

REFERENCES

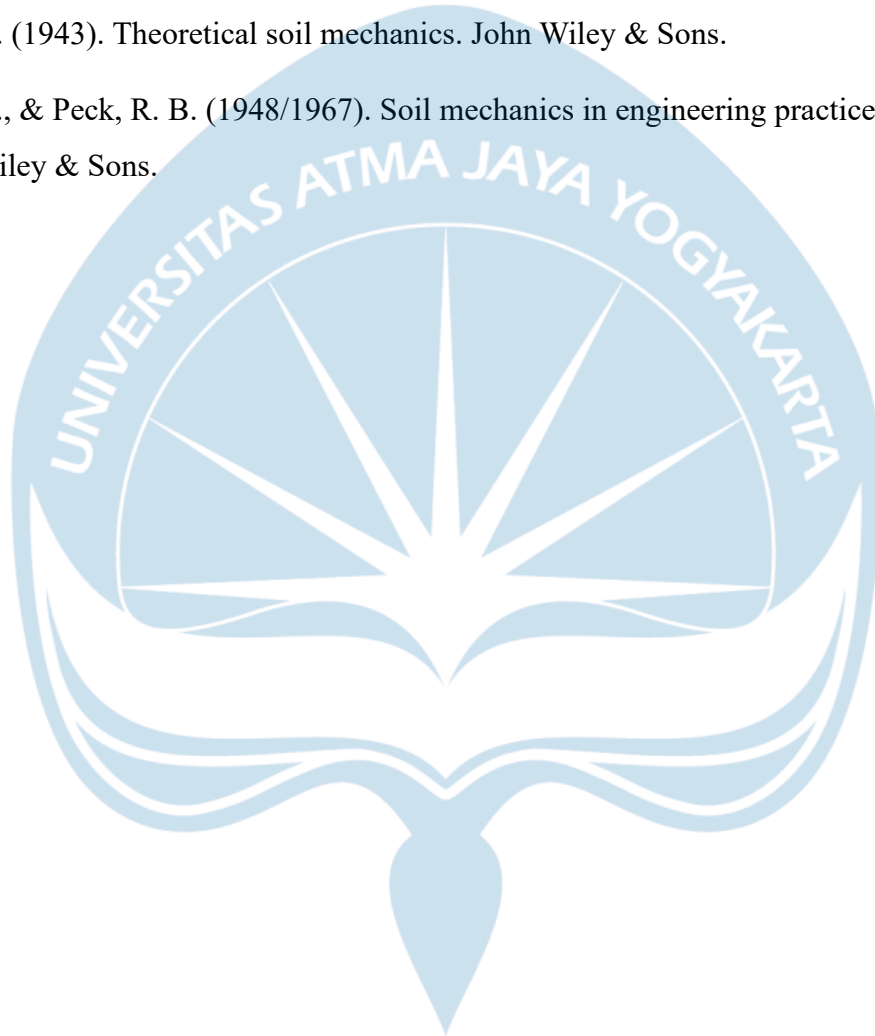
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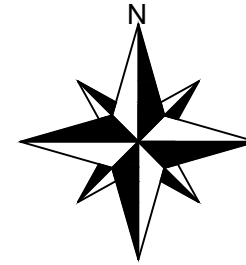
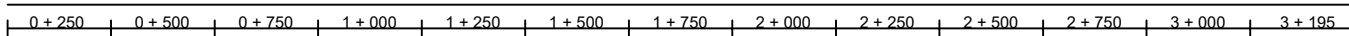
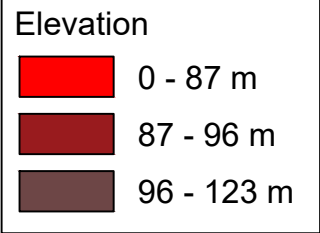
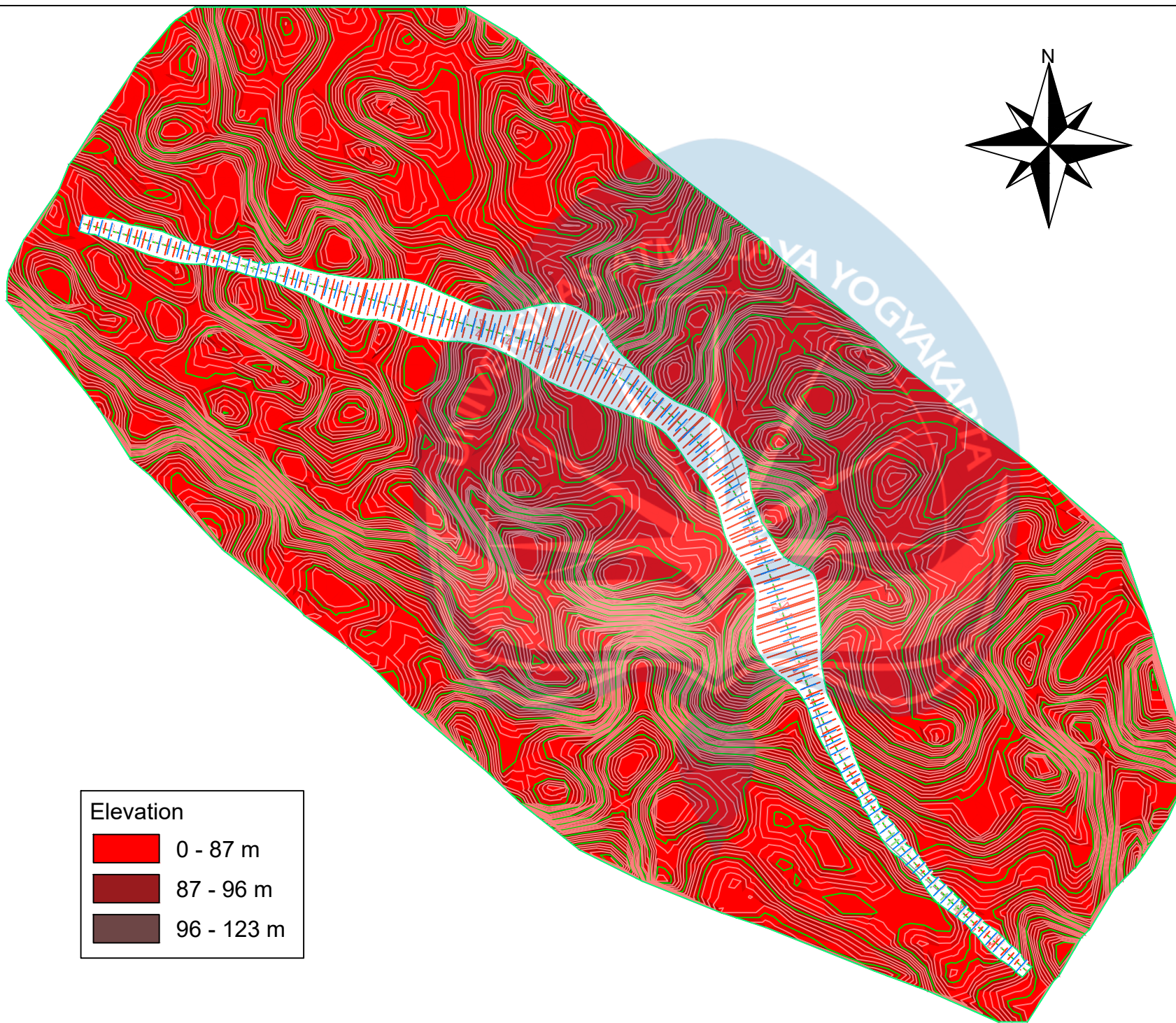
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ATTACHMENT



FINAL PROJECT
INFRASTRUCTRE 1
TRANSPORT -
GEOTECHNICAL 2024/2025

DATE 6 JUNE 2025

FIGURE

COUNTOUR TRASE 3

DRAWN BY

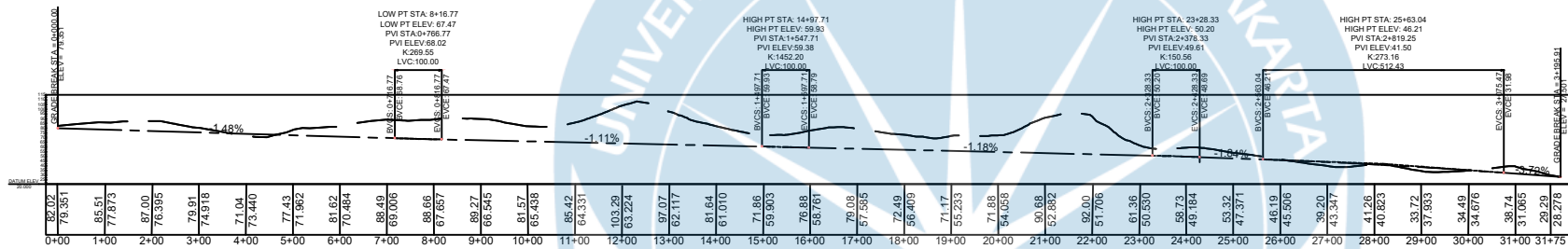
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RATU URGHA (211318414)
BRYAN KRISTANTO UNTARYO (211318632)

SCALE

1 : 1000

CORRECTED

APPROVED



FINAL PROJECT
INFRASTRUCTRE 1
TRANSPORT -
GEOTECHNICAL 2024/2025

DATE 6 JUNE 2025

FIGURE

ROAD PROFILE TRASE 3

DRAWN BY

GROUP 1 :
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BRYAN KRISTANTO UNTARYO (211318632)

SCALE

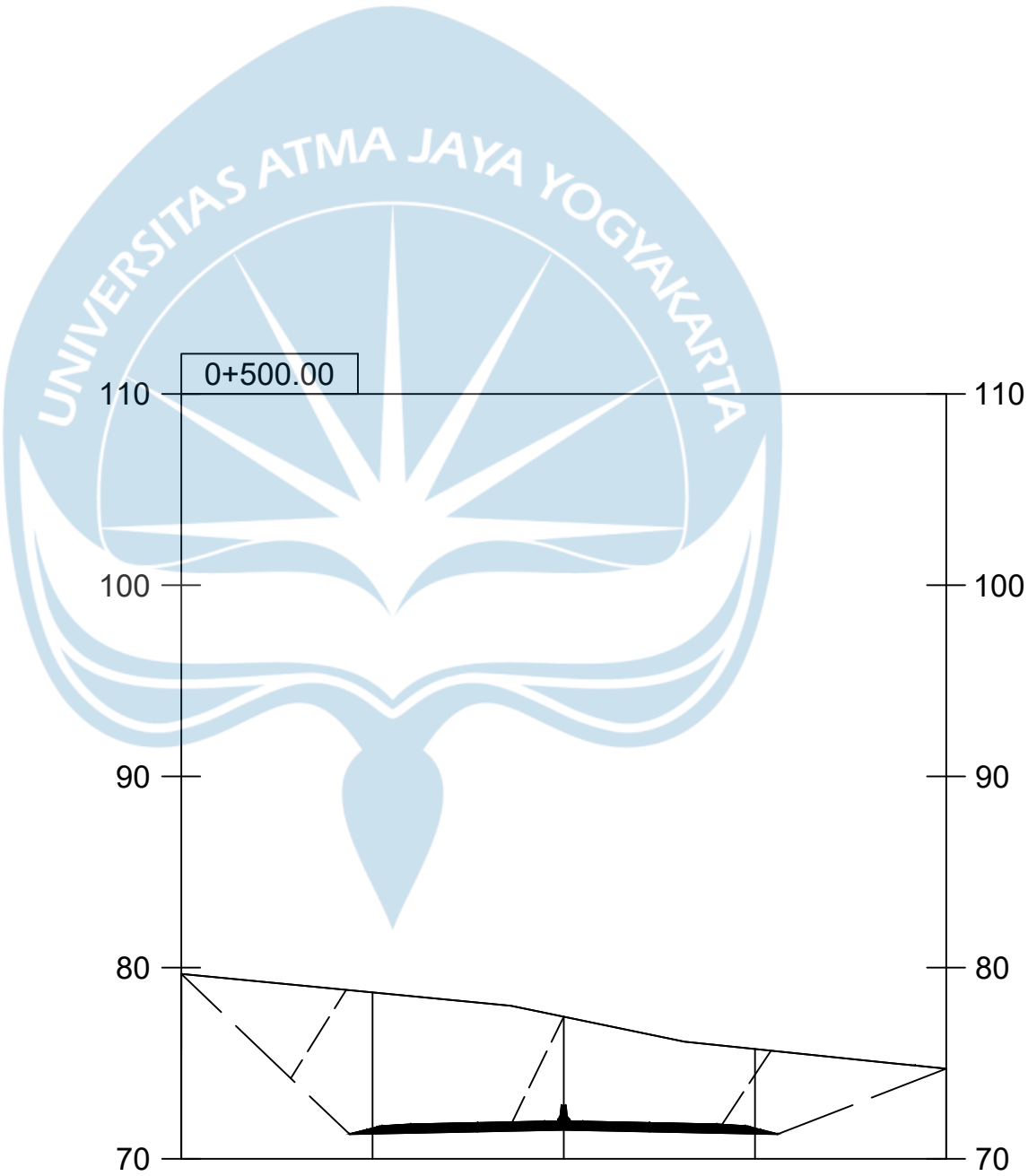
1 : 1000

CORRECTED

APPROVED

Total Volume at Station 0+500.00	
Cut Area	189.30
Fill Area	0.00
Cut Vol	3059.73
Fill Vol	3.72
Cum Cut Vol	93422.79
Cum Fill Vol	5454.90
Net Vol	87967.89

ORIGINAL SOIL	—————
CUT AREA	- - - - -
FILL AREA	-



FINAL PROJECT
INFRASTRUCTRE 1
TRANSPORT -
GEOTECHNICAL 2024/2025

DATE 6 JUNE 2025

FIGURE

CROSS SECTION
TRASE 3

DRAWN BY

GROUP 1 :
RATU URGHA (211318414)
BRYAN KRISTANTO UNTARYO (211318632)

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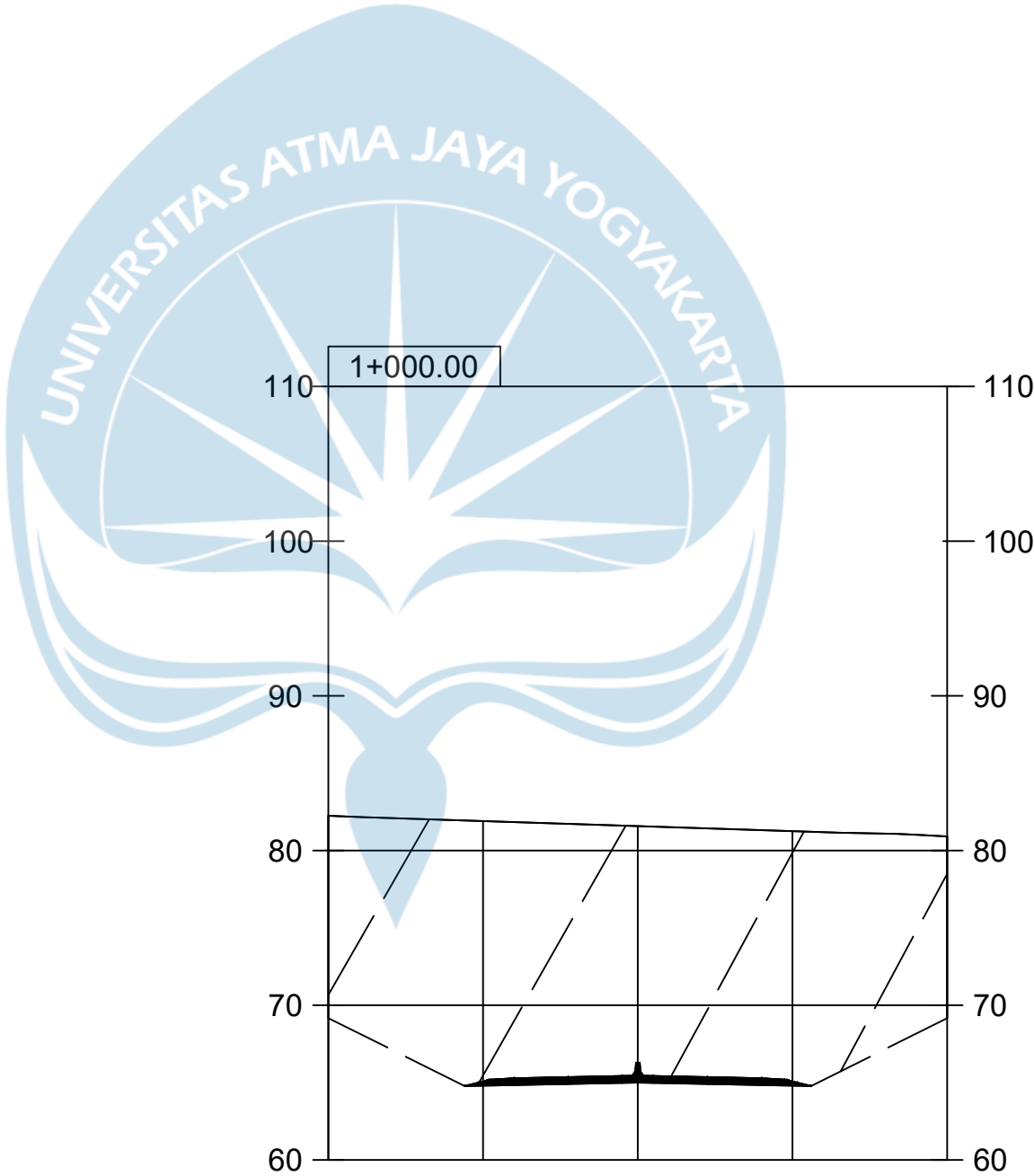
1 : 100

CORRECTED

APPROVED

Total Volume at Station 1+000.00	
Cut Area	622.26
Fill Area	0.00
Cut Vol	16297.55
Fill Vol	0.00
Cum Cut Vol	427129.36
Cum Fill Vol	5454.90
Net Vol	421674.46

