

FIGURE 3.1
Highway alignment in 3-dimensions. (Reproduced by permission from F. L. Mannering, Computer Plotting of Highway Perspectives, unpublished Bachelor's Thesis, University of Saskatchewan, Saskatoon, Canada, 1976.)

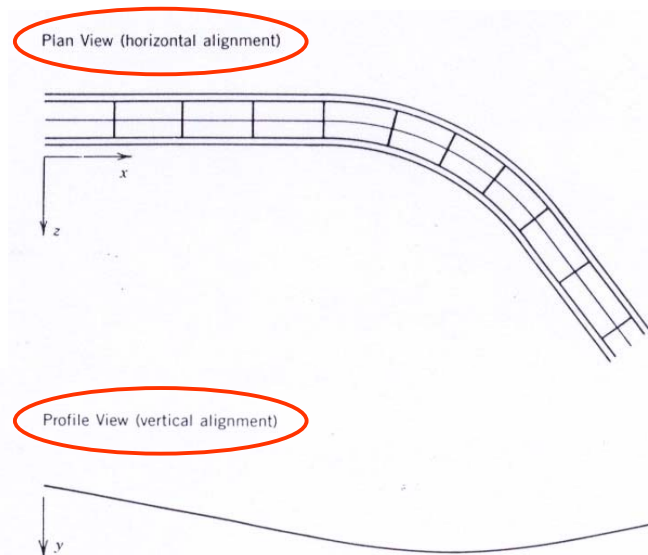
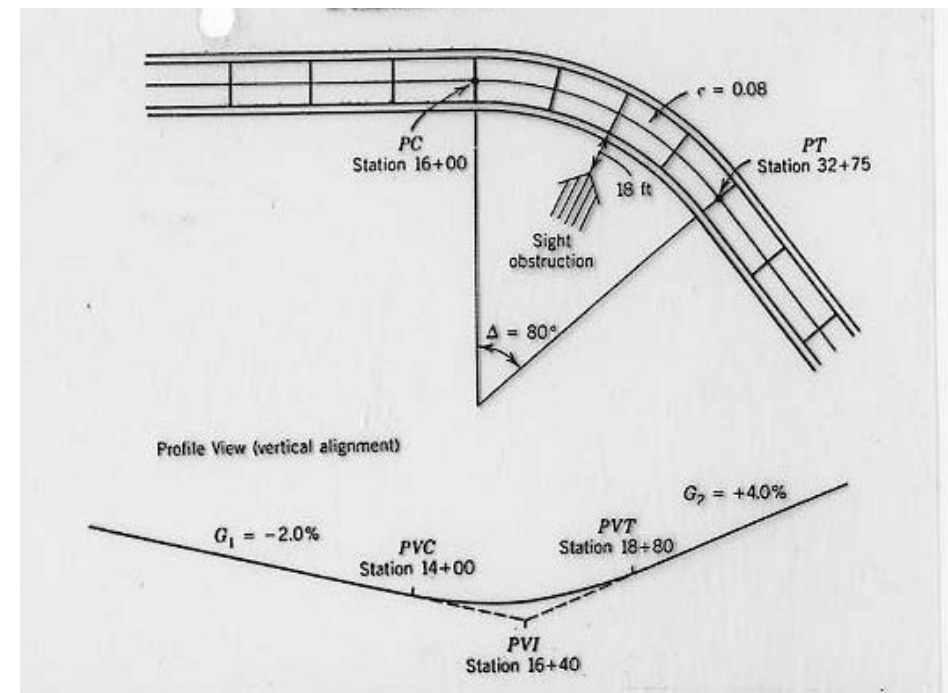
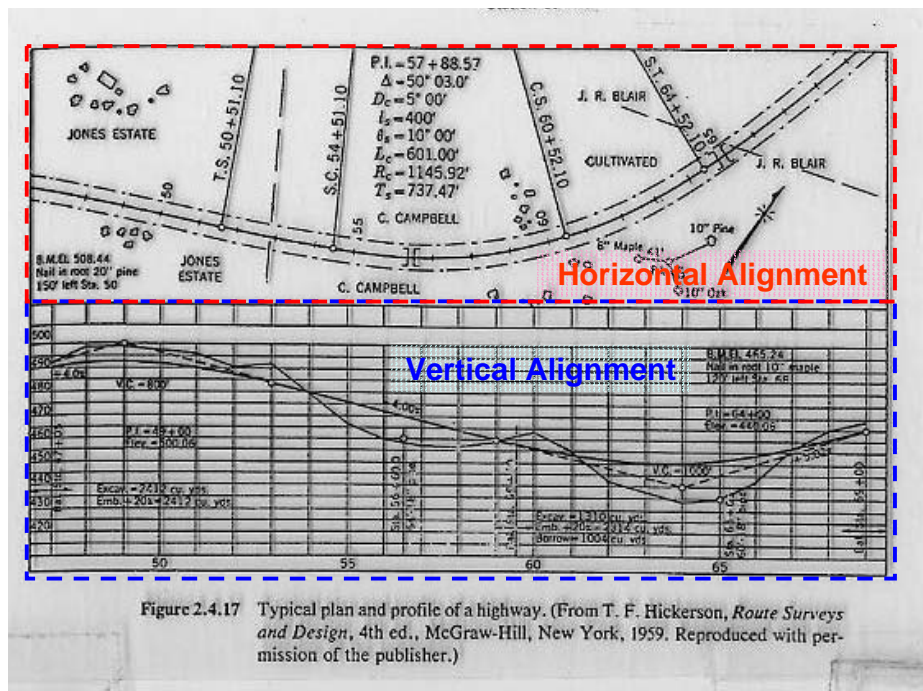
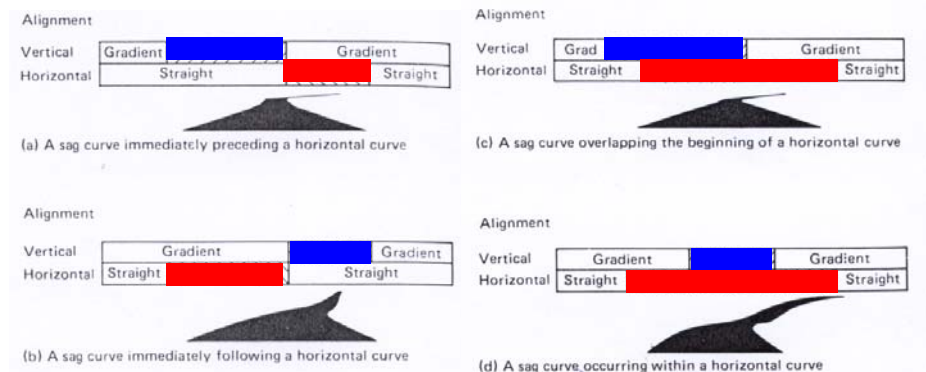


