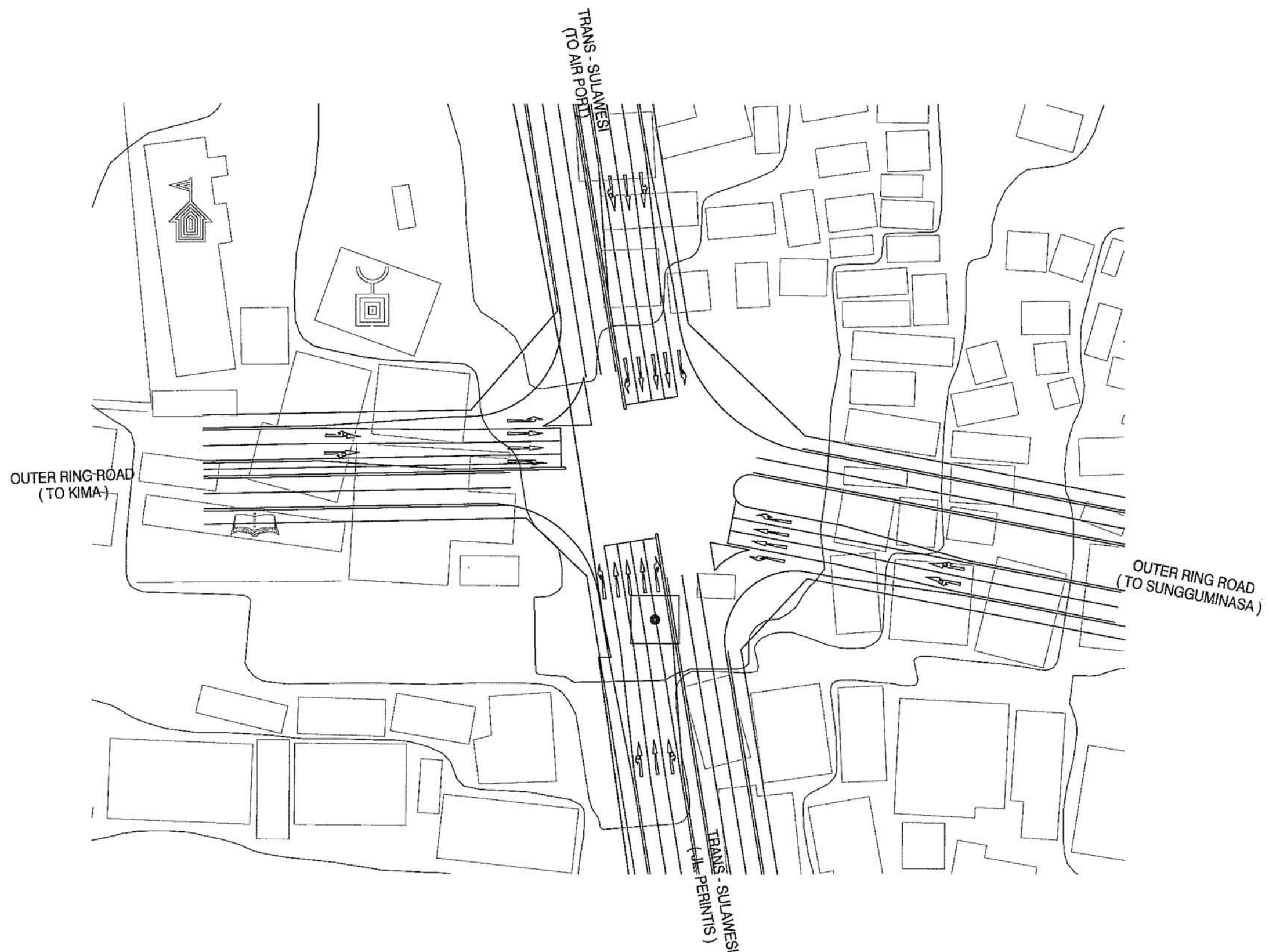
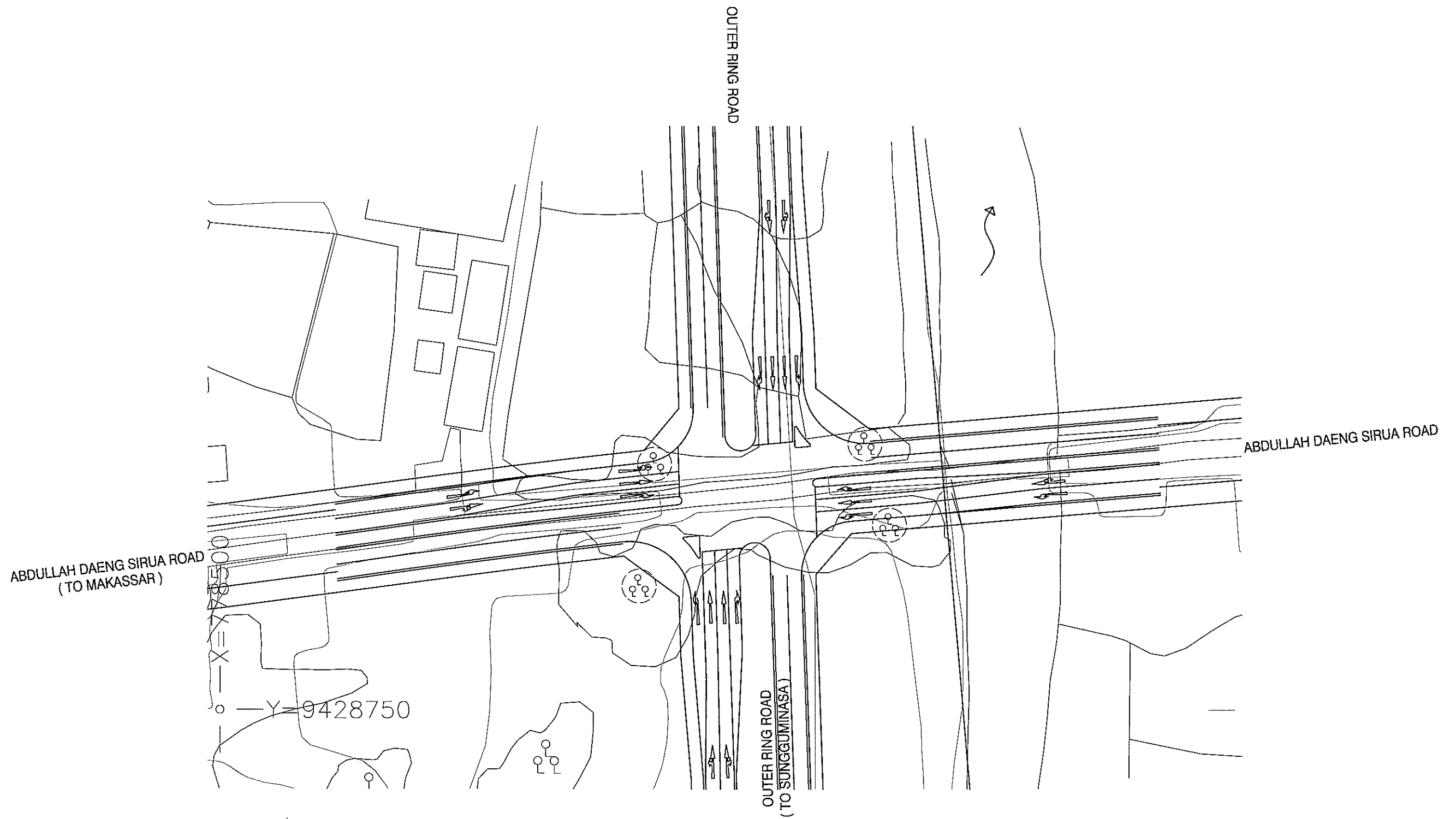


4. ROADWAY - INTERSECTIONS



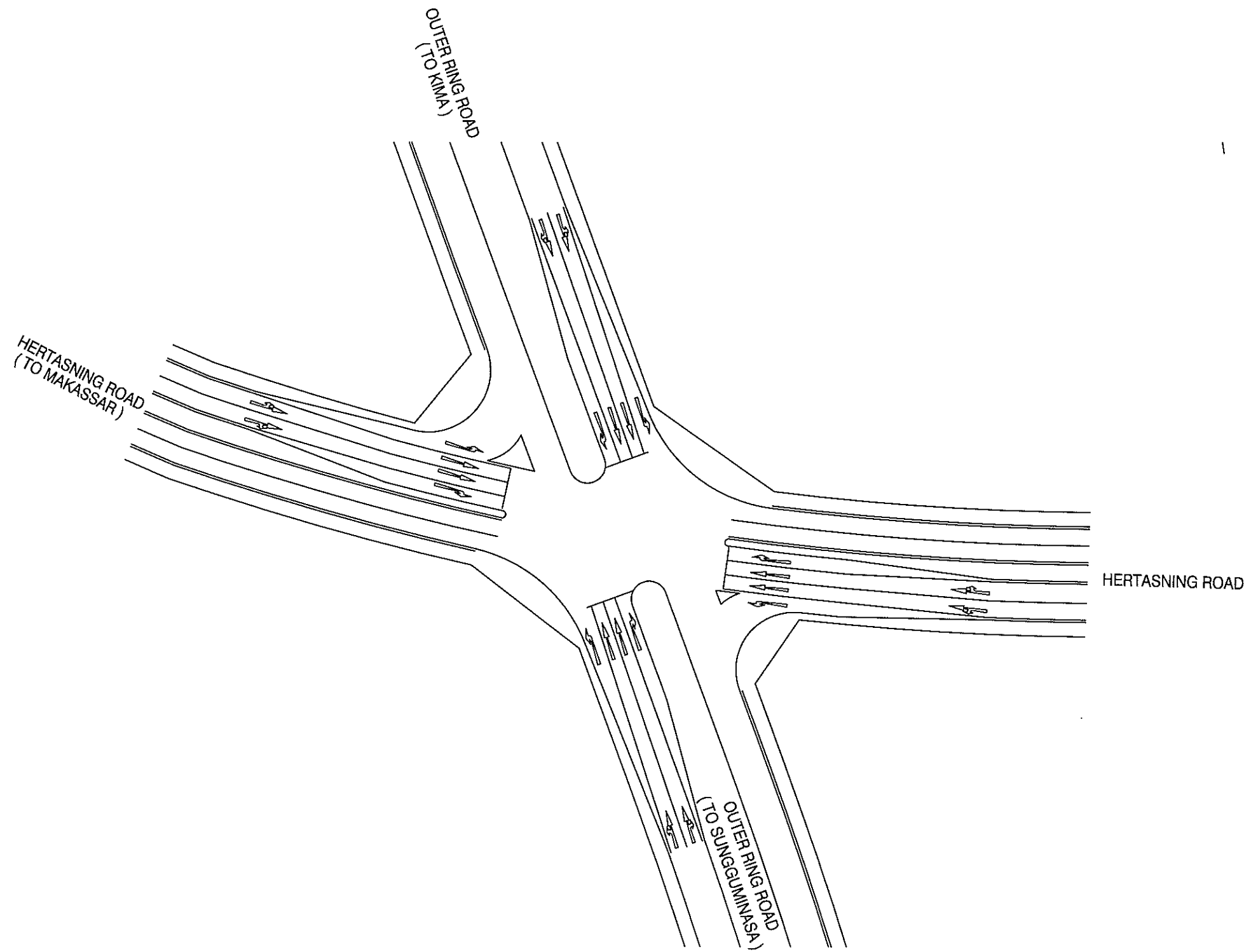
INTERSECTION OR - 1
 OUTER RING ROAD / TRANS - SULAWESI

	PROJECT TITLE:	ROAD NAME TITLE :	DRAWING NO.
	THE STUDY ON ARTERIAL ROAD NETWORK DEVELOPMENT PLAN FOR SULAWESI ISLAND AND FEASIBILITY STUDY ON PRIORITY ARTERIAL ROAD IN SOUTH SULAWESI PROVINCE IN INDONESIA	OUTER RING ROAD	IN-01
		DRAWING TITLE :	DATE:
		OR - 1 OUTER RING ROAD / TRANS - SULAWESI	MARCH 2008
		SCALE =	1 / 1000



**INTERSECTION OR - 4
OUTER RING ROAD / ABDULLAH DAENG SIRUA ROAD**

	PROJECT TITLE:	ROAD NAME TITLE :	DRAWING NO.
	THE STUDY ON ARTERIAL ROAD NETWORK DEVELOPMENT PLAN FOR SULAWESI ISLAND AND FEASIBILITY STUDY ON PRIORITY ARTERIAL ROAD IN SOUTH SULAWESI PROVINCE IN INDONESIA	OR - 4 OUTER RING ROAD / ABDULLAH DAENG SIRUA ROAD	IN-02
		SCALE = 1 / 1000	DATE: MARCH 2008



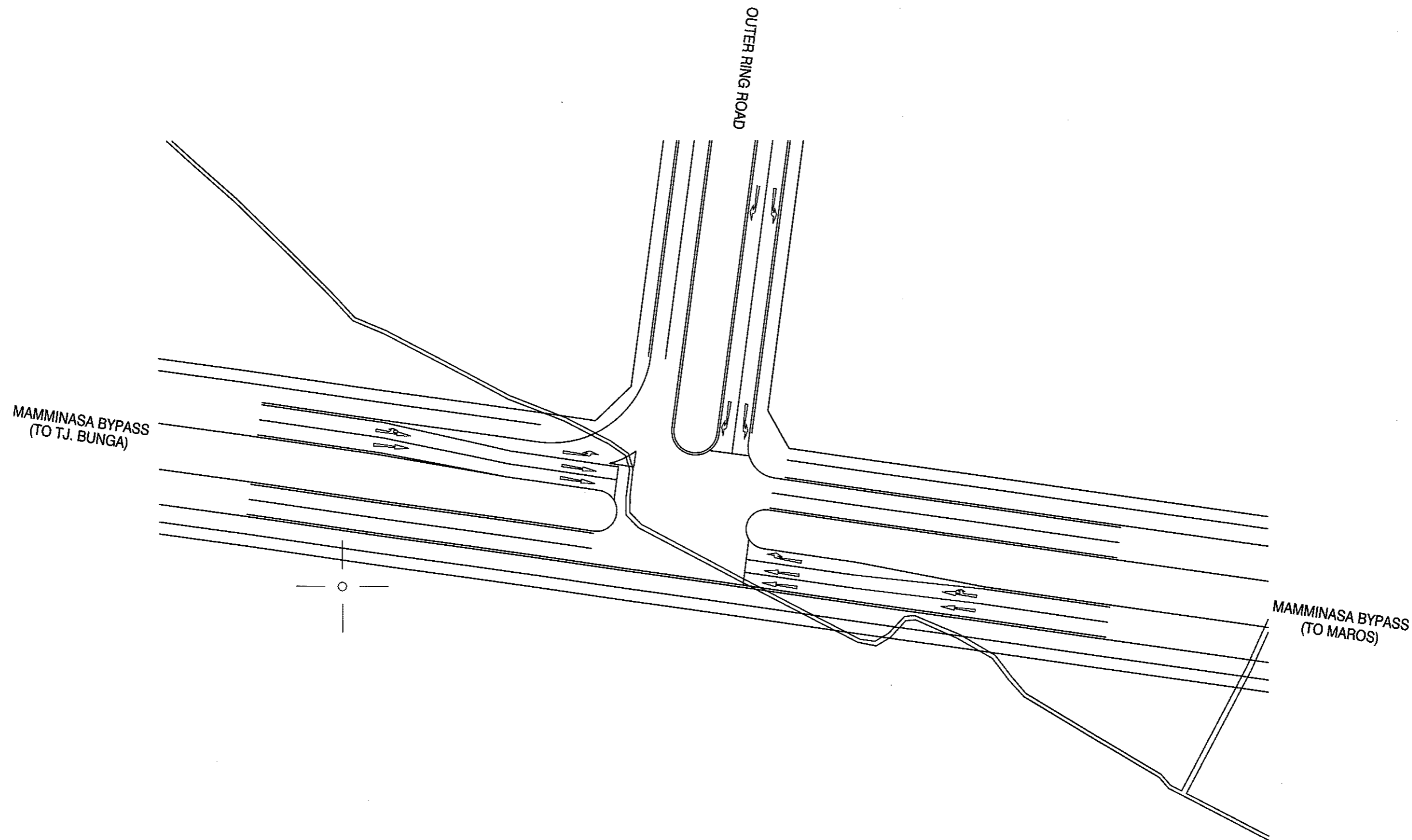
INTERSECTION OR - 5
 OUTER RING ROAD / HERTASNING ROAD

	PROJECT TITLE:	ROAD NAME TITLE :	DRAWING NO.
	THE STUDY ON ARTERIAL ROAD NETWORK DEVELOPMENT PLAN FOR SULAWESI ISLAND AND FEASIBILITY STUDY ON PRIORITY ARTERIAL ROAD IN SOUTH SULAWESI PROVINCE IN INDONESIA	DRAWING TITLE :	IN-03
		SCALE =	DATE: MARCH 2008



INTERSECTION OR - 6
OUTER RING ROAD / NATIONAL ROAD

JAPAN INTERNATIONAL COOPERATION AGENCY NIPPON KOEI CO., LTD. <small>IN JOINT VENTURE WITH</small> KRI INTERNATIONAL Corporation ALMEC ALMEC Corporation	PROJECT TITLE:	ROAD NAME TITLE :	DRAWING NO.
	THE STUDY ON ARTERIAL ROAD NETWORK DEVELOPMENT PLAN FOR SULAWESI ISLAND AND FEASIBILITY STUDY ON PRIORITY ARTERIAL ROAD IN SOUTH SULAWESI PROVINCE IN INDONESIA	DRAWING TITLE :	IN-04
		SCALE =	DATE: MARCH 2008

