

DAFTAR LAMPIRAN

- Lampiran A** : Data Survei Volume Lalu lintas Tahun 2007
- Lampiran B** : Data Prediksi Volume Lalu lintas Tahun 2010
- Lampiran C** : Hasil Analisa KAJI – Kinerja Ruas Jalan Eksisting Tahun 2007
- Lampiran D** : Hasil Analisa KAJI – Kinerja Ruas Jalan Tahun 2010
(Skenario DO-NOTHING)
- Lampiran E** : Hasil Analisa KAJI – Kinerja Ruas Jalan Tahun 2010
(Skenario DO-SOMETHING 1)
- Lampiran F** : Hasil Analisa KAJI – Kinerja Ruas Jalan Tahun 2010
(Skenario DO-SOMETHING 2)
- Lampiran G** : Hasil Analisa KAJI – Kinerja Ruas Jalan Tahun 2010
(Skenario DO-SOMETHING 3)
- Lampiran H** : Hasil Analisa KAJI – Kinerja Ruas Jalan Tahun 2010
(Skenario DO-SOMETHING 4)

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Selasa, 5 Juni 2007
 Lokasi : Jl. Raya Margonda
 Arah : Jakarta
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
07.00 - 07.15	322	211	18	16	3	0	0	1492	4	2065
07.15 - 07.30	374	294	21	8	6	0	0	1486	2	2191
07.30 - 07.45	344	236	17	12	5	0	0	1490	0	2103
07.45 - 08.00	357	254	9	9	5	0	0	1527	8	2169
08.00 - 08.15	300	145	12	4	4	1	0	1501	0	1967
08.15 - 08.30	342	164	19	9	10	0	0	1471	1	2017
08.30 - 08.45	358	169	19	5	8	1	0	1255	0	1815
08.45 - 09.00	305	133	16	7	6	1	0	943	0	1411
TOTAL	2702	1607	129	69	48	4	0	11164	15	15737

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
18.00 - 18.15	215	106	13	9	8	3	0	303	3	659
18.15 - 18.30	219	115	16	7	8	0	0	324	7	695
18.30 - 18.45	218	91	11	7	15	0	0	333	5	680
18.45 - 19.00	229	127	13	10	10	1	0	337	1	728
19.00 - 19.15	240	155	15	7	5	0	0	407	3	832
19.15 - 19.30	147	126	13	7	6	0	0	344	1	644
19.30 - 19.45	158	122	11	8	0	1	0	378	0	677
19.45 - 20.00	146	134	10	6	0	0	0	385	2	683
TOTAL	1572	976	100	60	53	5	0	2810	22	5598

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Selasa, 5 Juni 2007
 Lokasi : Jl. Raya Margonda
 Arah : Depok
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
07.00 - 07.15	158	159	12	3	5	0	0	578	2	917
07.15 - 07.30	171	115	15	5	3	0	0	575	3	886
07.30 - 07.45	227	167	20	8	1	0	0	623	5	1051
07.45 - 08.00	264	163	14	11	0	1	0	776	2	1230
08.00 - 08.15	301	156	23	10	4	0	0	822	6	1322
08.15 - 08.30	250	144	17	5	4	0	0	558	7	984
08.30 - 08.45	353	151	16	11	6	1	0	601	1	1140
08.45 - 09.00	305	135	10	6	3	0	0	575	3	1036
TOTAL	2029	1190	125	58	26	3	0	5107	29	8566

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
18.00 - 18.15	360	160	13	6	5	1	0	1371	7	1924
18.15 - 18.30	213	122	12	2	5	1	0	1012	1	1368
18.30 - 18.45	225	134	15	1	1	0	0	1164	8	1549
18.45 - 19.00	289	131	10	2	4	0	0	1285	3	1724
19.00 - 19.15	374	173	16	6	4	1	0	1471	1	2045
19.15 - 19.30	345	129	14	8	5	0	0	1356	0	1856
19.30 - 19.45	345	102	10	13	4	0	0	1123	4	1601
19.45 - 20.00	338	137	18	9	5	1	0	1220	0	1727
TOTAL	2490	1087	106	46	34	5	0	10002	24	13794

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Rabu, 6 Juni 2007
Lokasi : Jl. Akses UI
Arah : Ps. PAL
Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
07.00 - 07.15	87	93	3	0	6	1	0	366	5	561
07.15 - 07.30	72	101	5	0	9	0	0	378	7	572
07.30 - 07.45	87	116	1	0	4	0	0	497	2	706
07.45 - 08.00	113	112	2	0	12	0	0	467	1	707
08.00 - 08.15	92	98	2	0	9	0	0	378	2	580
08.15 - 08.30	111	122	1	0	6	0	0	337	0	577
08.30 - 08.45	74	112	0	0	4	0	0	368	6	564
08.45 - 09.00	90	101	5	0	10	0	0	394	4	605
TOTAL	726	854	19	0	61	1	0	3184	27	4871

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	100	119	2	0	4	0	0	344	3	572
17.15 - 17.30	112	109	1	0	1	0	0	444	2	670
17.30 - 17.45	115	126	3	1	3	0	0	491	7	745
17.45 - 18.00	136	142	0	2	3	0	0	532	3	818
18.00 - 18.15	140	159	1	2	3	0	0	543	4	851
18.15 - 18.30	156	173	3	0	4	0	0	560	3	898
18.30 - 18.45	160	180	2	1	6	0	0	528	2	880
18.45 - 19.00	159	177	1	0	3	0	0	510	3	852
TOTAL	1078	1184	13	6	26	0	0	3952	27	6286

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Rabu, 6 Juni 2007
 Lokasi : Jl. Akses UI
 Arah : Depok
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
07.00 - 07.15	115	123	1	0	0	0	0	374	4	616
07.15 - 07.30	118	142	3	0	0	0	0	385	3	651
07.30 - 07.45	143	131	5	0	1	0	0	378	0	658
07.45 - 08.00	128	138	7	0	3	0	0	391	2	668
08.00 - 08.15	106	83	6	0	6	0	0	279	2	482
08.15 - 08.30	121	99	3	0	5	0	0	372	1	601
08.30 - 08.45	117	91	3	0	1	0	0	368	2	583
08.45 - 09.00	107	82	5	0	1	0	0	353	3	551
TOTAL	955	890	32	0	18	0	0	2899	17	4812

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	80	73	1	1	13	3	0	400	2	572
17.15 - 17.30	82	79	3	2	15	1	0	422	1	606
17.30 - 17.45	76	72	4	1	10	1	0	443	2	609
17.45 - 18.00	69	109	11	1	8	1	0	428	2	628
18.00 - 18.15	110	113	2	1	9	3	1	446	4	689
18.15 - 18.30	102	111	1	0	6	1	0	467	2	691
18.30 - 18.45	95	94	1	0	9	0	0	484	1	684
18.45 - 19.00	104	99	1	1	10	1	0	504	3	724
TOTAL	717	750	24	7	81	12	1	3593	17	5202

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Kamis, 7 Juni 2007
 Lokasi : Jl. Ir. H. Juanda
 Arah : Jl. Raya Bogor
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	40	4	1	0	1	0	0	162	1	209
06.15 - 06.30	34	6	1	1	4	0	0	154	2	201
06.30 - 06.45	27	3	2	2	3	0	0	143	1	180
06.45 - 07.00	64	7	1	0	3	0	0	277	2	353
07.00 - 07.15	105	1	0	1	1	3	0	435	1	547
07.15 - 07.30	78	12	0	1	0	0	0	303	1	396
07.30 - 07.45	70	8	0	1	1	0	0	456	7	543
07.45 - 08.00	48	8	1	2	1	0	0	312	3	376
TOTAL	465	50	6	8	14	3	0	2243	18	2807

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	122	6	0	1	9	0	0	575	2	714
17.15 - 17.30	134	10	0	2	3	0	0	543	2	693
17.30 - 17.45	105	15	0	0	1	0	0	577	2	700
17.45 - 18.00	99	10	2	1	4	0	0	578	1	695
18.00 - 18.15	99	8	1	2	0	0	0	560	2	672
18.15 - 18.30	78	6	0	1	3	0	0	521	0	608
18.30 - 18.45	98	8	0	2	3	3	0	573	0	686
18.45 - 19.00	77	7	0	1	1	0	0	398	1	485
TOTAL	811	69	3	10	23	3	0	4324	10	5253

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Kamis, 7 Juni 2007
 Lokasi : Jl. Ir. H. Juanda
 Arah : Jl. Raya Margonda
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	96	1	2	0	4	0	0	593	0	697
06.15 - 06.30	102	10	3	0	1	0	0	588	2	706
06.30 - 06.45	105	6	1	0	1	0	0	573	1	687
06.45 - 07.00	87	6	2	1	1	0	0	764	4	865
07.00 - 07.15	83	12	2	0	4	0	0	820	2	924
07.15 - 07.30	94	12	0	0	0	0	0	783	3	892
07.30 - 07.45	111	8	0	1	5	0	0	720	7	852
07.45 - 08.00	111	12	0	0	1	0	0	634	4	763
TOTAL	790	68	10	2	18	0	0	5475	23	6385

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	90	28	0	0	8	1	0	372	7	506
17.15 - 17.30	72	17	1	0	5	0	0	331	4	430
17.30 - 17.45	68	22	2	0	6	1	0	350	0	449
17.45 - 18.00	65	26	1	0	5	0	0	275	2	375
18.00 - 18.15	47	26	0	0	3	0	0	272	0	347
18.15 - 18.30	64	21	0	0	3	0	0	257	1	345
18.30 - 18.45	65	19	1	1	1	0	0	270	0	357
18.45 - 19.00	51	22	0	0	1	0	0	221	1	296
TOTAL	522	181	5	1	32	3	0	2347	15	3106

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Selasa, 12 Juni 2007
 Lokasi : Jl. Tole Iskandar
 Arah : Simpang Depok
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	52	68	2	0	4	0	0	169	2	297
06.15 - 06.30	53	80	4	0	8	0	0	188	4	337
06.30 - 06.45	63	91	4	0	3	0	0	206	6	373
06.45 - 07.00	66	104	6	0	5	0	0	232	3	416
07.00 - 07.15	74	113	2	7	3	0	0	286	19	504
07.15 - 07.30	87	101	3	0	10	0	0	301	7	509
07.30 - 07.45	82	108	2	1	8	0	0	337	5	542
07.45 - 08.00	105	90	3	1	5	0	0	305	3	512
TOTAL	581	754	26	9	45	0	0	2025	49	3489

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	71	77	0	0	5	0	0	286	7	447
17.15 - 17.30	74	90	1	0	3	0	0	281	4	452
17.30 - 17.45	87	95	2	0	4	0	0	255	3	446
17.45 - 18.00	92	83	1	0	4	0	0	238	4	421
18.00 - 18.15	94	82	2	0	9	0	0	212	5	404
18.15 - 18.30	86	69	2	1	0	0	0	203	10	370
18.30 - 18.45	59	65	0	0	4	0	0	164	3	295
18.45 - 19.00	84	88	3	0	1	0	0	175	1	353
TOTAL	646	649	11	1	30	0	0	1813	37	3187

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Selasa, 12 Juni 2007
 Lokasi : Jl. Tole Iskandar
 Arah : Depok
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	53	90	2	0	0	0	0	171	5	321
06.15 - 06.30	55	98	3	1	1	0	0	251	7	417
06.30 - 06.45	55	122	1	0	0	0	0	260	9	447
06.45 - 07.00	63	124	1	0	1	0	0	288	11	489
07.00 - 07.15	81	126	3	0	4	0	0	296	17	526
07.15 - 07.30	82	137	0	0	0	0	0	303	15	537
07.30 - 07.45	70	120	0	0	1	0	0	288	7	487
07.45 - 08.00	72	117	1	0	0	0	0	281	5	477
TOTAL	532	934	11	1	8	0	0	2139	76	3700

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	89	83	0	1	3	0	0	175	2	353
17.15 - 17.30	69	101	2	3	1	0	0	184	1	361
17.30 - 17.45	86	112	0	1	4	0	0	208	0	411
17.45 - 18.00	70	88	1	0	5	0	0	195	1	361
18.00 - 18.15	59	65	0	0	5	0	0	169	2	300
18.15 - 18.30	65	73	2	1	5	0	0	182	5	334
18.30 - 18.45	86	75	0	1	8	0	0	179	3	350
18.45 - 19.00	58	91	0	2	1	0	0	156	1	310
TOTAL	581	688	5	9	32	0	0	1449	15	2779

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Rabu, 13 Juni 2007
 Lokasi : Jl. Raya Citayam
 Arah : Citayam
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	35	12	1	0	5	0	0	221	11	286
06.15 - 06.30	46	18	1	0	5	0	0	259	13	341
06.30 - 06.45	51	15	2	1	8	0	0	279	8	363
06.45 - 07.00	42	21	1	0	10	0	0	299	10	384
07.00 - 07.15	61	17	2	2	9	0	0	325	14	430
07.15 - 07.30	69	21	3	0	15	0	0	355	18	481
07.30 - 07.45	74	25	2	1	13	0	0	411	20	545
07.45 - 08.00	84	29	1	0	17	0	0	430	16	577
TOTAL	462	158	13	4	83	0	0	2580	110	3408

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	141	36	2	3	21	1	0	415	11	630
17.15 - 17.30	165	39	1	2	17	0	0	437	13	674
17.30 - 17.45	141	35	0	1	8	0	0	378	20	582
17.45 - 18.00	128	35	2	0	17	0	0	350	14	545
18.00 - 18.15	153	32	1	0	13	0	0	374	14	587
18.15 - 18.30	157	21	1	0	10	0	0	391	12	591
18.30 - 18.45	123	33	0	1	6	0	0	446	12	622
18.45 - 19.00	84	37	3	0	9	0	0	391	10	534
TOTAL	1092	267	10	7	101	1	0	3180	106	4764

