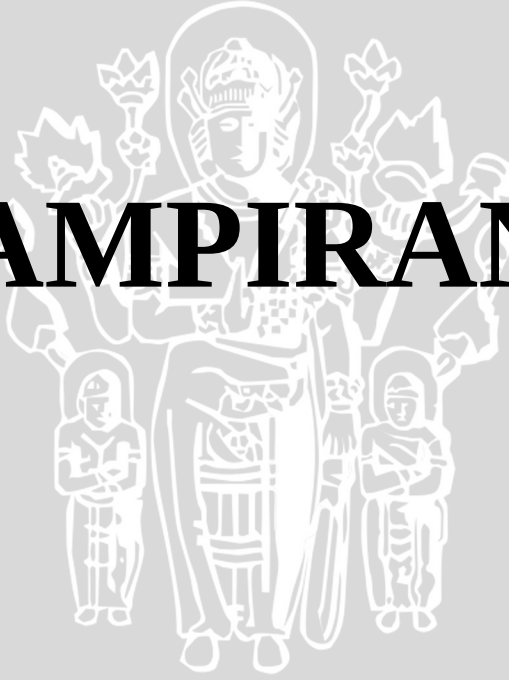


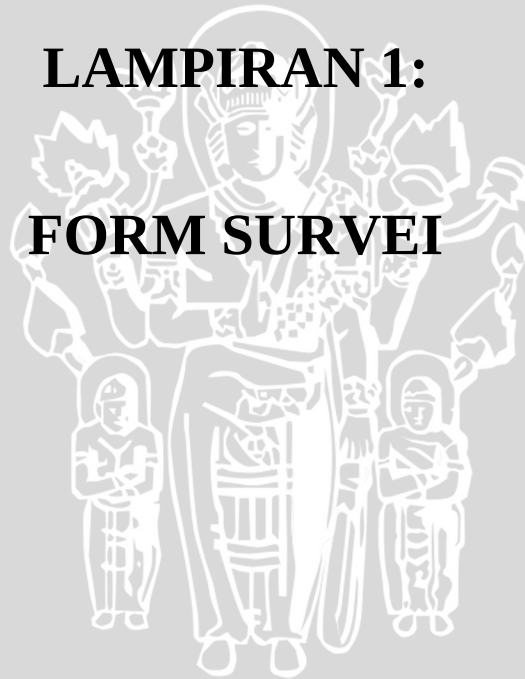
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LAMPIRAN



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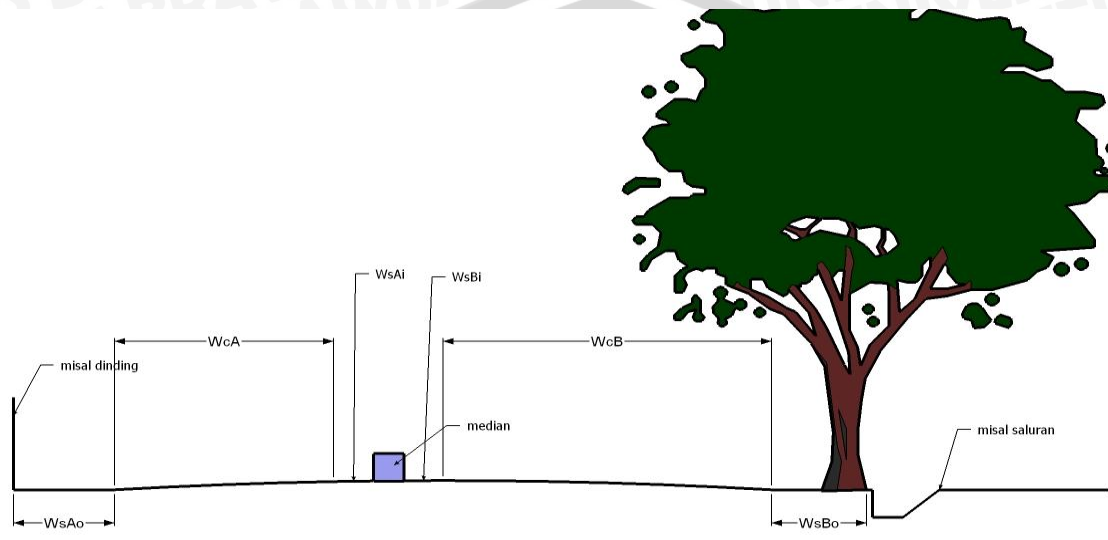
LAMPIRAN 1:
FORM SURVEI



Lampiran 1.1 Form Geometrik Jalan

Segmen :
Surveyor :

Gambar Penampang Melintang sesuai keterangan (Serta ambil foto/gambar)



Keterangan

WcA , WcB : lebar jalur lalu lintas

$WsAo$, $WsBo$: Lebar bahu luar sisi A dan B

$WsAi$, $WsBi$: Lebar bahu dalam sisi A dan B

No	Karakteristik Jalan	Keterangan
1	Tipe Jalan	
2	Jenis Perkerasan	
3	Lebar Jalan efektif	
4	Lebar Bahu Jalan/ Kreb	
5	Lebar Median	
6	Hambatan Samping	
7	Pembagian arah	

Lampiran 1.2 Form Survei Laju Harian Rata-Rata (LHR) Ruas Jalan

Hari :
Cuaca : Cerah / Mendung / Hujan
Segmen :
Surveyor :

Tipe Kendaraan		Pagi (07.00-08.00)	Siang (11.00-12.00)	Sore (16.00-17.00)
LV	Mobil			
	Angkutan Umum			
	Pick Up			
	Mini Bus			
HV	Bus			
	Truck sedang 2 As			
	Truck besar 2 As			
	Truck 3 As Roda			
	Truk Kontainer			
MC	Sepeda Motor			
NMC	Sepeda			
	Gerobak / becak			
	Pejalan Kaki			
Arus Total (Q)				

Lampiran 1.3 Form Survei Biaya Operasional Kendaraan

Nama Informan :

No	Komponen	Harga (Sepeda Motor)	Harga (Mobil)	Harga (Bis)	Harga (Truk)
1	Harga Kendaraan				
2	Harga BBM				
3	Harga Ban				
4	Harga Oli				

Lampiran 1.4 Form Survei Kecepatan dan Waktu Tempuh

Hari :
 Arah :
 Cuaca :
 Surveyor :
 Jarak : 3 km

Waktu	Jenis Kendaraan	Plat Nomor	Jam Berangkat	Jam Sampai	Jenis Kendaraan	Plat Nomor	Jam Berangkat	Jam Sampai
Pagi (07.00- 08.00)	Sepeda Motor				Bis			
	Mobil				Truk			
Siang (11.00- 12.00)	Sepeda Motor				Bis			
	Mobil				Truk			
Sore (16.00- 17.00)	Sepeda Motor				Bis			
	Mobil				Truck			

The logo of Universitas Brawijaya is a large, light gray shield-shaped emblem. It features a central figure, likely a deity or historical figure, holding a staff and a bowl, flanked by two smaller figures. The text "UNIVERSITAS BRAWIJAYA" is written in a semi-circle above the central figure. The entire logo is set against a background of a repeating pattern of the text "UNIVERSITAS BRAWIJAYA" in a light gray font.

LAMPIRAN 2:

LAJU HARIAN RATA-RATA (LHR)

JALAN RAYA KEJAPANAN

Lampiran 2.1 LHR Pra Operasi Jalan Arteri Baru Porong Tahun 2012

Cuaca : Cerah
 Arah : Malang-Surabaya
 Segmen : 1
 Sumber : Dinas Perhubungan Kabupaten Pasuruan (2012)

Tipe Kendaraan		Hari Kerja			Hari Libur		
		Pagi	Siang	Sore	Pagi	Siang	Sore
MC	Sepeda Motor	912	849	1213	1068	1173	1302
LV	Mobil	610	522	702	485	554	688
	Angkutan Umum	71	60	82	63	62	109
	Mini Bus	32	21	30	13	18	15
HV	Bus	74	92	82	92	120	155
	Truck	112	142	124	165	142	125
	Truck Besar 2 As	91	89	94	96	73	82
	Truck Besar 3 As	137	152	127	116	101	131
	Truck Gandeng	26	31	22	22	33	29
	Truck Kontainer	31	55	52	78	43	32

Cuaca : Cerah
 Arah : Malang-Surabaya
 Segmen : 2
 Sumber : Survei Primer Pradipta&Oktaviana (2012)

Tipe Kendaraan		Hari Kerja			Hari Libur		
		Pagi	Siang	Sore	Pagi	Siang	Sore
MC	Sepeda Motor	1430	1129	1454	1180	1115	1488
LV	Mobil	574	800	786	806	1122	1476
	Angkutan Umum	80	50	48	49	38	43
	Mini Bus	4	5	5	14	17	15
HV	Bus	45	26	34	59	77	46
	Truck	366	324	182	139	197	135
	Truck Besar 2 As	22	60	50	64	61	69
	Truck Besar 3 As	98	93	62	102	105	88
	Truck Gandeng	4	6	6	11	23	15
	Truck Kontainer	30	72	69	44	25	34

Cuaca : Cerah
 Arah : Surabaya-Malang
 Segmen : 3
 Sumber : Survei Primer Pradipta&Oktaviana (2012)

Tipe Kendaraan		Hari Kerja			Hari Libur		
		Pagi	Siang	Sore	Pagi	Siang	Sore
MC	Sepeda Motor	1199	1055	1238	1445	985	1032
LV	Mobil	623	711	694	755	829	791
	Angkutan Umum	53	57	41	82	53	46
	Mini Bus	17	22	18	9	12	22
HV	Bus	50	30	52	58	60	47
	Truck	118	123	116	113	99	105
	Truck Besar 2 As	67	76	76	48	52	63
	Truck Besar 3 As	131	108	77	60	82	91
	Truck Gandeng	28	21	38	17	15	10
	Truck Kontainer	50	48	53	43	64	53

Lampiran 2.2 LHR Pasca Operasi Jalan Arteri Baru Porong Tahun 2012

Cuaca : Cerah
Arah : Malang-Surabaya
Segmen : 1
Surveyor: Desi

Tipe Kendaraan		Hari Kerja			Hari Libur		
		Pagi	Siang	Sore	Pagi	Siang	Sore
MC	Sepeda Motor	1312	1482	1538	1520	1498	1276
LV	Mobil	912	842	957	802	790	732
	Angkutan Umum	23	60	91	30	54	50
	Pick Up	49	85	67	56	72	86
	Mini Bus	24	37	25	21	34	24
HV	Bus	35	68	79	69	51	62
	Truck	133	129	151	169	216	168
	Truck Besar 2 As	97	86	98	101	71	114
	Truck Besar 3 As	110	122	136	103	147	110
	Truck Gandeng	13	18	15	24	26	15
	Truck Kontainer	34	64	78	58	62	54
NMC	Sepeda	9	14	18	7	10	4
	Becak	5	3	3	4	6	5
	Pejalan Kaki	6	3	2	6	0	3

Cuaca : Cerah
Arah : Malang-Surabaya
Segmen : 2
Surveyor: Shinta

Tipe Kendaraan		Hari Kerja			Hari Libur		
		Pagi	Siang	Sore	Pagi	Siang	Sore
MC	Sepeda Motor	1068	1453	1570	1217	1017	1558
LV	Mobil	964	834	1044	584	749	996
	Angkutan Umum	25	23	16	20	16	11
	Pick Up	33	87	32	26	52	51
	Mini Bus	34	25	41	71	31	56
HV	Bus	57	38	112	93	56	76
	Truck	133	151	165	116	153	81
	Truck Besar 2 As	76	91	88	159	148	167
	Truck Besar 3 As	98	109	128	126	137	77
	Truck Gandeng	16	10	21	20	10	14
	Truck Kontainer	43	53	29	40	53	28
NMC	Sepeda	6	12	6	83	32	5
	Becak	1	9	12	7	0	0
	Pejalan Kaki	20	17	7	23	2	4

Cuaca : Cerah
Arah : Surabaya-Malang
Segmen : 3
Surveyor: Jhenta

Tipe Kendaraan		Hari Kerja			Hari Libur		
		Pagi	Siang	Sore	Pagi	Siang	Sore
MC	Sepeda Motor	1394	1197	2015	1237	981	1488
LV	Mobil	913	880	1026	868	637	781
	Angkutan Umum	42	37	54	23	34	21
	Pick Up	42	39	44	47	33	46
	Mini Bus	24	13	8	61	59	40

Tipe Kendaraan		Hari Kerja			Hari Libur		
		Pagi	Siang	Sore	Pagi	Siang	Sore
HV	Bus	77	36	44	80	52	42
	Truck	239	365	182	161	137	141
	Truck Besar 2 As	47	85	50	46	101	66
	Truck Besar 3 As	65	147	129	99	117	106
	Truck Gandeng	12	9	16	16	28	37
	Truck Kontainer	34	16	40	54	32	22
NMC	Sepeda	16	7	6	13	4	8
	Becak	3	5	2	6	5	9
	Pejalan Kaki	21	12	10	29	3	16

