EVALUATION PERFORMANCE OF INTERSECTION INTO INTERSECTION SIGNALIZED
AMBENGAN STREET – NGEMPLAK STREET – UNDAAN WETAN STREET
SURABAYA

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ABSTRACT

Condition of crossing on Ambengan street – Ngemplak street - Undaan Wetan street initial settings are unsignalized intersection. In early December 2009 already installed a traffic light, but not yet functioning. These lead users straight road could not immediately, especially traffic flows from the north, Jl. Undaan Wetan toward, Jl. Ngemplak must go through a relatively long route, it makes the performance of the intersection is less practical. To optimize the performance of the intersection, intersection management signalized intersection was changed to January 2010. So, with the proper functioning of traffic lights, the movement of current road users can finally direct straight. Therefore, need to be evaluated how the performance intersection.

Analysis of the performance of the crossing for the existing condition and for the next 5 years until 2015 carried out by formulating MKJI of 1997 with the help of the
program KAJI. For growth data obtained from the rise of the number of vehicles and Affar BAPPEKO Surabaya as secondary data, while for the primary data obtained from field survey.

Based on the analysis and evaluation can be concluded that the existing condition unsignalized intersection obtain the degree of saturation = 1.16, > 0.75, the intersection delay = 32.46 sec / pcu and value opportunities that queue reaches > 100% indicates the intersection is starting to have problems, namely in the form of congestion queue, so need to be repaired and converted into arrangements intersection. At the intersection calculation results obtained in the existing condition peak morning, intersection delay mean = 10.76 sec / pcu with LOS B, Noon Peak intersection average delay = 11.81 sec / pcu with LOS B, Peak afternoon intersection delay mean = 13.32 s / pcu with LOS B. For existing condition can be maintained until the year 2015, which in 2015 the peak morning intersection delay mean = 11.55 sec / pcu with LOS B, peak afternoon intersection delay mean = 14.32 sec / pcu with LOS B and Afternoon peak intersection average delay = 18.87 sec / pcu with LOS C.