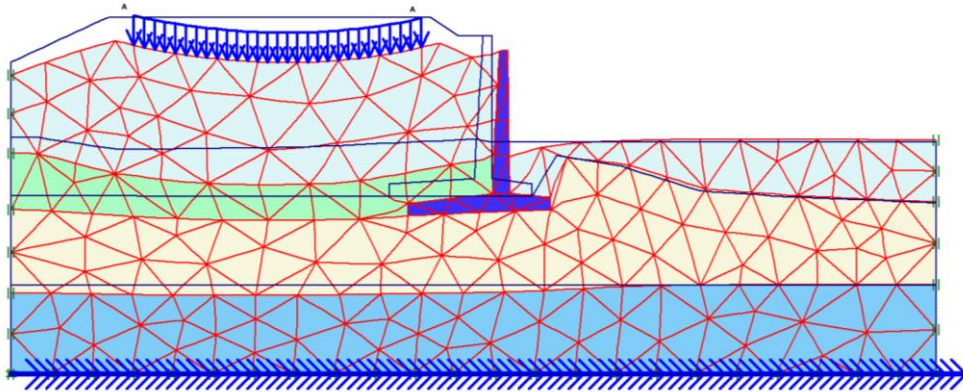
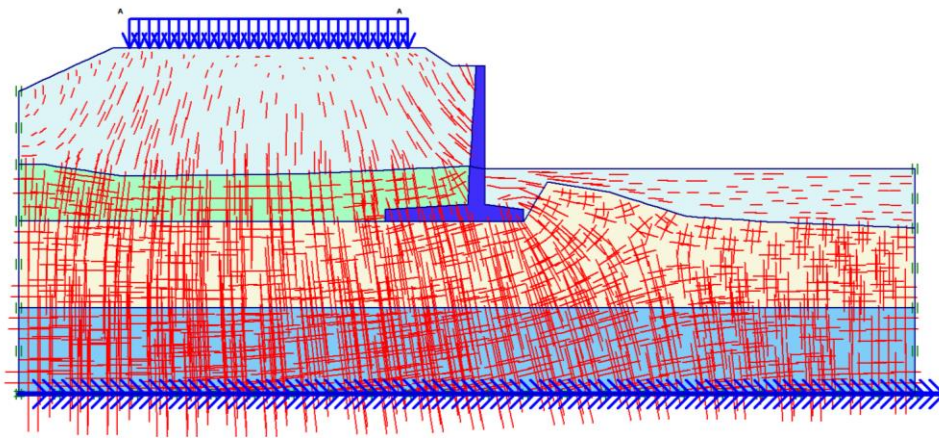


LAMPIRAN 2

HASIL ANALISIS PROGRAM PLAXIS REKOMENDASI PERBAIKAN STRUKTUR DINDING PENAHAN TANAH

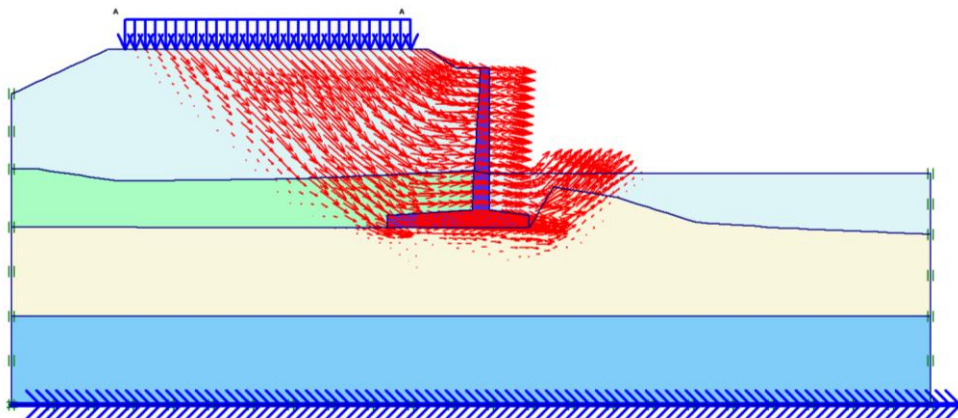


Gambar 1 Deformed Mesh dengan Beban Kendaraan Ringan

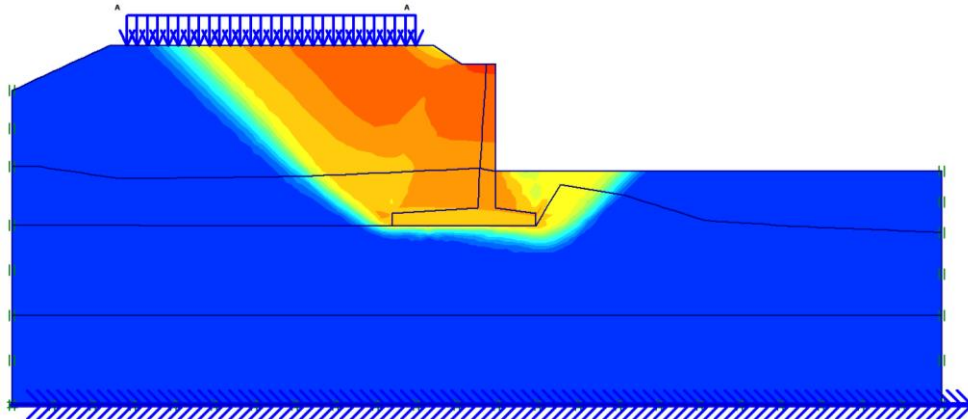


Effective stresses
 Extreme effective principal stress -285.87 kN/m^2

Gambar 2 Effective Stresses dengan Beban Kendaraan Ringan



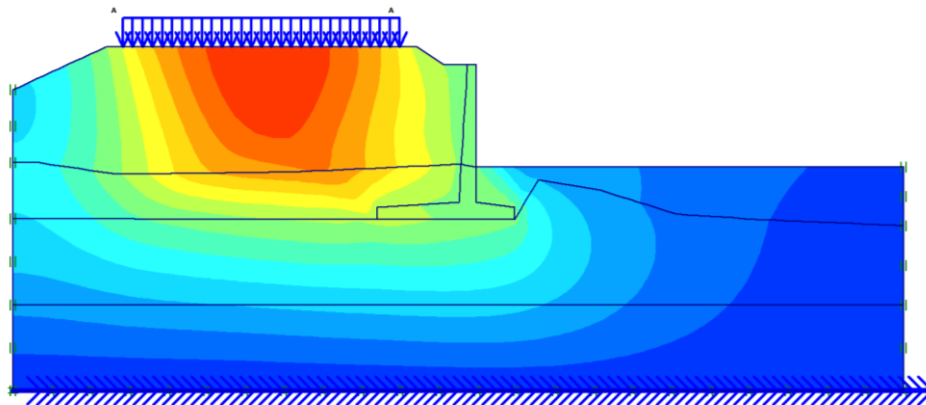
Gambar 3 Arah Pergerakan Tanah dengan Beban Kendaraan Ringan



Gambar 4 Daerah Potensial Keruntuhan dengan Beban Kendaraan Ringan

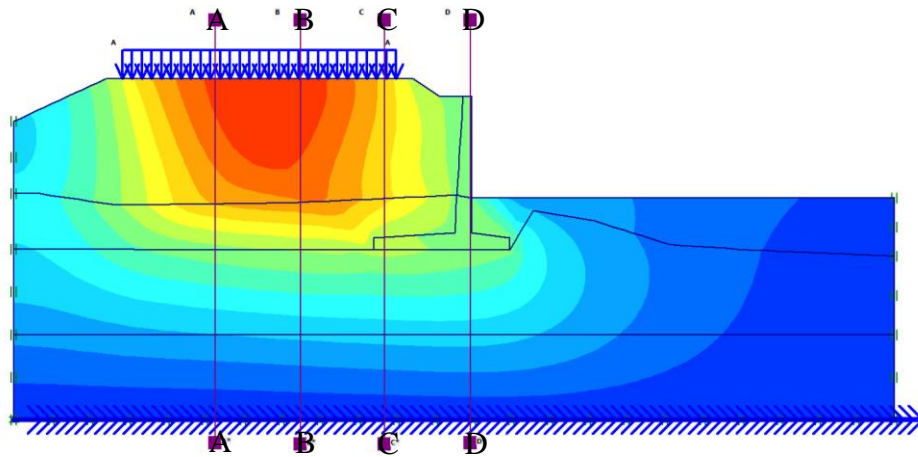
Multipliers	Incremental multipliers		Total multipliers	
Prescribed displacements	Mdisp:	0.000	Σ-Mdisp:	0.000
Load system A	MloadA:	0.000	Σ-MloadA:	1.000
Load system B	MloadB:	0.000	Σ-MloadB:	1.000
Soil weight	Mweight:	0.000	Σ-Mweight:	1.000
Acceleration	Maccel:	0.000	Σ-Maccel:	0.000
Strength reduction factor	Msf:	0.000	Σ-Msf:	1.972
Time	Increment:	0.000	End time:	0.000
Dynamic time	Increment:	0.000	End time:	0.000