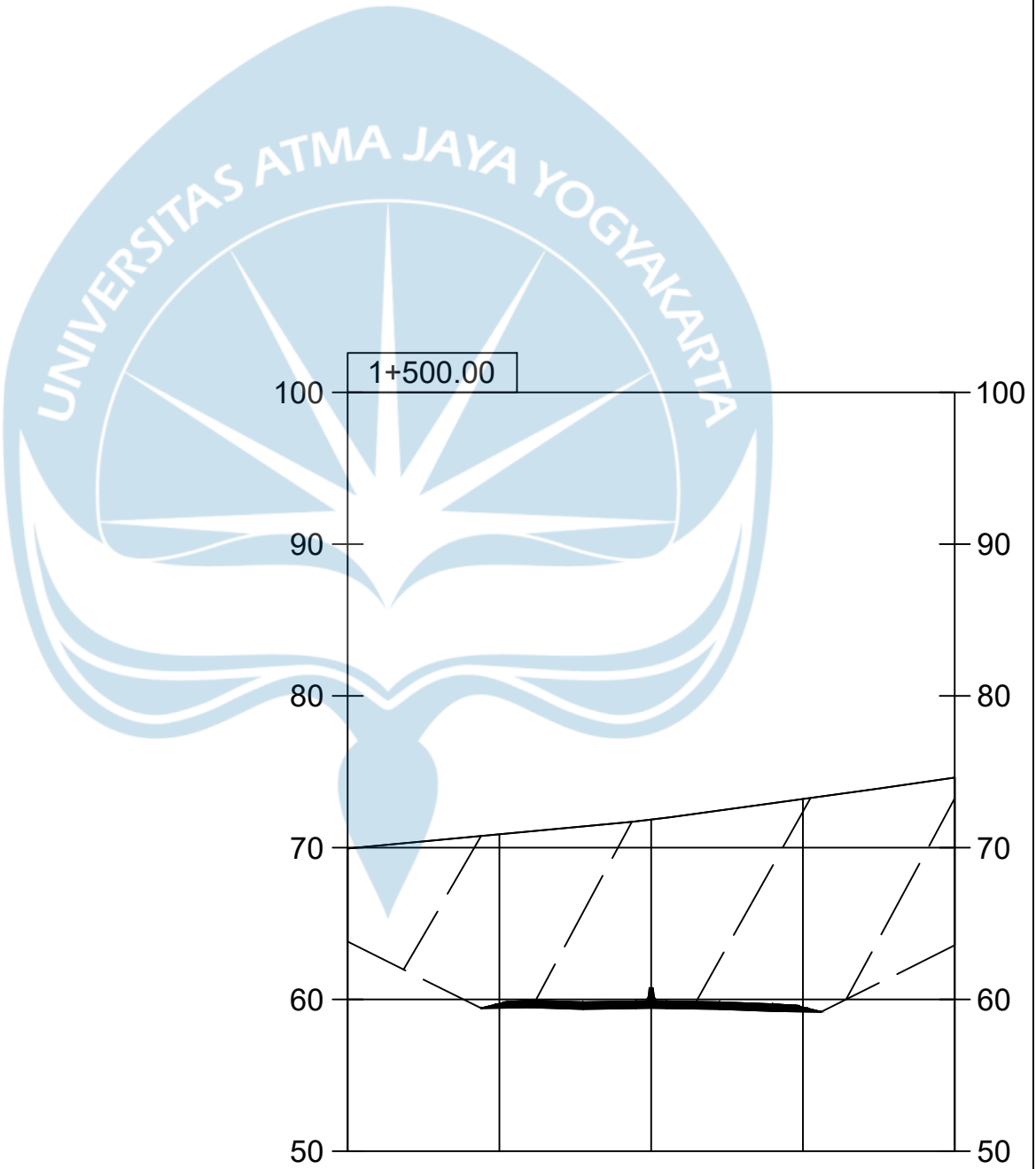
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CUT AREA	-----
FILL AREA	- - - - -



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DATE	6 JUNE 2025
FIGURE	
CROSS SECTION TRASE 3	
DRAWN BY	
GROUP 1 : RATU URG A (211318414) BRYAN KRISTANTO UNTARYO (211318632)	
SCALE	
1 : 100	
CORRECTED	
APPROVED	

Total Volume at Station 1+500.00	
Cut Area	460.79
Fill Area	0.00
Cut Vol	12135.92
Fill Vol	0.00
Cum Cut Vol	941564.69
Cum Fill Vol	5454.90
Net Vol	936109.79

ORIGINAL SOIL	_____
CUT AREA	-----
FILL AREA	- - - - -



FINAL PROJECT
INFRASTRUCTRE 1
TRANSPORT -
GEOTECHNICAL 2024/2025

DATE 6 JUNE 2025

FIGURE

CROSS SECTION
TRASE 3

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BRYAN KRISTANTO UNTARYO (211318632)

SCALE

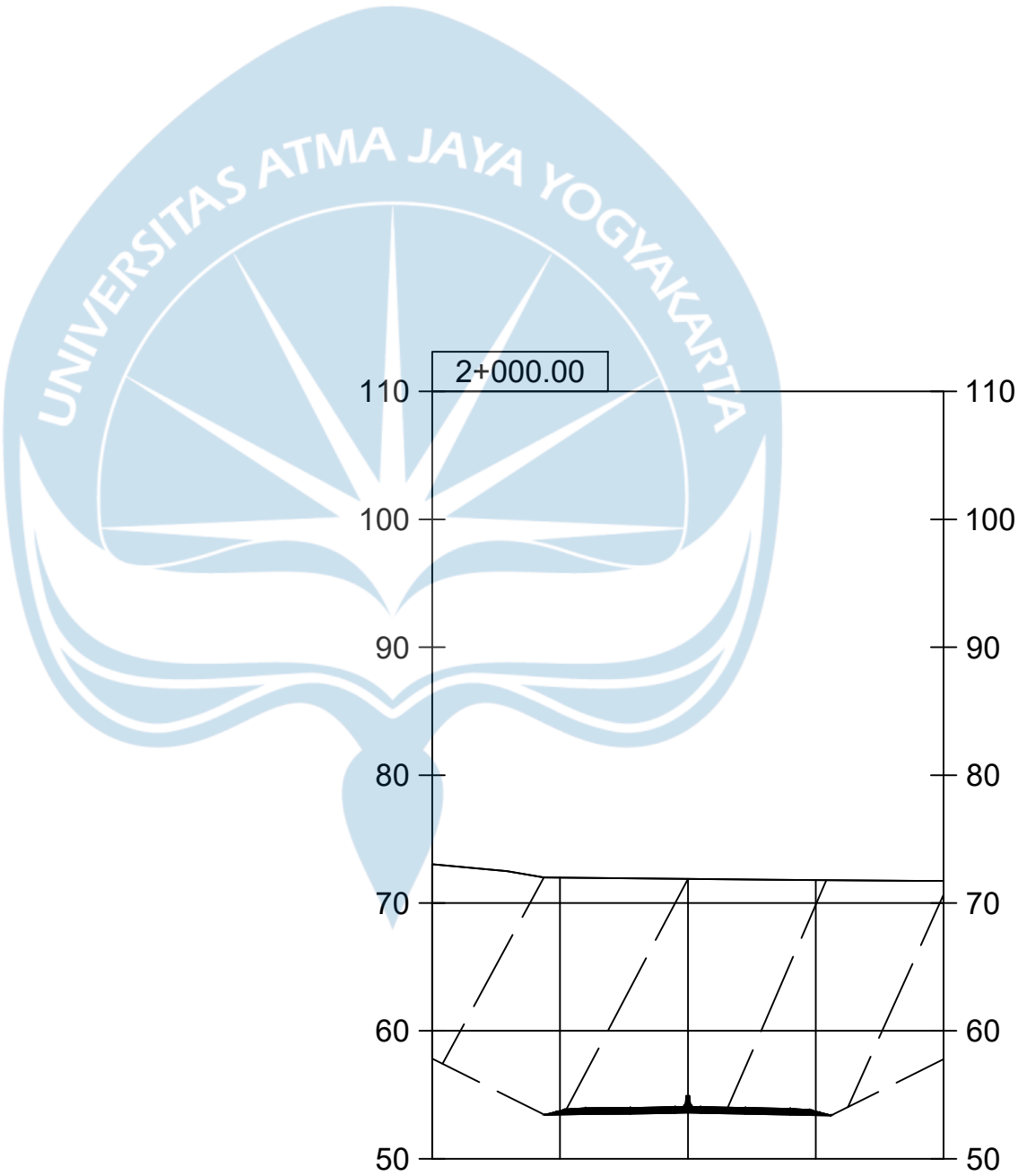
1 : 100

CORRECTED

APPROVED

Total Volume at Station 2+000.00	
Cut Area	693.96
Fill Area	0.00
Cut Vol	16848.03
Fill Vol	0.00
Cum Cut Vol	1270614.36
Cum Fill Vol	5454.90
Net Vol	1265159.46

ORIGINAL SOIL	—————
CUT AREA	-----
FILL AREA	-----



FINAL PROJECT
INFRASTRUCTRE 1
TRANSPORT -
GEOTECHNICAL 2024/2025

DATE 6 JUNE 2025

FIGURE

CROSS SECTION
TRASE 3

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GROUP 1 :
RATU URG (211318414)
BRYAN KRISTANTO UNTARYO (211318632)

SCALE

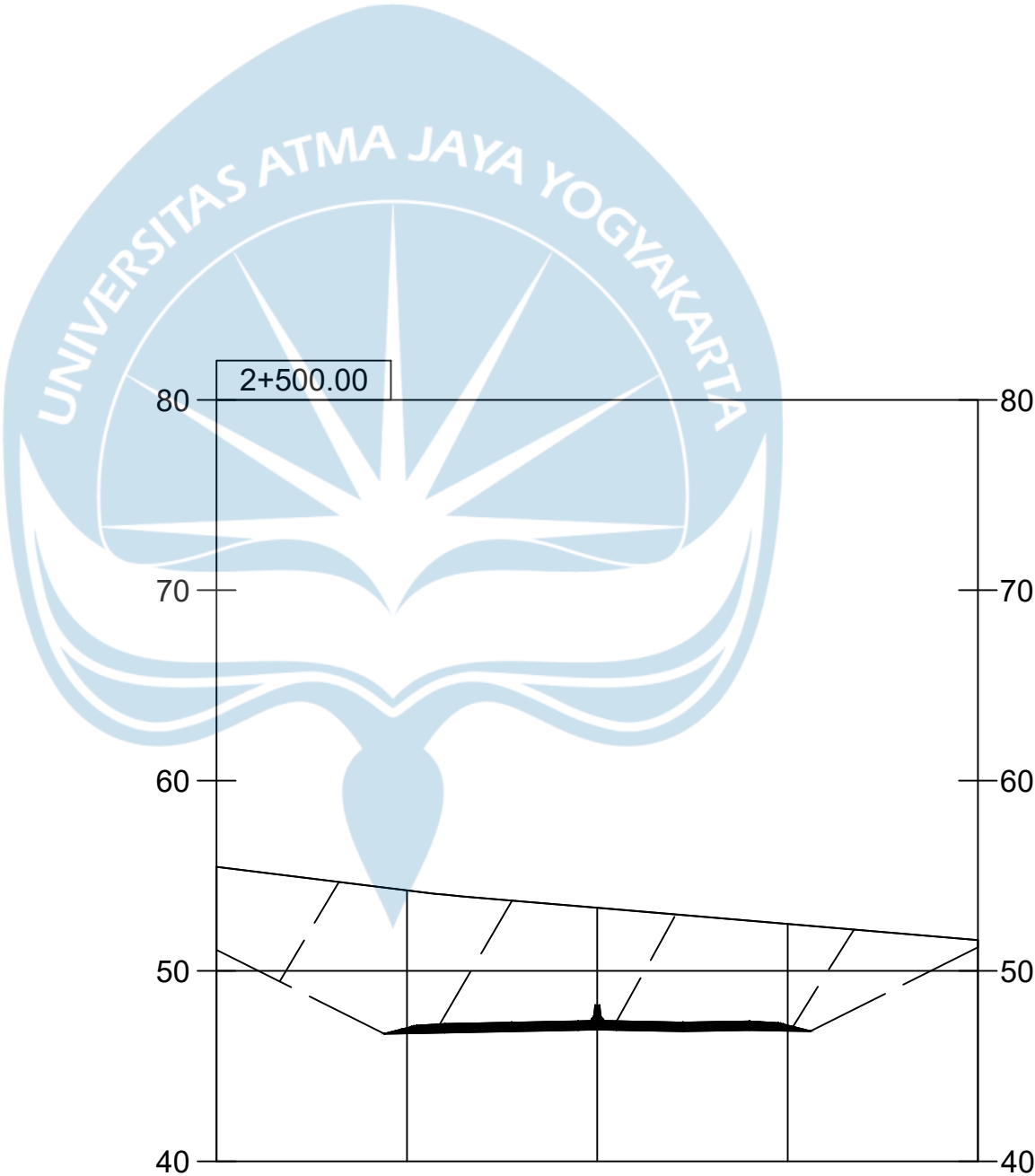
1 : 100

CORRECTED

APPROVED

Total Volume at Station 2+500.00	
Cut Area	215.24
Fill Area	0.00
Cut Vol	6153.46
Fill Vol	0.00
Cum Cut Vol	1693031.11
Cum Fill Vol	5454.90
Net Vol	1687576.21

ORIGINAL SOIL	—————
CUT AREA	-----
FILL AREA	-----



FINAL PROJECT
INFRASTRUCTRE 1
TRANSPORT -
GEOTECHNICAL 2024/2025

DATE 6 JUNE 2025

FIGURE

CROSS SECTION
TRASE 3

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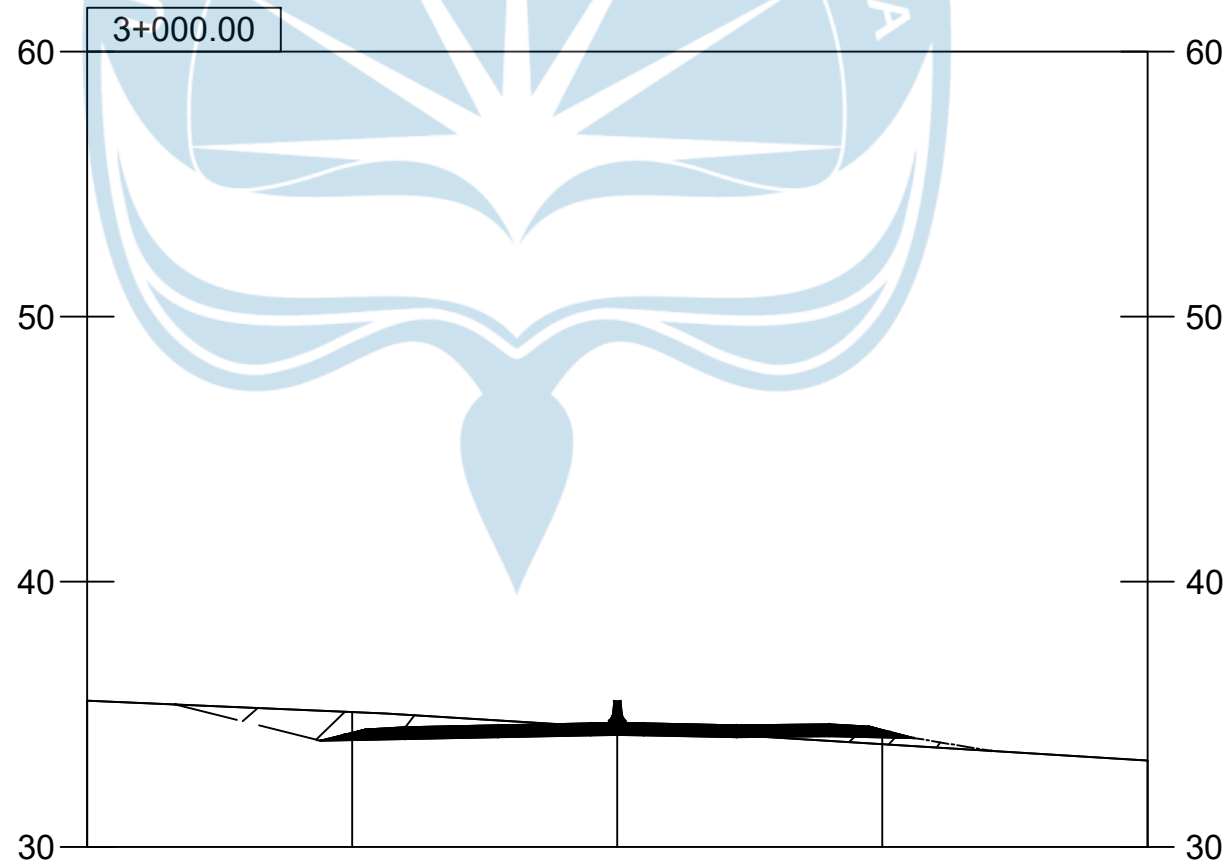
1 : 100

CORRECTED

APPROVED

Total Volume at Station 3+000.00	
Cut Area	6.80
Fill Area	5.37
Cut Vol	85.05
Fill Vol	713.09
Cum Cut Vol	1708047.34
Cum Fill Vol	34225.56
Net Vol	1673821.78

ORIGINAL SOIL	————
CUT AREA	-----
FILL AREA	-----



FINAL PROJECT
INFRASTRUCTRE 1
TRANSPORT -
GEOTECHNICAL 2024/2025

DATE	6 JUNE 2025
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FIGURE

CROSS SECTION
TRASE 3

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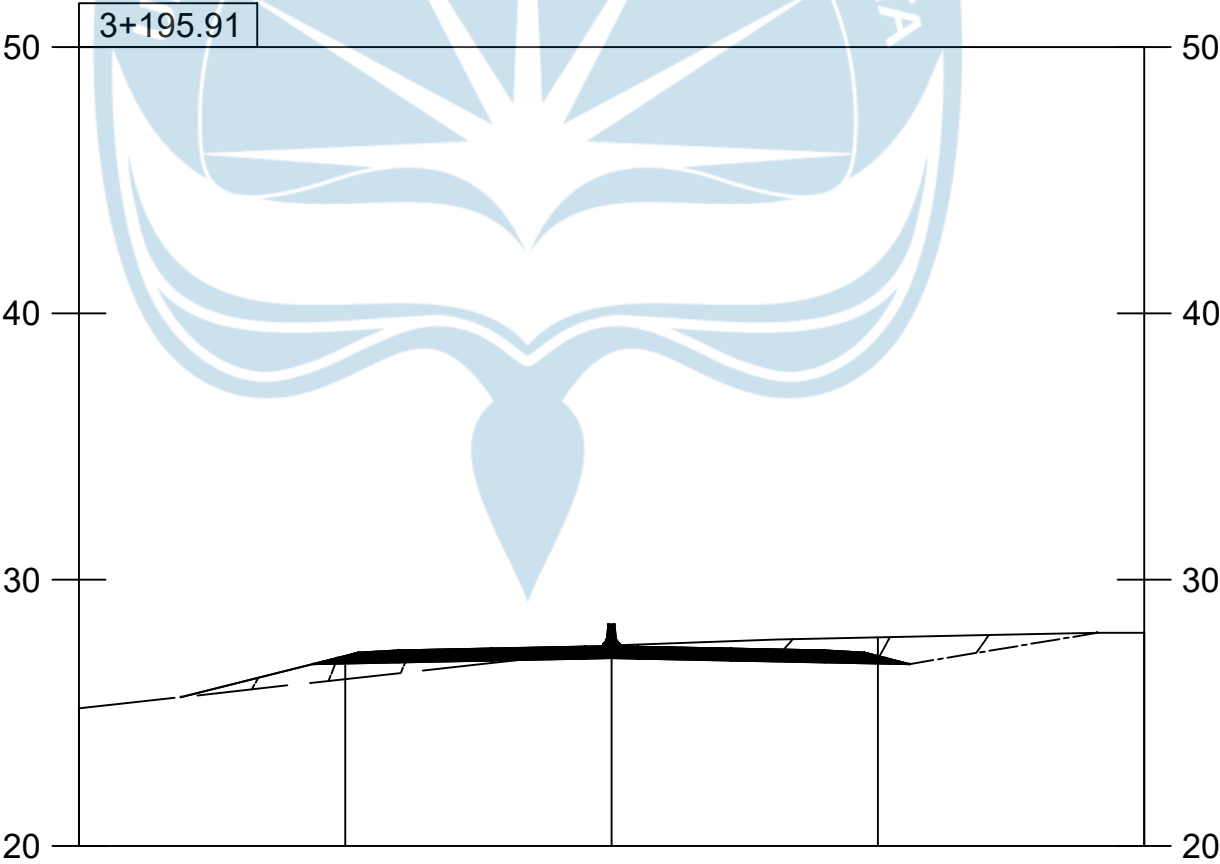
1 : 100

