

APPENDIX – HYPOTHETICAL PROJECT WITH WORKED EXAMPLES

This section presents examples of how to apply loss-of-productivity computations to an impacted project. They are somewhat simplistic explanations that are designed to clarify the principles of estimating loss of labor productivity. Real-life situations are usually more complicated but should be approached by starting with the Key Principles and recommendations contained in this Standard.

A.1 The Berkeley Middle School Project

The Berkeley Middle School Project (the “Project”) consisted of the construction of an \$85,000,000 middle school that included classrooms, auditorium space, gymnasium, cafeteria and offices. The Project was new construction, based on a design-bid-build, lump sum bid delivery system.

The bid documents, which were prepared by the school district’s design professionals, contained a

- Detailed scope of work,
- Set of comprehensive drawings and specifications, and
- Summary construction schedule that set forth a notice-to-proceed date and a final contract completion date.

The contract specified liquidated damages in the amount of \$5,000 per day of inexcusable Project delay.

The Project documents divided the building into three areas:

- Area A, which included the gymnasium, cafeteria, and other support rooms;
- Area B, which contained classrooms and teachers’ and administrators’ offices; and
- Area C, which was composed mostly of classrooms.

The prime contract bidders solicited bids from qualified subcontractors, which included concrete, masonry, electrical, mechanical and sheet metal, plumbing, interior finishes, and other trades.

Note: For the purpose of this standard, corporate names used herein are fictitious, and any resemblance to actual corporations or companies is purely coincidental and unintentional.

The lowest-bidding prime contractor was Apex General Contractors (“Apex”). Apex executed a lump sum contract with the school district. In turn, Apex executed lump sum subcontracts with the various trade subcontractors. The district’s contract with Apex required Apex to produce BIM drawings, which were to be accepted by the district’s design professionals before fabrication of various systems could commence. Apex’s subcontract assigned the lead responsibility for the BIM process to the mechanical subcontractor.

We assume that Apex had the right to rely on the accuracy, completeness, and constructability of the contract documents that were provided to Apex by the school district prior to Apex submitting its lump sum bid on the Project.

A.2 *Project Obstacles*

We note some obstacles discovered and conditions experienced by Apex after execution of the contract and during the construction of the Project.

- On excavating for underground utilities that were to be installed under the slab on grade, Apex’s excavating subcontractor discovered unsuitable soils (i.e., a differing site condition) that required remediation before site and foundation work could continue.
- The bid set of documents contained latent defects such that the drawings were not spatially coordinated. Thus, the systems could not be installed in the spaces provided on the contract drawings.
- Certain items that were specified to be furnished and installed were no longer commercially available and had to be respecified and reprocured, delaying the construction process.
- Latent ambiguities and errors in the construction documents required hundreds of RFIs, were neither timely nor comprehensively responded to by the school district’s design professionals.

- After building dry-in, when the Project was about 35% complete, the school district changed certain room layouts, mechanical, electrical, and ductwork services, and finishes in the affected areas as changes in the base contract scope.

The lack of a coordinated and complete design, as well as the unanticipated frequency and duration of the clash detection and correction meetings caused substantial BIM overruns.

A.3 *Project Assumptions*

Assume for this example:

- Apex timely submitted requests for time extensions on behalf of Apex and its subcontractors that conformed to the requirements of the contract. In turn, the school district did not provide specific responses but only repeated, “There can be no delay; the school must open on time.”
- In response to these repeated directives, Apex accelerated the work of the majority of the subcontractors to overcome the school district’s delays, after having provided constructive acceleration notices to the district.
- Apex’s subcontract form clearly stated that subcontractors could only recover time and cost impacts to the extent that Apex could recover such damages from the “owner”—in this example, the school district. Notwithstanding, Apex recommended to its affected subcontractors that they maintain production records to assist them in proving their delay and labor impact damages.
- At the conclusion of the construction process, Apex and its subcontractors delivered the school building on the original contract completion date, but only after extreme conditions of acceleration that included trade stacking, disruption of crew flow (start-stop-restart of activities), and unplanned crew size increases.
- An overtime work schedule was considered but was not implemented because of local labor market conditions and the potential of unpaid overtime premium and inefficiency costs.
- Apex did not waive its rights to recover time and productivity losses, as the change order and monthly payment application forms, which contained full accord and satisfaction language, were contemporaneously modified by Apex to allow exceptions, such as damages for productivity impact and delay.

A.4 Productivity Loss Calculations

Apex and its subcontractors prepared productivity loss calculations using various methods:

- Apex had no direct labor on the Project other than cleanup crews, and therefore Apex had no labor inefficiency claim. However, Apex had to add cleanup crews to service the substantially increased crews, and Apex prepared a *direct cost* claim for those added crews. Apex also added field office staff to deal with the impacts of the changed conditions, and prepared a *direct cost* claim for those unanticipated and added field office management staff.
- Sparks, the electrical subcontractor, contemporaneously maintained labor codes that allowed tracking of actual field labor charged to the various areas of the Project and identified by similar conduit size groups: ¾ to 1 ½ in. diameter, 2 to 4 in. diameter, and 6 in. diameter and greater. It used a *measured mile* approach.
- Flow Master, the mechanical and plumbing subcontractor, did not contemporaneously maintain any actual labor-hour breakdown and only charged actual labor-hours to two codes for the entire Project: HVAC Piping Field Labor and Plumbing Field Labor. Flow Master used a *productivity factors (industry-based experience) approach*.
- Air Services, the HVAC ductwork subcontractor, contemporaneously tracked its labor using an *earned value* labor tracking system that divided work activities by areas of the Project.
- Standard, the masonry subcontractor, did not track its labor in a detailed, contemporaneous manner. It used a *productivity factor (academic research) approach*.
- The added BIM labor-hours were claimed as added BIM hours for each affected change in scope (as a line item on the change order proposal), with the appropriate residual of the overrun being claimed on the basis of BIM time sheets that differentiated base contract versus added BIM labor-hours.

As a result of how the subcontractors maintained their field labor records, each subcontractor used a different loss of labor productivity quantification methodology. Further details are given in the next five subsections.

A.4.1 Measured Mile Method

Because Sparks maintained its actual labor-hour charges by Project area codes and by similar types of conduit, Sparks was able to prepare a *measured mile* loss-of-productivity computation. Sparks reviewed Project records that included

- RFIs;
- Changes log;
- Project schedule for activity durations, delays and acceleration, and sequencing and disruptions;
- Crew sizes; and
- Other relevant labor records.

By way of example, Sparks found the results shown in Table A-1 for its largest labor code, the installation of the ¾ to 1 ½ in. diameter conduit. Sparks then performed the same analysis for each of the conduit categories to demonstrate similar impacts.

Table A-1: Conduit Details for Berkeley Middle School.

	Area A	Area B	Area C
Actual lineal feet (LF) of conduit	50,000	60,000	40,000
Actual labor-hours (L-h) expended*	10,000	15,000	5,000
Actual productivity	5.0 LF/L-h.	4.0 LF/L-h	8.0 LF/L-h

* “Actual labor-hours” is defined as craft labor working with tools and does not include supervision labor not working with tools.

The measured mile area (Area C) demonstrated that Sparks could install ¾ to 1 ½ in. diameter conduit at a rate of 8 LF ft/h of craft labor, which is known as Sparks’s measured mile productivity rate. During this analysis, Sparks evaluated the following:

- Were the types of conduits used in the comparisons reasonably similar?
- Were the crews, including the labor supervisors, of similar experience?
- Were the physical areas of the Project similar? That included an evaluation of ceiling heights, complexity of the conduit systems, spatial considerations, and other potential variables.
- Were the conditions complained about (trade stacking, disruption, etc.) not present? Or if present, were the conditions not as intense in the measured mile area (Area C) as in the impacted areas (Areas A and B)?

Note that the measured mile can be prepared using time frames rather than physical areas on a project. Also, a key concept in the measured mile analysis is determining whether the work operations are “reasonably similar” or “measurably dissimilar” as to the effects being claimed. Inherent dissimilarities must be accounted for in the measured mile analysis.

Because Sparks maintained its labor records to allow for a measured mile method, Sparks did not need to address its project estimate, because the measured mile method does not rely on the claimant’s estimate. As stated, the measured mile method is the preferred method of labor loss-of-productivity computation when detailed records are kept contemporaneously and there is an uninterrupted or minimally interrupted period of production.

From the previous discussion, Sparks’s loss of craft labor productivity claim was formulated as in Table A-2, in the computation of Sparks’s “should have spent” labor-hours.

Table A-2: Conduit and Labor-Hour Details for Berkeley Middle School.

	Area A	Area B	Area C
Actual LF of conduit	50,000	60,000	40,000
“Should have spent” labor-hours*	6,250	7,500	
Actual labor-hours spent	10,000	15,000	5,000
Less “Should have spent” labor-hours	6,250	7,500	

Claimed lost labor-hours	3,750	7,500	
--------------------------	-------	-------	--

* “Should have spent” labor-hours is at the proven production rate of 8 ft of similarly sized conduit per labor-hour, expended per the measured mile analysis.

