

ABSTRAK

PERENCANGAN GEOMETRIK DAN TEBAL PERKERASAN KAKU RUAS JALAN KERTADEWA – JERAMBA BESI KABUPATEN PALI STA 0+000 – 8+500 PROVINSI SUMATERA SELATAN

Pangba Yoga Pratama, Angga Pratama

Jurusan Teknik Sipil, Politeknik Negeri Sriwijaya

Ruas Jalan Kertadewa – Jeramba Besi STA 0+000 – STA 8+500 di Kabupaten Penukal Abab Lematang Ilir (PALI), Provinsi Sumatera Selatan, merupakan jalan yang berperan penting dalam menunjang mobilitas masyarakat serta distribusi hasil perkebunan dan pertambangan. Perencanaan ini bertujuan untuk merancang geometrik jalan, tebal perkerasan kaku, bangunan pelengkap jalan, serta manajemen proyek yang meliputi Network Planning, Barchart, Kurva S, dan Rencana Anggaran Biaya (RAB). Hasil perencanaan menunjukkan bahwa ruas jalan sepanjang 8,500 km berada pada kondisi medan datar dengan kemiringan rata-rata 6% dan direncanakan sebagai Jalan Lokal Primer Kelas III (2/2-TT) dengan kecepatan rencana 60 km/jam. Struktur perkerasan kaku yang digunakan terdiri dari pelat beton JPCP setebal 250 mm, lean concrete 125 mm, lapis pondasi agregat kelas A 200 mm, dan timbunan pilihan 200 mm. Volume pekerjaan tanah meliputi galian sebesar 178.536,21 m³ dan timbunan sebesar 167154,13 m³. Durasi pelaksanaan proyek direncanakan selama 151 hari kerja, dengan total biaya pembangunan sebesar Rp88.590.581.000,00 termasuk PPN 11%.

Kata kunci : Geometrik Jalan, Perkerasan Kaku, *Network Planning*, RAB

ABSTRACT

GEOMETRIC DESIGN AND RIGID PAVEMENT THICKNESS PLANNING OF THE KERTADEWA – JERAMBA BESI ROAD SECTION IN PALI REGENCY, SOUTH SUMATRA PROVINCE, STA 0+000 – 8+500

Pangba Yoga Pratama, Angga Pratama

Civil Engineering Department, Sriwijaya State Polytechnic

The Kertadewa – Jeramba BESI Road Section from STA 0+000 to STA 8+500 in Penukal Abab Lematang Ilir (PALI) Regency, South Sumatra Province, plays an important role in supporting community mobility as well as the distribution of plantation and mining products. This study aims to design the road geometric alignment, rigid pavement thickness, road complementary structures, and project management plans, including Network Planning, Bar Chart, S-Curve, and Cost Budget Plan (RAB). The planning results indicate that the road section has a length of 8.500 km and is located on flat terrain with an average slope of 6%. The road is classified as a Class III Primary Local Road (2/2-UD) with a design speed of 60 km/h. The rigid pavement structure consists of a 250 mm Jointed Plain Concrete Pavement (JPCP) slab, a 125 mm lean concrete layer, a 200 mm Class A aggregate base course, and a 200 mm selected embankment layer. The earthwork volume comprises 178,536.21 m³ of excavation and 167,154.13 m³ of embankment. The project implementation duration is planned for 151 working days, with a total construction cost of IDR 88,590,581,000.00, including 11% Value Added Tax (VAT).

Keywords : *Road Geometric, Rigid Pavement, Network Planning, RAB*