CORRECTED

APPROVED

Total Volume at Station 3+195.91	
Cut Area	7.76
Fill Area	8.19
Cut Vol	430.72
Fill Vol	86.19
Cum Cut Vol	1732803.28
Cum Fill Vol	34380.52
Net Vol	1698422.77

ORIGINAL SOIL	—————
CUT AREA	-----
FILL AREA	- - - - -



FINAL PROJECT
INFRASTRUCTRE 1
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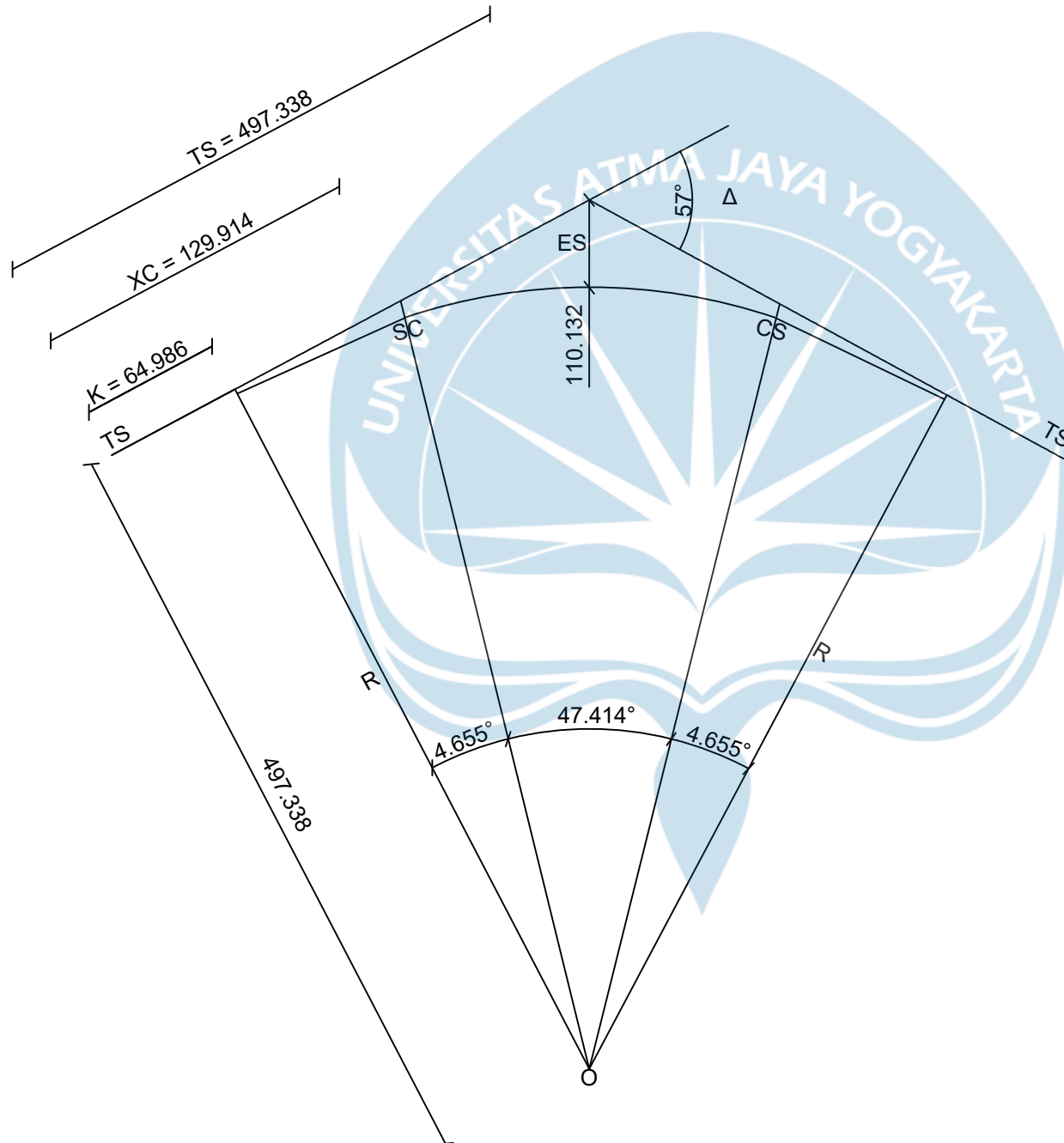
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CORRECTED

APPROVED

CURVE 1 OF SCS TYPE ON ALIGNMENT 3



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FIGURE

TRANSITION CURVE

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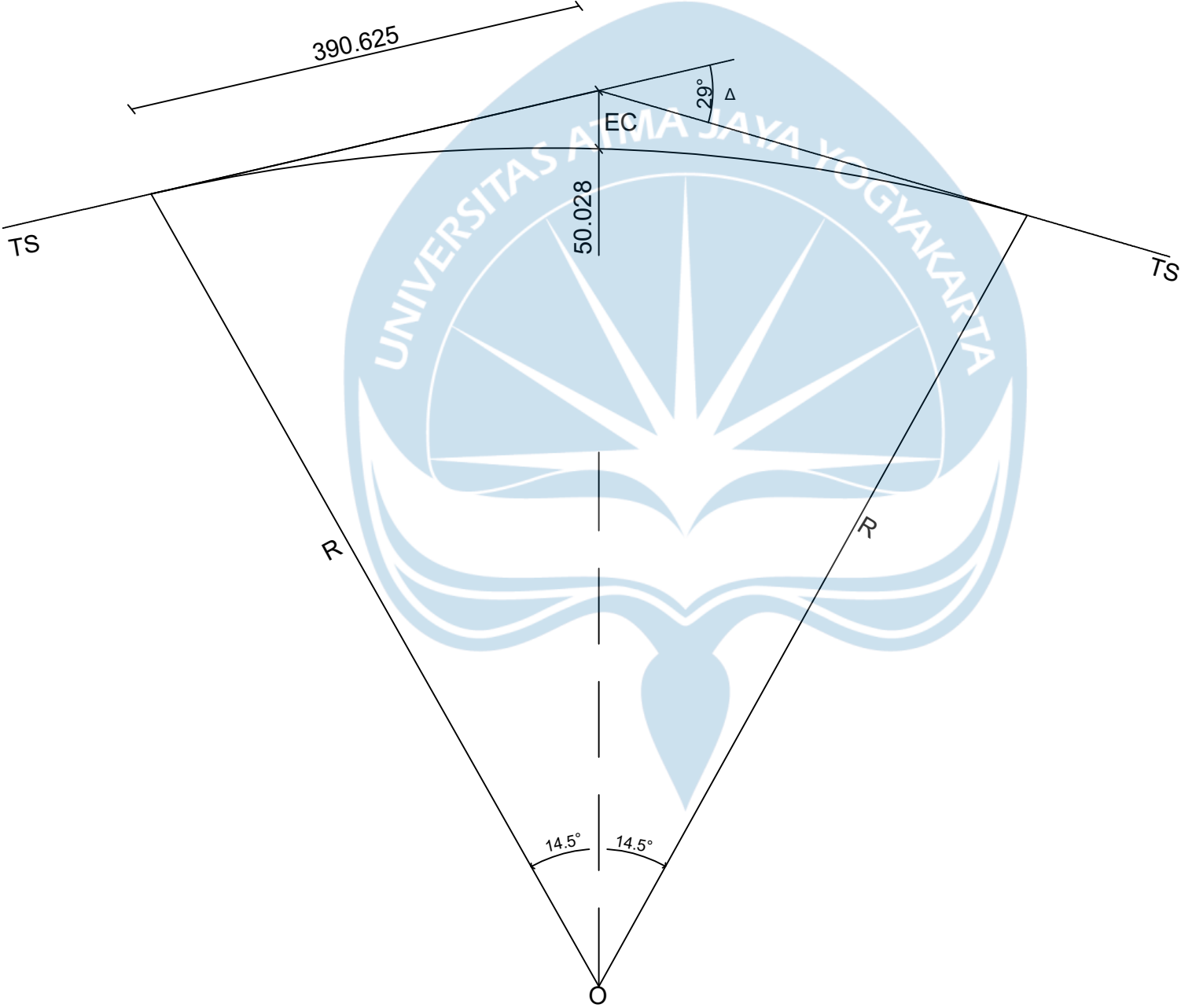
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CORRECTED

APPROVED

CURVE 2 OF FC TYPE ON ALIGNMENT 3



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DATE 6 JUNE 2025

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TRANSITION CURVE

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SCALE

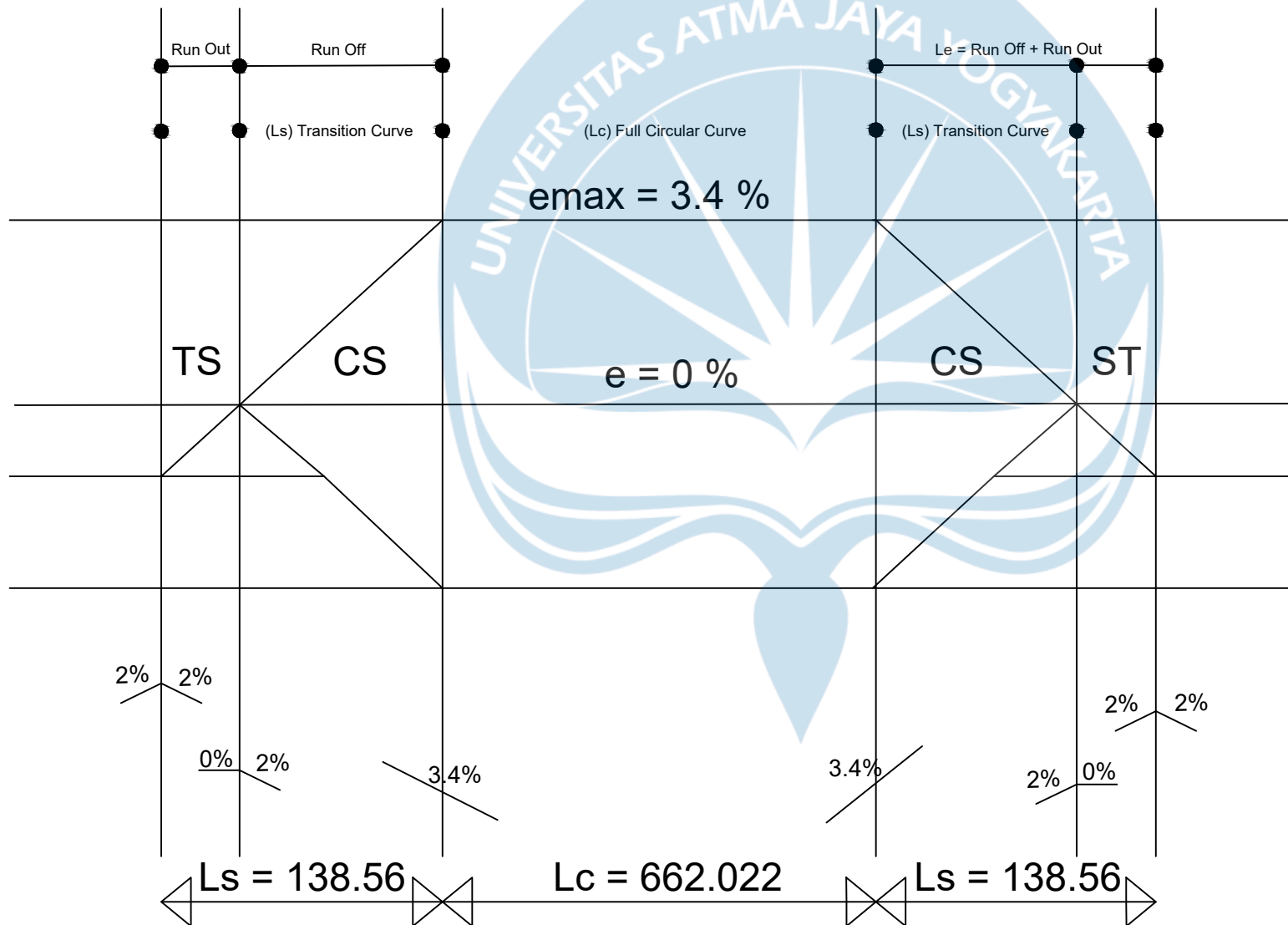
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CORRECTED

APPROVED

SUPERELEVATION DIAGRAM

CURVE 1 SCS TYPE ON ALIGNMENT 3



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DIAGRAM SUPERELEVATION

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SCALE

1 : 5

CORRECTED

APPROVED

SUPERELEVATION DIAGRAM

CURVE 2 FC TYPE ON ALIGNMENT 3



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TRANSPORT -
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DIAGRAM SUPERELEVATION

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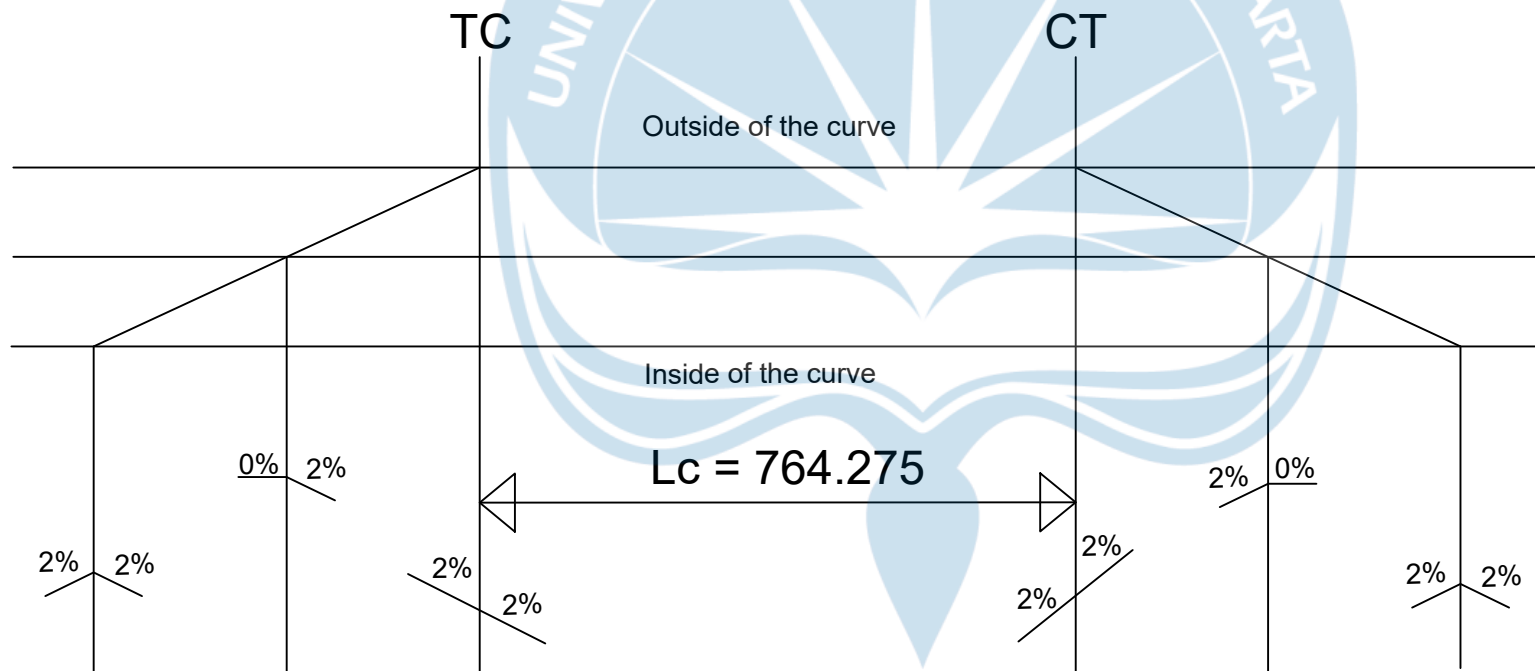
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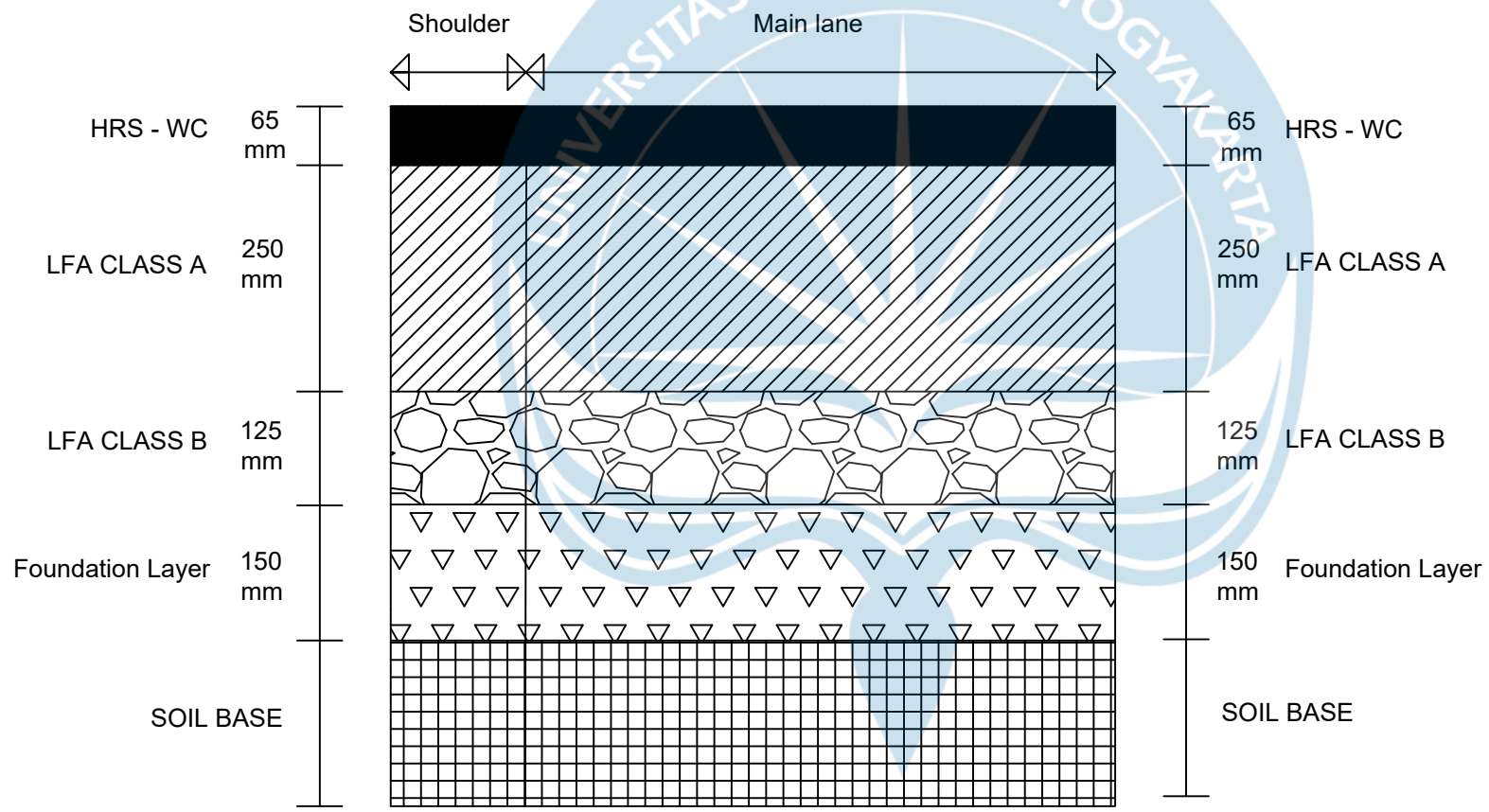
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CORRECTED

