ABSTRACT

The study was conducted at PT. BUMA Jobsite ADARO which is administratively located in the two provinces, three regencies and thirteen districts. South Borneo Province include Tabalong regency consisting of: District Muara Harus, Murung Pundak, Upau, Tanta, Kelua, and Tanjung while Balangan regency consisting of: District Paringin, Juai, Awayan, Lampihung and Batu Mandi. In Central Borneo covering South Barito regency which includes District Kelanis, Murung Ilung, and Pasar Panas.

Research refers to the geometry of the mine safety and health in front Pit Central High Wall that has increased accidents from 2010-2011.

Of observation and measurement of the geometry of the mine obtained most of the way it meets the road suitability. It's just that there are parts of the road and road geometry that should be considered to support the coal mining operations of PT. BUMA Jobsite ADARO.

As for some of the poor road geometry that is the width of the road in a straight line and a curve, drainage, super elevation, cross slope, as well as the safety berm. The direct impact is felt is the environment or the road becomes bumpy, curly, and perforated. The long-term impact on health and safety which resulted in equipment and labor.

Impact on early failure of the equipment the equipment (tires, frame, and suspension) and an increase of the fuel used. As a result, the company's costs need to treat the condition will be higher.

While the impact on the worker / operator that is associated with health problems such as back pain workers, waist, emotions become unstable, and easily tired.

In this study, the geometry of the recommendations in accordance with the largest unit that is used on a road width of 28 meters straight line min, min bend road width of 36 meters, a maximum of 8% road grade, cross slope 2-3%, safety berm with a slope of 30-45 °; wide on 1 meter, height is 2.1 meters; under 3.8 meters wide, and 3-4% super elevation and drainage dimension 1 is the side length of 0.86 meters beyond the open channel; 0746 meters water depth; basic open channel width is 0.86 meters; wide over 1,724 meters open channel, and 2-dimensional drainage channel that is open long beyond the 0.62 meters; 0537 meters water depth; basic open channel width 0.62 meters, and the width of the channel is open 1:24 meters.

Of the above recommendations are expected in the Front HW road conditions are getting better and reduce the rate of road accidents related to mines and reduce the harm done to the company.