

Evaluasi Tebal Perkerasaan Dengan Metode Bina Marga 1987 dan 2013
(Study Kasus: Jalan Blater, Kecamatan Ambulu, Kabupaten Jember)
Pavement Thickness Evaluation Using Highway Methods 1987 And 2013
(Case Study: Jalan Blater, Ambulu District, Jember District)

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Abstrak

Secara umum penyebab kerusakan jalan yang terjadi didaerah Kabupaten Jember ada berbagai penyebab yakni umur rencana jalan yang telah dilewati, beban lalu lintas berulang yang berebihan (overloaded) yang menyebabkan umur pakai jalan lebih pendek dari perencanaan. Disisi lain, faktor ekonomi penting juga untuk mengetahui perkerasaan lentur beserta pemeliharaannya, Dari hasil analisa dan pembahasan untuk hasil survey dan perhitungan volume lalu lintas perkerasaan menurut Bina Marga 1987 didapatkan hasil D1 = 7,65 cm, D2 = 20 cm, dan D3 = 20 cm, jenis struktur perkerasaan menurut manual desain perkerasaan jalan 1987 (Bina Marga 1987) dengan tebal = 47,65 cm. Untuk hasil survey dan perhitungan volume lalu lintas perkerasaan Bina Marga 2013 didapatkan hasil HRS WC = 3 cm, HRS Base = 3,5 cm, LPA Kelas A = 15 cm, dan LPA Kelas B = 15 cm, untuk tebal perkerasaan pada metode Bina Marga 2013 didapatkan 36, 50 cm. Selisih tebal perkerasaan metode Bina Marga 1987 dan 2013 adalah 11, 15 cm. Untuk hasil dari analisa kelayakan finansial sendiri didapatkan hasil total Rp. 1.181.200,00.

Kata kunci: Perkerasaan Lentur, Bina Marga 1987 dan 2013, RAB

Abstract

In general, the causes of road damage that occurred in the Jember Regency area are various causes, namely the design life of the road that has been passed, excessive repetitive traffic loads (overloaded) which causes the service life of the road to be shorter than planned. On the other hand, economic factors are also important to determine flexible pavement and its maintenance, From the results of the analysis and discussion for the results of the survey and the calculation of pavement traffic volume according to Highways 1987, the results obtained were D1 = 7.65 cm, D2 = 20 cm, and D3 = 20 cm, the type of pavement structure according to the 1987 pavement design manual (Bina Marga 1987) with thickness = 47.65 cm. For the survey results and traffic volume calculations for the 2013 Bina Marga pavement, the results were HRS WC = 3 cm, HRS Base = 3.5 cm, LPA Class A = 15 cm, and LPA Class B = 15 cm, for pavement thickness using the Highways method 2013 found 36.50 cm. The difference in the thickness of the 1987 and 2013 Bina Marga method pavements is 11.15 cm. For the results of the financial feasibility analysis itself, a total result of Rp. 1,181,200.00.

Keywords: Flexible Pavement, Highways 1987 and 2013, RAB

