

**LEMBAR
HASIL PENILAIAN SEJAWAT SEBIDANG ATAU PEER REVIEW
KARYA ILMIAH : PROSIDING**

Judul Karya Ilmiah (paper) : Structural analysis using three-component acceleration time histories caused by shallow crustal fault earthquakes with a maximum magnitude of 7 Mw

Jumlah Penulis : 7 orang (Windu Partono, Yulita Arni Priastiwi, Nuroji, Indrastono Dwi Atmanto, Bambang Pardoyo, Trinita Octaviani Gultom, Yanuar Tampubolon)

Status Pengusul : penulis pertama/penulis ke-6/penulis korespondensi

Identitas Jurnal Ilmiah :

- a. Nama Prosiding : MATEC Web of Conferences Volume 258 (2019) International Conference on Sustainable Civil Engineering Structures and Construction Material (SCESCM 2018)
- b. ISBN/ISSN : eISSN: 2261-236X
- c. Tahun Terbit, Tempat Pelaksanaan : 25 Januari 2019 (Yogyakarta 5-7 September 2018)
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- e. Alamat repository PT/web prosiding: https://www.matec-conferences.org/articles/mateconf/abs/2019/07/mateconf_scescm2019_05029/mateconf_scescm2019_05029.html
- f. Terindeks di (jika ada) : Google Scholar

Kategori Publikasi Jurnal Ilmiah (beri ✓ pada kategori yang tepat) : Prosiding forum ilmiah Internasional

Prosiding forum ilmiah Nasional

Hasil Penilaian *Peer Review* :

Komponen Yang Dinilai	Nilai Reviewer		Nilai Rata-rata /Nilai Akhir yang diperoleh
	Reviewer I	Reviewer II	
a. Kelengkapan unsur isi prosiding (10%)	1.35	1.50	1.425
b. Ruang lingkup dan kedalaman pembahasan (30%)	4.50	3.75	4.125
c. Kecukupan dan kemutakhiran data/informasi dan metodologi (30%)	4.50	4.00	4.25
d. Kelengkapan unsur dan kualitas penerbit (30%)	3.75	4.50	4.125
Total = (100%)	14.10	13.75	13.925

Penulis ke 1 dari 2 = $13.925 \times 60\% = 8.355$

Reviewer I

Prof. Dr. Ir. Man Ay Lie, M.Eng
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Unit kerja : Departemen T.Sipil FT.UNDIP

Reviewer II

Prof. Dr. Ir. Sri Tudjono, MS
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Unit kerja : Departemen T.Sipil FT.UNDIP

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 Status Pengusul : penulis pertama/ ~~penulis ke-~~ ~~penulis korespondensi~~

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Kategori Publikasi Karya Ilmiah (beri ✓ pada kategori yang tepat) : Prosiding forum ilmiah Internasional
 Prosiding forum ilmiah Nasional

Hasil Penilaian Peer Review :

Komponen Yang Dinilai	Nilai Maksimal Prosiding		Nilai Yang Diperoleh
	Internasional <input checked="" type="checkbox"/>	Nasional <input type="checkbox"/>	
a. Kelengkapan unsur isi prosiding (10%)	1,5		1,35
b. Ruang lingkup dan kedalaman pembahasan (30%)	4,5		4,5
c. Kecukupan dan kemutakhiran data/informasi dan metodologi (30%)	4,5		4,5
d. Kelengkapan unsur dan kualitas penerbit (30%)	4,5		3,75
Total = (100%)	15		14,1

Catatan Penilaian artikel oleh Reviewer:

- a) artikel merupakan hasil seminar yg diterbitkan lewat Matec. Daftar isi, penanggung jawab, penyusunan peer abo. Daftar reviewer tak tampak
- b) paper menarik dan menggunakan real-time data sbg dasar analisa. Uraian atas hasil komprehensif
- c) Riset ada tubauman, dan hasil yg diulas dlm kesimpulan signifikan dan lengkap
- d) Penerbit berindex google scholar dg UGM sbg penyelenggara

Penulis I : $0,6 \times 14,1 = 8,46$

Semarang, 8-2-2019
Reviewer

Prof. Dr. Ir. Han Ay Lie, M.Eng.
 NIP. 195611091985032002
 Unit kerja : Departemen Teknik Sipil FT UNDIP

**LEMBAR
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Hasil Penilaian Peer Review :

Komponen Yang Dinilai	Nilai Maksimal Prosiding		Nilai Yang Diperoleh
	Internasional	Nasional	
	15	<input type="text"/>	
a. Kelengkapan unsur isi prosiding (10%)	1,5		1,5
b. Ruang lingkup dan kedalaman pembahasan (30%)	4,5		3,75
c. Kecukupan dan kemutakhiran data/informasi dan metodologi (30%)	4,5		4
d. Kelengkapan unsur dan kualitas penerbit (30%)	4,5		4,5
Total = (100%)	15		13,75

Catatan Penilaian artikel oleh Reviewer:

- a. Unsur isi prosiding lengkap
b. Hanya ada 1 pustaka yang dikutip dalam pembahasan
c. & dari 10 pustaka 10 tahun terakhir
d. Pada 2019 Penerbit tidak terindeks Scopus

Penulis I = 0,6 x 13,75 = 8,25

Semarang,
Reviewer

Prof. Dr. Ir. Sri Tadjono, MS.
NIP. 195303091981031005

Unit kerja : Departemen Teknik Sipil FT UNDIP

Structural analysis using three-component acceleration time histories caused by shallow crustal fault earthquakes with a maximum magnitude of 7 Mw

W Partono, YA Priastiwi, ID Atmanto... - MATEC Web of ..., 2019 - matec-conferences.org

Research on the improvement of Indonesian seismic hazard maps has already been carried out by the National Center for Earthquake Studies in 2017. One important global data obtained from this research related with all earthquake sources mechanism which might be used for building design and evaluation. Based on this research there are two important and closest earthquake sources to Semarang, Lasem fault (strike slip mechanism) and Semarang fault (reverse mechanism). This paper presents the dynamic structural ...



Menampilkan hasil terbaik untuk penelusuran ini. [Lihat semua hasil](#)

The 4th
SCEScm

International Conference on
Sustainable Civil Engineering
Structures and Construction Materials

"Sustainable Structures for Future Generation"

ABSTRACT

September 5-7, 2018
Yogyakarta, Indonesia

International Advisory Board



Harald S. Mueller

Germany



Bambang Suhendro

Indonesia



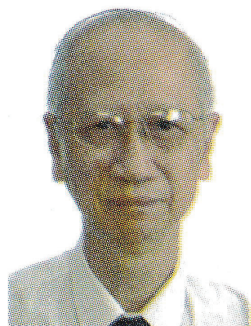
Tamon Ueda

Japan



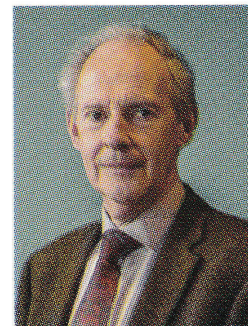
Stephen Pessiki

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Lehigh University

Takashi Matsumoto

Hokkaido University

Wednesday, September 5, 2018

07.30 - 08.00		REGISTRATION				
08.00 - 08.30		OPENING SPEECHES				
		1. Assoc. Prof. Ali Awaludin, Conference Chair				
		2. Prof. Tamon UEDA, Chief Advisor and Acting Executive Director AUN/SEED-Net				
		3. Prof. Panut Mulyono, Rector of Universitas Gadjah Mada				
08.30 - 8.40		PHOTO SESSION				
08.40 - 10.10		PLENARY SESSION I				
Room		Karaton Ballroom				
Session Chair		Prof. Han Aylie, Universitas Diponegoro, Indonesia				
Keynote Speakers		1. Prof. Henricus Priyosulistyo, Universitas Gadjah Mada, Indonesia <i>The Use of Vibration Analysis for Identification of Structural Reliability and Comfort</i>				
		2. Prof. Chikako Fujiyama, Hosei University, Japan <i>Degradation of Submerged/Wet Concrete Under Cyclic Compression and Cyclic Shear</i>				
		3. Kazuo Takase, OMRON Social Solutions, Japan <i>Social Infrastructure Monitoring using ICT Technology in Japan and Application Case by OMRON</i>				
10.10 - 10.40		COFFEE BREAK				
10.40 - 12.10		TECHNICAL SESSION I				
Room		Pamandangan I Room	Pamandangan 2 Room	Pamandangan 3 Room	Pamandangan 4 Room	Karaton Ballroom
Session Chair		Prof. Tamon Ueda	Prof. Barry Jones	Prof. Takashi Matsumoto	Assoc. Prof. Norhazilan Md Noor	Prof. Jiro Takemura
		Paper 1	Paper 29	Paper 58	Paper 95	RCCE 2
		Paper 2	Paper 30	Paper 59	Paper 96	RCCE 3
		Paper 3	Paper 31	Paper 60	Paper 97	RCCE 20
		Paper 4	Paper 49	Paper 61	Paper 93	RCCE 7
		Paper 5	Paper 33	Paper 62	Paper 99	RCCE 8
		Paper 126	Paper 34	Paper 63	Paper 111	RCCE 16
12.10 - 13.10		LUNCH				

13.10 - 14.25	TECHNICAL SESSION II				
Room	Pamandangan I Room	Pamandangan 2 Room	Pamandangan 3 Room	Pamandangan 4 Room	Karaton Ballroom
Session Chair	Dr. Angga Fajar Setiawan	Dr. Muhamad Abduh	Prof. Johannes Tarigan	Prof. Shunji Kanie	Andi Arham Adam, Ph.D
	Paper 7	Paper 36	Paper 64	Paper 86	RCCE 9
	Paper 10	Paper 37	Paper 65	Paper 88	RCCE 17
	Paper 21	Paper 38	Paper 66	Paper 89	RCCE 18
	Paper 22	Paper 39	Paper 67	Paper 90	RCCE 19
	RCCE 15	Paper 50	Paper 68	Paper 91	RCCE 6
14.25 - 14.55	COFFEE BREAK				
14.55 - 16.10	TECHNICAL SESSION III				
Room	Pamandangan I Room	Pamandangan 2 Room	Pamandangan 3 Room	Pamandangan 4 Room	Karaton Ballroom (14.25 - 15.55)
Session Chair	Dr. Yazmin Sahol Hamid	Dr. Eng. Mahmud Kori Efendi	Prof. Benjamin Lumantarna		Assoc. Prof. Taweep Chaisomphob
	Paper 11	Paper 40	Paper 70		RCCE 4
	Paper 12	Paper 42	Paper 71		RCCE 11
	Paper 13	Paper 51	Paper 72		RCCE 12
	Paper 14	Paper 52	Paper 73		RCCE 13
	Paper 127	Paper 57	Paper 80		RCCE 14
16.10 - 17.00	FREE SESSION				
17.00 - 22.00	WELCOME DINNER				