Lampiran 2.3 LHR Pasca Operasi Jalan Arteri Baru Porong Tahun 2013

Cuaca : Cerah
Arah : Malang-Surabaya
Segmen : 1
Surveyor: Erien

Tipe Kendaraan		Hari Kerja			Hari Libur		
		Pagi	Siang	Sore	Pagi	Siang	Sore
MC	Sepeda Motor	1334	1552	1792	844	700	928
LV	Mobil	950	770	994	512	552	791
	Angkutan Umum	31	55	64	34	31	31
	Pick Up	56	142	174	72	91	139
	Mini Bus	15	21	27	22	6	15
HV	Bus	40	57	67	45	25	47
	Truck	204	194	165	292	242	223
	Truck Besar 2 As	122	112	141	98	89	57
	Truck Besar 3 As	92	147	159	182	161	144
	Truck Gandeng	10	12	24	9	13	11
	Truck Kontainer	61	77	85	88	101	136
NMC	Sepeda	4	5	0	9	2	3
	Becak	17	2	4	4	2	2
	Pejalan Kaki	0	0	0	1	1	4

Cuaca : Cerah
Arah : Malang-Surabaya
Segmen : 2
Surveyor: Rizky

Tipe Kendaraan		Hari Kerja			Hari Libur		
		Pagi	Siang	Sore	Pagi	Siang	Sore
MC	Sepeda Motor	1071	1229	1439	1159	1266	1812
LV	Mobil	894	726	950	419	704	880
	Angkutan Umum	33	38	37	33	36	35
	Pick Up	74	121	89	78	116	89
	Mini Bus	21	16	16	21	12	12
HV	Bus	36	47	57	68	28	48
	Truck	195	221	172	305	314	237
	Truck Besar 2 As	68	68	97	104	54	73
	Truck Besar 3 As	101	128	140	199	163	109
	Truck Gandeng	6	9	12	8	12	11
	Truck Kontainer	38	31	27	42	67	51
NMC	Sepeda	2	3	1	10	1	1
	Becak	1	2	0	10	0	7
	Pejalan Kaki	0	1	2	2	0	5

Cuaca : Cerah
Arah : Surabaya-Malang
Segmen : 3
Surveyor: Lalu

Tipe Kendaraan		Hari Kerja			Hari Libur		
		Pagi	Siang	Sore	Pagi	Siang	Sore
MC	Sepeda Motor	987	1366	1227	1305	1219	1733
LV	Mobil	782	1411	813	890	850	906
	Angkutan Umum	11	17	8	23	45	40
	Pick Up	73	69	78	87	85	89
	Mini Bus	21	10	15	21	10	9
HV	Bus	93	51	30	92	50	55
	Truck	163	180	211	265	282	240
	Truck Besar 2 As	42	52	36	26	60	47
	Truck Besar 3 As	139	158	90	99	153	167
	Truck Gandeng	12	15	11	10	39	27
	Truck Kontainer	53	58	24	31	47	35
NMC	Sepeda	3	4	2	3	2	8
	Becak	1	2	1	4	1	0
	Pejalan Kaki	2	2	1	1	0	1



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LAMPIRAN 3:

KECEPATAN DAN WAKTU TEMPUH JALAN RAYA KEJAPANAN



Lampiran 3.1 Arah Malang-Surabaya Pasca Operasi Jalan Arteri Baru Porong Tahun 2012

a. Sepeda Motor

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	S 73 KU	5	0.083	36.00	N 87 BC	5	0.083	36.00
	N 17 GI	6	0.100	30.00	W 17 YK	6	0.100	30.00
	N 21 QF	5	0.083	36.00	N 07 VO	4	0.067	45.00
	DK 06 BI	5	0.083	36.00	W 59 TB	5	0.083	36.00
	N 95 YI	4	0.067	45.00	W 65 RA	4	0.067	45.00
	Rata-rata	5	0.083	36.60	Rata-rata	4.8	0.080	38.40
Siang	N 22 VY	6	0.100	30.00	N 50 XH	6	0.100	30.00
	N 35 AQ	6	0.100	30.00	W 78 KT	5	0.083	36.00
	L 41 EL	5	0.083	36.00	N 24 NV	6	0.100	30.00
	N 58 ET	5	0.083	36.00	W 07 PV	8	0.133	22.50
	N 49 X0	5	0.083	36.00	W 28 TF	7	0.117	25.71
	Rata-rata	5.4	0.090	33.60	Rata-rata	6.4	0.107	28.84
Sore	W 90 SX	5	0.083	36.00	L 88 PD	6	0.100	30.00
	L 53 BT	6	0.100	30.00	N 84 T	7	0.117	25.71
	L 25 ET	6	0.100	30.00	N 16 SB	7	0.117	25.71
	L 09 ZB	6	0.100	30.00	W 70 PV	8	0.133	22.50
	N 49 PO	6	0.100	30.00	N 86 SW	6	0.100	30.00
	Rata-rata	5.8	0.097	31.20	Rata-rata	6.8	0.113	26.79

b. Mobil

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	N 21 AG	7	0.117	25.71	N 79 CQ	7	0.117	25.71
	N 52 CS	8	0.133	22.50	AG 18 Y	8	0.133	22.50
	N 28 HG	8	0.133	22.50	N 74 TD	9	0.150	20.00
	N 03 T	9	0.150	20.00	N 73 XC	8	0.133	22.50
	N 23 UT	10	0.167	18.00	L 73 HF	7	0.117	25.71
	Rata-rata	8.4	0.140	21.74	Rata-rata	7.8	0.130	23.29
Siang	N 03 CZ	8	0.133	22.50	N 98 DN	8	0.133	22.50
	L 14 H	10	0.167	18.00	N 90 CE	9	0.150	20.00
	L 24 P	8	0.133	22.50	N 83 CG	9	0.150	20.00
	W 98 NH	8	0.133	22.50	L 40 TH	8	0.133	22.50
	N 09 CG	9	0.150	20.00	N 78 AW	7	0.117	25.71
	Rata-rata	8.6	0.143	21.10	Rata-rata	8.2	0.137	22.14
Sore	L 30 VC	10	0.167	18.00	W 71 NU	9	0.150	20.00
	W 57 NI	9	0.150	20.00	L 90 C	9	0.150	20.00
	N 28 CI	11	0.183	16.36	L 27 WG	8	0.133	22.50
	N 29 DA	10	0.167	18.00	N 86 LN	11	0.183	16.36
	L 12 XG	9	0.150	20.00	N 53 XC	10	0.167	18.00
	Rata-rata	9.8	0.163	18.47	Rata-rata	9.4	0.157	19.15

c. Bis

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	L 33 UT	8	0.133	22.50	S 62 WA	8	0.133	22.50
	L 45 UV	9	0.150	20.00	L 40 CD	9	0.150	20.00
	W 09 UR	8	0.133	22.50	P 11 II	8	0.133	22.50
	W 43 UR	7	0.117	25.71	N 30 C	8	0.133	22.50
	L 93 EC	7	0.117	25.71	L 46 XZ	9	0.150	20.00
	Rata-rata	7.8	0.130	23.29	Rata-rata	8.4	0.140	21.50
Siang	W 51 UR	7	0.117	25.71	N 42 TA	7	0.117	25.71
	W 60 NB	8	0.133	22.50	L 20 TH	6	0.100	30.00
	L 69 UC	8	0.133	22.50	L 02 TB	8	0.133	22.50
	S 02 Q	8	0.133	22.50	L 56 MA	7	0.117	25.71
	N 11 CF	7	0.117	25.71	L 41 UG	9	0.150	20.00
	Rata-rata	7.6	0.127	23.79	Rata-rata	7.4	0.123	24.79
Sore	L 51 LD	8	0.133	22.50	N 42 W	7	0.117	25.71
	L 45 BK	9	0.150	20.00	L 88 AB	9	0.150	20.00
	N 85 UN	7	0.117	25.71	L 36 AH	8	0.133	22.50
	N 65 AD	9	0.150	20.00	N 89 CH	7	0.117	25.71
	L 44 GO	8	0.133	22.50	P 36 NA	7	0.117	25.71
	Rata-rata	8.2	0.137	22.14	Rata-rata	7.6	0.127	23.93

d. Truk

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	AD 04 SA	7	0.117	25.71	B 91 WO	7	0.117	25.71
	N 74 UT	8	0.133	22.50	L 31 UJ	7	0.117	25.71
	B 54 CDA	9	0.150	20.00	L 44 UB	8	0.133	22.50
	N 44 UY	9	0.150	20.00	L 28 UQ	8	0.133	22.50
	B 19 WP	9	0.150	20.00	B 26 BO	7	0.117	25.71
	Rata-rata	8.4	0.140	21.43	Rata-rata	7.4	0.123	24.43
Siang	N 23 UF	8	0.133	22.50	L 73 UW	6	0.100	30.00
	L 82 FF	10	0.167	18.00	L 40 US	8	0.133	22.50
	B 62 AX	8	0.133	22.50	L 39 UT	7	0.117	25.71
	AB 86 VA	8	0.133	22.50	L 45 UW	8	0.133	22.50
	W 66 ND	9	0.150	20.00	H 25 AY	9	0.150	20.00
	Rata-rata	8.6	0.143	20.93	Rata-rata	7.6	0.127	24.14
Sore	E 21 B	11	0.183	16.36	L 22 UN	10	0.167	18.00
	N 40 UW	10	0.167	18.00	L 18 UZ	11	0.183	16.36
	W 65 UB	10	0.167	18.00	S 44 UE	11	0.183	16.36
	DK 38 AE	11	0.183	16.36	L 32 UF	12	0.200	15.00
	L 53 UR	10	0.167	18.00	L 07 MQ	12	0.200	15.00
	Rata-rata	10.4	0.173	17.31	Rata-rata	11.2	0.187	16.15

Lampiran 3.2 Arah Surabaya-Malang Pasca Operasi Jalan Arteri Baru Porong Tahun 2012

a. Sepeda Motor

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	W 59 TB	6	0.100	30.00	W 25 TM	7	0.117	25.71
	N 65 RA	5	0.083	36.00	W 39 TC	5	0.083	36.00
	N 24 NV	7	0.117	25.71	N 32 NX	6	0.100	30.00
	N 50 XH	7	0.117	25.71	N 70 SR	6	0.100	30.00
	W 28 TF	8	0.133	22.50	W 30 TW	7	0.117	25.71
	Rata-rata	6.6	0.110	27.99	Rata-rata	6.2	0.103	29.49
Siang	W 89 SB	5	0.083	36.00	L 90 JB	5	0.083	36.00
	W 95 WV	6	0.100	30.00	W 13 SN	4	0.067	45.00
	L 33 NG	6	0.100	30.00	N 67 V	6	0.100	30.00
	N 16 SB	6	0.100	30.00	N 67 WY	7	0.117	25.71
	W 36 TJ	7	0.117	25.71	N 95 YK	7	0.117	25.71
	Rata-rata	6	0.100	30.34	Rata-rata	5.8	0.097	32.49
Sore	W 75 PA	7	0.117	25.71	N 72 KF	5	0.083	36.00
	N 27 NJ	6	0.100	30.00	N 95 BA	7	0.117	25.71
	N 24 NT	6	0.100	30.00	N 37 AZ	6	0.100	30.00
	W 94 PH	7	0.117	25.71	N 08 NL	5	0.083	36.00
	N 52 TI	8	0.133	22.50	L 29 V	7	0.117	25.71
	Rata-rata	6.8	0.113	26.79	Rata-rata	6	0.100	30.00

b. Mobil

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	N 39 UT	8	0.133	22.50	W 43 UY	9	0.150	20.00
	N 94 VU	10	0.167	18.00	N 71 UG	11	0.183	16.36
	N 16 UT	9	0.150	20.00	L 78 UR	9	0.150	20.00
	N 11 UT	9	0.150	20.00	N 03 UT	10	0.167	18.00
	N 92 UB	10	0.167	18.00	B 24 KG	10	0.167	18.00
	Rata-rata	9.2	0.153	19.70	Rata-rata	9.8	0.163	18.47
Siang	L 35 GB	8	0.133	22.50	N 51 PN	8	0.133	22.50
	N 92 UG	9	0.150	20.00	N 88 BB	8	0.133	22.50
	L 05 CB	9	0.150	20.00	N 05 KA	9	0.150	20.00
	L 90 HJ	8	0.133	22.50	B 89 10	10	0.167	18.00
	N 53 AD	7	0.117	25.71	N 53 YA	10	0.167	18.00
	Rata-rata	8.2	0.137	22.14	Rata-rata	9	0.150	20.20
Sore	S 70 JA	9	0.150	20.00	W 85 NH	7	0.117	25.71
	L 4 EK	10	0.167	18.00	L 77 BW	8	0.133	22.50
	N 42XA	9	0.150	20.00	L 96 ZT	8	0.133	22.50
	N 53 AO	8	0.133	22.50	L 00 AT	8	0.133	22.50
	N 40 AX	8	0.133	22.50	N 79 XC	7	0.117	25.71
	Rata-rata	8.8	0.147	20.60	Rata-rata	7.6	0.127	23.79