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Rabu, 13 Juni 2007
 Lokasi : Jl. Raya Citayam
 Arah : Depok
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	28	70	1	0	3	0	0	182	16	300
06.15 - 06.30	48	116	0	2	4	0	0	190	11	371
06.30 - 06.45	86	141	1	1	1	0	0	337	17	583
06.45 - 07.00	66	174	0	1	4	0	0	327	13	586
07.00 - 07.15	83	188	2	0	4	0	0	454	18	749
07.15 - 07.30	95	198	0	0	6	0	0	472	15	787
07.30 - 07.45	101	214	1	0	9	0	0	515	10	851
07.45 - 08.00	101	206	0	0	6	0	0	523	12	848
TOTAL	609	1307	5	4	37	0	0	3000	112	5074

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	82	181	0	0	4	0	0	368	15	650
17.15 - 17.30	82	189	0	0	9	0	0	285	20	585
17.30 - 17.45	90	156	1	0	14	1	0	325	27	616
17.45 - 18.00	60	149	0	1	6	0	0	249	11	477
18.00 - 18.15	59	152	1	0	5	0	0	268	10	495
18.15 - 18.30	69	207	0	0	8	0	0	415	19	717
18.30 - 18.45	59	148	0	0	4	0	0	279	17	507
18.45 - 19.00	64	140	1	0	3	0	0	307	11	525
TOTAL	565	1322	3	1	53	1	0	2496	130	4572

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Kamis, 14 Juni 2007
 Lokasi : Jl. Raya Sawangan
 Arah : Sawangan
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	35	33	1	0	3	0	0	193	4	269
06.15 - 06.30	66	43	0	0	8	0	0	338	4	459
06.30 - 06.45	86	59	1	2	18	0	0	428	12	606
06.45 - 07.00	76	77	2	0	4	0	0	420	9	588
07.00 - 07.15	88	72	2	1	5	0	0	504	6	678
07.15 - 07.30	101	102	1	0	6	0	0	446	10	667
07.30 - 07.45	86	65	0	1	3	0	0	288	11	453
07.45 - 08.00	76	86	1	0	12	0	0	309	7	490
TOTAL	614	538	8	4	58	0	0	2927	63	4211

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	86	116	1	1	15	0	0	201	3	423
17.15 - 17.30	76	95	2	0	18	0	0	208	7	407
17.30 - 17.45	89	91	1	1	6	4	0	238	3	434
17.45 - 18.00	109	109	2	0	12	0	0	294	2	527
18.00 - 18.15	72	59	0	2	4	0	0	242	2	381
18.15 - 18.30	81	82	1	0	9	0	0	316	2	490
18.30 - 18.45	96	57	0	2	5	0	0	312	1	474
18.45 - 19.00	75	68	0	4	8	0	0	199	1	354
TOTAL	684	677	7	10	77	4	0	2010	21	3490

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Kamis, 14 Juni 2007
 Lokasi : Jl. Raya Sawangan
 Arah : Depok
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	72	131	1	0	1	0	0	580	10	796
06.15 - 06.30	89	153	0	0	0	0	0	651	12	906
06.30 - 06.45	74	134	1	0	4	0	0	610	7	829
06.45 - 07.00	93	140	0	0	6	0	0	683	13	934
07.00 - 07.15	60	149	1	0	1	0	0	671	13	896
07.15 - 07.30	109	159	0	0	1	0	0	692	12	973
07.30 - 07.45	41	174	0	0	4	0	0	355	2	576
07.45 - 08.00	90	108	0	0	5	0	0	521	3	727
TOTAL	628	1148	3	0	23	0	0	4763	72	6638

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	76	93	3	0	22	0	0	197	1	392
17.15 - 17.30	68	54	1	0	9	0	0	219	4	355
17.30 - 17.45	75	68	0	0	6	0	0	245	5	399
17.45 - 18.00	61	69	2	0	8	0	0	249	4	393
18.00 - 18.15	42	59	0	0	6	0	0	175	1	284
18.15 - 18.30	40	69	0	0	8	0	0	188	1	305
18.30 - 18.45	74	105	0	0	8	0	0	264	1	451
18.45 - 19.00	77	91	1	0	9	0	0	210	1	390
TOTAL	512	608	7	0	76	0	0	1748	18	2970

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Selasa, 19 Juni 2007
 Lokasi : Jl. Tanah Baru
 Arah : Jakarta
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	306	35	0	0	4	0	0	493	3	840
06.15 - 06.30	323	44	1	0	6	0	0	909	1	1285
06.30 - 06.45	351	57	0	0	5	0	0	883	3	1299
06.45 - 07.00	364	47	1	0	12	0	0	908	5	1336
07.00 - 07.15	370	50	1	0	9	0	0	792	6	1228
07.15 - 07.30	377	58	3	0	6	0	0	815	4	1263
07.30 - 07.45	363	54	1	0	5	0	0	790	5	1218
07.45 - 08.00	350	65	2	0	10	0	0	828	5	1259
TOTAL	2804	409	9	0	58	0	0	6418	32	9730

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	176	62	1	0	3	0	0	259	9	509
17.15 - 17.30	186	84	3	0	5	0	0	316	7	601
17.30 - 17.45	158	79	2	0	3	1	1	281	4	529
17.45 - 18.00	130	55	5	0	0	0	0	219	5	415
18.00 - 18.15	130	68	3	0	1	0	0	234	0	436
18.15 - 18.30	136	86	2	2	5	0	0	218	0	449
18.30 - 18.45	135	80	1	0	1	0	0	309	1	527
18.45 - 19.00	154	65	1	0	3	0	0	262	1	486
TOTAL	1206	579	18	2	21	1	1	2098	27	3952

REKAPITULASI DATA SURVEI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2007

Hari / Tanggal : Selasa, 19 Juni 2007
 Lokasi : Jl. Tanah Baru
 Arah : Depok
 Cuaca : Cerah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	54	48	1	0	1	0	0	223	5	333
06.15 - 06.30	59	51	1	0	0	0	0	208	2	321
06.30 - 06.45	74	53	0	0	3	0	0	203	4	335
06.45 - 07.00	75	57	1	0	0	0	0	214	1	347
07.00 - 07.15	71	62	2	0	5	0	0	236	5	382
07.15 - 07.30	77	59	1	0	9	0	0	221	7	375
07.30 - 07.45	95	72	3	0	9	0	0	225	4	408
07.45 - 08.00	89	80	1	0	6	0	0	242	4	423
TOTAL	594	482	10	0	34	0	0	1772	32	2924

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	206	65	1	1	0	0	0	391	9	673
17.15 - 17.30	257	79	3	0	3	1	0	643	17	1003
17.30 - 17.45	216	59	1	0	4	0	0	573	12	865
17.45 - 18.00	215	64	2	0	3	0	0	551	5	838
18.00 - 18.15	218	87	2	0	0	0	0	599	3	909
18.15 - 18.30	177	77	3	0	0	0	0	541	4	803
18.30 - 18.45	171	53	0	0	1	0	0	394	1	620
18.45 - 19.00	178	80	2	0	1	0	0	411	3	676
TOTAL	1638	564	14	1	12	1	0	4103	54	6387

DATA PREDIKSI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2010

Lokasi : Jl. Raya Margonda
Arah : 2 Arah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
07.00 - 07.15	665	566	41	26	5	0	0	3581	10	4893
07.15 - 07.30	755	625	49	18	6	0	0	3565	19	5036
07.30 - 07.45	790	616	50	27	4	0	0	3655	13	5156
07.45 - 08.00	860	637	31	27	3	1	0	3983	18	5561
08.00 - 08.15	833	460	48	19	5	1	0	4019	19	5403
08.15 - 08.30	820	471	49	19	9	0	0	3510	12	4890
08.30 - 08.45	985	488	48	22	9	2	0	3211	14	4778
08.45 - 09.00	845	409	35	18	6	1	0	2625	12	3952
TOTAL	6552	4272	350	175	49	4	0	28150	115	39667

Lokasi : Jl. Raya Margonda
Arah : Jakarta

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
07.00 - 07.15	446	323	24	22	2	0	0	2580	8	3405
07.15 - 07.30	518	450	29	11	4	0	0	2571	16	3597
07.30 - 07.45	476	361	23	16	3	0	0	2577	8	3465
07.45 - 08.00	494	388	12	12	3	0	0	2642	16	3568
08.00 - 08.15	416	222	16	5	3	1	0	2596	13	3272
08.15 - 08.30	474	251	26	12	7	0	0	2545	5	3320
08.30 - 08.45	496	258	26	7	5	1	0	2172	13	2976
08.45 - 09.00	422	203	22	10	4	1	0	1631	9	2302
TOTAL	3742	2455	178	95	32	3	0	19314	86	25904

DATA PREDIKSI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2010

Lokasi : Jl. Akses UI
Arah : 2 Arah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	249	293	4	1	11	2	0	1287	5	1852
17.15 - 17.30	269	287	5	3	11	1	0	1499	3	2078
17.30 - 17.45	264	302	10	3	9	1	0	1615	9	2211
17.45 - 18.00	284	384	15	4	7	1	0	1660	5	2360
18.00 - 18.15	346	416	4	4	8	2	1	1712	8	2500
18.15 - 18.30	357	433	5	0	7	1	0	1776	5	2584
18.30 - 18.45	354	418	4	1	10	0	0	1750	3	2541
18.45 - 19.00	364	422	3	1	9	1	0	1754	6	2559
TOTAL	2486	2955	50	18	71	8	1	13053	44	18686

Lokasi : Jl. Akses UI
Arah : Ps. PAL

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	139	182	3	0	3	0	0	595	3	924
17.15 - 17.30	155	167	1	0	1	0	0	769	2	1095
17.30 - 17.45	159	192	4	1	2	0	0	849	7	1214
17.45 - 18.00	189	217	0	3	2	0	0	920	3	1334
18.00 - 18.15	194	243	1	3	2	0	0	939	4	1386
18.15 - 18.30	215	264	4	0	3	0	0	968	3	1457
18.30 - 18.45	222	274	3	1	4	0	0	914	2	1421
18.45 - 19.00	220	270	1	0	2	0	0	882	3	1378
TOTAL	1493	1809	18	8	17	0	0	6837	27	10209

DATA PREDIKSI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2010

Lokasi : Jl. Ir. H. Juanda
Arah : 2 Arah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	294	51	0	1	11	1	0	1638	9	2005
17.15 - 17.30	286	40	1	3	5	0	0	1512	6	1853
17.30 - 17.45	239	57	3	0	5	1	0	1602	2	1909
17.45 - 18.00	227	55	4	1	6	0	0	1477	3	1773
18.00 - 18.15	202	53	1	3	2	0	0	1438	2	1701
18.15 - 18.30	197	40	0	1	3	0	0	1345	1	1588
18.30 - 18.45	225	42	1	4	3	2	0	1458	0	1735
18.45 - 19.00	177	44	0	1	2	0	0	1071	2	1298
TOTAL	1847	382	11	15	37	3	0	11541	25	13861

Lokasi : Jl. Ir. H. Juanda
Arah : Jl. Raya Bogor

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	169	8	0	1	6	0	0	994	2	1181
17.15 - 17.30	185	15	0	3	2	0	0	939	2	1146
17.30 - 17.45	145	23	0	0	1	0	0	997	2	1169
17.45 - 18.00	137	15	3	1	3	0	0	1001	1	1160
18.00 - 18.15	137	13	1	3	0	0	0	968	2	1124
18.15 - 18.30	109	8	0	1	2	0	0	901	0	1021
18.30 - 18.45	135	13	0	3	2	2	0	991	0	1145
18.45 - 19.00	107	11	0	1	1	0	0	689	1	809
TOTAL	1124	106	4	14	15	2	0	7481	10	8755

DATA PREDIKSI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2010

Lokasi : Jl. Tole Iskandar
Arah : 2 Arah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	145	241	5	0	3	0	0	589	7	990
06.15 - 06.30	150	272	10	1	6	0	0	759	11	1210
06.30 - 06.45	164	325	7	0	2	0	0	808	15	1320
06.45 - 07.00	179	348	10	0	4	0	0	901	14	1456
07.00 - 07.15	214	365	7	10	4	0	0	1007	36	1643
07.15 - 07.30	234	363	4	0	7	0	0	1046	22	1675
07.30 - 07.45	210	348	3	1	6	0	0	1081	12	1662
07.45 - 08.00	245	317	5	1	3	0	0	1013	8	1594
TOTAL	1541	2579	50	14	35	0	0	7204	125	11548

Lokasi : Jl. Tole Iskandar
Arah : Depok

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	73	137	3	0	0	0	0	296	5	514
06.15 - 06.30	77	150	4	1	1	0	0	434	7	674
06.30 - 06.45	77	186	1	0	0	0	0	450	9	723
06.45 - 07.00	87	190	1	0	1	0	0	499	11	789
07.00 - 07.15	112	192	4	0	3	0	0	512	17	839
07.15 - 07.30	114	209	0	0	0	0	0	524	15	862
07.30 - 07.45	97	184	0	0	1	0	0	499	7	787
07.45 - 08.00	100	179	1	0	0	0	0	486	5	772
TOTAL	736	1427	15	1	5	0	0	3700	76	5961

DATA PREDIKSI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2010

Lokasi : Jl. Raya Citayam
Arah : 2 Arah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	309	331	3	4	16	1	0	1355	26	2045
17.15 - 17.30	342	348	1	3	17	0	0	1248	33	1993
17.30 - 17.45	321	291	1	1	15	1	0	1216	47	1893
17.45 - 18.00	260	281	3	1	15	0	0	1036	25	1622
18.00 - 18.15	294	281	3	0	12	0	0	1110	24	1723
18.15 - 18.30	312	348	1	0	12	0	0	1393	31	2098
18.30 - 18.45	252	277	0	1	7	0	0	1255	29	1821
18.45 - 19.00	205	270	5	0	8	0	0	1207	21	1716
TOTAL	2296	2427	18	11	102	2	0	9820	236	14911

