



**DEPARTMENT OF BUILDING
UNIVERSITI TEKNOLOGI MARA
(PERAK)**

ROAD CONSTRUCTION

Prepared by:

MUHAMMAD IZZAIDY ZIKRY BIN ROSLAN

2017213512

DEPARTMENT OF BUILDING
FACULTY OF ARCHITECTURE, PLANNING AND SURVEYING
UNIVERSITI TEKNOLOGI MARA
(PERAK)

DECEMBER 2019

It is recommended that the report of this practical training provided

by

Muhammad Izzaidy Zikry Bin Roslan
2017213512

entitled

Road Construction Process

be accepted in partial fulfillment of the requirement for obtaining the Diploma In Building.

Report Supervisor : ~~Dr. Kamarul Syahril Bin Hjji Kamal~~

Practical Training Coordinator : En. Muhammad Naim Bin Mahyuddin.

Programme Coordinator : Dr. Dzulkarnaen Bin Ismail.

DEPARTMENT OF BUILDING
FACULTY OF ARCHITECTURE, PLANNING AND SURVEYING
UNIVERSITI TEKNOLOGI MARA
(PERAK)

DECEMBER 2019

STUDENT'S DECLARATION

I hereby declare that this report is my own work, except for extract and summaries for which the original references are stated herein, prepared during a practical training session that I underwent at UDA Land (South) Sdn Bhd for a duration of 20 weeks starting from 5 August 2019 and ended on 20 December 2019. It is submitted as one of the prerequisite requirements of BGN310 and accepted as a partial fulfillment of the requirements for obtaining the Diploma in Building.

Name : MUHAMMAD IZZADY ZIKRY BIN ROSLAN
UiTM ID No : 2017213512
Date : 13 / 12 / 2019

ACKNOWLEDGEMENT

Alhamdulillah, praise to Allah SWT for giving me good thoughts and a healthy life throughout the internship program on its way and allowing me to completed my internship report.

I would like to extend my heartfelt gratitude for the guidance, advice and help rendered throughout the period of training by the following group of amazing individuals from UDA Land (South) Sdn Bhd. First and foremost, I would like to thank Chief Operating Officer, Ir Tn. Hj Adil Md Noor, for the opportunity given, to conduct my training in his well successful company. His team of professionals comprising of my supervisor Head of Project Department, En A. Karim Supok, Executive 1, En Mohd Fauzi Samingon and Assistant Executive, En Mohd Syahid Hassan for teaching and helping me to develop my thinking skills and understanding. They are also responsible for assessing my practical logbook and correcting all the rookie mistake I did during my training in order to prepare me for the real world in construction industry. Also to the all the site personnel from Lee Choon Seng & Sons as the appointed contractor for the NEUVO CENTRO 2, Bandar UDA Utama, Mukim Pulau Johor Bahru, Johor for allowing me to experience the construction life and learning at this majestic construction site. It is an honour for me to be given the opportunity to ‘work’ with all of you.

I would also like to thank ALL the UiTM lecturers that have taught and nurtured me in becoming a better student and person. I would also like to extend my deepest appreciation to the lecturers who are directly involved during my training stint. To Dr Kamarul Syahril Bin Haji Kamal, Supervising Lecturer, En Muhammad Naim bin Mahyuddin, Practical Training Coordinator and Dr. Dzulkarnaen bin Ismail, Programme Coordinator, I value the time, effort, encouragement and ideas that they have contributed towards the successful completion of my training, this report and the valuable knowledge that have been shared over the last few semesters.

Last but not least, my special thanks to my beloved parents for their sacrifices over the years. Their hardwork only motivates me to work even harder for a better future of us.

Thank you so much.

ABSTRACT

Road construction is the main aspect for any type of construction. It shares the same importance as let say energy supply for the house of any commercial property. Road is the key thing that allow people to connect from one shop to another, one house from another. Energy is a very important thing to elaborate, therefore this report will discuss about energy efficiency for the building envelope based on Code of Practice on Energy Efficiency and Use of Renewable Energy for Non-Residential Building MS 1525: 2007. This report was conducted for the building envelope at Neuvo Centro 2, Bandar UDA Utama. The objective of this report is to compare the capacity of two educational buildings and how far it fulfills the requirements in the guideline. It will focus on energy conservation that provides a comfortable environment for its occupants. To illustrate the function of building envelope as an important aspect to focus on building surface design achievement and then to evaluate how far the potential of the building envelope that could fulfill the building criteria that is prescribed by the requirements in the guideline based on U Value and OTTV Value. This report will also look at the energy efficiency management based on the guideline by producing the use of effective and continuous energy and to evaluate the quality of energy usage by creating energy efficient environment that gives a better impact for the National Energy Sector in the future.

CONTENTS	PAGE NO
Acknowledgements	i
Abstract	ii
Contents	iii
List of Tables	iv
List of Figures	iv
CHAPTER 1.0 INTRODUCTION	
1.1 Background and Scope of Study	1
1.2 Objectives	2
1.3 Methods of Study	3
CHAPTER 2.0 COMPANY BACKGROUND	
2.1 Introduction of Company	4
2.2 Company Profile	5
2.3 Organization Chart	6
2.4 List of Project	7
CHAPTER 3.0 CASE STUDY (BASED ON TOPIC OF THE REPORT)	
3.1 Introduction to Case Study	10
3.2 To identify the construction process involved for road construction	11
3.3 To identify the test that involved during the road construction process	19
CHAPTER 4.0 CONCLUSION	
4.1 Conclusion	22
APPENDICES	23
REFERENCES	37

LIST OF FIGURES

Figure 2.1	3
Figure 2.2	5
Figure 2.3	9
Figure 2.4	10
Figure 2.5	12
Figure 2.6	13
Figure 2.7	14
Figure 2.8	15
Figure 2.9	16
Figure 2.10	17
Figure 2.11	18
Figure 2.12	19
Figure 2.13	20
Figure 2.14	20

CHAPTER 1.0

INTRODUCTION

1.1 Background and Scope of Study

All development project by UDA Land (South) Sdn Bhd being certified with their own specific serial number, where all the documentation and the procedure to complete one development project in order to make sure their quality is meeting with the standard. The report focuses on a proposed development for commercialized building consists of 37 units of shop office. This proposed development located at FASA 6D2, Bandar UDA Utama, Mukim Pulai, Johor Bahru, Johor. This development classified as a commercial development which consists of 37 units of shop office and 2 units of TNB substation. There will be 8 units of shop office with 3 stories and 29 units of shop office with 2 stories. For the TNB substation, both of them will be a single chamber substation. The development will be developed by the nominated company which is Lee Choon Seng & Sons S/B.

There are several key items to make a commercialized area complete such as Infrastructure, Landscaping, Civil & Engineering and Architecture. Each item must follow all the rules and regulations given by the authority in order to make sure this project will finished perfectly. This include main thing such as the colour of the substation and the ability to do an open cut method for the piping. All of this important things need to be considered so that the project will not face any unwanted obstacles during the construction period.

