Metode aashto 1993 pdf

Azis, Ach. 2020 Shoaib Perkasan L'Antore Potidangan Mangogocan METODE AASHTO 1993 Dan METODE Inalas Componan 1987 PADA Jalan Bandaaaran, Has OM Kabopetan As A. Undergraduate (S1) thesis, Anawarsats Muhammadia Maling. Summary transportation is a significant influence in supporting the lives of people in The Pamekasan Newness, East Java, especially in development, so there is an absolute need to meet the infrastructure needs in support of the development process. With the growth of the growing vehicle, the road structure is essential to increase the strength of the tathers so that it does not interfere with continuous movement. Bandaan-Grorod is a road that is still used by some people to support all its activities. This road is spread with 7.58 km and is 5.00 million wide. Overloaded vehicles can damage the structure of the road bed, one of which is on Bandadaran-Grox Road. The objectives and objectives of achieving this research are to determine the thickness of the folder that can be used on the bandadaran-Groux Road section. The first step in planning is to collect data in the form of land CBR data, average daily traffic volume, and unit price. Overley catch sibe thickness method used in plan 1993 and bin Marga. Based on the planning results it is achieved that the sibe thickness held for 1993 is 8 cm, with a bill of the Standard of 8,081,000,000.00 (BoQ) and on the 5 cm bin Marga Based on the rp with a BoQ of 5,185,000,000.00 and with the plan of drain, the upstream achieved with the length b = 0.23 m, h = 0.72 m and Flow b = 1.07 m, h = 1.23 m With wall thickness 0.3 m and 328,000,000.00 of THE RIP. The Actions (Login Required) view item semarang-solo tool is based on government plans for building road construction trans java toll road networks. This tool was built using a road hard sibe. Hard stiffness is used because it has high strength or stability, is a high flexible, smooth and affordable recovery, especially when compared to flexible sibes. The current sibe is already in the planning line and is planned again to compare the existing road planning with new road planning. This plan will be done using two methods, i.e. to see the thickness difference of the 1993 ATO method and the 2003 Bin Marga method. This method is widely used around the world because the procedure was selected, while the 2003 Bin Marga method was selected because it is an easy way to make that natural conditions in Indonesia have been adjusting. AASHTO uses procedure (R) parameters in units of per cent (%) while 2003 bin Marga method uses load safety factor (FKB) parameters, Load the method used as reference standard 18-kips axis load (ESAL) which is during term steam services, while the 2003 Bin Marga method is full of weight and axis setting of each vehicle. The price of traffic load that is used as a reference is the ratio of all types of rups to the axis and allowed reives. This procedure takes into account the drain parameters (CD), while the 2003 Bin Marga method is not counted. The results of 1993 were 1993, the hard sibe calculated was 27 cm hard sibe thickness, dowell t 32 mm, 350 mm distance, and length of 460 mm, tie bar D13 mm, length 750 mm, and 650 mm distance. Using the 2003 bin Marga method, the calculation results achieved a thickness of 23 cm hard sibe, dowell t 32 mm, distance 300 mm, and length 450 mm, tie bar D16 mm, distance 750 mm, and length 700 mm. Page 2 Important navigation in quick jump page material Sidebar key material is indexed by: Mita, 1993, Sibel Design Guide, Washington DC Bin Marga, 2013, Road Steam Design Manual, Ministry of Public Works, Jakarta. Bin Marga, 2011, Jalan Lantore, Sibe, Ministry of Public Work, Jakarta. Bin Marga, 2005, additionally include the directions for layer planning with sibe folds, ministry of public work: Jakarta. Bin Marga, 2002, sibe as well as public works, instructions for the hetifering plan in Jakarta. Directorate of Program Development, 2013, LHR Data Cireban-Losari Road Section, Ministry of Public Networks, Jakarta. Directorate of Engineering Development, 2010, Vehicle Axis Load Data Cireban – Losari Road Section, Ministry of Public Works, Jakarta. P2JN, 2012, Forward West Java Data, Ministry of Public Works, Jakarta. Subagio, B., Maintenance, F., Rahman, H, Kosomafata, A., 2013, By studying the case of structure structure and functional evaluation-93 method saith by using sleb: Kasam-Palmanokan Section, 10th International Conference Of The Audience. 9, Taipei. The Wasdot, 2005, and Saseeris user leaders sibe Analoosas computer software and case study, UNITED STATES. A. The new sibe-fat sibe planning method, for sustainable sibe and inflexible sibe, has made many progresses in the last 2 decades. In fact, the most common method of use was the Amparas method, which refers to the results of the full-scale test, which is held in ottawa, the early 60s of the United States (Yan Dare & Waitczac, 1975). Hence, many of the abstract sections are known for planning a fat sibe, among others: procedures 1972 (ATO, 1972), Procedure Sift Institute (Tai, 1970), Procedure Road Note 29 and Road Note 31, and Component Analysis Method 1987 (N, 2002), which have been used since To plan for a sire of the sire in Indonesia. Starting in the late 70s, in a together with the ISAP conference in N. Harber, Michigan USA, introduced by many analytical mechanical methods, some of the world's leading researchers and universities, i.e.: Shell methods from the Netherlands (Kulessan et al., 1977), the Methods of the Sphalt Institute from the United States (Tai, 1983) and the Ways of The University of Notingham in England (Brown et al., 1977). The method introduced, completely changing the assumptions