Lokasi : Jl. Raya Citayam
Arah : Depok

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
17.00 - 17.15	114	277	0	0	3	0	0	637	15	1045
17.15 - 17.30	114	289	0	0	6	0	0	492	20	921
17.30 - 17.45	125	239	1	0	9	1	0	563	27	965
17.45 - 18.00	83	228	0	1	4	0	0	431	11	759
18.00 - 18.15	82	232	1	0	3	0	0	463	10	792
18.15 - 18.30	95	317	0	0	5	0	0	717	19	1153
18.30 - 18.45	82	226	0	0	3	0	0	483	17	810
18.45 - 19.00	88	213	1	0	2	0	0	531	11	847
TOTAL	783	2020	4	1	35	1	0	4318	130	7292

DATA PREDIKSI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2010

Lokasi : Jl. Raya Sawangan
Arah : 2 Arah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	149	251	3	0	3	0	0	1338	14	1758
06.15 - 06.30	215	300	0	0	5	0	0	1712	16	2248
06.30 - 06.45	220	295	3	3	15	0	0	1795	19	2350
06.45 - 07.00	234	331	3	0	7	0	0	1908	22	2505
07.00 - 07.15	205	338	4	1	4	0	0	2033	19	2605
07.15 - 07.30	291	399	1	0	5	0	0	1969	22	2687
07.30 - 07.45	175	365	0	1	4	0	0	1113	13	1672
07.45 - 08.00	230	295	1	0	11	0	0	1435	10	1983
TOTAL	1720	2575	15	5	54	0	0	13304	135	17808

Lokasi : Jl. Raya Sawangan
Arah : Depok

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	100	201	1	0	1	0	0	1004	10	1317
06.15 - 06.30	124	234	0	0	0	0	0	1126	12	1496
06.30 - 06.45	102	205	1	0	3	0	0	1055	7	1373
06.45 - 07.00	129	213	0	0	4	0	0	1181	13	1540
07.00 - 07.15	83	228	1	0	1	0	0	1162	13	1488
07.15 - 07.30	150	243	0	0	1	0	0	1197	12	1603
07.30 - 07.45	57	266	0	0	3	0	0	615	2	942
07.45 - 08.00	125	165	0	0	3	0	0	901	3	1197
TOTAL	870	1754	4	0	15	0	0	8240	72	10955

DATA PREDIKSI VOLUME LALU LINTAS
RUAS-RUAS JALAN RAYA UTAMA KOTA DEPOK TAHUN 2010

Lokasi : Jl. Tanah Baru
Arah : 2 Arah

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	499	127	1	0	3	0	0	1239	8	1877
06.15 - 06.30	529	146	3	0	4	0	0	1934	3	2619
06.30 - 06.45	588	167	0	0	5	0	0	1879	7	2646
06.45 - 07.00	608	158	3	0	8	0	0	1940	6	2723
07.00 - 07.15	611	171	4	0	9	0	0	1779	11	2586
07.15 - 07.30	629	179	5	0	10	0	0	1792	11	2628
07.30 - 07.45	634	192	5	0	9	0	0	1757	9	2607
07.45 - 08.00	608	222	4	0	11	0	0	1850	9	2704
TOTAL	4707	1361	26	0	61	0	0	14170	64	20388

Lokasi : Jl. Tanah Baru
Arah : Jakarta

WAKTU	Sedan, Jeep, Minibus, Combi, Pick Up	Angkutan Umum Kecil (Angkot)	Bus Kecil (Metro Mini, Kopaja)	Bus Besar (PPD, Patas AC, dll)	Truk Kecil (2 as)	Truk Besar (3 as)	Truk Gandeng/Trailer (> 3 as)	Motor	Kend. Tdk Bermotor	Total Kendaraan
06.00 - 06.15	424	53	0	0	3	0	0	853	3	1335
06.15 - 06.30	447	68	1	0	4	0	0	1573	1	2095
06.30 - 06.45	486	87	0	0	3	0	0	1528	3	2107
06.45 - 07.00	504	72	1	0	8	0	0	1570	5	2160
07.00 - 07.15	513	76	1	0	6	0	0	1371	6	1973
07.15 - 07.30	523	89	4	0	4	0	0	1409	4	2033
07.30 - 07.45	503	82	1	0	3	0	0	1367	5	1962
07.45 - 08.00	484	99	3	0	7	0	0	1432	5	2030
TOTAL	3884	625	12	0	39	0	0	11103	32	15695



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMercial
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : EKSISTING 2007

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC	DIRECTIONAL SPLIT
CLASSIFIED-HOURLY	AADT	Dir1 - Dir2
(Class/AAdt/UNclass)	(veh/day)	(normal: 50 - 50)
	K-factor	60 - 40 %
	(default: 0.075)	

TRAFFIC COMPOSITION	Light vehicles, LV	Heavy vehicles, HV	Motorcycles, MC	Total
(defaults)	30.63% (60.00%)	1.438% (8.00%)	67.93% (32.00%)	100.00%(100.00%)

Traffic flow data for divided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
2	(1)	veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
		(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	2492	2492	117	140	5526	1382	60.00	8135	4014	
4	Dir2	1661	1661	78	94	3684	921	39.99	5423	2676	
5	Dir1+2	4153	4153	195	234	9210	2303		1355	6690	
6		Directional split, $SP = Q1/(Q1+Q2) =$							60.00%	60.00%	
7		Pcu-factor, $F_{pcu} =$								0.493	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high

For current case indicate side friction class: H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMERCIAL
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : EKSISTING 2007

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed				Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)		
	FVo (km/h)						Side friction	City size	(4)*(5)*(6)		
(1)	Table B-1:1				Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)		
	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
1	57.0	50.0	47.0	55.0	2.0	59.0	0.870	1.000	51.33	45.02	42.32
2	57.0	50.0	47.0	55.0	2.0	59.0	0.870	1.000	51.33	45.02	42.32

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, C = Co x FCw x FCsp x FCsf x FCcs

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity
	Co	Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs	C	
(10)	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)	
	pcu/h	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	*(14)*(15)	
(10)	(11)	(12)	(13)	(14)	(15)	(16)	
1	3300	1.040	1.000	0.860	1.000	2952	
2	3300	1.040	1.000	0.860	1.000	2952	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow	Degree of saturation	Actual speed	Road segment	Travel time	ACTUAL SPEEDS	
	Q	DS=Q/C	light veh, Vlv	length, L	TT	for other vehicle types	
(11)	Form UR-2	(21)/(16)	Fig D-2:1/:2	km	(24)/(23)	HV	MC
	pcu/h	(21)/(16)	km/h	km	sec		
(11)	(21)	(22)	(23)	(24)	(25)		
1	4014	1.360	NA	2.000	0.00	NA	NA
2	2676	0.907	37.20	2.000	193.50	32.63	30.68

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between : Kelapa Dua, Depok and	Akses UI Ps. PAL
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 17.00-19.00	Area type: COMMERCIAL Length : 2.000 km Case : EKSISTING 2007

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			57 - 43 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 35.85% (60.00%)	Heavy vehicles, HV 1.676% (8.00%)	Motorcycles, MC 62.47% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
2	(1)	veh/h (2)	pcu/h (3)	veh/h (4)	pcu/h (5)	veh/h (6)	pcu/h (7)	Split (%) (8)	veh/h (9)	pcu/h (10)	
3	Dir1	1122	1122	52	62	1955	489	57.00	3129	1673	
4	Dir2	846	846	40	48	1474	369	42.99	2360	1263	
5	Dir1+2	1968	1968	92	110	3429	858		5489	2936	
6		Directional split, $SP = Q1/(Q1+Q2) =$							57.00%	56.98%	
7		Pcu-factor, $F_{pcu} =$								0.534	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high

For current case indicate side friction class: M (L is default)



KAJI-URBAN ROADS	Province :	Jawa Barat	Date :								
FORM UR-3:	City :	Depok	Handled by :	Burniandito S.R.							
	City size:	1.42 millions	Checked by :								
ANALYSIS OF SPEED, CAPACITY	Link no/Road name:		Akses UI								
	Segment between :	Kelapa Dua, Depok and	Ps. PAL								
Purpose:	Segment code:		Area type:	COMmercial							
Operation	Road type :	2/2UD	Length :	2.000 km							
	Time period :	17.00-19.00	Case :	EKSISTING 2007							
FREE FLOW SPEEDS											
Option to enter other free flow speeds: No											
Direction	Base free-flow speed FVo (km/h) Table B-1:1			Adjustment for carriageway width, FVw Table B-2:1	FVo + FVw (2)+(3)	Adjustment factors Side friction FFVsf Table B3:1	City size FFVcs Tab. B4:1	Actual free-flow speed (km/h) (4)*(5)*(6) (7)			
(1)	(2)	LV	HV	MC	All veh. (3)	(km/h) (4)	(5)	(6)	LV	HV	MC
1+2	44.0	40.0	40.0	42.0	0.0	44.0	0.990	1.000	43.56	39.60	39.60
Comments:					FFV input, dir 1: None! dir 2: None!						
CAPACITY, $C = Co \times FCw \times FCsp \times FCsf \times FCcs$											
Direction	Base Capacity Co Table C-1:1 pcu/h (11)		Adjustment factors for capacity Carriageway width, FCw Table C-2:1 (12)			Directional split, FCsp Table C-3:1 (13)	Side friction FCsf Table C-4:1 (14)	City size FCcs Tab C-5:1 (15)	Actual capacity C (11)*(12)*(13) *(14)*(15) (16)		
(10)	2900		1.000			0.958	0.980	1.000	2723		
1+2	2900		1.000			0.958	0.980	1.000	2723		
ACTUAL SPEED and TRAVEL TIME for light vehicles											
Direction	Traffic flow Q Form UR-2 pcu/h (21)	Degree of saturation DS=Q/C (21)/(16) (22)	Actual speed light veh, Vlv Fig D-2:1/:2 km/h (23)	Road segment length, L km (24)	Travel time TT (24)/(23) sec (25)	ACTUAL SPEEDS for other vehicle types					
(11)	(21)	(22)	(23)	(24)	(25)	HV MC					
1+2	2936	1.078	NA	2.000	0.00	NA NA					
Space for user remark:											

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Djuanda and
Purpose: Operation	Segment code: Road type : 4/2D Time period : 06.00-08.00	Area type: COMMercial Length : 2.000 km Case : EKSISTING 2007

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			30 - 70 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 20.25% (60.00%)	Heavy vehicles, HV 1.568% (8.00%)	Motorcycles, MC 78.17% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for divided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.231		pce,1 = 0.296					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	294	294	23	28	1136	336	29.99	1453	658	
4	Dir2	687	687	53	64	2651	663	70.00	3391	1414	
5	Dir1+2	981	981	76	92	3787	999		4844	2072	
6		Directional split, $SP = Q1/(Q1+Q2) =$							29.99%	31.75%	
7		Pcu-factor, $F_{pcu} =$								0.427	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		L (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Djuanda	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMERCIAL
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : EKSISTING 2007

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)				(3)	(4)	(5)	(6)			
1	57.0	50.0	47.0	55.0	2.0	59.0	0.970	1.000	57.23	50.20	47.18
2	57.0	50.0	47.0	55.0	2.0	59.0	0.970	1.000	57.23	50.20	47.18

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs	(11)*(12)*(13)* (14)*(15)	
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(16)	
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Table C-5:1	
	(11)	(12)	(13)	(14)	(15)	(16)	
1	3300	1.040	1.000	0.940	1.000	3226	
2	3300	1.040	1.000	0.940	1.000	3226	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						DS=Q/C	Fig D-2:1/:2
(11)	Form UR-2	(21)/(16)	km/h	km	sec	HV	MC
	pcu/h	(21)/(16)	km/h	km	sec		
	(21)	(22)	(23)	(24)	(25)		
1	658	0.204	56.06	2.000	128.41	49.18	46.23
2	1414	0.438	53.34	2.000	134.96	46.79	43.98

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Tole Iskandar and
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 06.00-08.00	Area type: COMMERCIAL Length : 2.000 km Case : EKSISTING 2007

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC		DIRECTIONAL SPLIT
CLASSIFIED-HOURLY	AADT (veh/day)	K-factor (default: 0.075)	Dir1 - Dir2 (normal: 50 - 50)
(Class/AADt/UNclass)			63 - 37 %
TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 39.68% (60.00%)	Heavy vehicles, HV 1.293% (8.00%)	Motorcycles, MC 59.01% (32.00%)
			Total 100.00%(100.00%)

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	1024	1024	33	40	1523	381	62.97	2580	1445	
4	Dir2	602	602	20	24	895	224	37.02	1517	850	
5	Dir1+2	1626	1626	53	64	2418	605		4097	2295	
6		Directional split, $SP = Q1/(Q1+Q2) =$							62.97%	62.96%	
7		Pcu-factor, $F_{pcu} =$								0.560	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		L (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Jl. Tole Iskandar	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 06.00-08.00	Case : EKSISTING 2007

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)				(3)	(4)	(5)	(6)			
1+2	44.0	40.0	40.0	42.0	0.0	44.0	1.000	1.000	44.00	40.00	40.00

Comments:

FFV input, dir 1: None!
dir 2:

CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs		
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)* (14)*(15)	(16)
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	
	(11)	(12)	(13)	(14)	(15)		
1+2	2900	1.000	0.922	1.000	1.000		2674

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						HV	MC
(11)	Form UR-2	DS=Q/C	Fig D-2:1/:2	km	(24)/(23)		
	pcu/h	(21)/(16)	km/h	km	sec		
	(21)	(22)	(23)	(24)	(25)		
1+2	2295	0.858	31.02	2.000	232.10	29.84	29.84

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Raya Citayam and
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 17.00 - 19.00	Area type: COMMERCIAL Length : 2.000 km Case : EKSISTING 2007

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AADt/UNclass)			45 - 55 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 35.09% (60.00%)	Heavy vehicles, HV 2.452% (8.00%)	Motorcycles, MC 62.45% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q		
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.350				
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.350				
2	(1)	veh/h (2)	pcu/h (3)	veh/h (4)	pcu/h (5)	veh/h (6)	pcu/h (7)	Split (%) (8)	veh/h (9)	pcu/h (10)
3	Dir1	792	792	55	66	1409	493	44.98	2256	1351
4	Dir2	968	968	68	82	1723	603	55.01	2759	1653
5	Dir1+2	1760	1760	123	148	3132	1096		5015	3004
6		Directional split, $SP = Q1/(Q1+Q2) =$							44.98%	44.97%
7		Pcu-factor, $F_{pcu} =$								0.599

