San Francisco Overhead and Sierra Point Parkway Overhead

Assumptions and Limiting Conditions:

Refer to Attachment B of this PSR-PDS for build alternative layouts. Right of way acquisition and utility relocation costs for No Build improvements (i.e. EA 04-3G860K and 04-4H360K) are not included in this estimate.

Right of way acquisition costs were estimated using approximate estimates of the market value.

Project scope and limits could change as the project development process moves along. Further data and information would be obtained during the PA&ED phase when a right of way data sheet is prepared for the build alternatives.

The impact to existing utilities is estimated at a cost range of approximately $3.0 million to $5.0 million (2018) for each build alternative (state share). Escalated at 3%/year to 2022, the estimated cost range is approximately $3.4 million to $6.2 million for each build alternative. In the widening areas, existing utilities may be impacted and would need to be relocated or protected in place. Existing utility poles and overhead lines will be impacted at some locations. Utility owner as-built mapping, potholing, and utility verification would be done during the PA&ED phase to verify utility impacts of the build alternatives.