

**STUDY ON TIME AND COST OVERRUNS IN PMGSY
 ROAD PROJECTS IN INDIA**

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Short abstract: Rural roads had been planned and constructed under various rural development programmes by the Government of India. However, serious efforts through these programmes could not make road connectivity for more than 50 percent of rural areas in India. Hence, the Government of India had launched a major programme known as Pradhan Mantri Gram Sadak Yojana (PMGSY) on 25th December 2000. The PMGSY programme emphasises on time and quality of construction. This study analyses the time overrun and cost overrun of PMGSY road projects using the real-time data of PMGSY roads available on the Online Management Monitoring and Accounting System (OMMAS). The study analyses the relation between time overrun and cost overrun. Further, the effect of project duration and project budget on time and cost overruns is investigated. The study reveals that all of the PMGSY road projects have undergone time overrun, and 90 percent projects have undergone cost overrun.

Keywords: PMGSY road projects, Time overrun, Cost overrun.

1. INTRODUCTION

Time overrun in construction is common, especially in road construction projects. Analysis of time overrun has not been considered as an important parameter in the construction industry. Consequently, most of the projects have not been constructed within the stipulated period. This in turn causes negative impact on the performance of construction projects. It also affects the project stakeholders such as the designer, contractor and the end-user of the facility. Many researchers all over the world have analysed time overrun in construction projects. Road projects are found to have large amount of time and cost overruns (Narayanan et al., 2018). Time and cost overruns are the major problems found in the construction industry (Iyer and Jha, 2017). In Indonesia only 47% of the construction projects were completed on time, remaining all the projects had been delayed (Trigunarsyah, 2004). A survey on time overrun in construction projects in Saudi Arabia concluded that 70% of the construction projects were delayed (Assaf and Al-Hejji, 2006). Based on previous studies, Time and cost overruns on the actual project performance data of PMGSY road projects in India are not reported in the literature.

2. OBJECTIVES

The objective of this study is: