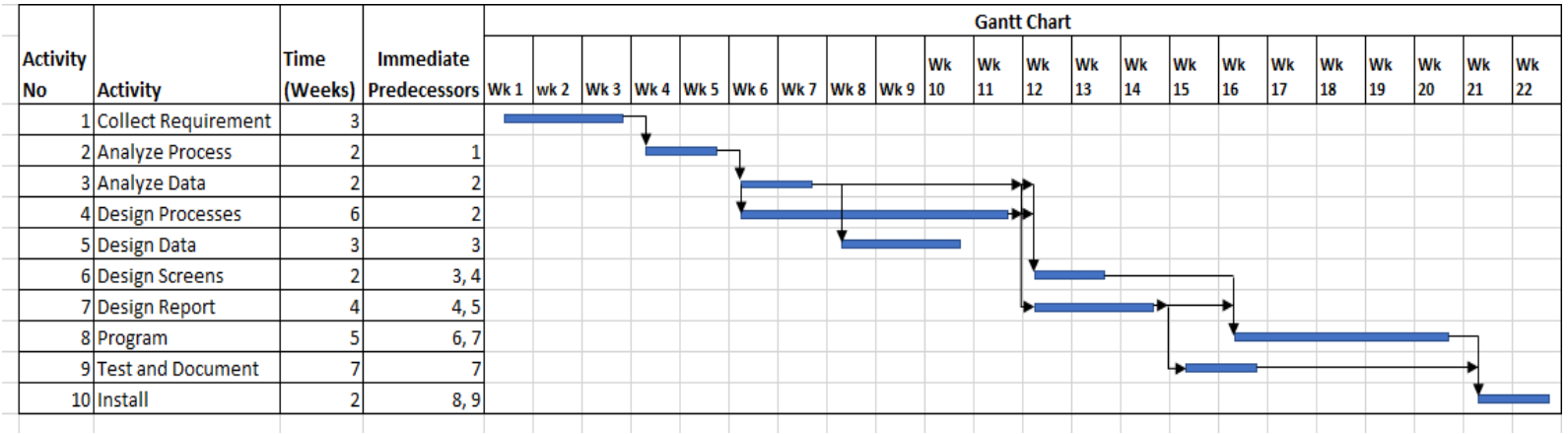
PROJECT WORKPLAN

For easy tracking of the Project plan and flow, the major system developmental procedures are shown below. The table below shows the tasks, their preceding event, and the expected duration of each task.

Activity No	Activity	Time (Weeks)	Immediate Predecessors
1	Collect Requirement	3	
2	Analyze Process	2	1
3	Analyze Data	2	2
4	Design Processes	6	2
5	Design Data	3	3
6	Design Screens	2	3, 4
7	Design Report	4	4, 5
8	Program	5	6, 7
9	Test and Document	7	7
10	Install	2	8, 9

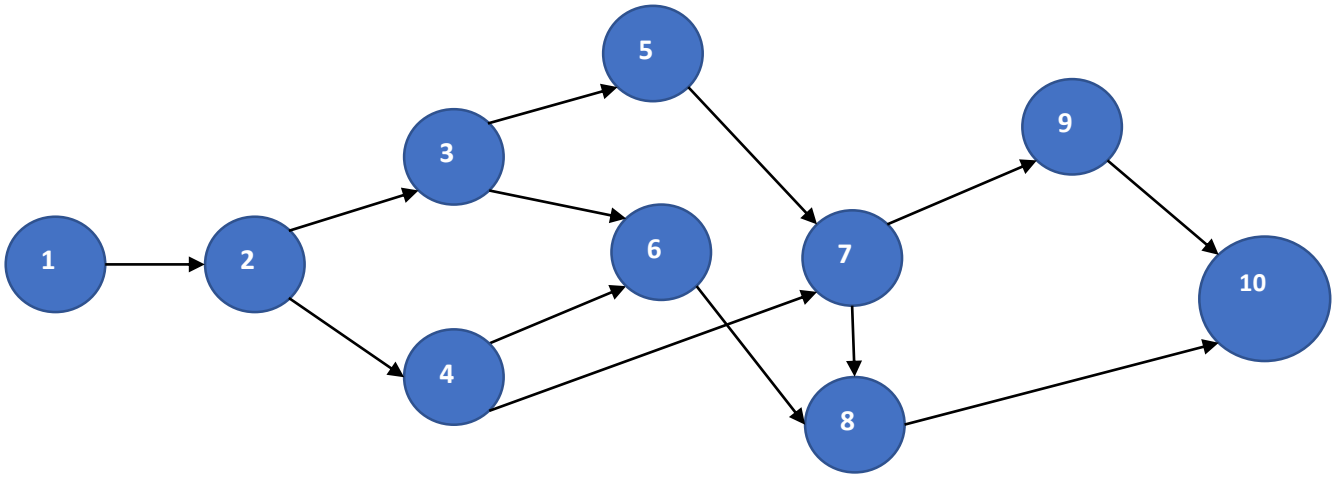
GANTT CHART

The representation below shows the Gantt chart for the project. It shows the various tasks to be carried out during the development of the system, the tasks that precede them, the expected duration, and the total expected time for the project to be completed. Each horizontal bar's length is proportional to the time of completion of the task it is representing. The arrow points to the task that is to be done immediately after the one it originated from.