*FMM AUN/SEED-Net Meeting will be held on September 5, 2018 at 13.00 - 16.00 at Meeting Room (9th Floor)

Thursday, September 6, 2018

07.30 - 08.00		REGISTRATION			
08.00 - 09.30		PLENARY SESSION II			
Room	Karaton Ballroom				
Session Chair	Bambang Suryo Atmono, Universitas Parahyangan, Indonesia				
Keynote Speakers	1. Prof. Shunji Kanie, Hokkaido University, Japan <i>Freezing Technology: Challenges and Prospects for Sustainable Development in Urban Infrastructure</i>				
	2. Prof. Teerapong Senjuntichai, Chulalongkorn University, Thailand <i>Influence of Surface Energy Effects on Various Contact Problems</i>				
	3. Ir. Tugur Wibisono, PT. Cigading Habeam Centre, Indonesia <i>Contribution of Steel Fabrication for Future Generation</i>				
09.30 - 10.00		COFFEE BREAK			
10.00 - 11.30		TECHNICAL SESSION IV			
Room	Pamandangan I Room	Pamandangan 2 Room	Pamandangan 3 Room	Pamandangan 4 Room	Karaton Ballrom (10.00 - 11.50)
Session Chair	Dr. Hazrina Mansoor	Prof. Buntara S Gan	Dr. Riza Yosia Sunindijo	Dr. Ing. Dian Rubiana Widarda	Assoc. Prof. Mongkut Piantanakulchai
	Paper 15	Paper 45	Paper 41	Paper 94	RCCE 1
	Paper 16	Paper 46	Paper 43	Paper 100	RCCE 5
	Paper 17	Paper 47	Paper 53	Paper 101	RCCE 10
	Paper 18	Paper 48	Paper 54	Paper 102	RCCE 21
	Paper 19	Paper 32	Paper 55	Paper 103	11.05 - 11.35 PRESENTATION FROM AUN/SEED-Net (All RCCE Participants Must Attend)
	Paper 20	Paper 35	Paper 56	Paper 104	11.35 - 11.50 CLOSING RCCE by Head of Department of Civil and Environmental Engineering UGM
11.30 - 13.00		LUNCH			
13.00 - 16.45		TECHNICAL TOUR			

Friday, September 7, 2018

08.15 - 10.30	TECHNICAL SESSION V				
Room	Pamandangan I Room	Pamandangan 2 Room	Pamandangan 3 Room	Pamandangan 4 Room	Karaton Ballroom
Session Chair	Prof. Iman Satyarno	Prof. Bambang Suhendro	Dr. Lim Pang Jen	Dr. Inggar Septhia Irawati	Dr. Benny Suryanto
	Paper 8	Paper 74	Paper 69	Paper 98	Paper 114
	Paper 9	Paper 75	Paper 79	Paper 106	Paper 115
	Paper 23	Paper 76	Paper 81	Paper 107	Paper 116
	Paper 24	Paper 77	Paper 82	Paper 108	Paper 117
	Paper 25	Paper 78	Paper 83	Paper 109	Paper 118
	Paper 26	Paper 123	Paper 84	Paper 110	Paper 119
	Paper 27	Paper 124	Paper 85	Paper 112	Paper 120
	Paper 28	Paper 125	Paper 87	Paper 113	Paper 121
	Paper 44	Paper 6	Paper 92		Paper 122
10.40 - 11.00	CLOSING				
	SCESCM 2020 by Prof. Bambang Suhendro, SCESCM Advisory Board				

***The registration also opens on September 4, 2018 at 16.00 – 20.00 at Secretariat Room (9th Floor). To prevent too many registration on the day, participants are advised to register on September 4, 2018.**

Scientific Committee

Takashi Matsumoto

A. J. M. Leijten
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Ahmad Ruslan
Akhmad Aminullah
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Andreas Triwiyono
Antoni
Antonius
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Yasmin Ashaari
Yasuhiro Koda
Yeri Sutopo
Yokota Hiroshi
Yoyong Arfiadi
Yusep Muslich
Zakiah Akhmad

Adaptive Robotic Systems Design in University of Applied Sciences

Jos Gungsing, Fons Gijssels, Nyke Hagemans, Hans Jonkers, Eric Kivits, Peter Klijn, Bart Kapteijns, Diederich Kroeske, Hans Langen, Bart Oerlemans, Jan Oostindieand Joost van Stuijvenberg

Avans University of Applied Sciences, Centre of Expertise for Sustainable Innovation, Research Group for Robotics & Mechatronics, Breda's-Hertogenbosch, The Netherlands

Abstract. In the industry for highly specialized machine building (small series with high variety and high complexity) and in healthcare a demand for adaptive robotics is rapidly coming up. Technically skilled people are not always available in sufficient numbers. A lot of know how with respect to the required technologies is available but successful adaptive robotic system designs are still rare. In our research at the university of applied sciences we incorporate new available technologies in our education courses by way of research projects; in these projects students will investigate the application possibilities of new technologies together with companies and teachers. Thus we are able to transfer knowledge to the students including an innovation oriented attitude and skills. Last years we developed several industrial binpicking applications for logistics and machining-factories with different types of 3D vision. Also force feedback gripping has been developed including slip sensing. Especially for healthcare robotics we developed a so-called twisted wire actuator, which is very compact in combination with an underactuated gripper, manufactured in one piece in polyurethane. We work both on modeling and testing the functions of these designs but we work also on complete demonstrator systems. Since the amount of disciplines involved in complex product and machine design increases rapidly we pay a lot of attention with respect to systems engineering methods. Apart from the classical engineering disciplines like mechanical, electrical, software and mechatronics engineering, especially for adaptive robotics more and more disciplines like industrial product design, communication & multimedia design and of course physics and even art are to be involved depending on the specific application to be designed. Design tools like V-model, agile/scrum and design-approaches to obtain the best set of requirements are being implemented in the engineering studies from the early beginning.

1 Introduction

Avans University of Applied Sciences is situated in an industrialized part of the Netherlands.

In the technical field a shortage of highly skilled people is present. Thus production automation and robotics is an important theme. Many small and mediumsized companies are active in this industry notwith mass production but with building highly complex machines in small series. Also logistics/transport and material handling is important. Increasing logistic flexibility and a huge variety of products to be handled are typical trends. Apart from this in many types of industry a shortage of highly skilled technical people is present. Thus automation and robotics are important themes in

Sustainable cementitious materials: The effect of fly ash percentage as a part replacement of portland cement composite (PCC) and curing temperature on the early age strength of fly ash concrete

Gidion Turuallo^{1,*}, Harun Mallisa¹

¹Civil Engineering Department, Tadulako University, Palu, Indonesia

Abstract. This research aims to determine the effect of fly ash percentage as a part replacement of Portland cement and curing temperatures to the early age strength of concrete. The percentages of fly ash used were 0, 10 and 15% by cement weight. The cured temperatures were 25, 30 dan 50°C. The concrete specimens were cubes of 150 x 150 x 150 mm³. The cubes, which were cured at 25°C, placed in water tank, while those cured at 30 and 50°C cured in oven until 7 days and then continued in water. The testing was conducted at ages 3, 7, 14 dan 28 days. The results showed that at early ages, the strength of concrete without fly ash cured at 25°C were higher than that of fly ash concrete. The higher level replacement of cement with fly ash, the lower strength of concrete obtained. The higher the curing temperature at earlier age resulted the higher the strength of concrete. The strength of concretes with 10% of fly ash cured at 25, 30 and 50°C at age three days were 15.111, 15.481 and 16.296 MPa respectively. Conversely, the strength of concrete that of cured at higher temperatures at ages 28 days, were lower than that of concretes cured at lower temperature. The results of this research also showed that fly ash could improve the workability of concrete.

1 Introduction

Concrete is the most used construction material worldwide due to its availability of the raw materials over the world. For many arguments, the production of cement as a construction material is not sustainable, as it consumes large quantities of natural materials. It is about 1.5 tons of raw materials is needed in producing each tone of cement. Another reason is the cement, which is the main material in producing concrete, has a large contribution to the CO₂ emission that leads to global warming and climate change. It is approximately one ton of CO₂, is released to the atmosphere in producing each ton of cement [1-5].

The cement manufacturing is discovered to need large amounts of energy. Embodied energy is the total energy required to produce a new material. Those are needed to extract the raw material, process and manufacture material, and transportation for all stages of production. For this reason, it is needed to develop cementitious materials, which are waste by product of industry and consume a smaller amount of energy in producing them and can reduce the cement content to be used in concrete. Furthermore, the use such materials

may give additional benefits and improve certain properties such as strength, workability and durability of concrete. The use of cementitious materials can have impact on the environment and contribution to reduce the need of landfill for disposal [3, 4, 6]. The use of fly ash as cementitious material in concrete can play an important role in sustainable development. It has been introduced for using as supplementary cementitious material in concrete in the beginning of last century, although it was started to be familiar used in concrete in the last 50 years [7].

2 Using fly ash in concrete

Fly ash is a by-product of burning pulverized of a coal-fired electrical generation station. The mineral impurities in the coal (clay, feldspar, quartz and shale) are separated out of combustion chamber along with exhaust gases. It then cools and solidifies into spherical glassy particles called fly ash [8, 9]. Generally, fly ash is used to replace original Portland cement in concrete up to 30% by mass of the total binder or cementitious material [10, 11]. The use of fly ash as addition in concrete

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Flood-induced Bridge Failures in Papua New Guinea

Gibson Ali HOLEMBA^{1*}, and Takashi MATSUMOTO²

¹Master Student, Division of Engineering and Policy for Sustainable Environment, Hokkaido University, Sapporo, Japan.

²Professor, Division of Engineering and Policy for Sustainable Environment, Hokkaido University, Sapporo, Japan.

