Resource Productivity of Highway Project

S.B. Patil¹, Ganesh Gundesha², Ramdas Chavan³, Saurabh Tatwade⁴, Satyajit Mane⁵, Nagesh Yadav⁶

¹, ², ³, ⁴, ⁵, ⁶Department of Civil Engineering, Sanjay Ghodawat Institute, Atigre

Abstract-The aim of this research is plan resources of highway project to optimize a cost and reduce duration of project by fulfilling all the requirements. By doing a better planning of equipments, labour and materials to increase productivity factor of highway. For completion of any road project we require proper management of equipment, material and labour. For big infrastructure project, big tools and plants plays an important role in reducing or increasing productivity. To improve productivity of equipments we require to reduce the wastages in utilization and to reduce cost.

Keywords- Productivity, MSP (Microsoft project), Resource Planning, Scheduling, Resource Levelling

I. INTRODUCTION

Roads network is main factor in the overall development of country in the form of social and economic infrastructure. In an indirect way, they help in establishing better social and economic relationship between people of nearby areas and also help the country during military emergency and natural hazards. India has very large road network around 4320000km roads are constructed and cost of construction for this network are very huge. In highway projects, the total project corridor is usually divided into sections and further to sub-sections for the ease of working and resource allocation. The resources are generally allocated to the working teams / groups on the basis of their productivity level and total volume of work allotted to the respective teams. Any disparity in the expected level of output compared to actual output level could lead to untimely completion and cost overrun and actually indicate improper prediction of the productivity level leading to wrong estimation of production rate.

For the above reasons, it is quite necessary to study the productivity of the different resources in detail for highway sector. The same equipments and sometimes even the same manpower being used in different activities, a detailed study, categorization and analysis of productivity of resources for different activities are very necessary. Identification of the factors affecting the productivity of each of the resources along with formation of graphs, formulas and charts to estimate production is also essential for the easy going of the job of planning.

II. RESOURCE PRODUCTIVITY

Productivity means the ability to produce. The term 'productivity', as commonly understood, implies the ratio of output to input. The input and output can be measured in physical quantities, monetary terms or a combination of both. Many link productivity to mean of workers’ output capability; they express productivity as work quantity produced per man-hours of input. Productivity is also defined as monitory value of output per man-hour of input. Some consider productivity as performance output in rupees for every rupees of input. In the narrower sense of controlling project resources, the productivity concept is used to measure the performance of resources.

Productivity = Output / Resource used

The productivity ratio can relate output to all resources used ('Multi-Factor Productivity' or 'Total Factor Productivity') or to a single factor, such as units of labour or capital or energy. The most common single factor productivity measure is labour productivity. Output can be homogenous or heterogeneous.

A. Equipment Productivity

In construction, some tasks are labour-intensive, some pre-dominantly employ equipment and some use a combination of both, i.e., labour and equipment. In big infrastructure projects like highway projects, equipment’s and the plants play a crucial role in the production process. It becomes important to educate the labours and supervisors to look at equipment productivity as matter of prime importance.

B. Material Productivity

Efficient material management in project environments calls for an integrated approach covering numerous functions such as materials planning and programming, materials purchasing, inventory control, store-keeping and ware housing, materials transportation and handling at site, materials codification and standardization and the disposal of surpluses. The material planning and programming, which is the key function on materials management is closely linked with the project planning and control set-up.
Both these work together to develop a plan to procurement and stocking of construction materials so as to provide at site, materials of right quantity, at right prices from right source and at the right time. The construction material planning involves identifying the materials required, estimating quantities, defining specifications, forecasting requirements, locating resources for procurement, getting material samples approved, designing material inventory and developing procurement plan to ensure a smooth flow of materials till the connected construction work are completed at the project site.

\[
\text{Productivity} = \frac{\text{Output}}{\text{Material used}}
\]

C. Labor Productivity

One of the most contentious areas in construction claims is the calculation or estimation of lost productivity. Unlike direct costs, lost productivity is often not tracked or cannot be discerned separately and contemporaneously. As a result, both causation and entitlement concerning the recovery of lost productivity are difficult to establish. Compounding this situation, there is no uniform agreement within the construction industry as to a preferred methodology of calculating lost productivity. There are, in fact, numerous ways to calculate lost productivity. Many methods of calculation are open to challenge with respect to validity and applicability to particular cases thus making settlement of the issue on a particular project problematic.