From the total loss of labor productivity labor-hours Sparks multiplied the hours by the labor rate (including burden, overhead, and profit) to calculate its claimed amount. Since the measured mile method is based on actual production rates, the claimant’s estimate does not enter into the analysis. However, it may be used as backup support for the production achieved in Area C as opposed to the other areas.

A.4.2 Productivity Factors Method: Industry Study

Because Flow Master, the mechanical and plumbing subcontractor, did not maintain particularized actual labor charges and only charged to two gross labor codes (mechanical piping and plumbing piping), Flow Master chose to use an *industry productivity factors study* method. Flow Master chose the labor inefficiency factors published by the Mechanical Contractors Association of America (MCAA factors).

Flow Master first prepared a modified total “cost” (actually, labor-hour) calculation to demonstrate its total field craft labor loss (Table A-3).

Table A-3: Labor-Hours for MCAA Calculation for Berkeley Middle School.

Total actual labor-hours expended (by labor code)	55,000
Original estimated labor-hours	-30,000
Approved change hours	-3,000
Estimate error	-2,500
Corrections owing to contractor field mistakes	-1,500
Unallocated labor-hour loss	18,000

There are two basic ways to apply the MCAA factors: prospectively and retrospectively. Both start with review of the 16 inefficiency factors listed in the MCAA's publication.

The *prospective* method involves choosing the appropriate MCAA factors and applying them against the estimated hours, with the concept that had the claimant known the types and intensity of inefficiencies that would be experienced on a project, it would have "factored" its estimated hours accordingly.

For example, assume that Flow Master interviewed its field staff and area foremen and selected three MCAA factors:

- "Reassignment of manpower," also known as disruption, with an "average" impact of 10%;
- "Stacking of trades," with an "average" impact of 20%; and
- "Crew size inefficiency," with a "minor" impact of 10%.

This would yield a total estimated impact of 40% if all three factors were added together. Note that there might be situations where the analyst might decide, based on professional judgement, to use a somewhat lower number.

Flow Master would then take its original estimated hours and multiply this total by 40%. Flow Master's estimated labor-hours might be increased to account for any estimating error.

The original estimated hours of 30,000 hours times the 40% estimated loss results in a loss-of-productivity claim of 12,000 field craft labor-hours. The subcontractor actually lost 18,000 field craft labor-hours, so the claimant is not claiming 6,000 field craft labor-hours as an "unallocated" and unclaimed loss of labor productivity. This difference can be attributed to the subcontractor's own productivity issues or backcharges it plans to recover from other parties.

Note that using this method (the prospective method), the subcontractor assumes that every estimated hour would have been subjected to a 40% loss of labor productivity, in every area and during each time period of a project. While this may not be inaccurate or unreasonable, it may be subject to criticism from the respondent.

A more particularized method of applying the MCAA Factors is the *retrospective* method, applied to adjusted actual labor-hours and used in conjunction with a temporal or spatial analysis. The subcontractor did not contemporaneously track actual labor-hours by

discrete activities, review of the subcontractor’s labor records, and employee name and time of labor charge on the payroll reports (reviewing the actual dates in the schedule). Nevertheless, it may be possible to estimate the number of actual hours charged to each project area. Thus, it is often possible to prepare a temporal (on this Project example) and retrospective MCAA factors approach as a more particularized methodology, as shown in Table A-4.

Table A-4: MCAA Factors for Berkeley Middle School.

	Area A	Area B	Area C
Actual labor-hours	18,000	26,000	11,000
Downward adjustments	-2,500	-4,000	-500
Adjusted actual labor-hours	15,500	22,000	10,500
<i>MCAA factors</i>			
Reassignment of manpower	10%	10%	10%
Stacking of trades	20%	20%	10%
Crew size inefficiency	10%	10%	0%
Total percent impact	40%	40%	20%

Note that by using a more particularized method, the MCAA factors can be varied by intensity, based on the project record and witness interviews. Particularization by time frame (temporal approach) or by project area (spatial approach) when applying any factored methodology enables a more specific, and usually a more accurate, and usually, a more accurate, estimate of labor productivity impacts.

The MCAA factors temporal approach, usually applied in the retrospective method because the actual labor-hours used come from the claimant’s payroll reports by weeks, months, or sometimes quarters, is not dependent on the claimant having tracked its actual labor by defined activities. Planned and actual labor can be defined by discretely bounded activity codes.

“Discretely bounded” means activity charge codes with defined physical boundaries that can be identified on a construction drawing and which can have planned labor-hours assigned to each such activity code.

Using the temporal approach, the claimant prepares a chart with time periods on the X axis and the actual labor-hours by period as well as the MCAA factor categories along the Y axis. This temporal approach can be combined with the spatial approach.

By using this more particularized method, the MCAA factors can be applied in a much more specific fashion. As with the spatial approach shown, the claimant can assign differing MCAA factors, and factor intensities, over time as adverse events actually affected the claimant’s labor productivity. This method requires considerably more analysis but can result in a more equitable recovery of the claimant’s loss of labor productivity. Moreover, a particularized MCAA factors analysis may be integrated into the claimant’s cause-and-effect narrative that ties the causal events on a project and the lost hours together. That connection does not need to be ironclad, just reasonably persuasive.

When using the retrospective MCAA factor approach, the total inefficiency percentage cannot simply be multiplied by the adjusted actual labor-hours, because the actual hours already contain the inefficient hours (Table A-5). Thus, the equation must solve for the efficient hours:

$$\text{Adjusted Actual Labor-hours} \div 1.n = \text{Efficient Labor-hours}$$

where *n* is the MCAA factor percentage; and

$$\text{Total Labor-hours} - \text{Efficient Labor-hours} = \text{Inefficient Labor-hours.}$$

Table A-5: MCAA Calculated Inefficient Labor-Hours for Berkeley Middle School.

	Area A	Area B	Area C
Adjusted actual labor-hours	15,500	22,000	10,500
Total percentage impact	40%	40%	20%
Productive labor-hours	11,071	15,714	8,750

Inefficient labor-hours	4,429	6,286	1,750
-------------------------	-------	-------	-------

The total lost labor productivity hours are thus $4,429 + 6,286 + 1,750 = 12,465$ L-h. \times payroll hourly rate + burden, overhead, and profit.

The factors' selection and the intensity levels applied should be cogently explained in the claimant's written narrative or expert report.

A.4.3 Earned Value Method

Air Services, the HVAC duct work subcontractor, maintained an *earned value* labor tracking system during the course of construction. Air Services divided the Project into the three discrete areas (A, B, and C), and then further into duct mains and duct branches. Thus, the earned value chart contained six field erection activities.

This variation of earned value compares the contractor's labor estimate and/or its labor plan to actual hours charged to discrete elements of the work. Like other modified total cost (labor-hour) methods, the earned value's dependence on the labor estimate or plan requires the claimant to review, and if necessary adjust, the estimate. This variation of earned value relies on an independent evaluation of progress, expressed as a percent complete:

$$\text{Earned hours} = \text{percent complete} \times \text{estimated/planned hours.}$$

A periodic (usually weekly or monthly) comparison of the earned to actual hours provides the variance, either ahead or behind planned labor-hours (Table A-6).

Table A-6: Labor-Hour Variance for Berkeley Middle School.

	Area A	Area B	Area C
Planned labor-hours	12,000	16,000	8,000
Percent complete	50%	40%	25%
Earned labor-hours	6,000	6,400	2,000
Actual labor-hours	8,500	9,200	1,950

Variance	-2,500	-2,800	50
----------	--------	--------	----

One facet of an earned value analysis is to validate the claimant’s estimate. For example, if Area C was completed basically “on plan,” with Areas A and B falling measurably behind in labor-hours and the productivity impacts identified by the claimant occurred principally in Areas A and B, the claimant could postulate that, but for the productivity impacts being described, the claimant could have achieved its estimated production rates.

Another use of the earned value method is to represent an earnings ratio of hours expended and percent complete progress earned (as independently assessed by field inspections and not as a result of a calculation). Using the earned value method in this manner is benefited by a much more detailed breakdown of activities, as opposed to the very summary level depicted in the previous example.

To use earned value to offer “hours to earn a percent compete” in addition to developing a reasonably detailed labor plan breakdown, the claimant must measure how many actual labor-hours were charged to each activity code by period (usually weekly or monthly) and then compare that to the percent complete value recorded for the reporting period.

Once a timeline table has been prepared showing hours charged by activity code (activity codes should encompass project areas and discrete work operations) and the percent earned by reporting period is reported, the claimant should assess the “earned value” ratio of hours expended versus progress gained (in terms of percent complete) to determine whether the analysis reveals a pattern of productivity difficulty (loss). This productivity over time is then typically used as a substitute productivity for a measured mile method of analysis.