This commercialized project is the continuation of the successful Neuvo Centro project from the last 2 years. Hence, the project is named as Neuvo Centro 2. The built up area for this project is consists from 2748 square feet all the way to 4163 square feet.

1.2 Objective

1. To identify the construction process involved for road construction
2. To identify the test that involved during the road construction process

1.2.1 To identify the construction process involved for road construction.

In this report I had explained thoroughly about the process that been done during the road construction process for the Neuvo Centro 2 site. From the machineries being used to the type of material being used for the road construction process.

1.2.2 To identify the test that involved during the road construction process.

In this report I had explained the test on site and on the lab for the road construction process such as California Bearing Ration test and Coring Test for the thickness of the premix.

1.3 Method of study

The research method of conducting this case study

- I. Observation – By daily visit to the construction site, the main process such as construction and landscaping work can be observe. This allow for more in depth looks on how does all the process happened from start and all the way to the key handover to the customer which is also known as Vacant Possession.
- II. Document reviews – This method can be done by referring to the document that consists of main items such as the contractor or subcontractor that are involved in this construction project and the architecture drawing to understand the project even better in detail. All of the important document are given by the involving members such as the client, contractor and the consultant.
- III. Interviews – This method can be conducted between a formal interview with the contractor or can be done during the daily site visit at the construction site as a non-formal question and answer method. All the main thing being recovered will be taken such as photos and notes for future case study.

CHAPTER 2.0

COMPANY BACKGROUND

2.1 Introduction of Company

The company is established in 17 July 1975 known as Syarikat Bandar Baru Uda and then being renamed as UDA Land (South) Sdn Bhd. UDA stands for Urban Development Authority, which is a Malaysia holding company. UDA served to launch and oversee urban development projects related to business, industry and housing. It was also tasked with developing urban infrastructure.

The business scope for UDA is managing and developing especially for commercial and residential buildings. They started from scratch which consists of land opposition, planning, preparing the building concept plan, choosing the right supplier for the construction, checking and surveillance during the construction, the selling and key handover to the customer.

This company have variety types of construction from property, shopping malls and hotels. UDA Land have more than 50 property projects, 7 townships, 3 shopping malls and 5 hotels and resort projects that UDA Land have been completed so far.

In Johor Bahru, there are three main active which consists of projects like Plumeria Avenue, Rosa Terraces and Neuvo Centro 2. Plumeria Avenue project are still in its DLP or Defect Liability Period while the Rosa Terraces projects just done with the Vacant Possession for all the customers. Both of them are proposed made residential area. And the Neuvo Centro 2 project is still ongoing with the main structure of the building is fully completed which will be a commercialized building.



Figure 2.1 – Shows UDA Land (South) HQ

2.2 Company Profile

Company Name	:	UDA LAND (SOUTH) SDN. BHD
Status	:	Active
Established Date	:	17 July 1975
Registered Address	:	Tingkat 16, Menara BB Plaza, Lot 111 Jalan Bukit Bintang, 55100, Kuala Lumpur
Business Address	:	Wisma SBBU, No. 1, Jalan Padi Mahsuri 12, Bandar Baru UDA, 81200, Johor Bahru.
Main activity	:	Property management Development Project Agent
Management	:	Adil Md. Noor – Chief Operating Officer
Vision	:	UDA Land (South) Sdn. Bhd will be a leading and dynamic real estate developer and management company with the latest technology and excellent service quality.
Mission	:	UDA Land (South) Sdn. Bhd will committed and responsible through the unified involvement of staff to produce real estate products and services that meet our customers' needs and provide our customers with the best possible investment.

2.3 Organization Chart

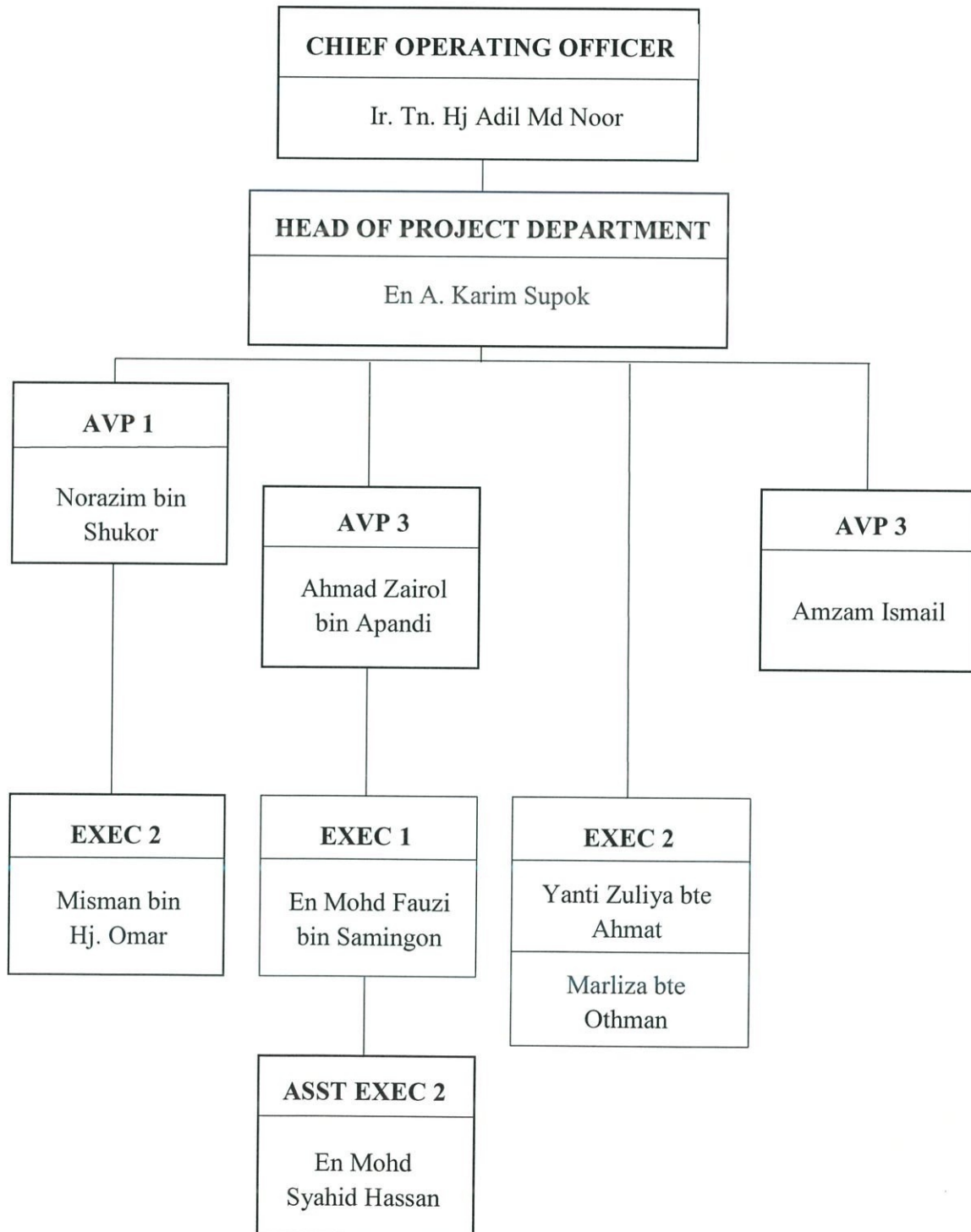




Figure 2.2 – Shows the organizational chart of project department

2.4 List of Project

No	Title	Contractor	Start Date	End Date	Contract Price
1	<p>Proposal to construct and complete the road construction for Jalan UDA Utama 4 and roundabout at area A, Bandar UDA Utama, Mukim Pulai, Daerah Johor Bahru, Johor</p> <p>KU/1086/ULS/INFRA/400/1217</p> 	Kewira Technic	20 / 03 / 2018 3 Months	19 / 06 / 2018	RM 945,360.00

