

Lampiran 1
Rekap Volume Lalu lintas simpang
JL.Cendrawasih dan JL. Kakak Tua

Jenis Simpang	Waktu Penelitian	Jumlah Kendaraan (skr/jam)	
		Selasa	Minggu
Simpang Cendrawasih	06:00-07:00	3641	2743
	07:00-08:00	3805	2858
	08:00-09:00	3316	3062
	09:00-10:00	3275	3081
	10:00-11:00	3047	2932
	11:00-12:00	2966	2953
	12:00-13:00	2343	2608
Simpang Kakak Tua	06:00-07:00	3772	2751
	07:00-08:00	4049	3217
	08:00-09:00	3384	2930
	09:00-10:00	3095	2835
	10:00-11:00	2976	2764
	11:00-12:00	2801	2480
	12:00-13:00	2300	2057

Lampiran 2
kinerja Lalu lintas simpang
JL.Cendrawasih dan JL. Kakak Tua

Simpang Cendrawasih Selasa

8x4C4 3M		KAJI- UNSIGNALISED INTERSECTIONS		Province : JAWA TIMUR	Date : 13 JANUARI 2020																																																																																																																																																																																																																																																																																				
Form US1G-1: Geometry,		Traffic flows		City : SAMPANG	Handled by: DIMASQI DANA HADI																																																																																																																																																																																																																																																																																				
Purpose: Operation		City size: 0.85 millions		Case :	Period :																																																																																																																																																																																																																																																																																				
Major road (B+D) : Minor road (A) :			Environment : CDM (CGM, RES or RA) Side friction: High(High/Med/Low)																																																																																																																																																																																																																																																																																						
<p>INTERSECTION GEOMETRY</p> <p>Entry widths and major road median</p> <p>NB. Deduct 1.5 = 2 m from width if parking in approach!</p> <p>Major road (B-D) median: None</p>			<p>TRAFFIC FLOW DATA: CL - Classified, hourly UN - Un-classified, hourly RA - RADT (Average daily) (traffic)</p> <p>Flows are in veh/h</p>																																																																																																																																																																																																																																																																																						
<p>TRAFFIC REGULATION</p> <p>Minor - A: TWO (ENT= entry only from arm to intersection) Major - B: TWO, D: TWO (TWO= two-way traffic, EXT= exit only from intersection)</p>																																																																																																																																																																																																																																																																																									
<p>1 MOTOR VEH COMP(%): LV:12.91% HV:1.763% MC:85.32% Pcu factor: K-factor: Unmot.:0.00%</p> <p>Program defaults: (40.00%) (3.00%) (57.00%) (norm value: 0.85) (default:) (def: 14.0%)</p>																																																																																																																																																																																																																																																																																									
<table border="1"> <thead> <tr> <th>TRAFFIC FLOW Approach (1)</th> <th>Direc-tion (2)</th> <th>Light veh., LV veh/h (3)</th> <th>pcu/h (4)</th> <th>Heavy veh., HV veh/h (5)</th> <th>pcu/h (6)</th> <th>Motorcycles, MC veh/h (7)</th> <th>pcu/h (8)</th> <th>Total motor vehicles veh/h (9)</th> <th>pcu/h (10)</th> <th>Ratio (11)</th> <th>Unmot.,UM veh/h (12)</th> </tr> </thead> <tbody> <tr> <td>2 Minor road: A</td> <td>LT</td> <td>31</td> <td>31</td> <td>0</td> <td>0</td> <td>317</td> <td>159</td> <td>348</td> <td>190</td> <td>0.57</td> <td>0</td> </tr> <tr> <td>3</td> <td>ST</td> <td>44</td> <td>44</td> <td>0</td> <td>0</td> <td>201</td> <td>101</td> <td>245</td> <td>145</td> <td>0.43</td> <td>0</td> </tr> <tr> <td>4</td> <td>RT</td> <td>44</td> <td>44</td> <td>0</td> <td>0</td> <td>201</td> <td>101</td> <td>245</td> <td>145</td> <td>0.43</td> <td>0</td> </tr> <tr> <td>5</td> <td>Total, minor A</td> <td>75</td> <td>75</td> <td>0</td> <td>0</td> <td>518</td> <td>260</td> <td>593</td> <td>335</td> <td></td> <td>0</td> </tr> <tr> <td>6</td> <td>NOT DEFINED</td> <td>LT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>NOT</td> </tr> <tr> <td>7</td> <td>NOT DEFINED</td> <td>ST</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>DE-</td> </tr> <tr> <td>8</td> <td>NOT DEFINED</td> <td>RT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>FIN-</td> </tr> <tr> <td>9</td> <td>NOT DEFINED</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>ED</td> </tr> <tr> <td>10</td> <td>Tot minor road A</td> <td>75</td> <td>75</td> <td>0</td> <td>0</td> <td>518</td> <td>260</td> <td>593</td> <td>335</td> <td></td> <td>0</td> </tr> <tr> <td>11 Major road: B</td> <td>LT</td> <td>235</td> <td>235</td> <td>70</td> <td>91</td> <td>1211</td> <td>606</td> <td>1516</td> <td>932</td> <td>0</td> <td>0</td> </tr> <tr> <td>12</td> <td>ST</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0.00</td> <td>0</td> </tr> <tr> <td>13</td> <td>RT</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0.00</td> <td>0</td> </tr> <tr> <td>14</td> <td>Total, major B</td> <td>235</td> <td>235</td> <td>70</td> <td>91</td> <td>1211</td> <td>606</td> <td>1516</td> <td>932</td> <td></td> <td>0</td> </tr> <tr> <td>15 Major road: D</td> <td>LT</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0.00</td> <td>0</td> </tr> <tr> <td>16</td> <td>ST</td> <td>217</td> <td>217</td> <td>2</td> <td>3</td> <td>1754</td> <td>877</td> <td>1973</td> <td>1097</td> <td></td> <td>0</td> </tr> <tr> <td>17</td> <td>RT</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>0</td> </tr> <tr> <td>18</td> <td>Total, major D</td> <td>217</td> <td>217</td> <td>2</td> 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(2)	Light veh., LV veh/h (3)	pcu/h (4)	Heavy veh., HV veh/h (5)	pcu/h (6)	Motorcycles, MC veh/h (7)	pcu/h (8)	Total motor vehicles veh/h (9)	pcu/h (10)	Ratio (11)	Unmot.,UM veh/h (12)	2 Minor road: A	LT	31	31	0	0	317	159	348	190	0.57	0	3	ST	44	44	0	0	201	101	245	145	0.43	0	4	RT	44	44	0	0	201	101	245	145	0.43	0	5	Total, minor A	75	75	0	0	518	260	593	335		0	6	NOT DEFINED	LT									NOT	7	NOT DEFINED	ST									DE-	8	NOT DEFINED	RT									FIN-	9	NOT DEFINED										ED	10	Tot minor road A	75	75	0	0	518	260	593	335		0	11 Major road: B	LT	235	235	70	91	1211	606	1516	932	0	0	12	ST	0	0	0	0	0	0	0	0	0.00	0	13	RT	0	0	0	0	0	0	0	0	0.00	0	14	Total, major B	235	235	70	91	1211	606	1516	932		0	15 Major road: D	LT	0	0	0	0	0	0	0	0	0.00	0	16	ST	217	217	2	3	1754	877	1973	1097		0	17	RT	0	0	0	0	0	0	0	0		0	18	Total, major D	217	217	2	3	1754	877	1973	1097		0	19	Tot major road B+D	452	452	72	94	2965	1483	3489	2029		0	20 Major+minor	LT	31	31	0	0	317	159	348	190	0.08	0	21	ST	452	452	72	94	2965	1483	3489	2029		0	22	RT	44	44	0	0	201	101	245	145	0.06	0	23	Total major+minor	527	527	72	94	3483	1743	4082	2364		0
TRAFFIC FLOW Approach (1)	Direc-tion (2)	Light veh., LV veh/h (3)	pcu/h (4)	Heavy veh., HV veh/h (5)	pcu/h (6)	Motorcycles, MC veh/h (7)	pcu/h (8)	Total motor vehicles veh/h (9)	pcu/h (10)	Ratio (11)	Unmot.,UM veh/h (12)																																																																																																																																																																																																																																																																														
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12	ST	0	0	0	0	0	0	0	0	0.00	0																																																																																																																																																																																																																																																																														
13	RT	0	0	0	0	0	0	0	0	0.00	0																																																																																																																																																																																																																																																																														
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15 Major road: D	LT	0	0	0	0	0	0	0	0	0.00	0																																																																																																																																																																																																																																																																														
16	ST	217	217	2	3	1754	877	1973	1097		0																																																																																																																																																																																																																																																																														
17	RT	0	0	0	0	0	0	0	0		0																																																																																																																																																																																																																																																																														
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21	ST	452	452	72	94	2965	1483	3489	2029		0																																																																																																																																																																																																																																																																														
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<p>Ratio minor/(minor+major) [normal value is 0.25]: 0.145 UM/HV: 0.000</p>																																																																																																																																																																																																																																																																																									
<p>Program version 1.10F Date of run: 200708/0:04</p>																																																																																																																																																																																																																																																																																									

K A J I UNSTABILISED INTERSECTIONS		Province :	JAMA TIMOR	Date :	13 JANUARI 2020							
Form USIG-II: ANALISIS		City :	SAMPANG	Handled by :	DIRAUGI DANA HADI							
Purpose : Operation		Case :		Period :								
		Major road (B+D) :		Minor road (A+C) :								
PLANNING/DESIGN OBJECTIVES: Degree of saturation (0.80) : < 0.00 (defaults in parentheses) Average delay (10.0 sec) : < 0.0 sec Queue probability (35%) : < 0 %												
1. Approach widths and intersection type												
Alter- native	No. of in- tersection arms (1)	APPROACH ENTRY WIDTHS (M)						Average width (8)	Number of lanes (Fig C-11.2) Minor rd/Major rd (9) (10)	Intersection type (Table C11) (11)		
		A (2)	B (3)	C (4)	D (5)	E (6)	F (7)					
Main	3	5.00		5.00	5.00	5.00	5.00	5.00	2	2	322	
Comment: Low share of unmotorised/ Empirical base is > 1 %.												
2. Capacity												
Alter- native	Base capacity Co (pcu/h) Table C2.1 (20)	C A P A C I T Y Approach width, P Fig C3.1 (21)	M A J O R road median (PM) Tab C-4.1 (22)	C I T Y size Pos (23)	S I D E fric Table C-6.1 (24)	F A C T O R S (F)			Actual capacity -C pcu/h (28)			
						Left turning Fr Fig C7.1 (25)	Right turning Fr Fig C8.1 (26)	Ratio minor/total Fr Fig C-9.1 (27)				
Main	2700	1.110	1.000	0.940	0.930	0.969	1.033	1.042	2736			
Comment: Warning! Minor road flow ratio outside empirical base (0.15-0.50)!												
3. Traffic performance												
Alter- native	Flow, Q (pcu/h) USIG-1, R23,C10 (30)	Degree of saturation S8=Q/C (31)	TRAFFIC DELAY (sec/pcu) Intersec- tion, DTL Fig B1 (32)	M A J O R road Fig B1 (33)	M I N O R road Fig B2 (34)	G E O M E T R I C DELAY (sec/pcu) SC (35)	I N T E R S E C TION DELAY (sec/pcu) (32)+(35) (36)	Queue pro- bability QP (%) Fig F1 (37)	Objectives ful- filled (Yes/No) Del of sat.	Delay	Queue prob.	Comment (38)
Main	2364	0.864	10.47	7.92	25.92	3.92	14.39	30-50%	No	No	No	All USIG-1 data
Comment:												
Program Version 1.10F Date of runt 200708/0104												

