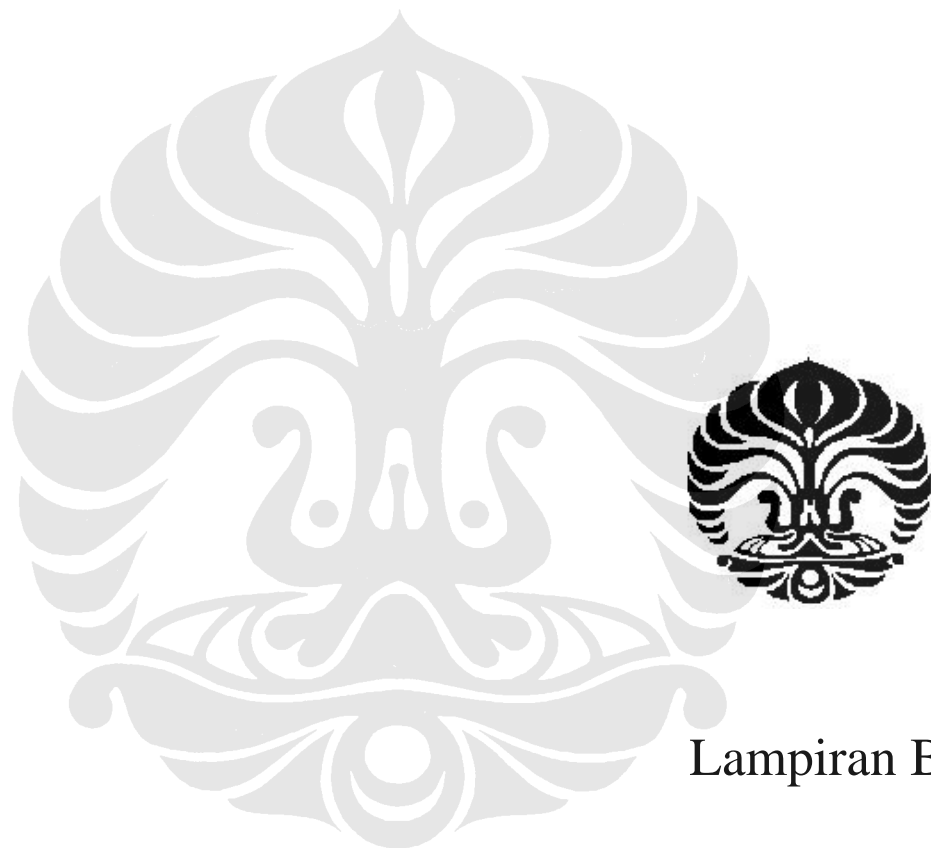


Lampiran A

# Form Survey Konflik



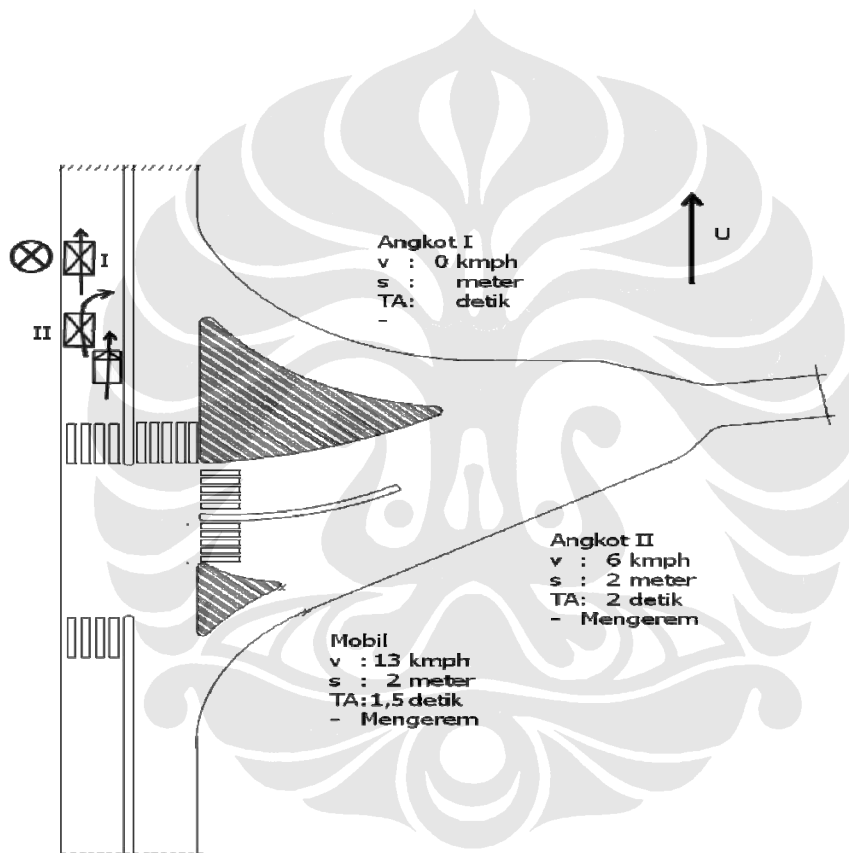


Lampiran B

## Sketsa Hasil Pelatihan

## PELATIHAN KEDUA

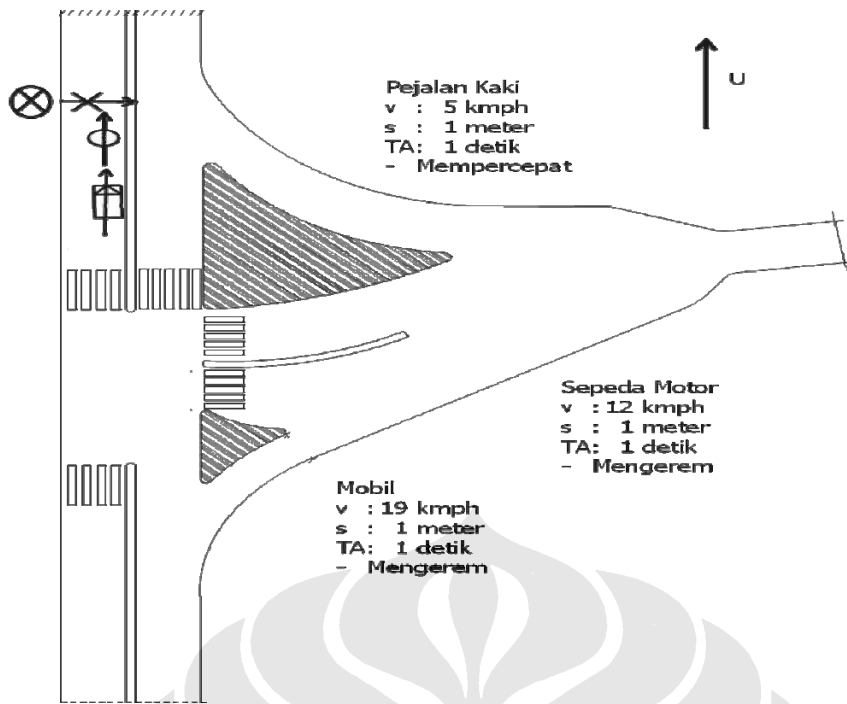
- ☑ 5 Orang Surveyor
- ☑ 16 Sketsa :
  - Surveyor 1 = 2 Sketsa
  - Surveyor 2 = 4 Sketsa
  - Surveyor 3 = 3 Sketsa
  - Surveyor 4 = 3 Sketsa
  - Surveyor 5 = 4 Sketsa



Surveyor 1

No. Sketsa : P1a

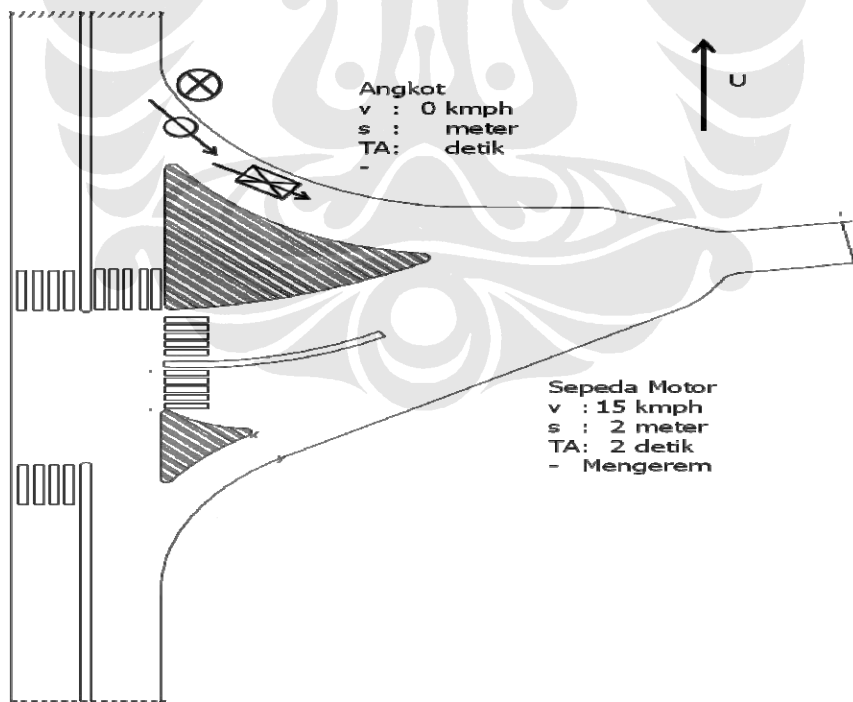
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 1 Sketsa P1a**



Surveyor 1

No. Sketsa : P1b

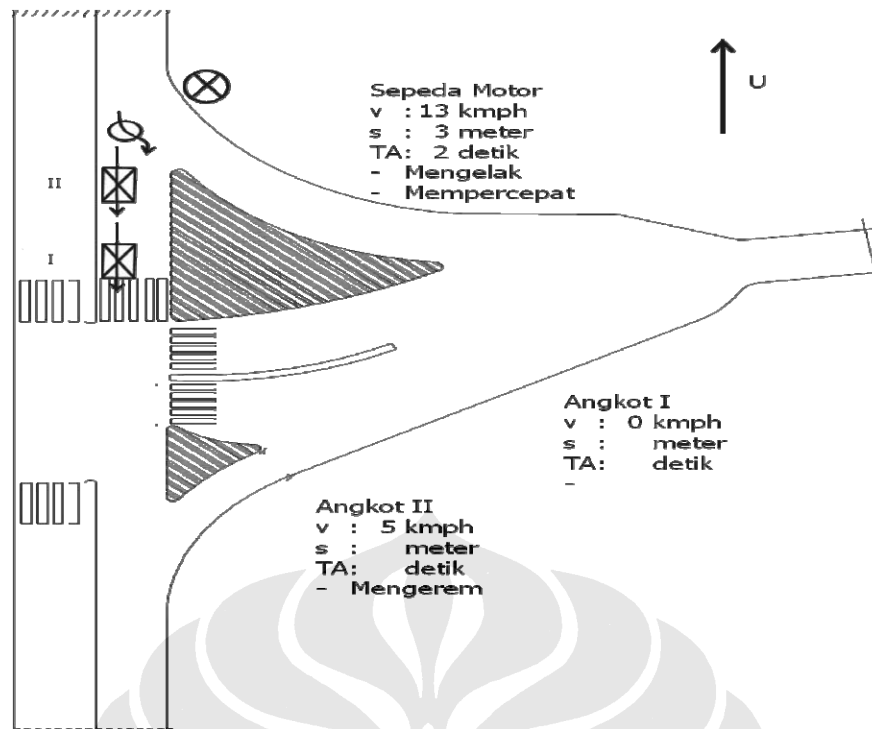
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 1 Sketsa P1b**



Surveyor 2

No. Sketsa : P2a

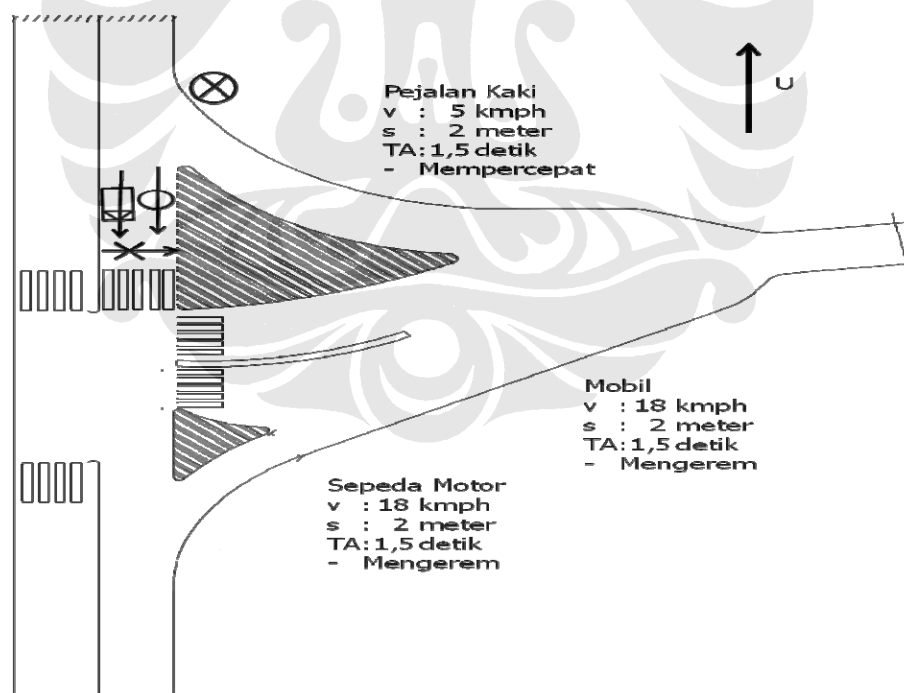
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 2 Sketsa P2a**



Surveyor 2

No. Sketsa : P2b

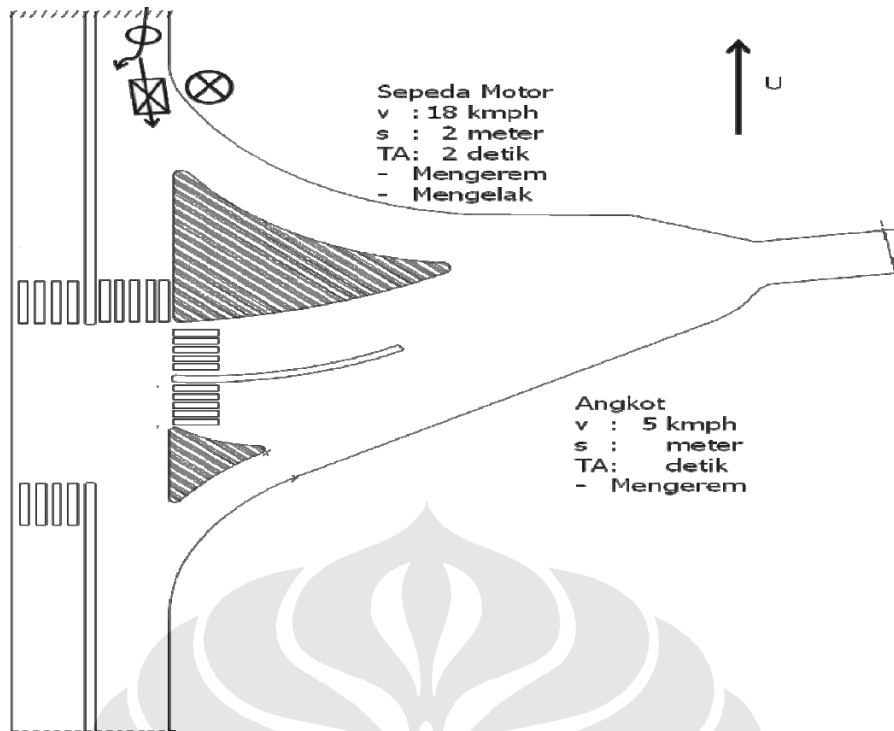
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 2 Sketsa P2b**



Surveyor 2

No. Sketsa : P2c

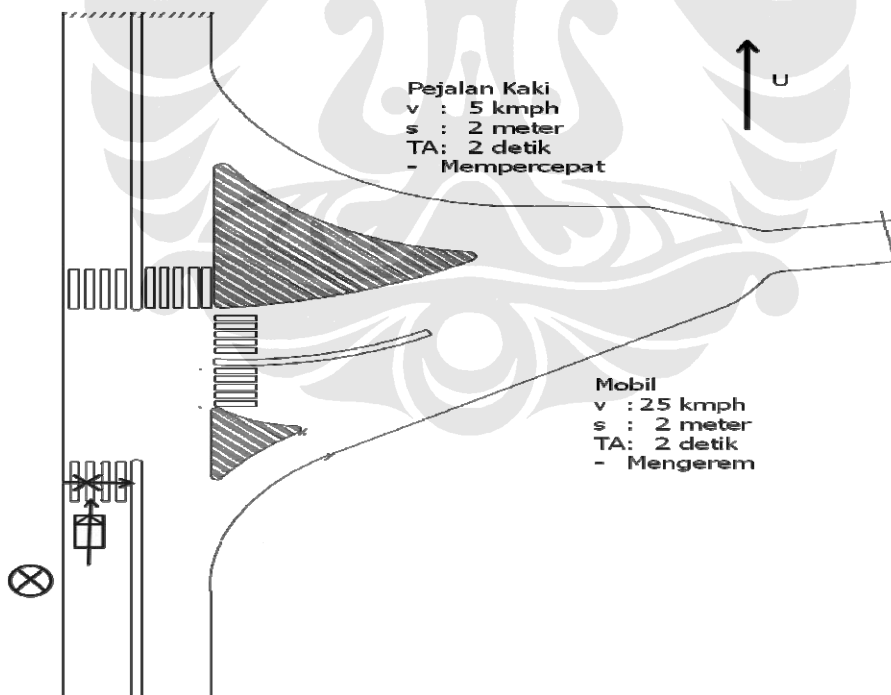
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 2 Sketsa P2c**



Surveyor 2

No. Sketsa : P2d

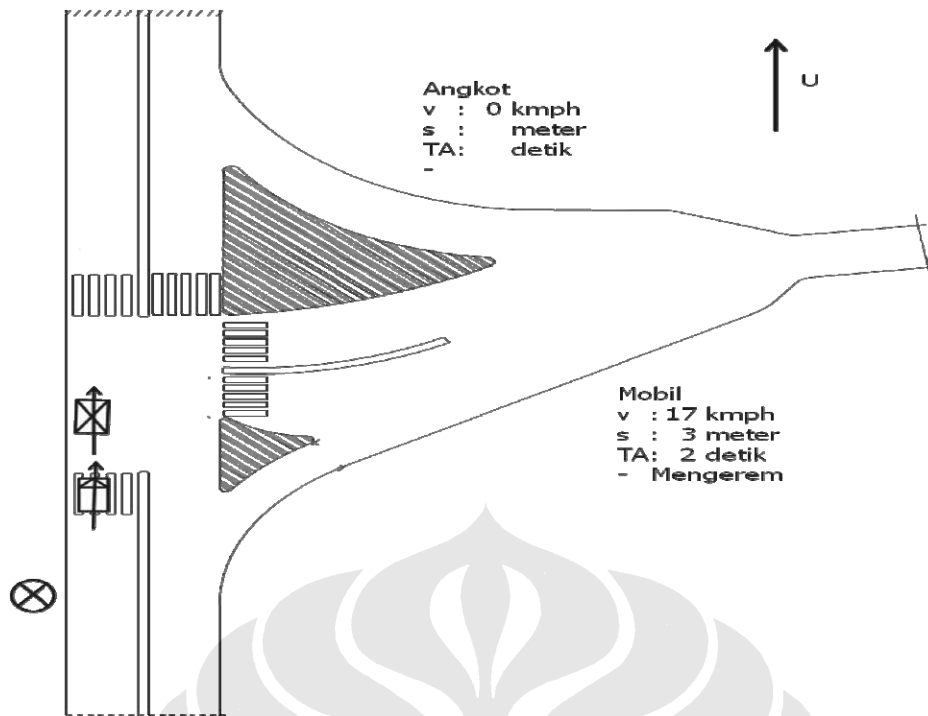
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 2 Sketsa P2d**



Surveyor 3

No. Sketsa : P3a

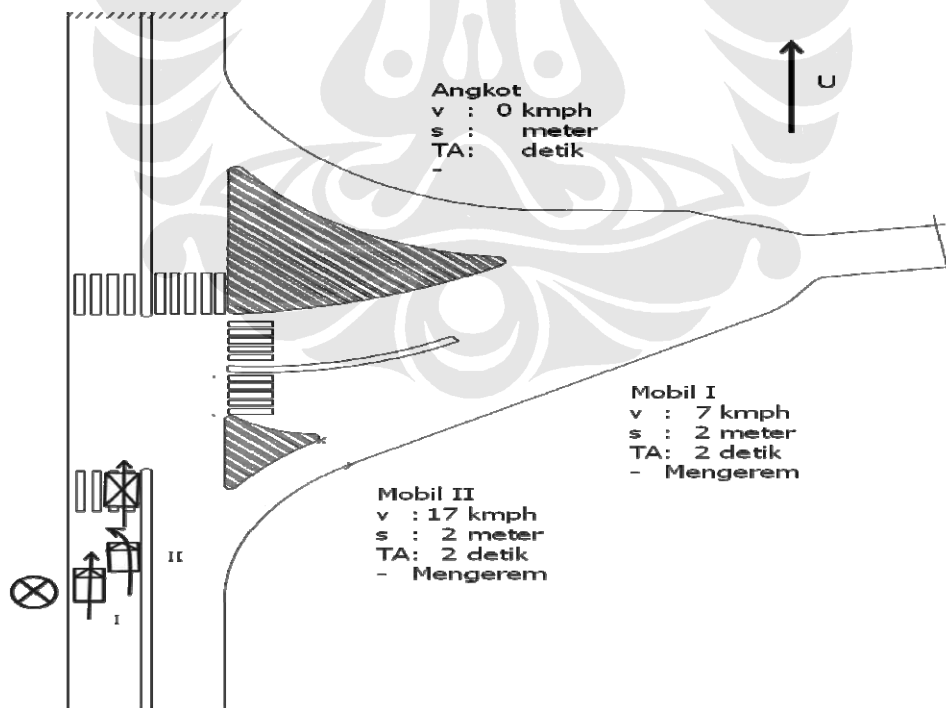
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 3 Sketsa P3a**



