



MAJLIS PERBANDARAN SELAYANG
PERSIARAN 3, BANDAR BARU SELAYANG,
68100 BATU CAVES,
SELANGOR DARUL EHSAN

CADANGAN JALAN
DI DALAM KAWASAN
MAJLIS PERBANDARAN
SELAYANG

Pembantu Teknik Awam
Jabatan Kejuruteraan

(SHAIFUL NOR ADIL BIN MOHD JAYA)
Jurutera
Jabatan Kejuruteraan

(EN. OTHMAN BIN IDRIS)
Pengarah
Jabatan Kejuruteraan

Tajuk Lukisan

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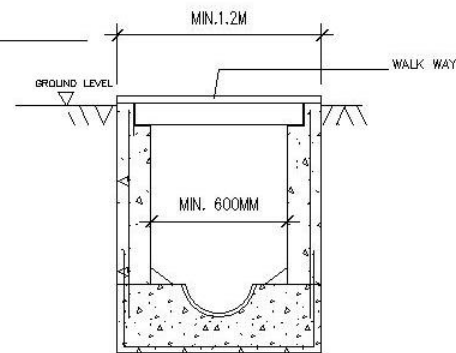
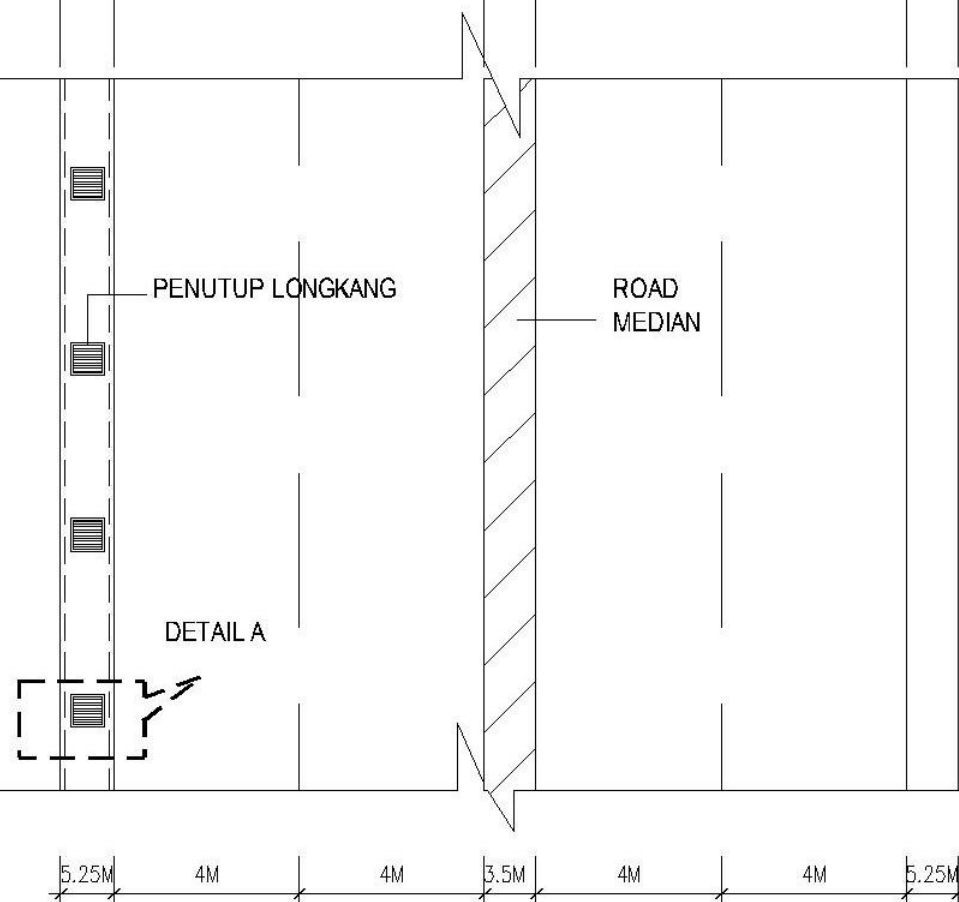
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5.25M	8M	3.5M	8M	5.25M	100' / 30M
10.1M	8M	4M	8M	10.1M	132' / 40M
2.01M	8M	NIL	8M	2.01M	66' / 20M