Simpang Cendrawasih minggu

8x6C6 38 KAJI- UNSIGNALISED INTERSECTIONS Form USIG-1: Geometry, Traffic flows Purpose: Operation		Province : JAWA TIMUR City : SAMPANG City size: 0.85 millions	Date : 13 JANUARI 2020 Handled by: DIMASQI DANA HADI Case : Period :										
Major road (B+D) : Minor road (A) :		Environment : COM (COM, RES or RA) Side friction: High (High/Med/Low)											
INTERSECTION GEOMETRY Entry widths and major road median 		TRAFFIC CL - Classified, hourly FLOW DATA: CL UN - Un-classified, hourly AA - AADT (Average daily traffic) Flows are in veh/h 											
TRAFFIC REGULATION Minor - A: TWO (ENT= entry only from arm to intersection) FOR THE ARMS Major - B: TWO, D: TWO (TWO= two-way traffic, EXT= exit only from intersection)													
1 MOTOR VEH COMP(%) LV:19.44% (40.00%) HV:2.728% (3.00%) MC:77.82% (57.00%) Program defaults: PcU factor: (norm value: 0.85) K-factor: (default:) Unmot.:0.000% (def: 14.0%)													
TRAFFIC FLOW Approach (1) Direction (2) Light veh., LV pce=1.00 veh/h (3) Heavy veh., HV pce=1.30 veh/h (4) Motorcycles, MC pce=0.50 veh/h (5) Total motor vehicles (6) Turn Ratio (7) Unmot., UM pce=1.00 veh/h (8)													
2	Minor road: A	LT	28	28	1	1	113	57	142	86	0.51	0	A,LT
3		ST											A,ST
4		RT	13	13	1	1	134	67	148	81	0.49	0	A,RT
5	Total, minor A		41	41	2	2	247	124	290	167		0	EA
6	NOT DEFINED	LT											NOT DEFINED
7	NOT DEFINED	ST											NOT DEFINED
8	NOT DEFINED	RT											NOT DEFINED
9	Total, minor road A		41	41	2	2	247	124	290	167		0	EA
11	Major road: B	LT	327	327	66	86	894	447	1287	860	0	0	B,LT
12		ST											B,ST
13		RT	0	0	0	0	0	0	0	0	0.00	0	B,RT
14	Total, major B		327	327	66	86	894	447	1287	860		0	EB
15	Major road: D	LT	0	0	0	0	0	0	0	0	0.00	0	D,LT
16		ST	195	195	11	14	1112	556	1318	765		0	D,ST
17		RT											D,RT
18	Total, major D		195	195	11	14	1112	556	1318	765		0	ED
19	Total major road B+D		522	522	77	100	2006	1003	2605	1625		0	EED
20	Major+minor E (A+B+C)	LT	28	28	1	1	113	57	142	86	0.05	0	E,LT
21		ST	522	522	77	100	2006	1003	2605	1625		0	E,ST
22		RT	13	13	1	1	134	67	148	81	0.05	0	E,RT
23	Total major+minor		563	563	79	102	2253	1127	2895	1792		0	All
Ratio minor/(minor+major) [normal value is 0.25]: 0.100 UM/MV: 0.000													
Program version 1.10F		Date of run: 200708/0:12											

K A J I UNSIGNALED INTERSECTIONS		Province : JAWA TIMUR	Date : 13 JANUARI 2020								
Form USIG-II: ANALYSIS		City : SAMBANG	Handled by : DIMASDIQ DANIA HADI								
Purpose : Operation		Case :	Period :								
		Major road (B+D) :									
		Minor road (A+C) :									
PLANNING/DESIGN OBJECTIVES: Degree of saturation (0.80) : < 0.90 (defaults in parentheses) Average delay (10.0 sec) : < 0.0 sec Queue probability (35%) : < 0 %											
1. Approach widths and intersection type											
Alter- native (1)	No. of in- tersection (2)	APPROACH ENTRY WIDTHS (m)						Average width (m) (6)	Number of lanes (Fig C-112)		Intersection type (Table C11) (11)
		--- Minor road ---		--- Major road ---		----			Minor rd	Major rd	
		A	B	D	(B+D)/2	(B+D)/2	(6)	(4)	(10)		
Main	3	5.00		5.00	5.00	5.00	5.00	2	2	322	
Comment: Low share of unmotorized! Empirical base is > 1 %.											
2. Capacity											
Alter- native (20)	Base capacity Co (pcu/h) Table C11 (20)	Approach width, Fw (21)	C A P A C I T Y		A D J U S T M E N T		T A C T O R S (P)		Ratio minor/tot (27)	Actual capacity C (28)	
			Major road median (Pn) Table C-11 (22)	City size Fcs Tab C-11 (23)	Side friction Fcs Table C-6:1 (24)	Left turning Pg C11 (25)	Right turning (26)				
Main	2700	1.110	1.000	0.940	0.930	0.917	1.048	1.083	2728		
Comment: Warning! Minor road flow ratio outside empirical base(0.15-0.50)!											
3. Traffic performance											
Alter- native (30)	Flow, Q (pcu/h) R23, C10 (30)	Degree of saturation S10/C (30)/(28) (31)	TRAFFIC DELAY (sec/pcu)				GEOMETRIC DELAY DG (32)	INTERSEC- TION DELAY (32)+(31) (33)	Queue pro- bability QV(1) Fig F11 (37)	Objectives ful- filled (Yes/No) Deg of Delay Queue prob. (38)	Comment
			Intersec- tion, DTI Fig E1 (32)	Major road DTM Fig E2 (33)	Minor road DTM (34)	road DTM (34)					
Main	1792	0.657	6.81	5.72	17.49	3.75	10.57	18- 37% - % - % - %	Yes Yes Yes	All USIG-I data	
Comment:											
Program version 1.10F Date of run: 200708/0112											

Simpang Kakak Tua selasa

KAJIR - UNSIGNALISED INTERSECTIONS		Province :	JAWA TIMUR	Date :	13 JANUARI 2020																																																																																																																																																																																																																																																																																							
Form USIG-I: Geometry, Traffic flows		City :	SAMPANG	Handled by:	DIMASQI DANA HADI																																																																																																																																																																																																																																																																																							
Purpose: Operation		City size:	0.85 millions	Case :																																																																																																																																																																																																																																																																																								
		Period :		Period :																																																																																																																																																																																																																																																																																								
Major road (B+D) : Minor road (A) :		Environment : CDM (COM, RES or RA) Side friction: High(High/Med/Low)																																																																																																																																																																																																																																																																																										
<p>INTERSECTION GEOMETRY</p> <p>Entry widths and major road median</p> <p>NB. Deduct 1.5 - 2 m from width if parking in approach!</p> <p>Major road (B-D) median: None</p>		<p>TRAFFIC FLOW DATA: CL UN - Classified, hourly CL UN - Unclassified, hourly AA - AADT (Average daily traffic)</p> <p>Flows are in veh/h</p> <p>1416 2017 170 79</p>																																																																																																																																																																																																																																																																																										
TRAFFIC REGULATION FOR THE ARMS		Minor - A: TWO (ENT= entry only from arm to intersection) Major - B: TWO, D: TWO (TWO= two-way traffic, EXT= exit only from intersection)																																																																																																																																																																																																																																																																																										
1 MOTOR VEH COMP(%)		LV:11.53% (40.00%)	HV:1.701% (3.00%)	MC:86.76% (57.00%)	Pcu factor: (norm value: 0.85)	K-factor: (default:)	Ummot:0.000% (def: 14.0%)																																																																																																																																																																																																																																																																																					
<table border="1"> <thead> <tr> <th>TRAFFIC FLOW Approach (1)</th> <th>Direction (2)</th> <th>Light veh./h (3)</th> <th>LV pce=1.00 (4)</th> <th>Heavy veh./h (5)</th> <th>HV pce=1.30 (6)</th> <th>Motorcycles, MC pce=0.50 (7)</th> <th>Total motor vehicles (8)</th> <th>Turn Ratio (9)</th> <th>Ummot. Ratio (10)</th> <th>UM pce=1.00 (11)</th> <th>UM (12)</th> </tr> </thead> <tbody> <tr> <td>2 Minor road: A</td> <td>LT</td> <td>3</td> <td>3</td> <td>0</td> <td>0</td> <td>167</td> <td>84</td> <td>170</td> <td>0.69</td> <td>0</td> <td>A,LT</td> </tr> <tr> <td>3</td> <td>ST</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>A,ST</td> </tr> <tr> <td>4</td> <td>RT</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>78</td> <td>39</td> <td>79</td> <td>0.31</td> <td>0</td> <td>A,RT</td> </tr> <tr> <td>5</td> <td>Total, minor A</td> <td>4</td> <td>4</td> <td>0</td> <td>0</td> <td>245</td> <td>123</td> <td>249</td> <td></td> <td>0</td> <td>EA</td> </tr> <tr> <td>6</td> <td>NOT DEFINED</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>NOT DEFINED</td> </tr> <tr> <td>7</td> <td>NOT DEFINED</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>NOT DEFINED</td> </tr> <tr> <td>8</td> <td>NOT DEFINED</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>NOT DEFINED</td> </tr> <tr> <td>9</td> <td>NOT DEFINED</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>NOT DEFINED</td> </tr> <tr> <td>10</td> <td>Tot minor road A</td> <td>4</td> <td>4</td> <td>0</td> <td>0</td> <td>245</td> <td>123</td> <td>249</td> <td></td> <td>0</td> <td>EA</td> </tr> <tr> <td>11</td> <td>Major road: B</td> <td>LT</td> <td>225</td> <td>225</td> <td>70</td> <td>91</td> <td>1121</td> <td>561</td> <td>1416</td> <td>0.13</td> <td>0</td> <td>B,LT</td> </tr> <tr> <td>12</td> <td>ST</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>B,ST</td> </tr> <tr> <td>13</td> <td>RT</td> <td>11</td> <td>11</td> <td>0</td> <td>0</td> <td>241</td> <td>121</td> <td>252</td> <td>132</td> <td></td> <td>B,RT</td> </tr> <tr> <td>14</td> <td>Total, major B</td> <td>236</td> <td>236</td> <td>70</td> <td>91</td> <td>1362</td> <td>682</td> <td>1668</td> <td>1009</td> <td></td> <td>EB</td> </tr> <tr> <td>15</td> <td>Major road: D</td> <td>LT</td> <td>12</td> <td>12</td> <td>0</td> <td>0</td> <td>286</td> <td>143</td> <td>298</td> <td>0.12</td> <td>0</td> <td>D,LT</td> </tr> <tr> <td>16</td> <td>ST</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>D,ST</td> </tr> <tr> <td>17</td> <td>RT</td> <td>236</td> <td>236</td> <td>2</td> <td>3</td> <td>1779</td> <td>890</td> <td>2017</td> <td>1129</td> <td></td> <td>D,RT</td> </tr> <tr> <td>18</td> <td>Total, major D</td> <td>248</td> <td>248</td> <td>2</td> <td>3</td> <td>2065</td> <td>1033</td> <td>2315</td> <td>1284</td> <td></td> <td>ED</td> </tr> <tr> <td>19</td> <td>Tot major road B+D</td> <td>484</td> <td>484</td> <td>72</td> <td>94</td> <td>3427</td> <td>1715</td> <td>3983</td> <td>2293</td> <td></td> <td>EED</td> </tr> <tr> <td>20</td> <td>Major+minor E (A+B+C)</td> <td>LT</td> <td>15</td> <td>15</td> <td>0</td> <td>0</td> <td>453</td> <td>227</td> <td>468</td> <td>0.10</td> <td>0</td> <td>E,LT</td> </tr> <tr> <td>21</td> <td>ST</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>E,ST</td> </tr> <tr> <td>22</td> <td>RT</td> <td>461</td> <td>461</td> <td>72</td> <td>94</td> <td>2900</td> <td>1451</td> <td>3433</td> <td>2006</td> <td></td> <td>E,RT</td> </tr> <tr> <td>23</td> <td>Total major+minor</td> <td>488</td> <td>488</td> <td>72</td> <td>94</td> <td>3672</td> <td>1838</td> <td>4232</td> <td>2420</td> <td></td> <td>All</td> </tr> </tbody> </table>		TRAFFIC FLOW Approach (1)	Direction (2)	Light veh./h (3)	LV pce=1.00 (4)	Heavy veh./h (5)	HV pce=1.30 (6)	Motorcycles, MC pce=0.50 (7)	Total motor vehicles (8)	Turn Ratio (9)	Ummot. Ratio (10)	UM pce=1.00 (11)	UM (12)	2 Minor road: A	LT	3	3	0	0	167	84	170	0.69	0	A,LT	3	ST										A,ST	4	RT	1	1	0	0	78	39	79	0.31	0	A,RT	5	Total, minor A	4	4	0	0	245	123	249		0	EA	6	NOT DEFINED										NOT DEFINED	7	NOT DEFINED										NOT DEFINED	8	NOT DEFINED										NOT DEFINED	9	NOT DEFINED										NOT DEFINED	10	Tot minor road A	4	4	0	0	245	123	249		0	EA	11	Major road: B	LT	225	225	70	91	1121	561	1416	0.13	0	B,LT	12	ST										B,ST	13	RT	11	11	0	0	241	121	252	132		B,RT	14	Total, major B	236	236	70	91	1362	682	1668	1009		EB	15	Major road: D	LT	12	12	0	0	286	143	298	0.12	0	D,LT	16	ST										D,ST	17	RT	236	236	2	3	1779	890	2017	1129		D,RT	18	Total, major D	248	248	2	3	2065	1033	2315	1284		ED	19	Tot major road B+D	484	484	72	94	3427	1715	3983	2293		EED	20	Major+minor E (A+B+C)	LT	15	15	0	0	453	227	468	0.10	0	E,LT	21	ST										E,ST	22	RT	461	461	72	94	2900	1451	3433	2006		E,RT	23	Total major+minor	488	488	72	94	3672	1838	4232	2420		All	Ratio minor/(minor+major) [normal value is 0.25]: 0.058 UM/MV: 0.000			
TRAFFIC FLOW Approach (1)	Direction (2)	Light veh./h (3)	LV pce=1.00 (4)	Heavy veh./h (5)	HV pce=1.30 (6)	Motorcycles, MC pce=0.50 (7)	Total motor vehicles (8)	Turn Ratio (9)	Ummot. Ratio (10)	UM pce=1.00 (11)	UM (12)																																																																																																																																																																																																																																																																																	
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Program version 1.10F		Date of run: 200708/0:19																																																																																																																																																																																																																																																																																										