used in the abstract section methods, i.e. people who actually rely on the results of the observation to test full-scale, in a way that develops ideological laws of the properties of sibe material, is equipped with a double calculation of the response of the sibe structure in the axis load of the vehicle. This method, is commonly called analytical method. Meanwhile, this procedure actually refers to the methodology of the abstract section only, also the abstract section method-analytical and method suo moto 1993 (ATO, 1993). The basic principle of analytical mechanical procedure is to assume a multi-plate (flexible) structure in a multi-slab structure and a multi-slab structure for hard slab on the structure of a flexible foundation. Due to the burden of the vehicle working on it, in this case is also considered as a static burden, it will have tensions and ups in its structure. Where maximum the quality of the work of the tension will be to design a fat sibe method of hair-interpretation flexible sled for the condition of Indonesia, none of which has been officially accepted by all parties. Some suggestions have been made, for example, to adopt this procedure in 1993 which is still semi-analytical or refer to the program the limited element program (Hong Kong, 1993), (sub-2007), but none of them can be accepted as a specific method for Indonesia. B. Design factor of sibe design procedure is one of the 93 methods planned for the fat sibe which is often used' 93 method. This method has been used generally around the world to plan and adopt as planning standards in different countries. This '93 method is primarily a plan method based on the abstract section methods. The plan using '93 method' has the necessary parameters: structural number (SN) is a function of thickness, relative digital head of the tawas, and the drain water digital head. Is as equation for structural numbers : SN = a1D1 + a2D2m2 + a3D3m3 Where: SN = Structural Number Value. a1, a2, a3 = relative capacity of each layer. D1, D2, D3 = Thickness of each layer of sibe. m1, m2, m3 = the capacity of every layer to drain. 2. Traffic planning procedure for traffic parameters is based on the overall load axis standard equal (overall equal standard axis, CESA S). Based on the calculation for this CESA, a standard a c is based on top load traffic conversions 8.16 and understands the life of the plan, traffic volume, lane distribution factor, as well as the growth factor. 3. The vision of Vishwasinita for steam planning is based on several dimensions in the planning process to convince the vishwasinita different planning alternatives. This level of violence depends on the volume of traffic, road rating planning as well as expectations of road users. Vishwasinita is described as the possibility that the level of service at a particular level can be achieved in terms of the views of road users throughout the planning age. This means that the planning rups can be achieved in a certain level of service. The vision of Vishwasinita also presents local conditions of planned road parts and sibe types that are given in standard parameters of deviation, among others, turning sibes or inflexible sibes. Talking of the widely requested vision of Vishwasinita, the following is: a. First of all, the planning should be to determine the classification of sections of the road. This classification includes whether the road is an urban road or rural road. B. Determine the level of the vishwasinita required by using the existing table in the 93 planning procedure. The higher the vasosinita level seidation, the need for the thiker sibe-pert. c. A standard deviation value (hence) should be selected. This value represents the current local situation. Based on the data from the sibe to test road, such price is inflexible for 0.25 and flexible for 0.35. It is related to total deviation salves for traffic for elastic and flexible sibe types of 0.35 and 0.45. 4. Environmental factors that are used for equation planning are based on the results of test and observation on the test on the field for almost 2 years. The long-term effects of temperature and the temperature on the sarvaqyabalaty rejection have not been considered. One interesting thing about this environmental factor is the impact of swell and cooling conditions. The reduction in sarvaciabalaty is then taken to the account during the analysis period, after which the sleb affects the planning age. Inflammation of the rudadaad causes a decrease in servaciabalaty, including swell constants, maximum probability, etc. This method and procedure is loaded into annex G of 93 method to calculate the servaiabalati deficiency. 5. Service level provided by Sarvakyabalaty Sarvakyabalaty Sireb system which is felt by road users at this time. The main parameter for this sarvakyabalaty is the current Sarvakyabalaty Index (MSI) value. The price of Sarvaciyabalaty is the price that determines the level of active service of a road sibe system. Numerically this survachiabalaty is a function of several parameters including unevenness, number of holes, patch area, etc. The price of this survaciabalaty is given in many levels, among others: The price of Sarvakyabalaty for the new open salb (open traffic) is given by 4.0-4.2. In sibe terms, this value is given as the initial Sarvakyabalaty (Po) value. For saibe that service needs improvement, the price of Sarvakaiahbalaty is given by 2.0. In sibe terms, this value is given as terminal service For sibe that damage is caused and cannot be approved, then the sarvaciyabalaty price will be given by 1.5. This value is given in the terms of failure sarva·kyabalaty (PF). Design AASHTO1993 Method Bin Marga/N More Bold Design Of Procedure