

## ABSTRACT

### ***THE IMPACT OF WEAVING ON PERFORMANCE OF THE URBAN ROAD (Case Study on Ir. H. Juanda Street to W R Supratman Street and Kertamukti Street, Tangerang Selatan)***

Joseph Setia Budi<sup>1)</sup>, Fredy Jhon Philip S.<sup>2)</sup>, M. Ryan Septiady N.<sup>2)</sup>

<sup>1)</sup> Student of Civil Engineering Department, Pembangunan Jaya University

<sup>2)</sup> Lecturer of Civil Engineering Department, Pembangunan Jaya University

*Ir. H. Juanda Ciputat street is one of the main roads in the Capital City buffer zone which currently has land use that is diverse such as education and business areas. As a result, the traffic flow is high enough so that research is carried out on the performance (level of service) of the current on this road, the travel speed on the braid, the degree of saturation, and travel time. Effect of Interwoven on Section Jl. Ir. H. Juanda in Jakarta and Bogor directions on exiting conditions showed a decrease in performance. This is indicated by the value of degree of saturation (DS) before the braid increases when entering the braid location. Interwoven Performance at Jl. Ir H Juanda The direction of Jakarta and Bogor on exiting conditions showed a bad performance. This is indicated by the value of degree of saturation (DS) in the W1 braid of 0.89 which is in the E category and in the W2, W3, and W4 links with a range of degrees of saturation (DS) of 0.76-0.81 which is entered in category D according to US-HCM 1994. To improve performance in Interwoven in the Jl. Ir. H Juanda needs to do traffic engineering with alternatives, namely by moving the median openings as far as 50 meters from the existing conditions. Performance on the fabric at the Jl. Ir. H. Juanda direction of Jakarta increased, but for Bogor direction did not increase. This is indicated by the value of Saturation (DS) according to US-HCM 1994 on the W1, and W2 links decreasing so that it falls into the category C. But in the W3, and W4 links the value of the degree of saturation decreases accompanied by a decrease in travel speed. So the value of the degree of saturation in the interwoven W3 and W4 in the alternative cannot be said to improve.*

**Keywords:** Weaving Performance, Urban Road Performance, Degree of Saturation

Libaries : 20

Publication Years : 1997-2018