D. Common Causes of Lost Productivity

On construction projects there are numerous circumstances and events which may cause productivity to decline. The circumstances set forth below may all impact labor productivity. However, for a contractor to successfully recover damages due to lost productivity from a project owner, the contractor will need to clearly demonstrate that the root cause of the event or circumstance was something for which the owner or one of the owner's agents was responsible. Additionally, the contractor must be able to show a cause and effect relationship between the event and the impact to labor productivity in order to recover damages (i.e., costs and/or time). However, the recoverable damages are not limited to direct costs. They may also include ripple damages or indirect costs, to the extent that a cause and effect relationship can be established between the downstream effects and the originating event.

1) Changes, ripple impact, cumulative impact of multiple changes and rework
2) Competition for Craft Labor
3) Defective engineering, engineering recycle and/or rework
4) Dilution of supervision
5) Excessive overtime
6) Failure to coordinate trade contractors, subcontractors and/or vendors
7) Project management factors
8) Labor relations and labor management factors
9) Schedule Compression Impacts on Productivity
10) Untimely approvals or responses
11) Site conditions
12) Site or work area access restrictions
13) Schedule Compression Impacts on Productivity

III. RESULT AND DISCUSSION

A. Case Study

1) Name of work – Rehabilitation and up-gradation to two lanes with paved shoulder/ four lane configuration of (a) Karad - Tasgaon- Jath – Vijapura Road upto Karnataka border Road (153km) (b) Nagaj junction at NH-166 to Jath (32km) in the state of Maharashtra on Engineering procurement and construction (EPC) basic contract

Type of project - Infrastructure
End use of Project - Road Transportation
Client / Employer - Government of Maharashtra Morth and NH Division (PWD) MAHARASHTRA
EPC Contractor - MEGHA Engineers and Infrastructure LTD. S-2 Belanagar Hydarabad
Authority Engineer - Highway Engineering consultant Malkapur Karad
Date of Start - 26/12/2017
TABLE I
Optimised Cost

| Sr. No | Task Name                  | Duration | Cost (Rs) |
|--------|----------------------------|----------|-----------|
| 1      | OGL Work                   | 4 days   | 22,874.15|
| 2      | Embankment Work            | 11 days  | 22,353,320|
| 3      | Sub grade 1st layer        | 3 days   | 127,200  |
| 4      | BT Scarification/dismantling| 2 days   | 84,800   |
| 5      | Sub grade Top              | 2 days   | 84,800   |
| 6      | GSB work                   | 3 days   | 42,912   |
| 7      | DLC work                   | 5 days   | 7,608,000|
| 8      | PQC work                   | 3 days   | 12,773,618.88|
| 10     | Total                      | 33 days  | 43,097,525.03|

Original cost of project - 45,001,936/-
Optimised Cost of project - 43,097,525.03/-