Gambar 5 Nilai SF dengan Beban Kendaraan Ringan

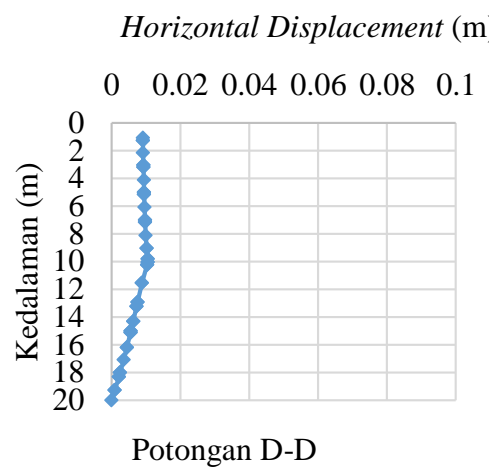
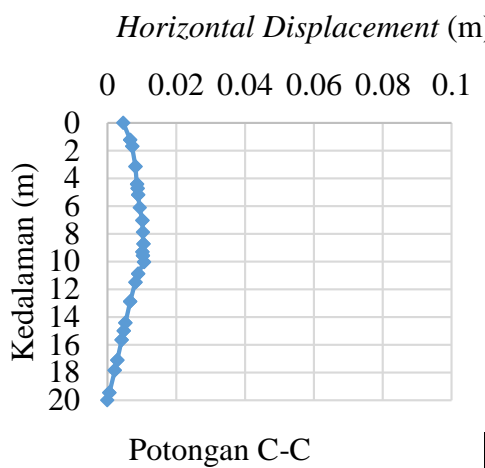
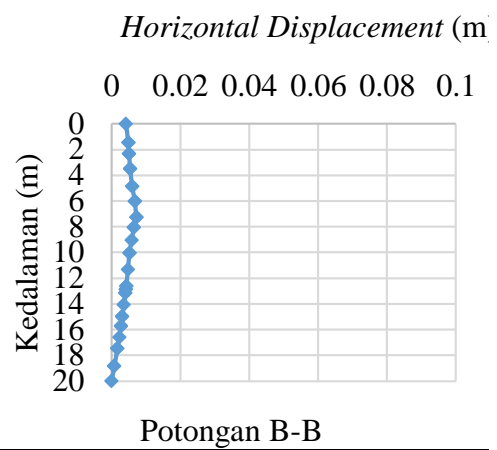
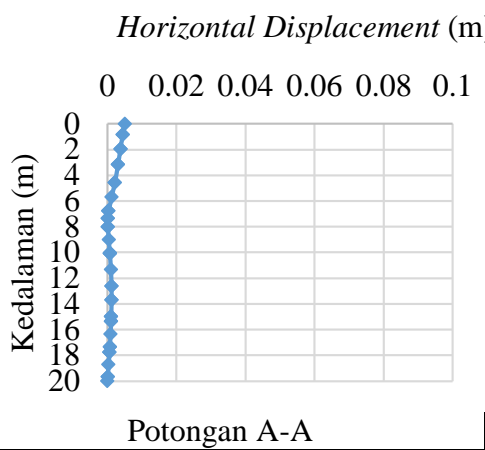


Total displacements (Utot)
Extreme Utot $25.91 \cdot 10^{-3}$ m

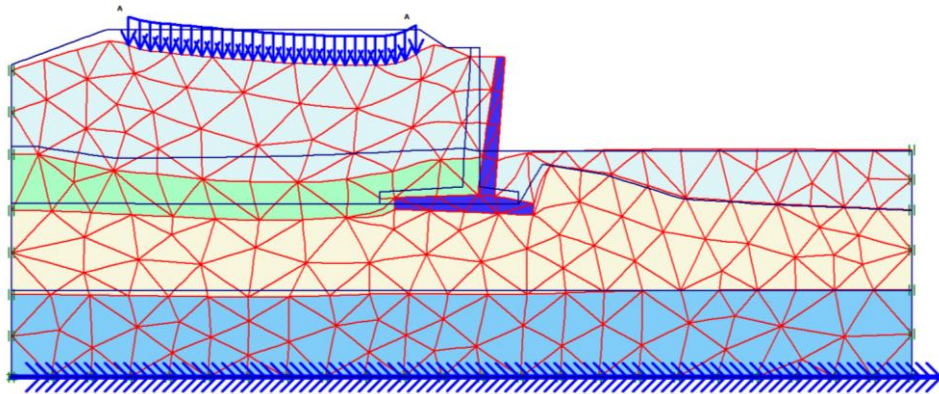
Gambar 6 Total Displacement dengan Beban Kendaraan Ringan



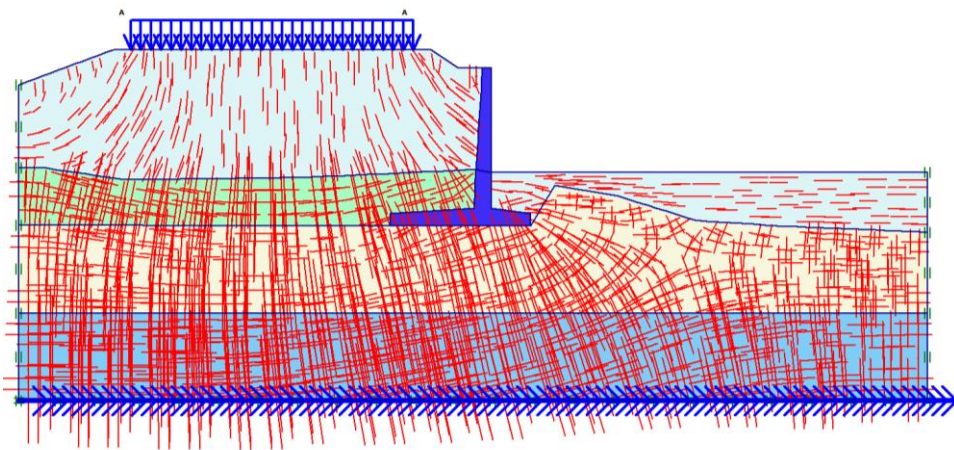
Gambar 7 Potongan Yang Akan Ditinjau Displacement Dengan Beban Kendaraan Ringan



Gambar 8 Horizontal Displacement Pada Tiap Potongan Akibat Beban Kendaraan Ringan

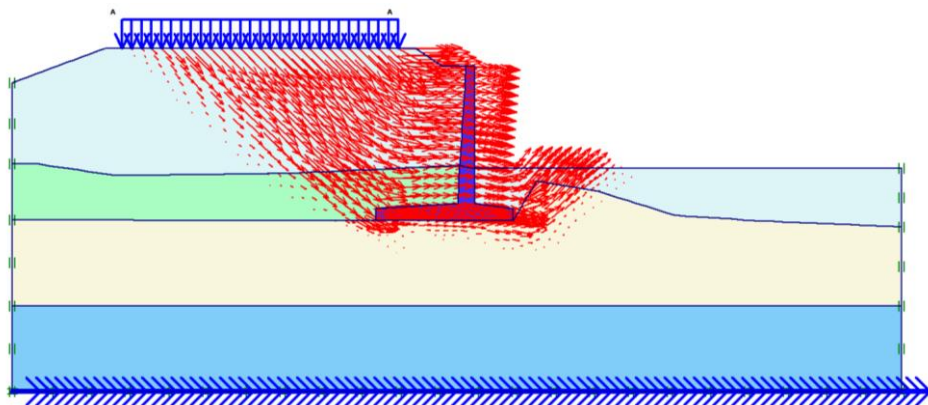


Gambar 9 Deformed Mesh dengan Beban Kendaraan Sedang

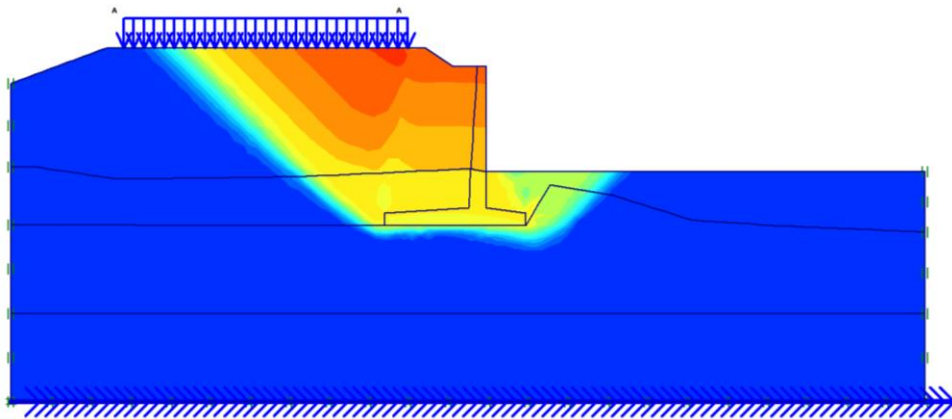


Effective stresses
Extreme effective principal stress -329.21 kN/m²

Gambar 10 Effective Stresses dengan Beban Kendaraan Sedang



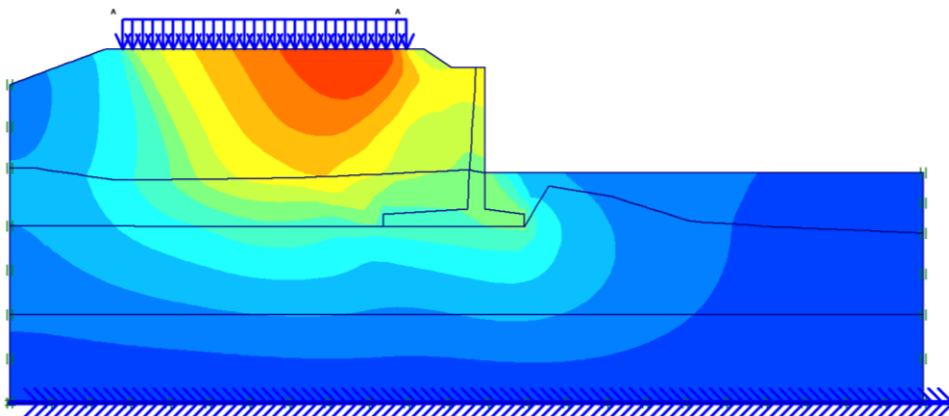
Gambar 11 Arah Pergerakan Tanah dengan Beban Kendaraan Sedang