K A J I UNSIGNALLLED INTERSECTIONS		Province : JAWA TIMUR	Date : 13 JANUARI 2020									
Form USIG-II: ANALYSIS		City : SAMBANG	Handled by : DIMASQT DAMA HADI									
Purpose : Operation		Case :	Period :									
		Major road (B+C) :										
		Minor road (A+C) :										
PLANNING/DESIGN OBJECTIVES: Degree of saturation (0.80) : < 0.90 (defaults in parentheses) Average delay (10.0 sec) : < 0.0 sec Queue probability (35%) : < 0 %												
1. Approach widths and intersection type												
Alter- native	No. of in- tersection	APPROACH ENTRY WIDTHS (m)						Average width (m)	Number of lanes		Intersection type (Table C11)	
		--- Minor road ---			--- Major road ---				Minor rd	Major rd		
		A	B	D	B	D	(B+D)/2	(49)	(10)	(31)		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)		
Main	3	2.00		2.00	5.00	5.00	5.00	4.00	2	2	322	
Comment: Narrow approaches! Outside range of empirical base (>= 3.5m) for method												
2. Capacity												
Alter- native	Base capacity Co (pcu/h)	Approach width, Fw (m)	C A P A C I T Y		A D J U S T M E N T S		F A C T O R S			Actual capacity C (28)		
			Major road median (Fm)	City size	Side friction	Left turning	Right turning	Ratio minor/tot				
	(20)	(21)	Tab C-11 (22)	Tab C-11 (23)	Tab C-11 (24)	Table C-6:1 (25)	Fig C11 (26)	Fig C-8:1 (27)	Fig C-8:1 (28)			
Main	2700	1.034	1.000	0.940	0.930	1.001	1.024	1.124	2813			
Comment: Warning! Minor road flow ratio outside empirical base (0.15-0.50)!												
3. Traffic performance												
Alter- native	Flow, Q (pcu/h)	Degree of saturation	TRAFFIC DELAY (sec/pcu)				GEOMETRIC DELAY Dg (13)	INTERSEC- TION DELAY Dc (12)+(13) (14)	Queue pro- bability		Obj-ectives ful- filled (Yes/No)	Comment
			USIG-1, R23,C10 (30)	USIG-2, R23,C10 (31)	Intersec- tion, DTm Fig E:1 (32)	Major road DTm Fig E:2 (33)			Minor road DTm Fig E:2 (34)	QV (%) Fig F:1 (37)		
Main	2420	0.860	10.38	7.87	55.78	3.93	14.31	30- 59%	No - - -	No No No No	All USIG-I data (38)	
Comment:												
Program version 1.10F		Date of run: 200708/019										

Simpang Kakak Tua minggu

8x10C10

KAJI-UNSIGNALED INTERSECTIONS		Province : JAWA TIMUR	Date : 13 JANUARI 2020				
Form USIG-I: Geometry, Traffic flows		City : SAMPANG	Handled by: DIMASQI DANA HADI				
Purpose: Operation		City size: 0.85 millions	Case : Period :				
Major road (B+D) : Minor road (A) :		Environment : CDM (COM, RES or RA) Side friction: High(High/Med/Low)					
<p>INTERSECTION GEOMETRY</p> <p>Entry widths and major road median</p> <p>NB. Deduct 1.5 - 2 m from width if parking in approach!</p> <p>Major road (B-D) median: None</p>		<p>TRAFFIC FLOW DATA: CL - Classified, hourly UN - Unclassified, hourly AA - AADT (Average daily traffic)</p> <p>Flows are in veh/h</p>					
<p>TRAFFIC REGULATION FOR THE ARMS</p> <p>Minor - A: TWO (ENT= entry only from arm to intersection) Major - B: TWO, D: TWO (TWO= two-way traffic, EXT= exit only from intersection)</p>							
<p>1 MOTOR VEH COMP(%)</p> <p>Program defaults: LV:13.13% (40.00%) HV:2.110% (3.00%) MC:84.75% (57.00%)</p> <p>Pcu factor: (norm value: 0.85) K-factor: (default:) Unmot:0.000% (def: 14.0%)</p>							
TRAFFIC FLOW Approach (1)	Direction (2)	Light veh., LV (3)	Heavy veh., HV (4)	Motorcycles, MC (5)	Total motor vehicles (6)	Turn Ratio (7)	Unmot., UM (8)
2 Minor road: A	LT	1	0	53	54	0.56	0 A,LT
3	ST	1	0	21	21	0.44	0 A,ST
4	RT	1	0	41	42	0.44	0 A,RT
5	Total, minor A	2	0	94	96	0	0 EA
6	NOT DEFINED						NOT DE-
7	NOT DEFINED						FIN-
8	NOT DEFINED						EN-
9	NOT DEFINED						
10	Tot minor road A	2	0	94	96	0	0 EA
11 Major road: B	LT	177	59	787	1023	0	0 B,LT
12	ST	4	0	67	71	0.06	0 B,ST
13	RT	4	0	34	38	0.06	0 B,RT
14	Total, major B	181	59	854	1094	0	0 EB
15 Major road: D	LT	2	0	109	111	0.06	0 D,LT
16	ST	201	3	1433	1637	0	0 D,ST
17	RT	201	4	717	922	0	0 D,RT
18	Total, major D	203	4	1542	1748	0	0 ED
19	Tot major road B+D	384	81	2396	1200	0	0 EBD
20 Major+minor E(A+B+C)	LT	3	0	162	165	0.05	0 E,LT
21	ST	378	62	2220	2660	0	0 E,ST
22	RT	5	0	108	113	0.03	0 E,RT
23	Total major+minor	386	62	2490	2938	0	0 All
Ratio minor/(minor+major) [normal value is 0.25]: 0.032 UM/MV: 0.000							
Program version 1.10F		Date of run: 200708/0:24					

K A J I UNSIGNALED INTERSECTIONS		Province : JAWA TIMUR	Date : 13 JANUARI 2020								
Form USIG-II: ANALYSIS		City : SAMBANG	Handled by : DIMASQT DAMA HADI								
Purpose : Operation		Case :	Period :								
		Major road (B+D) :									
		Minor road (A+C) :									
PLANNING/DESIGN OBJECTIVES: Degree of saturation (0.80) : < 0.90 (defaults in parentheses) Average delay (10.0 sec) : < 0.0 sec Queue probability (35%) : < 0 %											
1. Approach widths and intersection type											
Alter- native (1)	No. of in- tersectio n arms (2)	APPROACH ENTRY WIDTHS (m)					Average width (m) (6)	Number of lanes (Fig C-112)		Intersection type (Table C-11) (11)	
		Minor road A (3)	Minor road (4)	Major road B (5)	Major road D (6)	Major road (B+D)/2 (7)		Minor rd (8)	Major rd (10)		
Main	3	2.00		2.00	5.00	5.00	5.00	4.00	2	2	322
Comment: Narrow approaches! Outside range of empirical base (>= 3.5m) for method											
2. Capacity											
Alter- native (20)	Base capacity Co (pcu/h) (20)	C A P A C I T Y		A D J U S T M E N T S				F A C T O R S (F)		Actual capacity C (28)	
		Approach width, Fw (21)	Median (Fm) (22)	City size Fcs (23)	Side friction Ffs (24)	Left turning Table C-6:1 (25)	Right turning Table C-6:1 (26)	Ratio minor/tot (27)			
Main	2700	1.034	1.000	0.940	0.930	0.920	1.058	1.152	2736		
Comment: Warning! Minor road flow ratio outside empirical base(0.15-0.50)!											
3. Traffic performance											
Alter- native (30)	Flow, Q (pcu/h) (30)	Degree of saturation (31)	TRAFFIC DELAY (sec/pcu)				GEOMETRIC DELAY Dg (35)	INTERSEC- TION DELAY (36)	Queue pro- bability QV (%) (37)	Objectives ful- filled (Yes/No) of Delay Queue probab.	Comment
			Intersec- tion, DTI Fig E-1 (32)	Major road DTM (33)	Minor road (34)	DTM (34)					
Main	1715	0.627	6.44	5.49	37.88	3.72	10.16	16- 34% - % - % - %	Yes Yes Yes	All USIG-I data	
Comment:											
Program version 1.10F Date of run: 200708/0124											

Lampiran 3
kinerja Lalu lintas simpang
JL.Cendrawasih dan JL. Kakak Tua 5
Tahun mendatang

Simpang Cendrawasih selasa

FORMULIR USG-1:		Kota:	Sampang		Propinsi:	Jawa timur						
- GEOMETRI		Jalan utama:	Jl. KH. Wahid hasym									
- ARUS LALU LINTAS		Jalan minor:	Jl. Cendrawasih									
		Soal:	Contoh		Periode:	06.00-13.00						
Geometri Simpang					Arus lalu lintas							
Median jalan utama					L							
1	KOMPOSISI LALU LINTAS	LV%		HV%		MC%		Faktor-smp		Faktor-k		
	ARUS LALU LINTAS	Arah	Kendaraan ringan LV		Kendaraan berat HV		Sepeda motor MC		Kendaraan bermotor total MV		Kend. tak bermotor	
	Pendekat		kend/jam	emp = 1	kend/jam	emp = 1,3	kend/jam	emp = 0,5	kend/jam	smp/jam	Rasio belok	UM kend/jam
				smp/jam		smp/jam		smp/jam				
	1)	2)	3)	4)	5)	6)	7)	8)	9)	10)	11)	12)
2	Jl. Minor A	LT	48	48	Arah	0	824	412	872	460	0,58	
3		ST										
4		RT	69	69	0	0	522	261	591	330	0,42	
5		Total	117	117	0	0	1346	673	1463	790		
6	Jl. Minor C	LT										
7		ST										
8		RT										
9		T total										
10	Jl. Minor total A + C		117	117	0	0	1346	673	1463	790		
11	Jl. Utama B	LT										
12		ST	367	367	848	1102	3147	1574	4362	3043		
13		RT	0	0	LT	0	0	0	0	0	0,00	
14		Total	367	367	848	1102	3147	1574	4362	3043		
15	Jl. Utama D	LT	0	0	0	0	0	0	0	0	0,00	
16		ST	217	217	2	3	1754	877	1973	1097		
17		RT										
18		Total	217	217	2	3	1754	877	1973	1097		
19	Jl. Utama total B + D		584	584	850	1105	4901	2450,5	6335	4140		
20	Utama + Minor	LT	48	48	0	0	824	412	872	460	0,09	
21		ST	584	584	850	1105	4901	2450,5	6335	4140		
22		RT	69	69	0	0	522	261	591	330	0,07	
23	Utama + Minor total		701	701	850	1105	6247	3123,5	7798	4930	0,16	
24					Rasio Jl. Minor / (Jl. Utama + minor) total				0,160	UM / MV:	0	

SIMPANG TAK BERSINYAL	Tanggal: 13 Januari	Ditangani oleh: Dimasqi Dana Hadi
FORMULIR USIG-II:	Kota: Sampang	Ukuran Kota: 0,9 J Org
- ANALISA	Jl. Utama: Jl. KH. Wahid Hasyim	Lingkungan jalan: Kom
	Jl. Minor: Jl. cendrawasih	Hambatan samping: Sedang
	Soal:	Periode: 06.00-13.00 Pagi