c. Bis

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	L 58 ES	7	0.117	25.71	N 78 TB	9	0.150	20.00
	L 27 AB	7	0.117	25.71	N 74 TA	10	0.167	18.00
	N 89 UG	9	0.150	20.00	P 77 XB	9	0.150	20.00
	L 07 RS	8	0.133	22.50	N 90 UV	8	0.133	22.50
	N 23 UG	8	0.133	22.50	N 59 UA	8	0.133	22.50
	Rata-rata	7.8	0.130	23.29	Rata-rata	8.8	0.147	20.60
Siang	W 95 UR	6	0.100	30.00	W 58 NG	7	0.117	25.71
	L 01 UW	7	0.117	25.71	L 08 UT	7	0.117	25.71
	L 55 UR	7	0.117	25.71	N 59 TB	9	0.150	20.00
	L 67 UV	8	0.133	22.50	L 53 AG	8	0.133	22.50
	L 50 TO	7	0.117	25.71	W 83 NG	9	0.150	20.00
	Rata-rata	7	0.117	25.93	Rata-rata	8	0.133	22.79
Sore	N 01 UT	8	0.133	22.50	L 70 UJ	8	0.133	22.50
	N 69 UE	9	0.150	20.00	N 59 UT	8	0.133	22.50
	N 24 RC	8	0.133	22.50	N 90 UV	8	0.133	22.50
	W 59 UP	8	0.133	22.50	W 58 NG	9	0.150	20.00
	N 64 UF	10	0.167	18.00	L 08 UT	10	0.167	18.00
	Rata-rata	8.6	0.143	21.10	Rata-rata	8.6	0.143	21.10

d. Truk

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	W 46 UK	9	0.150	20.00	P 75 UK	11	0.183	16.36
	L 72 UR	9	0.150	20.00	W 46 UY	10	0.167	18.00
	L 06 PV	9	0.150	20.00	B 74 RD	10	0.167	18.00
	B 20 BJ	10	0.167	18.00	W 82 UN	12	0.200	15.00
	L 36 UT	11	0.183	16.36	L 18 LM	10	0.167	18.00
	Rata-rata	9.6	0.160	18.87	Rata-rata	10.6	0.177	17.07
Siang	B 52 S	8	0.133	22.50	L 48 UR	8	0.133	22.50
	B 17 YR	8	0.133	22.50	L 12 UH	10	0.167	18.00
	L 07 LQ	9	0.150	20.00	B 10 PP	8	0.133	22.50
	L 89 UN	9	0.150	20.00	L 23 UT	9	0.150	20.00
	L 83 HT	10	0.167	18.00	L 06 UK	11	0.183	16.36
	Rata-rata	8.8	0.147	20.60	Rata-rata	9.2	0.153	19.87
Sore	B 45 JJ	9	0.150	20.00	L 60 UF	9	0.150	20.00
	L 45 UR	10	0.167	18.00	L 88 UA	9	0.150	20.00
	L 52 UV	8	0.133	22.50	N 59 US	11	0.183	16.36
	L 37 UQ	9	0.150	20.00	N 85 US	10	0.167	18.00
	L 58 UE	10	0.167	18.00	P 75 UK	12	0.200	15.00
	Rata-rata	9.2	0.153	19.70	Rata-rata	10.2	0.170	17.87

Lampiran 3.3 Arah Malang-Surabaya Pasca Operasi Jalan Arteri Baru Porong Tahun 2013

a. Sepeda Motor

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	L 43 QA	8	0.133	22.50	W 43 SB	7	0.117	25.71
	N 52 GB	8	0.133	22.50	W 73 YH	8	0.133	22.50
	L 18 VZ	9	0.150	20.00	S 65 YE	6	0.100	30.00
	L 62 SJ	7	0.117	25.71	L 65 ZE	8	0.133	22.50
	N 05 JZ	7	0.117	25.71	L 30 XQ	9	0.150	20.00
	Rata-rata	7.8	0.130	23.29	Rata-rata	7.6	0.127	24.14
Siang	W 55 TX	7	0.117	25.71	S 77 NG	10	0.167	18.00
	N 35 VS	6	0.100	30.00	N 97 HD	11	0.183	16.36
	N 43 VJ	8	0.133	22.50	W 72 TB	10	0.167	18.00
	N 21 ET	6	0.100	30.00	W 17 SE	11	0.183	16.36
	N 32 VH	7	0.117	25.71	N 92 LA	10	0.167	18.00
	Rata-rata	6.8	0.113	26.79	Rata-rata	10.4	0.173	17.35
Sore	N 93 RJ	10	0.167	18.00	W 25 Y	9	0.150	20.00
	L 96 ZH	9	0.150	20.00	N 95 EL	8	0.133	22.50
	W 60 PV	10	0.167	18.00	N 03 AI	9	0.150	20.00
	L 83 DK	10	0.167	18.00	L 88 D	7	0.117	25.71
	N 32 WA	11	0.183	16.36	W 43 SB	10	0.167	18.00
	Rata-rata	10.0	0.17	18.07	Rata-rata	8.6	0.143	21.24

b. Mobil

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	N 45 OG	9	0.150	20.00	N 65 VH	17	0.283	10.59
	N 83 UT	10	0.167	18.00	N 00 VU	18	0.300	10.00
	N 87 VA	10	0.167	18.00	N 87 GM	18	0.300	10.00
	S 35 UN	11	0.183	16.36	N 71 AH	19	0.317	9.47
	N 13 XD	9	0.150	20.00	S 42 TA	19	0.317	9.47
	Rata-rata	9.8	0.163	18.47	Rata-rata	18.2	0.303	9.91
Siang	N 55 KB	9	0.150	20.00	L 16 PN	13	0.217	13.85
	N 85 KB	8	0.133	22.50	N 23 UT	13	0.217	13.85
	W 54 PR	8	0.133	22.50	N 17 HH	12	0.200	15.00
	N 46 FE	10	0.167	18.00	N 95 CV	14	0.233	12.86
	N 79 T	9	0.150	20.00	N 52 KK	14	0.233	12.86
	Rata-rata	8.8	0.147	20.45	Rata-rata	13.2	0.220	13.68
Sore	N 01 CL	12	0.200	15.00	W 36 P	9	0.150	20.00
	W 13 NA	14	0.233	12.86	W 07 PK	10	0.167	18.00
	W 21 SQ	15	0.250	12.00	S 88 NC	10	0.167	18.00
	N 31 OG	13	0.217	13.85	N 89 VF	9	0.150	20.00
	L 10 MR	12	0.200	15.00	N 95 TC	10	0.167	18.00
	Rata-rata	13.2	0.220	13.64	Rata-rata	9.6	0.160	18.80

c. Bis

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	N 95 UR	10	0.167	18.00	M 78 UT	17	0.283	10.59
	N 81 UH	9	0.150	20.00	L 14 UR	18	0.300	10.00
	W 06 UR	10	0.167	18.00	N 65 UG	18	0.300	10.00
	W 88 UR	9	0.150	20.00	N 91 UT	19	0.317	9.47
	S 46 UN	8	0.133	22.50	N 70 UG	19	0.317	9.47
	Rata-rata	9.2	0.153	19.57	Rata-rata	18.2	0.303	9.91
Siang	N 58 UH	10	0.167	18.00	W 15 UR	14	0.233	12.86
	W 97 UN	11	0.183	16.36	N 31 UT	16	0.267	11.25
	N 33 UR	9	0.150	20.00	L 27 UG	15	0.250	12.00
	N 18 UQ	10	0.167	18.00	N 05 US	15	0.250	12.00
	N 17 UT	12	0.200	15.00	N 68 UG	16	0.267	11.25
	Rata-rata	10.4	0.173	17.31	Rata-rata	15.2	0.253	11.87
Sore	L 02 UJ	13	0.217	13.85	N 87 UR	10	0.167	18.00
	N 02 UG	14	0.233	12.86	N 52 US	10	0.167	18.00
	W 18 UR	14	0.233	12.86	W 18 UR	11	0.183	16.36
	N 06 UT	15	0.250	12.00	W 55 UR	12	0.200	15.00
	N 52 US	15	0.250	12.00	S 51 UN	9	0.150	20.00
	Rata-rata	14.2	0.237	12.68	Rata-rata	10.4	0.173	17.47

d. Truk

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	W 52 UN	9	0.150	20.00	L 43 UV	18	0.300	10.00
	W 72 UB	9	0.150	20.00	W 53 UY	19	0.317	9.47
	L 91 O	10	0.167	18.00	DK 48 AR	19	0.317	9.47
	L 47 UM	11	0.183	16.36	W 68 UP	20	0.333	9.00
	L 10 UO	11	0.183	16.36	L 04 UH	20	0.333	9.00
	Rata-rata	10	0.167	18.00	Rata-rata	19.2	0.320	9.39
Siang	N 85 UN	12	0.200	15.00	W 92 UD	16	0.267	11.25
	W 25 UN	11	0.183	16.36	L 35 UF	15	0.250	12.00
	L 33 UT	10	0.167	18.00	W 40 UP	17	0.283	10.59
	W 17 C	13	0.217	13.85	L 41 UT	16	0.267	11.25
	L 51 PT	10	0.167	18.00	K 91 PC	17	0.283	10.59
	Rata-rata	11.2	0.187	16.07	Rata-rata	16.2	0.27	11.14
Sore	L 34 UR	14	0.233	12.86	L 07 UQ	9	0.150	20.00
	L 87 KA	15	0.250	12.00	M 46 VA	10	0.167	18.00
	K 66 DD	14	0.233	12.86	DK 68 GN	12	0.200	15.00
	L 36 UC	18	0.300	10.00	L 07 UH	11	0.183	16.36
	L 12 TG	16	0.267	11.25	L 43 UV	11	0.183	16.36
	Rata-rata	15.4	0.257	11.69	Rata-rata	10.6	0.177	17.15

Lampiran 3.4 Arah Surabaya-Malang Pasca Operasi Jalan Arteri Baru Porong Tahun 2013

a. Sepeda Motor

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	N 25 PV	7	0.117	25.71	N 75 QX	6	0.100	30.00
	W 43 VX	7	0.117	25.71	N 39 OV	5	0.083	36.00
	W 19 PG	6	0.100	30.00	N 25 PV	5	0.083	36.00
	N 25 EI	7	0.117	25.71	N 95 TM	7	0.117	25.71
	N 70 ZC	7	0.117	25.71	W 52 NE	6	0.100	30.00
	Rata-rata	6.8	0.113	26.57	Rata-rata	5.8	0.097	31.54
Siang	N 09 VA	8	0.133	22.50	N 58 RG	6	0.100	30.00
	N 81 J	7	0.117	25.71	W 40 XH	6	0.100	30.00
	N 35 VX	9	0.150	20.00	S 61 OE	7	0.117	25.71
	W 72 TA	6	0.100	30.00	N 14 QB	6	0.100	30.00
	N 38 JV	6	0.100	30.00	N 15 VW	5	0.083	36.00
	Rata-rata	7.2	0.120	25.64	Rata-rata	6	0.100	30.34
Sore	N 46 TV	7	0.117	25.71	W 51 NE	10	0.167	18.00
	N 37 VO	6	0.100	30.00	N 19 TC	10	0.167	18.00
	N 59 XY	6	0.100	30.00	W 02 TO	11	0.183	16.36
	W 80 PR	5	0.083	36.00	N 81 VO	11	0.183	16.36
	W 37 GU	7	0.117	25.71	W 76 TH	11	0.183	16.36
	Rata-rata	6.2	0.103	29.49	Rata-rata	10.6	0.177	17.02

b. Mobil

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	L 78 QZ	12	0.200	15.00	N 15 GH	6	0.100	30.00
	L 04 LQ	13	0.217	13.85	N 65 AD	7	0.117	25.71
	N 41 BF	13	0.217	13.85	W 95 DS	7	0.117	25.71
	N 70 VC	14	0.233	12.86	W 92 AR	9	0.150	20.00
	L 17 MA	14	0.233	12.86	L 21 XT	7	0.117	25.71
	Rata-rata	13.2	0.220	13.68	Rata-rata	7.2	0.120	25.43
Siang	S 64 YS	10	0.167	18.00	L 41 GD	7	0.117	25.71
	N 53 DV	9	0.150	20.00	L 21 LC	8	0.133	22.50
	L 34 LR	9	0.150	20.00	S 74 RG	8	0.133	22.50
	L 13 YG	8	0.133	22.50	L 08 DR	7	0.117	25.71
	L 06 KY	10	0.167	18.00	W 14 XD	7	0.117	25.71
	Rata-rata	9.2	0.153	19.70	Rata-rata	7.4	0.123	24.43
Sore	W 19 Y	8	0.133	22.50	L 83 FG	13	0.217	13.85
	L 55 BS	7	0.117	25.71	N 13 XD	14	0.233	12.86
	L 02 VC	8	0.133	22.50	W 78 PP	14	0.233	12.86
	H 40 LR	9	0.150	20.00	W 13 E	14	0.233	12.86
	N 05 CH	9	0.150	20.00	W 73 DR	15	0.250	12.00
	Rata-rata	8.2	0.137	22.14	Rata-rata	14	0.233	12.88

