Abstract

SP5-SP8 road is an important road because it is the main access to the factory and local residents. But at this moment having a damaged condition that severe enough to reduce the comfort of the road users. For that part the government’s initiative to make improvements, where the total length of this road is 8 km and width of 7 m.

In this final project will be compared between flexible pavement construction and rigid pavement construction in terms of economic analysis. The calculation include: thickness of pavement which is flexible and rigid, total construction cost of flexible and rigid pavement, cost of periodic maintenance and routine, calculated the user cost with N.D. Lea methods, and analyze the economic feasibility with BCR (Benefit Cost Ratio) calculations.

Based on the results of the final calculation, the surface of the flexible pavement thickness is 7.5 cm, base course 15 cm and sub base course 15 cm. For cement concrete rigid pavement section thickness is 20 cm and base course 15 cm. After calculating the economic analysis, rigid pavement construction
obtained more favorable economic terms than flexible pavement construction.

**Keywords:** Flexible Pavement, Rigid Pavement, Economics, SP5-SP8.