In this case, Air Services’ claim for loss-of-productivity hours, based on the status of work represented in Figure A-6 is 2,500 h for Area A and 2,800 h for Area B, totaling 5,300 h. Those 5,300 labor-hours would then be multiplied by the payroll hourly rate, burden, overhead and profit. Note that this claim would represent only the loss up to this point in the Project. The claimant would update its claim at completion to capture all its losses.

The issues identified as productivity impacts such as those inefficiency categories described by the MCAA factors table can be overlaid onto the earned value production chart to demonstrate the presence or absence of a correlation between the perceived impact categories and the time frames or areas in which hours required to earn a percent complete is measurably higher than in the perceived non- or less-impacted areas or time frames. The cause-and-effect connection should be made between identifiable inefficient events and conditions and the resulting effort to earn a percent complete.

Because the percent complete estimates per reporting period are a central element in this sort of analysis, the claimant must use consistent methodologies to measure progress. For instance, the claimant may mark the physical extents of the work activities onto a contract drawing and then “color in” or mark physical progress by reporting period. In that manner, the claimant can visualize what is earned in a percent complete evaluation of particular activities of work. The contractor’s payment application forms may also be used for such analyses.

A.4.4 Productivity Factors Method: The Ibbs Academic Study

Standard Masonry (“Standard”) was the masonry subcontractor to Apex. The vast majority of the interior and exterior walls were of concrete masonry unit construction. While construction was ongoing, the school district made substantial changes to the wall layouts.

In some cases, the district issued change orders to Apex for Standard’s work, and in other cases Standard’s scope changes were not converted to change orders and remained as pending changes in scope as the Project neared completion. Although the material costs for added concrete masonry units were not substantial, the labor to remove partially completed walls and to reconstruct and relocate walls consistent with the district’s changes was extensive. Moreover, these design changes were issued during the midpoint of the construction period when Standard’s crews were on site, attempting to build the base contract scope of work. Thus, the district’s changes occurred during Standard’s peak crew periods—and after it had planned its work and laid out the partitions based on the original contract drawings. Because these changes pervaded the building, Standard could not find a less impacted area or time from which a measured mile analysis could be performed.

As the Project neared completion, Standard performed a review of its planned (usually bid) and its actual labor.

- Standard determined that its original bid estimate contained a potential labor error of approximately 1,500 labor-hours but was otherwise reasonable and sound. Its original estimate contained 70,000 hours of field craft labor, net of nonworking supervision, to erect the masonry walls on the Project.
- By the completion of Standard’s work, it had expended 135,000 field craft labor-hours.
- Of Standard’s total field craft labor-hour overrun, only 11,000 hours had been compensated in executed change orders.
- Standard had approximately 15,000 hours in scope changes submitted to Apex, which had in turn submitted that amount to the school district for processing.
- Neither Apex nor Standard had signed any change order or payment forms that waived rights for labor impacts.

Table A-7 shows Standard’s labor assessment in the form of a modified total labor-hour computation.

Table A-7: Unallocated Labor-Hour Loss for Berkeley Middle School.

Total labor-hours	135,000
Estimated labor-hours	-70,000
Executed change order labor-hours	-11,000
Scope change labor-hours	-15,000
Bid adjustment	-1,500
Rework to Standard’s account	-2,000
Unallocated labor-hour loss	35,500

Based on Standard’s original estimated labor-hours and the hours in executed and pending scope changes, Standard believed that it had been adversely affected by the cumulative impact of the substantial labor-intensive changes to its base contract scope, which occurred mostly in the midterm of Standard’s schedule. Standard referenced the published materials and

studies on the subject of cumulative impact and prepared its analysis in accordance with a published *productivity factor* approach (Ibbs 2005).

As mentioned, the majority of the impacts (change order and scope change work) occurred during the midpoint of the Project, making this a “median” analysis, as described in the Ibbs reference. Then, Standard prepared an analysis to determine the actual contract labor-hours (ACLH) (Table A-8).

Table A-8: Actual Contract Labor-Hours for Berkeley Middle School.

Total actual labor-hours	135,000
Less adjustment to Standard’s account	-3,500
Less change order/scope change labor-hours	-26,000
Actual Contract Labor-Hours	105,500

Standard then computed the change as

$$26,000 \text{ change labor-hours} / 105,500 \text{ ACLH} = 0.25$$

Thus, Standard had sustained a 25% change impact on the Project. Standard then reviewed the statistical regression curves provided in the cumulative impact reference materials and selected the curve that resulted from impacts that principally occurred during the midpoint of the projects under study, or the “median” curve, shown in Figure A-1.

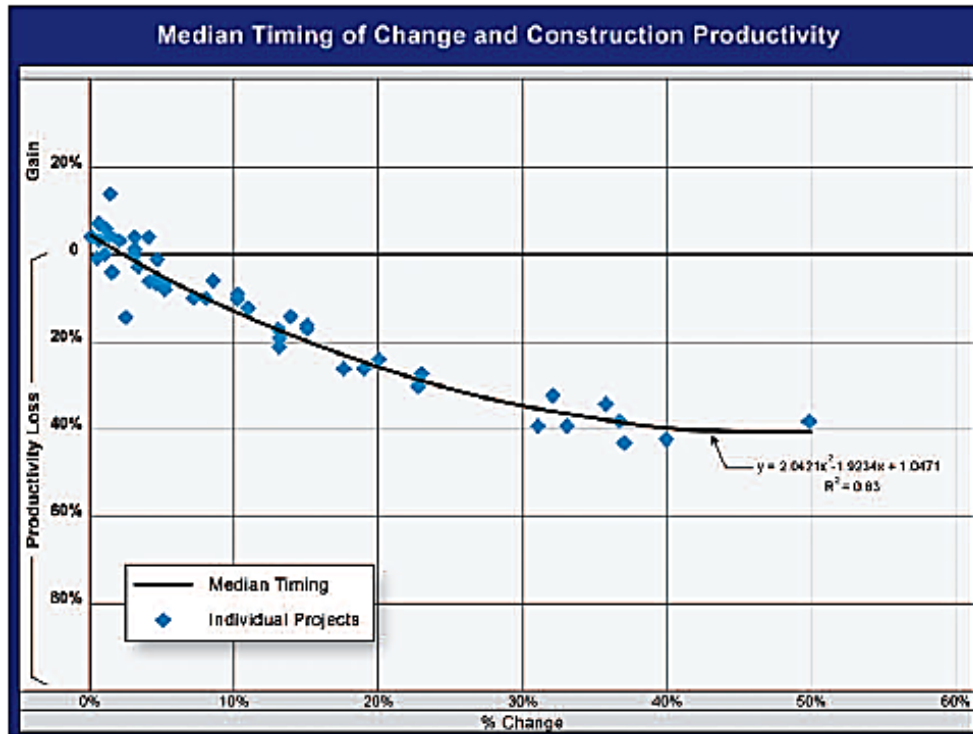


Figure A-1: Productivity loss for median timing curve.

Source: Ibbs (2005).

From this curve, Standard found the 24% change value on the X axis of the graph and correlated that value to the “Productivity Loss” percentages shown on the Y axis. Standard found the correlated value to be approximately a 30% loss of labor productivity from the effects of cumulative impact.

It then multiplied the 30% loss of labor productivity by the ACLH of 105,500. The result was a request for equitable adjustment of 31,650 field craft hours of lost productivity occasioned by the substantial labor-intensive changes required by the school district.

In this example, the modified total labor-hour analysis revealed that Standard actually lost 35,500 field craft labor-hours, so 3,850 h were unidentified and thus unclaimed in Standard’s loss of labor productivity request for equitable adjustment.

A.4.5 Cause-and-Effect Nexus

Apex agreed to preserve its subcontractors' rights to submit requests for equitable adjustments at the conclusion of the Project. Apex agreed, with the subcontractors' input, to prepare an omnibus claim narrative that would explain each component of the request. The subcontractors agreed to pay reasonable portions of this report preparation effort.

In this example, there were four methodologies employed by subcontractors:

- Measured mile empirical study,
- MCAA factors as an industry factors study,
- Earned value method, and
- Recovery using the Ibbs study method.

However, although different damages models were prepared, a narrative setting forth the cause-and-effect nexus should be prepared for most loss-of-productivity claims. To the fullest extent possible, specific causal factors should be linked to a specific damage, or damages. This narrative, or expert report, should do the following

- Describe the claimant's original plan to accomplish the work under contract in an efficient manner.
- Outline the events that occurred that altered the claimants' trajectory.
- Identify, if possible, the causes.
- Connect the unanticipated, adverse conditions to the effects (the damages).

In most cases, mathematical models are not, by themselves, sufficient to perfect a loss of labor productivity claim or a request for equitable adjustment.

REFERENCE

Ibbs, W. 2005. "Impact of Change's Timing on Labor Productivity," *J. Constr. Eng. Mgmt.* 131(11), 1219–1223.

ADDITIONAL READING

This list of key resources is organized by category. It is not a comprehensive list but does represent articles that can be useful to the reader in terms of both the information conveyed and how that information was collected, organized, and transmitted.