c. Bis

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	N 13 UG	13	0.217	13.85	S 78 UN	7	0.117	25.71
	N 73 UG	14	0.233	12.86	K 99 FF	7	0.117	25.71
	L 20 UJ	14	0.233	12.86	N 52 UG	8	0.133	22.50
	N 03 UW	15	0.250	12.00	K 99 CP	9	0.150	20.00
	N 92 UG	16	0.267	11.25	K 88 CZ	9	0.150	20.00
	Rata-rata	14.4	0.240	12.56	Rata-rata	8	0.133	22.79
Siang	N 91 UG	8	0.133	22.50	N 62 UR	7	0.117	25.71
	N 76 UT	8	0.133	22.50	N 23 UN	6	0.100	30.00
	N 66 US	9	0.150	20.00	N 30 UG	6	0.100	30.00
	N 76 UW	9	0.150	20.00	N 45 UW	7	0.117	25.71
	N 96 UW	8	0.133	22.50	K 88 AP	8	0.133	22.50
	Rata-rata	8.4	0.140	21.50	Rata-rata	6.8	0.113	26.79
Sore	N 98 UN	9	0.150	20.00	N 77 UG	13	0.217	13.85
	W 91 UY	11	0.183	16.36	N 79 UW	14	0.233	12.86
	N 57 UT	10	0.167	18.00	N 78 UG	14	0.233	12.86
	N 63 UG	12	0.200	15.00	L 23 W	16	0.267	11.25
	N 25 UH	11	0.183	16.36	N 05 UG	15	0.250	12.00
	Rata-rata	10.6	0.177	17.15	Rata-rata	14.4	0.240	12.56

d. Truk

Waktu	Hari Kerja				Hari Libur			
	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan	Plat Nomor	Waktu tempuh (menit)	Waktu tempuh (jam)	Kecepatan
Pagi	L 07 UT	16	0.2667	11.25	L 72 UN	10	0.167	18.00
	L 62 LH	17	0.2833	10.59	H 60 AY	9	0.150	20.00
	L 32 UY	17	0.2833	10.59	L 58 VQ	9	0.150	20.00
	D 92 BD	19	0.3167	9.47	L 11 VQ	11	0.183	16.36
	DK 31 NH	17	0.2833	10.59	DR 36 AE	9	0.150	20.00
	Rata-rata	17.2	0.2867	10.50	Rata-rata	9.6	0.160	18.87
Siang	N 48 TH	10	0.1667	18.00	S 23 P	10	0.167	18.00
	W 73 G	10	0.1667	18.00	DK 56 AN	11	0.183	16.36
	N 76 UW	11	0.1833	16.36	L 73 JS	11	0.183	16.36
	S 94 UR	12	0.2000	15.00	N 53 UP	12	0.200	15.00
	S 63 UR	11	0.1833	16.36	W 56 UN	13	0.217	13.85
	Rata-rata	10.8	0.1800	16.75	Rata-rata	11.4	0.190	15.91
Sore	L 88 LB	10	0.1667	18.00	L 16 UQ	14	0.233	12.86
	L 16 LW	10	0.1667	18.00	L 69 UC	16	0.267	11.25
	L 36 TV	11	0.1833	16.36	L 52 UE	15	0.250	12.00
	P 31 UV	12	0.2000	15.00	W 81 N	15	0.250	12.00
	L 11 VQ	12	0.2000	15.00	AG 80 R	17	0.283	10.59
	Rata-rata	11	0.1833	16.47	Rata-rata	15.4	0.257	11.74

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LAMPIRAN 4:

**KOMPONEN BIAYA OPERASIONAL
KENDARAAN (BOK)**



Lampiran 4.1 Komponen Biaya Bahan Bakar

Kecepatan	Sepeda Motor	Mobil	Bis	Truk
10	61971.30	619713.00	1202198.85	1143675.00
13.98	56047.31	560473.10	1087803.38	1044822.80
14.86	54809.08	548090.76	1063828.23	1024203.52
15	54614.48	546144.75	1060058.03	1020964.50
15.04	54559.00	545589.95	1058983.04	1020041.15
15.87	53419.88	534198.77	1036899.72	1001090.55
18.89	49469.77	494697.70	960132.40	935502.06
19	49331.66	493316.55	957442.37	933212.70
19.71	48449.93	484499.35	940258.90	918604.37
20	48094.65	480946.50	933329.70	912721.50
20.8	47129.15	471291.52	914483.45	896745.20
20.82	47105.29	471052.89	914017.35	896350.54
21.02	46867.40	468673.96	909369.90	892416.65
21.81	45940.81	459408.12	891253.57	877104.09
22.47	45182.72	451827.25	876413.40	864588.23
23.24	44316.72	443167.21	859439.28	850304.99
25	42411.83	424118.25	822013.88	818946.00
26.77	40600.70	406006.99	786301.80	789216.73
29.63	37895.91	378959.14	732679.33	745011.11
30	37566.00	375660.00	726110.55	739638.00
32.57	35400.92	354009.21	682813.21	704502.96
35	33557.18	335571.75	645619.73	674797.50
40	30385.35	303853.50	580541.40	624424.50
45	28050.53	280505.25	530875.58	588519.00
50	26552.70	265527.00	496622.25	567081.00
55	25891.88	258918.75	477781.43	560110.50
60	26068.05	260680.50	474353.10	567607.50
65	27081.23	270812.25	486337.28	589572.00
70	28931.40	289314.00	513733.95	626004.00
75	31618.58	316185.75	556543.13	676903.50
80	35142.75	351427.50	614764.80	742270.50
85	39503.93	395039.25	688398.98	822105.00
90	44702.10	447021.00	777445.65	916407.00
95	50737.28	507372.75	881904.83	1025176.50

Lampiran 4.2 Komponen Biaya Minyak Pelumas

Kecepatan	Sepeda Motor	Mobil	Bis	Truk
10	4824.40	48244.00	110460.00	102432.00
13.98	4496.37	44963.68	102877.08	95333.34
14.86	4428.12	44281.16	101297.97	93845.90
15	4417.40	44174.00	101050.00	93612.00
15.04	4414.35	44143.46	100979.32	93545.31
15.87	4351.69	43516.89	99529.10	92175.37
18.89	4135.34	41353.36	94517.49	87414.02
19	4127.80	41278.00	94342.80	87247.20
19.71	4079.74	40797.40	93228.52	86181.65
20	4060.40	40604.00	92780.00	85752.00
20.8	4007.92	40079.20	91562.59	84583.49
20.82	4006.62	40066.24	91532.53	84554.59
21.02	3993.71	39937.12	91232.92	84266.46
21.81	3943.49	39434.92	90067.30	83143.34
22.47	3902.49	39024.93	89115.30	82223.42
23.24	3855.76	38557.62	88029.75	81171.31
25	3753.40	37534.00	85650.00	78852.00

Kecepatan	Sepeda Motor	Mobil	Bis	Truk
26.77	3656.70	36567.05	83399.19	76639.47
29.63	3513.70	35137.05	80064.20	73318.67
30	3496.40	34964.00	79660.00	72912.00
32.57	3383.76	33837.57	77024.71	70232.37
35	3289.40	32894.00	74810.00	67932.00
40	3132.40	31324.00	71100.00	63912.00
45	3025.40	30254.00	68530.00	60852.00
50	2968.40	29684.00	67100.00	58752.00
55	2961.40	29614.00	66810.00	57612.00
60	3004.40	30044.00	67660.00	57432.00
65	3097.40	30974.00	69650.00	58212.00
70	3240.40	32404.00	72780.00	59952.00
75	3433.40	34334.00	77050.00	62652.00
80	3676.40	36764.00	82460.00	66312.00
85	3969.40	39694.00	89010.00	70932.00
90	4312.40	43124.00	96700.00	76512.00
95	4705.40	47054.00	105530.00	83052.00

Lampiran 4.3 Komponen Biaya Ban

Kecepatan	Sepeda Motor	Mobil	Bis	Truk
10	532.58	8729.96	48242.58	37046.22
13.98	672.73	11027.39	60846.61	51070.40
14.86	703.72	11535.36	63633.44	54171.23
15	708.65	11616.18	64076.79	54664.54
15.04	710.06	11639.27	64203.47	54805.49
15.87	739.29	12118.38	66831.95	57730.13
18.89	845.64	13861.66	76395.81	68371.60
19	849.51	13925.15	76744.17	68759.20
19.71	874.51	14334.99	78992.62	71261.00
20	884.73	14502.40	79911.01	72282.87
20.8	912.90	14964.19	82444.48	75101.80
20.82	913.60	14975.74	82507.82	75172.27
21.02	920.65	15091.18	83141.19	75877.00
21.81	948.47	15547.21	85642.99	78660.70
22.47	971.71	15928.19	87733.11	80986.32
23.24	998.82	16372.66	90171.58	83699.54
25	1060.80	17388.61	95745.22	89901.19
26.77	1123.13	18410.33	101350.53	96138.08
29.63	1223.85	20061.25	110407.70	106215.76
30	1236.88	20274.83	111579.44	107519.52
32.57	1327.38	21758.35	119718.22	116575.33
35	1412.95	23161.05	127413.65	125137.84
40	1589.03	26047.27	143247.86	142756.17
45	1765.10	28933.48	159082.08	160374.49
50	1941.18	31819.70	174916.29	177992.82
55	2117.25	34705.92	190750.51	195611.14
60	2293.33	37592.14	206584.72	213229.47
65	2469.40	40478.35	222418.93	230847.79
70	2645.48	43364.57	238253.15	248466.12
75	2821.55	46250.79	254087.36	266084.44
80	2997.63	49137.01	269921.58	283702.77
85	3173.70	52023.22	285755.79	301321.09
90	3349.78	54909.44	301590.00	318939.42
95	3525.85	57795.66	317424.22	336557.74

Lampiran 4.4 Komponen Biaya Perawatan

Kecepatan	Sepeda Motor	Mobil	Bis	Truk
10	785.19	99312	1539414.90	1462695.0
13.98	817.41	103387.52	1620797.94	1526930.2
14.86	824.53	104288.64	1638792.18	1541133.0
15	825.67	104432	1641654.90	1543392.5
15.04	825.99	104472.96	1642472.82	1544038.1
15.87	832.71	105322.88	1659444.66	1557433.9
18.89	857.16	108415.36	1721197.62	1606175.2
19	858.05	108528	1723446.90	1607950.5
19.71	863.80	109255.04	1737964.98	1619409.5
20	866.15	109552	1743894.90	1624090.0
20.8	872.62	110371.2	1760253.30	1637001.6
20.82	872.78	110391.68	1760662.26	1637324.4
21.02	874.40	110596.48	1764751.86	1640552.3
21.81	880.80	111405.44	1780905.78	1653302.5
22.47	886.14	112081.28	1794401.46	1663954.6
23.24	892.38	112869.76	1810146.42	1676382.0
25	906.63	114672	1846134.90	1704787.5
26.77	920.96	116484.48	1882327.86	1733354.4
29.63	944.11	119413.12	1940809.14	1779513.4
30	947.11	119792	1948374.90	1785485.0
32.57	967.91	122423.68	2000926.26	1826963.5
35	987.59	124912	2050614.90	1866182.5
40	1028.07	130032	2152854.90	1946880.0
45	1068.55	135152	2255094.90	2027577.5
50	1109.03	140272	2357334.90	2108275.0
55	1149.51	145392	2459574.90	2188972.5
60	1189.99	150512	2561814.90	2269670.0
65	1230.47	155632	2664054.90	2350367.5
70	1270.95	160752	2766294.90	2431065.0
75	1311.43	165872	2868534.90	2511762.5
80	1351.91	170992	2970774.90	2592460.0
85	1392.39	176112	3073014.90	2673157.5
90	1432.87	181232	3175254.90	2753855.0
95	1473.35	186352	3277494.90	2834552.5

Lampiran 4.5 Total BOK/1000km

Kecepatan	Sepeda Motor	Mobil	Bis	Truk
10	8433.33	1066666.67	7268.80	2758823.34
13.98	7908.72	1000312.60	5205.33	2555314.08
14.86	7801.42	986740.67	4897.90	2514305.21
15	7784.62	984615.38	4852.30	2507902.12
15.04	7779.83	984009.84	4839.43	2506078.65
15.87	7681.80	971610.75	4586.97	2468831.15
18.89	7345.04	929017.27	3855.18	2342168.28
19	7333.33	927536.23	3832.91	2337799.59
19.71	7258.64	918089.23	3695.12	2309989.11
20	7228.57	914285.71	3641.65	2298819.30
20.8	7146.89	903954.80	3501.85	2268558.69
20.82	7144.87	903699.52	3498.50	2267812.38
21.02	7124.75	901154.60	3465.27	2260376.18
21.81	7046.37	891240.77	3339.98	2231473.87
22.47	6982.20	883124.05	3242.05	2207888.34
23.24	6908.79	873839.43	3134.82	2180994.35
25	6746.67	853333.33	2914.48	2121916.00

Kecepatan	Sepeda Motor	Mobil	Bis	Truk
26.77	6591.12	833658.98	2722.07	2065644.32
29.63	6354.39	803717.19	2459.68	1980767.71
30	6325.00	800000.00	2429.38	1970294.03
32.57	6128.13	775099.92	2237.92	1900492.76
35	5952.94	752941.18	2082.72	1838895.36
40	5622.22	711111.11	1822.64	1723926.88
45	5326.32	673684.21	1620.31	1622488.26
50	5060.00	640000.00	1458.40	1532323.87
55	4819.05	609523.81	1325.92	1451653.08
60	4600.00	581818.18	1215.50	1379051.47
65	4400.00	556521.74	1122.06	1313366.03
70	4216.67	533333.33	1041.96	1253653.40
75	4048.00	512000.00	972.53	1199134.35
80	3892.31	492307.69	911.78	1149159.55
85	3748.15	474074.07	858.17	1103183.57
90	3614.29	457142.86	810.51	1060744.91
95	3489.66	441379.31	767.87	1021450.46