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FLEXIBLE PAVEMENT



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FIGURE

STRUCTURE FLEXIBLE
PAVEMENT

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SCALE

1 : 5

CORRECTED

APPROVED



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FIGURE

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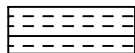
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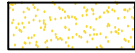
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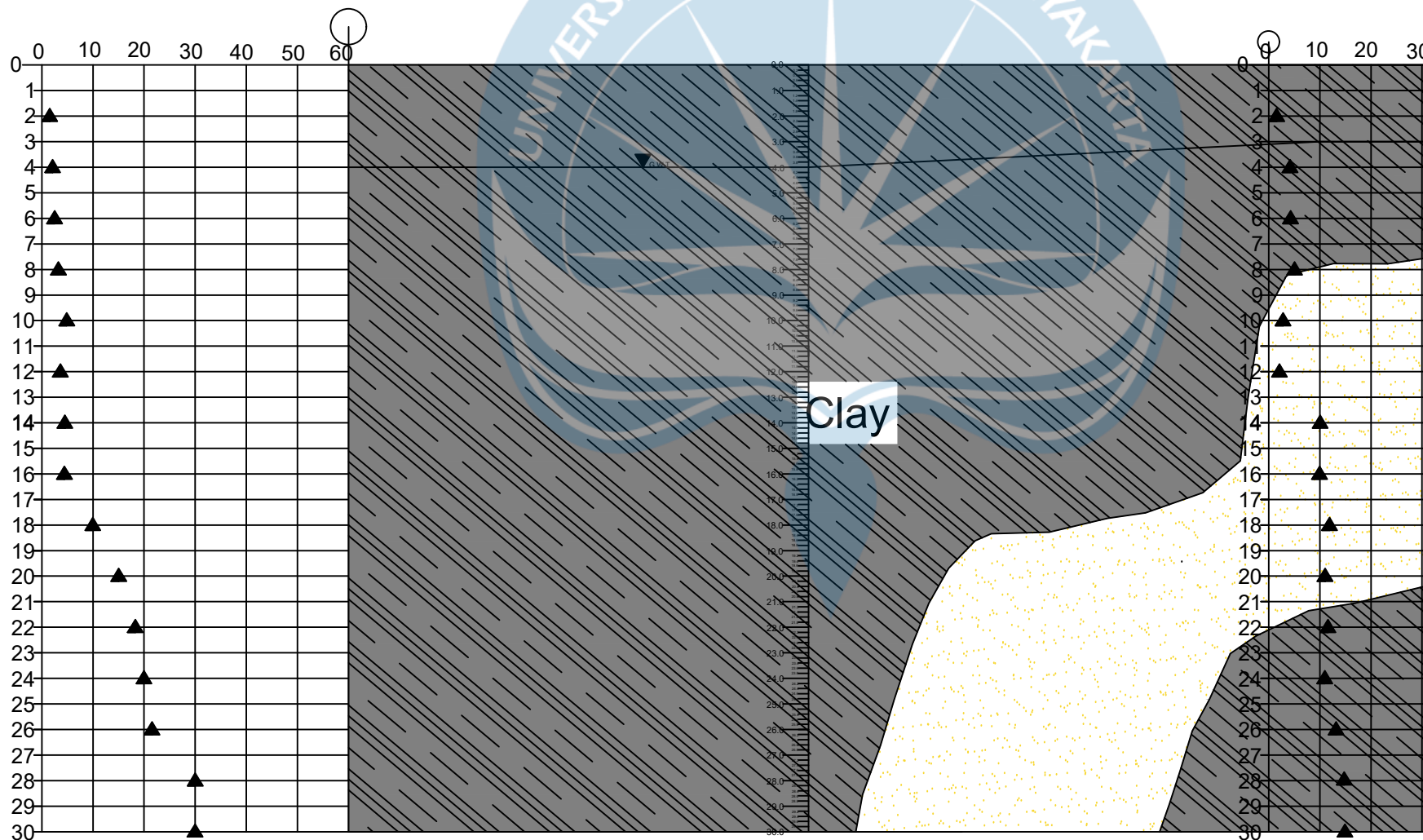
SILT



SAND



STA 0+000 to STA 0+500





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DATE 6 JUNE 2025

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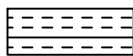
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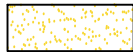
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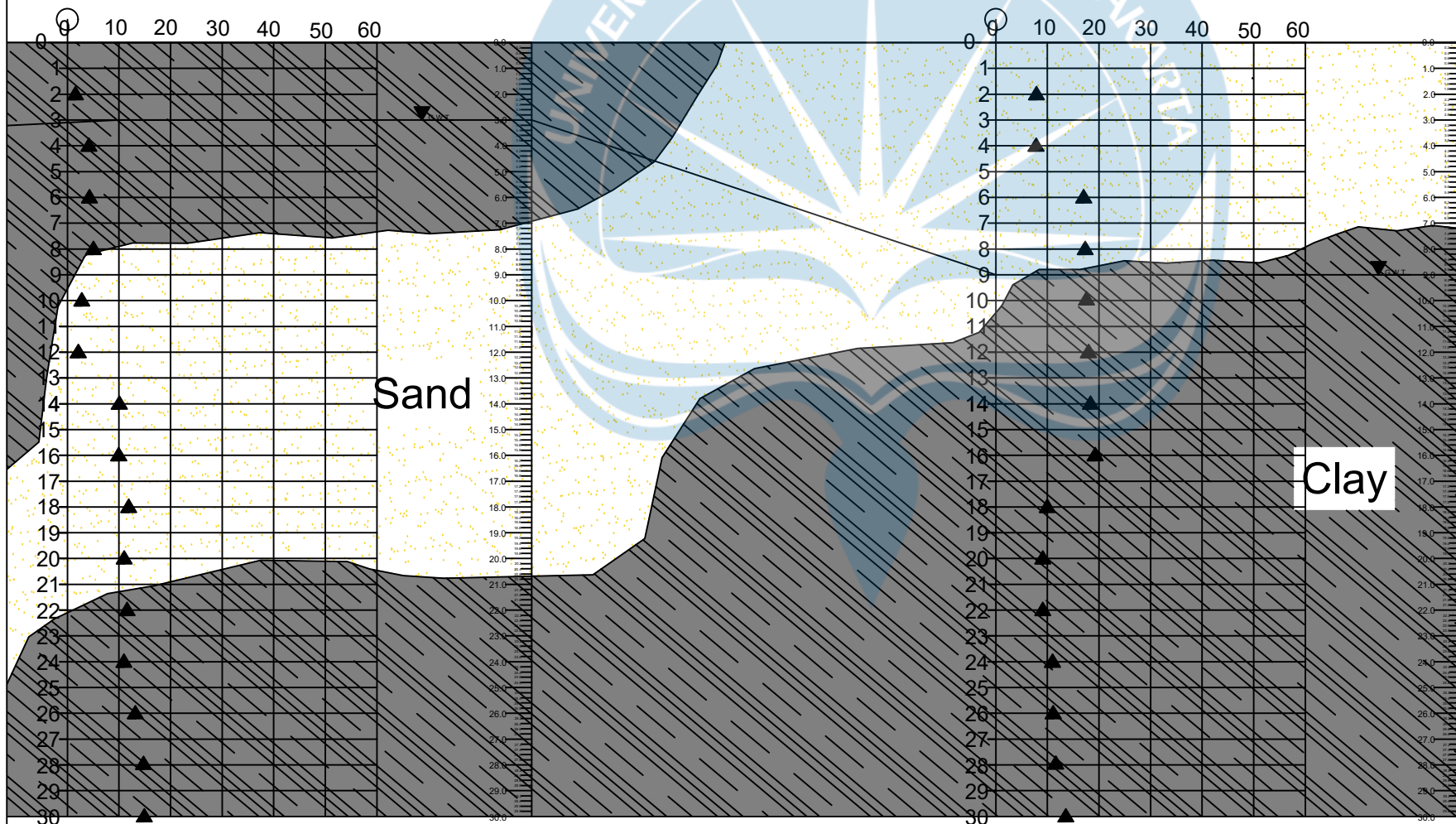
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SAND



STA 0+500 to STA 1+000





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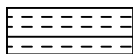
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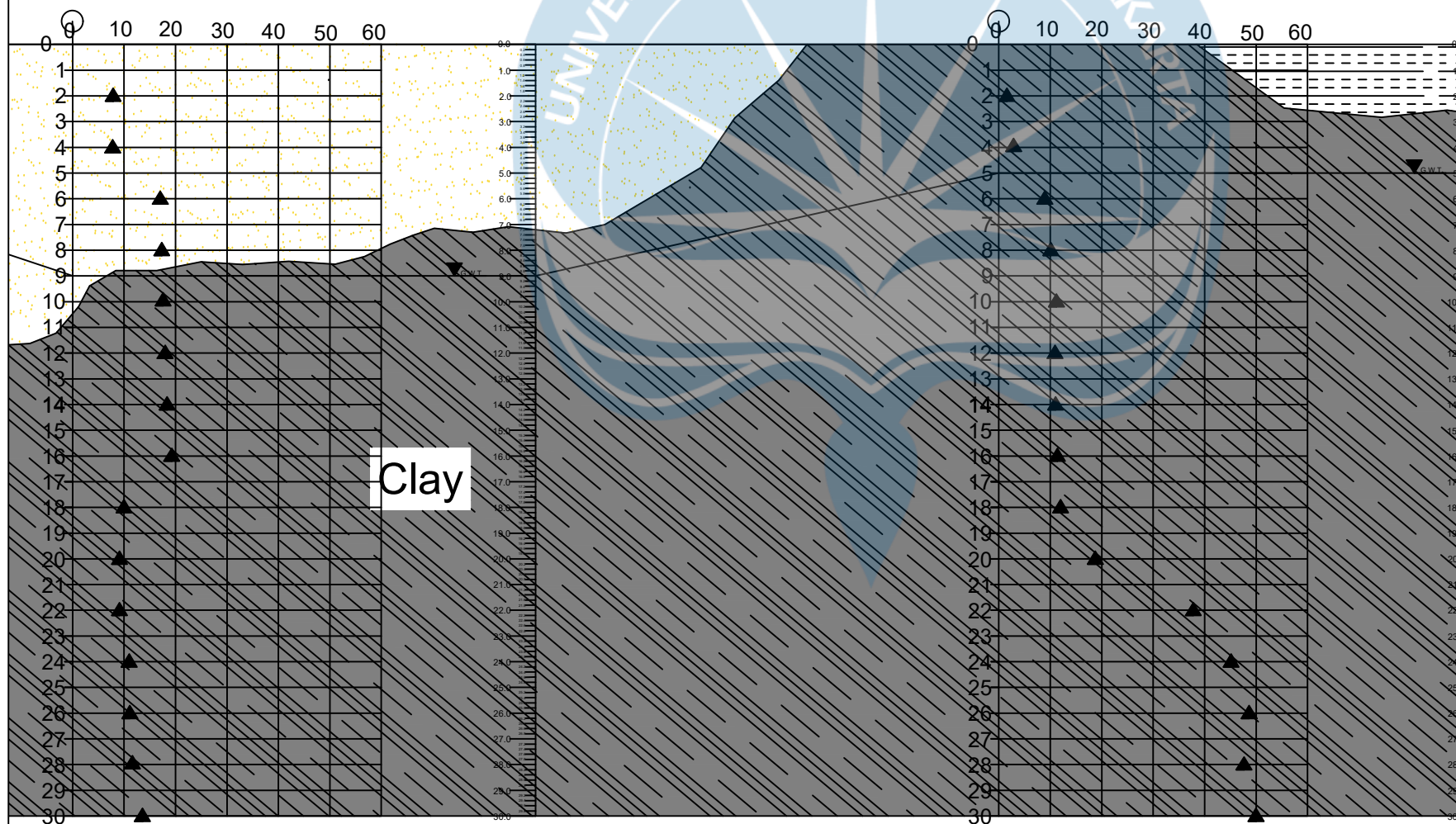
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SAND



STA 1+000 to STA 1+500





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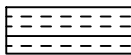
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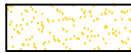
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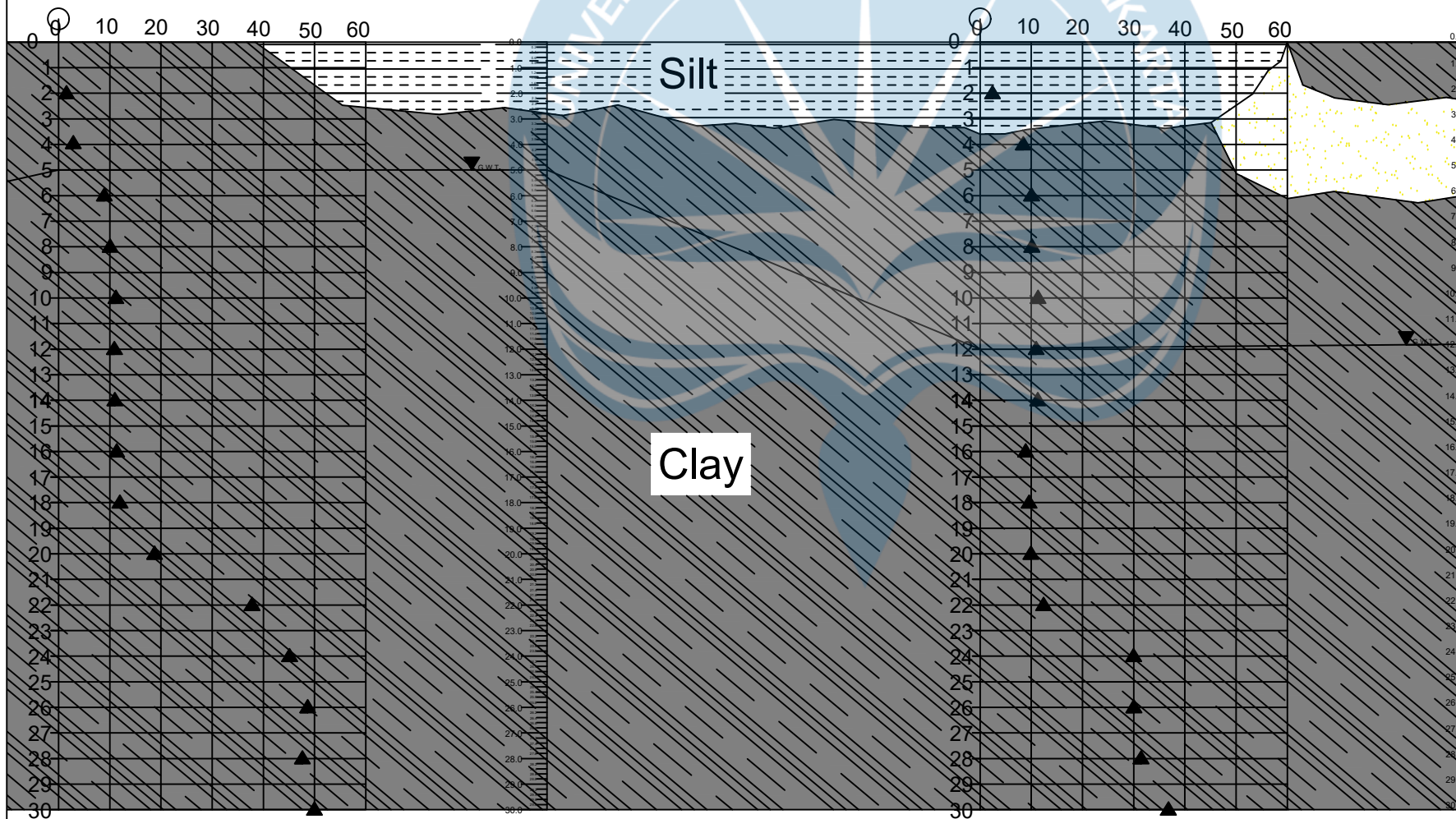
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SAND