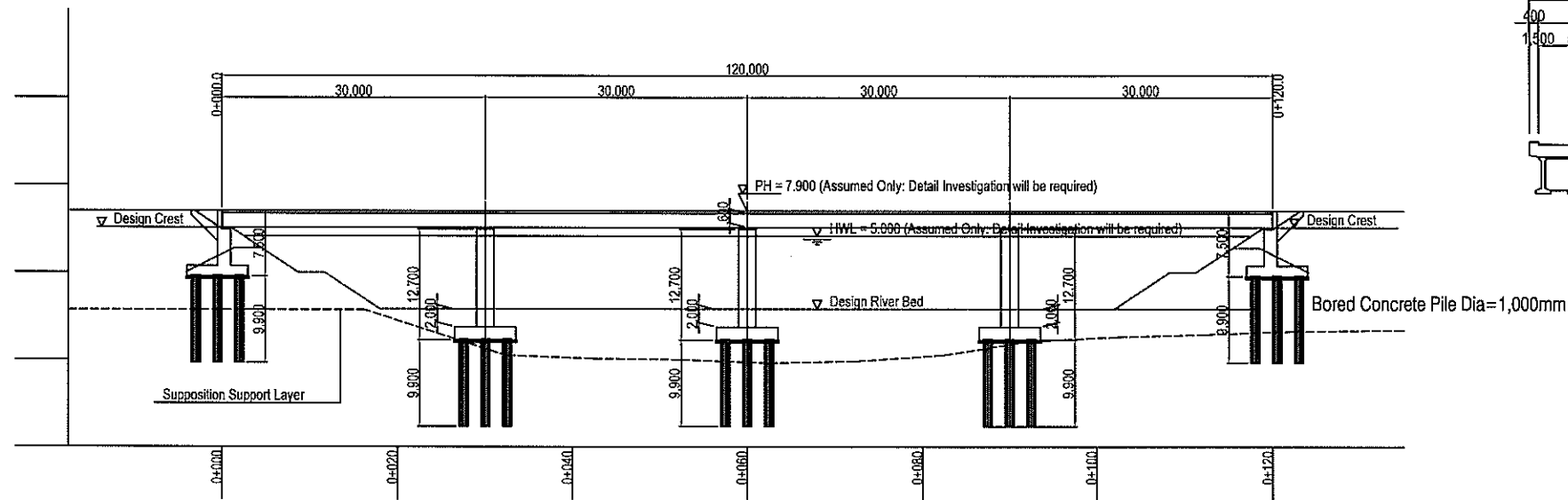


**INTERSECTION OR - 7
OUTER RING ROAD / MAMMINASA BYPASS**

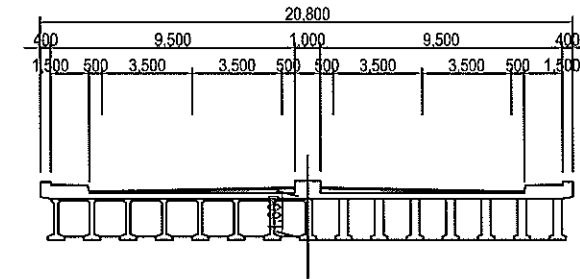
	PROJECT TITLE:	ROAD NAME TITLE :	DRAWING NO.
	THE STUDY ON ARTERIAL ROAD NETWORK DEVELOPMENT PLAN FOR SULAWESI ISLAND AND FEASIBILITY STUDY ON PRIORITY ARTERIAL ROAD IN SOUTH SULAWESI PROVINCE IN INDONESIA	DRAWING TITLE :	DATE:
		OUTER RING ROAD	IN-05
		OR - 7 OUTER RING ROAD / MAMMINASA BYPASS	MARCH 2008
		SCALE = 1 / 1000	

5. BRIDGE

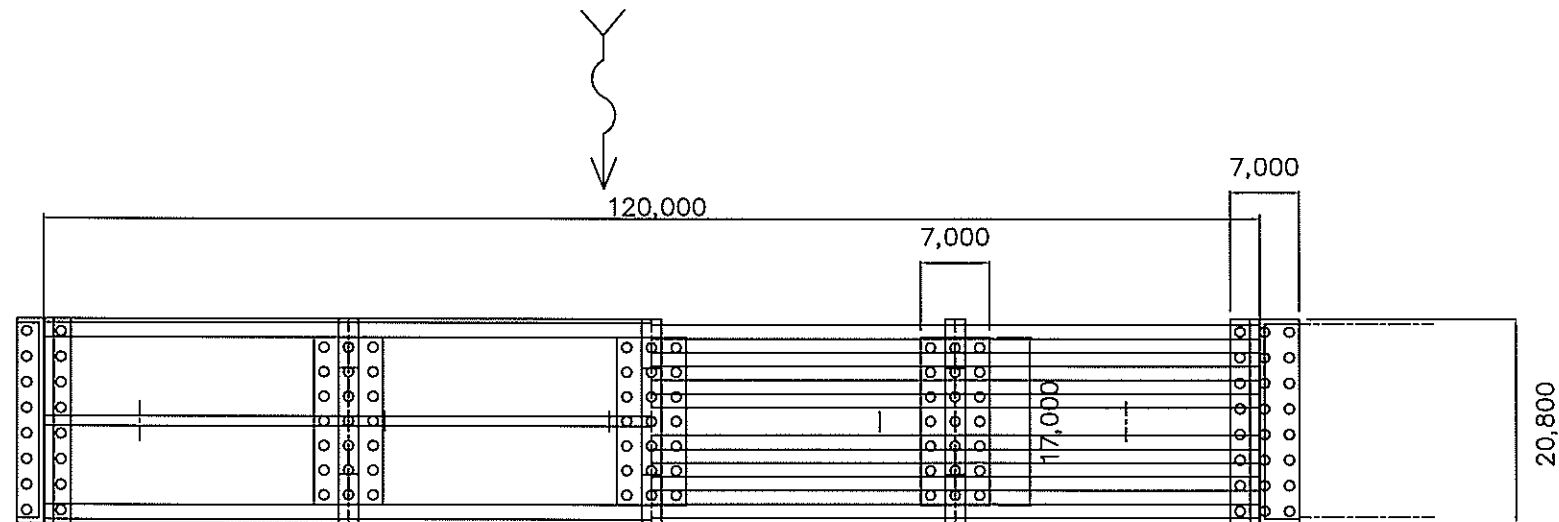
General View Profile



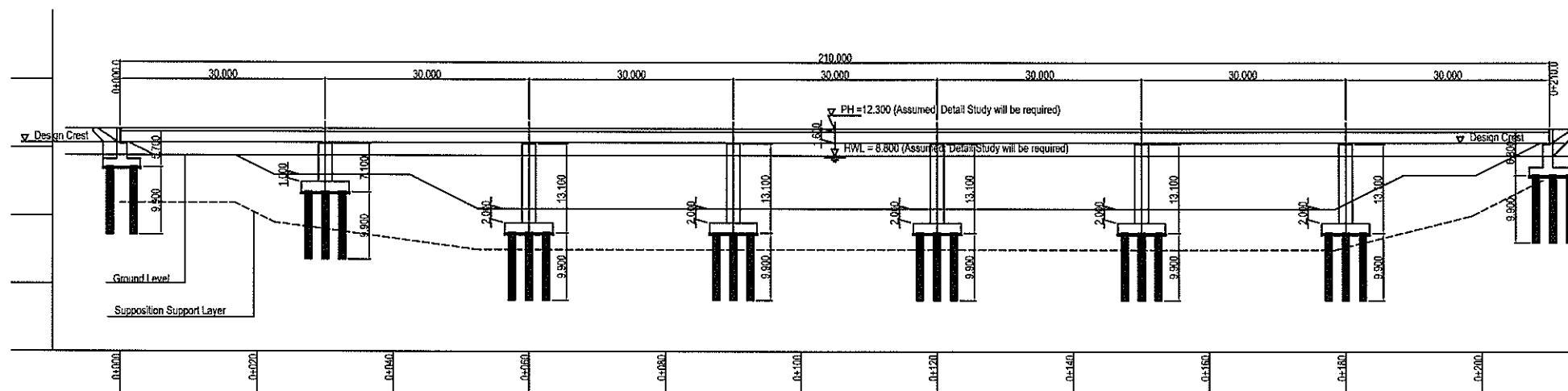
Standard Cross Section



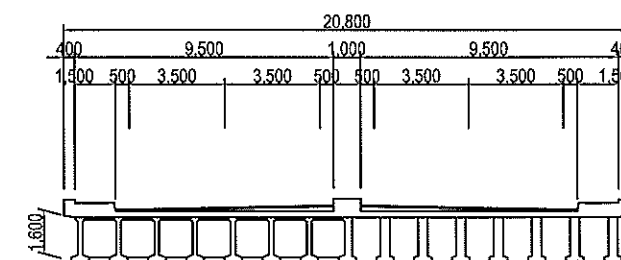
General View Plan



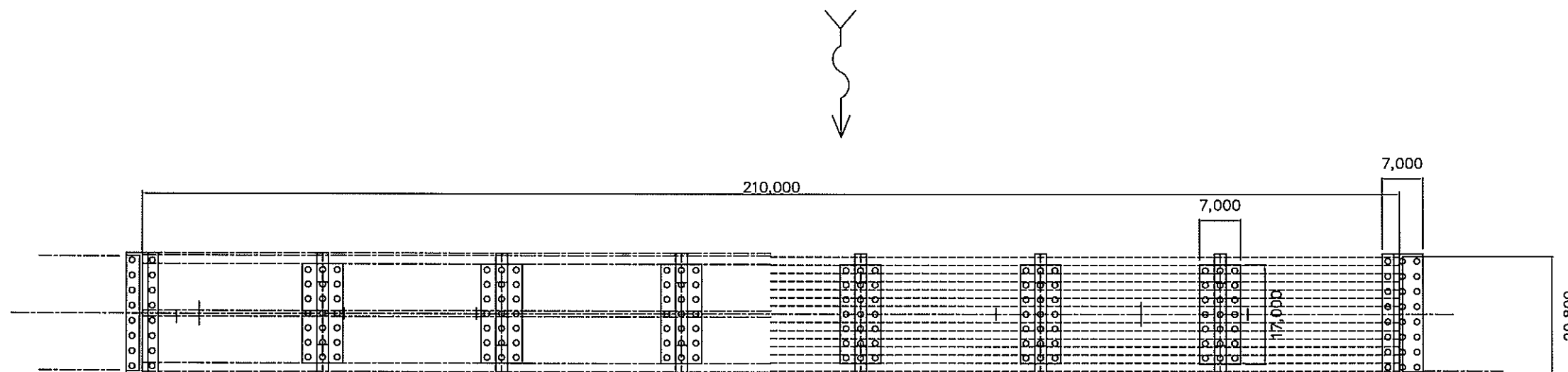
General View Profile



Standard Cross Section



General View Plan



JICA JAPAN INTERNATIONAL COOPERATION AGENCY

NIPPON KOEI CO., LTD. JOINT VENTURE WITH **KRI** INTERNATIONAL Corporation **ALMEC** ALMEC Corporation

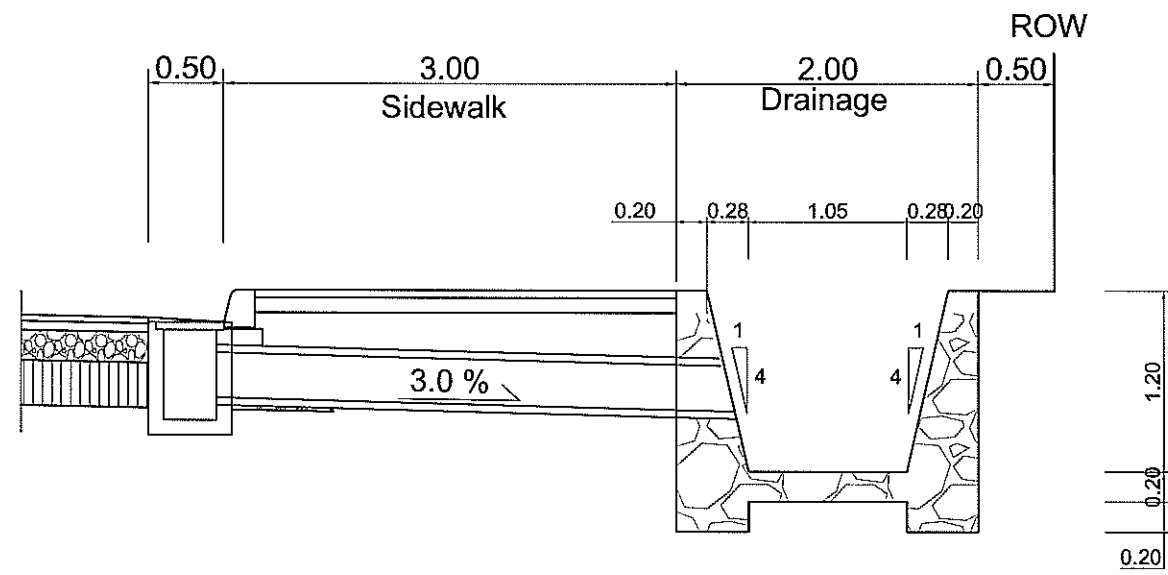
PROJECT TITLE:
THE STUDY ON ARTERIAL ROAD NETWORK DEVELOPMENT PLAN FOR SULAWESI ISLAND AND
FEASIBILITY STUDY ON PRIORITY ARTERIAL ROAD IN SOUTH SULAWESI PROVINCE IN INDONESIA

ROAD NAME TITLE: OUTER RING ROAD
DRAWING TITLE: GENERAL VIEW DRAWING : Jeneberang No.3 Bridge

SCALE =

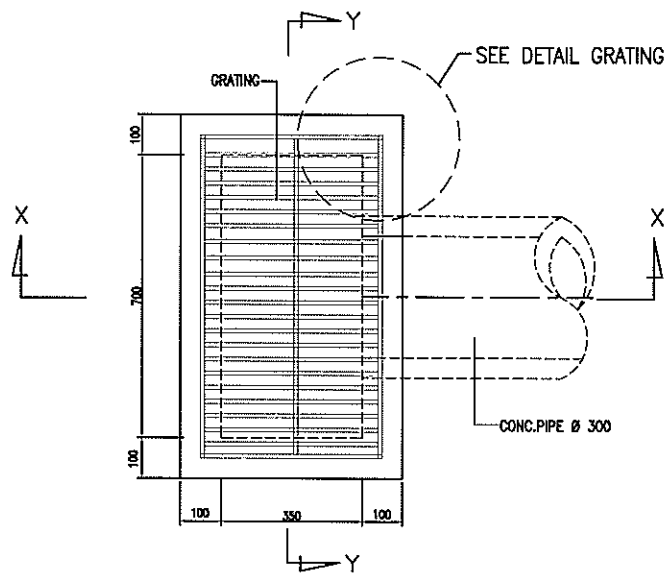
DRAWING NO. BR-02
DATE: MARCH 2008

6. DRAINAGE AND STRUCTURES

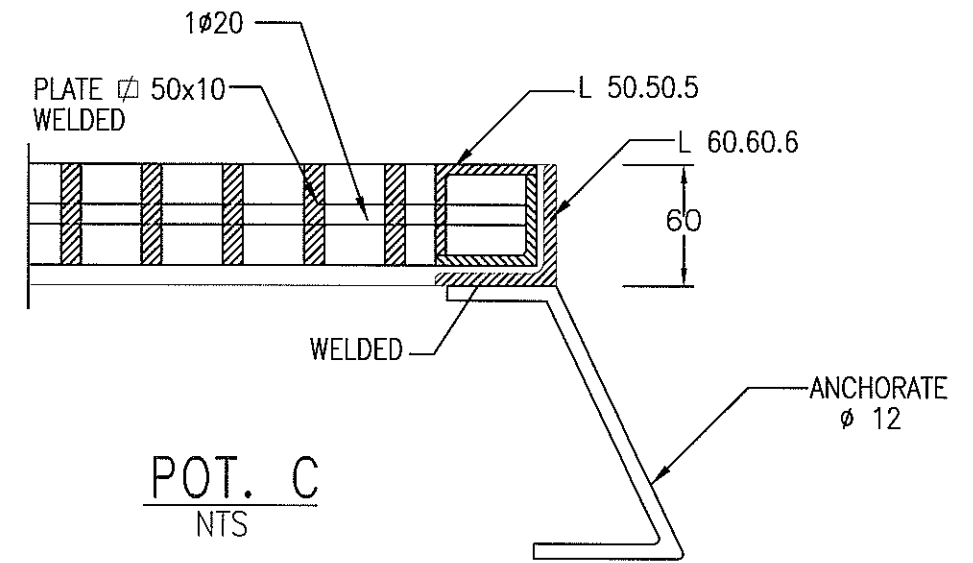


DETAIL DRAINAGE
scale 1/50

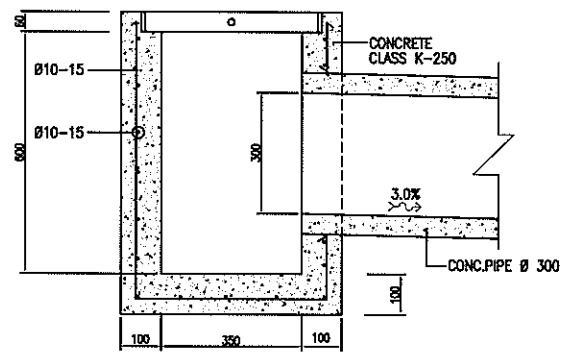
	PROJECT TITLE:	ROAD NAME TITLE :	DRAWING NO.
	THE STUDY ON ARTERIAL ROAD NETWORK DEVELOPMENT PLAN FOR SULAWESI ISLAND AND FEASIBILITY STUDY ON PRIORITY ARTERIAL ROAD IN SOUTH SULAWESI PROVINCE IN INDONESIA	OUTER RING ROAD	DR-01
		DETAIL OF DRAINAGE 1/2	DATE: MARCH 2008
		SCALE =	1 / 50