2	<p>Proposed development for 37- Unit of 2 & 3 storey shop office which contain:</p> <ul style="list-style-type: none"> i. 8 – unit of shop office 3 storey ii. 29 – unit of shop office 2 storey iii. 2- unit of Tenaga Nasional Berhad Substation (single chamber) <p>Bandar UDA Utama, Mukim Pulai, Daerah Johor Bahru, Johor Darul Ta'zim</p> <p>KU/1072/ULS/BUU/PHO6D2/500/0917</p> 	Lee Choon Seng & Sons Sdn. Bhd	25 / 04 / 2018	24 / 09 / 2019	RM 15, 588, 384.80
---	--	--------------------------------	----------------	----------------	--------------------


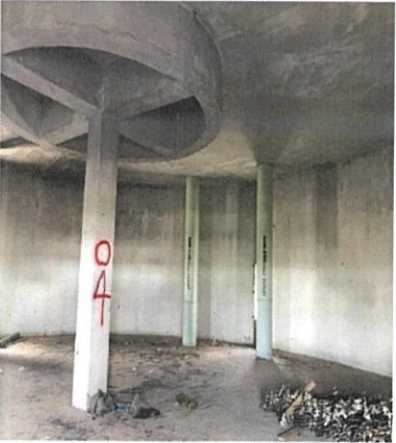
3	<p>Proposed development Bandar UDA Utama at Lots 1993 – 2005, Lots 2297 – 2334 and Lot 262, Mukim Pulai, Johor Bahru, Johor Darul Ta’zim.</p> <p>- Design and build 900,000 gallons elevated RC Water Tank No.2</p> <p>KU/1098/ULS/BUU/900(71)/0518</p>  	Pembinaan Usadaya	15 / 01 / 2019 12 Months	14 / 01 / 2020	RM 3,760,000.00
---	---	-------------------	--------------------------	----------------	-----------------

Table 1.1 – Shows list of projects that have been completed and in progress

CHAPTER 3.0

CASE STUDY

3.1 Introduction to Case Study

The case study was focused on a the road construction for the new project that is located at Bandar UDA Utama, Mukim Pulai, Johor Bahru, Johor as the 37 units of shop office being constructed by Lee Choon Seng & Sons as the appointed contractor. This contractor is a grade G7 contractor and has a specialization The contract cost RM 15,588,384.80 with a LAD amount of RM3,000.00 per day for the overall work. The construction period was 18 months which began from 25th April 2018 until 24th July 2019. The form of contract is PWD 203A. The principal parties involved in this project are the Client from UDA Land (South) Sdn Bhd, the Architect Consultant from A. Bakhtiar Architect, the Civil & Structural Consultant from Jurutera Perunding Al Ikhlas Sdn Bhd, the Mechanical & Electrical Consultant from Jurutera Perunding FRM Sdn Bhd and the Landscape Architect Consultant from OTLA Design Partnership.



Figure 2.3 – Shows the Neuvo Centro 2 construction site

3.2 The construction process of road construction

3.2.1 Method of road construction

Before pavement construction can be allowed it is necessary for both the horizontal and vertical alignment to be joint inspection and confirmed by the consultant.

Road works sequence of work

Below is the typical sequence that can be followed for doing the site construction of roads.

- i. Laying 50mm granular material sub-base (Compacted to CBR 20%)
- ii. Laying 300mm crusher run road base type II (Compacted to CBR 80%)
- iii. Laying 65mm Asphaltic Concrete Binder Course (ACBC 20)
- iv. Laying 50mm Asphaltic Concrete Wearing Course (ACWC 14)



Figure 2.4 – Shows half of the base road has been coated with prime coat (SS1K)

i. Laying Road Base Material

The crusher run road base to be placed on top of sub base shall consist of crushed aggregate laid in layers each of thickness not exceeding 300mm and to give the specified total compacted thickness and width, correct line and levels shown in road construction drawings.

The material shall be crushed rock of hard durable particles or fragments of rock crushed to the correct size, well graded and lie within the following grading limits specified in the specification.

ii. Bituminous prime coat and tack coat procedure

An approved bituminous prime coat which is submitted through material submission shall be applied to the top of the completed crusher run base course before the laying of the asphaltic concrete binder course. The surface shall be cleaned immediately prior to the application of prime coat. The bituminous shall be applied by means of a distributor at suitable rates. SS1K used for prime coat before the ACBC 20 and RS1K for the tack coat before the ACWC 14. The prime coat shall be sprayed well in advance and leave for 24 hours for curing.

iii. Asphaltic Concrete Binder Course, ACBC 20

ACBC 20 mix will follow the approved mix design and trial mix. The aggregates shall be surface dry and shall be mixed at an appropriate temperature. The mixed material as delivered to the construction laying site shall be between 140 degrees Celsius to 160 degrees Celsius.



Figure 2.5 – Shows the concrete paver laying the Asphaltic Concrete Binder Course, ACBC 20

3.2.1.1 Laying Procedure for Road Construction

- Work shall commence on site upon approval and acceptance of the road base.
- The surface to receive the asphaltic concrete binder course shall be free of all damage, loose materials and standing water by sweeping.
- Prime coat of approved bitumen emulsion shall be applied as per Specifications on the prepared surface prior to lay of the asphaltic binder course
- The asphaltic concrete binder shall be plant mixed with approved bitumen content.
- The approved asphaltic concrete binder course shall be delivered to site by tipper trucks. To prevent the loss of heat, the mixture shall covered by tarpaulin.
- The asphaltic concrete binder course shall be laid by a paver in single layer.
- Compaction shall be carried out using the specified equivalent type of compactors. Rolling shall always commence from the lower to the

higher side of the carriageway. The minimum rolling temperature shall be 80 degrees Celsius.

- The surface of asphaltic concrete binder course shall be finished to the line and grade as required by the Drawings.

3.2.1.2 Asphaltic Concrete Wearing Course ACWC14

ACWC 14 mix will follow the approved design mix and trial mix. The aggregates shall be surface dry and shall be mixed at an appropriate temperature. The mixed material as delivered to the laying site shall be between 110 degrees Celsius to 120 degrees Celsius according to the consultant.



