







SELEKOH MERBAHAYA



MAKLUM BALAS INI LAGI HEBAT...

"SAYA RASA SELEKOH INI TIDAKLAH TAJAM SANGAT"

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"SAYA RASA SELEKOH INI TIDAKLAH TAJAM SANGAT"

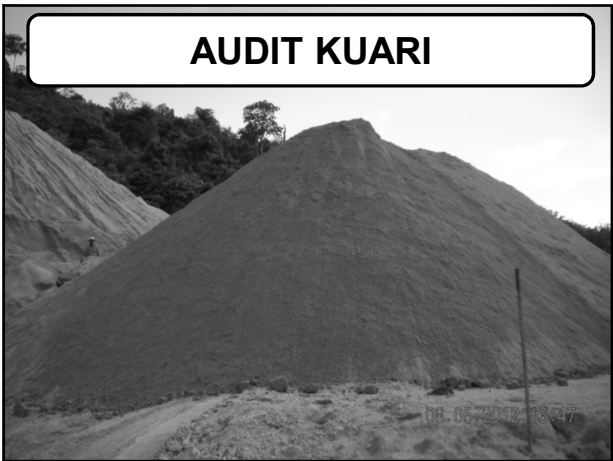




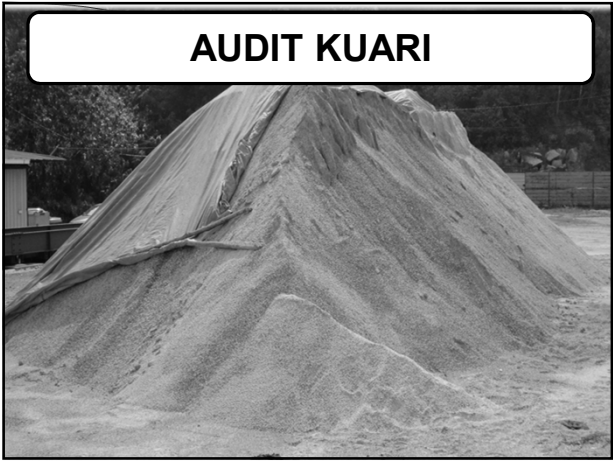


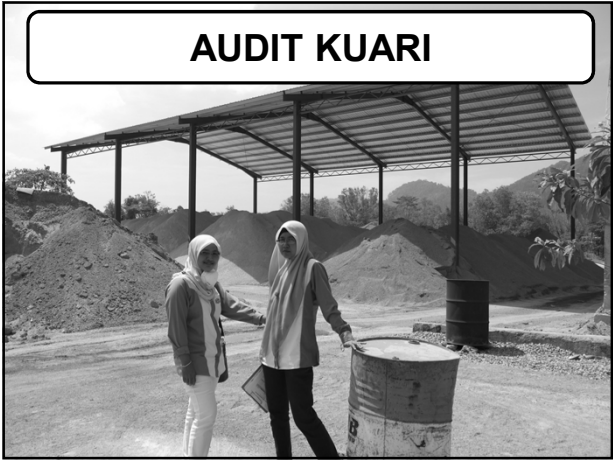


















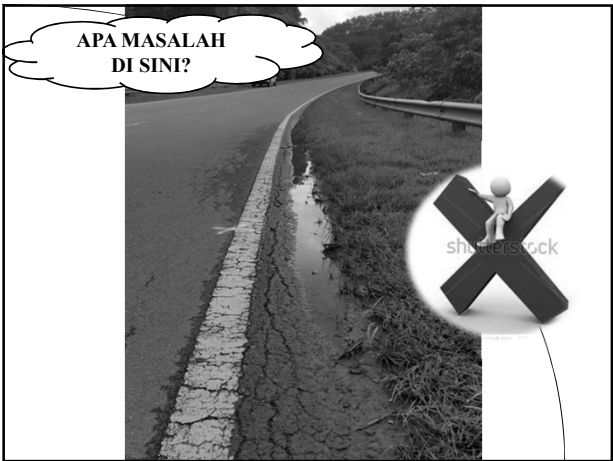


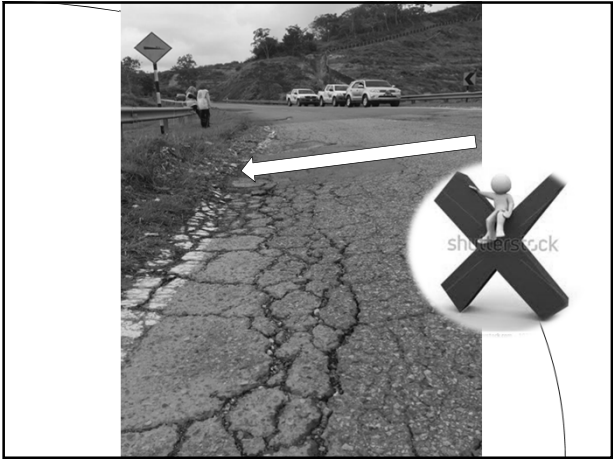




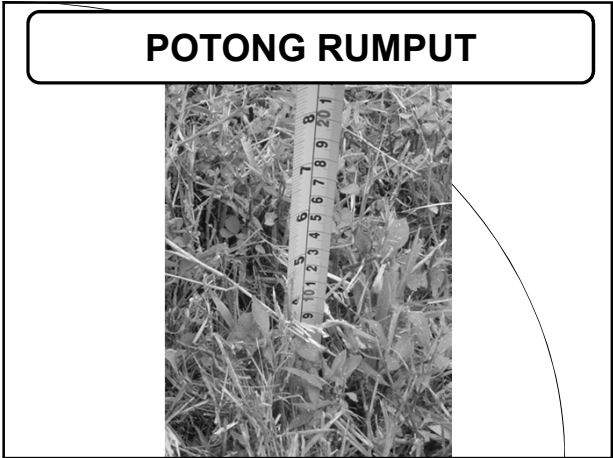








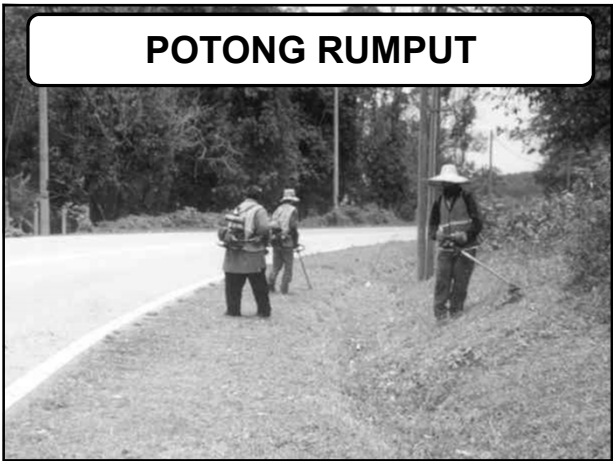