FIGURE 3.2
Highway alignment in two-dimensional views.





Bad Combinations of Horizontal and Vertical Curvature





Good Combinations of Horizontal and Vertical Curvature

Alignment

Vertical

Horizontal

Gradient

Gradient

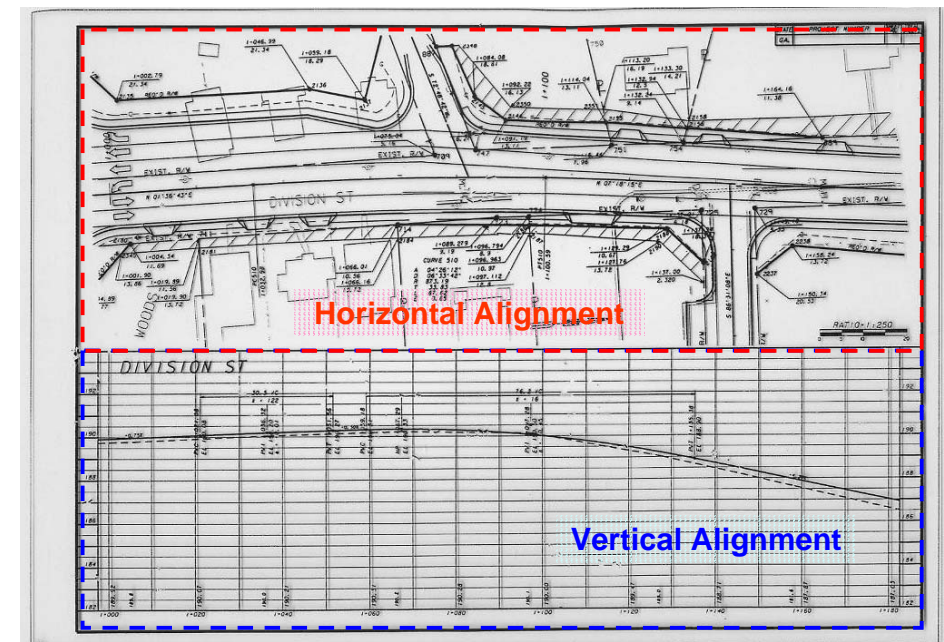
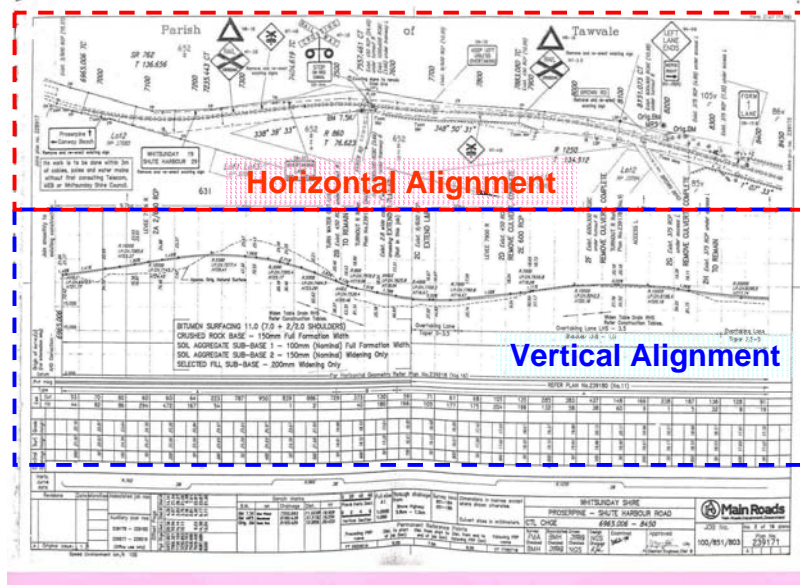
Straight