Surveyor 3

No. Sketsa : P3b

**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 3 Sketsa P3b**

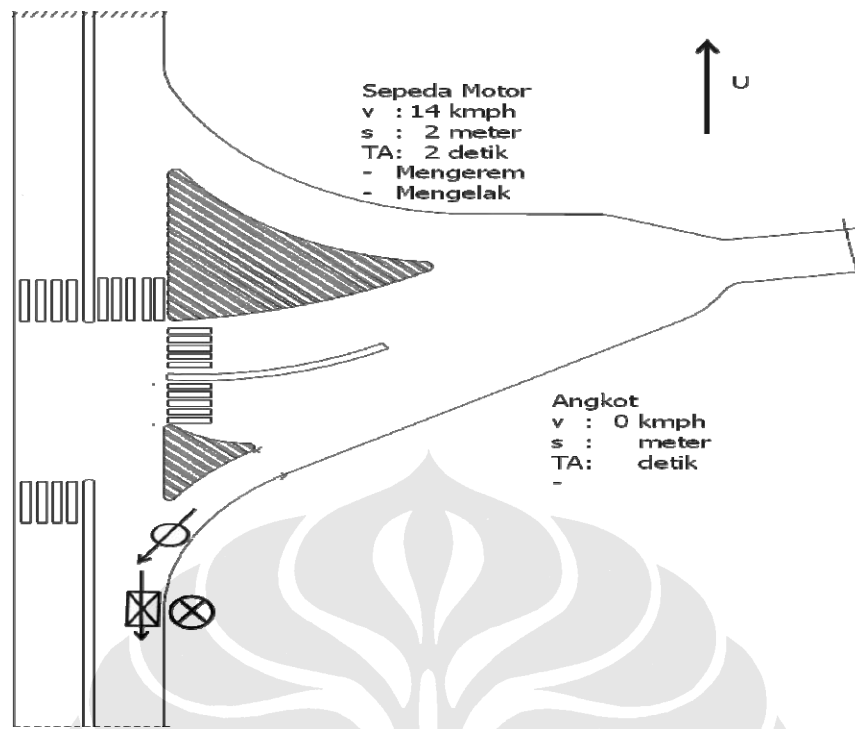


Surveyor 3

No. Sketsa : P3c

**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 3 Sketsa P3c**

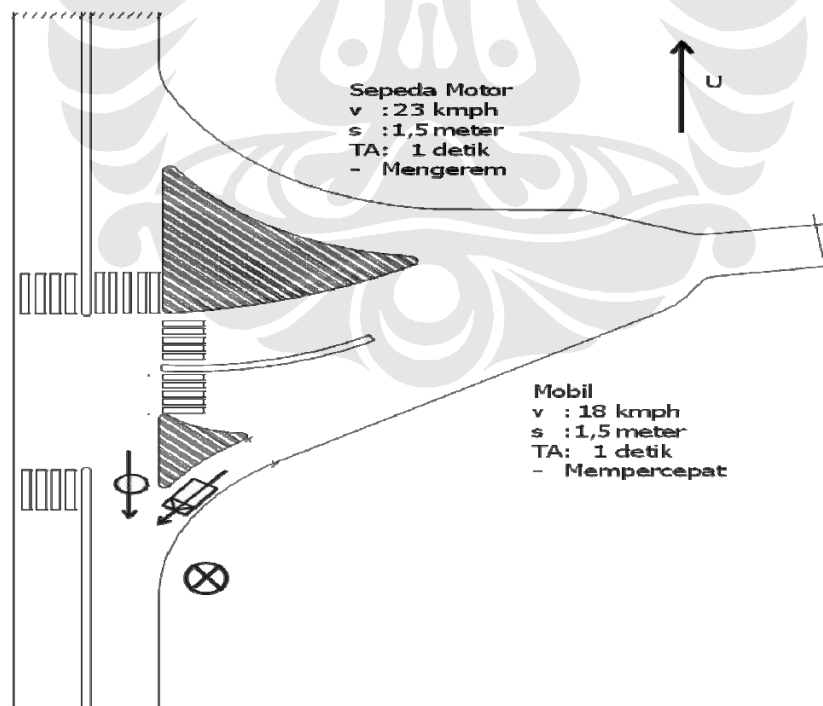




Surveyor 4

No. Sketsa : P4a

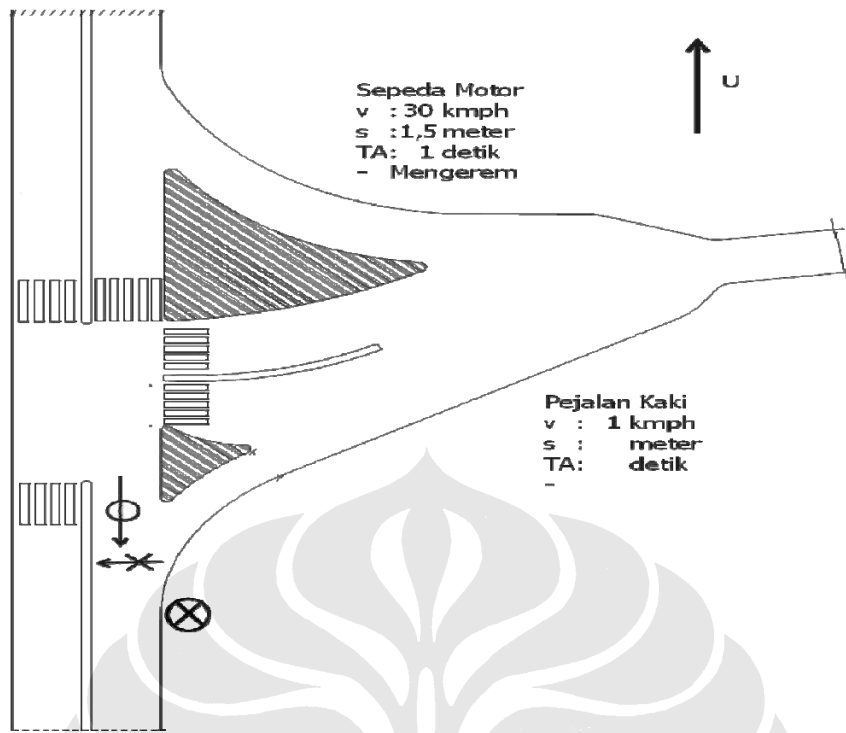
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 4 Sketsa P4a**



Surveyor 4

No. Sketsa : P4b

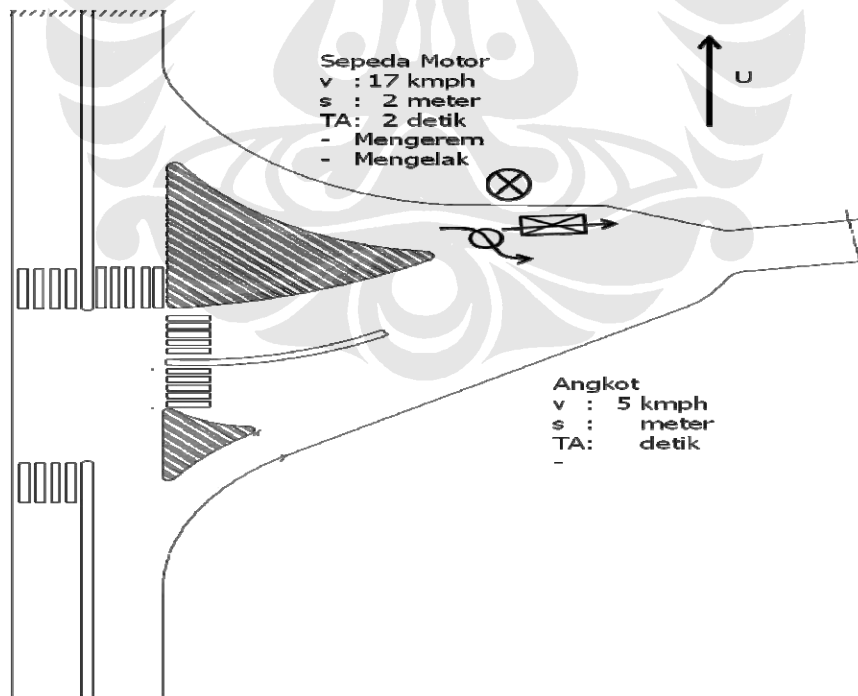
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 1 Sketsa P4b**



Surveyor 4

No. Sketsa : P4c

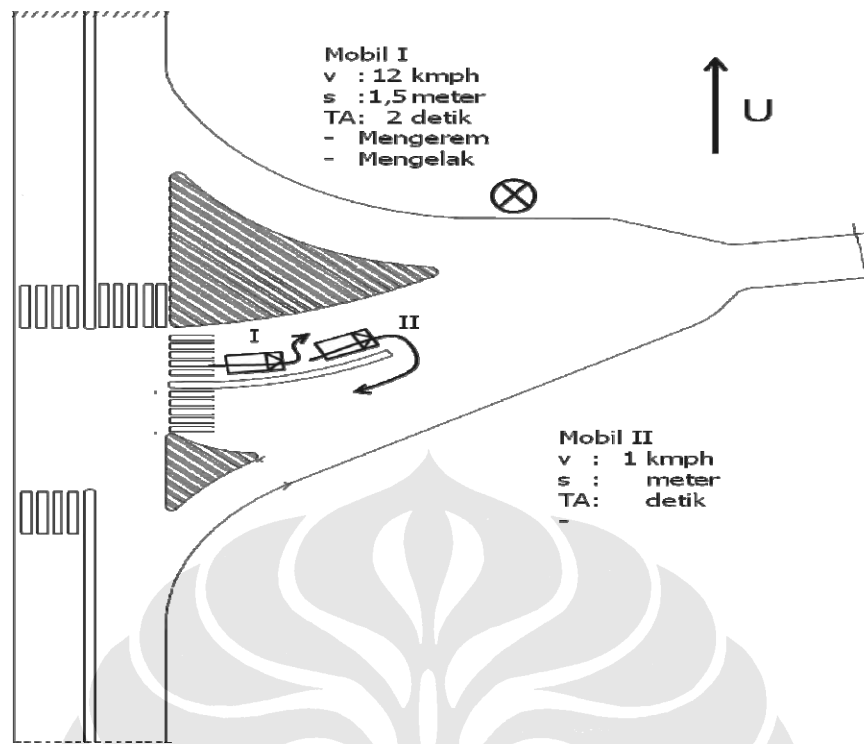
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 4 Sketsa P4c**



Surveyor 5

No. Sketsa : P5a

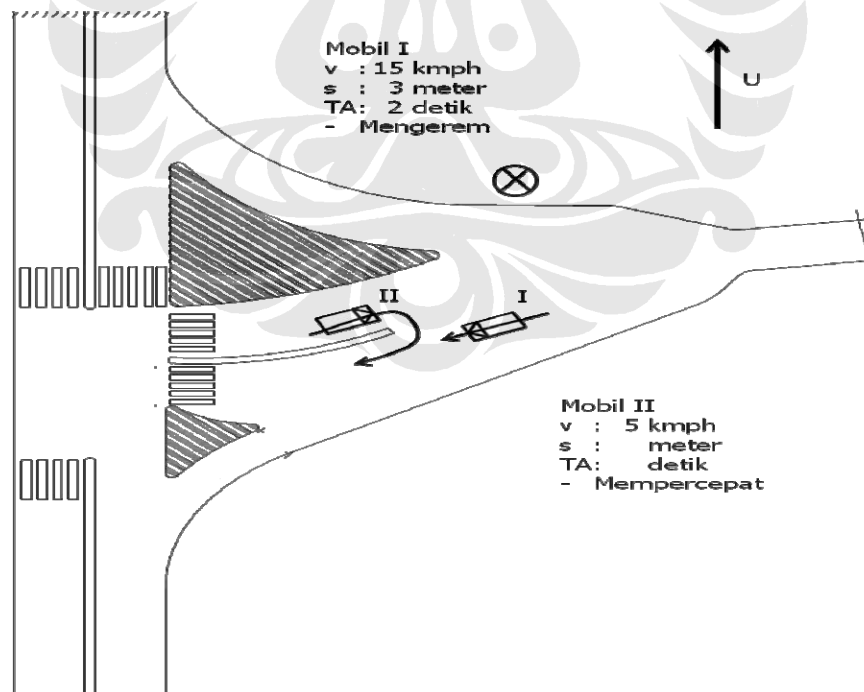
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 5 Sketsa P5a**



Surveyor 5

No. Sketsa : P5b

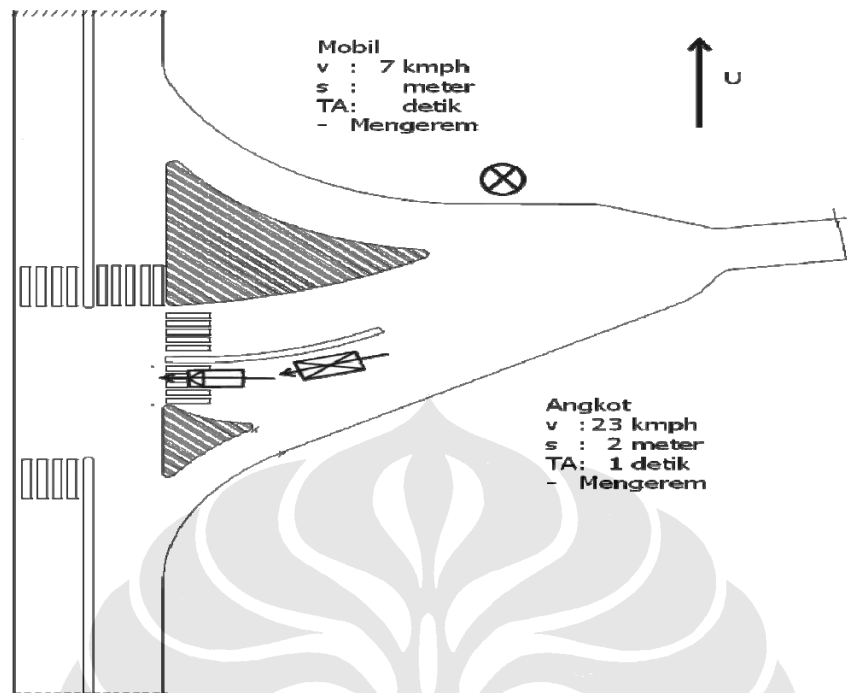
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 5 Sketsa P5b**



Surveyor 5

No. Sketsa : P5c

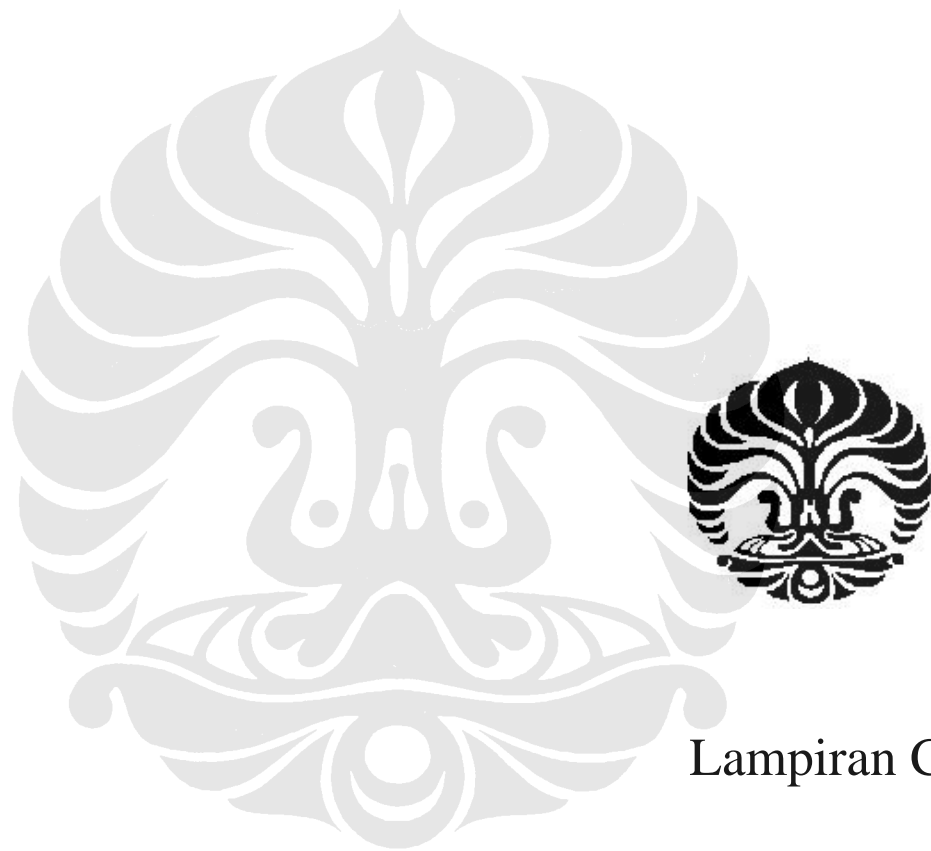
**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 5 Sketsa P5c**



Surveyor 5

No. Sketsa : P5d

**Sketsa Kejadian Konflik Pada Pelatihan Kedua Untuk Surveyor 5 Sketsa P5d**



Lampiran C

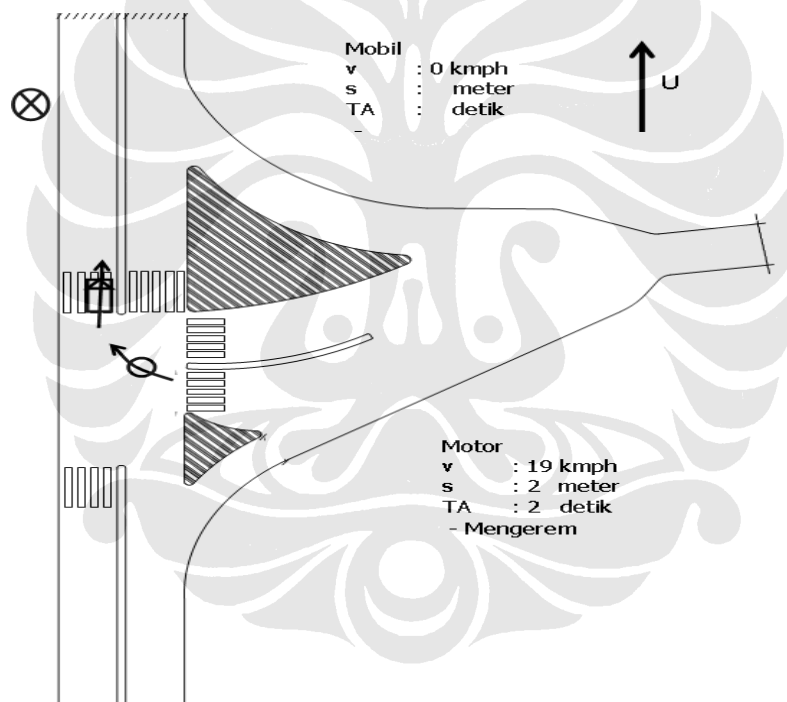
## Sketsa Hasil Survey Konflik

## SURVEY KONFLIK

☑ 5 Orang Surveyor

☑ 46 Sketsa : - Surveyor 1 = 9 Sketsa  
- Surveyor 2 = 7 Sketsa  
- Surveyor 3 = 6 Sketsa  
- Surveyor 4 = 11 Sketsa  
- Surveyor 5 = 16 Sketsa

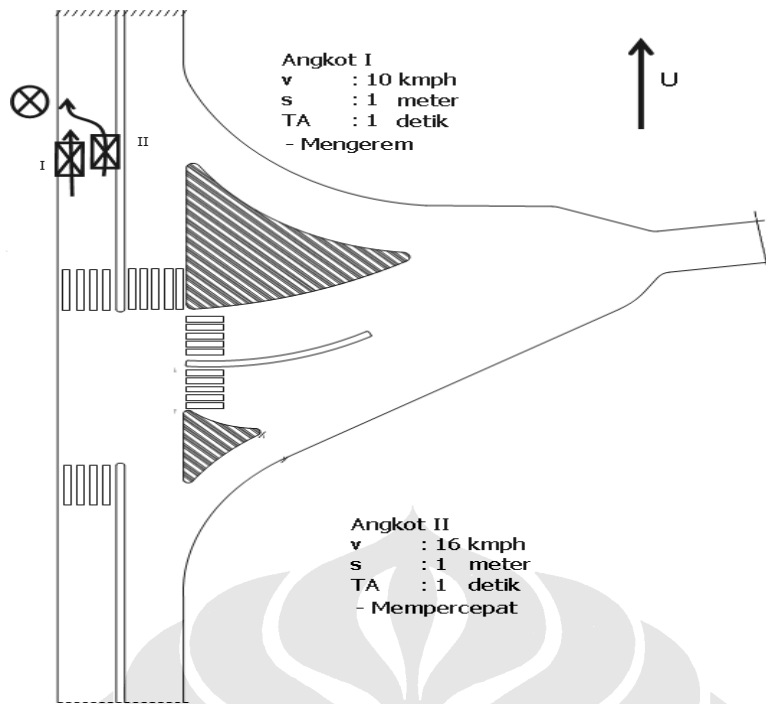
### • Surveyor 1



Surveyor 1

No. Sketsa : S1a

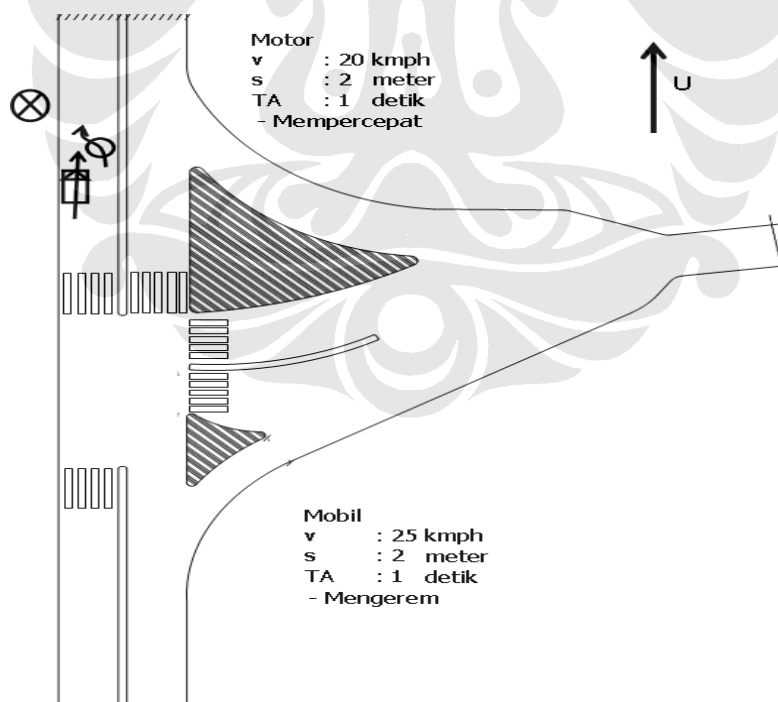
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 1 Sketsa S1a**