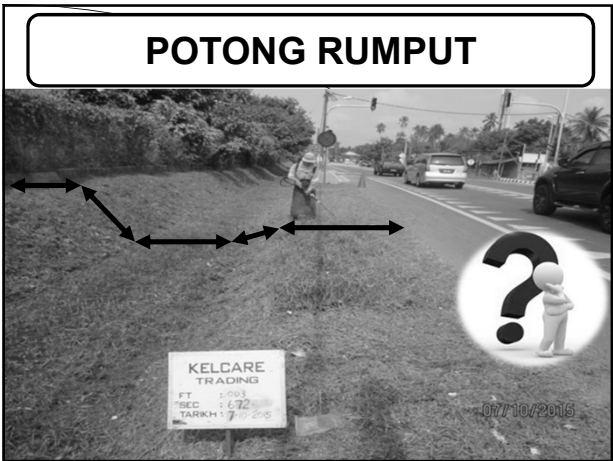
POTONG RUMPUT

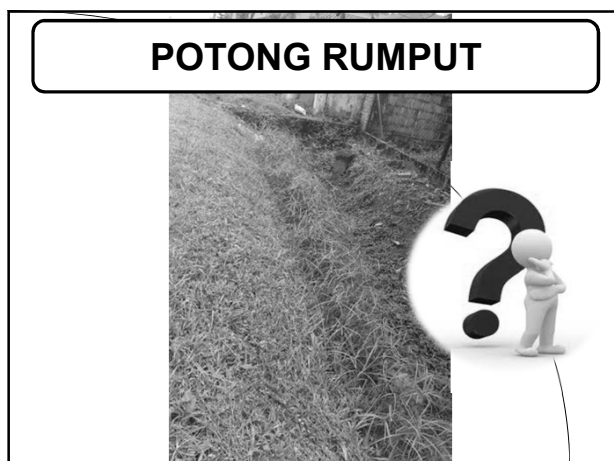


POTONG RUMPUT



POTONG RUMPUT

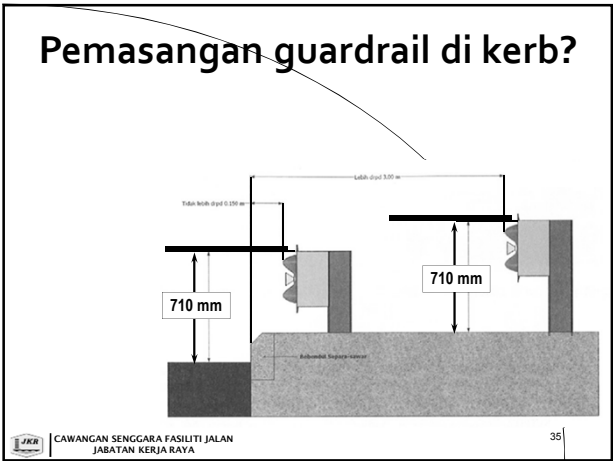


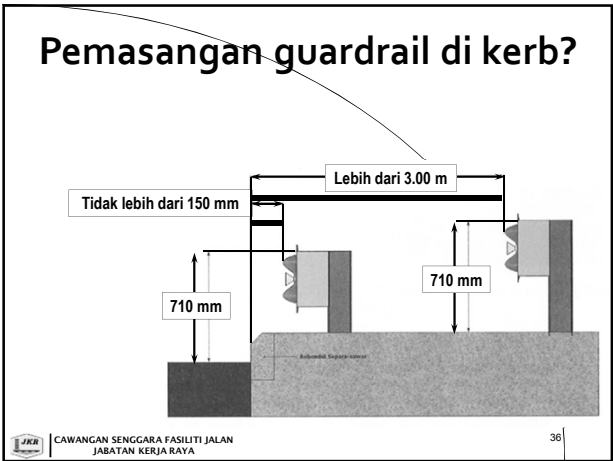
























PENGHADANG JALAN



PENGHADANG JALAN



PENGHADANG JALAN















PENGHADANG JALAN



PENGHADANG JALAN



“Buat masa ini, penghadang jalan besi merupakan sistem yang paling berkesan dan efektif dari segi kos”

JALAN ROSAK



Peruntukan tidak ada. Boleh buat dahulu?