1. Lebar pendekat dan tipe simpang

Pilihan	Jumlah lengan simpang	Lebar pendekat (m)								Jumlah lajur		Tipe simpang
		Jalan minor			Jalan utama			Lebar pendekat rata-rata W_i	Jalan minor	Jalan utama		
		W_A	W_C	W_{AC}	W_B	W_D	W_{BD}					
	1)	2)	3)	4)	5)	6)	7)	8)	9)	10)	11)	
I	3	5	5	5	5	5	5	5	2	2	322	

2. Kapasitas

Pilihan	Kapasitas Dasar C_0 smp/jam	Faktor penyesuaian kapasitas (F)							Kapasitas C) smp/jam
		Lebar pendekat rata-rata F_w	Median jalan utama F_M	Ukuran kota F_{CS}	Hambatan samping F_{RSU}	Belok kiri F_{LT}	Belok kanan F_{RT}	Rasio minor/total F_M	
		Gbr. B-3:1	Tbl. B-4:1	Tbl. B-5:1	Tbl. B-6:1	Gbr. B-7:1	Gbr. B-8:1	Gbr. B-9:1	
	20)	21)	22)	23)	24)	25)	26)	27)	28)
I	2700	1,11	1	0,94	0,94	0,99	1,03	1,03	2777

3. Perilaku lalu lintas

Pilihan	Arus lalu lintas (Q)	Derajat kejenuhan (DS)	Tundaan lalu lintas simpang DT_i	Tundaan lalu lintas Jl.Utama D_{MA}	Tundaan lalu lintas Jl.Minor D_{MI}	Tundaan geometrik simpang (DG)	Tundaan simpang (D)	Peluang antrian (QP%)	Sasaran
	USIG-1	(30) / (28)	Gbr. C-2:1	Gbr. C-2:2			(32) + (35)	Gbr. C-3:1	
	30)	31)	32)	33)	34)	35)	36)	37)	38)
I	4930	1,78	-10,34	-10,18	-11	4,40	-5,94	322,88	
								139,82	

Catatan mengenai perbandingan dengan sasaran (39)

Simpang Cendrawasih minggu

SIMPANG TAK BERSINYAL		Tanggal: 13 Januari		Ditangani oleh: Dimasji Dana Hadi								
FORMULIR USG 1:		Kota: Sampang		Propinsi: Jawa timur								
- GEOMETRI		Jalan utama: Jl. KH. WAHID HASYM										
- ARUS LALU LINTAS		Jalan minor: Jl. CENDRAWASHI										
		Soal: Contoh		Periode: 06.00-13.00								
Geometri Simpang				Arus lalu lintas								
Medan jalan utama		L										
1	KOMPOSISI LALU LINTAS	LV%	HV%	MC%	Faktor-smp	Faktor-k						
	ARUS LALU LINTAS	Kendaraan ringan LV		Kendaraan berat HV		Sepeda motor MC		Kendaraan bermotor total MV		Kend. tak bermotor		
	Pendekat	Arab	kend/jam	emp = 1 smp/jam	kend/jam	emp = 1,3 smp/jam	kend/jam	emp = 0,5 smp/jam	kend/jam	smp/jam	Rasio belok	UM kend/jam
	1)	2)	3)	4)	5)	6)	7)	8)	9)	10)	11)	12)
2	Jl. Minor A	LT	20	20	12	15,6	312	156	344	191,6	0,48	
3		ST										
4		RT	44	44	12	15,6	294	147	350	207	0,52	
5		Total	64	64	24	31,2	606	303	694	398		
6	Jl. Minor C	LT										
7		ST										
8		RT										
9		Total										
10	Jl. Minor total A + C		64	64	24	31,2	606	303	694	398		
11	Jl. Utama B	LT										
12		ST	510	510	800	1040	2323	1162	3633	2712		
13		RT	0	0	0	0	0	0	0	0	0,00	
14		Total	510	510	800	1040	2323	1162	3633	2712		
15	Jl. Utama D	LT	0	0	0	0	0	0	0	0	0,00	
16		ST	304	304	133	173	2890	1445	3327	1922		
17		RT										
18		Total	304	304	133	173	2890	1445	3327	1922		
19	Jl. Utama total B + D		814	814	933	1213	5213	2606,5	6960	4633		
20	Utama + Minor	LT	20	20	12	15,6	312	156	344	191,6	0,04	
21		ST	814	814	933	1213	5213	2606,5	6960	4633		
22		RT	44	44	12	15,6	294	147	350	207	0,04	
23	Utama + Minor total		878	878	957	1244	5819	2909,5	7654	5032	0,08	
24			Rasio Jl. Minor / (Jl. Utama + minor) total						0,079		UM / MV:	0

SIMPANG TAK BERSINYAL		Tanggal: 13 Januari						Ditangani oleh: Dimasqi Dana Hadi			
FORMULIR USIG-II:		Kota: Sampang						Ukuran Kota: 0,9 J Org			
- ANALISA		Jl. Utama: Jl. KH. Wahid hasym						Lingkungan jalan: Kom			
		Jl. Minor: Jl. Cendrawasih						Hambatan samping: Sedang			
		Soal:						Periode: 06.00-13.00 Pagi			
1. Lebar pendekat dan tipe simpang											
Pilihan	Jumlah lajur simpang	Lebar pendekat (m)							Jumlah lajur		Tipe simpang
		Jalan minor			Jalan utama			Lebar pendekat rata-rata W_i	Jalan minor	Jalan utama	
		W_A	W_C	W_{AC}	W_B	W_D	W_{BD}				Jalan minor
1)	2)	3)	4)	5)	6)	7)	8)	9)	10)	11)	
1	3	5		5	5	5	5	5	2	2	322
2. Kapasitas											
Pilihan	Kapasitas Dasar C_0 smp/jam	Faktor penyesuaian kapasitas (F)							Kapasitas C) smp/jam		
		Lebar pendekat rata-rata	Medan jalan utama	Ukuran kota	Hambatan samping	Belok kiri	Belok kanan	Rasio minor/total			
		F_w	F_M	F_{CS}	F_{RSU}	F_{LK}	F_{RT}	F_M			
		Tbl. B-2:1 Gbr. B-3:1	Tbl. B-4:1	Tbl. B-5:1	Tbl. B-6:1	Tbl. B-7:1	Gbr. B-8:1	Gbr. B-9:1			
1	2700	1,11	1	0,94	0,94	0,90	1,05	1,10	2771		
3. Perilaku lalu lintas											
Pilihan	Arus lalu lintas (Q) smp/jam USIG-1 Brs. 23-kol 10	Derajat kejenuhan	Tundaan lalu lintas simpang	Tundaan lalu lintas Jl. Utama	Tundaan lalu lintas Jl. Minor	Tundaan geometrik simpang	Tundaan simpang	Peluang antrian	Sasaran		
		(DS)	DT_1	D_{MA}	D_{MI}	(DG)	(D)	(QP%)			
		(30) / (28)	Gbr. C-2:1	Gbr. C-2:2		(32) + (35)	Gbr. C-3:1				
1	5032	1,82	-9,24	-8,96	-13	4,62	-4,62	343,42 147,33			
Catatan mengenai perbandingan dengan sasaran (39)											

Simpang Kakak Tua Selasa

SIMPANG TAK BERSINYAL			Tanggal: 13 Januari		Ditangan oleh: Dimasqi Dana Hadi								
FORMULIR USIG-1:			Kota: Sampang		Propinsi: Jawa timur								
- GEOMETRI			Jalan utama: Jl. KH. WAHID HASYM										
- ARUS LALU LINTAS			Jalan minor: Jl. KAKAK TUA										
Soal:			Contoh		Periode: 06.00-13.00								
Geometri Simpang													
Medan jalan utama			L										
1	KOMPOSISI LALU LINTAS		LY%		HV%		MC%		Faktor-smp		Faktor-k		
	ARUS LALU LINTAS		Kendaraan ringan LV		Kendaraan berat HV		Sepeda motor MC		Kendaraan bermotor total MV		Kend tak bermotor		
	Pendekat	Arah	kend/jam	emp = 1 smp/jam	kend/jam	emp = 1,3 smp/jam	kend/jam	emp = 0,5 smp/jam	kend/jam	smp/jam	Rasio belok	UM kend/jam	
2	Jl. Minor A	1)	2)	3)	4)	5)	6)	7)	8)	9)	10)	11)	12)
3		LT	5	5	0	0	434	217	439	222	0,68		
4		ST											
5		RT	2	2	0	0	203	101,5	205	104	0,32		
6		Total	7	7	0	0	637	318,5	644	326			
7	Jl. Minor C	LT											
8		ST											
9		RT											
10		Total											
11	Jl. Minor total A + C	Total	7	7	0	0	637	318,5	644	326			
12	Jl. Utama B	LT											
13		ST	351	351	848	1102	2913	1457	4112	2910			
14		RT	17	17	0	0	626	313	643	330	0,10		
15		Total	368	368	848	1102	3539	1770	4755	3240			
16	Jl. Utama D	LT	19	19	0	0	743	371,5	762	391	0,13		
17		ST	368	368	24	31	4623	2312	5015	2711			
18		RT											
19		Total	387	387	24	31	5366	2683	5777	3101			
20	Jl. Utama total B + D	Total	755	755	872	1134	8905	4452,5	10532	6341			
21	Utama + Minor	LT	24	24	0	0	1177	588,5	1201	612,5	0,09		
22		ST	719	719	872	1134	7536	3768	9127	5621			
23		RT	19	19	0	0	829	414,5	848	434	0,07		
24		Total	762	762	872	1134	9542	4771	11176	6667	0,16		

SIMPANG TAK BERSINYAL	Tanggal: 13 Januari	Ditangani oleh: Dimasqi Dana Hadi
FORMULIR USIG-II:	Kota: Sampang	Ukuran Kota: 0,9 J Org
- ANALISA	Jl. Utama: Jl. KH. Wahid husym	Lingkungan jalan: Kom
	Jl. Minor: Jl. Kakak tua	Hambatan samping: Sedang
	Soal:	Periode: 06.00-13.00 Pagi

1. Lebar pendekat dan tipe simpang

Pilihan	Jumlah lengan simpang	Lebar pendekat (m)							Jumlah lajur		Tipe simpang
		Jalan minor			Jalan utama			Lebar pendekat rata-rata W_1	Jalan minor	Jalan utama	
		W_A	W_C	W_{AC}	W_B	W_D	W_{BD}				
	1)	2)	3)	4)	5)	6)	7)	8)	9)	10)	11)
J	3	2		2	5	5	5	3,5	2	2	322

2. Kapasitas

Pilihan	Kapasitas Dasar C_0 pendekat smp/jam	Faktor penyesuaian kapasitas (F)							Kapasitas C_1 smp/jam	
		Lebar rata-rata F_w	Median jalan utama F_M	Ukuran kota F_{CS}	Hambatan samping F_{SSU}	Belok kiri F_{LT}	Belok kanan F_{RT}	Rasio minor/total F_M		
		Tbl. B-2:1	Gbr. B-3:1	Tbl. B-4:1	Tbl. B-5:1	Tbl. B-6:1	Gbr. B-7:1	Gbr. B-8:1		Gbr. B-9:1
		20)	21)	22)	23)	24)	25)	26)		27)
1	2700	0,99	1	0,94	0,94	0,99	1,03	1,13	2744	

3. Perilaku lalu lintas

Pilihan	Arus lalu lintas (Q) smp/jam	Derajat kejenuhan (DS)	Tundaan lalu lintas simpang DT_1	Tundaan lalu lintas Jl.Utama D_{MA}	Tundaan lalu lintas Jl.Minor D_M	Tundaan geometrik simpang (DG)	Tundaan simpang (D)	Peluang antrian (QP%)	Sasaran									
										Brs. 23-kol 1C	(30) / (28)	Gbr. C-2:1	Gbr. C-2:2		(32) + (35)	Gbr. C-3:1		
										30)	31)	32)	33)	34)	35)	36)	37)	38)
1	6667	2,43	-1,87	-1,60	-7	4,76	2,89	780,17										
								294,33										

Catatan mengenai perbandingan dengan sasaran (39)

