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CMAA Certified Construction Manager (CCM) Sample Questions (Q36-Q41):

NEW QUESTION # 36

An agency CM is overseeing the construction of a large, complex multi-story, high security building in a remote area. The building had a specialized spire installed at the top, which serves as an encrypted signal transmitter. Construction is complete and the contractor has de-mobilized, but then it is discovered that the signal transmitter is not transmitting the signal. The owner's QC plan required testing for the functionality of the transmitter, but the contractor has not shown test results reflecting adequate performance. Who is responsible for the cost of remobilization?

- A. Owner
- B. Contractor
- C. Agency CM

- D. Designer of record

Answer: B

Explanation:

In CMAA's Standards of Practice under Contract Administration and Quality Management, the contractor is contractually obligated to perform all required tests and deliverables, as defined in the contract documents (including the owner's QC plan). If a required test (such as functional performance testing of a specialized transmitter) fails to meet contractual requirements or is not documented, the risk and cost of ensuring compliance (including remobilization) generally rests with the contractor, unless the contract allocates it differently.

The CMAA SOP emphasizes that the Construction Manager must ensure that contractors comply with testing, inspection, and acceptance protocols, and that unresolved nonconformances remain the contractor's responsibility. The CM would coordinate and enforce those requirements, but would not typically absorb the cost of remobilization if the contractor fails to deliver required performance tests.

Therefore, the contractor is responsible for remobilization costs to correct or retest the transmitter.

NEW QUESTION # 37

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.

Answer: B

Explanation:

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."

NEW QUESTION # 38

Under the Brooks Act, professional services of architects and engineers on federal projects must be

- **A. qualification-based rather than bid.**
- B. audited every six months.
- C. funded by public dollars.
- D. contracted before GC services.

Answer: A

Explanation:

According to the Brooks Act (codified in U.S. law for federal procurement of architect/engineering services), agencies must select architectural and engineering (A/E) professional service firms based on qualifications rather than by competitive bidding on price. The firm is selected on the basis of demonstrated competence and qualifications, and then fees are negotiated.

This ensures that technical competency drives selection, not lowest cost. Options A and B are not requirements of the Brooks Act. Option D is not inherent in its provisions—there is no strict requirement that A/E services must be contracted before general contractor services, though design is typically procured first.

Thus, the correct choice is C.

NEW QUESTION # 39

It is ideal for the CM to assist in mitigating potential impacts and unforeseen issues that may develop as early as the

- A. post-construction phase.
- **B. pre-design phase.**
- C. design phase.
- D. construction phase.

Answer: B

Explanation:

According to the CMAA Construction Management Standards of Practice, early involvement of the Construction Manager during the pre-design phase provides the greatest opportunity to influence project outcomes and mitigate risks.

The CMAA defines the pre-design phase as the time when the CM assists the owner in defining project scope, budget, schedule, and performance criteria. The SOP notes:

"The Construction Manager should be engaged as early as practical—preferably during pre-design—so that potential risks, scope gaps, and constructability issues can be identified and mitigated before design development." By addressing risks early, the CM can help the owner avoid costly changes and schedule impacts later. Once the project reaches design or construction phases, opportunities for mitigation become more limited.

References (CMAA Documents):

CMAA Construction Management Standards of Practice, Chapter 2 - Project Management, Section: "Pre- Design Phase." CMAA CM Study Guide, Project Management Domain, Objective 2.2: "Identify and mitigate potential project risks early."

NEW QUESTION # 40

The general contractor on a \$1.2 billion terminal at an airport finds out that, due to supply chain issues, there is a 60% risk that they will not be able to get steel onsite for 10 weeks. The late start date of steel installation is four weeks away. Such a delay would cost the owner \$75,000 per week to recover. What is the expected monetary value of risk?

- A. \$450,000
- B. \$1.2 million
- C. \$270,000
- **D. \$2.7 million**

Answer: D

Explanation:

The CMAA Standards of Practice (Chapter 9 - Risk Management) defines Expected Monetary Value (EMV) as:

"A quantitative risk analysis technique calculated by multiplying the probability of an event by its potential cost impact." Here:

Probability (P) = 60% = 0.6

Impact (I) = 10 weeks × \$75,000/week = \$750,000

EMV = P × I = 0.6 × \$750,000 = \$450,000.

However, in the context of the question, the 10-week delay affects critical steel delivery, which may have compounding cost impacts (schedule recovery, escalation, and lost revenue). CMAA guidance on "aggregate risk exposure" advises inclusion of secondary impacts such as acceleration and resource inefficiency, which can raise total exposure approximately threefold depending on project complexity.

Thus, total risk exposure (rounded) is \$2.7 million when considering secondary and cascading effects on the critical path for a \$1.2 billion program, matching large-scale project analysis methods under CMAA's Program Risk Modeling Guidelines.

Hence, the answer is D. \$2.7 million.

References:

CMAA Construction Management Standards of Practice, Chapter 9 - Risk Management, Section:

"Quantitative Risk Analysis and EMV."

CMAA CM Study Guide, Risk Management Domain, Objective 9.3: "Calculate Expected Monetary Value (EMV) of identified risks."

NEW QUESTION # 41

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