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :									
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.									
	City size: 1.42 millions	Checked by :									
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Jl. Raya Citayam										
	Segment between : and										
Purpose:	Segment code:	Area type: COMMERCIAL									
Operation	Road type : 2/2UD	Length : 2.000 km									
	Time period : 17.00 - 19.00	Case : EKSISTING 2007									
FREE FLOW SPEEDS											
Option to enter other free flow speeds: No											
Direction	Base free-flow speed FVo (km/h) Table B-1:1			Adjustment for carriageway width, FVw Table B-2:1	FVo + FVw (2)+(3)	Adjustment factors Side friction FFVsf Table B3:1	City size FFVcs Tab. B4:1	Actual free-flow speed (km/h) (4)*(5)*(6) (7)			
(1)	(2)	LV	HV	MC	All veh. (3)	(km/h) (4)	(5)	(6)	LV	HV	MC
1+2	44.0	40.0	40.0	42.0	-3.0	41.0	0.860	1.000	35.26	32.05	32.05
Comments:						FFV input, dir 1: None! dir 2:					
CAPACITY, C = Co x FCw x FCsp x FCsf x FCcs											
Direction	Base Capacity Co Table C-1:1 pcu/h (11)		Carriageway width, FCw Table C-2:1 (12)		Directional split, FCsp Table C-3:1 (13)	Side friction FCsf Table C-4:1 (14)	City size FCcs Tab C-5:1 (15)	Actual capacity C (11)*(12)*(13) *(14)*(15) (16)			
(10)											
1+2	2900		0.870		0.970	0.860	1.000	2104			
ACTUAL SPEED and TRAVEL TIME for light vehicles											
Direction	Traffic flow Q Form UR-2 pcu/h (21)	Degree of saturation DS=Q/C (21)/(16) (22)	Actual speed light veh, Vlv Fig D-2:1/:2 km/h (23)	Road segment length, L km (24)	Travel time TT (24)/(23) sec (25)	ACTUAL SPEEDS for other vehicle types					
(11)											
1+2	3004	1.428	NA	2.000	0.00	NA NA					
Space for user remark:											

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Sawangan and
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 06.00-08.00	Area type: COMmercial Length : 2.000 km Case : EKSISTING 2007

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			25 - 75 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 29.11% (60.00%)	Heavy vehicles, HV 0.540% (8.00%)	Motorcycles, MC 70.34% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q		
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250				
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250				
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
3	Dir1	471	471	9	11	1138	285	25.00	1618	767
4	Dir2	1413	1413	26	31	3415	854	75.00	4854	2298
5	Dir1+2	1884	1884	35	42	4553	1139		6472	3065
6		Directional split, $SP = Q1/(Q1+Q2) =$							25.00%	25.02%
7		Pcu-factor, $F_{pcu} =$								0.473

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name:	Sawangan
	Segment between :	and
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 06.00-08.00	Case : EKSISTING 2007

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)			(3)	(4)	(5)	(6)	(6)			
1+2	44.0	40.0	40.0	42.0	0.0	44.0	0.870	1.000	38.28	34.80	34.80

Comments:

FFV input, dir 1: None!
dir 2:

CAPACITY, $C = Co \times FCw \times FCsp \times FCsf \times FCcs$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity
	Co	Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs	C	
(10)	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)* (14)*(15) (16)	
	pcu/h	(12)	(13)	(14)	(15)	(16)	
(11)	(11)	(12)	(13)	(14)	(15)	(16)	
1+2	2900	1.000	0.880	0.870	1.000	2220	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow	Degree of saturation	Actual speed	Road segment	Travel time	ACTUAL SPEEDS	
	Q	DS=Q/C	light veh, Vlv	length, L	TT	for other vehicle types	
(11)	Form UR-2	(21)/(16)	Fig D-2:1/:2	km	(24)/(23)	HV	MC
	pcu/h	(22)	km/h	(24)	sec		
(11)	(21)	(22)	(23)	(24)	(25)		
1+2	3065	1.381	NA	2.000	0.00	NA	NA

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between : and	Jl. Tanah Baru
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 06.00-08.00	Area type: COMMERCIAL Length : 2.000 km Case : EKSISTING 2007

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AADt/UNclass)			35 - 65 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 34.90% (60.00%)	Heavy vehicles, HV 1.180% (8.00%)	Motorcycles, MC 63.91% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q		
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.350				
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.350				
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
3	Dir1	818	818	28	34	1497	524	35.00	2343	1376
4	Dir2	1518	1518	51	61	2781	973	64.99	4350	2552
5	Dir1+2	2336	2336	79	95	4278	1497		6693	3928
6		Directional split, $SP = Q1/(Q1+Q2) =$							35.00%	35.03%
7		Pcu-factor, $F_{pcu} =$								0.586

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high

For current case indicate side friction class: H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Jl. Tanah Baru	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 06.00-08.00	Case : EKSISTING 2007

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)			(3)	(4)	(5)	(6)	(6)			
1+2	44.0	40.0	40.0	42.0	-3.0	41.0	0.915	1.000	37.51	34.10	34.10

Comments:

FFV input, dir 1: None!
dir 2:

CAPACITY, $C = Co \times FCw \times FCsp \times FCsf \times FCcs$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs	(11)*(12)*(13)* (14)*(15)	
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(16)	
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Table C-5:1	
	(11)	(12)	(13)	(14)	(15)	(16)	
1+2	2900	0.870	0.910	0.915	1.000	2101	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						DS=Q/C	Fig D-2:1/:2
(11)	Form UR-2	(21)/(16)	km/h	km	sec	HV	MC
	pcu/h	(22)	(23)	(24)	(25)		
	(21)	(22)	(23)	(24)	(25)		
1+2	3928	1.870	NA	2.000	0.00	NA	NA

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMercial
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO NOTHING 2010

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC	DIRECTIONAL SPLIT
CLASSIFIED-HOURLY	AADT	Dir1 - Dir2
(Class/AAdt/UNclass)	(veh/day)	(normal: 50 - 50)
	K-factor	60 - 40 %
	(default: 0.075)	

TRAFFIC COMPOSITION	Light vehicles, LV	Heavy vehicles, HV	Motorcycles, MC	Total
(defaults)	36.88% (60.00%)	1.545% (8.00%)	61.57% (32.00%)	100.00%(100.00%)

Traffic flow data for divided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
2	(1)	veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
		(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	3593	3593	151	181	7966	1992	59.99	11710	5766	
4	Dir2	2396	2396	100	120	7967	1992	40.00	10463	4508	
5	Dir1+2	5989	5989	251	301	15933	3984		22173	10274	
6		Directional split, $SP = Q1/(Q1+Q2) =$							59.99%	60.00%	
7		Pcu-factor, $F_{pcu} =$							0.536		

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.	Total:				NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : Eksisting 2007

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed				Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)		
	FVo (km/h)						Side friction	City size	(4)*(5)*(6)		
	Table B-1:1				Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)		
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)				(3)	(4)	(5)	(6)			
1	57.0	50.0	47.0	55.0	2.0	59.0	0.870	1.000	51.33	45.02	42.32
2	57.0	50.0	47.0	55.0	2.0	59.0	0.870	1.000	51.33	45.02	42.32

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$

Direction	Base Capacity		Adjustment factors for capacity				Actual capacity	
	C _o		Carriageway width, FC _w	Directional split, FC _{sp}	Side friction FC _{sf}	City size FC _{cs}	C	
	Table C-1:1		Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)	
(10)	(11)		(12)	(13)	(14)	(15)	*(14)*(15)	
							(16)	
1	3300		1.040	1.000	0.860	1.000	2952	
2	3300		1.040	1.000	0.860	1.000	2952	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow	Degree of saturation	Actual speed	Road segment	Travel time	ACTUAL SPEEDS	
	Q	DS=Q/C	light veh, V _{lv}	length, L	TT	for other vehicle types	
	Form UR-2	(21)/(16)	Fig D-2:1/:2	km	(24)/(23)		
(11)	pcu/h	(22)	km/h	(24)	sec	(25)	
	(21)		(23)			HV	MC
1	5766	1.953	NA	2.000	0.00	NA	NA
2	4508	1.527	NA	2.000	0.00	NA	NA

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between : Kelapa Dua, Depok and	Akses UI Ps. PAL
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 17.00-19.00	Area type: COMMERCIAL Length : 2.000 km Case : DO NOTHING 2010

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC	DIRECTIONAL SPLIT
CLASSIFIED-HOURLY	AADT	Dir1 - Dir2
(Class/AAdt/UNclass)	(veh/day)	(normal: 50 - 50)
	K-factor	57 - 43 %
	(default: 0.075)	

TRAFFIC COMPOSITION	Light vehicles, LV	Heavy vehicles, HV	Motorcycles, MC	Total
(defaults)	30.62% (60.00%)	0.513% (8.00%)	68.85% (32.00%)	100.00%(100.00%)

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
3	Dir1	1801	1801	30	36	4049	1012	56.99	5880	2849	
4	Dir2	1359	1359	23	28	3055	764	43.00	4437	2151	
5	Dir1+2	3160	3160	53	64	7104	1776		1031	5000	
6		Directional split, $SP = Q1/(Q1+Q2) =$							56.99%	56.98%	
7		Pcu-factor, $F_{pcu} =$								0.484	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		M (L is default)



KAJI-URBAN ROADS	Province :	Jawa Barat	Date :								
FORM UR-3:	City :	Depok	Handled by :	Burniandito S.R.							
	City size:	1.42 millions	Checked by :								
ANALYSIS OF SPEED, CAPACITY	Link no/Road name:		Akses UI								
	Segment between :	Kelapa Dua, Depok and	Ps. PAL								
Purpose:	Segment code:		Area type:	COMmercial							
Operation	Road type :	2/2UD	Length :	2.000 km							
	Time period :	17.00-19.00	Case :	DO NOTHING 2010							
FREE FLOW SPEEDS											
Option to enter other free flow speeds: No											
Direction	Base free-flow speed FVo (km/h) Table B-1:1			Adjustment for carriageway width, FVw Table B-2:1	FVo + FVw (2)+(3)	Adjustment factors Side friction FFVsf Table B3:1	City size FFVcs Tab. B4:1	Actual free-flow speed (km/h) (4)*(5)*(6) (7)			
(1)	(2)	LV	HV	MC	All veh. (3)	(km/h) (4)	(5)	(6)	LV	HV	MC
1+2	44.0	40.0	40.0	42.0	0.0	44.0	0.990	1.000	43.56	39.60	39.60
Comments:					FFV input, dir 1: None! dir 2: None!						
CAPACITY, $C = Co \times FCw \times FCsp \times FCsf \times FCcs$											
Direction	Base Capacity Co Table C-1:1 pcu/h (11)		Adjustment factors for capacity Carriageway width, FCw Table C-2:1 (12)			Directional split, FCsp Table C-3:1 (13)	Side friction FCsf Table C-4:1 (14)	City size FCcs Tab C-5:1 (15)	Actual capacity C (11)*(12)*(13) *(14)*(15) (16)		
(10)											
1+2	2900		1.000			0.958	0.980	1.000	2723		
ACTUAL SPEED and TRAVEL TIME for light vehicles											
Direction	Traffic flow Q Form UR-2 pcu/h (21)	Degree of saturation DS=Q/C (21)/(16) (22)	Actual speed light veh, Vlv Fig D-2:1/:2 km/h (23)	Road segment length, L km (24)	Travel time TT (24)/(23) sec (25)	ACTUAL SPEEDS for other vehicle types					
(11)											
1+2	5000	1.836	NA	2.000	0.00	NA NA					
Space for user remark:											

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Djuanda and
Purpose: Operation	Segment code: Road type : 4/2D Time period : 06.00-08.00	Area type: COMMercial Length : 2.000 km Case : DO NOTHING 2010

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			30 - 70 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 17.26% (60.00%)	Heavy vehicles, HV 0.663% (8.00%)	Motorcycles, MC 82.07% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for divided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
2	(1)	veh/h (2)	pcu/h (3)	veh/h (4)	pcu/h (5)	veh/h (6)	pcu/h (7)	Split (%) (8)	veh/h (9)	pcu/h (10)	
3	Dir1	413	413	16	19	1965	491	29.99	2394	923	
4	Dir2	965	965	37	44	4586	1147	70.00	5588	2156	
5	Dir1+2	1378	1378	53	63	6551	1638		7982	3079	
6		Directional split, $SP = Q1/(Q1+Q2) =$							29.99%	29.97%	
7		Pcu-factor, $F_{pcu} =$								0.385	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		L (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Djuanda	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO NOTHING 2010

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed				Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)		
	FVo (km/h)						Side friction	City size	(4)*(5)*(6)		
	Table B-1:1				Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)		
(1)	LV	HV	MC	All veh.	(3)	(4)	Table B3:1	Tab. B4:1	LV	HV	MC
1	57.0	50.0	47.0	55.0	2.0	59.0	0.970	1.000	57.23	50.20	47.18
2	57.0	50.0	47.0	55.0	2.0	59.0	0.970	1.000	57.23	50.20	47.18

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FCw \times FCsp \times FCsf \times FCcs$

Direction	Base Capacity		Adjustment factors for capacity				Actual capacity	
	C _o		Carriageway width, FC _w	Directional split, FC _{sp}	Side friction FC _{sf}	City size FC _{cs}	C	
	Table C-1:1		Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)	
(10)	(11)		(12)	(13)	(14)	(15)	*(14)*(15)	
	(11)		(12)	(13)	(14)	(15)	(16)	
1	3300		1.040	1.000	0.940	1.000	3226	
2	3300		1.040	1.000	0.940	1.000	3226	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow	Degree of saturation	Actual speed	Road segment	Travel time	ACTUAL SPEEDS	
	Q	DS=Q/C	light veh, V _{lv}	length, L	TT	for other vehicle types	
	Form UR-2	(21)/(16)	Fig D-2:1/:2	km	(24)/(23)		
(11)	pcu/h	(22)	km/h	(24)	sec		
	(21)	(22)	(23)	(24)	(25)	HV	MC
1	923	0.286	55.26	2.000	130.27	48.48	45.57
2	2156	0.668	49.14	2.000	146.50	43.11	40.52