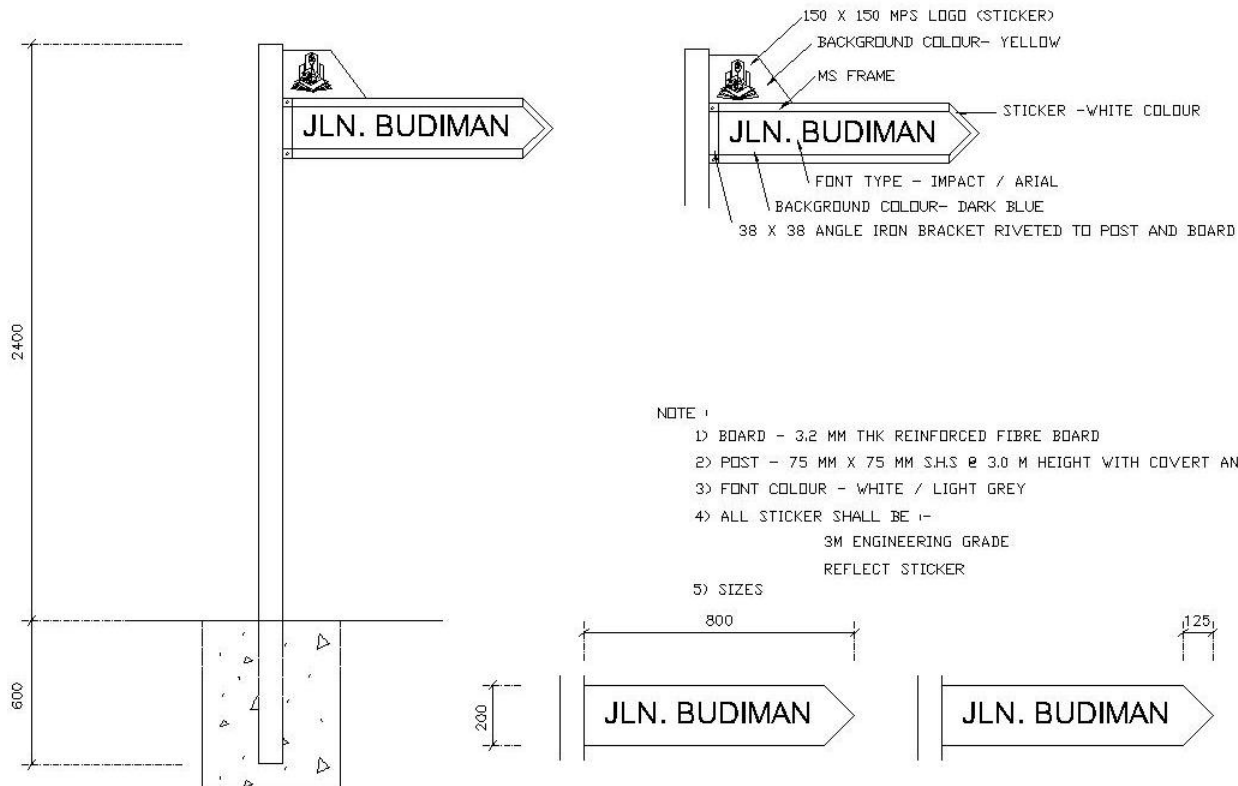
DETAIL A

NOTE:

1. RUJUKAN BERSAMA JADUAL MPS/GP/JP01
2. ROAD MARKING HENDAKLAH MENGGUNAKAN TERMOPLASTIC
3. SETIAP SUMP MENGGUNAKAN HOT DIPPED GALVANIZED M.S GRATING

KETEBALAN ROAD MARKING

1. LINE TEPI 150MM
2. LINE TENGAH 100MM
3. 600mm SPEED BRAKE
4. 1.5mm ZIBRA CROSSING



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PELAN NAMA JALAN

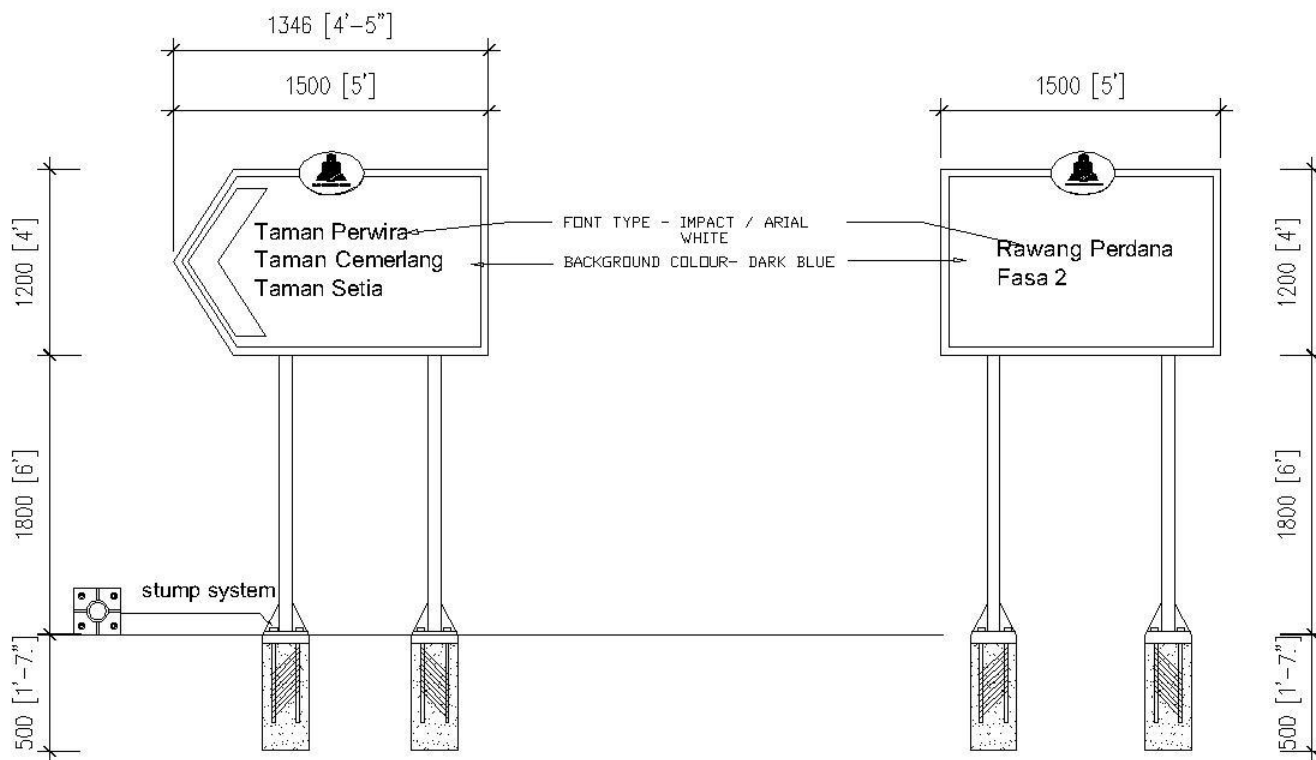
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Note :

Kepingan permukaan dari Aluminium composite 3.0m.
Bingkai dari Angel Iron,
U bolt and nat pengikat tiang dan permukaan,
Stiker permukaan dan tulisan dari Engineering grade (pantulan cahaya),
Tiang dari M.S black pipe $\varnothing$ 100mm yang dicat anti karat pada permukaan
semua kerangka besi dicat kilat pada lapisan luaran semua bahagian kerangka.