Surveyor 1

No. Sketsa : S1b

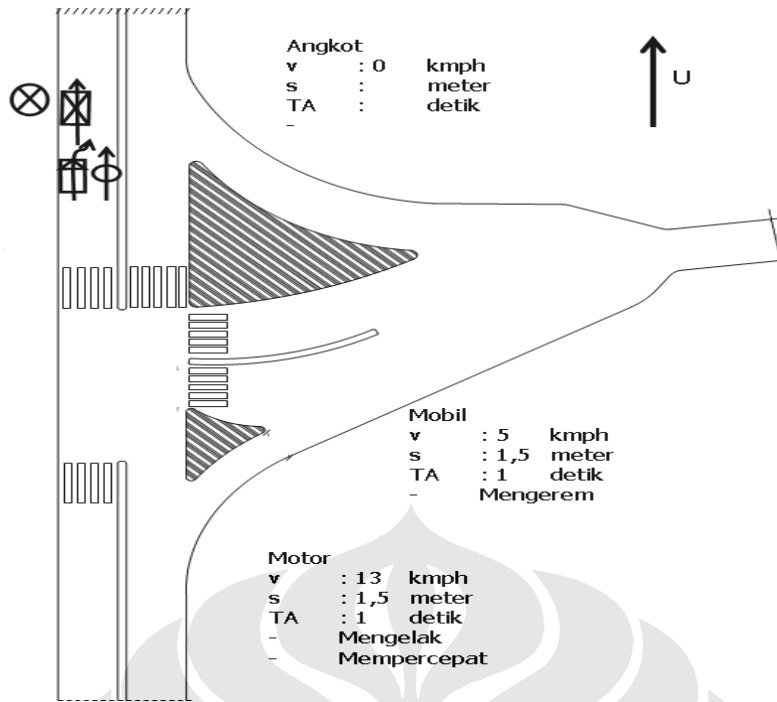
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 1 Sketsa S1b**



Surveyor 1

No. Sketsa : S1c

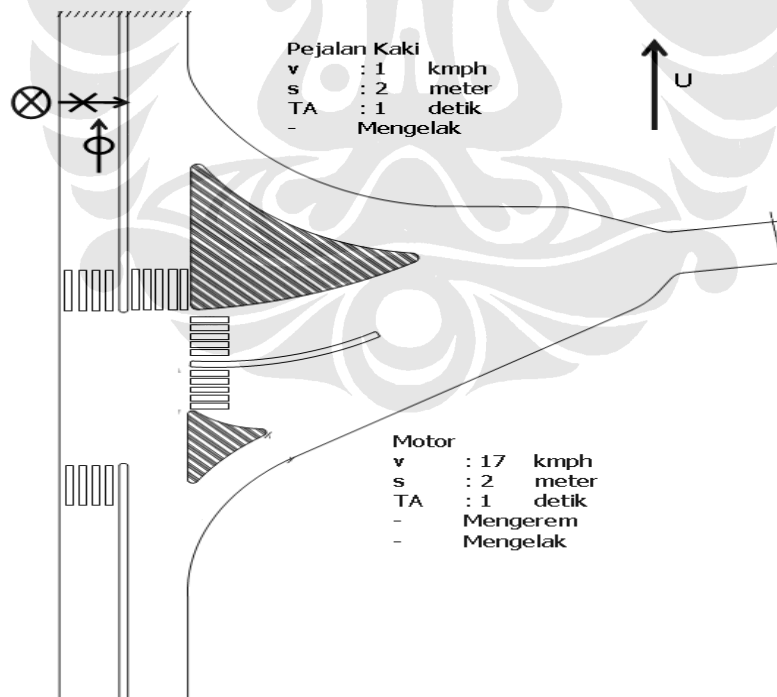
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 1 Sketsa S1c**



Surveyor 1

No. Sketsa : S1d

**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 1 Sketsa S1d**

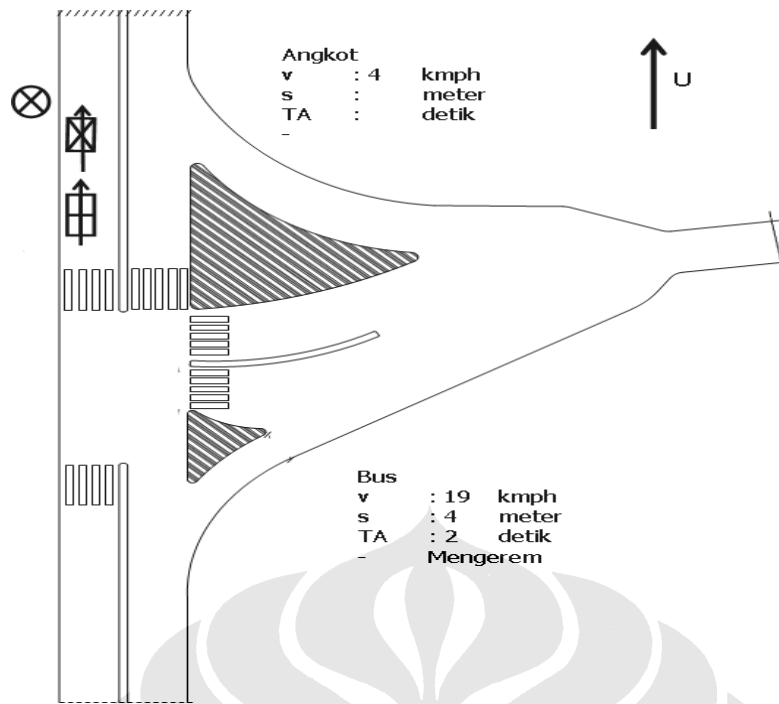


Surveyor 1

No. Sketsa : S1e

**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 1 Sketsa S1e**

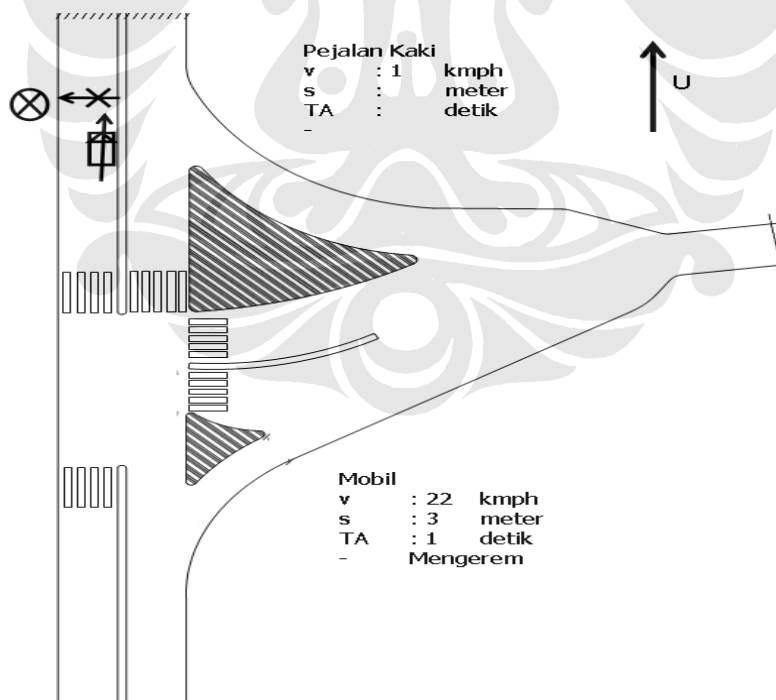




Surveyor 1

No. Sketsa : S1f

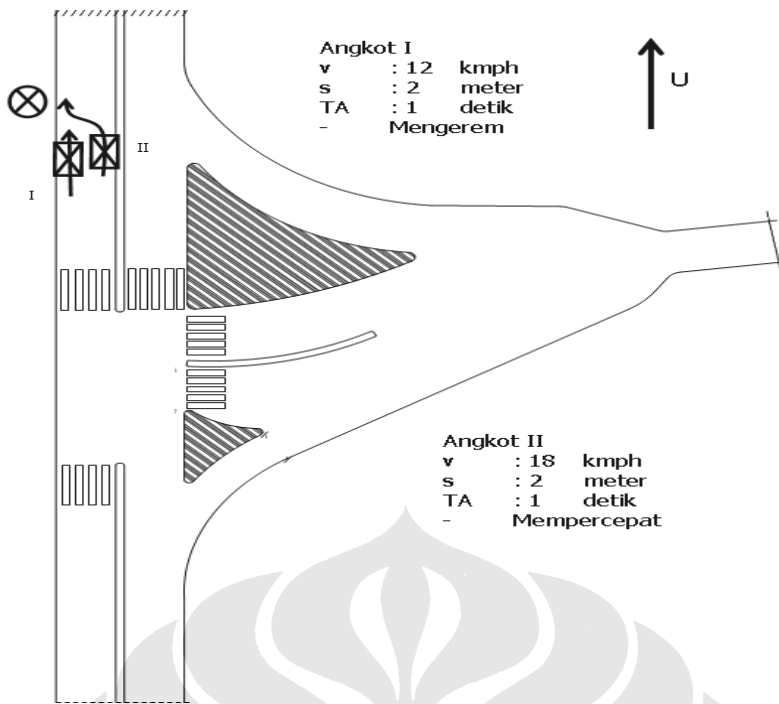
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 1 Sketsa S1f**



Surveyor 1

No. Sketsa : S1g

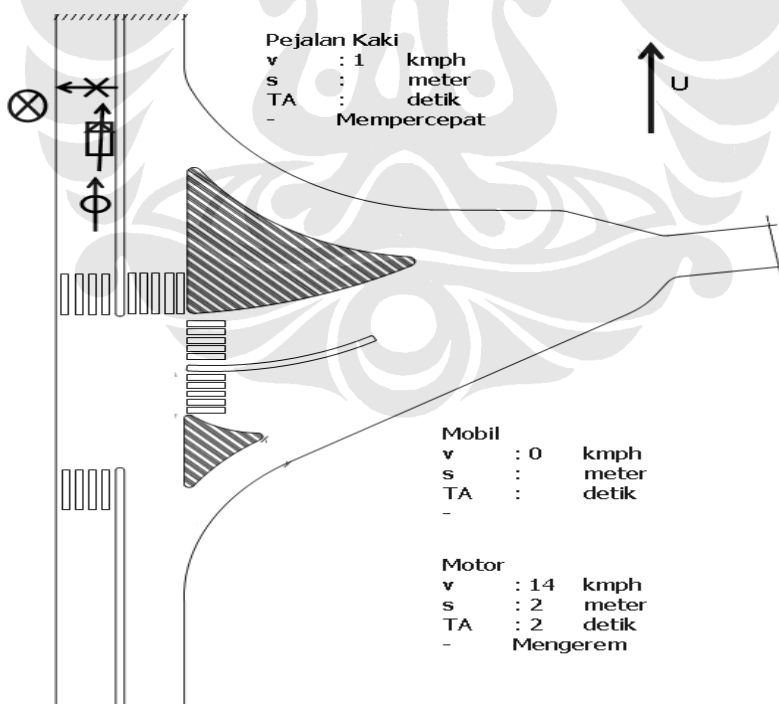
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 1 Sketsa S1g**



Surveyor 1

No. Sketsa : S1h

**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 1 Sketsa S1h**

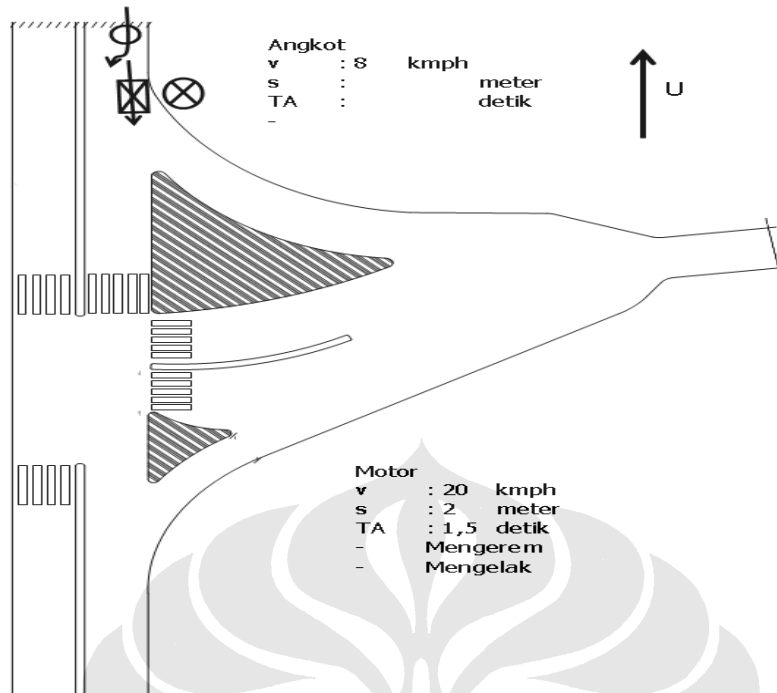


Surveyor 1

No. Sketsa : S1i

**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 1 Sketsa S1i**

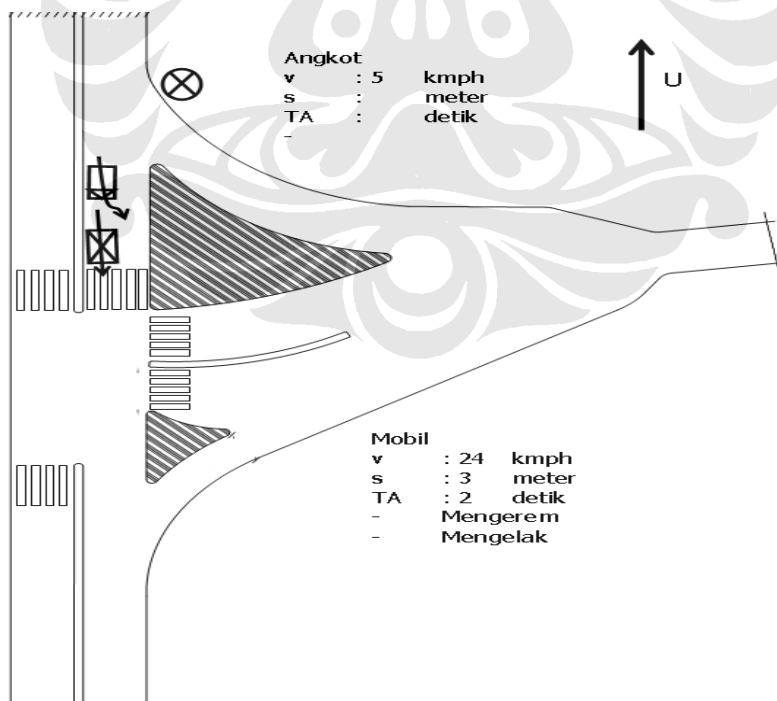
- Surveyor 2



Surveyor 2

No. Sketsa : S2a

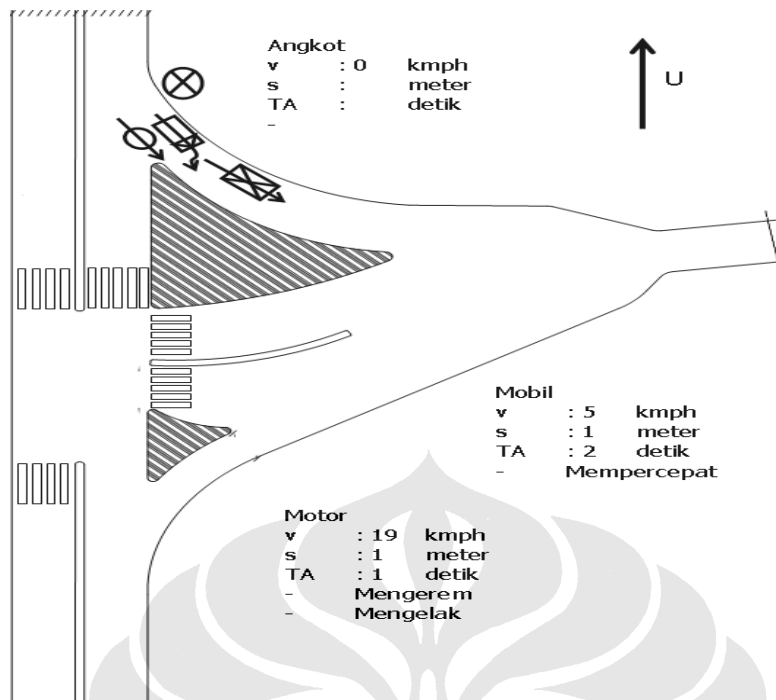
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 2 Sketsa S2a**



Surveyor 2

No. Sketsa : S2b

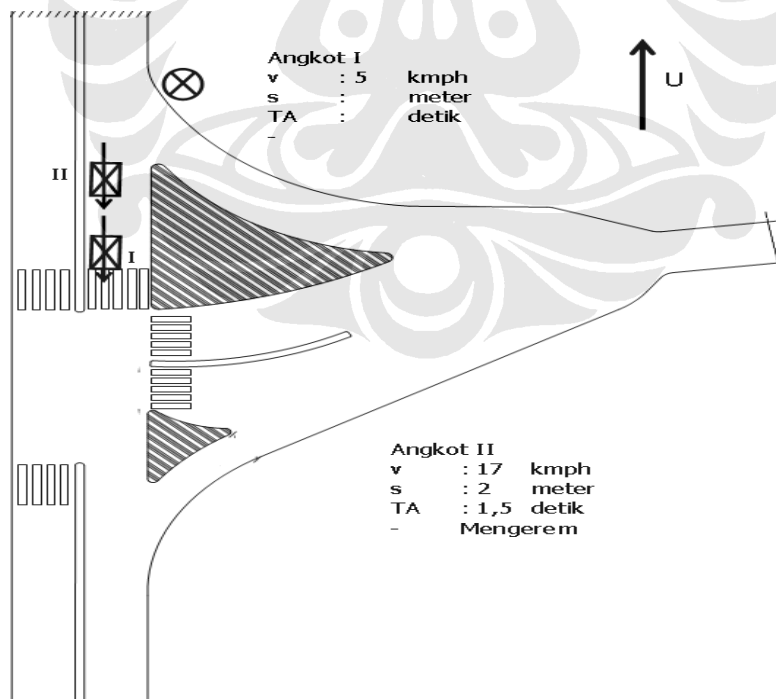
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 2 Sketsa S2b**



Surveyor 2

No. Sketsa : S2c

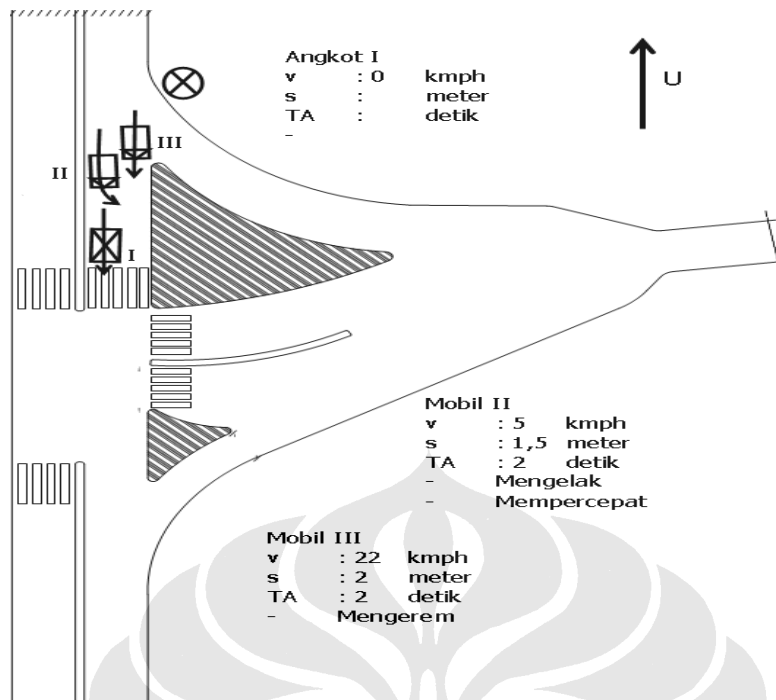
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 2 Sketsa S2c**



Surveyor 2

No. Sketsa : S2d

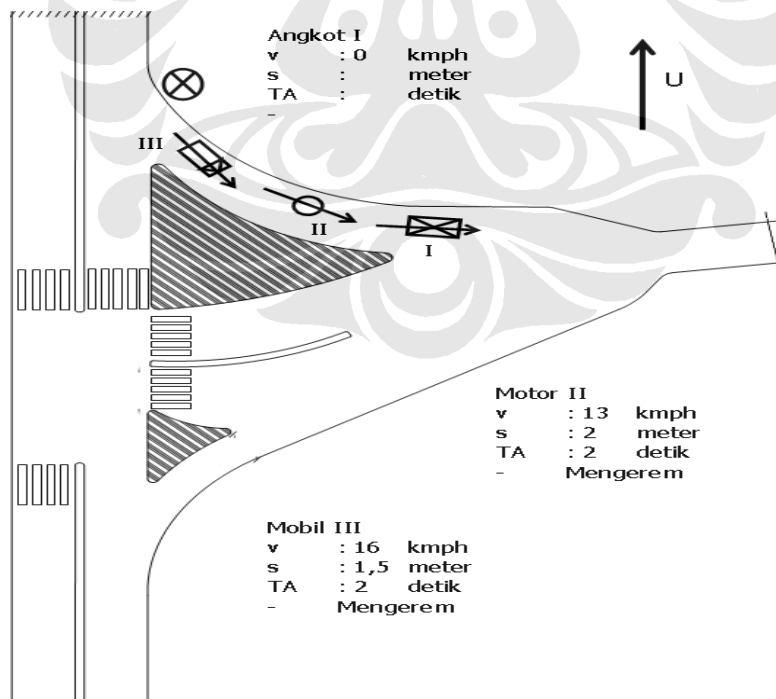
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 2 Sketsa S2d**



