

LAMPIRAN

Tabel 2.1 Jarak Pandang Henti dengan Perhitungan Perlambatan

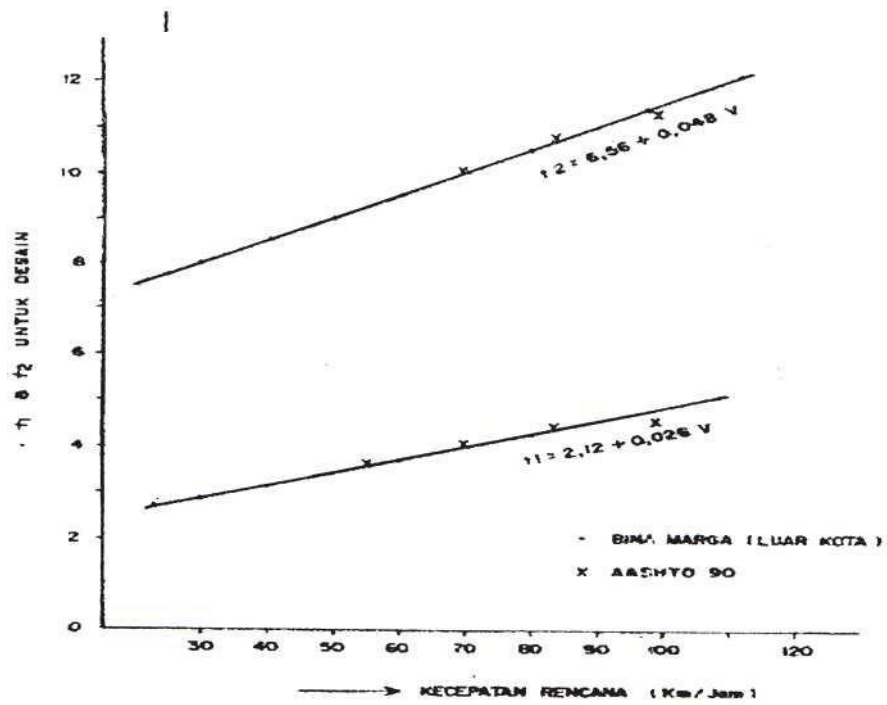
| Metric | | | | |
|----------------------------|-----------------------|------------------------|----------------------------|--------------------------|
| Kecepatan Rencana (Km/Jam) | Jarak Tanggap (meter) | Jarak Mengerem (meter) | Jarak Pandangan Henti | |
| | | | Dengan Perhitungan (meter) | Pada Perencanaan (meter) |
| 20 | 13.9 | 4.6 | 18.5 | 20 |
| 30 | 20.9 | 10.3 | 31.2 | 35 |
| 40 | 27.8 | 18.4 | 46.2 | 50 |
| 50 | 34.8 | 28.7 | 63.5 | 65 |
| 60 | 41.7 | 41.3 | 83.0 | 85 |
| 70 | 48.7 | 56.2 | 104.9 | 105 |
| 80 | 55.6 | 73.4 | 129.0 | 130 |
| 90 | 62.6 | 92.9 | 155.5 | 160 |
| 100 | 69.5 | 114.7 | 184.2 | 185 |
| 110 | 76.5 | 138.8 | 215.3 | 220 |
| 120 | 83.4 | 165.2 | 248.6 | 250 |
| 130 | 90.4 | 193.8 | 284.2 | 285 |

Sumber : A policy on Geometric Design of Highways And Streets, (AASHTO , 2001)

Tabel 2.2. Tabel Jarak Pandang Henti Minimum

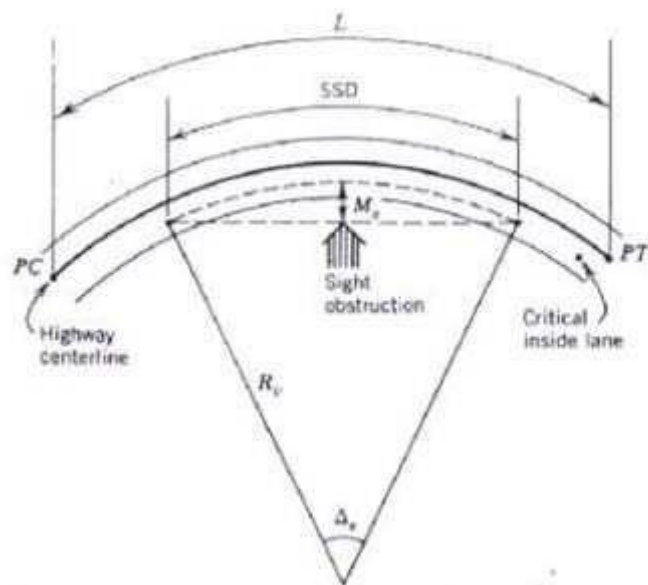
| Kecepatan Rencana (km/jam) | 120 | 100 | 80 | 60 | 50 | 40 | 30 | 20 |
|----------------------------|-----|-----|-----|----|----|----|----|----|
| Jh min | 250 | 175 | 120 | 75 | 55 | 40 | 27 | 16 |