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Tole Iskandar and
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 06.00-08.00	Area type: COMmercial Length : 2.000 km Case : DO NOTHING 2010

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			63 - 37 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 36.09% (60.00%)	Heavy vehicles, HV 0.665% (8.00%)	Motorcycles, MC 63.24% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
2	(1)	veh/h (2)	pcu/h (3)	veh/h (4)	pcu/h (5)	veh/h (6)	pcu/h (7)	Split (%) (8)	veh/h (9)	pcu/h (10)	
3	Dir1	1504	1504	28	34	2635	659	63.00	4167	2197	
4	Dir2	883	883	16	19	1548	387	36.99	2447	1289	
5	Dir1+2	2387	2387	44	53	4183	1046		6614	3486	
6		Directional split, $SP = Q1/(Q1+Q2) =$							63.00%	63.02%	
7		Pcu-factor, $F_{pcu} =$								0.527	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		L (L is default)



KAJI-URBAN ROADS	Province :	Jawa Barat	Date :								
FORM UR-3:	City :	Depok	Handled by :	Burniandito S.R.							
	City size:	1.42 millions	Checked by :								
ANALYSIS OF SPEED, CAPACITY	Link no/Road name:			Jl. Tole Iskandar							
	Segment between :		and								
Purpose:	Segment code:		Area type:	COMmercial							
Operation	Road type :	2/2UD	Length :	2.000 km							
	Time period :	06.00-08.00	Case :	DO NOTHING 2010							
FREE FLOW SPEEDS											
Option to enter other free flow speeds: No											
Direction	Base free-flow speed FVo (km/h) Table B-1:1			Adjustment for carriageway width, FVw Table B-2:1	FVo + FVw (2)+(3)	Adjustment factors Side friction FFVsf Table B3:1	City size FFVcs Tab. B4:1	Actual free-flow speed (km/h) (4)*(5)*(6) (7)			
(1)	(2)	LV	HV	MC	All veh. (3)	(km/h) (4)	(5)	(6)	LV	HV	MC
1+2	44.0	40.0	40.0	42.0	0.0	44.0	1.000	1.000	44.00	40.00	40.00
Comments:					FFV input, dir 1: None! dir 2:						
CAPACITY, $C = Co \times FCw \times FCsp \times FCsf \times FCcs$											
Direction	Base Capacity Co Table C-1:1 pcu/h (11)		Adjustment factors for capacity Carriageway width, FCw Table C-2:1 (12)			Directional split, FCsp Table C-3:1 (13)	Side friction FCsf Table C-4:1 (14)	City size FCcs Tab C-5:1 (15)	Actual capacity C (11)*(12)*(13) *(14)*(15) (16)		
1+2	2900		1.000			0.922	1.000	1.000	2674		
ACTUAL SPEED and TRAVEL TIME for light vehicles											
Direction	Traffic flow Q Form UR-2 pcu/h (21)	Degree of saturation DS=Q/C (21)/(16) (22)	Actual speed light veh, Vlv km/h (23)	Road segment length, L km (24)	Travel time TT (24)/(23) sec (25)	ACTUAL SPEEDS for other vehicle types HV MC					
1+2	3486	1.304	NA	2.000	0.00	NA NA					
Space for user remark:											

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Raya Citayam and
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 17.00 - 19.00	Area type: COMMERCIAL Length : 2.000 km Case : DO NOTHING 2010

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AADt/UNclass)			45 - 55 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 27.01% (60.00%)	Heavy vehicles, HV 0.734% (8.00%)	Motorcycles, MC 72.24% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q		
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.350				
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.350				
2	(1)	veh/h (2)	pcu/h (3)	veh/h (4)	pcu/h (5)	veh/h (6)	pcu/h (7)	Split (%) (8)	veh/h (9)	pcu/h (10)
3	Dir1	1109	1109	30	36	2965	1038	45.00	4104	2183
4	Dir2	1355	1355	37	44	3624	1268	55.00	5016	2667
5	Dir1+2	2464	2464	67	80	6589	2306		9120	4850
6		Directional split, $SP = Q1/(Q1+Q2) =$							45.00%	45.01%
7		Pcu-factor, $F_{pcu} =$								0.531

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Jl. Raya Citayam	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 17.00 - 19.00	Case : DO NOTHING 2010

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)			(3)	(4)	(5)	(6)	(6)			
1+2	44.0	40.0	40.0	42.0	-3.0	41.0	0.860	1.000	35.26	32.05	32.05

Comments:

FFV input, dir 1: None!
dir 2:

CAPACITY, $C = C_o \times FCw \times FCsp \times FCsf \times FCcs$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs		
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)* (14)*(15)	(16)
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Table C-5:1	
	(11)	(12)	(13)	(14)	(15)	(15)	
1+2	2900	0.870	0.970	0.860	1.000	2105	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						HV	MC
(11)	Form UR-2	DS=Q/C	Fig D-2:1/:2	km	(24)/(23)		
	pcu/h	(21)/(16)	km/h	km	sec		
	(21)	(22)	(23)	(24)	(25)		
1+2	4850	2.304	NA	2.000	0.00	NA	NA

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name:	Sawangan
	Segment between :	and
Purpose:	Segment code:	Area type: COMMercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO NOTHING 2010

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC	DIRECTIONAL SPLIT
CLASSIFIED-HOURLY	AADT	Dir1 - Dir2
(Class/AAdt/UNclass)	(veh/day)	(normal: 50 - 50)
	K-factor	25 - 75 %
	(default: 0.075)	

TRAFFIC COMPOSITION	Light vehicles, LV	Heavy vehicles, HV	Motorcycles, MC	Total
(defaults)	25.87% (60.00%)	0.243% (8.00%)	73.88% (32.00%)	100.00%(100.00%)

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	689	689	7	8	1969	492	25.00	2665	1189	
4	Dir2	2069	2069	19	23	5907	1477	75.00	7995	3569	
5	Dir1+2	2758	2758	26	31	7876	1969		1066	4758	
6		Directional split, $SP = Q1/(Q1+Q2) =$							25.00%	24.98%	
7		Pcu-factor, $F_{pcu} =$								0.446	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name:	Sawangan
	Segment between :	and
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO NOTHING 2010

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)			(3)	(4)	(5)	(6)	(6)			
1+2	44.0	40.0	40.0	42.0	0.0	44.0	0.870	1.000	38.28	34.80	34.80

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs	(11)*(12)*(13)* (14)*(15)	
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(16)	
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Table C-5:1	
	(11)	(12)	(13)	(14)	(15)	(16)	
1+2	2900	1.000	0.880	0.870	1.000	2220	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						HV	MC
(11)	Form UR-2	DS=Q/C	Fig D-2:1/:2	km	(24)/(23)		
	pcu/h	(21)/(16)	km/h	km	sec		
	(21)	(22)	(23)	(24)	(25)		
1+2	4758	2.143	NA	2.000	0.00	NA	NA

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Tanah Baru and
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 06.00-08.00	Area type: COMMERCIAL Length : 2.000 km Case : DO NOTHING 2010

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			35 - 65 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 30.77% (60.00%)	Heavy vehicles, HV 0.565% (8.00%)	Motorcycles, MC 68.65% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.350					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.350					
2	(1)	veh/h (2)	pcu/h (3)	veh/h (4)	pcu/h (5)	veh/h (6)	pcu/h (7)	Split (%) (8)	veh/h (9)	pcu/h (10)	
3	Dir1	1161	1161	21	25	2590	907	34.99	3772	2093	
4	Dir2	2156	2156	40	48	4810	1684	65.00	7006	3888	
5	Dir1+2	3317	3317	61	73	7400	2591		1077	5981	
6		Directional split, $SP = Q1/(Q1+Q2) =$							34.99%	34.99%	
7		Pcu-factor, $F_{pcu} =$								0.554	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Jl. Tanah Baru	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO NOTHING 2010

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)			(3)	(4)	(5)	(6)	(6)			
1+2	44.0	40.0	40.0	42.0	-3.0	41.0	0.915	1.000	37.51	34.10	34.10

Comments:

FFV input, dir 1: None!
dir 2:

CAPACITY, $C = C_o \times FCw \times FCsp \times FCsf \times FCcs$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs		
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)* (14)*(15)	(16)
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Table C-5:1	
	(11)	(12)	(13)	(14)	(15)	(15)	
1+2	2900	0.870	0.910	0.915	1.000	2101	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						DS=Q/C	Fig D-2:1/:2
(11)	Form UR-2	(21)/(16)	km/h	km	(24)/(23)	HV	MC
	pcu/h	(21)/(16)	km/h	km	sec		
	(21)	(22)	(23)	(24)	(25)		
1+2	5981	2.847	NA	2.000	0.00	NA	NA

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMercial
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 1

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC	DIRECTIONAL SPLIT
CLASSIFIED-HOURLY	AADT	Dir1 - Dir2
(Class/AAdt/UNclass)	(veh/day)	(normal: 50 - 50)
	K-factor	60 - 40 %
	(default: 0.075)	

TRAFFIC COMPOSITION	Light vehicles, LV	Heavy vehicles, HV	Motorcycles, MC	Total
(defaults)	36.88% (60.00%)	1.545% (8.00%)	61.57% (32.00%)	100.00%(100.00%)

Traffic flow data for divided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
2	(1)	veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
		(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	3593	3593	151	181	7966	1992	59.99	11710	5766	
4	Dir2	2396	2396	100	120	7967	1992	40.00	10463	4508	
5	Dir1+2	5989	5989	251	301	15933	3984		22173	10274	
6		Directional split, $SP = Q1/(Q1+Q2) =$							59.99%	60.00%	
7		Pcu-factor, $F_{pcu} =$								0.541	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMERCIAL
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 1

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)				(3)	(4)	(5)	(6)			
1	57.0	50.0	47.0	55.0	2.0	59.0	0.990	1.000	58.41	51.23	48.16
2	57.0	50.0	47.0	55.0	2.0	59.0	0.990	1.000	58.41	51.23	48.16

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, C = Co x FCw x FCsp x FCsf x FCcs

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Co	Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs	
	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)* (14)*(15)	
(10)	(11)	(12)	(13)	(14)	(15)	(16)	
1	3300	1.040	1.000	0.980	1.000	3363	
2	3300	1.040	1.000	0.980	1.000	3363	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						DS=Q/C	Fig D-2:1/:2
	Form UR-2	(21)/(16)	km/h	km	sec	HV	MC
(11)	(21)	(22)	(23)	(24)	(25)		
1	5766	1.714	NA	2.000	0.00	NA	NA
2	4508	1.340	NA	2.000	0.00	NA	NA

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between : Kelapa Dua, Depok and	Akses UI Ps. PAL
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 17.00-19.00	Area type: COMMERCIAL Length : 2.000 km Case : DO SOMETHING 1

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AADt/UNclass)			50 - 50 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 30.62% (60.00%)	Heavy vehicles, HV 0.513% (8.00%)	Motorcycles, MC 68.85% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	1580	1580	27	32	3552	888	50.00	5159	2500	
4	Dir2	1580	1580	26	31	3552	888	49.99	5158	2499	
5	Dir1+2	3160	3160	53	63	7104	1776		1031	4999	
6		Directional split, $SP = Q1/(Q1+Q2) =$							50.00%	50.01%	
7		Pcu-factor, $F_{pcu} =$								0.484	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		M (L is default)



KAJI-URBAN ROADS	Province :	Jawa Barat	Date :								
FORM UR-3:	City :	Depok	Handled by :	Burniandito S.R.							
	City size:	1.42 millions	Checked by :								
ANALYSIS OF SPEED, CAPACITY	Link no/Road name:		Akses UI								
	Segment between :	Kelapa Dua, Depok and	Ps. PAL								
Purpose:	Segment code:		Area type:	COMmercial							
Operation	Road type :	2/2UD	Length :	2.000 km							
	Time period :	17.00-19.00	Case :	DO SOMETHING 1							
FREE FLOW SPEEDS											
Option to enter other free flow speeds: No											
Direction	Base free-flow speed FVo (km/h) Table B-1:1			Adjustment for carriageway width, FVw Table B-2:1	FVo + FVw (2)+(3)	Adjustment factors Side friction FFVsf Table B3:1	City size FFVcs Tab. B4:1	Actual free-flow speed (km/h) (4)*(5)*(6) (7)			
(1)	(2)	LV	HV	MC	All veh. (3)	(km/h) (4)	(5)	(6)	LV	HV	MC
1+2	44.0	40.0	40.0	42.0	0.0	44.0	0.990	1.000	43.56	39.60	39.60
Comments:					FFV input, dir 1: None! dir 2: None!						
CAPACITY, $C = Co \times FCw \times FCsp \times FCsf \times FCcs$											
Direction	Base Capacity Co Table C-1:1 pcu/h (11)		Adjustment factors for capacity Carriageway width, FCw Table C-2:1 (12)			Directional split, FCsp Table C-3:1 (13)	Side friction FCsf Table C-4:1 (14)	City size FCcs Tab C-5:1 (15)	Actual capacity C (11)*(12)*(13) *(14)*(15) (16)		
(10)											
1+2	2900		1.000			1.000	0.980	1.000	2842		
ACTUAL SPEED and TRAVEL TIME for light vehicles											
Direction	Traffic flow Q Form UR-2 pcu/h (21)	Degree of saturation DS=Q/C (21)/(16) (22)	Actual speed light veh, Vlv Fig D-2:1/:2 km/h (23)	Road segment length, L km (24)	Travel time TT (24)/(23) sec (25)	ACTUAL SPEEDS for other vehicle types					
(11)											
1+2	4999	1.759	NA	2.000	0.00	NA NA					
Space for user remark:											

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Tole Iskandar and
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 06.00-08.00	Area type: COMMERCIAL Length : 2.000 km Case : DO SOMETHING 1