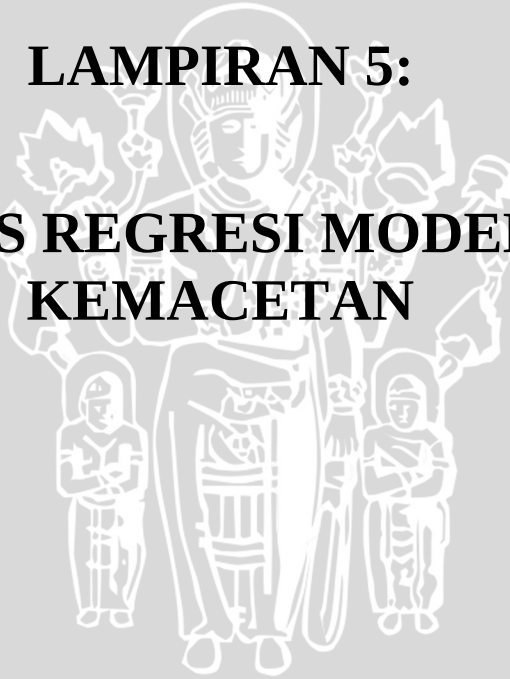
Lampiran 4.6 Total BOK/km

Kecepatan	Sepeda Motor	Mobil	Bis	Truk
10	76.55	1842.67	2907.59	5504.67
13.98	69.94	1720.16	2877.53	5273.47
14.86	68.57	1694.94	2872.45	5227.66
15	68.35	1690.98	2871.69	5220.54
15.04	68.29	1689.86	2871.48	5218.51
15.87	67.03	1666.77	2867.29	5177.26
18.89	62.65	1587.35	2856.10	5039.63
19	62.50	1584.58	2855.81	5034.97
19.71	61.53	1566.98	2854.14	5005.45
20	61.13	1559.89	2853.56	4993.67
20.8	60.07	1540.66	2852.25	4961.99
20.82	60.04	1540.19	2852.22	4961.21
21.02	59.78	1535.45	2851.96	4953.49
21.81	58.76	1517.04	2851.21	4923.68
22.47	57.93	1501.99	2850.91	4899.64
23.24	56.97	1484.81	2850.92	4872.55
25	54.88	1447.05	2852.46	4814.40
26.77	52.89	1411.13	2856.10	4760.99
29.63	49.93	1357.29	2866.42	4684.83
30	49.57	1350.69	2868.15	4675.85
32.57	47.21	1307.13	2882.72	4618.77
35	45.20	1269.48	2900.54	4572.95
40	41.76	1202.37	2949.57	4501.90
45	39.24	1148.53	3015.20	4459.81
50	37.63	1107.30	3097.43	4444.42
55	36.94	1078.15	3196.24	4453.96
60	37.16	1060.65	3311.63	4486.99
65	38.28	1054.42	3443.58	4542.37
70	40.30	1059.17	3592.10	4619.14
75	43.23	1074.64	3757.19	4716.54
80	47.06	1100.63	3938.83	4833.90
85	51.79	1136.94	4137.04	4970.70
90	57.41	1183.43	4351.80	5126.46
95	63.93	1239.95	4583.12	5300.79

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LAMPIRAN 5:

**INPUT SPSS REGRESI MODEL BIAYA
KEMACETAN**



Lampiran 5.1 Model Biaya Kemacetan Sepeda Motor Arah Malang-Surabaya

Sample	Y Biaya Kemacetan	X ₁ Jumlah Kendaraan	X ₂ BOK	X ₃ Kecepatan Eksisting	X ₄ Kecepatan Ideal	X ₅ Nilai Waktu	X ₆ Waktu Antrian	F1 Biaya Perjalanan
Kerja/Pagi	235000.27	1190	131.99	36.60	47.94	9500.384	0.083	32.2849
Kerja/Siang	393686.83	1467.5	138.99	33.60	47.94	9500.384	0.090	35.6474
Kerja/Sore	521963.07	1554	145.31	31.20	47.94	9500.384	0.097	38.5816
Libur/Pagi	221022.52	1368.5	128.27	38.40	47.94	9500.384	0.080	30.4297
Libur/Siang	529766.78	1257.5	152.16	28.84	47.94	9500.384	0.107	41.6801
Libur/Sore	696519.69	1417	158.61	26.79	47.94	9500.384	0.113	44.5423
Kerja/Pagi	790329.70	1202.5	170.73	23.29	47.94	9500.384	0.130	49.8020
Kerja/Siang	683493.74	1390.5	158.61	26.79	47.94	9500.384	0.113	44.5423
Kerja/Sore	1678246.33	1615.5	191.42	18.07	47.94	9500.384	0.170	58.5285
Libur/Pagi	621219.38	1001.5	167.66	24.14	47.94	9500.384	0.127	48.4818
Libur/Siang	1063992.55	983	194.52	17.35	47.94	9500.384	0.173	59.8145
Libur/Sore	1071566.02	1370	178.48	21.24	47.94	9500.384	0.143	53.1022

Lampiran 5.2 Model Biaya Kemacetan Sepeda Motor Arah Surabaya-Malang

Sample	Y Biaya Kemacetan	X ₁ Jumlah Kendaraan	X ₂ BOK	X ₃ Kecepatan Eksisting	X ₄ Kecepatan Ideal	X ₅ Nilai Waktu	X ₆ Waktu Antrian	F1 Biaya Perjalanan
Kerja/Pagi	612957.99	1394	154.78	27.99	47	9500.384	0.110	42.6929
Kerja/Siang	420783.40	1197	147.73	30.34	47	9500.384	0.100	39.5384
Kerja/Sore	966286.95	2015	158.61	26.79	47	9500.384	0.113	44.3837
Libur/Pagi	470096.59	1237	150.21	29.49	47	9500.384	0.103	40.6550
Libur/Siang	292591.10	981	141.83	32.49	47	9500.384	0.097	36.8369
Libur/Sore	533451.46	1488	148.71	30.00	47	9500.384	0.100	39.9814
Kerja/Pagi	478352.95	987	159.33	26.57	47	9500.384	0.113	44.6994
Kerja/Siang	734371.96	1366	162.44	25.64	47	9500.384	0.120	46.0568
Kerja/Sore	485297.78	1277	150.21	29.49	47	9500.384	0.103	40.6550
Libur/Pagi	413856.59	1305	144.38	31.54	47	9500.384	0.097	38.0087
Libur/Siang	428517.09	1219	147.73	30.34	47	9500.384	0.100	39.5384
Libur/Sore	1918968.04	1733	195.96	17.02	47	9500.384	0.177	60.2156

Lampiran 5.3 Model Biaya Kemacetan Mobil Arah Malang-Surabaya

Sample	Y Biaya Kemacetan	X ₁ Jumlah Kendaraan	X ₂ BOK	X ₃ Kecepatan Eksisting	X ₄ Kecepa tan Ideal	X ₅ Nilai Waktu	X ₆ Waktu Antrian	F1 Biaya Perjalanan
Kerja/Pagi	2310169.82	1003	4555.95	21.74	58.14	19000.768	0.140	1528.1195
Kerja/Siang	2306507.08	965.5	4600.70	21.10	58.14	19000.768	0.143	1543.4166
Kerja/Sore	3194228.99	1103.5	4793.92	18.47	58.14	19000.768	0.163	1609.4167
Libur/Pagi	1559103.42	759	4444.52	23.39	58.14	19000.768	0.130	1490.0115
Libur/Siang	1934221.52	866.5	4528.42	22.14	58.14	19000.768	0.137	1518.7061
Libur/Sore	2643551.01	963	4742.50	19.15	58.14	19000.768	0.157	1591.8591
Kerja/Pagi	2949632.39	1019	4793.92	18.47	58.14	19000.768	0.163	1609.4167
Kerja/Siang	2309247.47	926	4647.05	20.45	58.14	19000.768	0.147	1559.2545
Kerja/Sore	5009897.28	1154	5190.26	13.64	58.14	19000.768	0.220	1744.6203
Libur/Pagi	3704344.33	574	5536.81	9.91	58.14	19000.768	0.303	1862.6854
Libur/Siang	3318327.10	765	5186.74	13.68	58.14	19000.768	0.220	1743.4217
Libur/Sore	2770738.50	982.5	4768.83	18.80	58.14	19000.768	0.160	1600.8524

Lampiran 5.4 Model Biaya Kemacetan Mobil Arah Surabaya-Malang

Sample	Y Biaya Kemacetan	X ₁ Jumlah Kendaraan	X ₂ BOK	X ₃ Kecepatan Eksisting	X ₄ Kecepa tan Ideal	X ₅ Nilai Waktu	X ₆ Waktu Antrian	F1 Biaya Perjalanan
Kerja/Pagi	2613866.33	997	4701.66	19.70	57	19000.768	0.153	1573.2305
Kerja/Siang	2115052.33	956	4528.42	22.14	57	19000.768	0.137	1514.2000
Kerja/Sore	2770889.93	1124	4636.28	20.60	57	19000.768	0.147	1550.9572
Libur/Pagi	2696709.05	938	4793.92	18.47	57	19000.768	0.163	1604.6414
Libur/Siang	1788048.98	704	4665.12	20.20	57	19000.768	0.150	1560.7834
Libur/Sore	1668081.55	848	4418.35	23.79	57	19000.768	0.127	1476.6622
Kerja/Pagi	3739397.62	866	5186.74	13.68	57	19000.768	0.220	1738.2488
Kerja/Siang	3924732.10	1497	4701.66	19.70	57	19000.768	0.153	1573.2305
Kerja/Sore	1988945.65	899	4528.42	22.14	57	19000.768	0.137	1514.2000
Libur/Pagi	1780578.97	1000	4314.40	25.43	57	19000.768	0.120	1441.1847
Libur/Siang	1836336.77	980	4377.15	24.43	57	19000.768	0.123	1462.6028
Libur/Sore	4814688.41	1035	5257.86	12.88	57	19000.768	0.233	1762.4163

Lampiran 5.5 Model Biaya Kemacetan Bis Arah Malang-Surabaya

Sample	Y Biaya Kemacetan	X ₁ Jumlah Kendaraan	X ₂ BOK	X ₃ Kecepatan Eksisting	X ₄ Kecepa tan Ideal	X ₅ Nilai Waktu	X ₆ Waktu Antrian	F1 Biaya Perjalanan
Kerja/Pagi	1215776.29	75	8552.81	23.29	51	213758.64	0.130	2866.010
Kerja/Siang	1307897.40	84	8553.53	23.79	51	213758.64	0.127	2866.085
Kerja/Sore	2280052.17	128.5	8553.06	22.14	51	213758.64	0.137	2866.481
Libur/Pagi	2350499.39	127	8554.36	21.50	51	213758.64	0.140	2867.132
Libur/Siang	1252558.67	86	8556.50	24.79	51	213758.64	0.123	2866.745
Libur/Sore	1689033.73	109	8553.83	23.93	51	213758.64	0.127	2866.137
Kerja/Pagi	1202067.50	56	8563.33	19.57	51	213758.64	0.153	2870.793
Kerja/Siang	1826913.16	70.5	8583.51	17.31	51	213758.64	0.173	2878.337
Kerja/Sore	3349779.15	83.5	8658.16	12.68	51	213758.64	0.237	2904.986
Libur/Pagi	4276516.00	78	8725.22	9.91	51	213758.64	0.303	2928.465
Libur/Siang	1550955.26	35.5	8675.96	11.87	51	213758.64	0.253	2911.243
Libur/Sore	1573637.63	61	8581.73	17.47	51	213758.64	0.173	2877.687

Lampiran 5.6 Model Biaya Kemacetan Bis Arah Surabaya-Malang

Sample	Y Biaya Kemacetan	X ₁ Jumlah Kendaraan	X ₂ BOK	X ₃ Kecepatan Eksisting	X ₄ Kecepa tan Ideal	X ₅ Nilai Waktu	X ₆ Waktu Antrian	F1 Biaya Perjalanan
Kerja/Pagi	1611611.33	101	8552.81	23.29	50	213758.64	0.13	2985.587
Kerja/Siang	966742.38	49	8562.33	25.93	50	213758.64	0.177	2988.036
Kerja/Sore	996095.01	52	8555.60	21.10	50	213758.64	0.145	2987.315
Libur/Pagi	2782551.64	141	8557.60	20.60	50	213758.64	0.147	2988.186
Libur/Siang	1843604.07	111	8552.59	22.79	50	213758.64	0.133	2985.682
Libur/Sore	1549099.48	82	8555.60	21.10	50	213758.64	0.143	2987.314
Kerja/Pagi	4616265.95	114	8660.70	12.56	50	213758.64	0.240	3027.047
Kerja/Siang	1113588.56	61	8554.36	21.50	50	213758.64	0.140	2986.745
Kerja/Sore	1398001.31	53	8585.34	17.15	50	213758.64	0.177	2999.082
Libur/Pagi	1876822.16	113	8552.59	22.79	50	213758.64	0.133	2985.682
Libur/Siang	730851.62	60	8568.46	26.79	50	213758.64	0.113	2989.867
Libur/Sore	2591587.90	64	8660.70	12.56	50	213758.64	0.240	3027.047