Abstract. Papua New Guinea has been experiencing frequent bridge failures and collapses due to flooding rivers in the recent past. According to the records from Papua New Guinea Department of Works, it is estimated that over Two Hundred and Eighty (285) bridges, fords (causeways) and major culverts were damaged by flood action alone in the last five years between 2013-2017. That is approximately at an average rate of 57 bridges in a year. This result is very disturbing and as such this study was undertaken to assess and analyze the flood-induced bridge failure causes and offer applicable solutions. This study will report on the field investigation works and results derived from the twenty-one flood affected bridges in six different major road networks in three provinces of Papua New Guinea. Hence, it was observed in this study that substructure damages due to flooding account for seventy percent (70%) of the bridge damages while superstructure damages account for the thirty percent (30%). The common causes of flood-induced bridge failures were identified as local scour around bridge piers and abutments, contraction scours, sedimentation, debris, and log impact.

1. Introduction

The climatic effects of flood against the road infrastructure such as a bridge are so prevalent that it requires deeper engineering and technological intervention to address this ever-present phenomenon. Papua New Guinea has been experiencing frequent bridge failures and collapses due to flooding rivers in the recent past. According to the records from Papua New Guinea Department of Works, it has shown that over Two Hundred and Eighty (285) bridges, fords (causeways) and major culverts were damaged by flood action alone in the last five years. That is at an average rate of 57 bridges in a year.

Bridge damages have been observed to be mainly at the bridge foundations. More specifically, the flooding waters erode the bridge abutments, scour the bridge piers and weaken the bridge's resistance against the flood load and eventually destroy the bridge. In addition, it is also attested that riverbank and road approach embankment erosion by flooding rivers have been one of the leading causes of bridge failures in Papua New Guinea, according to this study.

The bridge inspections were carried out in three provinces of Papua New Guinea, namely; Morobe Province, Madang Province and New Ireland Province. In Morobe Province, five (5) number of bridges were investigated, three (3) bridges along Wau Highway, one (1) bridge along Highlands Highway and one (1) bridge along Ramu Highway. In Madang Province, eight (8) bridges were inspected and all were along the Ramu Highway section of Madang Province between Pompaquato Bridge and Usino Junction. Moreover, in New Ireland Province, eight bridges were inspected, three (3) bridge along Boluminski Highway, two (2) bridges along Lanzarote Road and three (3) bridges along West Coast Road. All in all, twenty-one (21) bridges were inspected in three

different provinces along five major socio-economic roads that support the livelihood of people in Papua New Guinea.

Richard Davies, a News Reporter for Floodlist Asia, published on 16th October 2016, that Papua New Guinea is vulnerable to both inland and coastal flooding. The country has suffered from severe coastal flooding in 2008 as many as 75,000 people were displaced from eight (8) different provinces. In 2016, around 10,000 people were affected by flooding in West New Britain Province with thirty-five (35) houses, bridges, roads and agricultural farms were damaged across both provinces of Gulf and Southern Highlands such as sampled in Figures 1 and 2 respectively.



Figure 1. Flood-damaged Himutu Bridge, Boluminski Highway, New Ireland Province, Papua New Guinea. Photo Credit: Gibson HOLEMBA (2016).

Rain and its effect of flooding are a natural phenomenon and are here to stay whether we like it or not. Flooding will continue to affect the livelihood of the people as long as the natural law of Water Cycle exists. The only way out to reduce or control and provide a sustainable solution is an innovative way of engineering and technology and better flood mitigation planning and control works.

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Phytoremediation of heavy metal from leachate using *imperata cylindrica*

Khairul Anam Moktar^{1,*}, and Ramlah Mohd Tajuddin²

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Abstract. Landfill leachate has many toxic substances, which may adversely affect the environmental health. The high concentration of heavy metal in landfill leachate creates complication to its removal and management. Hence this research was conducted to explore the ability of phytoremediation using *Imperata cylindrica* to remove Lead, Zinc and Cadmium; which is deemed to be nature friendly and sustainable. Raw landfill leachates were taken from the collection ponds at Jeram Sanitary Landfill and placed in fabricated phytoremediation system at UiTM laboratory. Heavy metal concentration of leachate from this system was monitored for 30 days. It was found that *Imperata cylindrica* is able to remove lead, Zinc and Cadmium from the leachate.

1 Introduction

Landfill leachate is highly concentrated and a complex effluent; which contains organic and inorganic compound. The unselective treatment can lead to a major health problem globally as the inorganic compound such as heavy metal cannot be degraded or changed to non-toxic form easily [1].

The exposure of heavy metals can cause disorder to human and other living organisms. Additionally, this type of pollutants has the potential to contribute in mortality and increase the serious irreversible illness. Acute poisoning in human can cause severe failure in the kidneys, reproductive system, liver, brain and nervous system.

As leachate vary so much even within landfills, at present a universal solution to the problem had not been found. Numerous methods have been introduced for removing heavy metals from leachate mainly, chemical precipitation, chemical oxidation or reduction, ultrafiltration, electrochemical treatment, reverse osmosis, electro-dialysis, application of membrane technology, evaporation recovery, solvent extraction and ion exchange process.

Although, above-mentioned methods had proven to remove the pollutants but those are very expensive and may produce large volume of wastes and not economically feasible for small and medium size landfill. However, methods are continuously reviewed and developed to meet this environmental issue [14].

Treatments within the recycling, filtering, filtering, biological and chemical areas are the most common [14], but phytoremediation-the use of plant in the purifying process- has gained attention as a viable option for landfills.

Phytoremediation is a treatment that uses plants to remediate heavy metals from contaminated water and wastewater; it is reported that that the pollutants are confined within the root zone of the plant [2] [3]. Hence phytoremediation has become an operational and affordable technological solution used to extract or remove metal pollutants from wastewater and soil.

Many plants have successfully absorbed contaminants such as lead, cadmium, chromium, arsenic and various radionuclides from wastewater. One of the phytoremediation categories is phytoextraction, which can be used to remove heavy metals from leachate using its ability to uptake metals which is essential for plant growth (Fe, Mn, Zn, Cu, Mo and Ni). These studies proved that phytoremediation is a potential or an alternative approach to treat heavy metals such as Cadmium (Cd), Lead (Pb), and Zinc (Zn) contaminated site.

Table 1 shows the options of phytoremediation process available and their specific contaminants removal. This table presented several types of phytoremediation process and types which can be used as potential technique for phytoremediation to remove treat heavy metals such as (Cd), Lead (Pb), and Zinc (Zn) from contaminated site [2] [3].

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List of Paper Presentation

List of The 4th SCESCM Paper Presentation

TOPIC 1 <i>Green Construction Materials and Technologies, Environmental Impact and Green Design, Local and Recycled Materials</i>	
Title of Paper	No. Paper
A MOCKUP UNIT OF THE AN-ECO BUDGET BAMBOO CHALET: DESIGN AND COST ESTIMATION ANALYSIS <i>(Hazrina Mansor, Nursuzila Mira Adila Abdul Wahab, Yazmin Sahol Hamid, Mohd Khairul Kamarudin)</i>	Paper 1
A STUDY INTO FLEXURAL, COMPRESSIVE AND TENSILE STRENGTH OF COIR-CONCRETE AS SUSTAINABLE BUILDING MATERIAL <i>(Rilya Rumbayan, Sudarno, Adriana Ticoalu)</i>	Paper 2
A STUDY ON THE INFLUENCE OF WATER TO SOLID RATIO, ACTIVATOR TO BINDER RATIO, AND PROPORTION OF LIME IN THE BINDER ON THE COMPRESSIVE STRENGTH OF AMBIENT CURED GEOPOLYMER CONCRETE <i>(Andi Arham Adam, Bayu Rahmat Ramadhan, Shyama Maricar)</i>	Paper 3
ADHESION CHARACTERISTICS OF GEOPOLYMER MORTAR TO CONCRETE AND REBARS <i>(Sanjay Pareek, Hiroo Kashima, Ippei Maruyama, Yoshikazu Araki)</i>	Paper 4
APPLICATION OF BIO-BASED MATERIAL FOR CONCRETE REPAIR: CASE STUDY LEAKAGE ON PARALLEL CONCRETE SLAB <i>(Prima Yane Putri, Isao Ujike, Keiyu Kawaai)</i>	Paper 5
ASSESSMENT OF COMPRESSIVE STRENGTH OF PEAT SOIL WITH SAWDUST AND RICE HUSK ASH (RHA) WITH HYDRATED LIME AS ADDITIVE <i>(Noorfaizah Hamzah, Nur 'Ain Mat Yusof, Muhammad Ihsan Haziq Mohd Rahimi)</i>	Paper 6
CONCRETE USING SAWDUST AS PARTIAL REPLACEMENT OF SAND : IS IT STRONG AND DOES NOT ENDANGER HEALTH ? <i>(Nurul Huda Suliman, Amir Atif Abdul Razak, Hazrina Mansor, Anizahyati Alisibramulisi, Norliyati Mohd Amin)</i>	Paper 7
CONSTRUCTION CLEARED LAND IMPACT ON AIR QUALITY DETERIORATION: QUANTIFICATION OF SOIL BORNE DUSTFALL AND SUSPENDED PARTICULATE GENERATION <i>(Arief Sabdo Yuwono, Iskandar, Muhammad Fauzan, Elsy Gustika Buana, Agung Abdul Ra'up, Ety Herwati)</i>	Paper 8
DESIGN AND FE MODELLING OF UPVC CORRUGATED HOLLOW ROOFING SHEET <i>(Djoko Setyanto)</i>	Paper 9
EVALUATION OF PERVIOUS CONCRETE UTILIZING RECYCLED HDPE AS PARTIAL REPLACEMENT OF COARSE AGGREGATE WITH ACRYLIC AS ADDITIVE <i>(Neslyn Lopez, Emilla Collado, Lois Alexandra Diacos, Harold Dave Morente)</i>	Paper 10
FUNDAMENTAL FACTORS ON THE BEHAVIOR OF BAGASSE ASH STABILIZED ORGANIC SOIL <i>(John Tri Hatmoko, Hendra Suryadharma)</i>	Paper 11

Concrete using sawdust as partial replacement of sand : Is it strong and does not endanger health ?