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AADt/UNclass)			50 - 50 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 36.09% (60.00%)	Heavy vehicles, HV 0.665% (8.00%)	Motorcycles, MC 63.24% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
2	(1)	veh/h (2)	pcu/h (3)	veh/h (4)	pcu/h (5)	veh/h (6)	pcu/h (7)	Split (%) (8)	veh/h (9)	pcu/h (10)	
3	Dir1	1193	1193	22	26	2091	523	49.98	3306	1742	
4	Dir2	1194	1194	22	26	2092	523	50.01	3308	1743	
5	Dir1+2	2387	2387	44	52	4183	1046		6614	3485	
6		Directional split, $SP = Q1/(Q1+Q2) =$							49.98%	49.98%	
7		Pcu-factor, $F_{pcu} =$								0.526	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		L (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Jl. Tole Iskandar	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 1

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)			(3)	(4)	(5)	(6)	(6)			
1+2	44.0	40.0	40.0	42.0	0.0	44.0	1.000	1.000	44.00	40.00	40.00

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs		
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)* (14)*(15)	
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	
(10)	(11)	(12)	(13)	(14)	(15)	(16)	
1+2	2900	1.000	1.000	1.000	1.000	2900	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						HV	MC
(11)	Form UR-2	DS=Q/C	Fig D-2:1/:2	km	(24)/(23)		
	pcu/h	(21)/(16)	km/h	km	sec		
(11)	(21)	(22)	(23)	(24)	(25)		
1+2	3485	1.202	NA	2.000	0.00	NA	NA

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Raya Citayam and
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 17.00 - 19.00	Area type: COMMERCIAL Length : 2.000 km Case : DO SOMETHING 1

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			50 - 50 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 27.01% (60.00%)	Heavy vehicles, HV 0.734% (8.00%)	Motorcycles, MC 72.24% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q		
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250				
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250				
2	(1)	veh/h (2)	pcu/h (3)	veh/h (4)	pcu/h (5)	veh/h (6)	pcu/h (7)	Split (%) (8)	veh/h (9)	pcu/h (10)
3	Dir1	1232	1232	34	41	3294	824	50.00	4560	2097
4	Dir2	1232	1232	33	40	3295	824	50.00	4560	2096
5	Dir1+2	2464	2464	67	81	6589	1648		9120	4193
6		Directional split, $SP = Q1/(Q1+Q2) =$							50.00%	50.01%
7		Pcu-factor, $F_{pcu} =$								0.459

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		M (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Jl. Raya Citayam	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 17.00 - 19.00	Case : DO SOMETHING 1

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)			(3)	(4)	(5)	(6)	(6)			
1+2	44.0	40.0	40.0	42.0	0.0	44.0	0.990	1.000	43.56	39.60	39.60

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs	(11)*(12)*(13)*	
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(16)	
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Table C-5:1	
(10)	(11)	(12)	(13)	(14)	(15)	(16)	
1+2	2900	1.000	1.000	0.980	1.000	2842	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						HV	MC
(11)	Form UR-2	DS=Q/C	Fig D-2:1/:2	km	(24)/(23)		
	pcu/h	(21)/(16)	km/h	km	sec		
(11)	(21)	(22)	(23)	(24)	(25)		
1+2	4193	1.475	NA	2.000	0.00	NA	NA

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Sawangan and
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 06.00-08.00	Area type: COMMercial Length : 2.000 km Case : DO SOMETHING 1

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			50 - 50 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 25.87% (60.00%)	Heavy vehicles, HV 0.243% (8.00%)	Motorcycles, MC 73.88% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
3	Dir1	1379	1379	13	16	3938	985	50.00	5330	2380	
4	Dir2	1379	1379	13	16	3938	985	50.00	5330	2380	
5	Dir1+2	2758	2758	26	32	7876	1970		1066	4760	
6		Directional split, $SP = Q1/(Q1+Q2) =$							50.00%	50.00%	
7		Pcu-factor, $F_{pcu} =$								0.446	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high

For current case indicate side friction class: M (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :				
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.				
	City size: 1.42 millions	Checked by :				
ANALYSIS OF SPEED, CAPACITY	Link no/Road name:		Sawangan			
	Segment between :	and				
Purpose:	Segment code:	Area type: COMmercial				
Operation	Road type : 2/2UD	Length : 2.000 km				
	Time period : 06.00-08.00	Case : DO SOMETHING 1				
FREE FLOW SPEEDS						
Option to enter other free flow speeds: No						
Direction	Base free-flow speed FVo (km/h) Table B-1:1	Adjustment for carriageway width, FVw Table B-2:1	FVo + FVw (2)+(3)			
			Adjustment factors Side friction FFVsf Table B3:1			
			City size FFVcs Tab. B4:1			
(1)	(2) LV HV MC	All veh. (3)	(4) (5)			
1+2	44.0 40.0 40.0 42.0	0.0	44.0			
			0.990			
			1.000			
			43.56 39.60 39.60			
Comments: FFV input, dir 1: None! dir 2: None!						
CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$						
Direction	Base Capacity Co Table C-1:1 pcu/h	Adjustment factors for capacity			Actual capacity C (pcu/h) (11)*(12)*(13) *(14)*(15) (16)	
		Carriageway width, FCw Table C-2:1	Directional split, FCsp Table C-3:1	Side friction FCsf Table C-4:1	City size FCcs Tab C-5:1	
(10)	(11)	(12)	(13)	(14)	(15)	
1+2	2900	1.000	1.000	0.980	1.000	
					2842	
ACTUAL SPEED and TRAVEL TIME for light vehicles						
Direction	Traffic flow Q Form UR-2 pcu/h	Degree of saturation DS=Q/C (21)/(16)	Actual speed light veh, Vlv Fig D-2:1/:2 km/h	Road segment length, L km	Travel time TT (24)/(23) sec	ACTUAL SPEEDS for other vehicle types
(11)	(21)	(22)	(23)	(24)	(25)	HV MC
1+2	4760	1.675	NA	2.000	0.00	NA NA
Space for user remark:						

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Tanah Baru and
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 06.00-08.00	Area type: COMMERCIAL Length : 2.000 km Case : DO SOMETHING 1

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AADt/UNclass)			50 - 50 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 30.77% (60.00%)	Heavy vehicles, HV 0.565% (8.00%)	Motorcycles, MC 68.65% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	1658	1658	31	37	3700	925	50.00	5389	2620	
4	Dir2	1659	1659	30	36	3700	925	50.00	5389	2620	
5	Dir1+2	3317	3317	61	73	7400	1850		1077	5240	
6		Directional split, $SP = Q1/(Q1+Q2) =$							50.00%	50.00%	
7		Pcu-factor, $F_{pcu} =$								0.486	

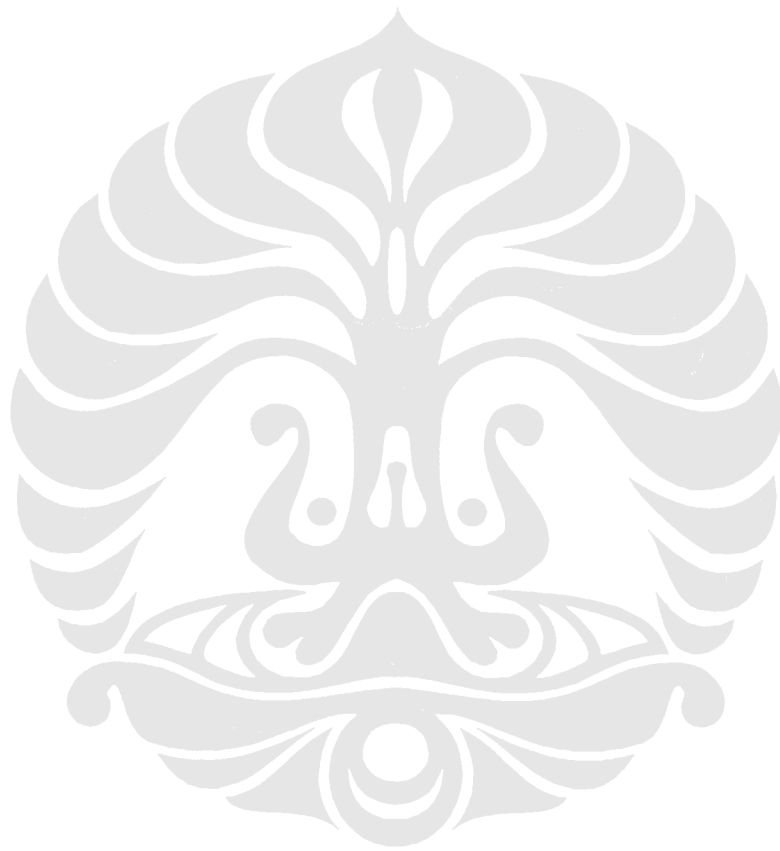
SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		M (L is default)



KAJI-URBAN ROADS	Province :	Jawa Barat	Date :								
FORM UR-3:	City :	Depok	Handled by :	Burniandito S.R.							
	City size:	1.42 millions	Checked by :								
ANALYSIS OF SPEED, CAPACITY	Link no/Road name:			Jl. Tanah Baru							
	Segment between :		and								
Purpose:	Segment code:		Area type:	COMmercial							
Operation	Road type :	2/2UD	Length :	2.000 km							
	Time period :	06.00-08.00	Case :	DO SOMETHING 1							
FREE FLOW SPEEDS											
Option to enter other free flow speeds: No											
Direction	Base free-flow speed FVo (km/h) Table B-1:1			Adjustment for carriageway width, FVw Table B-2:1	FVo + FVw (2)+(3)	Adjustment factors Side friction FFVsf Table B3:1	City size FFVcs Tab. B4:1	Actual free-flow speed (km/h) (4)*(5)*(6) (7)			
(1)	(2)	LV	HV	MC	All veh. (3)	(km/h) (4)	(5)	(6)	LV	HV	MC
1+2	44.0	40.0	40.0	42.0	0.0	44.0	0.990	1.000	43.56	39.60	39.60
Comments:					FFV input, dir 1: None! dir 2:						
CAPACITY, $C = Co \times FCw \times FCsp \times FCsf \times FCcs$											
Direction	Base Capacity Co Table C-1:1 pcu/h (11)		Adjustment factors for capacity Carriageway width, FCw Table C-2:1 (12)			Directional split, FCsp Table C-3:1 (13)	Side friction FCsf Table C-4:1 (14)	City size FCcs Tab C-5:1 (15)	Actual capacity C (pcu/h) (11)*(12)*(13) *(14)*(15) (16)		
(10)											
1+2	2900		1.000			1.000	0.980	1.000	2842		
ACTUAL SPEED and TRAVEL TIME for light vehicles											
Direction	Traffic flow Q Form UR-2 pcu/h (21)	Degree of saturation DS=Q/C (21)/(16) (22)	Actual speed light veh, Vlv km/h (23)	Road segment length, L km (24)	Travel time TT (24)/(23) sec (25)	ACTUAL SPEEDS for other vehicle types					
(11)											
1+2	5240	1.844	NA	2.000	0.00	NA NA					
Space for user remark:											

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMercial
Operation	Road type : 6/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 2

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC	DIRECTIONAL SPLIT
CLASSIFIED-HOURLY	AADT	Dir1 - Dir2
(Class/AAdt/UNclass)	(veh/day)	(normal: 50 - 50)
	K-factor	60 - 40 %
	(default: 0.075)	

TRAFFIC COMPOSITION	Light vehicles, LV	Heavy vehicles, HV	Motorcycles, MC	Total
(defaults)	36.88% (60.00%)	1.545% (8.00%)	61.57% (32.00%)	100.00%(100.00%)

Traffic flow data for divided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
		pce,1	pcu/h	pce,1	pcu/h	pce,1	pcu/h	Split (%)	veh/h	pcu/h	
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
2	(1)	veh/h (2)	pcu/h (3)	veh/h (4)	pcu/h (5)	veh/h (6)	pcu/h (7)	(8)	(9)	(10)	
3	Dir1	3593	3593	151	181	9560	2390	59.99	13304	6164	
4	Dir2	2396	2396	100	120	6373	1593	40.00	8869	4109	
5	Dir1+2	5989	5989	251	301	15933	3983		22173	10273	
6		Directional split, $SP = Q1/(Q1+Q2) =$							59.99%	60.00%	
7		Pcu-factor, $F_{pcu} =$								0.541	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high

For current case indicate side friction class: H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 6/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 2

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)				(3)	(4)	(5)	(6)			
1	61.0	52.0	48.0	57.0	0.0	61.0	0.896	1.000	54.65	46.59	43.00
2	61.0	52.0	48.0	57.0	0.0	61.0	0.896	1.000	54.65	46.59	43.00

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs		
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)* (14)*(15)	(16)
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	
	(11)	(12)	(13)	(14)	(15)	(16)	
1	4950	1.000	1.000	0.984	1.000	4871	
2	4950	1.000	1.000	0.984	1.000	4871	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						HV	MC
(11)	Form UR-2	DS=Q/C	Fig D-2:1/:2	km	(24)/(23)		
	pcu/h	(21)/(16)	km/h	km	sec		
	(21)	(22)	(23)	(24)	(25)		
1	6164	1.265	NA	2.000	0.00	NA	NA
2	4109	0.844	46.25	2.000	155.67	37.14	34.29

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between : Kelapa Dua, Depok and	Akses UI Ps. PAL
Purpose: Operation	Segment code: Road type : 4/2D Time period : 17.00-19.00	Area type: COMMercial Length : 2.000 km Case : DO SOMETHING 2

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC	DIRECTIONAL SPLIT
CLASSIFIED-HOURLY	AADT	Dir1 - Dir2
(Class/AAdt/UNclass)	(veh/day)	(normal: 50 - 50)
	K-factor	55 - 45 %
	(default: 0.075)	

TRAFFIC COMPOSITION	Light vehicles, LV	Heavy vehicles, HV	Motorcycles, MC	Total
(defaults)	30.62% (60.00%)	0.513% (8.00%)	68.85% (32.00%)	100.00%(100.00%)