Figure 2.6 – Shows the road has been coated with tack coat RS1K

3.2.1.3 Transportation of Bituminous materials

Bituminous materials shall be transported in clean vehicles and shall be covered over when in transit or awaiting tipping. Every precaution is to be taken to avoid segregation of mixed materials and to ensure that they do not become contaminated with foreign matter. In order to maintain satisfactory temperatures of materials in transit and to prevent undue loss of heat adequate precautions are to be taken to ensure that the materials are properly protected.



Figure 2.7 – Shows the lorry carries the Asphaltic Concrete Wearing Course ACWC14

3.2.1.4 Laying Method

- Supply the mixed materials, as soon as possible after arrival at the laying site, continuously to the paver and lay without delay.
- Wherever practicable, road pavement materials having bitumen as the binder shall be spread, leveled and tamped by approved self-propelled pavers capable of laying to the required width, profile, camber or cross fall.
- Immediately after any course is placed and before rolling is started, the surface shall be checked and all defects and irregularities in alignment, grade or texture corrected by the additional or removal of mixture.



Figure 2.8 – Shows the lorry loading the concrete paver with Asphaltic Concrete Binder Course, ACBC 20

3.2.1.5 Compaction Procedure

The laid material shall be compacted as soon as possible as rolling can be effected without causing undue displacement of the mixed material. The rollers shall be fitted with beeper.

The materials shall be rolled in longitudinal direction from the sides to the centre of the carriageway.

For compaction, two times rolls pass by non-vibrate compactor prior to two times rolls pass by vibrate compactor. The roller shall weigh not less than 12 tonnes.

Eight times rolls pass compaction shall be carried out by Tyre roller. The last compaction shall be done by non-vibrate compactor.



Figure 2.9 - Shows the roller compacting the premix to the right compaction

3.2.2 Construction of Road Marking

This include all the marking on the premix and the signage throughout the entire site using the construction drawing as a reference for the sizing and colour.



Figure 2.10 – Shows the road marking has been laid with paint added with filling & glass beads for high shine

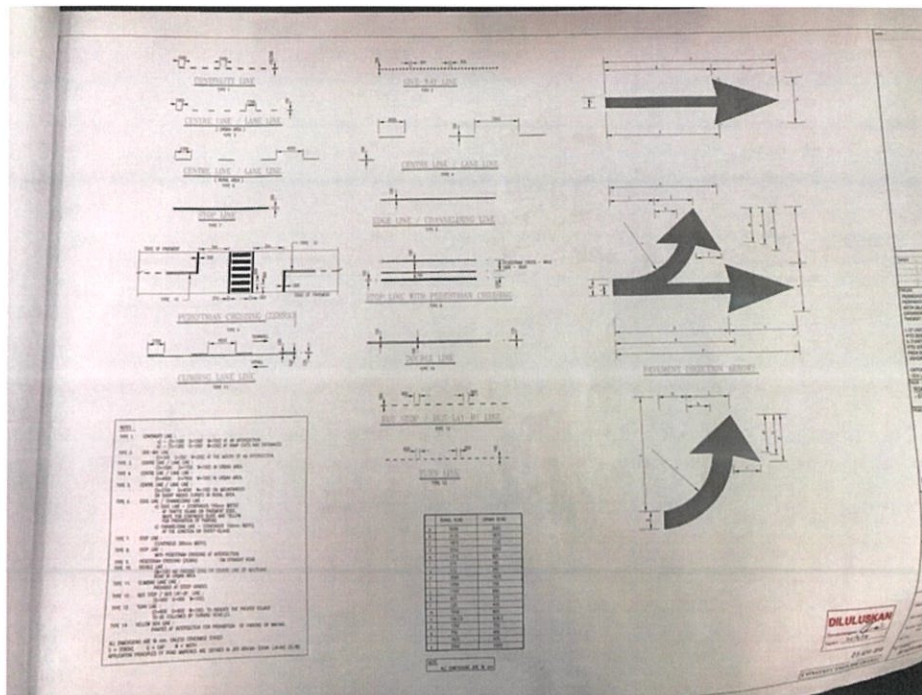


Figure 2.11 – Shows the construction drawing for the road marking section

3.3 The test for the road construction process

3.3.1 CBR test

This test covers the determination of the California Bearing Ratio (CBR) of a soil tested in-situ, with a selected overburden pressure, by causing a cylindrical plunger to penetrate the soil at a given rate and comparing the relationship between force and penetration into the soil to that for a standard material.

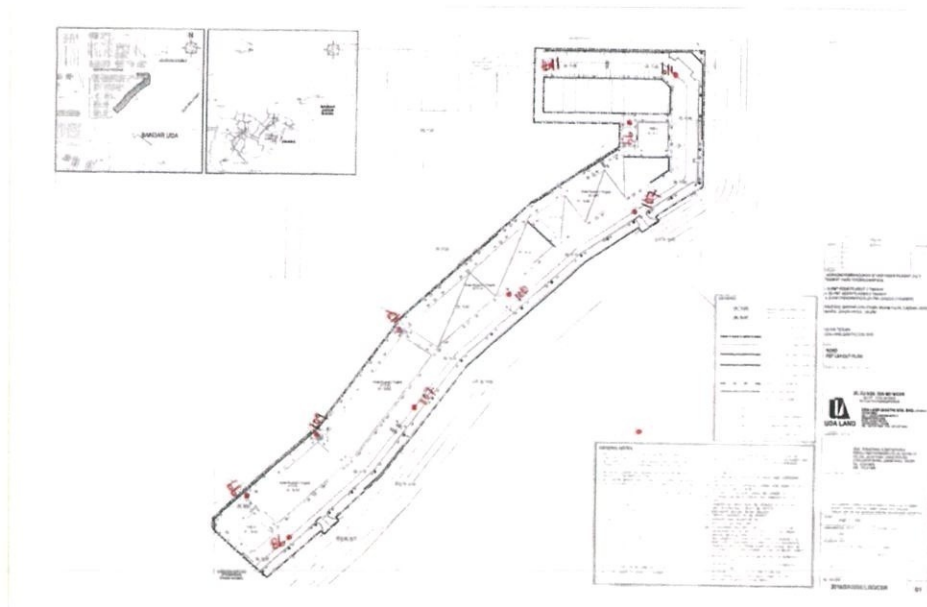


Figure 2.12 – Shows the point throughout the construction site for the CBR test

3.3.2 Coring Test

Coring Test for premix with 13 points throughout the site will be conducted. The purpose of the test is to check if the thickness of the premix is the same as stated in the construction drawing which is the total of 65mm thick Bearing Course and 50mm thick of Wearing Course. Core Drilling Machine is used to extract the sample of the premix.



