

SECTION 110- GENRAL ORGANIZATION

2424. Basic organization. Large- scale road work involves decentralization of control especially in broken country. The basic organization which can be expanded or contracted as necessary is shown in Figure 24.5.

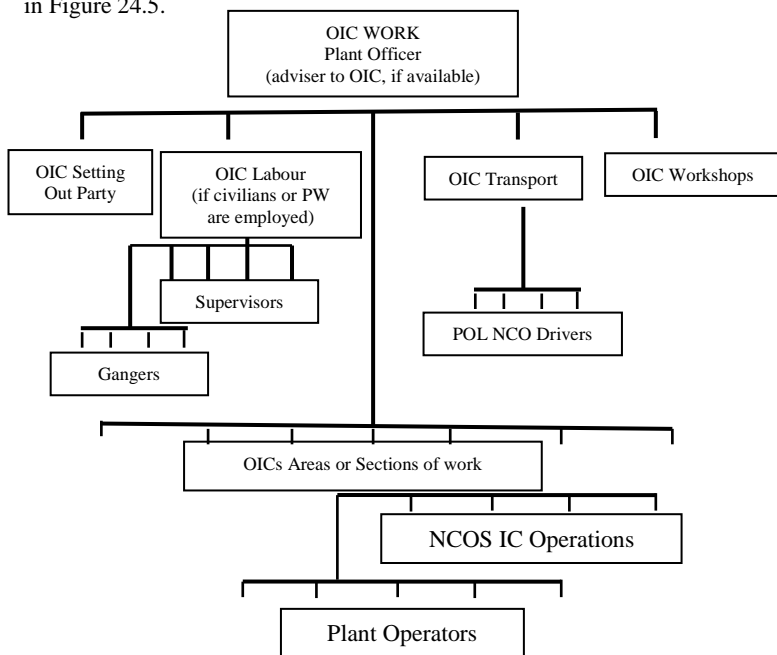


Figure 24-5: Basic Organization

2425. The overall plan. The OIC work must issue definite orders covering:

- a. Details of the road alignment.
- b. Standards to be observed.
- c. Construction specifications.
- d. Allocation of resources, including supervisory personnel, labour, plant and transport.
- e. Serving, recovery and repair.

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- f. Supply of POL.
- g. Supply of materials such as bitumen, cement etc.
- h. Records to be kept and reports to be rendered
- j. Administrative arrangements.

2426. Allocation of resources. Plant, vehicles and labour should be organized in properly balanced teams, so that all are kept working to capacity. A reserve of machines should be held, to cover break downs and contingencies. This may be up to 25 per cent in stand IDLE if they are kept fully serviced and ready for immediate use on demand; they can be occupied on light tasks, eg, finish grading, track maintenance, trimming spoil heaps.

2427. Employment of plant. The characteristics and employment of plant are dealt with in RESPBN No 5c. Factors to be considered when planning are listed in paragraph 617.

2428. Practical considerations.

- a. Supply and haulage routes. Temporary tracks clear of the actual road alignment are desirable. Where a permanent road is being constructed to replace a tactical route, it often pays to realign it. This usually means a better road and it leaves the original track free for operational traffic and for use by constructional and supply vehicles. Subsequently the track provides an alternative route of emergency use.
- b. Moving plant forward. It is often desirable to move tractors, dozer etc forward by leap-frogging. On dispersed work, especially in bad climatic conditions, move machines in small group to facilitate recovery of bogged machines and the starting of bad runners by towing.
- c. Servicing. Rigid insistence upon regular servicing is particularly important when plant is dispersed, especially if relief operators are used for shift working. Recovery repair and provision of spare parts must be properly organized.
- d. POL. The regular supply of POL is vital. In broken country and in wet weather tankers and trucks may be

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unable to reach advanced plan. Bren carriers have been used successfully for this purpose and a tractor can itself transport requirements for 3 days by carrying a 44 gallon drum of fuel and a jerry can of oil.

2429. Work analysis: See chapter 32

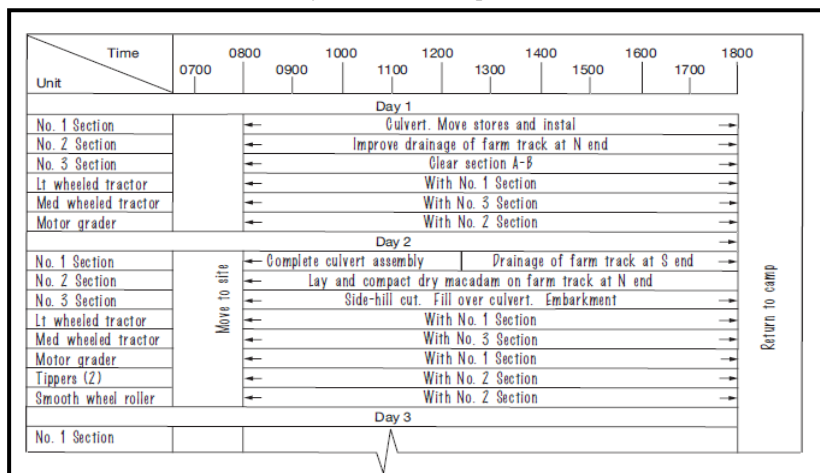


Figure 24-6: Standard Performance of Work Program

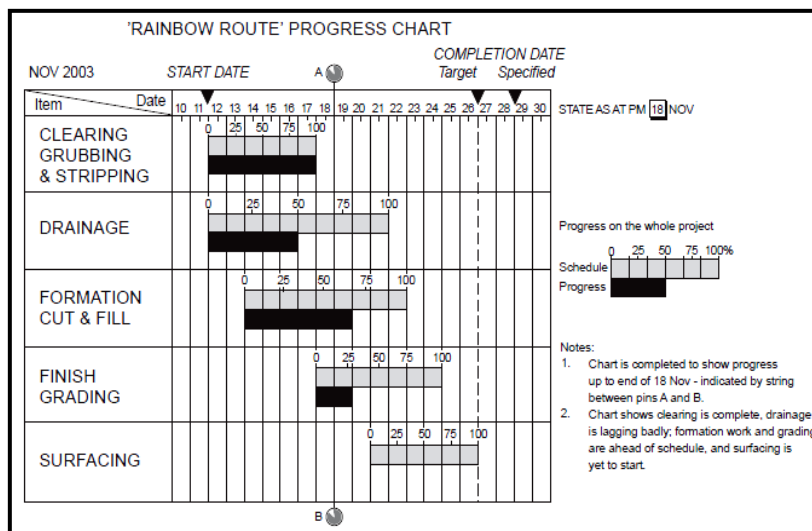


Figure 24-7: Sample Progress Chart