

SUMMARY

Lutfi Ramdony Suryatman, Urban and Regional Planning Department, Faculty of Engineering, Brawijaya University, January 2017, *Traffic Management and Engineering on Roads and Intersection Jalan M.T Haryono – Jalan M.J. Panjaitan, Exit Gate of Brawijaya University and Jalan Soekarno-Hatta*, Supervisor : Dr Imma Widyawati Agustin, S.T., M.T., Ph.D and Dadang Meru Utomo. S.T., M.URP

The junction of Jalan Soekarno Hatta (UB) was included in the administrative area of Klojen Districts and Lowokwaru District, Malang. This intersection is a plot of 4th feet intersection, problems occur when crossing intersections between users. The volume of vehicles and traffic flow are beyond the limits at Jalan Soekarno Hatta can't accommodate large vehicles so that traffic light is not functioning optimally. That is because the movement of the pull to City Center, Brawijaya University, Malang State Politeknik and the surrounding area is very large so, this intersection is a point of congestion in Malang. Based on the preliminary survey of the delay is the intersection of this road has a value of 183.52 det/pcu, delay value > 60 sec/pcu indicates that the intersection is an intersection saturated with the level of service F.

The purpose of this study was to determine alternative management scenarios and proper traffic engineering to improve performance of road and intersection on Jalan MT. Haryono - Jalan MJ. Panjaitan - Street of Brawijaya University and Jalan Soekarno Hatta. The analysis used analysis of the performance of the roads and intersections as well as analysis do nothing - do something is by doing scenarios - scenarios with alternative do - alternative solutions to problems. From the analysis do nothing - do something it will be found a most favorable conditions and the most unfavorable conditions that can be seen with their service level change. With the treatment in this scenario, the output will be produced in the form of alternatives referral traffic management with their respective advantages and disadvantages. As for traffic management technique that is used is in the form of capacity management; control "on street parking", widening the geometric, optimization of traffic lights and one-way streets.

The results of the analysis of traffic management shows that the performance of the road in each closers have a value of delay on average the intersection of both weekday and weekend shows delay intersection with the level of service F and of the delay is the highest average reached 413.68 sec/pcu on Thursday weekday and 283.09 sec/pcu on Saturday weekend. Under these conditions this intersection is the intersection of a saturated, To the alternative selected by the scenario is the scenario the application of one-way road system on the Jalan Mt. Haryono and Jalan M.J. Panjaitan.

Keywords : Traffic management, Intersection, Level of Service