

The research is to study the causes of road construction delays for Bangkok Metropolitan Administration (BMA). The objectives is to investigate the causes and to arrive at approaches to alleviate problems of road construction delays.

Data from 25 projects was collected from Department of Public Works, BMA, by interviews and document search. Causes of delays are categorized as 1) by owner 2) by contractor 3) physical obstruction and 4) external factors. The frequencies and severities were analysed from each cause. In addition, each cause was divided into sub-causes to explore the frequencies and severities. Parameters related to frequencies and severities were statistically tested; they are: 1) size of projects 2) size of underground job 3) condensation of people in area adjacent to construction and 4) the year which contract was signed.

It was found that "physical obstruction" cause has highest frequency and severity, mostly resulted from "public utilities system" sub-cause, especially the water supply system. Second highest frequency resulted from "by owner" cause, with "wait for improve the plan" sub-cause. The analysis of the parameters related to frequencies and severities of the delays revealed that the frequencies of delays are not related to the increased value of parameters. Severities increase with "the year which contract was signed", but are constant when size of projects and size of underground job increase.

Data were analysed as to the timing of delays: the construction phase and before construction phase. It was found that the responsibility of delays lies with: (1) faulty survey/design (2) insufficient coordination. It is recommended that to reduce causes of delays, the survey should be given enough time to collect relevant details. Physical obstruction could be avoided by coordination with responsible authorities to remove obstruction causes before the construction phase. Human relation skill of inspectors of road construction in Bangkok should also be given more consideration.

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