Figure 2.13 – Shows the core drilling machine that being used to extract the coring sample

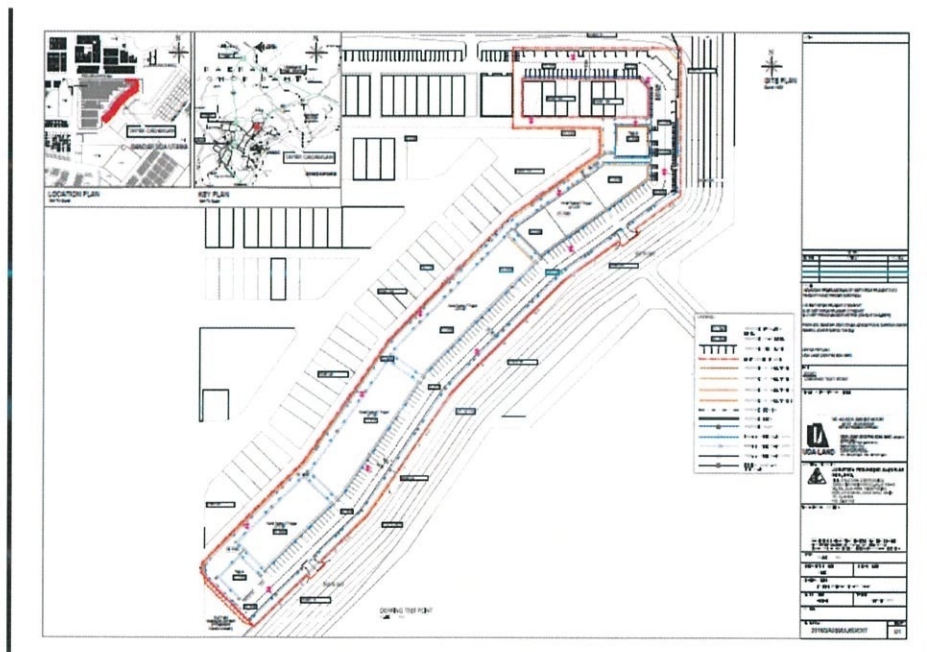


Figure 2.14 – Shows the coring point throughout the construction site for Coring Test

CHAPTER 4.0

CONCLUSION

4.1 Conclusion

In summary, this project showed the construction of road work for the project of Neuvo Centro 2 with 37 units of shop office. The amount of attention being put into this project is amazing with the whole site personnel being nice and helpful during my time there learning new thing with them. They are being professional when the interns are asking for any question for the things that confusing. The road construction requires extreme amount of attention to details because of its importance in construction. The project is still in progress and targeted completed with CCC is around February 2020. This means that the project had been delayed due to unavoidable causes.

APPENDICES



Figure 2.15 – Shows the road marking equipment with paint and glass beads



Figure 2.16 – Shows the premix being laid for the Neuvo Centro 2

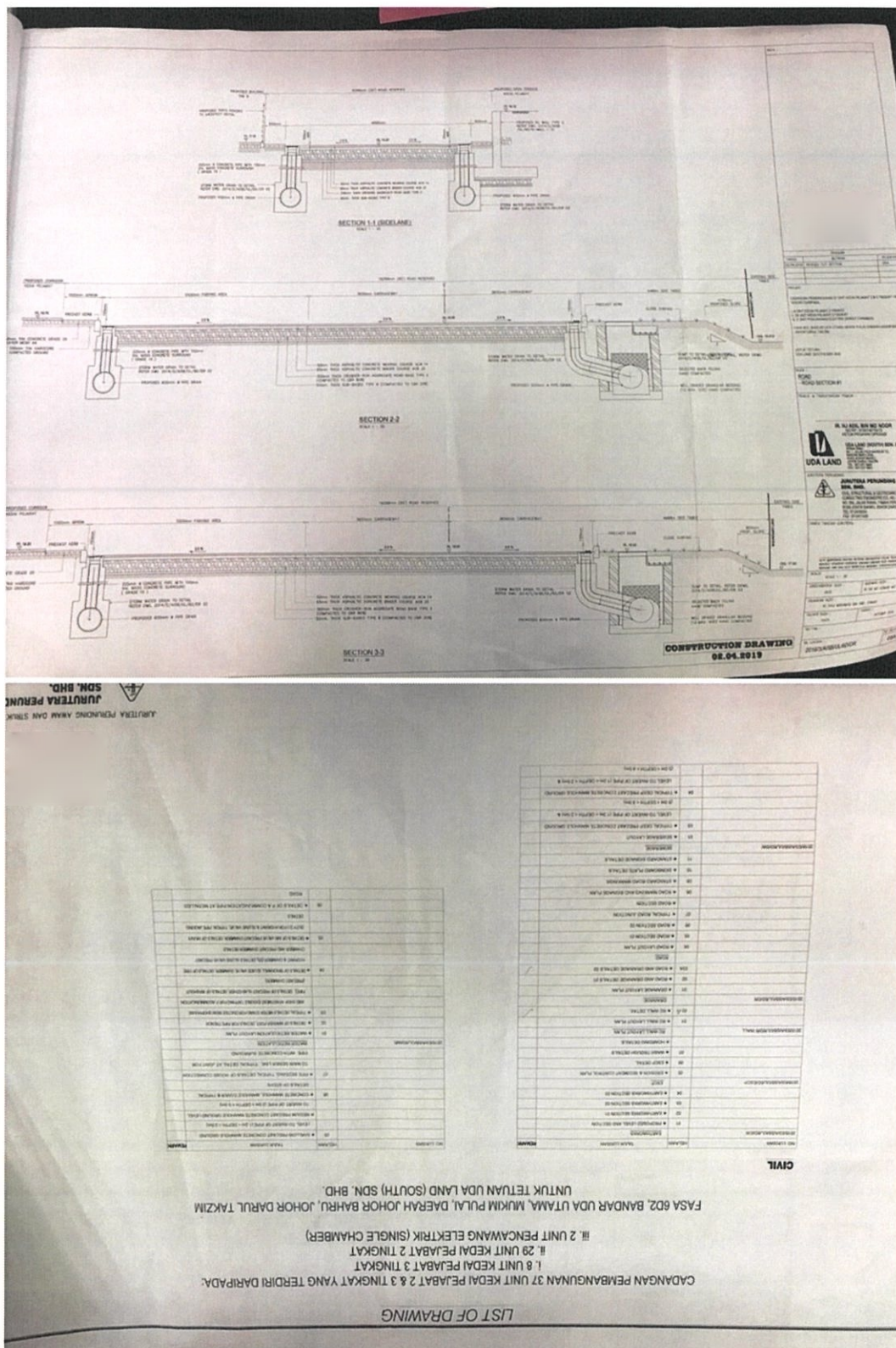


Figure 2.17 - shows the list of detail for the detail drawing of Neuvo Centro 2 project