Lampiran 5.7 Model Biaya Kemacetan Truk Arah Malang-Surabaya

Sample	Y Biaya Kemacetan	X ₁ Jumlah Kendaraan	X ₂ BOK	X ₃ Kecepatan Eksisting	X ₄ Kecepatan Ideal	X ₅ Nilai Waktu	X ₆ Waktu Antrian	F1 Biaya Perjalanan
Kerja/Pagi	1071172.57	376.5	14813.64	21.43	51	9500.384	0.140	4155.749
Kerja/Siang	1219324.06	416.5	14870.87	20.93	51	9500.384	0.143	4180.943
Kerja/Sore	1698662.35	454.5	15327.81	17.31	51	9500.384	0.173	4316.436
Libur/Pagi	1095557.21	458	14498.02	24.43	51	9500.384	0.123	4087.131
Libur/Siang	1268682.03	511.5	14526.52	24.14	51	9500.384	0.127	4107.513
Libur/Sore	1701879.97	414	15491.07	16.15	51	9500.384	0.187	4352.214
Kerja/Pagi	1601501.93	448.5	15234.70	18.00	51	9500.384	0.167	4289.248
Kerja/Siang	2055828.76	499.5	15502.65	16.07	51	9500.384	0.187	4375.342
Kerja/Sore	3089752.49	511	16204.42	11.69	51	9500.384	0.257	4572.206
Libur/Pagi	5176957.93	663.5	16631.61	9.39	51	9500.384	0.320	4725.852
Libur/Siang	3895161.14	608	16302.63	11.14	51	9500.384	0.270	4621.966
Libur/Sore	2016166.94	526	15349.82	17.15	51	9500.384	0.177	4339.193

Lampiran 5.8 Model Biaya Kemacetan Truk Arah Surabaya-Malang

Sample	Y Biaya Kemacetan	X ₁ Jumlah Kendaraan	X ₂ BOK	X ₃ Kecepatan Eksisting	X ₄ Kecepatan Ideal	X ₅ Nilai Waktu	X ₆ Waktu Antrian	F1 Biaya Perjalanan
Kerja/Pagi	1336231.04	397	15121.44	18.87	50	9500.384	0.160	5059.435
Kerja/Siang	1873996.37	622	14909.39	20.60	50	9500.384	0.147	4987.815
Kerja/Sore	1325452.82	417	15017.56	19.70	50	9500.384	0.153	5024.355
Libur/Pagi	1438710.15	376	15360.88	17.07	50	9500.384	0.177	5140.253
Libur/Siang	1315725.05	415	14996.78	19.87	50	9500.384	0.153	5017.336
Libur/Sore	1350614.60	372	15252.02	17.87	50	9500.384	0.170	5103.515
Kerja/Pagi	2808421.53	409	16419.98	10.50	50	9500.384	0.287	5497.282
Kerja/Siang	1810420.31	463	15405.55	16.75	50	9500.384	0.180	5155.325
Kerja/Sore	1485154.78	372	15445.17	16.47	50	9500.384	0.183	5168.693
Libur/Pagi	1450668.97	431	15121.44	18.87	50	9500.384	0.160	5059.435
Libur/Siang	2428944.02	581	15525.94	15.91	50	9500.384	0.190	5195.938
Libur/Sore	3111781.17	516	16195.61	11.74	50	9500.384	0.257	5421.695

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LAMPIRAN 6:

**OUTPUT SPSS REGRESI MODEL BIAYA
KEMACETAN**



Lampiran 6.1 Model Biaya Kemacetan Sepeda Motor Arah Malang-Surabaya

A. Output Analisis Komponen Utama

Correlations

		Jumlah Kendaraan	Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Jumlah Kendaraan	Pearson Correlation	1	-.196	.187	-.187
	Sig. (2-tailed)		.541	.561	.561
	N	12	12	12	12
Biaya Operasional Kendaraan	Pearson Correlation	-.196	1	-.994**	.991**
	Sig. (2-tailed)	.541		.000	.000
	N	12	12	12	12
Kecepatan eksisting	Pearson Correlation	.187	-.994**	1	-.971**
	Sig. (2-tailed)	.561	.000		.000
	N	12	12	12	12
Waktu tempuh	Pearson Correlation	-.187	.991**	-.971**	1
	Sig. (2-tailed)	.561	.000	.000	
	N	12	12	12	12

** . Correlation is significant at the 0.01 level (2-tailed).

KMO and Bartlett's Test

Kaiser-Meyer-Olkin Measure of Sampling Adequacy.	.510
Bartlett's Test of Sphericity	Approx. Chi-Square
	95.918
	df
	3
	Sig.
	.000

Anti-image Matrices

		Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Anti-image Covariance	Biaya Operasional Kendaraan	.001	.001	-.001
	Kecepatan eksisting	.001	.002	-.002
	Waktu tempuh	-.001	-.002	.002
Anti-image Correlation	Biaya Operasional Kendaraan	.505 ^a	.985	-.980
	Kecepatan eksisting	.985	.512 ^a	-.932
	Waktu tempuh	-.980	-.932	.513 ^a

a. Measures of Sampling Adequacy(MSA)

Total Variance Explained

Component	Initial Eigenvalues			Extraction Sums of Squared Loadings		
	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %
1	2.971	99.029	99.029	2.971	99.029	99.029
2	.029	.960	99.989			
3	.000	.011	100.000			

Extraction Method: Principal Component Analysis.

Component Score Coefficient Matrix

	Component
	1
Biaya Operasional Kendaraan (X ₂)	.337
Kecepatan eksisting (X ₃)	-.334
Waktu tempuh (X ₆)	.334

Extraction Method: Principal Component Analysis.

B. Output Analisis Regresi Linier Berganda

Coefficients^a

Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.	Collinearity Statistics	
	B	Std. Error	Beta			Tolerance	VIF
1 (Constant)	-2160191.57	261019.48		-8.276	.000		
Jumlah Kendaraan	760.261	148.288	.369	5.127	.001	.962	1.039
Biaya Perjalanan	41686.109	3058.747	.980	13.628	.000	.962	1.039

a. Dependent Variable: Biaya Kemacetan

Model Summary^b

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Durbin-Watson
1	.977 ^a	.955	.945	95681.62139	2.113

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

ANOVA^b

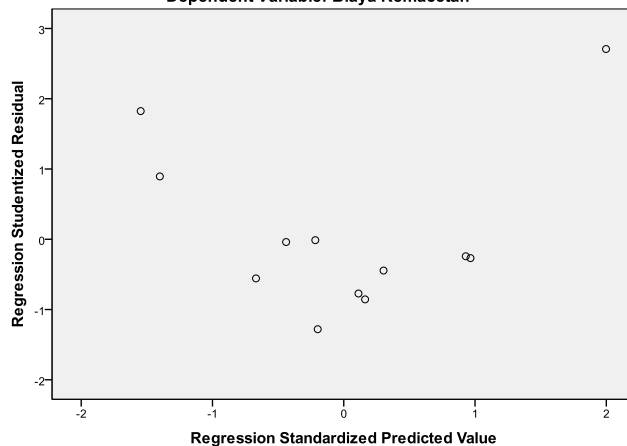
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	1.759E12	2	8.795E11	96.066	.000 ^a
	Residual	8.239E10	9	9.155E9		
	Total	1.841E12	11			

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

Scatterplot

Dependent Variable: Biaya Kemacetan



One-Sample Kolmogorov-Smirnov Test

		Unstandardized Residual
N		12
Normal Parameters ^{a,b}	Mean	.0000000
	Std. Deviation	8.65472830E4
Most Extreme Differences	Absolute	.255
	Positive	.255
	Negative	-.119
Kolmogorov-Smirnov Z		.882
Asymp. Sig. (2-tailed)		.418

a. Test distribution is Normal.

b. Calculated from data.

Lampiran 6.2 Model Biaya Kemacetan Sepeda Motor Arah Surabaya-Malang

A. Output SPSS Analisis Komponen Utama

Correlations

		Jumlah Kendaraan	Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Jumlah Kendaraan	Pearson Correlation	1	.524	-.537	.493
	Sig. (2-tailed)		.080	.072	.103
	N	12	12	12	12
Biaya Operasional Kendaraan	Pearson Correlation	.524	1	-.997**	.991**
	Sig. (2-tailed)	.080		.000	.000
	N	12	12	12	12
Kecepatan eksisting	Pearson Correlation	-.537	-.997**	1	-.977**
	Sig. (2-tailed)	.072	.000		.000
	N	12	12	12	12
Waktu tempuh	Pearson Correlation	.493	.991**	-.977**	1
	Sig. (2-tailed)	.103	.000	.000	
	N	12	12	12	12

** . Correlation is significant at the 0.01 level (2-tailed).

KMO and Bartlett's Test

Kaiser-Meyer-Olkin Measure of Sampling Adequacy.	.510
Bartlett's Test of Sphericity	Approx. Chi-Square
	102.068
	df
	3
	Sig.
	.000

Anti-image Matrices

		Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Anti-image Covariance	Biaya Operasional Kendaraan	.000	.001	-.001
	Kecepatan eksisting	.001	.001	-.001
	Waktu tempuh	-.001	-.001	.002
Anti-image Correlation	Biaya Operasional Kendaraan	.505 ^a	.991	-.975
	Kecepatan eksisting	.991	.511 ^a	-.938
	Waktu tempuh	-.975	-.938	.514 ^a

a. Measures of Sampling Adequacy(MSA)

Total Variance Explained

Component	Initial Eigenvalues			Extraction Sums of Squared Loadings		
	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %
1	2.977	99.220	99.220	2.977	99.220	99.220
2	.023	.773	99.993			
3	.000	.007	100.000			

Extraction Method: Principal Component Analysis.

Component Score Coefficient Matrix

	Component
	1
Biaya Operasional Kendaraan	.336
Kecepatan eksisting	-.334
Waktu tempuh	.334

Extraction Method: Principal Component Analysis.

Rotation Method: Varimax with Kaiser Normalization.

B. Output SPSS Analisis Regresi Linier Berganda

Coefficients^a

Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.	Collinearity Statistics	
	B	Std. Error	Beta			Tolerance	VIF
1 (Constant)	-2374236.396	188032.243		-12.627	.000		
Jumlah Kendaraan	401.034	106.656	.268	3.760	.004	.722	1.385
Biaya Perjalanan	57962.625	5060.763	.816	11.453	.000	.722	1.385

a. Dependent Variable: Biaya Kemacetan

Model Summary^b

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Durbin-Watson
1	.983 ^a	.967	.960	87802.04061	1.596

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

ANOVA^b

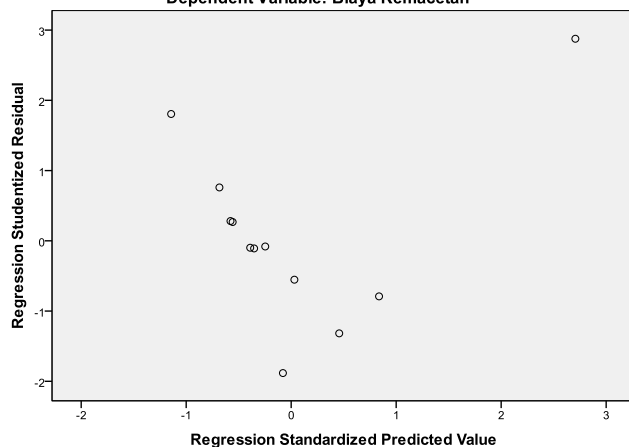
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	2.037E12	2	1.018E12	132.108	.000 ^a
	Residual	6.938E10	9	7.709E9		
	Total	2.106E12	11			

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

Scatterplot

Dependent Variable: Biaya Kemacetan



One-Sample Kolmogorov-Smirnov Test

		Unstandardized Residual
N		12
Normal Parameters ^{a,b}	Mean	.0000000
	Std. Deviation	7.94199340E4
Most Extreme Differences	Absolute	.135
	Positive	.135
	Negative	-.121
Kolmogorov-Smirnov Z		.467
Asymp. Sig. (2-tailed)		.981

a. Test distribution is Normal.

b. Calculated from data.

Lampiran 6.3 Model Biaya Kemacetan Mobil Arah Malang-Surabaya

A. Output SPSS Analisis Komponen Utama

		Correlations			
		Jumlah Kendaraan	Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Jumlah Kendaraan	Pearson Correlation	1	-.327	.285	-.461
	Sig. (2-tailed)		.300	.369	.131
	N	12	12	12	12
Biaya Operasional Kendaraan	Pearson Correlation	-.327	1	-.998**	.981**
	Sig. (2-tailed)	.300		.000	.000
	N	12	12	12	12
Kecepatan eksisting	Pearson Correlation	.285	-.998**	1	-.969**
	Sig. (2-tailed)	.369	.000		.000
	N	12	12	12	12
Waktu tempuh	Pearson Correlation	-.461	.981**	-.969**	1
	Sig. (2-tailed)	.131	.000	.000	
	N	12	12	12	12

** . Correlation is significant at the 0.01 level (2-tailed).

KMO and Bartlett's Test	
Kaiser-Meyer-Olkin Measure of Sampling Adequacy.	.501
Bartlett's Test of Sphericity	Approx. Chi-Square
	108.109
	df
	3
	Sig.
	.000

		Anti-image Matrices		
		Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Anti-image Covariance	Biaya Operasional Kendaraan	.000	.000	-.001
	Kecepatan eksisting	.000	.000	-.001
	Waktu tempuh	-.001	-.001	.002
Anti-image Correlation	Biaya Operasional Kendaraan	.500 ^a	.998	-.980
	Kecepatan eksisting	.998	.500 ^a	-.967
	Waktu tempuh	-.980	-.967	.501 ^a

a. Measures of Sampling Adequacy(MSA)

Total Variance Explained						
Component	Initial Eigenvalues			Extraction Sums of Squared Loadings		
	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %
1	2.966	98.863	98.863	2.966	98.863	98.863
2	.034	1.134	99.998			
3	7.484E-5	.002	100.000			

Extraction Method: Principal Component Analysis.