Measured Mile

Barnard, P. D. (2013). "Challenges of the Measured Mile Concept for Productivity Loss Claims." In *AACE International Transactions*, CDR 1256-1–1256.12.

Bauer, W. (2004). "Going the Extra Mile." In *AACE International Transactions*, CDR 16.1–16.5.

Calvey, T. T., and Zollinger, W. R., III. (2003). "Measured Mile Analysis." In *AACE International Transactions*, EST 03.1–03.6.

Crowley, D., and Livengood, J. C. (2002). "Measured Mile Analysis and International Mega-Projects." In *AACE International Transactions*, CDR 05.1–05.7

Dale, S. and D'Onofrio, R. (2017). "Measured Mile." In *Construction Schedule Delays*. Washington, DC: Thomson Reuters, 849–879.

Davis, A., Lee, S., Stipanovich, L. and Bauer, W. (2007). "Does the 'Measured Mile' Measure Up? When It Has, When It Hasn't, and What May Happen under Daubert/Kumho." *Construction Briefings*, 20–24.

Ibbs, W. (2012). "Measured Mile Principles." *Journal of Legal Affairs and Dispute Resolution in Engineering and Construction*, 4(2), 31–39.

Ibbs, W., and Chittick, J. (2017). "Practical Ways to Identify Measured Miles." *Journal of Legal Affairs and Dispute Resolution*, 9(1), 1–8.

Ibbs, W., and Liu, M. (2005). "Improved Measured Mile Analysis Technique." *Journal of Construction Engineering and Management*, 131(12), 1249–1256.

- Ibbs, W, and Liu, M. (2011). “An Improved Methodology for Selecting Similar Working Days for Measured Mile Analysis.” *International Journal of Project Management*, 29(6), 773–780.
- Ibbs, C. W., and Nguyen, L. (2012). “Using the Classical Measured Mile Approach and Variants to Quantify Cumulative Impact Claims.” *Construction Lawyer*, 32(1), 18–24.
- Kelly, R. D. (2013). “Mis-using the Measured Mile Concept to Make a Claim.” In *AACE International Transactions*, CDR 1402.1–1402.14.
- Nagata, M. F., and Bradford, E. (2012). “When’s the Measured Mile, not the Measured Mile?” In *AACE International Transactions*, CDR 876.1–876.12.
- Thomas, H. R. (2010). “Quantification of Losses of Labor Efficiencies: Innovations in and Improvements to the Measured Mile.” *Journal of Legal Affairs and Dispute Resolution in Engineering and Construction*, 2(2), 106–112.
- Thomas, H. R., and Sanvido, V. E. (2000). “Quantification of Losses Caused by Labor Inefficiencies: Where is the Elusive Measured Mile?” *Journal of Construction Law and Business*, 1(3), 1–14.
- Wilson, R. L. (1993). “Use and Abuse of the Measured Mile.” *Journal of Construction Accounting and Taxation*, Winter.
- Zhao, T., and Dungan, J. M. (2013). “Avoiding the Pitfalls in Implementing the Measured Mile Method.” In *AACE International Transactions*, CDR 1246.1–1246.13.
- Zhao, T., and Dungan, J. M. (2014). “Improved Baseline Method to Calculate Lost Construction Productivity.” *Journal of Construction Engineering and Management*, 140(2), 06013006-1 to 4.
- Zink, D. A. (1986). “The Measured Mile: Proving Construction Inefficiency Costs.” *Cost Engineering*, 28(4), 19–21.
- Zink, D. A. (1990). “Impacts and Construction Inefficiency.” *Cost Engineering*, 32(11), 21–23.

Total Cost and Modified Total Cost

- Dale, S. and D’Onofrio, R. (2017). “Modified Total Cost” and “Total Cost,” §20:9 to §20:27 in *Construction Schedule Delays*. Washington, DC: Thomson Reuters, 896–941.

- Fawzy, S. A., and El-Adaway, I. H. (2015). "Global Total Cost Claims within Common Law Legal Systems: Application to the World Bank Contract." *Journal of Legal Affairs and Dispute Resolution*, 37(4), 187–192.
- Hess, S. A. (2005). "Total Cost Method for Proving Damages in Federal Contract Cases." *American Law Reports*, 200 A.L.R. Fed 475.
- Hess, S. A. (2005). "Modified Total Cost Method for Proving Damages in Federal Contract Cases." *American Law Reports*, 200 A.L.R. Fed 475.
- Thomas, H. R., and Volkman, R. C. (2007). "How Reliable is the Total Cost or Modified Total Cost Method?" *Journal of Professional Issues in Engineering Education and Practice*, 133(1), 74–77.

Changes, Rework, Change Orders, and Cumulative Impact

- Backus, L. E. (2003). "The Cumulative Impact Claim: Where Do We Stand in 2003?" Law Seminars International, Nevada Construction Law, June.
- Dale, S., and D'Onofrio, R. (2017). "Impact of Changes on Unchanged Work: Cumulative Impact," §18:10 in *Construction Schedule Delays*. Washington, DC: Thomson Reuters, 832–840.
- Hanna, A. S., Camlic, R., Peterson, P., and Lee, M. (2004). "Cumulative Effect of Project Changes for Electrical and Mechanical Construction." *Journal of Construction Engineering and Management*, 130(6), 762–771.
- Hanna, A. S., Camlic, R., Peterson, P., and Nordheim, E. V. (2002). "Quantitative Definition of Projects Impacted by Change Orders." *Journal of Construction Engineering and Management*, 128(1), 57–64.
- Hanna, A. S., Russell, J. S., Gotzion, T. W., and Nordheim, E. V. (1999). "Impact of Change Orders on Labor Efficiency for Mechanical Construction." *Journal of Construction and Engineering Management*, 125(3), 176–184.
- Hanna, A. S., Russell, J. S., Nordheim, E. V., and Bruggink, M. (2002). "Impact of Change Orders on Labor Efficiency for Electrical Construction." *Journal of Construction Engineering and Management*, 128(4), 363–364.
- Harmon, K. M. J. (2016). "The Calculation and Recovery of Loss of Productivity Damages: What to Do and What to Use." *Construction Briefings*, June, 1–16.

- Harmon, K. M. J. (2017). "Loss of Productivity: Using the Leonard Study in Support of a Modified Total Cost Calculation." *Journal of Professional Issues in Engineering Education and Practice*, (9)3, 1–9.
- Harmon, K. M. J., and Cole, B. (2006). "Loss of Productivity Studies: Current Uses and Misuses: Parts 1 and 2." *Construction Briefings*, 8 and 9 (August and September), 1–19 and 1–18.
- Harmon, K. M. J., and Cole, B. (2018). "Cumulative Impact Claims: Methods of Calculating and Proving Damages." *Construction Briefings*, June, 1–11.
- Hester, W. T., Kuprenas, J. A., and Chang, T. C. (1991). "Construction Changes and Change Orders: Their Magnitude and Impact." *SD-66*. Austin, TX: Univ. of Texas, Construction Industry Institute.
- Ibbs, C. W. (1997). "Quantitative Impacts of Project Change: Size Issues." *Journal of Construction Engineering Management*, 123(3), 308–311.
- Ibbs, C. W. (2005). "Impact of Change's Timing on Labor Productivity." *Journal of Construction Engineering and Management*, 131(11), 1219–1223.
- Ibbs, W. (2012). "Construction Change: Likelihood, Severity, and Impact on Productivity." *Journal of Legal Affairs and Dispute Resolution in Engineering and Construction*, 4(3), 67–73.
- Ibbs, C. W., and Allen, W. E. (1994). "The Effects of Change on Labor Productivity: Why and How Much." *SD-99*. Austin, TX: Univ. of Texas, Construction Industry Institute.
- Ibbs, C. W., and Allen, W. E. (1995). "Quantitative Impacts of Project Change." *SD-108*. Austin, TX: Univ. of Texas, Construction Industry Institute.
- Ibbs, C. W., and McEniry, G. (2008). "Evaluating the Cumulative Impact of Changes on Labor Productivity: An Evolving Discussion." *Cost Engineering*, 50(12), 23–29.
- Ibbs, C. W., and Nguyen, L. (2011). "Cases and Board Decisions on Cumulative Impact Claims." *Construction Lawyer*, 31(4), 32–41.
- Ibbs, W., Nguyen, L. D., and Lee, S. (2007). "Quantified Impacts of Project Change." *Journal of Professional Issues in Engineering Education and Practice*, 133(1), 45–52.
- Ibbs, W., and Sun, X. (2016). "Use of MCAA Method in Loss of Productivity Claims." *Journal of Legal Affairs and Dispute Resolution*, 8(4), 1–9.