Traffic flow data for divided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q		
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250				
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250				
2	(1)	veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h
		(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
3	Dir1	1801	1801	30	36	4049	1012	56.99	5880	2849
4	Dir2	1359	1359	23	28	3055	764	43.00	4437	2151
5	Dir1+2	3160	3160	53	64	7104	1776		1031	5000
6		Directional split, $SP = Q1/(Q1+Q2) =$							56.99%	56.98%
7		Pcu-factor, $F_{pcu} =$								0.484

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high

For current case indicate side friction class: L (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :				
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.				
	City size: 1.42 millions	Checked by :				
ANALYSIS OF SPEED, CAPACITY	Link no/Road name:	Akses UI				
	Segment between : Kelapa Dua, Depok and	Ps. PAL				
Purpose:	Segment code:	Area type: COMmercial				
Operation	Road type : 4/2D	Length : 2.000 km				
	Time period : 17.00-19.00	Case : DO SOMETHING 2				
FREE FLOW SPEEDS						
Option to enter other free flow speeds: No						
Direction	Base free-flow speed FVo (km/h) Table B-1:1	Adjustment for carriageway width, FVw Table B-2:1	FVo + FVw (2)+(3)			
			Adjustment factors Side friction FFVsf Table B3:1			
			City size FFVcs Tab. B4:1			
(1)	(2) LV HV MC	All veh. (3)	(4) (5) (6)			
			Actual free-flow speed (km/h) (4)*(5)*(6) (7)			
1	57.0 50.0 47.0 55.0	0.0	57.0 1.020 1.000 58.14 51.00 47.94			
2	57.0 50.0 47.0 55.0	0.0	57.0 1.020 1.000 58.14 51.00 47.94			
Comments: FFV input, dir 1: None! dir 2: None!						
CAPACITY, $C = Co \times FCw \times FCsp \times FCsf \times FCcs$						
Direction	Base Capacity Co Table C-1:1 pcu/h	Adjustment factors for capacity				Actual capacity C (pcu/h) (11)*(12)*(13) *(14)*(15) (16)
		Carriageway width, FCw Table C-2:1	Directional split, FCsp Table C-3:1	Side friction FCsf Table C-4:1	City size FCcs Tab C-5:1	
(10)	(11)	(12)	(13)	(14)	(15)	(16)
1	3300	1.000	1.000	1.000	1.000	3300
2	3300	1.000	1.000	1.000	1.000	3300
ACTUAL SPEED and TRAVEL TIME for light vehicles						
Direction	Traffic flow Q Form UR-2 pcu/h	Degree of saturation DS=Q/C (21)/(16)	Actual speed light veh, Vlv Fig D-2:1/:2 km/h	Road segment length, L km	Travel time TT (24)/(23) sec	ACTUAL SPEEDS for other vehicle types
(11)	(21)	(22)	(23)	(24)	(25)	HV MC
1	2849	0.863	44.07	2.000	163.34	38.66 36.34
2	2151	0.652	50.30	2.000	143.14	44.12 41.47
Space for user remark:						

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Tole Iskandar and
Purpose: Operation	Segment code: Road type : 4/2D Time period : 06.00-08.00	Area type: COMMERCIAL Length : 2.000 km Case : DO SOMETHING 2

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			50 - 50 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 36.09% (60.00%)	Heavy vehicles, HV 0.665% (8.00%)	Motorcycles, MC 63.24% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for divided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	1193	1193	22	26	2091	523	49.98	3306	1742	
4	Dir2	1194	1194	22	26	2092	523	50.01	3308	1743	
5	Dir1+2	2387	2387	44	52	4183	1046		6614	3485	
6		Directional split, $SP = Q1/(Q1+Q2) =$							49.98%	49.98%	
7		Pcu-factor, $F_{pcu} =$								0.526	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high

For current case indicate side friction class: M (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Jl. Tole Iskandar	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 2

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed				Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)		
	FVo (km/h)						Side friction	City size	(4)*(5)*(6)		
	Table B-1:1				Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)		
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)				(3)	(4)	(5)	(6)			
1	57.0	50.0	47.0	55.0	0.0	57.0	1.020	1.000	58.14	51.00	47.94
2	57.0	50.0	47.0	55.0	0.0	57.0	1.020	1.000	58.14	51.00	47.94

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$

Direction	Base Capacity		Adjustment factors for capacity				Actual capacity	
	C _o		Carriageway width, FC _w	Directional split, FC _{sp}	Side friction FC _{sf}	City size FC _{cs}	C	
	Table C-1:1		Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)	
(10)	(11)		(12)	(13)	(14)	(15)	*(14)*(15)	
							(16)	
1	3300		1.000	1.000	1.000	1.000	3300	
2	3300		1.000	1.000	1.000	1.000	3300	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow	Degree of saturation	Actual speed	Road segment	Travel time	ACTUAL SPEEDS	
	Q	DS=Q/C	light veh, V _{lv}	length, L	TT	for other vehicle types	
	Form UR-2	(21)/(16)	Fig D-2:1/:2	km	(24)/(23)		
(11)	pcu/h	(22)	km/h	(24)	sec		
	(21)		(23)		(25)	HV	MC
1	1742	0.528	52.75	2.000	136.49	46.27	43.49
2	1743	0.528	52.74	2.000	136.51	46.26	43.49

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Raya Citayam and
Purpose: Operation	Segment code: Road type : 4/2D Time period : 17.00 - 19.00	Area type: COMMERCIAL Length : 2.000 km Case : DO SOMETHING 2

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			45 - 55 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 27.01% (60.00%)	Heavy vehicles, HV 0.734% (8.00%)	Motorcycles, MC 72.24% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for divided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q		
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250				
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250				
2	(1)	veh/h (2)	pcu/h (3)	veh/h (4)	pcu/h (5)	veh/h (6)	pcu/h (7)	Split (%) (8)	veh/h (9)	pcu/h (10)
3	Dir1	1109	1109	30	36	2965	741	45.00	4104	1886
4	Dir2	1355	1355	37	44	3624	906	55.00	5016	2305
5	Dir1+2	2464	2464	67	80	6589	1647		9120	4191
6		Directional split, $SP = Q1/(Q1+Q2) =$							45.00%	45.00%
7		Pcu-factor, $F_{pcu} =$								0.459

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high

For current case indicate side friction class: M (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Jl. Raya Citayam	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMERCIAL
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 17.00 - 19.00	Case : DO SOMETHING 2

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed				Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)		
	FVo (km/h)						Side friction	City size	(4)*(5)*(6)		
(1)	Table B-1:1				Table B-2:1	(2)+(3)	FFVsf	FFVcs	Table B3:1		
	LV	HV	MC	All veh.					(3)	(4)	(5)
1	57.0	50.0	47.0	55.0	0.0	57.0	1.020	1.000	58.14	51.00	47.94
2	57.0	50.0	47.0	55.0	0.0	57.0	1.020	1.000	58.14	51.00	47.94

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$

Direction	Base Capacity		Adjustment factors for capacity				Actual capacity	
	C _o		Carriageway width, FC _w	Directional split, FC _{sp}	Side friction FC _{sf}	City size FC _{cs}	C	
(10)	Table C-1:1		Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)	
	pcu/h		(12)	(13)	(14)	(15)	*(14)*(15)	
(10)	(11)		(12)	(13)	(14)	(15)	(16)	
1	3300		1.000	1.000	1.000	1.000	3300	
2	3300		1.000	1.000	1.000	1.000	3300	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow	Degree of saturation	Actual speed	Road segment	Travel time	ACTUAL SPEEDS	
	Q	DS=Q/C	light veh, V _{lv}	length, L	TT	for other vehicle types	
(11)	Form UR-2	(21)/(16)	Fig D-2:1/:2	km	(24)/(23)	HV MC	
	pcu/h	(22)	km/h	(24)	sec		
(11)	(21)	(22)	(23)	(24)	(25)		
1	1886	0.572	51.95	2.000	138.58	45.57	42.83
2	2305	0.698	49.20	2.000	146.32	43.16	40.57

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name:	Sawangan
	Segment between :	and
Purpose:	Segment code:	Area type: COMMercial
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 2

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC	DIRECTIONAL SPLIT
CLASSIFIED-HOURLY	AADT	Dir1 - Dir2
(Class/AAdt/UNclass)	(veh/day)	(normal: 50 - 50)
	K-factor	40 - 60 %
	(default: 0.075)	

TRAFFIC COMPOSITION	Light vehicles, LV	Heavy vehicles, HV	Motorcycles, MC	Total
(defaults)	25.87% (60.00%)	0.243% (8.00%)	73.88% (32.00%)	100.00%(100.00%)

Traffic flow data for divided urban road :

Row	Direc- tion	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q		
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250				
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250				
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
3	Dir1	1103	1103	10	12	3150	788	39.99	4263	1903
4	Dir2	1655	1655	16	19	4726	1182	60.00	6397	2856
5	Dir1+2	2758	2758	26	31	7876	1970		1066	4759
6		Directional split, $SP = Q1/(Q1+Q2) =$							39.99%	39.98%
7		Pcu-factor, $F_{pcu} =$								0.446

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high

For current case indicate side friction class: M (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name:	Sawangan
	Segment between :	and
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 2

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)				(3)	(4)	(5)	(6)			
1	57.0	50.0	47.0	55.0	0.0	57.0	1.020	1.000	58.14	51.00	47.94
2	57.0	50.0	47.0	55.0	0.0	57.0	1.020	1.000	58.14	51.00	47.94

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, C = Co x FCw x FCsp x FCsf x FCcs

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs		
	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)	
(10)	pcu/h	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	*(14)*(15)	
	(11)	(12)	(13)	(14)	(15)	(16)	
1	3300	1.000	1.000	1.000	1.000	3300	
2	3300	1.000	1.000	1.000	1.000	3300	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS	
						for other vehicle types	
	Form UR-2	DS=Q/C	Fig D-2:1/:2	km	(24)/(23)		
(11)	pcu/h	(21)/(16)	km/h	km	sec		
	(21)	(22)	(23)	(24)	(25)		HV MC
1	1903	0.577	51.85	2.000	138.84		45.48 42.75
2	2856	0.865	43.99	2.000	163.67		38.58 36.27

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Tanah Baru and
Purpose: Operation	Segment code: Road type : 4/2D Time period : 06.00-08.00	Area type: COMMercial Length : 2.000 km Case : DO SOMETHING 2

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			70 - 30 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 30.77% (60.00%)	Heavy vehicles, HV 0.565% (8.00%)	Motorcycles, MC 68.65% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for divided urban road :

Row	Direc- tion	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q		
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250				
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250				
2	(1)	veh/h (2)	pcu/h (3)	veh/h (4)	pcu/h (5)	veh/h (6)	pcu/h (7)	Split (%) (8)	veh/h (9)	pcu/h (10)
3	Dir1	2322	2322	43	52	5180	1295	70.00	7545	3669
4	Dir2	995	995	18	22	2220	555	29.99	3233	1572
5	Dir1+2	3317	3317	61	74	7400	1850		1077	5241
6		Directional split, $SP = Q1/(Q1+Q2) =$							70.00%	70.00%
7		Pcu-factor, $F_{pcu} =$								0.486

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table.
If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high

For current case indicate side friction class: M (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Jl. Tanah Baru	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 2

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)				(3)	(4)	(5)	(6)			
1	57.0	50.0	47.0	55.0	0.0	57.0	1.020	1.000	58.14	51.00	47.94
2	57.0	50.0	47.0	55.0	0.0	57.0	1.020	1.000	58.14	51.00	47.94

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs	(11)*(12)*(13)* (14)*(15)	
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(16)	
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Table C-5:1	
	(11)	(12)	(13)	(14)	(15)	(16)	
1	3300	1.000	1.000	1.000	1.000	3300	
2	3300	1.000	1.000	1.000	1.000	3300	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						DS=Q/C	Fig D-2:1/:2
(11)	Form UR-2	(21)/(16)	km/h	km	sec		
	pcu/h	(21)/(16)	km/h	km	sec		
	(21)	(22)	(23)	(24)	(25)		
1	3669	1.112	NA	2.000	0.00	NA	NA
2	1572	0.476	53.61	2.000	134.30	47.02	44.20

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Margonda Raya and
Purpose: Operation	Segment code: Road type : 4/2D Time period : 06.00-08.00	Area type: COMMERCIAL Length : 2.000 km Case : DO SOMETHING 3

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			50 - 50 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 25.12% (60.00%)	Heavy vehicles, HV 1.833% (8.00%)	Motorcycles, MC 73.04% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for divided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	1719	1719	126	151	7966	1992	49.99	9811	3862	
4	Dir2	1720	1720	125	150	7967	1992	50.00	9812	3862	
5	Dir1+2	3439	3439	251	301	15933	3984		19623	7724	
6		Directional split, $SP = Q1/(Q1+Q2) =$							49.99%	50.00%	
7		Pcu-factor, $F_{pcu} =$								0.606	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMERCIAL
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 3

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)				(3)	(4)	(5)	(6)			
1	57.0	50.0	47.0	55.0	0.0	57.0	0.990	1.000	56.43	49.50	46.53
2	57.0	50.0	47.0	55.0	0.0	57.0	0.990	1.000	56.43	49.50	46.53

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs		
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)* (14)*(15)	
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	
(10)	(11)	(12)	(13)	(14)	(15)	(16)	
1	3300	1.000	1.000	0.980	1.000	3234	
2	3300	1.000	1.000	0.980	1.000	3234	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						HV	MC
(11)	Form UR-2	DS=Q/C	Fig D-2:1/:2	km	(24)/(23)		
	pcu/h	(21)/(16)	km/h	km	sec		
(11)	(21)	(22)	(23)	(24)	(25)		
1	3862	1.194	NA	2.000	NA	32.74	30.78
2	3862	1.194	NA	2.000	NA	32.74	30.78

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 3

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC	DIRECTIONAL SPLIT
CLASSIFIED-HOURLY	AADT	Dir1 - Dir2
(Class/AAdt/UNclass)	(veh/day)	(normal: 50 - 50)
	K-factor	50 - 50 %
	(default: 0.075)	

