



Title-----Project Management

Module Code-----LCLM5003

Student ID-----2335159

Name-----Marivic A. Omana

Lecturer Name-----Dr. Xavier Matieni

Project Title-----Project Management Plan

Title Reopening the Principal Corridor for Transportation of Goods and People

Table of contents

- . Poster
- . Introduction
- . Reflexion
- . Benefits of reopening the corridor
- . Potential Challenges.
- . Next Steps
- . Project description
- . the project Scoop
- . Project overview
- . Project objectives.
- . Work breakdown structure. (Project Timeline.)
- . Project Budgets.
- . Quad chart
- . Gantt chart
- . Stakeholders Involvement.
- . Allocation Resources
- . Risk Analysis

. References



Feeling I felt so embarrassed because of that missing part of my poster report, my professor told me its ok but be sure I must add the missing part of my poster report which is the risk analysis.

I felt fine when my professor told me that he like the way I make my poster and giving me 22 out of 25. It was good feeling when I heard my feedback about my poster. That was good feeling the bad things about my experience I read some of my report deliberately well, and past and when my professor asks me question about my poster report I answers the question well.

To analyse my poster, I must make sure and clear what I have written all the tools that I need to mention on my report. To conclude my report the next time I'm doing my project like this in the future I have to make sure that my report was totally complete so that everything was fine.

Introduction:

Highway 5 the Coquihalla Highway reopen to essential traffic in December 2021 and to non-essential traffic In January 2022 after being closed due to severe flooding and wash out in November 2021. The highway has been fully reopened, allowing for full traffic from Hope to Kamloops after permanent repairs were completed including the construction of new bridges, train station, and other infrastructures. The reopening of the principal corridor for transportation of goods and people is a critical initiative aimed at revitalizing economic growth, enhancing regional connectivity and improving the quality of life for communities along the corridor. The corridor, likely a vital refers to a key transportation artery has been closed or restricted, hindering trade, such as a highway, railway, or waterway, that plays vital role in facilitating trade, commerce and social interaction travel, reopening this corridor will have far- reaching benefits, including increased economic, activity improved access to markets, and enhanced safety. However, it also poses challenges, such as infrastructure, rehabilitation, security concerns, and environmental impact.

Benefits of Reopening the Corridor.

- . Economic Growth: Restored transportation links can boost trade, increase economic activity and create job.
- . Improvement Connectivity: Enhance transportation infrastructure can connect previously isolated regions, promoting social and economic integration.
- . Increased Efficiency: Reopening the corridor can reduce transportation costs, making the region more attractive to business and investors.
- . Enhance Safety: Upgrading the corridor can improve safety standards, reduce accidents and enhance the overall travel experience.

Potential Challenges.

- . Infrastructure Rehabilitation: The corridor may require significant investment to repair or Upgrades, infrastructure, such as roads, bridges, or railways.
- . Security Concerns: The corridor may be vulnerable to security threats, such as terrorism, for privacy or banditry.
- . Environmental Impact: Reopening the corridor may have environmental implication such as Increased pollution, habitat disruption, or resource depletion.
- . Community Engagement: The reopening process may require careful engagement with local Communities to ensure their concerns are addressed and benefits are shared equitably.

Next Steps:

- . Conduct Feasibility Studies: Assess the identify bottlenecks and develop a rehabilitation plan.
- . Secure Funding: Identify potential funding sources, including government allocations, international aid or private investment.
- . Stakeholder Engagement: Engage with local communities, business and governments to ensure a celebrative approach.
- . Implementation and Monitoring: Implement the rehabilitation plan, monitor progress, and address and any emerging challenges. By reopening the principal corridor, the region can unlock economic potential, improve living standards, and foster growth and development.

Improvement to be Made

Despite the positive feedback, there are several areas where I can improve. Firstly, my tutor suggested that I provide

a more specific examples and data to support my recommendations.

Secondly my peers suggested that I include a cost benefits analysis of the recommended solution. This is important aspect of any business case and will ensure that I provide a detailed cost-benefits analysis, including estimates, and expected return on investment.

Thirdly, the feedback highlighted the need for a more the need for a more detailed implementation plan, finally my professor suggested that I consider including a risk management plan to identify and mitigate potential risk. I will ensure that I include

a risk assessment of likelihood and impact, and mitigation strategies.