Gambar 12 Daerah Potensial Keruntuhan dengan Beban Kendaraan Sedang

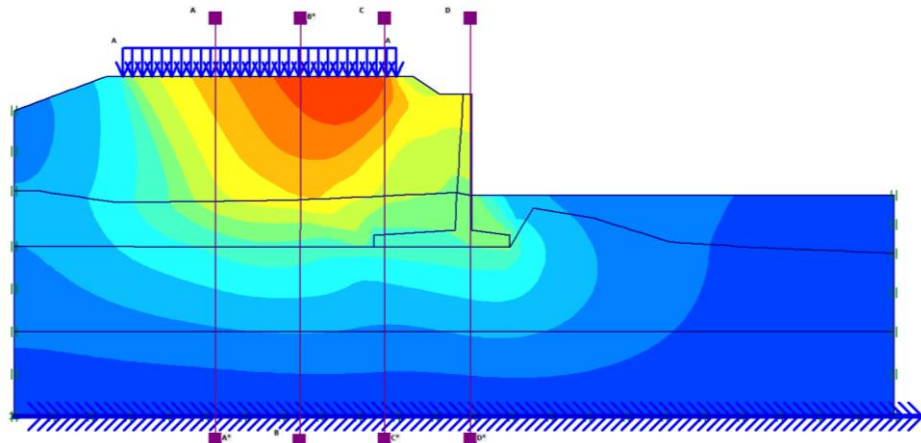
Multipliers	Incremental multipliers		Total multipliers	
	Parameter	Value	Parameter	Value
Prescribed displacements	Mdisp:	0.000	Σ-Mdisp:	0.000
Load system A	MloadA:	0.000	Σ-MloadA:	1.000
Load system B	MloadB:	0.000	Σ-MloadB:	1.000
Soil weight	Mweight:	0.000	Σ-Mweight:	1.000
Acceleration	Maccel:	0.000	Σ-Maccel:	0.000
Strength reduction factor	Msf:	0.000	Σ-Msf:	1.415
Time	Increment:	0.000	End time:	0.000
Dynamic time	Increment:	0.000	End time:	0.000

Gambar 5.13 Nilai SF dengan Beban Kendaraan Sedang

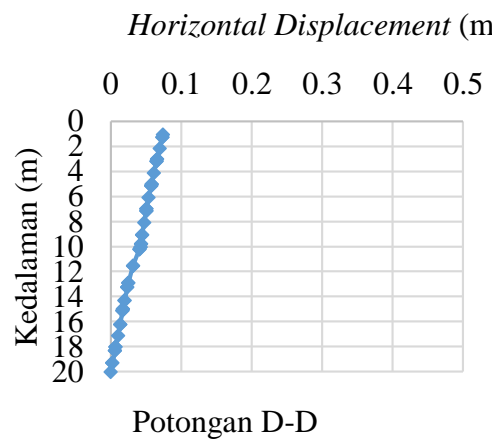
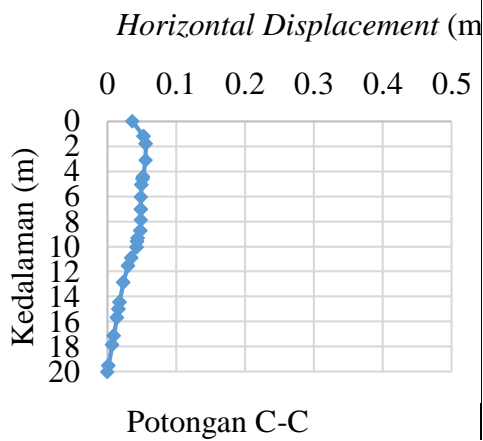
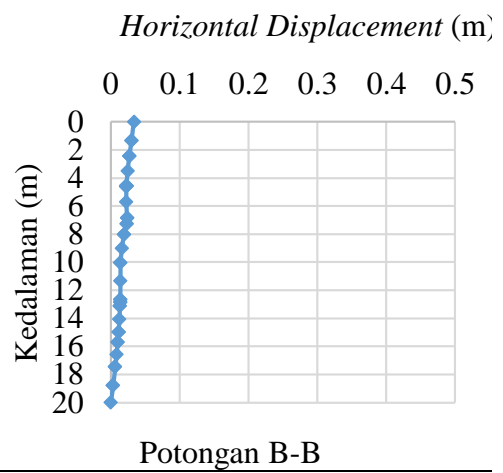
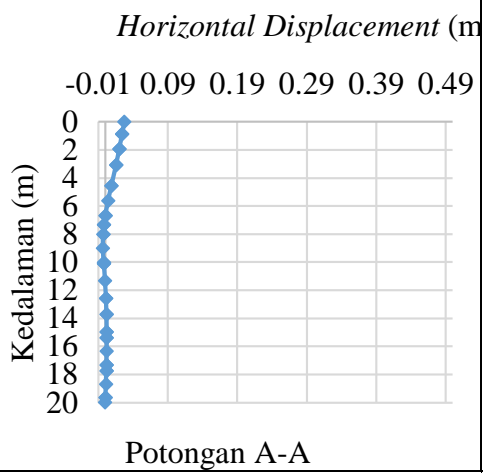


Total displacements (Utot)
Extreme Utot $108.93 \cdot 10^{-3}$ m

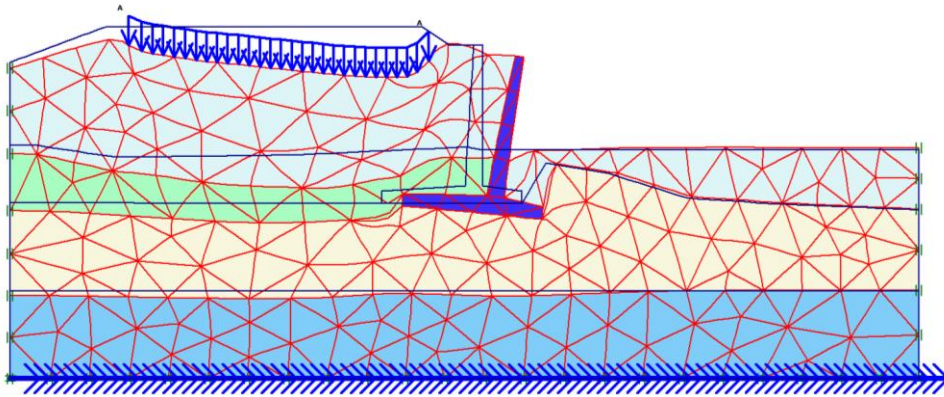
Gambar 14 Total Displacement dengan Beban Kendaraan Sedang



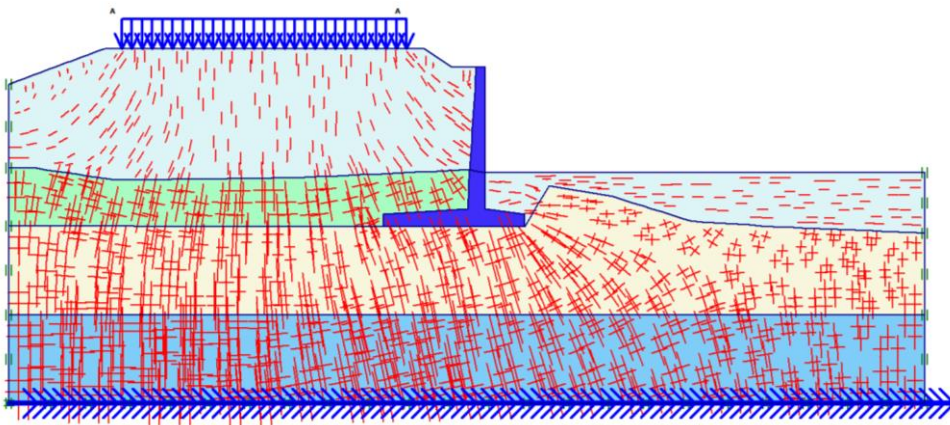
Gambar 15 Potongan Yang Akan Ditinjau *Displacement* Dengan Beban Kendaraan Sedang