Sumber : Tata Cara Perencanaan Geometrk Jalan Antar Kota , (Bina Marga ,1997)



Korelasi antara t_1 dan t_2

sumber : *Rekayasa Jalan (Sony Sulaksono Wibowo, 2009)*



Jarak Pandang pada Lengkung Horizontal

sumber : *Principles of Highway Engineering And Traffic Analysis (Mannering, 1990)*

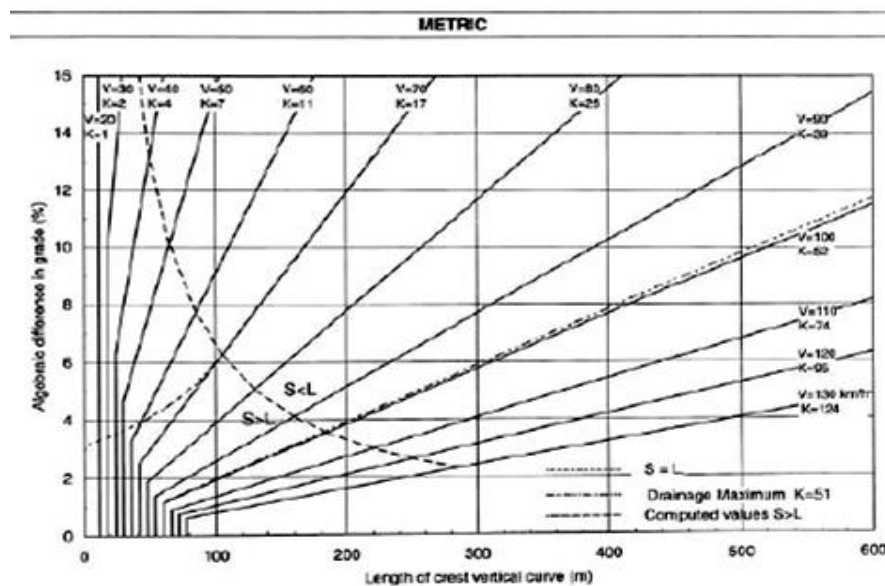
Tabel 2.6 Panjang minimum lengkung vertikal

| Kecepatan Rencana (km/jam) | Perbedaan Kelandaian Memanjang (%) | Panjang Lengkung Vertikal (m) |
|-------------------------------|--|-------------------------------------|
| < 40 km | 1 | 20-30 |
| 40 s/d 60 | 0,6 | 40-80 |
| > 60 | 0,4 | 80-150 |

sumber : *A Policy on Geometric Design for Highways and Streets, (AASHTO 2001)*

Tabel 2.6 Nilai C untuk beberapa h₁ dan h₂ berdasarkan AASHTO & Bina Marga

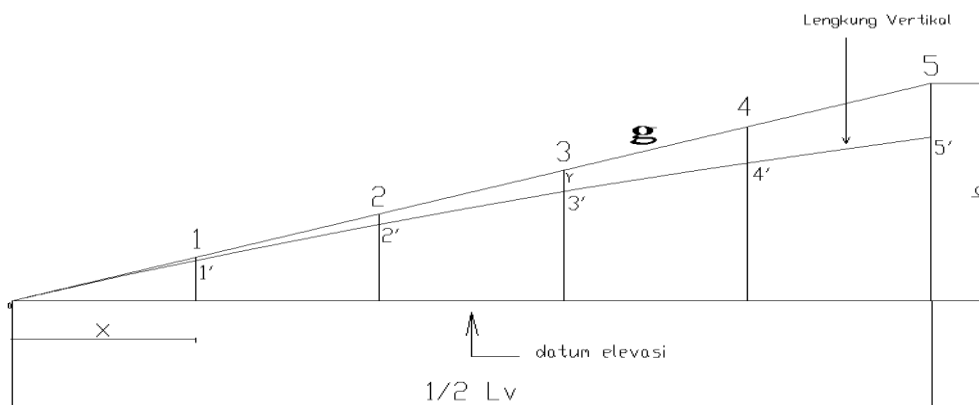
| | AASHTO 2001 | | Bina Marga 2005 | |
|--|-------------|------|-----------------|------|
| | JPH | JPM | JPH | JPM |
| Tinggi mata pengemudi (h ₁), (m) | 1,08 | 1,08 | 1,20 | 1,20 |
| Tinggi Objek (h ₂), (m) | 0,60 | 1,08 | 0,10 | 1,20 |
| Konstanta C | 658 | 864 | 399 | 960 |