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PELAN NAMA TAMAN

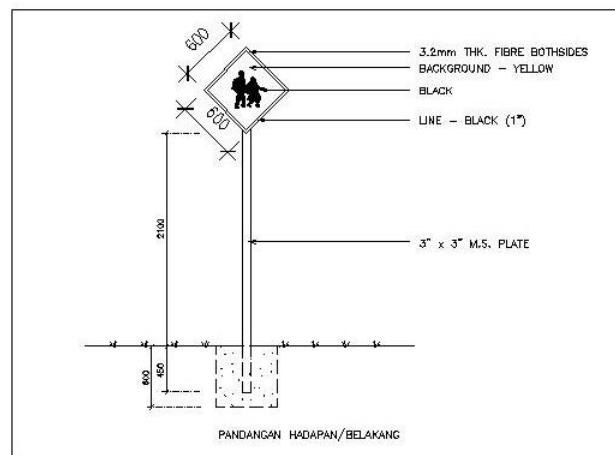
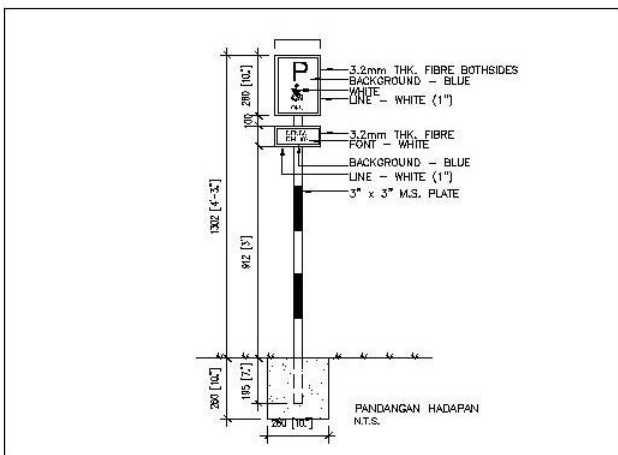
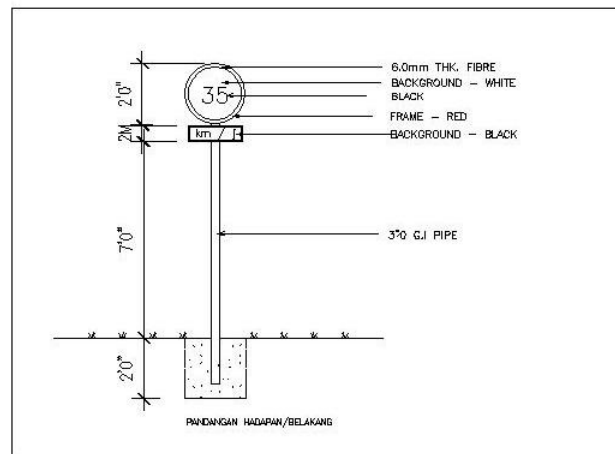
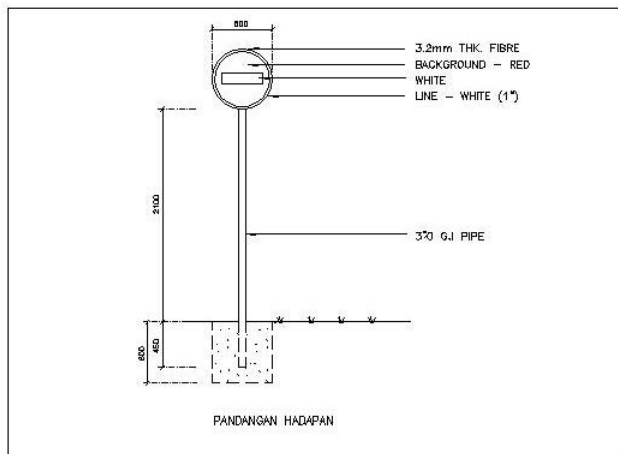
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PAPAN TANDA