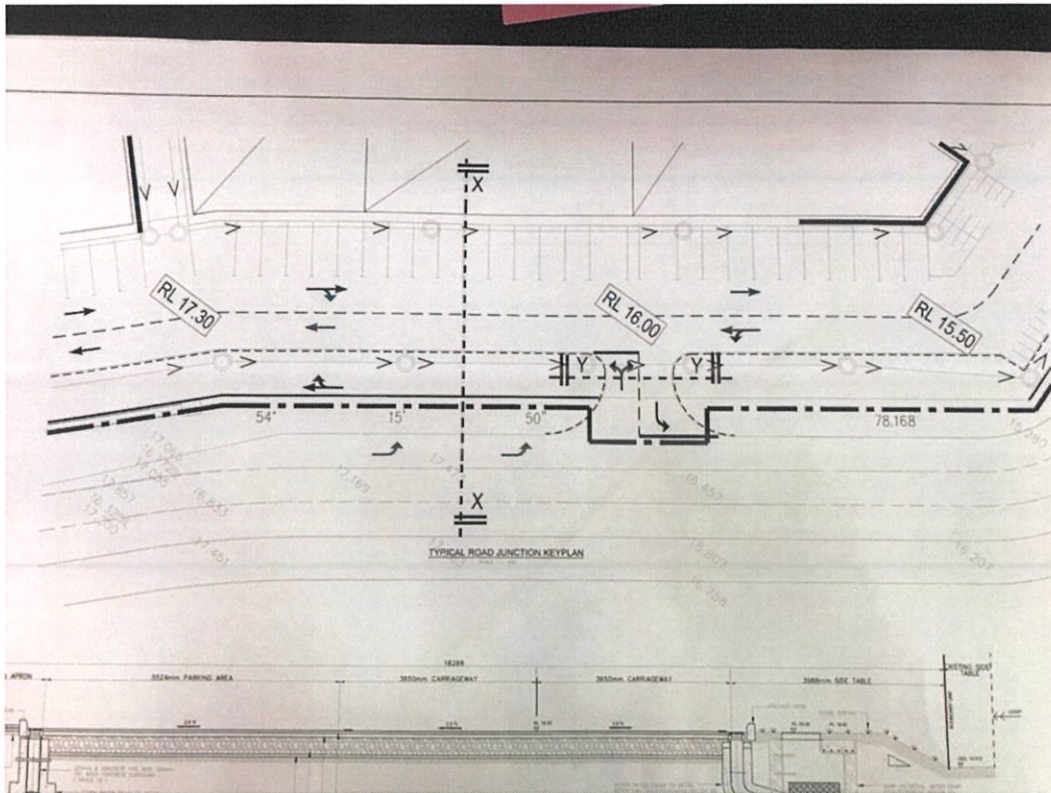


Figure 2.18 - Shows the detail drawing for the road marking for Neuvo Centro 2 project

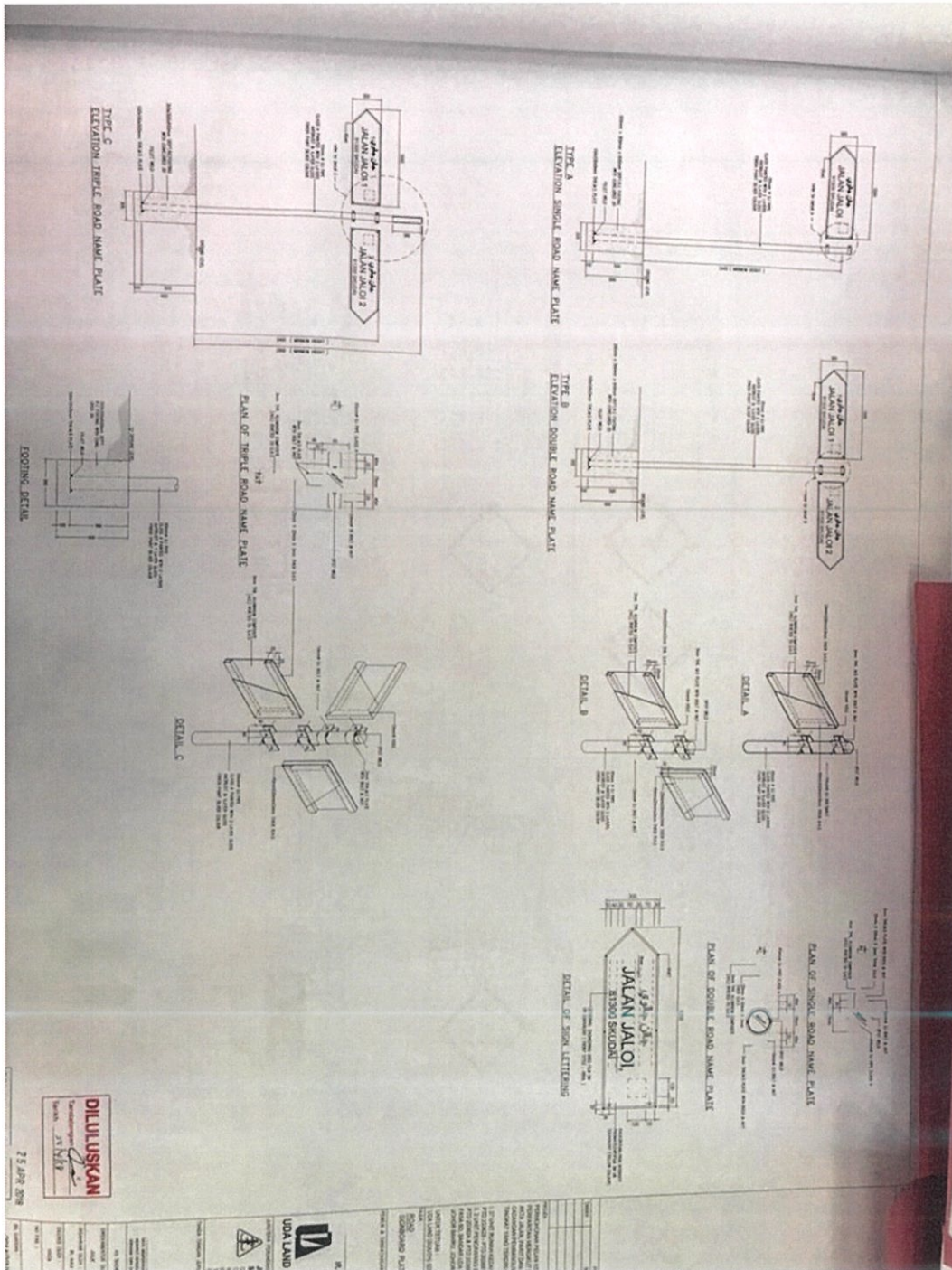


Figure 2.19 - Shows the detail drawing for the road marking for Neuvo Centro 2 project

