BAB VI

KESIMPULAN DAN SARAN

6.1.Kesimpulan

Berdasarkan hasil analisis di lapangan dan pembahasan terhadap hasil penelitian, maka dapat disimpulkan beberapa hal :

1. Nilai *PCI* rata-rata pada ruas Jalan Dr Wahidin-Kebon Agung adalah 40,31% dengan kondisi buruk (*poor*),
2. Hasil penelitian menunjukkan terdapat 11 macam kerusakan yang terjadi pada ruas Jalan Dr Wahidin-Kebon Agung. Jenis kerusakannya adalah retak kulit buaya, retak kotak-kotak, amblas, retak samping, retak sambungan, pinggir jalan turun, retak memanjang, tambalan, lubang, alur, dan sungkur,
3. Kerusakan yang dominan pada ruas Jalan Dr Whidin-Kebon Agung adalah retak kulit buaya dengan luasan kerusakan 1451,61 m^2 (28,76%) kemudian tambalan dengan luas kerusakan 907,4434m^2 (17,97%) retak memanjang juga banyak terjadi dengan luasan kerusakan 785,8088 m^2 (15,56%),
4. Tebal perkerasan lama tidak mampu lagi melayani lalu lintas dengan baik sehingga perlu dilakukan *overlay* sebesar 2,5 cm untuk masa layanan sampai 2018.

6.2.Saran-saran

1. Pada saat pelaksanaan *overlay* di lapangan perlu diperhatikan kemiringan pada permukaan jalan agar air tidak menggenangi lapisan permukaan jalan.
2. Untuk mencegah kerusakan yang lebih lanjut, perlu dicanangkan rambu lalu lintas yang memuat peraturan klasifikasi jenis kendaraan yang dapat melewati jalan Dr Wahidin-Kebon Agung.

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SURAT KETERANGAN / IJIN
070/REG/V/384/4/2014

Membaca Surat : DEKAN FAKULTAS TEKNIK Nomor : 0795/XI/U/2014
Tanggal : 14 APRIL 2014 Perihal : IJIN PENELITIAN/RISET

Mengingat :
1. Peraturan Pemerintah Nomor 41 Tahun 2006, tentang Perizinan bagi Perguruan Tinggi Asing, Lembaga Penelitian dan Pengembangan Asing, Badan Usaha Asing dan Orang Asing dalam melakukan Kegitan Penelitian dan Pengembangan di Indonesia;
2. Peraturan Menteri Dalam Negeri Nomor 20 Tahun 2011, tentang Pedoman Penelitian dan Pengembangan di Lingkungan Kementrian Dalam Negeri dan Pemerintah Daerah;
3. Peraturan Gubemur Daerah Istimewa Yogyakarta Nomor 37 Tahun 2008, tentang Rincian Tugas dan Fungsi Satuan Organisasi di Lingkungan Sekretariat Daerah dan Sekretariat Dewan Perwakilan Rakyat Daerah.
4. Peraturan Gubemur Daerah Istimewa Yogyakarta Nomor 18 Tahun 2009 tentang Pedoman Pelayanan Perizinan, Rekomendasi Pelaksanaan Survei, Penelitian, Pendataan, Pengembangan, Pengkajian, dan Studi Lapangan di Daerah Istimewa Yogyakarta.

DIIJINKAN untuk melakukan kegiatan survei/penelitian/pendataan/pengembangan/pengkajian/studi lapangan kepada:

Nama : HENDRICK AMSAL H SIMANGUNSONG NIP/NIM : 080213082
Alamat : FAKULTAS TEKNIK, TEKNIK SIPIL, UNIVERSITAS ATMA JAYA YOGYAKARTA
Judul : EVALUASI KERUSAKAN JALAN DI JALAN DR. WAHIDIN - KEBON AGUNG MLATI SLEMAN
Lokasi : DINAS PEKERJAAN UMUM, PERUMAHAN DAN ENERGI SUMBER DAYA MINERAL DIY, DINAS PERHUBUNGAN, KOMUNIKASI DAN INFORMATIKA DIY, KANTOR PENGENDALIAN LALU LINTAS DAN ANGKUTAN JALAN DIY
Waktu : 15 APRIL 2014 s/d 15 JULI 2014

Dengan Ketentuan
1. Menyerahkan surat keterangan/ijin survei/penelitian/pendataan/pengembangan/pengkajian/studi lapangan *) dari Pemerintah Daerah DIY kepada Bupati/Walikota melalui institusi yang berwenang mengeluarkan ijin dimaksud;
2. Menyerahkan soft copy hasil penelitiannya baik kepada Gubemur Daerah Istimewa Yogyakarta melalui Biro Administrasi Pembangunan Setda DIY dalam compact disk (CD) maupun mengunggah (upload) melalui website adbang.jogjaprov.go.id dan menunjukkan cetakan asli yang sudah disahkan dan dibubuhi cap institusi;
3. Ijin ini hanya dipergunakan untuk keperluan ilmiah, dan pemegang ijin wajib mentaati ketentuan yang berlaku di lokasi kegiatan;
4. Ijin penelitian dapat diperpanjang maksimal 2 (dua) kali dengan menunjukkan surat ini kembali sebelum berakhir waktunya setelah mengajukan perpanjangan melalui website adbang.jogjaprov.go.id;
5. Ijin yang diberikan dapat dibatalkan sewaktu-waktu apabila pemegang ijin ini tidak memenuhi ketentuan yang berlaku.

Dikeluarkan di Yogyakarta
Pada tanggal 15 APRIL 2014
A.n Sekretaris Daerah
Asisten Perekonomian dan Pembangunan
Ub.
Kepala Biro Administrasi Pembangunan

PEMERINTAH DAERAH ★ DAERAH ISTIMEWA YOGYAKARTA ★ SETDA 5

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Tembusan :
1. GUBERNUR DAERAH ISTIMEWA YOGYAKARTA (SEBAGAI LAPORAN)
2. BUPATI SLEMAN C.Q KA. BAKESBANGLINMAS SLEMAN
3. DINAS PEKERJAAN UMUM, PERUMAHAN DAN ENERGI SUMBER DAYA MINERAL DIY
4. DINAS PERHUBUNGAN, KOMUNIKASI DAN INFORMATIKA DIY
5. KANTOR PENGENDALIAN LALU LINTAS DAN ANGKUTAN JALAN DIY
6. DEKAN FAKULTAS TEKNIK, UNIVERSITAS ATMA JAYA YOGYAKARTA
7. YANG BERSANGKUTAN

HASIL PERHITUNGAN LALU LINTAS DI SIMPANG WAHIDIN

Kaki : Selatan
Tanggal : 2009

Periode	Belok Kiri								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU,TK	BUSS	BUSB	T2AS	T3AS	D/SPD
11.30-11.45	31	9	1	1	0	0	1	0	2
11.45-12.00	48	11	1	3	0	0	0	0	0
12.00-12.15	38	6	3	1	0	0	0	0	1
12.15-12.30	44	2	1	3	0	0	0	0	0
12.30-12.45	40	10	1	2	0	0	1	0	1
12.45-13.00	41	4	2	2	0	0	0	0	1
Periode	Belok Kanan								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU,TK	BUSS	BUSB	T2AS	T3AS	D/SPD
11.30-11.45	20	4	0	1	0	0	0	0	2
11.45-12.00	29	2	0	0	0	0	1	0	1
12.00-12.15	17	9	0	3	0	0	1	0	1
12.15-12.30	19	8	0	1	0	0	2	0	0
12.30-12.45	25	3	0	1	0	0	1	0	2
12.45-13.00	18	9	0	2	0	0	2	0	1
Periode	Lurus								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
11.30-11.45	398	121	3	26	7	3	15	1	1
11.45-12.00	341	123	1	26	11	3	13	0	0
12.00-12.15	383	147	1	26	11	8	17	0	2
12.15-12.30	361	114	3	25	12	4	8	0	2
12.30-12.45	370	122	2	26	9	3	14	1	1
12.45-13.00	372	131	2	26	12	6	13	0	2

HASIL PERHITUNGAN LALU LINTAS DI SIMPANG WAHIDIN

Kaki : Utara
Tanggal : 2009

Periode	Belok Kiri								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
11.30-11.45	17	4	0	1	0	0	0	0	0
11.45-12.00	11	2	0	0	0	0	0	0	0
12.00-12.15	7	6	0	1	0	0	0	0	0
12.15-12.30	8	3	0	0	0	0	0	0	1
12.30-12.45	14	3	0	1	0	0	0	0	0
12.45-13.00	8	5	0	1	0	0	0	0	1
Periode	Belok Kanan								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
11.30-11.45	44	11	0	6	0	0	14	0	0
11.45-12.00	35	9	0	6	2	0	16	0	0
12.00-12.15	31	13	0	7	0	0	10	0	0
12.15-12.30	36	11	0	7	0	0	8	0	0
12.30-12.45	40	10	0	6	1	0	15	0	0
12.45-13.00	34	12	0	7	0	0	9	0	0
Periode	Lurus								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
11.30-11.45	337	126	4	35	5	3	113	1	1
11.45-12.00	288	138	13	24	3	2	14	0	0
12.00-12.15	266	137	9	36	4	4	15	0	0
12.15-12.30	291	132	7	39	1	6	16	2	3
12.30-12.45	313	132	9	30	4	3	64	1	1
12.45-13.00	279	135	8	38	3	5	16	1	2