STA 1+500 to STA 2+000





FINAL PROJECT
INFRASTRUCTRE 2
TRANSPORT -
GEOTECHNICAL 2024/2025

DATE 6 JUNE 2025

FIGURE

STRATIGRAPHY

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SCALE

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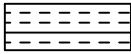
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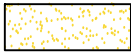
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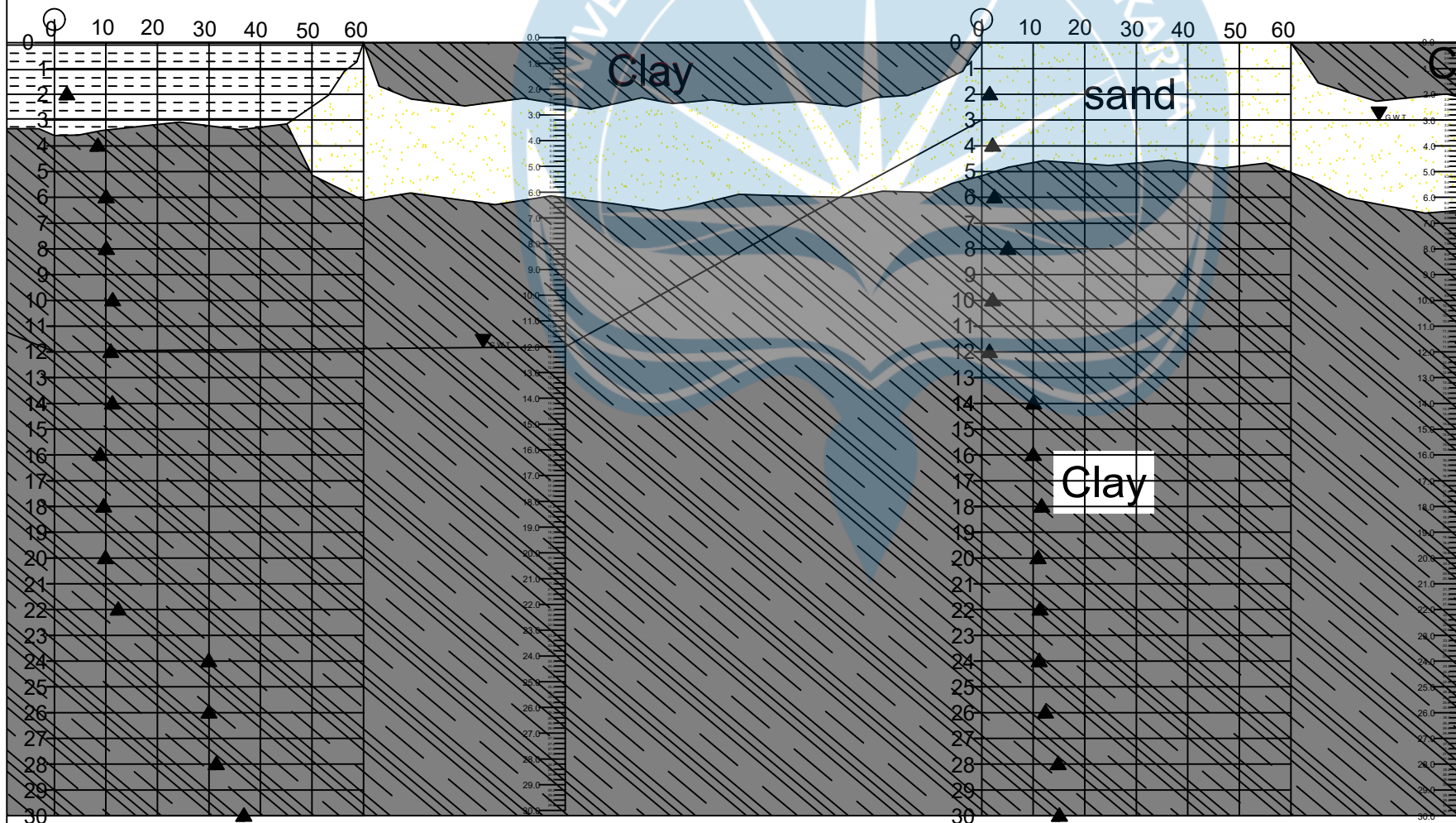
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SAND



STA 2+000 to STA 2+500





FINAL PROJECT
INFRASTRUCTRE 2
TRANSPORT -
GEOTECHNICAL 2024/2025

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STRATIGRAPHY

DRAWN BY

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SCALE

1 : 1000

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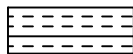
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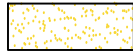
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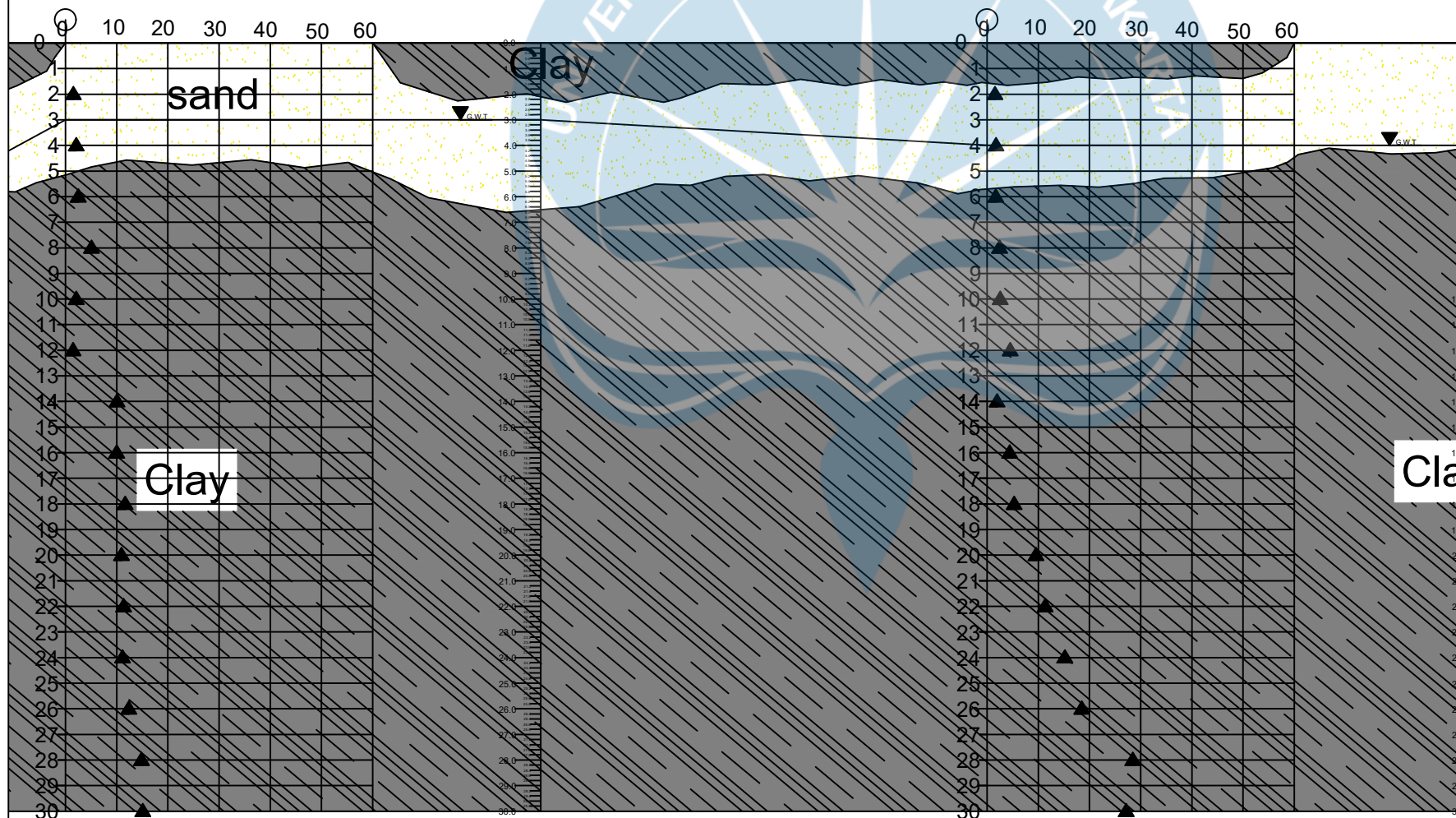
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SAND



STA 2+500 to STA 3+000





FINAL PROJECT
INFRASTRUCTRE 2
TRANSPORT -
GEOTECHNICAL 2024/2025

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FIGURE

STRATIGRAPHY

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SCALE

1 : 1000

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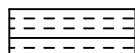
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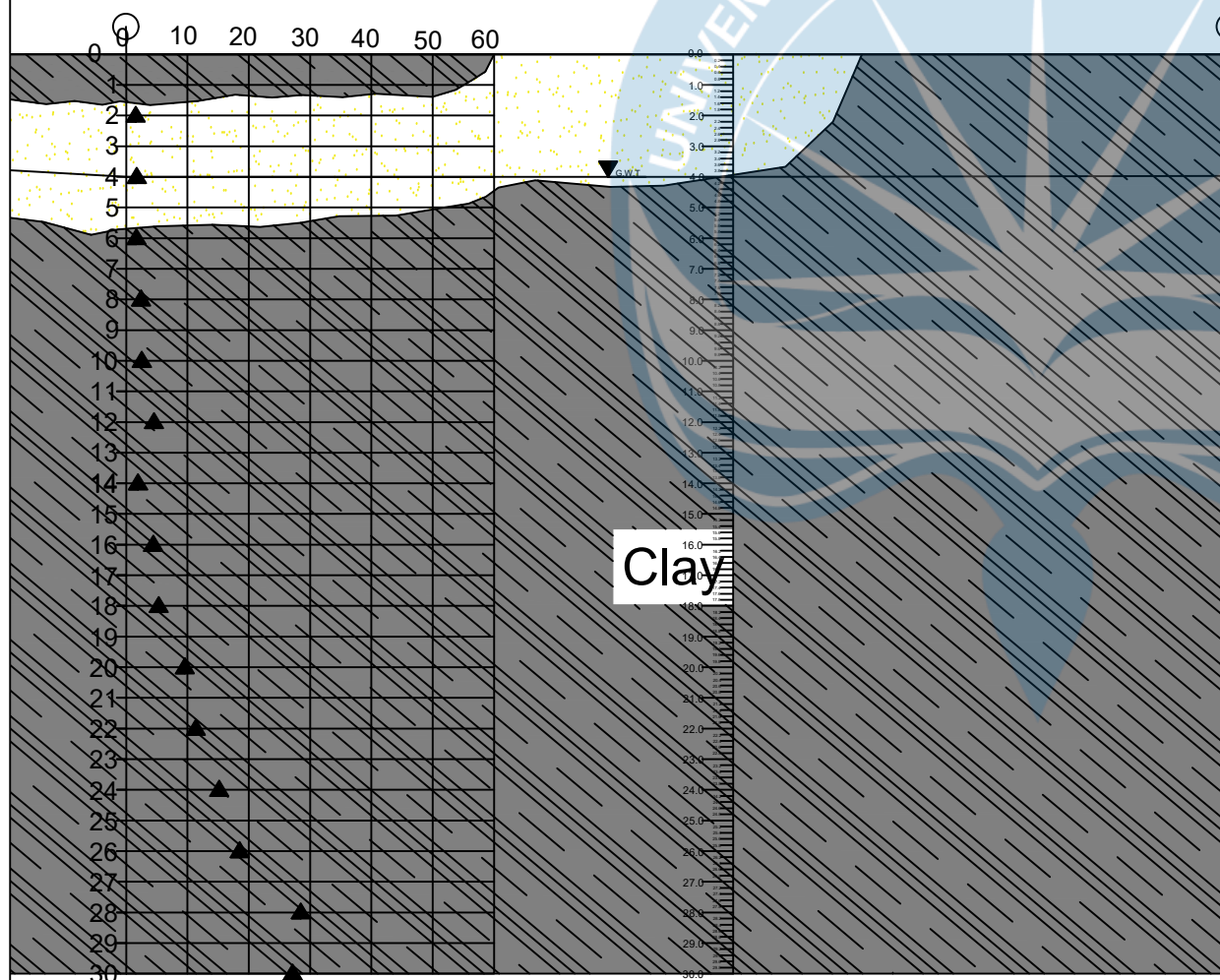
SILT



SAND



STA 3+000 to STA 3+500



STA 0+000 to STA 0+500

Embankment with (Hs) as a replacement for vehicle load



FINAL PROJECT
INFRASTRUCTRE 2
TRANSPORT -
GEOTECHNICAL 2024/2025

DATE 6 JUNE 2025

FIGURE

EMBANKMENT HEIGHT FOR
IMMEDIATE SETTLEMENT
AND PRIMARY
CONSOLIDATION

DRAWN BY

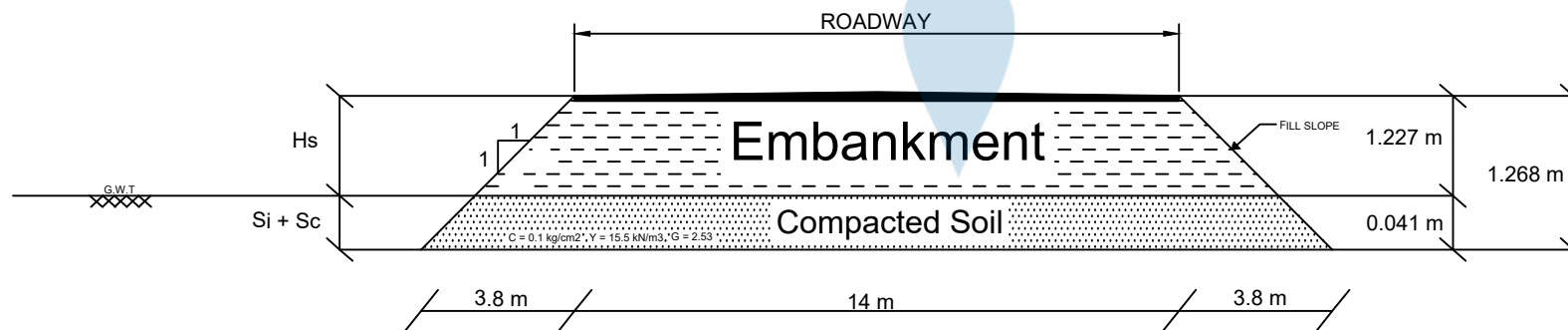
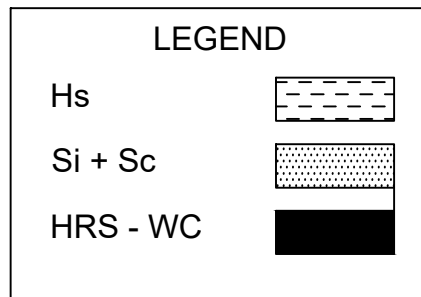
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BRYAN KRISTANTO UNTARYO (211318632)

SCALE

1 : 100

CORRECTED

APPROVED



STA 0+500 to STA 1+000

Embankment with (Hs) as a replacement for vehicle load

LEGEND

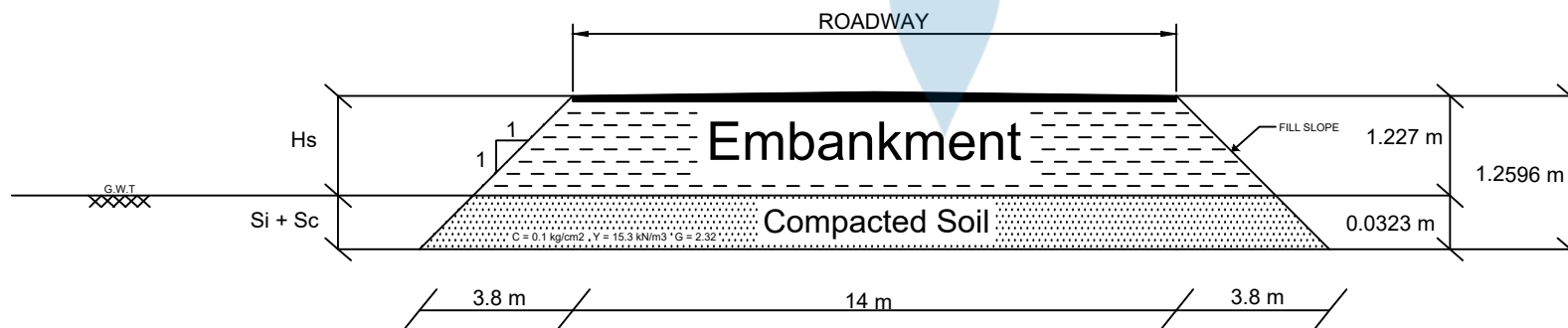
Hs



Si + Sc



HRS - WC



FINAL PROJECT
INFRASTRUCTRE 2
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FIGURE

EMBANKMENT HEIGHT FOR
IMMEDIATE SETTLEMENT
AND PRIMARY
CONSOLIDATION

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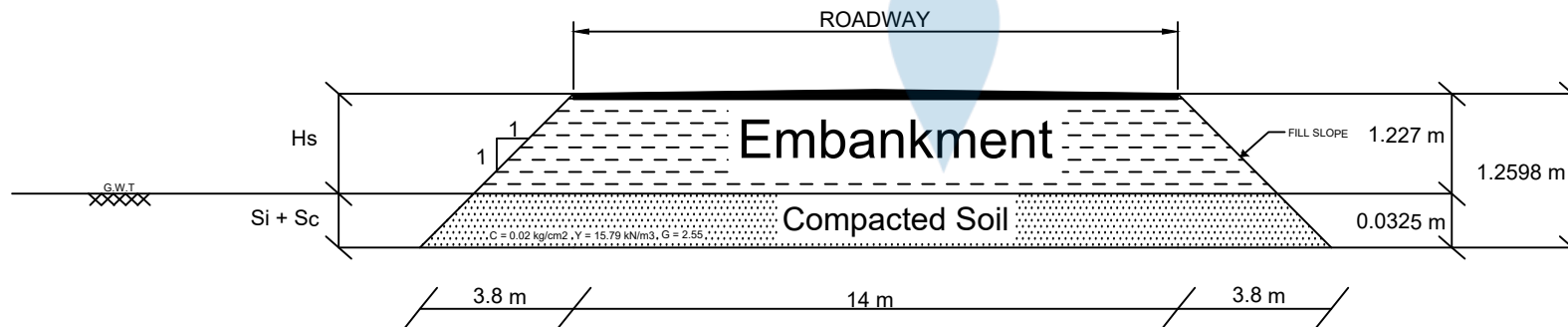
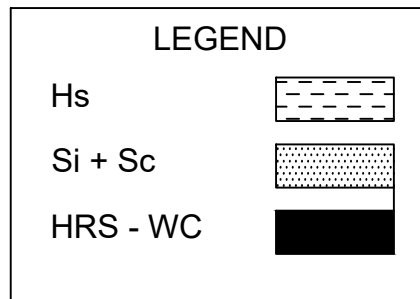
1 : 100

CORRECTED

APPROVED

STA 1+000 to STA 1+500

Embankment with (Hs) as a replacement for vehicle load



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FIGURE

EMBANKMENT HEIGHT FOR
IMMEDIATE SETTLEMENT
AND PRIMARY
CONSOLIDATION

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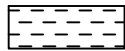
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STA 1+500 to STA 2+000

Embankment with (Hs) as a replacement for vehicle load

LEGEND

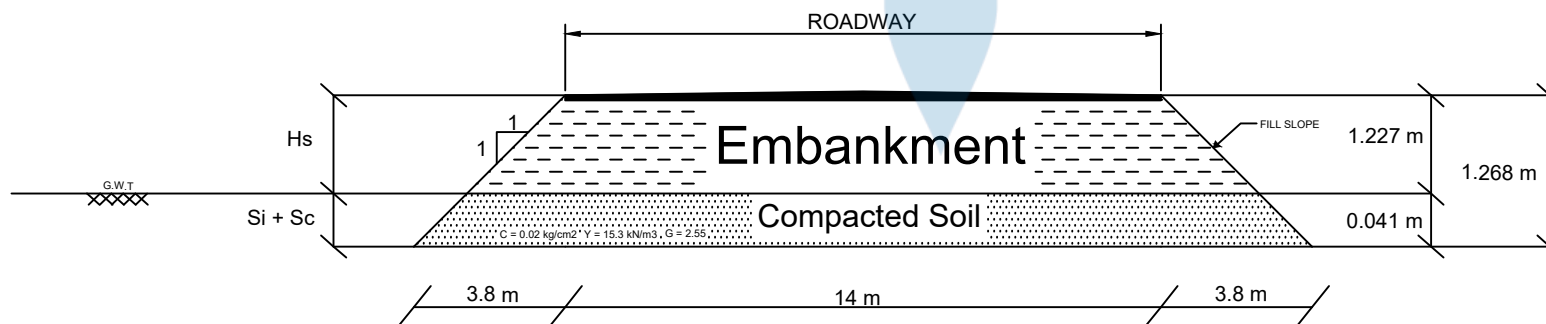
Hs



Si + Sc



HRS - WC



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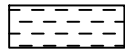
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Embankment with (Hs) as a replacement for vehicle load