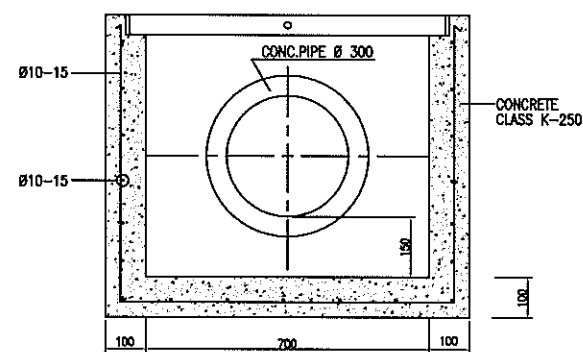
PLAN OF CATCH BASIN
SCALE : 1/20



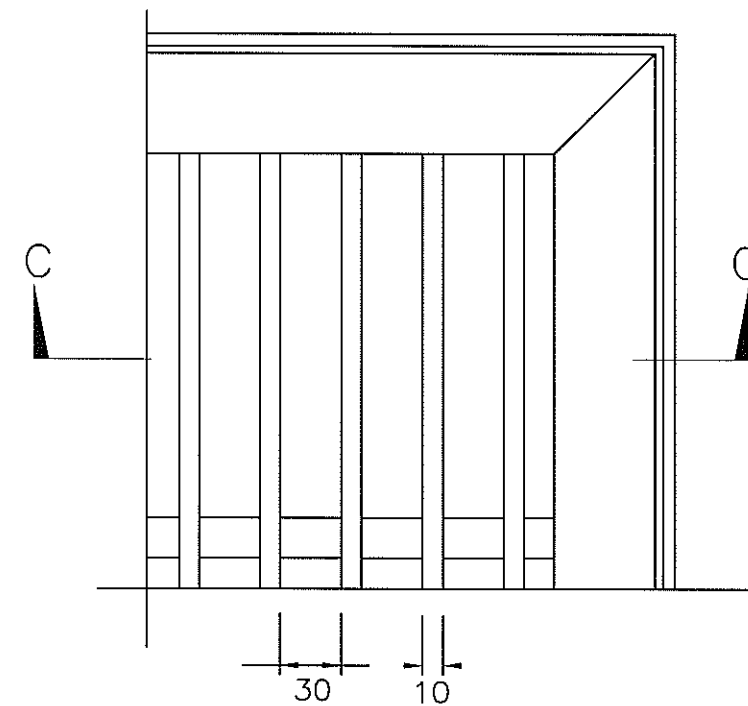
POT. C
NTS



SECTION X-X
SCALE : 1/20

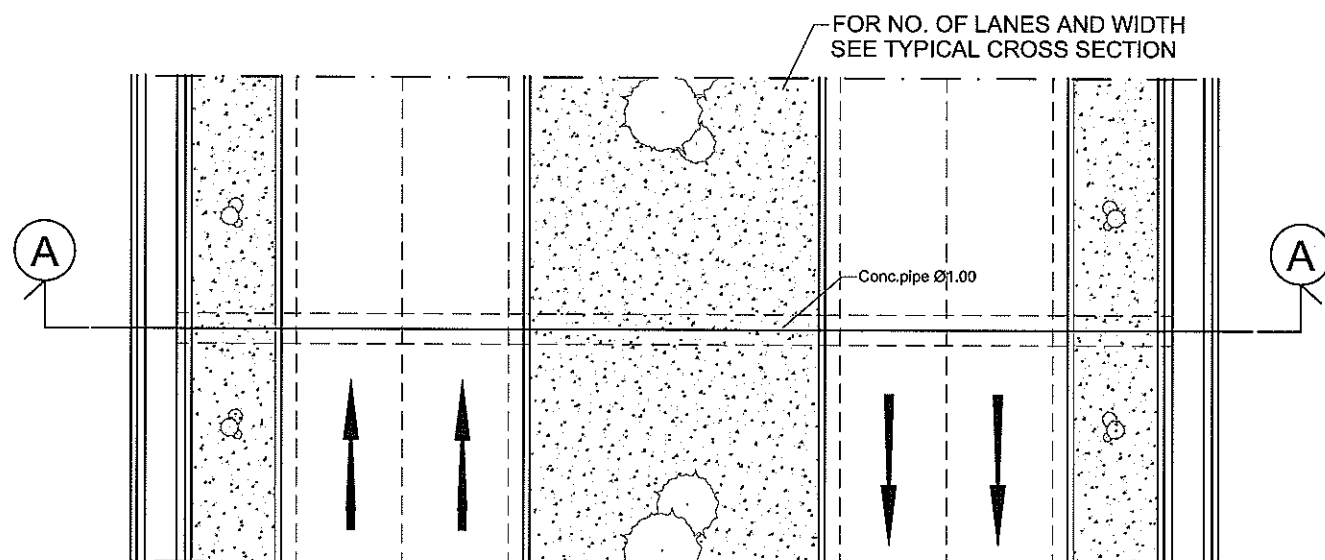


SECTION Y-Y
SCALE : 1/20



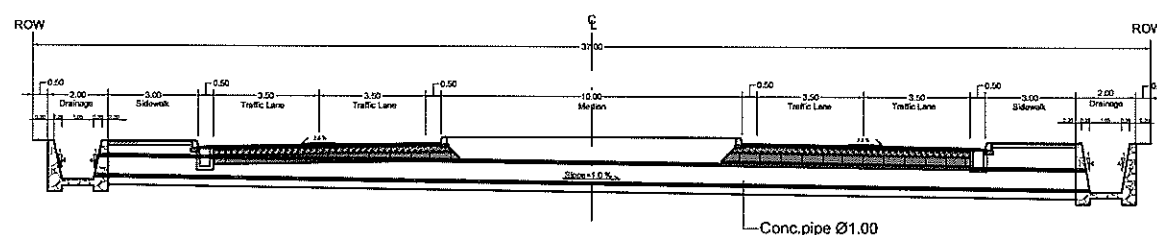
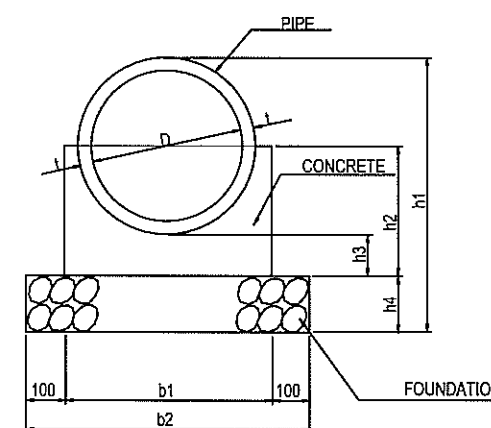
DETAIL OF GRATING
NTS

TYPE	DIMENSION (mm)								QUANTITY (per 10 m)			
	D	t	b1	b2	h1	h2	h3	h4	Concrete (m3)	Form (m2)	Foudation (m3)	Pipe (No.)
RC-D300	300	30	600	800	610	280	100	150	1.171	5.600	8.000	5.0
RC-D600	600	50	900	1100	1000	500	150	150	2.576	10.000	11.000	4.1
RC-D1000	1000	82	1450	1650	1564	790	200	200	6.041	15.800	16.500	4.1
RC-D1500	1500	112	2100	2300	2174	1120	250	200	11.710	22.400	23.000	4.2



PLAN OF PIPE CULVERT
scale 1/250

PIPE CULVERT



SECTION A-A
scale 1/250

JICA JAPAN INTERNATIONAL COOPERATION AGENCY

NIPPON KOEI CO., LTD. JOINT VENTURE WITH **KRI** INTERNATIONAL Corporation **ALMEC** ALMEC Corporation

PROJECT TITLE:
THE STUDY ON ARTERIAL ROAD NETWORK DEVELOPMENT PLAN FOR SULAWESI ISLAND AND
FEASIBILITY STUDY ON PRIORITY ARTERIAL ROAD IN SOUTH SULAWESI PROVINCE IN INDONESIA

ROAD NAME TITLE : OUTER RING ROAD

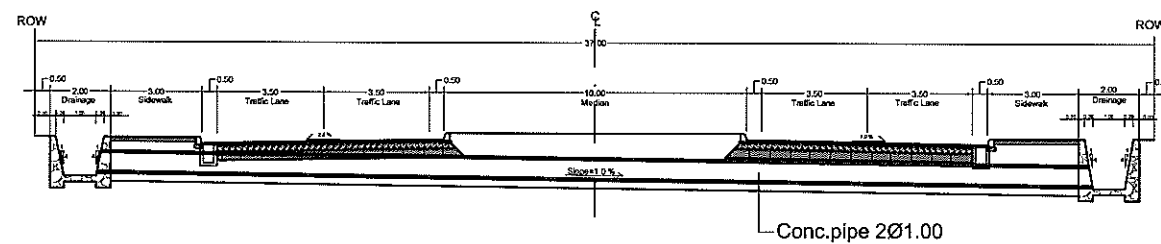
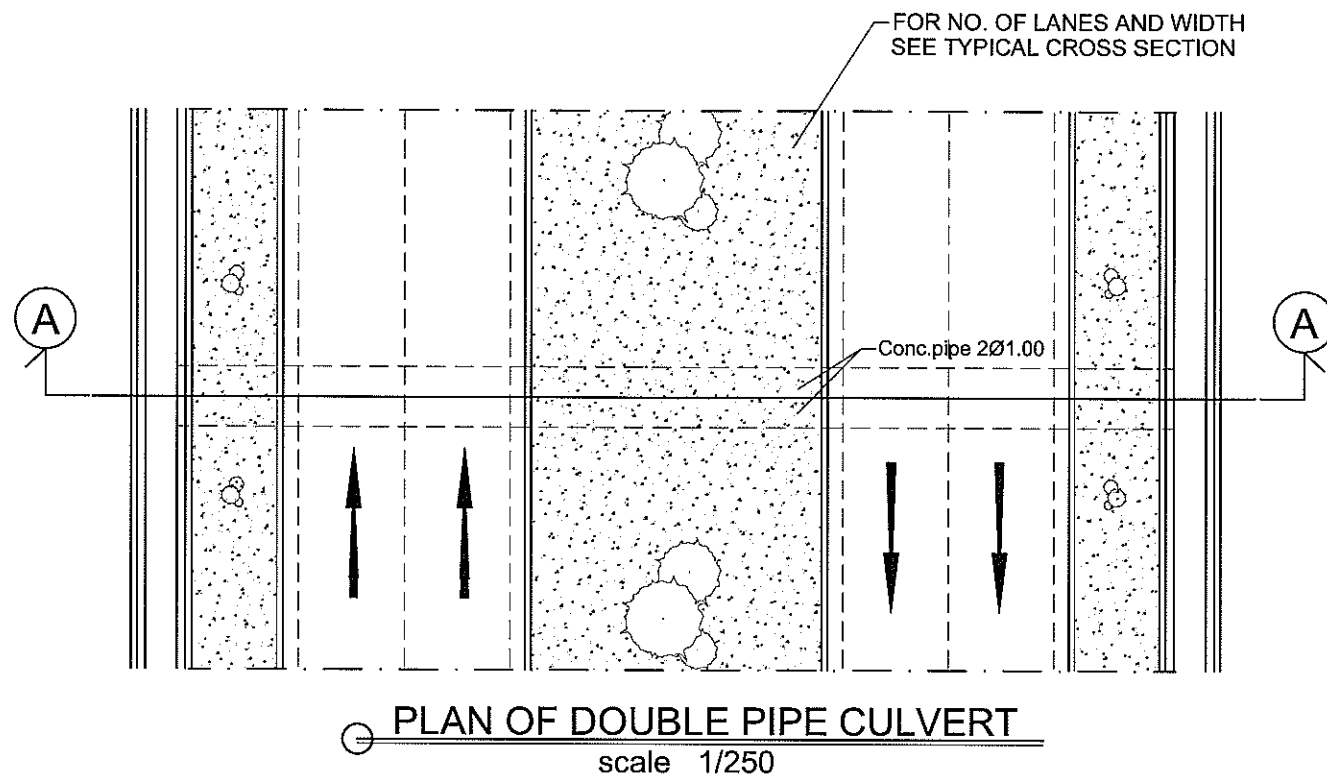
DRAWING TITLE : GENERAL LAYOUT OF SINGLE PIPE CULVERT

SCALE = 1 / 250

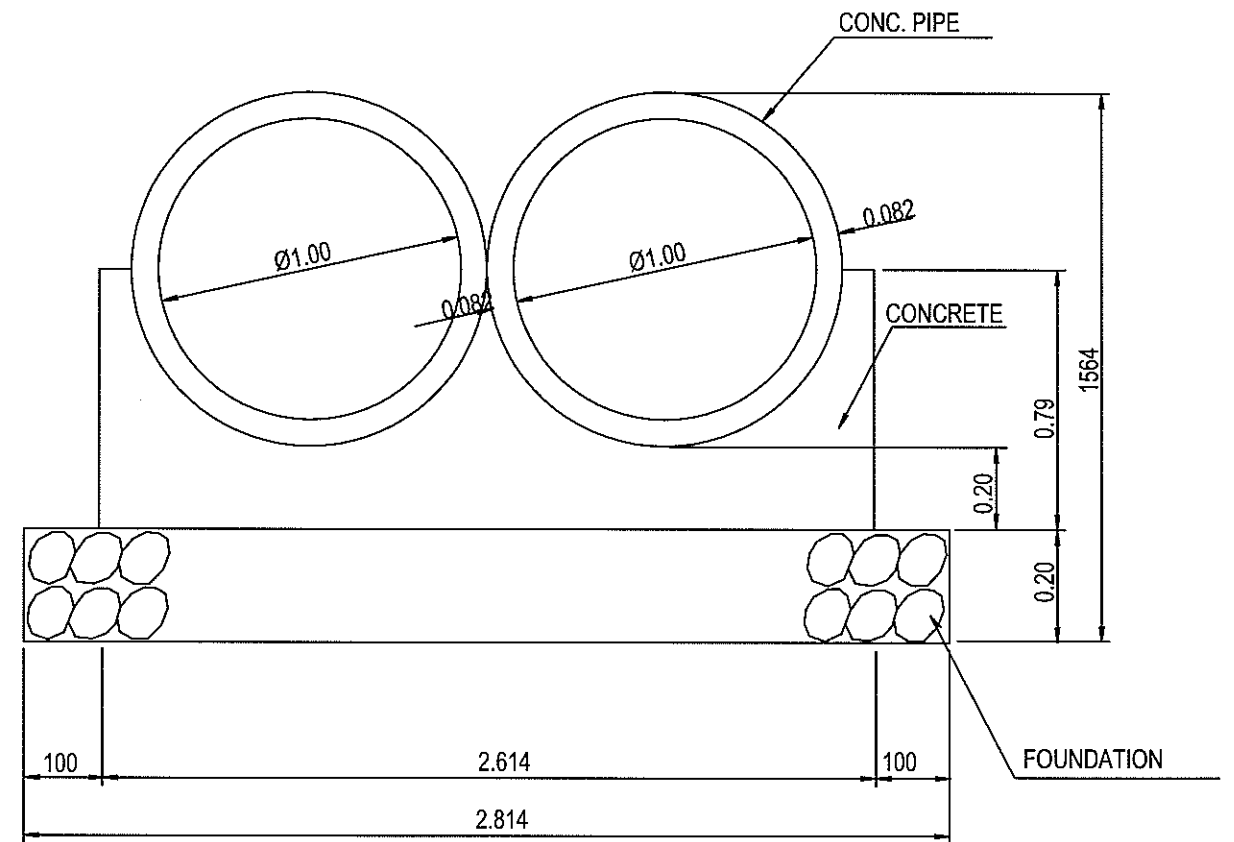
DRAWING NO.