Surveyor 2

No. Sketsa : S2e

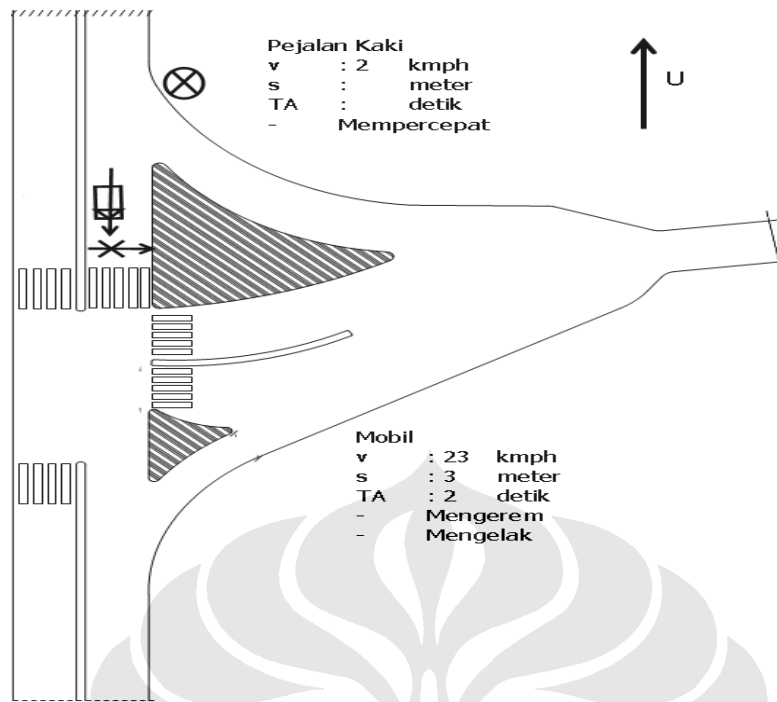
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 2 Sketsa S2e**



Surveyor 2

No. Sketsa : S2f

**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 2 Sketsa S2f**

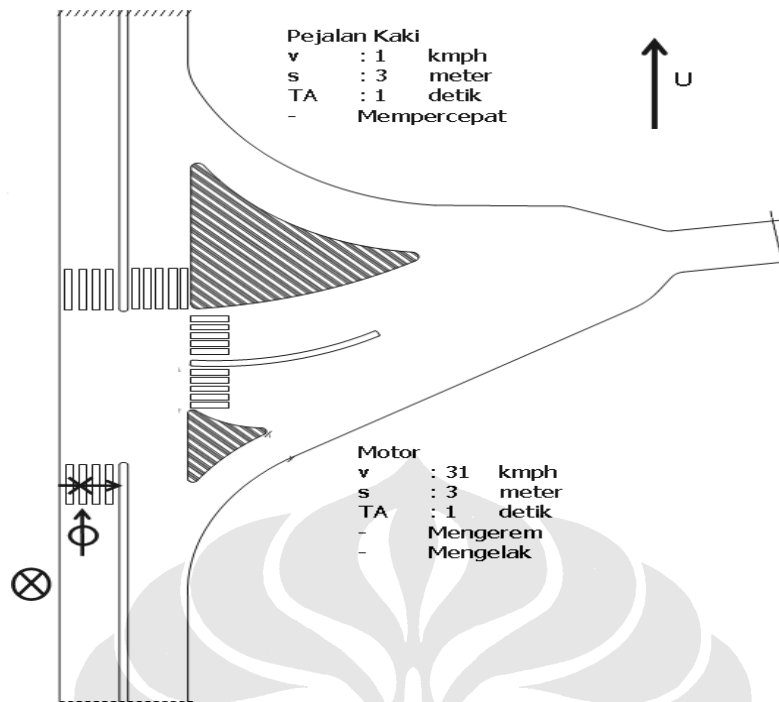


Surveyor 2

No. Sketsa : S2g

**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 2 Sketsa S2g**

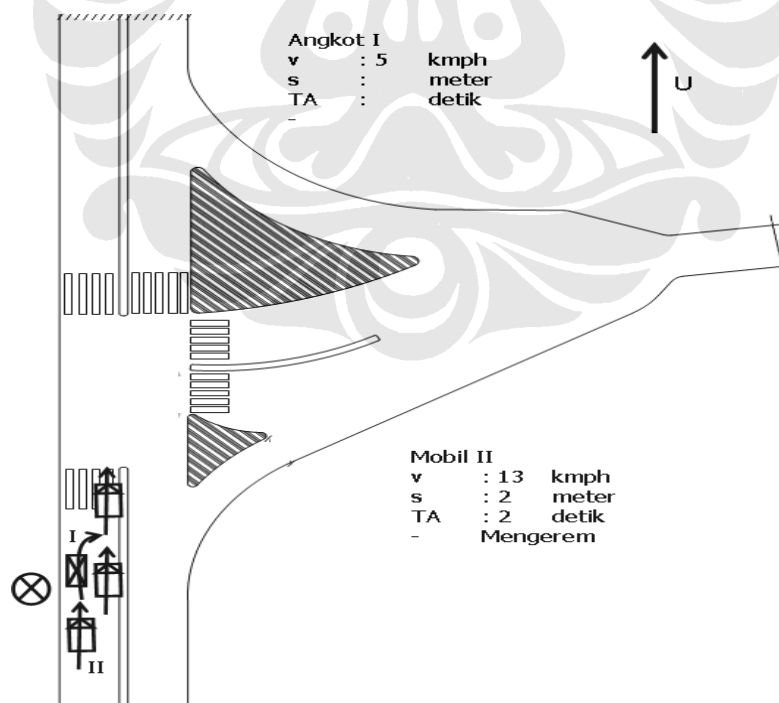
- **Surveyor 3**



Surveyor 3

No. Sketsa : S3a

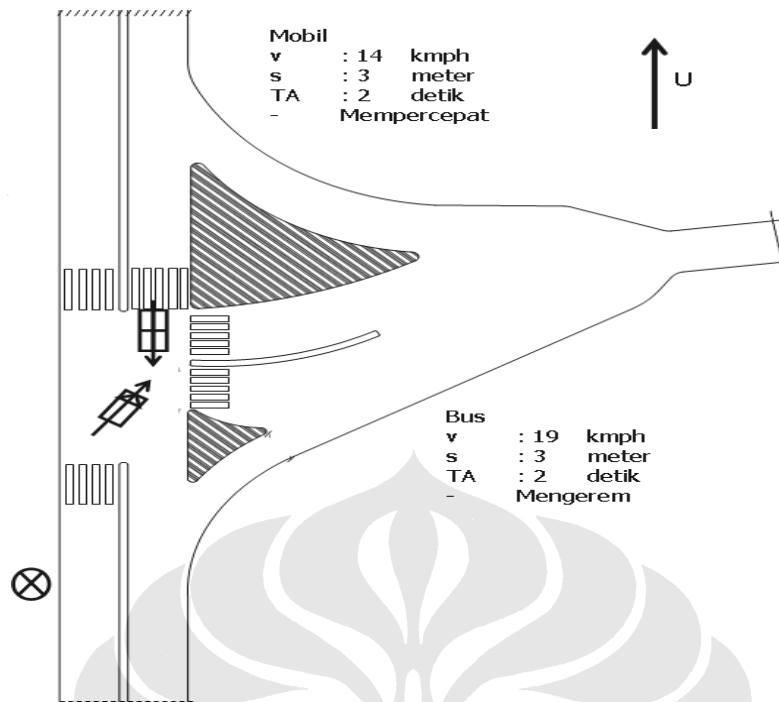
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 3 Sketsa S3a**



Surveyor 3

No. Sketsa : S3b

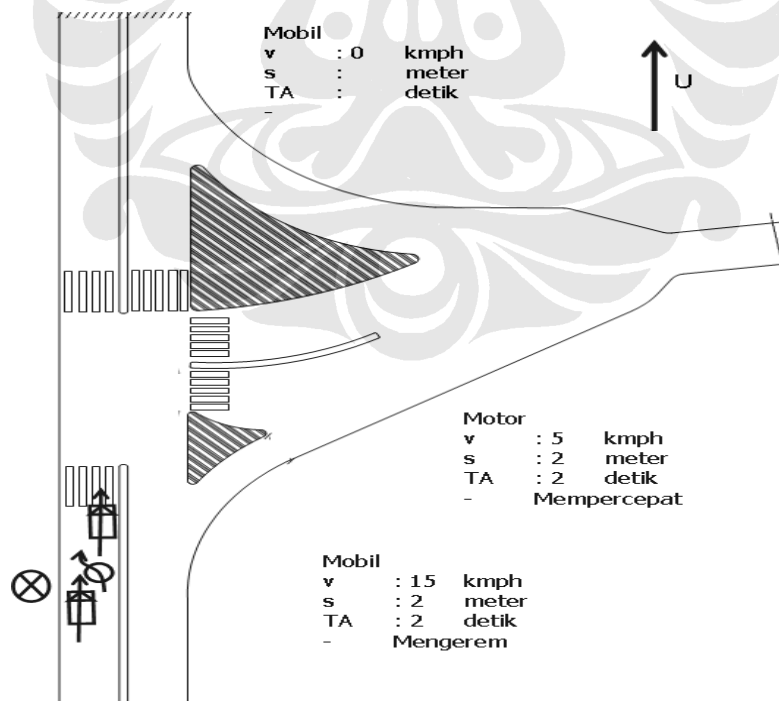
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 3 Sketsa S3b**



Surveyor 3

No. Sketsa : S3c

**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 3 Sketsa S3c**

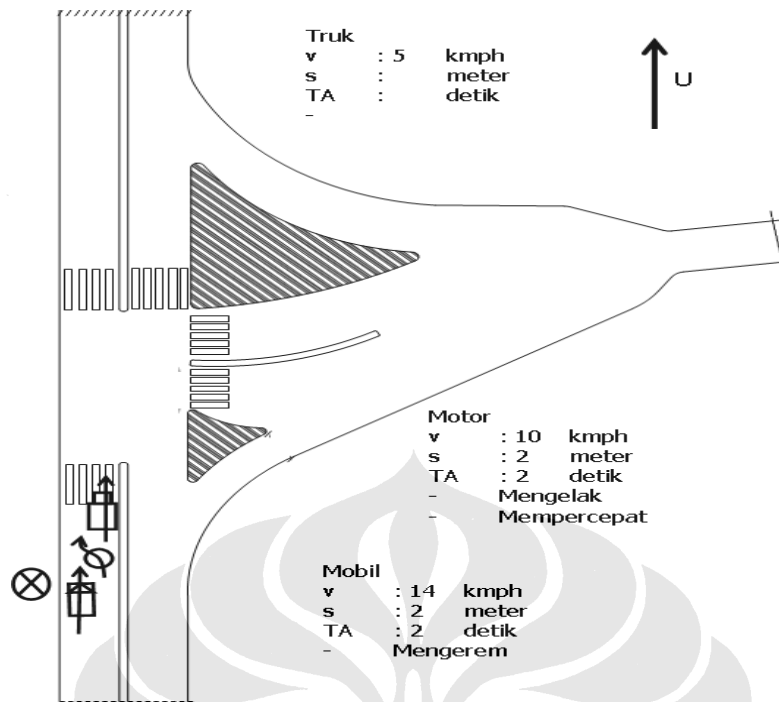


Surveyor 3

No. Sketsa : S3d

**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 3 Sketsa S3d**

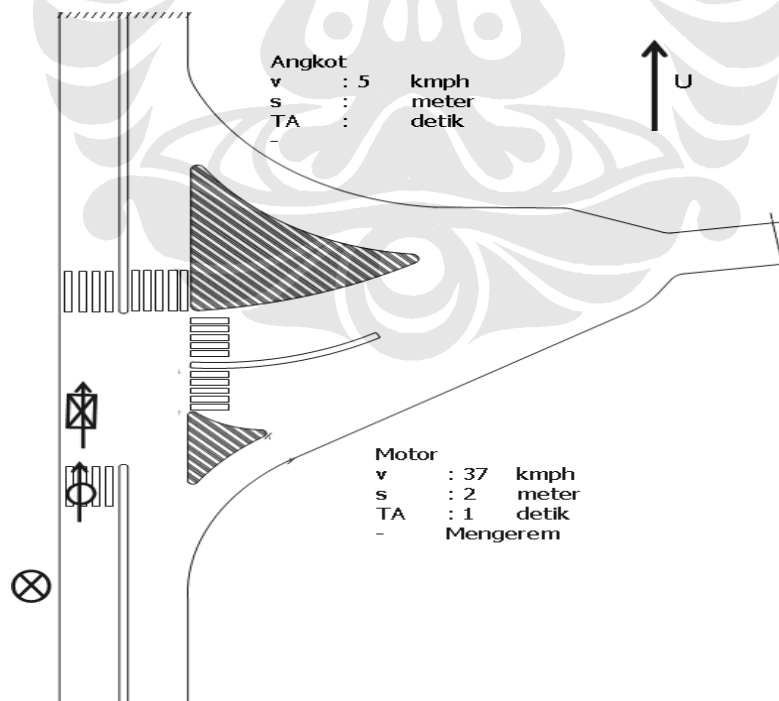




Surveyor 3

No. Sketsa : S3e

**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 3 Sketsa S3e**

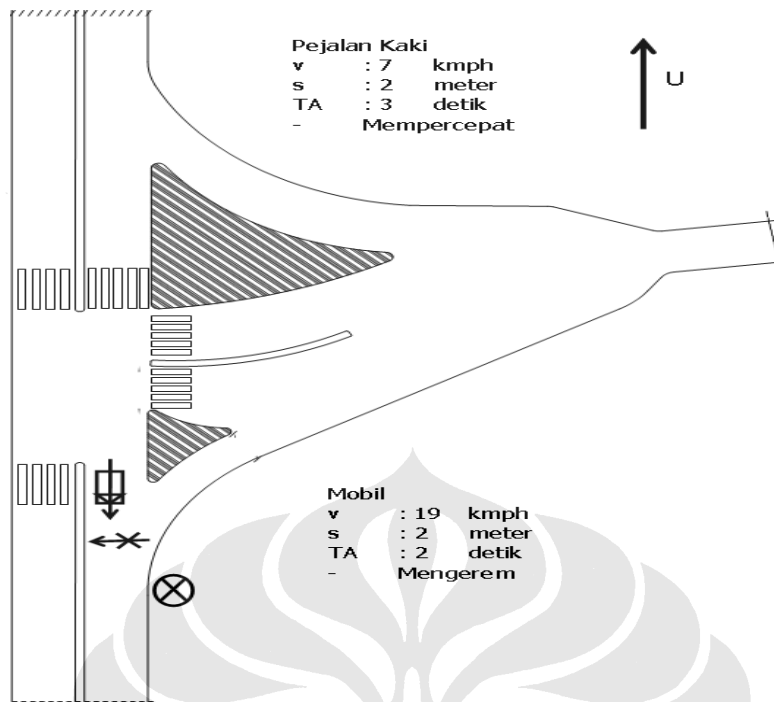


Surveyor 3

No. Sketsa : S3f

**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 3 Sketsa S3f**

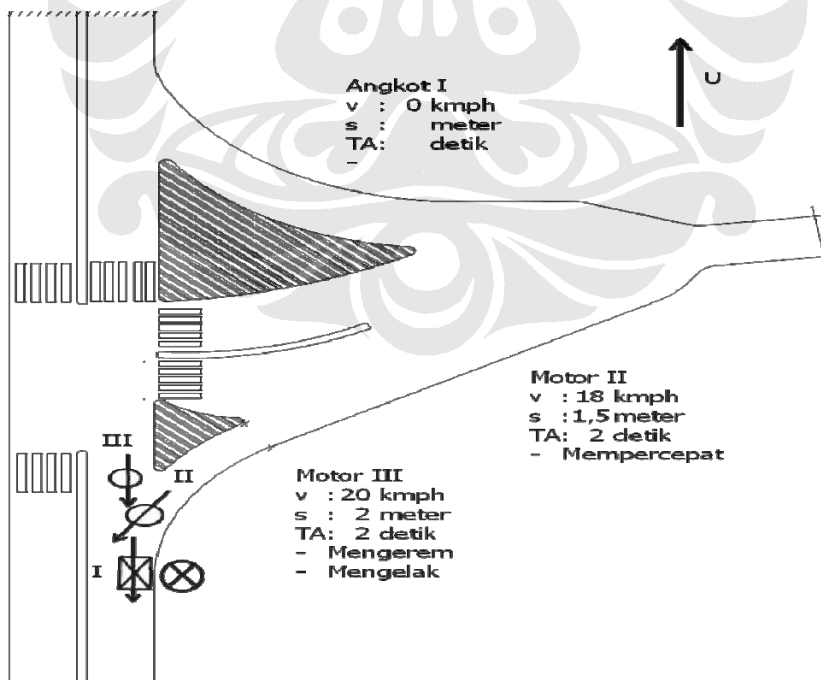
- **Surveyor 4**



Surveyor 4

No. Sketsa : S4a

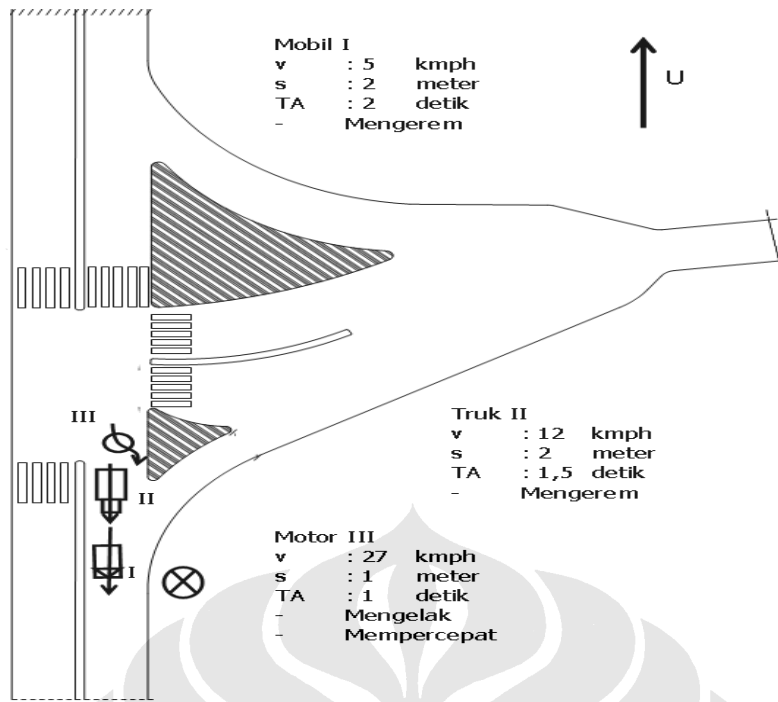
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 4 Sketsa S4a**



Surveyor 4

No. Sketsa : S4b

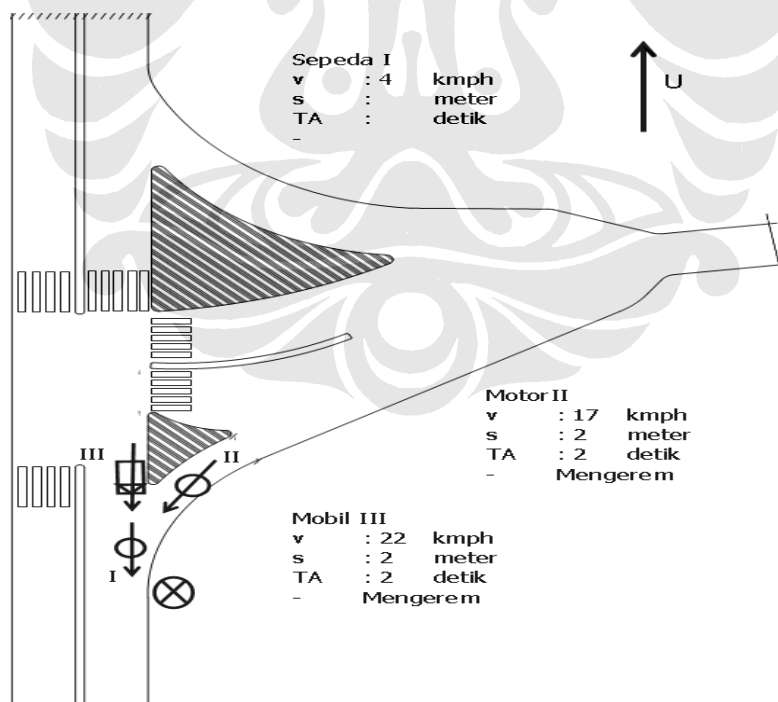
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 4 Sketsa S4b**



Surveyor 4

No. Sketsa : S4c

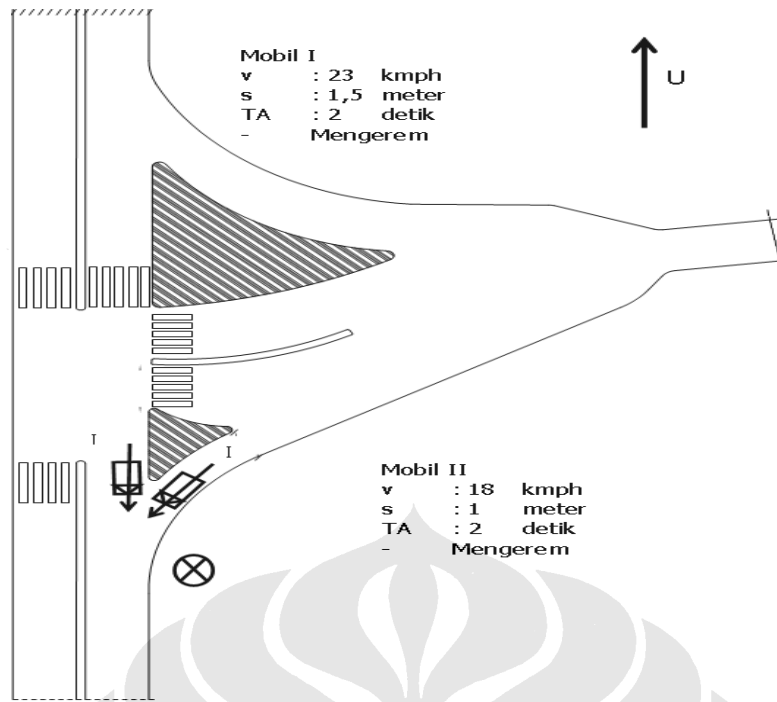
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 4 Sketsa S4c**



Surveyor 4

No. Sketsa : S4d

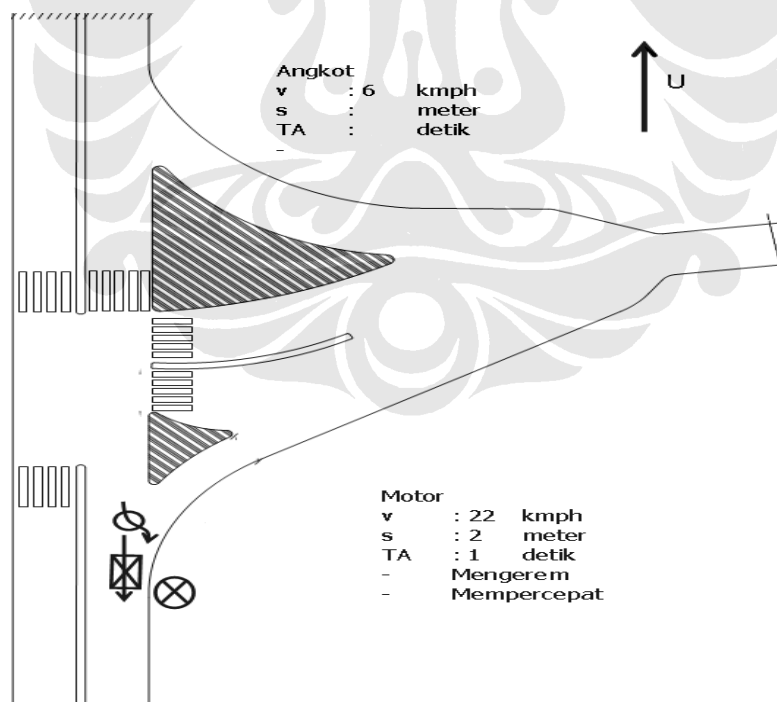
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 4 Sketsa S4d**