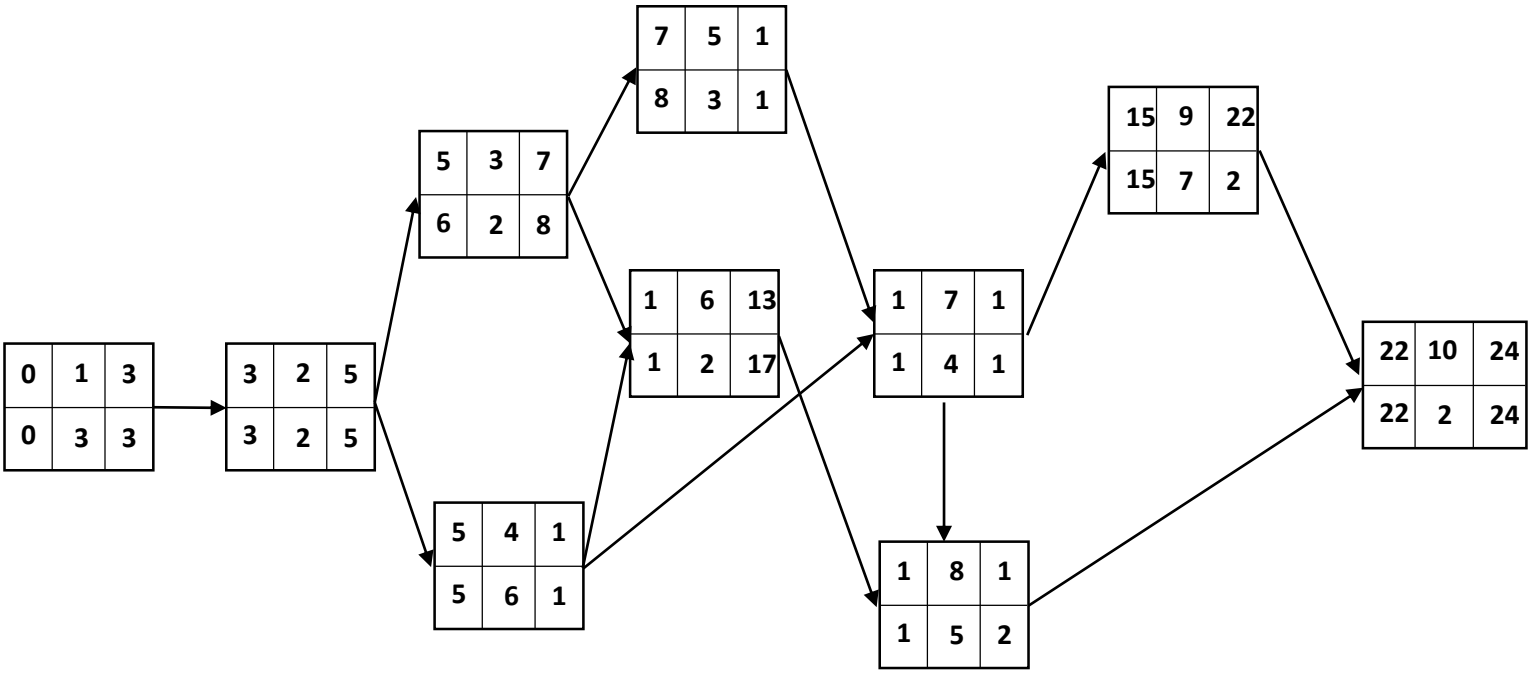
THE NETWORK DIAGRAM

The network diagram helps compute and calculate the Earliest Start time, Late Start time, Earliest Finish time and Late Finish time of each of the activities in the system developmental phase. It also helps in computing the Critical Path (delay on this path leads to delay of the entire project).



KEY

Early Start	Activity	Early Finish
Late Start	Duration	Late Finish



Activity No	Activity	Time (Weeks)	Earliest Completion Time (TE)	Latest Completion Time (LT)	Slack Time (LT – TE)	Critical Path (X)
1	Collect Requirement	3	3	3	0	X
2	Analyze Process	2	5	5	0	X
3	Analyze Data	2	7	8	1	
4	Design Processes	6	11	11	0	X
5	Design Data	3	10	11	1	
6	Design Screens	2	13	17	4	
7	Design Report	4	15	15	0	X
8	Program	5	18	22	4	
9	Test and Document	7	22	22	0	X
10	Install	2	24	24	0	X

Activity in the system development process that must not be delayed are Activity 1, 2, 4, 6, 9 and 10.

FEASIBILITY STUDIES

Operational Feasibility

The proposed system will help to ease the flow of transportation of commuters within the University environs by reducing the task of having to go to the bus stop to board vehicles and deal with the issues of change settling after payment for transport fees. It will also help in easy monitoring and tracking of every single vehicle inside the University environ.

