



LAMPIRAN

Lampiran 1: Dokumentasi Survei Kondisi Perkerasan Jalan
(1 dari 5)



STA 2+800



STA 2+900



STA 3+000



STA 3+100



STA 3+200



STA 3+300



STA 3+400



STA 3+500

Lampiran 1: Dokumentasi Survei Kondisi Perkerasan Jalan
(2 dari 5)



STA 3+600



STA 3+700



STA 3+800



STA 3+900



STA 4+000



STA 4+100



4+200



4+300

Lampiran 1: Dokumentasi Survei Kondisi Perkerasan Jalan
(3 dari 5)



STA 4+400



STA 4+500



STA 4+600



STA 4+700



STA 4+800



STA 4+900



STA 5+000



STA 5+100

Lampiran 1: Dokumentasi Survei Kondisi Perkerasan Jalan

(4 dari 5)



STA 5+200



STA 5+300



STA 5+400



STA 5+500



STA 5+600



STA 5+700



STA 5+800



STA 5+900

Lampiran 1: Dokumentasi Survei Kondisi Perkerasan

(5 dari 5)



STA 6+000



STA 6+100



STA 6+200



STA 6+300

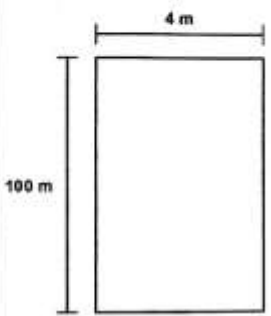


STA 6+400

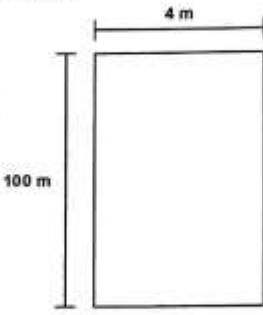


STA 6+500

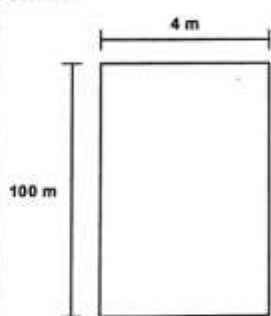
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(1 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 2+800 – 2+900		No. Segmen: 01			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 26 Mei 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	5					
Dimensi dan Tingkat Kerusakan	1,82 L	1,90 L					
	2,30 L						
	2,38 L						
	0,95 L						
Total Dimensi Kerusakan	L	7,25	1,90				
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 1 = 99			
8	Low	Low	1				
5	Low	Low	0				
				Rating EXCELLENT			
Total Deduct Value			1				
Corrected Deduct Value			1				

Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(2 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 2+000 – 2+000		No. Segmen: 02			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 26 Mei 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	Ø	l ²					
Dimensi dan Tingkat Kerusakan	2,60 L	0,02					
	2,20 L						
	2,50 L						
Total Dimensi Kerusakan	L	7,30	0,02				
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 1 = 99			
Ø	Low	1,83	1				
l ²	-	0,23	0				
				Rating EXCELLENT			
<i>Total Deduct Value</i>			1				
<i>Corrected Deduct Value</i>			1				

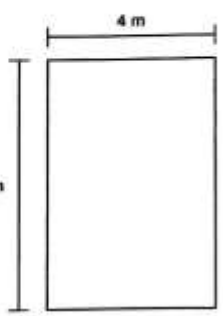
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(3 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 3+000 – 3+100		No. Segmen: 03			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 24 Mei 2015		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	5	3	8	17			
Dimensi dan Tingkat Kerusakan	1,30 L	2,00 x 0,65 L	2,10 L	0,80			
		1,10 x 0,40 L	1,81 L				
		2,10 x 0,20 L	1,48 L				
			8,20 M				
Total Dimensi Kerusakan	L	1,30	2,40	5,30	0,80		
	M			8,20			
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 4 = 96 Rating EXCELLENT			
5	Low	0,37	0				
3	Low	0,62	1				
8	Low	1,35	1				
8	Medium	2,05	2				
17	-	0,2	0				
<i>Total Deduct Value</i>			4				
<i>Corrected Deduct Value</i>			4				

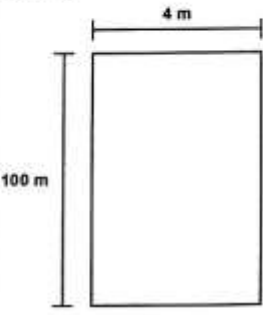
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(4 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 3+100 – 3+200		No. Segmen: 04			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 26 Mei 2015		Luas Segmen: 400 m ²			
Tipe Kerusakan						Sketsa:	
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	5	8	10	6			
Dimensi dan Tingkat Kerusakan	3,20 L	1,42 L	0,62 x 0,80 L	3,40 L			
	3,19 L	2,99 L					
Total Dimensi Kerusakan	L	6,39	3,86	0,05	3,40		
	M						
	H						
Perhitungan Pavement Condition Index							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 1 = 99			
5	Low	1,60	0	Rating EXCELLENT			
8	Low	0,77	1				
10	Low	0,01	0				
6	Low	0,85	0				
Total Deduct Value			1				
Corrected Deduct Value			1				

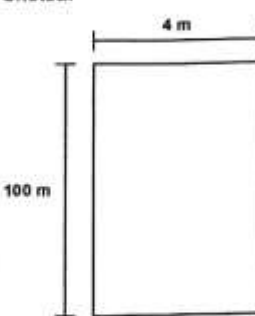
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(5 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 3+150 – 3+300		No. Segmen: 05			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 26 Mei 2015		Luas Segmen: 400 m ²			
Tipe Kerusakan						Sketsa:	
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	ℓ	l ₀					
Dimensi dan Tingkat Kerusakan	2,20 L	0,17*0,104					
	2,05 L						
Total Dimensi Kerusakan	L	4,25					
	M						
	H		0,05				
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 1 = 99			
ℓ	Low	1,06	1				
l ₀	High	0,01	0				
				Rating EXCELLENT			
<i>Total Deduct Value</i>			1				
<i>Corrected Deduct Value</i>			1				

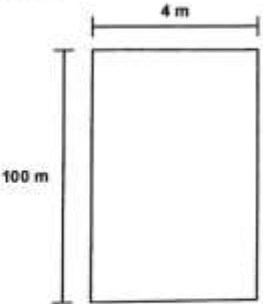
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(6 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 3 + 300 – 3 + 400		No. Segmen: 06			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 28 Mei 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	S	M	H				
Dimensi dan Tingkat Kerusakan	2,30 L	0,68 x 0,11 L					
	1,38 L						
Total Dimensi Kerusakan	L	3,76	0,07				
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 1 = 99			
S	Low	0,04	1				
M	Low	0,02	0				
				Rating			
				EXCELLENT			
<i>Total Deduct Value</i>			1				
<i>Corrected Deduct Value</i>			1				

Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
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FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 3+400 – 3+500		No. Segmen: 07			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 22 Mei 2018		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	17	8					
Dimensi dan Tingkat Kerusakan	0,60	2,07 L					
	0,67	2,08 L					
	0,91	1,61 L					
Total Dimensi Kerusakan	L	2,18	5,76				
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 1 = 99			
17	-	0,55	0	Rating EXCELLENT			
8	Low	1,44	1				
Total Deduct Value			1				
Corrected Deduct Value			1				

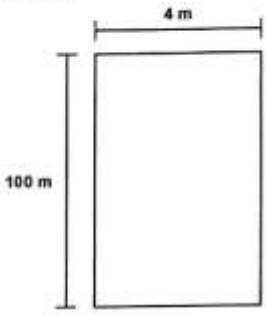
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(8 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 3+500 – 3+600		No. Segmen: 08			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 28 Mei 2024		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	5	8	10				
Dimensi dan Tingkat Kerusakan	1,81 L	2,22 L	0,33 & 0,22 L				
	6,56 L	2,04 L					
		2,07 L					
Total Dimensi Kerusakan	L	8,37	6,33	0,07			
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 1 = 99			
5	Low	2,03	0				
8	Low	1,58	1				
10	Low	0,02	0				
Rating				EXCELLENT			
Total Deduct Value							
Corrected Deduct Value							

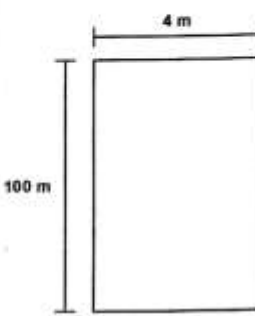
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(9 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 3+400 – 3+700		No. Segmen: 09			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 28 Mei 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	6	8	17	19			
Dimensi dan Tingkat Kerusakan	2,31 M	2,15 L	1,20	6,60x1,9 M			
		2,17 L					
		4 L					
		2,35 L					
Total Dimensi Kerusakan	L		10,75	1,20			
	M	2,31			12,54		
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 8 = 92 Rating EXCELLENT			
6	Medium	0,73	1				
8	Low	2,65	2				
17	-	0,3	0				
19	Medium	3,14	8				
Total Deduct Value			11				
Corrected Deduct Value			8				

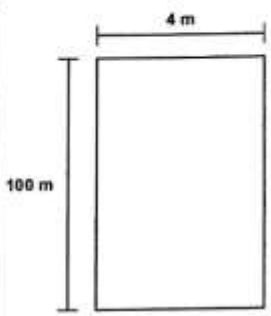
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(10 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 3+700 - 3+800		No. Segmen: 10			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 28 Mei 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	17	19				
Dimensi dan Tingkat Kerusakan	1,04 L	0,62	1,62 x 1,49 L				
	2,07 L						
	2,04 L						
Total Dimensi Kerusakan	L	6,05	0,62	2,41			
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 3 = 97			
8	Low	1,51	1				
17	-	0,16	0				
19	Low	0,60	2				
Total Deduct Value				3	Rating EXCELLENT		
Corrected Deduct Value				2			

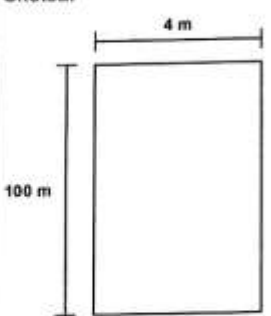
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(11 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 3+000 – 3+200		No. Segmen: 11			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 30 Mei 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan						Sketsa:	
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	1b	19	5	17	8		
Dimensi dan Tingkat Kerusakan	0,91 x 0,62 L	0,52 x 0,19 L	3,30 L	0,82	1,60 L		
			1,31 L	0,95			
Total Dimensi Kerusakan	L	0,56	0,10	4,61	1,77	1,60	
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	$PCI = 100 - CDV$ $= 100 - 1$ $= 99$ <i>Rating</i> EXCELLENT			
1b	Low	0,14	0				
19	Low	0,03	0				
5	Low	1,15	0				
17	-	0,99	0				
8	Low	0,40	1				
<i>Total Deduct Value</i>			1				
<i>Corrected Deduct Value</i>			1				

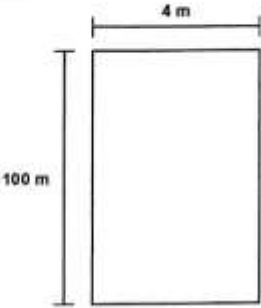
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(12 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 3+500 – 4+000		No. Segmen: 12			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 30 Mei 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	16	5	17			
Dimensi dan Tingkat Kerusakan	1,95 L	0,95 L	3,21 L	1,10			
	2,18 L						
	2,02 L						
	2,03 L						
	3,15 L						
	4,01 M						
	2,04 L						
	4 L						
Total Dimensi Kerusakan	L	17,37	0,19	3,21	1,10		
	M	4,01					
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 4 = 96 <i>Rating</i> EXCELLENT			
8	Low	4,34	3				
8	Medium	1,23	1				
16	Low	0,05	0				
5	Low	0,80	0				
17	-	0,28	0				
<i>Total Deduct Value</i>			4				
<i>Corrected Deduct Value</i>			4				

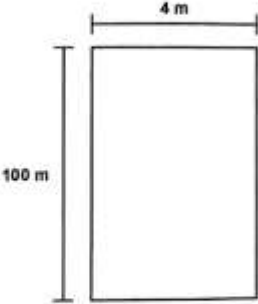
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(13 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 4+000 – 4+100		No. Segmen: 13			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 30 Mei 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	Ø						
Dimensi dan Tingkat Kerusakan	2,76 L						
	2,04 L						
	2,06 L						
	2,19 L						
Total Dimensi Kerusakan	L	8,49					
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 2 = 98			
Ø	101%	2,12	2	Rating EXCELLENT			
Total Deduct Value			2				
Corrected Deduct Value			2				

Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(14 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 4+100 – 4+100		No. Segmen: 19			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 30 Mei 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan						Sketsa:	
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	S	B					
Dimensi dan Tingkat Kerusakan	0,25 M	4L					
		2L					
		2L					
Total Dimensi Kerusakan	L		B				
	M	0,25					
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 1 = 99			
S	Medium	0,24	0				
B	Low	2	1				
				Rating EXCELLENT			
Total Deduct Value			1				
Corrected Deduct Value			1				

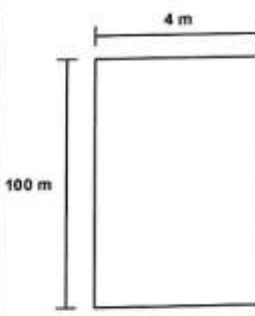
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(15 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 4+300 - 4+400		No. Segmen: 16			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 2 Juni 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	11	7				
Dimensi dan Tingkat Kerusakan	2,05 L	4,67 x 1,24	3,7 x 0,04 H				
	1,51 L	5,46 x 1,53					
	2,10 L						
	1,59 L						
	4L						
Total Dimensi Kerusakan	L	11,14	11,10				
	M						
	H			0,13			
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV			
8	Low	2,79	2	Rating EXCELLENT			
11	-	2,80	1				
7	High	-	6				
Total Deduct Value			9				
Corrected Deduct Value							