Straight

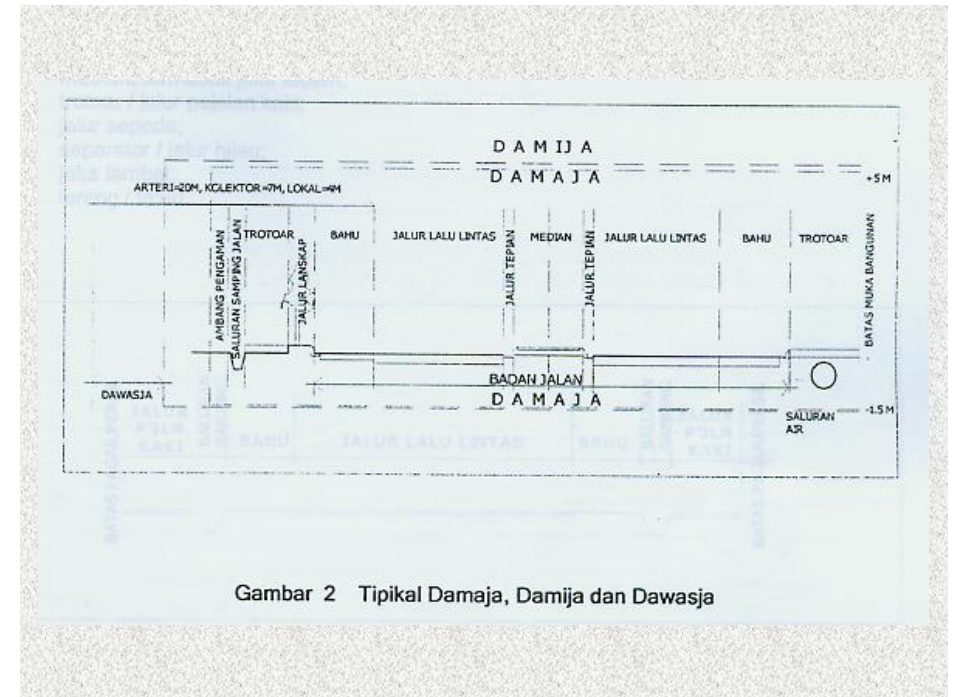
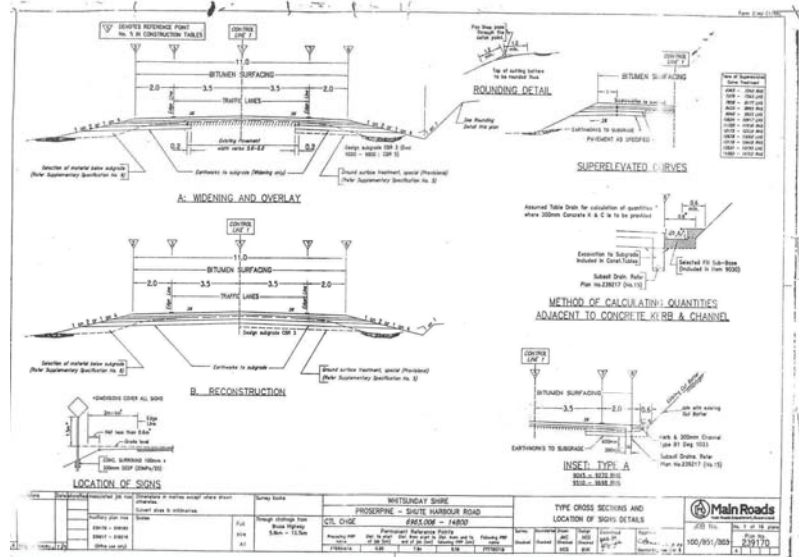


(e) The ends of the vertical curve are coincident with the corresponding ends of the horizontal curve