HASIL PERHITUNGAN LALU LINTAS DI SIMPANG WAHIDIN

Kaki : Timur
Tanggal : 2009

Periode	Belok Kiri								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
11.30-11.45	14	8	0	2	0	0	2	0	0
11.45-12.00	17	2	0	1	0	0	4	0	0
12.00-12.15	14	3	0	0	0	0	0	0	1
12.15-12.30	18	5	0	1	0	0	0	0	1
12.30-12.45	15	6	0	1.25	0	0	1	0	0.5
12.45-13.00	16	4	0	1	0	0	0	0	1
Periode	Belok Kanan								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU,TK	BUSS	BUSB	T2AS	T3AS	D/SPD
11.30-11.45	6	1	0	1	0	0	0	0	0
11.45-12.00	12	0	0	0	0	0	0	0	0
12.00-12.15	7	0	0	1	0	0	0	0	0
12.15-12.30	8	0	0	1	0	0	0	0	0
12.30-12.45	9	1	0	1	0	0	0	0	0
12.45-13.00	9	1	0	1	0	0	0	0	0
Periode	Lurus								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
11.30-11.45	18	2	0	0	0	0	1	0	0
11.45-12.00	30	0	0	0	0	0	0	0	0
12.00-12.15	22	2	0	0	0	0	0	0	0
12.15-12.30	24	1	0	0	0	0	0	0	0
12.30-12.45	24	1	0	0	0	0	1	0	0
12.45-13.00	23	1.5	0	0	0	0	0	0	0

HASIL PERHITUNGAN LALU LINTAS DI SIMPANG WAHIDIN

Kaki : Barat
Tanggal : 2009

Periode	Belok Kiri								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
11.30-11.45	32	7	0	4	0	0	7	0	0
11.45-12.00	25	2	0	3	0	0	4	0	0
12.00-12.15	37	6	0	7	0	0	12	0	0
12.15-12.30	35	4	0	5	0	0	7	0	0
12.30-12.45	29	5	0	4	0	0	6	0	0
12.45-13.00	36	5	0	6	0	0	9.5	0	0
Periode	Belok Kanan								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
11.30-11.45	67	6	2	7	0	0	1	0	0
11.45-12.00	69	8	0	2	0	0	0	0	0
12.00-12.15	44	7	2	1	0	0	1	0	0
12.15-12.30	62	9	0	5	0	0	1	0	0
12.30-12.45	68	7	1	5	0	0	1	0	0
12.45-13.00	53	8	1	3	0	0	1	0	0
Periode	Lurus								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
11.30-11.45	29	2	0	0	0	0	0	0	0
11.45-12.00	23	2	0	0	0	0	3	0	0
12.00-12.15	30	1	0	2	0	0	1	0	1
12.15-12.30	25	3	0	1	0	0	1	0	0
12.30-12.45	26	2	0	0	0	0	1.5	0	0
12.45-13.00	28	2	0	2	0	0	1	0	1

HASIL PERHITUNGAN LALU LINTAS DI SIMPANG 4 WAHIDIN
Kamis, 16 Februari 2010

Kaki : Selatan
Tangg : 16 Februari 2010

	Belok Kiri									Belok Kanan									Lurus								
Periode	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV			UM
Waktu	SPM	MP	AUP	PU,TK	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU,TK	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
00-12	12	1	0	1	0	0	0	0	0	28	5	0	0	0	0	1	0	0	324	130	7	25	3	3	16	2	0
15-12	23	4	1	2	0	0	1	0	2	26	6	0	1	0	0	0	0	0	310	125	2	25	4	4	15	4	0
30-12	14	3	1	1	0	0	0	0	0	18	4	0	0	0	0	0	1	0	320	127	4	30	3	3	17	2	0
45-13	11	4	1	1	0	0	0	0	0	15	4	0	3	0	0	1	0	0	339	133	5	26	2	2	18	1	0

Kaki : Barat
Tangg : 16 Februari 2010

	Belok Kiri									Belok Kanan									Lurus								
Periode	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
00-12	23	4	0	6	0	0	5	1	0	28	6	1	3	0	0	0	0	0	21	2	0	1	0	0	0	0	0
15-12	21	3	0	2	0	0	3	0	0	50	10	2	3	0	0	0	0	0	22	1	0	3	0	0	0	0	2
30-12	25	3	0	4	0	0	3	1	1	57	5	0	4	0	0	0	0	0	20	1	0	1	0	0	0	0	2
45-13	20	2	0	5	0	0	5	1	0	48	7	1	3	0	0	0	0	0	22	2	0	1	0	0	0	0	0

Kaki : Utara
Tangg : 16 Februari 2010

	Belok Kiri									Belok Kanan									Lurus								
Periode	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
00-12	3	2	0	0	0	0	0	0	0	20	7	0	3	0	0	6	0	0	227	149	6	26	0	4	12	3	0
15-12	11	0	0	1	0	0	0	0	0	30	8	0	5	0	0	2	0	1	311	147	7	25	1	6	11	1	0
30-12	6	3	0	0	0	0	0	0	1	25	9	0	5	0	0	4	0	1	262	152	6	25	0	5	12	3	0
45-13	4	1	0	0	0	0	0	0	0	26	7	0	4	0	0	3	0	1	247	140	4	23	0	4	10	2	0

Kaki : Timur
Tangg : 16 Februari 2010

	Belok Kiri									Belok Kanan									Lurus								
Periode	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU,TK	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
00-12	14	6	0	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	0	0
15-12	17	3	0	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	23	1	0	4	0	0	0	0	2
30-12	22	12	0	2	0	0	0	0	0	9	4	0	1	0	0	0	0	0	21	2	0	3	0	0	0	0	2
45-13	19	10	0	1	0	0	0	0	0	14	3	0	0	0	0	0	0	0	24	2	0	4	0	0	0	0	0

HASIL PERHITUNGAN LALU LINTAS DI SIMPANG 4 WAHIDIN
Rabu, 26 Juni 2011

Kaki : Selatan
Tanggal 26-Jun-11 agha

Periode	Belok Kiri									Belok Kanan									Lurus								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU,TK	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU,TK	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
14.30-14.45	27	6	0	2	0	2	0	0	0	11	3	0	4	0	0	1	0	3	338	93	7	13	1	16	5	4	0
14.45-15.00	29	11	0	4	0	0	0	0	0	16	5	0	4	0	0	1	0	1	266	68	3	9	0	6	10	8	0
15.00-15.15	31	9	1	1	0	2	1	0	0	17	4	0	5	0	0	1	0	0	470	90	7	7	0	2	8	3	4
15.15-15.30	34	4	0	2	0	0	1	0	0	29	4	0	4	0	0	1	0	1	475	80	5	6	0	1	7	2	3
15.30-15.45	41	9	1	0	0	1	0	0	1	22	3	0	2	0	0	1	0	0	435	88	8	8	0	4	9	3	5
15.45-16.00	50	10	0	2	0	1	1	1	0	32	6	0	3	0	0	1	0	2	391	79	9	7	0	6	6	2	3

Kaki : Barat
Tanggal 26-Jun-11

Periode	Belok Kiri									Belok Kanan									Lurus								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
14.30-14.45	41	12	0	5	0	1	4	1	0	51	2	0	3	0	0	0	0	1	44	3	0	3	0	0	1	0	0
14.45-15.00	37	6	0	5	0	0	2	2	0	28	4	1	1	0	0	0	0	0	46	4	0	1	0	0	1	0	0
15.00-15.15	46	8	0	8	0	1	1	0	0	31	4	0	1	0	0	2	0	0	48	3	0	1	0	0	2	0	0
15.15-15.30	62	17	0	4	0	1	0	1	0	24	5	0	1	0	0	0	0	0	46	3	0	1	0	0	0	0	0
15.30-15.45	52	12	1	10	0	0	3	1	0	27	3	0	0	0	0	1	0	1	45	3	0	1	0	0	1	0	0
15.45-16.00	73	16	0	6	0	1	2	1	1	29	2	0	1	0	0	1	0	1	46	6	0	1	0	0	0	0	0