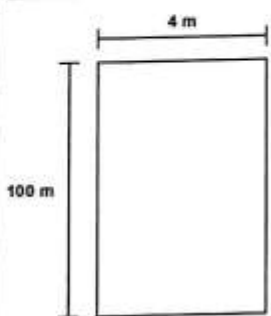
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(16 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 4+300 - 4+400		No. Segmen: 16			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 2 Juni 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	11	7				
Dimensi dan Tingkat Kerusakan	2,05 L	4,67 x 1,21	3,7 x 0,04 H				
	1,31 L	3,46 x 1,53					
	2,10 L						
	1,50 L						
	4L						
Total Dimensi Kerusakan	L	11,14	11,10				
	M						
	H			0,13			
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV			
8	Low	2,79	2				
11	-	2,80	1	Rating EXCELLENT			
7	High	-	6				
Total Deduct Value			9				
Corrected Deduct Value							

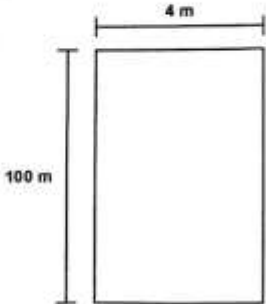
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(17 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 4+900 – 4+500		No. Segmen: 17			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 2 Juni 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	5	17				
Dimensi dan Tingkat Kerusakan	2,04 L	2,08 L	0,09				
	2,06 L						
	2,05 L						
	1,31 L						
	2,07 L						
Total Dimensi Kerusakan	L	9,53	2,08	0,09			
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 2 = 98			
8	Low	2,38	2				
5	Low	0,52	0				
17	–	0,25	0				
				Rating EXCELLENT			
<i>Total Deduct Value</i>			2				
<i>Corrected Deduct Value</i>			2				

Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(18 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 4+500 – 4+600		No. Segmen: 18			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 2 Juni 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	Ø	L					
Dimensi dan Tingkat Kerusakan	4 L	1,11 x 0,15 L					
	203 L						
	4 L						
	4,08 L						
	2,04 L						
	1,02 L						
	2,06 L						
2,43 L							
Total Dimensi Kerusakan	L	22,53	0,18				
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 3 = 97			
8	Low	5,63	3				
10	Low	0,05	0				
				Rating EXCELLENT			
<i>Total Deduct Value</i>			3				
<i>Corrected Deduct Value</i>			3				

Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(19 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 4+600 – 4+700		No. Segmen: 19			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 2 Juli 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan						Sketsa:	
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	16					
Dimensi dan Tingkat Kerusakan	2,03 L	2,05 x 0,43 L					
	2,05 L						
	4 L						
	4 L						
	2 L						
Total Dimensi Kerusakan	L	14,08	0,88				
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 2 = 98			
8	Low	3,52	2				
10	Low	0,22	0				
				Rating EXCELLENT			
<i>Total Deduct Value</i>			2				
<i>Corrected Deduct Value</i>			2				

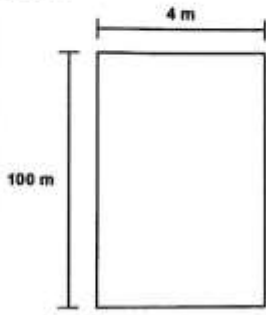
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(20 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 4+700 – 4+800		No. Segmen: 20			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 2 Juni 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan						Sketsa:	
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	g	lb					
Dimensi dan Tingkat Kerusakan	2,11 L	0,41 x 0,35 L					
	2,02 L						
	2,07 L						
	2,10 L						
	4 L						
	2,08 L						
	2,09 L						
Total Dimensi Kerusakan	L	16,25	0,14				
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 2 = 98			
g	Low	4,06	2				
lb	Low	0,04	0				
				Rating EXCELLENT			
Total Deduct Value			2				
Corrected Deduct Value			2				

Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(21 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 4+000 – 4+700		No. Segmen: 21			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 4 Juni 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	6	8	8				
Dimensi dan Tingkat Kerusakan	0,90 L	1,30 L	2,08 L				
		1,52 L	2,04 L				
		4,20 L	4 L				
		2,03 L					
		4L					
		2,02 L					
		2,13 L					
		1,32 L					
Total Dimensi Kerusakan	L						
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 4 = 96			
6	Low	0,23	0	Rating EXCELLENT			
8	Low	6,66	4				
<i>Total Deduct Value</i>			4				
<i>Corrected Deduct Value</i>			4				

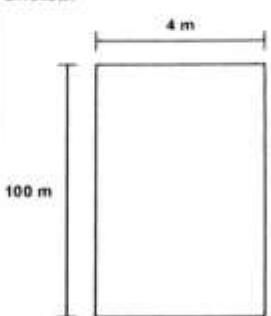
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(22 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 4+000 – 5+000		No. Segmen: 22			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 4 Juli 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	17					
Dimensi dan Tingkat Kerusakan	4 L	0,08					
	2,08 L	0,66					
	2,10 L						
	2,06 L						
	2,09 L						
	1,44 L						
Total Dimensi Kerusakan	L	13,77	1,64				
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 2 = 98			
8	Low	3,44	2				
17	-	0,41	0				
				Rating EXCELLENT			
Total Deduct Value			2				
Corrected Deduct Value			2				

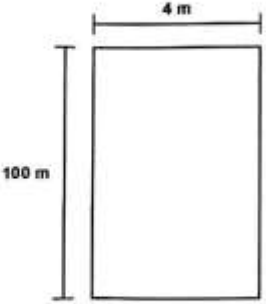
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(23 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 5+000 – 5+100		No. Segmen: 23			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 4 Juni 2015		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	17					
Dimensi dan Tingkat Kerusakan	2,10 L	0,96					
	2,03 L	0,61					
	2,02 L						
Total Dimensi Kerusakan	L	6,15	1,57				
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 1 = 99			
8	Low	1,54	1				
17	-	0,39	0				
				Rating EXCELLENT			
Total Deduct Value			1				
Corrected Deduct Value			1				

Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(24 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 5+100 – 5+100		No. Segmen: 2 ✓			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 4 Juli 2015		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	g						
Dimensi dan Tingkat Kerusakan	2,10 L						
	4 L						
	2,15 L						
	0,38 L						
	0,45 L						
Total Dimensi Kerusakan	L	0,08					
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 2 = 98			
g	Low	2,27	2				
				Rating EXCELLENT			
<i>Total Deduct Value</i>			2				
<i>Corrected Deduct Value</i>			2				

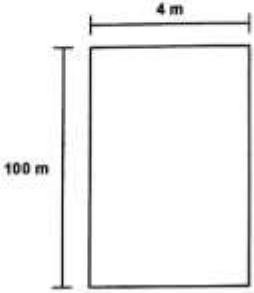
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(25 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 5+200 – 5+300		No. Segmen: 25			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 4 Juni 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan						Sketsa:	
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	17	5	19			
Dimensi dan Tingkat Kerusakan	2,05 L	0,99	1,09 H	0,40 x 0,36 H			
	2,04 L	0,61					
	2,19 L	0,52					
	2,13 L						
	2,05 L						
	2,09 L						
Total Dimensi Kerusakan	L	12,55	2,12				
	M						
	H			1,09	0,14		
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 3 = 97 Rating EXCELLENT			
8	Low	3,14	2				
17	-	0,53	0				
5	High	0,27	1				
19	High	0,04	0				
Total Deduct Value			3				
Corrected Deduct Value			3				

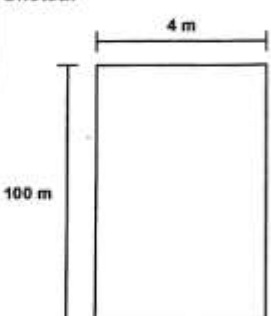
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(26 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 5+300 – 5+700		No. Segmen: 26			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 6 Juni 2020		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	17	5				
Dimensi dan Tingkat Kerusakan	2,00 L	0,57	1,02 M				
	4 L						
	1,67 L						
Total Dimensi Kerusakan	L	7,76	0,57				
	M			1,02			
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 1 = 99 Rating EXCELLENT			
8	Low	1,04	1				
17	–	0,14	0				
5	High Medium	0,48	0				
Total Deduct Value			1				
Corrected Deduct Value			1				

Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(27 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 5+500 – 5+600		No. Segmen: 27			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 6 Juli 2015		Luas Segmen: 400 m ²			
Tipe Kerusakan 1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²) 11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)				Sketsa: 			
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	19	8					
Dimensi dan Tingkat Kerusakan	2,49 x 0,15 M	2,10 L					
		2,20 L					
		4 L					
		2,21 L					
Total Dimensi Kerusakan	L	10,51					
	M	0,37					
	H						
Perhitungan Pavement Condition Index							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 2 = 98			
19	Medium	0,06	0				
8	Low	2,63	2	Rating EXCELLENT			
Total Deduct Value			2				
Corrected Deduct Value			2				

Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(28 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 5 + 600 – 5 + 700		No. Segmen: 28			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 6 Juni 2015		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	lb	g					
Dimensi dan Tingkat Kerusakan	3,01 x 0,75 m	2,09 L					
		2,04 L					
		2,03 L					
		2,05 L					
Total Dimensi Kerusakan	L	0,21					
	M	3,14					
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 2 = 98			
lb	Medium	0,75	1				
g	Low	2,05	1				
				Rating EXCELLENT			
<i>Total Deduct Value</i>			2				
<i>Corrected Deduct Value</i>			2				

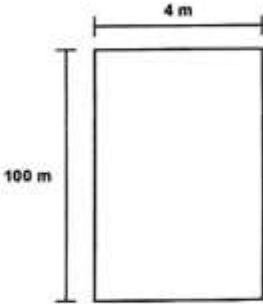
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(29 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 5+700 – 5+800		No. Segmen: 29			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 6 Juli 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²)	2. Corner Break (m ²)	3. Divided Slab (m ²)	4. Durability Cracking (m)	5. Faulting (m)	6. Lane/Shoulder Drop Off (m)	7. Joint Seal Damage (m ²)	8. Linear Cracking (m)
9. Patching Large & Utility (m ²)	10. Patching Small (m ²)	11. Polished Aggregate (m ²)	12. Popouts (m ²)	13. Pumping (m ²)	14. Punchout (m ²)	15. Railroad Crossing (m ²)	16. Scaling, Map Cracking (m ²)
17. Shrinkage Cracks (m)	18. Spalling Corner (m ²)	19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	8	17				
Dimensi dan Tingkat Kerusakan	4 L	2,13 L	0,76				
	2,10 L	2,05 L					
	4 L						
	4 L						
	4 L						
	4 L						
	2,12 L						
	4 L						
Total Dimensi Kerusakan	L	32,40	0,76				
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 5 = 95			
8	Low	8,10	5				
17	-	0,19	0				
				Rating EXCELLENT			
Total Deduct Value			5				
Corrected Deduct Value			5				

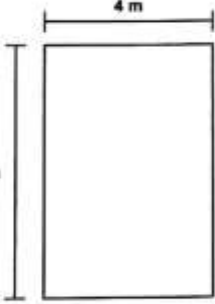
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(30 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 4+000 – 5+000		No. Segmen: 30		Surveyor: Hendryarno Parinding	
		Hari/Tanggal: 7 Juli 2023		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	Ø	l					
Dimensi dan Tingkat Kerusakan	4 L	1,58 x 0,291 m					
	2,17						
Total Dimensi Kerusakan	L	6,17					
	M		1,12				
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 1 = 99			
Ø	Low	1,54	1				
1	Medium	0,28	0				
				Rating EXCELLENT			
Total Deduct Value			1				
Corrected Deduct Value			1				

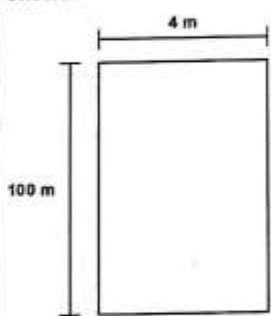
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(31 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 5+000 – 6+000		No. Segmen: 31			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 7 Jun 2015		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	8					
Dimensi dan Tingkat Kerusakan	2,05 L	2,10 L					
	1,56 L	4 L					
	2,08 L						
	2,05 L						
	2,15 L						
	4 L						
	2,02 L						
	2,26 L						
Total Dimensi Kerusakan	L	25,31					
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 4 = 96			
8	Low	6,33	4	Rating EXCELLENT			
<i>Total Deduct Value</i>			4				
<i>Corrected Deduct Value</i>			4				

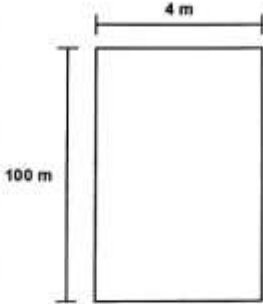
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(32 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 6+000 ~ 6+100		No. Segmen: 32			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 7 Juni 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan						Sketsa:	
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)		100 m		4 m 	
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	g	g	lg	lg			
Dimensi dan Tingkat Kerusakan	2,10 L	4 L	1,28 x 0,22 H	0,54			
	4 L						
	2,17 L						
	4 L						
	2,09 L						
	4 L						
	4 L						
Total Dimensi Kerusakan	L	28,51		0,54			
	M						
	H			0,28			
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 4 = 96			
g	Low	7,13	4	Rating EXCELLENT			
lg	high	0,07	0				
lg	-	0,14	0				
Total Deduct Value			4				
Corrected Deduct Value			4				

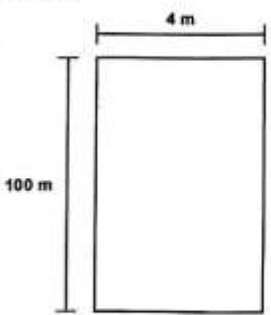
Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(33 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 6+100 – 6+200		No. Segmen: 33			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 7 Juli 2015		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	17	8					
Dimensi dan Tingkat Kerusakan	1	2,02 L					
		2,06 L					
		2,07 L					
		4,15 L					
		2,05 L					
		3,15 L					
		4 L					
Total Dimensi Kerusakan	L	1	19,80				
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 3 = 97			
17	-	0,25	0	Rating EXCELLENT			
8	Low	4,05	3				
Total Deduct Value			3				
Corrected Deduct Value			3				

Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(34 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 6+100 – 6+300		No. Segmen: 34			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 7 Juli 2015		Luas Segmen: 400 m ²			
Tipe Kerusakan						Sketsa:	
1. Blow Up (m ²)		11. Polished Aggregate (m ²)					
2. Corner Break (m ²)		12. Popouts (m ²)					
3. Divided Slab (m ²)		13. Pumping (m ²)					
4. Durability Cracking (m)		14. Punchout (m ²)					
5. Faulting (m)		15. Railroad Crossing (m ²)					
6. Lane/Shoulder Drop Off (m)		16. Scaling, Map Cracking (m ²)					
7. Joint Seal Damage (m ²)		17. Shrinkage Cracks (m)					
8. Linear Cracking (m)		18. Spalling Corner (m ²)					
9. Patching Large & Utility (m ²)		19. Spalling Joint (m ²)					
10. Patching Small (m ²)							
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	6	8					
Dimensi dan Tingkat Kerusakan	8,75 H	4 L					
		4 L					
		4 L					
Total Dimensi Kerusakan	L	12					
	M						
	H	8,75					
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 2 = 98			
6	High	2,70	2				
8	Low	3	2				
				<i>Rating</i> EXCELLENT			
<i>Total Deduct Value</i>			4				
<i>Corrected Deduct Value</i>			2				

Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(35 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 6+300 – 6+400		No. Segmen: 35			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 7 Juni 2015		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²) 2. Corner Break (m ²) 3. Divided Slab (m ²) 4. Durability Cracking (m) 5. Faulting (m) 6. Lane/Shoulder Drop Off (m) 7. Joint Seal Damage (m ²) 8. Linear Cracking (m) 9. Patching Large & Utility (m ²) 10. Patching Small (m ²)		11. Polished Aggregate (m ²) 12. Popouts (m ²) 13. Pumping (m ²) 14. Punchout (m ²) 15. Railroad Crossing (m ²) 16. Scaling, Map Cracking (m ²) 17. Shrinkage Cracks (m) 18. Spalling Corner (m ²) 19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	Ø						
Dimensi dan Tingkat Kerusakan	3 L						
	4 L						
	4 L						
	2,50 L						
	2,60 L						
	1,60 L						
	2,80 L						
Total Dimensi Kerusakan	L	20,70					
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
<i>Distress Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV = 100 – 3 = 97			
Ø	Low	5,05	3	<i>Rating</i> EXCELLENT			
<i>Total Deduct Value</i>			3				
<i>Corrected Deduct Value</i>			3				

Lampiran 2: Formulir Survei Kondisi Perkerasan Jalan (*Rigid Pavement*) Berdasarkan Metode *Pavement Condition Index*
(36 dari 36)

FORMULIR SURVEI KONDISI PERKERASAN JALAN (PAVEMENT CONDITION INDEX – RIGID PAVEMENT)							
Lokasi: Ruas Jalan Buakayu – Ollon		STA: 6+400 – 6+500		No. Segmen: 36			
Surveyor: Hendryarno Parinding		Hari/Tanggal: 7 Juli 2025		Luas Segmen: 400 m ²			
Tipe Kerusakan				Sketsa:			
1. Blow Up (m ²)	2. Corner Break (m ²)	3. Divided Slab (m ²)	4. Durability Cracking (m)	5. Faulting (m)	6. Lane/Shoulder Drop Off (m)	7. Joint Seal Damage (m ²)	8. Linear Cracking (m)
9. Patching Large & Utility (m ²)	10. Patching Small (m ²)	11. Polished Aggregate (m ²)	12. Popouts (m ²)	13. Pumping (m ²)	14. Punchout (m ²)	15. Railroad Crossing (m ²)	16. Scaling, Map Cracking (m ²)
17. Shrinkage Cracks (m)	18. Spalling Corner (m ²)	19. Spalling Joint (m ²)					
Tipe, Dimensi, dan Tingkat Kerusakan							
Tipe	8	8	17				
Dimensi dan Tingkat Kerusakan	1,50 L	2,50 L	0,70				
	2,55 L	0,80 L	0,90				
	1,60 L	2,50 L					
	2,50 L	2,60 L					
	1,50 L	2,10 L					
	2,50 L	4 L					
	1,50 L						
	2,50 L						
Total Dimensi Kerusakan	L	30,65	1,60				
	M						
	H						
Perhitungan <i>Pavement Condition Index</i>							
Distress Type	Severity Level	Density (%)	Deduct Value	PCI = 100 – CDV = 100 – 4 = 96			
8	Low	2,66	4	Rating EXCELLENT			
17	-	0,40	0				
Total Deduct Value			4				
Corrected Deduct Value			4				

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(1 dari 48)

STA 2+800 – 2+900 (Segmen 1)

Linear Cracking (m)



Panjang kerusakan: 1,82 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 0,75 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,30 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,38 m

Tingkat kerusakan: *Low*

Faulting (m)



Panjang kerusakan: 1,90 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(2 dari 48)

STA 2+900 – 3+000 (Segmen 2)

Linear Cracking (m)



Panjang kerusakan: 2,60 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,20
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,50 m
Tingkat kerusakan: *Low*

Shrinkage Crack



Panjang kerusakan: 0,92 m

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(3 dari 48)

STA 3+000 – 3+100 (Segmen 3)

Faulting (m)



Panjang kerusakan: 1,50 m

Tingkat kerusakan: *Low*

Shrinkage Crack (m)



Panjang kerusakan: 0,80 m

Divided Slab (m²)



Luas kerusakan: 1,625 m²

Tingkat kerusakan: *Low*



Luas kerusakan: 0,44 m²

Tingkat kerusakan: *Low*



Luas kerusakan: 0,42 m²

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(4 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,10 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 1,81 m

Tingkat kerusakan : *Low*



Panjang kerusakan: 1,48 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 8.20 m

Tingkat kerusakan: *Medium*

STA 3+100 – 3+200 (Segmen 4)

Faulting (m)



Panjang kerusakan: 3,20 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 3,19 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(5 dari 48)

Linear Cracking (m)



Panjang kerusakan: 1,42 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,44 m

Tingkat kerusakan: *Low*

Spalling Joint (m²)



Luas kerusakan: 0,05 m²

Tingkat kerusakan: *Low*

Lane/Shoulder Drop Off (m)



Panjang kerusakan: 3,40 m

Tingkat kerusakan: *Low*

STA 3+200 – 3+300 (Segmen 5)

Linear Cracking (m)



Panjang kerusakan: 2,20 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,05 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(6 dari 48)

Spalling Joint (m²)



Luas kerusakan: 0,05 m²

Tingkat kerusakan: *High*

STA 3+300 – 3+400 (Segmen 6)

Linear Cracking (m)



Panjang kerusakan: 2,38 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 1,28 m

Tingkat kerusakan: *Low*

Spalling Joint (m²)



Luas kerusakan: 0,07 m²

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(7 dari 48)

STA 3+400 – 3+500 (Segmen 7)

Shrinkage Crack (m)



Panjang kerusakan: 0,60 m



Panjang kerusakan: 0,67 m



Panjang kerusakan: 0,91 m

Linear Cracking (m)



Panjang kerusakan: 2,07 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,08 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(8 dari 48)

Linear Cracking (m)



Panjang kerusakan: 1,61 m

Tingkat kerusakan: *Low*

STA 3+500 – 3+600 (Segmen 8)

Faulting (m)



Panjang kerusakan: 1,81 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 6,56 m

Tingkat kerusakan: *Low*

Linear Cracking (m)



Panjang kerusakan: 2,22 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,04 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(9 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,07 m
Tingkat kerusakan: *Low*

Patching Small (m²)



Luas kerusakan: 0,07 m²
Tingkat kerusakan: *Low*

STA 3+600 – 3+700 (Segmen 9)

Lane/Shoulder Drop Off (m)



Panjang kerusakan: 2,91 m
Tingkat kerusakan: *Medium*

Shrinkage Crack (m)



Panjang kerusakan: 1,20 m

Linear Cracking (m)



Panjang kerusakan: 2,19 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,17 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(10 dari 48)

Linear Cracking (m)



Panjang kerusakan: 4 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,39 m

Tingkat kerusakan: *Low*

Punchout (m²)



Luas kerusakan: 12,54 m²

Tingkat kerusakan: *Medium*

STA 3+700 – 3+800 (Segmen 10)

Linear Cracking (m)



Panjang kerusakan: 1,94 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,07 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(11 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,04 m

Tingkat kerusakan: *Low*

Shrinkage Crack (m)



Panjang kerusakan: 0,62 m

Punchout (m²)



Panjang kerusakan: 2,41 m²

Tingkat kerusakan: *Low*

STA 3+800 – 3+900 (Segmen 11)

Scaling, Map Cracking (m²)



Luas kerusakan: 0,56 m²

Tingkat kerusakan: *Low*

Spalling Joint (m²)



Luas kerusakan: 0,52x0,19 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(12 dari 48)

Faulting (m)



Panjang kerusakan: 3,20 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,31 m
Tingkat kerusakan: *Low*

Shrinkage Crack



Panjang kerusakan: 0,82 m



Panjang kerusakan: 0,95 m

Linear Cracking (m)



Panjang kerusakan: 1,60 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(13 dari 48)

STA 3+900 – 4+000 (Segmen 12)

Linear Cracking (m)



Panjang kerusakan: 1,95 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,18 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,02 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,03 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 3,15 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 4,91 m

Tingkat kerusakan: *Medium*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(14 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,04 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*

Scaling, Map Cracking (m²)



Luas kerusakan: 0,19 m²
Tingkat kerusakan: *Low*

Faulting (m)



Panjang kerusakan: 3,21 m
Tingkat kerusakan: *Low*

Shrinkage Crack (m)



Panjang kerusakan: 1,10 m

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(15 dari 48)

STA 4+000 – 4+100 (Segmen 13)

Linear Cracking (m²)



Panjang kerusakan: 2,20 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,04 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,06 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,19 m

Tingkat kerusakan: *Low*

STA 4+100 – 4+200 (Segmen 14)

Faulting (m)



Panjang kerusakan: 0,95 m

Tingkat kerusakan: *Medium*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(16 dari 48)

Linear Cracking (m)



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2 m
Tingkat kerusakan: *Low*

STA 4+200 – 4+300 (Segmen 15)

Linear Cracking (m)



Panjang kerusakan: 2,30 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 11,80 m
Tingkat kerusakan: *High*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(17 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,10 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,18 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,93 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,12 m
Tingkat kerusakan: *Low*

Shrinkage Crack (m)



Panjang kerusakan: 0,61 m

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(18 dari 48)

STA 4+300 – 4+400 (Segmen 16)

Linear Cracking (m)



Panjang kerusakan: 2,05 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,31 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,19 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,59 m
Tingkat kerusakan: *Low*



Panjang: 4 m (*Low*)

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(19 dari 48)

Polished Aggregate (m²)



Luas kerusakan: 5,88 m²



Luas kerusakan: 5,29 m²

Joint Seal Damage (m²)



Luas kerusakan: 0,13 m²

Tingkat kerusakan: *High*

STA 4+400 – 4+500 (Segmen 17)

Linear Cracking (m)



Panjang kerusakan: 2,04 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,06 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(20 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,05 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,31 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,07 m
Tingkat kerusakan: *Low*

Faulting (m)



Panjang kerusakan: 2,08 m
Tingkat kerusakan: *Low*

Shrinkage Crack (m)



Panjang kerusakan: 0,99 m

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(21 dari 48)

STA 4+500 – 4+600 (Segmen 18)

Linear Cracking (m)



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,03 m
Tingkat kerusakan: (*Low*)



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4,08 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,04 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,89 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(22 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,06 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,43 m
Tingkat kerusakan: *Low*

Patching Small (m²)



Luas kerusakan: 0,18 m²
Tingkat kerusakan: *Low*

STA 4+600 – 4+700 (Segmen 19)

Linear Cracking (m)



Panjang kerusakan: 2,03 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,05 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(23 dari 48)

Linear Cracking (m)



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2 m
Tingkat kerusakan: *Low*

Scaling, Map Cracking (m²)



Luas kerusakan: 0,88 m²
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(24 dari 48)

STA 4+700 – 4+800 (Segmen 20)

Linear Cracking (m)



Panjang kerusakan: 2,11 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,02 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,07 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,10 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,08 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(25 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,09 m
Tingkat kerusakan: *Low*

Scaling, Map Cracking (m²)



Luas kerusakan: 0,14 m²
Tingkat kerusakan: *Low*

STA 4+800 – 4+900 (Segmen 21)

Lane/Shoulder Drop Off (m)



Panjang kerusakan: 0,90 m
Tingkat kerusakan: *Low*

Linear Cracking (m)



Panjang kerusakan: 1,30 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,52 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(26 dari 48)

Linear Cracking (m)



Panjang kerusakan: 4,20 m
Tingkat kerusakan: *Low*)



Panjang kerusakan: 2,03 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2.02 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,13 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,32 m
Tingkat kerusakan: (*Low*)

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(27 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,08 m
Tingkat kerusakan: *(Low)*



Panjang kerusakan: 2,04 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*

STA 4+900 – 5+000 (Segmen 22)

Linear Cracking (m)



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,08 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(28 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,10 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,06 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,09 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,44 m
Tingkat kerusakan: *Low*

Shrinkage Crack (m)



Panjang kerusakan: 0,98 m



Panjang kerusakan: 0,66 m

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(29 dari 48)

5+000 – 5+100 (Segmen 23)

Linear Cracking (m)



Panjang kerusakan: 2,10 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,03 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,02 m

