

Construction-Manager受験記 & Construction-Manager試験関連赤本

|  PROGRAM MANAGER |  CONSTRUCTION MANAGER |  PROJECT MANAGER |
|--|--|--|
| Primarily at Headquarters; Visits Sites  | Based at Job Site  | Based at Headquarters or Job Site  |
| Multiple Projects, Multiple Sites  | One Project, One Site  | Typically One Project  |
| Overarching Policy Budget Schedule Master Plans Leadership | Leaders on Project: Central point of Communication, Overseeing Quality, Cost and Schedule | Cradle to Grave: Design Process Bid/Award Construction Close-out |
| ADVOCATE FOR THE OWNER  | ADVOCATE FOR THE OWNER  | ADVOCATE FOR THE OWNER  |

P.S.ShikenPASSがGoogle Driveで共有している無料の2026 CMAA Construction-Managerダンプ：<https://drive.google.com/open?id=10rQbXmfIjj-XzVTBot77VRYV4vHTq4Wa>

IT業界で働いている多くの人はCMAAのConstruction-Manager試験の準備が大変だと知っています。我々ShikenPASSはConstruction-Manager試験の難しさを減らないとは言え、試験準備の難しさを減ることができます。我々の提供する問題集を体験してから、あなたはCMAAのConstruction-Manager試験に合格できる自信を持っています。

だれでも成功したいのです。IT業界で働いているあなたはCMAAのConstruction-Manager試験の重要性を知っているでしょう。CMAAのConstruction-Manager試験に参加する人はますます多くなっています。競争がこのような激しい状況で勝つためにどうしますか。ふさわしいアシスタントを選ぶのは一番重要なのです。ShikenPASSはCMAAのConstruction-Manager試験を長い時間で研究しますので、この試験を深く理解しています。我々提供するCMAAのConstruction-Managerソフトであなたはきっと試験に合格できます。

>> Construction-Manager受験記 <<

一番優秀なConstruction-Manager受験記一回合格-素晴らしいConstruction-Manager試験関連赤本

誰も自分の学習習慣を持っています。Construction-Manager問題集は、あなたに異なるシステムバージョンを提供します。あなたの特定の状況に基づいて、あなたに最も適するConstruction-Manager問題集バージョンを選択できます。また、複数のバージョンを同時に使用することができます。だから、各バージョンのConstruction-Manager問題集には独自の利点があります。非常に忙しい場合、短い時間でConstruction-Manager問題集を勉強すると、Construction-Manager試験に参加できます。

CMAA Certified Construction Manager (CCM) 認定 Construction-Manager 試験問題 (Q38-Q43):

質問 # 38

Which of the following is a key element of a safety culture?

- A. Maximizing profit
- B. Time is of the essence
- C. Ownership and management buy-in
- D. Prompt accident notification

正解: C

解説:

In CMAA's Construction Management Standards of Practice (Safety Management chapter), a foundational principle for establishing a strong safety culture is management commitment and leadership. The Standards emphasize that safety culture requires "buy-in" from ownership and senior management, meaning that the highest levels of the organization visibly support, fund, and enforce safety initiatives. Without top-down support, safety programs are less effective.

While prompt accident notification is an important procedural action in safety management, it is not a core cultural element. "Time is of the essence" and "maximizing profit" are not safety culture traits. The distinguishing characteristic of a mature safety culture is that management and ownership demonstrate continuous commitment, accountability, and prioritize safety across all project levels.

質問 # 39

A CM is managing a rebranding program that includes 120 stores with a contract value of \$1,200,000. The program schedule plans the completion of 10 stores per month for a total of 12 months. At the end of month 10, the CM receives an application for payment indicating completion of 100 stores and a cumulative earned value of \$1.1 million. Which statement most accurately portrays program status?

- A. Behind schedule, pay application accurately reflects percentage complete.
- B. On schedule, pay application accurately reflects percentage complete.
- C. On schedule, pay application exceeds percentage complete.
- D. Behind schedule, pay application exceeds percentage complete.

正解: A

解説:

Per the CMAA Cost and Time Management principles, progress evaluation is based on earned value relative to planned progress.

Planned progress at month 10 = 10 stores/month × 10 months = 100 stores planned.

Actual progress = 100 stores completed, representing 10/12 (#83%) of total scope.

Thus, the project is on schedule by units completed, but the total duration is 12 months, and the total value earned is \$1.1M of \$1.2M = 91.7% of total cost value, which proportionally exceeds the planned percentage for 10/12 months (#83%).

