

Analisis lokasi rawan kecelakaan pada jalan tol Cipularang km 90-100 = Analysis of accident-prone locations in Cipularang highway km 90-100

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Abstrak

ABSTRAK

Jalan Tol Cipularang yang menghubungkan dua kota besar yaitu Jakarta dan Bandung, kian hari semakin ramai digunakan karena telah mempersingkat waktu perjalanan menjadi 2-3 jam dalam lalu lintas normal. Walaupun dapat dikatakan jalan tol yang indah dengan pemandangannya, data menunjukkan banyaknya kecelakaan yang terjadi. Penelitian bertujuan untuk mengetahui lokasi rawan kecelakaan serta kaitan bidang pandang pengemudi daripada geometri jalan, sepanjang KM 90-100. Metode penelitian diawali dengan pengumpulan data kecelakaan selama 2013-2015 serta data geometri jalan dari alat Hawkeye. Gambar simulasi 3-D dihasilkan menggunakan Vissim dan dilanjutkan dengan menganalisis geometri jalan berdasarkan pandangan pengemudi. Selanjutnya didapatkan bahwa terdapat enam lokasi rawan kecelakaan sepanjangnya lokasi dan kecelakaan melibatkan kendaraan penumpang cukup signifikan. Penelitian juga menunjukkan lokasi dengan geometri tidak sefase serta tikungan dengan jarak pandang minim yang dapat dikatakan rawan kecelakaan.

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ABSTRACT

Cipularang Toll which connects two major cities of Jakarta and Bandung, has become increasingly crowded due to its much shorter travel time. The distance is now travelled 2 to 3 hours in regular traffic. Despite the beautifully landscaped highway, records indicate high number of accidents. The study aims to determine the location of the accident prone section and the relation of the driver's field of view to road geometry, along KM 90 100. The research includes the collection of accident data during 2013 2015 as well as the road geometry data from the Hawkeye system. A 3 D simulated image using Vissim is produced and analysis was carried out on the road geometry based on the driver's view. The results indicate that there are six accident prone locations along the observed link and accidents involving passenger cars are prominent. The study also reveals sections which are not geometrically designed as one phase and curves with limited sight distances in which they are considered as accident prone.