Tingkat kerusakan: *Low*

Shrinkage Crack (m)



Panjang kerusakan: 0,96 m



Panjang kerusakan: 0,61 m

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(30 dari 48)

STA 5+100 – 5+200 (Segmen 24)

Linear Cracking (m)



Panjang kerusakan: 2,10 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,15 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 0,38 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 0,45 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(31 dari 48)

STA 5+200 – 5+300 (Segmen 25)

Linear Cracking (m)



Panjang kerusakan: 2,05 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,04 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,19 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,13 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,05 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,09 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(32 dari 48)

Shrinkage Cracks (m)



Panjang kerusakan: 0,99 m



Panjang kerusakan: 0,61 m



Panjang kerusakan: 0,52 m

Faulting (m)



Panjang kerusakan: 1,09 m
Tingkat kerusakan: *High*

Spalling Joint (m²)



Luas kerusakan: 0,14 m²
Tingkat kerusakan: *High*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(33 dari 48)

STA 5+300 – 5+400 (Segmen 26)

Linear Cracking (m)



Panjang kerusakan: 2,09 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,67 m
Tingkat kerusakan: *Low*

Shrinkage Crack (m)



Panjang kerusakan: 0,57 m

Faulting (m)



Panjang kerusakan: 1,92 m
Tingkat kerusakan: *Medium*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(34 dari 48)

STA 5+500 – 5+600 (Segmen 27)

Linear Cracking (m)



Panjang kerusakan: 2,10 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,20 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,21 m
tingkat kerusakan: *Low*

Spalling Joint (m²)



Luas keursakan: 0,37 m²
Tingkat kerusakan: (*Medium*)

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(35 dari 48)

STA 5+600 – 5+700 (Segmen 28)

Scaling, Map Cracking (m²)



Luas kerusakan: 3,14 m²

Tingkat kerusakan: *Low*

Linear Cracking



Panjang kerusakan: 2,09 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,04 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,03 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,05 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(36 dari 48)

STA 5+700 – 5+800 (Segmen 29)

Linear Cracking (m)



Panjang kerusakan: 4 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,10 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(37 dari 48)

Linear Cracking (m)



Panjang kerusakan: 4 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,12 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,13 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,05 m

Tingkat kerusakan: *Low*

Shrinkage Crack (m)



Panjang kerusakan: 0,76 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan

(38 dari 48)

STA 5+800 – 5+900 (Segmen 30)

Linear Cracking (m)



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,17 m
Tingkat kerusakan: *Low*

Blow Up (m²)



Luas kerusakan: 1,12 m²
Tingkat kerusakan: *Low*

STA 5+900 – 6+000 (Segmen 31)

Linear Cracking (m)



Panjang kerusakan: 2,05 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,56 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(39 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,08 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,05 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,19 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,92 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,26 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(40 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,20 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*

STA 6+000 – 6+100 (Segmen 32)

Linear Cracking (m)



Panjang kerusakan: 2,10 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,17 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(41 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,09 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,15 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(42 dari 48)

Spalling Joint (m²)



Luas kerusakan: 0,28 m²

Tingkat kerusakan: *High*

Shrinkage Crack (m)



Panjang kerusakan: 0,54 m

STA 6+100 – 6+200 (Segmen 33)

Shrinkage Crack (m)



Panjang kerusakan: 1 m

Linear Cracking (m)



Panjang kerusakan: 2,02 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,06 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(43 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,07 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4,15 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,05 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 3,45 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(44 dari 48)

STA 6+200 – 6+300 (Segmen 34)

Linear Cracking (m)



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*

Lane/Shoulder Drop Off (m)



Panjang kerusakan: 8,79 m
Tingkat kerusakan: *High*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(45 dari 48)

STA 6+300 – 6+400 (Segmen 35)

Linear Cracking (m)



Panjang kerusakan: 3 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,50 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,60 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,60 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(46 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,50 m

Tingkat kerusakan: *Low*

STA 6+400 – 6+500 (Segmen 36)

Linear Cracking (m)



Panjang kerusakan: 1,50 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,55 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 1,60 m

Tingkat kerusakan: *Low*



Panjang kerusakan: 2,50 m

Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(47 dari 48)

Linear Cracking (m)



Panjang kerusakan: 1,50 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,50 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 1,50 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,50 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,50 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 0,80 m
Tingkat kerusakan: *Low*

Lampiran 3: Dokumentasi Jenis dan Tingkat Kerusakan Jalan
(48 dari 48)

Linear Cracking (m)



Panjang kerusakan: 2,50 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,60 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 2,10 m
Tingkat kerusakan: *Low*



Panjang kerusakan: 4 m
Tingkat kerusakan: *Low*

Shrinkage Crack



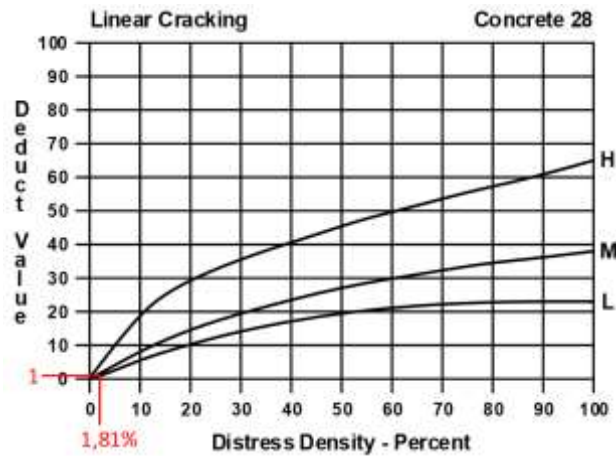
Panjang kerusakan: 0,70 m



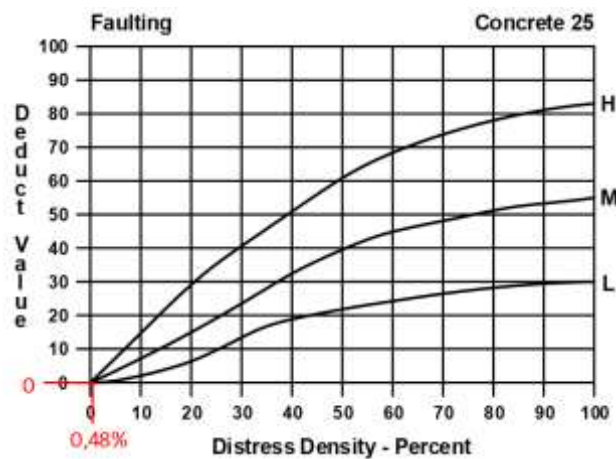
Panjang kerusakan: 0,90 m

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(1 dari 30)

STA 2+800 – 2+900 (Segmen 1)

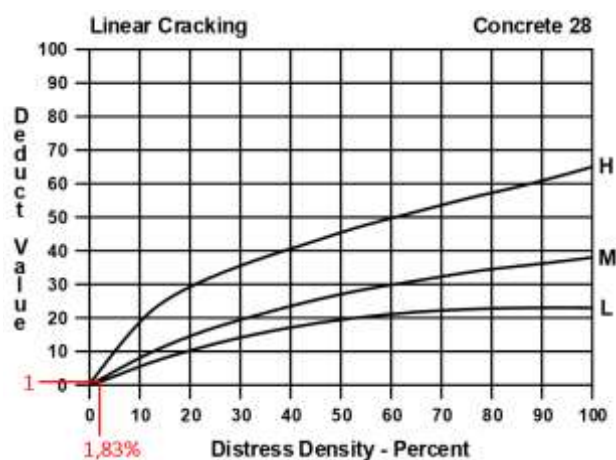


DV = 1 (*Low*)



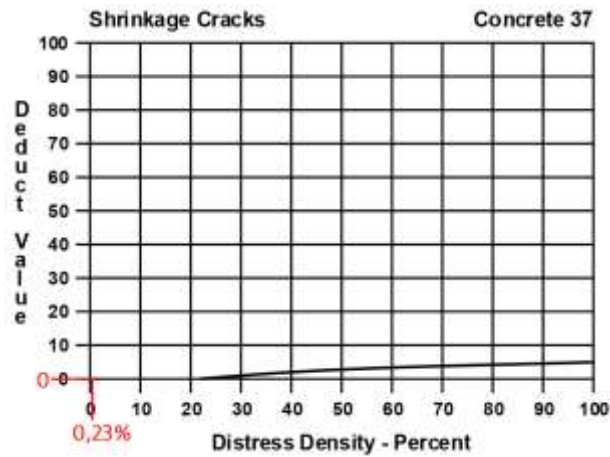
DV = 0 (*Low*)

STA 2+900 – 3+000 (Segmen 2)



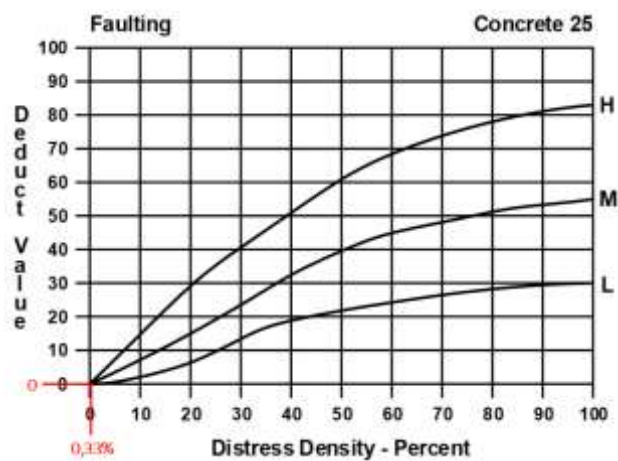
DV = 1 (*Low*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(2 dari 30)

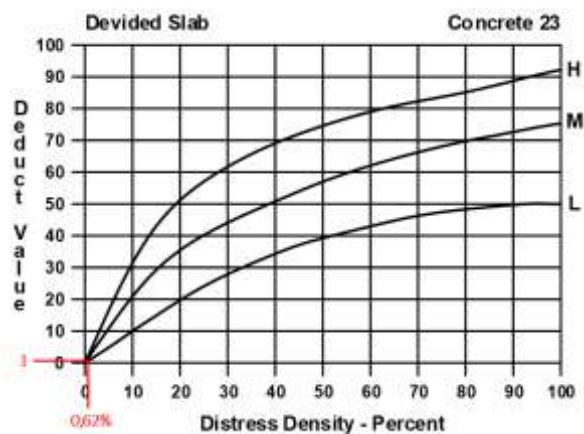


DV = 0

STA 3+000 – 3+100 (Segmen 3)

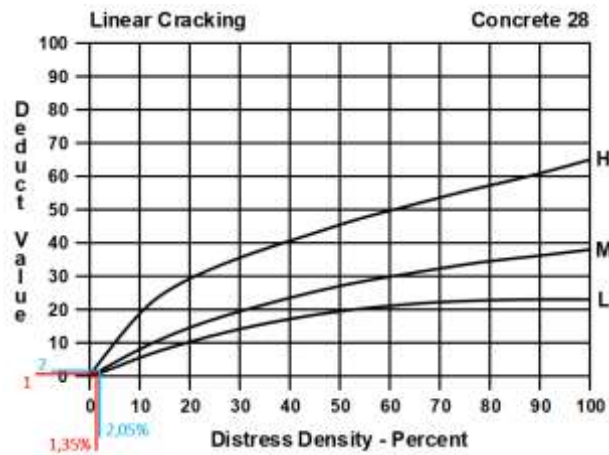


DV = 0 (Low)



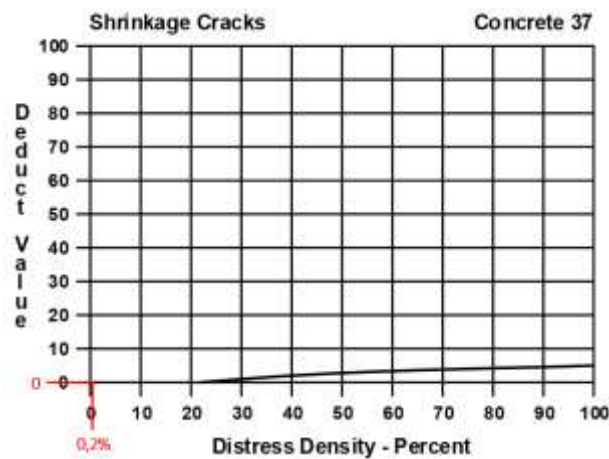
DV = 1 (Low)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(3 dari 30)



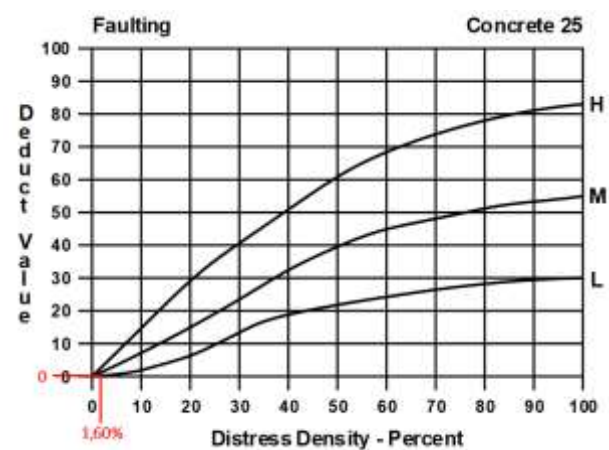
DV = 1 (*Low*)

DV = 2 (*Medium*)



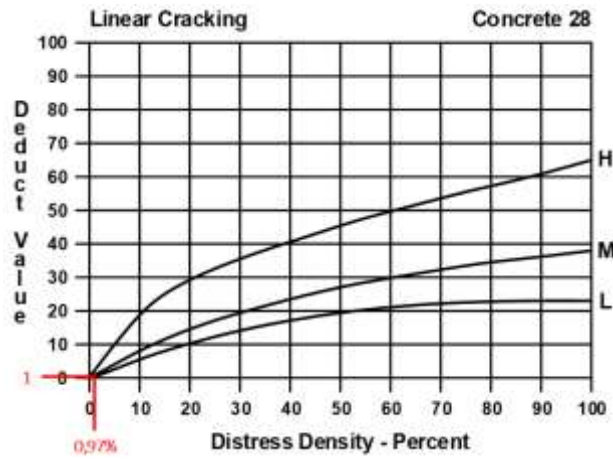
DV = 0

STA 3+100 – 3+200 (Segmen 4)

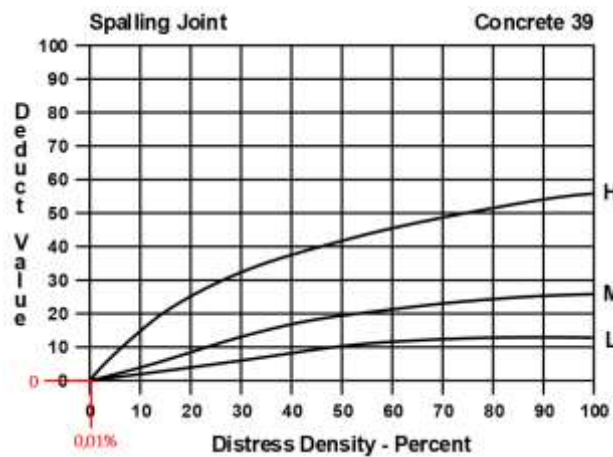


DV = 0 (*Low*)

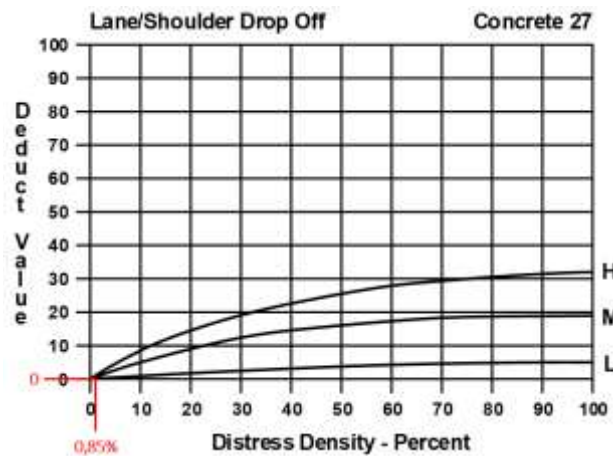
Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(4 dari 30)



DV = 1 (*Low*)



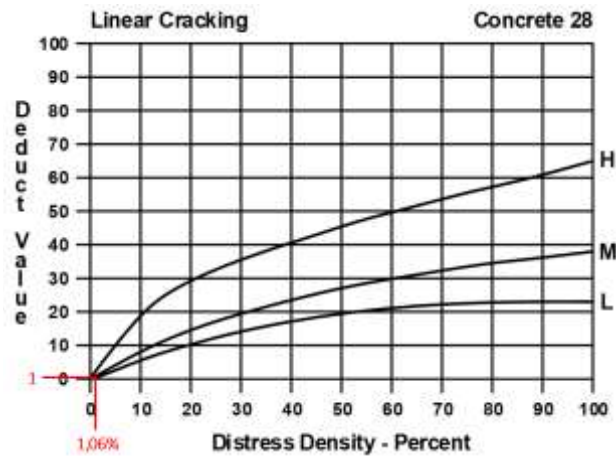
DV = 0 (*Low*)



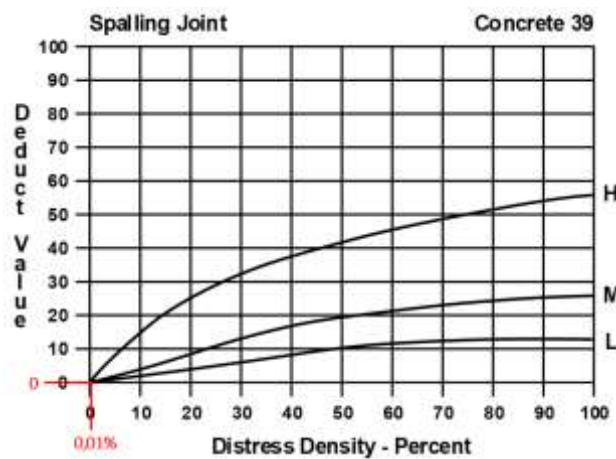
DV = 0 (*Low*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(5 dari 30)

STA 3+200 – 3+300 (Segmen 5)

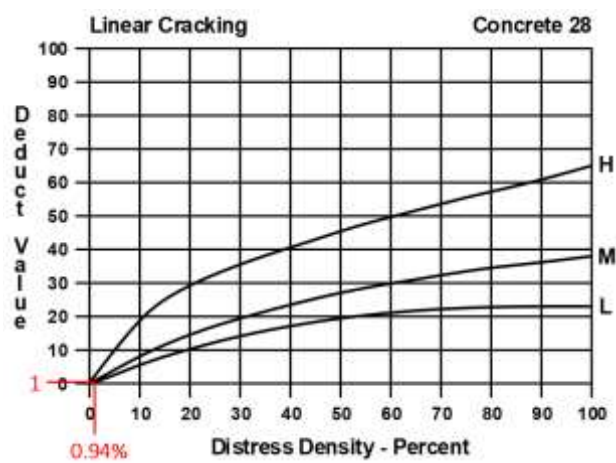


DV = 1 (*Low*)



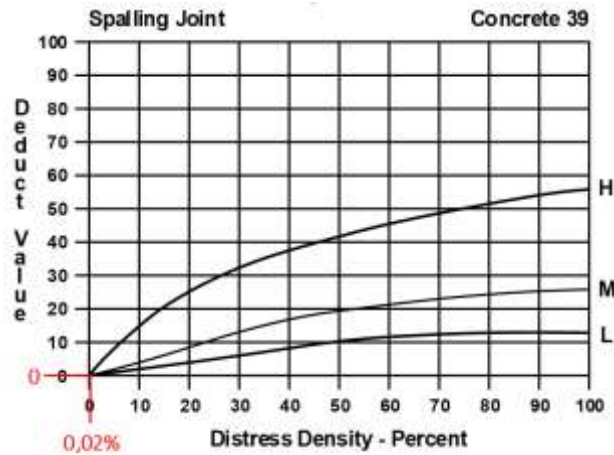
DV = 0 (*Low*)

STA 3+300 – 3+400 (Segmen 6)



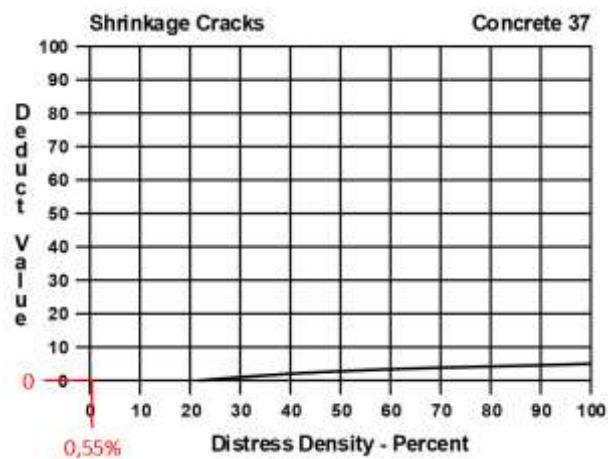
DV = 1 (*Low*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(6 dari 30)

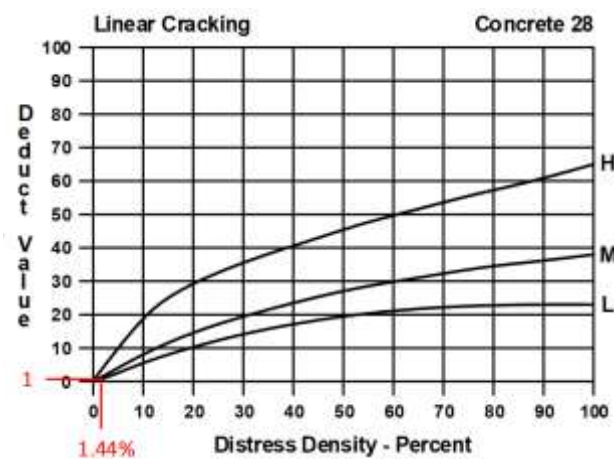


DV = 0 (*Low*)

STA 3+400 – 3+500 (Segmen 7)



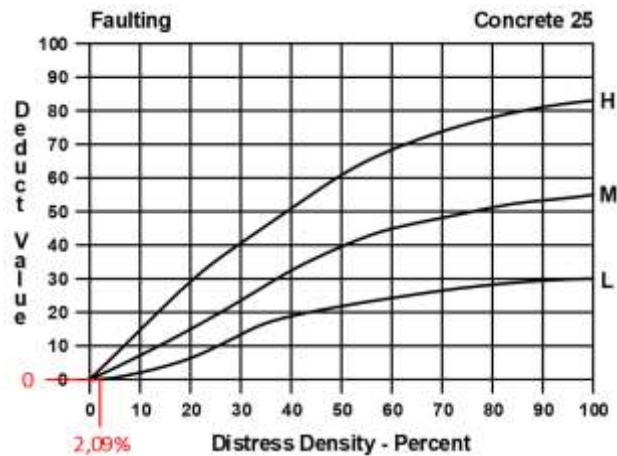
DV = 0



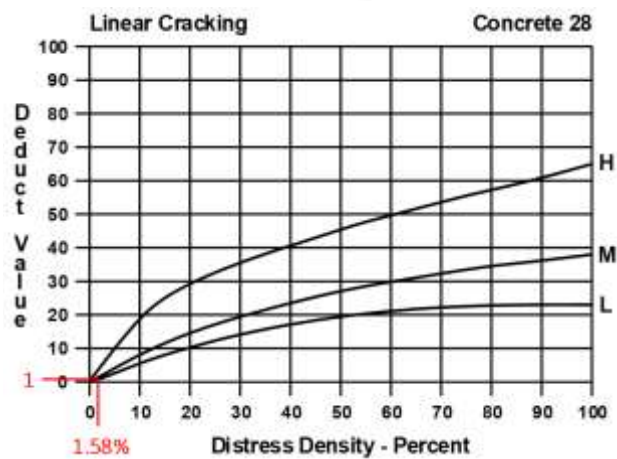
DV = 1 (*Low*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(7 dari 30)

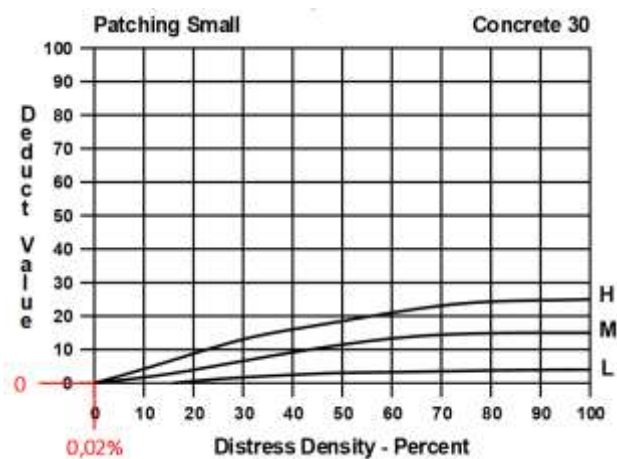
STA 3+500 – 3+600 (Segmen 8)



DV = 0 (*Low*)



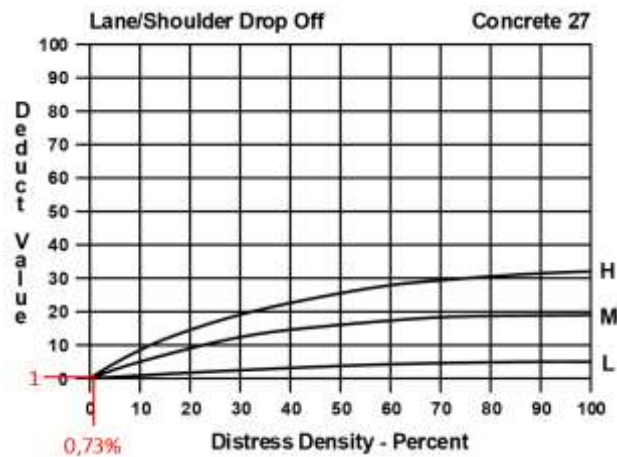
DV = 1 (*Low*)



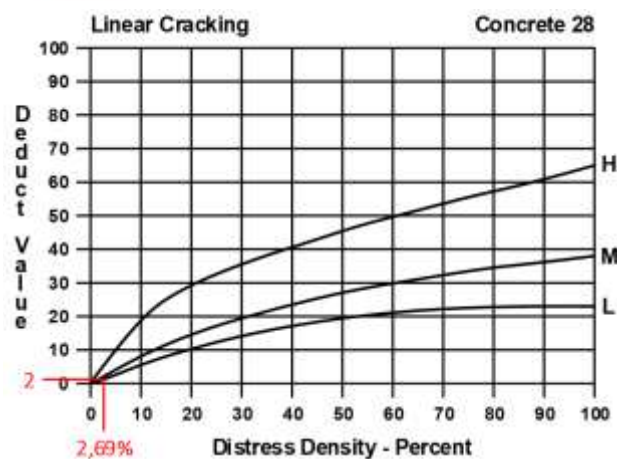
DV = 0 (*Low*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(8 dari 30)