Simpang Kakak Tua minggu

SIMPANG TAK BERSINYAL		Tanggal: 13 Januari		Ditangani oleh: Dimasqi Dana Hadi								
FORMULIR USG-1:		Kota: Sampang		Preposisi: Jawa timur								
- GROMERI		Jalan utama: JL. KH. WAHID HASYIM										
- ARUS LALU LINTAS		Jalan minor: JL. KAKAK TUA		Periode: 06.00-13.00								
Geometri Simpang				Arus lalu lintas								
Median jalan utama		L										
1	KOMPOSISI LALU LINTAS	LV%		HV%		MC%		Faktor-smp		Faktor-k		
ARUS LALU LINTAS		Kendaraan ringan LV		Kendaraan berat HV		Sepeda motor MC		Kendaraan bermotor total MV		Kend. tak bermotor		
Pendekat		kend/jam emp = 1 smp/jam		kend/jam emp = 1,3 smp/jam		kend/jam emp = 0,5 smp/jam		kend/jam smp/jam		Rasio belok UM kend/jam		
1)		2)		3)		4)		5)		6)		
7)		8)		9)		10)		11)		12)		
2	Jl. Minor A	LT	2	2	0	0	138	69	140	71	0,56	
3		ST										
4		RT	2	2	0	0	107	53,5	109	56	0,44	
5		Total	4	4	0	0	245	122,5	249	127		
6	Jl. Minor C	LT										
7		ST										
8		RT										
9		Total										
10	Jl. Minor total A + C		4	4	0	0	245	122,5	249	127		
11	Jl. Utama B	LT										
12		ST	276	276	715	930	2045	1023	3036	2228		
13		RT	6	6	0	0	164	82	170	88	0,04	
14		Total	282	282	715	930	2209	1105	3206	2316		
15	Jl. Utama D	LT	3	3	0	0	238	119	241	122	0,05	
16		ST	314	314	36	47	3724	1862	4074	2223		
17		RT										
18		Total	317	317	36	47	3962	1981	4315	2345		
19	Jl. Utama total B + D		599	599	751	976	6171	3085,5	7521	4661		
20	Utama + Minor	LT	5	5	0	0	376	188	381	193	0,04	
21		ST	590	590	751	976	5769	2884,5	7110	4451		
22		RT	8	8	0	0	271	135,5	279	144	0,03	
23	Utama + Minor total		603	603	751	976	6416	3208	7770	4787	0,07	
24		Rasio Jl. Minor / (Jl. Utama + minor) total								0,026	UM / MV:	0

SIMPANG TAK BERSINYAL	Tanggal: 13 januari	Ditangani oleh: <i>Dimasqi Dana Hadi</i>
FORMULIR USIG-II:	Kota: <i>Sampang</i>	Ukuran Kota: <i>0,9 J Org</i>
- ANALISA	Jl. Utama: <i>Jl. KH. Wahid husym</i>	Lingkungan jalan: <i>Kom</i>
	Jl. Minor: <i>Jl. Kakak tua</i>	Hambatan samping: <i>Sedang</i>
	Soal:	Periode: <i>06.00-13.00 Pagi</i>

1. Lebar pendekat dan tipe simpang

Pilihan	Jumlah lengan simpang	Lebar pendekat (m)							Jumlah lajur		Tipe simpang
		Jalan minor			Jalan utama			Lebar pendekat rata-rata W_1	Jalan minor	Jalan utama	
		W_A	W_C	W_{AC}	W_B	W_D	W_{BD}				
	1)	2)	3)	4)	5)	6)	7)	8)	9)	10)	11)
<i>J</i>	<i>3</i>	<i>2</i>		<i>2</i>	<i>5</i>	<i>5</i>	<i>5</i>	<i>3,5</i>	<i>2</i>	<i>2</i>	<i>322</i>

2. Kapasitas

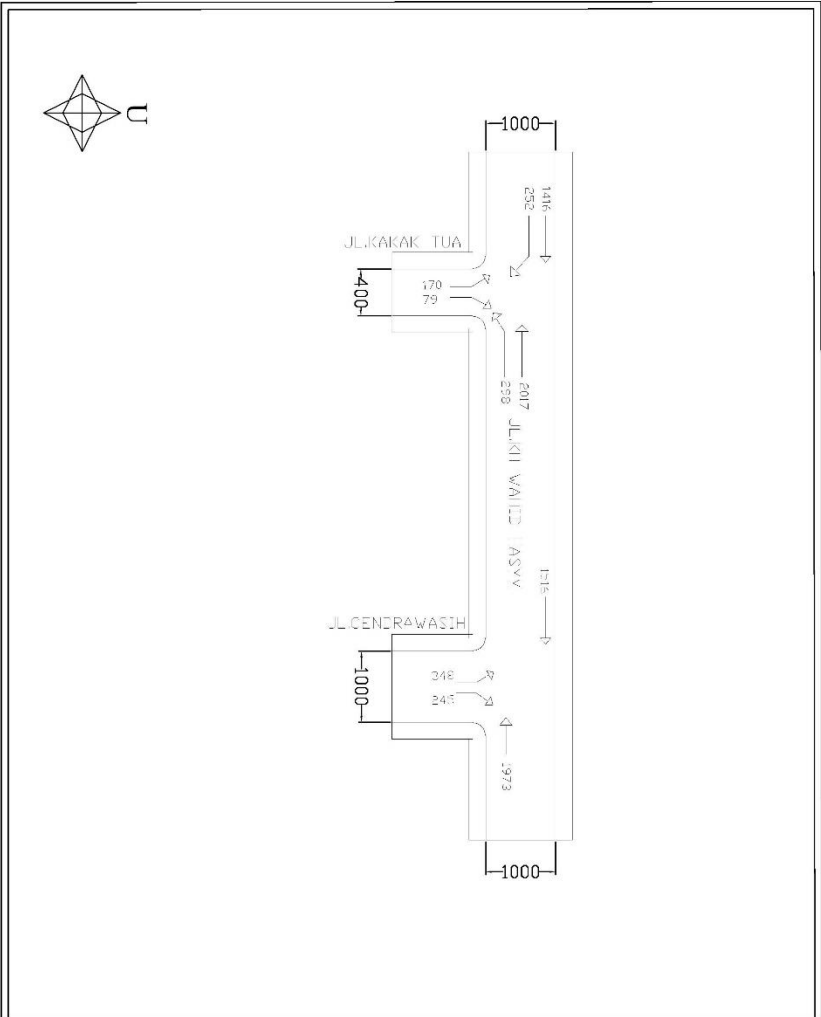
Pilihan	Kapasitas Dasar C_0 pendekat smp/jam	Faktor penyesuaian kapasitas (F)							Kapasitas minor/total C_1 smp/jam	
		Lebar rata-rata F_w	Median jalan utama F_M	Ukuran kota F_{CS}	Hambatan samping F_{HSU}	Belok kiri F_{LT}	Belok kanan F_{RT}	Rasio F_M		
		Tbl. B-2:1	Gbr. B-3:1	Tbl. B-4:1	Tbl. B-5:1	Tbl. B-6:1	Gbr. B-7:1	Gbr. B-8:1		Gbr. B-9:1
		20)	21)	22)	23)	24)	25)	26)		27)
<i>1</i>	<i>2700</i>	<i>0,99</i>	<i>1</i>	<i>0,94</i>	<i>0,94</i>	<i>0,90</i>	<i>1,03</i>	<i>1,16</i>	<i>2556</i>	


3. Perilaku lalu lintas

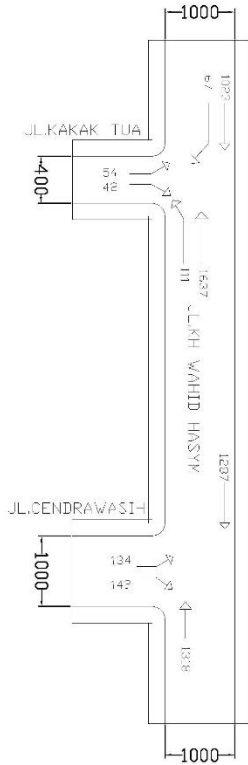
Pilihan	Arus lalu lintas (Q) smp/jam	Derajat kejenuhan (DS)	Tundaan lalu lintas simpang DT_1	Tundaan lalu lintas simpang D_{MA}	Tundaan lalu lintas simpang D_M	Tundaan lalu lintas geometrik simpang (DG)	Tundaan simpang (D)	Peluang antrian (QP%)	Sasaran									
										Brs. 23-kol 1C	(30) / (28)	Gbr. C-2:1	Gbr. C-2:2		(32) + (35)	Gbr. C-3:1		
										30)	31)	32)	33)	34)	35)	36)	37)	38)
<i>1</i>	<i>4787</i>	<i>1,87</i>	<i>-7,96</i>	<i>-7,58</i>	<i>-22</i>	<i>4,69</i>	<i>-3,27</i>	<i>373,75</i>										
								<i>158,27</i>										

Catatan mengenai perbandingan dengan sasaran (39)

Lampiran 4
Gambar layout kinerja jalan raya
eksisting di sekitar Pasar Srimangunan



KETERANGAN	
	
PROGRAM STUDI TEKNIK SIPIL FAKULTAS TEKNIK UNIVERSITAS MUHAMMADIYAH PARABATU	
LAMPIRAN 4	
GAMBAR LAYOUT SEMPENA JALAN RAYA EKSPRES SIASADI SERTAR TANAH SIMBUNGAN	
JUDDUL SKRIPSI	
PERENCANAAN RUANG PARKIR SEMPENA MOTOR DAN KORBIL DI PAKSIK SEMPUNGAN SERTARANG	
NAMA MAHASISWA	
DIMASQI DANA HADI	
NOMOR INDIK MAHASISWA	
20141333003	
SKALA	
1 : 100	
DOSEN PEMBIMBING	
PEMBIMBING I	
Pe Zainul Arifin	
PEMBIMBING II	
Muhammad Ulida Salsale	
NO. LEMBAR	JUMLAH LEMBAR
01	02