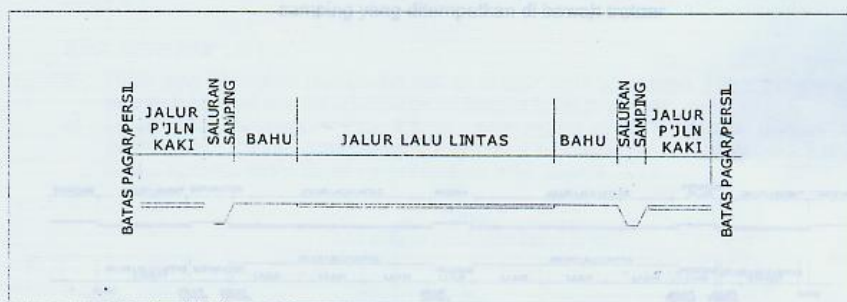
PLAN VIEW & LONGITUDINAL SECTION



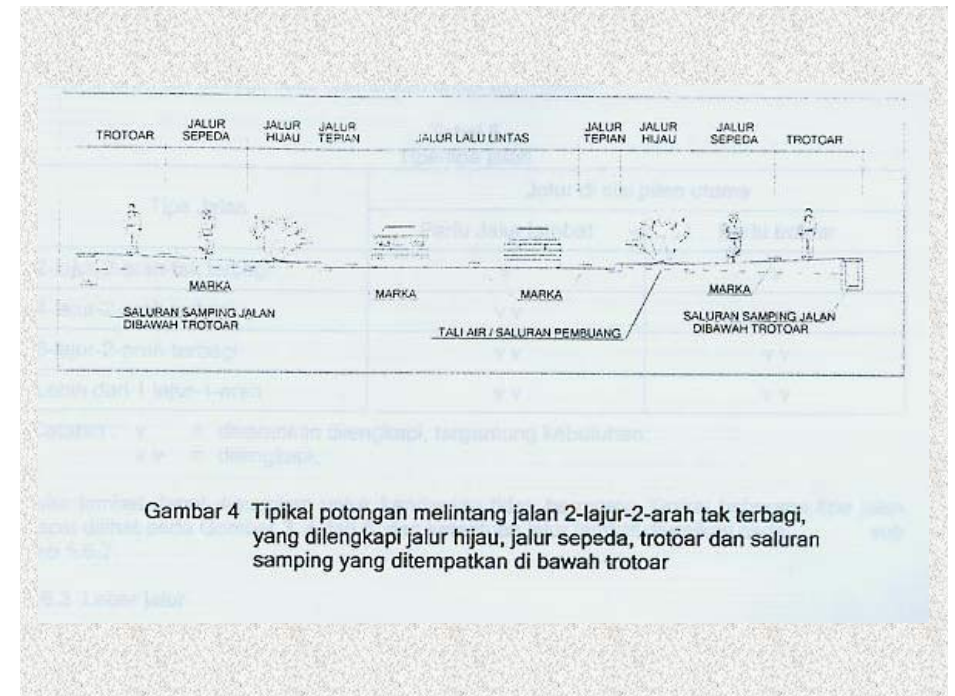
CROSS SECTION



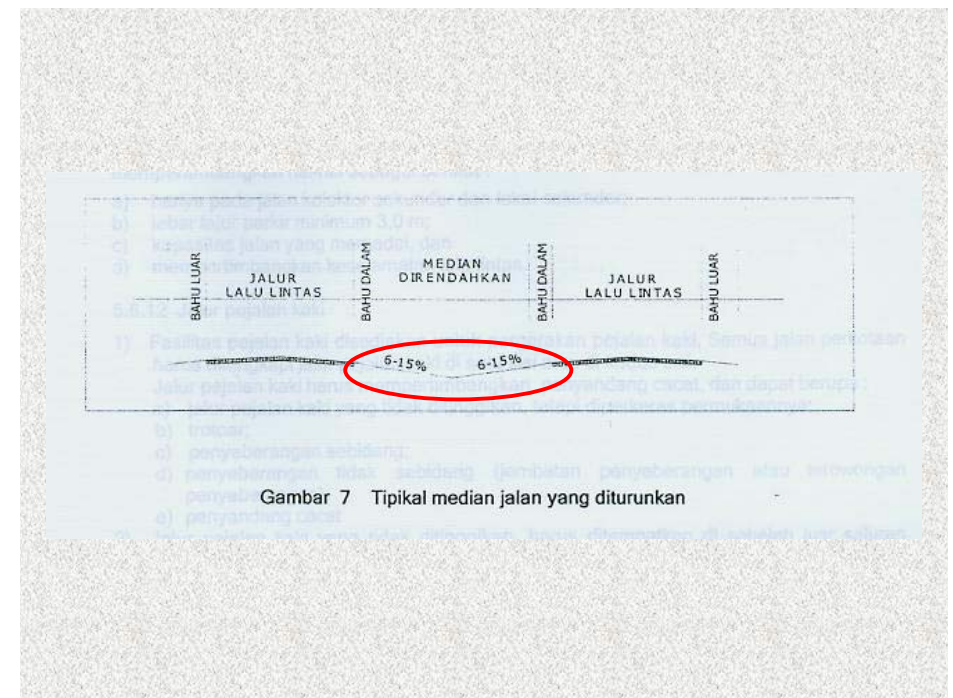