Surveyor 4

No. Sketsa : S4e

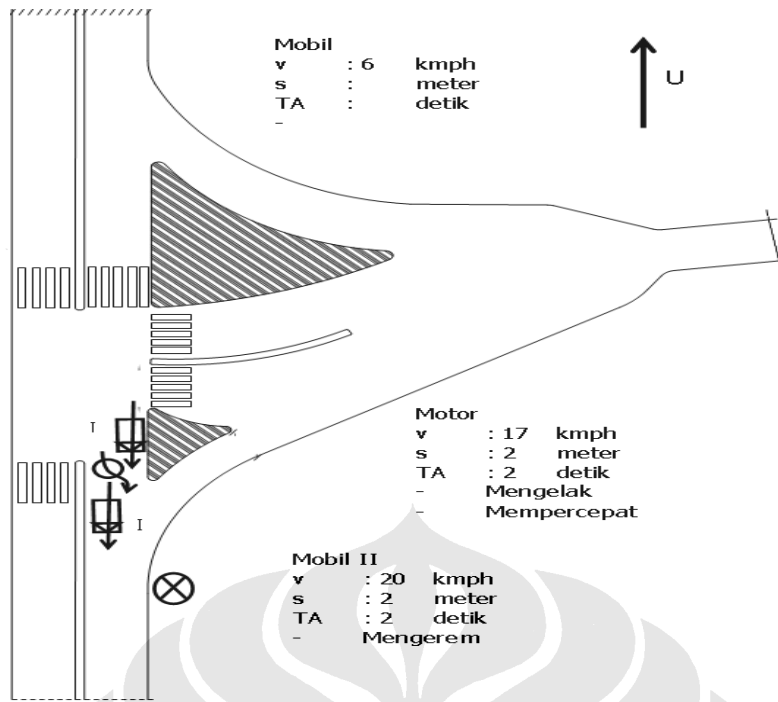
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 4 Sketsa S4e**



Surveyor 4

No. Sketsa : S4f

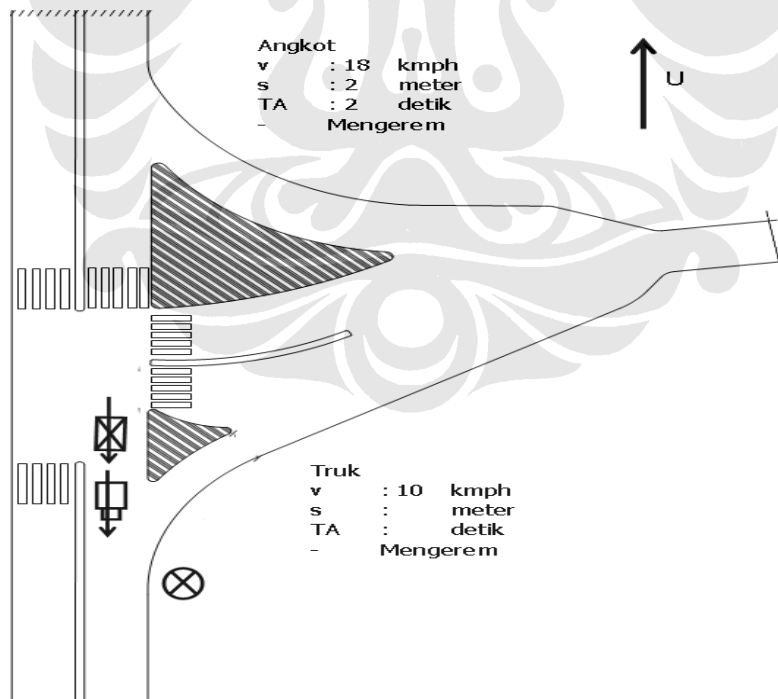
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 4 Sketsa S4f**



Surveyor 4

No. Sketsa : S4g

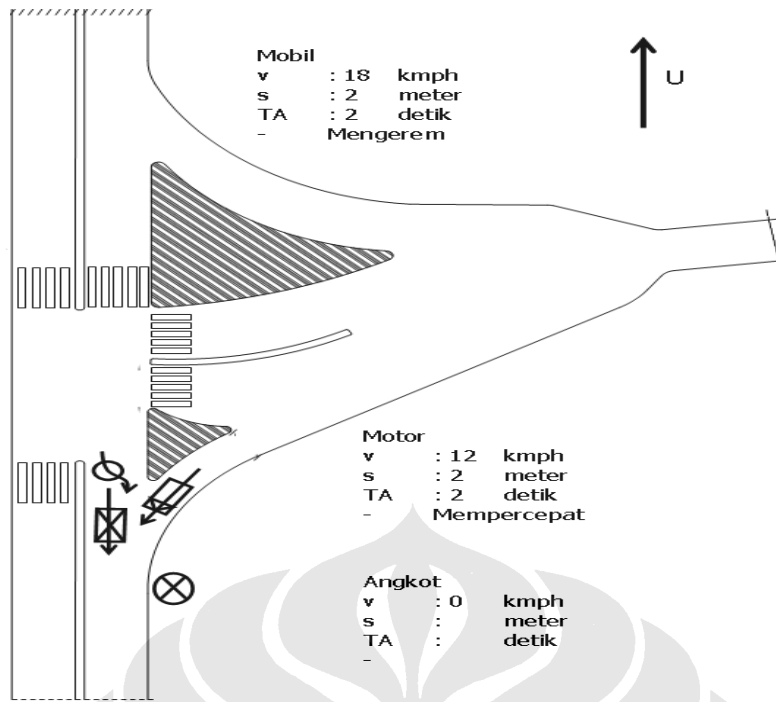
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 4 Sketsa S4g**



Surveyor 4

No. Sketsa : S4h

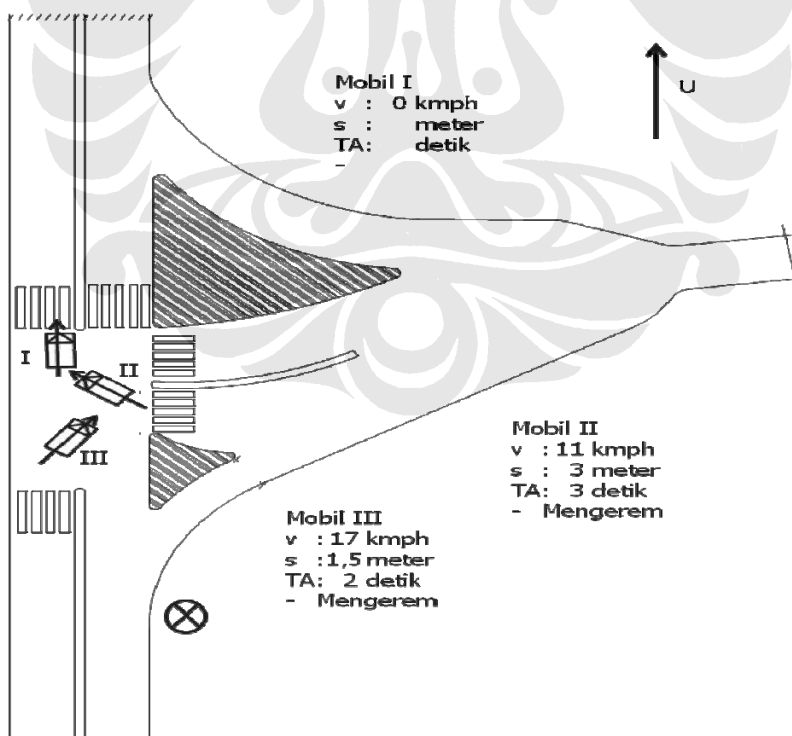
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 4 Sketsa S4h**



Surveyor 4

No. Sketsa : S4i

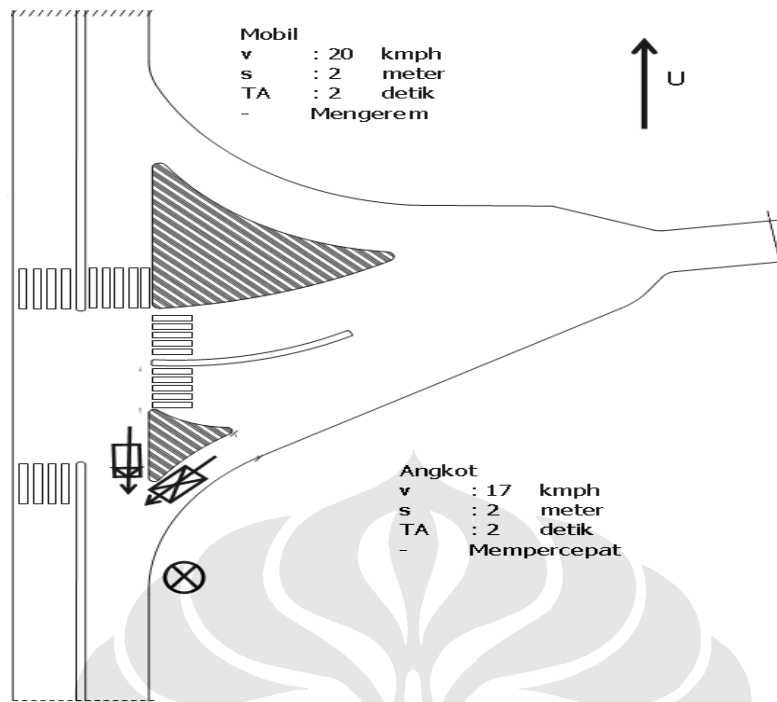
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 4 Sketsa S4i**



Surveyor 4

No. Sketsa : S4j

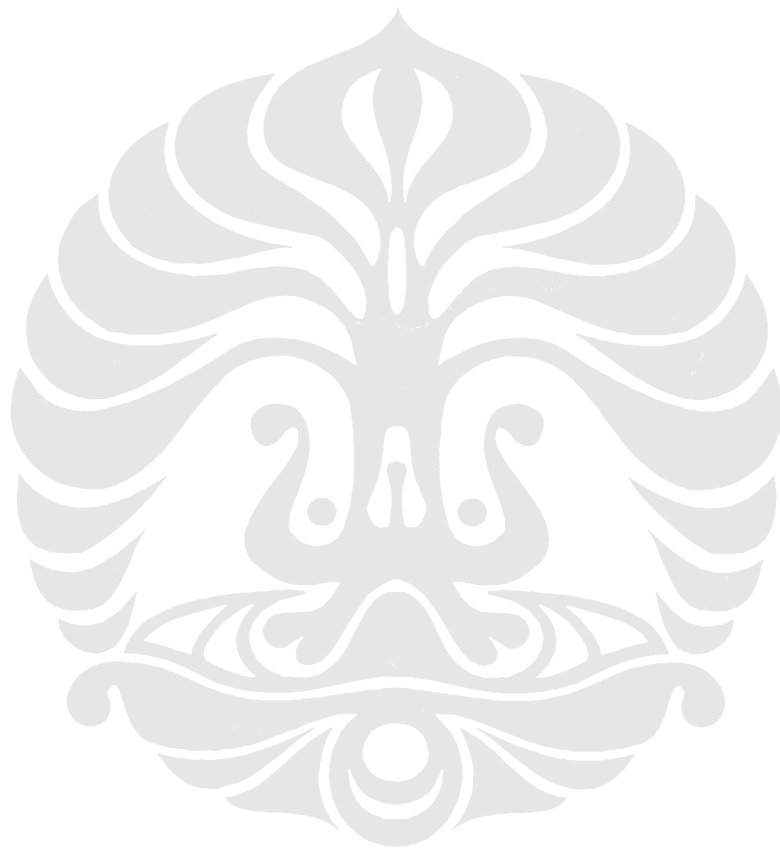
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 4 Sketsa S4j**



Surveyor 4

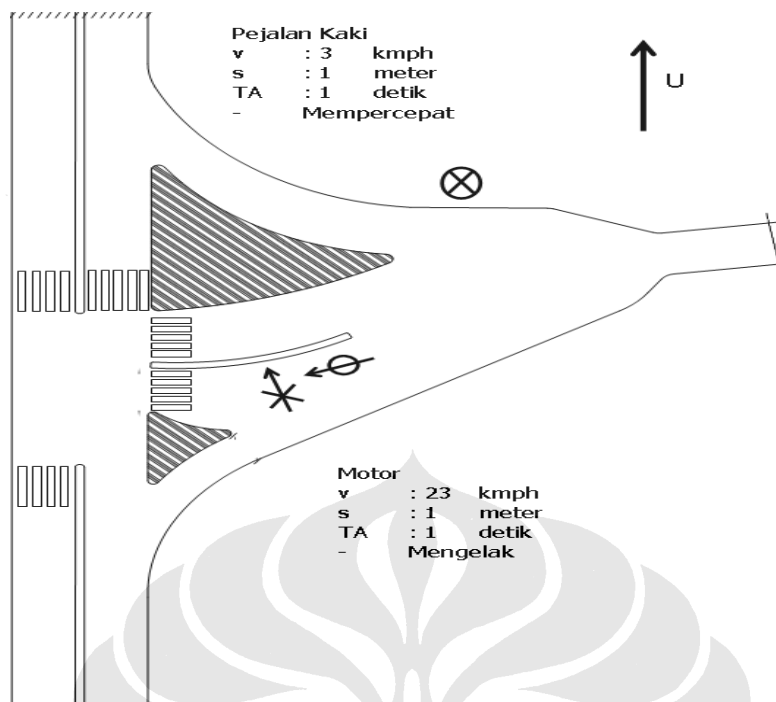
No. Sketsa : S4k

**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 4 Sketsa S4k**





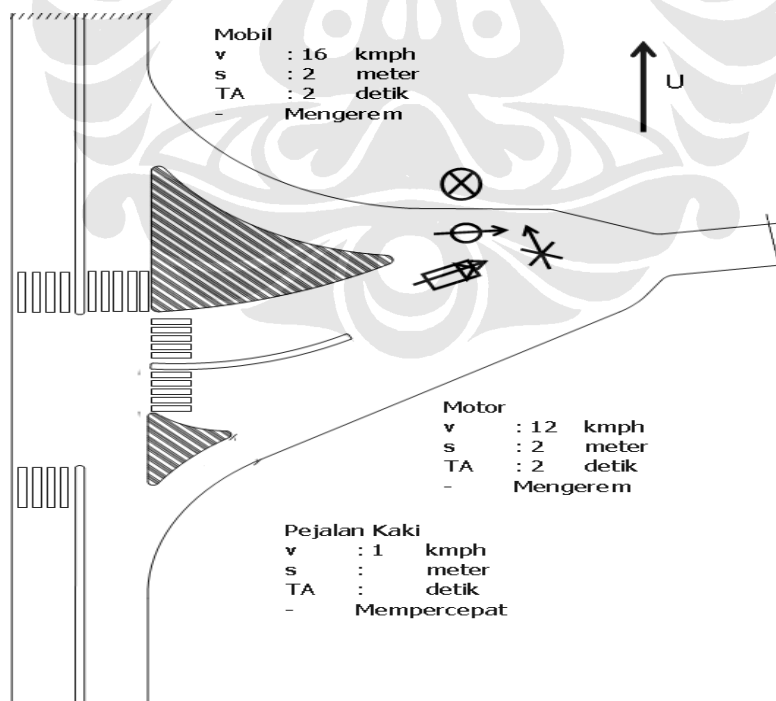
• **Surveyor 5**



Surveyor 5

No. Sketsa : S5a

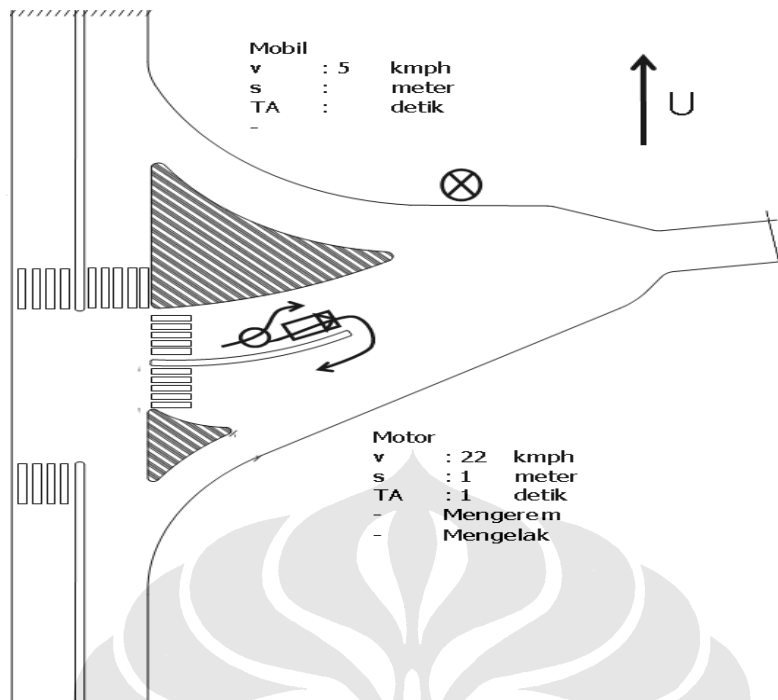
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5a**



Surveyor 5

No. Sketsa : S5b

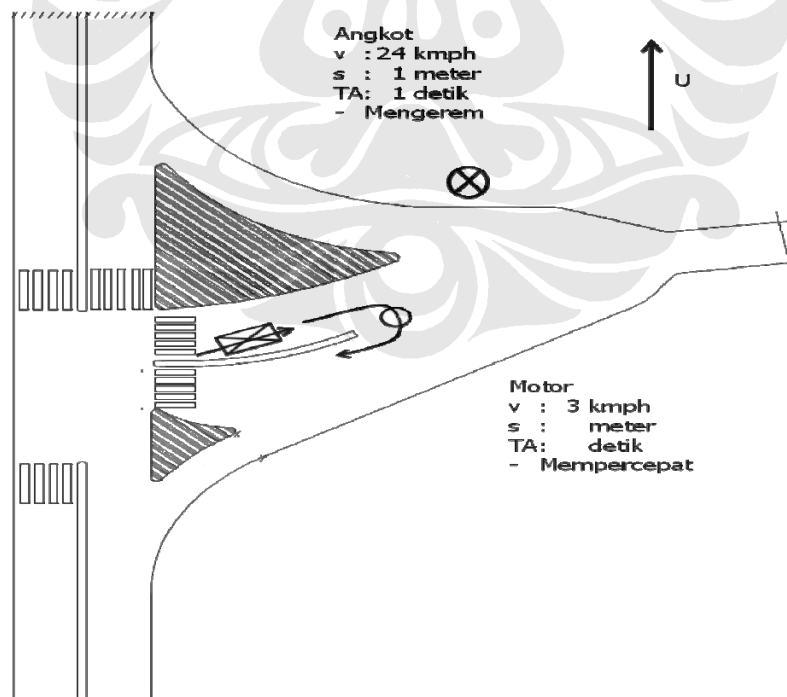
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5b**



Surveyor 5

No. Sketsa : S5c

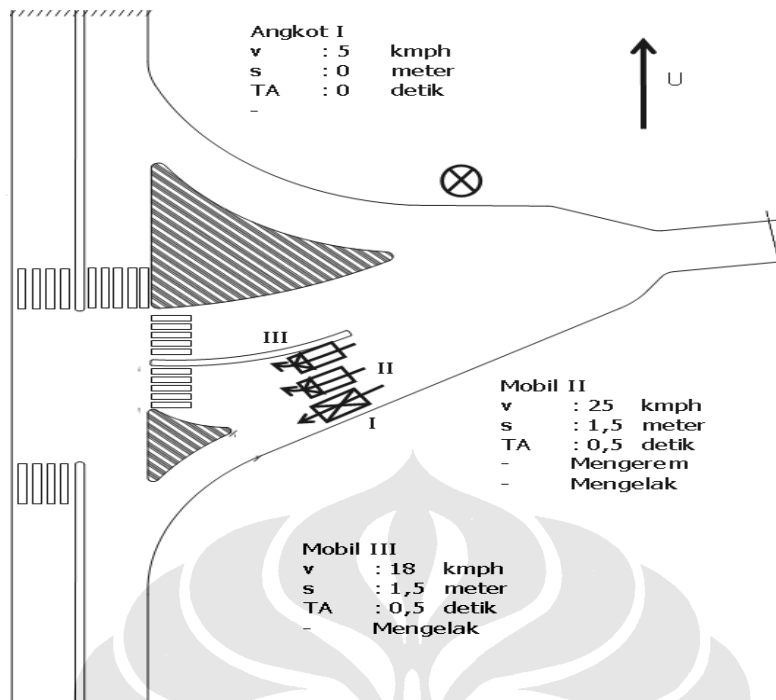
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5c**



Surveyor 5

No. Sketsa : S5d

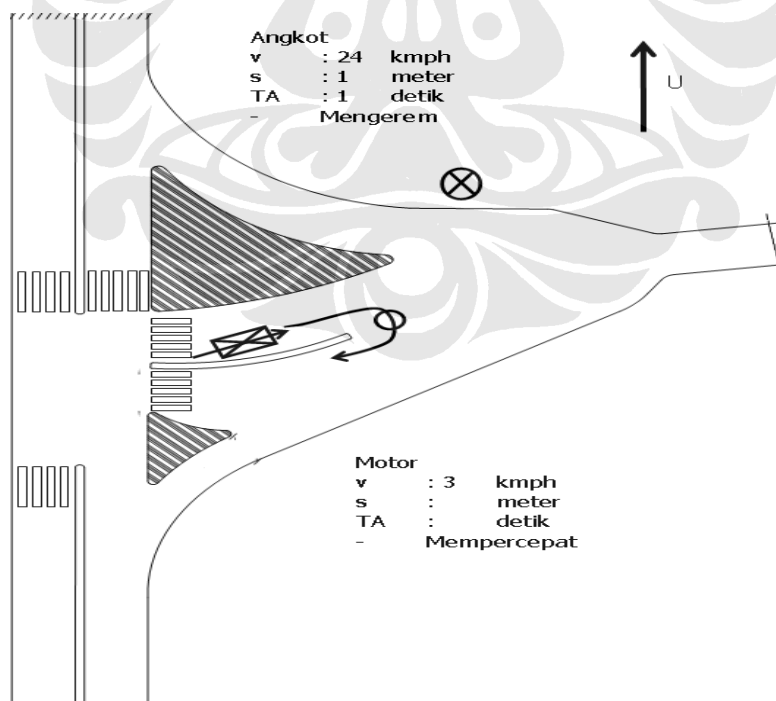
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5d**