B. Optimised Cost by Using MSP Software

TABLE II
MSP WORK

| ID | Task Mode | Task Name                                           | Duration | Work | Start            | Finish           | Cost              |
|----|-----------|-----------------------------------------------------|----------|------|------------------|------------------|-------------------|
| 1  |           | Reconstruction of carriageway with Paved Shoulders(KM 46 TO 47) | 33.38 days | 296 hrs | March 14, 2019 | April 14, 2019 | ₹43,097,525.03 |
| 2  |           | OGL work                                           | 4 days    | 64 hrs | March 14, 2019 | March 17, 2019 | ₹2,22,874.15     |
| 3  |           | Levels                                             | 1 day     | 8 hrs  | March 14, 2019 | March 14, 2019 | ₹16,2,15         |
| 4  |           | C&G                                                | 1 day     | 8 hrs  | March 14, 2019 | March 14, 2019 | ₹16,000          |
| 5  |           | Excavation                                         | 1 day     | 8 hrs  | March 14, 2019 | March 15, 2019 | ₹544.00          |
| 6  |           | Compaction                                         | 4 days    | 32 hrs | March 14, 2019 | March 17, 2019 | ₹1,848.00        |
| 7  |           | OGL Work Complete                                  | 0 days    | 0 hrs  | March 17, 2019 | March 17, 2019 | ₹0.00            |
| 8  |           | Embankment Work                                    | 11 days   | 88 hrs | March 17, 2019 | March 28, 2019 | ₹22,353,320.00   |
| 9  |           | Embankment 1st day                                 | 8 hrs     |       | March 17, 2019 | March 18, 2019 | ₹2,032,120.00    |
| 10 |           | Embankment 2nd day                                 | 8 hrs     |       | March 18, 2019 | March 19, 2019 | ₹2,032,120.00    |
| 11 |           | Embankment 3rd day                                 | 8 hrs     |       | March 19, 2019 | March 20, 2019 | ₹2,032,120.00    |
| 12 |           | Embankment 4th day                                 | 8 hrs     |       | March 20, 2019 | March 21, 2019 | ₹2,032,120.00    |
| 13 |           | Embankment 5th day                                 | 8 hrs     |       | March 21, 2019 | March 22, 2019 | ₹2,032,120.00    |
| 14 |           | Embankment 6th day                                 | 8 hrs     |       | March 22, 2019 | March 23, 2019 | ₹2,032,120.00    |
| 15 |           | Embankment Top                                     | 5 days    | 40 hrs | March 21, 2019 | March 26, 2019 | ₹10,160,600.00   |
| 16 |           | 1st Portion                                         | 1 day     | 8 hrs  | March 21, 2019 | March 22, 2019 | ₹2,032,120.00    |
| 17 |           | 2nd Portion                                         | 1 day     | 8 hrs  | March 22, 2019 | March 23, 2019 | ₹2,032,120.00    |
| 18 |           | 3rd Portion                                         | 1 day     | 8 hrs  | March 23, 2019 | March 24, 2019 | ₹2,032,120.00    |
| 19 |           | 4th Portion                                         | 1 day     | 8 hrs  | March 24, 2019 | March 25, 2019 | ₹2,032,120.00    |
| 20 |           | 5th Portion                                         | 1 day     | 8 hrs  | March 25, 2019 | March 26, 2019 | ₹2,032,120.00    |
| 21 |           | Embankment Top Complete                             | 0 days    | 0 hrs  | March 25, 2019 | March 25, 2019 | ₹0.00            |
| 22 |           | Top Complete                                        |          |       | March 25, 2019 | March 25, 2019 | ₹0.00            |
IV. CONCLUSION

In India highway construction projects have lack of professionalism, leading to lack of detailed management and planning. Due to these lack of professionalism project tends to increase in cost and time of the project. To optimize cost and time proper planning and management of resources must be required. There are also some which affect productivity of resources that factors are labour, material and equipment. In our project we studied these factors affecting resource productivity and after that we merge these factors about some extent. To optimize cost and time of project we have used MSP software. All Project management plays a key role in making a project successful. This work mainly deals with improving Productivity of the Equipment’s used for the Road work and Planning and Scheduling the work using MS Project software.

Following conclusions are drawn from this research-

A. Study and use of proper equipment, material and labour for a particular job is of prime importance.

B. A database of equipment, material and labour productivity for every site must be maintained and studied.

C. It was observed that the Productivity of Karad-Tasegaon Road Work was low because of improper planning and scheduling.

D. Use of Project Management software’s like MS Project play a vital role in improving the Productivity of tasks by proper Planning and Scheduling of Projects.

E. Resource factors which affects the cost of project, some of this factors are studied and merge during allowing resources

F. It was observed that, use of MS Project software and Management techniques for these road, Cost reduces about 5% of original cost.

REFERENCES

[1] K Swarna Kumari, J Vikranth, A Study On Resource Planning In Highway Construction Projects (IJERA) ISSN: 2248-9622 Vol. 2, Issue4, July-August 2012, pp.1960-1967

[2] K.Sri Bindul, U. Jayasanthosh Kumar, Resource Optimization in Road Construction Projects, 2016 IJEDR Volume 4, Issue 2 ISSN: 2321-9939

[3] Pankaj Suresh Rayamane, Amey A. Kelkar, Productivity Escalation and Cost Optimisation of Equipment’s used in Pavement Construction, IRJET e-ISSN: 2395-0056 Volume: 04 Issue: 09 Sep - 2017 p-ISSN: 2395-0072

[4] CHITKARA, K K. 2004 “Construction Project Management”, Tata McGraw Hill, New Delhi, 2004.

[5] Julian E. and Daniel Quinn Mills, “The Construction Industry”, Lexington Book, 1979.

[6] Shaghayegh Shariat, et al “Maximizing resource effectiveness of highway infrastructure maintenance inspection and scheduling for efficient city Logistics operations” Department of Civil Engineering, Morgan State University, Baltimore, MD 21251, USA

[7] Yassir AbdelRazig et al “Construction Productivity Simulation Analysis” Journal of Multidisciplinary Engineering Science and Technology (JMEST) ISSN: 3159-0040 Vol. 3 Issue 2, February – 2016

[8] Tom Iseley et al “Equipment Productivity” Journal of Multidisciplinary Engineering Science and Technology (JMEST)