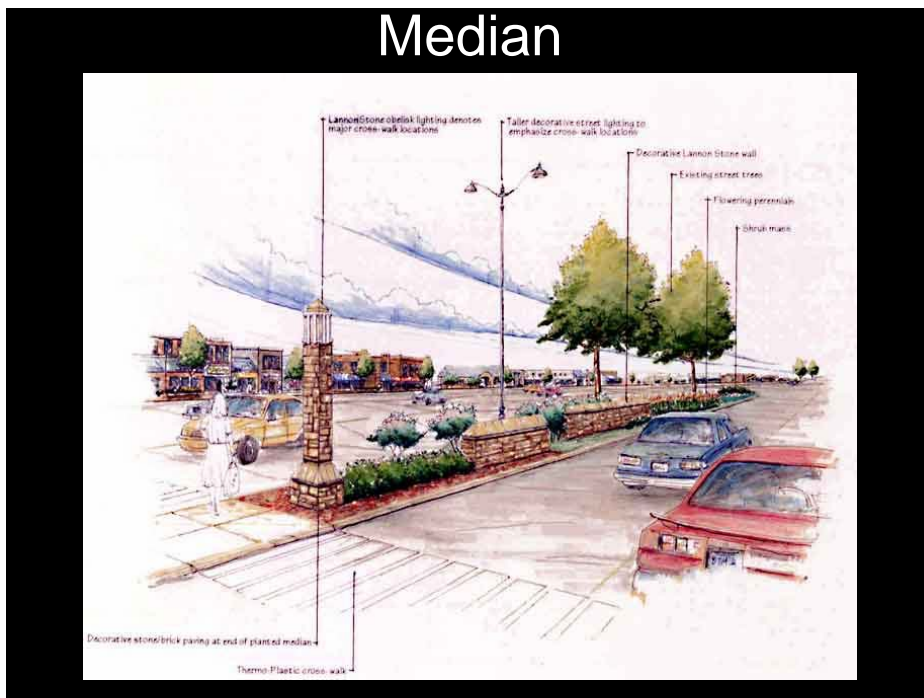
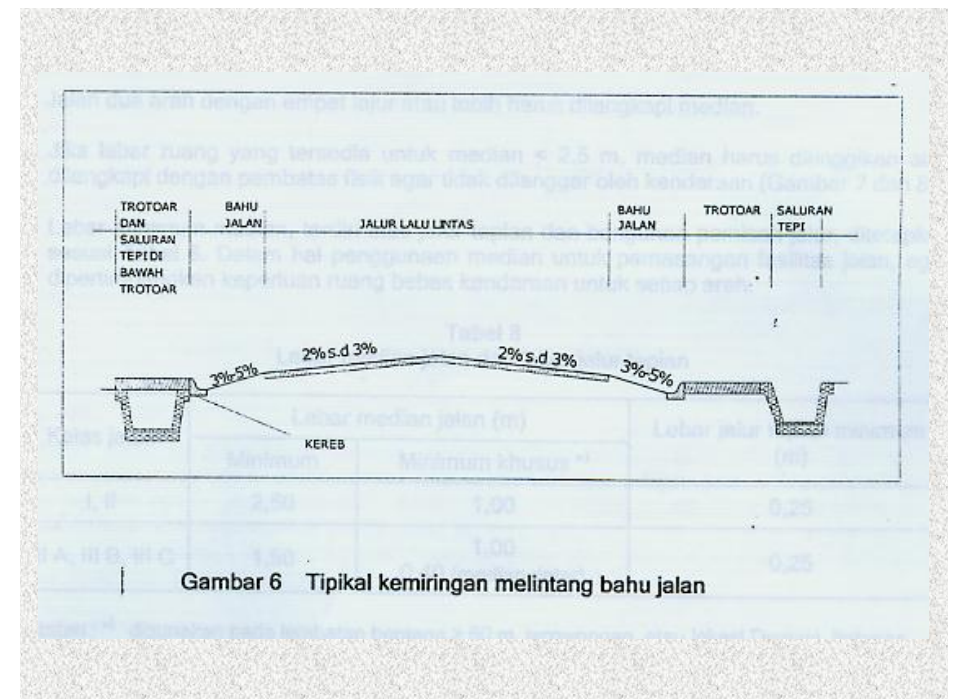
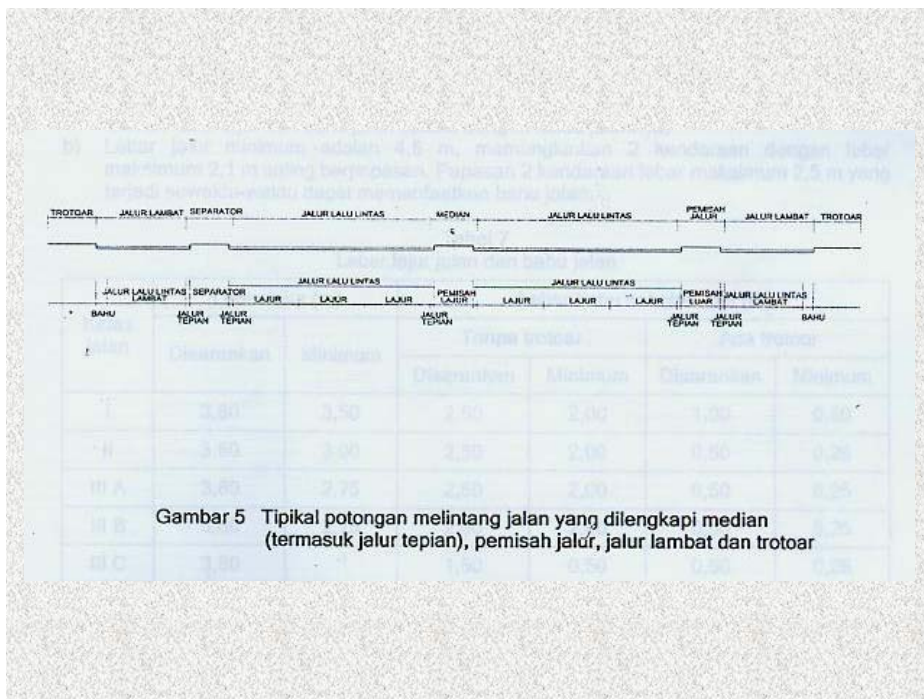
Gambar 2 Tipikal Damaja, Damija dan Dawasja