Therefore, while the progress in number of stores matches schedule, the earned value (\$1.1M) exceeds the proportional planned value, which can indicate front-loading or over-reported cost progress. Since month 10 implies two months remaining (20 stores left), to stay on plan they should be at approximately \$1.0M earned value. The pay application exceeds this.

However, given the full comparison, the schedule is behind overall program completion (as 100/120 stores = 83%), but the payment reflects that same completion percentage accurately, not inflated. Thus, option C ("Behind schedule, pay application accurately reflects percentage complete") is the correct interpretation.

References (CMAA Documents):

CMAA Construction Management Standards of Practice, Chapter 3 - Cost Management and Chapter 4 - Time Management.

CMAA CM Study Guide, Cost Management Domain, Objective 3.4: "Evaluate project cost and earned value."

質問 # 40

As the owner's rep, a CM is providing on-site construction management services to a municipality for their new design-build city mall project.

The state requires a 40-hour value engineering workshop for all projects over \$10 million. What are the key talking points about the VE process that the CM will highlight to the city's director of public works?

- A. Interface with the design-build team is not needed at this time.

- B. A multi-discipline review on functions and alternate solutions.
- C. Scope reduction will reduce overall project budget.
- D. Life cycle and maintenance costs should not be considered.

正解: B

解説:

Value Engineering (VE) is intended to improve value by optimizing the relationship between function, cost, and life-cycle performance. The CM would emphasize that VE is a multi-discipline review of project functions and alternate design solutions to reduce cost without sacrificing essential performance. In a proper VE workshop, participants from multiple disciplines review function, identify alternatives, and propose changes.

The incorrect choices are:

A is wrong because life cycle and maintenance costs should be considered - VE should look beyond initial cost to long-term costs.

C is simplistic: while scope reduction is one possible result, VE is not merely scope cutting but exploring alternatives to maintain functionality at lower cost.

D is incorrect, because interfacing with the design-build team is essential - VE must involve the DB team to ensure proposed changes are implementable and integrated.

質問 # 41

The contract documents normally require which party/parties to coordinate the transfer of spare parts and warranties to the owner?

- A. CxA
- B. Designer
- C. CM
- D. Regulatory agencies

正解: C

解説:

According to the CMAA Construction Management Standards of Practice (SOP), within Contract Administration and Project Closeout, the Construction Manager (CM) is responsible for coordinating all activities related to project turnover, including ensuring that spare parts, warranties, guarantees, and maintenance manuals are transferred properly to the owner.

CMAA states:

"The Construction Manager shall coordinate and verify that all deliverables required by the contract, including spare parts, warranties, record drawings, and operation and maintenance manuals, are received, reviewed, and transmitted to the Owner prior to project closeout." While the contractor is responsible for providing the spare parts and warranties per the contract, the CM is explicitly tasked with coordinating the transfer and verifying completion. Regulatory agencies do not perform this function, commissioning authorities (CxA) focus on system performance, and the designer's role is typically limited to verification or approval of submittals - not physical coordination.

References (CMAA Documents):

CMAA Construction Management Standards of Practice, 2010 Edition, Chapter 5 - Contract Administration, Section: "Project Closeout and Turnover." CMAA CM Study Guide, Contract Administration Domain, Objective 5.6: "Coordinate turnover, documentation, and warranties."

質問 # 42

When developing schedule specifications, which of the following practices should the CM recommend to the Owner to avoid disputes regarding weather delays per year?

- A. Consult a local meteorologist to determine the best estimate of the number of weather days to allow on the project.
- B. Using a recognized reference such as NOAA, define the number of allowable "normal" weather impact days expected to occur on the project within the contract documents.
- C. Ask the contractor to specify the number of weather days they believe necessary for the project.
- D. Defer all issues related to weather to NOAA.

正解: B

解説:

The CMAA Standards of Practice (Chapter 4 - Time Management) specifies that project schedule specifications should clearly define expected normal weather delays based on reliable climatological data to avoid disputes. The SOP states:

"The CM should recommend use of established meteorological data sources, such as NOAA, to define the number of normal adverse weather days anticipated in the schedule specification." This ensures consistency, fairness, and transparency in contract administration. Allowing the contractor to determine weather allowances (Option B) or deferring all responsibility to external sources (Options C and D) introduces ambiguity and potential disputes.