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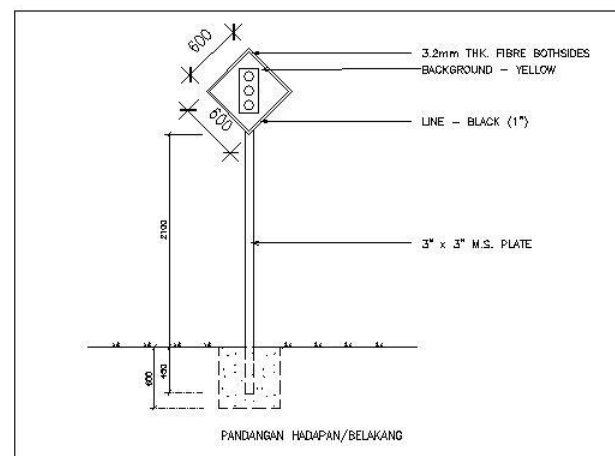
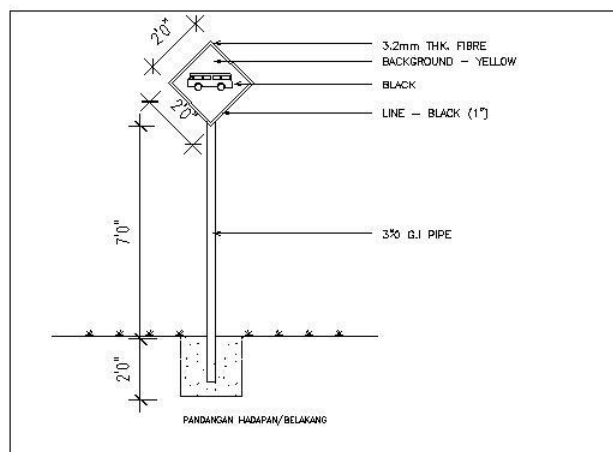
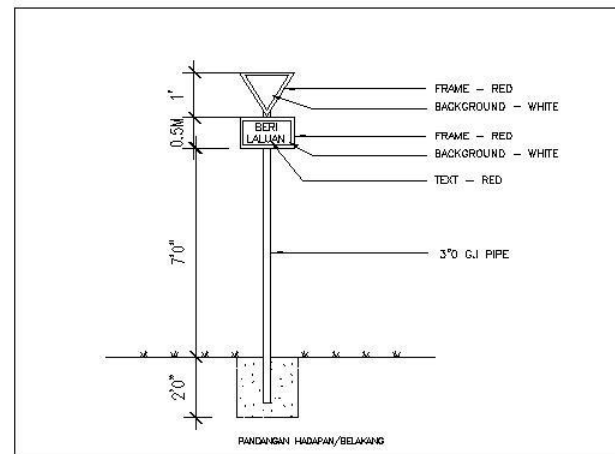
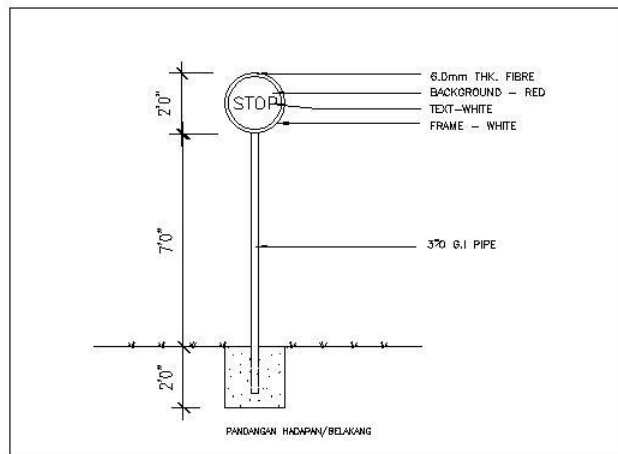
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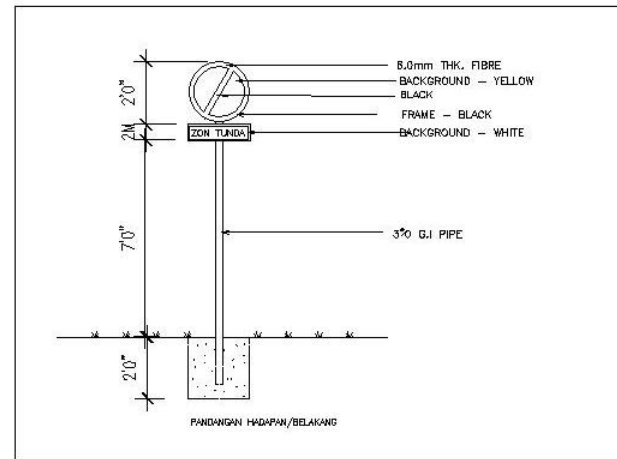
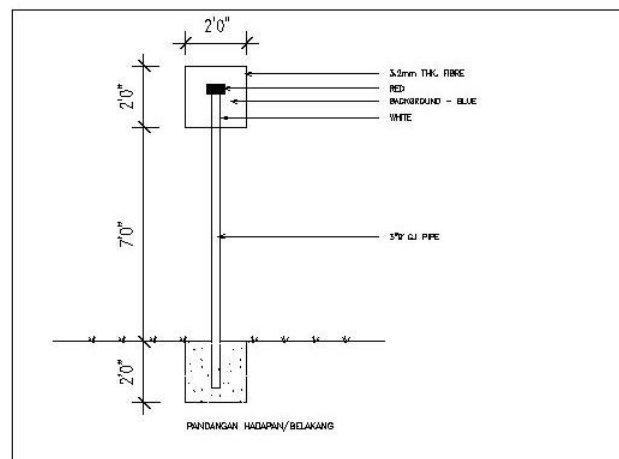
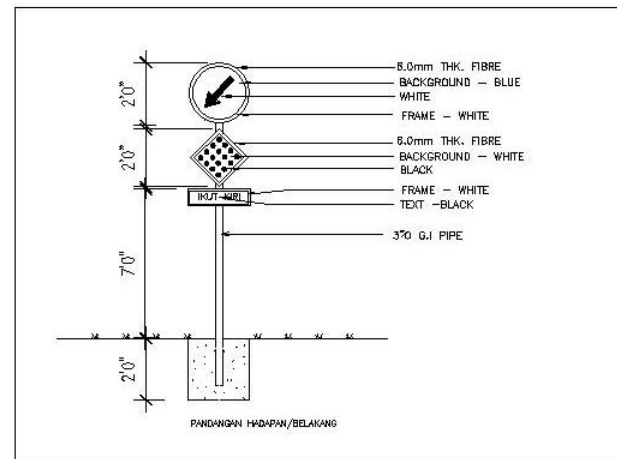
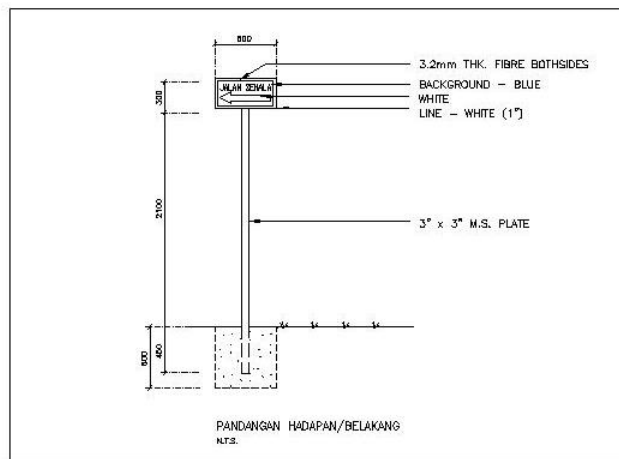
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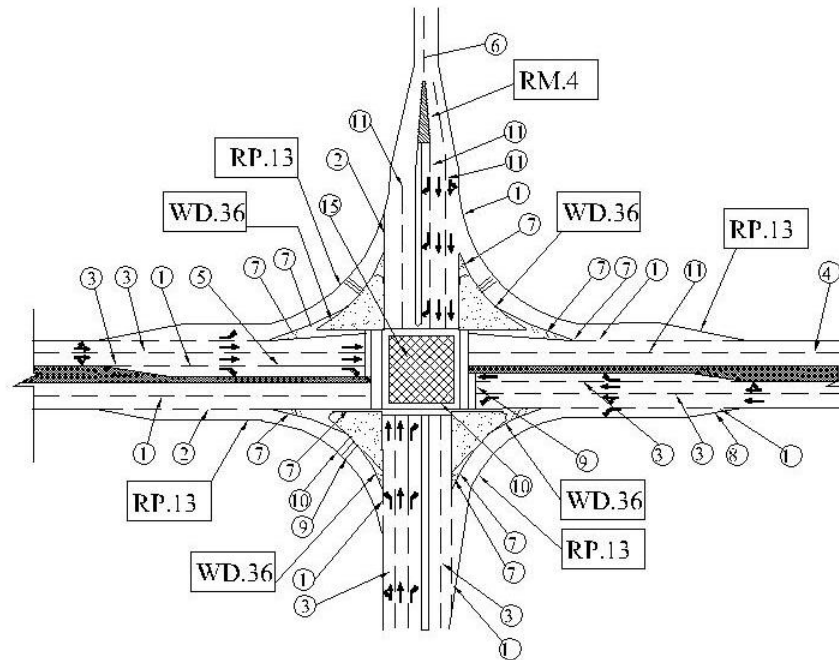