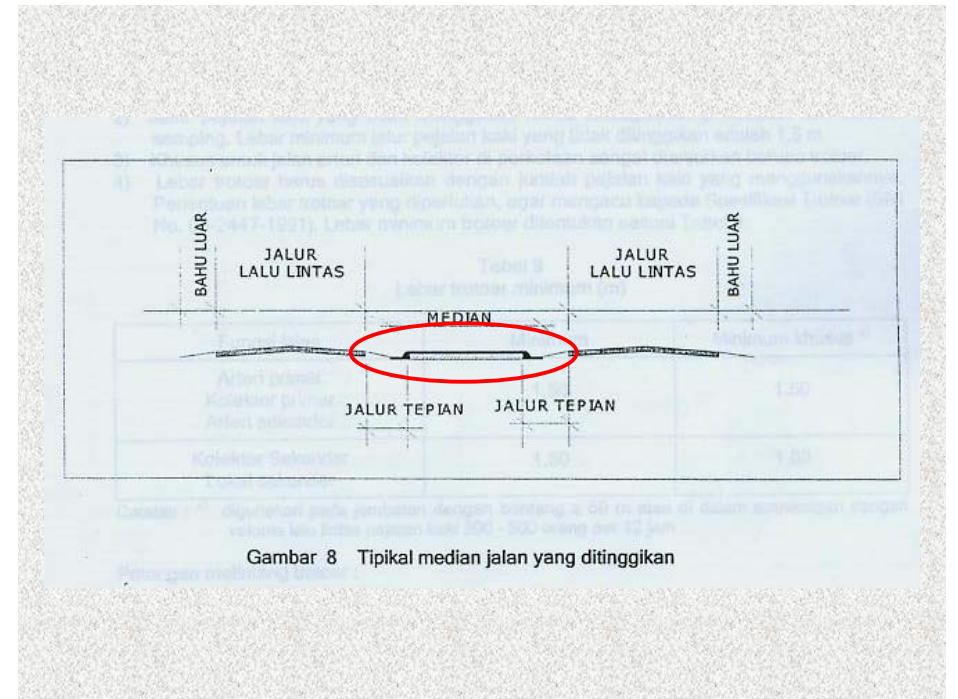


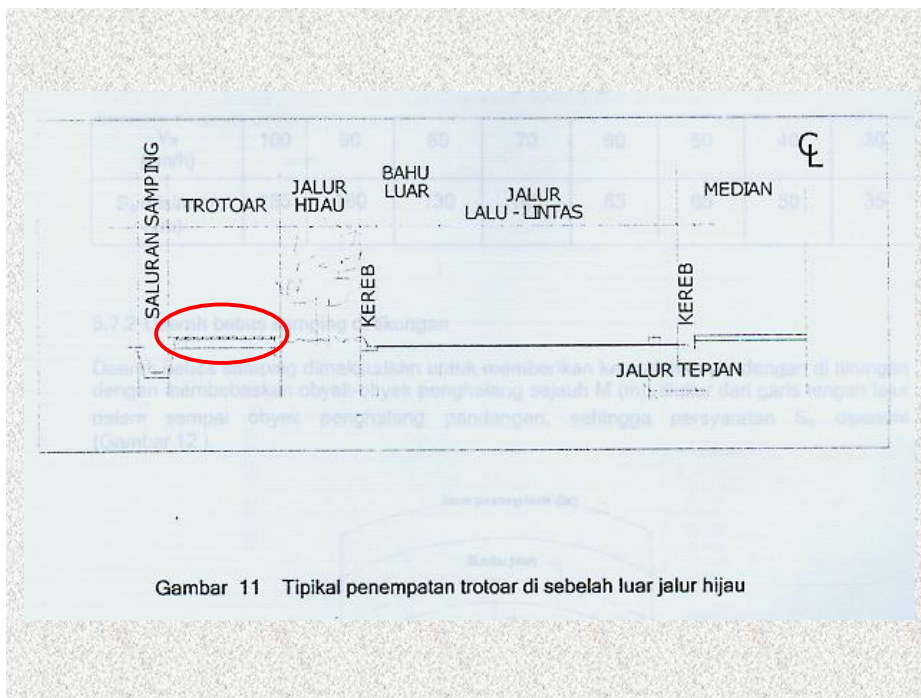
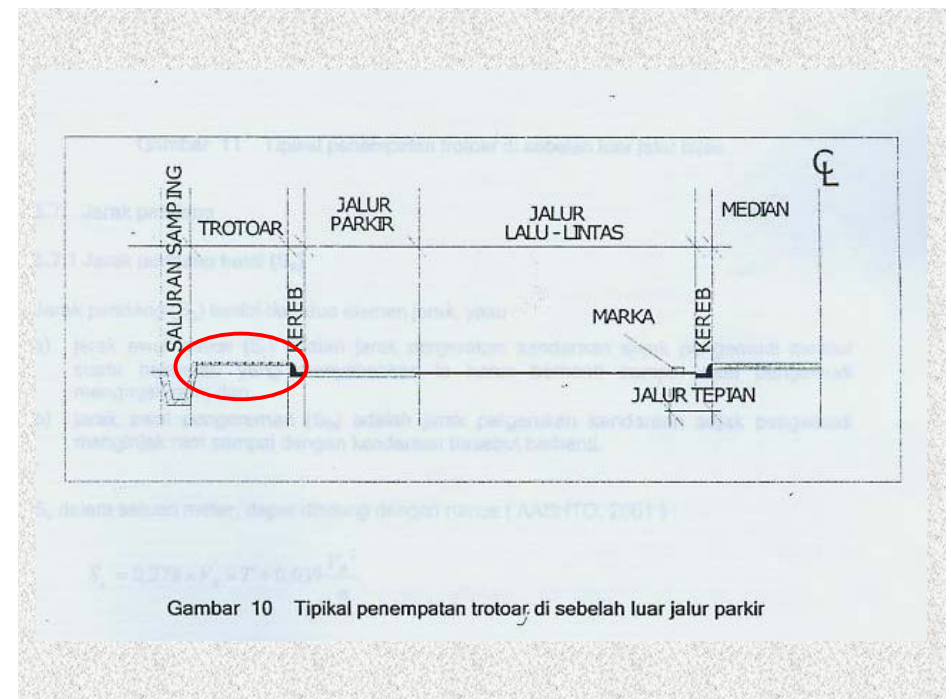
