

## ABSTRAK

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Judul : Analisis Kinerja Ruas Jalan Surapati Di Depan Kantor Imigrasi  
Kota Bandung

Pembimbing : Elkhasset, Ir., M.T.

Peningkatan jumlah kendaraan bermotor di kota Bandung tidak sebanding dengan peningkatan kapasitas ruas jalan, salah satunya ruas jalan Surapati di depan kantor Imigrasi kota Bandung. Banyaknya kendaraan bermotor yang keluar masuk dan parkir di depan kantor imigrasi mempengaruhi kinerja ruas jalan. Tujuan dari penelitian ini adalah untuk menganalisis kinerja ruas jalan di depan Kantor Imigrasi. Pengumpulan data dilakukan selama 12 jam mulai dari pukul 06.30 sampai dengan 18.30 hari Rabu tanggal 20-11-2019 mengumpulkan data geometrik jalan, kecepatan kendaraan, hambatan samping, arus lalu lintas. Dari hasil survei didapat jam puncak pada pukul 10:30 - 11:30, hasil analisis kecepatan kendaraan bahwa kecepatan terendah pada ruas jalan Surapati sekitar Kantor Imigrasi Kota Bandung pada pukul 14:30 – 15:30, dari hasil analisis hambatan samping kelas hambatan samping tertinggi pada pukul 14:30 – 15:30, dan hasil perhitungan kinerja ruas jalan derajat kejenuhan pada jam 06:30 - 07:30 DS = 0,82 dengan VLV = 34 km/jam, pada jam 16:30 - 17:30 DS = 0,85 dengan VLV = 32 km/jam, dan pada jam 17:30 - 18:30 DS = 0,84 dengan VLV = 33 km/jam.

**Kata kunci:** kinerja ruas jalan, hambatan samping, kapasitas jalan, derajat kejenuhan

## ABSTRACT

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Title : Performance Analysis of Roads Surapati In Front of The  
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The increase in the number of motorized vehicles in the city of Bandung is not proportional to the increase in the capacity of roads, one of which is the Surapati road section in front of the Bandung Immigration office. The number of motorized vehicles that in and out parked in front of the immigration office affects the performance of the roads. The purpose of this study is to analyze the performance of the roads in front of the Immigration Office. Data collection was carried out for 12 hours starting from 06.30 to 18.30 on Wednesday 11-20-2019 collecting road geometric data, vehicle speed, side friction, traffic flow. From the survey results, the peak hours are at 10:30 - 11:30, the results of the analysis of vehicle speed that the lowest speed is at 14:30 - 15:30, from the analysis of class side friction The highest side obstacle is on the Surapati road in front of the Bandung City Immigration Office at 14:30 - 15:30, and the results of the calculation of the performance of the road section with degrees of saturation at 06:30 - 07:30 DS = 0.82 with VLV = 34 km/hours, at 16:30 - 17:30 DS = 0.85 with VLV = 32 km/hour, and at 17:30 - 18:30 DS = 0.84 with VLV = 33 km/hour.

**Keywords** : road section performance, side barrier, road capacity, degree of saturation