

# Download File PDF Construction Project Management Plan Example

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## 1.1 Introduction

The SR 520 Pontoon Construction Design-Build Project has several unique features that make it different from the way WSDOT traditionally manages construction projects. These unique features present both challenges and opportunities for successful implementation of the project.

At the time of bid opening, the project was the largest bid opening in WSDOT history. Design-Build is an alternative project delivery method for WSDOT and has been used on several WSDOT projects to date. It is also the first project in the United States that has been awarded prior to the completion of NEPA Environmental Impact Statement and Record of Decision. Additionally, the WSDOT project team will blend teams from different WSDOT regions.

A Project Management Plan (PMP) was prepared in July 2009 for the pre-award phase of the pontoon construction facility and pontoons. Subsequently, the schedule for procurement was accelerated. A request for proposal was issued on August 24, 2009 and the contract was executed on February 12, 2010. This Design-Build Project Management Plan will be implemented for the design-build contract phase of the project and serves as Part 2 of the overall updated PMP.

This Project Management Plan (PMP) will describe the general responsibilities of the Project Team. In addition to the PMP several plans will be developed and implemented to ensure compliance with this PMP as well as State and Federal policy. The specific plans will include processes, flow diagrams, responsibility matrices, organizational charts, and other pertinent information to guide the project staff.

## 1.2 Project Scope

The SR 520 Pontoon Construction Project is a Design-Build (DB) project under the oversight of the SR 520 Bridge Replacement and HOV Program. Kiewit-General (K-G) was selected as the Design-Builder through a competitive design-build procurement process.

The purpose of the Pontoon Construction Design-Build Project is to deliver pontoons needed to replace the existing traffic capacity of the SR 520 Evergreen Point Bridge. The pontoons will be stored in case they are needed for catastrophic failure response, or until they can be incorporated into the proposed Evergreen Point Bridge replacement.

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