sumber : *A Policy on Geometric Design for Highways and Streets, (AASHTO 2001)*

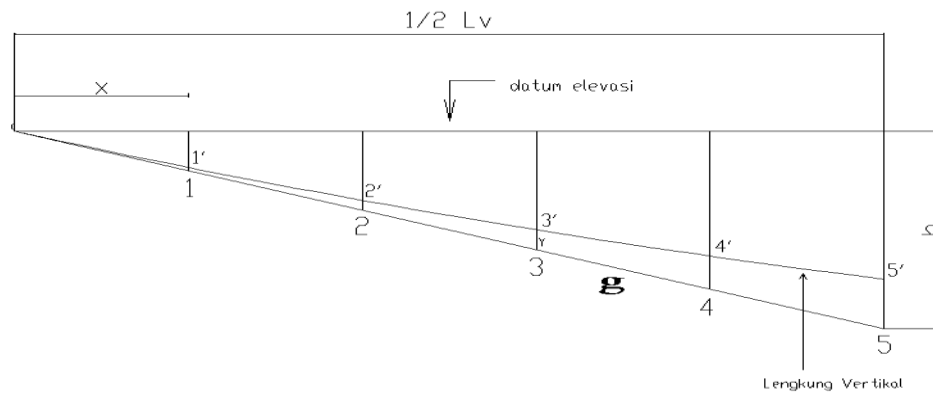
Perbedaan h_1 dan h_2 antara Bina Marga dan AASHTO untuk jarak pandangan bebas dibawah bangunan

| | Bina Marga 2005 | AASHTO 2001 |
|--|----------------------------|--------------------|
| Tinggi mata pengemudi truk, m | 1,80 m | 2,4 m |
| Tinggi objek (lampu belakang kendaraan), m | 0,50 m | 0,6 m (2 ft) |
| Ruang bebas vertikal minimum (C), m | Minimal 5,0 m | Minimal 5,0 m |



Gambar Segmen Untuk Lengkung Vertikal Cembung

sumber : Rekayasa Jalan (Sony Sulaksono Wibowo, 2009)



