

## VandenBerghe, Alissa (Consultant)

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**From:** John Reilly [jireils@attglobal.net]  
**Sent:** Tuesday, March 17, 2009 4:44 PM  
**To:** O'Carroll, Joe  
**Subject:** Re: AWVRP Risk Management-follow up

Thanks Joe - I will discuss with the WSDOT managers and we will get back to you. I think next week is too early for this, there are many other project elements that are urgent at the moment, legislative questions, basic organization/responsibilities and the team alignment process to take care of.

I'll respond further after discussions with WSDOT .

Meanwhile, could you send me a .pdf file of your presentation? Many thanks.

Regards, John Reilly  
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----- Original Message -----

**From:** [O'Carroll, Joe](mailto:O'Carroll, Joe)  
**To:** [JJReils@ATTGlobal.net](mailto:JJReils@ATTGlobal.net)  
**Sent:** Tuesday, March 17, 2009 7:27 PM  
**Subject:** AWVRP Risk Management-follow up

Hi John,

Just a quick follow up on our conversations last week. A workshop I was due to facilitate next week was postponed which frees up some time. I am available on 3/23 and 3/24 if you would like me to come up to Seattle and give a presentation to the WDOT folks at Olympia on risk management and have the discussion on how we could apply it to AWVRP.

I have attached a one page flyer you could use to let people know the content of the presentation. I gave the presentation to the project team a few weeks ago however it was at such quite a few of the WDOT folks were unable to attend.

We could then use the remainder of the day to start looking at the environmental risks and the risks associated with the environmental process. Last summer I had an intern compile a database containing the risk registers from all the tunneling projects that we have performed risk assessments on in the last 5 years (including also Port of Miami Tunnel, Crossrail, Copenhagen Metro, ESCSO, No.7 Line, 2<sup>nd</sup> Avenue and East Side Access, Central Subway, North Dorchester, Upper Rouge and others ) so we have ability to very quickly generate a comprehensive risk register that is generally applicable to most types of bored tunnel projects. The benefit of this is now we don't have to spend too much time and effort generating the risk register and more focus can be spent on assessing the impacts and developing a decent risk mitigation plan.

From my side Gordon Clark would need to approve my time and expenses so please speak to Gordon if you would like to move forward on this.

Regards  
Joe

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