Program Rawatan Kos Rendah Di Lokasi Kemalangan

Tahun	Jumlah Lokasi	Kos (RM Juta)
2004	132	5.3
2005	255	7.8
2006	217	6.2
2007	151	8.0
2008	101	6.0
JUMLAH	856	33.3

Program KPI Menteri - Blackspot

Tahun	Jumlah Lokasi	Kos (RM Juta)
2009	10	4.2
2010	30	12.3
2011	20	7.9
2012	40	16.0
2013	54	27.0
2014	32	12.0
JUMLAH	186	79.4

Program KPI Menteri - Blackspot

Tahun	Jumlah Lokasi	Kos (RM Juta)
2009	10	4.2
2010	30	12.3
2011	20	7.9
2012	40	16.0
2013	54	27.0
2014	32	12.0
JUMLAH	186	79.4
Rawatan Kos Rendah	856	33.3

Sumber: New Straits Times, 9 Julai 2014

DAFTAR KECER DAN KUKU KERTAM			
DAFTAR KECER	KUANTITAS	KOS PER UNIT	JUMLAH
1. Mengotat semua garisan jalan tepi dan tengah	950 m gar.	15.00	RM 13,500.00
2. Mengotat transverse bar	100 unit	10.00	RM 1,000.00
3. Memasang chevron	6 unit	500.00	RM 3,000.00
4. Memasang delineator post	30 unit	150.00	RM 4,500.00
		JUMLAH	RM 22,000.00

LOKASI KEMALANGAN

**Rawatan Kos Rendah
Di Lokasi Kemalangan****Skop kerja;**

- Mengecat semula garisan jalan.
- Memasang transverse yellow bar.
- Memasang papan tanda amaran.
- Memasang tanda arah selekoh (chevron).
- Memasang road stud.
- Memasang guardrail, dan sebagainya.

Kos: < RM50 ribu

Rawatan Kos Rendah**Sebelum****Selepas**

FT001, Daerah Batang Padang, Perak

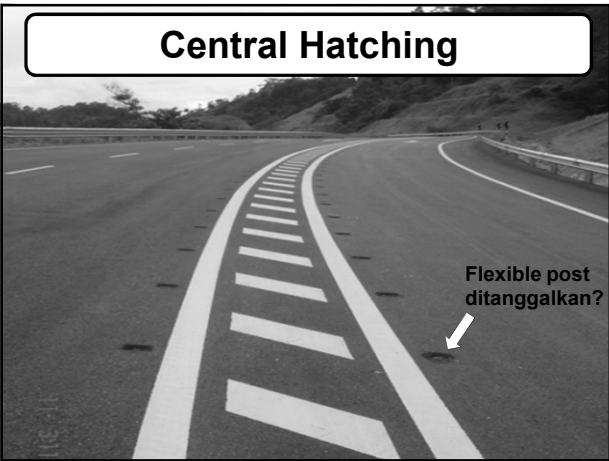
**Program Rawatan Kos Rendah
Di Lokasi Kemalangan****Skop kerja yang TIDAK dibenarkan;**

- Menurap bahu jalan.
- Menurap permukaan jalan.
- Membaiki simpang.
- Memasang lampu isyarat.