- Ibbs, C. W., J. M. Backes, L. R. Grotness, V. Salerno, T. E. Thomason, et al. (1994). "Project Change Management." *Special Publication 43-1*, Construction Industry Institute, University of Texas, Austin.
- Jones, R. M. (2001). "Lost Productivity: Claims for the Cumulative Impact of Multiple Change Orders." *Public Contract Law Journal*, 31(1), 1–46.
- Leonard, C. A. (1987). *The Effects of Change Orders on Productivity*. M.S. thesis. Montreal, PQ: Concordia Univ.
- Lee, S. (2007). "Understanding and Quantifying the Impact of Changes on Construction Labor Productivity: Integration of Productivity Factors and Quantification Methods." Ph.D. diss. Berkeley, CA: Univ. of California.
- MCAA (Mechanical Contractors Association of America). (2018). *Change Orders, Overtime and Productivity*. Rockville, MD: MCAA.
- McEniry, G. (2007). "The Cumulative Effect of Change Orders on Labour Productivity: The Leonard Study 'Reloaded'." *Revay Report*, 26(1) May.
- Neff, M. M. (2014). "The Secondary Impact of Variation Orders: A Qualitative Analysis." M.S. thesis, Stellenbosch, South Africa: Stellenbosch Univ.
- Thomas, H. R., and Napolitan, C. (1995). "Quantitative Effects of Construction Changes on Labor Productivity." *Journal of Construction Engineering and Management*, 121(3), 290–296.
- Thomas, H. R., and Oloufa, A. A. (1995). "Labor Productivity, Disruptions, and the Ripple Effect." *Cost Engineering*, 37(12), 49–54.
- US Department of the Army, Office of the Chief of Engineers. (1979). *Modification Impact Evaluation Guide*. Washington, DC: US Army.¹

Specialized Studies Related to Weather and Seasonal Factors

- Abele, G. (1986). "Effect of Cold Weather on Productivity." Technology Transfer Opportunities for the Construction Engineering Community. Hanover, NH: US Army Cold Regions Research and Engineering Laboratory.

¹ This guide has been officially rescinded without explanation by the USACE but is still used by some parties in practice.

- Bellesteros-Perez, P. L., Campo-Hitschfeld, M. L. D., and Gonzales-Cruz, M. C. (2015). "Climate and Construction Delays: A Case Study in Chile." *Engineering, Construction and Architectural Management*, 22(6), 596–621.
- Brauer, R. L., Brown, G. J., Koehn, E., Brooks, S. T., and Mahon, T. (1984). "AFCS Climatic Zone Labor Adjustment Factors." *Tech. Rep. P-165*. Washington, DC: US Army Corps of Engineers, Construction Engineering Research Laboratory.
- Clapp, M. A. (1966). "Effect of Adverse Weather Conditions on Productivity on Five Building Sites." *Current Paper No. 21*. Watford, UK: Building Research Establishment, Construction Series.
- Daytner, A. D., and Thomas, H. R., Jr. (1985). "An Analysis of the Interaction between the Effect of Learning and Efficiency Losses Caused by Weather." *Rep. No. 21*. University Park, PA: Pennsylvania State University, Construction Management Research Series.
- Fox, W. F. (1967). "Human Performance in the Cold." *Human Factors*, 9, June, 203–220.
- Grimm, C. T., and Wagner, N. K. (1974). "Weather Effects on Masonry Productivity." *Journal of Construction Engineering and Management*, 100(CO3), 319–334.
- Hancher, D. E., and Abd-Elkhalek, H. A. (1998). "The Effect of Hot Weather on Construction Labor Productivity and Costs." *Cost Engineering*, 40(4), 32–36.
- Ibbs, W., and Sun, X. (2017). "Weather's Impact on Construction Labor Productivity." *Journal of Legal Affairs and Dispute Resolution*, 9(2), 1–9.
- Koehn, E., and Brown, G. (1985). "Climatic Effects on Construction." *Journal of Construction Engineering and Management*, 111(2), 129–137.
- Kuipers, E. J. (1976). "A Method of Forecasting the Efficiency of Construction Labor in Any Climatological Condition." Ph.D. diss. Ann Arbor: Univ. of Michigan, University Microfilms International.
- McDonald, D. F. (2000). "Weather Delays and Impacts." *Cost Engineering*, 42(5), 34–39.
- National Cooperative Highway Research Program. (1978). "Effects of Weather on Highway Construction." *Synthesis of Highway Practice 47*. Washington, DC: Transportation Research Board.
- NECA (National Electrical Contractors Association). (1974). "The Effects of Temperature on Productivity." *Rep. No. 5072*. Bethesda, MD: NECA.

- NECA. (1987). "The Effect of Temperature and Humidity on Productivity." *Index No. 5072*, Bethesda, MD: NECA.
- NECA. (2004). "The Effect of Temperature on Productivity." *Rep. No. 5072-04*. Bethesda, MD: NECA.
- Sanders, S. R., and Thomas, H. R. (1991). "Factors Affecting Masonry-Labor Productivity." *Journal of Construction Engineering and Management*, 117 (4), 626–644.
- Singh, A. (2001). "Claim Evaluation for Combined Effect of Multiple Claim Factors." *Cost Engineering*, 43(12), 19–31.
- Smith, P. E., Jr, and Brouha, L. (1972). "The Role of Humidity in the Evaluation of the Stress Imposed on Men Working in Hot Environments." In *Humidity and Moisture Measurement and Control in Science and Industry*. New York: Reinhold.
- Srinavin, K., and Mohamed, S. (2003). "Thermal Environment and Construction Workers' Productivity: Some Evidence from Thailand." *Building and Environment*, 38, 339–345.
- Thomas, H. R., Riley, D. R., and Sanvido, V. E. (1999). "Loss of Labor Productivity Due to Delivery Methods and Weather." *Journal of Construction Engineering and Management*, 125(1), 39–46.
- USACE (US Army Corp of Engineers). (1987). "Impact of Climatic Conditions on Productivity." Hanover, NH. US Army Cold Region Research and Engineering Laboratory.

Specialized Studies Related to Learning Curve

- Adler, P. S., and Clark, K. B. (1991). "Behind the Learning Curve: A Sketch of the Learning Process." *Management Science*, 37, 267–282.
- Argote, L., and Eppler, D. (1990). "Learning-Curves in Manufacturing." *Science*, 247, 920–924.
- Baloff, N. (1966). "The Learning Curves: Some Controversial Issues." *Journal of Industrial Economics*, 4(3), 275–282.
- CII (Construction Industry Institute) (1997). *Compressing the Learning Curve*. CII VC-112, Austin, TX: Univ. of Texas.

- Couto, J. P., and Texiera, J. C. (2005). "Using Linear Model for Learning Curve Effect on Highrise Floor Construction." *Construction Management and Economics*, 23(4), 355–364.
- Daytner, A. D., and Thomas, H. R., Jr. (1985). "An Analysis of the Interaction between the Effect of Learning and Efficiency Losses Caused by Weather." *Rep. No. 21*. University Park, PA: Pennsylvania State Univ., Construction Management Research Series.
- Diekmann, J. E., Horn, D., and O'Connor, M. (1982). "Utilization of Learning Curves in Damage for Delay Claims." *Project Management Quarterly*, 13(4), 67–71.
- Eden, C., Williams, T., and Ackermann, F. (1998). "Dismantling the Learning Curve: The Role of Disruptions on the Planning of Development Projects." *International Journal of Project Management*, 16, 131–138.
- Everett, J. G., and Farghal, S. (1994). "Learning Curve Predictors for Construction Field Operations." *Journal of Construction Engineering and Management*, 120(3), 603–616.
- Farghal, S. H., and Everett, J. G. (1997). "Learning Curves: Accuracy in Predicting Future Performance." *Journal of Construction Engineering and Management*, 123(1), 41–45.
- Frantzolas, V. (1984). "Learning Curves and Work Interruptions in Construction." In *AACE Transactions*, C.2.1– C.2.7.
- Gates, M., and Scarpa, A. (1972). "Learning and Experience Curves." *Journal of Construction Engineering and Management*, 98(CO1), 79–101.
- Hinze, J., and Olbina, S., (2009). "Empirical Analysis of the Learning Curve Principle in Prestressed Concrete Piles." *Journal of Construction Engineering and Management*, 135(5), 425–431.
- Jarkas, A. (2010). "Critical Investigation into the Applicability of the Learning Curve Theory to Rebar Fixing Labor Productivity." *Journal of Construction Engineering and Management*, 136(12), 1279–1288.
- Lam, K. C., Lee, D., and Hu, T. (2001). "Understanding the Effect of Learning-Forgetting Phenomenon to Duration of Project Construction." *International Journal of Project Management*, 19(7), 411–420.

- Thomas, H. R., Mathews, C. T., and Ward, J. G. (1986). "Learning Curve Models of Construction Productivity." *Journal of Construction Engineering and Management*, 112(2), 245–258.
- Thomas, H. R., and Oloufa, A. A. (1995). "Labor Productivity, Disruptions, and the Ripple Effect." *Cost Engineering*, 37(12), 245–258.
- United Nations Economic Commission for Europe. Committee on Housing, Building and Planning. (1965). "Effect of Repetition on Building Operations and Processes on Site." New York: United Nations.
- Ward, J. G., and Thomas, H. R., Jr. (1984). "A Validation of Learning Curve Models Available to the Construction Industry." *Rep. No. 20*, University Park, PA: Pennsylvania State Univ., Construction Management Research Series.
- Wong, P. S. P., Cheung, S. O., and Hardcastle, C. (2007). "Embodying Learning Effect in Performance Prediction." *Journal of Construction Engineering and Management*, 133(6), 474–482.
- Wright, T. P. (1936). "Factors Affecting the Cost of Airplanes." *Journal of Aeronautical Sciences*, February, 124–125.
- Yelle, L. E. (1979). "The Learning Curve: Historical Review and Comprehensive Survey." *Decision Science*, 10, 302–328.
- Yelle, L. E. (1985). "Common Flaws in Learning Curve Analysis." *Purchasing and Materials Management*, 21, 10–17.

Specialized Studies Related to Overtime

- Blough, R. M. (1973). "Effect of Scheduled Overtime on Construction Projects." In *AACE Bulletin*, 15(5), 155–158, 160.
- Bromberg, I. (1988). "Impact of Overtime on Construction." In *Transactions of the American Association of Cost Engineers*, H.3.1–H.3.5.
- Brunies, R., and Emir, Z. (2001). "Calculating Loss of Productivity Due to Overtime Using Published Charts: Fact or Fiction." *Revay Rep.* 20(3), November.
- Bureau of Labor Statistics. (1947). "Hours of Work and Output." *Bull. No. 917*. Washington, DC: US Department of Labor.

- Business Roundtable. (1974). *Effect of Scheduled Overtime on Construction Projects: Coming to Grips with Some Major Problems in the Construction Industry*. New York: Business Roundtable.
- Business Roundtable. (1980). *Scheduled Overtime Effect on Construction Projects*. New York: Business Roundtable.
- CII (Construction Industry Institute). (1988). "The Effects of Schedule Overtime and Shift Schedule on Construction Craft Productivity." *SD-43*. Austin, TX: Univ. of Texas.
- CII. (1994). "The Effects of Scheduled Overtime on Labor Productivity: A Quantitative Analysis." *CII Source Document 98*. Austin, TX: Univ. of Texas.
- Gunduz, M. (2004). "A Quantitative Approach for Evaluation of Negative Impact of Overmanning on Electrical and Mechanical Projects." *Building and Environment*, 39(5), 581–587.
- Hanna, A. S. (2011). "Impact of Overtime on Electrical Labor Productivity: A Measured Mile Approach." *Electric International*. Accessed May 15, 2019.
<https://electri.org/product/impact-of-overtime-on-electrical-labor-productivity-a-measured-mile-approach/>
- Hanna, A. S., and Sullivan, K. T. (2004). "Impact of Overtime on Construction Labor Productivity." *Cost Engineering*, 46(4), 20–27.
- Hanna, A. S., Taylor, C. S., and Sullivan, K. T. (2005). "Impact of Extended Overtime on Construction Labor Productivity." *Journal of Construction Engineering and Management*, 131(6), 734–739.
- Kossoris, M. (1944). "Studies of the Effects of the Long Working Hours." *Bull. 791 and 791A*, Washington, DC: Bureau of Labor Statistics.
- Larew, R. E. (1998). "Are Any Construction Overtime 'Studies' Reliable?" *Cost Engineering Journal*, C.1.1–C.1.3.
- MCCA (Mechanical Contractors Association of America). (1968). "How Much Does Overtime Really Cost?" Bulletin 18A, MCAA, Rockville, MD.
- NECA (National Electrical Contractors Association). (1962). "Overtime Work Efficiency Survey." Washington, DC: NECA.
- NECA. (1989). "Overtime and Productivity in Electrical Construction." 2nd ed. *Index no. 5050-2M-1999*. Washington DC: NECA.

- Powell, R., and Copping, A. (2010). "Sleep Deprivation and Its Consequences in Construction Workers." *Journal of Construction Engineering and Management*, 136(10), 1086-1092
- Singh, A. (2003). "Accelerated Work-Schedule Design Considering Efficiency Losses for Overtime and Overmanning." *Engineering, Construction and Architectural Management*, 10(5), 312–321.
- Smith, J. (1975). "Extended Overtime and Construction Productivity." In *AACE Transactions*, H.1, 276–282.
- Thomas, H. R. (1992). "Effects of Scheduled Overtime on Labor Productivity." *Journal of Construction Engineering and Management*, 118(1), 60–76.
- Thomas, H. R., and Raynar, K. A. (1997). "Scheduled Overtime and Labor Productivity: Quantitative Analysis." *Journal of Construction Engineering and Management*, 123(2), 181–197.
- USACE (US Army Corps of Engineers). (1979). *Owner's Guide on Overtime, Construction Costs, and Productivity*.
- Vernon, H. M. (1921). *Industrial Fatigue and Efficiency*. London: Routledge.

Specialized Studies Related to Project Characteristics

- Borcherding, J. D. (1976). "Improving Productivity in Industrial Construction." *Journal of the Construction Division*, 102(CO4), 599–614.
- Borcherding, J. D., and Garner, D. F. (1980). "Motivation and Productivity of Craftsman and Foreman on Large Projects." In *AACE Transactions*, I.2.1–I.2.4.
- CII (Construction Industry Institute). (2001). *Engineering Productivity Measurement. RS 156-1*. Austin, TX: Univ. of Texas.
- Federle, M. O., and Pigneri, S. C. (1993). "Predictive Model of Cost Overruns." In *AACE Transactions*, L.7.1.
- Hester, W. T., and Kuprenas, J. A. (1987). "A Report to Dow Chemical and the Construction Industry Institute on the Productivity of Insulation Installation." Austin, TX: Construction Industry Institute.

- Merrow, E. W. (1988). "Understanding the Outcome of Mega Projects: A Quantitative Analysis of Very Large Civil Projects." Rand Corporation, Publication #R-3560-PSSP.
- Merrow, E. W., Phillips, K. E., and Myers, C. W. (1981). "Understanding Cost Growth and Performance Shortfalls in Pioneer Process Plants." *Study R-2569-DOE*. Arlington, VA: Rand Corp.
- NECA (National Electrical Contractors Association). (1975). "The Effect of Multi-Story Building on Productivity." Washington, DC: NECA.
- Singh, A. (2001). "Claim Evaluation for Combined Effect of Multiple Claim Factors." *Cost Engineering*, 43(12), 19–31.

Specialized Studies Related to Project Management Factors

- Borcherding, J. (1976). "Improving Productivity in Industrial Construction." *Journal of the Construction Division*, 9(17), 599–614.
- Borcherding, J., and Garner, D. F. (1981). "Workforce Motivation and Productivity on Large Jobs." *Journal of the Construction Division*, 107(3), 443–453.
- Borcherding, J., and Laufer, A. (1981). "Financial Incentives to Raise Productivity." *Journal of the Construction Division*, 107, 745–756.
- Borcherding, J., and Oglesby, C. H. (1974). "Construction Productivity and Job Satisfaction." *Journal of the Construction Division*, 100(CO3), 413–431.
- Borcherding, J., Sebastian, S. J., and Samuelson, N. M. (1980). "Improving Motivation and Productivity on Large Projects." *Journal of the Construction Division*, 73(March) 599–607.
- Cass, D. (1992). "Labor Productivity Impact of Varying Crew Levels." In *AACEI Transactions*, C.2.1.
- Chitester, D. (1992). "A Model for Analyzing Jobsite Productivity." In *AACEI Transactions*, C.3.1.
- Construction Industry Institute. (1998). "Determining the Impact of Information Management on Project Schedule and Cost." *Source Document RR125-11*. Austin, TX: Univ. of Texas.

Myers, C. W., and Shangraw, R. F. (1986). "Understanding Process Plant Schedule Slippage and Start-Up Cost." Rand Corporation.

Randolph, T. H., Jr., and Oloufa, A. A. (1995). "Labor Productivity, Disruptions and the Ripple Effect." *Cost Engineering*, 37(12), 49–54.

Randolph, T. H., Jr., Riley, D. R., and Sanvido, V. E. (1987). "Loss of Labor Productivity Due to Delivery Methods and Weather." *Journal of Construction Engineering and Management*, 113(4).

Randolph, T. H., Jr., Sanvido, V. E., and Sanders, S. R. (1989). "Impact of Material Management on Productivity." *Journal of Construction Engineering and Management*, 115(3), 370–384.

Specialized Studies Related to Congestion and Trade Stacking

Akinci, B., Fischer, M., Kunz, J., and Levitt, R. (2002). "Representing Work Spaces Generically in Construction Method Models." *Journal of Construction Engineering and Management*, 128(4), 296–305.

Hanna, A. S., Chang, C. K., Lackney, J. A., and Sullivan, K. T. (2007). "Impact of Overmanning on Mechanical and Sheet Metal Labor Productivity." *Journal of Construction Engineering and Management*, 133(1), 22–28.