DR-03

DATE: MARCH 2008

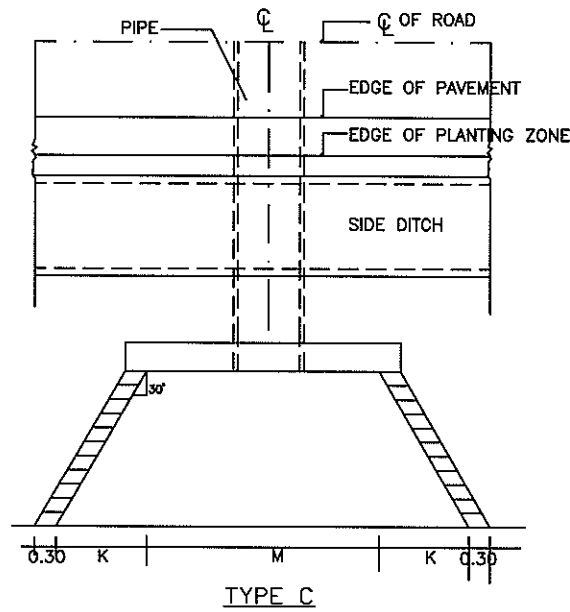


SECTION A-A
scale 1/250

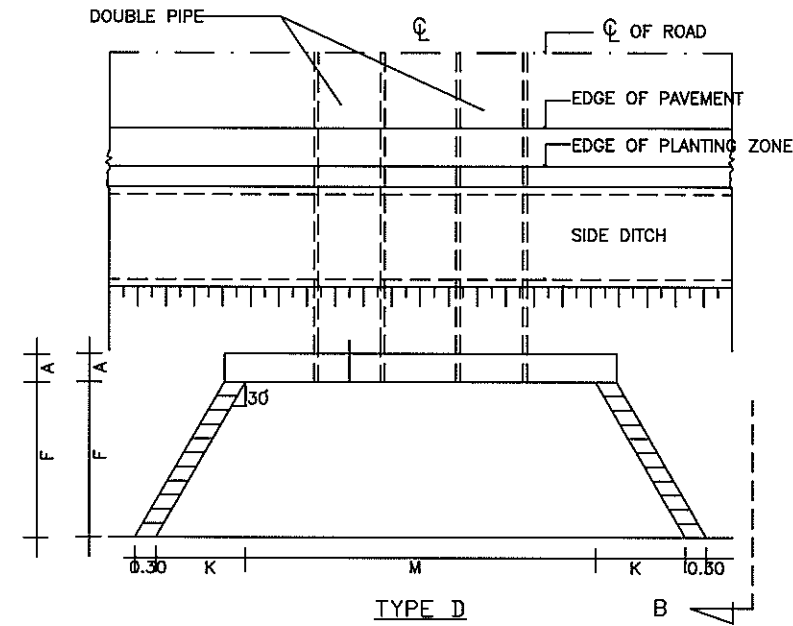
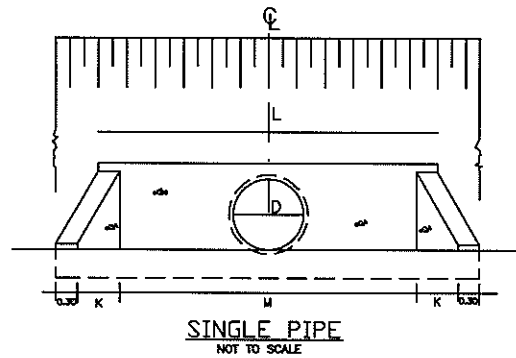


DETAIL OF DOUBLE PIPE CULVERT
scale NTS

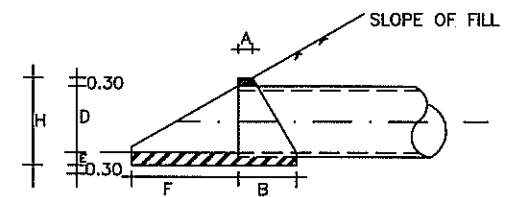
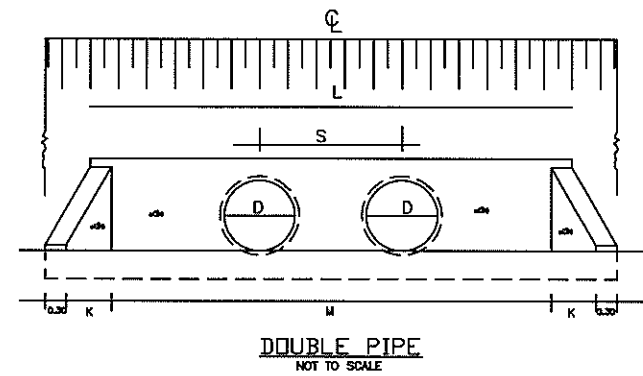
STANDARD INLET/OUTLET FOR PIPE CULVERTS



NOT TO SCALE



NOT TO SCALE



SINGLE PIPE

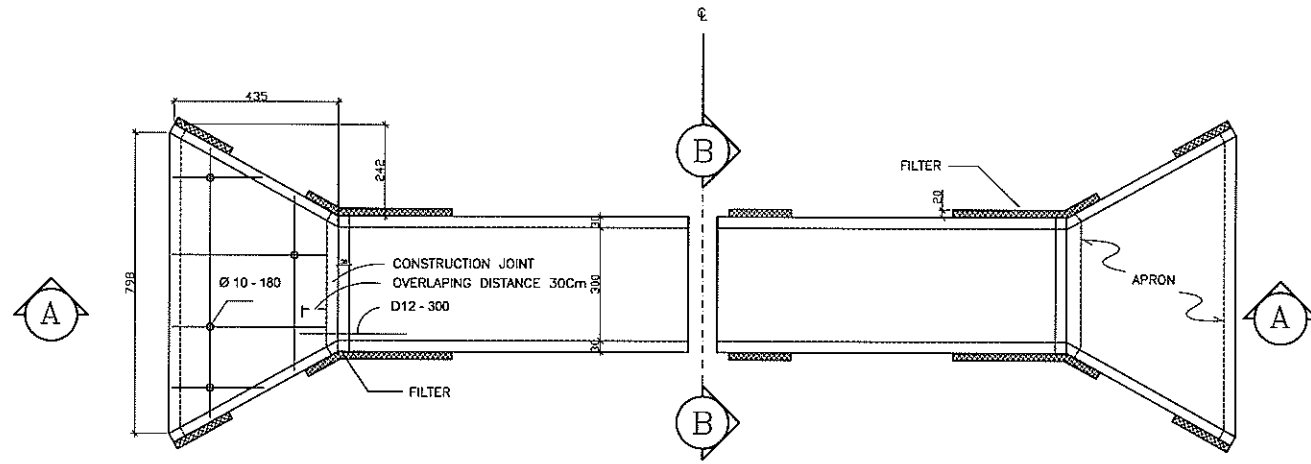
D I A	DIMENSION (m)																	
	A	B	E	F			G			H			K			L	M	T
				3/2	2/1	3/1	3/2	2/1	3/1	3/2	2/1	3/1	3/2	2/1	3/1			
0.40	0.23	0.41	0.20	0.43	0.60	1.15	0.29	0.30	0.38	0.99	1.00	1.08	0.25	0.35	0.66	2.30	1.70	0.050
0.50	0.26	0.46	0.25	0.53	0.80	1.45	0.35	0.40	0.46	1.10	1.15	1.23	0.31	0.46	0.84	2.80	2.20	0.055
0.60	0.30	0.53	0.25	0.63	1.00	1.75	0.42	0.50	0.59	1.17	1.25	1.34	0.36	0.58	1.01	3.30	2.70	0.065
0.70	0.33	0.58	0.25	0.83	1.25	2.13	0.55	0.63	0.72	1.30	1.38	1.47	0.47	0.73	1.23	3.90	3.30	0.070
0.80	0.35	0.62	0.25	1.00	1.50	2.50	0.67	0.75	0.84	1.42	1.50	1.59	0.58	0.87	1.45	4.50	3.90	0.075
0.90	0.38	0.67	0.25	1.15	1.70	2.80	0.77	0.85	0.94	1.52	1.50	1.69	0.67	0.96	1.62	4.90	4.50	0.080
1.00	0.42	0.74	0.30	1.30	1.90	3.10	0.87	0.95	1.04	1.67	1.75	1.84	0.75	1.10	1.80	5.40	4.80	0.085
1.20	0.50	0.86	0.30	1.64	2.40	3.90	1.10	1.20	1.30	1.80	2.00	2.10	0.95	1.40	2.30	6.60	5.00	0.100

DOUBLE PIPE

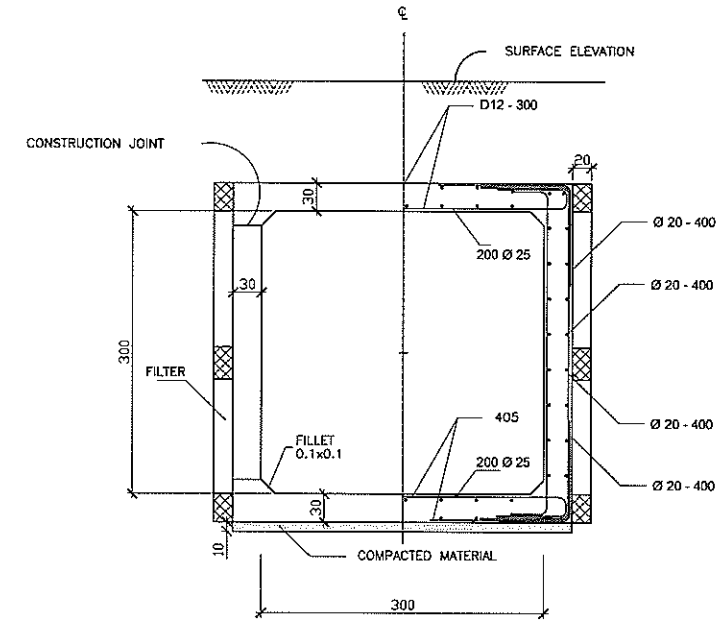
D I A	DIMENSION (m)																		
	A	B	E	F			G			H			K			L'	M	S	T
				3/2	2/1	3/1	3/2	2/1	3/1	3/2	2/1	3/1	3/2	2/1	3/1				
0.40	0.23	0.41	0.20	0.43	0.60	1.15	0.29	0.30	0.38	0.99	1.00	1.08	0.25	0.35	0.66	2.30	1.70	0.75	0.050
0.50	0.26	0.46	0.25	0.53	0.80	1.45	0.35	0.40	0.46	1.10	1.15	1.23	0.31	0.46	0.84	2.60	2.20	0.86	0.055
0.60	0.30	0.53	0.25	0.63	1.00	1.75	0.42	0.50	0.59	1.17	1.25	1.34	0.36	0.58	1.01	3.30	2.70	0.96	0.065
0.70	0.33	0.58	0.25	0.83	1.25	2.13	0.55	0.63	0.72	1.30	1.38	1.47	0.47	0.73	1.23	3.90	3.30	1.14	0.070
0.80	0.35	0.62	0.25	1.00	1.50	2.50	0.67	0.75	0.84	1.42	1.50	1.59	0.58	0.87	1.45	4.50	3.90	1.30	0.075
0.90	0.38	0.67	0.25	1.15	1.70	2.80	0.77	0.85	0.94	1.52	1.50	1.69	0.67	0.96	1.62	4.90	4.30	1.40	0.080
1.00	0.42	0.74	0.30	1.30	1.90	3.10	0.87	0.95	1.04	1.67	1.75	1.84	0.75	1.10	1.80	5.40	4.80	1.50	0.085
1.20	0.50	0.86	0.30	1.64	2.40	3.90	1.10	1.20	1.30	1.90	2.00	2.10	0.95	1.40	2.30	6.60	5.00	1.80	0.100

NOTES

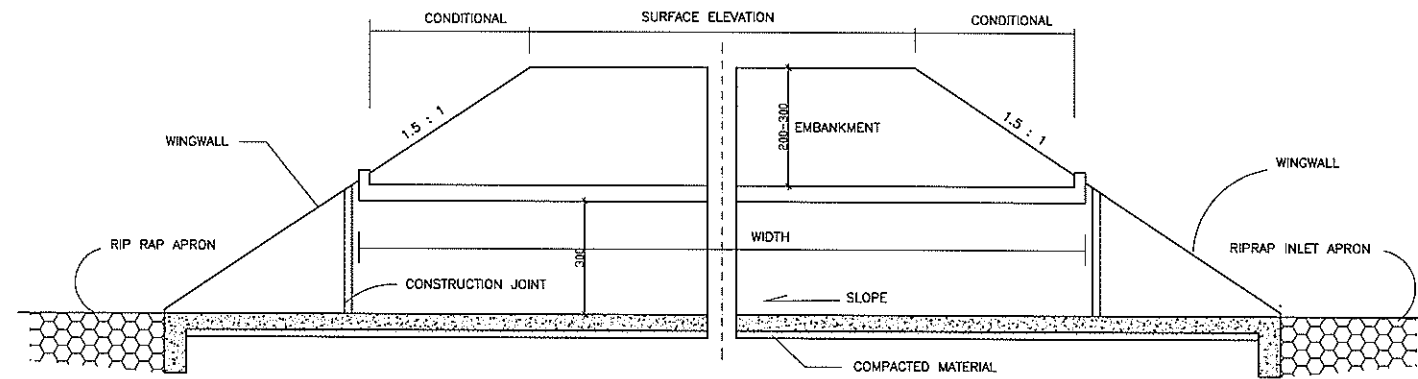
1. ALL DETAILS ON THIS SHEET NOT TO SCALE. ALL DIMENSIONS ARE GIVEN IN METERS
2. HEADWALLS SHALL BE CONSTRUCTED OF CLASS K-250 CONCRETE EXCEPT THAT THOSE HOUSING PIPES OF DIA AND LESS MAYBE CONSTRUCTED IN STONE MASONRY.



PLAN OF BOX CULVERT
SCALE 1 : 200

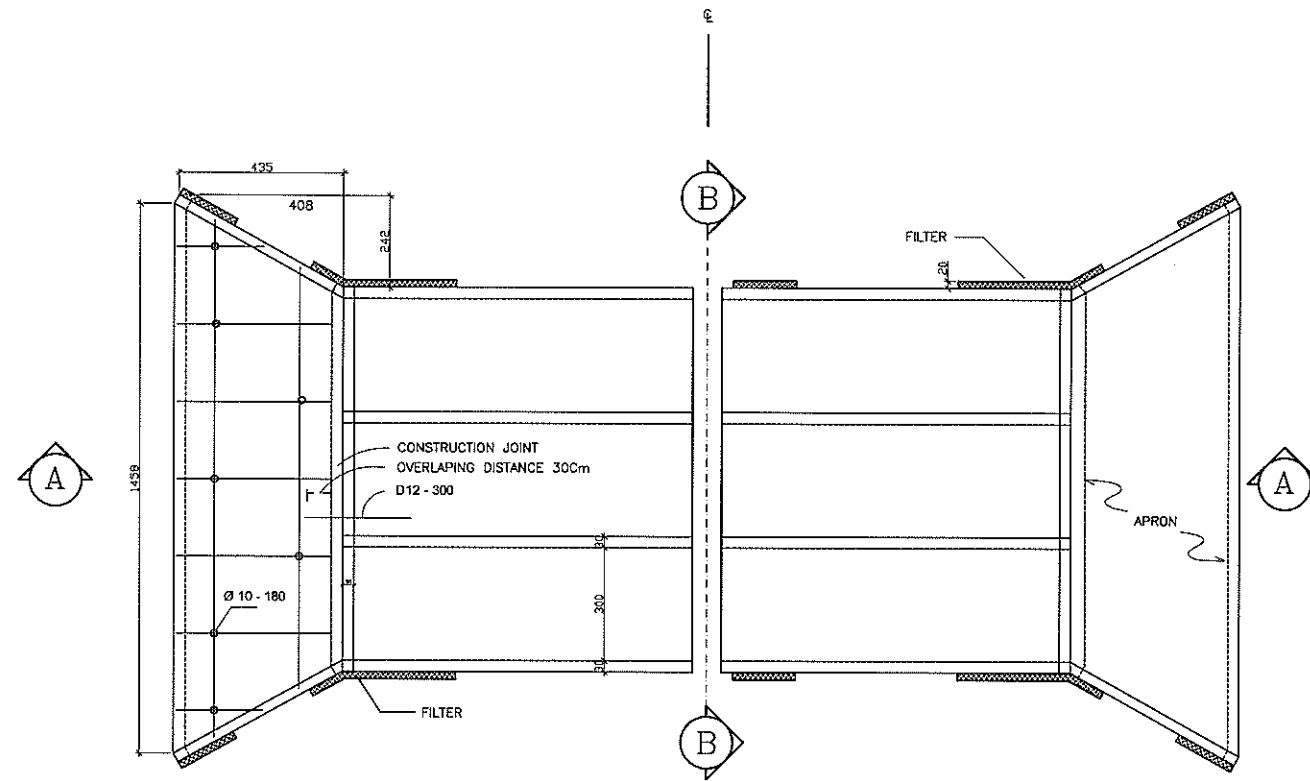


SECTION B-B
SCALE 1 : 80

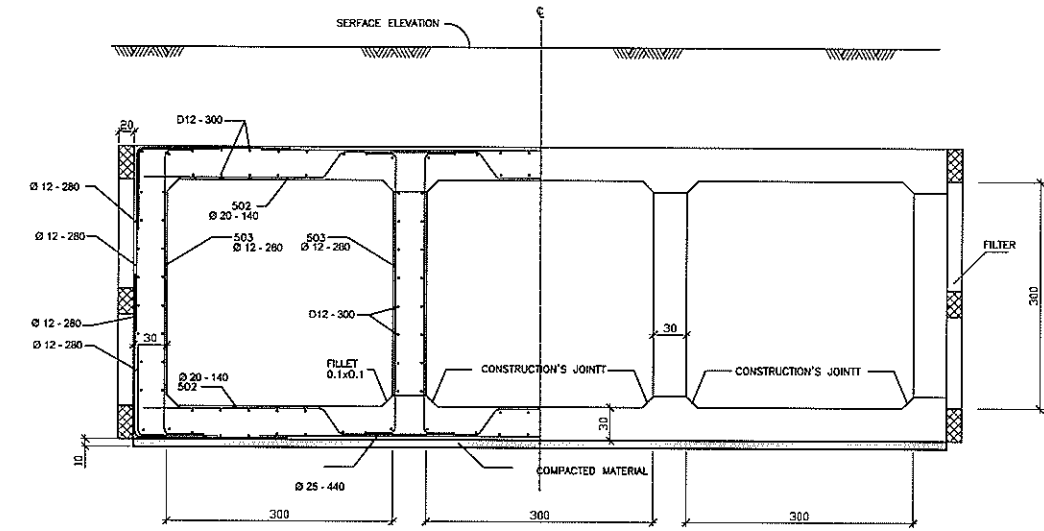


SECTION A-A
SCALE 1 : 200

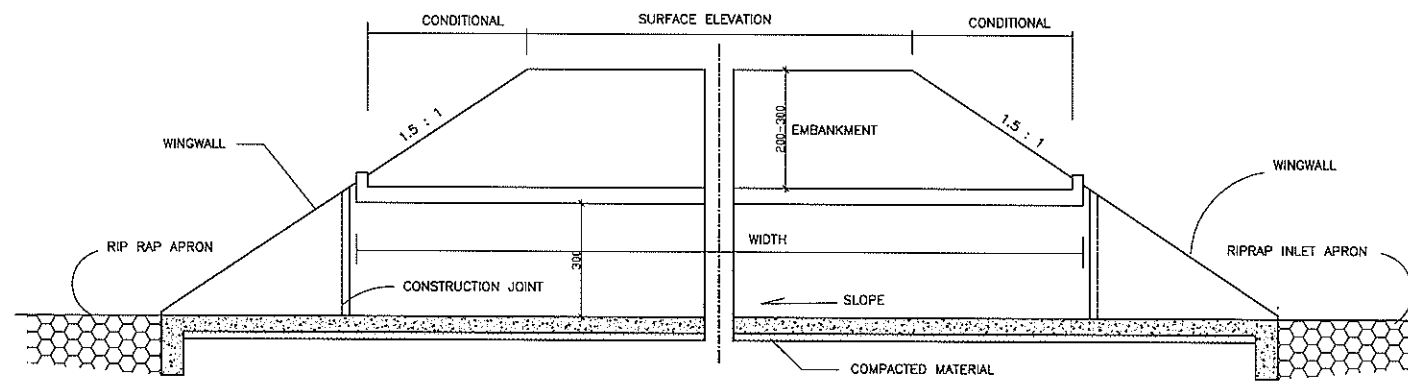
	PROJECT TITLE:	ROAD NAME TITLE :	DRAWING NO.
	THE STUDY ON ARTERIAL ROAD NETWORK DEVELOPMENT PLAN FOR SULAWESI ISLAND AND FEASIBILITY STUDY ON PRIORITY ARTERIAL ROAD IN SOUTH SULAWESI PROVINCE IN INDONESIA	OUTER RING ROAD	DR - 06
		BOX CULVERT (1)	DATE: MARCH 2008
		SCALE =	
		1 / 80	1 / 200