Rawatan Blackspot

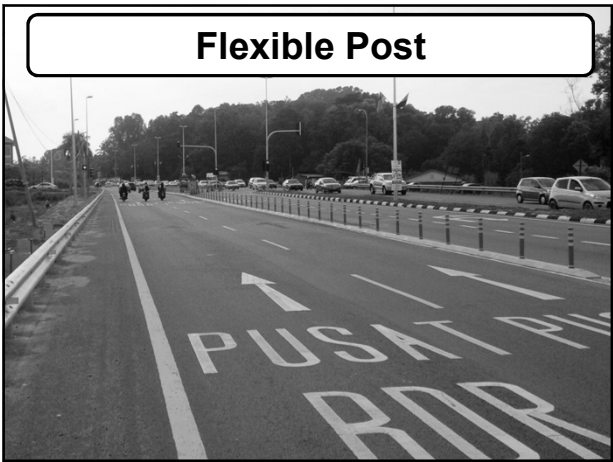


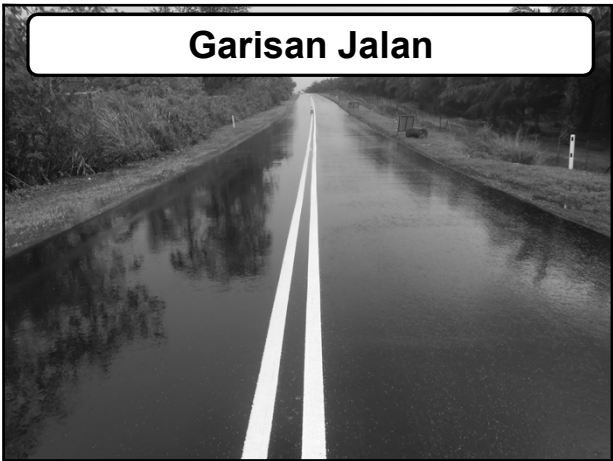
Central Hatching

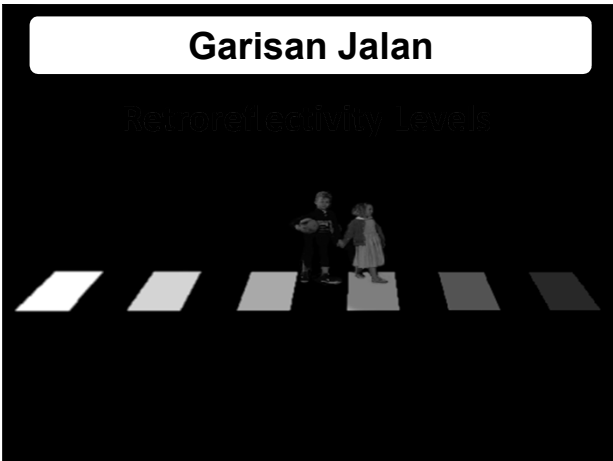


Flexible Post









Lebar Jalan

Lane width?

Adakah jalan sempit?

Lebar Marginal Strip

DESIGN STANDARD	LEBAR JALAN (m)	LEBAR MARGINAL STRIP (m)
R6 / U6	3.50	0.50
R5 / U5	3.50	0.50
R4 / U4	3.25	0.25
R3 / U3	3.00	0.25
R2 / U2	2.75	0.00
R1 / U1	(5.00)	0.00

NOTE:
() DENOTES THE TOTAL TWO-LANE WIDTH

Lebar Jalan

DESIGN STANDARD	LEBAR JALAN (m)	LEBAR MARGINAL STRIP (m)
R6 / U6	3.50	0.50
R5 / U5	3.50	0.50
R4 / U4	3.25	0.25
R3 / U3	3.00	0.25
R2 / U2	2.75	0.00
R1 / U1	(5.00)	0.00

Road Stud

Adakah betul cara pemasangan road stud ini?

Road Stud

CARA PASANG ROAD STUD
DI GARISAN TEPI

UNPAVED SHOULDER

PAVED SHOULDER / MARGINAL STRIP

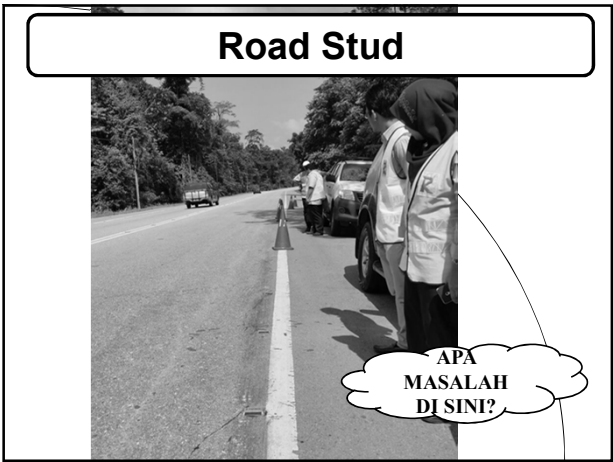
TRAFFICKED LANE

20-50 mm clear of edge min.

