

DTC RISK EVALUATION MATRIX				Project Name: Lyndon IM 091-3(53)			DESIGN BUILDER					
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	Design	Maintenance of Traffic	Safety of the traveling public and the DB Team workers needs to be maintained at all times while maintaining two-way traffic through the project. The project must also minimize the impact on mobility through the project.	The DTC anticipates the use of Interstate crossovers to maintain one-way traffic in each direction.	High	This is rated as a high risk because safety is the number one priority for VTrans.	Mitigate	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024
Active	2	Threat	Construction	Subsurface Conditions	The project borings indicate the presence of ground water, varying soil profiles, cobbles and boulders, and bedrock. As a result the DB Team approach to constructing the project could be affected by the actual subsurface conditions.	The DTC anticipates that the DB Team will use an open cut excavation to replace the structures. The DB Team will be responsible for means and methods to construct the project to mitigate the subsurface condition risks.	High	This is rated high because of the nature of the project to replace structures under 50+ feet of fill with the indicated subsurface conditions.	Mitigate	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024
Active	3	Threat	Construction	Construction Access/Material Stockpile	VTrans has not obtained any additional ROW for this project so all access for the construction is anticipated to occur within the ROW. As a result there is a risk that site constraints could make the construction of the project less efficient for access and material staging and stockpiling.	The DTC shows the existing ROW and allows for the potential use of ROW to stockpile material.	Medium	This is rated medium as access and logistics have an impact on the efficiency of the DB Team.	Transfer	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024
Active	4	Opportunity	Organizational	Project Schedule	Developing a Baseline Project Schedule to meet the project completion date is an important aspect of the Project. A good schedule and updates will help VTrans, stakeholders and the DB team partner to complete the project on time and communicate the status of the project.	The current project completion date is October 15, 2027. Design and construction can be accomplished in this timeframe.	Medium		Mitigate	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024
Active	5	Threat	Environmental	Environmental Commitments	A complete set of environmental commitments and ensuring that they are met is an important part of the Project. Misunderstanding and/or violation of environmental regulations is seen as a risk to the Project.	The environmental commitments are dependent on the final design and construction means and methods.	Low		Mitigate	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024
Active	6	Threat	Design	Archeological Sensitive Areas	Archeologically sensitive resource areas exist outside of the project limits, but in relative proximity to this project.	The DTC limits impact archeologically sensitive areas.	Low		Avoid	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024
Active	7	Threat	ROW	Closure of Information Center	The Information Center on I-91 SB may be closed for one construction season. If the closure schedule is not met or access is impeded outside of the planned construction season closure, the operation of the Information Center will be limited affecting the employees and the traveling public.	The project team will need to communicate the schedule for closures as soon as possible to facilitate the planning for the closure.	Low		Mitigate	To be determined and updated by Design-Builder as the project is designed and constructed.	Shared	6/11/2024
Active	8	Threat	Construction	Embankment Voids	The existing structure has been compromised by corrosion resulting in holes in the invert. Over time this can cause lose of fines and material around the structure that can result in voids.	DTC would provide for removal of the existing structure and backfill.	High	This is rated as a high risk because the consequences of unidentified voids could cause embankment settlement and long term maintenance issues for VTrans.	Mitigate	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024

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Active	9	Threat	Construction	Bedrock	Bedrock elevation may conflict with the bottom of the proposed structure and this will have an effect on design and construction means and methods.	The GBR indicates that rock will likely need to be excavated at the inlet of the proposed structure under NB lanes.	Medium	This is rated at medium because this can be mitigated during design and construction.	Mitigate	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024
Active	10	Threat	Construction	Groundwater During Construction	The DTC anticipates open cut method of construction that will require dewatering of the excavation and maintaining the stream flow.	The Design-Builder will determine appropriate means and methods and provide adequate measures to construct the new structures in dry conditions.	Medium	This is rated at medium because this can be mitigated during design and construction.	Mitigate	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024
Active	11	Threat	Construction	Settlement/ embankment movement.	The construction of the project will require deep excavations and backfilling in and embankment. Proper design and construction are required to prevent settlement and stability issues.	The extent of this risk will be evaluated and better defined as the final design is completed and means and methods are determined.	Low		Mitigate	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024
Active	12	Threat	Construction	Boulders	The existing embankment may contain large boulders that could negatively affect excation and production rates for construction activities.	The extent of this risk will be evaluated and better defined as the final design is completed and means and methods are determined.	Low		Mitigate	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024
Active	13	Threat	Design	Re-use of embankment material	The re-use of embankment material is allowable, however some of the material may not be suitable for re-use such as large boulders and certain soils.	The Design-Builder will consider existing materials and possible mitigations during design and construction to maximize re-use for backfill.	Low		Mitigate	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024
Active	14	Threat	Design	Groundwater in Final Condition	Groundwater investigation and monitoring indicates that the gradient of groundwater may result in groundwater moving along and under the existing culvert and potentially the new structures. The movement of ground water could cause fines to be removed resulting in local settlements and loss of support for th new structure.	The Design-Builder will consider the possibility of groundwater movement in the design and construction of the new structure with proper detailing and selection of materials.	Low		Mitigate	To be determined and updated by Design-Builder as the project is designed and constructed.	Design-Builder	6/11/2024