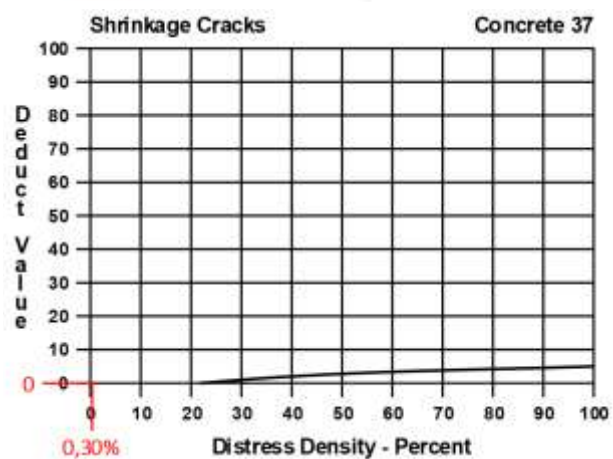
STA 3+600 – 3+700 (Segmen 9)



DV = 1 (*Low*)

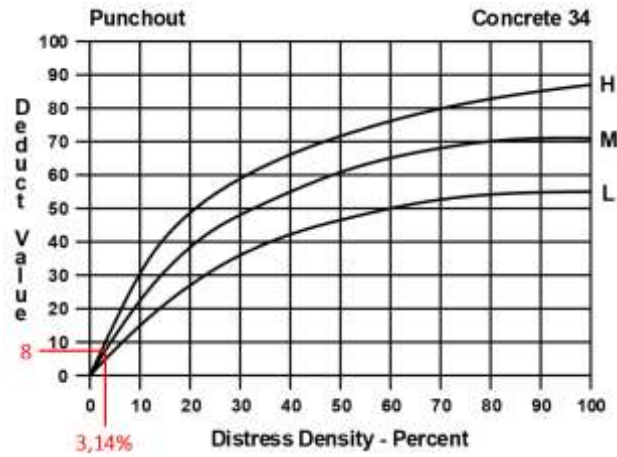


DV = 2 (*Low*)

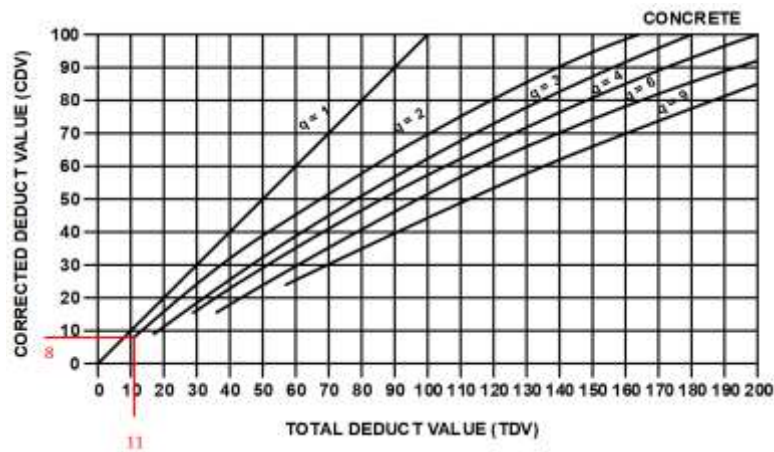


DV = 0

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(9 dari 30)

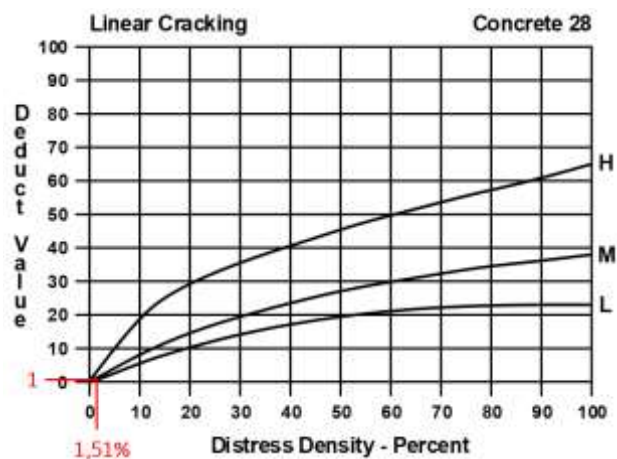


DV = 8
(Medium)



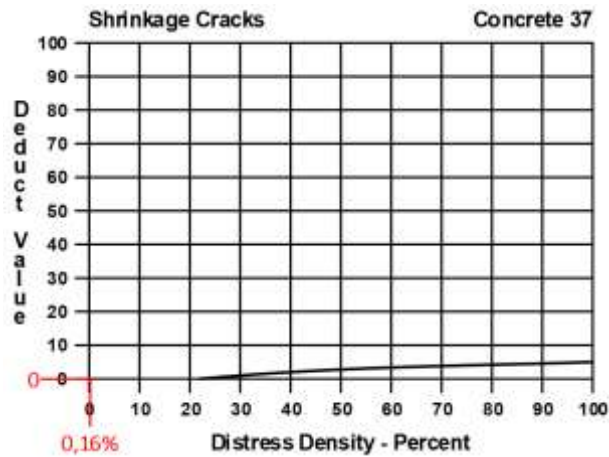
CDV = 8

STA 3+700 – 3+800 (Segmen 10)

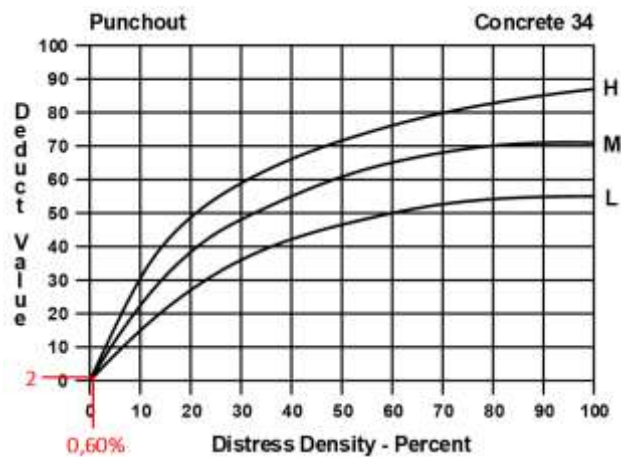


DV = 1 (Low)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(10 dari 30)

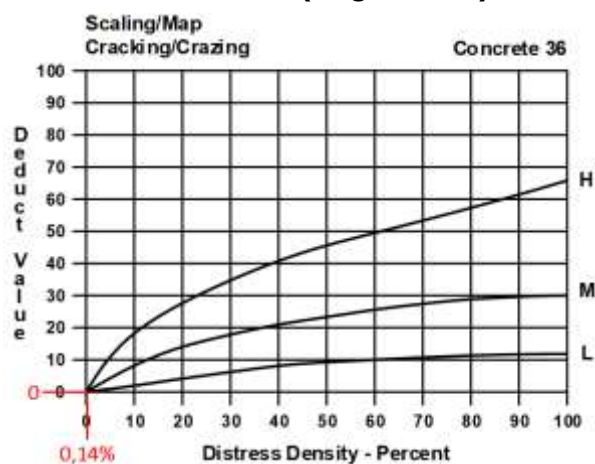


DV = 0



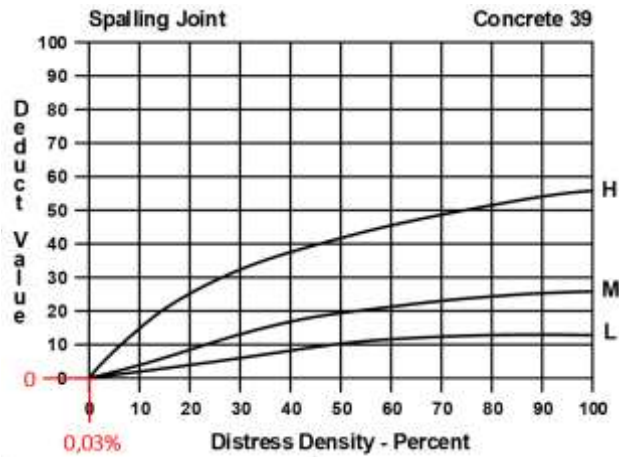
DV = 2 (Low)

STA 3+800 – 3+900 (Segmen 11)

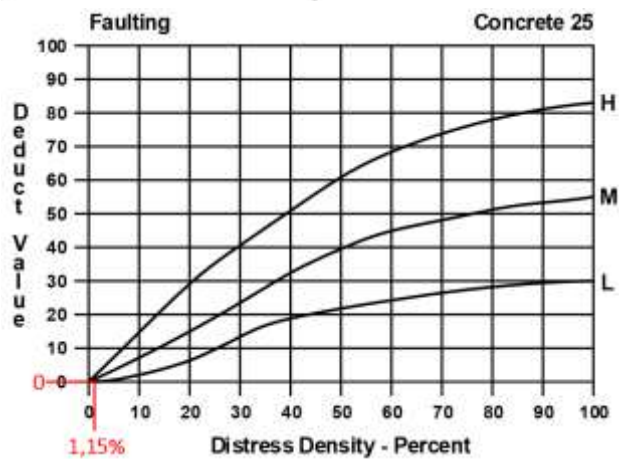


DV = 0 (Low)

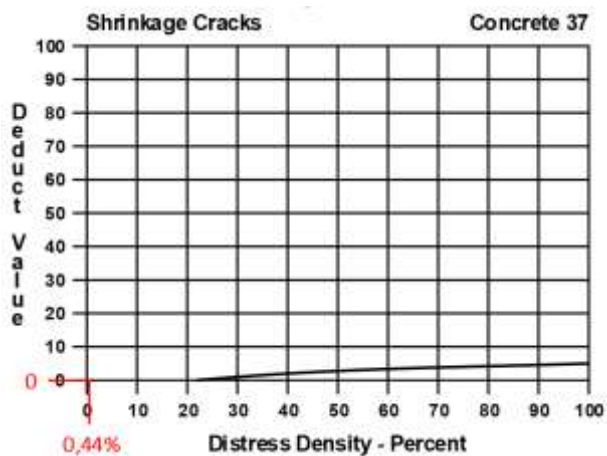
Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(11 dari 30)



DV = 0 (*Low*)

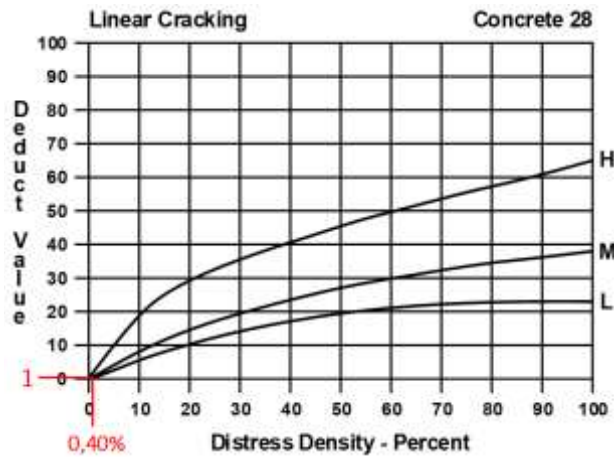


DV = 0 (*Low*)



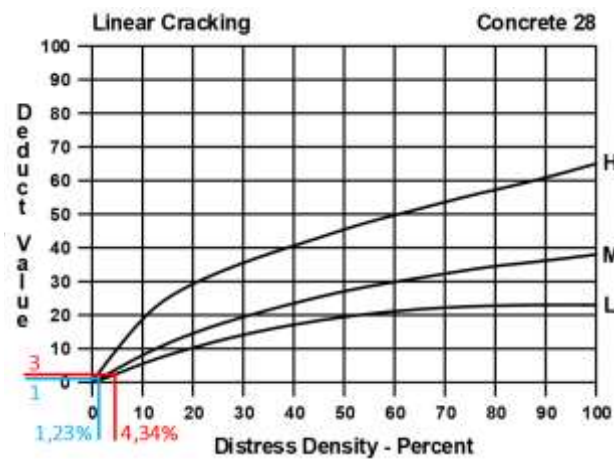
DV = 0

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(12 dari 30)



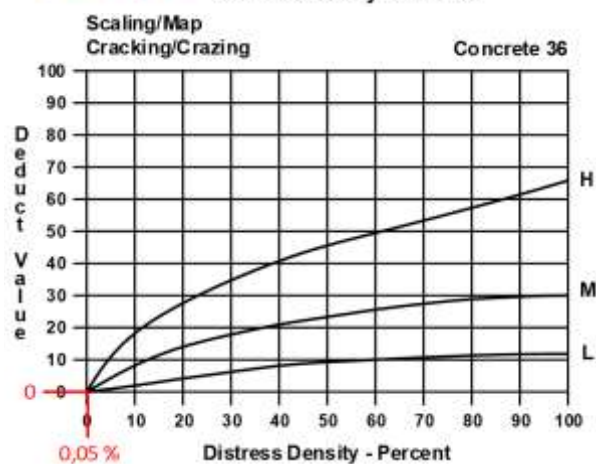
DV = 1 (*Low*)

STA 3+900 – 4+000 (Segmen 12)



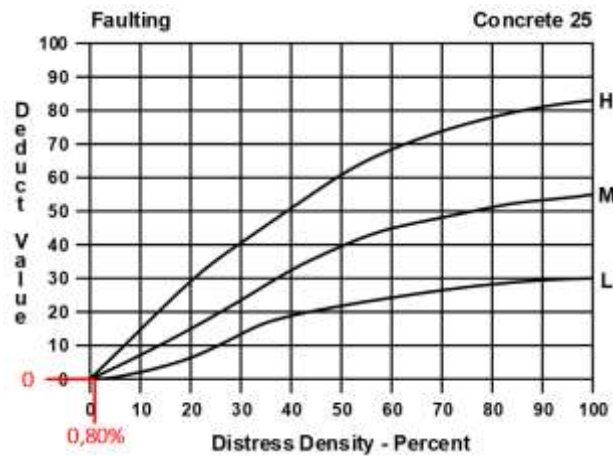
DV = 1 (*Low*)

DV = 3 (*Medium*)