Component Score Coefficient Matrix	
	Component
	1
Biaya Operasional Kendaraan	.337
Kecepatan eksisting	-.335
Waktu tempuh	.333

Extraction Method: Principal Component Analysis.

Rotation Method: Varimax with Kaiser Normalization.

B. Output SPSS Analisis Regresi Linier Berganda

Coefficients^a

Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.	Collinearity Statistics	
	B	Std. Error	Beta			Tolerance	VIF
1 (Constant)	--13514074.84	1048487.169		-12.889	.000		
Jumlah Kendaraan	3202.688	376.199	.565	8.513	.000	.893	1.119
Biaya Perjalanan	8282.223	544.789	1.009	15.203	.000	.893	1.119

a. Dependent Variable: Biaya Kemacetan

Model Summary^b

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Durbin-Watson
1	.982 ^a	.965	.957	1.89952E5	2.109

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

ANOVA^b

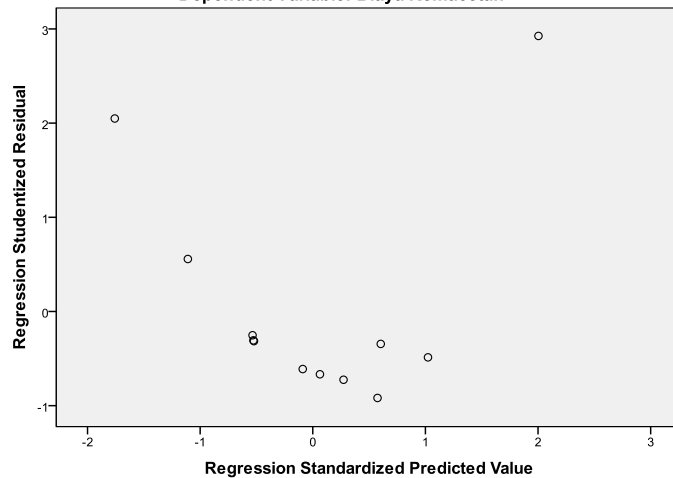
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	8.848E12	2	4.424E12	122.613	.000 ^a
	Residual	3.247E11	9	3.608E10		
	Total	9.173E12	11			

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

Scatterplot

Dependent Variable: Biaya Kemacetan



One-Sample Kolmogorov-Smirnov Test

		Unstandardized Residual
N		12
Normal Parameters ^{a,b}	Mean	.0000000
	Std. Deviation	1.71818433E5
Most Extreme Differences	Absolute	.352
	Positive	.352
	Negative	-.183
Kolmogorov-Smirnov Z		1.218
Asymp. Sig. (2-tailed)		.103

a. Test distribution is Normal.

b. Calculated from data.

Lampiran 6.4 Model Biaya Kemacetan Mobil Arah Surabaya-Malang

A. Output SPSS Analisis Komponen Utama

Correlations					
		Jumlah Kendaraan	Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Jumlah Kendaraan	Pearson Correlation	1	.036	-.046	.008
	Sig. (2-tailed)		.912	.888	.982
	N	12	12	12	12
Biaya Operasional Kendaraan	Pearson Correlation	.036	1	-.998**	.990**
	Sig. (2-tailed)	.912		.000	.000
	N	12	12	12	12
Kecepatan eksisting	Pearson Correlation	-.046	-.998**	1	-.980**
	Sig. (2-tailed)	.888	.000		.000
	N	12	12	12	12
Waktu tempuh	Pearson Correlation	.008	.990**	-.980**	1
	Sig. (2-tailed)	.982	.000	.000	
	N	12	12	12	12

** . Correlation is significant at the 0.01 level (2-tailed).

KMO and Bartlett's Test	
Kaiser-Meyer-Olkin Measure of Sampling Adequacy.	.498
Bartlett's Test of Sphericity	Approx. Chi-Square
	120.928
	df
	3
	Sig.
	.000

Anti-image Matrices				
		Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Anti-image Covariance	Biaya Operasional Kendaraan	4.663E-5	6.549E-5	.000
	Kecepatan eksisting	6.549E-5	9.219E-5	.000
	Waktu tempuh	.000	.000	.001
Anti-image Correlation	Biaya Operasional Kendaraan	.499 ^a	.999	-.993
	Kecepatan eksisting	.999	.498 ^a	-.987
	Waktu tempuh	-.993	-.987	.497 ^a

a. Measures of Sampling Adequacy(MSA)

Total Variance Explained						
Component	Initial Eigenvalues			Extraction Sums of Squared Loadings		
	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %
1	2.979	99.287	99.287	2.979	99.287	99.287
2	.021	.712	99.999			
3	2.931E-5	.001	100.000			

Extraction Method: Principal Component Analysis.

Component Score Coefficient Matrix	
	Component
	1
Biaya Operasional Kendaraan	.336
Kecepatan eksisting	-.334
Waktu tempuh	.334

Extraction Method: Principal Component Analysis.

Rotation Method: Varimax with Kaiser Normalization.

B. Output SPSS Analisis Regresi Linier Berganda

Coefficients^a

Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.	Collinearity Statistics	
	B	Std. Error	Beta			Tolerance	VIF
1 (Constant)	-13374254.7	830437.505		-16.105	.000		
Jumlah Kendaraan	2509.080	264.354	.475	9.491	.000	.999	1.001
Biaya Perjalanan	8656.922	509.003	.851	17.008	.000	.999	1.001

a. Dependent Variable: Biaya Kemacetan

Model Summary^b

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Durbin-Watson
1	.989 ^a	.978	.973	1.68468E5	1.828

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

ANOVA^b

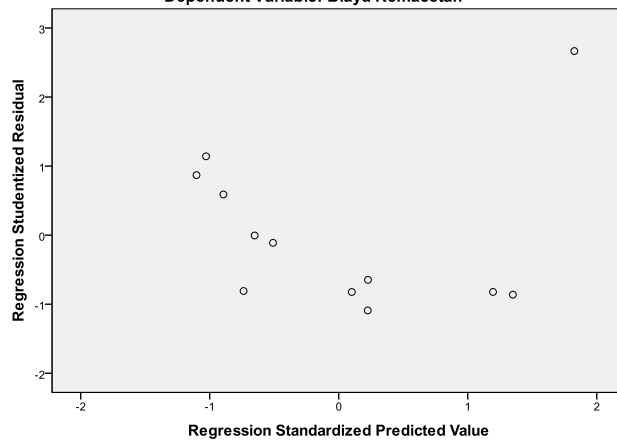
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	1.111E13	2	5.554E12	195.694	.000 ^a
	Residual	2.554E11	9	2.838E10		
	Total	1.136E13	11			

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

Scatterplot

Dependent Variable: Biaya Kemacetan



One-Sample Kolmogorov-Smirnov Test

		Unstandardized Residual
N		12
Normal Parameters ^{a,b}	Mean	.0000000
	Std. Deviation	1.52385176E5
Most Extreme Differences	Absolute	.192
	Positive	.192
	Negative	-.127
Kolmogorov-Smirnov Z		.665
Asymp. Sig. (2-tailed)		.768

a. Test distribution is Normal.

b. Calculated from data.

Lampiran 6.5 Model Biaya Kemacetan Bis Arah Malang-Surabaya

A. Output SPSS Analisis Komponen Utama

Correlations					
		Jumlah Kendaraan	Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Jumlah Kendaraan	Pearson Correlation	1	-.430	.502	-.444
	Sig. (2-tailed)		.163	.096	.148
	N	12	12	12	12
Biaya Operasional Kendaraan	Pearson Correlation	-.430	1	-.940**	.992**
	Sig. (2-tailed)	.163		.000	.000
	N	12	12	12	12
Kecepatan eksisting	Pearson Correlation	.502	-.940**	1	-.973**
	Sig. (2-tailed)	.096	.000		.000
	N	12	12	12	12
Waktu tempuh	Pearson Correlation	-.444	.992**	-.973**	1
	Sig. (2-tailed)	.148	.000	.000	
	N	12	12	12	12

** . Correlation is significant at the 0.01 level (2-tailed).

KMO and Bartlett's Test	
Kaiser-Meyer-Olkin Measure of Sampling Adequacy.	.532
Bartlett's Test of Sphericity	Approx. Chi-Square
	74.577
	df
	3
	Sig.
	.000

Anti-image Matrices				
		Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Anti-image Covariance	Biaya Operasional Kendaraan	.005	-.008	-.004
	Kecepatan eksisting	-.008	.018	.006
	Waktu tempuh	-.004	.006	.003
Anti-image Correlation	Biaya Operasional Kendaraan	.534 ^a	-.822	-.976
	Kecepatan eksisting	-.822	.545 ^a	.922
	Waktu tempuh	-.976	.922	.517 ^a

a. Measures of Sampling Adequacy(MSA)

Total Variance Explained						
Component	Initial Eigenvalues			Extraction Sums of Squared Loadings		
	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %
1	2.936	97.873	97.873	2.936	97.873	97.873
2	.062	2.074	99.947			
3	.002	.053	100.000			

Extraction Method: Principal Component Analysis.

Component Score Coefficient Matrix	
	Component
	1
Biaya Operasional Kendaraan	.336
Kecepatan eksisting	-.334
Waktu tempuh	.340

Extraction Method: Principal Component Analysis.

Rotation Method: Varimax with Kaiser Normalization.

B. Output SPSS Analisis Regresi Linier Berganda

Coefficients^a

Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.	Collinearity Statistics	
	B	Std. Error	Beta			Tolerance	VIF
1 (Constant)	-130439450.07	1.461E7		-8.930	.000		
Jumlah Kendaraan	23475.121	3924.864	.681	5.981	.000	.809	1.237
Biaya Perjalanan	45293.904	5019.779	1.027	9.023	.000	.809	1.237

a. Dependent Variable: Biaya Kemacetan

Model Summary^b

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Durbin-Watson
1	.952 ^a	.906	.885	3.23601E5	2.271

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

ANOVA^b

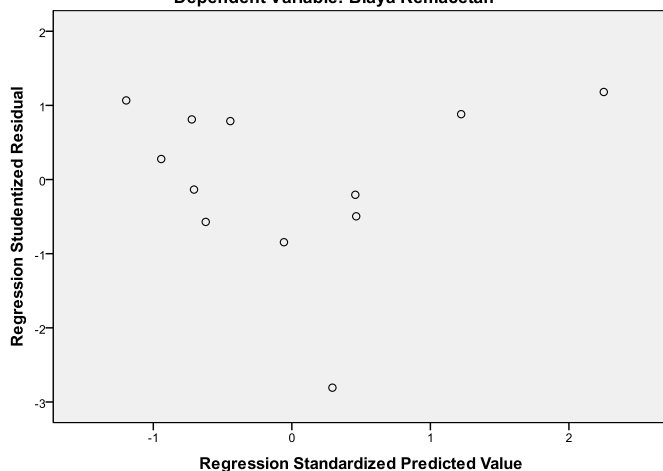
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	9.061E12	2	4.531E12	43.266	.000 ^a
	Residual	9.425E11	9	1.047E11		
	Total	1.000E13	11			

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

Scatterplot

Dependent Variable: Biaya Kemacetan



One-Sample Kolmogorov-Smirnov Test

		Unstandardized Predicted Value
N		12
Normal Parameters ^{a,b}	Mean	1.9896405E6
	Std. Deviation	9.07615336E5
Most Extreme Differences	Absolute	.171
	Positive	.171
	Negative	-.116
Kolmogorov-Smirnov Z		.594
Asymp. Sig. (2-tailed)		.872

a. Test distribution is Normal.

b. Calculated from data.

Lampiran 6.6 Model Biaya Kemacetan Bis Arah Surabaya-Malang

A. Output SPSS Analisis Komponen Utama

		Correlations			
		Jumlah Kendaraan	Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Jumlah Kendaraan	Pearson Correlation	1	-.025	-.114	-.069
	Sig. (2-tailed)		.939	.724	.832
	N	12	12	12	12
Biaya Operasional Kendaraan	Pearson Correlation	-.025	1	-.854**	.926**
	Sig. (2-tailed)	.939		.000	.000
	N	12	12	12	12
Kecepatan eksisting	Pearson Correlation	-.114	-.854**	1	-.858**
	Sig. (2-tailed)	.724	.000		.000
	N	12	12	12	12
Waktu tempuh	Pearson Correlation	-.069	.926**	-.858**	1
	Sig. (2-tailed)	.832	.000	.000	
	N	12	12	12	12

** . Correlation is significant at the 0.01 level (2-tailed).

KMO and Bartlett's Test	
Kaiser-Meyer-Olkin Measure of Sampling Adequacy.	.760
Bartlett's Test of Sphericity	Approx. Chi-Square
	30.982
	df
	3
	Sig.
	.000

		Anti-image Matrices		
		Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Anti-image Covariance	Biaya Operasional Kendaraan	.129	.054	-.092
	Kecepatan eksisting	.054	.240	.059
	Waktu tempuh	-.092	.059	.125
Anti-image Correlation	Biaya Operasional Kendaraan	.719 ^a	.306	-.725
	Kecepatan eksisting	.306	.875 ^a	.341
	Waktu tempuh	-.725	.341	.713 ^a

a. Measures of Sampling Adequacy(MSA)

Total Variance Explained						
Component	Initial Eigenvalues			Extraction Sums of Squared Loadings		
	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %
1	2.759	91.958	91.958	2.759	91.958	91.958
2	.168	5.588	97.546			
3	.074	2.454	100.000			

Extraction Method: Principal Component Analysis.

