THE COMPARISON ANALYSIS BETWEEN FLEXIBLE PAVEMENT AND RIGID PAVEMENT TO BE APPLIED AT PADANGAN-NGAWI ROAD LINK FROM THE HIGHWAY ECONOMIC POINT OF VIEW.

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Abstract

Padangan-Ngawi road section, East Java is in terrible conditions. Many parts of the roads of which have been damaged. The condition of the damage is the form of a bumpy road surface and damaged. Thus, the vehicles pass through the area is inconvenient and dangerous. These conditions are not favorable for these users. Especially in that area there are river sand mining activities that involving trucks loaded which rapidly increase road damage. And automatically, the rate of the accidents was not uncommon. Therefore, to build a new one and better roads, it takes an economic analysis for road construction can be beneficial maximum extent possible.

In this final project, author wants to raise the issue of comparing between rigid pavements with flexible pavement terms of the profitable highways economic. The analysis that will be discussed, include: flexible and rigid pavement thickness analysis, calculate the construction cost, user cost analysis and economic evaluation of each type of pavement. The method that used user cost analysis is ND Lea Cons. 1975 method.
From the analysis it can be conclude that rigid pavement types considered more profitable. Because of the traffic conditions are so dense and passed by overload trucks, the rigid pavement is considered more effective and efficient to build. Although the construction cost is more expensive, but the benefit is greater than cost.

Key words: rigid pavement, flexible pavement, economic evaluation, BCR, Padangan-Ngawi