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Abstract. This study was conducted to investigate the effectiveness of concrete using sawdust to partially replace the river sand which could reduce both environmental problems and construction cost. In this study, sawdust concrete has been produced where the river sand is replaced with sawdust by 5%, 10% and 15% of the total sand volume. Both wet concrete and hardened concrete (cubes specimens) were tested through material testing and cube testing to obtain the most optimum sawdust concrete design. In addition, specimens have also been tested in environmental laboratory to identify the extent of hazardous use of sawdust to consumer health. This is because the dust used is the waste taken from the unknown root of the level of cleanliness. The result shows that the most optimum design for producing sawdust concrete is that with 10% replacement of river sand. The result is based on the compressive strength obtained. The results of environmental study also show that this sawdust concrete is free from any harmful to health contaminants.

1 Introduction

Sustainable development is a very important agenda in this century. This is where the world needs balance in maintaining resources, energy and resolving environmental problems. For example, the use of sand in the production of glass, electronics and concretes causing scarcity of sand is growing. In addition to causing eco-system disturbance, the shortage of sand has turned sand from local product into expensive commodity [1][2][3]. Therefore, in this study, sawdust was used partially replacement for sand in concrete production. The application of sawdust will reduce the usage of sand which bring the fact that it also eco-friendly and economical than conventional concrete.

The study on replacement of sand with sawdust in concrete perhaps can give positive outcomes. The significance of sawdust concrete production is to reduce the sawdust waste that could save the environment for a long term run. This is because almost all sawmill dumped the sawdust at landfill which causing the landfill to pile up and increased its volume day by day.

Another significance of this study is reducing the sand usage in concrete mix which eventually reduce the construction cost. Besides, when the usage of sand is reduced, the overall cost of construction also can be deducted as sawdust can be obtained cheaply at sawmill or sometimes with cost-free.

The use of sawdust in concrete production is doubtful because of its easy to decompose properties. However, there have been many studies conducted to test the properties and abilities of this sawdust for use in concrete production. The results of the study have shown that sawdust has unique characteristics and is competitive with other building materials [4].

1.1 Sawdust Production

Sawdust is a waste composed of fine particles of wood from different species and sources. In 2016, RM678.2 million has been invested in this wood-based industry, which become one of major revenue contributors to the Malaysia economy [5]. As the 8th largest exporter of tropical timber for sawn timber, panel product, builders' joinery and carpentry, mouldings and furniture/furniture parts, Muar Furniture Park has been established by the government to enhance the wood industry. It is comprising houses companies, innovation and training centres. Therefore, the total export of RM53 billion and RM16 billion for wood products and furniture, respectively can be achieved by 2020 which one of the national aim under National Timber Industry Policy (NATIP) [6].

With the increment of export revenue in wood industry, wood waste has also been generated largely. In 2010, it was estimated that 4.09×10^6 m³ of wood waste was produced which 3.4×10^6 m³ of them have been used for other purposes. The rest 1.5×10^6 m³ of wood waste has been dumped at the landfill [7]. In order to face the increase in volume in timber waste from the timber industry, the use of sawdust waste as a building material has been created as a continuation to ensure the balance of industrial growth with the well-being of the people and the environment as shown in Figure 1 [6].

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Evaluation of Pervious Concrete Utilizing Recycled HDPE as Partial Replacement of Coarse Aggregate with Acrylic as Additive

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Abstract. Pervious concrete is an eco-friendly alternative and is beneficial to providing good rainwater drainage in order to prevent flooding. But the application is limited to lower trafficked roadways and often times disregarded due to its low strength capabilities. This study investigates on the effect of High-density Polyethylene as partial replacement of coarse aggregates on the physical and mechanical properties of Acrylic Polymer Pervious Concrete (AcPPC). Two different coarse aggregate sizes were evaluated which are ½” and ¾” with varying ratios of 10%, 20%, and 30%. It was determined that the partial replacement of recycled HDPE caused an increase in the porosity and permeability of the AcPPC. However, it decreased the AcPPC’s compressive and flexural strength. Only the ½” 10% HDPE modified Pervious Concrete with 15% Acrylic Additive (PCHA) achieved a compressive strength that is within the range of the acceptable compressive strength for pervious concrete. While for the flexural strength, both the ½” 10% PCHA and ¾” 10% PCHA was within the standard values for flexural strength of pervious concrete. Thus, making the ½” 10% PCHA as the optimum mix in this study. The application of PCHA is limited to typical application of a pervious concrete.

1 Introduction

Over the decades, human population continues to grow and expand. And as the said population increases, advances in technology continuously happen. Breakthroughs in technology happen at a frequent rate. One product of today’s innovation in technology is the paving of roads. These said roads are made of impermeable surfaces such as asphalt, concrete, traditional stone, and brick, among other possible pavers. These impermeable or impervious concrete surfaces do not allow water to pass or penetrate through. Today, it is very common to see our roads as paved surfaces, even in rural regions.

Unfortunately, society’s development has its consequent drawbacks. Aside from the obvious waste produced by human activities, modernization sometimes poses a threat to our environment and its natural cycles. Among the various downsides of the negligence to our environment is the common event of flooding and drainage failure.

According to [1], the effect of impervious pavement is not only limited to flooding. Some effects of these surfaces on the environment are (1) Pollution of surface water; when runoff occurs, it gathers pollutants and flows directly into bodies of water such as rivers, lakes, etc.; (2) Water table is not adequately recharged; on a

natural condition or in permeable surfaces, water can penetrate with ease, therefore, before reaching the groundwater, it is recharged or simply filtered. However, on impermeable surfaces, water is hindered to penetrate, groundwater is consequently used faster than it is recharged; (3) Formation of stagnate water puddles, and; (4) Heat island effect, as stated by EPA— United States Environmental Protection Agency [2] the interpretation of the heat island effect is simply making an “island” with temperatures much higher than that of its environment. This is due to the heat-absorbing property of asphalt, concrete or any other paving material. It simply gathers heat during the day and releases it at night [1].

Fortunately, the construction industry has adapted to the idea of creating and using Pervious Concrete (hereby referred to as PC), also known as permeable concrete, to address the various potential impermeable surface complications especially on paved roads. Pervious concrete is the no-fines, porous, gap-graded, and enhanced porosity concrete [3]. Interconnected void spaces are very evident in typical pervious concrete. These voids act as an opening for air and water to easily pass through, allowing it to seep into the ground, thus resulting to a fast drainage of other large volumes of water, preventing runoffs from occurring [4].

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List of Paper Presentation

INFLUENCE OF LOCAL RICE HUSKS ASH ON COMPRESSIVE STRENGTH OF NORMAL-STRENGTH CONCRETE <i>(Butje Louk Fanggi, Melinda Moata, Abia Mata, Ferdinand Liem, Tedy Woenlele, Stefen Ndun, Johan Lada)</i>	Paper 12
INFLUENCE OF POLYPROPYLENE FIBER ON EARLY STRENGTH OF SELF COMPACTING CONCRETE <i>(Rahmi Karolina, Abdiansyah Putra Siregar)</i>	Paper 13
MECHANICAL PROPERTIES OF SULPHATE REDUCTION BACTERIA ON THE DURABILITY OF CONCRETE IN CHLORIDE CONDITION <i>(Teddy Tambunan, Mohd Irwan Juki, Norzila Othman)</i>	Paper 14
PHYTOREMEDIATION OF HEAVY METAL FROM LEACHATE USING IMPERATA CYLINDRICA <i>(Khairul Anam Moktar, Ramlah Mohd Tajuddin)</i>	Paper 15
PRESERVATION OF DURIAN TIMBER AND COCONUT TIMBER WITH SOURSOP LEAF EXTRACT <i>(Sri Handayani, Endah Kanti Pangestuti, Ninda Adhitya Dharma)</i>	Paper 16
REVIEW OF CREEP MODELING FOR PREDICTING OF LONG-TERM BEHAVIOR OF GLUED-LAMINATED BAMBOO STRUCTURES <i>(Ngudiyono, Bambang Suhendro, Ali Awaludin, Andreas Triwiyono)</i>	Paper 17
STRENGTH CHARACTERISTICS OF PVC COATED WELDED WIRE MESH AS STEEL FIBER REINFORCED CONCRETE <i>(Indradi Wijatmiko, Ari Wibowo, Christin Remayanti Nainggolan)</i>	Paper 18
STUDY ON SLAG-BASED GEOPOLYMER CONCRETE WITH NATURAL AND RECYCLED COARSE AGGREGATES <i>(Liesly Felicity Setiawan, Timothy Hartono, Johannes Adhijoso Tjondro)</i>	Paper 19
SUSTAINABLE CEMENTITIOUS MATERIALS: THE EFFECT OF FLY ASH PERCENTAGE AS A PART REPLACEMENT OF PORTLAND CEMENT COMPOSITE (PCC) AND CURING TEMPERATURE ON THE EARLY AGE STRENGTH OF FLY ASH CONCRETE <i>(Gidion Turuallo, Harun Mallisa)</i>	Paper 20
THE EFFECT OF DENSITY AND HEIGHT OF VEGETATION IN OPEN CHANNEL ON THE MANNING'S COEFFICIENT <i>(Maimun Rizalihadi)</i>	Paper 21
THE EFFECT OF LATERITE STONE AS FILLER ON MARSHALL STABILITY HOT MIX ASPHALT AC-WC <i>(Istiar, Tri Joko Wahyu Adi, Sutikno, Rahmat, Martheana Kencanawati, Ilham Siara)</i>	Paper 22
THE EFFECT OF RESINS ON RHEOLOGICAL AND AGEING CHARACTERISTICS OF BITUMEN FOR PAVEMENT <i>(Madi Hermadi, Willy Pravianto)</i>	Paper 23
THE INFLUENCE OF RICE HUSK ON THE PHYSICAL PROPERTIES OF PORTLAND POZZOLAND CEMENT AT THE CEMENT INDUSTRY SCALE <i>(Agus Maryoto, Gathot Heri Sudibyo)</i>	Paper 24
THE INFLUENCE OF THE USAGE OF LDPE PLASTIC WASTE AS FINE AGGREGATE IN LIGHT CONCRETE BRICKS <i>(Nursyamsi Nursyamsi, Ivan Indrawan, Prasetyo Ramadhan)</i>	Paper 25

