

**PERENCANAAN PENINGKATAN PERKERASAN LENTUR DAN
PELEBARAN BADAN JALAN DI RUAS JALAN SIMPANG IV
ARIPAN – TANJUNG BALIK KABUPATEN SOLOK
STA (0+000) – (5+000)**

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Abstrak

Ruas jalan simpang IV Aripa – Tanjung balik Kabupaten Solok merupakan jalan Kabupaten yang ditingkatkan menjadi jalan Provinsi, sesuai peraturan metode bina marga Manual Desain Perkerasan Jalan 2017, lebar badan jalan provinsi standarnya 9 meter, dengan lebar Jalur 6 meter, lebar bahu 1,5 meter. Pada ruas ini lebar jalan 6 meter dan mengalami kerusakan yang cukup parah, kerusakan dapat menyebabkan waktu tempuh menjadi semakin lama. Untuk itu dilakukan perencanaan pelebaran dan perbaikan perkerasan jalan serta drainase agar jalan dapat melayani sesuai umur rencana dengan kondisi mantap. Untuk menentukan lebar jalan menggunakan Manual Tata Cara Perencanaan Geometrik Jalan Antar Kota 1997, Perencanaan tebal perkerasan lentur menggunakan Manual Desain Perkerasan Jalan 2017, Overlay menggunakan metode Bina Marga 2002, dan untuk perencanaan drainase menggunakan metode Tata Cara Perencanaan Drainase Permukaan Jalan (SNI 03-3424-1994). Pelebaran jalan didapatkan 9 m, dan peningkatan tebal perkerasan lentur dibagi 4 segmen, segmen 1,2, dan 3 tidak terjadi peningkatan tanah dasar sedangkan pada segmen 4 peningkatan 150 mm, dengan lapisan HRS WC 35 mm, HRS Base 35 mm, dan lapisan kelas A 375 mm. Untuk Overlay didapat 2 cm. Saluran drainase direncanakan menggunakan penampang persegi pasangan batu, lebar = 0,8 meter, tinggi = 0,8 meter, tinggi jagaan = 0,2 meter.

Kata kunci: Pelebaran, Perkerasan, Overlay, Drainase

Pembimbing I

Pembimbing II

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DESIGN FOR IMPROVEMENT OF FLEXIBLE PAVEMENT AND WIDENING OF THE BODY OF THE ROAD IN THE INTERSECTION IV ARIPAN – TANJUNG BALIK SOLOK DISTRICT STA (0 + 000) - (5 + 000)

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Abstract

The Aripa IV road intersection - Tanjung Balik Solok Regency is a Regency road that is expanded into a Provincial road, according to the regulations of the 2017 bina marga method Manual for Pavement Design, the width of the provincial road body is 9 meters, with a 6 meter Track width, 1.5 meters shoulder width. In this section the road is 6 meters wide and has severe damage, the damage can cause the travel time to become longer. For this reason, planning for widening and repairing road pavement and drainage is carried out so that the road can serve according to the age of the plan with stable conditions. To determine the width of the road using the 1997 Inter-City Road Geometric Planning Procedure Manual, Planning flexible pavement thickness using the 2017 Pavement Pavement Design Manual, Overlay using the 2002 Bina Marga method, and for drainage planning using the Road Surface Drainage Planning Procedure (SNI 03-3424-1994). The widening of the road found 9 m, and the increase in the thickness of the flexible pavement divided by 4 segments, segments 1,2 and 3 did not increase in the subgrade while in segment 4 the increase was 150 mm, with a 35 mm WC HRS layer, 35 mm HRS Base, and a 375 mm Class A layer. For Overlay obtained 2 cm. Drainage canal is planned using a square cross section of stone pairs, width = 0.8 meters, height = 0.8 meters, guard height = 0.2 meters.

Keywords: Widening, Pavement, Overlay, Drainage

Pembimbing I

Pembimbing II

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