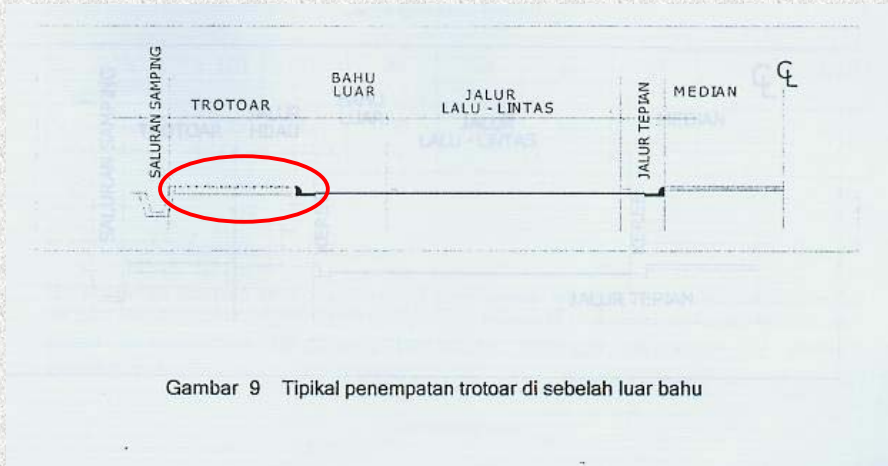
Gambar 3 Tipikal penampang melintang jalan perkotaan 2-lajur-2-arah tak terbagi yang dilengkapi jalur pejalan kaki



