**MEMORANDUM**

**Missouri Department of Transportation**



|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| DATE: | |  | | |  | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | |
| TO: |  |  | | | | | | | |  | | | | | | | | | |
|  | | Project Development Engineer | | | | | | | |  | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | |
| FROM: | |  | | | | | | | |  | | | | | | | | | |
|  | | District Design Engineer | | | | | |  | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | |
| SUBJECT: | | Right of Way Cost Estimate | | | | | |  | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | |
|  | | County: | |  | | | | | |  | Fed. Project: | | |  | | | | | |
|  | | Route: | |  | | | | | |  | Alternate: | | |  | | | | | |
|  | | Job: | |  | | | | | |  | Termini: | | |  | | | | | |
|  | | Date: | |  | | | | | |  | Preparer: | | |  | | | | | |
|  | | | | | | | | | | | | | | | | | | | |
|  | | Project Development Stage: | | | | |  | | | | | | | | | | | | |
|  | | 1. |  | Project Initialization | | | |  |  | |  | 4. | Right of Way Plan Complete | | | | |  | |
|  | | 2. |  | Conceptual Plan/ | | | |  |  | |  | 5. | Acquisition Complete | | | |  |  | |
|  | | | | Location Study | | | |  |  | |  | | | | | | | | |
|  | | 3. |  | Preliminary Plans | | | |  |  | |  | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | |
|  | | Estimated Right of Way Acquisition Costs: | | | | | | | | |  | | | | $ |  | | |  |
|  | | | | | | | | | | | | | | | | | | | |
|  | | Estimate of Incidental Costs: | | | | | |  | | | | | | | $ |  | | |  |
|  | | | | | | | | | | | | | | | | | | | |
|  | | Total Right of Way Cost Estimate: | | | | | | | |  | | | | | $ |  | | |  |
|  | | | | | | | | | | | | | | | | | | | |
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|  | | Previous Total Right of Way Cost Estimate: | | | | | | | | | |  | | |  |  | | |  |
|  |  | $ |  | | |  | Date: |  | | | |  |  |  |  |  | | |  |
|  | | | | | | | | | | | | | | | | | | | |
|  | | Explanation for change from previous estimate: | | | | | | | | | |  | | | | | | | |
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