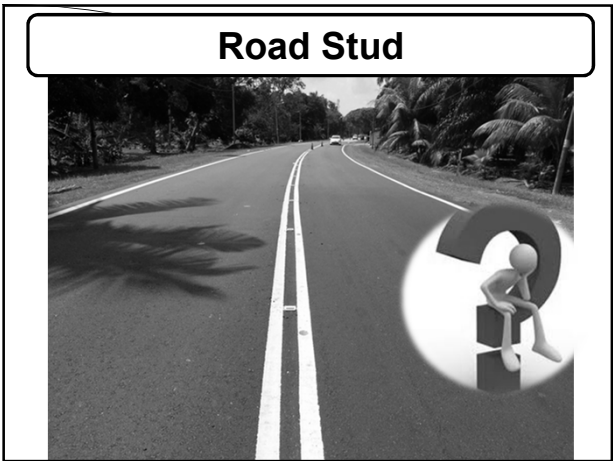
RRPM SPACING AT 24m STRAIGHTS

RRPM SPACING AT 12m CURVES

Road Stud







Road Stud

CARA PASANG ROAD STUD DI GARISAN BERKEMBAR

RRPM SPACING AT 12m CURVES

RRPM SPACING AT 24m STRAIGHTS

Road Stud

CARA PASANG ROAD STUD DI GARISAN BERKEMBAR

RRPM SPACING AT 12m CURVES

RRPM SPACING AT 24m STRAIGHTS

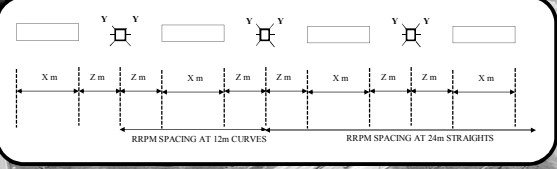
Road Stud

Road Stud



Road Stud

CARA PASANG ROAD STUD DI GARISAN TENGAH



Road Stud



Road Stud



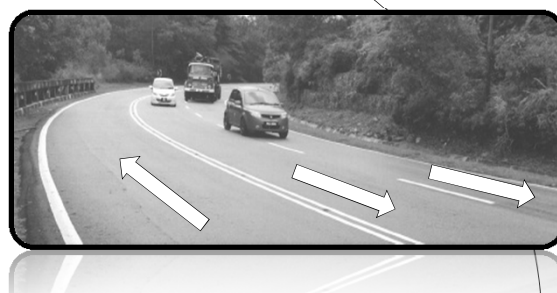
Road stud TIDAK wajar dipasang sebagai;
i. Pengganti garisan jalan.
ii. Pengganti lampu jalan.
Dipasang di lokasi berisiko sahaja.

Lorong Memotong



86

Lorong Memotong



87

Lorong Memotong



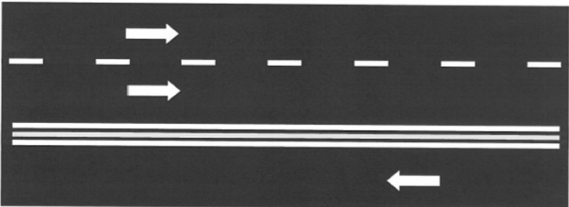
88

Lorong Memotong



89

Lorong Memotong



Gambarajah: Cadangan penambahan garisan kuning di tengah dua garisan putih di antara lorong memotong dan lorong bertentangan.

90

Lorong Memotong



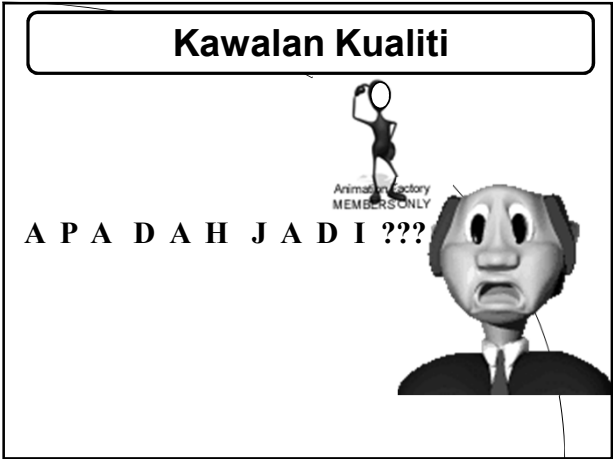
Lorong Memotong



Turap Jalan







DATE OF SAMPLING : 21.04.2003	DATE OF SAMPLING : 11.07.2003
DATE OF TESTING : 22.04.2003	DATE OF TESTING : 12.07.2003
PEN. GRD. BITUMEN : 80 / 100	PEN. GRD. BITUMEN : 80 / 100
SOURCE :	SOURCE :

Stability kg				Flow	Stiffness
Height	Mass	A _s	Correct	mm	kg/cm
Factor	Div.	kg	kg		
0.963	320	1068	1048	2.6	
0.990	260	884	849	2.4	
0.968	300	1020	987	2.5	
0.971	280	952	924	2.6	
		952	952	2.6	368.65
0.981	360	1224	1201	2.9	
0.987	350	1190	1175	2.9	
0.971	340	1156	1122	2.9	
0.963	400	1360	1310	2.9	
		1202	1202	2.9	415.51

MIXING TEM. 160 C	MIXING TEM. 160 C
COMPACTING TEMP. 135 C	COMPACTING TEMP. 135 C
TEST TEMP. 80 C	TEST TEMP. 80 C
CHECKED BY	CHECKED BY

DATE OF SAMPLING : 21.04.2003
DATE OF TESTING : 22.04.2003
PEN. GRD. BITUMEN : 80 / 100
SOURCE :

Height Factor	Stability kg			Flow mm	Stiffness kg/cm
	Mass Div.	A ₅ kg	Correct kg		
0.963	320	1088	1048	2.6	
0.960	260	884	849	2.4	
0.968	300	1020	987	2.5	
0.971	280	952	924	2.8	
			952	2.6	368.65
0.981	360	1224	1201	2.9	
0.987	350	1190	1175	2.9	
0.971	340	1156	1122	2.9	
0.963	400	1360	1310	2.9	
			1202	2.9	415.51

MIXING TEM. 160 C
COMPACTING TEMP. 135 C
TEST TEMP. 60 C

Caed **Projek A**
CHECKED BY

DATE OF SAMPLING : 11.07.2003
DATE OF TESTING : 12.07.2003
PEN. GRD. BITUMEN : 80 / 100
SOURCE :

Height Factor	Stability kg			Flow mm	Stiffness kg/cm
	Mass Div.	A ₅ kg	Correct kg		
0.963	320	1088	1048	2.6	
0.960	260	884	849	2.4	
0.968	300	1020	987	2.5	
0.971	280	952	924	2.8	
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0.981	360	1224	1201	2.9	
0.987	350	1190	1175	2.9	
0.971	340	1156	1122	2.9	
0.963	400	1360	1310	2.9	
			1202	2.9	415.51