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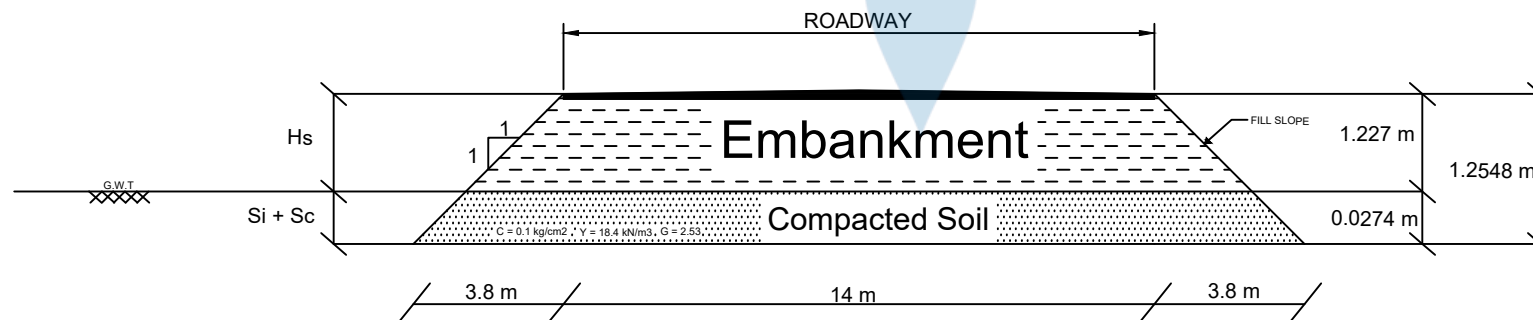
Hs



Si + Sc



HRS - WC





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IMMEDIATE SETTLEMENT
AND PRIMARY
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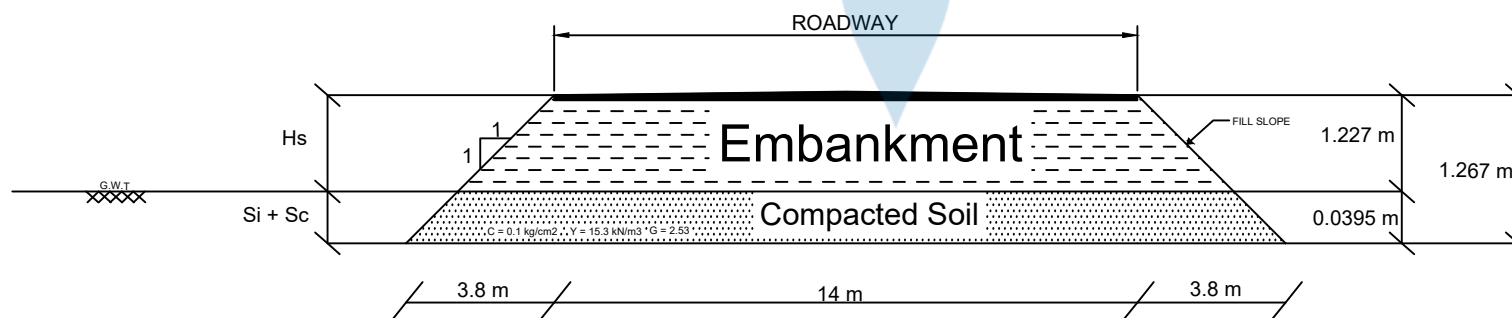
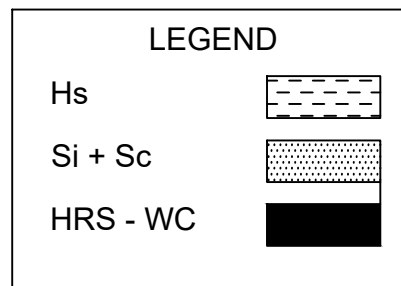
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STA 2+500 to STA 3+000

Embankment with (Hs) as a replacement for vehicle load





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IMMEDIATE SETTLEMENT
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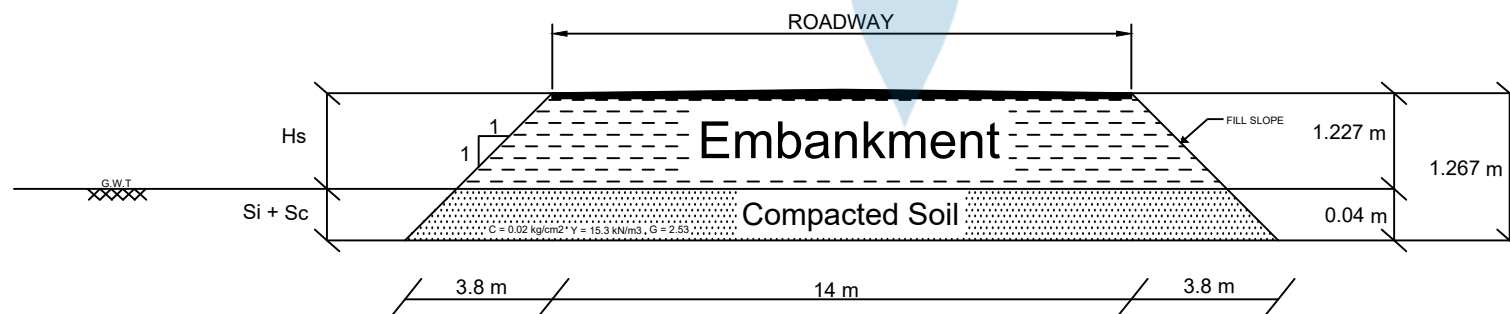
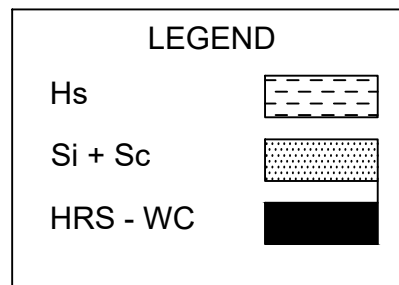
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Embankment with (Hs) as a replacement for vehicle load



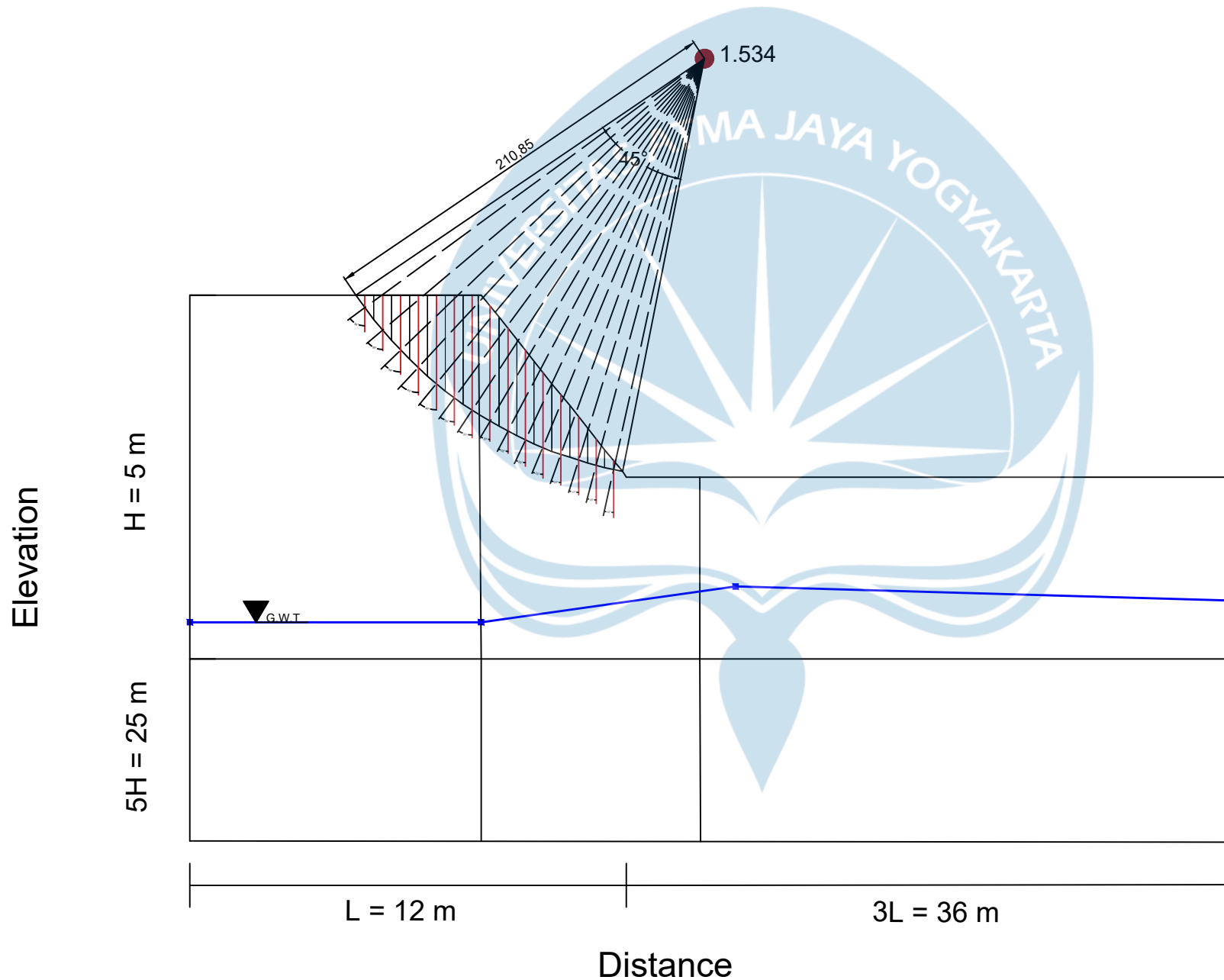
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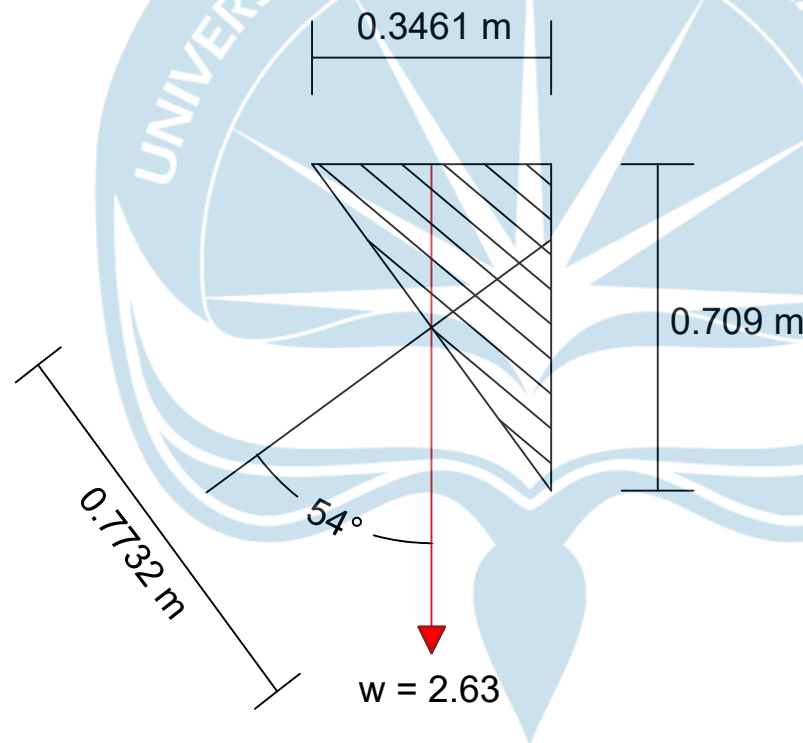
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1 Sliced of Slope Stability



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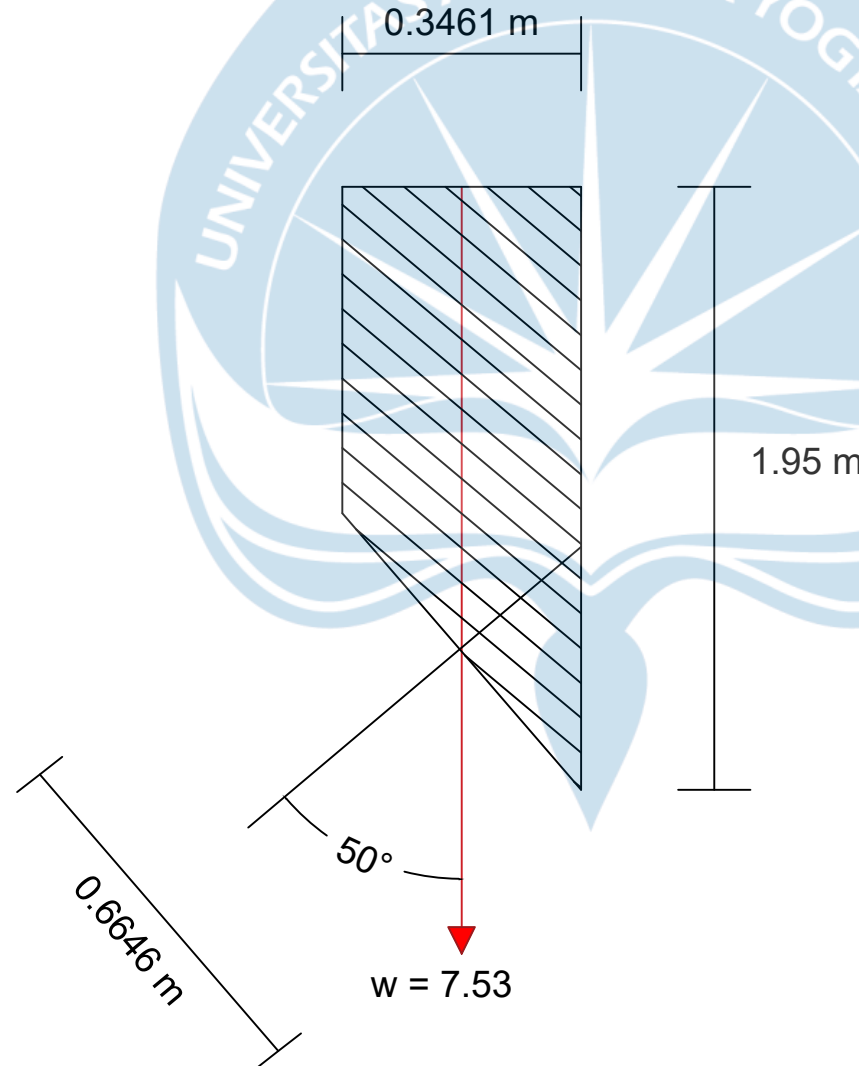
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2 Sliced of Slope Stability



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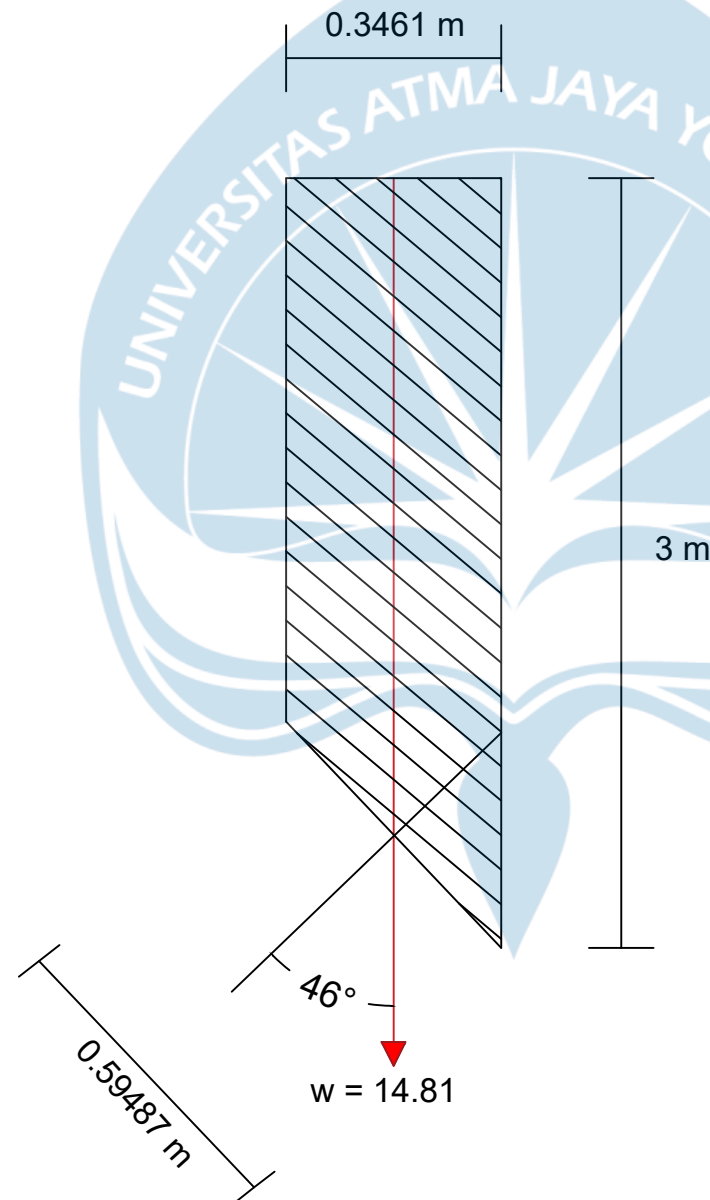
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3 Sliced of Slope Stability



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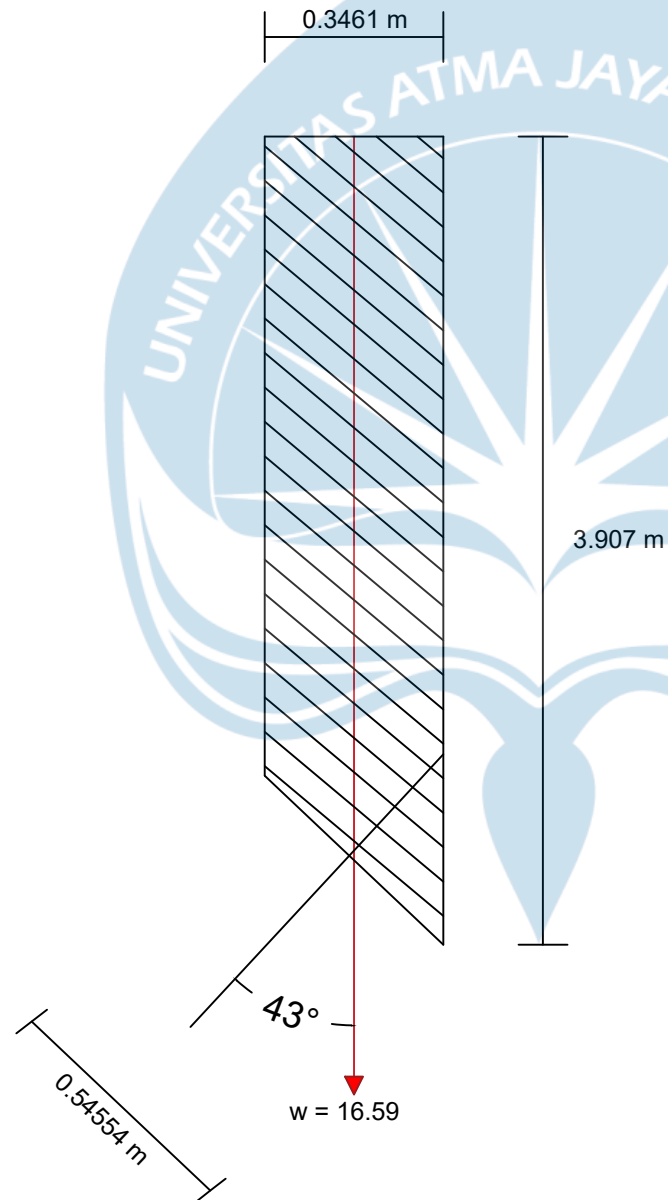
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4 Sliced of Slope Stability