List of Paper Presentation

THE PULL-OUT TEST ON KNIT REINFORCEMENT EMBEDDED INTO CONCRETE BEAM <i>(Devi Nuralinah)</i>	Paper 26
THE SUSTAINABILITY OF PUBLIC TRANSPORT OPERATION BASED ON FINANCIAL POINT OF VIEW <i>(Arif Budiarto)</i>	Paper 27
WORKABILITY AND STRENGTH PROPERTIES OF CLASS C FLY ASH-BASED GEOPOLYMER MORTAR <i>(Remigildus Cornelis, Henricus Priyosulistyo, Iman Satyarno, Rochmadi)</i>	Paper 28
TOPIC 2 <i>Construction Management, Construction Method and System, Optimization and Innovation in Structural Design</i>	
Title of Paper	No. Paper
A DESIGN CONCEPT OF FUZZY DECISION SUPPORT SYSTEM FOR CONSTRUCTION WORKERS SAFETY MONITORING <i>(Lila Ayu Ratna Winanda, Achmad Arifin, Fauzan Arrofiqi, Trijoko Wahyu Adi, and Nadjadji Anwar)</i>	Paper 29
AGENCY COST ESTIMATION ON FLEXIBLE AND RIGID PAVEMENT <i>(Fajar Sri Handayani, Aria Ramandika Kurnia, Rheza Imam Prabowo, Florentina Pungky Pramesti, Mochamad Agung Wibowo, Ary Setyawan)</i>	Paper 30
ANALYSIS OF ACCIDENT IN INDONESIAN CONSTRUCTION PROJECTS <i>(Toriq Ghuzdewan, Petrus Damanik)</i>	Paper 31
ANALYSIS OF CONSTRUCTION WORKERS PRODUCTIVITY IN PALU CITY USING ANALYTIC HIERARCHY PROCESS <i>(Nirmalawati, Fahirah F., Adnan Fadjar, Mohammad Affan)</i>	Paper 32
ANALYSIS OF PRICE FAIRNESS TOWARD WORK QUALITY AND USER SATISFACTION FOR ARCHITECTURAL WORK <i>(Amalia.N. Farini, Arief.S.B. Nugroho)</i>	Paper 33
COMPARING SAFETY CLIMATE IN INFRASTRUCTURE AND BUILDING PROJECTS IN INDONESIA <i>(Riza Yosia Sunindijo, Martin Loosemore, Fatma Lestari, Yuni Kusminanti, Baiduri Widanarko, Cynthia Febrina, Fiori Amelia)</i>	Paper 34
COMPUTER-INTEGRATED MANUFACTURING SYSTEM FOR MEMBRANE STRUCTURES <i>(Kazuo Yokobori, Tomo Miura)</i>	Paper 35
CONSTRUCTION PROJECT PRODUCTIVITY ASSESMENT MODEL AND ITS IMPLEMENTATION IN INDONESIA CONSTRUCTION INDUSTRY <i>(Rintih Prastianing Atas Kasih, Tri Joko Wahyu Adi)</i>	Paper 36
COST PREDICTION MODEL BASED ON SYSTEM DYNAMICS IN WATER RESOURCE PROJECT <i>(Hirijanto, Mundra I Wayan, Utomo Addy)</i>	Paper 37
CROSS SECTION AND GEOMETRY OPTIMIZATION OF STEEL TRUSS ARCH BRIDGES BASED ON INTERNAL FORCES <i>(Malik Mushthofa, Akhmad Aminullah, Muslikh)</i>	Paper 38
DEVELOPMENT OF WORK BREAKDOWN STRUCTURE (WBS) DICTIONARY FOR THE CONSTRUCTION WORKS OF LOWER STRUCTURE STEEL BRIDGE <i>(Yusuf Latief, Dina Nurdiani, Leni Sagita Riantini Supriadi)</i>	Paper 39

List of Paper Presentation

HOUSING CONSTRUCTION INFORMAL WORKER PERCEPTION TOWARD THE EFFECTIVE LEADERSHIP AND PERFORMANCE IMPROVEMENT <i>(Maranatha Wijayaningtyas, Kukuh Lukiyanto)</i>	Paper 40
IDENTIFICATION OF STAKEHOLDERS TO ESTABLISHING CONSTRUCTION SAFETY CULTURE IN INDONESIA <i>(Yusuf Latief, Akhmad Suraji, Leni Sagita, Rossy Army Machfudiyanto)</i>	Paper 41
INVESTIGATING BUILDING INFORMATION MODELLING (BIM) ADOPTION IN INDONESIA CONSTRUCTION INDUSTRY <i>(Jati Utomo Dwi Hatmoko, Yulian Fundra, Mochamad Agung Wibowo, Zhabrinna)</i>	Paper 42
INVESTIGATING CAUSAL FACTORS OF ROAD DAMAGE: A CASE STUDY <i>(Jati Utomo Dwi Hatmoko, Bagus Hario Setiadji, Mohammad Agung Wibowo)</i>	Paper 43
LOAD TEST PERMEABLE ASPHALT PAVEMENT USED BUTON NATURAL ASPHALT <i>(Firdaus Chairuddin)</i>	Paper 44
MATERIAL QUANTITY ESTIMATION MODELLING OF BRIDGE SUB-SUBSTRUCTURE USING REGRESSION ANALYSIS <i>(M Khazin Alhusni, Andreas Triwiyono, Inggar Septhia Irawati)</i>	Paper 45
OPTIMIZATION OF REINFORCED CONCRETE COLUMN USING ANDROID-BASED MOBILE APPLICATION <i>(Johan Lautan Wijaya Nusantara, Akhmad Aminullah, Andreas Triwiyono)</i>	Paper 46
OPTIMIZING THE PREDICTION ACCURACY OF LOAD-SETTLEMENT BEHAVIOR OF SINGLE PILE USING A SELF-LEARNING DATA MINING APPROACH <i>(Doddy Prayogo, Yudas Tadeus Teddy Susanto)</i>	Paper 47
OPTIMUM SEISMIC PERFORMANCE ESTIMATION OF INTEGRATED MULTIPLE STEEL PIPES BRIDGE PIER CONNECTED BY SHEAR PANEL DAMPER WITH ANN METHOD <i>(Angga S. Fajar, Akhmad Aminullah)</i>	Paper 48
PREDICTING THE VOLUME NEED FOR ARCHITECTURAL WORK USING ARTIFICIAL NEURAL NETWORKS IN HOSPITAL BUILDINGS <i>(Aulia Yudha Prathama, Akhmad Aminullah, Ashar Saputra)</i>	Paper 49
PROGRESSIVE COLLAPSE ASSESSMENT: A REVIEW OF THE CURRENT ENERGY-BASED ALTERNATE LOAD PATH (ALP) METHOD <i>(Nur Ezzaryn Asnawi Subki, Hazrina Mansor, Yazmin Sahol Hamid, Gerard Parke)</i>	Paper 50
PUBLIC TENDERING PROCESS FOR CONSTRUCTION PROJECTS: PROBLEM IDENTIFICATIONS, ANALYSIS, AND PROPOSED SOLUTIONS <i>(Eryana Indah Kusumarukmi, Tri Joko Wahyu Adi)</i>	Paper 51
REINFORCED CONCRETE (RC) BEAM DESIGN APPLICATION FOR ANDROID BASED ON SNI 2847:2013 (CEMA) <i>(Sarah Eden, Akhmad Aminullah, Andreas Triwiyono)</i>	Paper 52
SIMPLE INNOVATIVE COMPARISON OF COSTS BETWEEN TIED-ARCH BRIDGE AND CABLE-STAYED BRIDGE <i>(Järvenpää Esko, Quach Thanh Tung)</i>	Paper 53
STUDY ON LIFE CYCLE COSTING: A CASE OF BUILDING FOR PRIVATE HIGH SCHOOL IN JAKARTA <i>(Peter F Kaming, Ogy Ade Yahya)</i>	Paper 54
THE EXECUTION OF INFRASTRUCTURE PROJECT LIFE-CYCLE <i>(Debby Willar, Estrellita V. Y. Waney, Novatus Senduk)</i>	Paper 55
THE SUSTAINABILITY OF HUMAN RESOURCE PLANNING FOR CONSTRUCTION PROJECTS <i>(Adegbenga Raphael Ashiru, Adebimpe Lucia Ashiru)</i>	Paper 56

Simple innovative comparison of costs between tied-arch bridge and cable-stayed bridge

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Abstract. The proposed paper compares tied-arch bridge alternatives and cable-stayed bridge alternatives based on needed load-bearing construction material amounts in the superstructure. The comparisons are prepared between four tied arch bridge solutions and four cable-stayed bridge solutions of the same span lengths. The sum of the span lengths is 300 m. The rise of arch as well as the height of pylon and cable arrangements follow optimal dimensions. The theoretic optimum rise of tied-arch for minimum material amount is higher than traditionally used for aesthetic reason. The optimum rise for minimum material amount parabolic arch is shown in the paper. The mathematical solution uses axial force index method presented in the paper. For the tied-arches the span-rise-ratio of 3 is used. The hangers of the tied-arches are vertical-The tied-arches are calculated by numeric iteration method in order to get moment-less arch. The arches are designed as constant stress arch. The area and the weight of the cross section follow the compression force in the arch. In addition the self-weight of the suspender cables are included in the calculation. The influence of traffic loads are calculated by using a separate FEM program. It is concluded that tied-arch is a competitive alternative to cable-stayed bridge especially when asymmetric bridge spans are considered.

1 Introduction

Arch bridge is perhaps the best known bridge type. It came to use 2000 years ago [1]. Arches can be classified in many ways like deck arch bridge, tied-arch bridge, through arch bridge, truss arch and most recently network arch. The span range of arch bridge has today reached 552 m and longer spans are designed. The modern construction material is steel, often used as composite structure with concrete. Many studies have been published lately about arches. Only little has been written about theoretic and practical limits of arch bridges. Already in forties an article was published where the limit of 1000 m of concrete was found. The allowable stress of the concrete was 15 MPa [2].

Cable-stayed bridge has been a competitive bridge type during recent years. The authors have an opinion that it will be a good time to start to think how competitive arches could be, especially tied-arch bridges.

In this article tied-arch bridge and cable-stayed bridge have been compared to each other using axial force index method. Four tied-arch bridge alternatives and four cable-stayed bridge alternatives are studied using the same total length of the bridge and the same span lengths with the same effective width of the deck. Only load bearing material in the longitudinal direction of the superstructure is the basis of comparison.

All bridges have steel and concrete composite deck. The bridges have six vehicle lanes. The traffic load follows AASTHO design codes. Multiple presence load factor of 0.65 is used.