KETRANGAN



PROGRAM STUDI TEKNIK SIPIL
 DEPARTEMEN TEKNIK SIPIL DAN PERENCANAAN
 UNIVERSITAS MUHAMMADIYAH SURABAYA

LAMPIRAN 4

GAMBAR LAMPUOT KEMERA ALAN
 RAYU JENKETING MINGGI DI
 SEKITAR PASAR SELAMANGAN

JUDUL SKRIPSI

PERENCANAAN RANGKAIAN
 SUPLEDA MOTOR DAN MOTOR DI
 PASAR SELAMANGAN SYAMPANG

NAMA MAHASISWA

DINA SOLTIANA LILDI

NOMOR INDIK MALIASIWA

20141333003

SKALA

1:100

DOSEN PEMBIMBING

FAHRININGETI

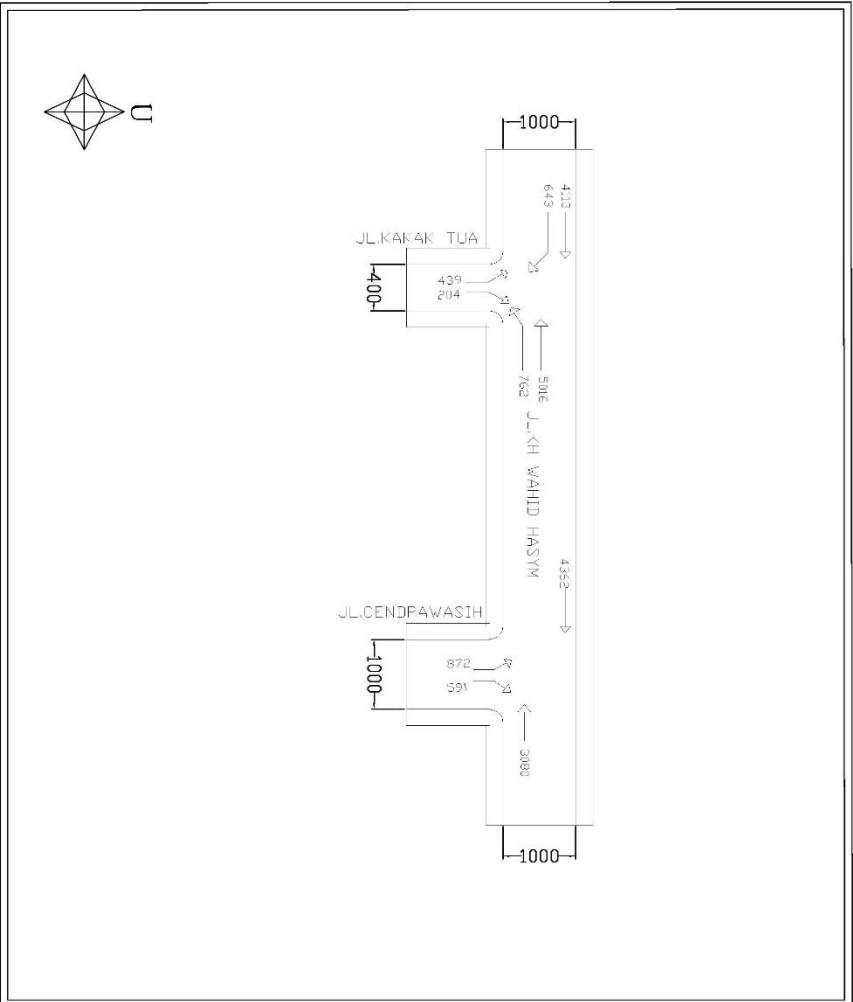
Dr. Zaidi Akhbar
 PEMBIMBING II


NO LEMBAR KONSENTO LEMBAR

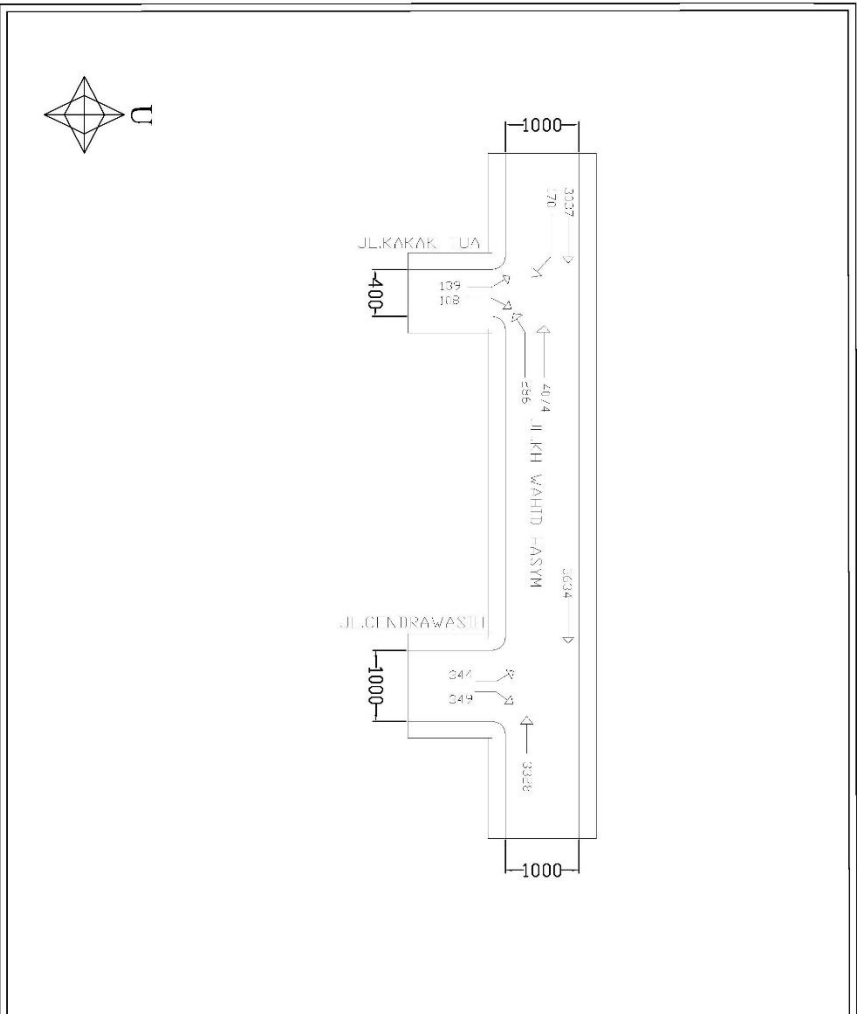
02


02

Lampiran 5
Gambar layout kinerja jalan raya 5
tahun mendatang di sekitar Pasar
Srimangunan



KETERANGAN	
 PROGRAM STUDI TEKNIK SIPIL FAKULTAS TEKNIK SIPIL DAN PERENCANAAN UNIVERSITAS MUHAMMADIYAH SURABAYA Jl. Veteran No. 100-101, Surabaya 60132	
LAMPIRAN 5	
GAMBAR LAYOUT RENCANA MAJAN RUMAH LINGKUNGAN SELASA DI SEKITAR PASAR SEMAINDUNAN	
JUDUL SKRIPSI	
PERENCANAAN RUMAH PARIUR PASAR SEMAINDUNAN SURABAYA NAMA MAHASISWA DIMASQI DANAH HADI	
NOMOR INDUK MAHASISWA 20141333003	
SKALA 1 : 100	
DOSEN PEMBIMBING PEMBIMBING I Dr. Zuhri Abdillah PEMBIMBING II	
Mitholi Huda Sidiq MT NO LEMBAR 01 JUDUL LEMBAR 02	



 <p>UNIVERSITAS MUHAMMADIYAH SURABAYA</p>	
PROGRAM STUDI TEKNIK SIPIL UNIVERSITAS MUHAMMADIYAH SURABAYA Jember, Indonesia	
LAMPIRAN 5	
GAMBAR LAYOUT TERDAFTAR DAN NAMA LOKASI TERDAFTAR MENGGUNAKAN SEKUITR PASAR SURABAYA	
JEDUL SKRIPSI	
PERENCANAAN RUANG PERKOTA TERKAIT DENGAN PERENCANAAN PASAR SREDIANGANAN SAMPANG	
NAMA MAHASISWA	
DIMASQI DANNAHADI	
NOMOR INDIK MAHASISWA	
20141333003	
SKALA	
1 : 100	
DOSEN PEMBIMBING	
PEMBIMBING I	
Ir. Zuhdi Akhidi PEMBIMBING II	
Murni Huda, Srd, MT NOLAKRAB I NOLAKRAB II	
02	02

Lampiran 6
Dokumentasi kondisi lalu lintas di
sekitar Pasar Srimangunan



Lampiran 7
Rekap Volume Parkir off street Pasar
Srimangunan Sampang

Data Kendaraan Parkir off street Selasa 3 Desember 2019 di pasar
Srimangunan Sampang

Waktu Penelitian	Waktu Pengamatan	Jumlah Kendaraan Masuk		Jumlah Kendaraan Keluar	
		Motor	Mobil	Motor	Mobil
	06:00-07:00	204	23	58	17
	07:00-08:00	289	21	112	18
	08:00-09:00	213	10	147	25
	09:00-10:00	233	0	170	17
	10:00-11:00	178	9	178	15
	11:00-12:00	141	26	219	27
	12:00-13:00	94	16	204	31
	Total	1352	105	1088	150
Kendaraan Sebelum Penelitian		52	56		

Data Kendaraan Parkir off street Minggu 1 Desember 2019 di pasar
Srimangunan Sampang

Waktu Penelitian	Waktu Pengamatan	Jumlah Kendaraan Masuk		Jumlah Kendaraan Keluar	
		Motor	Mobil	Motor	Mobil
	06:00-07:00	35	8	4	2
	07:00-08:00	28	12	29	5
	08:00-09:00	78	6	35	7
	09:00-10:00	114	0	45	2
	10:00-11:00	52	7	42	0
	11:00-12:00	62	1	40	4
	12:00-13:00	29	5	97	3
	Total	398	39	292	23
Kendaraan Sebelum Penelitian		29	5		

Data Kendaraan Parkir on street Selasa 3 Desember 2019 di Jl.KH.Wahid hasym

Waktu Penelitian	Waktu Pengamatan	Jumlah Kendaraan Masuk		Jumlah Kendaraan Keluar	
		Motor	Mobil	Motor	Mobil
	06:00-07:00	9	4	2	0
	07:00-08:00	18	3	10	1
	08:00-09:00	17	3	10	1
	09:00-10:00	27	2	6	3
	10:00-11:00	21	2	3	6
	11:00-12:00	21	2	50	0
	12:00-13:00	1	7	16	7
	Total	114	23	97	18
Kendaraan Sebelum Penelitian		0	0		

Data Kendaraan Parkir on street Minggu 1 Desember 2019 di Jl.KH.Wahid hasym

Waktu Penelitian	Waktu Pengamatan	Jumlah Kendaraan Masuk		Jumlah Kendaraan Keluar	
		Motor	Mobil	Motor	Mobil
	06:00-07:00	12	5	2	0
	07:00-08:00	26	1	9	1
	08:00-09:00	11	0	11	1
	09:00-10:00	9	2	14	1
	10:00-11:00	4	5	17	1
	11:00-12:00	7	1	6	1
	12:00-13:00	3	2	10	8
	Total	72	16	69	13
Kendaraan Sebelum Penelitian		0	0		

Data Kendaraan Parkir on street Selasa 3 Desember 2019 di Jl.Kakak tua

Waktu Penelitian	Waktu Pengamatan	Jumlah Kendaraan Masuk		Jumlah Kendaraan Keluar	
		Motor	Mobil	Motor	Mobil
	06:00-07:00	23	0	5	0
	07:00-08:00	19	0	10	0
	08:00-09:00	11	0	9	0
	09:00-10:00	13	0	16	0
	10:00-11:00	67	0	19	0
	11:00-12:00	16	0	26	0
	12:00-13:00	24	0	74	0
	Total	173	0	156	0
Kendaraan Sebelum Penelitian		0	0		

Data Kendaraan Parkir on street Minggu 1 Desember 2019 di Jl.Kakak tua

Waktu Penelitian	Waktu Pengamatan	Jumlah Kendaraan Masuk		Jumlah Kendaraan Keluar	
		Motor	Mobil	Motor	Mobil
	06:00-07:00	33	0	8	0
	07:00-08:00	22	0	11	0
	08:00-09:00	17	0	15	0
	09:00-10:00	10	0	20	0
	10:00-11:00	20	0	22	0
	11:00-12:00	34	0	13	0
	12:00-13:00	0	0	46	0
	Total	136	0	135	0
Kendaraan Sebelum Penelitian		0	0		

Lampiran 8
Dokumentasi Off street Parkir Pasar
Srimangunan Sampang



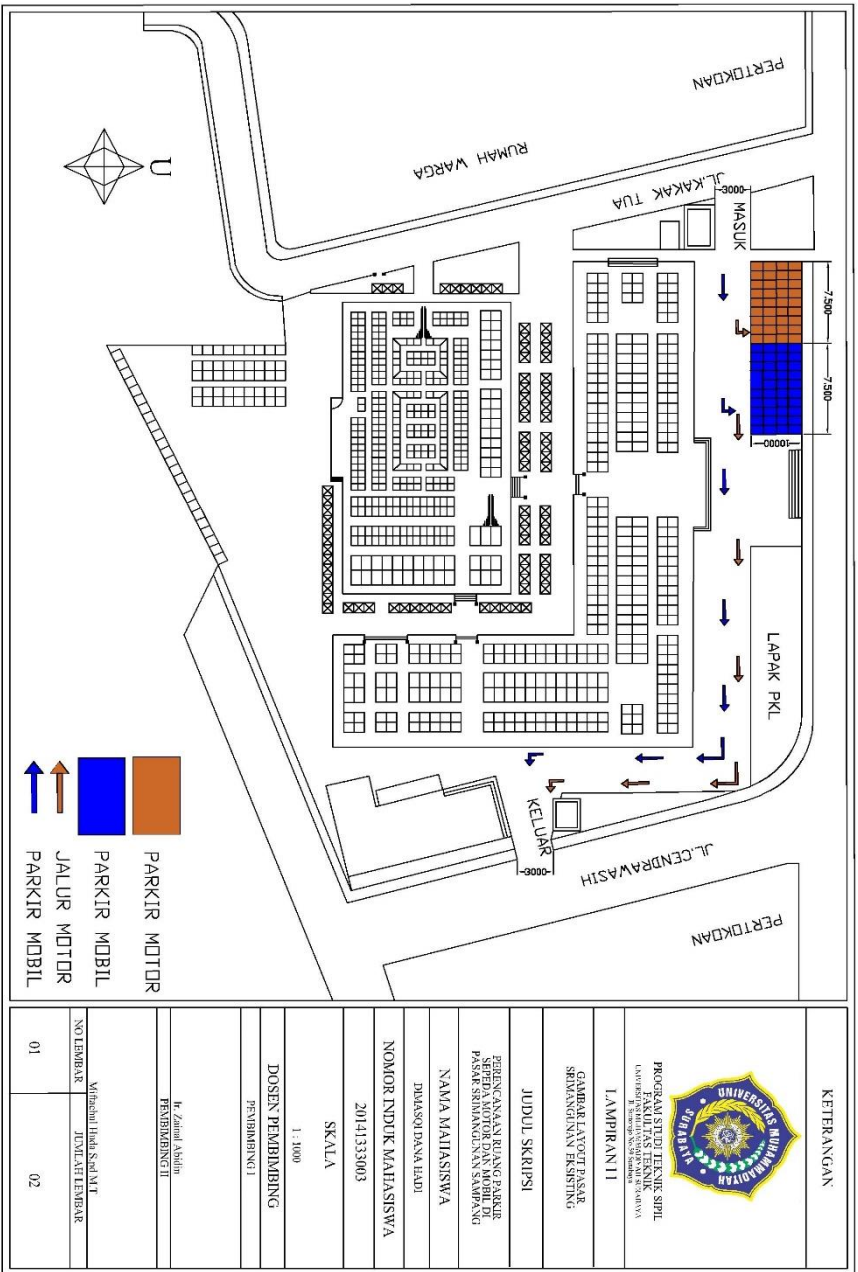
Lampiran 9
Dokumentasi On street Parkir Pasar
Srimangunan Sampang

