Fulton Hogan	**Inspection and Test Plan – Control and Supervision of the Works**	**Doc ID:** FH-SAT10-PM-ITP004D **Rev:** 01

Principal's: Melbourne Airport (APAM)	**Contract No:** CP18104	**Prepared By:** Michael Natalizio
Project: MAPMP SAT10 PCC Works	**Reviewed By:** Mukaram Mohammad	**Date:** 05/08/2022
Construction Process: Hot Mix Asphalt Production – Airfield Asphalt	**Approved By:** Kevin Gatt	**Date:** 05/08/2022
Specifications: Technical Specification - MAP MP - PCC Works, Stages 1, 2, 4 and 5 - Revision 0 - 08-Mar-2022		
Structure / Component: Asphalt Pavement		

Lot No:	Lot Details:	Lot size/Quantity:	Date:

Item No.	Task/Activity Description	Inspection/Test					HP/ WP/ AP/IP/ TP/ SCP	Responsibility Project Engineer Superintendent Surveyor Foreman	Checked by:		
		Frequency	Acceptance Criteria	Reference Documents	Inspection/ Test Method	Record of conformity			AECOM	FH	Date
1.0	**Preliminary Activities**										
1.1	Check for correct documentation	Prior to commencing works	Current revision of drawings, technical specifications and any other construction documentation is being utilised by Fulton Hogan and subcontractors. Current revisions of these documents to be obtained via Aconex.	Current Revisions in Aconex	Verify	This ITP signed	**HP***	Project Engineer			
1.2	Implementation of all measures and controls	Prior to commencing works	All necessary measures and controls are being implemented, that is: PSP, EMP, TMP, SWMS & WP	PSP, EMP, TMP, SWMS, WP	Visual Inspection	This ITP signed	**HP***	Project Engineer / Site Supervisor			
1.3	Submission and review of mix design	Prior to commencing works	Submission and review of a mix design report detailing the mix which meets the requirements of the specification. This shall be provided to the Contract Administrator at least two (2) working days prior to the planned commencement of works.	AECOM – MAP MP Spec. Cl 12.6.1, 12.6.2, 12.6.4, 12.6.6	Verify	Compliant Mix Design Aconex Correspondence	**HP**	Project Engineer / Contract Administrator			
1.4	Tack Coat Material Submission	Prior to commencing works	Details of the proposed tack coat (CRS170/60) shall be submitted to the Contract Administrator for review. This includes test certificates which are not more than one (1) month old.	AECOM – MAP MP Spec. Cl 11.5.1, 11.5.2, 11.7.1	Verify	Aconex Correspondence	**HP**	Project Engineer / Contract Administrator			

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1.5	Asphalt Reinforcing Grid Installation Methodology	Prior to commencing works	The Contractor is to submit details of the proposed installation methodology to the Contract Administrator five (5) working days prior to the commencement of works.	AECOM – MAP MP Spec. Cl 12.9.13	Verify	Aconex Correspondence	**WP**	Project Engineer / Contract Administrator			
2.0	**Tack Coat**										
2.1	Surface Preparation	Prior to applying tack coat	Immediately before applying the tack coat, all loose and foreign materials shall be removed from the surfaces to approximately 150mm beyond the edge of the area to be coated. The cleaned surface must also be dry.	AECOM – MAP MP Spec. Cl 11.6.1	Visual Inspection	This ITP signed	**HP**	Project Engineer / Contract Administrator			
2.2	Application of Tack Coat	During Works	Tack coat shall be applied such that a uniform cover at the specified application rate over the full surface is achieved. Vertical faces and edges shall receive two (2) full applications of tack coat. The residual bitumen application rate of the tack coat shall be a minimum of 0.15 litres/m² for both planed and un-planed surfaces. Tack coat must be substantially broken over (> 80%) of the surface of the paving run. A section of the works area will be used as a trial for determining the application rate. This trial will be conducted jointly with the Contract Administrator.	AECOM – MAP MP Spec. Cl 11.6.2	Verify	This ITP signed	**WP**	Project Engineer / Contract Administrator			

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2.3	Submission of spray application rates	At the completion of each shift	The Contractor shall submit records of spray application rates daily.	AECOM – MAP MP Spec. Cl 11.7.3	Verify	Aconex Correspondence	**HP**	Project Engineer / Contract Administrator			
3.0	**Hot Mix Asphalt Placement**										
3.1	Shift plan and paving plan	Prior to each placement shift	The shift plan and paving plan is to detail the works planned to be undertaken each shift as well as detail any contingencies. The shift plan is to be submitted at least 8 hours prior to commencement and a paving plan is to be submitted at least 2 hours prior to commencement.	AECOM – MAP MP Spec. Cl 12.9.2, 12.9.3	Verify	Aconex Correspondence	**HP**	Project Engineer / Contract Administrator			
3.2	Plant and Equipment	Prior to placement	Pre-Start checks completed by operators of plant and equipment. All plant and equipment are acceptable for use. Any faults are reported. Standby equipment in place where required.	AECOM – MAP MP Spec. Cl 12.4	Verify	This ITP signed	**HP***	Project Engineer			
3.3	Ambient weather conditions for placing	Prior to placement	Asphalt shall be placed on a surface which is dry and only when rain is not imminent.	AECOM – MAP MP Spec. Cl 12.9.4.1	Verify	This ITP signed	**HP***	Project Engineer			
3.4	Surface Preparation	Prior to placement	The surface on which the asphalt is to be placed has been jointly inspected by the Contract Administrator and the Contractor, and it is agreed to be suitable.	AECOM – MAP MP Spec. Cl 12.9.4.1	Visual Inspection	This ITP signed	**HP**	Project Engineer / Contract Administrator			

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3.5	Surface Finish of Wearing Course	During paving and after final roll	The finished surface of the asphalt has a tightly bonded and closed surface texture, free of excessive segregation and open textured or bony joints. The finished surface of asphalt surface courses shall not pond water and shall be free from roller marks including pneumatic tyred roller ruts.	AECOM – MAP MP Spec. Cl 12.9.11	Visual Inspection	This ITP signed	**HP***	Project Engineer			
3.6	Surface Smoothness Testing	After completion of pneumatic tyred rolling	The finished surface of asphalt shall not deviate from the testing edge of an approved 3.5m straight edge by more than 3mm (longitudinally) and 5mm (transversely) on aircraft pavements, and 5mm (longitudinally) and 7mm (transversely) on shoulders.	AECOM – MAP MP Spec. Cl 12.9.11.3, 12.9.12.1, 12.9.12.2	Visual Inspection	This ITP signed	**WP**	Project Engineer / Contract Administrator			
4.0	**Testing**										
4.1	Compaction Testing	Completion of placement and compaction of Asphalt	The in situ density shall be determined using the calibrated nuclear density gauge (NDG). For core samples taken across joints: individual core density of at least 97.0% and not more than 100%. For core samples taken from locations other than joints: mean lot in-situ density of at least 98% and not more than 100%.	AECOM – MAP MP Spec. Cl 12.9.5, 12.9.6	Verify	This ITP signed Test Reports	**HP***	Project Engineer			

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			A minimum of 2 cores per layer at locations other than joints and a minimum of 1 core per layer at joints (if joints exist) will be taken to confirm compaction results from the NDG testing. In-situ air voids content to be determined and reported to the Contract Administrator.								
5.0	**Completion**										
5.1	Finished Surface Levels	Per Lot & Per Asphalt Layer	The finished surface level of the completed pavement shall not vary by more than 5mm below or 5mm above the finished surface level specified on the Drawings. The Contractor shall provide the Contract Administrator with a record of the finished surface levels together with a summary indicating the magnitude of the departures from the specified finished surface levels shown on the Drawings with the corresponding Lot submission.	AECOM – MAP MP Spec. Cl 12.9.8.3.2	Verify	This ITP signed Survey Reports	**HP**	Project Engineer / Contract Administrator			

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5.2	Surveyed Layer Thicknesses	Per Lot & Per Asphalt Layer	The Contractor shall provide the Contract Administrator with a copy of the thickness determinations, including the magnitude of any departure from the specified thickness, with the corresponding Lot submission or if departures exist, as soon as practically possible.	AECOM – MAP MP Spec. Cl 12.9.9.1	Verify	This ITP signed Survey Reports	**HP**	Project Engineer / Contract Administrator			
5.3	Correction of Non-conforming Works	In areas of non-conforming works	In areas of rejected asphaltic concrete, the material shall be removed to the full depth of the layer and over an area of sufficient extent to permit replacement material to be placed in accordance with the requirements of the Specification.	AECOM – MAP MP Spec. Cl 12.10.6	Visual Inspection	This ITP signed	**HP**	Project Engineer / Contract Administrator			

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Final Inspection

The signature below verifies that this ITP has been completed in accordance with the Fulton Hogan's Quality \System Procedures and verifies lot compliance with specifications.

Print Name: **Position:** **Signature:** **Date:** / /

Legend:

HP	Hold Point	Work shall not proceed past the HP until released by the Superintendent	**IP**	Inspection point	Formal Inspection to be done and recorded
HP*	Fulton Hogan Hold Point	Work shall not proceed past the HP* until released by Fulton Hogan	**TP**	Test Point	Product compliance test to be undertaken and recorded/reported
WP	Witness Point	An inspection which must be witnessed by the Superintendent	**SCP**	Survey conformance point	A qualified surveyor to check product/section/structure and report
AP	Approval Point	Written or verbal approval given by the Superintendent			

Notes