MIXING TEM. 160 C
COMPACTING TEMP. 135 C
TEST TEMP. 60 C

Caed
CHECKED BY

DATE OF SAMPLING : 21.04.2003
DATE OF TESTING : 22.04.2003
PEN. GRD. BITUMEN : 80 / 100
SOURCE :

Height Factor	Stability kg			Flow mm	Stiffness kg/cm
	Mass Div.	A ₅ kg	Correct kg		
0.963	320	1088	1048	2.6	
0.960	260	884	849	2.4	
0.968	300	1020	987	2.5	
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0.987	350	1190	1175	2.9	
0.971	340	1156	1122	2.9	
0.963	400	1360	1310	2.9	
			1202	2.9	415.51

MIXING TEM. 160 C
COMPACTING TEMP. 135 C
TEST TEMP. 60 C

Caed **Projek A**
CHECKED BY

DATE OF SAMPLING : 11.07.2003
DATE OF TESTING : 12.07.2003
PEN. GRD. BITUMEN : 80 / 100
SOURCE :

Height Factor	Stability kg			Flow mm	Stiffness kg/cm
	Mass Div.	A ₅ kg	Correct kg		
0.963	320	1088	1048	2.6	
0.960	260	884	849	2.4	
0.968	300	1020	987	2.5	
0.971	280	952	924	2.8	
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0.981	360	1224	1201	2.9	
0.987	350	1190	1175	2.9	
0.971	340	1156	1122	2.9	
0.963	400	1360	1310	2.9	
			1202	2.9	415.51

MIXING TEM. 160 C
COMPACTING TEMP. 135 C
TEST TEMP. 60 C

Caed **Projek B**
CHECKED BY

DATE OF SAMPLING : 21.04.2003
DATE OF TESTING : 22.04.2003
PEN. GRD. BITUMEN : 80 / 100
SOURCE :

Height Factor	Stability kg			Flow mm	Stiffness kg/cm
	Mass Div.	A ₅ kg	Correct kg		
0.963	320	1088	1048	2.6	
0.960	260	884	849	2.4	
0.968	300	1020	987	2.5	
0.971	280	952	924	2.8	
			952	2.6	368.65
0.981	360	1224	1201	2.9	
0.987	350	1190	1175	2.9	
0.971	340	1156	1122	2.9	
0.963	400	1360	1310	2.9	
			1202	2.9	415.51

MIXING TEM. 160 C
COMPACTING TEMP. 135 C
TEST TEMP. 60 C

Caed **Projek A**
CHECKED BY

DATE OF SAMPLING : 11.07.2003
DATE OF TESTING : 12.07.2003
PEN. GRD. BITUMEN : 80 / 100
SOURCE :

Height Factor	Stability kg			Flow mm	Stiffness kg/cm
	Mass Div.	A ₅ kg	Correct kg		
0.963	320	1088	1048	2.6	
0.960	260	884	849	2.4	
0.968	300	1020	987	2.5	
0.971	280	952	924	2.8	
			952	2.6	368.65
0.981	360	1224	1201	2.9	
0.987	350	1190	1175	2.9	
0.971	340	1156	1122	2.9	
0.963	400	1360	1310	2.9	
			1202	2.9	415.51

MIXING TEM. 160 C
COMPACTING TEMP. 135 C
TEST TEMP. 60 C

Caed **Projek B**
CHECKED BY

DATE OF SAMPLING : 21.04.2003
DATE OF TESTING : 22.04.2003
PEN. GRD. BITUMEN : 85 / 100
SOURCE : _____

Height Factor	Stability kg			Flow mm	Stiffness kg/cm
	Mass Div.	As kg	Correct kg		
0.963	320	1088	1048	2.6	
0.960	260	884	849	2.4	
0.968	300	1020	987	2.5	
0.971	280	952	924	2.8	
			952	2.6	368.65
0.981	360	1224	1201	2.9	
0.987	350	1190	1175	2.9	
0.971	340	1156	1122	2.9	
0.963	400	1360	1310	2.9	
			1202	2.9	415.51

MIXING TEM. 160 C
COMPACTING TEMP. 135 C
TEST TEMP. 80 C

Caed **Projek A**
CHECKED BY

DATE OF SAMPLING : 11.07.2003
DATE OF TESTING : 12.07.2003
PEN. GRD. BITUMEN : 85 / 100
SOURCE : _____

Height Factor	Stability kg			Flow mm	Stiffness kg/cm
	Mass Div.	As kg	Correct kg		
0.963	320	1088	1048	2.6	
0.960	260	884	849	2.4	
0.968	300	1020	987	2.5	
0.971	280	952	924	2.8	
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0.981	360	1224	1201	2.9	
0.987	350	1190	1175	2.9	
0.971	340	1156	1122	2.9	
0.963	400	1360	1310	2.9	
			1202	2.9	415.51