FIGURE:5-1 TYPICAL LANE AND PAVEMENT MARKINGS

1. CONTINUITY (S 1M - G 2 W 150MM)
2. GIVE WAY LINE (S 300MM W 200MM) WHERE THE LENGTHS OF TAPER ARE SHORT
3. LANE LINE (S 1M - G 1.5M - W 100MM) IN URBAN AREA WITH CENTRAL MEDIAN
4. LANE LINE (S 4.5M - G 7.5M - W 100MM) IN URBAN AREA WITH CENTRAL MEDIAN
5. CHANNELISING LINE (CONTINUOUS 150MM WIDTH)
6. CENTRE LINE (S 4.5M - G 7.5M WIDTH 100MM) IN RURAL AREA
7. EDGE LINE AT TRAFFIC ISLAND (W 150MM)
8. EDGE LINE AT ROADSIDE (W 150M) WHITE FOR CONTINUOUS GUIDE AND YELLOW FOR PROHIBITION OF PARKING
9. STOP LINE (CONTINUOUS 300MM WIDTH) AND CONTINUOUS 450MM OR 600MM WIDTH WITH PEDESTRIAN LINE.
10. PEDESTRIAN LINE (CONTINUOUS 300MM WIDTH)
11. LANE LINE (S 2.5M - G 4.5M - W 100MM) ON CURVE AND LOW SPEED AREA WITH CENTRAL MEDIAN.
12. DOUBLE LINE (W 100MM) FOR NO OVERTAKING ON CURVE.
13. CENTRE LINE FOR SINGLE CARRIAGEWAY IN URBAN AREA (S 1M - G 1.5M - W 100MM) FOR DUAL CARRIAGEWAY WITHOUT CENTRAL MEDIAN (S 1M - G 1.5M - W 100MM OR DOUBLE LINE)
14. CENTRE LINE (S 2.5M - G 4.5 W 100MM) ON CURVE AND LOW SPEED AREA IN RURAL AREA
15. YELLOW BOX LINE

S STROKE - G GAP - W WIDTH



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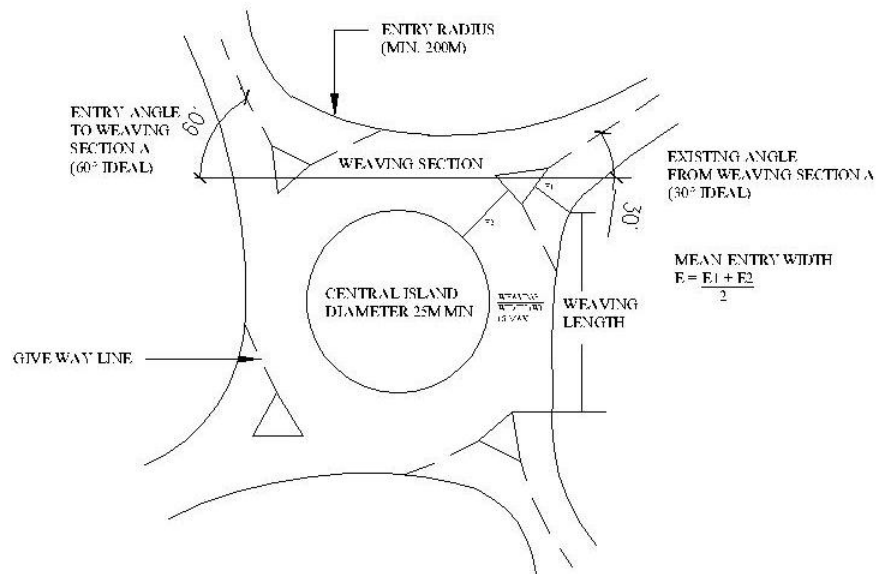
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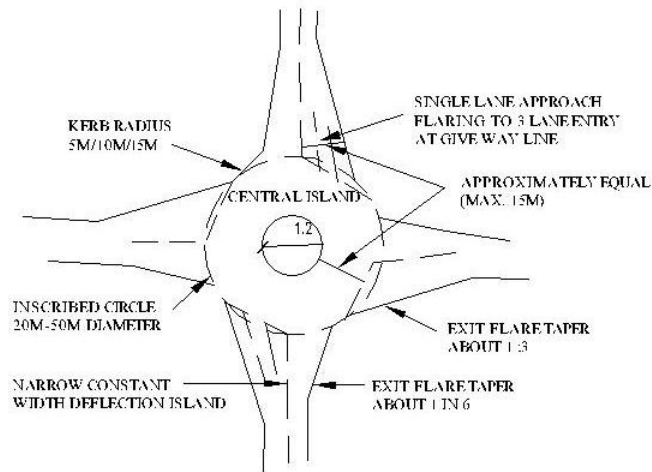
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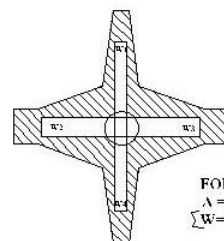


