The existence of the on-site construction activities will impact and influence on the traffic around it, such as the construction of Grand Darmo Suite Hotel Surabaya is located on Jl. Progo Surabaya. Intersections that are directly affected by the construction of Grand Darmo Suite Hotel Surabaya is the intersection of Darmo Kali street – Progo street unsignaled in the form of intersection, which is in the city of Surabaya. In addition, in the area there are several community activities such as hospitals, office buildings, street hawkers (street vendors), parking in front of the hospital and around the Taman Bungkul and parking hump around Taman Bungkul street itself will affect the volume of vehicle, while road capacity is lacking, this making the intersection conditions become less regular.
Analysis of intersections for existing conditions and analysis for the next 5 years in 2013-2018 using methods MKJI 1997 and with the help of programs KAJI. This study at the start of the survey data collection vehicle volume obtained from BAPPEKO Surabaya and calculate the volume of traffic generation due to construction Grand Darmo Suite Hotel Surabaya in intersection area, and calculate the volume of traffic as the primary data.

Based on the analysis and evaluation of existing conditions can be inferred intersection unsignaled produce the DS Morning, Afternoon and Evening <0.75, and Opportunities Queue QP <100%, which still meets the desired requirements as on MKJI 1997. By the operation of Hotel Grand Darmo Suite in 2013, starting in 2014-2018 in the Morning peak obtained DS values> 0.75 ranged from 0.77 - 0.89 indicates that the condition was bersinyal intersection is not feasible, then alternatives repairs done, the first alternative is widening on Progo street of 0.60 m, obtained DS values <0.75 ranged from 0.76 - 0.88 as well as the opportunity Queue (QP) = 26% - 99% <100%. This condition is less well demonstrated that the second alternative is to continue to use the first alternative in.Darmo Kali street time plus dilation of 0.20 m, in getting the DS <0.75 ranged from 0.55 - 0.64 and the Opportunity Queue (QP) ranged between 12% - 55% <100%. In the afternoon and evening peak DS value <0.75 and the Opportunity Queue (QP) <100%.