MIXING TEM. 160 C
COMPACTING TEMP. 135 C
TEST TEMP. 80 C

Caed **Projek B**
CHECKED BY

DATE OF SAMPLING : 21.04.2003
DATE OF TESTING : 22.04.2003
PEN. GRD. BITUMEN : 85 / 100
SOURCE : _____

Height Factor	Stability kg			Flow mm	Stiffness kg/cm
	Mass Div.	As kg	Correct kg		
0.963	320	1088	1048	2.6	
0.960	260	884	849	2.4	
0.968	300	1020	987	2.5	
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0.987	350	1190	1175	2.9	
0.971	340	1156	1122	2.9	
0.963	400	1360	1310	2.9	
			1202	2.9	415.51

MIXING TEM. 160 C
COMPACTING TEMP. 135 C
TEST TEMP. 80 C

Caed **Projek A**
CHECKED BY

DATE OF SAMPLING : 11.07.2003
DATE OF TESTING : 12.07.2003
PEN. GRD. BITUMEN : 85 / 100
SOURCE : _____

Height Factor	Stability kg			Flow mm	Stiffness kg/cm
	Mass Div.	As kg	Correct kg		
0.963	320	1088	1048	2.6	
0.960	260	884	849	2.4	
0.968	300	1020	987	2.5	
0.971	280	952	924	2.8	
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0.987	350	1190	1175	2.9	
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0.963	400	1360	1310	2.9	
			1202	2.9	415.51

MIXING TEM. 160 C
COMPACTING TEMP. 135 C
TEST TEMP. 80 C

Caed **Projek B**
CHECKED BY

DATE OF SAMPLING : 21.04.2003
DATE OF TESTING : 22.04.2003
PEN. GRD. BITUMEN : 85 / 100
SOURCE : _____

Height Factor	Stability kg			Flow mm	Stiffness kg/cm
	Mass Div.	As kg	Correct kg		
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0.960	260	884	849	2.4	
0.968	300	1020	987	2.5	
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0.987	350	1190	1175	2.9	
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0.963	400	1360	1310	2.9	
			1202	2.9	415.51

MIXING TEM. 160 C
COMPACTING TEMP. 135 C
TEST TEMP. 80 C

Caed **Projek A**
CHECKED BY

DATE OF SAMPLING : 11.07.2003
DATE OF TESTING : 12.07.2003
PEN. GRD. BITUMEN : 85 / 100
SOURCE : _____

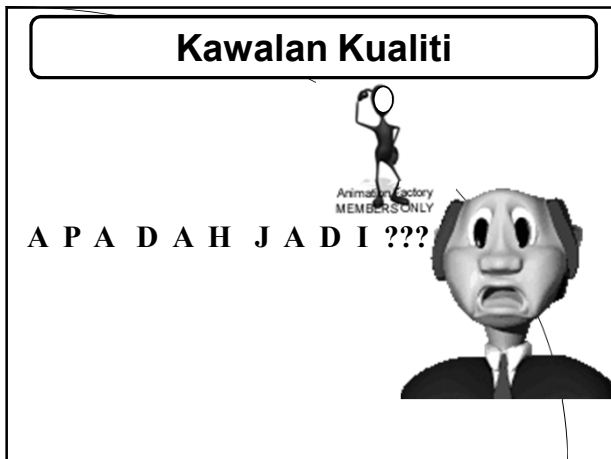
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	Mass Div.	As kg	Correct kg		
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0.963	400	1360	1310	2.9	
			1202	2.9	415.51

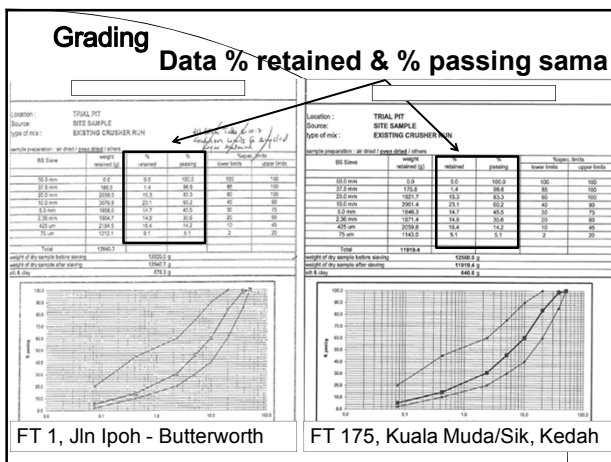
MIXING TEM. 160 C
COMPACTING TEMP. 135 C
TEST TEMP. 80 C

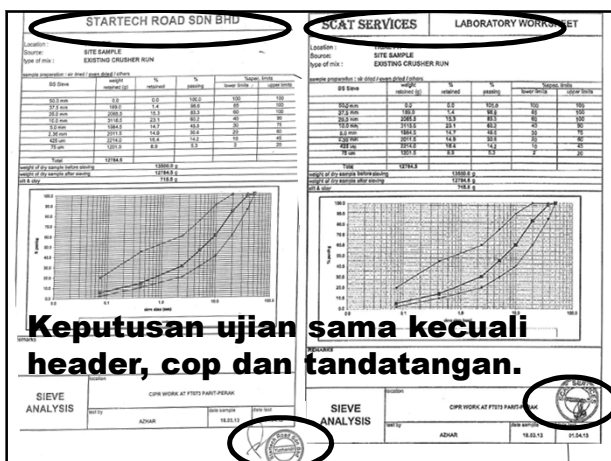
Caed **Projek B**
CHECKED BY

Date of sampling 21.04.2003
Date of testing 22.04.2003

Date of sampling 11.07.2003
Date of testing 12.07.2003







[illegible]