PLAN OF BOX CULVERT
SCALE 1 : 200



SECTION B-B
SCALE 1 : 80

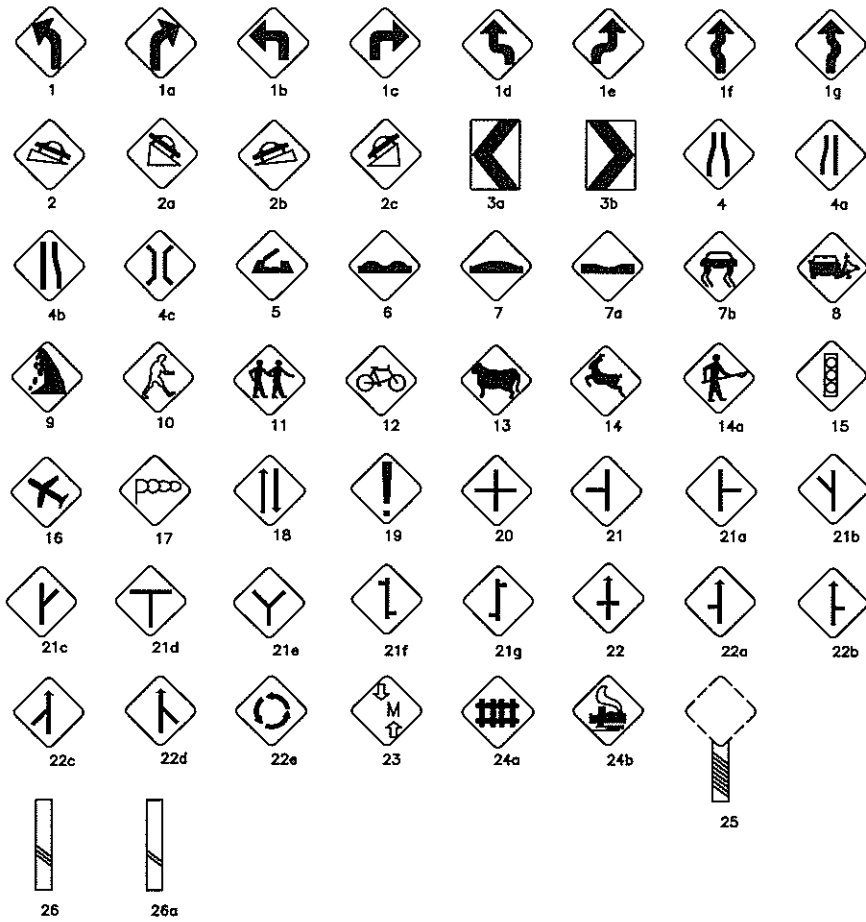


SECTION A-A
SCALE 1 : 200

	PROJECT TITLE:	ROAD NAME TITLE :	DRAWING NO.
	THE STUDY ON ARTERIAL ROAD NETWORK DEVELOPMENT PLAN FOR SULAWESI ISLAND AND FEASIBILITY STUDY ON PRIORITY ARTERIAL ROAD IN SOUTH SULAWESI PROVINCE IN INDONESIA	OUTER RING ROAD BOX CULVERT (2)	DR - 07
		SCALE =	DATE:
		1 / 80 1 / 200	MARCH 2008

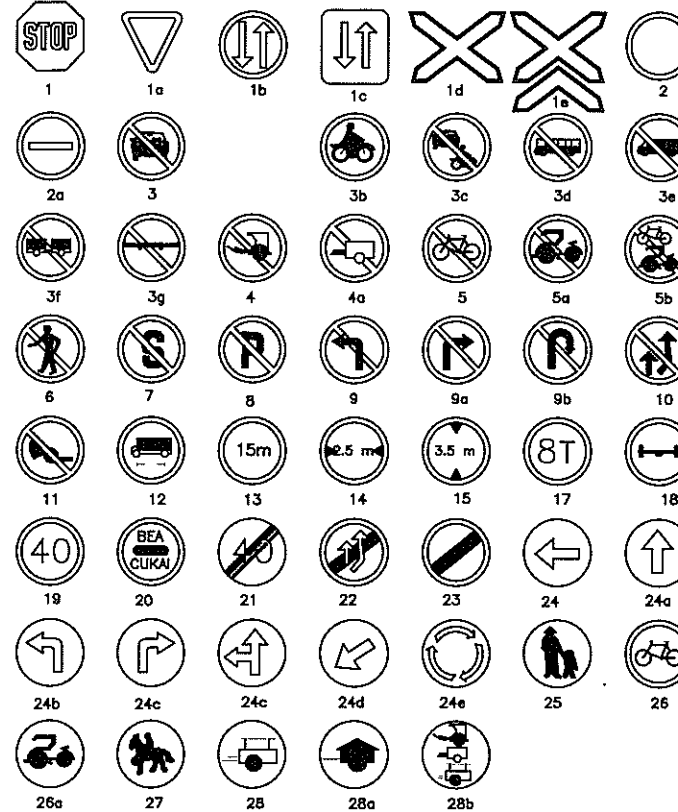
7. MISCELLANEOUS

WARNING SIGN (W)



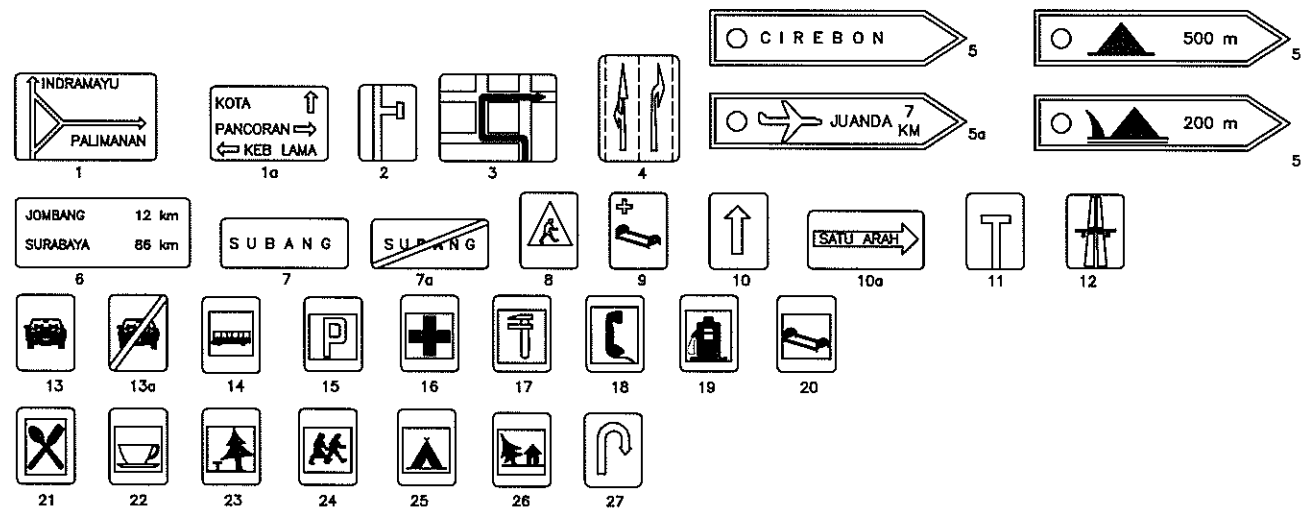
- 1 Left Bend
- 1a Right Bend
- 1b Left Turn
- 1c Right Turn
- 1d Double Bend
- 1e Double Bend
- 1f Many Bends
- 1g Many Bends
- 2 Descent
- 2a Steep Descent
- 2b Ascent
- 2c Steep Ascent
- 3a Left Turn Guidance
- 3b Right Turn Guidance
- 4 Narrower Carriageway
- 4a Left Narrower
- 4b Right Narrower
- 4c Bridge
- 5 Swing Bridge
- 6 Uneven Road
- 7 Uneven Road
- 7a Uneven Road
- 7b Slippery
- 8 Loose Gravel
- 9 Falling Rocks
- 10 Pedestrian Crossing
- 11 Children
- 12 Cyclists Crossing
- 13 Cattle Crossing
- 14 Animal Crossing
- 14a Road Works
- 15 Light Signals
- 16 Air Field
- 17 Cross Wind
- 18 Two - Way Traffic
- 19 Others Dangers
- 20 Intersection
- 21 Intersection
- 21a Intersection
- 21b Intersection
- 21c Intersection
- 21d Intersection
- 21e Intersection
- 21f Intersection
- 21g Intersection
- 22 Intersection
- 22a Priority Intersection
- 22b Priority Intersection
- 22c Priority Intersection
- 22d Priority Intersection
- 22e Roundabout
- 23 Railway Level Crossing
- 24a Railway Crossing With Gate
- 24b Railway Crossing Without Gate
- 25 Additional Signs of Approach to Level-Crossing
- 26 Additional Signs of Approach to Level-Crossing
- 26a Additional Signs of Approach to Level-Crossing

REGULATION SIGN (R)

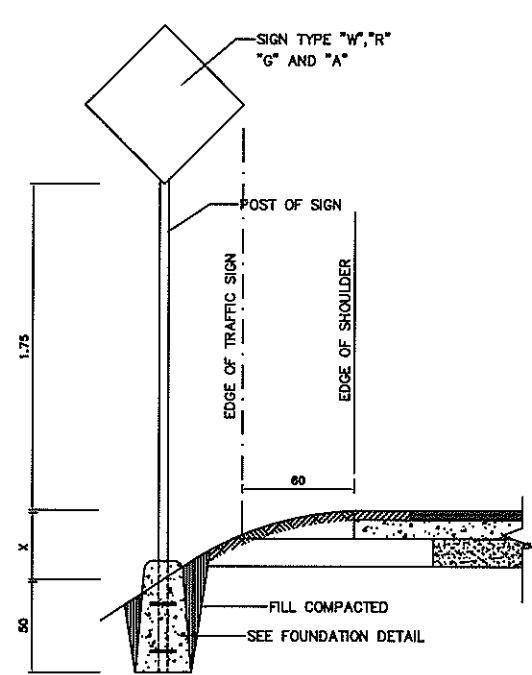


- 1 Stop
- 1a Give Way
- 1b Priority oncoming Traffic
- 1c Priority Over oncoming Traffic
- 1d Immediate Vicinity of Level Crossing
- 1e Immediate Vicinity of Level Crossing
- 2 Closed to All Vehicles in Both Direction
- 2a No Entry
- 3 No Entry Passenger Car
- 3b No Entry for Motor Cycle
- 3c No Entry for Vehicle and Motor Cycle
- 3d No Entry for Bus
- 3e No Entry Commercial Vehicles
- 3f No Entry for Trailers
- 3g No Entry for Articulated Vehicles
- 4 No Entry for Dokar
- 4a No Entry for Wagen
- 5 No Entry for Cycle
- 5a No Entry for Becak
- 5b No Entry for Becak and Cycle
- 6 No Entry For Pedestrian
- 7 Stopping Prohibited
- 8 Parking Prohibited
- 9 No Turn Left
- 9a No Turn Right
- 9b No U - Turn
- 10 No Overtaking
- 11 Prohibition of the Use Audible Warning Devices
- 12 No Entry for Vehicles or Combinations Vehicles ExceedingMetres in Length
- 13 Driving or Vehicles Less ThanMetres Apart Prohibited
- 14 No Entry for Vehicle Having an Overall Width ExceedingMetres
- 15 No Entry for Vehicle Having an Overall Height ExceedingMetres
- 17 No Entry for Vehicles ExceedingThan Laden Weight
- 18 No Entry Vehicles Having A Weight Exceeding.....Ton on one Axis
- 19 Speed Limit
- 20 Prohibition of Passing Without Stopping
- 21 End of Speed Limit
- 22 End Of No Overtaking
- 23 End Of Prohibition
- 24 Direction to be Followed
- 24a Direction to be Followed
- 24b Direction to be Followed
- 24c Direction to be Followed
- 24d Direction to be Followed
- 24e Direction to be Followed Around Roundabout
- 25 Compulsary Foot - Path
- 26 Compulsary Cycle
- 26a Compulsary Becak
- 27 Compulsary Horseback
- 28a Compulsary Dokar
- 28b Compulsary Wagen
- 28b Compulsary Wagen

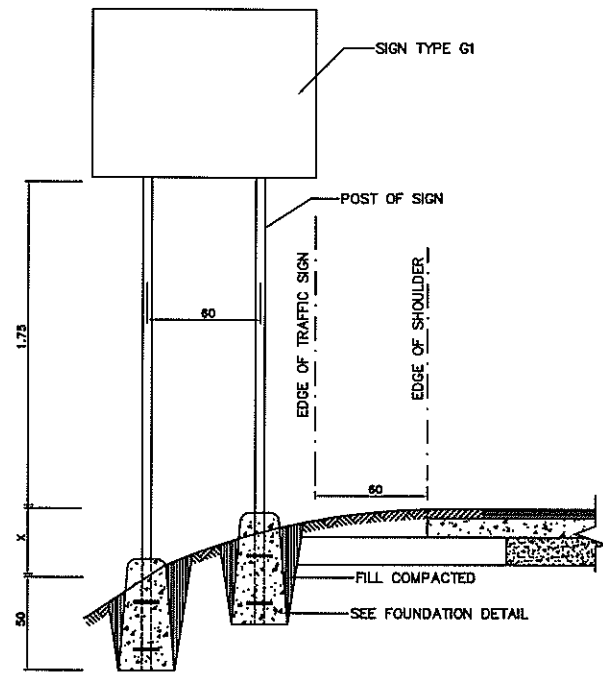
GUIDE SIGN (G)



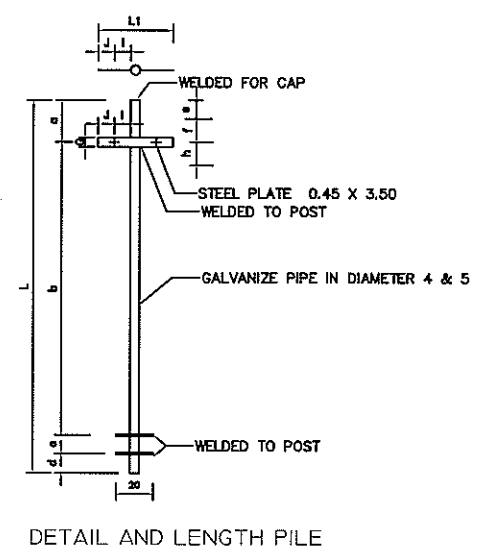
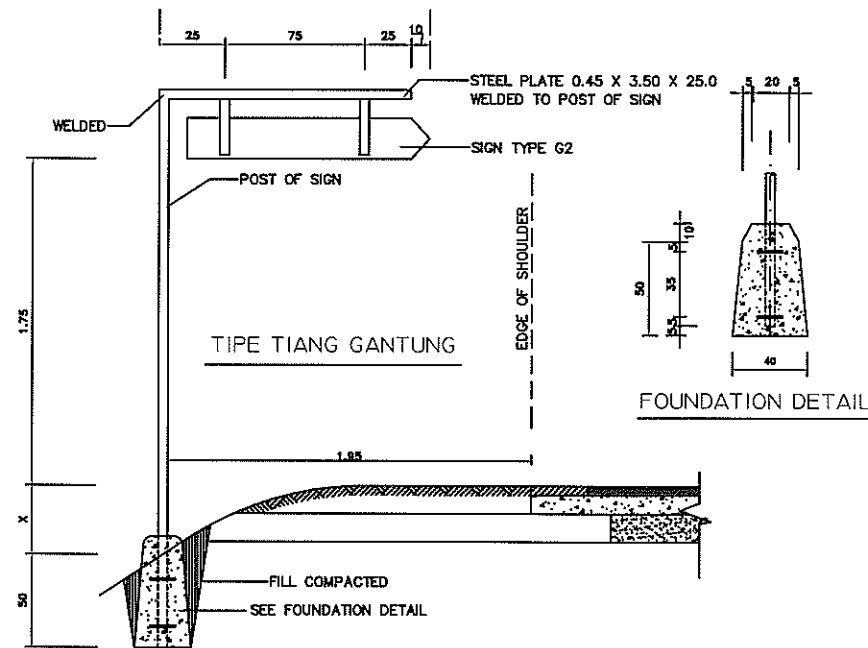
- 1 Example of Advances Direction Signs
- 1a Example of Advances Direction Signs
- 2 No Through Road
- 3 Example of Advances Direction Signs for Route to be Followed
- 4 Example of Signs for Proselection at Interaction on Roads With Several Lanes
- 5 Example of Signs for Direction Place
- 5a Example of Signs for Airfield Direction
- 5b Example of Signs for Camping Site
- 5c Example of Signs for Youth Hostel
- 6 Confirmatory Sign
- 7 Place Identification Sign
- 7a End of Place Identification Sign
- 8 Pedestrian Crossing
- 9 Hospital Sign
- 10 One - Way Road
- 10a One - Way Road
- 11 No Through Road
- 12 Entry To Tollroad
- 13 Road of Motor Vehicles
- 13a End of Road of Motor Vehicles
- 14 Bus Stop
- 15 Parking Area
- 16 First - Aid Station
- 17 Breakdown Service
- 18 Telephone
- 19 Fuel Station
- 20 Hotel or Motel
- 21 Restaurant
- 22 Cafeteria
- 23 Picnic Site
- 24 Starting - Point for Walks
- 25 Camping Site
- 26 Youth Hotel
- 27 U - Turn