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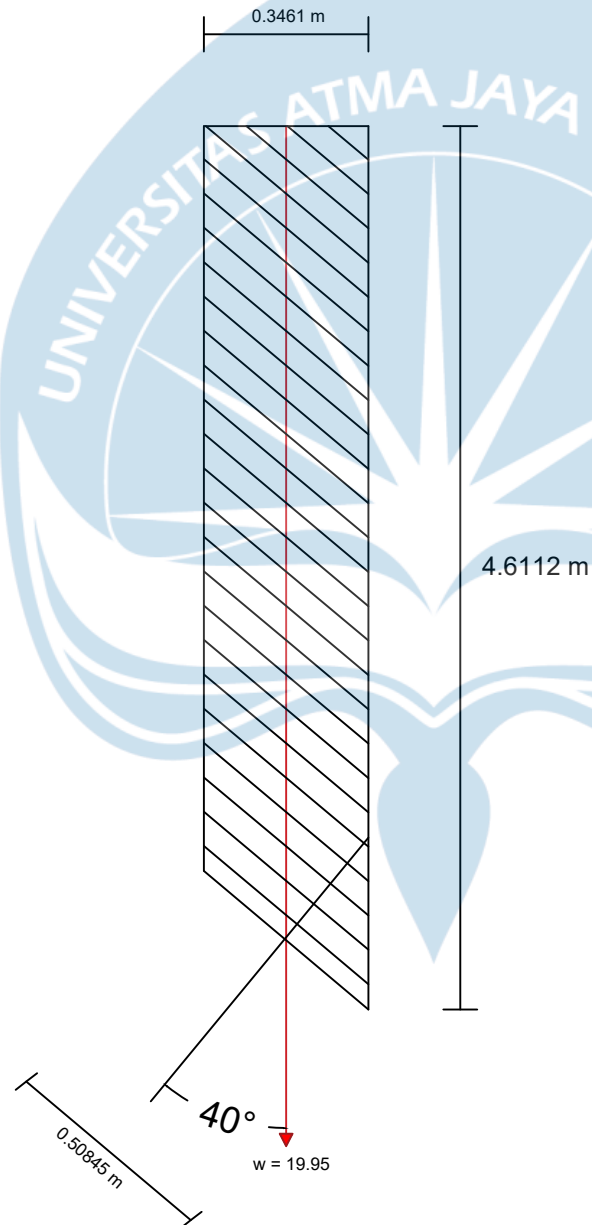
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5 Sliced of Slope Stability



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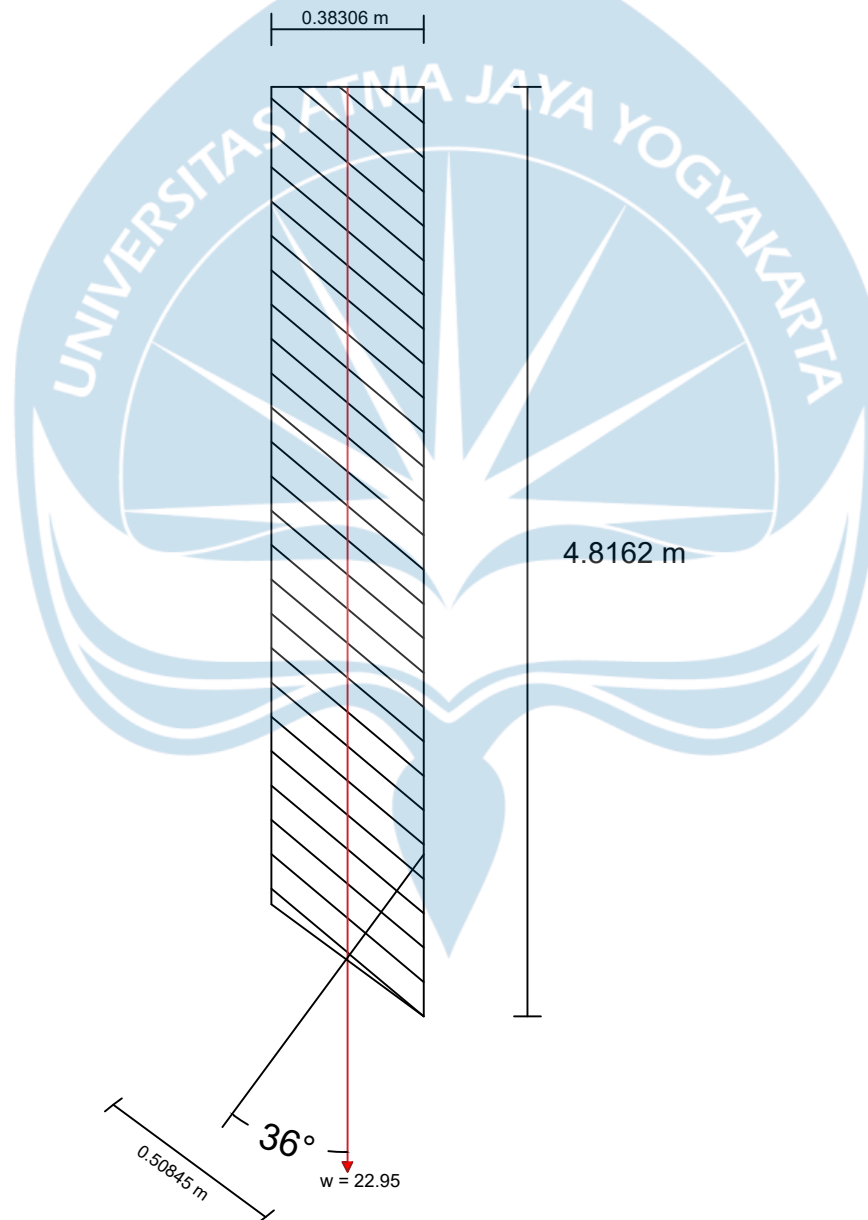
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6 Sliced of Slope Stability



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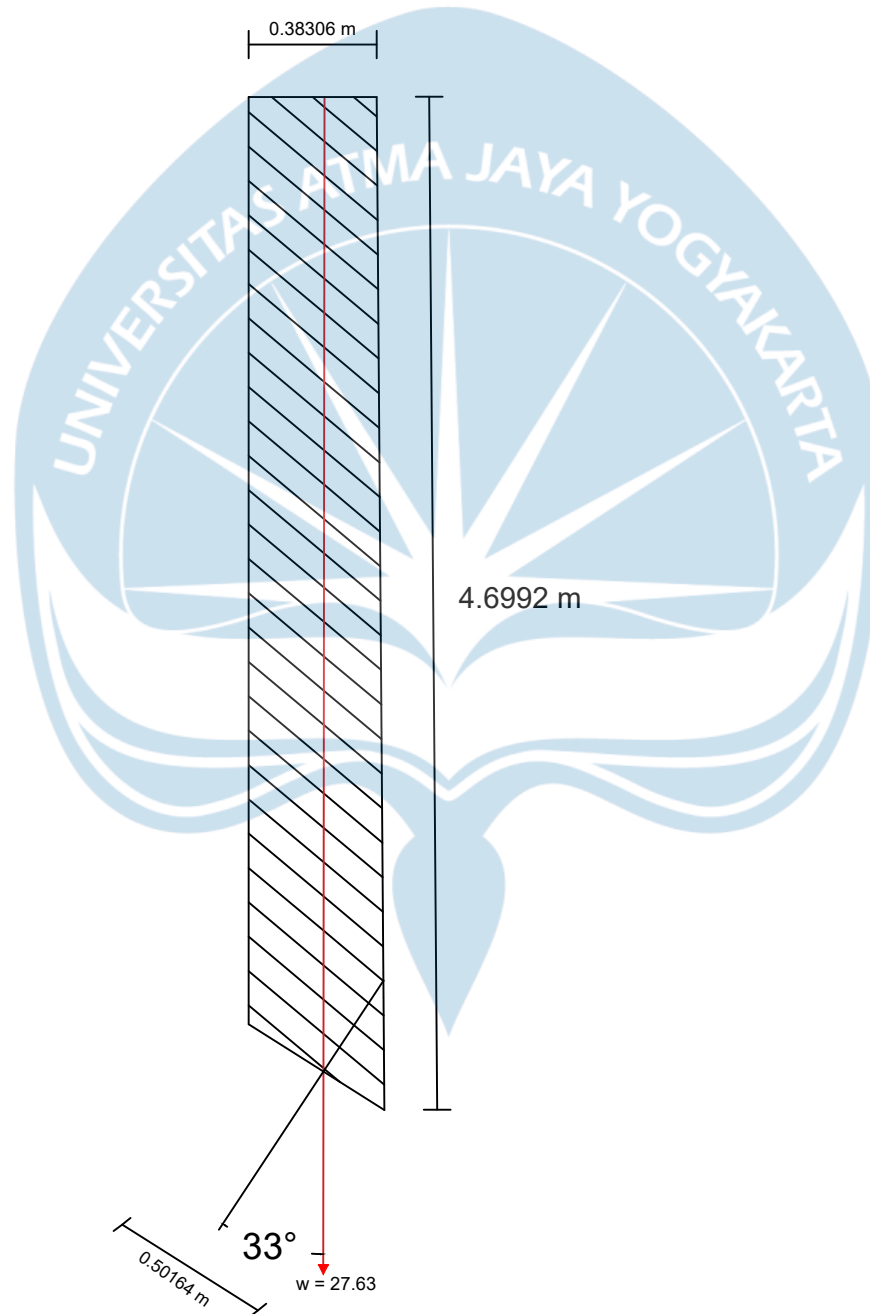
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7 Sliced of Slope Stability



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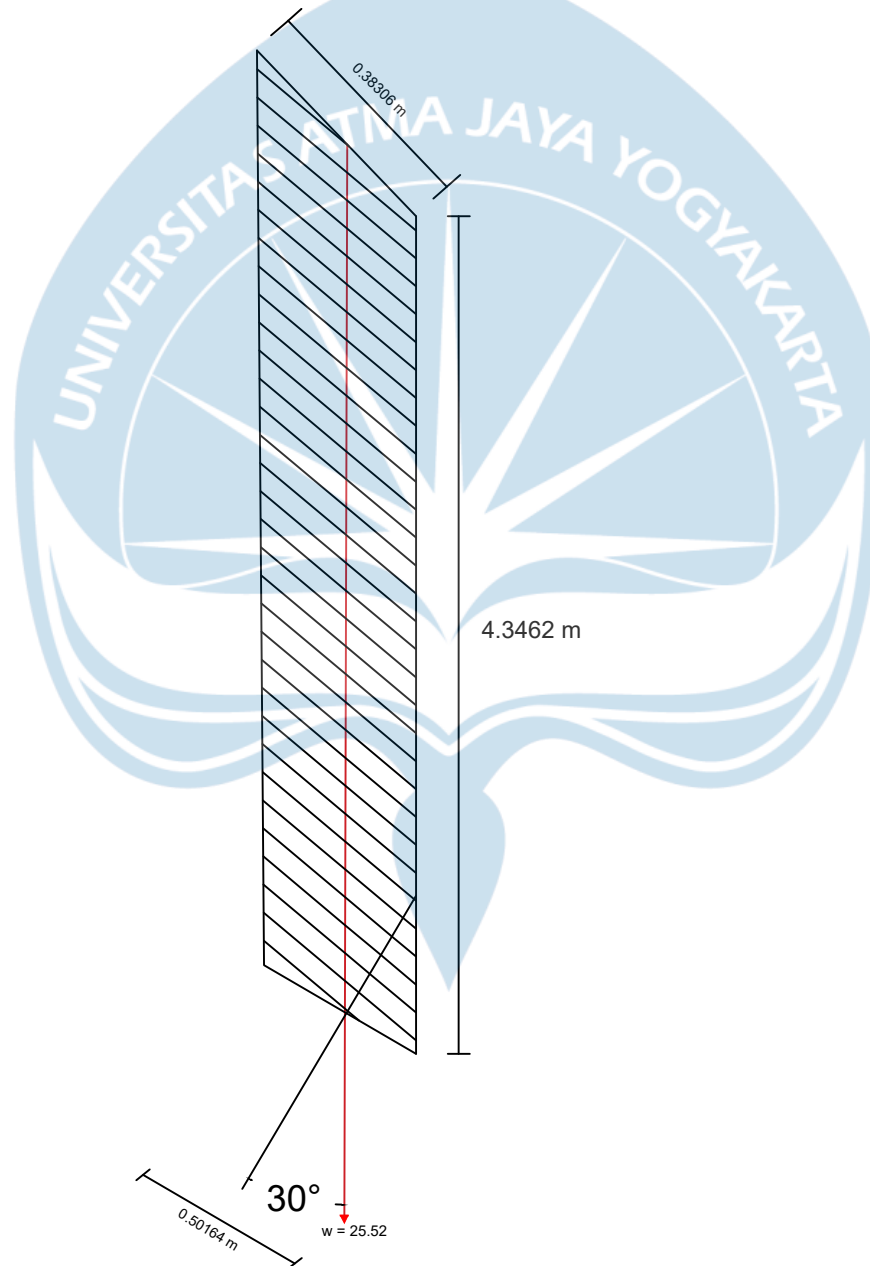
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8 Sliced of Slope Stability



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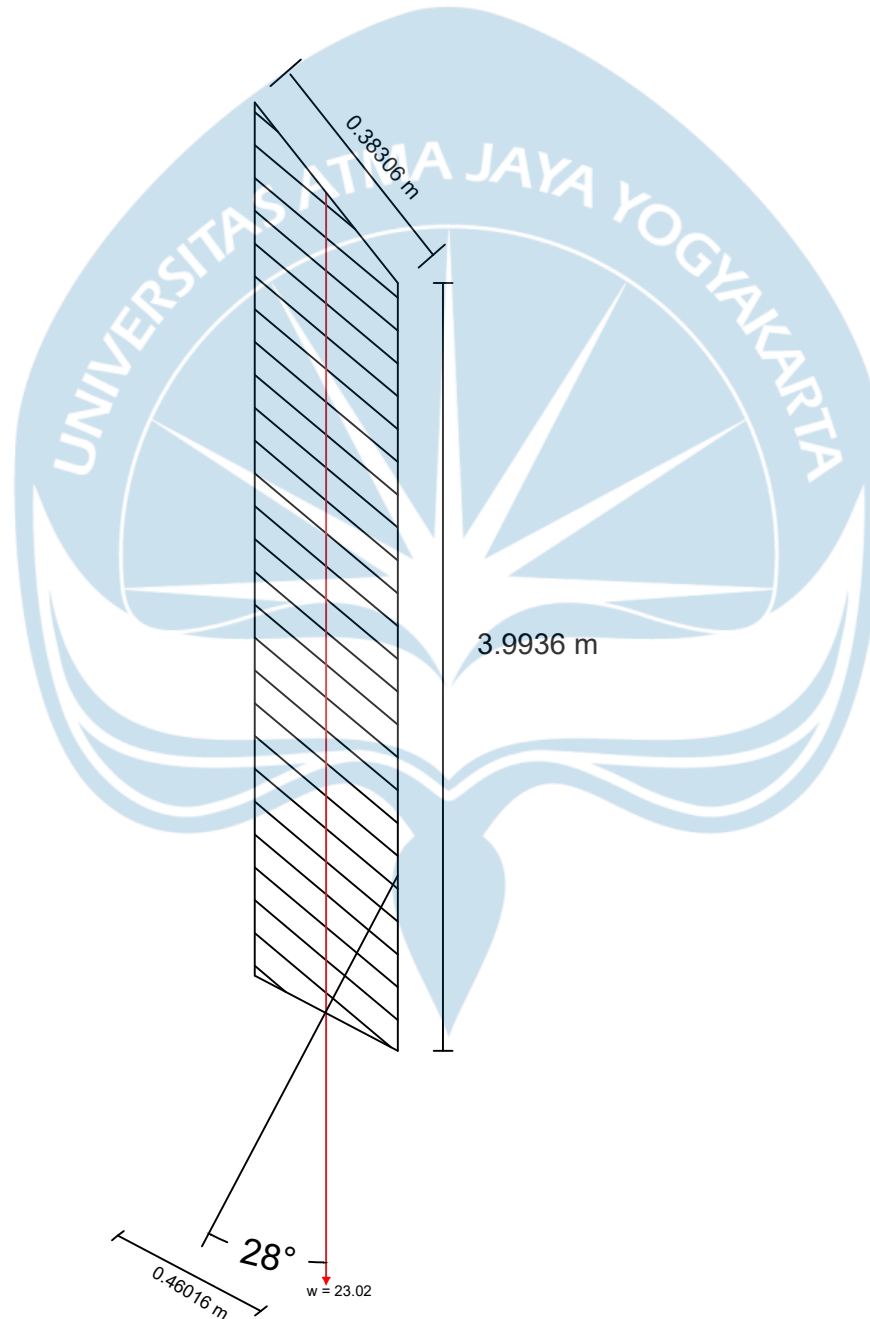
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9 Sliced of Slope Stability