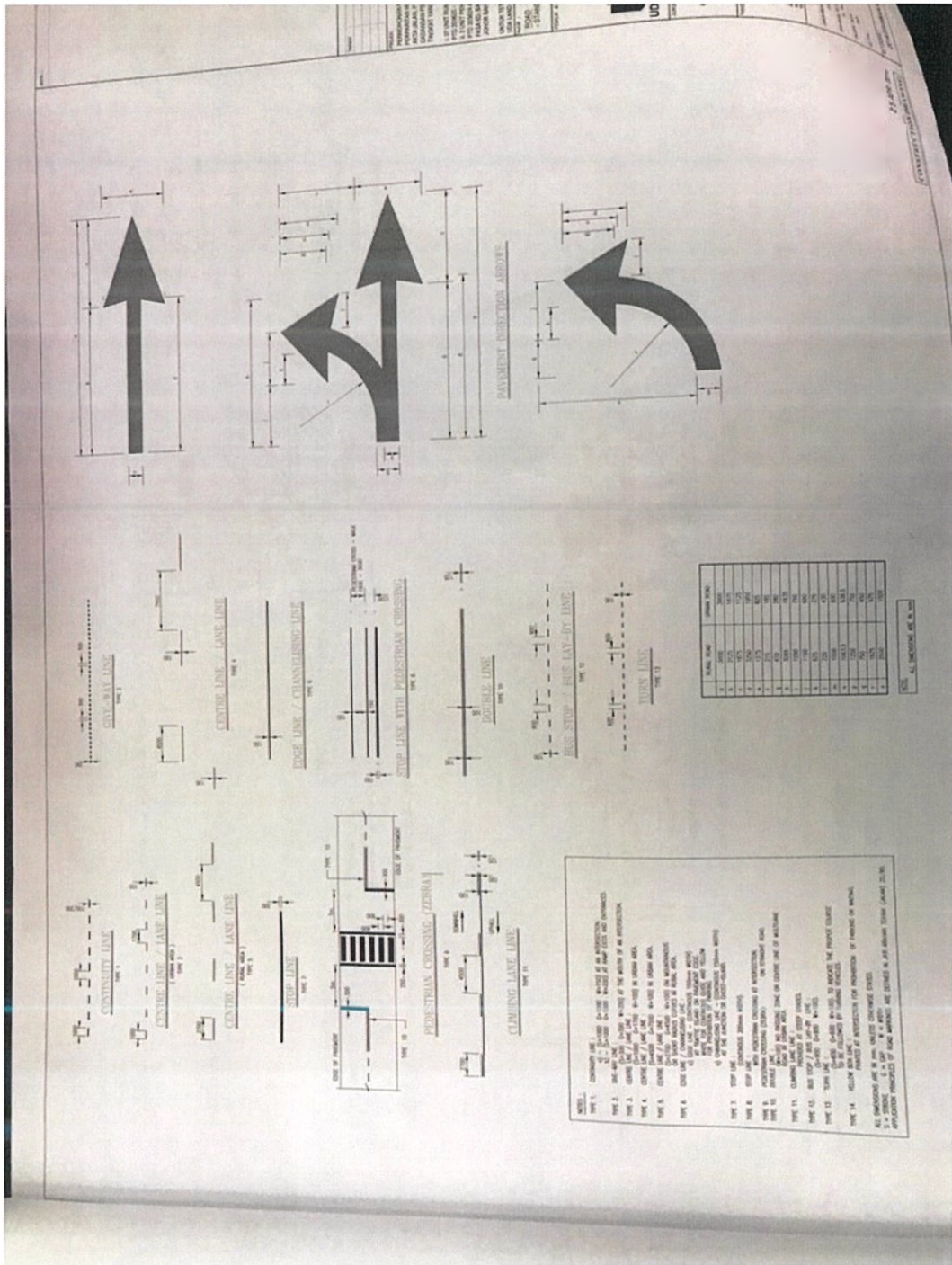


Figure 2.20 - Shows the detail drawing for the road marking for Neuvo Centro 2 project

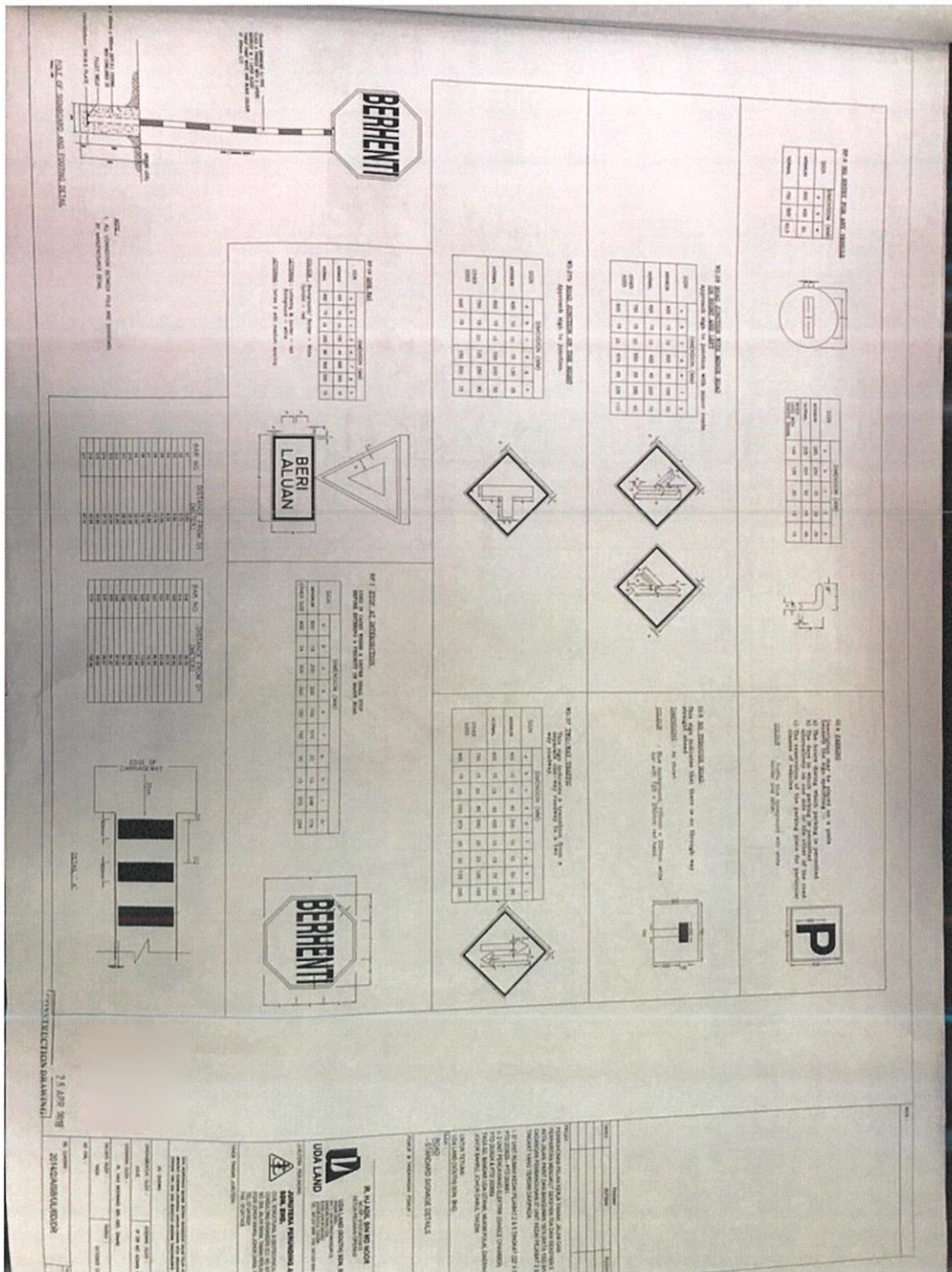




Figure 2.21 - Shows the detail drawing for the road marking for Neuvo Centro 2 project

