

LEVEL 1 - RISK REGISTER				Project Name: Hartford NH 020-2(45) US Route 4, Bridge 61 over Ottauquechee River			Bridge Rehabilitation		Project Manager	JB McCarthy			
Risk Identification							Risk Rating		Risk Response				
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Priority Rating	Rationale for Rating	Strategy	Response Actions		Risk Owner	Updated
Active	1	Threat	Environmental	Rare, Threatened, and Endangered Species	Project site is within a one-mile radius of a known long-eared bat hibernaculum. Construction delays could result due to time-of-year restrictions.	All proposed construction activities will be reviewed by a VTrans biologist. Current scope requires limited clearing or other construction activities that would disturb any potential hibernaculum.	Low						
Active	2	Threat	Environmental	Lead Paint	The existing bridge paint system likely contains lead. Failure to contain the removed paint could result in contaminating the surrounding area.	The specifications will require that the existing structure be fully enclosed and the existing paint system shall be contained appropriately.	Low						
Active	3	Threat	Construction	Phased Construction	As a result of phased construction, the close proximity of workers and traffic leads to increased safety hazards.	The project is recommending the implementation of phased construction, contractor must use best practices for a safe work zone.	Low						
Active	4	Threat	Construction	Traffic Congestion	Certain construction activities will likely require reducing the roadway to a single alternating lane which would increase traffic congestion.	Construction activities that would require a single lane closure include joint replacement, waterproofing, and paving. This work would be completed during off-peak hours to reduce traffic congestion.	Low						
Active	5	Threat	Construction	Structural Steel Deterioration	Once the existing paint system is removed from the steel and the members are cleaned, the extent of the deterioration is more than originally thought leading to more required steel repairs and added cost and construction delay.	Condition of existing members based on the latest VTrans inspection reports and documentation.	Low						
Retired	6	Threat	Construction	Truck Detour	As a result of detouring truck traffic, increased truck volume on local roads will lead to safety hazards and public complaints	Truck detour is required due to reduced lane widths of less than 12-ft **5/1/19 update: Truck Detour is no longer proposed, risk is retired.	Low						
Active	7	Threat	Construction	Slope Stabilization Assessment	The eastern slope is comprised of shale and an old laid up stone wall which is continuously eroding causing stone to fall and build up on arch members below. If the slope stabilization assessment requires more extensive slope stabilization work it could lead to higher costs and project delays.	The VTrans Geologist will be engaged during the design phase and will evaluate the required slope stabilization. **7/1/20 update: VTrans' consultant GZA evaluated and slope and extensive slope stabilization is not recommended.	Medium						