

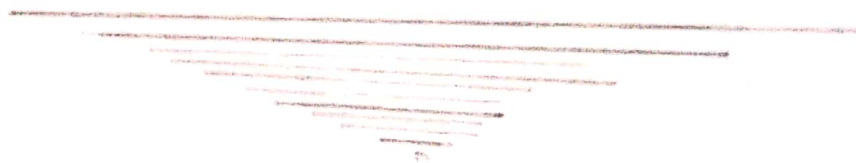
Name: Owais Humayoun

ID 7869

Section 'B'

Subject: Highway and Traffic engineering

Submitted to: Dr Nadeem.



(1)

Q No 1 Keeping in view modes of transportation
Compare railways with highways

Highway ::

- 1) In highway the frequency of accident are more.
- 2) The maintenance cost is less.
- 3) It is suitable for any distance.
- 4) Door to door service are available
- 5) The load carrying capacity is less.

Railway ::

- 1) In Railway the frequency of accident is less.
- 2) The maintenance cost is more.
- 3) It is suitable for long distance.
- 4) Door to door service is not available
- 5) The load carrying capacity is more.

Q No 2

(2)
You are a transportation Engineering
You have been tasked to conduct
office study as a preliminary step
for design of new highway
what reference material you will
study and what data you will extract

Ans.:
==

Being a transportation engineer I will consider
the following steps for office study of
highway.

Data Examination:

- =
- =
- =
- ⇒ It is the first step in which the examine
all available data in which the road is
to be constructed.
- ⇒ there is no use of photogrammetric
investigation in this phase.

Data Sources;

- ⇒ the data sources are majorly available with
national and provincial departments.
- ⇒ mostly the data is collected in form of
 - ⇒ Maps
 - ⇒ Aerial photographs
 - ⇒ Charts
 - ⇒ CAD visuals.
 - ⇒ existing engineering projects e.g dams
- ⇒ the types of data to be collected is
dependent on the highway type

Topography of (3) Data Collection:

- 1) engineering include geology, climate and traffic volumes.
- 2) Social and Demographic includes land use and zoning pattern.
- 3) Economic including unit cost for construction and the trend of agricultural, commercial and industrial activities.
- 4) Environmental includes type of wild life location of recreational and historical sites effect the air, noise and water pollution.

~~Pre~~ Preliminary Analysis of data:

- 1) It will indicate if any specific sites should be excluded from consideration.
- 2) At the completion of this phase, the engineer will be able to select generally area through which highway transverse can.
- 3) In the presence of any historical archeological sites the sites that transverse it is excluded from further consideration.

(4)

Q No 3 what is the importance of vehicles performance in highway design?

Ans the vehicle performance in highway design is very important because of following points.

- 1) Adequate passing and stopping sight distance
- 2) Maximum grades.
- 3) Acceleration and deceleration lanes.
- 4) Timing of signalized intersection
- 5) Braking characteristic also effect vehicle performance.
- 6) Climbing or passing lane.
- 7) Freeway ramps
- 8) Setting speed limits.



(5)
Qnos Explain broad classification of surface distress modes.

1) Disintegration:
= this is in form of stripping or removal of paving materials, which can result from such things as loss of bonding and chemical reactivity traffic abrasion, aggregate degradation or binder aging.

2) Distortion:
= this is in the form of deformation which can result from such things as excessive loading, densification or subgrade issue

3) Fracture:
this could be in the form of cracking or breaking, generally due to excessive loading and thermal changes.

(6)

Q No 6 Explain Alligator cracking, block cracking longitudinal cracking and Transverse crackings

Ans.:

1) Alligator Cracking:

= = = Alligator cracking is a series of interconnecting cracks caused by fatigue failure of a asphalt surface under repeated traffic loading. The surface where tensile stress and strain is highest under a wheel load.

2) Block Cracking:

= = = Block crack and are interconnected cracks that divide the pavement into approximate rectangular pieces. Blocks vary in size 1 by 1 foot to 10 by 10 feet. It is caused by shrinkage of the asphalt concrete and diaily temperature.

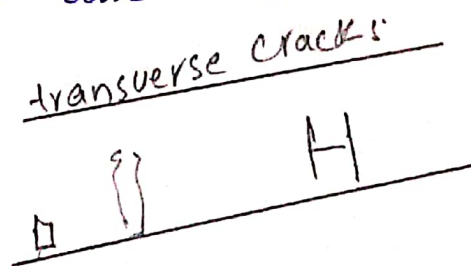
3) Longitudinal⁽⁷⁾ Cracking_{oo}

=
longitudinal cracks are parallel to the pavements center line or laydown direction caused by poorly constructed paving lane joint the shrinkage of AC surface due to low temperature of the asphalt.

4)

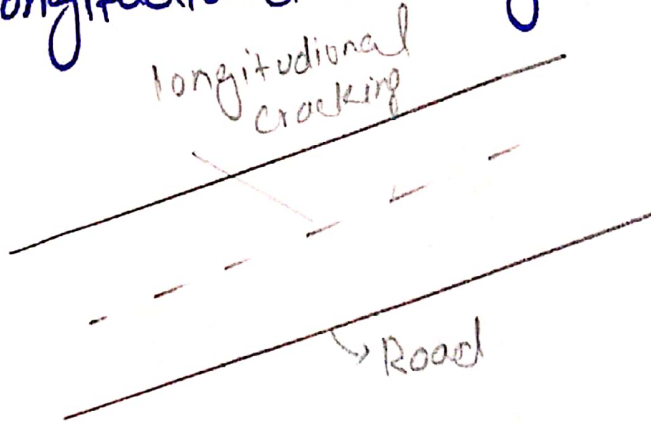
Transverse Cracking_{oo}

extend across the pavement at approximate right angles to the pavement center line or direction of lay down these type cracks are not usually load associated.

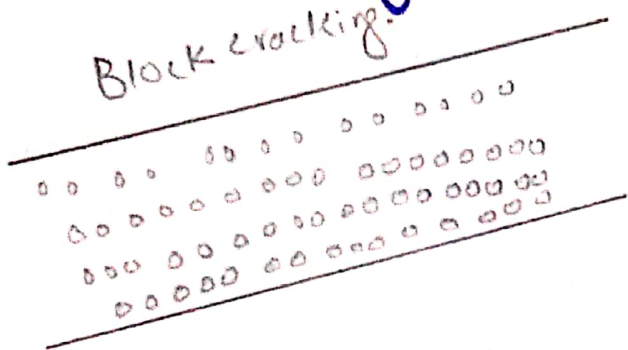


(8)

longitudinal crackings.



Block cracking.



Q. write short note on Directional Distribution in design of Highway? (9)

Directional Distribution:

Highway must be design to adequate serve the peak-hour traffic volume in the peak direction of flow. In Directional distribution the total traffic hourly in both directions is used to design two lane roads. In the design of highway with more than two lanes and on two lane roads where important intersection are encounter or where additional lanes are to be provided later. Knowledge of the hourly traffic volume for each direction of travel is essential.

"Example:"

If 80% of the DHV is one direction at least three lanes each direction would be needed for the 3200 vph.