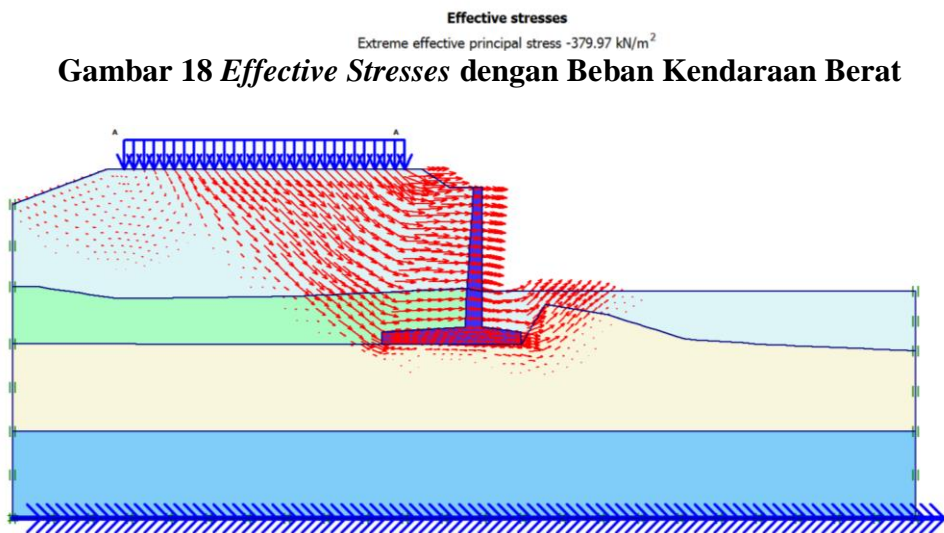
Gambar 16 *Horizontal Displacement* Pada Tiap Potongan Akibat Beban Kendaraan Sedang



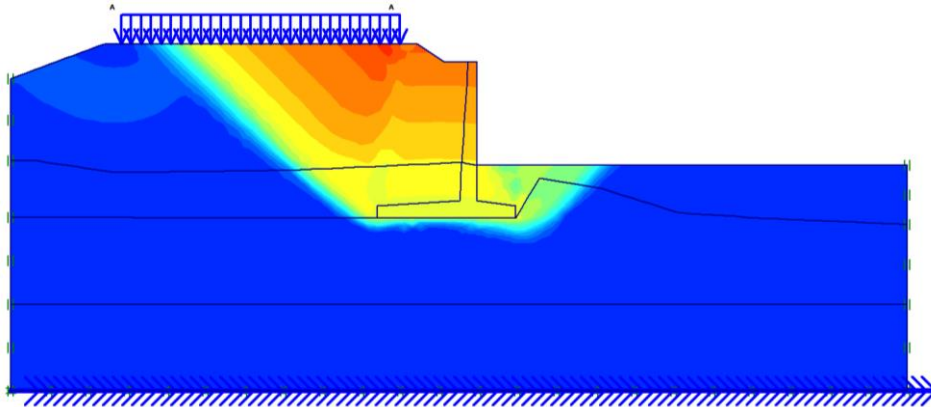
Gambar 17 Deformed Mesh dengan Beban Kendaraan Berat



Gambar 18 Effective Stresses dengan Beban Kendaraan Berat



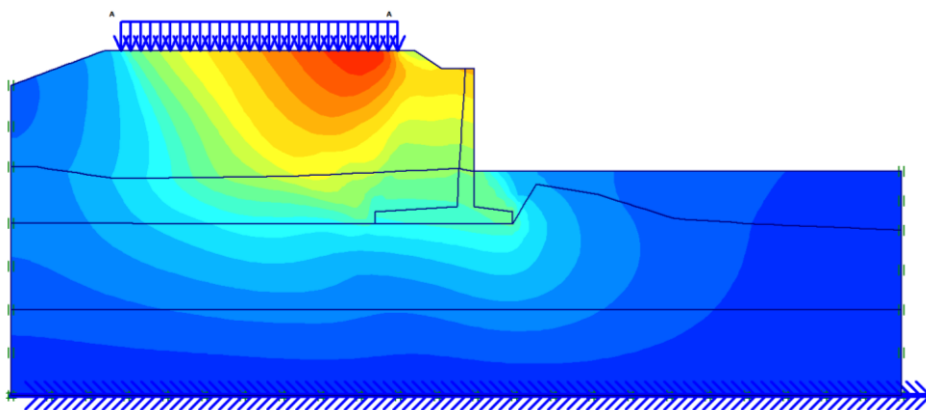
Gambar 19 Arah Pergerakan Tanah dengan Beban Kendaraan Berat



Gambar 20 Daerah Potensial Keruntuhan dengan Beban Kendaraan Berat

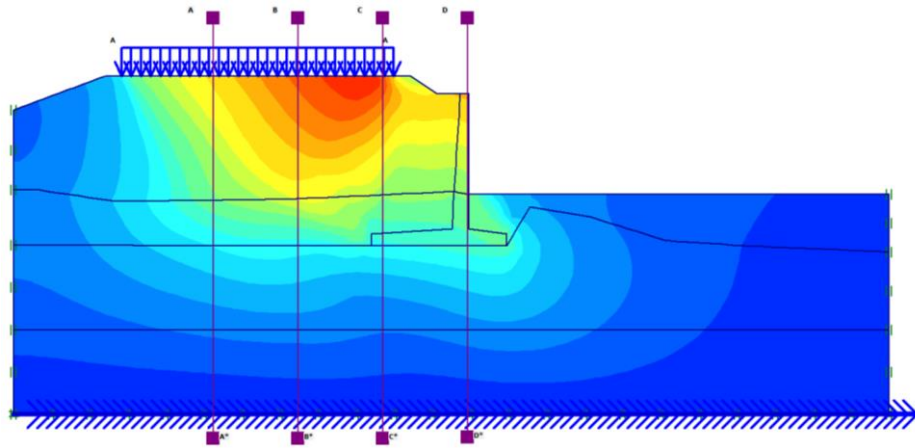
Multipliers				
	Incremental multipliers		Total multipliers	
Prescribed displacements	Mdisp:	0.000	Σ-Mdisp:	0.000
Load system A	MloadA:	0.000	Σ-MloadA:	1.000
Load system B	MloadB:	0.000	Σ-MloadB:	1.000
Soil weight	Mweight:	0.000	Σ-Mweight:	1.000
Acceleration	Maccel:	0.000	Σ-Maccel:	0.000
Strength reduction factor	Msf:	0.000	Σ-Msf:	1.324
Time	Increment:	0.000	End time:	0.000
Dynamic time	Increment:	0.000	End time:	0.000

Gambar 21 Nilai SF dengan Beban Kendaraan Berat

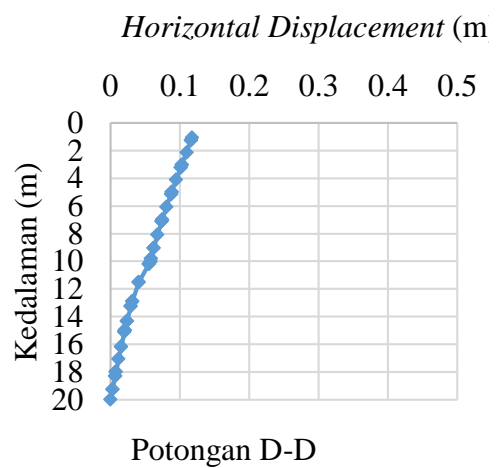
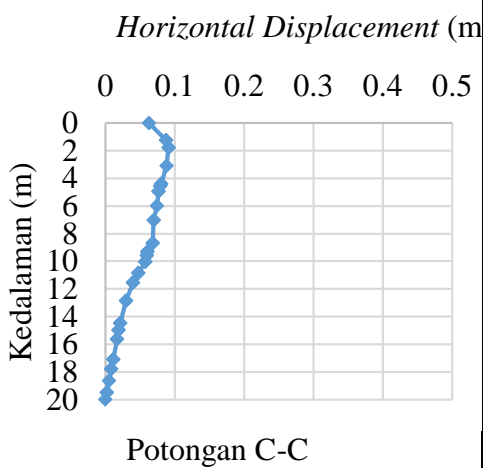
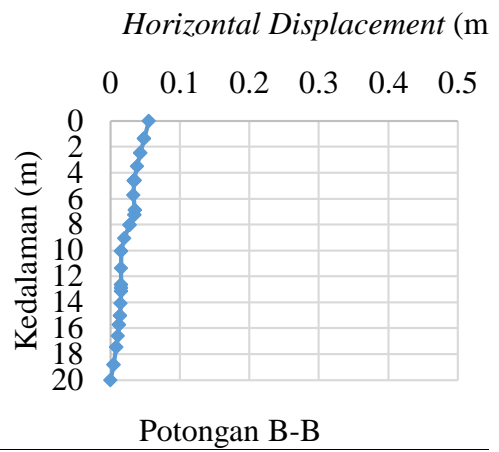
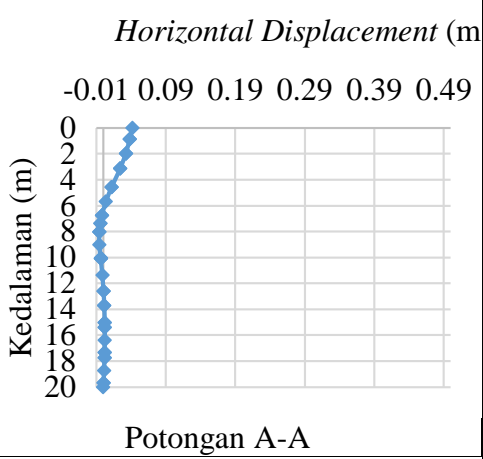


