

CHAPTER 1

INTRODUCTION

1.1 Background

Malaysia has been a successful developing country and is forging ahead to end up distinctly a created country in its own particular shape. Delegate Prime Minister Datuk Seri Dr Ahmad Zahid Hamidi said Malaysia is positioned among East Asia's more urbanised countries and its urban populace has kept on expanding quickly from 27 per cent in 1970 to 74 per cent in 2014. The Malaysian government is completely dedicated to national advancement. He stated that rapid urbanisation of Malaysia is an inevitable process as the country progresses towards high-come nation status by 2020.

The life quality of the citizens has improved a lot due to the urbanisation process. For the most part, urbanization is firmly connected to modernization, industrialization etc. However, urbanisation process is usually led to serious impact to the surrounding of that particular area, namely traffic congestion.

During construction phase, whenever work is done on or near the roadway, drivers are faced with changing and unexpected traffic conditions. These changes may be hazardous for drivers, workers, and pedestrian unless protective measures are taken. Drivers may not be able to differentiate between the various types of construction sites and the unexpected dangers in the work zone areas. Hence, proper traffic control measures and safety considerations are required for all types of work both on major long term projects or minor short duration.

As for Kuantan city, as a result of lack of funding to improve the management during construction, traffic management during construction is implemented to ease traffic congestion problem.

1.1.1 Kuantan City

Kuantan is the state capital of Pahang which located on the East Coast of after Sarawak and Sabah). Kuantan District covers an area of 2,967 square kilometers. Of the total district size, 2,065 square kilometers has been designated as the Kuantan Municipal Council also called MPK. Meanwhile the remaining area has been gazetted as a permanent forest reserved as the water catchment area for Maran and Kuantan.

Kuantan has been rapidly growing and contribute to the development of the local economy which is encouraged to be developed at the same level of a dominant city such as Kuala Lumpur, Johor Bharu etc. The Master Plan of East Coast Economic Region Development Council (ECERDC) was developed and will be the basis for driving development in the region in the next 12 years will come where it will turn into a major destination for international and local tourism, exporting resource-based and manufacturing, a vibrant trading center, and the infrastructure and logistics hub. Also, this plan steps to eradicate poverty and improve income distribution and sustainable for the ECER.

ECER its own natural resources, culture and heritage will be the basis to transform the economy into one that is dynamic and competitive as a regional and global competition and economic liberalization.

1.1.2 Traffic Management

Traffic must be accommodated while work is performed on provincial highways. During road construction, temporary closures or peak period capacity reductions are unacceptable. Even minor problems with traffic management can create huge problems for the travelling public, contractors, emergency response agencies and the Ministry. Traffic management may cause will be more critical to the success of a project.

As stated in Interim Guide, work sites create potential hazards because they confront the motorists with unexpected and always confusing situations, obstruction created which the road users need to avoid, disrupt the drivers' attention from driving and exposed to the construction workers to move and often speeding traffic

1.1.3 Traffic Congestion

According to Ali (2013), an increasing traffic demand at Kuantan town centre had made congestion at intersection of Jalan Bukit Ubi and Jalan Dato Lim Hoe Lek becoming critical and it cause unnecessary queue for left turning movement from Jalan Bukit Ubi to Jalan Dato Lim Hoe Lek. Congestion usually happens at traffic intersection because of the ineffective of the traffic signal. Traffic volume analysis must be conducted to recognise the traffic capacity of the junction at Jalan Bukit Ubi and Jalan Dato' Lim Hoe Lek which is larger than traffic demand or not. Traffic demand is the total volume of vehicle using the road network. This can be calculated by using traffic volume survey. At that point, the congestion can be characterized by using queue length survey to determine the delay time of the intersection.

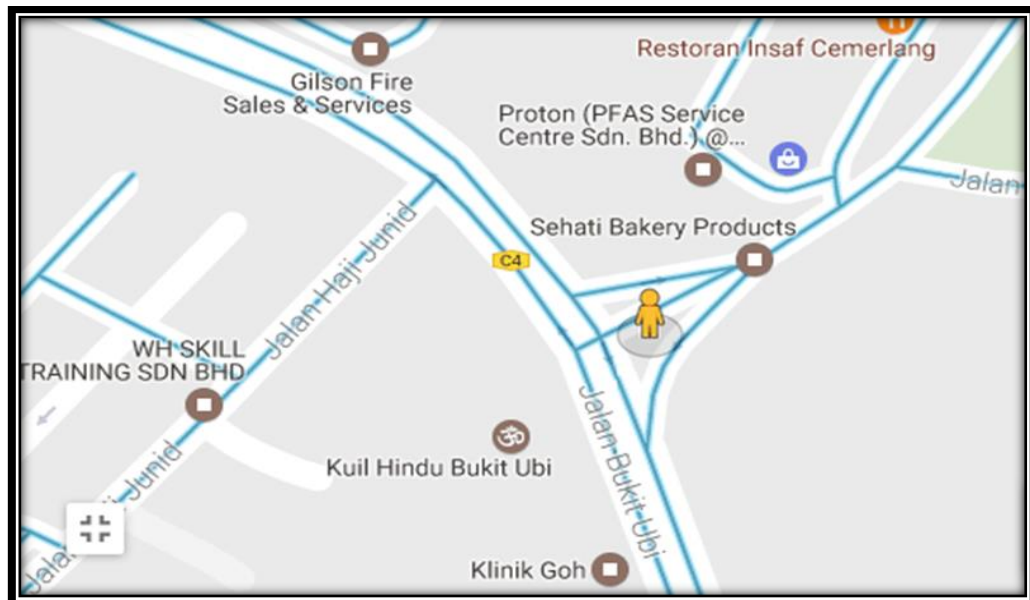


Figure 1.1 Geographical Scope of Study

Source: Google Map Screenshot