Hanna, A. S., Russell, J. S., and Emerson, E. O. (2000). *Stacking of Trades for Electrical Contractors*. Index F2009, Bethesda, MD: Electrical Contracting Foundation.

Parviz, P. F. (1980). "Analysis of Working Space Congestion in From Scheduling Data." In *AACE Transactions*, F-41, F.4.1–F.4.5.

Specialized Studies Related to Crew Size

Cass, D. J. (1992). "Labor Productivity Impact of Varying Crew Levels." In *Transactions of the American Association of Cost Engineers*, C.2.1–C.2.9.

Choi, J., and Minchin, R. E. (2006). "Workflow Management and Productivity Control for Asphalt Pavement Operations." *Canadian Journal of Civil Engineering*, 33(8), 1039, 1049.

Gates, M., and Scarpa, A. (1978). "Optimum Number of Crews." *Journal of Construction Engineering and Management*, 104(CO2), 123–132.

- Gunduz, M. (2004). "A Quantitative Approach for Evaluation of Negative Impact of Overmanning on Electrical and Mechanical Projects." *Building and Environment*, 39, 581–587.
- Hanna, A. S., Chang, C. K., Lackney, J. A., and Sullivan, K. T. (2005). "Overmanning Impact on Construction Labor Productivity." ASCE Construction Research Congress. Reston, VA: ASCE.
- Jansma, G. L. (1988). "The Relationship between Project Manning Levels and Craft Productivity for Nuclear Power Construction." *Project Management Journal*, 19(1), 48–54.
- Leonard, C. A., Fazio, P., and Moselhi, O. (1988). "Construction Productivity: Major Causes of Impact." *AACE Transactions*, D.10.1–D.10.7.
- O'Connor, J. T., and Huh, Y. (2006). "Crew Production Rates for Contract Time Estimation: Beam Erection, Deck, and Rail of Highway Bridges," *Journal of Construction Engineering and Management*, 132(4), 408–415.
- Singh, A. (2003). "Accelerated Work-Schedule Design Considering Efficiency Losses for Overtime and Overmanning." *Engineering, Construction and Architectural Management*, 10(5), 312–321.
- Zink, D. A. (1980). "Monitoring the Adequacy of the Amount and Productivity of Engineering and Construction Manpower." In *AACE Transactions*, C.B.1–C.B.8.

Specialized Studies Related to Delayed Delivery

- Borcherding, J. D. (1978). "Factors Which Influence Productivity of Large Projects." In *AACE Transactions*, F-1, 252–257.
- Marchman, D. A. (1988). "Impact of Late Deliveries on Construction Productivity." In *Proc., 24th Ann. Conf. San Luis Obispo, CA*. Reston, VA: ASCE, 76–82.
- Muehlhausen, F. B. (1991). "Construction Site Utilization: Impact of Material Movement and Storage on Productivity and Cost." In *AACE Transactions*, L.2.1–L.2.9.
- Randolph, T. H., Sanvido, V. E., and Sanders, S. R. (1989). "Impact of Material Management on Productivity: A Case Study." *Journal of Construction Engineering and Management*, 115(3), 370–384.

Specialized Studies Related to Schedule Acceleration, Delay, and Disruption

- Baker, M. C. (2012). "Cause and Effect: How Schedule Acceleration Affects Productivity." *Cost Engineering*, March/April, 19–25.
- Chang, C. K., Hanna, A. S., Lackney, J. A., and Sullivan, K. T. (2007). "Quantifying the Impact of Schedule Compression on Construction Labor Productivity." *Journal of Construction Engineering and Management*, 133(4), 287–296.
- CII (Construction Industry Institute). (1995). "Investigation of Schedule Reduction Techniques for the Engineering and Construction Industry." *CII Research Summary RS 41-11*, Austin, TX: Univ. of Texas.
- Dale, S., and D'Onofrio, R. (2017). "Productivity Factors." In *Construction Schedule Delays*. Washington, DC: Thomson Reuters, 943–1016.
- Gehrig, G. B. (1990). "Concepts and Methods of Schedule Compression." Construction Industry Institute, Austin, TX: Univ. of Texas.
- Harmon, K. M. J. (2016). "The Calculation and Recovery of Loss of Productivity Damages: What to Do and What to Use," Parts 1 and 2. *Construction Briefings*, June and July, 1–16.
- Horner, R. M. W., and Talhouni, B. T. (1993). *Effects of Accelerated Working, Delays and Disruptions on Labour Productivity*. London: Chartered Institute of Building.
- Ibbs, W., Berry, M., and Sun, X. (2017). "Visualizing Skipped and Out-of-Sequence Work." *Journal of Legal Affairs and Dispute Resolution*. 9(4), 1–8.
- Lee, E. B., Lee, H., and Ibbs, W. (2007). "Productivity Aspects of Urban Freeway Rehabilitation with Accelerated Construction." *Journal of Construction Engineering and Management*, 133(10), 798–806.
- Leonard, C. A., Fazio, P., and Moselhi, O. (1988). "Construction Productivity: Major Causes of Impact." In *AACE Transactions*, D.10.1–D.10.7.
- NECA (National Electrical Contractors Association). (1984). *Normal Project Duration in Electrical Construction Report*. Washington, DC: NECA.
- NECA. (1987). *Electrical Construction Peak Work Force Report*. 2nd ed. Washington, DC: NECA.

- Nepal, M. P., Park, M., and Son, B. (2006). "Effects of Schedule Pressure on Construction Performance." *Journal of Construction Engineering and Management*, 132(2), 182–188.
- Ness, A. D. (2010). "Delay, Suspension of Work, Acceleration and Disruption." ABA Forum on the Construction Industry, 2nd ed. Aaron Silberman et al., eds. Washington, DC: Federal Government Construction Contracts.
- Noyce, D. A., and Hanna, A. S. (1997). "Planned Schedule Compression Concept File for Electrical Contractors." *Journal of Construction Engineering and Management*, 123(2), 189–197.
- Noyce, D. A., and Hanna, A. S. (1998). "Planned and Unplanned Schedule Compression: The Impact on Labor." *Journal of Construction Management and Economics*, 16(1), 79–90.
- O'Connor, L. V. (1969). Overcoming the Problems of Scheduling on Large Central Station Boilers." *American Power Conference*, 31, 518–528.
- Singh, A. (2001). "Claim Evaluation for Combined Effect of Multiple Claim Factors." *Cost Engineering*, 43(12), 19–31.
- Singh, A. (2003). "Accelerated Work-Schedule Design Considering Efficiency Losses for Overtime and Overmanning." *Engineering, Construction and Architectural Management*, 10(5), 312–321.
- Smith, A. G. (1987). "Increasing Onsite Production." In *AACEI Transactions*, K.4.1.
- Thomas, H. R. (2000). "Schedule Acceleration, Work Flow, and Labor Productivity." *Journal of Construction Engineering and Management*, 126(4), 261–267.
- Thomas, H. R., and Oloufa, A. A. (1996). "Strategies for Minimizing the Economic Consequences of Schedule Acceleration and Compression." *Index No. F9604*, Bethesda, MD: Electrical Contracting Foundation.
- Thomas, H. R., Oloufa, A. A., Hanna, A. S., and Noyce, D. A. (1995). "A What-to-Do Guide for Schedule Acceleration and Compression." *Index No. F9503*. Bethesda, MD: Electrical Contracting Foundation.
- USACE (US Army Corps of Engineers). (1979). *Modification Impact Evaluation Guide*. Washington, DC: Office of the Chief of Engineers, Department of the Army.

Specialized Studies Related to Shift Work

- CII (Construction Industry Institute). (1988). "The Effects of Scheduled Overtime and Shift Schedule on Construction Craft Productivity." *SD-43*, Austin, TX: Univ. of Texas, Construction Industry Institute.
- Ellis, R. D., Jr., and Kumar, A. (2002). "Influence of Nighttime Operations on Construction Cost and Productivity." *Transportation Research Record, No. 1389*, 31–37.
- Hancher, D. E., and Taylor, T. R. B. (2001). "Nighttime Construction Issues." *Transportation Research Record, No. 1761, Paper No. 01-0273*, 107–115.
- Hanna, A. S., Chang, C. K., Sullivan, K. T., and Lackney, J. A. (2005). "Shift Work Impact on Construction Labor Productivity." In *Proc., Construction Research Congress*. Reston, VA: ASCE, 5–7.
- Hanna, A. S., Chang, C., Sullivan, K. T., and Lackney, J. A. (2008). "Impact of Shift Work on Labor Productivity for Labor Intensive Contractor." *Journal of Construction Engineering and Management*, 134(3), 197–204.
- Horner, R. M. W., and Talhouni, B. T. (1993). *Effects of Accelerated Working, Delays and Disruptions on Labour Productivity*. London: Chartered Institute of Building.
- Kumar, A., and Ellis, R. D., Jr. (1994). "Cost Variations in Nighttime Construction." In *AACE Transactions*, TR.1.1–TR.1.8.
- Mostafavi, A., Valentin, V., Abraham, D. M., and Louis, J. (2012). "Assessment of Productivity of Nighttime Asphalt Paving Operations: A Case Study." *Journal of Construction Engineering and Management*, 138(12), 1421–1432.
- Nguyen, L. D., Nguyen, T. K. N., Tran, D. Q., and Villiers, C. (2014). "Productivity in Daytime and Nighttime Construction of Urban Sewer Systems." *Journal of Construction Engineering and Management*, 140(7), 401–421.
- Powell, R., and Copping, A. (2010). "Sleep Deprivation and Its Consequences in Construction Workers." *Journal of Construction Engineering and Management*, 136(10), 1086–1092.
- Tilley, A. J., Wilkinson, R. T., Warren, P. S., and Drud, M. (1982). "The Sleep and Performance of Shiftworkers." *Human Factors*, 24(6), 624–641.