Kaki : Utara
Tanggal 26-Jun-11

Periode	Belok Kiri									Belok Kanan									Lurus								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
14.30-14.45	3	2	0	0	0	0	0	0	0	56	14	0	7	0	0	11	1	0	252	119	2	15	2	2	12	2	0
14.45-15.00	1	4	0	0	0	0	1	0	0	44	19	0	16	0	0	9	3	0	275	125	4	20	3	3	22	2	0
15.00-15.15	6	3	0	3	0	0	1	0	0	62	14	1	10	0	0	13	0	0	291	112	2	24	2	2	30	1	0
15.15-15.30	5	1	0	0	0	0	0	0	0	71	20	0	13	0	0	10	2	0	282	117	3	18	3	2	21	2	0
15.30-15.45	9	2	0	0	0	0	0	0	0	66	12	0	9	0	0	11	3	0	243	120	2	22	3	2	16	2	0
15.45-16.00	12	2	0	0	0	0	0	0	0	49	16	0	10	0	0	7	0	0	249	116	2	20	2	3	18	1	0

Kaki : Timur
Tanggal 26-Jun-11

Periode	Belok Kiri									Belok Kanan									Lurus								
	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM	MC	Kendaraan Ringan (LV)				Kendaraan Berat (HV)			UM
Waktu	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU,TK	BUSS	BUSB	T2AS	T3AS	D/SPD	SPM	MP	AUP	PU	BUSS	BUSB	T2AS	T3AS	D/SPD
14.30-14.45	28	9	0	4	0	0	1	0	0	16	2	0	1	0	0	0	0	1	48	4	0	3	0	0	2	0	2
14.45-15.00	24	8	0	4	0	0	0	0	2	18	4	0	1	0	0	0	0	0	42	6	0	2	0	0	2	0	2
15.00-15.15	25	4	0	3	0	0	1	0	1	17	3	0	1	0	0	0	0	1	51	2	0	2	0	0	0	0	2
15.15-15.30	26	6	0	4	0	0	1	0	1	16	3	0	1	0	0	0	0	0	58	3	0	3	0	0	3	1	2
15.30-15.45	25	7	0	2	0	0	0	0	2	19	3	0	1	0	0	0	0	0	68	3	0	4	0	0	1	0	6
15.45-16.00	26	5	0	3	0	0	1	0	2	17	5	0	1	0	0	0	0	1	79	7	0	5	0	0	2	0	2

No Stasiun : 1

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	**1**	**11**	**10**	**7**	**13**		
K	M 15	M 2,2	M 2	M 8,16	M 0,9		
	H 36,4	M 9,28	M 0,8				
U	H 60,21	M 3,74					
	H 11,04						
L A							
U L							
A & I							
S T							
A							
S							
L							
M	**15**	**15,22**	**2,8**	**8,16**	**0,9**		
H	**107,65**						

Perhitungan PCI

Tipe kerusakan	**Kerusakan Kualitas**	**Density %**	**Deduct value**
1	**M**	**17,94**	**28**
	H	**2,5**	**70**
11	**M**	**2,53**	**14**
10	**M**	**0,46**	**4**
7	**M**	**1,36**	**8**
13	**M**	**0,15**	**44**
Deduct value			**168**
Corrected deduct value			**82**

PCI = 100 – CDV

= 100 – 82

= 18

No Stasiun : 2

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	**11**	**1**	**8**	**10**	**3**		
K	M 4,62	M 18	H 7,04	H 0,8	M 7,8		
	M 3,19	M 2,64	H 2,88	H 6			
U	M 10	M 13,8		H 6			
	M 1,54	M 5,5		H 12			
L A	M 2,72	M 19,5		H 2			
U L		H 1,5		H 2			
A & I							
S T							
A							
S							
L							
M	**22,07**	**59,44**	**9,92**		**7,8**		
H		**1,5**		**28,8**			

Perhitungan PCI

Tipe kerusakan	**Kerusakan Kualitas**	**Density %**	**Deduct value**
11	**M**	**3,678**	**18**
1	**M**	**9,906**	
	H	**0,25**	
8	**M**	**1,653**	
10	**H**	**4,8**	
3	**M**	**1,3**	
Deduct value			**81**
Corrected deduct value			**40**

PCI = 100 – CDV

= 100 - 40

= 60

No Stasiun : 3

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	8	1	10	11			
K	M 9,76	M 1,89	M 1,5	M 1,2			
	M 13,94	M 2,97	M 2,1				
U	M 5,76	M 3,69	M 2,1				
		M 2,52	M 6				
L A		M 5,76	M 1,4				
U L		M 2,7	M 1,8				
		M 3,6					
A & I		H 10,14					
S T							
A							
S							
L							
M	**29,46**	**23,13**	**14,9**	**1,2**			
H		**10,14**					

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
8	**M**	**4,91**	**26**
1	**M**	**3,85**	**35**
	H	**1,69**	**40**
10	**M**	**2,48**	**16**
11	**M**	**0,2**	**4**
Deduct value			**121**
Corrected deduct value			**68**

PCI = 100 – CDV

= 100 - 68

= 32

No Stasiun : 4

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	11	1	8	13	3	10	9
K	M 2,07	M 30	M 2,28	M 0,552	M 47,74	M 3	H 0,63
	M 1,98	M 1,1	M 13,3		M 7,2	M 1	H 1,84
U	M 5,06		M 5,76		M 26,9	M 3,4	H 0,96
	M 0,75		M 5		M 5,33	M 1,7	
L A	M 1,96				H 6,3		
U L							
A & I							
S T							
A							
S							
L							
M	**11,82**	**31,1**	**26,34**	**0,5525**	**87,17**	**9,1**	
H					**6,3**		**3,43**

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
11	**M**	**1,97**	**16**
1	**M**	**5,18**	**40**
8	**M**	**4,39**	**24**
13	**M**	**0,09**	**30**
3	**M**	**14,52**	**20**
3	**H**	**1,05**	**9**
10	**M**	**1,5**	**12**
9	**H**	**0,57**	**8**
Deduct value			**159**
Corrected deduct value			**76**

PCI = 100 – CDV

= 100 - 76

= 24

No Stasiun : 5

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	3	8	1	10	11	13	
K	L 8,82	L 3,92	L 16,1	L 3,5	L 1,8	L 0,28	
	L 6,93	L 7,7	L 24,75		L 0,91	L 0,36	
U	L 20,7	L 5,72	L 5,76		L 13,68		
	L 68,04	L 2,7	L 9		L 4,55		
L A	L 8,7	L 3,3	L 2,16		L 1,5		
U L	L 4,5	L 13,8	L 26,29		L 4		
	L 0.8	L 2,6	L 16.29		L 2,16		
A & I	L 19	L 30	L 60				
	L 39,9	L 8,8	M 18,46				
S T	L 2,52	L 1,87					
	L 25,9	L 34,8					
A	M 22,2	M 6,93					
	M 27	M 12					
S	M 3,6	M 7,36					
L							
M	**238,21**	**115,22**	**160,46**	**3,5**	**28,6**	**0,64**	
H	**54,9**	**26,29**	**18,46**				

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
3	**M**	**39,70**	**18**
3	**H**	**9,15**	**16**
8	**M**	**19,20**	**18**
8	**H**	**4,38**	**20**
10	**M**	**0,58**	**0**
11	**M**	**4,76**	**9**
13	**M**	**0.10**	**20**
Deduct value			**171**
Corrected deduct value			**76**

PCI = 100 – CDV

= 100 - 76

= 24

No Stasiun : 6

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	3	9	10	11	13	16	
KULAU L A & I STAS	L 0,45	L 0,36	L 0,148	M 2,82	H 0,25	L 0,4	
	L 3,509	L 5,13	M 3,4	M 2,62			
	L 10,92	L 1,63	M 3	M 2,9			
	M 2,49	M 0,36	M 5,16	M 6,5			
	M 1,89	M 5,13	M 2,25	M 0,6			
	M 4,9	M 1,63	M 4	M 3,57			
	M 25	H 5,13		M 1,5			
	M 6			M 2,1			
	M 45			M 3,92			
	M 9,15			M 1,98			
	M 17						
	H 11,16						
	H 3,93						
L	**16,0509**		**0,148**			**0,4**	
M	**111,857**	**7,21**	**17,4**	**30,0465**			
H					**0,25**		

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
3	**L**	**2,67515**	**5**
3	**M**	**18,6428**	**24**
3	**H**	**2,515**	**15**
9	**M**	**1,18667**	**4**
9	**H**	**0855**	**6**
10	**L**	**0,02467**	**1**
10	**M**	**2,9**	**14**
11	**M**	**5,00775**	**24**
13	**H**	**0,04167**	**42**
16	**L**	**0,06667**	**1**
Deduct value			**136**
Corrected deduct value			**70**

PCI = 100 – CDV

= 100 - 70

= 30

No Stasiun : 7

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	1	11	8	13	10	3	
K	L 3,74	L 1,15	L 10	L 0,105	L 1,8	L 2.44	
	L 94,6	L 8,78	L 3,24	L 0,52	L 3		
U	L 4,04	L 0,54	L 4,025	L 0,1575			
	L 1,4	L 0,64	L 0,8	L 0,18			
L A	L 2,21	L 3	L 15,12				
	L 40,97	L 2,94	L 1,36				
U L	L 1,72	L 1,75	L 1,8				
A & I	L 2,2	L 9,57	L 2,81				
	L 2,04	L 0,54	L 2,5				
S T	L 3,95	L 1,3	L 1,5				
	L 0,7		M 5,4				
A	L 3,32		M 0,84				
	M 2,38		M 10,83				
S	M 1,25						
L	**175,032**	**30,22**	**43,155**	**4,5**	**2,44**	**2,44**	
M	**3,9525**		**17,07**				
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
1	**L**	**29,172**	**42**
1	**M**	**0,65875**	**16**
11	**L**	**5,03**	**10**
8	**L**	**7,1**	**12**
8	**M**	**2,845**	**12**
13	**L**	**0,1604**	**24**
10	**L**	**0,8**	**1**
3	**L**	**0,406**	**0**
Deduct value			**121**
Corrected deduct value			**65**

PCI = 100 – CDV

= 100 - 65

= 35

No Stasiun : 8

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	8	1	10	3	9	11	
K	L 0,45	L 0,9	L 1,6	L 8,69	L 0,69	L 0,675	
	L 0,77	L 6,15	L 0,6	L 1,6		L 0,16	
U	L10,23	L 3,28	L 2,15	L 3,05		L 4,1	
	L 1,755	L 4,68	L 1,2			L 1,08	
L A	L 8,96	L 4,68	L 2,3			L 1,485	
	L 0.385	L 15,32					
U L	L 0,84	L 1,86					
A & I	M 2,52	L 1,762					
		L 3,36					
S T		L 2,04					
		L 4,51					
A		L 1,79					
		L 4,7					
S							
L	**23,39**	**54,72**	**7,82**	**13,29**	**0,69**	**7.5**	
M	**24,69**						
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
8	**L**	**3,89833**	**8**
8	**M**	**4,115**	**12**
1	**L**	**9,21**	**28**
10	**L**	**1,30833**	**2**
3	**L**	**2,215**	**0**
9	**L**	**0,115**	**0**
11	**L**	**1,25**	**0**
Deduct value			**53**
Corrected deduct value			**54**

PCI = 100 – CDV

= 100 – 54

= 46

No Stasiun : 9

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	3	10	11	1	13		
KULAI & STAS	L 0,45	L0.95	L0.7	L1.68	L0.48		
	L 0,54	L1.6	M0.3	L0.48	M0.6		
	M4.5	L1.1		L0.48			
		L1.26		L1.12			
		L0.2		L0.14			
		L0.37		L1.05			
		L1.16		M21.01			
		L1.03		M1.98			
		L0.53					
		L0.44					
		L0.32					
L	**0,99**	**8,96**	**0,7**	**4,95**	**0,48**		
M	**4,5**						
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
3	**L**	**0,165**	**0**
	M	**0,75**	**1**
10	**L**	**1,49**	**4**
11	**L**	**0,11**	**0**
	H	**0,05**	**0**
1	**L**	**0,82**	**10**
	M	**3,83**	**32**
13	**M**	**0,08**	**30**
	H	**0,1**	**34**
Deduct value			**101**
Corrected deduct value			**69**

PCI = 100 – CDV

= 100-69

= 31

No Stasiun : 10

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	10	1	3	8	11	13	
KULAU LAN & STASS	L1.16	L1.4	L4.75	M 6.12	L0.39	L0.075	
	L1.9	L0.661	M8.4				
	L0.2	L0.91					
	L0.65	L0.165					
	L0.48	L3.15					
	M1.68	L6.558					
		L4.248					
		L10.192					
L	**4,39**	**27,28**	**4,75**		**0,39**	**0,075**	
M	**1,68**		**8,4**	**6,12**			
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
10	**L**	**0,73**	**1**
	M	**0,28**	**0**
1	**L**	**4,54**	**27**
3	**L**	**0,79**	**4**
	M	**1,4**	**6**
8	**M**	**1,02**	**9**
11	**L**	**0,065**	**0**
13	**L**	**0,012**	**0**
Deduct value			**47**
Corrected deduct value			**42**

PCI = 100 – CDV

= 100 - 42

= 58

No Stasiun : 11

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

TIPE	1	10	11	9	13		
K	L12.015	L 1.97	L 0.664	L 0.125	L 0.14		
	L17.93	L 2.35	L 1.36	M0.16			
U	L8.078	M0.64		M0.728			
	M2.36	M0.73		M0.115			
L A	M6.278	M0.96		M0.238			
U L	M0.184	M0.73		M0.135			
	M2.86	M9					
A & I	M3.922	M3.28					
	M1.8432						
S T	M1.288						
A							
S							
L	38, 02	4,32	2,02	0,112	0,114		
M	18,74	15,34		1,376			
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
1	L	6,33	25
	M	3,12	32
10	L	0,72	0
	M	2,5	24
11	L	0,33	0
9	L	0,018	0
	M	0,22	0
13	L	0,019	5
Deduct value			86
Corrected deduct value			54

PCI = 100 – CDV

= 100 - 54

= 46

No Stasiun : 12

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	11	10	1	9	8		
K	M 1.875	L 17	L 9.072	L 9.5	1.38		
		L 0.45	L 17.26	L 1.95	M 1.35		
U		L 0.09	L 16.71	L 0.34	H 9.84		
		M0.57		M 9.90	H7.64		
L A		M0.4		M 12.4	H6.17		
U L							
A & I							
S T							
A							
S							
L		**17,54**	**43,05**	**11,79**	**1,38**		
M	**1,875**	**0,97**		**23,30**	**1,35**		
H					**23,65**		

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
11	**M**	**0,312**	**5**
10	**M**	**2,92**	**5**
1	**L**	**7,17**	**32**
9	**L**	**1,96**	**3**
	M	**3,8**	**4**
8	**L**	**0,23**	**0**
	M	**0,225**	**10**
	H	**3,94**	**42**
Deduct value			**101**
Corrected deduct value			**68**

PCI = 100 – CDV

= 100-68

= 32

No Stasiun : 13

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	**10**	**9**	**1**				
K	2.9	M0.396	0.384				
	3.93	H1.182	M1.884				
U	1.77	H5.753	M0.5184				
	L1.67	H7.76	H5.56				
L A	M0.44	H6.39	H3.0				
	H8.49		H4.1				
U L	H9.21						
A & I							
S T							
A							
S							
L	**10,27**		**0,384**				
M	**0,44**	**0,39**	**2,40**				
H	**17,7**	**21,08**	**12,66**				

Perhitungan PCI

Tipe kerusakan	**Kerusakan Kualitas**	**Density %**	**Deduct value**
10	**L**	**1,71**	**4**
	M	**0,07**	**0**
	H	**2,95**	**32**
9	**L**	**0**	**0**
	M	**0,066**	**14**
	H	**3,51**	**38**
1	**L**	**0,06**	**0**
	M	**0,4**	**14**
	H	**2,1**	**38**
Deduct value			**106**
Corrected deduct value			**68**

PCI = 100 – CDV

= 100-68

= 32

No Stasiun : 14

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	11	10	13	1	9		
KULAU LAN & STASS	L 1.355	L1.38	L 0.7	L 1.28	L 0.392		
	L2.92	L2.20	L 0.14	L 33.75	M0.36		
	L4.264	M0.82		M3.75			
	M1.53						
	M7.628						
	M5.802						
L	**8,53**	**3,58**	**32,21**	**0,39**			
M	**15,96**	**0,82**	**3,75**	**0,36**			
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
11	**L**	**1,42**	**7**
	M	**2,66**	**20**
10	**L**	**0,59**	**1**
	M	**0,13**	**0**
13	**L**	**0,14**	**25**
1	**L**	**6,03**	**29**
	M	**0,62**	**20**
9	**L**	**0,06**	**0**
	M	**0,06**	**0**
Deduct value			**102**
Corrected deduct value			**67**

PCI = 100 – CDV

= 100 - 67

= 33

No Stasiun : 15

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	1	10	13	8	11	9	
K	1.568	3.07	0.648	5.594	10.313	M3.6	
	0.13	1.62	0.045	4.524	3.724	M2.6	
U	L0.343	1.08	0.03	3.8934			
	M4.25	M1.73	0.16	14.1453			
L A	M0.86	M1.07	M0.24	10.3982			
		M1.72	M0.266	M4.2336			
U L		M0.83		M3.26			
A & I				M8.243			
				M2.86			
S T							
A							
S							
L	**2,04**	**5,77**	**0,883**	**38,55**	**14,03**		
M	**5,11**	**5,35**	**0,50**	**18,59**		**6,2**	
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
1	**L**	**0,34**	**3**
	M	**0,85**	**20**
10	**L**	**0,96**	**2**
	M	**0,89**	**8**
13	**L**	**0,14**	**24**
	M	**0,08**	**32**
8	**L**	**6,4**	**11**
	M	**3,1**	**16**
11	**L**	**2,4**	**7**
9	**M**	**1,03**	**5**
Deduct value			**128**
Corrected deduct value			**65**

PCI = 100 – CDV

= 100 – 65

= 35

No Stasiun : 16

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	10	15	1	11			
KULAU LAJUR & STATUS	L 1,47	L 0,2	M 0,8	L 0,54			
	L 1,8	L 0,27	M 15,9				
	L 3,2						
	L 0,73						
	L 0,26						
	L 0,8						
	L 1,22						
	L 0,7						
	L 1,9						
	L 0,9						
L	**13,27**	**0,47**		**0,54**			
M			**16,735**				
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
10	**L**	**2,21**	**7**
15	**L**	**0,07**	**13**
1	**M**	**2,78**	**32**
11	**L**	**0,09**	**0**
Deduct value			**52**
Corrected deduct value			**41**

PCI = 100 – CDV

= 100 – 41

= 59

No Stasiun : 17

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	10	11	8	1	15		
K	M 1,4	L3,6	M4,5	M0,9	M0,6		
	M 0,8	L0,6	M 16,58	M3,38			
U	M 1,6	L1,8		M5,06			
		L 2		M7,6			
L A		L1,4		M1			
		L31,3		M2,28			
U L		M0,36		M8,1			
		M0,64		M2,3			
A & I		M1,8		M2,6			
		M2		H5,1			
S T		M1,4					
		M2,66					
A		M 35,35					
S							
L		**40,74**					
M	**3,8**	**47,45**	**21,08**	**33,39**	**0,63**		
H				**5,1**			

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
10	**M**	**0,63**	**7**
11	**L**	**6,7**	**20**
	M	**7,9**	**28**
8	**M**	**3,53**	**18**
1	**M**	**5,56**	**40**
	H	**0,85**	**19**
15	**M**	**0,105**	**4**
Deduct value			**136**
Corrected deduct value			**67**

PCI = 100 – CDV

= 100 – 67

= 33

No Stasiun : 18

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	1	10	11				
KULAU LAN & STASIUN	L0,64	L1,6	L8,4				
	L0,75	L6,1	L1,5				
	L3,15	L1,2	L3,04				
	L4,73	L1,5	L3,42				
	L1,8	L4,13	L18,36				
		L7,5	L38,4				
		L2,3	L9,49				
		L9,75	L2,4				
		L3	L5,4				
		L6					
		L1,5					
		L10,5					
		L1,9					
L	11,07	59,98	90,57				
M							
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
1	L	1,845	14
10	L	9,99	16
11	L	15,1	20
Deduct value			50
Corrected deduct value			40

PCI = 100 – CDV

= 100-40

= 60

No Stasiun : 19

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	**8**	**7**	**15**				
K	M 12,6	M6,09	M80,6				
	M13,5	M9,675					
U	M22,8	M3					
	M18						
L A	M11,25						
	M4,39						
U L							
A & I							
S T							
A							
S							
L							
M	82,54	18,765	0,6				
H							

Perhitungan PCI

Tipe kerusakan	**Kerusakan Kualitas**	**Density %**	**Deduct value**
8	**M**	**13,75**	**28**
7	**M**	**3,12**	**19**
15	**M**	**0,1**	**5**
Deduct value			**52**
Corrected deduct value			**50**

PCI = 100 – CDV

= 100 – 50

= 50

No Stasiun : 20

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	8	11	1	10	7		
K	M 2,06	M 2,03	M 2,64	M 6,75	M 10,35		
	M 5,4	M 2,2	M 1,68	M 3	M 1,05		
U		M 0,44	M 1,28	M 10,1			
		M 8,8	M 1,14	M 3			
L A		M 1,26	M 0,4	M 3			
		M 1,08	M 0,55	M 7,5			
U L		M 2,07	M 0,72	M 1,5			
		M 13,2	M 2,7	M 1			
A & I		M 2,6	M 2,4	M 4,5			
		M 1	M 2,31	M 5,25			
S T				M 4,5			
				M 7,5			
A				M 0,9			
S				M 22,53			
L							
M	7,46	34,68	15,82	81,03	11,4		
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
8	**M**	**1,24**	**8**
11	**M**	**5,78**	**26**
1	**M**	**2,63**	**36**
10	**M**	**13,5**	**38**
7	**M**	**1,9**	**18**
Deduct value			**132**
Corrected deduct value			**73**

PCI = 100 – CDV

= 100 - 73

= 27

No Stasiun : 21

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	10	1	15	13	11	7	
KULAU L A & I STA	M 4,2	M 0,32	M 0,39	M 0,16	M 2,86	M 2,3	
	M 2,7	M 3,6		M 0,8	M 2,4	M 0,6	
	M 0,8			M 0,4	M 4,5		
	M 1,8			M 0,2	M 1,26		
	M 1,2						
	M 1,4						
	M 1,2						
	M 2,6						
	M 2,4						
	M 1,7						
	M 2,5						
L							
M	**22,5**	**3,92**	**0,39**	**1,56**	**11,02**	**2,9**	
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
10	**M**	**3,75**	**18**
1	**M**	**0,65**	**12**
15	**M**	**0,065**	**0**
13	**M**	**0,26**	**48**
11	**M**	**1,83**	**13**
7	**M**	**0,48**	**6**
Deduct value			**97**
Corrected deduct value			**51**

PCI = 100 – CDV

= 100 - 51

= 49

No Stasiun : 22

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	7	11	10	9			
KULAU L A & I S T A S	M0,44	M7,12	M1,5	M0,12			
	M4,5	M0,8	M1,2				
	M0,92	M0,32	M9,4				
		M1,98	M31,9				
		M1,44	M3,4				
		M3,3					
		M5,4					
L							
M	**5,86**	**20,36**	**47,4**	**0,12**			
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
7	**M**	**0,97**	**9**
11	**M**	**3,39**	**21**
10	**M**	**7,9**	**31**
9	**M**	**0,02**	**0**
Deduct value			**61**
Corrected deduct value			**51**

PCI = 100 – CDV

= 100 - 51

= 49

No Stasiun : 23

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	11	10	7	13	6	1	
KUL A U L A & I S T A S	L3,08	L2,8	L0,85	L0,14	L0,84	L1,6	
	L1,8	L3,6		L0,21		L2,5	
	L1,28	L1		L0,09			
	L2,99	L1					
	L0,9	L1,1					
	L6,3	L0,9					
	L0,88	L0,4					
	L0,88	L0,5					
	M1,04	L12,38					
	M0,88	L11,25					
	M1,36	L21					
L	**16,17**	**56,93**	**0,85**	**0,44**	**0,84**	**4,1**	
M	**3,28**						
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
11	**L**	**2,7**	**6**
	M	**0,5**	**7**
10	**L**	**9,48**	**16**
7	**L**	**0,14**	**0**
13	**L**	**0,07**	**48**
6	**L**	**0,14**	**4**
1	**L**	**0,68**	**7**
Deduct value			**88**
Corrected deduct value			**45**

PCI = 100 – CDV

= 100 - 45

= 55

No Stasiun : 24

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	10	7	13	1	11	5	9
K	L 3,4	L 8,25	L 0,28	L 1,47	L 2,31	L 9,1	L 0,84
	L 0,8	L 2,7	L 0,6	L 0,84	L 6,3		
U	L 9,75	L 5,06	L 0,06	L 3,3	L 0,24		
	L 9	L 1,4		L 0,56	L 1,4		
L A	L 25,5	L 14,25		L 21,15	L 3,8		
U L	L 6	M 1,84		L 0,63	L 1,68		
	L 10,5	M 3,75		L 3,6	L 3,41		
A & I				L 2,36			
				L 16,88			
S T				L 3,68			
				M 21			
A							
S							
L	**64,95**	**31,66**	**0,94**	**54,47**	**19,14**	**9,1**	**0,84**
M		**21**					
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
10	**L**	**10,82**	**16**
7	**L**	**5,27**	**7**
	M	**0,93**	**8**
13	**L**	**0,15**	**24**
1	**L**	**9,07**	**32**
	M	**3,5**	
11	**L**	**3,19**	**7**
15	**L**	**1,51**	**10**
9	**L**	**0,14**	
Deduct value			**104**
Corrected deduct value			**52**

PCI = 100 – CDV

= 100 – 52

= 48

No Stasiun : 25

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	1	9	6	10	11	8	7
KULAI & STAS	L16,2	L 2,7	L 4,59	L 6	L 0,55	L 6,69	L 9
	L 3,5	L 2,76	L 0,6	L 4,5	L 3,78		L 10,9
	L 0,78	L 0,7	L 0,6		L 9,1		L 0,78
	L 1,98				L 4,76		L 1,11
	L 3,04				L 2,16		
	M 26,4				L 6,96		
					L 5,25		
					L 1,6		
					L 2,4		
					L 3,08		
					L 3,36		
					L 1,38		
L	**25,5**	**6,16**	**5,79**	**10,5**	**44,38**	**6,69**	**23,59**
M	**26,4**						
H							

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
1	**L**	**4,25**	**27**
	M	**4,4**	**37**
9	**L**	**1,02**	**5**
6	**L**	**0,965**	**8**
10	**L**	**1,75**	**8**
11	**L**	**7,39**	**13**
8	**L**	**1,11**	**3**
7	**L**	**3,93**	**7**
Deduct value			**108**
Corrected deduct value			**52**

PCI = 100 – CDV

= 100 – 52

= 48

No Stasiun : 26

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	1	11	10	9	8	13	7
KUALA & ISTAS	L 16,56	L 3,2	L 0,51	L 0,2	L 0,64	L 0,53	L 2,46
	L 5,34	L 1,09	L 0,48	L 0,4	L 0,86	L 0,32	M 1,32
	L 10,08	L 0,88	L 0,92	L 0,62	L 1,92		
	L 0,64	L 0,82	L 1,1		L 0,64		
	L 1,22		L 2,6				
	H 3,25		L 0,51				
	H 2.15		L 0,48				
	H 4,15		L 1,34				
	H 1,2		L 5,25				
	H 5,1		L 1,68				
L	34,35	6,02	15,75	1,23	4,07	0,85	2,463
M							
H	15, 89						

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
1	**L**	**5,72**	**25**
	H	**2,65**	**44**
11	**L**	**1,003**	**3**
10	**L**	**2,62**	**9**
9	**L**	**1,207**	**0**
8	**L**	**0,68**	**1**
13	**L**	**0,14**	**29**
7	**L**	**0,41**	**5**
	M	**0,22**	**7**
Deduct value			**123**
Corrected deduct value			**70**

PCI = 100 – CDV

= 100 – 70

= 30

No Stasiun : 27

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	11	10	1	8	7	13	
K	L 2.083	L 0.67	L 0.391	L 0.8008	L 0.2001	L 0.4	
	M 0.836	L 0.48	L 2.83	M 3.828	M 0.2813	L 0.02	
U	M 1.4652	M 1.92	M 0.17	M 1.2384	M 1.32		
	M 1.6704	M 1.12	M 0.236	M 2.218	M 0.56		
L A	M 2.251	M 0.58		M 5.7	M 0.3776		
U L	M 1.68	M 1.88			M 1.5642		
		M 1.76			M 3.25		
A & I					M 1.55		
					M 6.12		
S T							
A							
S							
L	2.083	1.15	3.221	0.8008	0.2001	0.42	
M	7.9026	7.26	0.406	12.9844	2.5389	0	
H	0	0	0	0	12.4842	0	

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
11	**L**	**0,34**	**0**
	M	**1,31**	**12**
10	**L**	**0,19**	**0**
	M	**1,21**	**10**
1	**L**	**0,53**	**13**
	M	**0,067**	**0**
8	**L**	**0,133**	**0**
	M	**2,16**	**19**
7	**L**	**0,033**	**0**
	M	**0,42**	**14**
	H	**2,08**	**36**
13	**L**	**0,07**	**20**
Deduct value			
Corrected deduct value			

PCI = 100 – CDV

= 100- 62

= 38

No Stasiun : 28

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	10	1	11	3	13	7	8	9
KUALA & ISTAS	L 1,29	L 0,476	M 5.168	L 1,209	M 0,64	M 2.184	M 2,661	M 0,551
	M 0.54	L 0,654	M 1.99			M 1.67	M 1,82	M 0,342
	M 0.39	L 3.096				M 0.563		
	M 0.98	L 1.86				M 0.41		
	M 2.08	L 5.06						
		L 0.823						
L	1.29	1.1301	0	1.2096	0	0	0	0
M	3.99	10.8399	7.158	0	0.64	4.827	4.4811	0.8938
H	0	0	0	0	0	0	0	0

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
10	**L**	**0,215**	**0**
	M	**0,665**	**11**
1	**L**	**0,18**	**6**
	M	**1,80**	**29**
11	**M**	**1,193**	**17**
3	**L**	**0,206**	**0**
13	**M**	**0,106**	**39**
7	**M**	**0,804**	**15**
8	**M**	**0,746**	**8**
9	**M**	**0,148**	**0**
Deduct value			**125**
Corrected deduct value			**63**

PCI = 100 – CDV

= 100 – 63

= 37

No Stasiun : 29

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	1	7	13	8	10	11
KULAU LAN & STAS	L 1.656	L 0.382	M 0.39	M 0,507	L 0.87	M 2.36
	L 0.9072	L 2.97		M 1,8	M 0.4	M 4.953
	L 2.05	M 0.644			M 1.31	M 5.32
	M 4.998	M 0.382			M 1.22	M 8.34
	M 1.251	M 0.708			M 0.37	M 3.542
	M 2.2896	M 0.352			M 1.53	M 6.13
	H 2.44	M 1.2267			M 0.48	
	H 1.45	M 0.5325				
	H 3.26	M 0.7482				
	H 2.55	M 0.7968				
		M 0.0972				
		M 4.2				
		M 1.146				
L	4.6132	3.3528	0	0	0.87	0
M	8.5386	10.8334	0.395	2.3073	5.31	30.645
H	9.7	0	0	0	0	0

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
1	**L**	**0.768867**	**8**
	M	**1.4231**	**24**
	H	**1.616667**	**33**
7	**L**	**0.5588**	**2**
	M	**1.805567**	**12**
13	**M**	**0,065**	**24**
8	**M**	**0,38**	**3**
10	**L**	**0,145**	**0**
	M	**0,885**	**8**
11	**M**	**5,107**	**22**
Deduct value			**136**
Corrected deduct value			**65**

PCI = 100 – CDV

= 100 – 65

= 35

No Stasiun : 30

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	7	11	1	8	13	10	
KULAU LAIN STAS	L 1.881	M 1,1	L 0.436	M 0.3162	L 0.0361	L 0.56	
	L 0.924		L 1.914	M 0.4161	M 0.285	L 0.38	
	L 0.6489		L 1.39	M 2.8026		L 0.63	
	L 0.252		M 2.43	M 1.8318		M 1.32	
	M 0.28		M 4.73	M 2.1616		M 2.56	
	M 0.482		M 1.68			M 1.82	
	M 0.24		M 2.543			M 0.66	
	M 0.89		M 1.535				
	M 0.378		M 1.513				
	M 0.5052		H 4.14				
	M 0.864		H 1.25				
	M 0.2943		H 5.15				
	M 1.8648						
	M 2.97						
L	3.7059	0	3.74	0	0.0361	1.57	
M	8.7683	1.1025	14.431	7.5283	0.285	6.36	
H	0	0	10.54	0	0	0	

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
7	**L**	**0,617**	**3**
	M	**1,461**	**10**
11	**M**	**0,183**	**3**
1	**L**	**0,623**	**8**
	M	**2,405**	**30**
	H	**1,756**	**34**
8	**M**	**1,254**	**8**
13	**L**	**0,006**	**0**
	M	**0,0475**	**18**
10	**L**	**0,261**	**0**
	M	**1,06**	**9**
Deduct value			**123**
Corrected deduct value			**63**

PCI = 100 – CDV

= 100 – 63

= 37

No Stasiun : 31

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	**7**	**13**	**1**	**10**			
KUALA & ISTAS	L 0.28	M 0,214	M 0,272	L 0,56			
	L 0.252	M 0,116	M 1,008	M 0.22			
	L 0.664		H 2.5	M 0.196			
	L 0.88		H 2.11	M 1.77			
	M 0.364		H 5.34	M 4.2			
	M 0.432		H 5.26	M 0.86			
	M 0.6992		H 6.25				
	M 1.2776						
	M 0.6834						
	M 0.324						
	M 0.648						
	M 0.3614						
	M 6.136						
	M 6.24						
L	2.076	0	0	0.56			
M	12.6656	0.33	1.2862	7.246			
H	4.5	0	21.46	0			

Perhitungan PCI

Tipe kerusakan	**Kerusakan Kualitas**	**Density %**	**Deduct value**
7	**L**	**0,345**	**2**
	M	**2,1109**	**12**
13	**M**	**0,005**	**22**
1	**M**	**0,214**	**10**
	H	**3,576**	**48**
10	**L**	**0,093**	**0**
	M	**1,207**	**10**
Deduct value			**104**
Corrected deduct value			**62**

PCI = 100 – CDV

= 100 – 62

= 38

No Stasiun : 32

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	1	7	15	10			
KUALITAS	M 1,644	L 1.71	L 0.72	L 2.67			
		M 0.5428		L 2.77			
		M 0.39		M 3.01			
		M 1.04		M 2.86			
		M 1.054		M 2.89			
		M 0.98		M 4.67			
		M 0.464		M 2.5			
		M 0.9178		M 6			
		M 0.68		M 3.22			
		M 0.48		H 4.3			
		M 3.15		H 2.6			
		M 8,0815		H 6.11			
		H 8,745		H 2.66			
		H 8,56		H 6.46			
L	0	1.71	0.72	5.44			
M	1.644	17.7801	0	25.15			
H	0	17.3056	0	22.13			

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
1	**M**	**0,274**	**11**
7	**L**	**0,285**	**1**
	M	**2,963**	**16**
	H	**2,884**	**22**
15	**L**	**0,12**	**1**
10	**L**	**0,906**	**2**
	M	**4,191**	**18**
	H	**3,688**	**33**
Deduct value			**104**
Corrected deduct value			**67**

PCI = 100 – CDV

= 100 – 67

= 33

No Stasiun : 33

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	**11**	**9**	**10**	**13**	**7**	**11**	
K	M 1.7	M 1.4	M 1.3	H 4.31	M 1.8	M 1.53	
	H 2.43	M 0.56		H 4.11	M 2.07	M 3.33	
U	H 3.22	M 0.14		H 2.51	M 2.16	H 5.22	
	H 3.51	M 0.56		H 3.15	M 0.53	H 1.56	
L A	H 3.14	M 0.45				H 3.621	
U L	H 2.16	M 0.26				H 3.56	
	H 5.12	M 0.2				H 1.355	
A & I							
S T							
A							
S							
L	0	0	0	0	0	0	
M	1.7	3.57	1.3	0	6.56	4.86	
H	19.58	0	0	14.08	0	15.316	

Perhitungan PCI

Tipe kerusakan	**Kerusakan Kualitas**	**Density %**	**Deduct value**
11	**M**	**0,283**	**5**
	H	**3,263**	**30**
9	**M**	**0,595**	**4**
10	**M**	**0,216**	**1**
13	**H**	**2,346**	**28**
7	**M**	**1,093**	**10**
11	**M**	**0,81**	**8**
	H	**2,552**	**27**
Deduct value			**113**
Corrected deduct value			**61**

PCI = 100 – CDV

= 100 – 61

= 39

No Stasiun : 34

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	**9**	**7**	**11**	**10**			
K	M 1.25	M 1.35	M 3.2	M 1.3			
	M 1.47	M 4.51	M 7.211	M 4.72			
U	M 3.62	M 1.57	M 2.67	M 4.27			
	M 7.236	M 6.262	M 4.17	M 3.272			
L A	M 1.72	M 7.266	M 3.61	M 1.761			
U L	M 2.22	H 3.15	M 0.61	M 3.161			
	M 6.26	H 5.21	M 7.377				
A & I		H 6.11	H 5.42				
			H 4.15				
S T			H 7.13				
A							
S							
L	0	0	0	0			
M	17.516	20.958	28.848	18.484			
H	0	14.47	16.7	0			

Perhitungan PCI

Tipe kerusakan	**Kerusakan Kualitas**	**Density %**	**Deduct value**
9	**M**	**2,919**	**8**
7	**M**	**3,493**	**18**
	H	**2,411**	**22**
11	**M**	**4,808**	**21**
	H	**2,783**	**28**
10	**M**	**3,080**	**18**
Deduct value			**115**
Corrected deduct value			**64**

PCI = 100 – CDV

= 100 – 64

= 36

No Stasiun : 35

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	**9**	**11**					
K	M 0.39	M 13.84					
	M 0.48	M 4.28					
U	M 5.81	H 6.31					
	H 4.36	H 3.66					
L A	H 1.73						
U L	H 3.92						
	H 1.58						
A & I							
S T							
A							
S							
L	0	0					
M	6.68	18.12					
H	11.59	9.97					

Perhitungan PCI

Tipe kerusakan	**Kerusakan Kualitas**	**Density %**	**Deduct value**
9	**M**	**1,1133**	**4**
	H	**1,9317**	**10**
11	**M**	**3,02**	**18**
	H	**1,6617**	**28**
Deduct value			**60**
Corrected deduct value			**45**

PCI = 100 – CDV

= 100 – 45

= 55

No Stasiun : 36

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	**11**	**13**	**1**	**9**			
K	M 1.32	M 0.42	M 0.84	M 0.965			
	M 9.9	M 0.385	M 1.8				
U	M 5.76	M 0.12	M 0.42				
	M 2.38	M 0.12					
L A	M 2.42						
U L	M 3.06						
	M 1.56						
A & I	M 0.96						
	M 2.4						
S T	M 1.36						
A							
S							
L	0	0	0	0			
M	31.12	1.045	3.06	0.965			
H	0	0	0	0			

Perhitungan PCI

Tipe kerusakan	**Kerusakan Kualitas**	**Density %**	**Deduct value**
11	**M**	**5,1866**	**25**
13	**M**	**0,1741**	**49**
1	**M**	**0,51**	**24**
9	**M**	**0,1608**	**0**
Deduct value			**98**
Corrected deduct value			**56**

PCI = 100 – CDV

= 100 – 56

= 44

No Stasiun : 37

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	9	13	8	1	11	10	6	7
K	M 0.6	M 0.54	M 3.92	M 1.21	M 6.16	1	11.52	1.02
	M 1	M 0.4	M 4.59	M 1.87	M 3.75	1.8	1.65	
U		M 0.24		M 0.67	M 14.85	3.5		
		M 0.06		M 0.96	M 7.88			
L A		M 0.075			M 0.65			
U L		M 0.31			M 6.3			
		M 0.64			M 8.05			
A & I		M 0.08			M 3.42			
		M 0.5			M 2.53			
S T					M 1.4			
					M 3			
A					M 1.68			
					M 10.2			
S					M 13.02			
L	0	0	0	0	0	0	0	0
M	1.6	2.845	8.51	4.71	82.89	6.3	13.17	1.02
H	0	0	0	0	0	0	0	0

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
9	**M**	**0,267**	**0**
13	**M**	**0,474**	**68**
8	**M**	**1,418**	**9**
1	**M**	**0,785**	**19**
11	**M**	**13,815**	**38**
10	**M**	**1,05**	**9**
6	**M**	**2,195**	**11**
7	**M**	**0,17**	**0**
Deduct value			**154**
Corrected deduct value			**64**

PCI = 100 – CDV

= 100 - 64

= 36

No Stasiun : 38

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	10	11	1	8	9	13	
KULAI & STAS	H 1.45	M 0.96	M 3.57	M 2.1	M 0.32	M 0.06	
	H 3.51	M 1.8	M 6.83		M 2.96		
	H 4	M 1.1	M 2.09		M 0.48		
	H 0.51	M 1.6	M 0.42		M 3.51		
			M 1.8		M 6.174		
			M 0.8		M 2.15		
			M 3.45				
			H 3.36				
			H 2.61				
			H 1.52				
L	0	0	0	0	0	0	
M	0	5.46	18.96	2.1	15.594	0.06	
H	9.47	0	7.49	0	0	0	

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
10	**H**	**1,578**	**23**
11	**M**	**0,91**	**9**
1	**M**	**3,16**	**21**
	H	**1,248**	**33**
8	**M**	**0,35**	**3**
9	**M**	**2,599**	**4**
13	**M**	**0,01**	**6**
Deduct value			**99**
Corrected deduct value			**52**

PCI = 100 – CDV

= 100 – 52

= 48

No Stasiun : 39

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	**8**	**10**	**7**	**11**	**6**	**9**	**1**	**8**
KULAU LAIAN STASS	H 1.84	M 3	M 2.58	M 0.84	M 2	M 1.05	M 2.04	M 13.2
	H 3.16	M 1.8	M 2.52	M 1.4	M 3.2	M 0.42	M 1.2	M 3.2
		M 9.38	M 0.76	M 2.24		M 1.2	M 6.75	
		M 4.5	M 2.25	M 0.3			M 3.64	
		M 1.2	M 1.68	M 1			M 0.54	
		M 5.25	M 2.06	M 0.9			M 2.3	
		M 0.8	M 6.08	M 15.6			M 1.05	
		M 3.75	M 18	M 2.31			M 8.4	
		M 4.5		M 1.62			M 0.75	
				M 2.97			M 1.5	
				M 4.42			M 5.25	
				M 1.44			M 3.8	
				M 2.75			M 4.37	
				M 8.21			M 2.91	
L	0	0	0	0	0	0	0	0
M	0	34.18	35.93	46	5.2	2.67	44.5	16.4
H	5	0	0	0	0	0	0	0

Perhitungan PCI

Tipe kerusakan	**Kerusakan Kualitas**	**Density %**	**Deduct value**
8	**H**	**0,833**	**18**
10	**M**	**5,696**	**23**
7	**M**	**5,988**	**23**
11	**M**	**7,667**	**28**
6	**M**	**0,867**	**10**
9	**M**	**0,445**	**0**
1	**M**	**7,416**	**42**
8	**M**	**2,733**	**0**
Deduct value			**144**
Corrected deduct value			**70**