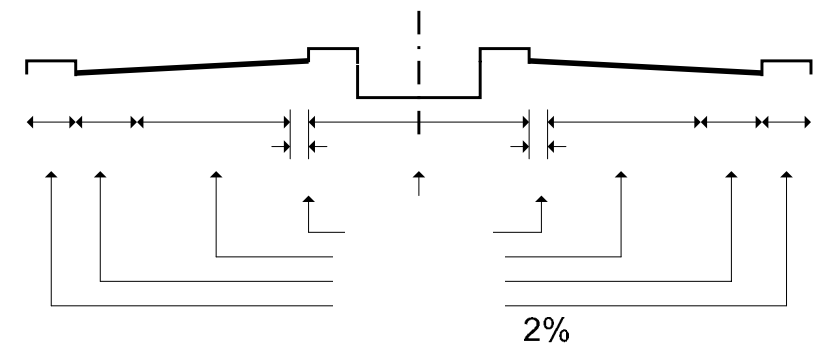
Gambar 4 Tipikal potongan melintang jalan 2-lajur-2-arah tak terbagi, yang dilengkapi jalur hijau, jalur sepeda, trotoar dan saluran samping yang ditempatkan di bawah trotoar





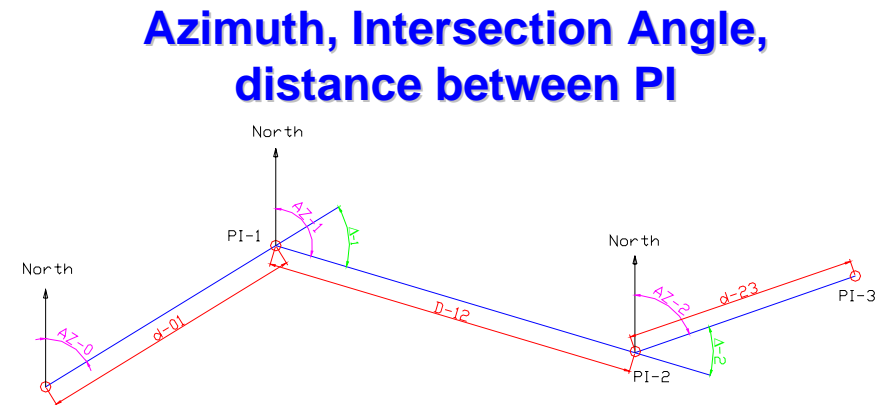
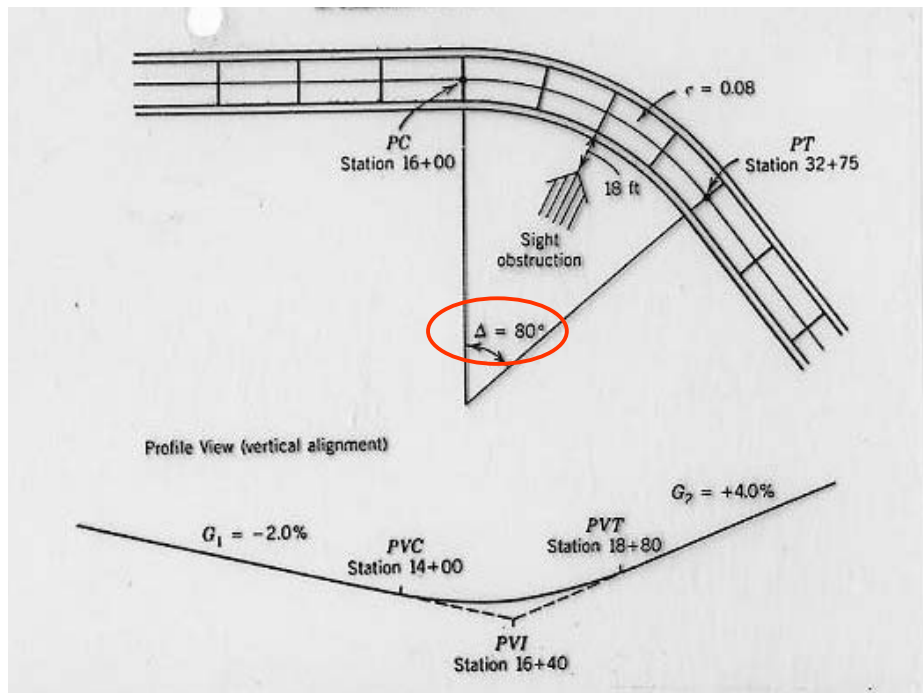


Potongan Melintang



1,50 2,00 3 x 3,00

12,0



Azimuth, Intersection Angle, distance between PI

PI	X	Y	Azimuth	Angle	Distance
Start	63.07	166.20			
			58.483		131.287
1	174.99	97.57		47.918	
			106.401		182.287
2	349.86	149.04		35.323	
			71.078		113.112
End	456.86	112.36			