SINGLE PILE TYPE
SCALE 1: 20

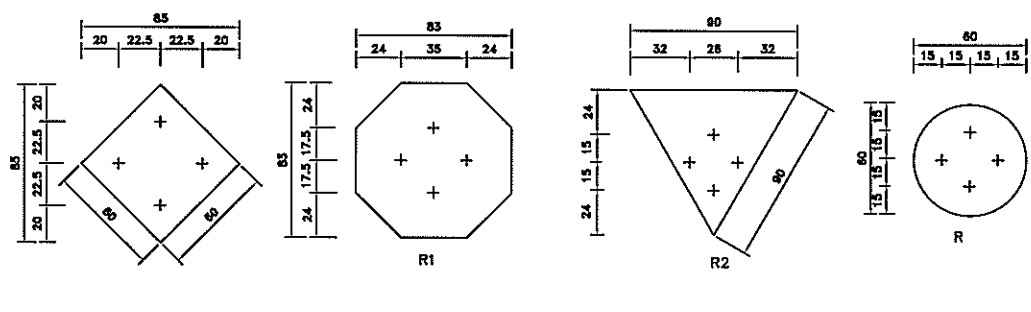


DOUBLE PILE TYPE
SCALE 1: 20



DETAIL AND LENGTH PILE

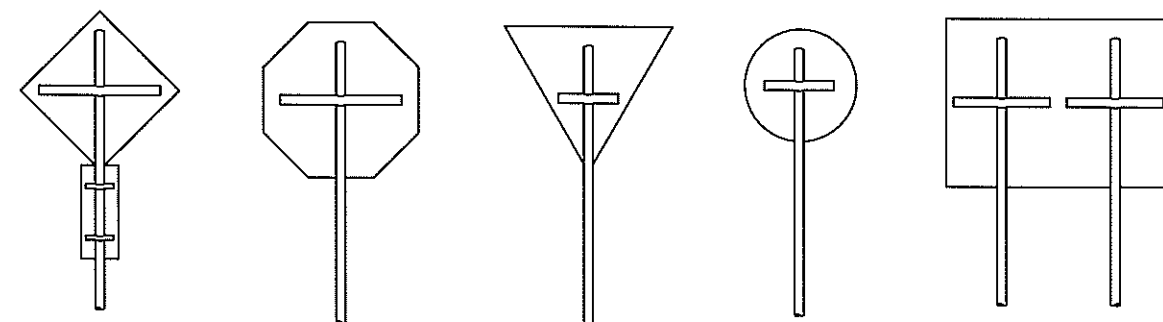
TYPICAL TRAFFIC SIGN
SCALE 1: 20



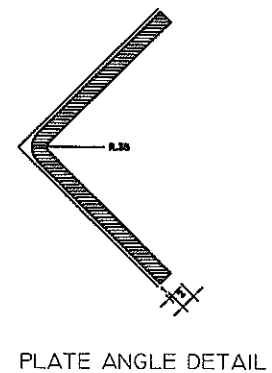
DIMENSION TRAFFIC SIGN
SCALE 1: 20

DIMENSION TRAFFIC SIGN
SCALE 1: 20

TYPICAL BACK VIEW
SCALE 1: 20



TYPICAL BACK VIEW
SCALE 1: 20

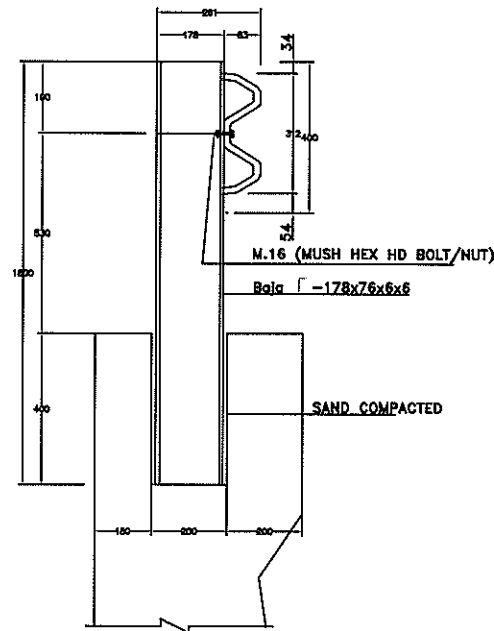


TYPE	W	R1	R2	R3	G1	G2	G3	G5	A
a	37	37	34	25	40	-	15	25	HOOKED TO POST OF SIGN
b	223+ X	222+ X	209+ X	210+ X	225 + X 225 + X1	-	200+ X	21+ + X	
c	20	20	20	20	20	-	20	20	
d	20	20	20	20	20	-	20	20	
e	14.5	19.5	19	10	20	-	15	10	
f	22.5	17.5	15	15	20	-	-	15	
g	5	5	5	5	4	4	4	4	
h	22.5	175	15	15	20	-	-	15	
L	300+ X	299+ X	283+ X	275+ X	303 + X 305 + X1	250 + X 127	255+ X	275+ X	
i	22.5	17.5	13	15	20	-	13	13	
j	5	5	3	5	5	-	26	5	
L1	55	45	32	40	50	-	88	36	

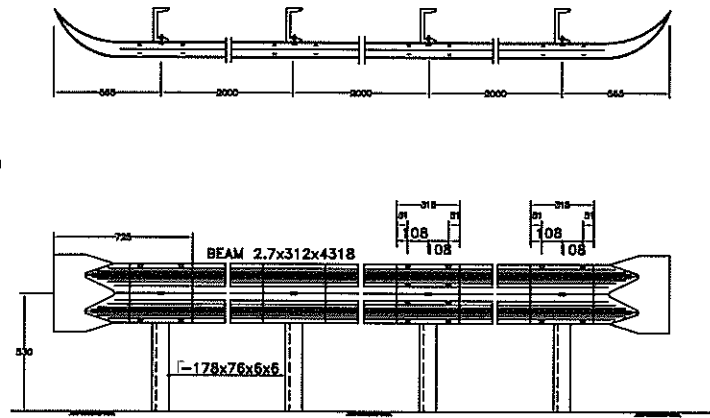
X- VARIES ACCORDED TO CUT & FILL SLOPE
X1= (60 X S) + X

GUARDRAIL STANDARD TYPE A

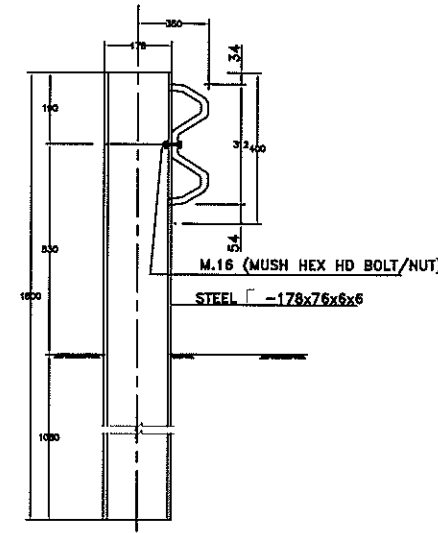
GUARDRAIL STANDARD TYPE B



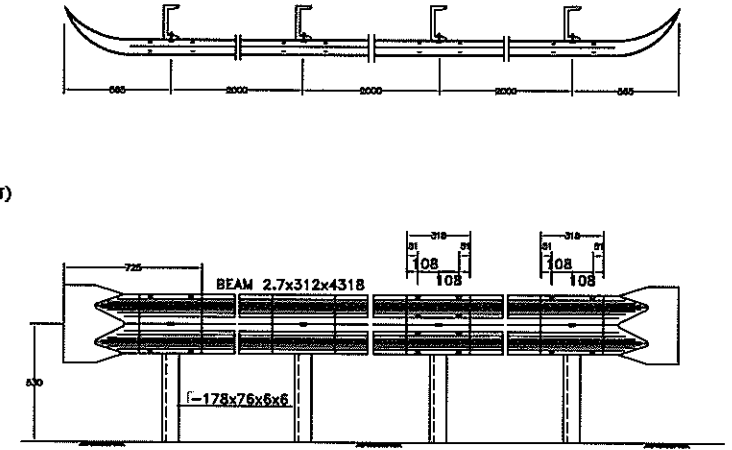
GUARDRAIL POST DETAIL
SCALE : 1:10



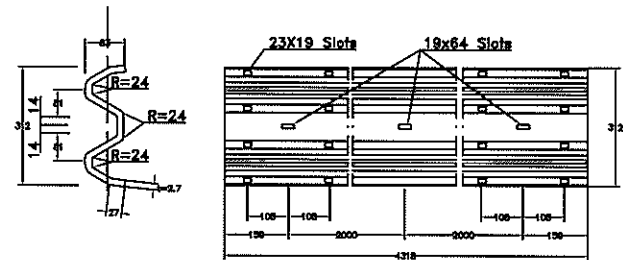
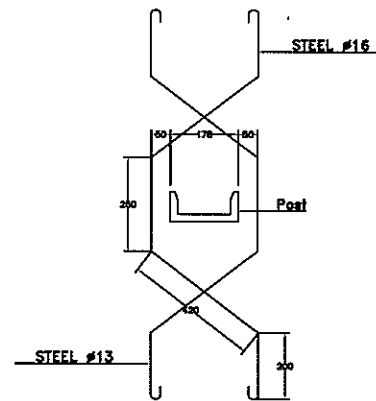
ELEV. AND PROFILE
SCALE : 1:20



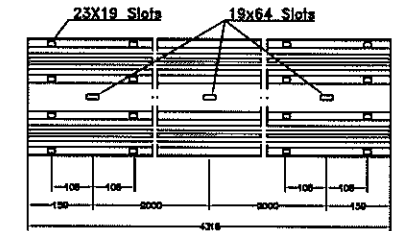
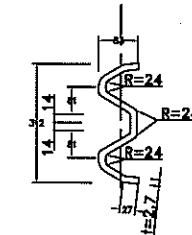
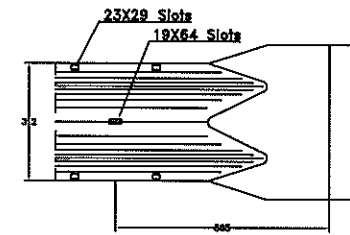
GUARDRAIL POST DETAIL
SCALE : 1:10



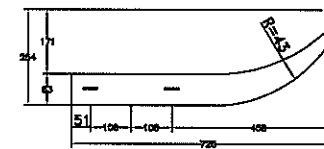
ELEV. AND PROFILE
SCALE : 1:20



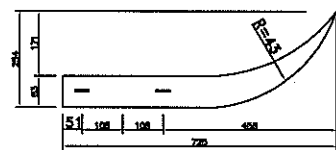
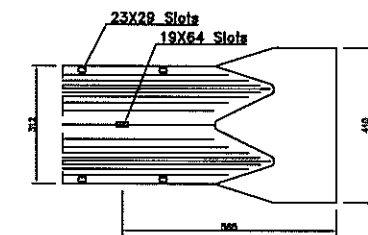
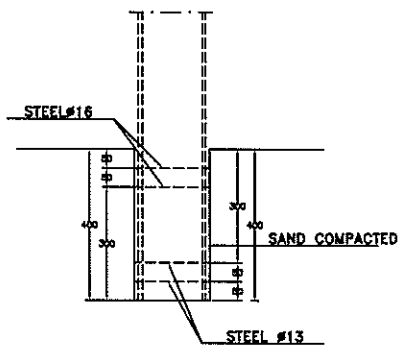
DETAIL BEAM
SCALE : 1:10



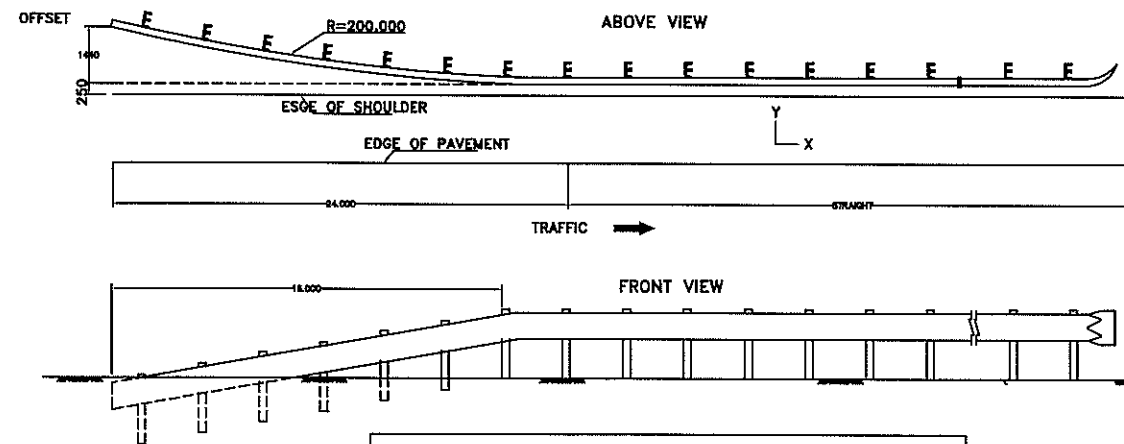
DETAIL BEAM
SKALA : 1:10



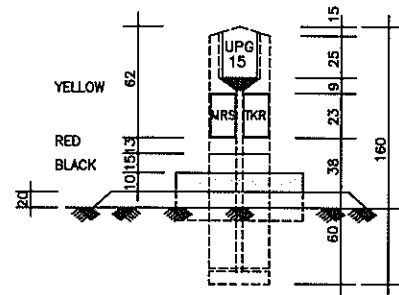
END BEAM DETAIL
SCALE : 1:10



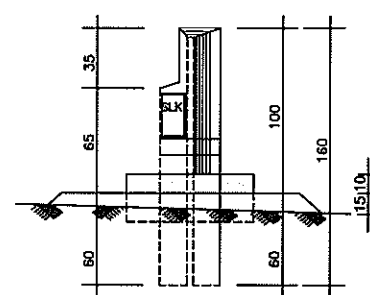
END BEAM DETAIL
SCALE : 1:10



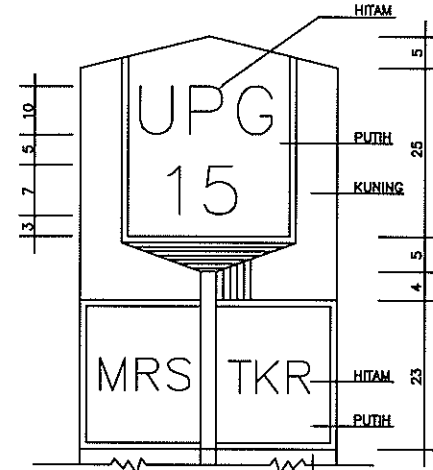
" OFFSET "						
X	4.000	8.000	12.000	16.000	20.000	24.000
Y	0.00	160	360	640	1.000	1.440