2 Span ranges of tied-arch and cable-stayed bridges

Tied-arch bridge span range used have been from 50 m to 550 m. Typical span length for highway bridges is from 75 m to 250 m. The competitive span range of cable-stayed bridge has been from 100 m to 1200 m. Typical spans lengths have been from 150 m to 500 m. The development of cable-stayed bridges during last three decades has been powerful, especially in construction and cable technology [3]. The development of arch bridges has been waiting. In China truss-type arch ribs and steel box arches have broken records [4], [5]. Many recent articles handle about network arches and especially their optimal suspender arrangements. Anyhow, the rise of arch is the first priority of the optimal solution, because the arch itself represents half of structural steel amount of the longitudinal load-bearing structures.

3 Cost comparison method

3.1 Design basis of the alternatives

This study was prepared in order to get general understanding about the reasons and differences of costs between tied-arch bridge and cable-stayed bridge. The basis for the study is that all the bridge alternatives are balanced structures for permanent load. The shape of arch

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List of Paper Presentation

TOPIC 3	
<i>Forensic Engineering, Structural Health Monitoring System, Assessment and Retrofitting, Disaster Mitigation and Restoration</i>	
Title of Paper	No. Paper
ANALYSIS AND EXPERIMENTAL USAGE OF CFRP WRAP TYPE ON FLEXURAL STRENGTH OF CONCRETE BEAM <i>(Johannes Tarigan, Andrew Pakpahan, Medis Surbakti, Nursyamsi Nursyamsi)</i>	Paper 58
ANALYSIS AND EXPERIMENTS OF THE EFFECT OF REINFORCEMENT OF WOOD BEAM USING CARBON FIBER REINFORCED POLYMER AGAINST BENDING STRENGTH <i>(Torang Sitorus, Silvy Desharma)</i>	Paper 59
ANALYSIS OF BUILDING AND ITS COMPONENTS CONDITION ASSESSMENT CASE STUDY OF DORMITORY BUILDINGS <i>(Sahaduta Linggar, Akhmad Aminullah, Andreas Triwiyono)</i>	Paper 60
APARTMENT PROJECT RISK ASSESSMENT UNDER MARKET UNCERTAINTY; A CASE STUDY IN WONOKROMO, SURABAYA <i>(Aditya Sutantio, I Putu Artama Wiguna, Tri Joko Wahyu Adi)</i>	Paper 61
APPLICATION OF 2D SPATIAL IMAGING METHOD FOR IDENTIFICATION OF A FAULT LINES AND SUBSURFACE LANDSLIDE AT "TAMAN UNNES", SEMARANG, INDONESIA <i>(Lashari Lashari, Rini Kusumawardani, Togani Cahyadi Upomo, Supriyadi Supriyadi, Ajiwirani Mugiayulhaq)</i>	Paper 62
ASSESSMENT OF COMPONENT CONDITION TYPICAL BUILDING OF STUDENT DORMITORY USING FUZZY ANALITICAL HIERARCHY PROCES <i>(Firman Javiri, Akhmad Aminullah, Andreas Triwiyono)</i>	Paper 63
ASSESSMENT OF REINFORCED CONCRETE BUILDING FOR DISASTER REDUCTION STRATEGY IN PADANG CITY, WEST SUMATRA, INDONESIA <i>(Eka Juliafad, Annisa Prita Melinda)</i>	Paper 64
EVALUATION OF VARIOUS GIS-BASED METHODS FOR THE ANALYSIS OF ROAD TRAFFIC ACCIDENT HOTSPOTS <i>(El-Said M. M. Zahran, Soon Jiann Tan, Nurul Amirah 'Atiqah Binti Mohamad' Asri Putra, Eng Hie Angel Tan, Yok Hoe Yap, Ena Kartina Abdul Rahman)</i>	Paper 65
DELAMINATION MECHANISM OF GFRP SHEET BONDED ON THE REINFORCED CONCRETE BEAMS <i>(Rudy Djamaluddin, Hijriah, Rita Irmawati, Faharuddin, Rossy T. Wahyuningsih)</i>	Paper 66
DESIGN CRITERION OF REINFORCEMENT ON THICK SOFT CLAY FOUNDATIONS OF TRADITIONAL CONSTRUCTION METHOD IN INDONESIA <i>(Suyuti Nurdin, Kazuhide Sawada, Shuji Moriguchi)</i>	Paper 67
ESTABLISHING FACTORS OF BUILDING VULNERABILITY TOWARDS TSUNAMI HAZARD <i>(Leli Honesti, Muhd Zaimi Abd Majid, Nazwar Djali, Meli Muchlian)</i>	Paper 68
EVACUATION EGRESS IN HIGH RISE BUILDING: REVIEW OF THE CURRENT DESIGN OF EVACUATION SOLUTION <i>(Hazrina Mansor, Yazmin Sahol Hamid, Nurul Huda Suliman, Nursafarina Ahmad, Noorfaizah Hamzah)</i>	Paper 69
EXPERIMENTAL AND NUMERICAL INVESTIGATIONS ON OVERALL BUCKLING OF STEEL PIPE TRUSS WITH CIRCULAR CUTOUT ON THE COMPRESSION ELEMENT <i>(Miftahul Iman, Bambang Suhendro, Henricus Priyosulistyo, Muslikh)</i>	Paper 70
FLOOD-INDUCED BRIDGE FAILURES IN PAPUA NEW GUINEA <i>(Gibson Ali Holemba, Takashi Matsumoto)</i>	Paper 71

Evaluation of various GIS-based methods for the analysis of road traffic accident hotspot

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Abstract. In order to establish objective criteria for road traffic accident (RTA) hotspots, this paper examines the application of three different hotspot analysis methods to both identify and rank the RTA hotspots. The three methods selected are the network Kernel Density Estimation (KDE+) method, the Getis-Ord GI* method, and a recently proposed risk-based method that accounts for RTA frequency, severity and socioeconomic costs – STAA method. The study road, Jalan Tutong, is a major dual-carriageway connecting major residential and commercial areas from the west of Brunei-Muara district and beyond to the capital, Bandar Seri Begawan. The RTA data consists of cases reported to the police during a 5-year period from 2012 to 2016. The RTA data were digitised and prepared, before being imported into ESRI ArcGIS 10.2 software for analysis using each of these methods. The outcomes, particularly the location, extent and priority of the RTA hotspots, are subsequently compared to results from road safety audits, in order to determine the relative merits and drawbacks of each method. The findings from the comparative study would be useful to recommend the most suitable method to identify and rank the RTA hotspots for the study road.

1 Introduction

1.1 Background

According to the World Health Organisation, 1.25 million die from road traffic accidents (RTAs) every year and in most countries, RTAs cost approximately 3% of the gross domestic product [1], with generally higher RTA deaths in low- and medium-income countries and lesser in high-income countries. Brunei Darussalam is a country of land area 5,765 km² is located on the north Shore of Borneo Island in South East Asia and shares land territorial borders with Malaysia and Indonesia and maritime borders with Malaysia and China. As of 2016, Brunei has as a total population of 422,678 and a road network totalling 3,404.8 km [2], mostly concentrated in the Brunei-Muara district. It was previously reported that Brunei's vehicle fleet comprise of 92% cars, 5% heavy goods vehicles and 3% motorcycles with relatively few vulnerable road users such as motorcyclists, pedal cyclists and pedestrians [3]. A survey conducted in 2014 revealed that 98% of the surveyed trips primarily involved of private cars, and there is a growing concern that RTA in Brunei is related to the high dependency on private cars[3].

Hence, in order to establish objective criteria to reduce RTA and improve road in the face of limited budgets, it is important to recognise how, where and when RTA occurs [4]. Understanding the spatial patterns of RTA allows road authority engineers, design consultants and maintenance teams to implement appropriate RTA reduction measures [4] and prioritise them through a ranking scheme [5]. Identifying RTA hotspots or blackspots along the road has been made easier in recent years with the integrated application of Geographic Information System (GIS) software and Global Positioning System (GPS) devices.

RTAs seldom happen randomly but rather in clusters [4] which become more evident with a high number of accidents per kilometre on a given road. The fundamental concept is that the greater the cluster strength, the greater the urgency to undertake countermeasures. Although there are a good number of RTA hotspot identification approaches, it is better to have at least 2 systematic approaches for relative comparisons.

1.2 Brunei Historical Road Traffic Accident Data

Ref. [3] reported the characteristics of RTA cases in Brunei between 2010 and 2015 and found that the number of RTA cases and slightly injury casualties decreased while the number of seriously injured and killed