Total displacements (Utot)
Extreme Utot $156.82 \cdot 10^{-3}$ m

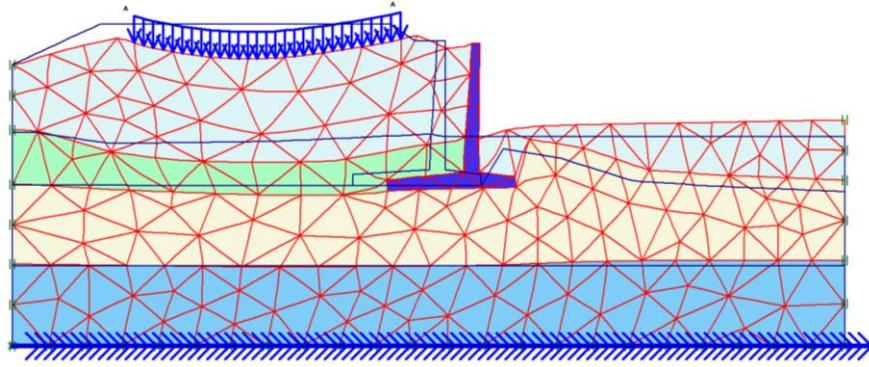
Gambar 22 Total Displacement dengan Beban Kendaraan Berat



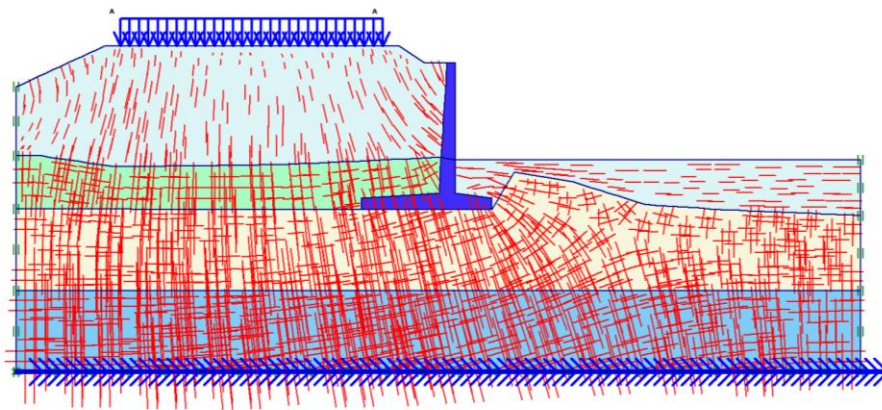
Gambar 23 Potongan Yang Akan Ditinjau *Displacement* Dengan Beban Kendaraan Berat



Gambar 24 *Horizontal Displacement* Pada Tiap Potongan Akibat Beban Kendaraan Berat

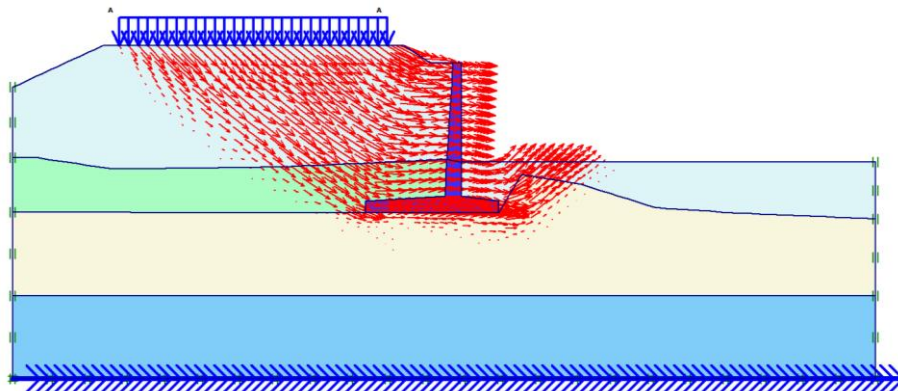


Gambar 25 *Deformed Mesh* dengan Beban Kendaraan Ringan Dan Beban Gempa

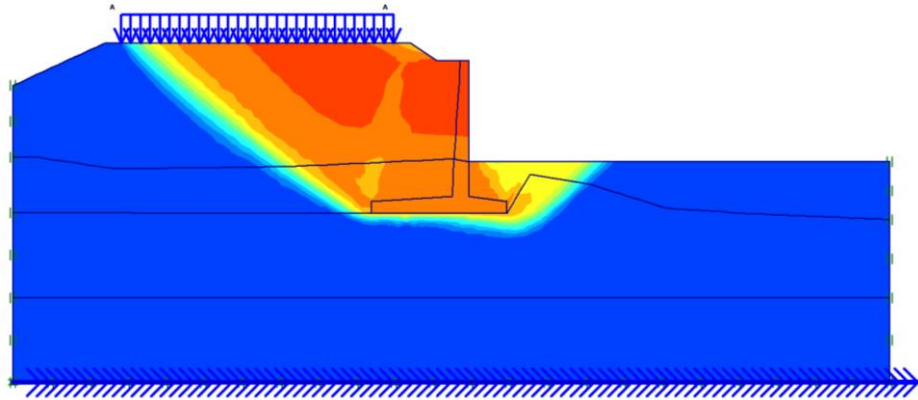


Effective stresses
Extreme effective principal stress -267.05 kN/m²

Gambar 26 *Effective Stresses* dengan Beban Kendaraan Ringan Dan Beban Gempa



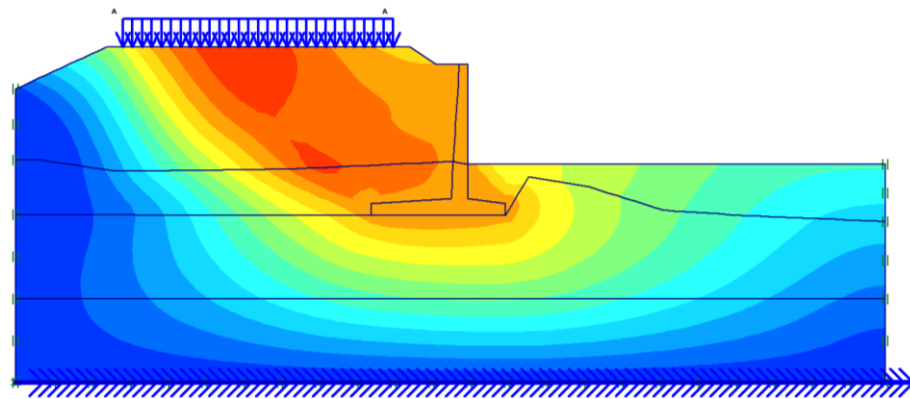
Gambar 27 Arah Pergerakan Tanah dengan Beban Kendaraan Ringan Dan Beban Gempa



Gambar 28 Daerah Potensial Keruntuhan dengan Beban Kendaraan Ringan Dan Beban Gempa

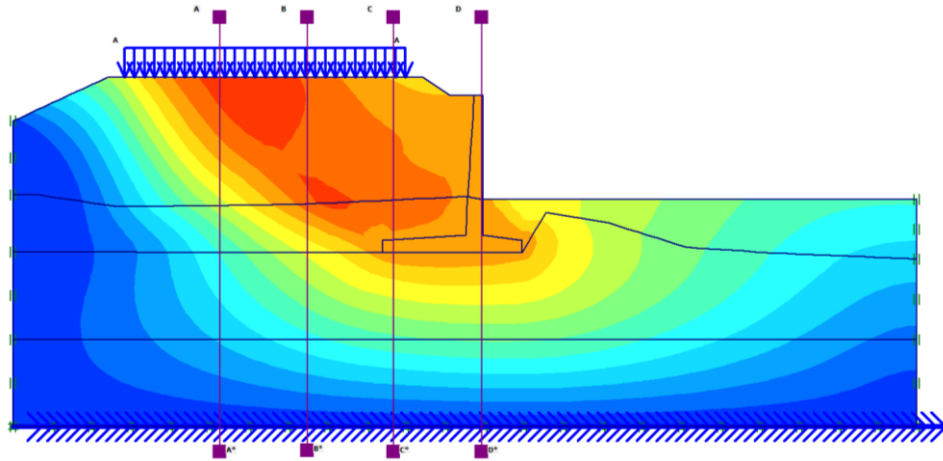
Multipliers	Incremental multipliers		Total multipliers	
Prescribed displacements	Mdisp:	0.000	Σ-Mdisp:	0.000
Load system A	MloadA:	0.000	Σ-MloadA:	1.000
Load system B	MloadB:	0.000	Σ-MloadB:	1.000
Soil weight	Mweight:	0.000	Σ-Mweight:	1.000
Acceleration	Maccel:	0.000	Σ-Maccel:	-1.000
Strength reduction factor	Msf:	0.000	Σ-Msf:	1.803
Time	Increment:	0.000	End time:	0.000
Dynamic time	Increment:	0.000	End time:	0.000