Vidacek, S., Kaliterna, L., and Radosevic-Vidacek, B. (1986). "Productivity on a Weekly Rotating Shift System: Circadian Adjustment and Sleep Deprivation Effects." *Ergonomics*, 29(12), 1583–1590.

Specialized Studies Related to Poor Management

Includes insufficient design, financial issues, insufficient coordination, inability to understand scope of work, improper inspection or study of the contract during the bidding stage, ineffective planning and scheduling, delay in making the required submissions, wrongful payment, labor satisfaction, excessive inspection, rework, noise and pollution control, resource levelling, constructability of design, and labor motivation.

Borcherding, J. D., and Garner, D. F. (1980). "Motivation and Productivity of Craftsman and Foreman on Large Projects." In *AACE Transactions*, I.2.1–I.2.4.

Borcherding, J. D., and Oglesby, C. (1974). "Construction Productivity and Job Satisfaction." *Journal of the Construction Division*, 100(CO3), 413–431.

Business Roundtable (1982). "Absenteeism and Turnover." New York: Business Roundtable, Construction Industry Cost Effectiveness Project.

Choi, J., and Minshin, R. E. (2006). "Workflow Management and Productivity Control for Asphalt Pavement Operations." *Can. J. Civ. Eng.*, 33(8), 1039–1049.

CII (Construction Industry Institute). (2000). "Attracting and Maintaining a Skilled Construction Work Force." *Res. Summary 135-1*. Austin, TX: Univ. of Texas.

Dai, J., Goodrum, P. M., and Maloney, W. F. (2009). "Construction Craft Workers' Perceptions of the Factors Affecting Their Productivity." *Journal of Construction Engineering and Management*, 135(3), 217–226.

Fazio, P., Chutter, D., Bourass, G., and Russell, A. (1984). "Construction Industry Factors Impairing Productivity." In *Transactions AACE*, H.5.1–H.5.8.

Hinze, J., Ugwu, M., and Hubbard, L. (1985). "Absenteeism in the Construction Industry." *Journal of Management of Engineering*, 1(4), 188–200.

Hanna, A. S., Menches, C. L., Sullivan, K. T., and Sargent, J. R. (2005). "Factors Affecting Absenteeism in Electrical Construction." *Journal of Construction Engineering and Management*, 131(11), 1212–1218.

- Kelly, R. D. (2000). "Labor Productivity Impacts: A Case Study." In *AACE International Transactions*, EST.12.
- Laufer, A., and Moore, B. E. (1983). "Attitudes toward Productivity Pay Performance." *Journal of Construction Engineering and Management*, 109(1), 89–101.
- Lemna, G. J., Borcharding, J. D., and Tucker, R. L. (1986). "Productive Foreman in Industrial Construction." *Journal of the Construction Division*, 112(2), 192–210.
- Leonard, C. A., Fazio, P., and Moselhi, O. (1988). "Construction Productivity: Major Causes of Impact." In *AACE Transactions*, D.10.1–D.10.7.
- Macklin, H. R., and Picard, H. E. (1992). "Continuous Improvement of Project Productivity: How an Electric Utility Uses Work Measurement to Innovatively Manage Contractor Labor Requirements on Maintenance Outages." *Cost Engineering*, 34(10), 9–13.
- Maldikar, S. D. (2010). "An Investigation of Productivity Loss Due to Outdoor Noise Conditions." MS thesis. Arlington, TX: Univ. of Texas.
- Maloney, W. F. (1983). "Productivity Improvement: The Influence of Labor." *Journal of Construction Engineering and Management*, 109(3), 321–334.
- Maloney, W. F., and McFillen, J. M. (1986). "Motivational Implications of Construction Work." *Journal of Construction Engineering and Management*, 112(1), 137–151.
- Ng, S. T., Skitmore, R. M., Lam, K. C., and Poon, A. W. C. (2004). "Demotivating Factors Influencing the Productivity of Civil Engineering Projects." *International Journal of Project Management*, 22, 139–146.
- O'Connor, J. T., and Tucker, R. L. (1986). "Industrial Project Constructability Improvement." *Journal of Construction Engineering and Management*, 112(1), 69–82.
- Olomolaiye, P. O. (1990). "An Evaluation of the Relationships between Bricklayers' Motivation and Productivity." *Construction Management and Economics*, 8(3), 301–313.
- Picard, H. E., and Macklin, H. R. (1993). "Power Plant Outage Project Productivity Improvement." In *AACE Transactions*, I.4.1–I.4.8.
- Schrader, C. R. (1972). "Motivation of Construction Craftsmen." *Journal of Construction Engineering and Management*, 98(CO2), 257–273.
- Shumway, J. D., IV. (1992). "A Comparative Analysis of Concrete Formwork Productivity Influence Factors." M.S. thesis, Pennsylvania State University.

- Smithers, G. L., and Walker, D. (2000). "The Effect of the Workplace on Motivation and Demotivation of Construction Professionals." *Construction Management and Economics*, 18(7), 833–841.
- Thomas, H. R. (1991). "Labor Productivity and Work Sampling: The Bottom Line." *Journal of Construction Engineering and Management*, 117(3), 423–444.
- Thomas, H. R., Horman, M. J., and de Souza, U. E. L. (2005). "Symbiotic Crew Relationships and Labor Flow." *Journal of Construction Engineering and Management*, 130(6), 908–917.
- Thomas, H. R., Minchin, R. E., Jr., and Chen, D. (2003). "Role of Workforce Management in Bridge Superstructure Labor Productivity." *Journal of Management in Engineering*, 19(1), 9–16.
- Thomas, H. R., and Oloufa, A. A. (1995). "Labor Productivity, Disruptions, and the Ripple Effect." *Cost Engineering*, 37(12), 49–54.
- Uwakweh, B. O. (2006). "Motivational Climate of Construction Apprentice." *Journal of Construction Engineering and Management*, 132(5), 525–532.
- Zack, J. G., Jr. (2000). "Pacing Delays: The Practical Effect." *Cost Engineering*, 42(7), 23–28.

Estimating Guides

- Aspen Technology. (2002). *Richardson's Process Plant Construction Estimating Standards*. New York: Aspen Technology.
- Page, J. (2016). *Estimating Manhour Manual*, 2nd ed. Houston, TX: Gulf.
- RSMMeans Engineering Staff. (2016). *RSMMeans Building Construction Cost Data*, 74th ed., Means Building Construction Cost Data series. Rockland, MA: RSMMeans Company.
- Siddons, R., and Walker, F. (2002). *Walker's Building Estimator's Reference Book*. 27th ed. Lombardi, IL: Frank B. Walker Company.

Further Resources

- AACE International. (2004). *Estimating Lost Labor Productivity in Construction Claims, Recommended Practice No. 25R-03*. Morgantown, WV: AACE.

- Bennink, M., and Ciccarelli, J. (2010) “Revisiting Lost Productivity: A Primer and Update for the Industry.” In *AACE International Transactions*, 54th Annual Meeting, Atlanta, GA, June.
- Bennink, M., Ciccarelli, J., and Cohen, M. (2011). “Productivity Considerations in Delay Claims.” Project Management Institute College of Scheduling 8th Annual Conference, San Francisco, CA, May.
- Dale, S., and D’Onofrio, R. (2017). “Disruption.” Part 4 in *Construction Schedule Delays*. Washington, DC: Thomson Reuters, 807–1079.
- Halligan, D., Demsetz, L., Brown, J., and Pace, C. (1994). “Action-Response Model and Loss of Productivity in Construction.” *Journal of Construction Engineering and Management*, 120(1), 47–64.
- Ibbs, C. W., Lee, S., and Li, M. (1998). “Fast-Tracking’s Impact on Project Change.” *Project Management Journal*, 29(4), 25–31.
- Schwartzkopf, W. (1995). *Calculating Lost Labor Productivity in Construction Claims*. New York: Aspen Law and Business.
- Schwartzkopf, W. (2018). *Calculating Construction Damages*. New York: Wolters Kluwer.
- Society of Construction Law. (2002). *The Society of Construction Law Delay and Disruption Protocol*. Hinckley, Leicestershire, UK: Society of Construction Law.