Project Description:

The project involves the reopening of the principal corridor, which has been closed or restricted, hindering trade, commerce, and social interactions. The project will include the rehabilitation of roads, well as the implementation of security measures and environmental management plan. Building and upgrading Highway 5 and other critical transportation infrastructure damaged by catastrophic flooding.

The project scope includes,

- . Rebuilding the highway 5 to its original capacity.
- . Enhancing infrastructure resilience through climate-resilient design and construction methods.
- . Upgrading other critical transportation infrastructures.
- . Monitoring bridge and road works over the winter
- . Completing detailed inspections in the spring.
- . Completing the restoration of wildlife and fish habitat next spring and summer, including extensive planting in wildlife corridor and along streams.

Project Overview:

The principal corridor is critical transportation route that connects major cities and economic hubs. It has been closed or restricted due to various reasons, including security concerns, infrastructure damage, and environmental issues. November 2021 a major event caused catastrophic damage to Highway 5, leading to washouts and the destruction of multiple bridges. The project aims to reopen the corridor, enhancing regional connectivity.

- . Promoting economic growth and improving the quality of life for communities along the corridor.

- . December 20,2021. The highway was initially reopened to essential / commercial traffic.
- . January 19,2022 The highway was fully reopened to both essential and non-essential traffic from Hope to Merritt
- . To restore the crucial transportation link between the lower Mainland and the B.C. interior, which has severed when seven bridge collapsed or were severely damage.
- . Rapid response the initial phase focused on emergency repairs to quickly reopen the highway
For essential commercial and public use.
- . Climate Resilience the long -term objectives were to build back better by designing and constructing, infrastructure that could better withstand future extreme weather events

Project Objectives.

- . Reopen the principal corridor: Restore the corridor to its original capacity, ensuring safe and efficient transportation of goods and people.
- . Improve security measures: Implement security measures to prevents future disruptions and ensure the safety of travellers and cargo.
- . Enhance environmental management: Develop and implement environmental management plans to mitigate the impact of the corridor on the surrounding environment.
- . Promote economic growth: Stimulate economic growth and development along the corridor by improving access to markets, services, and opportunities.
- . New bridges six new permanent bridges were designed and constructed incorporating climate change resilience and environmental restoration efforts,

Scoop:

The project Scoop includes:

- . over 300 workers using 200 pieces of equipment moved more than 400,000 cubic metres
Of materials repairs.
- . Alliance model the project was a collaborative effort between the Ministry of Transportation and Infrastructure, KEA5 (a joint venture between Peter Kiewit & Sons and Emil Anderson Construction and the local first Nation communities.

- . Climate -resilient design new bridges were built with deep pile footings and longer spans to accommodate high water levels. Large rock reinforcements to prevents erosion and scour and extensive planting was done to restore aquatic and land habitats.
- . The project was completed ahead of the initial spring 2022 estimate, earning the project team an award for their innovation approach to emergency recover and project management.
- . Infrastructure Rehabilitation: repair and upgrade the corridor s infrastructure, of 50 km of roads. Bridges, and railways.
- . Environmental management: Develop and implement environmental management plans, Including waste management, pollution control, and habitat restorations.
- . Security enhancement Implement of security measures, including CCTV cameras surveillance systems, checkpoints, and security personnel.
- . Stakeholders' engagement: Engage with local communities, and governments to ensures that the concern are addressed and benefits are shared equitably.

WBS-Work Breakdown Structure (Project Timeline)

- 1. Initiation-----2 weeks
 - 1.1Project charter
 - 1.2Stakeholder Identification
- 2. Planning -----4 weeks
 - 2.1Project Scope Statement
 - 2.2 Work Breakdown Structure (WBS)
 - 2.3 Project Schedule
 - 2.4 Budget Estimation
- 3.Execution 3.1Insfrastructure-----20 weeks
 - Rehabilitation
 - 3.2 Security

Enhancement

3.3 Environmental

Management

4. Monitoring and Control-----8 weeks

4.1 Progress Reporting

4.2Performance

Indicators

4.3 Change

Management

5. Closure-----2 weeks

5.1 Project closure

Report

5,2 Lessons Learned

Project Budget: The project budget is estimated at \$16.5 million, allocated,

- . Infrastructure rehabilitation: \$ 10 million
- . Security Enhancement: \$2 million
- . Environmental management: \$1.5million
- . Stakeholder engagement: \$ 1. Million
- . Contingency reserve: \$ 2million

