

## CHAPTER VI

### CONCLUSION

#### 6.1. Conclusion

In this final project “THE DESIGN OF RIGID PAVEMENT OF GEJAYAN INTERSECTION” can be concluded as below:

1. For the road damage, there are three types of road damage in Jalan Ringroad Utara (Alligator cracking, Patch and Potholes). The damaging almost included in high level of damage. So, it is necessary to repair the road.
2. Designing of rigid pavement use Continuously Reinforced Concrete Pavement (CRCP).
3. Concrete that is used 25 MPa with the thickness of slab 220 mm and base foundation 150 mm. And for the subgrade will adjust the asphalt in the binding between the rigid and asphalt pavement. In order to make same elevation in the inter-connection.
4. The reinforcement that is used:
  - a. Transverse Reinforcement will use  $\phi 12$  - 250 mm.
  - b. Longitudinal Reinforcement will use  $\phi 16$  - 120 mm.

## 6.2. Suggestion

Road damage really disturb the safety and comfortable of road user.

Therefore, the road is necessary to repair as soon as possible.



## REFERENCE

AASHTO, 1993. *Guide for Design Pavement Structure*. American Association of State Highway and Transportation Officials. Washington, D.C.

Bina Marga, 1993. *Manual Perkerasaan Jalan dengan Alat Benkelman Beam No.01/MN/BM/83*. Departemen Pekerjaan Umum Direktorat Jendral Bina Marga. Jakarta.

Cain, T.D., 2017, *Pavement Manual*. Onlinemanuals.txdot.gov.

Departemen Permukiman dan Prasarana Wilayah. (2003). *Pedoman Konstruksi dan Bangunan Perencanaan Perkerasan Beton Semen*. Yayasan Badan Penerbit PU. Jakarta.

Dewobroto, W., 2010. *Jalan Beton dan Tulangannya*. Wordpress Blog.

Haryanto, Iman dan Hidayat, Nursyamsu, 2002. *Jalan Raya 2*. PDTS UGM. Yogyakarta

Shahin, M.Y., 1994, *Pavement for airports, Roads, Parking Lots*, Chapman and Hall, Dept. BC., New York.

*Undang – Undang Republik Indonesia Nomor 38 Tahun 2004 Tentang Jalan*