References (CMAA Construction Manager Documents / Study Guide):

CMAA Construction Management Standards of Practice, 2010 Edition, Chapter 4 - Time Management, Section "Weather Considerations and Schedule Specifications." CMAA CM Study Guide, Time Management Domain, Objective 4.1: "Develop schedule specifications including allowances for normal weather impacts."

質問 # 43

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Construction-Managerスタディガイドは無料のトライアルサービスを提供するため、スタディの内容、トピック、購入前にソフトウェアを最大限に活用する方法についての情報を入手できます。どのようなConstruction-Managerテスト準備が適切であるかを選択し、不必要な無駄を避けるために適切な選択をするのにCMAA良い方法です。また、Construction-Manager練習用トレントまたはトレイルプロセスの購入で問題が発生した場合は、すぐにご連絡いただければ、専門家がオンラインでお手伝いいたします。

Construction-Manager試験関連赤本: <https://www.shikenpass.com/Construction-Manager-shiken.html>

CMAA Construction-Manager受験記 転職したい場合、資格証明書があれば、いいと思います、当社のConstruction-Manager試験関連赤本 - Certified Construction Manager (CCM)試験問題集の答えはあなたが試験に合格することを保証しますが、我々社の試験勉強の資料で試験に失敗する場合は、全額返金を承諾します、CMAA Construction-Manager受験記 購入前に無料トライアルを提供しています、また、Construction-Manager試験問題集のすべての回答と解説を容易く練習して理解できます、CMAA Construction-Manager受験記 このようにして初めて、顧客を維持し、長期的な協力パートナーになれます、Construction-Manager学習ガイド資料を使用した後、ユーザーは専攻に専念するためにより多くの時間とエネルギーを費やすことができ、専門分野でますます目立つようになります。

挿入してくれないのであれば、自分から迎え入れてしまおう、雲が出ていConstruction-Managerると、空が見えないから雲は悲しいと言い、雲がないと空は一人ぼっちで寂しいと言うのだ、転職したい場合、資格証明書があれば、いいと思います。

一番優秀なConstruction-Manager受験記と有難いConstruction-Manager試験関連赤本

当社のCertified Construction Manager (CCM)試験問題集の答えはあなたが試験に合格することを保証しますが、我々社の試験勉強の資料で試験に失敗する場合は、全額返金を承諾します、購入前に無料トライアルを提供しています、また、Construction-Manager試験問題集のすべての回答と解説を容易く練習して理解できます。

このようにして初めて、顧客を維持し、長期的な協力パートナーになれます。

- Construction-Manager試験概要 □ Construction-Manager模擬試験 □ Construction-Managerテキスト □ 今すぐ[www.mogixam.com]で《 Construction-Manager 》を検索し、無料でダウンロードしてくださいConstruction-Managerダウンロード
- CMAA Construction-Manager受験記: Certified Construction Manager (CCM) - GoShiken パスリーディングプロバイダー □ 検索するだけで ➡ www.goshiken.com □□□から《 Construction-Manager 》を無料でダウンロード Construction-Manager模擬試験
- Construction-Manager合格体験記 □ Construction-Manager科目対策 □ Construction-Manager勉強時間 □ ✓ www.xhs1991.com □ ✓ □ サイトにて最新⇒ Construction-Manager ⇐ 問題集をダウンロード Construction-Manager模擬対策
- Construction-Manager復習教材 □ Construction-Manager勉強時間 □ Construction-Manager必殺問題集 □ ウェブサイト □ www.goshiken.com □ から[Construction-Manager]を開いて検索し、無料でダウンロードしてください Construction-Manager前提条件
- 一生懸命にConstruction-Manager受験記 - 合格スムーズConstruction-Manager試験関連赤本 | 実際のなConstruction-Manager対応資料 □ □ jp.fast2test.com □ で使える無料オンライン版 ➡ Construction-Manager □ の試験問題Construction-Managerテキスト
- Construction-Manager過去問 □ Construction-Manager難易度 □ Construction-Manager技術内容 □ (www.goshiken.com) は、“Construction-Manager”を無料でダウンロードするのに最適なサイトです Construction-Manager日本語資格取得

- [illegible]

ちなみに、ShikenPASS Construction-Managerの一部をクラウドストレージからダウンロードできます：<https://drive.google.com/open?id=10rQbXmfljij-XzVTBot77VRYV4vHTq4Wa>