

## VandenBerghe, Alissa (Consultant)

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**From:** Smith, Brian (Consultant)  
**Sent:** Thursday, January 15, 2009 5:39 PM  
**To:** Jarnagan, Harry (Consultant); Greco, Theresa; White, John; Madden, Tom; Benito, Roland; Sowers, David; Amiri, Ali; Williamson, Alec; Lacy, Paul; Anderson, Mark - UCO; Johnson, Paul (UCO); Johnson, R. Paul ; Robison, Jim (Consultant); Morrison, Mike (Consultant); Preedy, Matt  
**Subject:** RE: Rough Estimate of Moving Forward Reductions given Bored Tunnel  
**Follow Up Flag:** Follow up  
**Flag Status:** Red

To clarify events that occurred after this analysis, Alec Williamson indicated that \$100 million was considered rather than \$150 million.

Brian C. Smith  
Program Controls Manager  
Alaskan Way Viaduct Program  
999 3rd Ave, Suite 2424  
Seattle, WA 98104  
206.267.6525

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**From:** Jarnagan, Harry (Consultant)  
**Sent:** Thursday, January 15, 2009 5:33 PM  
**To:** Greco, Theresa; White, John; Madden, Tom; Benito, Roland; Sowers, David; Amiri, Ali; Williamson, Alec; Lacy, Paul; Anderson, Mark - UCO; Johnson, Paul (UCO); Johnson, R. Paul ; Robison, Jim (Consultant); Morrison, Mike (Consultant); Preedy, Matt  
**Cc:** Smith, Brian (Consultant)  
**Subject:** Rough Estimate of Moving Forward Reductions given Bored Tunnel  
**Importance:** High

As requested by Matt Preedy, attached is an estimate of Moving Forward project reductions that could be re-assigned to Central Waterfront. This was prepared by Brian Smith, who offered these notes, shown below in blue font, for your information:

Please find attached an estimate of the potential contribution of deferred Moving Forward project elements to the Central Waterfront scenarios. These projects consist of Lenora to Battery St. Tunnel, Stage 2 of Battery Street Tunnel Fire & Life Safety Improvements and Stages 3 & 4 of Holgate to King Viaduct Replacement projects. An initial estimate of the potential contribution is **\$150 million**.

The potential contribution from Stages 3/4 of Holgate to King does not consist of the Revision 0 of the proposed 09-11 Budget (Governor's Budget) due to the **preliminary** results from the CEVP recently held for the Holgate to King Project. Page 2 of the attached analysis indicates that a combination of underages and overages results in a net increase of about \$80 million to the entire Holgate to King Project (based upon the 60% percentile using the Expert Review Panel escalation factor). In the event that the Holgate to King Project is asked to contribute Stages 3 and 4, at least \$80 million needs to be held back in order to cover the forecasted increase for Stage 2, and this would add in a small safety factor for Phase 1 as well (which is projected to under-run).

For all projects, a round number for a potential contribution to the Central Waterfront from Moving Forward deferrals is \$150 million. Of course if a more conservative approach is desired (say if the CEVP results use a higher Percentile), this estimate could be lowered.

Please let me or Brian know if you have any questions about this. Thanks.

***Harry Jarnagan  
Deputy Program Manager***

***Alaskan Way Viaduct &  
Seawall Replacement Program  
Seattle, WA***

***Office: 206-267-6893  
Cell: 209-327-8577***