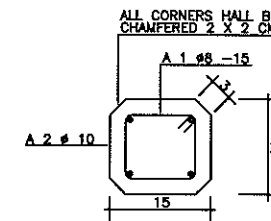
TAMPAK DEPAN



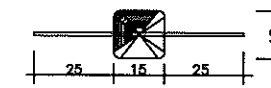
TAMPAK SAMPIING



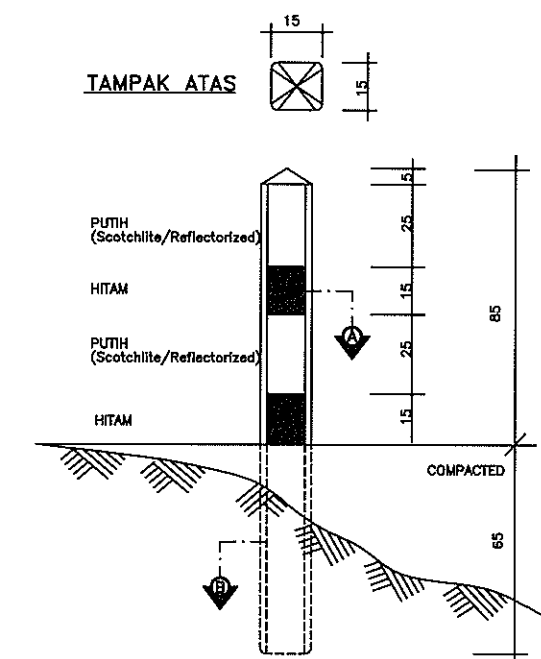
DETAIL 1
SCALE 1:5



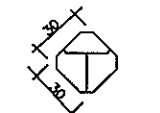
POTONGAN A - A
SKALA 1:5



POTONGAN B - B
SKALA 1:5



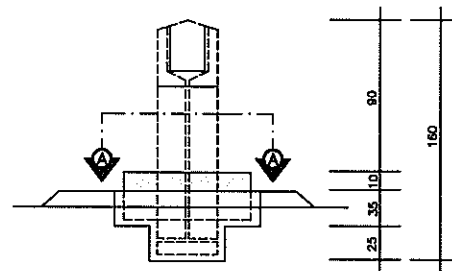
ELEVASI
SKALA 1:10



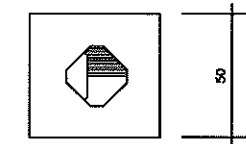
TAMPAK ATAS



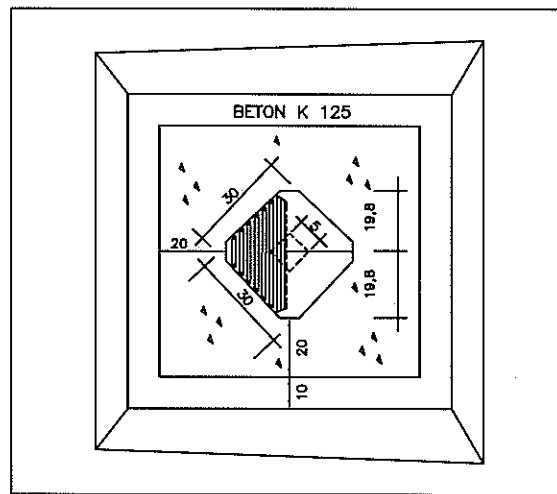
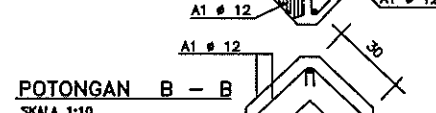
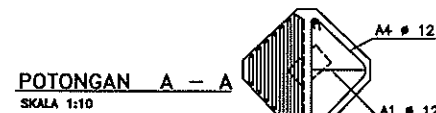
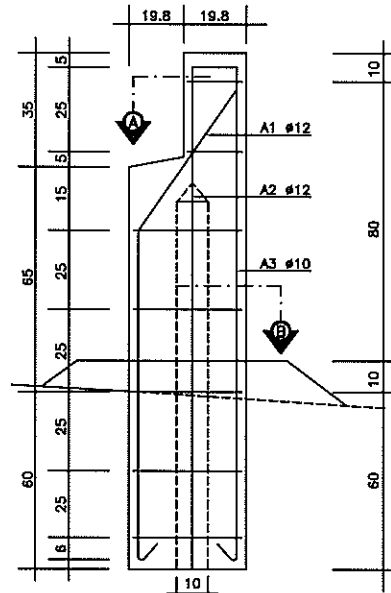
TAMPAK ATAS



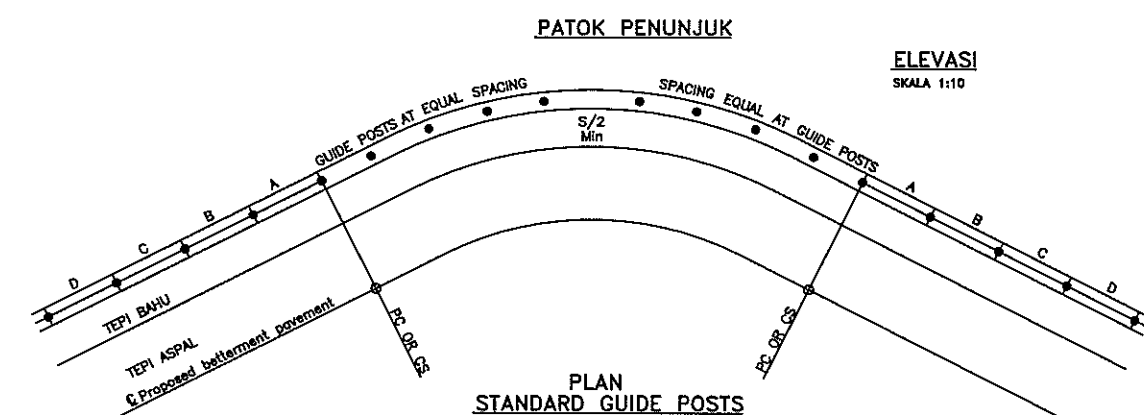
ELEVASI
SKALA 1:20



POTONGAN A - A
SKALA 1:20



DENAH STANDAR PATOK KILOMETER
SKALA 1:10



PLAN
STANDARD GUIDE POSTS

CATATAN

- JARAK PATOK PENUNJUK PATOK DITUNJUKAN PADA TABEL A
- LOKASI PATOK PENUNJUK DITUNJUKAN DI ATAS

PEMBESIAN PATOK KILOMETER

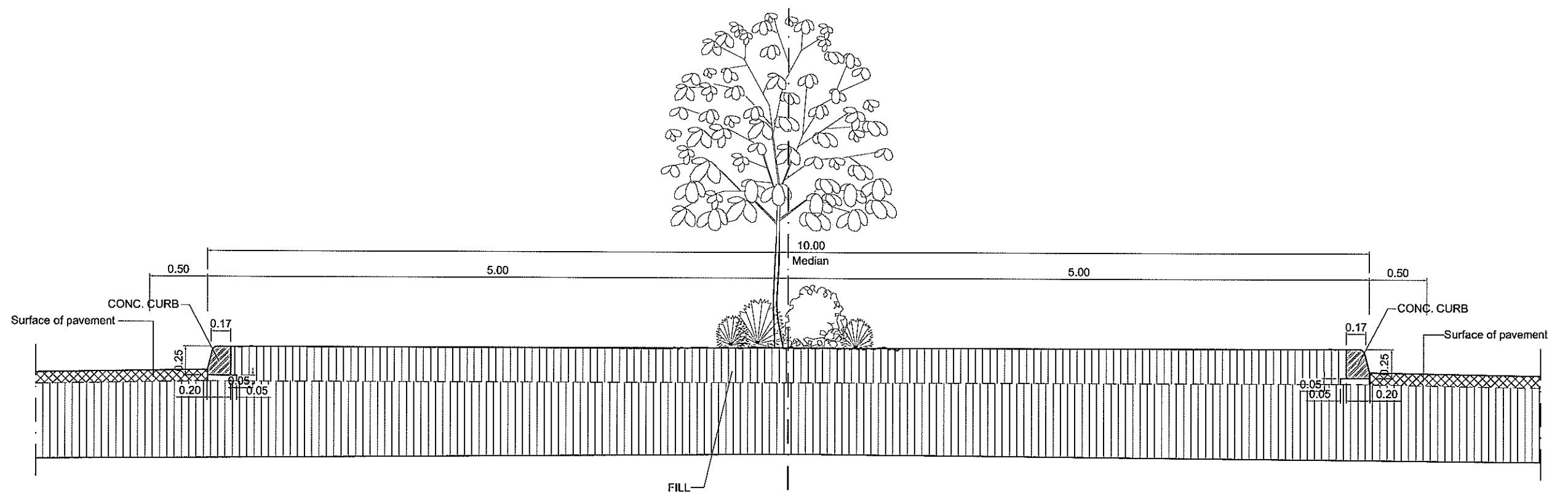
NO.	TYPE	DIMENSION				LENGTH (m)	QUANTITY (fa)	TOT LENGTH (kg/m)	UNIT WEIGHT (kg/m)	TOT WEIGHT (kg)	REMARKS
		a	b	c	d						
A1	4	12	152	57	106	3.38	1	3.38	0.848	2.866	1 a
A2	3	12	152	35	152	3.62	1	3.62	0.848	3.070	b
A3	2	10	25	25	25	1.25	5	6.15	0.617	3.794	a 2
A4	5	12	35	25	25	1.08	2	2.16	0.848	1.832	a 3
TOTAL										11.562	

PEMBESIAN PATOK PENUNJUK

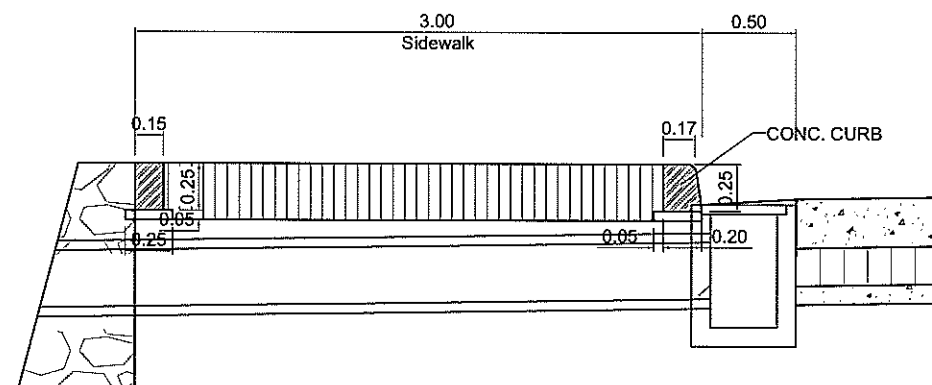
NO.	TYPE	DIMENSION				LENGTH (m)	QUANTITY (fa)	TOT LENGTH (kg/m)	UNIT WEIGHT (kg/m)	TOT WEIGHT (kg)	REMARKS
		a	b	c	d						
A1	2	8	12	12	12	0.71	8	5.68	0.395	2.243	a 4
A2	1	10	140			1.58	4	6.32	0.617	3.900	b 4
A3	6	12	60			0.60		0.60	0.848	0.509	a 5
TOTAL										6.652	

TABEL A
JARAK PATOK PENUNJUK

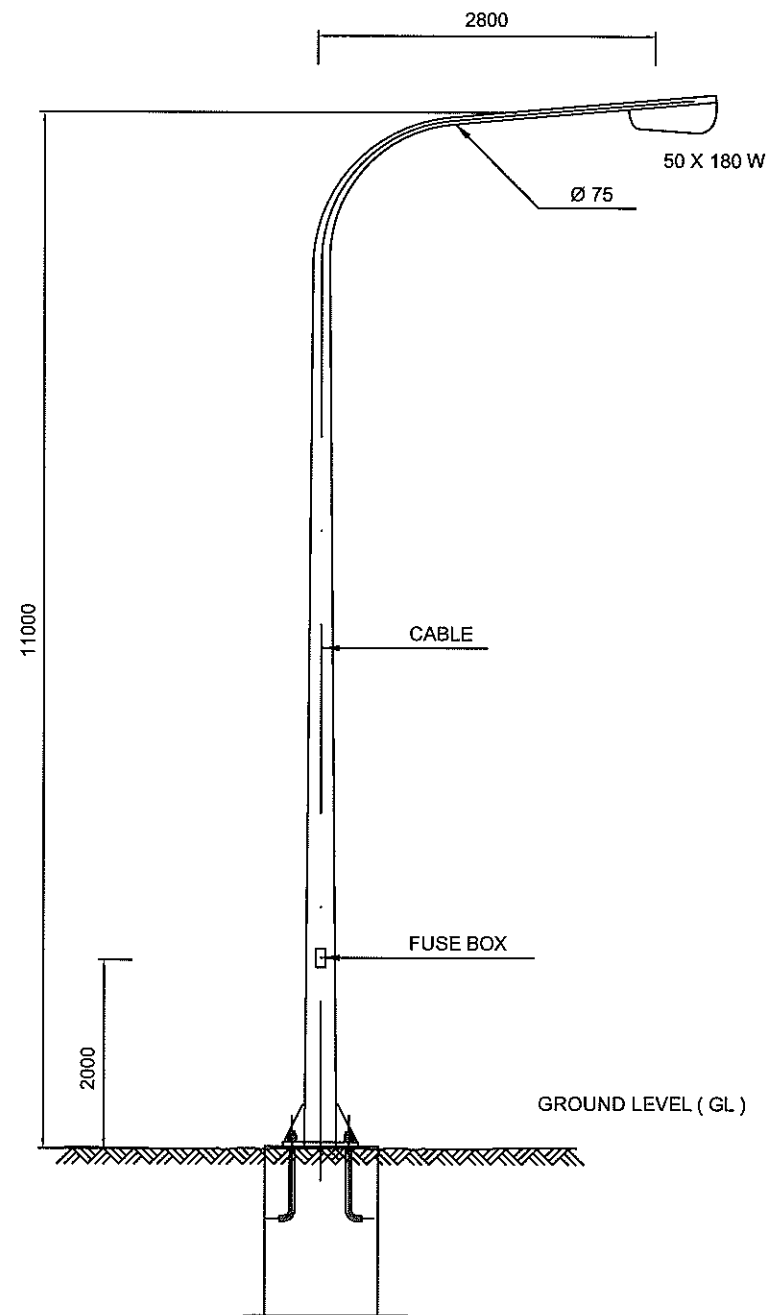
RADIUS-CURVE	JARAK-METER			
	S	A	B	C
180 - 200	15	20	25	30
100 - 180	14	20	25	10
120 - 150	13	15	20	25
90 - 120	12	15	20	25
60 - 90	10	15	20	20
30 - 60	8	10	20	20
30a - 30	6	10	15	15