Technical Feasibility

Below are the major hardware and infrastructure needed for the project

- A well conducive and situated office within the University where all equipment and devices would be mounted
- Minimum of 300 CCTV camera to be located around strategic positions within the University
- GPS tracking system
- Minimum of one Radio wave antenna for communication and transmission of signals
- 5 routers switches each for sending and receiving of data packets and signals from vehicles
- A micro data center or server room for hosting the main server
- Minimum of 10 computer systems for the management of the Database

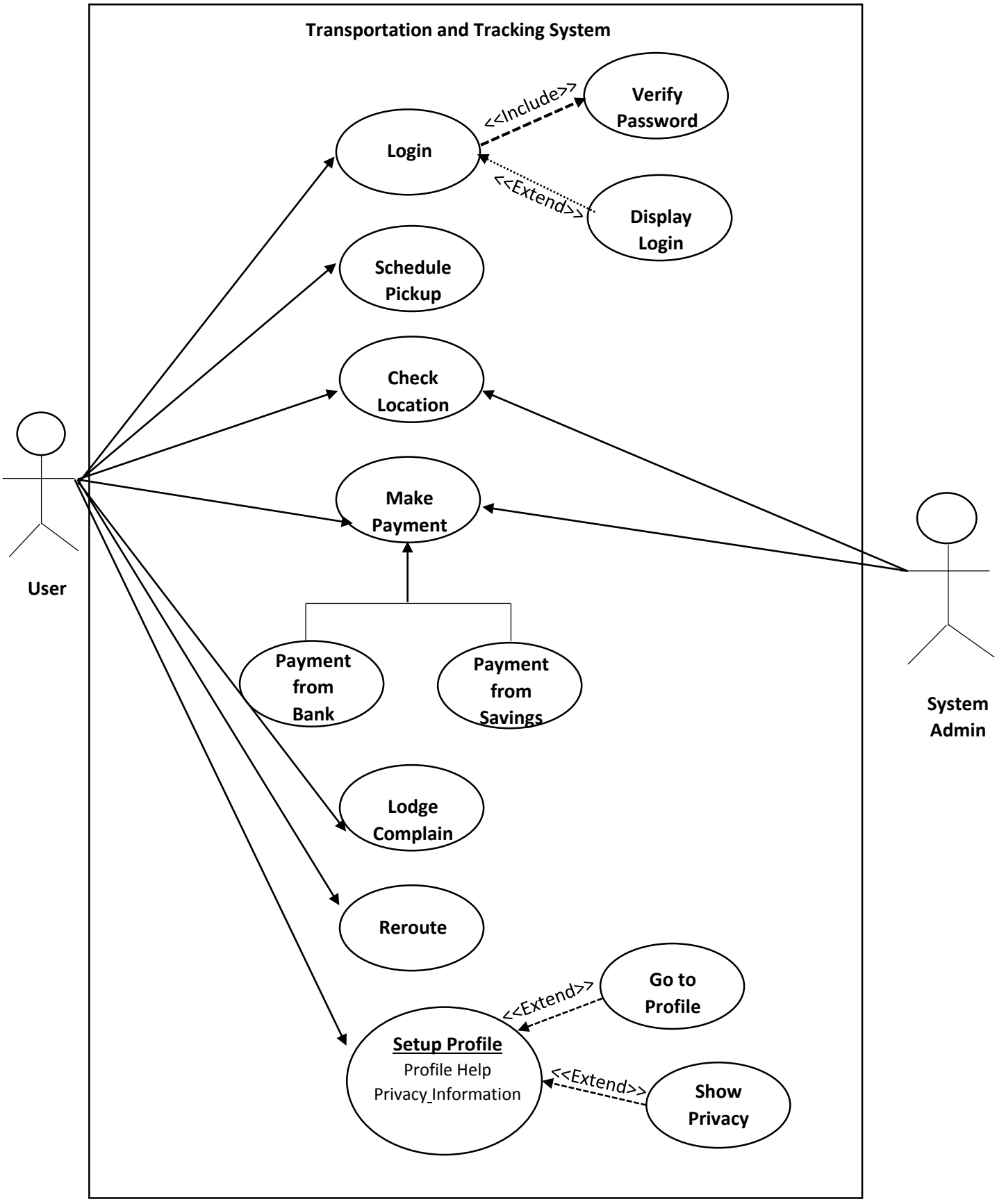
Schedule Feasibility

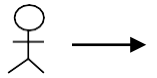
The work plan schedule may have to be extended as we may be limited by unavailable funds.

Legal and Contractual Feasibility

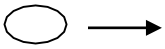
Having considered the analysis of pertinent laws and regulations that may affect the project, the terms and conditions of the use of the system conforms to the legal and ethical requirements.

THE USE CASE MODEL FOR TRANSPORTATION AND TRACKING SYSTEM





Actor (an entity that interacts with the system)



Use Cases (the functions performed by the actors)

The above Use Case Diagram illustrates and defines the context and requirements of important parts of the system.

The user Login to the application and then authentication and verification of password takes place before the user is granted full access to the services provided which are:

- Schedule Pickup
- Check location
- Make Payment
- Lodge Complains
- Reroute
- Setup Profile