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List of Paper Presentation

<p>INVESTIGATING THE MECHANISM OF SHEAR FATIGUE IN REINFORCED CONCRETE BEAMS SUBJECTED TO PULSATING AND MOVING LOADS USING DIGITAL IMAGE CORRELATION</p> <p><i>(Benny Suryanto, George Staniforth, Jaehwan Kim, Esayas Gebreyouhannes, Nobuhiro Chijiwa, Chikako Fujiyama, Peter K. Woodward)</i></p>	Paper 72
<p>MODELLING THE PERFORMANCE OF A CORRODED PIPE SECTION REPAIRED WITH THREE PARTS EPOXY GROUT AND WITH THREE PARTS EPOXY GROUT PLUS NANOFILLER</p> <p><i>(Siti Norasyikin Hj Kariya, Lim Pang Jen)</i></p>	Paper 73
<p>PREDICTION ANALYSIS OF THE DEGRADATION AND THE FUTURE LEVEL BUILDING COMPONENTS IN ARTIFICIAL METHOD NEURAL NETWORK AND FACTOR ISO 15686-2</p> <p><i>(Siti Aisyah, Akhmad Aminullah, H. Muslikh)</i></p>	Paper 74
<p>RISK ASSESSMENT FOR FOREST FIRE IN BRUNEI DARUSSALAM</p> <p><i>(Shams Shahriar, Zahran El-Said M. M., Said Safwanah N. M., Hui Kho J., Lee Naderah N. D. H. M. F., Hasim N. H. H.)</i></p>	Paper 75
<p>SEISMIC PERFORMANCE EVALUATION OF A MULTISTORY RC BUILDING IN PADANG CITY</p> <p><i>(Jafril Tanjung, Maidiawati, Fajar Nugroho)</i></p>	Paper 76
<p>STUDY OF PAVEMENT CONDITION INDEX (PCI) RELATIONSHIP WITH INTERNATIONAL ROUGHNESS INDEX (PCI) ON FLEXIBLE PAVEMENT</p> <p><i>(Rijal Psalmen Hasibuan, Medis Sejahtera Surbakti)</i></p>	Paper 77
<p>THE EFFECT OF TSUNAMI LOADS ON PASAR RAYA INPRES BLOCK III BUILDING IN PADANG CITY BASED ON FEMA P-646</p> <p><i>(Fauzan, Febrin Anas Ismail, Nurpadila Siregar, Zev Al Jauhari)</i></p>	Paper 78
<p>TOPIC 4</p> <p><i>Hybrid and Composite Structures, Smart Materials and Structures, Special Structures</i></p>	
Title of Paper	No. Paper
<p>ANALYTICAL SEISMIC FRAGILITY CURVES FOR REINFORCED CONCRETE WALL PIER USING SHAPE MEMORY ALLOYS CONSIDERING MAXIMUM DRIFT</p> <p><i>(Nursafarina Ahmad, Azmi Ibrahim, Shahria Alam)</i></p>	Paper 79
<p>BEAM-TO-BEAM CONNECTION OF PRECAST CONCRETE STRUCTURES: STATE OF THE ART</p> <p><i>(Kristiyanto Hery, Triwiyono Andreas, Muslikh, Saputra Ashar)</i></p>	Paper 80
<p>COMPARISON OF THE USE OF CEMENT, GYPSUM, AND LIME ON CLAY IMPROVEMENT THROUGH UNCONFINED COMPRESSION TEST</p> <p><i>(Ika Puji Hastuty, Farras Nasywa, Roesyanto Roesyanto)</i></p>	Paper 81
<p>EFFECT OF KENAF MCC COMPOSITION ON THIN FILM COMPOSITE MEMBRANE FOR NACL REJECTION</p> <p><i>(Azman Ismail, Ramlah Mohd Tajuddin, Hamizah Mohktar, Ahmad Fauzi Ismail)</i></p>	Paper 82
<p>EFFECTS OF HORIZONTAL WEB REINFORCEMENT ON CYCLIC BEHAVIOR OF RC SQUAT WALLS</p> <p><i>(Leonardus S.B. Wibowo, Min-Yuan Cheng)</i></p>	Paper 83
<p>EFFECTS OF USING LIMESTONE AS A FILLER AND STARBIT E-55 ASPHALT AS A BINDER ON THE PERFORMANCE OF AC–WC MIXTURE</p> <p><i>(Faizul Chasanah, Fajariesta Arta Putra)</i></p>	Paper 84

List of Paper Presentation

EVALUATION OF TENSILE TEST AND MICRO-STRUCTURAL CHARACTERIZATION TO DETERMINE THE BOND STRENGTH OF ADHESIVE MATERIAL AS AN ALTERNATIVE OF COLD-FORMED STEEL CONNECTION <i>(Indra Komara, Endah Wahyuni, Priyo Suprobo)</i>	Paper 85
IMPROVEMENT OF SHEAR CAPACITY FOR PRECAST SEGMENTAL BOX GIRDER DRY JOINTS BY STEEL FIBER AND GLASS FIBER <i>(Watanachai Smittakorn)</i>	Paper 86
INELASTIC BEHAVIOR OF REINFORCED CONCRETE CANTILEVER BEAM WITH EMBEDDED STEEL TRUSS IN FLEXURAL PLASTIC HINGE UNDER CYCLIC LOADING <i>(Fatmawati Amir, Iman Satyarno, Djoko Sulisty)</i>	Paper 87
INVESTIGATION OF BRICK MASONRY WITH USING OF BAD QUALITY OF BRICKS AND REINFORCED CONCRETE FRAME <i>(Andreas Triwiyono, I Gusti Lanang Bagus Eratodi)</i>	Paper 88
NOVEL SOFT MEMBERS IN DOUBLE-LAYER SPACE TRUSSES <i>(Yazmin Saho Hamid, Gerry Parke, Nur Farzan Mohd Mahdi)</i>	Paper 89
SHEAR CAPACITY OF REINFORCED CONCRETE BEAMS STRENGTHENED WITH WEB SIDE BONDED CFRP SHEETS <i>(Rendy Thamrin, Zaidir, Sabril Haris)</i>	Paper 90
THE EFFECT OF COARSE AGGREGATE HARDNESS ON THE FRACTURE TOUGHNESS AND COMPRESSIVE STRENGTH OF CONCRETE <i>(Atur P. N. Siregar, Emma L. Pasaribu, I Wayan Suarnita)</i>	Paper 91
THE EXPERIMENT OF FOUR-POINT BENDING BEHAVIOURS OF HELICOIDALLY LAMINATED CFRPS <i>(Ikuma Ishizawa, Takashi Matsumoto, Kenta Kondo)</i>	Paper 92
TOPIC 5 <i>Structural Dynamics and Earthquake Engineering, Structures in Severe Environment, Structural Analysis</i>	
Title of Paper	No. Paper
A STUDY ON THE EFFECT OF ADJACENT SEGMENTS OF A STEEL I-BEAM WITH LATERAL SUPPORTS ON ITS CRITICAL MOMENT <i>(Naomi Pratiwi, Paulus Karta Wijaya)</i>	Paper 93
AN ANALYSIS OF ELASTIC AND INELASTIC LATERAL TORSIONAL BUCKLING OF WEB-TAPERED I BEAMS USING THE FINITE ELEMENT METHOD <i>(Paulus Karta Wijaya, Cecilia Lauw Giok Swan, Ghassani Sadrina Noor)</i>	Paper 94
AN INVESTIGATION ON MECHANICAL PROPERTIES AND DAMPING BEHAVIOUR OF HARDENED MORTAR WITH RUBBER TIRE CRUMBS (RTC) <i>(Restu Faizah, Henricus Priyosulistyo, Akhmad Aminullah)</i>	Paper 95
ANALYTICAL STUDY OF VISCOUS DAMPER PARAMETERS AT A SIMPLE REINFORCED CONCRETE FRAME <i>(Yusep Ramdani, Iman Satyarno)</i>	Paper 96
ANALYSIS OF BEHAVIOR OF SLOPE MODELS TO COLLAPSING FROM STABILITY BY SHAKING TABLE TESTS UNDER 1G FIELD <i>(Susumu Nakamura)</i>	Paper 97
ANALYSIS STUDY THE USED OF TUNED MASS DAMPER (TMD) ON AN EXISTING TRAIN BRIDGE DUE TO HIGH SPEED TRAIN WITH MOVING MASS LOAD APPROACH <i>(Wivia Octarena Nugroho, Dina Rubiana Widarda, Oryza Herdha Dwyana)</i>	Paper 98

List of Paper Presentation

APPLICATION OF SELF MASS DAMPER IN MULTI-STORY CONCRETE BUILDING <i>(Dina Rubiana Widarda, Maria Yvonne Hidajat)</i>	Paper 99
BEHAVIOR OF EARTHQUAKE-RESISTANT STRUCTURE ELEMENTS USING POLYPROPYLENE FIBER AND HIGH STRENGTH REINFORCING BARS <i>(Maulana Derry Imansyah, Iswandi Imran, Kurniawan S. Kamaruddin, Aris Aryanto, Muhammad Riyansyah)</i>	Paper 100
BEHAVIOR OF WOOD BEAM CONNECTION USING STAPLES SUBJECTED TO IN-PLANE MOMENT <i>(Farida Lenggani, Bambang Suryoatmono)</i>	Paper 101
BEHAVIOUR OF REINFORCED CONCRETE FRAMES WITH CENTRAL OPENING MASONRY INFILL UNDER LATERAL REVERSED CYCLIC LOADING <i>(Maidiawati, Jafril Tanjung, Yulia Hayati, Hamdeni Medriosa)</i>	Paper 102
BUCKLING BEHAVIOUR OF LAMINATED GLASS PANEL IN COMPRESSION <i>(Mohd Khairul Kamarudin, Nurul Hariyanti Mohd Rais, Mustafasanie M. Yusoff, Gerard A.R. Parke)</i>	Paper 103
DAMAGE MECHANISM OF EXISTING RC SLABS WITH REINFORCING STEEL PLATE <i>(Kenta Namba, Chikako Fujiyama, Tsutomu Niina)</i>	Paper 104
DEGRADATION OF SUBMERGED/WET CONCRETE UNDER CYCLIC COMPRESSION AND CYCLIC SHEAR <i>(Chikako Fujiyama, Yasuhiro Koda, Noriaki Sento)</i>	Paper 105
DISPLACEMENT ANALYSIS OF DAM BASED ON MATERIAL PARAMETERS USING NUMERICAL SIMULATION AND MONITORING INSTRUMENTATION <i>(Undayani Cita Sari, Windu Partono, Sri Prabandiyani Retno Wardani)</i>	Paper 106
DISPLACEMENT-BASED DESIGN OF REINFORCED CONCRETE SPECIAL MOMENT FRAME (RC-SMF) WITH VERTICAL IRREGULARITY <i>(A F M Salman Akhter, Yoyong Arfiadi)</i>	Paper 107
DURABILITY OF PULVERISED FUEL ASH (PFA) CONCRETE EXPOSED TO ACIDIC AND ALKALI CONDITIONS <i>(Saiful Baharin Duraman, Md. Fadhil Hakim Haji Omar)</i>	Paper 108
DYNAMIC RESPONSE OF LONG-SPAN BRIDGES SUBJECTED TO NON-UNIFORM EXCITATION: A STATE-OF-THE-ART REVIEW <i>(Seplika Yadi, Bambang Suhendro, Henricus Priyosulistyo, Akhmad Aminullah)</i>	Paper 109
EFFECTS OF SURFACE ROUGHNESS ON THE BEHAVIOR OF INTERFACE BETWEEN OLD AND NEW DECK SLABS UNDER CONCENTRATED LOAD <i>(Fakhruddin, Junichiro Niwa, Rudy Djamaluddin, Rita Irmawaty)</i>	Paper 110
FINITE ELEMENT ANALYSIS AND PARAMETRIC STUDY OF EWECs (ENGINEERING WOOD ENCASED CONCRETE-STEEL) COLUMNS <i>(Fauzan, Ruddy Kurniawan, Zev Al Jauhari)</i>	Paper 111
FINITE ELEMENT MODELING OF MASONRY WALL WITH MORTAR 1PC : 4 LIME : 10 SAND UNDER LATERAL FORCE <i>(Danna Darmayadi, Iman Satyarno)</i>	Paper 112
FUNDAMENTAL STUDY ON SPONTANEOUS CORRUGATION PATTERN ON DRY SAND DUE TO MOVING VEHICLE <i>(Aiko Ikeda, Kai Hashimoto, Teeranai Srimahachota, Hao Zheng, Shunji Kanie)</i>	Paper 113
IMAGE ANALYSIS ON THE FLEXURAL BEHAVIORS OF RC BEAMS WITH ARTIFICIAL DAMAGE AND THE EFFECTS OF REPAIR <i>(Kota Matsue, Takashi Matsumoto, Ko Kakuma, Hiroaki Nishi)</i>	Paper 114