A) CONVENTIONAL ROUNDABOUT : LAYOUT



B) SMALL ROUNDABOUT : LAYOUT

FIGURE 4-5 : NOTATION FOR CAPACITY CALCULATION



FOR CAPACITY CALCULATION
A = SHADED AREA
 $\sum W = W1 + W2 + W3 + W4$



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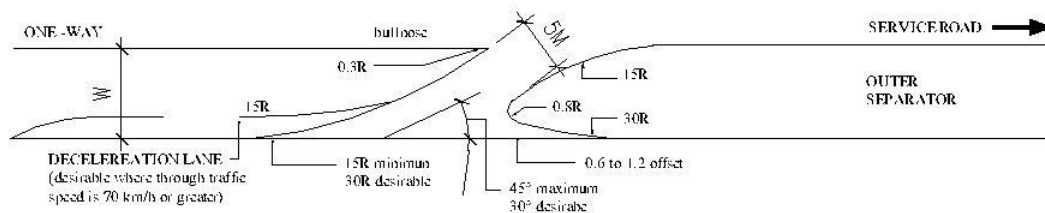
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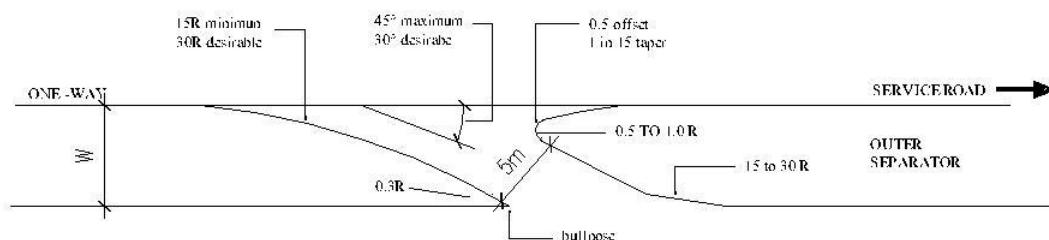
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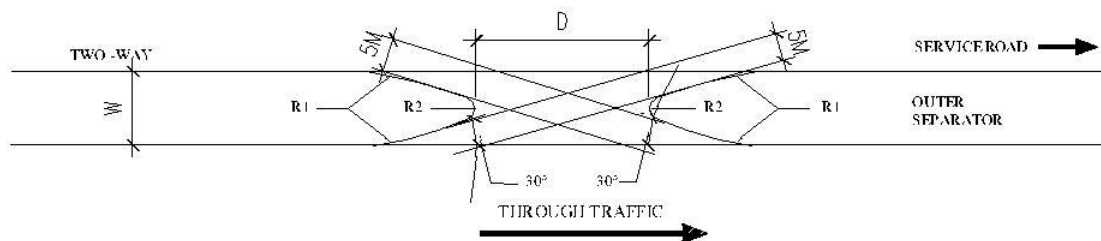
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THROUGH TRAFFIC →
ONE - WAY ENTRANCE TO A SERVICE ROAD



THROUGH TRAFFIC →
ONE - WAY EXIT FROM A SERVICE ROAD



THROUGH TRAFFIC →
TWO - WAY BETWEEN THROUGH SERVICE ROAD

radius		
outer separator width w (m)	R1 (m)	R2 (m)
5-10	15	0.2 w
11-15	23	0.2 w
16-25	30	0.2 w

outer separator openings

FIGURE 3.27



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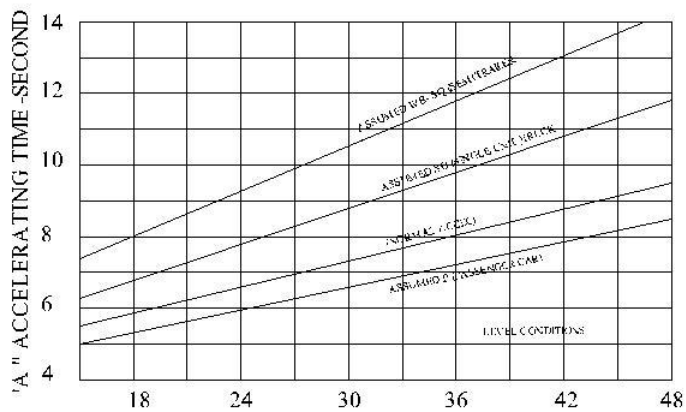


FIGURE 3-4 : SIGHT DISTANCE AT INTERSECTIONS DATA ON ACCELERATION FROM STOP

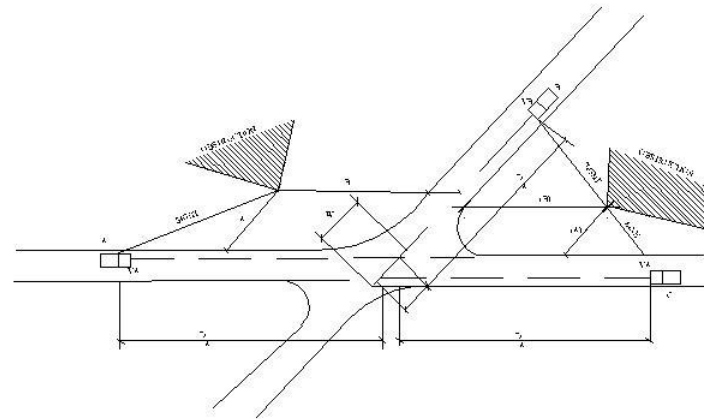


FIGURE 3-5 : SIGHT DISTANCE AT INTERSECTIONS EFFECT OF SKEW



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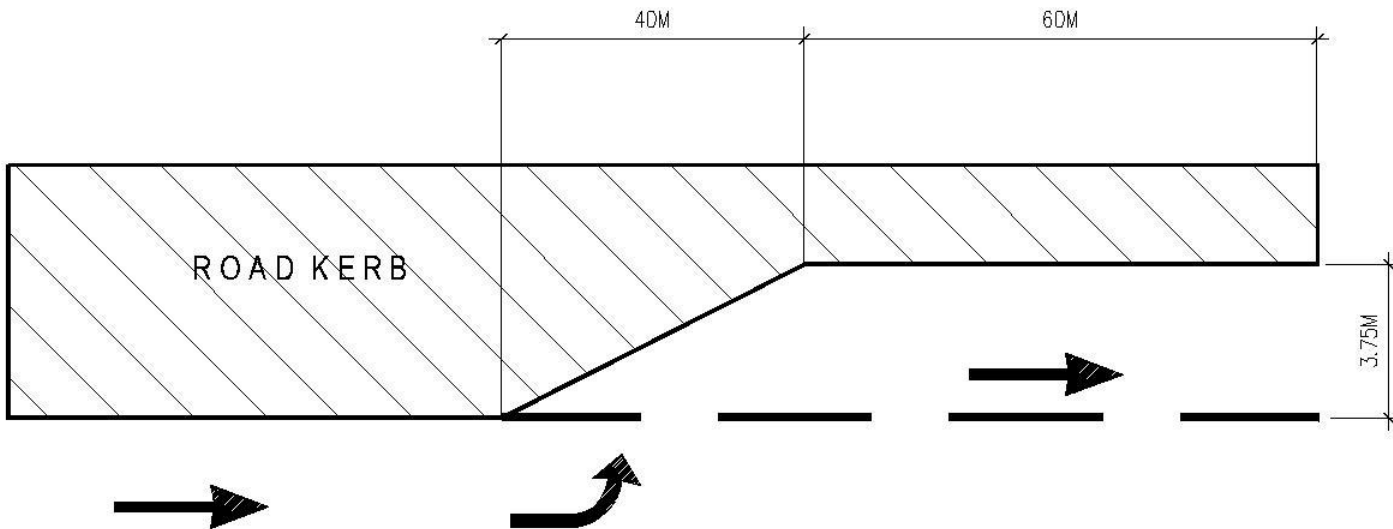
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LORONG PERCEPATAN/PERLAMBATAN

