BRANCH PERFORMANCE EVALUATION IS HAVING SIGNAL COORDINATION
JL. BUBUTAN - JL. TEMBAAN WITH
JL. PAHLAWAN - JL. TEMBAAN - JL. KERAMAT
GANTUNG - JL. PASAR BESAR
SURABAYA

ABSTRAK

Correction of transportation system done to anticipate traffic jam to movement and growth then - pass by quickly, correction is done by the way of analysing intersection performance problem with mempertimbangan volume then - pass by quickly finite of 5 (five) coming year, so that as effective as might not happened level of high saturation at then - pass by quickly branch. With applying of management engineered then - pass by quickly controlled carefully is expected earns meminimalisir the happening of traffic jam in order to become fluent, and in control to guarantee safety for motor vehicle rider

Level of service (LOS) happened for condition of eksisting at branch Jl. Bubutan - Jl. Tembaan gotten at day rabu morning top = LOS F with value Tundaan mean = 71,09, noon top = LOS F with value Tundaan mean = 112,99 and evening top = LOS F with value Tundaan mean = 111,74, and sabtu morning top = LOS D with value Tundaan mean = 39,24, noon top = LOS F with value Tundaan mean = 60,11 and evening top = LOS F with value Tundaan mean = 120,17. Considers the condition hence its needs correction of transportation system done to anticipate traffic jam to movement and growth then - pass by quickly, correction is done by the way of analysing intersection performance problem with mempertimbangan volume then - pass by quickly finite of 5 (five) coming year, so that as effective as might not happened level of high saturation at then - pass by quickly branch. With applying of management engineered then - pass by quickly controlled
carefully is expected earns meminimalisir the happening of traffic jam in order to become fluent, and in control to guarantee safety for motor vehicle rider.

Form of repair proposed covers change of direction of movement of Jl. Tembaan westside at branch Jl. Bubutan - Jl. Tembaan from diametrical direction become turn to left of all (LTOR) and intersection cycle timing to co-ordinate out of 100 seconds becomes 80 seconds. Result from performance analysis digress for repair of the year 2009 at Jl. Bubutan - Jl. Tembaan gotten at day rabu morning top = LOS C with value Tundaan mean = 16,18, noon top = LOS F with value Tundaan mean = 62,81 and evening top = LOS F with value Tundaan mean = 91,72, and sabtu morning top = LOS F with value Tundaan mean = 215,38, noon top = LOS F with value Tundaan mean = 127,69 and evening top = LOS F with value Tundaan mean = 177,93. And offset time required in coordinated between branchs is gotten 24 seconds

**Keyword :** Degree of saturation, Level Of Service, Management Engineered Then - Pass by quickly