List of Paper Presentation

NONLINEAR FINITE ELEMENT AND FIBER ELEMENT ANALYSIS OF CONCRETE FILLED SQUARE STEEL TUBULAR (CFST) UNDER STATIC LOADING <i>(Mahmud Kori Effendi)</i>	Paper 118
NUMERICAL STUDY OF INELASTIC BUCKLING BEHAVIOR OF RECTANGULAR STEEL PLATES WITH CIRCULAR OPENINGS UNDER SHEAR FORCES <i>(Rajawali M Akbar, Bambang Suryoatmono)</i>	Paper 119
ON THE CAPACITY OF HIGH, MODERATE AND LOW EARTHQUAKE FREQUENCY CONTENT TO CAUSE GLOBAL DRIFT RATIO AT LEVEL-2 OF STRUCTURAL PERFORMANCE <i>(Widodo Pawirodikromo)</i>	Paper 120
PERFORMANCE OF AN EXISTING REINFORCED CONCRETE BUILDING DESIGNED IN ACCORDANCE TO OLDER INDONESIAN CODES (PPTGIUG 1983 AND SKSNI T-15-1991-03): CASE STUDY FOR A HOTEL IN BALIKPAPAN <i>(Pamuda Pudjistryadi, Elian Davin Mulyadi, Ferry, Benjamin Lumantarna)</i>	Paper 121
SEISMIC BEHAVIOR OF NEAR-FAULT BRIDGES TAKING INTO ACCOUNT THE PERMANENT DISPLACEMENTS <i>(Shuanglan Wu, Angga FAJAR Setiawan, Junji Kiyono, Aiko Furukawa, Atsushi Nozu)</i>	Paper 122
STRENGTH EVALUATION OF REINFORCED CONCRETE STRUCTURE FOR REGULAR BUILDING DUE TO EARTHQUAKE LOAD BASED ON DIFFERENT SOIL TYPES <i>(Jonie Tanijaya, Robby Kwandou)</i>	Paper 123
STRUCTURAL ANALYSIS USING THREE COMPONENTS ACCELERATION TIME HISTORIES CAUSES BY SHALLOW CRUSTAL FAULT EARTHQUAKES WITH MAXIMUM MAGNITUDE 7 MW <i>(Windu Partono, Yulita Arni Priastiwi)</i>	Paper 124
THE ATTENUATION COEFFICIENT OF BARITE CONCRETE SUBJECTED TO GAMMA-RAY RADIATION <i>(Gogot Setyo Budi, Hurijanto Koentjoro, Joshua Wijaya, Evan Filbert Sikomena)</i>	Paper 125
TWO NODES CUSP GEOMETRY BEAM ELEMENT BY USING CONDENSED IGA <i>(Buntara Sthenly Gan, Ay Lie Han)</i>	Paper 126
THE EFFECT OF WATER BINDER RATIO ON STRENGTH DEVELOPMENT OF CLASS C FLY ASH GEOPOLYMER MORTAR PREPARED BY DRY GEOPOLYMER POWDER <i>(Arie Wardhono)</i>	Paper 127

List of Paper Presentation

List of RCCE Paper Presentation

Title of Paper	No. Paper
A STUDY OF OPERATION AND TRAVEL CHARACTERISTICS OF USERS OF BANGKOK BUS RAPID TRANSIT <i>(Anousone Sisoutham, Mongkut Piantanakulchai)</i>	RCCE 1
AN ESO-BASED APPROACH FOR OPTIMAL DESIGN OF STEEL STRUCTURES <i>(Thu Huynh Van, Sawekchai Tangaramvong)</i>	RCCE 2
AN INVESTIGATION ON THE ACCURACY OF 3D MPA PROCEDURE FOR SEISMIC EVALUATION OF STEEL I-GIRDER BRIDGE <i>(An Hong Nguyen, Chatpan Chintanapakdee, Toshiro Hayashikawa)</i>	RCCE 3
APPLICABILITY OF INVERSE VELOCITY APPROACH FOR MONITORING UNDERCUT SLOPE BASED ON PHYSICAL MODELS <i>(Thirapong Pipatpongsaa, Kana Minamide)</i>	RCCE 4
ASSESSMENT OF DRINKING WATER QUALITY IN SELECTED TUBE WELLS FROM SPECIFIC FLOODED AREAS OF HMAWBI TOWNSHIP, YANGON REGION, MYANMAR <i>(Hlaing Hlaing Myint, Htet Htet Oo, Ni Ni Sein, Hnin Hnin Aye)</i>	RCCE 5
CRITICAL AREA OF GROUND MOTION AMPLIFICATION IN PHNOM PENH CITY <i>(Narith Prok, Sinnara Lay)</i>	RCCE 6
DEVELOPMENT OF ENVIRONMENTAL CRITERIA FOR READY-MIXED CONCRETE IN INDONESIA <i>(Muhamad Abduh, Aryo Danurendro)</i>	RCCE 7
DYNAMIC ANALYSIS OF FLOATING COMPOSITE PLATES SUBJECTED TO A MOVING LOAD IN CONSIDERATION OF SIMULTANEOUS BENDING AND STRETCHING EFFECTS <i>(Nguyen Xuan Vu, Luong Van Hai, Cao Tan Ngoc Than)</i>	RCCE 8
EFFECTS OF FINE AGGREGATES REPLACEMENT MATERIALS IN MECHANICAL STRENGTH OF CONCRETE <i>(Farah N.A. Abd. Aziz, Chin Kah Soon, Pang Man Cun, Noor Azline Mohd Nasir)</i>	RCCE 9
EVALUATING THE EFFICIENCY OF ARTIFICIAL INTELLIGENCE MODELS TO PREDICT MISSING WATER QUALITY PARAMETER DATA FOR A WASTEWATER TREATMENT PLANT <i>(Mozafar Ansari, Faridah Othman, Ahmed El-Shafie)</i>	RCCE 10
GEOTECHNICAL CHARACTERIZATION OF GEOPOLYMERIZED GOLD-COPPER MINE TAILINGS AS EMBANKMENT <i>(Lestelle Torio-Kaimo, Justine Mharzeline G. Guanzon)</i>	RCCE 11
HORIZONTAL PERMEABILITY MODELLING OF CUT-OFF WALL USING K-NEAREST NEIGHBOR <i>(Joanel G. Galupino, Jonathan R. Dungca)</i>	RCCE 12
INVESTIGATION OF ARCH ACTION IN SAND HEAPS USING A FULLY PLASTIC SOLUTION <i>(Tan Nguyen, Thirapong Pipatpongsa)</i>	RCCE 13
PARAMETRIC STUDY ON INFLUENCE OF SURCHARGE LOADING, RETAINED SOIL AND RESTRAINED SOIL ON DESIGN OF DIAPHRAGM WALL (WITH SURCHARGE LOAD CASE) <i>(Nu Nu Win, Nyan Myint Kyaw)</i>	RCCE 14

List of Paper Presentation

HORIZONTAL PERMEABILITY MODELLING OF CUT-OFF WALL USING K-NEAREST NEIGHBOR <i>(Joanel G. Galupino, Jonathan R. Dungca)</i>	RCCE 12
INVESTIGATION OF ARCH ACTION IN SAND HEAPS USING A FULLY PLASTIC SOLUTION <i>(Tan Nguyen, Thirapong Pipatpongsa)</i>	RCCE 13
PARAMETRIC STUDY ON INFLUENCE OF SURCHARGE LOADING, RETAINED SOIL AND RESTRAINED SOIL ON DESIGN OF DIAPHRAGM WALL (WITH SURCHARGE LOAD CASE) <i>(Nu Nu Win, Nyan Myint Kyaw)</i>	RCCE 14
SERVICE CHARACTERISTICS AND MOISTURE-RELATED PERFORMANCE OF ASPHALT MIXTURE INCORPORATING SILANE ADDITIVE ZYCOTHERM PREPARED USING GRANITE AND LIMESTONE <i>(Maxell Lumbera, Eugene Herrera)</i>	RCCE 15
SOME COMMENTS ON QUALITY OF THE IMPORTED STEEL STRUCTURES IN THAILAND <i>(Watcharaphon Saegow, Taweep Chaisomphob, Nuthaporn Nuttayasakul)</i>	RCCE 16
STRESS CONCENTRATION DUE TO SHEAR LAG EFFECT IN STEEL BOX GIRDERS WITH LONGITUDINAL STIFFENERS <i>(Tanpitcha Pumphaka, Taweep Chaisomphob, Eiki Yamaguchi)</i>	RCCE 17
STRUCTURAL IDENTIFICATION OF POST-TENSIONED PRESTRESSED CONCRETE BEAM USING GENETIC ALGORITHM <i>(Duc-Duy Ho, Thanh-Cao Le)</i>	RCCE 18
UTILIZATION OF RUBBERIZED CONCRETE COLUMNS TO ENCHANCE DAMPING RATIO SUBJECTED TO SEISMIC LOADING <i>(A K Mariyana, M Najmi Mastor , M S Abdul Rahman, Z Nurizaty, P N Shek, M Z Ramli)</i>	RCCE 19
UTILIZING MEASURED NATURAL FREQUENCY TO UPDATE AN ACCURATE MODEL OF BUILDING STRUCTURES <i>(Endah Wahyuni, Djoko Irawan, Tianjian Ji)</i>	RCCE 20
VEHICLE ROUTING SYSTEM FOR ELDER DAYCARE OF SAEN SUK MUNICIPAL CHONBURI PROVINCE <i>(Chotika Meepho, Chantra Chuntet, Piti Rotwannasin)</i>	RCCE 21

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