IV. CONCLUSION

Based on this research, it can be concluded that the traffic volume, traffic density, traffic speed and wind speed effect SO2 concentration on the roadside area. Traffic volume and traffic density have positive correlation with SO2 concentration in which the increase of these traffic characteristics will increase SO2 concentrations on the roadside area. On the contrary, traffic speed has negative correlation with SO2 concentrations where the increase of traffic speed will decrease SO2 concentrations on the roadside area. Meanwhile, a weak correlation occurs between wind speed and SO2 concentrations. It is caused by the low variation of wind speeds while the data collections. The SO2 concentration model has resulted from the relationship of traffic density and wind speed with SO2 concentrations, which has a good correlation between them. The validation test showed that the model is statistically valid and can be used to predict SO2 concentration due to transport sector.

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