sumber : *Rekayasa Jalan (Sony Sulaksono Wibowo, 2009)*

Klasifikasi Menurut Kelas Jalan

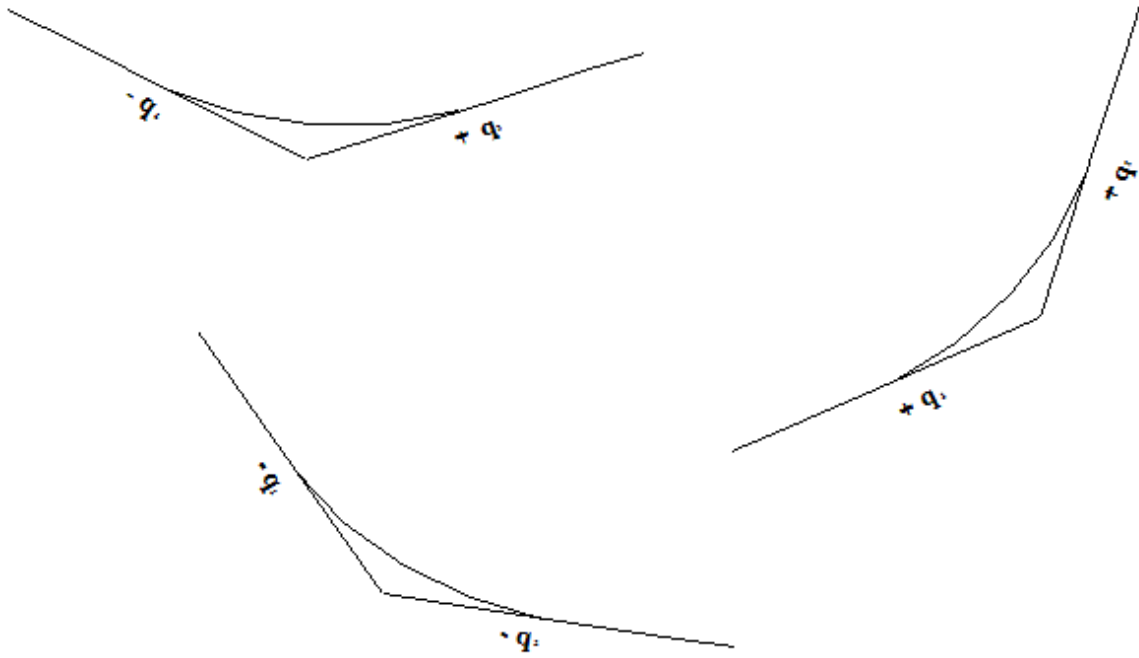
| Fungsi | Kelas | Muatan Sumbu Terberat MST (ton) |
|----------|-------|---------------------------------|
| Arteri | I | >10 |
| | II | 10 |
| | III A | 8 |
| Kolektor | III A | 8 |
| | III B | |

Sumber : *Tata Cara Perencanaan Geometrik Jalan Antar Kota, (Bina Marga 1997)*

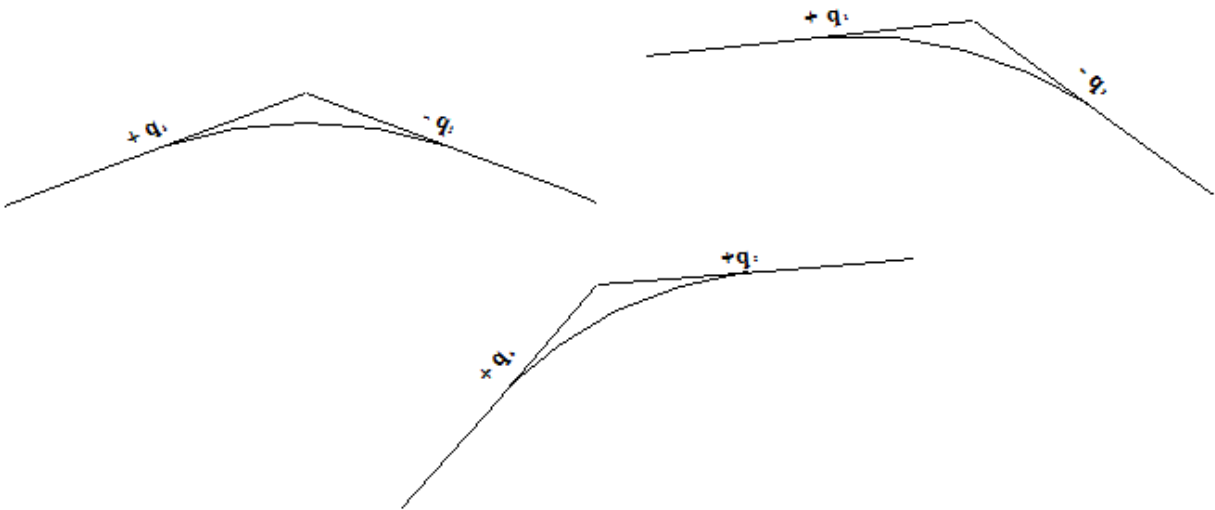
Kecepatan Rencana Sesuai Fungsi dan Klasifikasi Medan Jalan

| Fungsi | Kecepatan Rencana, V_R Km/jam | | |
|----------|---------------------------------|---------|------------|
| | Datar | Bukit | Pegunungan |
| Arteri | 70 - 120 | 60 - 80 | 40 - 70 |
| Kolektor | 60 - 90 | 50 - 60 | 30 - 50 |
| Lokal | 40 - 70 | 30 - 50 | 20 - 30 |

Sumber : *Tata Cara Perencanaan Geometrik Jalan Antar Kota, (Bina Marga 1997)*



Alinyemen Vertikal Cekung



Alinyemen Vertikal Cembung