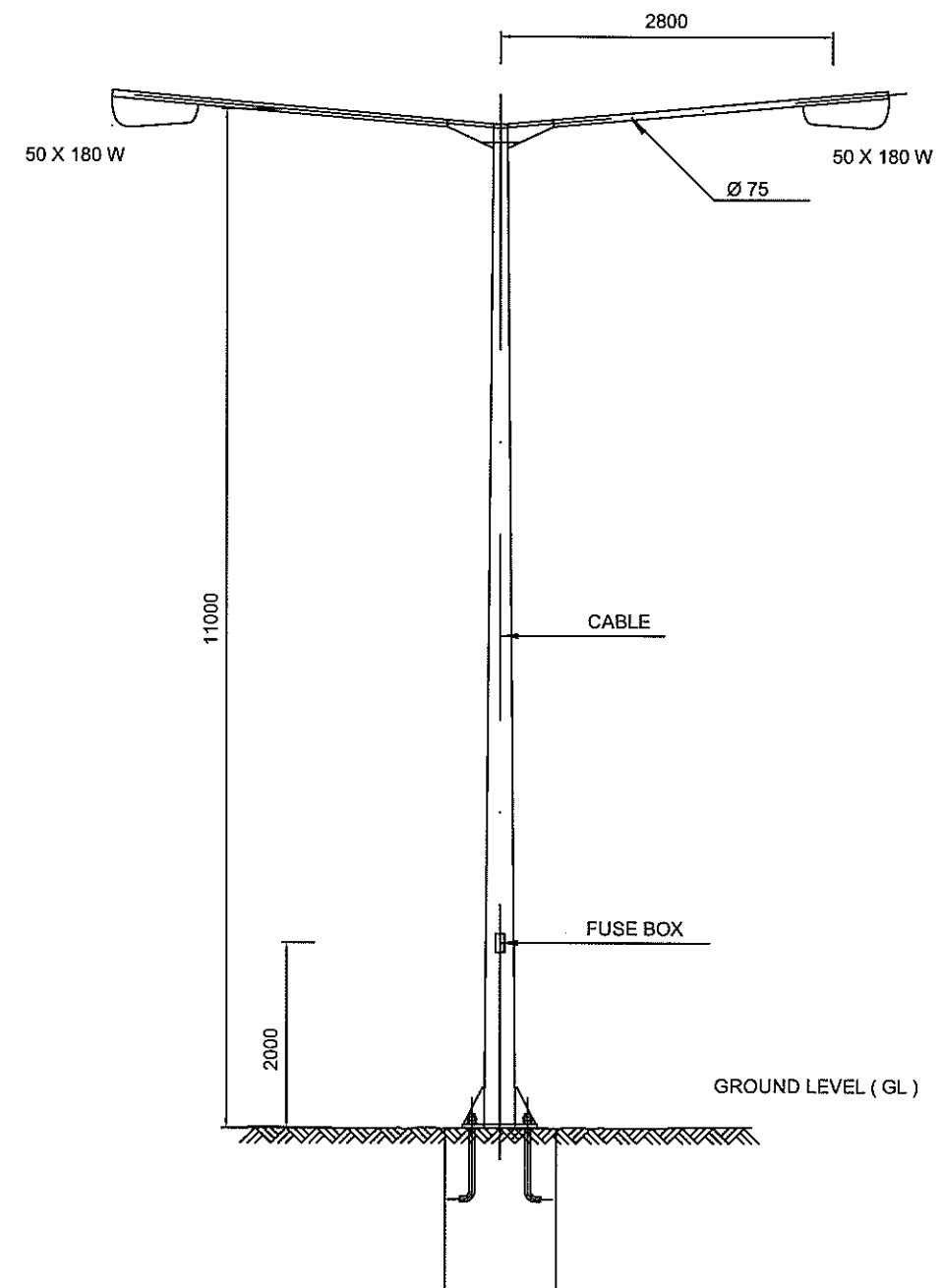
MEDIAN TYPE - 1
scale 1/40



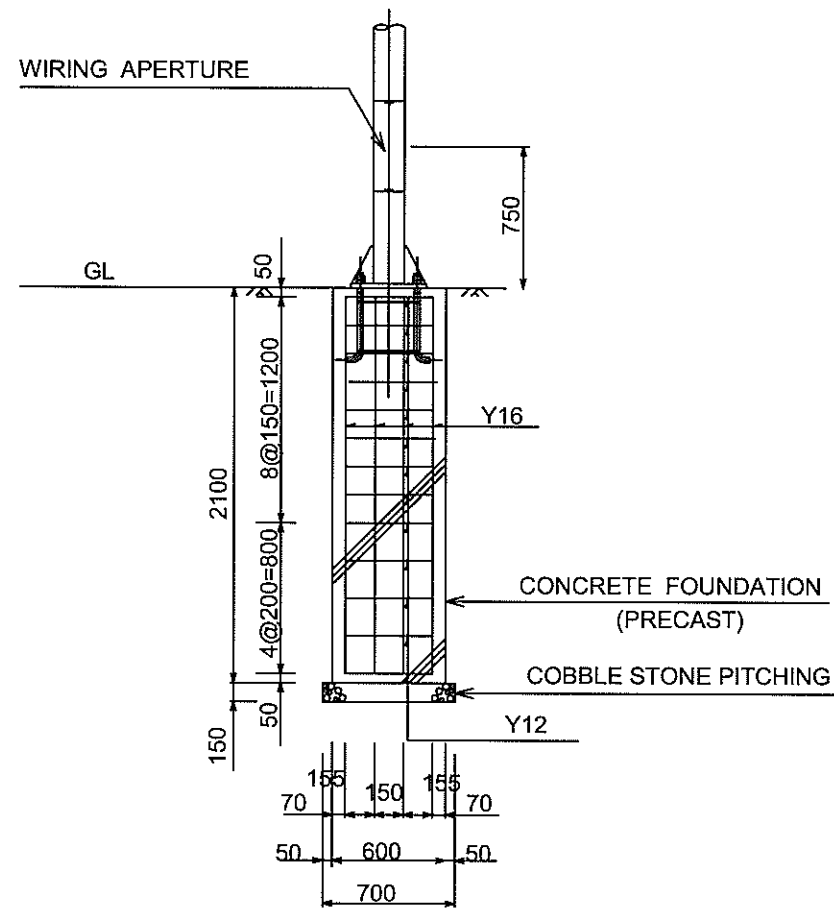
SIDE WALK AND PLANTING ZONE
scale 1/40



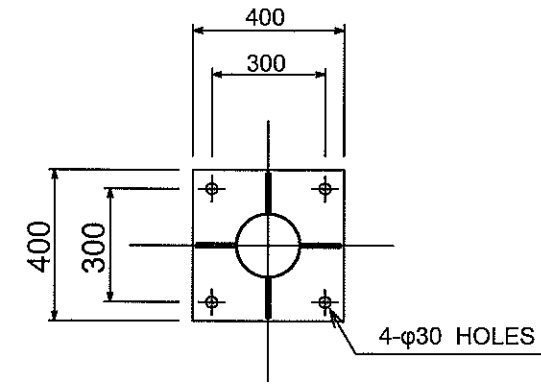
NOTE
STREET LIGHTING TYPE -A (1) & (2)
A(1) WITH FONDATION
A(2) WITHOUT FOUNDATION



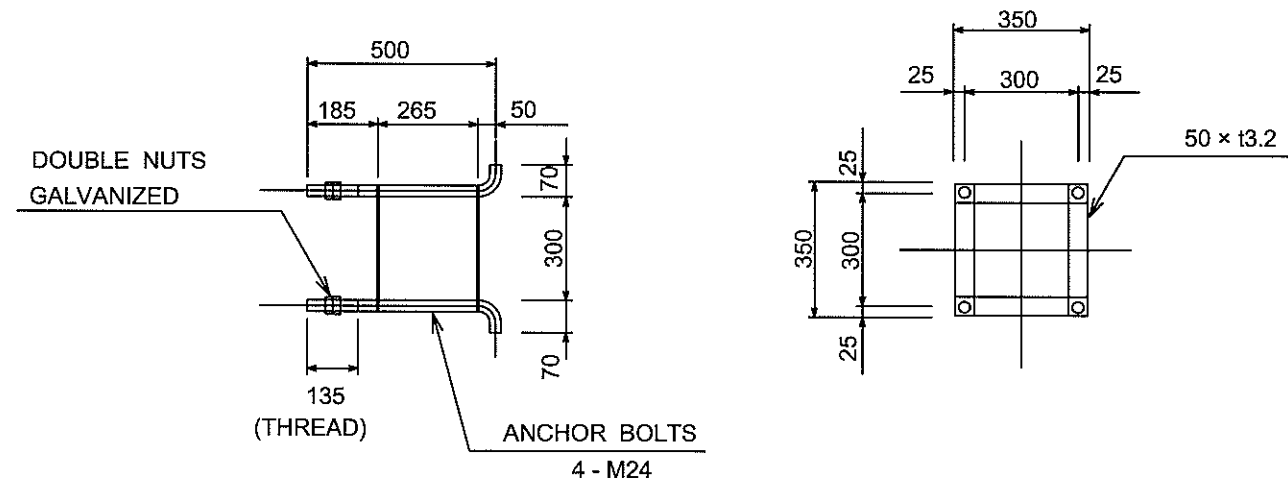
NOTE
STREET LIGHTING TYPE -B (1) & (2)
A(1) WITH FONDATION
A(2) WITHOUT FOUNDATION



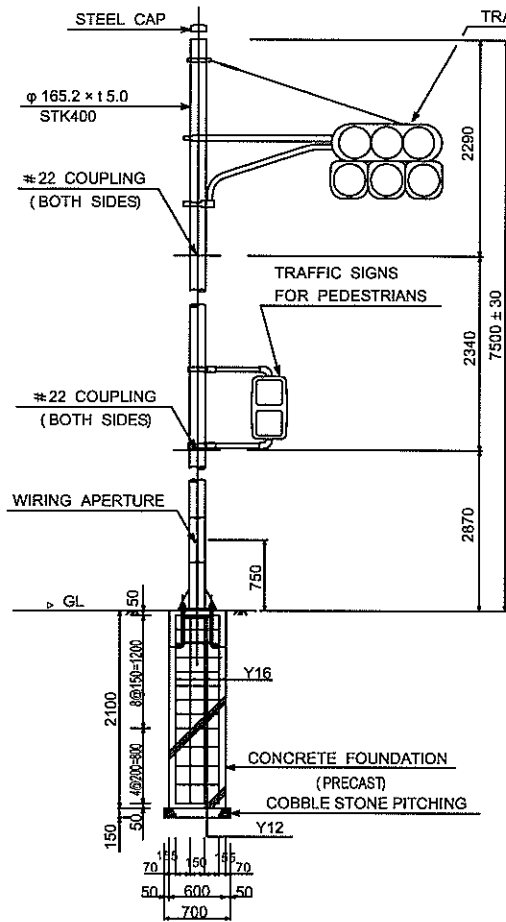
STANDALONE POLE
SCALE=1/80



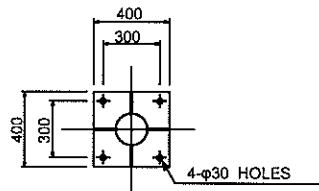
DETAIL OF BASE PLATE
SCALE=1/40



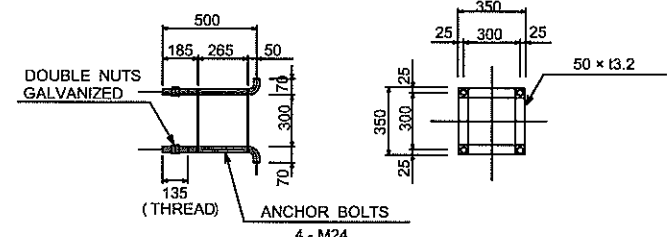
ANCHOR BOLTS FOR BASE PLATE
SCALE=1/40



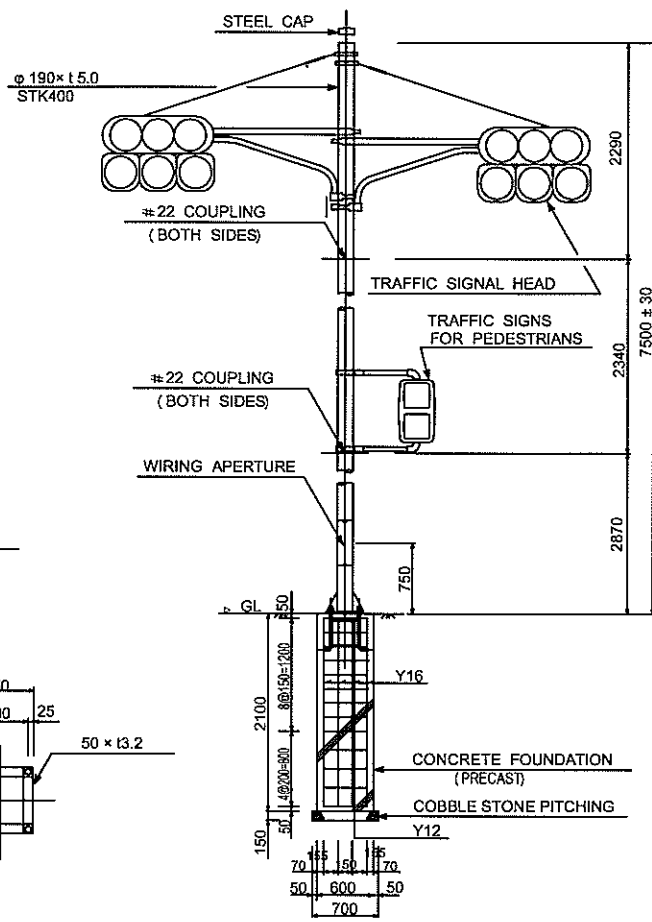
STANDALONE POLE
SCALE=1/80



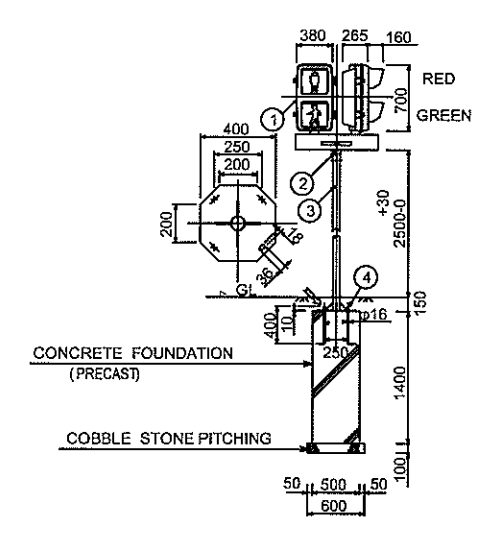
DETAIL OF BASE PLATE
SCALE=1/40



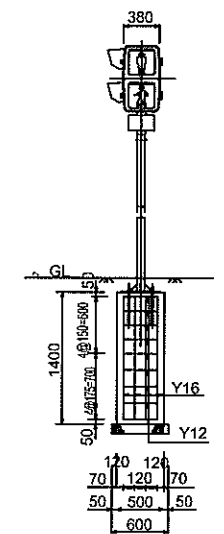
ANCHOR BOLTS FOR BASE PLATE
SCALE=1/40



STANDALONE POLE
SCALE=1/80



FRONT VIEW
SCALE=1/80

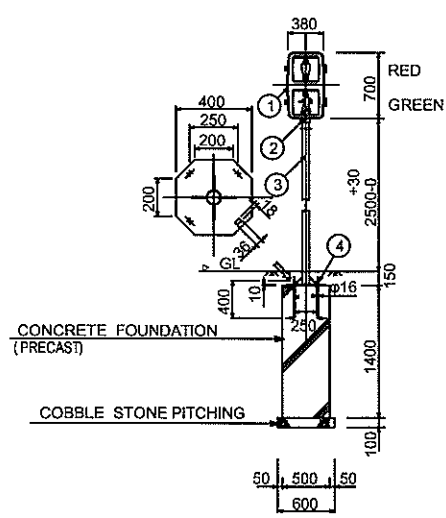


SIDE VIEW
SCALE=1/80

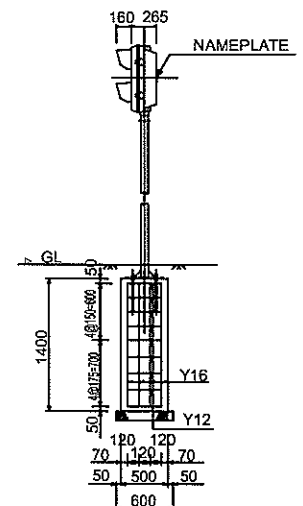
- NOTE 1: Colors of painting: Munsell 2.5pb7/2 for both outer and inner surfaces of Signal Lights.
- NOTE 2: The Standalone Pole is zinc-plated by hot dipping.

NO.	PART	MATERIAL	QTY	REMARKS
4	ANCHOR BOLTS	SS41	4	WITH SPRINGS FLAT WASHERS AND NUTS
3	STANDALONE POLE	STK41	1	φ76.3 T2.8
2	FLANGE	FC20	1	
1	LIGHTS		2 SET	

PEDESTAL SIGNAL, TWIN TYPE



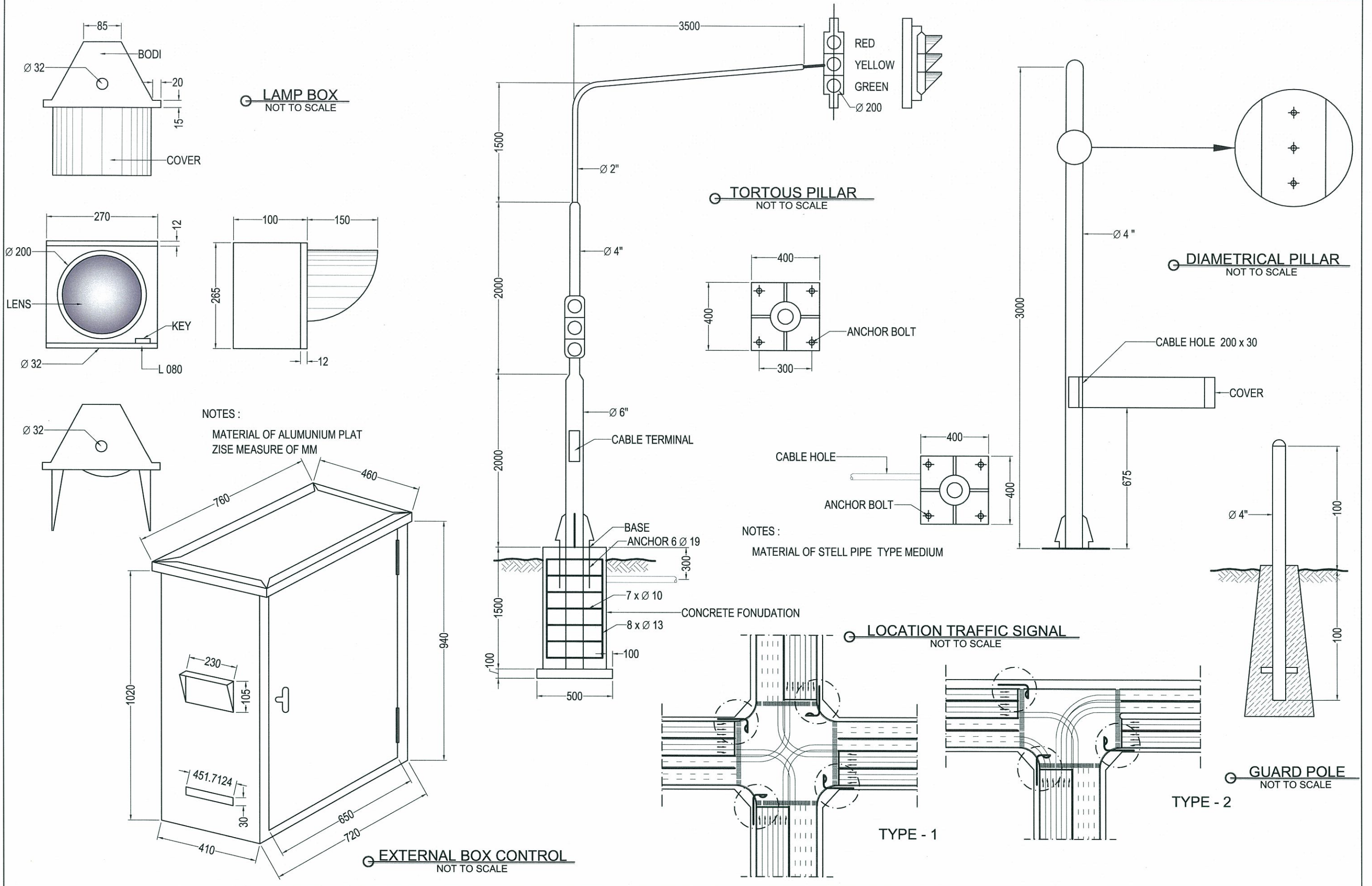
FRONT VIEW
SCALE=1/80



SIDE VIEW
SCALE=1/80

- NOTE 1: Colors of painting: Munsell 2.5pb7/2 for both outer and inner surfaces of Signal Lights.
- NOTE 2: The Standalone Pole is zinc-plated by hot dipping.

NO.	PART	MATERIAL	QTY	REMARKS
4	ANCHOR BOLTS	SS41	4	WITH SPRINGS FLAT WASHERS AND NUTS
3	STANDALONE POLE	STK41	1	φ76.3 T2.8
2	FLANGE	FC20	1	
1	LIGHTS		1 SET	



	PROJECT TITLE: THE STUDY ON ARTERIAL ROAD NETWORK DEVELOPMENT PLAN FOR SULAWESI ISLAND AND FEASIBILITY STUDY ON PRIORITY ARTERIAL ROAD IN SOUTH SULAWESI PROVINCE IN INDONESIA	ROAD NAME TITLE : OUTER RING ROAD	DRAWING NO. MS-09
	DRAWING TITLE : TRAFFIC SIGNAL (2/2)	SCALE = 1 / 40 1/80	DATE: MARCH 2008