Quad Chart:

Project Objectives / Key Performance Indicators (KPIs)

- . Reopen the principal corridor-----Corridor reopened within 12 months.
- . Improve security measures-----Reduction in crime rate by 20%
- . Enhance environmental management-----Environmental impact assessment completed within 6 months
- . Increase economic growth -----Increase in trade volume by 15%

Gantt Chart:

Task Duration	Start date	End Date	
. Initiations' weeks	2023-02-01	2023-02-15	2
. Planning and Design weeks	2023-02-16	2023-03-15	4
. Execution weeks	2023-03-16	2023-08-16	20
. Monitoring and control weeks	2023-08-16	2023-10-15	8
. Closure weeks	2023-10-16	2023-10-31	2

Stakeholders Involvement:

- . Government agencies: project oversight and guidance.
- . Local communities: participation in project planning and execution.
- . Private sector: investment and partnerships,
- . Ministry of transportation and infrastructure: Primary stakeholder and project sponsor.
- . Local communities: Affected communities and business along Highway 5 and other critical Transportation and infrastructure.
- . Indigenous Groups: Indigenous communities' w/ interest and rights in the project area.
- . Contractors and Suppliers: Companies and individuals involved in the construction and delivery of the project.

Allocation of Resource:

- . Project team: Project Manager, Engineers, security personnel, Quality Manager, and support staff
- . Financial resources: budget allocation for infrastructures rehabilitation, security enhancement, and environmental management.
- . Contractors and Suppliers: Companies and individuals contracted to perform specific tasks.

. Equipment and Materials: procurement of equipment and materials for infrastructure rehabilitation. Necessary equipment and materials for construction and infrastructure upgrades.

Risk Analysis:

- . Infrastructure damage: Damage to infrastructure during rehabilitation.
- . Security breaches: security breaches during project execution.
- . Environmental impacts: Unforeseen environmental impacts.
- . Stakeholder resistance: resistance from stakeholders.
- . Risk Identification: Identify potential risks, including natural disasters, construction delays, and stakeholder conflicts.
- . Risk Assessment: Assess the likelihood and impact of each risk
- . Mitigation Strategies: Develop mitigation strategies and contingency plans for each risk.

Mitigation Strategies.

- . Regular inspections and maintenance: Regular inspections and maintenance to prevent Infrastructure damage.
- . Implement security: implement security measures and monitoring to prevent security breaches.
- . Conduct environmental assessments: conduct environmental assessments and monitoring to mitigate environmental impacts.
- . Stakeholder engagement: Engage stakeholders and address concerns to prevent resistance.

Conclusion:

The reopening of the principal corridor is a critical complex initiative that requires careful full planning, coordination and execution and monitoring, This project management plan outlines the approach, timeline, budget, and timeline budget, and risk associated with the project. By following this plan, we can ensure successful implementation and achieve the the project objectives.

Reference.

, British Columbia Road Atlas (2007 ed.) Oshawa, ON: Map Art Publishing Corp. 2010. pp. 37.46.47.57.58 and 69

ISBN 978-1-55368-018-5

. Project Management Institute (PMI). (2017). A Guide to the Project Management Body of Knowledge (PMBOK Guide).

. British Columbia Ministry of Transportation and Infrastructure. (2022). Project Management Framework.

. International Organization for Standardization (ISO). (2015). ISO 21500:2012, Guidance on project management.

. Project Management for the Unofficial Project Manager by Kory Kogon et al., 2015) - Suzette Blakemore, S., & James Wood

A resource for project without training [4].

. Canadian Construction Document's Committee (2019) Project Management Handbook.

. Department of Highways (1960). Province of Alberta Official Road Map (PDF) (Map). Government

Of Alberta SS A-4, A-5, B-5, B-6.

. Project Management the Managerial Process by Erik W. Larson and Clifford F. & Gray, 2018)

. Project Management Handbook (CCDC,2019)- A practical guide to project management in the construction industry [2].

. Guidance on Project Management (International Organization for Standardization,2012)

. Larson, E. W., & Gray, C. F. (2018) Project Management: The Management Process.