PCI = 100 – CDV

= 100 – 70

= 30

No Stasiun : 40

Tipe kerusakan

1. ***Alligator Cracking***	8. ***Joint Reflection***	15. ***Rutting***
2. ***Bleeding***	9. ***Lane/Shoulder***	16. ***Shoving***
3. ***Block Cracking***	10. ***Longitudinal/Transverse***	17. ***Slippage Cracking***
4. ***Bumbs and Sags***	11. ***Patching and Utility Cut***	18. ***Swell***
5. ***Corrugation***	12. ***Polished Agregat***	19. ***Weathering/Raveling***
6. ***Depression***	13. ***Pothole***	
7. ***Edge Cracking***	14 ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	8	11	1	7	10	6	
LUAS & KUALITAS	M 14.4	M 1.342	L 1.3974	M 0.225	L 0.69	M 2.496	
	M 4.621	M 2.756	L 0.812	M 0.238	M 1.24		
	M 1.738	M 2.387	M 1.24	M 0.981			
	M 1.94	M 1.32	M 0.326	M 0.530			
	M 10.479	M 0.42	M 0.9191	M 1.000			
	M 1.9404	M 0.56	M 2.042	M 0.729			
	M 4.194	M 3.091	M 3.468	M 1.264			
	M 3.451	M 1.81	M 1.7184	M 2.610			
	M 7.014	M 4.811	M 1.255				
			M 3.14				
			M 10.643				
L	0	0	2.2094	0	0.69	0	
M	49.779	18.497	24.7517	7.5809	1.24	2.496	
H	0	0	0	0	0	0	

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
8	**M**	**8,296**	**30**
11	**M**	**3,082**	**18**
1	**L**	**0,368**	**5**
	M	**4,125**	**34**
7	**M**	**1,263**	**11**
10	**L**	**0,115**	**0**
	M	**0,206**	**1**
6	**M**	**0,416**	**8**
Deduct value			**107**
Corrected deduct value			**42**

PCI = 100 – CDV

= 100 – 42

= 58

No Stasiun : 41

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	7	9	1	13	8	10	11
KULAU L A & I STAS	M 0.361	M 0.925	L 0,341	M 0.232	M 4.65	M 1.26	M 2.56
	M 1.56	M 0.829	M 0.621	M 0.311		M 1.22	
	M 1.764		M 0.99	M 0.199		M 0.24	
	M 0.251		M 0.596	M 0.251		M 0.25	
	M 0.375		M 1.344	M 0.414		M 0.22	
	M 4.836		M 1.861			M 0.25	
	M 0.72		M 3.358				
	M 1.391		M 1.309				
			M 2.515				
			M 3.191				
			M 0.441				
L	0	0	0.3416	0	0	0	0
M	11.2589	1.755	16.2268	1.407	4.65	3.44	2.56
H	0	0	0	0	0	0	0

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
7	**M**	**1,876**	**11**
9	**M**	**0,292**	**7**
1	**L**	**0,057**	**0**
	M	**2,704**	**30**
13	**M**	**0,234**	**53**
8	**M**	**0,775**	**7**
10	**M**	**0,573**	**6**
11	**M**	**0,426**	**6**
Deduct value			**120**
Corrected deduct value			**60**

PCI = 100 – CDV

= 100 -60

= 40

No Stasiun : 42

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	7	1	10	8			
KULAU L A & I STAS	M 1.882	L 0,112	M 0.39	M 3.64			
	M 1.262	M 1.071	M 0.76	M 5.675			
	M 2.07	M 0.235	M 0.94	M 4.213			
	M 0.429	M 2.421	M 0.99	M 7.235			
	M 0.585	M 4.93	M 0.8	M 4.144			
	M 0.33	M 2.814		M 3.145			
		M 3.076		M 2.355			
		M 1.725		M 3.441			
		M 4.927		M 7.111			
		M 2.284					
		M 3.698					
		M 1.488					
		M 2.831					
L	0	0.1125	0	0			
M	6.5586	31.5002	3.88	40.9594			
H	0	0	0	0			

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
7	**M**	**1,093**	**9**
1	**L**	**0,018**	**0**
	M	**5,250**	**41**
10	**M**	**0,646**	**7**
8	**M**	**6,826**	**30**
Deduct value			**87**
Corrected deduct value			**52**

PCI = 100 – CDV

= 100 – 52

= 48

No Stasiun : 43

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	11	8	1	10	7	9	
KULAU LAIAN STAS	M 0.56	M 3.893	L 1.24	M 1.37	M 0.460	M 1.433	
	M 3.562	M 4.053	L 1.599	M 1.68	M 0.340	M 1.672	
	M 0.865		M 0.88	M 0.56		M 2.084	
	M 4.08		M 0.242	M 0.64		M 1.868	
	M 0.336		M 0.588	M 2.56		M 1.372	
	M 1.288		M 1.898	M 2.45		M 0.825	
	M 3.54		M 4.422	M 1.65		M 2.41	
	M 6.23		M 3.45	M 0.76		M 3.54	
	M 2.577		M 2.445	M 1.78		M 1.44	
	M 5.422		M 1.33	M 3.56			
			M 4.666	M 2.56			
			M 2.14				
			M 4.221				
			M 2.246				
L	0	0	2.8396	0	0	0	
M	28.4598	7.9464	28.528	19.57	0.8016	16.6464	
H	0	0	0	0	0	0	

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
11	**M**	**4,743**	**21**
8	**M**	**1,324**	**8**
1	**L**	**0,473**	**6**
	M	**4,754**	**38**
10	**M**	**3,261**	**18**
7	**M**	**0,133**	**1**
9	**M**	**2,774**	**7**
Deduct value			**99**
Corrected deduct value			**55**

PCI = 100 – CDV

= 100 – 55

= 45

No Stasiun : 44

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	1	7	11	10	9		
KULAU L A & I STAS	L 0.85	L 0.684	M 2.25	L 0.654	M 0.896		
	L 1.344	M 0.674	M 2.128	M 1.321	M 0.387		
	L 2.12	M 0.338	M 1.884	M 1.088	M 1.865		
	M 0.322	M 1.340	M 4.67	M 4.54	M 0.889		
	M 0.468	M 0.579	M 8.22	M 3.67			
	M 1.232		M 5.25	M 5.78			
	M 0.105		M 6.24	M 3.776			
	M 4.6						
	M 2.7						
	M 1.56						
	M 6.56						
L	4.314	0.684	0	0.654	0		
M	17.5472	2.932	30.642	20.1748	4.037		
H	0	0	0	0	0		

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
1	**L**	**0,719**	**9**
	M	**2,924**	**31**
7	**L**	**0,114**	**0**
	M	**0,488**	**6**
11	**M**	**5,107**	**22**
10	**L**	**0,109**	**0**
	M	**3,362**	**16**
9	**M**	**0,672**	**4**
Deduct value			**88**
Corrected deduct value			**50**

PCI = 100 – CDV

= 100 – 50

= 50

No Stasiun : 45

Tipe kerusakan

1. ***Alligator Cracking***	**8.** ***Joint Reflection***	**15.** ***Rutting***
2. ***Bleeding***	**9.** ***Lane/Shoulder***	**16.** ***Shoving***
3. ***Block Cracking***	**10.** ***Longitudinal/Transverse***	**17.** ***Slippage Cracking***
4. ***Bumbs and Sags***	**11.** ***Patching and Utility Cut***	**18.** ***Swell***
5. ***Corrugation***	**12.** ***Polished Agregat***	**19.** ***Weathering/Raveling***
6. ***Depression***	**13.** ***Pothole***	
7. ***Edge Cracking***	**14** ***Railroad Crossing***	

Tipe, Luas, dan kerusakan Jalan

TIPE	7	1	13	9	8	10	
KULAU L A & I STAS	M 0.262	M 2.237	M 0.66	M 1.263	M 3.54	M 1.69	
	M 0.886	M 0.456		M 0.728	M 12.38	M 1.44	
	M 0.15	M 0.460		M 1.655	M 15.7	M 2.2	
	M 1.725	M 3.468		H 2.152	M 6.11	M 2.29	
	M 1.56	M 0.269			M 17.8	M 1.53	
		M 1.682			M 9.22	M 1.52	
		M 0.86			M 14.48	M 0.73	
		M 0.698				M 0.48	
L	0	0	0	0	0	0	
M	4.583	10.1264	0.66	2.9178	79.23	11.88	
H	0	0	0	2.152	0	0	

Perhitungan PCI

Tipe kerusakan	Kerusakan Kualitas	Density %	Deduct value
7	**M**	**0,763**	**9**
1	**M**	**1,687**	**26**
13	**M**	**0,11**	**36**
9	**M**	**0,486**	**0**
	H	**0,358**	**0**
8	**M**	**13,205**	**38**
10	**M**	**1,98**	**14**
Deduct value			**123**
Corrected deduct value			**62**

PCI = 100 – CDV

= 100 – 62

= 38