

DESAIN PERKERASAN KAKU PADA PROYEK JAMBARAN TIUNG BIRU
INDEPENDENT ACCESS ROAD (JTB IAR) CIVIL WORK

STA 3+525 SAMPAI STA 5+413

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INTISARI

Pada setiap pembangunan proyek pasti dibutuhkan suatu jalan akses untuk menghubungkan segmen proyek yang satu dengan segmen proyek yang lain. Jalan akses berfungsi untuk memberi kenyamanan dan kelancaran mobilisasi alat-alat berat yang mengangkut material-material bangunan. Perhitungan tebal lapis perkerasan jalan direncanakan agar dapat menahan beban kendaraan yang berat sehingga tidak merusak dan mengganggu lalu lintas kendaraan di jalan umum.

Penelitian ini bertujuan untuk membandingkan perencanaan perhitungan tebal perkerasan kaku menggunakan acuan Perencanaan Perkerasan Jalan Beton Semen 2003 dengan yang digunakan di lapangan, dan mengamati metode pelaksanaan pekerjaan perkerasan jalan.

Berdasarkan hasil analisis dan pengamatan, dapat disimpulkan bahwa jalan akses direncanakan menggunakan jenis perkerasan beton bersambung dengan tulangan, tebal perkerasan kaku 23 cm, dengan tulangan memanjang M8-150 dan tulangan melintang M8-150, *dowel* dengan diameter 32 mm, panjang batang 450 mm dan jarak antar batang 300 mm, serta *tie bar* dengan diameter 19 mm, panjang batang 800 mm dan jarak antar batang 750 mm.

Kata Kunci : Perkerasan Kaku, Perkerasan Beton Bersambung dengan Tulangan

**DESIGN OF RIGID PAVEMENT IN JAMBARAN TIUNG BIRU
INDEPENDENT ACCESS ROAD (JTB IAR) PROJECT
CIVIL WORK STA 3+525 TO STA 5+413**

ABSTRACT

Each construction project certainly needs an access road to connect one project segment to another. Access road aims to provide comfort and smooth mobilization of heavy vehicles that carry construction materials. The calculation of pavement thickness is planned to restrain heavy vehicle loads so it would not damage and disrupt vehicle traffic on public roads.

This study aims to compare design analysis of rigid pavement thickness based on the reference of Cement Concrete Road Pavement Planning 2003 with those used in the field, and to observe the implementation method of road pavement work.

Based on the results of analysis and observation, it could be concluded that the access road is planned using a jointed reinforced concrete pavement, the thickness of rigid pavement is 23 cm, with longitudinal bar is M8-150 and transverse bar is M8-150, the dowel diameter is 32 mm, with bar length is 450 mm and distance between bars is 300 mm, and tie bar diameter is 19 mm, with bar length is 800 mm and distance between bars is 750 mm.

Keywords : Rigid Pavement, Jointed Reinforced Concrete Pavement