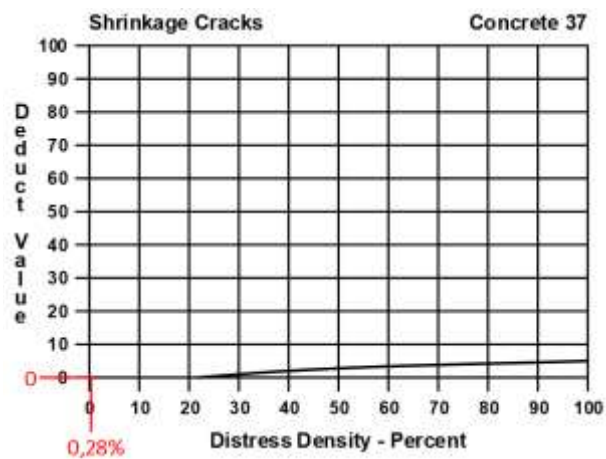


DV = 0 (*Low*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(13 dari 30)

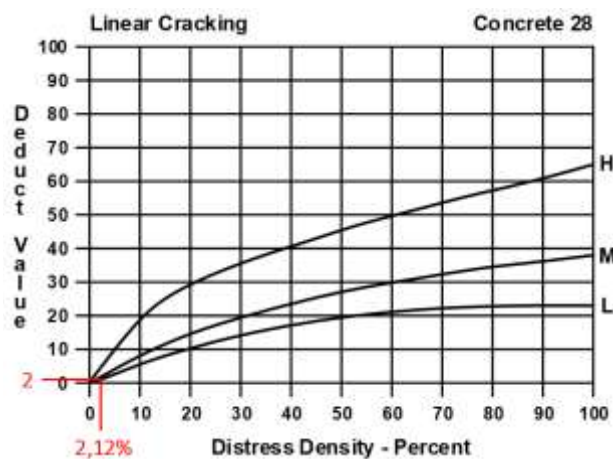


DV = 0 (*Low*)



DV = 0

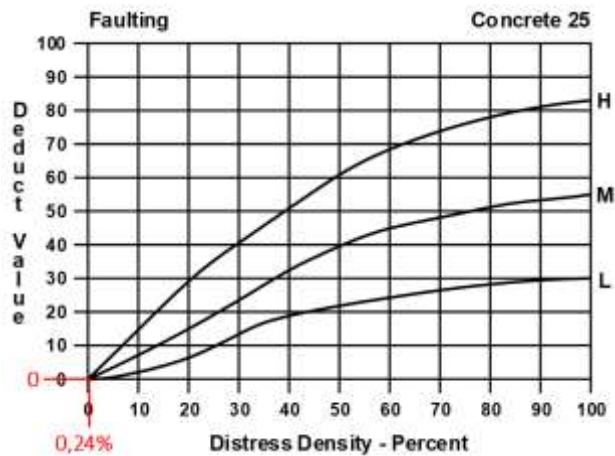
STA 4+000 – 4+100 (Segmen 13)



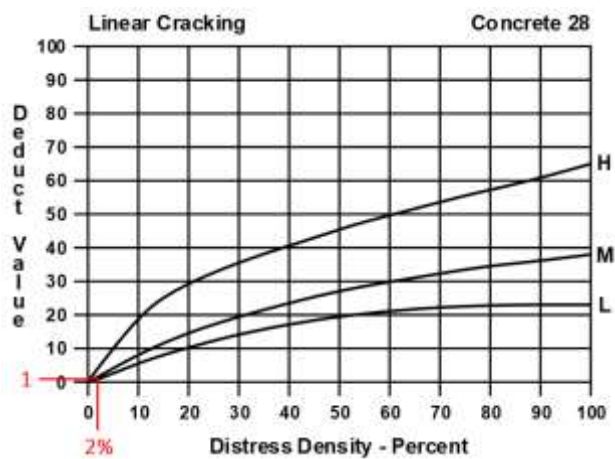
DV = 2 (*Low*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(14 dari 30)

STA 4+100 – 4+200 (Segmen 14)

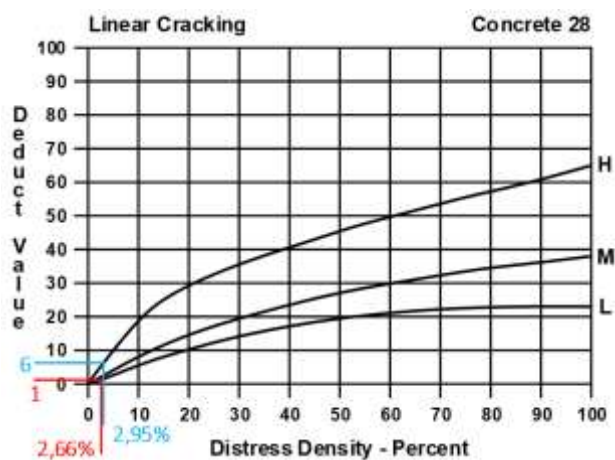


DV = 0 (*Medium*)



DV = 1 (*Low*)

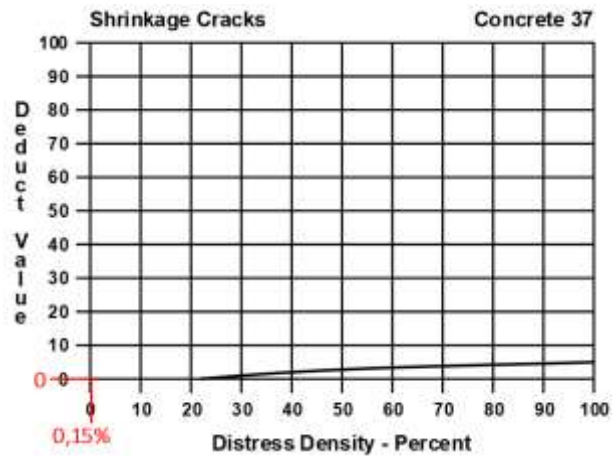
STA 4+200 – 4+300 (Segmen 15)



DV = 1 (*Low*)

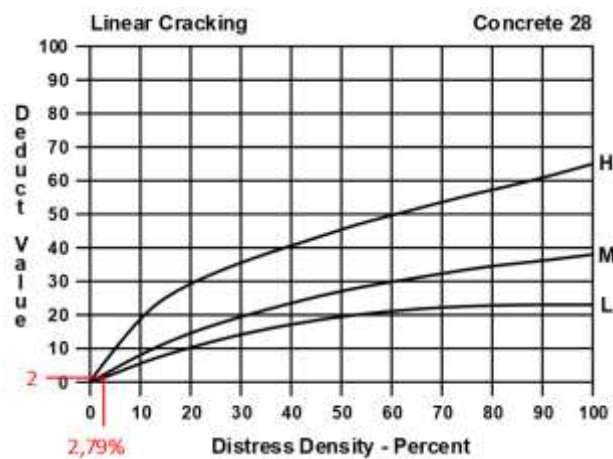
DV = 6 (*High*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(15 dari 30)

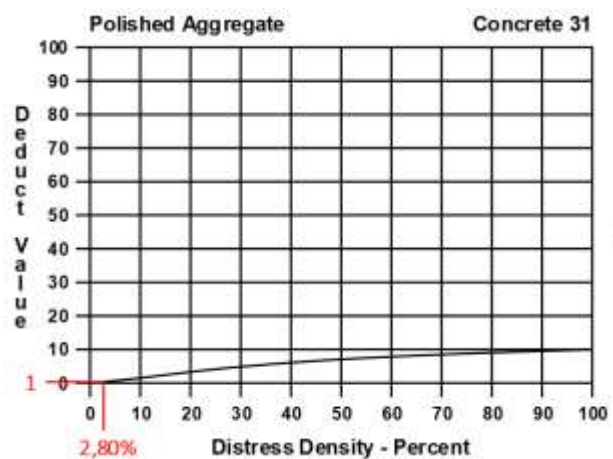


DV = 0

STA 4+300 – 4+400 (Segmen 16)

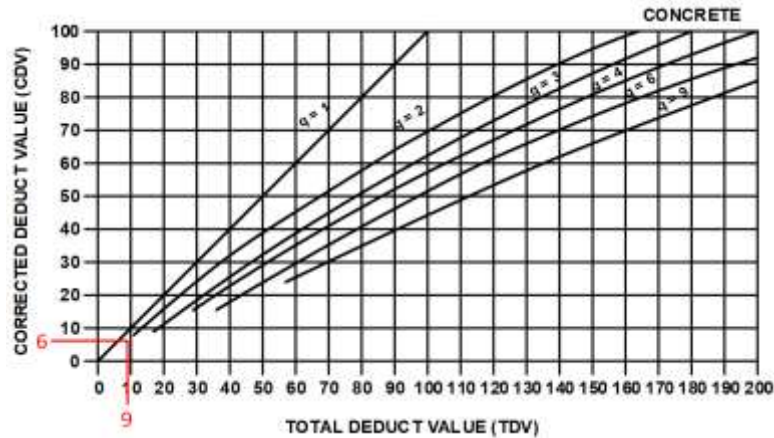


DV = 2 (Low)



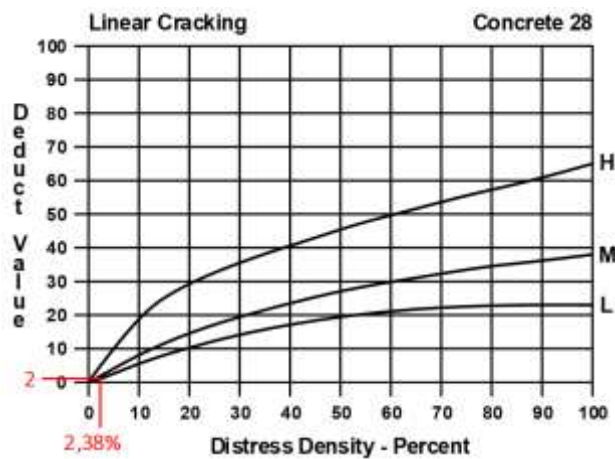
DV = 1

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(16 dari 30)

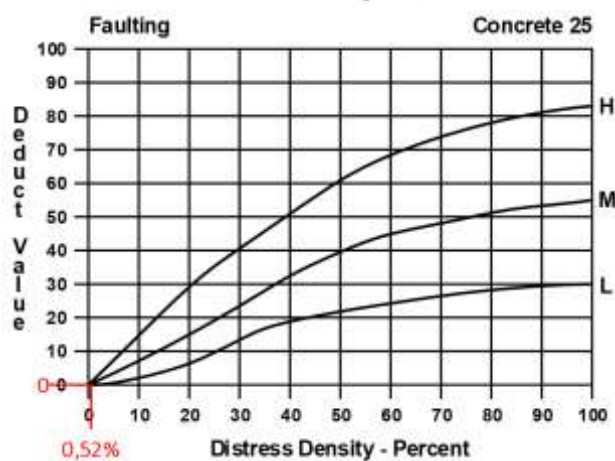


CDV = 6

STA 4+400 – 4+500 (Segmen 17)

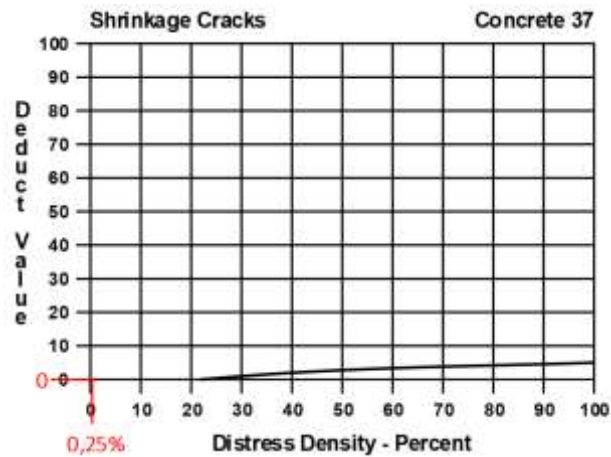


DV = 2 (*Low*)



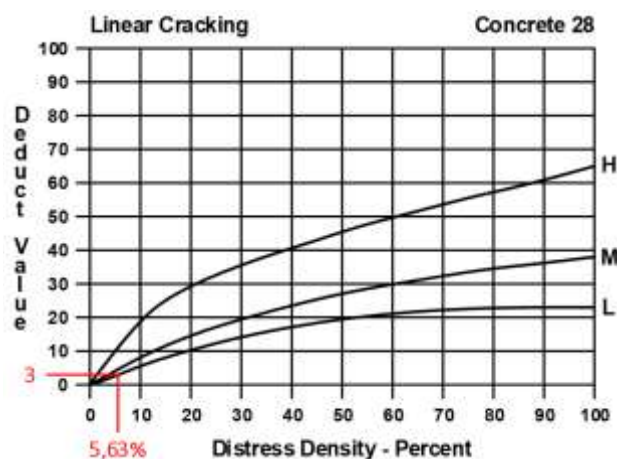
DV = 0 (*Low*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(17 dari 30)

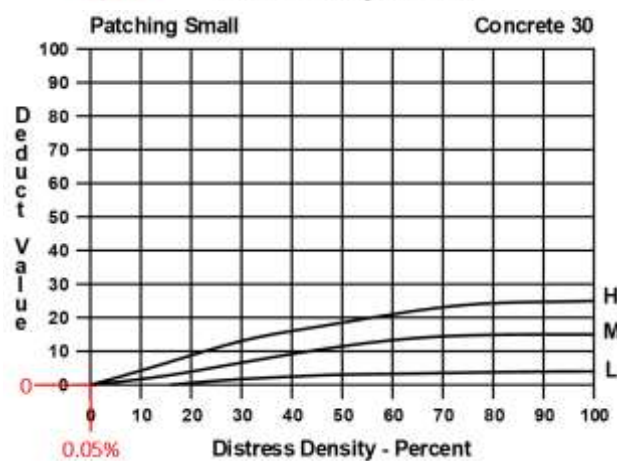


DV = 0

STA 4+500 – 4+600 (Segmen 18)