Gambar 29 Nilai SF dengan Beban Kendaraan Ringan Dan Beban Gempa

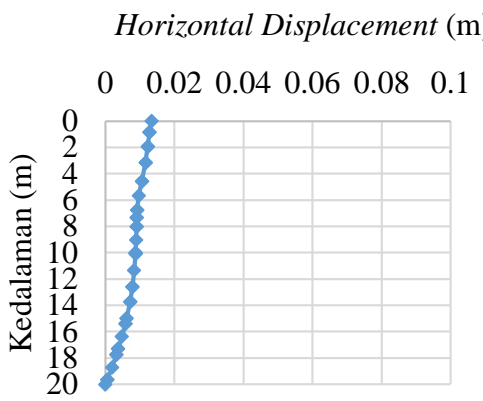


Total displacements (Utot)
Extreme Utot 25.47*10⁻³ m

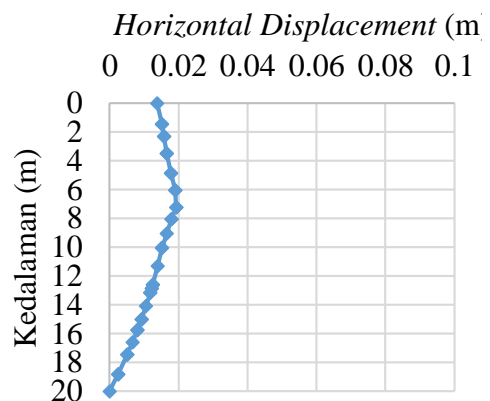
Gambar 30 Total Displacement dengan Beban Kendaraan Ringan Dan Beban Gempa



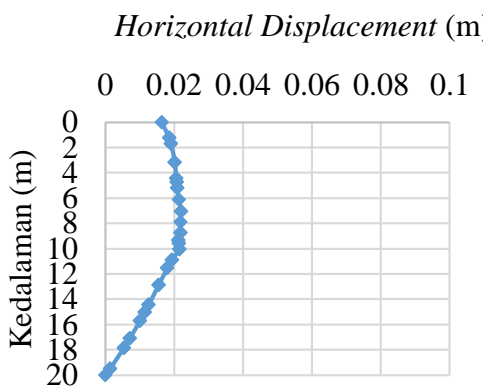
Gambar 31 Potongan Yang Akan Ditinjau *Displacement* Dengan Beban Kendaraan Ringan Dan Beban Gempa



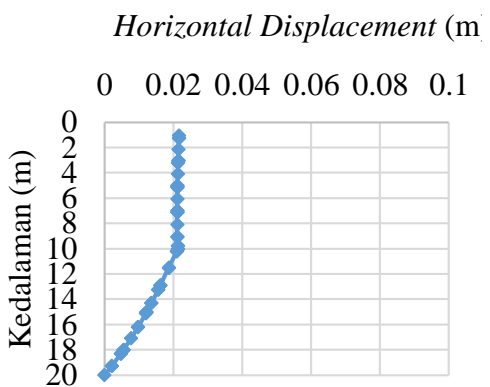
Potongan A-A



Potongan B-B

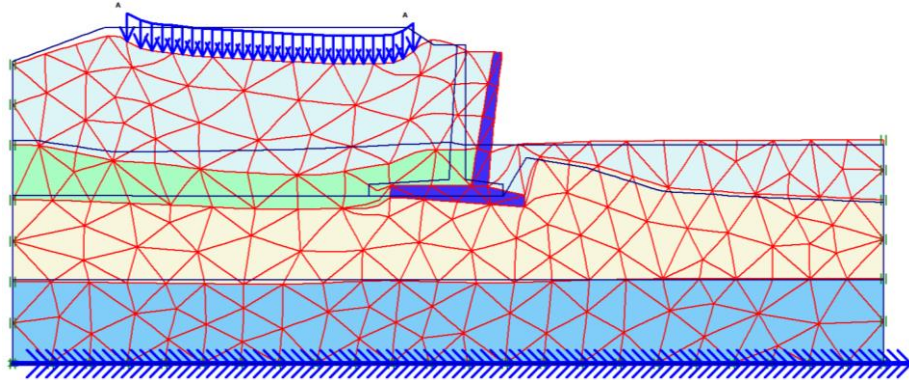


Potongan C-C

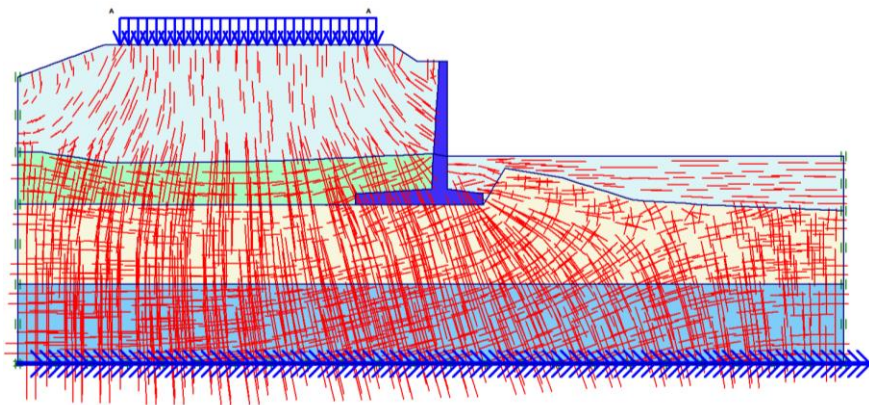


Potongan D-D

Gambar 32 *Horizontal Displacement* Pada Tiap Potongan Akibat Beban Kendaraan Ringan Dan Beban Gempa

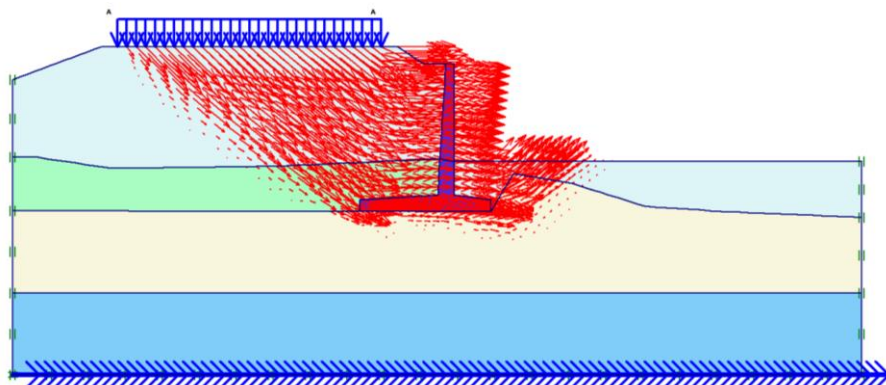


Gambar 33 *Deformed Mesh* dengan Beban Kendaraan Sedang Dan Beban Gempa

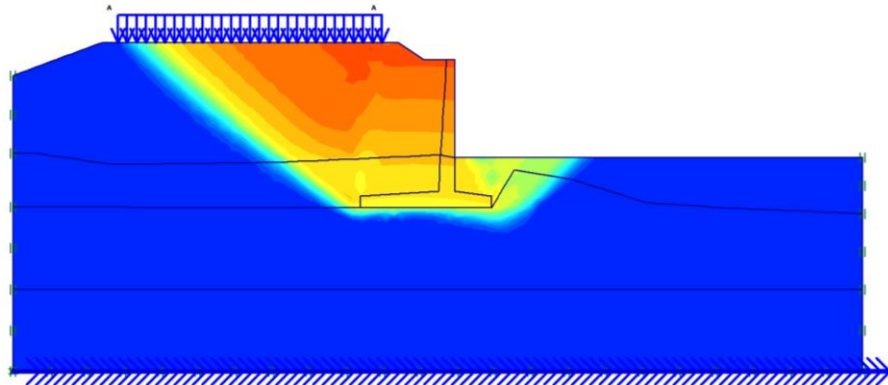


Effective stresses
Extreme effective principal stress -343.33 kN/m²

Gambar 34 *Effective Stresses* dengan Beban Kendaraan Sedang Dan Beban Gempa



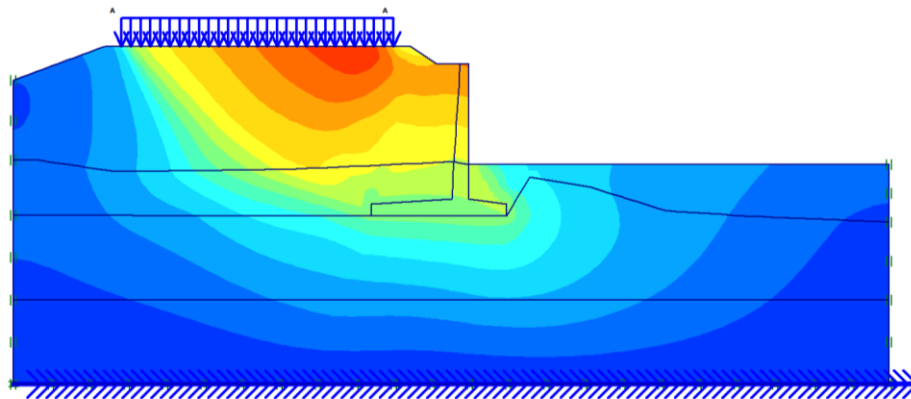
Gambar 35 Arah Pergerakan Tanah dengan Beban Kendaraan Sedang Dan Beban Gempa