Component Score Coefficient Matrix	
	Component
	1
Biaya Operasional Kendaraan	.350
Kecepatan eksisting	-.341
Waktu tempuh	.351

Extraction Method: Principal Component Analysis.

Rotation Method: Varimax with Kaiser Normalization.

B. Output SPSS Analisis Regresi Linier Berganda

Coefficients^a

Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.	Collinearity Statistics	
	B	Std. Error	Beta			Tolerance	VIF
1 (Constant)	-152487337.45	1.693E7		-9.009	.000		
Jumlah Kendaraan	22146.721	2803.577	.643	7.899	.000	1.000	1.000
Biaya Perjalanan	50914.822	5650.233	.733	9.011	.000	1.000	1.000

a. Dependent Variable: Biaya Kemacetan

Model Summary^b

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Durbin-Watson
1 1	.970 ^a	.940	.927	2.90296E5	1.773

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

ANOVA^b

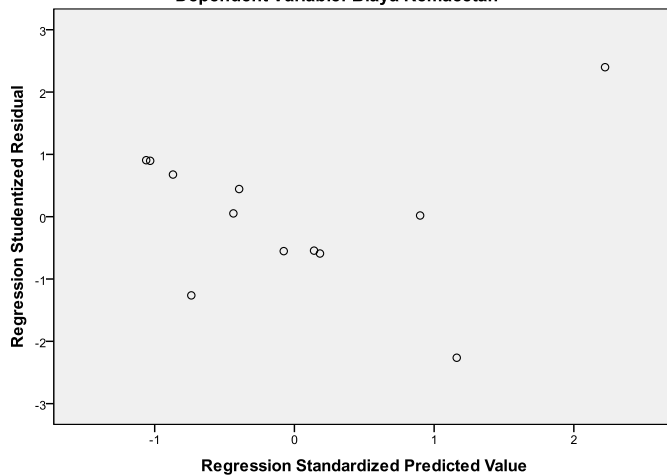
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	1.197E13	2	5.984E12	71.012	.000 ^a
	Residual	7.584E11	9	8.427E10		
	Total	1.273E13	11			

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

Scatterplot

Dependent Variable: Biaya Kemacetan



One-Sample Kolmogorov-Smirnov Test

		Unstandardized Residual
N		12
Normal Parameters ^{a,b}	Mean	.0000000
	Std. Deviation	2.62583044E5
Most Extreme Differences	Absolute	.123
	Positive	.123
	Negative	-.112
Kolmogorov-Smirnov Z		.427
Asymp. Sig. (2-tailed)		.993

a. Test distribution is Normal.

b. Calculated from data.

Lampiran 6.7 Model Biaya Kemacetan Truk Arah Malang-Surabaya

A. Output SPSS Analisis Komponen Utama

Correlations					
		Jumlah Kendaraan	Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Jumlah Kendaraan	Pearson Correlation	1	.728**	-.676*	.799**
	Sig. (2-tailed)		.007	.016	.002
	N	12	12	12	12
Biaya Operasional Kendaraan	Pearson Correlation	.728**	1	-.994**	.984**
	Sig. (2-tailed)	.007		.000	.000
	N	12	12	12	12
Kecepatan eksisting	Pearson Correlation	-.676*	-.994**	1	-.960**
	Sig. (2-tailed)	.016	.000		.000
	N	12	12	12	12
Waktu tempuh	Pearson Correlation	.799**	.984**	-.960**	1
	Sig. (2-tailed)	.002	.000	.000	
	N	12	12	12	12

** . Correlation is significant at the 0.01 level (2-tailed).

* . Correlation is significant at the 0.05 level (2-tailed).

KMO and Bartlett's Test		
Kaiser-Meyer-Olkin Measure of Sampling Adequacy.		.613
Bartlett's Test of Sphericity	Approx. Chi-Square	105.380
	df	6
	Sig.	.000

Anti-image Matrices					
		Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh	Jumlah Kendaraan
Anti-image Covariance	Biaya Operasional Kendaraan	.000	.001	-.001	-1.623E-5
	Kecepatan eksisting	.001	.001	-.001	-.001
	Waktu tempuh	-.001	-.001	.002	-.004
	Jumlah Kendaraan	-1.623E-5	-.001	-.004	.258
Anti-image Correlation	Biaya Operasional Kendaraan	.563 ^a	.993	-.970	-.002
	Kecepatan eksisting	.993	.559 ^a	-.936	-.065
	Waktu tempuh	-.970	-.936	.578 ^a	-.174
	Jumlah Kendaraan	-.002	-.065	-.174	.979 ^a

a. Measures of Sampling Adequacy(MSA)

Total Variance Explained						
Component	Initial Eigenvalues			Extraction Sums of Squared Loadings		
	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %
1	3.585	89.629	89.629	3.585	89.629	89.629
2	.392	9.808	99.437			
3	.022	.558	99.995			
4	.000	.005	100.000			

Extraction Method: Principal Component Analysis.

Component Score Coefficient Matrix	
	Component
	1
Biaya Operasional Kendaraan	.275
Kecepatan eksisting	-.269
Waktu tempuh	.277
Jumlah Kendaraan	.233

Extraction Method: Principal Component Analysis.

Rotation Method: Varimax with Kaiser Normalization.

B. Output SPSS Analisis Regresi Linier Berganda

Coefficients^a

Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.	Collinearity Statistics	
	B	Std. Error	Beta			Tolerance	VIF
1 (Constant)	-23366288.26	2649641.822		-8.819	.000		
Biaya Perjalanan	5876.129	609.380	.950	9.643	.000	1.000	1.000

a. Dependent Variable: Biaya Kemacetan

Model Summary^b

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Durbin-Watson
1	.950 ^a	.903	.893	4.15057E5	2.123

a. Predictors: (Constant), Biaya Perjalanan

b. Dependent Variable: Biaya Kemacetan

ANOVA^b

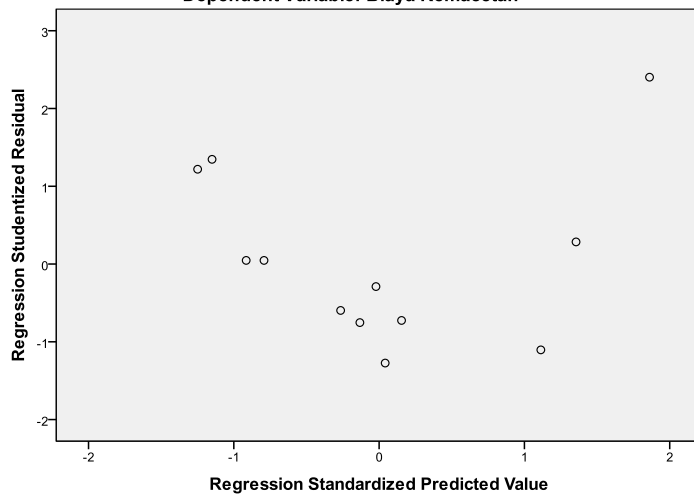
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	1.602E13	1	1.602E13	92.984	.000 ^a
	Residual	1.723E12	10	1.723E11		
	Total	1.774E13	11			

a. Predictors: (Constant), Biaya Perjalanan

b. Dependent Variable: Biaya Kemacetan

Scatterplot

Dependent Variable: Biaya Kemacetan



One-Sample Kolmogorov-Smirnov Test

		Unstandardized Residual
N		12
Normal Parameters ^{a,b}	Mean	.0000000
	Std. Deviation	3.95741532E5
Most Extreme Differences	Absolute	.149
	Positive	.149
	Negative	-.120
Kolmogorov-Smirnov Z		.515
Asymp. Sig. (2-tailed)		.954

a. Test distribution is Normal.

b. Calculated from data.

Lampiran 6.8 Model Biaya Kemacetan Truk Arah Surabaya-Malang

A. Output Analisis Komponen Utama

Correlations

		Jumlah Kendaraan	Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Jumlah Kendaraan	Pearson Correlation	1	.001	.013	.013
	Sig. (2-tailed)		.997	.968	.968
	N	12	12	12	12
Biaya Operasional Kendaraan	Pearson Correlation	.001	1	-.998**	.993**
	Sig. (2-tailed)	.997		.000	.000
	N	12	12	12	12
Kecepatan eksisting	Pearson Correlation	.013	-.998**	1	-.983**
	Sig. (2-tailed)	.968	.000		.000
	N	12	12	12	12
Waktu tempuh	Pearson Correlation	.013	.993**	-.983**	1
	Sig. (2-tailed)	.968	.000	.000	
	N	12	12	12	12

** . Correlation is significant at the 0.01 level (2-tailed).

KMO and Bartlett's Test

Kaiser-Meyer-Olkin Measure of Sampling Adequacy.	.500
Bartlett's Test of Sphericity	Approx. Chi-Square
	120.055
	df
	3
	Sig.
	.000

Anti-image Matrices

		Biaya Operasional Kendaraan	Kecepatan eksisting	Waktu tempuh
Anti-image Covariance	Biaya Operasional Kendaraan	6.156E-5	9.489E-5	.000
	Kecepatan eksisting	9.489E-5	.000	.000
	Waktu tempuh	.000	.000	.000
Anti-image Correlation	Biaya Operasional Kendaraan	.500 ^a	.998	-.993
	Kecepatan eksisting	.998	.500 ^a	-.983
	Waktu tempuh	-.993	-.983	.500 ^a

a. Measures of Sampling Adequacy(MSA)

Total Variance Explained

Component	Initial Eigenvalues			Extraction Sums of Squared Loadings		
	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %
1	2.983	99.423	99.423	2.983	99.423	99.423
2	.017	.576	99.999			
3	3.983E-5	.001	100.000			

Extraction Method: Principal Component Analysis.

Component Score Coefficient Matrix

	Component
	1
Biaya Operasional Kendaraan	.335
Kecepatan eksisting	-.334
Waktu tempuh	.334

Extraction Method: Principal Component Analysis.

Rotation Method: Varimax with Kaiser Normalization.

B. Output SPSS Analisis Regresi Linier

Coefficients^a

Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.	Collinearity Statistics	
	B	Std. Error	Beta			Tolerance	VIF
1 (Constant)	-17474272.38	742904.471		-23.522	.000		
Jumlah Kendaraan	3821.206	270.599	.504	14.121	.000	1.000	1.000
Biaya Perjalanan	3410.966	142.216	.856	23.984	.000	1.000	1.000

a. Dependent Variable: Biaya Kemacetan

Model Summary^b

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Durbin-Watson
1	.994 ^a	.989	.986	74603.29666	2.188

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

ANOVA^b

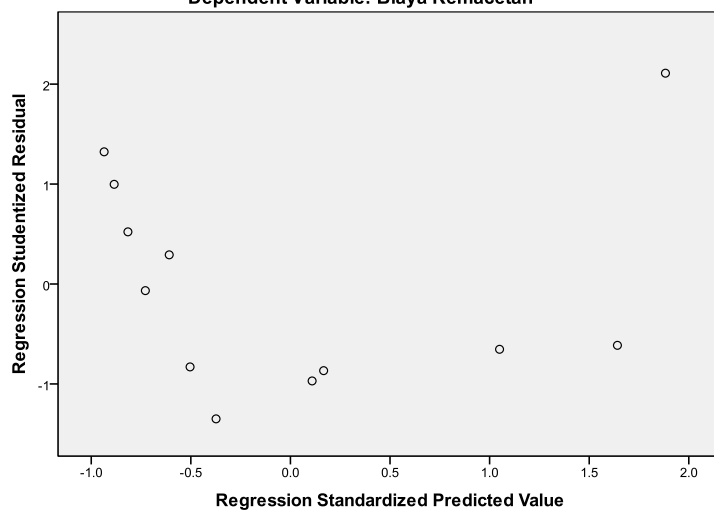
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	4.316E12	2	2.158E12	387.703	.000 ^a
	Residual	5.009E10	9	5.566E9		
	Total	4.366E12	11			

a. Predictors: (Constant), Biaya Perjalanan, Jumlah Kendaraan

b. Dependent Variable: Biaya Kemacetan

Scatterplot

Dependent Variable: Biaya Kemacetan



One-Sample Kolmogorov-Smirnov Test

		Unstandardized Residual
N		12
Normal Parameters ^{a,b}	Mean	.0000000
	Std. Deviation	6.74812209E4
Most Extreme Differences	Absolute	.178
	Positive	.178
	Negative	-.095
Kolmogorov-Smirnov Z		.617
Asymp. Sig. (2-tailed)		.841

a. Test distribution is Normal.

b. Calculated from data.