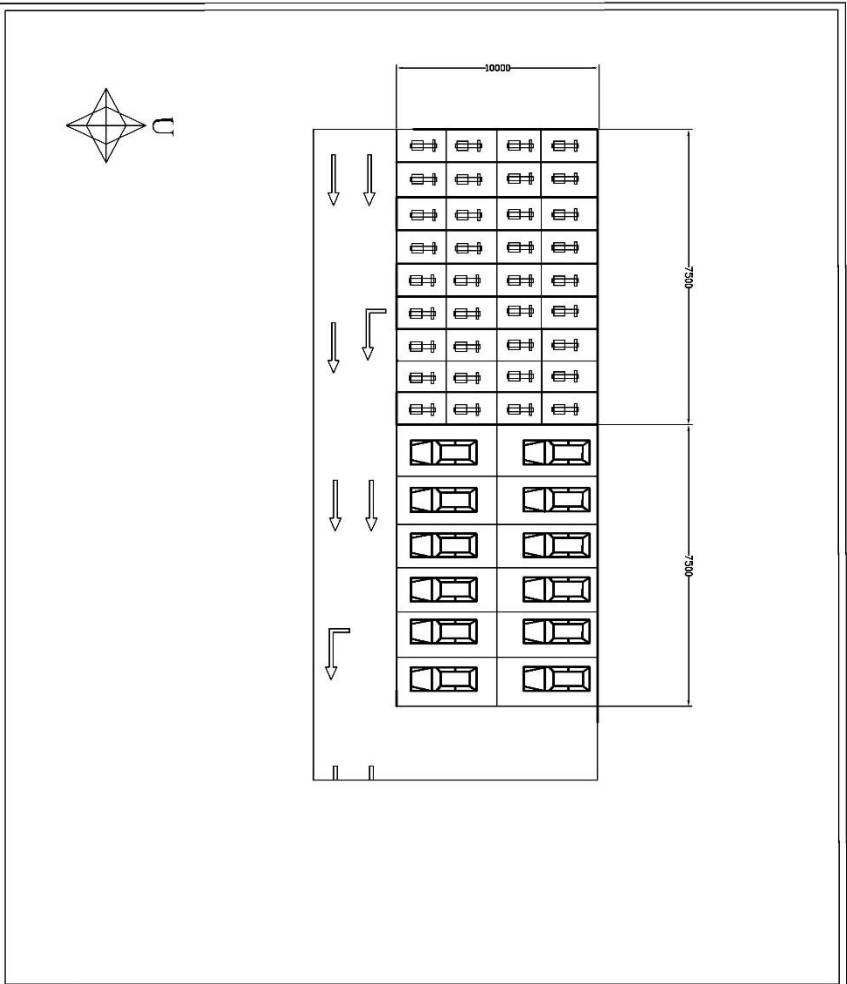



Lampiran 10
Kondisi kepadatan kendaraan di pintu
masuk Parkir Pasar Srimangunan
Sampang



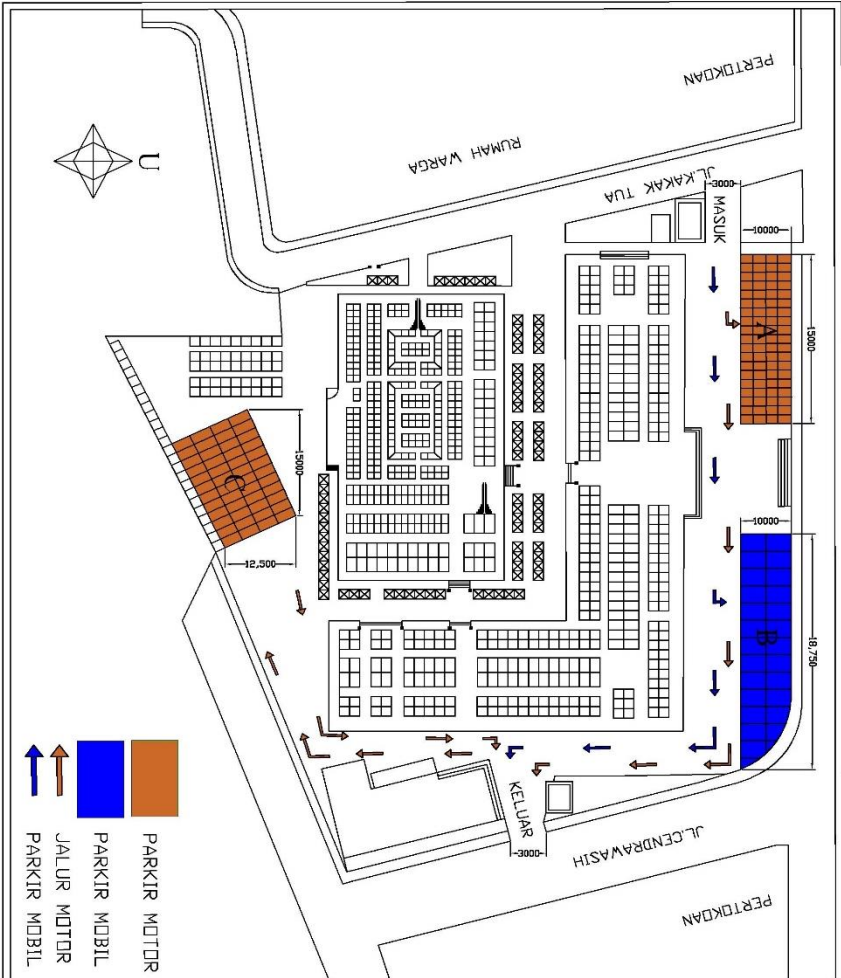
Lampiran 11
Gambar Layout Ruang Parkir Eksisting
Pasar Srimangunan Sampang




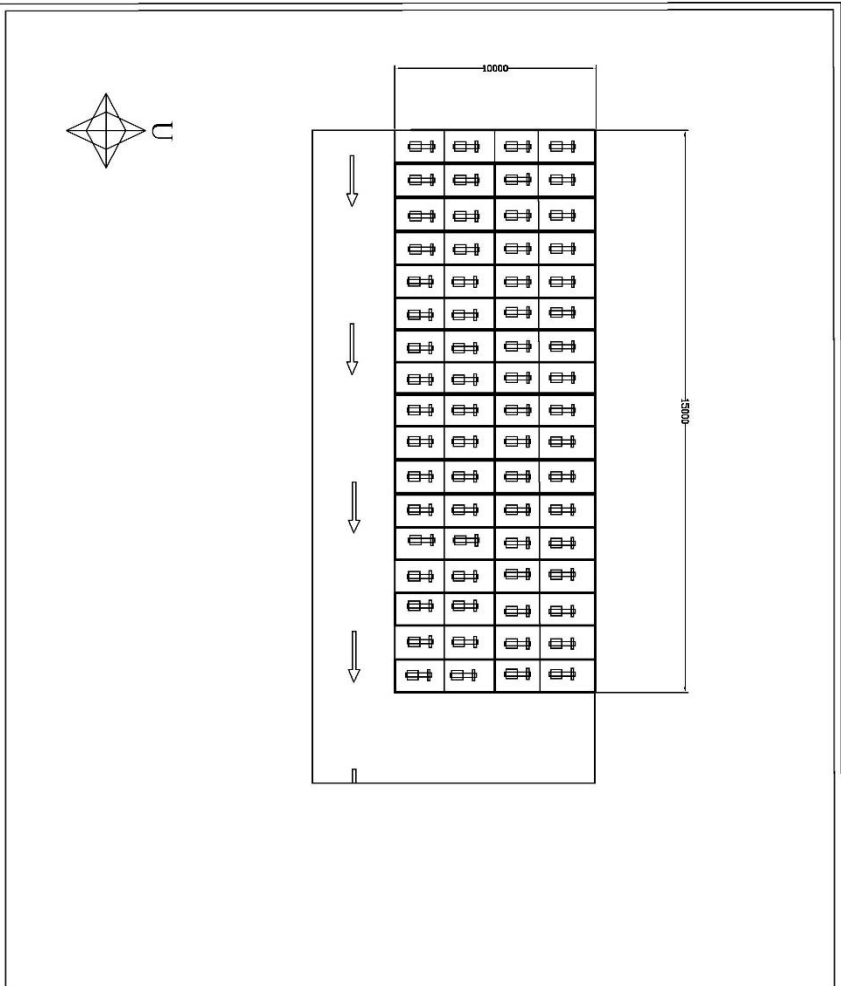


KETERANGAN	
	
PROGRAM STUDI TEKNIK SIPIL FAKULTAS TEKNIK UNIVERSITAS MUHAMMADIYAH SEMARANG	
LAMPIRAN II	
GAMBAR LAYOUT RANGKAIAN PARKIR FISSITING MOBIL MOTOR DAN MOBIL	
JUDUL SKRIPSI	
PERENCANAAN RANGKAIAN PARKIR SEPEDA MOTOR DAN MOBIL DI PUSAT SARANAGUNGAN SARANAGUN NAMA MAHASISWA DIMASRI DANA UTADI	
NOMOR INDIK MAHASISWA 20141333003	
SKALA	
1 : 1000	
DOSEN PEMBIMBING	
PENGABDIAN I	
P. Zuhdi Akhdi PEMBIMBING II	
Miftahul Lida, Sidiq, A.L.T.	
NO LEMBAR	JUMLAH LEMBAR
02	02

Lampiran 12
Gambar Layout Perencanaan Ruang
Parkir Pasar Srimangunan Sampang



KETERANGAN	
	
PROGRAM STUDI TEKNIK SIPIL FAKULTAS TEKNIK PERENCANAAN DAN KONTROL BANGUNAN UNIVERSITAS MUHAMMADIYAH SURABAYA <small>Universitas Muhammadiyah Surabaya Jl. Raya Gubeng No. 101, Surabaya Telp. (031) 5911000</small>	
LAMPIRAN 12	
GAMBAR LAYOUT PANGKALAN PERENCANAAN RANGKAIAN PARKIR BAKU	
JUDUL SKRIPSI	
PERENCANAAN RANGKAIAN PARKIR SEPEDA MOTOR DAN MOBIL DI PANGKALAN RANGKAIAN SATELIT NAMA MAHASISWA DIMASQI DAN A. HADI	
NOMOR INDIK MAHASISWA 20141333003	
SKALA 1 : 1000	
DOSEN PEMBIMBING PENYEMBAHNGI	
Ir. Zainal Abidin PEMBIMBING II	
Mubandir Edoe Sudi MT NO UJIAN/BAKUR : 10MILAHIL/LEMBAKUR 01 : 04	



KETERANGAN



PROGRAM STUDI TEKNIK SIPIL
FAKULTAS TEKNIK
INSTRUMEN KENDALI OTOMATISASI

LAMPIRAN 12

GAJAH LAYOUT TERLANG PARALELA
UNTUK SEPEDA MOTOR

JUDUL SKRIPSI

PERINGKAHAN PELANG PARALEL
SEPEDA MOTOR DAN MOBIL DI
PASANG SERTA MANGUNAN SAMPANG

NAMA MAHASISWA

DIPASQI DANA IADDI

NOMOR INDIK MAHASISWA

20141333003

SKALA

1 : 1000

DOSEN PEMBIMBING

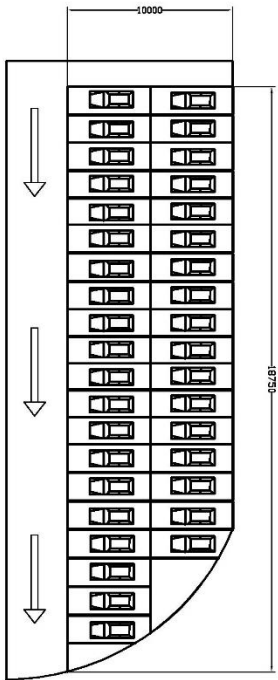
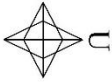
PREMBIRNGI