P.O.NO.	ARRIVAL TIME	ARRIVAL TEMP.	LAYING TEMP.	COMPACT. TEMP.	QTY (TON)	REMARK
No. 08149		150	130	110	28,070	
No. 08150		150	130	110	27,250	
No. 08153		150	130	110	29,950	
No. 08154		150	130	110	28,130	
No. 08155		150	130	110	28,610	
No. 08156		150	130	110	28,940	
No. 08157		150	130	110	29,080	
No. 08158		150	130	110	28,110	
No. 08159		150	130	110	29,020	
No. 08162		150	130	110	28,960	
No. 08164		150	130	110	28,850	
No. 08165		150	130	110	29,800	
No. 08166		150	130	110	28,810	
No. 08172		150	130	110	27,570	

**L A P O R A N
R O A D C A R E**

P.O.NO.	ARRIVAL TIME	ARRIVAL TEMP.	LAYING TEMP.	COMPACT. TEMP.	QTY (TON)	REMARK
No. 08149		150	130	110	28,070	
No. 08150		150	130	110	27,250	
No. 08153		150	130	110	29,950	
No. 08154		150	130	110	28,130	
No. 08155		150	130	110	28,610	
No. 08156		150	130	110	28,940	
No. 08157		150	130	110	29,080	
No. 08158		150	130	110	28,110	
No. 08159		150	130	110	29,020	
No. 08162		150	130	110	28,960	
No. 08164		150	130	110	28,850	
No. 08165		150	130	110	29,800	
No. 08166		150	130	110	28,810	
No. 08172		150	130	110	27,570	

**L A P O R A N
R O A D C A R E**

P.O.NO.	ARRIVAL TIME	ARRIVAL TEMP.	LAYING TEMP.	COMPACT. TEMP.	QTY (TON)	REMARK
No. 08149		150	130	110	28,070	
No. 08150		150	130	110	27,250	
No. 08153		150	130	110	29,950	
No. 08154		150	130	110	28,130	
No. 08155		150	130	110	28,610	
No. 08156		150	130	110	28,940	
No. 08157		150	130	110	29,080	
No. 08158		150	130	110	28,110	
No. 08159		150	130	110	29,020	
No. 08162		150	130	110	28,960	
No. 08164		150	130	110	28,850	
No. 08165		150	130	110	29,800	
No. 08166		150	130	110	28,810	
No. 08172		150	130	110	27,570	

**L A P O R A N
R O A D C A R E**

P.O.NO.	ARRIVAL TIME	ARRIVAL TEMP.	LAYING TEMP.	COMPACT. TEMP.	QTY (TON)	REMARK
No. 08149		150	130	110	27,070	
No. 08150		150	130	110	27,250	
No. 08153		150	130	110	27,450	
No. 08154		150	130	110	28,130	
No. 08155		150	130	110	28,610	
No. 08156		150	130	110	28,980	
No. 08157		150	130	110	29,080	
No. 08158		150	130	110	29,110	
No. 08159		150	130	110	29,220	
No. 08162		150	130	110	29,760	
No. 08164		150	130	110	29,850	
No. 08165		150	130	110	29,860	
No. 08166		150	130	110	29,810	
No. 08172		150	130	110	29,570	

LAPORAN ROAD CARE

P.O.NO.	ARRIVAL TIME	ARRIVAL TEMP.	LAYING TEMP.	COMPACT. TEMP.	QTY (TON)	REMARK
No. 08149		150	130	110	27,070	
No. 08150		150	130	110	27,250	
No. 08153		150	130	110	27,450	
No. 08154		150	130	110	28,130	
No. 08155		150	130	110	28,610	
No. 08156		150	130	110	28,980	
No. 08157		150	130	110	29,080	
No. 08158		150	130	110	29,110	
No. 08159		150	130	110	29,220	
No. 08162		150	130	110	29,760	
No. 08164		150	130	110	29,850	
No. 08165		150	130	110	29,860	
No. 08166		150	130	110	29,810	
No. 08172		150	130	110	29,570	

LAPORAN ROAD CARE

Kerja Kecemasan



Kerja Kecemasan



Kerja Kecemasan



Kerja Kecemasan



Kerja Kecemasan



Kerja Kecemasan



Kerja Kecemasan









Tanda Arah Selekoh



Pengenalan

Tanda Arah Selekoh Sedia Ada



Malaysia

Afrika Selatan

Pengenalan

Tanda Arah Selekoh Sedia Ada



Malaysia

Perancis

Pengenalan

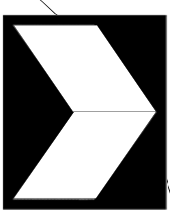
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MalaysiaUK dan Itali

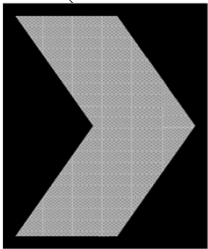
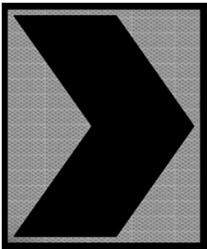
Pengenalan

Tanda Arah Selekoh Sedia Ada



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Cadangan



Sedia ada (ATJ 2A/85)Baharu



