Surveyor 5

No. Sketsa : S5e

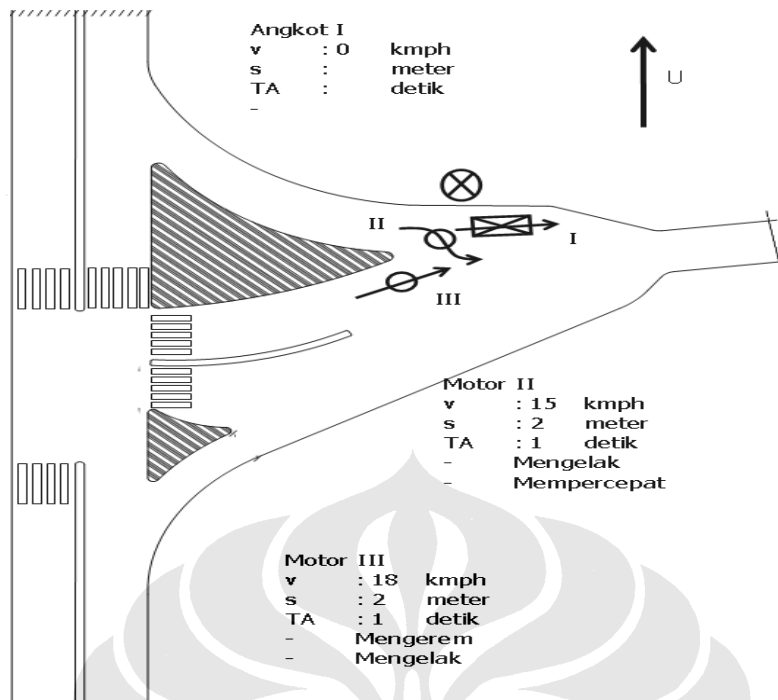
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5e**



Surveyor 5

No. Sketsa : S5f

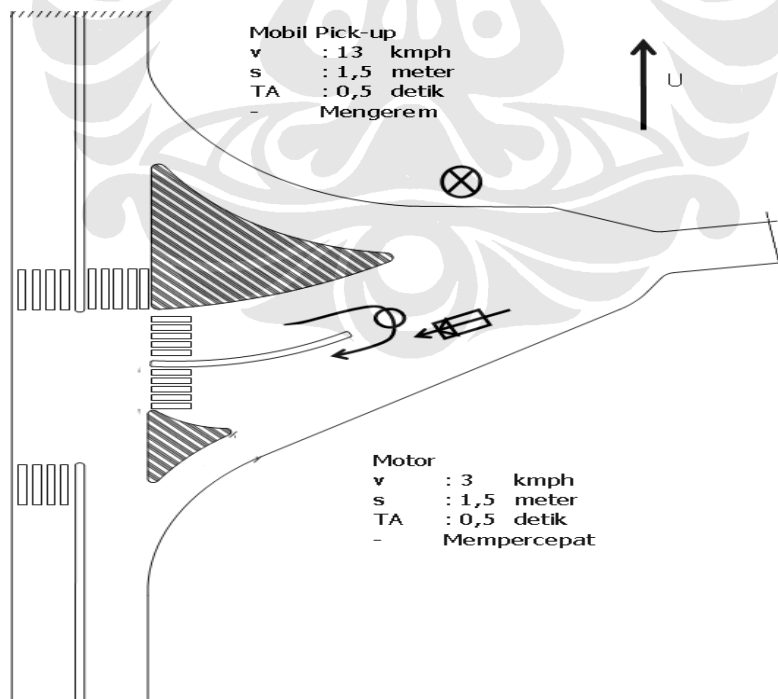
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5f**



Surveyor 5

No. Sketsa : S5g

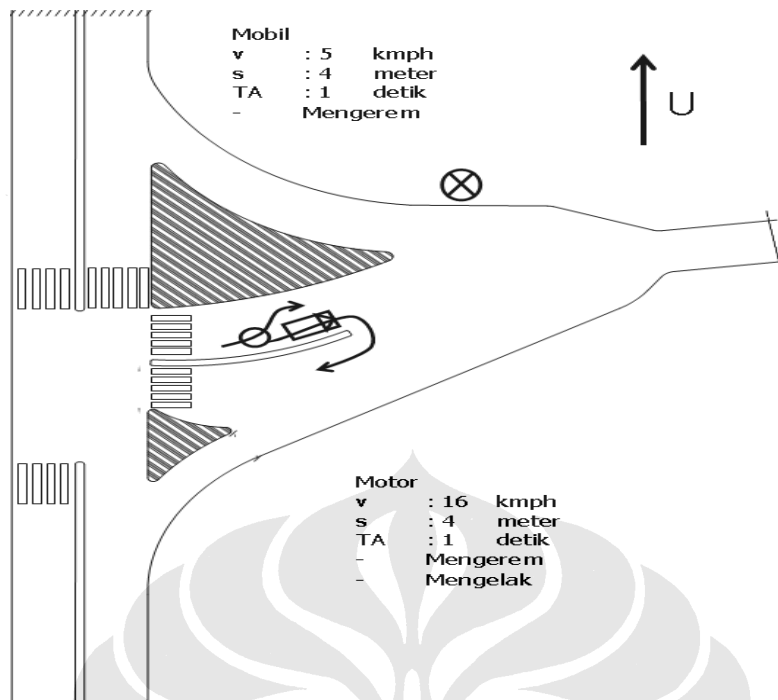
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5g**



Surveyor 5

No. Sketsa : S5h

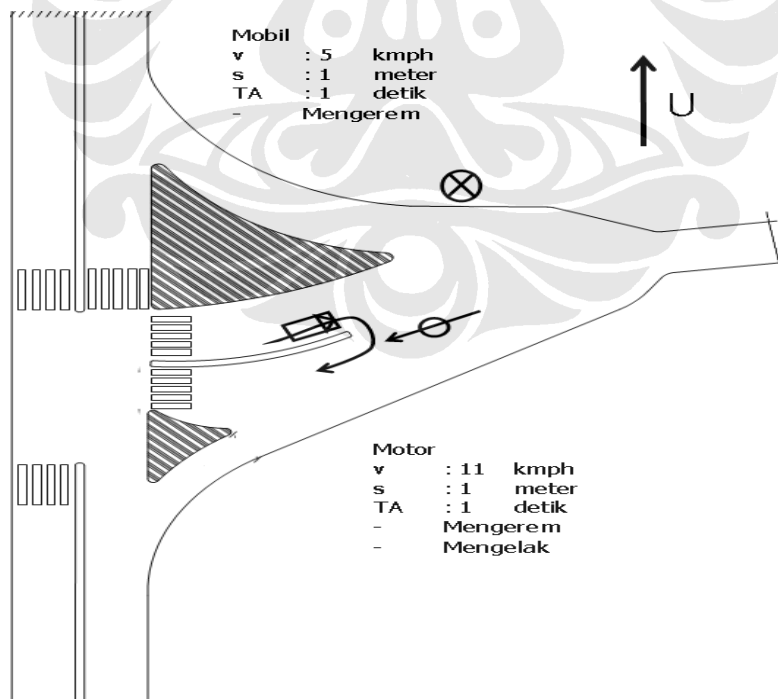
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5h**



Surveyor 5

No. Sketsa : S5i

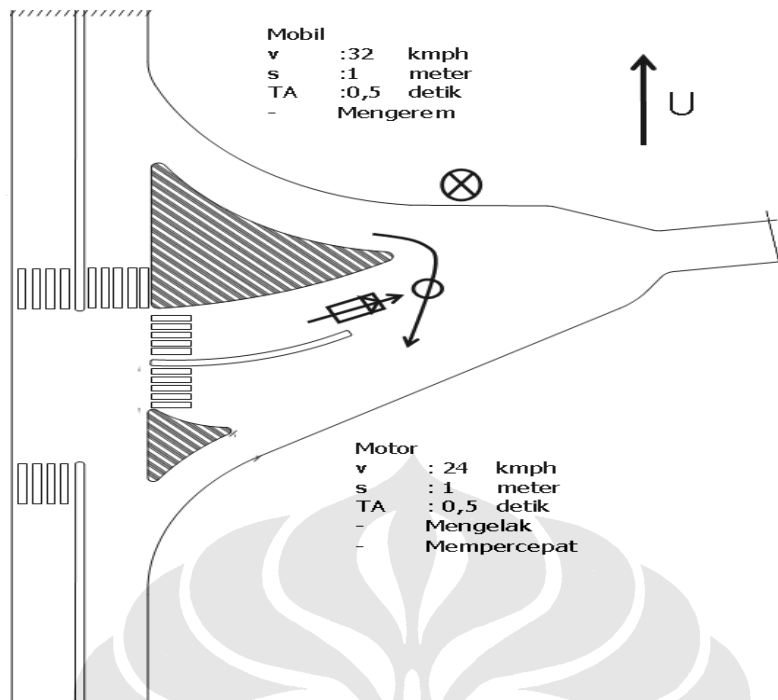
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5i**



Surveyor 5

No. Sketsa : S5j

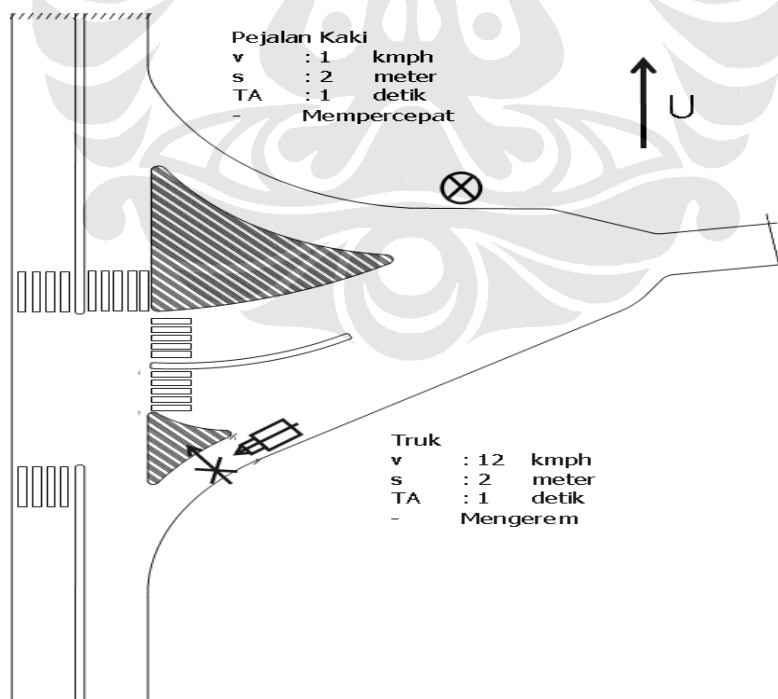
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5j**



Surveyor 5

No. Sketsa : S5k

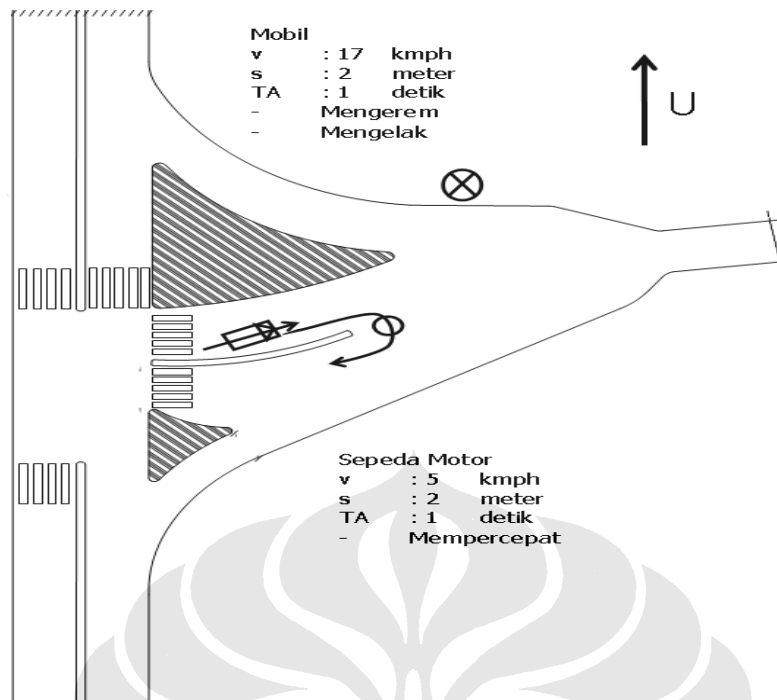
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5k**



Surveyor 5

No. Sketsa : S5l

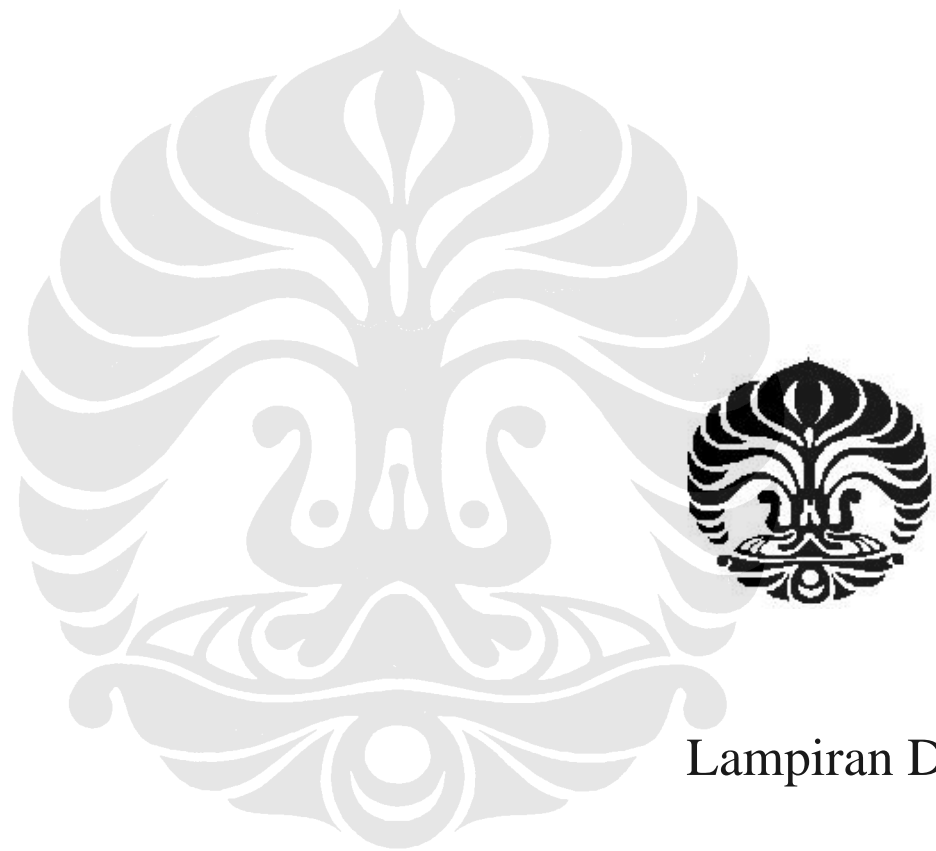
**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5l**



Surveyor 5

No. Sketsa : S5m

**Sketsa Kejadian Konflik Pada Survey Di Lokasi Untuk Surveyor 5 Sketsa S5m**



Lampiran D

## Survey Volume Lalu Lintas



**FORMULIR VOLUME LALU-LINTAS SIMPANG**

Hari / Tanggal : Sabtu / 24 November 2007  
 Kota : Depok  
 Simpang : Jl. Raya Margonda - Jl. Siliwangi

Periode Waktu : 11:30 - 13:30  
 Cuaca : Cerah

KAKI SIMPANG		Waktu tiap 15 menit	ARUS LALU-LINTAS KENDARAAN (Kendaraan)						Motorcycle (MC)	Unmotorized (UM)	Keterangan
			Kendaraan Ringan (LV)		Kendaraan Berat (HV)						
Kode	Arah		Sedan, Jeep, Minibus, Combi, Pick-up	Angkutan Umum Kecil (mikrolet, angkot, dll.)	Bus (Bus kota, Damri, PPD, Colt, L300)	Truk kecil, Truk tangki (2 as)	Truk besar (3 as)	Trailer, Truk Gandeng	Kendaraan Roda 2 Bermotor	Kendaraan Tidak Bermotor	
N - S	Margonda ke arah Citayam	11:30 - 11:45	112	103	0	13	0	0	310	0	
		11:45 - 12:00	113	118	0	13	0	0	333	1	
		12:00 - 12:15	140	107	0	9	0	0	409	2	
		12:15 - 12:30	72	120	0	7	0	0	387	3	
		12:30 - 12:45	85	113	0	10	0	0	344	2	
		12:45 - 13:00	104	94	1	7	0	0	365	2	
		13:00 - 13:15	124	100	0	9	0	0	347	2	
		13:15 - 13:30	115	95	0	7	0	0	353	0	
N - S (belok - kiri) (LTOR)	Margonda ke arah Siliwangi	11:30 - 11:45	32	59	1	1	0	0	120	8	
		11:45 - 12:00	29	83	0	2	0	0	74	7	
		12:00 - 12:15	34	79	0	2	0	0	45	9	
		12:15 - 12:30	28	69	1	0	0	0	82	12	
		12:30 - 12:45	30	63	1	1	0	0	69	9	
		12:45 - 13:00	22	80	0	0	0	0	71	17	
		13:00 - 13:15	16	73	1	0	0	0	51	9	
		13:15 - 13:30	13	50	0	0	0	0	60	8	

**FORMULIR VOLUME LALU-LINTAS SIMPANG**

Hari / Tanggal : Sabtu / 24 November 2007

Periode Waktu : 11:30 - 13:30

Kota : Depok

Cuaca : Cerah

Simpang : Jl. Raya Margonda - Jl. Siliwangi

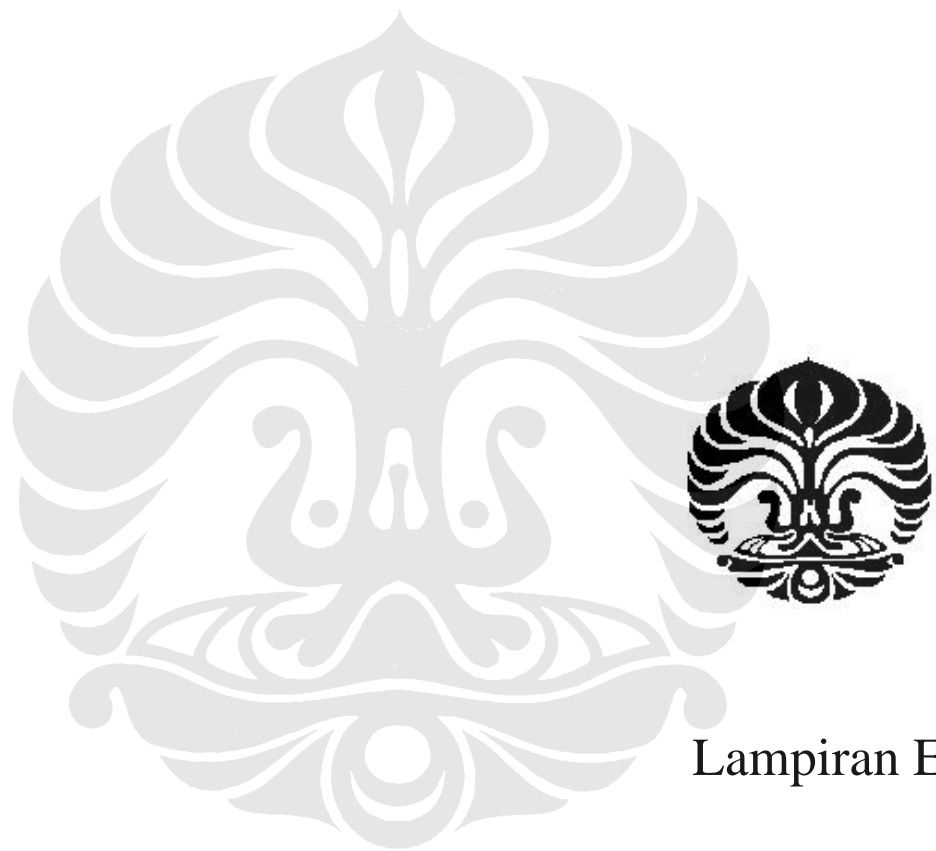
<b>KAKI SIMPANG</b>		Waktu tiap 15 menit	<b>ARUS LALU-LINTAS KENDARAAN (Kendaraan)</b>							Keterangan	
Kode	Arah		<i>Kendaraan Ringan (LV)</i>		<i>Kendaraan Berat (HV)</i>			<i>Motorcycle (MC)</i>	<i>Unmotorized (UM)</i>		
			Sedan, Jeep, Minibus, Combi, Pick-up	Angkutan Umum Kecil (mikrolet, angkot, dll.)	Bus (Bus kota, Damri, PPD, Colt, L300)	Truk kecil, Truk tangki (2 as)	Truk besar (3 as)	Trailer, Truk Gandeng	Kendaraan Roda 2 Bermotor		Kendaraan Tidak Bermotor
E - N (belok - kanan) (RT)	Siliwangi	11:30 - 11:45	41	63	1	11	0	0	163	14	
	ke arah Jakarta	11:45 - 12:00	31	52	0	13	0	0	179	17	
		12:00 - 12:15	34	68	2	10	0	0	158	18	
		12:15 - 12:30	30	53	0	7	0	0	183	20	
		12:30 - 12:45	36	45	0	11	0	0	152	14	
		12:45 - 13:00	37	44	1	8	0	0	178	7	
		13:00 - 13:15	47	41	0	12	0	0	196	14	
		13:15 - 13:30	39	57	0	11	0	0	154	16	
E - S (belok - kiri) (LTOR)	Siliwangi	11:30 - 11:45	23	19	0	7	0	0	36	52	
ke arah Citayam	11:45 - 12:00	33	24	0	6	0	0	75	36		
	12:00 - 12:15	30	32	0	7	0	0	46	37		
	12:15 - 12:30	16	32	0	4	0	0	83	34		
	12:30 - 12:45	22	30	0	7	0	0	112	26		
	12:45 - 13:00	28	35	0	6	0	0	90	16		
	13:00 - 13:15	16	27	0	5	0	0	77	23		
	13:15 - 13:30	19	29	0	5	0	0	68	14		