Dr. Zainal Abidin
PREMBIRNGI

NO. LEMBAR KIRI
Jumlah Lembar

02

04



KETERANGAN



PROGRAM STUDI TEKNIK SIPIL
FAKULTAS TEKNIK
UNIVERSITAS ISLAM SUMATERA UTARA
JALAN PANGLOSSARIAN, SURABAYA

LAMPIRAN 12

**GAMBAR LAYOUT RENCANA PARKIR B
UNTUK MOBIL**

JUDUL SKRIPSI

PERENCANAAN RENCANA PARKIR
SEPEDA MOTOR DAN MOBIL DI
PUSAT SARANAN DAN KAMPUS

NAMA MAHASISWA

DIVASQI DANA HADI

NOMOR INDIK MAHASISWA

20141333003

SKALA

1 : 1000

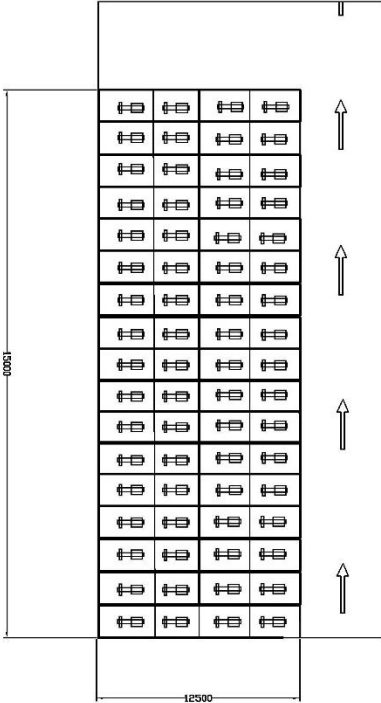
DOSEN PEMBIMBING

ENDANGBENGI

H. Zarnel Anshin
PENYEMBAH

NO LEMBAR 03
Jumlah Lembar 04

Milik dari Universitas Islam Sumatera Utara



KETERANGAN



PROGRAM STUDI TEKNIK SIPIL
 FAKULTAS TEKNIK
 LAMPUR, 2014

LAMPIRAN 12

GAMBAR LAYOUT RENCANA PARIR C
 DUKUR SEPEDA MOTOR

JUDUL SKRIPSI

PERENCANAAN RILANG PARKIR
 SEPEDA MOTOR DAN KURSI DI
 PUSAT STUDI MINGGONAN SMP/PAHO

NAMA MAHASISWA

DIMASRI DANA HADI

NOMOR INDIK MAHASISWA

20141533003

SKALA

1 : 1000

DOSSEN PEMBIMBING

PERMAYANGGI

E. Zaidi Anshin
 PERMAYANGGI

NO LEMBAR: 04
 JUDULAH LEMBAR: 04

Melaksanakan Tugas Skripsi

Lampiran 13
Berkas Penelitian



UNIVERSITAS MUHAMMADIYAH SURABAYA
FAKULTAS TEKNIK

JURUSAN : MESIN, ELEKTRO, PERKAPALAN, SIPIL, ARSITEKTUR, D3 KOMPUTER, INDUSTRI
Jl. Sutorejo No. 59 Surabaya 60113, Telp. (031) 3811966 - 3811967, Fax. (031) 3813096

Nomor : 0324/IL.3.AU/FT/XI/2019
Lampiran : -
Perihal : Permohonan Data Penelitian Tugas Akhir

Yang Terhormat,
Kepala Badan Kesatuan Bangsa dan Politik Sampang
Jalan Kusuma Bangsa 22 Sampang Madura, Jawa Timur
di-

Tempat

Assalamu 'alaikum Wr. Wb.

Sehubungan dengan Tugas Akhir yang wajib dilaksanakan oleh mahasiswa Prodi Teknik Sipil Fakultas Teknik Universitas Muhammadiyah Surabaya, maka dengan ini kami mengajukan permohonan ijin melakukan penelitian dengan mencari data di instansi/perusahaan yang Bapak/Ibu pimpin. Adapun mahasiswa yang akan melaksanakan penelitian adalah:

Nama : Dimasqi Dana Hadi
NIM : 20141333003
Prodi : Teknik Sipil
Judul Tugas Akhir : Perencanaan Ruang Parkir *Off Street* Sepeda Motor dan Mobil di Pasar Srimangunan Sampang
Keperluan : Pengambilan data tentang
1. Data Kendaraan 5 tahun terakhir.
2. Data Penduduk 5 tahun terakhir.
3. Data pengunjung Pasar Srimangunan Sampang 5 tahun terakhir.
4. Data kendaraan parker 5 tahun terakhir.

Demikian atas perhatian, perkenan dan kebijakannya kami sampaikan terimakasih.

Wassalamu 'alaikum Wr. Wb.

Sampang, 13 November 2019
Dikirim ke: Kepala Teknik,
H. Gunawan, M.T. W

Tembusan Kepada Yth :

1. Ka. Dinas Perhubungan Sampang
2. Ka. Dinas Perindustrian dan Perdagangan Sampang
3. Ka. Badan Pusat Statistik Sampang
4. Arsip



PEMERINTAH KABUPATEN SAMPANG
BADAN KESATUAN BANGSA DAN POLITIK
 Jalan Trunojoyo No. 21 Tel/Fax. (0323) 321 008
SAMPANG – 69211

www.bakesbangpol-sampang.net

email : bakesbangpol_spg@yahoo.com

Nomor	: 0721/129/1434.401/2019	Sampang, 20 November 2019
Sifat	: Penting	K e p a d a
Lampiran	: -	Yth. 1. Kepala Dinas Perhubungan Kabupaten Sampang
Hal	: Rekomendasi ijin penelitian	2. Kepala Disperdagrin Kabupaten Sampang
		di-
		S A M P A N G

Menunjuk surat	: Dekan Fakultas Teknik Universitas Muhammadiyah Surabaya
Tanggal	: 13 November 2019
Nomor	: 0324/IL.3.AU/F/FT/XI/2019
Hal	: Permohonan data penelitian tugas akhir
Bersama ini diberitahukan bahwa :	
Nama peneliti	: DIMASQI DANA HADI
A l a m a t	: Jl. Raya Bringkoneng Tlagah, Banyuates
Judul penelitian	: PERENCANAAN RUANG PARKIR OFF STREET SEPEDA MOTOR DAN MOBIL DI PASAR SRIMANGUNAN SAMPANG
Tujuan penelitian	: Menyelesaikan tugas akhir/skripsi
Lokasi	: Dinas Perhubungan dan Disperdagrin Kabupaten Sampang
Tanggal/lama penelitian	: 3 (tiga) bulan
Bidang penelitian	: Teknik
Status penelitian	: Mahasiswa
Penanggung jawab	: -
Anggota penelitian	: -

Sehubungan dengan hal tersebut, di harapkan dukungan dan kerja sama pihak terkait untuk memberikan bantuan yang di perlukan.

Adapun kepada peneliti agar memperhatikan hal-hal sebagai berikut :

1. Berkeajiban menghormati dan mentaati peraturan dan tata tertib yang berlaku di daerah setempat ;
2. Pelaksanaan ijin penelitian agar tidak di salahgunakan untuk tujuan tertentu yang dapat mengganggu kestabilan keamanan dan ketertiban di daerah setempat ;
3. Apabila masa berlaku surat pemberitahuan ini sudah berakhir, sedangkan pelaksanaan belum selesai, perpanjangan ijin harus di ajukan kembali kepada Instansi pemohon.
4. Melaporkan hasil penelitian dan sejenisny kepada Bakesbangpol Kabupaten Sampang dalam kesempatan pertama.

Demikian untuk menjadi maklum.

PIL. KEPALA BAKESBANG DAN POLITIK
KABUPATEN SAMPANG



ANG DJOENAEI SANTOSO, S.Sos, MSI
 Pembina TK. I
 NIP. 19700601 199003 1 005

Tembusan :

1. Bupati Sampang
2. Dekan Fakultas Teknik Universitas Muhammadiyah di Surabaya
3. Yang bersangkutan

PASAR SEMANGIUNAN DATA POTENSI PASAR DI ERUP KABUPATEN ISANGANG

NO.	LUAS TAMAH	KOS			LOS TERBUKA		LOS TERBUKA		JAL. PELANGANG		HALL TERBUKA/PELATARAN		BONGKAR MIAT	PONTEN
		UKURAN (m)	UNIT	UKURAN (m)	UNIT	UKURAN (m)	UNIT	UKURAN (m)	UNIT	UKURAN (m)	UNIT	UKURAN (m)		
1	16.180	3x4	139			1.83x1.5		777		2.5x2.5	30 Terak	30	250	309
		3x3	699			1.5x1.5				2x2	10 Terak	10		
		2x3	109			1.2x1.5				1.5x1.5	102	102		
			651			1.65x1.5								
						1.35x1.5								

82.1

**JENIS KENDARAAN TERKLASIFIKASI
KABUPATEN SAMPANG TAHUN 2014-2016**

NO	JENIS KENDARAAN	2014				2015				per September 2016			
		Pribadi	Dinas	Umum	Jumlah	Pribadi	Dinas	Umum	Jumlah	Pribadi	Dinas	Umum	Jumlah
1	Sedan dan Sejenisnya (Sedan)	201	4	-	205	290	5	0	295	308	5	0	313
2	Jeep dan Sejenisnya (Jeeps)	144	2	-	146	200	2	0	202	231	3	0	234
3	Stalon dan Sejenisnya (Buses)	2.815	218	157	3.190	4.271	253	177	4.701	4.815	269	155	5.239
4	Bus dan Sejenisnya (Buses)	19	7	79	105	28	8	84	120	37	8	82	127
5	Truck dan Sejenisnya (Trucks)	216	53	1.136	1.405	3.306	104	1.474	4.884	3.561	104	1.525	5.190
6	Pick up dan Sejenisnya (Pickup)	2.054	43	5	2.102	-	-	-	-	-	-	-	-
7	Sepeda Motor (Motorcycle)	42.152	2.070	-	44.222	65.807	2.481	0	68.288	70.171	2.618	0	72.789
8	Alat Berat (Heavy Duty Equipment)	3	-	-	3	6	0	0	6	6	0	0	6
9	Kendaraan Lainnya (Car Others)	-	-	-	-	-	-	-	-	-	-	-	-

Sumber Data : Dinas Pendapatan Prov. Jawa Timur di Sampang

**JENIS KENDARAAN TERKLASIFIKASI
KABUPATEN SAMPANG TAHUN 2017**

NO	JENIS KENDARAAN	per Desember 2017				KET
		Pribadi	Dinas	Umum	Jumlah	
1	Sedan dan Sejenisnya (Sedan)	325	5	0	330	
2	Jeep dan Sejenisnya (Jeeps)	289	3	0	292	
3	Station dan Sejenisnya (Buses)	5747	265	142	6154	
4	Bus dan Sejenisnya (Buses)	55	8	81	144	
5	Truck dan Sejenisnya (Trucks)	3968	110	1605	5683	
7	Sepeda Motor (Motorcycle)	77428	2595	0	80023	
8	Alat Berat (Heavy Duty Equipment)	6	0	0	6	
9	Kendaraan Lainnya (Car Others)	0		0	0	

Sampang, Juli 2018
KEPALA DINAS PERHUBUNGAN
KABUPATEN SAMPANG


H. M. ZUHRI, SH. MM.
 Pembina Utama Muda
 NIP. 19800912 199203 1 015

**JENIS KENDARAAN TERKLASIFIKASI
KABUPATEN SAMPANG TAHUN 2018**

NO	JENIS KENDARAAN	per Desember 2018				KET
		Pribadi	Dinas	Umum	Jumlah	
1	2	3	4	5	6	7
1	Mobil Penumpang	7.359	219	331	7.909	
2	Bus dan Sejenisnya (Buses)	64	88	9	161	
3	Truck dan Sejenisnya (Trucks)	4.212	1.685	122	6.019	
4	Sepeda Motor (Motorcycle)	87.777	2.841	-	90.618	
5	Alat Berat (Heavy Duty Equipment)	6	-	-	6	
6	Kendaraan Lainnya (Car Others)	-	-	-	-	
JUMLAH					104.713	

SUMBER : UPT. DIPENDA PROVINSI JATIM