TRAFFIC COMPOSITION	Light vehicles, LV	Heavy vehicles, HV	Motorcycles, MC	Total
(defaults)	100.0% (60.00%)	0.000% (8.00%)	0.000% (32.00%)	100.00%(100.00%)

Traffic flow data for undivided urban road :

Row	Direc- tion	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	1275	1275	0	0	0	0	50.00	1275	1275	
4	Dir2	1275	1275	0	0	0	0	50.00	1275	1275	
5	Dir1+2	2550	2550	0	0	0	0		2550	2550	
6		Directional split, $SP = Q1/(Q1+Q2) =$							50.00%	50.00%	
7		Pcu-factor, $F_{pcu} =$								1.000	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :				
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.				
	City size: 1.42 millions	Checked by :				
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Margonda Raya					
	Segment between : and					
Purpose:	Segment code:	Area type: COMmercial				
Operation	Road type : 2/2UD	Length : 2.000 km				
	Time period : 06.00-08.00	Case : DO SOMETHING 3				
FREE FLOW SPEEDS						
Option to enter other free flow speeds: No						
Direction	Base free-flow speed FVo (km/h) Table B-1:1	Adjustment for carriageway width, FVw Table B-2:1	FVo + FVw (2)+(3)			
			Adjustment factors Side friction FFVsf Table B3:1			
			City size FFVcs Tab. B4:1			
(1)	(2) LV HV MC	All veh. (3)	(4) (5)			
1+2	44.0 40.0 40.0 42.0	0.0	44.0 0.900 1.000			
			(6) (7) LV HV MC 39.60 36.00 36.00			
Comments: FFV input, dir 1: None! dir 2: None!						
CAPACITY, $C = Co \times FCw \times FCsp \times FCsf \times FCcs$						
Direction	Base Capacity Co Table C-1:1 pcu/h	Adjustment factors for capacity			Actual capacity C (pcu/h) (11)*(12)*(13) *(14)*(15) (16)	
		Carriageway width, FCw Table C-2:1	Directional split, FCsp Table C-3:1	Side friction FCsf Table C-4:1	City size FCcs Tab C-5:1	
(10)	(11)	(12)	(13)	(14)	(15)	
1+2	2900	1.000	1.000	0.900	1.000	
					2610	
ACTUAL SPEED and TRAVEL TIME for light vehicles						
Direction	Traffic flow Q Form UR-2 pcu/h	Degree of saturation DS=Q/C (21)/(16)	Actual speed light veh, Vlv Fig D-2:1/:2 km/h	Road segment length, L km	Travel time TT (24)/(23) sec	ACTUAL SPEEDS for other vehicle types
(11)	(21)	(22)	(23)	(24)	(25)	HV MC
1+2	2550	0.977	23.86	2.000	301.73	23.69 23.69
Space for user remark:						

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Tanah Baru and
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 06.00-08.00	Area type: COMMERCIAL Length : 2.000 km Case : DO SOMETHING 3

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			50 - 50 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 24.57% (60.00%)	Heavy vehicles, HV 0.616% (8.00%)	Motorcycles, MC 74.80% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
		pce,1	pcu/h	pce,1	pcu/h	pce,1	pcu/h	Split (%)	veh/h	pcu/h	
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
2	(1)	veh/h (2)	pcu/h (3)	veh/h (4)	pcu/h (5)	veh/h (6)	pcu/h (7)	(8)	(9)	(10)	
3	Dir1	1215	1215	31	37	3700	925	50.00	4946	2177	
4	Dir2	1216	1216	30	36	3700	925	50.00	4946	2177	
5	Dir1+2	2431	2431	61	73	7400	1850		9892	4354	
6		Directional split, $SP = Q1/(Q1+Q2) =$							50.00%	50.00%	
7		Pcu-factor, $F_{pcu} =$								0.440	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
Frequencies are for both sides of the road.	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high

For current case indicate side friction class: M (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Jl. Tanah Baru	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 3

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)			(3)	(4)	(5)	(6)	(6)			
1+2	44.0	40.0	40.0	42.0	0.0	44.0	0.960	1.000	42.24	38.40	38.40

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FC_w \times FC_{sp} \times FC_{sf} \times FC_{cs}$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs	(11)*(12)*(13)* (14)*(15)	
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(16)	
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Table C-5:1	
	(11)	(12)	(13)	(14)	(15)	(16)	
1+2	2900	1.000	1.000	0.950	1.000	2755	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						HV	MC
(11)	Form UR-2	DS=Q/C	Fig D-2:1/:2	km	(24)/(23)		
	pcu/h	(21)/(16)	km/h	km	sec		
	(21)	(22)	(23)	(24)	(25)		
1+2	4354	1.580	NA	2.000	0.00	NA	NA

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Segment between :	Jl. Tanah Baru and
Purpose: Operation	Segment code: Road type : 2/2UD Time period : 06.00-08.00	Area type: COMMercial Length : 2.000 km Case : DO SOMETHING 3

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC AADT (veh/day)	K-factor (default: 0.075)	DIRECTIONAL SPLIT Dir1 - Dir2 (normal: 50 - 50)
CLASSIFIED-HOURLY (Class/AAdt/UNclass)			50 - 50 %

TRAFFIC COMPOSITION (defaults)	Light vehicles, LV 100.0% (60.00%)	Heavy vehicles, HV 0.000% (8.00%)	Motorcycles, MC 0.000% (32.00%)	Total 100.00%(100.00%)
-----------------------------------	---------------------------------------	---------------------------------------	------------------------------------	---------------------------

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
1.1		pce,1 = 1.000		pce,1 = 1.251		pce,1 = 0.326					
1.2		pce,2 = 1.000		pce,2 = 1.251		pce,2 = 0.326					
3	Dir1	443	443	0	0	0	0	50.00	443	443	
4	Dir2	443	443	0	0	0	0	50.00	443	443	
5	Dir1+2	886	886	0	0	0	0		886	886	
6		Directional split, $SP = Q1/(Q1+Q2) =$							50.00%	50.00%	
7		Pcu-factor, $F_{pcu} =$								1.000	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		M (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Jl. Tanah Baru	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 3

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)			(3)	(4)	(5)	(6)	(6)			
1+2	44.0	40.0	40.0	42.0	0.0	44.0	0.960	1.000	42.24	38.40	38.40

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = Co \times FCw \times FCsp \times FCsf \times FCcs$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Co	Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs	
(10)	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)* (14)*(15)	(16)
	pcu/h	(11)	(12)	(13)	(14)	(15)	
1+2	2900	1.000	1.000	0.950	1.000	2755	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						DS=Q/C	Fig D-2:1/:2
(11)	Form UR-2	(21)/(16)	km/h	km	sec	HV	MC
	pcu/h	(21)	(23)	(24)	(25)		
1+2	886	0.322	37.63	2.000	191.29	34.80	34.80

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMercial
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 4

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC	DIRECTIONAL SPLIT
CLASSIFIED-HOURLY	AADT	Dir1 - Dir2
(Class/AAdt/UNclass)	(veh/day)	(normal: 50 - 50)
	K-factor	50 - 50 %
	(default: 0.075)	

TRAFFIC COMPOSITION	Light vehicles, LV	Heavy vehicles, HV	Motorcycles, MC	Total
(defaults)	95.97% (60.00%)	4.022% (8.00%)	0.000% (32.00%)	100.00%(100.00%)

Traffic flow data for divided urban road :

Row	Direc- tion	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
		veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
2	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	2994	2994	126	151	0	0	50.00	3120	3145	
4	Dir2	2995	2995	125	150	0	0	50.00	3120	3145	
5	Dir1+2	5989	5989	251	301	0	0		6240	6290	
6		Directional split, $SP = Q1/(Q1+Q2) =$							50.00%	50.00%	
7		Pcu-factor, $F_{pcu} =$								1.008	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMERCIAL
Operation	Road type : 4/2D	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 4

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(3)	(4)	(5)	(6)	LV	HV	MC
1	57.0	50.0	47.0	55.0	0.0	57.0	0.990	1.000	56.43	49.50	46.53
2	57.0	50.0	47.0	55.0	0.0	57.0	0.990	1.000	56.43	49.50	46.53

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = Co \times FCw \times FCsp \times FCsf \times FCcs$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity
	Co	Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs	C	
(10)	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Tab C-5:1	(11)*(12)*(13)* (14)*(15) (16)	
	pcu/h	(12)	(13)	(14)	(15)	(16)	
1	3300	1.000	1.000	0.980	1.000	3234	
2	3300	1.000	1.000	0.980	1.000	3234	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow	Degree of saturation	Actual speed	Road segment	Travel time	ACTUAL SPEEDS	
	Q	DS=Q/C	light veh, Vlv	length, L	TT	for other vehicle types	
(11)	Form UR-2	(21)/(16)	Fig D-2:1/:2	km	(24)/(23)	HV	MC
	pcu/h	(22)	km/h	(24)	sec	(25)	
1	3145	0.972	36.66	2.000	196.38	32.16	30.23
2	3145	0.972	36.66	2.000	196.38	32.16	30.23

Space for user remark:

KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-2: INPUT	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
TRAFFIC DATA, SIDE FRICTION	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMMercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 4

TRAFFIC DATA:

Type of traffic data	ANNUAL AVERAGE DAILY TRAFFIC	DIRECTIONAL SPLIT
CLASSIFIED-HOURLY	AADT	Dir1 - Dir2
(Class/AADt/UNclass)	(veh/day)	(normal: 50 - 50)
	K-factor	50 - 50 %
	(default: 0.075)	

TRAFFIC COMPOSITION	Light vehicles, LV	Heavy vehicles, HV	Motorcycles, MC	Total
(defaults)	0.000% (60.00%)	0.000% (8.00%)	100.0% (32.00%)	100.00%(100.00%)

Traffic flow data for undivided urban road :

Row	Direction	Light vehicles		Heavy vehicles		MotorCycles		Total flow Q			
1.1		pce,1 = 1.000		pce,1 = 1.200		pce,1 = 0.250					
1.2		pce,2 = 1.000		pce,2 = 1.200		pce,2 = 0.250					
2	(1)	veh/h	pcu/h	veh/h	pcu/h	veh/h	pcu/h	Split (%)	veh/h	pcu/h	
		(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
3	Dir1	0	0	0	0	7966	1992	49.99	7966	1992	
4	Dir2	0	0	0	0	7967	1992	50.00	7967	1992	
5	Dir1+2	0	0	0	0	15933	3984		15933	3984	
6		Directional split, $SP = Q1/(Q1+Q2) =$							49.99%	50.00%	
7		Pcu-factor, $F_{pcu} =$								0.749	

SIDE FRICTION CLASS: If detailed data are available, use first table to determine weighted frequency of events and then use second table. If no detailed data, use second table only.

1. Determination of frequency of events

Calculation of weighted frequency of events per hour and 200 m.	Side friction type of events (20)	Symbol (21)	Weighting factor (22)	Frequency of events (23)	Weighted frequency (24)
	Pedestrians	PED	0.5	NA / h,200m	NA
	Parking, stopping veh.	PSV	1.0	NA / h,200m	NA
	Entry+exit of vehicles	EEV	0.7	NA / h,200m	NA
	Slow-moving vehicles	SMV	0.4	NA / h	NA
Frequencies are for both sides of the road.				Total:	NA

2. Determination of side friction class

Weighted frequency of events (30)	Typical conditions	Side friction class
< 100	Residential area, very few activities	VL= very low
100 - 299	Residential area, some public transports etc.	L= low
300 - 499	Industrial area, some roadside shops	M= medium
500 - 899	Commercial, high roadside activity	H= high
> 900	Commercial area with very high roadside market activity	VH= very high
For current case indicate side friction class:		H (L is default)



KAJI-URBAN ROADS	Province : Jawa Barat	Date :
FORM UR-3:	City : Depok	Handled by : Burniandito S.R.
	City size: 1.42 millions	Checked by :
ANALYSIS OF SPEED, CAPACITY	Link no/Road name: Margonda Raya	
	Segment between : and	
Purpose:	Segment code:	Area type: COMmercial
Operation	Road type : 2/2UD	Length : 2.000 km
	Time period : 06.00-08.00	Case : DO SOMETHING 4

FREE FLOW SPEEDS

Option to enter other free flow speeds: No

Direction	Base free-flow speed			Adjustment for carriageway width, FVw	FVo + FVw	Adjustment factors		Actual free-flow speed (km/h)			
	FVo (km/h)					Side friction	City size	(4)*(5)*(6)			
	Table B-1:1			Table B-2:1	(2)+(3)	FFVsf	FFVcs	(7)			
(1)	LV	HV	MC	All veh.	(km/h)	(km/h)	Table B3:1	Tab. B4:1	LV	HV	MC
	(2)			(3)	(4)	(5)	(6)	(6)			
1+2	44.0	40.0	40.0	42.0	0.0	44.0	0.900	1.000	39.60	36.00	36.00

Comments:

FFV input, dir 1: None!
dir 2: None!

CAPACITY, $C = C_o \times FCw \times FCsp \times FCsf \times FCcs$

Direction	Base Capacity	Adjustment factors for capacity					Actual capacity C
		Carriageway width, FCw	Directional split, FCsp	Side friction FCsf	City size FCcs		
(10)	Co	Table C-2:1	Table C-3:1	Table C-4:1	Table C-5:1	(11)*(12)*(13)* (14)*(15)	
	pcu/h	Table C-1:1	Table C-2:1	Table C-3:1	Table C-4:1	Table C-5:1	
(10)	(11)	(12)	(13)	(14)	(15)	(16)	
1+2	2900	1.000	1.000	0.900	1.000	2610	

ACTUAL SPEED and TRAVEL TIME for light vehicles

Direction	Traffic flow Q	Degree of saturation	Actual speed light veh, Vlv	Road segment length, L	Travel time TT	ACTUAL SPEEDS for other vehicle types	
						DS=Q/C	Fig D-2:1/:2
(11)	Form UR-2	(21)/(16)	km/h	km	sec	HV	MC
	pcu/h	(21)	(23)	(24)	(25)		
1+2	3984	1.526	NA	2.000	NA	24.20	24.20

Space for user remark: