

BAB VI

KESIMPULAN DAN SARAN

6.1. Kesimpulan

Setelah melakukan pengamatan dan analisis serta perhitungan berdasarkan metode *Pavement Condition Index* pada ruas Jalan Ahmad Yani Ringroad Selatan, Kabupaten Bantul, Yogyakarta, maka dapat disimpulkan sebagai berikut :

- a. nilai *Pavement Condition Index* (PCI) pada ruas Jalan Ahmad Yani Ringroad Selatan, Kabupaten Bantul, Yogyakarta sebesar 53,3% dengan rating sedang (*fair*). Terdapat 4 (empat) jenis kerusakan jalan yang terjadi pada ruas Jalan Ahmad Yani Ringroad Selatan, Kabupaten Bantul, Yogyakarta diantaranya adalah retak kulit buaya (*alligator cracking*), tambalan (*patching*), retak memanjang (*longitudinal and transverse cracking*), lubang (*potholes*). Luas total pengamatan kerusakan pada ruas Jalan Ahmad Yani Ringroad Selatan, Kabupaten Bantul, Yogyakarta sebesar 3761,16 m² dan tingkat kerusakan yang paling besar hingga terkecil adalah retak kulit buaya (*alligator cracking*) dengan luas total sebesar 3096,062 m² atau 82,31 %, tambalan (*patching*) dengan luas total sebesar

509,63 m² atau 13,54 %, retak memanjang (*longitudinal and transverse cracking*) dengan luas total sebesar 150,475 m² atau 4 %, lubang (*potholes*) dengan luas total sebesar 4,993 m² atau 0,13 %,

- b. berdasarkan Bina Marga NO: 07/SE/Db/2017 Tentang Panduan Pemilihan Teknologi Pemeliharaan Preventif Perkerasan Jalan maka perbaikan yang dapat dilakukan adalah perbaikan dengan *fog seal*, *chip seal*, *slurry seal*, *micro surfacing*, pekerjaan lapis tambah (*overlay*). Pekerjaan lapis tambah (*overlay*) menggunakan metode Bina Marga 2017 pada ruas Jalan Ahmad Yani *Ringroad* Selatan, Kabupaten Bantul, Yogyakarta dengan umur rencana 10 tahun pada tahun 2018 sampai dengan 2028 diperkirakan memerlukan *overlay* pada lapis permukaan sebesar 5 cm dan 16 cm. Namun untuk mencegah terjadinya retak leleh pada umur rencana 10 tahun maka diambil lapis tambah terbesar sebesar 16 cm.

6.2. Saran

Berdasarkan kesimpulan yang telah ada, maka dapat diberikan beberapa saran sebagai berikut :

- a. pengerjaan perkerasan jalan sebaiknya memperhatikan dan memperhitungkan sistem drainase, jika dilihat di lapangan kurangnya

sistem drainase ini akan berdampak saat terjadinya hujan dan limpasan air hujan akan menggenangi perkerasan jalan yang nantinya akan berakibat pada kurangnya umur rencana permukaan jalan,

- b. *overloading* atau kelebihan muatan sebaiknya diperhitungkan karena di Indonesia sering terjadi *overloading* sehingga umur perkerasan hamper tidak pernah sesuai dengan umur perkerasan yang direncanakan,
- c. perlu adanya penelitian manajemen survey kondisi jalan lebih lanjut yang dapat mencakup semua jenis kerusakan sesuai tingkat kerusakannya, sehingga dalam pemeliharaan jalan menjadi lebih efektif dan efisien.

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LAMPIRAN



KEMENTERIAN PEKERJAAN UMUM DAN PERUMAHAN RAKYAT
DIREKTORAT JENDERAL BINA MARGA
SATKER PELAKSANAAN JALAN NASIONAL WILAYAH PROV. D.I. YOGYAKARTA
Jl. Pajajaran / Ring Road Utara, Magureharjo, Depok, Sleman, Yogyakarta 55282 Telp/Fax: (0274) 488861 Email: pph2jindiy@pu.go.id

Nomor : HM.05.06-PJNWIIDY/P1.2/908
 Lampiran : 1 (satu) lembar
 Hal : Ijin Survey Pengambilan Data

Yogyakarta, 11 November 2019

Kepada Yth. :
 Dekan Fakultas Teknik
 Universitas Atma Jaya Yogyakarta
 di -

YOGYAKARTA

Sesuai dengan surat Dekan Fakultas Teknik Universitas Atmajaya Yogyakarta No.: 3012/XI/I/2019, Tanggal : 4 November 2019, Perihal : Permohonan Data dan Ijin Survey, bersama ini kami informasikan bahwa mahasiswa Program Studi Teknik Sipil, Fakultas Teknik Sipil, Universitas Atma Jaya Yogyakarta :

No	Nama Mahasiswa	No. Mhs	Prodi
1	Dian Ryan Hammerson	140215558	Teknik Sipil

dapat melaksanakan survey untuk pengambilan data di Ruas Jalan Ring Road Selatan Simpang Imogiri Barat - Simpang Imogiri Timur. Dalam melaksanakan survey diwajibkan menggunakan Alat Pelindung Diri (APD) lengkap.

Demikian kami sampaikan, atas perhatiannya kami ucapkan terima kasih.



Tembusan Yth.:

1. Kepala Satuan Kerja Pelaksanaan Jalan Nasional Wilayah Provinsi DIY
2. GS.PT. Soyuren Indonesia
3. SE. PT. Garis Putih Sejajar (JO) PT. Arci Pratama Konsultan
- ④ Yang bersangkutan

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 1 (0 – 200 m) Sisi Kiri

Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	10	11	
L (Low)	29,159	5,24	3,519	
M (Medium)	90,358	7,07	3,72	
H (High)	46,357	0	1,138	
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 59 PCI = 41 (Sedang)
1	L	2,082	18	
	M	6,454	42	
	H	3,311	49	
10	L	0,374	0	
	M	0,505	6	
	H	0	0	
11	L	0,251	0	
	M	0,265	5	
	H	0,081	0	
Total Deduct Value			120	
q			4	
Correct Deduct Value			59	



ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 1 (0 – 200 m) Sisi Kanan

Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking 2. Bleeding 3. Block Cracking 4. Bumps and Sags 5. Corrugation 6. Depression 7. Edge Cracking 8. Reflection Cracking 9. Lane / Shoulder Drop Off 10. Longitudinal & Transverse Cracking	11. Patching and Cut Patching 12. Polished Aggregate 13. Potholes 14. Railroad Crossing 15. Rutting 16. Shoving 17. Slippage Cracking 18. Swell 19. Weathering & Raveling			
Tipe dan Luas				
Tipe	1	13		
L (Low)	12,323	0,012		
M (Medium)	81,756	0		
H (High)	0	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 35 PCI = 65 (Baik)
1	L	0,880	9	
	M	5,839	40	
	H	0	0	
10	L	0,001	0	
	M	0	0	
	H	0	0	
Total Deduct Value			49	
q			2	
Correct Deduct Value			35	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 2 (200 – 400 m) Sisi Kiri Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	11		
L (Low)	88,71	0,762		
M (Medium)	199,712	2,48		
H (High)	104,917	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 82 PCI = 18 (Sangat Buruk)
1	L	6,336	28	
	M	14,265	52	
	H	7,494	58	
10	L	0,054	0	
	M	0,177	2	
	H	0	0	
Total Deduct Value			140	
q			3	
Correct Deduct Value			82	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 2 (200 – 400 m) Sisi Kanan Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	13		
L (Low)	95,289	0,007		
M (Medium)	60,627	0		
H (High)	0	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 45 PCI = 55 (Sedang)
1	L	6,806	28	
	M	4,330	36	
	H	0	0	
10	L	0,000529	0	
	M	0	0	
	H	0	0	
Total Deduct Value			64	
q			2	
Correct Deduct Value			45	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 3 (400 – 600 m) Sisi Kiri Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	13		
L (Low)	170,599	0,0019		
M (Medium)	31,612	0		
H (High)	28,26	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 62 PCI = 38 (Buruk)
1	L	12,185	35	
	M	2,258	29	
	H	2,018	40	
10	L	0,0014	0	
	M	0	0	
	H	0	0	
Total Deduct Value			104	
q			3	
Correct Deduct Value			62	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 3 (400 – 600 m) Sisi Kanan Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	13		
L (Low)	93,452	0,0106		
M (Medium)	0	0,0268		
H (High)	0	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 28 PCI = 72 (Sangat Baik)
1	L	6,675	28	
	M	0	0	
	H	0	0	
10	L	0,000757	0	
	M	0,00191	0	
	H	0	0	
Total Deduct Value			28	
q			1	
Correct Deduct Value			28	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 4 (600 – 800 m) Sisi Kiri Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	10	13	
L (Low)	73,889	0,399	0,0074	
M (Medium)	24,93	0	0	
H (High)	0	0	0	
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 40 PCI = 60 (Baik)
1	L	5,277	28	
	M	1,780	28	
	H	0	0	
10	L	0,0285	0	
	M	0	0	
	H	0	0	
13	L	0,00053	0	
	M	0	0	
	H	0	0	
Total Deduct Value			56	
q			2	
Correct Deduct Value			40	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 4 (600 – 800 m) Sisi Kanan Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	13		
L (Low)	131,188	0,0089		
M (Medium)	36,423	0		
H (High)	0	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 46 PCI = 54 (Sedang)
1	L	9,370	33	
	M	2,601	32	
	H	0	0	
13	L	0,00064	0	
	M	0	0	
	H	0	0	
Total Deduct Value			65	
q			2	
Correct Deduct Value			46	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 5 (800 – 1000 m) Sisi Kiri Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1			
L (Low)	21,486			
M (Medium)	14,530			
H (High)	0			
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 26 PCI = 74 (Sangat Baik)
1	L	1,534	14	
	M	1,037	22	
	H	0	0	
Total Deduct Value			36	
q			2	
Correct Deduct Value			26	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 5 (800 – 1000 m) Sisi Kanan

Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	11	13	
L (Low)	127,173	1,272	0,0054	
M (Medium)	67,443	0	0	
H (High)	15,521	0	0	
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 62 PCI = 38 (Buruk)
1	L	9,083	33	
	M	4,817	38	
	H	1,108	31	
11	L	0,090	0	
	M	0	0	
	H	0	0	
13	L	0,00039	0	
	M	0	0	
	H	0	0	
Total Deduct Value			102	
q			3	
Correct Deduct Value			62	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 6 (1000 – 1200 m) Sisi Kiri Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	13		
L (Low)	110,843	0		
M (Medium)	25,045	0,049		
H (High)	20,13	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 58 PCI = 42 (Sedang)
1	L	7,917	31	
	M	1,788	28	
	H	1,437	36	
13	L	0	0	
	M	0,0035	0	
	H	0	0	
Total Deduct Value			95	
q			3	
Correct Deduct Value			58	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 6 (1000 – 1200 m) Sisi Kanan

Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Type	1	13		
L (Low)	91,917	0,012		
M (Medium)	23,165	0		
H (High)	0	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 38 PCI = 62 (Baik)
1	L	6,565	28	
	M	1,654	24	
	H	0	0	
13	L	0,001	0	
	M	0	0	
	H	0	0	
Total Deduct Value			52	
q			2	
Correct Deduct Value			38	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 7 (1200 – 1400 m) Sisi Kiri Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	13		
L (Low)	84,367	0,0174		
M (Medium)	48,06	0,026		
H (High)	7,41	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 50 PCI = 50 (Sedang)
1	L	6,026	28	
	M	3,432	34	
	H	0,529	22	
13	L	0,0012	0	
	M	0,0018	0	
	H	0	0	
Total Deduct Value			84	
q			3	
Correct Deduct Value			50	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 7 (1200 – 1400 m) Sisi Kanan

Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Type	1	13		
L (Low)	76,114	0,012		
M (Medium)	23,432	0		
H (High)	0	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 39 PCI = 61 (Baik)
1	L	5,436	28	
	M	1,673	27	
	H	0	0	
13	L	0,001	0	
	M	0	0	
	H	0	0	
Total Deduct Value			55	
q			2	
Correct Deduct Value			39	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 8 (1400 – 1600 m) Sisi Kiri Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	11		
L (Low)	201,52	2,778		
M (Medium)	155,16	0		
H (High)	0	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 59 PCI = 41 (Sedang)
1	L	14,394	36	
	M	11,082	48	
	H	0	0	
11	L	0,198	0	
	M	0	0	
	H	0	0	
Total Deduct Value			84	
q			2	
Correct Deduct Value			59	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 8 (1400 – 1600 m) Sisi Kanan

Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	13		
L (Low)	66,608	0,019		
M (Medium)	86,060	0		
H (High)	0	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 48 PCI = 52 (Sedang)
1	L	4,7577	26	
	M	6,1471	41	
	H	0	0	
13	L	0,0013	0	
	M	0	0	
	H	0	0	
Total Deduct Value			67	
q			2	
Correct Deduct Value			48	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 9 (1600 – 1800 m) Sisi Kiri Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Type	1	13		
L (Low)	66,873	0		
M (Medium)	7,116	0,0285		
H (High)	0	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 30 PCI = 70 (Sangat Baik)
1	L	4,776	26	
	M	0,508	15	
	H	0	0	
13	L	0	0	
	M	0,002	0	
	H	0	0	
Total Deduct Value			41	
q			2	
Correct Deduct Value			30	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 9 (1600 – 1800 m) Sisi Kanan

Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Type	1	11		
L (Low)	71,793	0,991		
M (Medium)	96,865	0		
H (High)	0	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 49 PCI = 51 (Sedang)
1	L	5,128	28	
	M	6,918	42	
	H	0	0	
11	L	0,0708	0	
	M	0	0	
	H	0	0	
Total Deduct Value			70	
q			2	
Correct Deduct Value			49	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 10 (1800 – 2000 m) Sisi Kiri

Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Tipe	1	11		
L (Low)	76,814	0,762		
M (Medium)	22,05	2,48		
H (High)	0	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 40 PCI = 60 (Baik)
1	L	5,486	28	
	M	1,575	25	
	H	0	0	
11	L	0,0544	0	
	M	0,1771	4	
	H	0	0	
Total Deduct Value			57	
q			2	
Correct Deduct Value			40	

ASPHALT PAVEMENT INSPECTION SHEET

No. Sample : 10 (1800 – 2000 m) Sisi Kanan Area of Sample : 1400 m²

TIPE KERUSAKAN JALAN				
1. Alligator Cracking		11. Patching and Cut Patching		
2. Bleeding		12. Polished Aggregate		
3. Block Cracking		13. Potholes		
4. Bumps and Sags		14. Railroad Crossing		
5. Corrugation		15. Rutting		
6. Depression		16. Shoving		
7. Edge Cracking		17. Slippage Cracking		
8. Reflection Cracking		18. Swell		
9. Lane / Shoulder Drop Off		19. Weathering & Raveling		
10. Longitudinal & Transverse Cracking				
Tipe dan Luas				
Type	1	13		
L (Low)	65,880	0,0066		
M (Medium)	23,114	0		
H (High)	0	0		
Perhitungan PCI				
No. Tipe	Kualitas Kerusakan	Density (%)	Deduct Value	PCI = 100 – 38 PCI = 62 (Baik)
1	L	4,705	27	
	M	1,651	26	
	H	0	0	
13	L	0,0004	0	
	M	0	0	
	H	0	0	
Total Deduct Value			53	
q			2	
Correct Deduct Value			38	

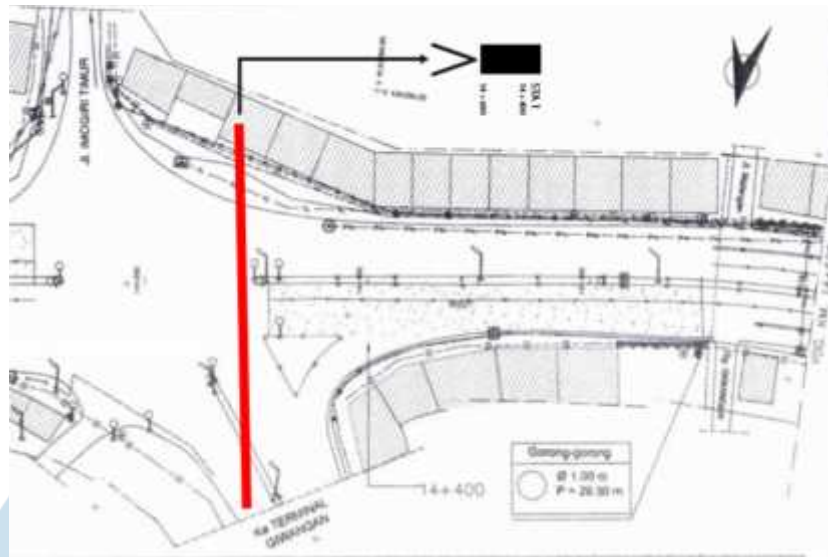
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Nama Ruas		JALAN ARTERI SELATAN (YOGYAKARTA)
Lintas		Jalan Penghubung Lintas Pulau Jawa
Kabupaten/Kota		Kota Yogyakarta
AADT	PJG (SK)	18.34
	Tahun Survei	2018
	TOTAL	29744
	Veh1	43762
	Veh2	22610
	Veh3	945
	Veh4	2021
	Veh5a	490
	Veh5b	1096
	Veh6a	543
	Veh6b	1459
	Veh7a	389
	Veh7b	9
	Veh7c	182
	Veh8	467
VCR		0.43

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26009	70	80	0.1	O	2019	07/07/2019	110.478689	-7.838682	29	20	26	100	8.11	0	180	240
26009	140	150	0.1	O	2019	07/07/2019	110.485740	-7.837409	28	24	26	100	8.11	0	165	225
26009	150	160	0.1	O	2019	07/07/2019	110.483468	-7.837665	29	25	27	100	8.11	0	175	240
26009	230	240	0.1	O	2019	07/07/2019	110.484483	-7.839419	26	24	25	100	8.11	0	170	210
26009	250	260	0.1	N	2019	08/07/2019	110.482912	-7.840712	30	13	34	100	8.11	0	300	425
26009	310	320	0.1	N	2019	08/07/2019	110.480360	-7.845442	30	10	24	100	8.11	0	140	180
26009	330	340	0.1	O	2019	07/07/2019	110.484483	-7.839419	28	24	24	50	8.11	0	180	215
26010	340	350	0.1	O	2019	08/07/2019	110.506183	-7.861155	28	21	23	100	8.11	0	140	195
26010	350	360	0.1	N	2019	08/07/2019	110.508831	-7.864040	25	15	23	100	8.11	0	200	255
26010	370	380	0.1	N	2019	08/07/2019	110.509586	-7.865244	25	13	23	100	8.11	0	100	140
26010	700	710	0.1	N	2019	08/07/2019	110.510409	-7.875341	28	12	22	100	8.11	0	220	295
26011	0	10	0.1	N	2019	06/07/2019	110.556141	-7.915313	28	15	27	100	8.11	0	160	215
26011	90	100	0.1	N	2019	06/07/2019	110.556141	-7.915313	29	17	26	100	8.11	0	140	210
26011	120	130	0.1	N	2019	06/07/2019	110.562475	-7.922931	28	11	26	100	8.11	0	180	250
26011	250	260	0.1	N	2019	06/07/2019	110.570291	-7.932583	28	20	26	100	8.11	0	200	290
26011	270	280	0.1	N	2019	06/07/2019	110.571407	-7.933809	27	19	25	100	8.11	0	240	325
26011	340	350	0.1	N	2019	06/07/2019	110.575989	-7.939001	28	13	26	100	8.11	0	180	250
26011	350	360	0.1	O	2019	06/07/2019	110.578509	-7.941842	26	18	25	100	8.11	0	190	250
26011	380	390	0.1	O	2019	06/07/2019	110.580562	-7.944155	28	15	26	100	8.11	0	150	180
26011	420	430	0.1	O	2019	06/07/2019	110.582925	-7.946924	29	19	26	100	8.11	0	30	75
26011	440	450	0.1	N	2019	06/07/2019	110.581522	-7.945132	29	21	27	100	8.11	0	170	245
26011	450	460	0.1	N	2019	06/07/2019	110.582925	-7.946924	28	18	25	100	8.11	0	210	265
26011	460	470	0.1	N	2019	06/07/2019	110.582916	-7.946701	28	18	25	100	8.11	0	190	250

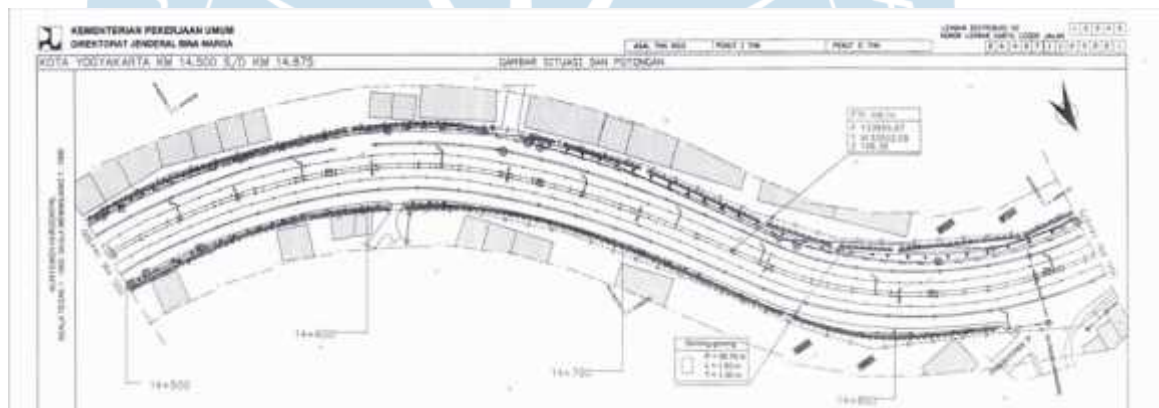
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26013	240	250	0.1	O	2019	07/07/2019	110.58999	-7.97161	43	31	40	100	8.11	0	220	315
26013	280	290	0.1	N	2019	07/07/2019	110.58999	-7.97156	24	13	23	100	8.11	0	220	280
26013	320	330	0.1	O	2019	07/07/2019	110.59378	-7.97501	43	31	40	100	8.11	0	340	430
26013	320	330	0.1	N	2019	07/07/2019	110.59476	-7.97518	25	16	23	100	8.11	0	180	245
26013	330	340	0.1	O	2019	07/07/2019	110.59503	-7.97537	42	39	40	100	8.11	0	220	295
26013	360	370	0.1	N	2019	07/07/2019	110.59773	-7.97547	26	19	23	100	8.11	0	190	275
26013	450	460	0.1	N	2019	07/07/2019	110.60495	-7.97897	27	17	23	100	8.11	0	170	230
26013	560	570	0.1	N	2019	07/07/2019	110.61416	-7.97993	27	20	23	100	8.11	0	150	215
26014	40	50	0.1	O	2019	07/07/2019	110.61774	-7.98239	29	15	24	100	8.11	0	150	225
26014	80	90	0.1	N	2019	06/07/2019	110.62116	-7.98405	28	17	23	100	8.11	0	170	300
26014	90	100	0.1	N	2019	06/07/2019	110.62203	-7.98443	30	14	23	100	8.11	0	180	255
26014	200	210	0.1	N	2019	06/07/2019	110.63104	-7.98831	26	16	22	100	8.11	0	120	195
26014	400	410	0.1	N	2019	06/07/2019	110.64764	-7.99565	30	20	25	100	8.11	0	290	410
26014	630	640	0.1	O	2019	07/07/2019	110.66305	-8.00768	30	18	25	100	8.11	0	270	360
26014	940	950	0.1	O	2019	07/07/2019	110.68840	-8.01456	30	19	25	100	8.11	0	290	370
26014	1140	1150	0.1	N	2019	06/07/2019	110.70400	-8.02099	30	25	26	100	8.11	0	340	470
26014	1140	1150	0.1	O	2019	07/07/2019	110.70533	-8.02097	30	11	25	100	8.11	0	310	390
26014	1150	1160	0.1	O	2019	07/07/2019	110.70613	-8.02061	28	15	22	100	8.11	0	340	425
26014	1150	1160	0.1	N	2019	06/07/2019	110.70608	-8.02108	30	22	26	100	8.11	0	350	475
26014	1160	1170	0.1	N	2019	06/07/2019	110.70581	-8.02060	30	20	25	100	8.11	0	290	375
26014	1160	1170	0.1	O	2019	07/07/2019	110.70611	-8.02061	28	15	23	100	8.11	0	290	380
26014	1170	1180	0.1	O	2019	07/07/2019	110.70807	-8.02011	29	14	23	100	8.11	0	310	460
26014	1170	1180	0.1	N	2019	06/07/2019	110.70748	-8.02019	28	20	26	100	8.11	0	320	475

26020	150	160	0.1 N	2019 10/07/2019	110.34968	-7.83929	27	23	24	100	8.11	0	300	260
26020	150	160	0.1 O	2019 10/07/2019	110.34968	-7.83926	27	23	24	100	8.11	0	140	205
26021	210	220	0.1 N	2019 09/07/2019	110.34560	-7.88714	29	26	27	100	8.11	0	400	480
26021	210	220	0.1 O	2019 09/07/2019	110.34560	-7.88714	29	26	27	100	8.11	0	390	480
26021	310	320	0.1 N	2019 09/07/2019	110.34654	-7.89635	28	25	26	100	8.11	0	350	400
26023	440	450	0.1 N	2019 09/07/2019	110.33337	-7.94236	28	24	26	100	8.11	0	180	240
26023	590	600	0.1 O	2019 09/07/2019	110.32630	-7.95279	28	22	26	100	8.11	0	140	260
26024	130	140	0.1 N	2019 09/07/2019	110.11539	-7.99146	29	22	26	100	8.11	0	190	265
26024	130	140	0.1 O	2019 09/07/2019	110.11536	-7.99139	27	25	26	100	8.11	0	150	250
26024	470	480	0.1 O	2019 09/07/2019	110.12279	-8.01633	27	24	25	100	8.11	0	230	275
26024	600	610	0.1 O	2019 09/07/2019	110.33523	-8.02300	27	24	25	100	8.11	0	190	260
26024	600	610	0.1 N	2019 09/07/2019	110.33506	-8.02299	28	20	25	100	8.11	0	130	230
26024	610	620	0.1 O	2019 09/07/2019	110.33367	-8.02295	27	21	29	100	8.11	0	150	210
26024	610	620	0.1 N	2019 09/07/2019	110.33648	-8.02288	27	21	25	100	8.11	0	150	215
26024	620	630	0.1 O	2019 09/07/2019	110.33624	-8.02112	27	21	24	100	8.11	0	190	210
26024	620	630	0.1 N	2019 09/07/2019	110.33819	-8.02115	28	21	24	100	8.11	0	140	190
26025	0	10	0.1 O	2019 04/07/2019	110.41910	-7.66632	22	17	21	100	8.11	0	240	320
26025	0	10	0.1 N	2019 03/07/2019	110.41787	-7.66514	28	20	21	100	8.11	0	300	330
26025	10	20	0.1 N	2019 03/07/2019	110.41687	-7.66503	27	23	25	100	8.11	0	320	480
26025	10	20	0.1 O	2019 04/07/2019	110.41901	-7.66541	27	16	24	100	8.11	0	270	350
26025	20	30	0.1 O	2019 04/07/2019	110.41821	-7.66511	31	19	29	100	8.11	0	240	335
26025	20	30	0.1 N	2019 03/07/2019	110.41627	-7.66464	26	19	20	100	8.11	0	200	300
26025	30	40	0.1 O	2019 04/07/2019	110.41734	-7.66508	31	18	29	100	8.11	0	270	345
26025	30	40	0.1 N	2019 03/07/2019	110.41544	-7.66428	25	15	20	100	8.11	0	250	330
26025	40	50	0.1 O	2019 04/07/2019	110.41663	-7.66474	33	18	31	100	8.11	0	250	315