**FORMULIR VOLUME LALU-LINTAS SIMPANG**

Hari / Tanggal : Sabtu / 24 November 2007  
 Kota : Depok  
 Simpang : Jl. Raya Margonda - Jl. Siliwangi

Periode Waktu : 11:30 - 13:30  
 Cuaca : Cerah

KAKI SIMPANG		Waktu tiap 15 menit	ARUS LALU-LINTAS KENDARAAN (Kendaraan)							Keterangan
			Kendaraan Ringan (LV)		Kendaraan Berat (HV)			Motorcycle (MC)	Unmotorized (UM)	
Kode	Arah		Sedan, Jeep, Minibus, Combi, Pick-up	Angkutan Umum Kecil (mikrolet, angkot, dll.)	Bus (Bus kota, Damri, PPD, Colt, L300)	Truk kecil, Truk tangki (2 as)	Truk besar (3 as)	Trailer, Truk Gandeng	Kendaraan Roda 2 Bermotor	Kendaraan Tidak Bermotor
S - E (belok - kanan) (RT)	Margonda ke arah Siliwangi	11:30 - 11:45	56	1	0	6	0	0	205	4
		11:45 - 12:00	46	1	0	3	0	0	204	1
		12:00 - 12:15	53	0	0	8	0	0	204	0
		12:15 - 12:30	51	0	0	5	0	0	201	0
		12:30 - 12:45	49	2	0	10	0	0	230	0
		12:45 - 13:00	57	0	0	8	0	0	223	0
		13:00 - 13:15	51	2	0	2	0	0	215	1
		13:15 - 13:30	47	1	1	6	0	0	209	0
S - N	Margonda ke arah Jakarta	11:30 - 11:45	128	92	0	18	0	0	345	1
		11:45 - 12:00	119	98	0	16	0	0	329	0
		12:00 - 12:15	127	116	0	11	0	0	314	7
		12:15 - 12:30	129	107	0	14	0	0	337	3
		12:30 - 12:45	127	117	0	16	0	0	298	2
		12:45 - 13:00	122	123	0	9	0	0	315	2
		13:00 - 13:15	130	122	0	12	0	0	329	5
		13:15 - 13:30	124	116	1	12	0	0	325	6



Lampiran E

## Hasil Program KAJI Eksisting

KAJI, SIGNALISED INTERSECTIONS	City : DEPOK	City size : 1.00 Millions	Date : 24 November 2007
Form SIG-1: GEOMETRY, SITE CONDITIONS	Name : Persimpangan Jl.Margonda - Jl. Siliwangi		Handled by: Rachmat Fauzi Pinem
Purpose : Operation	(intersection name, identity or name of streets)		Case : Pengukuran Simpang
			Period : PUKUL 11.30 - 13.30

No. of phases: 3, in EXISTING SIGNAL SETTINGS | Cycle time, c= 117.0, Total lost time, LTI= 15.0

APPROACH IDENTITIES	Approach	PHASE 1: g:34.0, IG:5.0	PHASE 2: g:34.0, IG:5.0	PHASE 3: g:34.0, IG:5.0	PHASE 4: g: , IG:	PHASE 5: g: , IG:	PHASE 6: g: , IG:
		LT ST RT	LT ST RT	LT ST RT	LT ST RT	LT ST RT	LT ST RT
ST N LT-N	N2 ST N		GO				
	N3 LT-N	LTOR	LTOR	LTOR			
NORTH	S2 ST-S		GO		GO		
	S3 RT-S				GO		
WEST EAST RT-E	E1 RT-E			GO			
	E3 LT-E	LTOR	LTOR	LTOR			
SOUTH							
ST-S RT-S							

Enter an identity for each arm to be defined

GEOMETRY, SITE CONDITIONS Examples: Definitions of approach, entry and exit width

	<pre> //  ////////  -----+Wx +---+ </pre>	<pre> \//  ////////  +-----+ +---Wx---+ </pre>	<pre> //   //   //  +---+ +---Wx---+ </pre>	<pre> //   //   //  +---+ +---Wx---+ </pre>	<pre> //   //   //  +---+ +---Wx---+ </pre>	<pre> \//  ////////  +-----+ +---Wx---+ </pre>
Wx = W,exit	+---+	+---Wx---+	+---+	+---Wx---+	+---+	+---Wx---+
Wl = W,LTOR-lane						
We = W,entry	+---+	+---We---+	+---+	+---We---+	+---+	+---We---+
Wa = W,approach	-----+Wl We	+-----	---+ +---+	+-----+	+-----+	+-----
LTOR = Left Turn On Red	<pre> ////////  //\  //   //   //+---+Wl  //+---Wa+ </pre>	<pre>  ////////   //\  //   //+---+Wl  //+---Wa+ </pre>	<pre>  //   //   //+---+Wl  //+---Wa+ </pre>	<pre>  //   //   //+---+Wl  //+---Wa+ </pre>	<pre>  //   //   //+---+Wl  //+---Wa+ </pre>	<pre>  //   //   //+---+Wl  //+---Wa+ </pre>
	LTOR allowed and lane for LTOR	LTOR allowed and traffic isle		LT only on green (or LTOR without LTOR-lane)		W,LTOR should be 0.0 when LTOR is prohibited

Approach code (1)	Road environment (2)	Side friction Hi/Med/Lo (3)	Median Y/N (4)	Gradient + or - in % (5)	Left-turn on red Y/N (6)	Distance to parked veh (m) (7)	W I D T H S (m)				Sepa- rate RT-lane (Y/N)	One-way street (Y/N)
							Approach W,appr (8)	Entry W,entry (9)	LTOR-lane W,LTOR (10)	Exit W,exit (11)		
N2 ST N	COM	High	Yes	2.00	No	NA	7.00	7.00		7.00	Yes	
N3 LT-N	COM	High	Yes	2.00	Yes	NA	7.00	3.50	3.00	7.00	Yes	
S2 ST-S	COM	High	Yes	2.00	No	NA	7.00	3.50		7.00	Yes	
S3 RT-S	COM	High	Yes	2.00	No	NA	7.00	3.50		4.00	Yes	
E1 RT-E	COM	High	Yes	2.00	No	NA	3.50	4.00		7.00	Yes	
E3 LT-E	COM	High	Yes	2.00	Yes	NA	3.50	3.50	3.00	3.50	Yes	
Program version 1.10F   Date of run: 071227/22:24												

K A J I	City	: DEPOK	Date	: 24 November 2007
SIGNALISED INTERSECTIONS	Intersection:	Persimpangan Jl.Margonda - Jl. Siliwangi	Handled by:	Rachmat Fauzi Pinem
Form SIG-2 : TRAFFIC FLOWS			Case	: Pengukuran Simpang
Purpose : Operation			Period	: PUKUL 11.30 - 13.30

Approach	Move-ment	T R A F F I C F L O W M O T O R I S E D V E H I C L E S ( M V )										U N M O T O R I S E D V E H I C L E S						
		Light Vehicles		Heavy Vehicles		Motorcycles (MC)		T O T A L		Motor Vehicles		Ratio of turning		(pce,prot=0.5) (pce,opp.=1.0)				
		pce,protected = 1.00		pce,protected = 1.30		pce,protected = 0.20		Motor Vehicles		Ratio of turning								
		pce,opposed = 1.00		pce,opposed = 1.30		pce,opposed = 0.40		MV						Ratio				
(1)	(2)	veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	p	p	UM	UM/MV			
		(3)	Prot. (4)	Opp. (5)	Prot. (6)	Opp. (7)	Opp. (8)	Prot. (9)	Opp. (10)	Opp. (11)	Prot. (12)	Opp. (13)	Opp. (14)	LT (15)	RT (16)	veh/h (17)	(12/17) (18)	
N2	ST N	LT/LTOR	0	0	0	0	0	0	0	0	0	0	0	0.00		0	0.00	
		ST	868	868	868	39	51	51	1473	295	589	2380	1213	1508		8	0.00	
		RT	0	0	0	0	0	0	0	0	0	0	0		0.00	0	0.00	
		Total	868	868	868	39	51	51	1473	295	589	2380	1213	1508		8	0.00	
N3	LT-N	LT/LTOR	413	413	413	7	9	9	321	64	128	741	486	551	1.00		36	0.05
		ST	0	0	0	0	0	0	0	0	0	0	0			0	0.00	
		RT	0	0	0	0	0	0	0	0	0	0	0		0.00	0	0.00	
		Total	413	413	413	7	9	9	321	64	128	741	486	551			36	0.05
S2	ST-S	LT/LTOR	0	0	0	0	0	0	0	0	0	0	0	0.00		0	0.00	
		ST	977	977	977	51	66	66	1279	256	512	2307	1299	1555		12	0.01	
		RT	0	0	0	0	0	0	0	0	0	0	0		0.00	0	0.00	
		Total	977	977	977	51	66	66	1279	256	512	2307	1299	1555		12	0.01	
S3	RT-S	LT/LTOR	0	0	0	0	0	0	0	0	0	0	0	0.00		0	0.00	
		ST	0	0	0	0	0	0	0	0	0	0	0			0	0.00	
		RT	209	209	209	27	35	35	877	175	351	1113	420	595		1	0.00	
		Total	209	209	209	27	35	35	877	175	351	1113	420	595		1	0.00	
E1	RT-E	LT/LTOR	0	0	0	0	0	0	0	0	0	0	0	0.00		0	0.00	
		ST	0	0	0	0	0	0	0	0	0	0	0			0	0.00	
		RT	372	372	372	44	57	57	683	137	273	1099	566	702		69	0.06	

	Total	372	372	372	44	57	57	683	137	273	1099	566	702			69	0.06	
E3	LT-E	LT/LTOR	225	225	225	24	31	31	331	66	132	580	322	389	1.00		113	0.19
		ST	0	0	0	0	0	0	0	0	0	0	0	0			0	0.00
		RT	0	0	0	0	0	0	0	0	0	0	0	0	0.00		0	0.00
	Total		225	225	225	24	31	31	331	66	132	580	322	389			113	0.19

Program version 1.10F | Date of run: 071227/22:24





KAJI- SIGNALISED INTERSECTIONS	City	: DEPOK	Date	: 24 November 2007
Form SIG-3: CLEARANCE TIME, LOST TIME	Intersection:		Handled by:	Rachmat Fauzi Pinem
Purpose : Operation	Persimpangan Jl.Margonda - Jl. Siliwangi		Case	: Pengukuran Simpang
			Period	: PUKUL 11.30 - 13.30

EVAC. TRAFFIC | A D V A N C I N G T R A F F I C

Approach	Speed Ve m/sec	Approach Speed Va m/sec		N2 ST N	N3 LT-N	S2 ST-S	S3 RT-S	E1 RT-E			Allred time (sec)	
N2 ST N	60.00		Dist Evac+Vehlen-Adv(m)	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	+ -	+ -	+ -	0.00
			Time evac-adv (sec)	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	-	-	-	0.00
N3 LT-N	60.00		Dist Evac+Vehlen-Adv(m)	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	+ -	+ -	+ -	0.00
			Time evac-adv (sec)	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	-	-	-	0.00
S2 ST-S	60.00		Dist Evac+Vehlen-Adv(m)	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	+ -	+ -	+ -	0.00
			Time evac-adv (sec)	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	-	-	-	0.00
S3 RT-S	60.00		Dist Evac+Vehlen-Adv(m)	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	+ -	+ -	+ -	0.00
			Time evac-adv (sec)	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	-	-	-	0.00
E1 RT-E	60.00		Dist Evac+Vehlen-Adv(m)	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	+ -	+ -	+ -	0.00
			Time evac-adv (sec)	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	-	-	-	0.00
E3 LT-E	60.00		Dist Evac+Vehlen-Adv(m)	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	+ -	+ -	+ -	0.00
			Time evac-adv (sec)	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	-	-	-	0.00
			Dist Evac+Vehlen-Adv(m)	+ -	+ -	+ -	+ -	+ -	+ -	+ -	+ -	
			Time evac-adv (sec)	-	-	-	-	-	-	-	-	
			Dist Evac+Vehlen-Adv(m)	+ -	+ -	+ -	+ -	+ -	+ -	+ -	+ -	
			Time evac-adv (sec)	-	-	-	-	-	-	-	-	
			Dist Evac+Vehlen-Adv(m)	+ -	+ -	+ -	+ -	+ -	+ -	+ -	+ -	
			Time evac-adv (sec)	-	-	-	-	-	-	-	-	





Approach	Green in	Appr	Ratio of turn-	RT-flow	Effect.	Base	Saturation flow	correction factors	Adjust.	Traffic	Flow										
Phase	Green	Capa-	Degree																		
code	phase	type	ing vehicles	pcu/h	width	satu-	All approach types	Only type P	sat.	flow											
ratio	ratio	time	city	of																	
(sec)	no.	Split			(m)	ration	City	Side	Grad-	Park-	Right	Left	flow	LT,	FR	PR=					
S*g	ration																				
=C	Q/C	phase	LTOR	LT	RT	dir	dir	W,exit	So	Fcs	Fsf	Fg	Fp	Frt	Flt	S	Q	or	Q/S	/IFR	g
(1)	(2)	green	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	RT	(19)	(20)
(21)	(22)	(23)																			

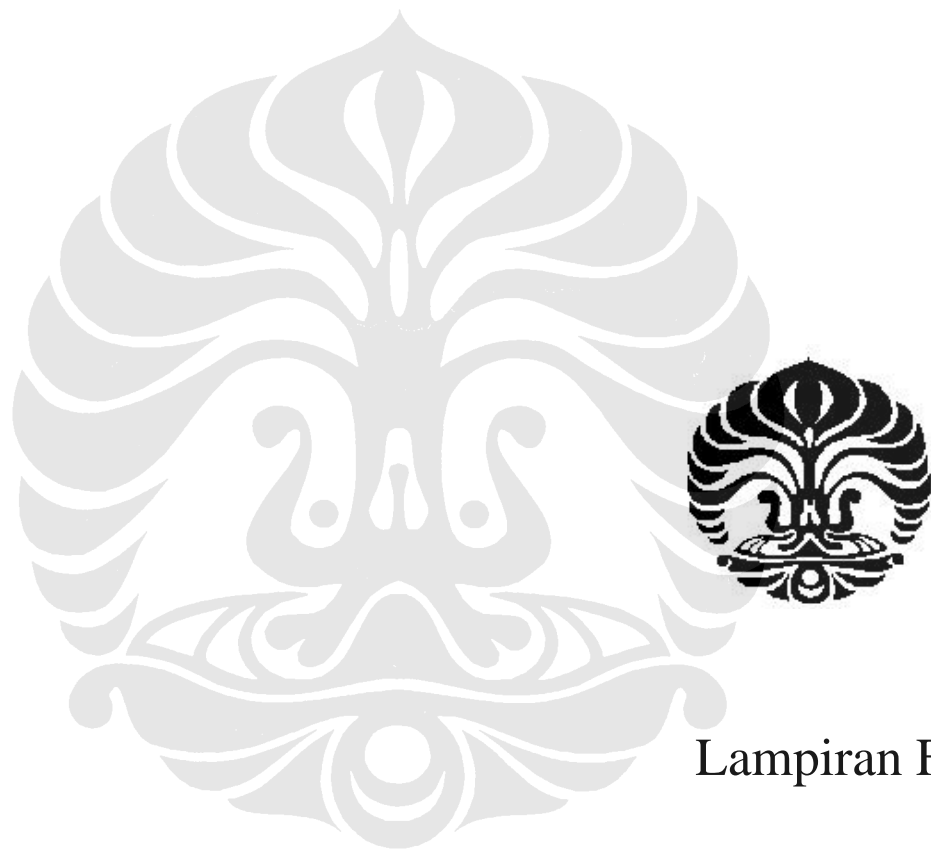
N2	ST-N	1		O	0.00	0.00	0.00	0	0	7.00	2470	0.94	0.927	0.98	1.00	1.00	1.00	2109	1508	S	0.715	
34.0	613	2.460																				
N3	LT-N	0		P	1.00	0.00	0.00	0	0	3.50	2100	0.94	0.907	0.98	1.00	1.00	1.00	1755	0		0.000	
34.0	499																					
S2	ST-S	1		P	0.00	0.00	0.00	0	0	3.50	2100	0.94	0.928	0.98	1.00	1.00	1.00	1794	1299	S	0.724	
34.0																						
S2	ST-S	2		O	0.00	0.00	0.00	0	0	3.50	388	0.94	0.925	0.98	1.00	1.00	1.00	331	1555	S	4.698	
34.0																						
S2	ST-S	12		PO														1063	1427		1.342	
68.0	618	2.309																				
S3	RT-S	3		P	0.00	0.00	1.00	420	0	3.50	2100	0.94	0.930	0.98	1.00	1.00	1.00	1798	420	R	0.234	
34.0	522	0.805																				
E1	RT-E	2		P	0.00	0.00	1.00	566	0	3.50	2100	0.94	0.901	0.98	1.00	1.00	1.00	1743	566	R	0.325	
34.0	507	1.116																				
E3	LT-E	0		P	1.00	0.00	0.00	0	0	0.50	300	0.94	0.839	0.98	1.00	1.00	1.00	232	0		0.000	
0.0																						

Total lost time, LTI : 15.0 sec | Unadj. cycle time Cua : 117.0 sec | Correction factors are NOT shown if | IFR : 4.931 (= sum of FRcrit)  
 Adjusted cycle time, c: sec | adj. saturation flow is user input. | Efficiency: 5.060 (= IFR + LTI/c)

Comments: Form SIG-1 settings used for calculations!  
 Comments:

Program version 1.10F | Date of run: 071227/22:24

KAJI - SIGNALISED INTERSECTIONS		City : DEPOK		Date : 24 November 2007												
Form SIG-5: QUEUE LENGTH, STOP RATE, DELAY		Intersection: Persimpangan Jl.Margonda - Jl. Siliwangi		Handled by: Rachmat Fauzi Pinem												
Purpose : Operation		Cycle time : 117.0 sec		Case : Pengukuran Simpang												
		Prob. for overloading: 5.00 %		Period : PUKUL 11.30 - 13.30												
Approach code	FLOW (pcu/h)		Capa- city	Degree of satu- ration	Green ratio	No of queuing vehicles(pcu)				Queue Length	Stop Rate	No. of stops	Delay			Tot
	Qentry	Q Used				Total	NS	Avg.Delay	Avg.Delay				Avg.Delay			
(1)	excl. LTOR	in SIG-4 (2)	(3)	DS=Q/C (4)	gr= g/c (5)	NQ1 (6)	NQ2 (7)	NQ = NQ1+NQ2 (8)	NQmax (9)	Ql(m) (10)	stops /pcu (11)	NSV pcu/h (12)	Traffic DT(sec/pcu) (13)	Geometric DG(sec/pcu) (14)	D=DT+DG sec/pcu (15)	D * Q sec (16)
N2 ST N	1508	1508	613	2.460	0.291	448.8	121.9	570.78	793	2266	10.482	15806	2739.1	4.00	2743.	4136708
N3 LT-N	0	0	499	0.000	0.291	0.00	0.00	0.00	0	0	0.000	0	29.44	6.00	35.44	0
S2 ST-S	1427	1427	618	2.309	0.581	405.8	-56.7	349.09	485	2771	6.774	9667	2334.3	4.00	2338.	3336801
S3 RT-S	420	420	522	0.805	0.291	1.51	12.64	14.15	20	114	0.933	392	48.86	4.13	53.00	22259
E1 RT-E	566	566	507	1.116	0.291	34.08	19.32	53.40	74	370	2.613	1479	285.60	4.00	289.6	163911
E3 LT-E	0	0	0	0.000	0.000	0.00	0.00	0.00	0	0	0.000	0	0.00	6.00	6.00	0
LTOR,all	808	808											0.00	6.00	6.00	4848
Flow adj(Qadj): 0		Total: 27344										Total delay(sec): 7664527				
Tot flow : 4729(Qtot)		Mean number of stops/pcu: 5.78										Mean intersection delay(sec/pcu): 1620.75				
Comments Results indicate US-HCM85 level-of-service F																
Program version 1.10F   Date of run: 071227/22:24																



Lampiran F

## Hasil Program KAJI Perbaikan

KAJI, SIGNALISED INTERSECTIONS	City : DEPOK	City size : 1.00 Millions	Date : 24 November 2007
Form SIG-1: GEOMETRY, SITE CONDITIONS	Name : Persimpangan Jl.Margonda - Jl. Siliwangi		Handled by: Rachmat Fauzi Pinem
Purpose : Operation	(intersection name, identity or name of streets)		Case : Pengukuran Simpang
			Period : PUKUL 11.30 - 13.30

No. of phases: 3, in EXISTING SIGNAL SETTINGS | Cycle time, c= 117.0, Total lost time, LTI= 15.0

APPROACH IDENTITIES	Approach	PHASE 1: g:52.0, IG:5.0	PHASE 2: g:26.0, IG:5.0	PHASE 3: g:24.0, IG:5.0	PHASE 4: g: , IG:	PHASE 5: g: , IG:	PHASE 6: g: , IG:
		LT ST RT	LT ST RT	LT ST RT	LT ST RT	LT ST RT	LT ST RT
ST N LT-N	N2 ST N		GO				
	N3 LT-N	LTOR	LTOR	LTOR			
NORTH	S2 ST-S		GO		GO		
	S3 RT-E				GO		
WEST EAST	E1 RT-E			GO			
	E3 LT-E	LTOR	LTOR	LTOR			
SOUTH							
	ST-S RT-S						

Enter an identity for each arm to be defined

GEOMETRY, SITE CONDITIONS Examples: Definitions of approach, entry and exit width

	////	\\	////				\\	\\
	////////	////////	////////	////////	////////	////////	////////	////////
	-----+Wx	-----+	-----+	-----+	-----+	-----+	-----+	-----+
Wx = W,exit	+++		---Wx---	+++		---Wx+		
Wl = W,LTOR-lane								
We = W,entry	+++++		---We---	+++		---We+		
Wa = W,approach	-----+Wl We	-----	-----	-----	-----	-----	-----	-----
	////////	////////	////////	////////	////////	////////	////////	////////
LTOR = Left Turn	///\	///	///\	///	///\	///	///	///
On Red	///	///	///	///	///	///	///	///
	///+---Wa+	///	///+---Wl	///	///+---Wa+	///	///	///
		///	///+---Wa---	///	///+---Wa+	///	///	///

LTOR allowed and lane for LTOR      LTOR allowed and traffic isle      LT only on green (or LTOR without LTOR-lane)

W,LTOR should be 0.0 when LTOR is prohibited

Approach code (1)	Road environment (2)	Side friction Hi/Med/Lo (3)	Median Y/N (4)	Gradient + or - in % (5)	Left-turn on red Y/N (6)	Distance to parked veh (m) (7)	W I D T H S (m)				Sepa- rate RT-lane (Y/N)	One-way street (Y/N)
							Approach W,appr (8)	Entry W,entry (9)	LTOR-lane W,LTOR (10)	Exit W,exit (11)		
N2 ST N	COM	High	Yes	2.00	No	NA	7.00	7.00		7.00	Yes	
N3 LT-N	COM	High	Yes	2.00	Yes	NA	7.00	3.50	3.00	7.00	Yes	
S2 ST-S	COM	High	Yes	2.00	No	NA	7.00	7.00		7.00	Yes	
S3 RT-S	COM	High	Yes	2.00	No	NA	7.00	3.50		4.00	Yes	
E1 RT-E	COM	High	Yes	2.00	No	NA	3.50	4.00		7.00	Yes	
E3 LT-E	COM	High	Yes	2.00	Yes	NA	3.50	3.50	3.00	3.50	Yes	
Program version 1.10F   Date of run: 071227/22:24												



K A J I	City	: DEPOK	Date	: 24 November 2007
SIGNALISED INTERSECTIONS			Handled by:	Rachmat Fauzi Pinem
Form SIG-2 : TRAFFIC FLOWS	Intersection:	Persimpangan Jl.Margonda - Jl. Siliwangi	Case	: Pengukuran Simpang
Purpose : Operation			Period	: PUKUL 11.30 - 13.30

Approach	Move- ment	T R A F F I C F L O W M O T O R I S E D V E H I C L E S ( M V )											U N M O T O R I S E D V E H I C L E S					
		Light Vehicles			Heavy Vehicles			Motorcycles (MC)			T O T A L		Ratio of					
		pce,protected = 1.00	pce,protected = 1.30	pce,protected = 0.20	Motor Vehicles		Ratio of		(pce,prot=0.5)		(pce,opp.=1.0)							
		pce,opposed = 1.00	pce,opposed = 1.30	pce,opposed = 0.40	MV		turning				Ratio							
(1)	(2)	veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	p	p	UM	UM/MV			
		(3)	Prot. (4)	Opp. (5)	(6)	Prot. (7)	Opp. (8)	(9)	(10)	(11)	(12)	(13)	(14)	LT (15)	RT (16)	veh/h (17)	(18)	
N2	ST N	LT/LTOR	0	0	0	0	0	0	0	0	0	0	0	0.00		0	0.00	
		ST	868	868	868	39	51	51	1473	295	589	2380	1213	1508		8	0.00	
		RT	0	0	0	0	0	0	0	0	0	0	0	0.00		0	0.00	
		Total	868	868	868	39	51	51	1473	295	589	2380	1213	1508		8	0.00	
N3	LT-N	LT/LTOR	413	413	413	7	9	9	321	64	128	741	486	551	1.00		36	0.05
		ST	0	0	0	0	0	0	0	0	0	0	0	0		0	0.00	
		RT	0	0	0	0	0	0	0	0	0	0	0	0.00		0	0.00	
		Total	413	413	413	7	9	9	321	64	128	741	486	551			36	0.05
S2	ST-S	LT/LTOR	0	0	0	0	0	0	0	0	0	0	0	0.00		0	0.00	
		ST	977	977	977	51	66	66	1279	256	512	2307	1299	1555		12	0.01	
		RT	0	0	0	0	0	0	0	0	0	0	0	0.00		0	0.00	
		Total	977	977	977	51	66	66	1279	256	512	2307	1299	1555			12	0.01
S3	RT-S	LT/LTOR	0	0	0	0	0	0	0	0	0	0	0	0.00		0	0.00	
		ST	0	0	0	0	0	0	0	0	0	0	0			0	0.00	
		RT	209	209	209	27	35	35	877	175	351	1113	420	595	1.00	1	0.00	
		Total	209	209	209	27	35	35	877	175	351	1113	420	595			1	0.00

E1	RT-E	LT/LTOR	0	0	0	0	0	0	0	0	0	0	0	0	0.00		0	0.00
		ST	0	0	0	0	0	0	0	0	0	0	0	0			0	0.00
		RT	372	372	372	44	57	57	683	137	273	1099	566	702		1.00	69	0.06
		Total	372	372	372	44	57	57	683	137	273	1099	566	702			69	0.06
E3	LT-E	LT/LTOR	225	225	225	24	31	31	331	66	132	580	322	389	1.00		113	0.19
		ST	0	0	0	0	0	0	0	0	0	0	0	0			0	0.00
		RT	0	0	0	0	0	0	0	0	0	0	0	0		0.00	0	0.00
		Total	225	225	225	24	31	31	331	66	132	580	322	389			113	0.19
Program version 1.10F			Date of run: 071227/22:24															



KAJI- SIGNALISED INTERSECTIONS	City	: DEPOK	Date	: 24 November 2007
Form SIG-3: CLEARANCE TIME, LOST TIME	Intersection:		Handled by:	Rachmat Fauzi Pinem
Purpose : Operation	Persimpangan Jl.Margonda - Jl. Siliwangi		Case	: Pengukuran Simpang
			Period	: PUKUL 11.30 - 13.30

EVAC. TRAFFIC | A D V A N C I N G T R A F F I C

Approach	Speed Ve m/sec	Approach Speed Va m/sec		N2 ST N	N3 LT-N	S2 ST-S	S3 RT-S	E1 RT-E				Allred time (sec)
N2 ST N	60.00		Dist Evac+Vehlen-Adv(m)	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	+ -	+ -	+ -	0.00
			Time evac-adv (sec)	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	-	-	-	0.00
N3 LT-N	60.00		Dist Evac+Vehlen-Adv(m)	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	+ -	+ -	+ -	0.00
			Time evac-adv (sec)	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	-	-	-	0.00
S2 ST-S	60.00		Dist Evac+Vehlen-Adv(m)	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	+ -	+ -	+ -	0.00
			Time evac-adv (sec)	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	-	-	-	0.00
S3 RT-S	60.00		Dist Evac+Vehlen-Adv(m)	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	+ -	+ -	+ -	0.00
			Time evac-adv (sec)	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	-	-	-	0.00
E1 RT-E	60.00		Dist Evac+Vehlen-Adv(m)	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	+ -	+ -	+ -	0.00
			Time evac-adv (sec)	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	-	-	-	0.00
E3 LT-E	60.00		Dist Evac+Vehlen-Adv(m)	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	0+ 0- 0	+ -	+ -	+ -	0.00
			Time evac-adv (sec)	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	0.0-0.0	-	-	-	0.00

Dimensioning times between phases (sec)											Amber	Allred	
												3.0	3.0
												3.0	3.0
												3.0	3.0
												0.0	0.0
												0.0	0.0
												0.0	0.0

Lost time (LTI) = Total allred + amber time (sec/cycle) | 18.00

Program version 1.10F | Date of run: 071227/22:24

K A J I - SIGNALISED INTERSECTIONS	City : DEPOK	Date : 24 November 2007
Form SIG-4 : SIGNAL TIMING, CAPACITY	Intersection : Persimpangan Jl.Margonda - Jl. Siliwangi	Handled by: Rachmat Fauzi Pinem
Purpose : Operation		Case : Pengukuran Simpang
		Period : PUKUL 11.30 - 13.30

Traffic flows, pcu/h (Protected + Opposed)	EXISTING SIGNAL SETTINGS DISPLAY (no arrows for zero flows)									
	LT-N		Phase 1	Phase 2		Phase 3		Phase 4	Phase 5	
P:0   P:486	ST N	LT-N	ST N	LT-N	ST N	LT-N				
O:0 -+- O:551										
P:0   P:0	ST N									
O:0 -+- O:0										
P:566	P1213									
O:702	O1508									
P:0 -+-	P:0	RT-E								
O:0	O:0									
P:0										
O:0										
P:0 -+-	P1299	LT-E								
O:0	O1555									
P:0 -+- P:0	P:0									
O:0   O:0	O:0	LTOR								
P:0										
O:0										
P:0 -+- P:420	ST-S									
O:0   O:595										
P:0										
O:0										
P:0 -+- P:420	ST-S	RT-S								
O:0   O:595										
P:0										
O:0										
P:0 -+- P:420	ST-S									
O:0   O:595										
P:0										
O:0										
P:0 -+- P:420	ST-S									
O:0   O:595										
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P:0 -+- P:420	ST-S									
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O:0   O:595										
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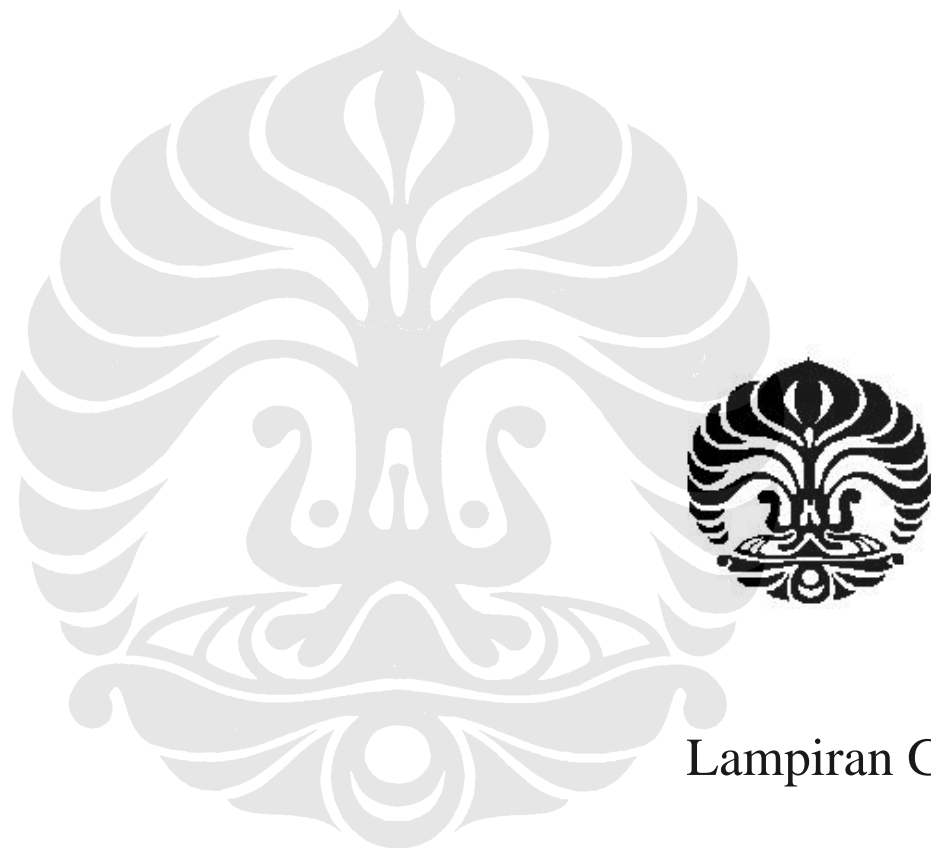
Approach Phase code ratio	Green in Green phase ratio	Capa- Capa- time ratio	Degree Degree type city	Ratio of turn- ing vehicles of	RT-flow pcu/h	Effect. width	Base satu- ration	Saturation flow correction factors All approach types	Adjust. sat.	Traffic flow	Flow flow	LT, FR PR=	FRcr FRcr	g							
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)		
N2 ST N	1		O	0.00	0.00	0.00	0	0	7.00	2470	0.94	0.927	0.98	1.00	1.00	1.00	2109	1508	S	0.715	
52.0	937	1.609																			
N3 LT-N	0		P	1.00	0.00	0.00	0	0	3.50	2100	0.94	0.907	0.98	1.00	1.00	1.00	1755	0		0.000	
34.0	499																				
S2 ST-S	1		P	0.00	0.00	0.00	0	0	7.00	4200	0.94	0.928	0.98	1.00	1.00	1.00	3589	1299	S	0.362	
52.0																					
S2 ST-S	2		O	0.00	0.00	0.00	0	0	7.00	2470	0.94	0.925	0.98	1.00	1.00	1.00	2105	1555	S	0.739	
26.0																					
S2 ST-S	12		PO														3094	1384		0.447	
78.0	2063	0.671																			
S3 RT-S	3		P	0.00	0.00	1.00	420	0	3.50	2100	0.94	0.930	0.98	1.00	1.00	1.00	1798	420	R	0.234	
24.0	369	1.138																			
E1 RT-E	2		P	0.00	0.00	1.00	566	0	3.50	2100	0.94	0.901	0.98	1.00	1.00	1.00	1743	566	R	0.325	
26.0	387	1.463																			
E3 LT-E	0		P	1.00	0.00	0.00	0	0	0.50	300	0.94	0.839	0.98	1.00	1.00	1.00	232	0		0.000	
0.0																					
Total lost time, LTI : 15.0 sec				Unadj. cycle time Cua : 117.0 sec				Correction factors are NOT shown if				IFR : 1.325 (= sum of FRcrit)									
Adjusted cycle time, c:				sec				adj. saturation flow is user input.				Efficiency: 1.454 (= IFR + LTI/c)									
Comments:										Form SIG-1 settings used for calculations!											
Comments:																					
Program version 1.10F										Date of run: 071227/22:24											

KAJI - SIGNALISED INTERSECTIONS | City : DEPOK | Date : 24 November 2007  
 Intersection: Persimpangan Jl.Margonda - Jl. Siliwangi | Handled by: Rachmat Fauzi Pinem  
 Form SIG-5: QUEUE LENGTH, STOP RATE, DELAY  
 Purpose : Operation | Cycle time : 117.0 sec | Case : Pengukuran Simpang  
 Prob. for overloading: 5.00 % | Period : PUKUL 11.30 - 13.30

Approach code	FLOW (pcu/h)		Capacity	Degree of saturation	Green ratio	No of queuing vehicles(pcu)					Queue Length	Stop Rate	No. of stops	Delay			Tot
	Qentry	Q Used				Total	NS	Avg.Delay	Avg.Delay	Avg.Delay							
(1)	excl. LTOR	in SIG-4	(3)	DS=Q/C	gr= g/c	NQ1	NQ2	NQ = NQ1+NQ2	NQmax	Ql(m)	stops /pcu	NSV pcu/h	Traffic DT(sec/pcu)	Geometric DG(sec/pcu)	D=DT+DG sec/pcu	D * Q sec	
N2 ST N	1508	1508	937	1.609	0.444	287.3	95.63	382.94	532	1520	7.032	10605	1167.2	4.00	1171.	1766278	
N3 LT-N	0	0	499	0.000	0.291	0.00	0.00	0.00	0	0	0.000	0	29.44	6.00	35.44	0	
S2 ST-S	1384	1384	2063	0.671	0.667	0.52	27.12	27.64	38	109	0.553	766	12.66	2.21	14.88	20589	
S3 RT-S	420	420	369	1.138	0.205	29.49	14.15	43.65	61	349	2.878	1209	335.95	4.00	339.9	142780	
E1 RT-E	566	566	387	1.463	0.222	91.53	21.20	112.73	157	785	5.516	3122	903.91	4.00	907.9	513880	
E3 LT-E	0	0	0	0.000	0.000	0.00	0.00	0.00	0	0	0.000	0	0.00	6.00	6.00	0	
LTOR,all	808	808											0.00	6.00	6.00	4848	
Flow adj(Qadj):	0											Total: 15702		Total delay(sec):		2448375	
Tot flow : 4686(Qtot)												Mean number of stops/pcu: 3.35	Mean intersection delay(sec/pcu):		522.49		

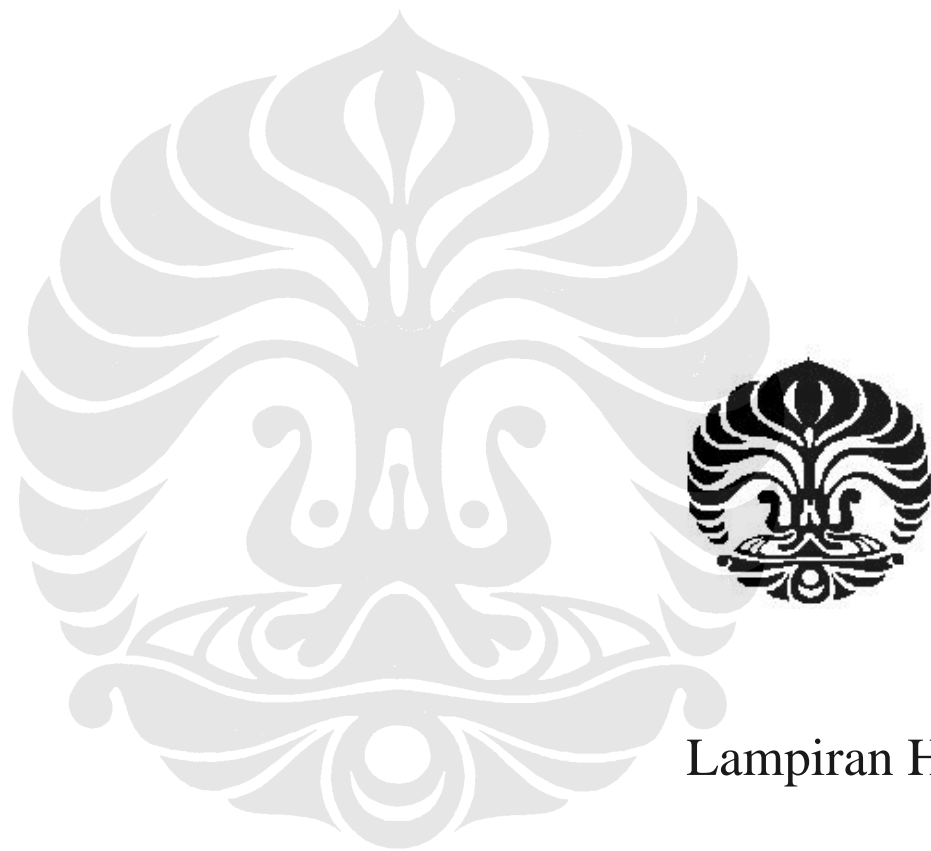
Comments Results indicate US-HCM85 level-of-service F

Program version 1.10F | Date of run: 071227/22:24



Lampiran G

## Data Sekunder Satuan Lalu Lintas (SATLANTAS) Depok



Lampiran H

## Foto Situasi Lokasi





**Kondisi simpang saat terjadi kepadatan**



**Kumpulan pengamen di sekitar simpang**

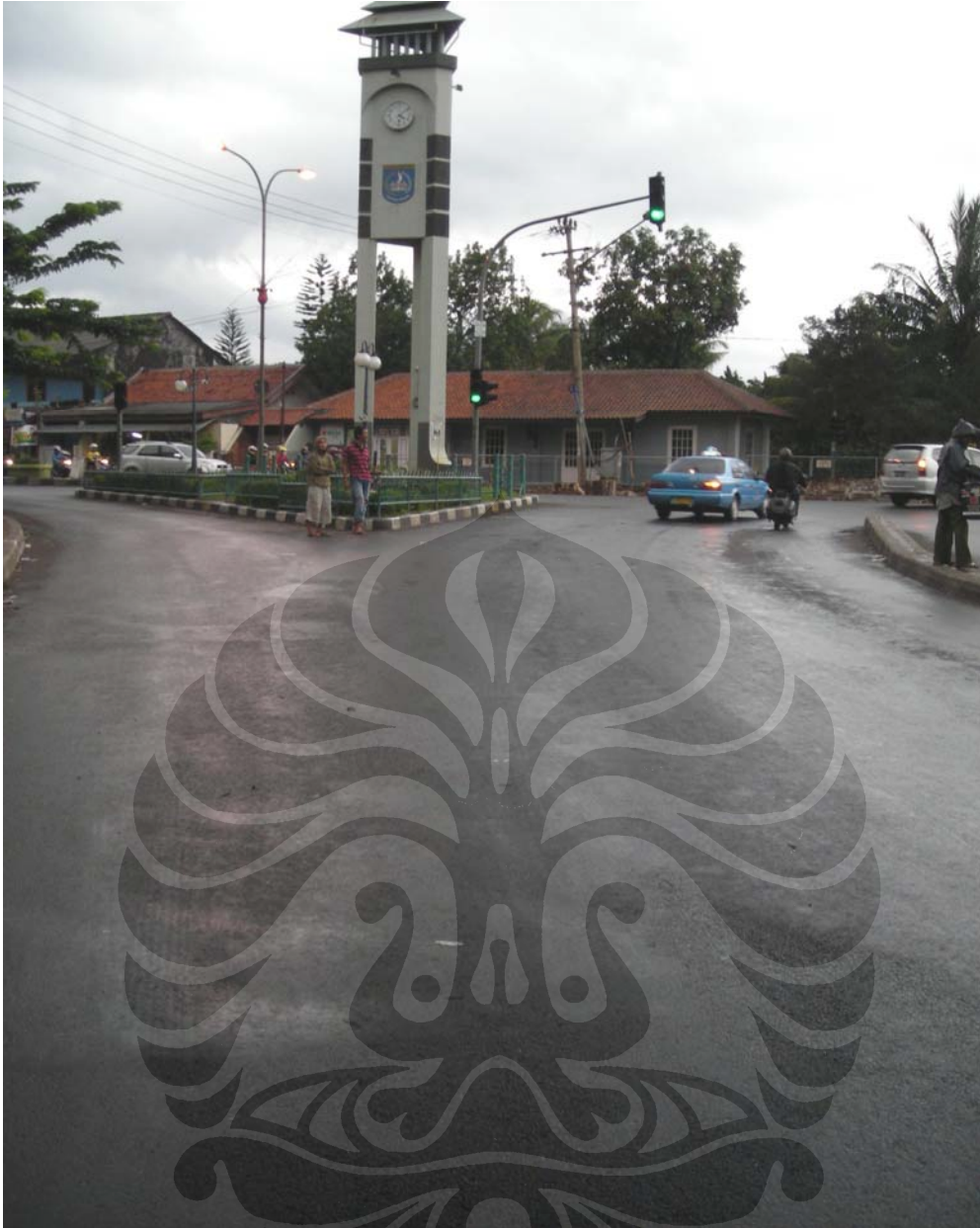


**Kondisi simpang saat arus lancar**



**Saat arus lancar kendaraan dapat melaju dengan cepat di sekitar simpang**





**Arus yang sepi dari kaki simpang Jl.Siliwangi**



**Contoh pelanggaran dengan menaikkan penumpang di sekitar simpang**



**Sepeda motor yang tidak mau mengantri dan mengambil dari sisi kiri jalan dikarenakan tidak ada median yang membatasi**