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MPs/GP-JP 07-01 (Percepatan/Perlambatan)

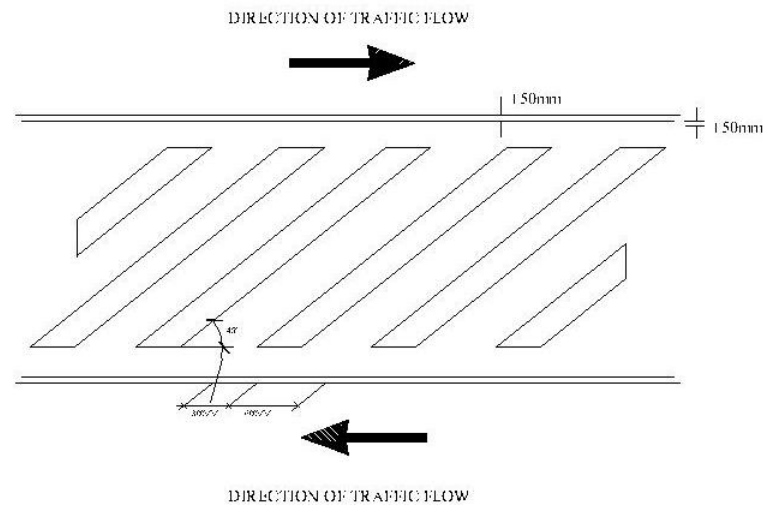


FIGURE 3-25 : PAINTED ISLAND

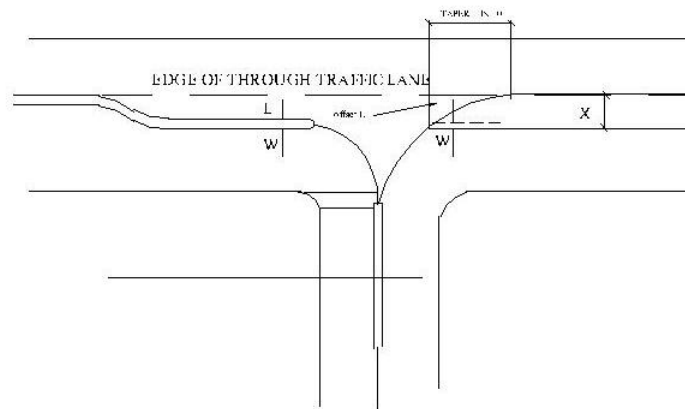


FIGURE 3-26 : MEDIAN OPENING



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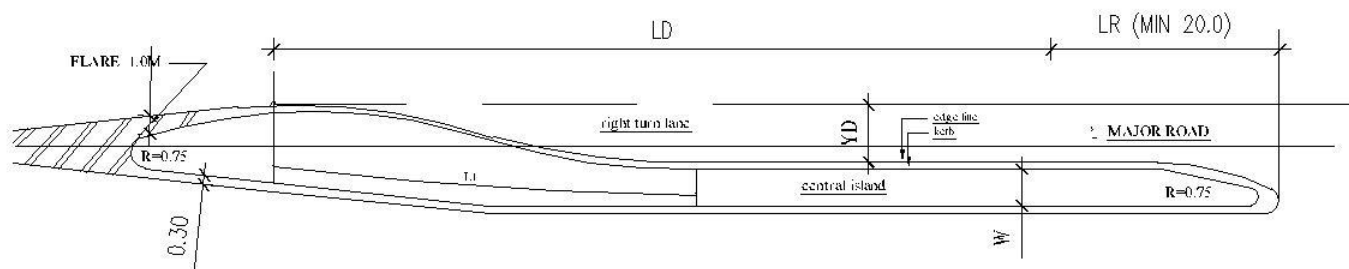
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A) LAYOUT



B) LENGTH OF TAPER

$$L1 = \frac{1}{3} V \sqrt{VD}$$

WHERE

V = design speed km/h

VD = width of right turn lane (m)

LT = may be rounded to the nearest multiple of 5m

C) WIDTH OF CENTRAL ISLAND

	yd (m)	w (m)		
		pedestrian refuge	signal pedestal no pedestrians	no signal of pedestrians
desirable	3.75	2.50	2.50	2.50
minimum	3.5	2.50	1.80	1.20

D) DECELERATION LENGTH, LD (M)

gradient in %		design speed in km/h							
		20	30	40	50	60	80	100	
Uphill	4	20	28	41	54	72	108	153	
	2	20	30	45	60	80	120	170	
Level	0	20	30	45	60	80	120	170	
	2	20	30	45	60	80	120	170	
Downhill	2	20	30	45	60	80	120	170	
	4	20	34	53	72	96	144	204	

FIGURE 3-8 : RIGHT-TURN LANES

NOTES

1. The length of the reservoir space shall be rounded upwards to the nearest multiple of 5m
2. Deceleration lengths for other gradients may be found by interpolation or up to 6% by extrapolation
3. All dimensions are in m



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for design of s-curve
see figure : 3-28



