

**ABSTRACT**

**RIVIEWED OF IMPLEMENTATION METHOD AND PROJECT COSTS  
OF THE ROAD PRESERVATION Prof. Dr. WIRJONO PROJODIKORO  
YOGYAKARTA**

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*In order to support the development of a region or city, the necessary facilities and infrastructure in this case is a means of supporting mobility to support daily activities. Planning for improving road facilities and infrastructure is one of the efforts to overcome existing mobility problems. This final project is carried out for evaluation as well as comparison of planning for flexible pavement and rigid pavement in the Prof. Dr. Wirjono Projodikoro Yogyakarta road preservation project.*

*The method used is a method of comparison analysis of the methods of implementation and cost of work. In this activity the research method is divided into 4 stages. The first stage is the study of literature and initial surveys, the second stage is secondary data collection as a supporter of research, the third stage analyzes each work, and the fourth stage is conclusions and suggestions from the results of the discussion.*

*From the results of the analysis that has been carried out, for a flexible 100-meter pavement work costs as much as Rp. 293,281,000, - whereas for rigid pavement work costs Rp. 353,856,000, - including 10% ppn. Differences in terms of the method of implementation of flexible pavement and rigid pavement are found in compaction work. The flexible compaction pavement is carried out in 3 stages (initial, intermediate, and final), whereas in rigid compaction pavement only one step is carried out (with vibrator device). For flexible pavement does not require formwork while rigid pavement uses formwork.*

*Keywords: flexible pavement, rigid pavement, construction costs, construction methods, work unit prices.*