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| **“One-pager”****Summary** | **I-4 / 172nd Street Interchange – Interchange Improvements****Cost Risk Assessment**Blues County*Workshop Date: June 2 & 3, 2018; review comments August 2019* |  |
| **Need**Provide transportation infrastructure at the I-4/172ndh Street Interchange and vicinity, while minimizing impacts to I-4. Project supports the Blues County Comprehensive Growth Management Plan.**Description** Interchange improvements including roundabouts at the ramp terminals, new bridges carrying I-4 traffic over 172nd Street, lengthening of Northern ramps.**Benefits*** **Mobility:** improved traffic capacity along 172nd St. supporting future growth.
* **Bikes and pedestrians:** added access along NE 172nd Street undercrossing I-4.
* **Fish passage:** culvert barrier replaced with open channel, and box culverts on Cripple Creek.
* **Economic:** completion of improvements will support development of the surrounding area.

**Key Assumptions*** Connecting Washington fund ceiling of $40 million.
* Construction not likely to begin until 2026.
* Existing I-4 bridges replaced by two 2-span bridges with profile raise.
* Geometric layout based on design manual criteria.
* Profile of NE 172nd Street remains the same.
* Area currently under “Urban Holding” designation—no development until interchange improvements are reasonably funded.
* Probability of Fish barrier opportunity changed from 30% to 20% per review comment.
 | **Risk Assessment Cost Range**Per June 2019 analysis |
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| **Schedule Range**10th to 90th percentile | Ad Date | Operationally Complete |
| *Jun 2026 – Mar 2029* | *June 2029 – May 2032* |
|  |
| **Major Project Risks**with estimated probability (P) and impact (most likely = M/L) |
| **Cost Risks:** | Impact |
| P | **Threats** (may add cost – $ millions) | Min | M/L | Max |
| 40% |  Design Build delivery | 0.0 | 2.0 | 5.0 |
| 80% |  Liquefaction mitigation | 0.5 | 0.7 | 1.2 |
| 50% |  Material price adjustments | 0.5 | 0.7 | 1.5 |
|  | **Opportunity** (may reduce cost – $ millions) |  |  |  |
| 20% |  Fish barrier mitigation (elsewhere in watershed) | 7.0 | 8.0 | 12.0 |
| 60% |  Long Culvert (in lieu of bridge span) | 3.0 | 3.6 | 4.0 |
| 36% |  Design Build delivery advantages | 0.0 | 2.0 | 6.0 |
| **Schedule Risks:** | Impact |
| P | **Threats** (may add time – months) | Min | M/L | Max |
| 80% |  Liquefaction mitigation | 0 | 3 | 7 |
| 40% |  Timing of ROW acquisition for open channel at Bullion development | 0 | 2 | 4 |
|  | **Opportunity** (may save time – months) |  |  |  |
| 60% |  Long Culvert (in lieu of bridge span) | 0 | 4 | 6 |
| 25% |  Level of environmental doc. & projects covered | 0 | 6 | 13 |
| 20% |  Fish barrier mitigation (elsewhere in watershed) | 1 | 4 | 6 |
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|  |  |  |  |  |
| **Level of Project Design** | Low | Medium |  High |  | June - July2019 | DOTlogoblack |
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