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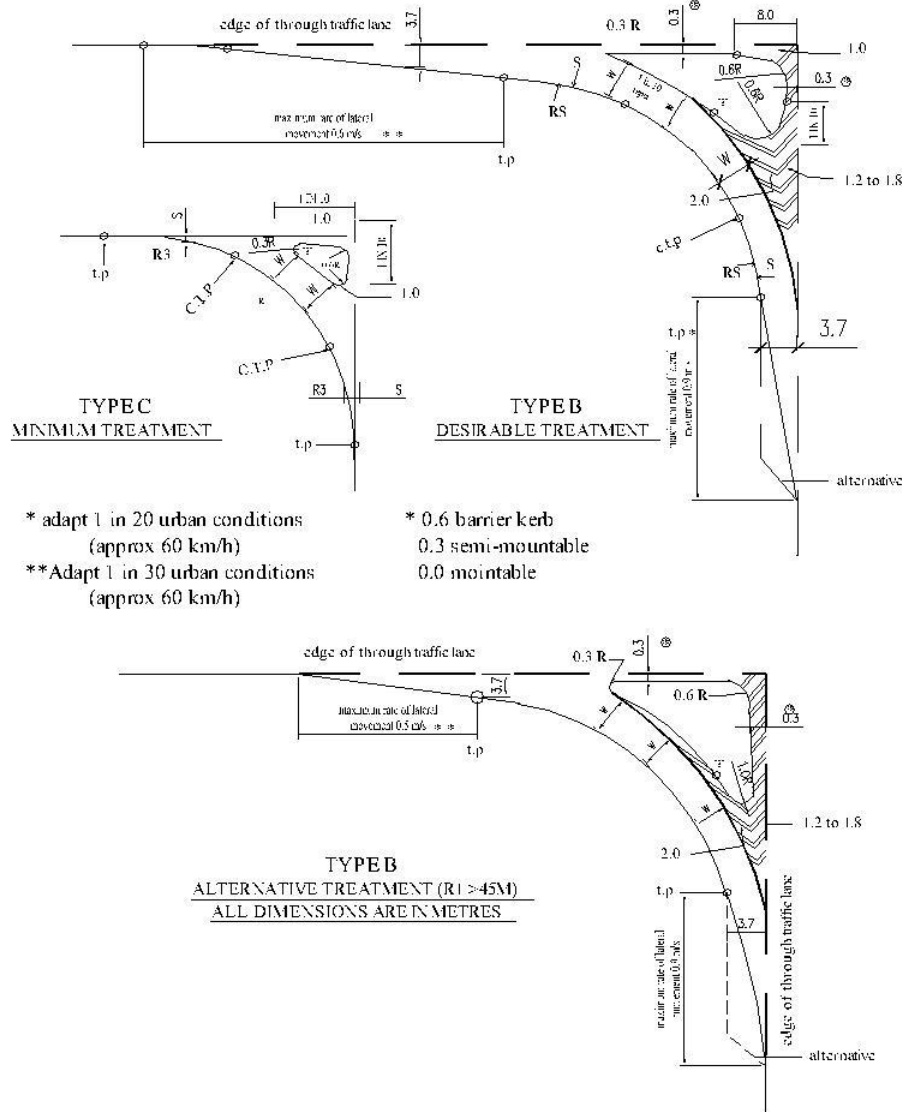
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R1	W1	W2	W3	S
12	6.5	7.5	10.3	1.5
14	6.2	7.2	10.1	1.4
16	6.0	7.1	9.9	1.3
18	5.9	6.9	9.7	1.3
20	5.7	6.8	9.6	1.2
22	5.6	6.7	9.5	1.2
24	5.5	6.6	9.4	1.1
26	5.4	6.5	9.3	1.1
28	5.4	6.5	9.2	1.1
30	5.3	6.4	9.1	1.0
45	5.0	6.1	8.8	0.9
60	4.8	5.9	8.6	0.9
90	4.6	5.8	8.4	0.8
120	4.5	5.7	8.3	0.7
150	4.5	5.6	8.2	0.7

where $R1 = 12m$ to $30m$

$R2 = 1.5 R1$

$R3 = 3 R1$

where $R1 = 30m$ to $45m$

$R2 = 2 R1$

$R3 = 2 R1$

where $R1 > 45m$ single rad. acceptable

LANE WIDTHS

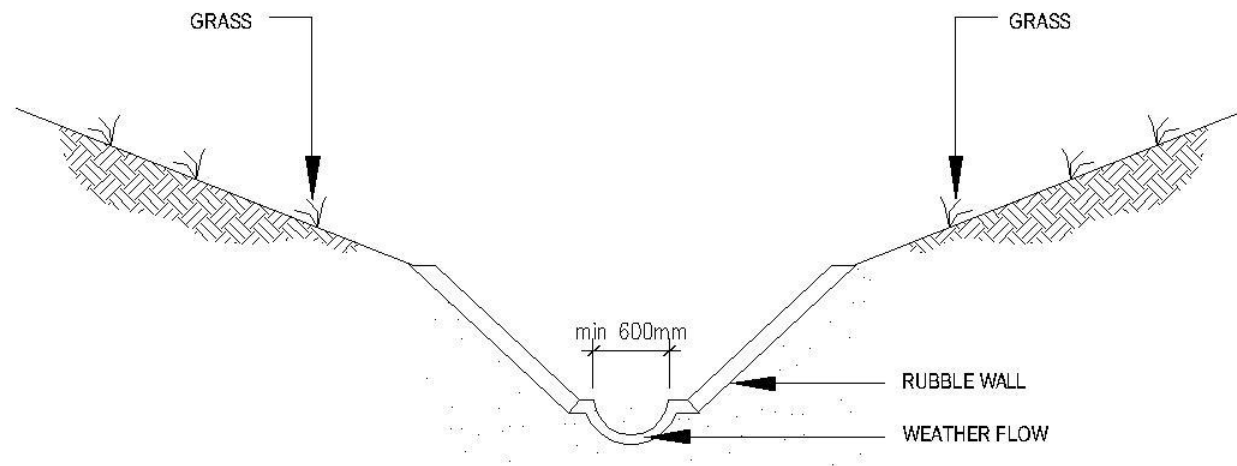
W1 = single-lane flow

W2 = single - lane flow with provision for
passing a stalled vehicle

W3 = two - lane flow

traffic condition : sufficient su vehicles to govern design but some
consideration for semitrailer vehicles

**FIGURE 3-13 : DESIGN OF SEPARATE
LEFT-TURN LANES**



V-SHAPE DRAIN



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V-SHAPE DRAIN

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DILUKIS: AMIN

DISEMAK: SHAIFUL

TARIKH: DEC 2011

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MPS/GP-JP/09 (Pant Monsun)