Gambar 36 Daerah Potensial Keruntuhan dengan Beban Kendaraan Sedang Dan Beban Gempa

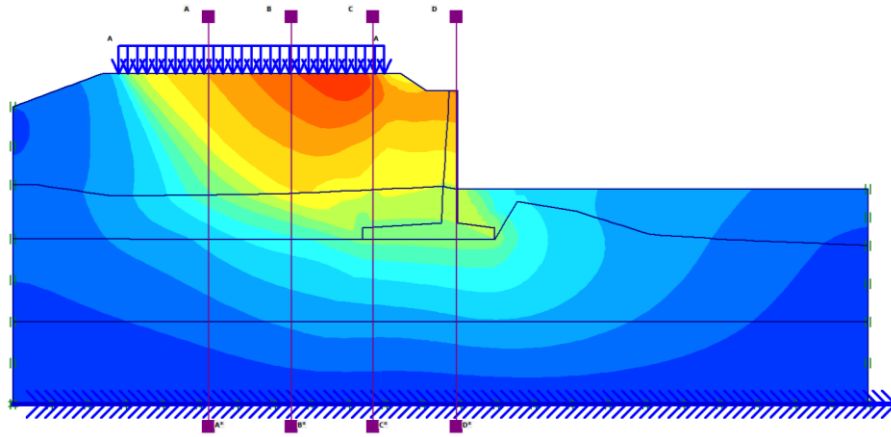
Multipliers	Incremental multipliers		Total multipliers	
Prescribed displacements	Mdisp:	0.000	Σ-Mdisp:	0.000
Load system A	MloadA:	0.000	Σ-MloadA:	1.000
Load system B	MloadB:	0.000	Σ-MloadB:	1.000
Soil weight	Mweight:	0.000	Σ-Mweight:	1.000
Acceleration	Maccel:	0.000	Σ-Maccel:	-1.000
Strength reduction factor	Msf:	0.000	Σ-Msf:	1.317
Time	Increment:	0.000	End time:	0.000
Dynamic time	Increment:	0.000	End time:	0.000

Gambar 37 Nilai SF dengan Beban Kendaraan Sedang Dan Beban Gempa

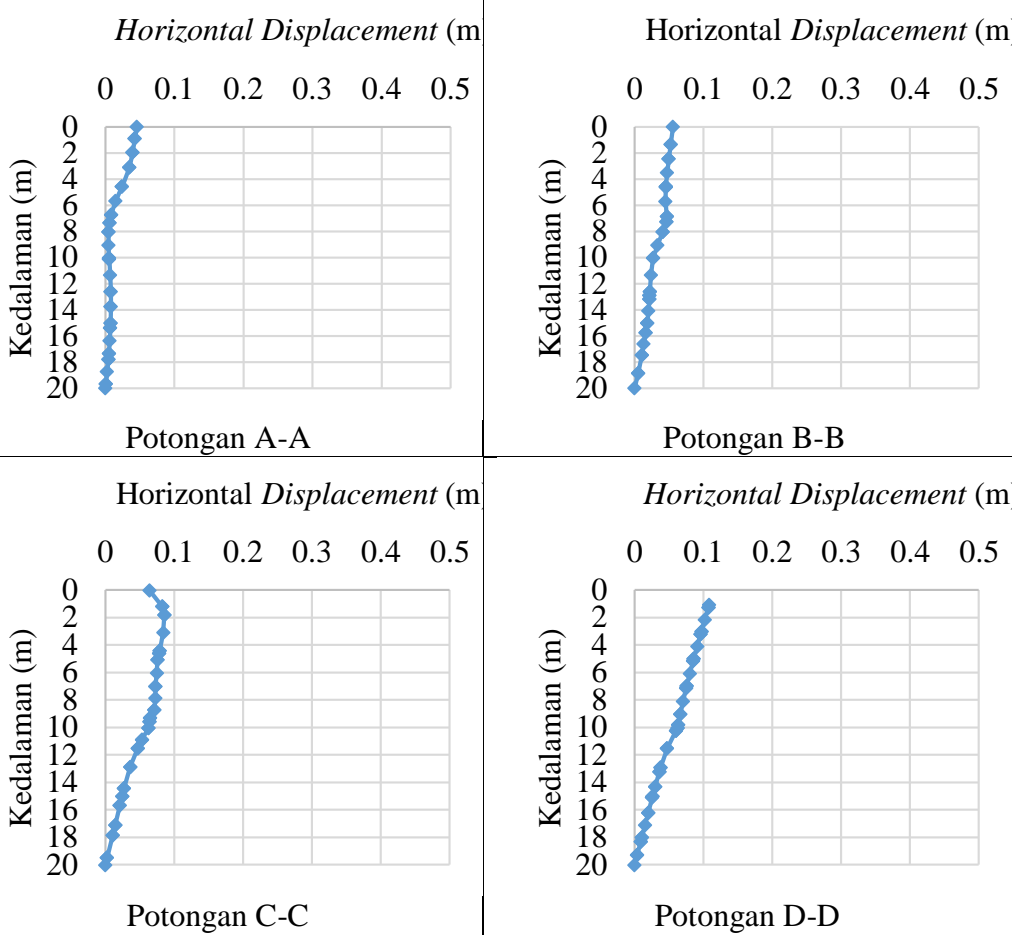


Total displacements (Utot)
Extreme Utot 124.74*10⁻³ m

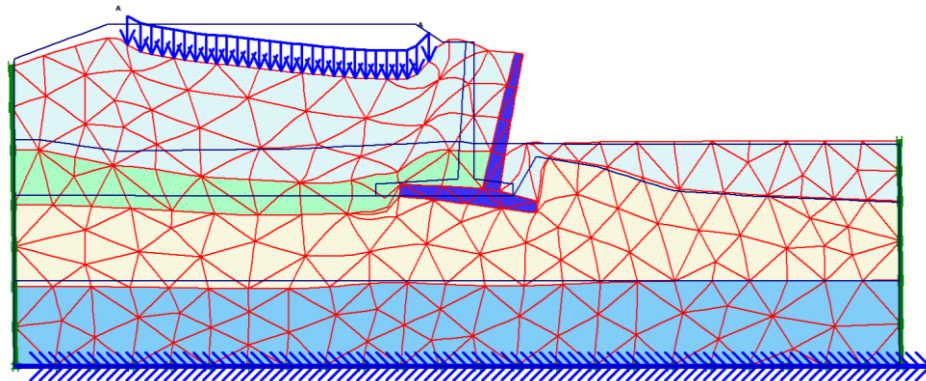
Gambar 38 Total Displacement dengan Beban Kendaraan Sedang Dan Beban Gempa



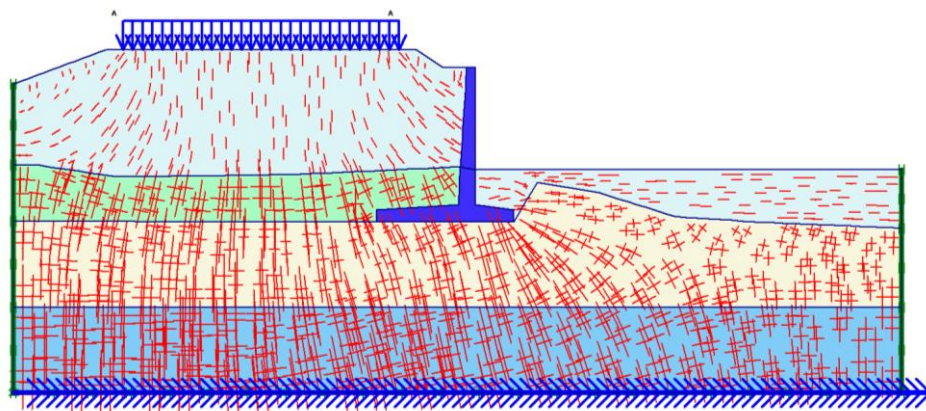
Gambar 39 Potongan Yang Akan Ditinjau *Displacement* Dengan Beban Kendaraan Sedang Dan Beban Gempa



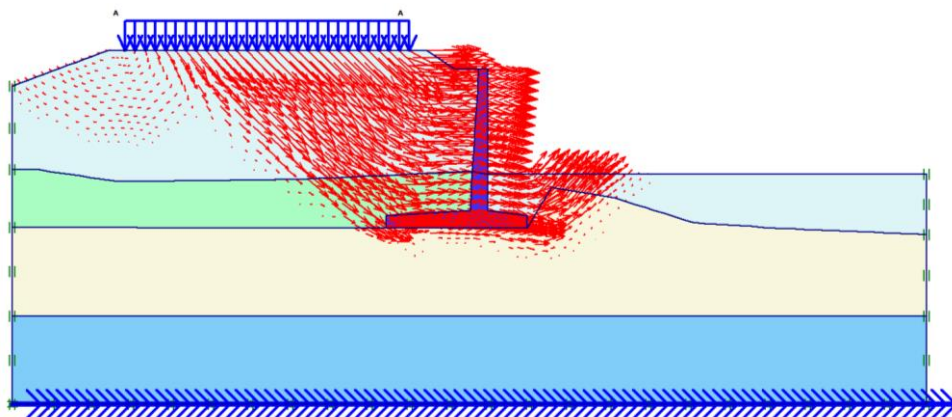
Gambar 40 *Horizontal Displacement* Pada Tiap Potongan Akibat Beban Kendaraan Sedang Dan Beban Gempa