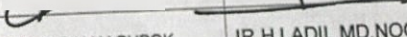
PROJECT QUALITY PLAN	
9.0 PROJECT & CONTRACT DESCRIPTION	
9.1 CONTRACT INFORMATION	
PROJECT TITLE	CADANGAN PEMBANGUNAN 37 UNIT KEDAI PEJABAT 2&3 TINGKAT YANG TERDIRI DARIPADA - 8 UNIT KEDAI PEJABAT 3 TINGKAT - 29 UNIT KEDAI PEJABAT 2 TINGKAT - 2 UNIT PENCAWANG ELEKTRIK (SINGLE CHAMBER) FASA 6D2, BANDAR UDA UTAMA, MUKIM PULAI, DAERAH JOHOR BAHRU, JOHOR DARUL TAKZIM
DATE OF COMMENCEMENT	25/4/2018
DATE OF COMPLETION	24/7/2019
SCOPE OF WORK	MEMBINA 37 UNIT KEDAI PEJABAT 2&3 TINGKAT YANG TERDIRI DARIPADA - 8 UNIT KEDAI PEJABAT 3 TINGKAT - 29 UNIT KEDAI PEJABAT 2 TINGKAT - 2 UNIT PENCAWANG ELEKTRIK (SINGLE CHAMBER) FASA 6D2, BANDAR UDA UTAMA, MUKIM PULAI, DAERAH JOHOR BAHRU, JOHOR DARUL TAKZIM
CONTRACT NUMBER	KU/1072/ULS/BUU/PH06D2/500/0917
FORM OF CONTRACT	PWD 203A
CONTRACT SUM	RM 15,588,384.80
DATE OF POSSESSION	24/12/2018 (SECTION A-TNB) 24/7/2019 (SECTION B- Overall of the works)
CONTRACT PERIOD	8 months (SECTION A – TNB) 15 months (SECTION B- Overall of the works)
PROGRESS PAYMENT	
RETENTION SUM	
PERFORMANCE BOND NO.	BG248PG097520
CONTRACTOR ALL RISK POLICY NO.	CAR- 011800014946
CAR'S VALIDITY PERIOD	25/04/18 – 08/05/21
WORKMEN COMPENSATION POLICY NO.	WC- 011800014926
WC'S VALIDITY PERIOD	25/04/18 – 08/05/21
VARIATIONS	
OVERTIME	
DEFECT LIABILITY PERIOD	18Months
LIQUIDATED ASCERTAINED DAMAGES	RM 3000/DAY – OVERALL RM 500/DAY - TNB
SOCISO REGISTRATION NO.	E1100045918X
CIDB REGISTRATION NO.	663175-D (GRADE G7, CATEGORY.B, SPECIALIZATION:B04)
TOTAL GROSS LAND AREA (ha)	3.9 ekar

Figure 2.22 – Shows the project quality plan for the Neuvo Centro 2 project

PROJECT QUALITY PLAN

PROJECT TITLE	CADANGAN PEMBANGUNAN 37 UNIT KEDAI PEJABAT 2&3 TINGKAT YANG TERDIRI DARIPADA - 8 UNIT KEDAI PEJABAT 3 TINGKAT - 29 UNIT KEDAI PEJABAT 2 TINGKAT - 2 UNIT PENCAWANG ELEKTRIK (SINGLE CHAMBER) FASA 6D2, BANDAR UDA UTAMA, MUKIM PULAI, DAERAH JOHOR BAHRU, JOHOR DARUL TAKZIM
REFERENCE NUMBER	PQP/01
REVISION NUMBER	

CONTRACTOR	CLIENT
LOGO : 	LOGO : 
LEE CHOON SENG & SONS SDN BHD	UDA LAND (SOUTH) SDN BHD

	PQP PREPARED BY	PQP REVIEWED BY	PQP APPROVED BY
SIGNATURE			
NAME	MOHD FAUZI BIN HJ SAMINGON	A.KARIM BIN HJ SUPOK	IR HJ ADIL MD.NOOR
POSITION	EKSEKUTIF 1	KETUA JABATAN PROJEK	KETUA PEGAWAI OPERASI
DATE	01/05/2018	02.05.2018	2/5/18

CONTROLLED DOCUMENT
Copyright: UDA HOLDINGS BERHAD

All right reserved. None of the information contained in this document shall be disclosed outside the recipients own organization, and no part of this document may be reproduced or transmitted without the written permission from UDA HOLDINGS BERHAD.

Copyright: UDA HOLDINGS BERHAD. All right reserved. None of the information contained in this document shall be disclosed outside the recipients own organization, and no part of this document may be reproduced or transmitted without the written permission from UDA HOLDINGS BERHAD.

Ref No. : UH-MO-GTSD-QA-PQP | Revision : 0 | Effective Date : 1 July 2016 | Page 1 of 77

Figure 2.23 – Shows the project quality plan for the Neuvo Centro 2 project



UDA LAND (SOUTH) SDN BHD
(Company No : 23298-K)

CADANGAN PEMBANGUNAN 37 UNIT KEDAI PEJABAT 2 & 3 TINGKAT YANG TERDIRI DARIPADA :-

- A) 8 UNIT KEDAI PEJABAT 3 TINGKAT
 - B) 29 UNIT KEDAI PEJABAT 2 TINGKAT
 - C) 2 UNIT PENCAWANG ELEKTRIK (SINGLE CHAMBER)
- DI FASA 6D2, BANDAR UDA UTAMA, MUKIM PULAI, DAERAH JOHOR BAHRU, JOHOR DARUL TA'ZIM.

CARTA ORGANISASI

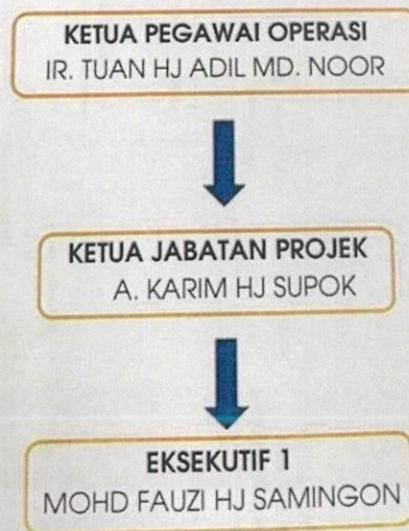


Figure 2.24- Shows the organization chart for Neuvo Centro 2 project

REFERENCES

Web Site:

Method Statement HQ. (2019). Available from: <https://methodstatementhq.com/road-construction-method-statement.html>