

**EVALUASI DESAIN RUANG HENTI KHUSUS (RHK) BERJARAK
SEPEDA MOTOR PADA PERSIMPANGAN BERSINYAL (STUDI
KASUS: PERSIMPANGAN SMPN 2 JEMBER , KEC. PATRANG, KAB.
JEMBER)**

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Abstrak

Pada simpang SMPN 2 Jember saat ini ada salah satu RHK berjarak, yaitu di Jl. PB Sudirman. namun kendaraan masih mengekor kendaraan roda 4 dan kurang estetis, serta kemacetan lalu lintas masih sering terjadi. Perlu dilakukan analisis dan penilaian jarak RHK pada simpang dengan melihat kepadatan dan kepadatan lalu lintas pada simpang SMPN 2 Jember guna terciptanya kelancaran arus lalu lintas pada simpang dan antrian yang rapi serta efektifitas ruang pemberhentian bagi pengguna sepeda motor. Sehubungan dengan hal tersebut maka perlu dilakukan pengkajian dan pengadaan Ruang Berhenti Khusus (RHK) sepeda motor di sejumlah simpang bersinyal di SMPN 2. Dari hasil analisa dan pembahasan didapatkan sebagai berikut, derajat kejenuhan untuk JL. PB. Sudirman (utara) didapatkan 0,802, JL. PB. Sudirman (selatan) didapatkan 1,339, dan untuk JL Bedadung (timur) didapatkan 0,219. Perhitungan tingkat keberhasilan RHK (utara). Kapasitas ruang henti kendaraan (C) $C = A/D = 60 / 1,6 = 37,5 = 38$ unit, tingkat keterisian RHK (DC) $DC = R / C = 28 / 38 = 75$ %. Perhitungan tingkat keberhasilan RHK (selatan). Kapasitas ruang henti kendaraan (C) $C = A/D = 84 / 1,6 = 51,85 = 52$ unit, tingkat keterisian RHK (DC) $DC = R / C = 42 / 52 = 81$ %. Untuk perencanaan RHK nya sendiri didapatkan JL. PB. Sudirman (selatan) panjang RHK = 12 meter, lebar RHK = 7 meter, dan tipe RHK = kotak, sedangkan untuk JL. PB. Sudirman (utara) panjang = 12 meter, lebar = 10,5 meter, dan tipe RHK = kotak.

Kata kunci: *RHK, Simpang Bersinyal, Ds, Lalu Lintas*

**DESIGN EVALUATION OF MOTORCYCLE DISTANCE SPECIAL
ROUTING ROOM (RHK) AT SIGNAL JUNCTION (CASE STUDY:
SMPN 2 JEMBER JUNCTION, PATRANG KEC., JEMBER REGENCY)**

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Abstract

At the intersection of SMPN 2 Jember there is one RHK distance, namely on Jl. PB Sudirman. The current condition is that there are RHK distances but the vehicle is still behind the 4-wheeled vehicle and is not neat when viewed and there are still frequent traffic jams. In order to create a smooth traffic flow at intersections and neat queues as well as the effectiveness of stopping spaces for motorcycle users, it is necessary to analyze and evaluate the RHK distance at these intersections by looking at the traffic density and crowds at the SMPN 2 Jember intersection. Seeing this, it is necessary to evaluate and procure a special stopping room (RHK) for motorcycles at several signalized intersections at the SMPN 2 Jember intersection in Jember Regency.

From the results of the analysis and discussion obtained as follows, the degree of saturation for JL. PB. Sudirman (north) obtained 0.802, JL. PB. Sudirman (south) got 1.339, and for JL Bedadung (east) it got 0.219. Calculation of the success rate of RHK (north). Vehicle stopping room capacity (C) $C = A/D = 60 / 1.6 = 37.5 = 38$ units, RHK (DC) DC occupancy rate = $R / C = 28 / 38 = 75$ %. Calculation of the success rate of RHK (south). Vehicle stopping space capacity (C) $C = A/D = 84 / 1.6 = 51.85 = 52$ units, RHK (DC) DC occupancy rate = $R / C = 42 / 52 = 81$ %. For the RHK planning itself, JL. PB. Sudirman (south) RHK length = 12 meters, RHK width = 7 meters, and RHK type = box, while for JL. PB. Sudirman (north) length = 12 meters, width = 10.5 meters, and RHK type = square.

Keywords: *RHK, Signalized Intersection, Ds, Traffic*