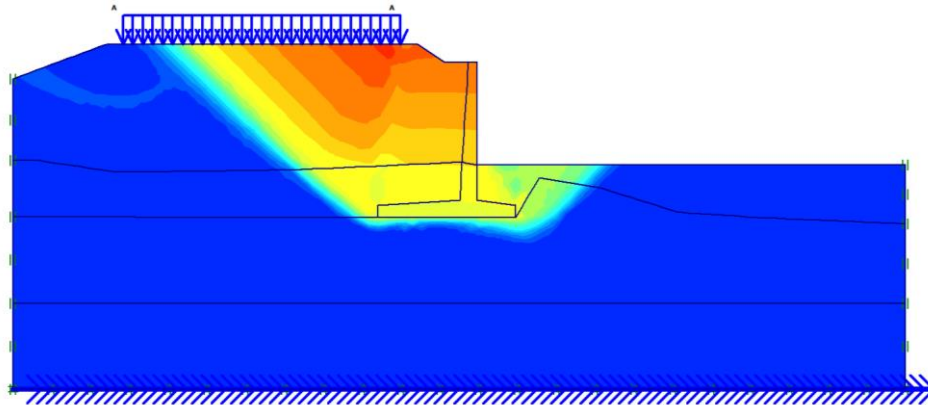
Gambar 41 *Deformed Mesh* dengan Beban Kendaraan Berat Dan Beban Gempa



Gambar 42 *Effective Stresses* dengan Beban Kendaraan Berat



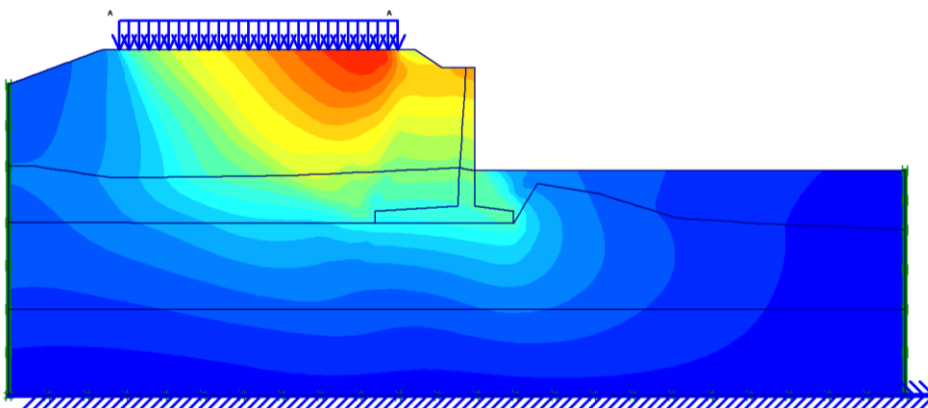
Gambar 43 Arah Pergerakan Tanah dengan Beban Kendaraan Berat Dan Beban Gempa



Gambar 44 Daerah Potensial Keruntuhan dengan Beban Kendaraan Berat Dan Beban Gempa

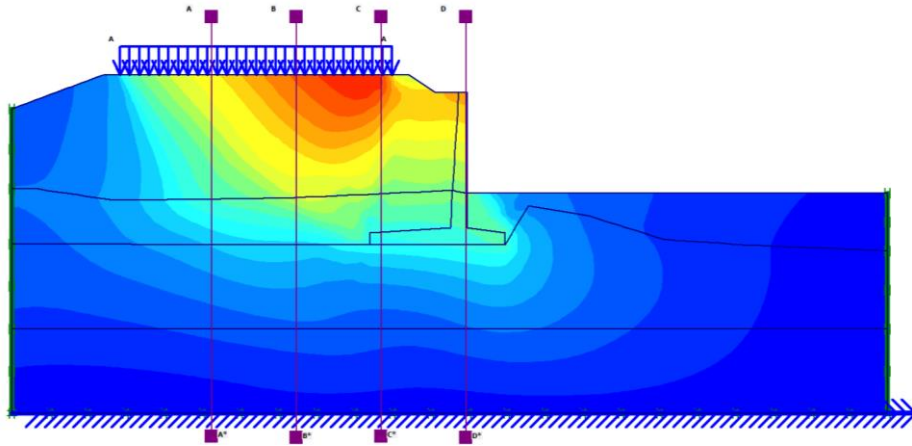
Multipliers				
	Incremental multipliers		Total multipliers	
Prescribed displacements	Mdisp:	0.000	Σ-Mdisp:	0.446
Load system A	MloadA:	0.000	Σ-MloadA:	1.000
Load system B	MloadB:	0.000	Σ-MloadB:	1.000
Soil weight	Mweight:	0.000	Σ-Mweight:	1.000
Acceleration	Maccel:	0.000	Σ-Maccel:	0.000
Strength reduction factor	Msf:	0.000	Σ-Msf:	1.326
Time	Increment:	0.000	End time:	0.000
Dynamic time	Increment:	0.000	End time:	7.000

Gambar 45 Nilai SF dengan Beban Kendaraan Berat Dan Beban Gempa

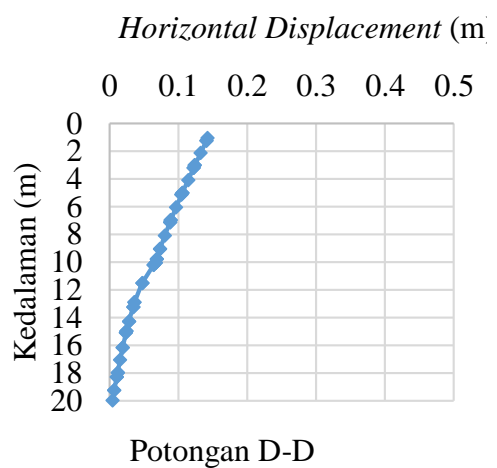
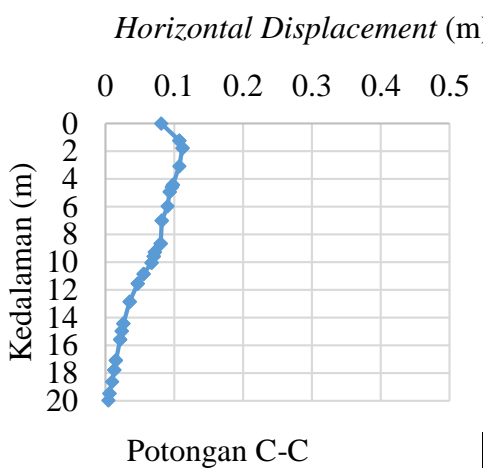
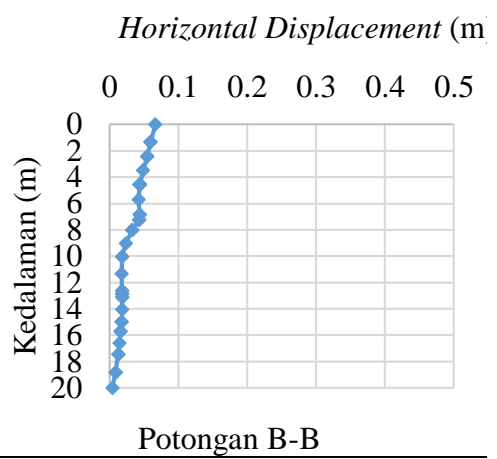
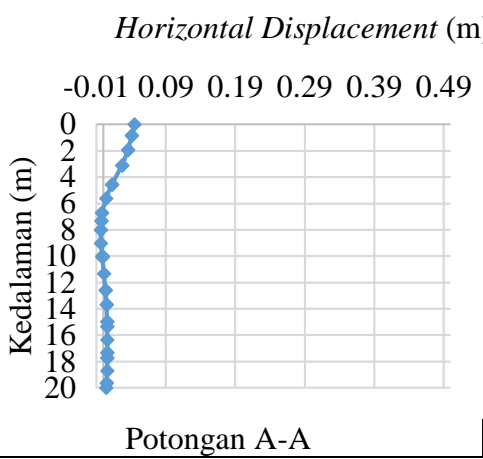


Total displacements (Utot)
Extreme Utot 179.23*10⁻³ m

Gambar 46 Total Displacement dengan Beban Kendaraan Berat Dan Beban Gempa



Gambar 47 Potongan Yang Akan Ditinjau *Displacement* Dengan Beban Kendaraan Berat Dan Beban Gempa



Gambar 48 *Horizontal Displacement* Pada Tiap Potongan Akibat Beban Kendaraan Berat Dan Beban Gempa