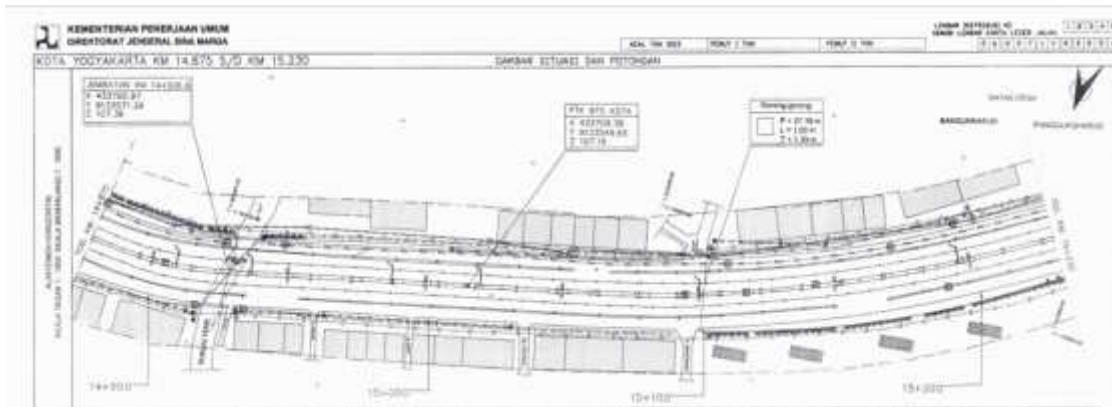




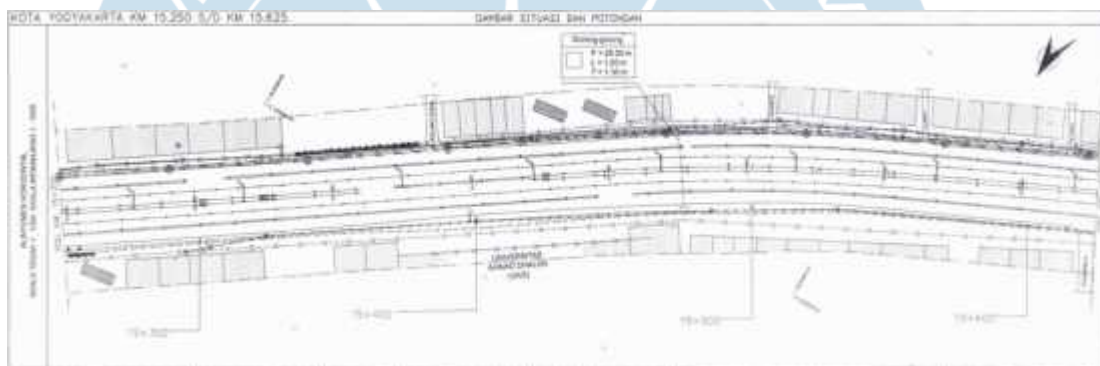
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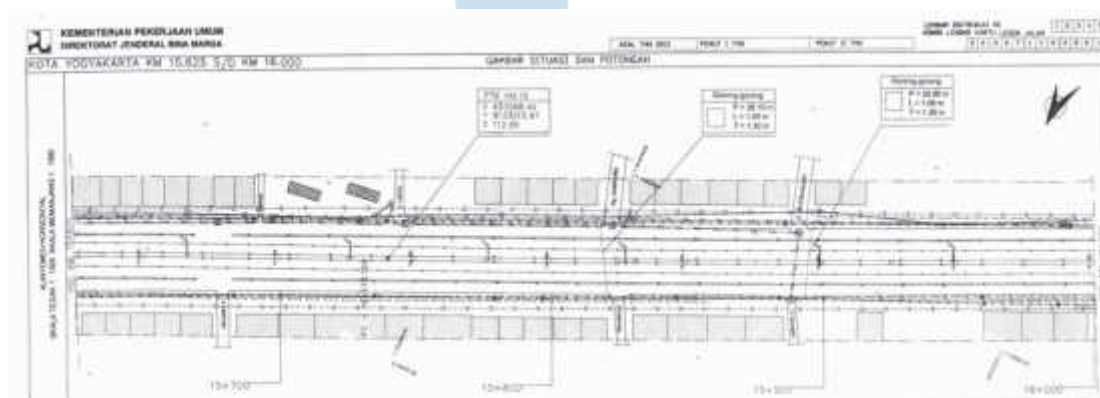
Gambar L 2. Sta 14±500 - 14±875



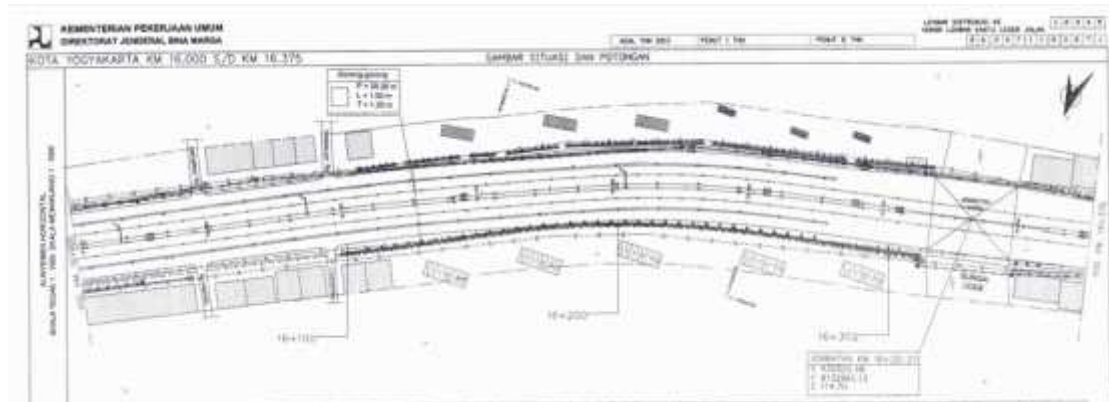
Gambar L 3. Sta 14+875 - 15+250



Gambar L 4. Sta 15+250 - 15+625



Gambar L 5. Sta 15+625 - 16+000



Gambar L 6. Sta 16±000 - 16±400