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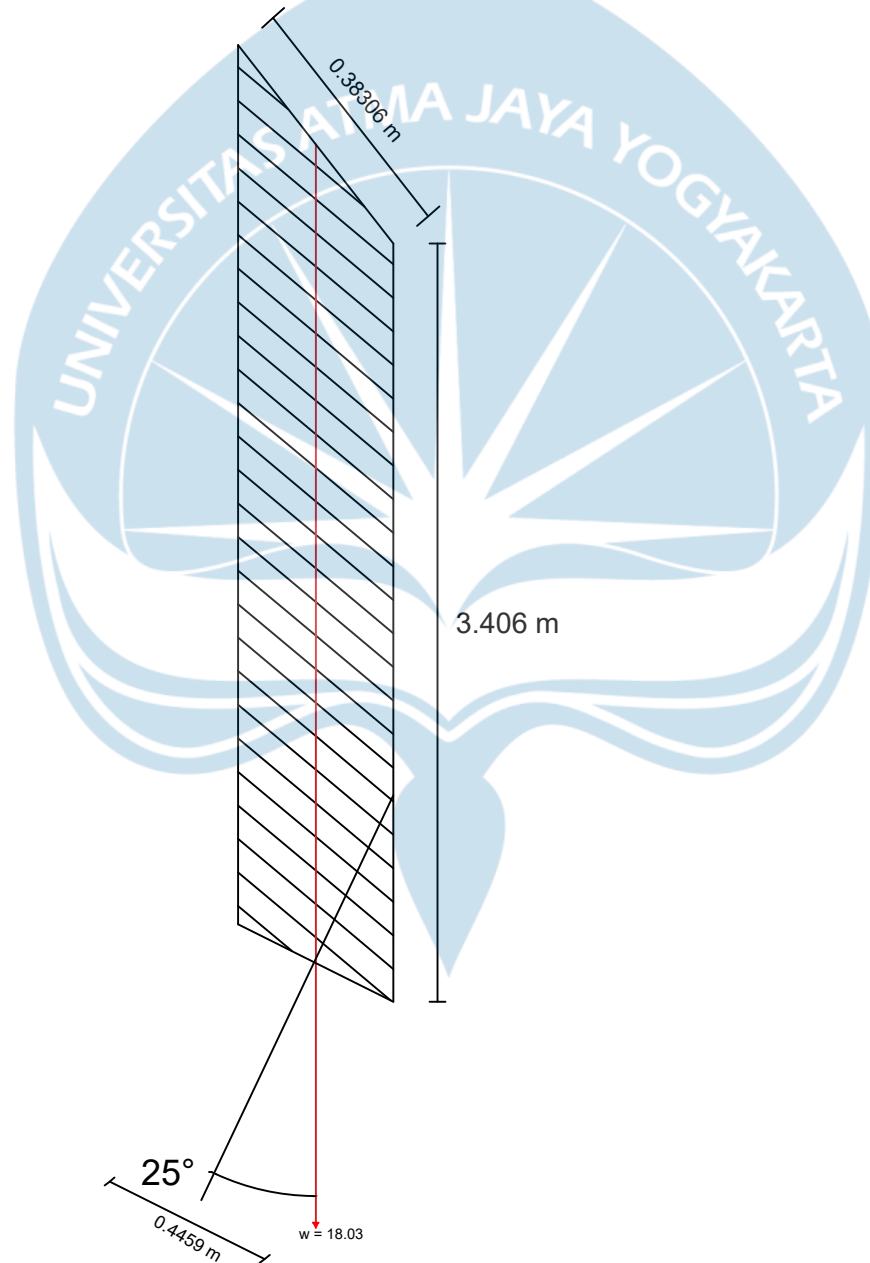
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10 Sliced of Slope Stability



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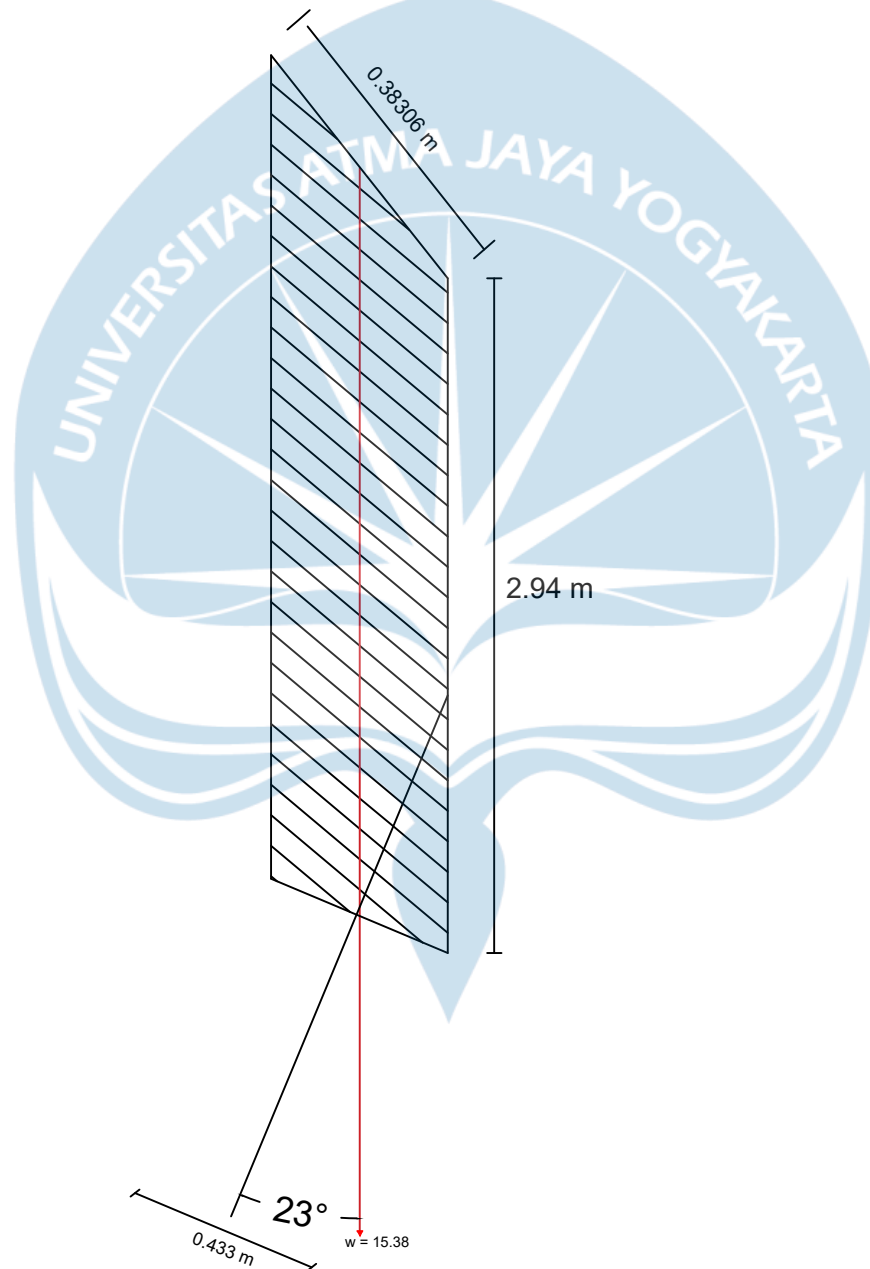
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11 Sliced of Slope Stability



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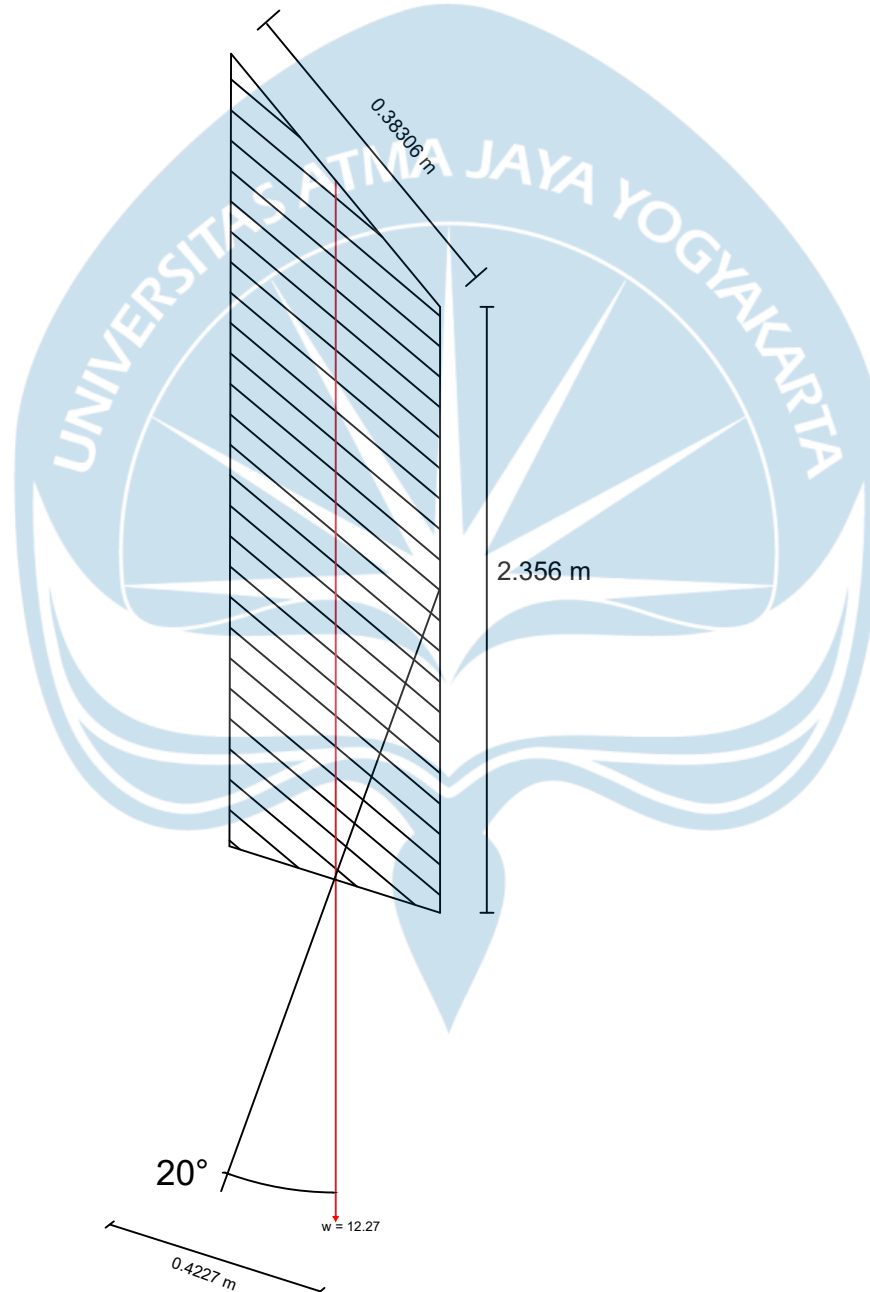
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12 Sliced of Slope Stability



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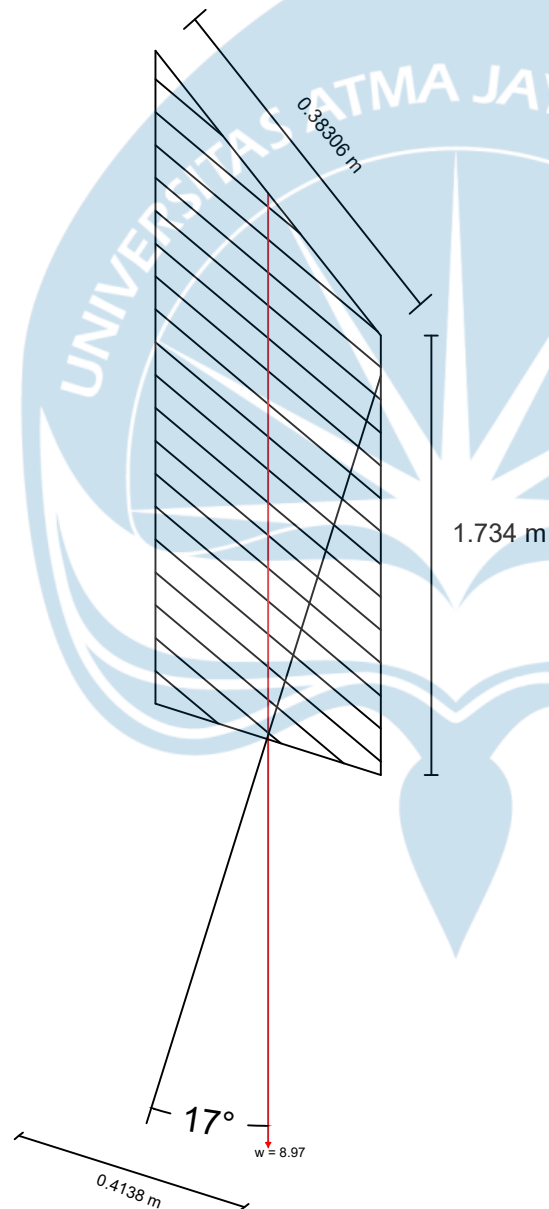
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13 Sliced of Slope Stability



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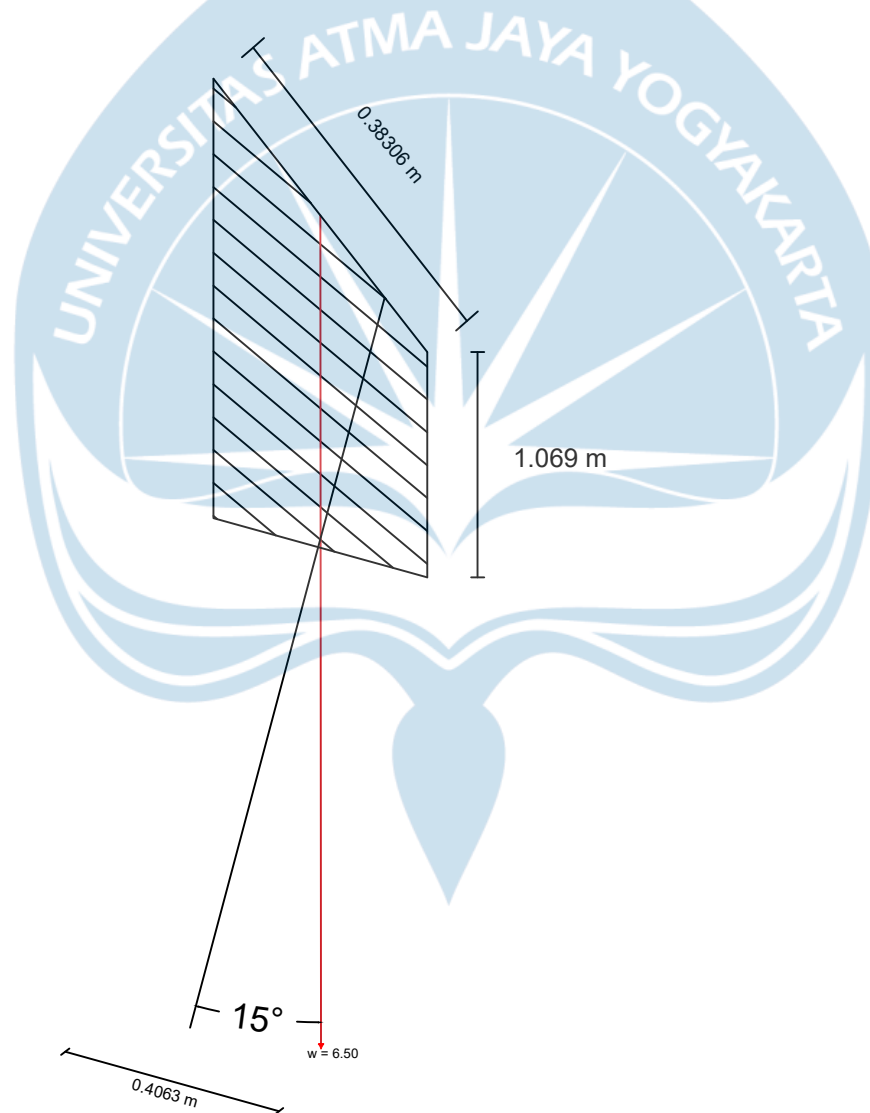
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14 Sliced of Slope Stability



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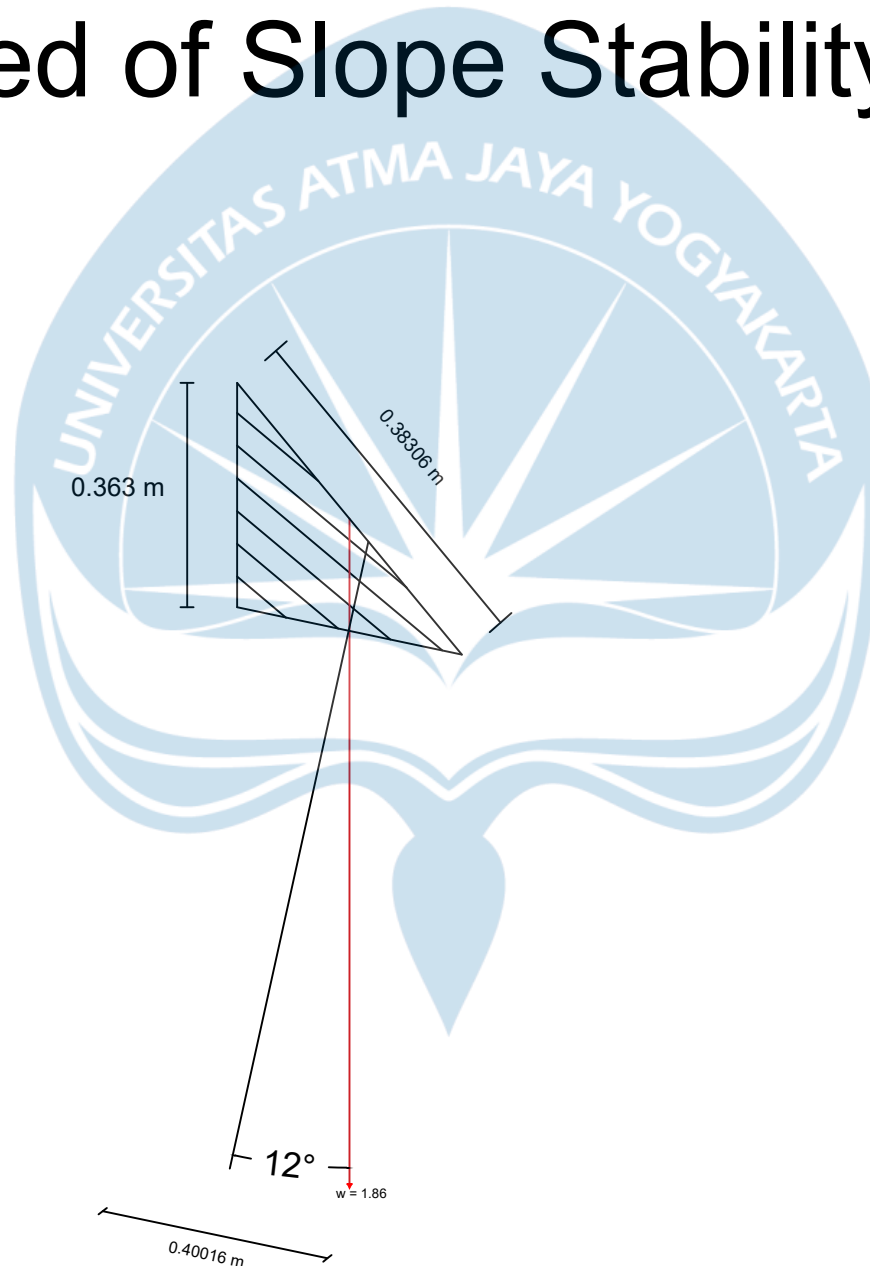
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15 Sliced of Slope Stability



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