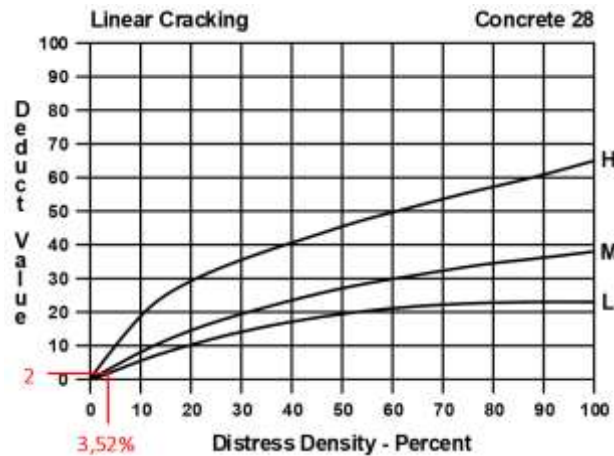
DV = 3 (*Low*)



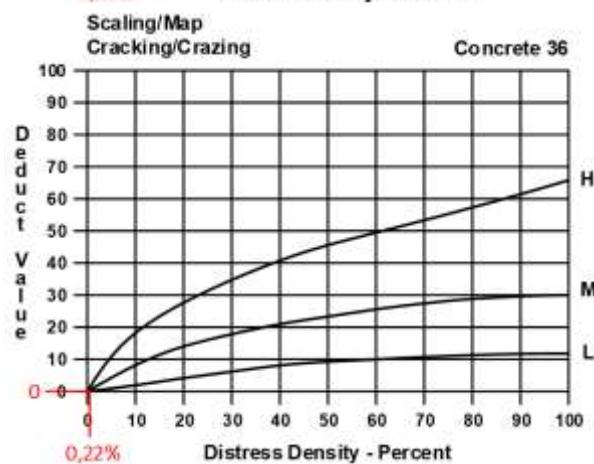
DV = 0 (*Low*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(18 dari 30)

STA 4+600 – 4+700 (Segmen 19)

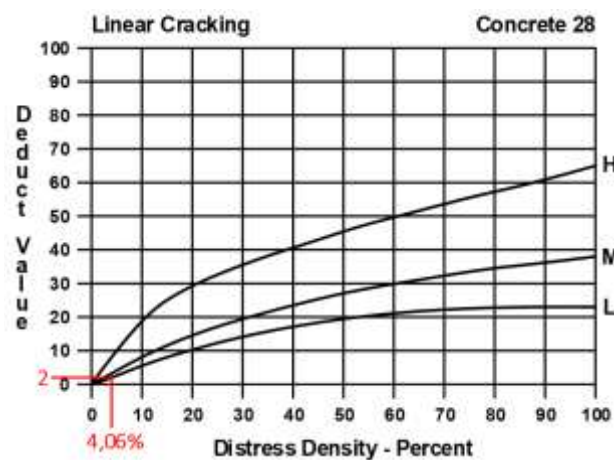


DV = 2 (Low)



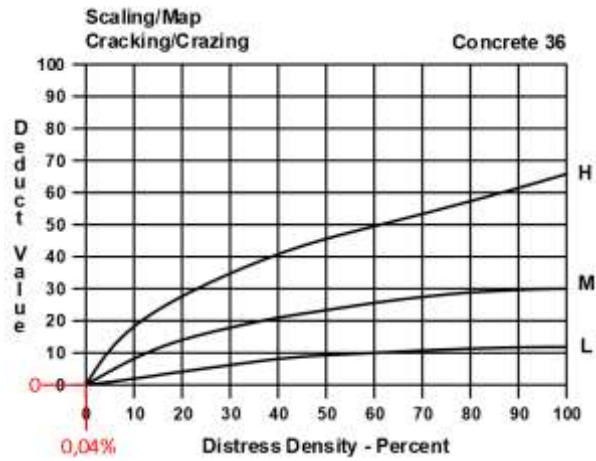
DV = 0 (Low)

STA 4+700 – 4+800 (Segmen 20)



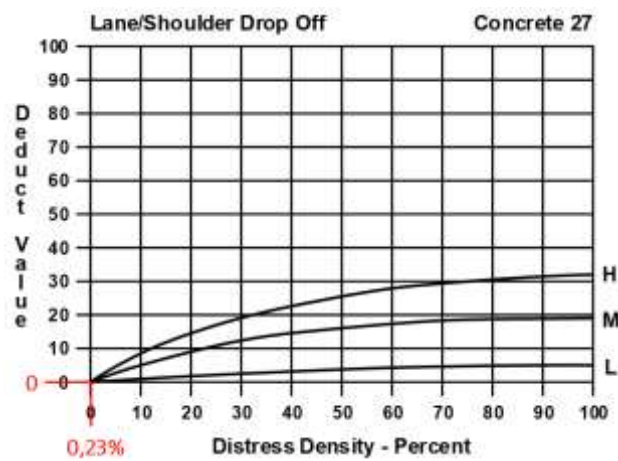
DV = 2 (Low)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(19 dari 30)

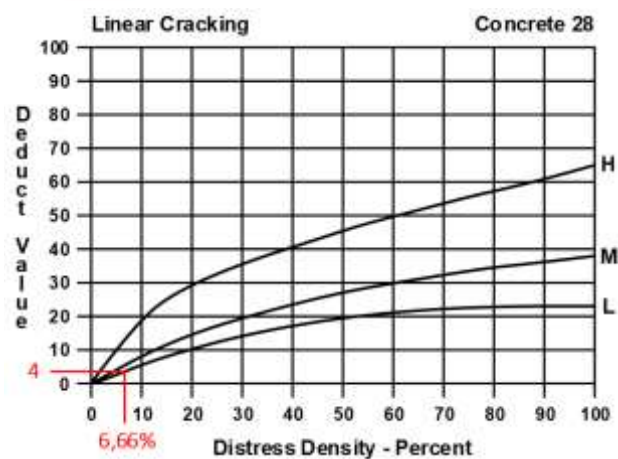


DV = 0 (*Low*)

STA 4+800 – 4+900 (Segmen 21)



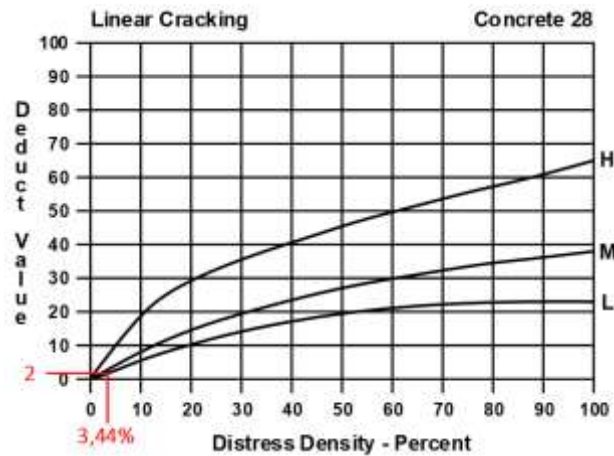
DV = 0 (*Low*)



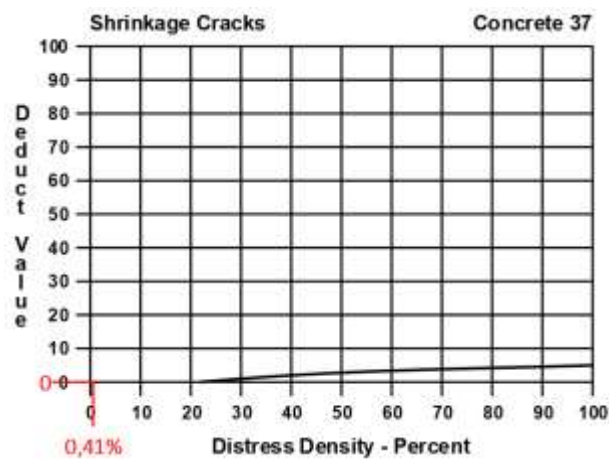
DV = 4 (*Low*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(20 dari 30)

STA 4+900 – 5+000 (Segmen 22)

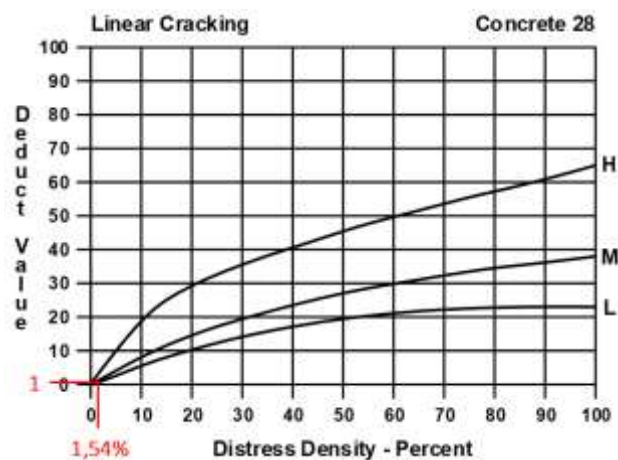


DV = 2 (*Low*)



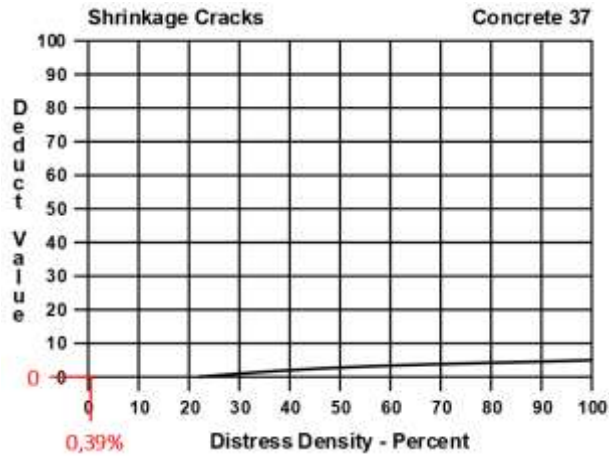
DV = 0

STA 5+000 – 5+100 (Segmen 23)



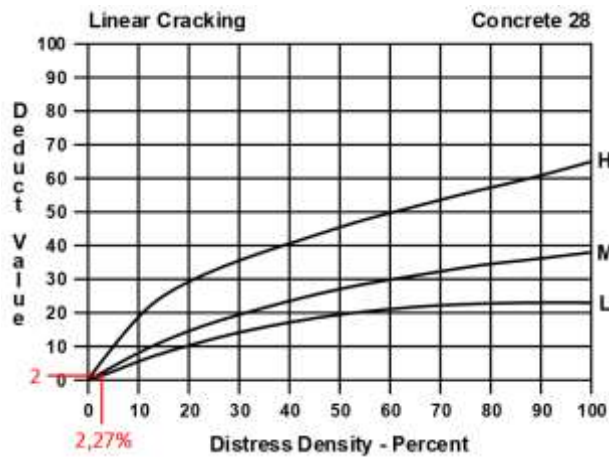
DV = 1 (*Low*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(21 dari 30)



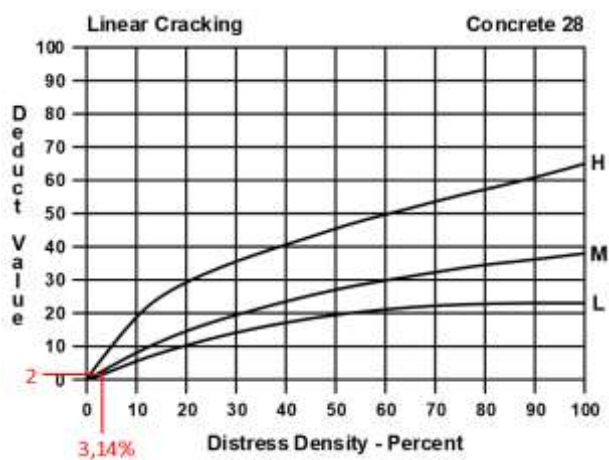
DV = 0

STA 5+100 – 5+200 (Segmen 24)



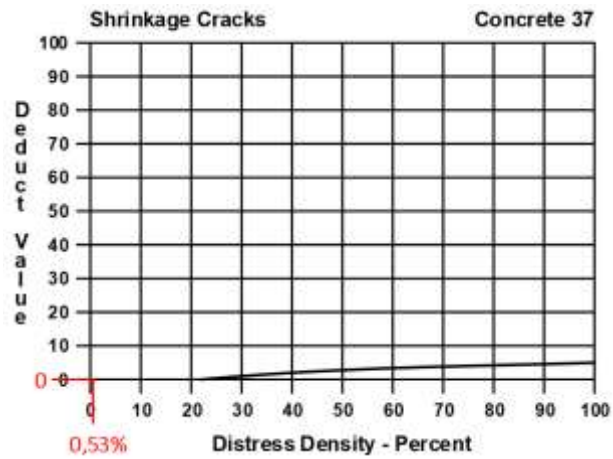
DV = 2 (*Low*)

STA 5+200 – 5+300 (Segmen 25)

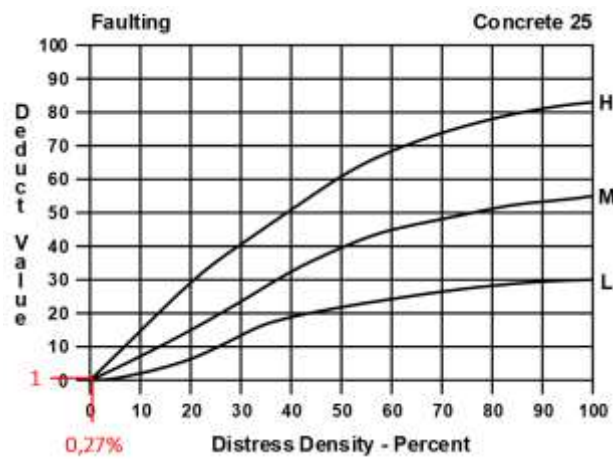


DV = 2 (*Low*)

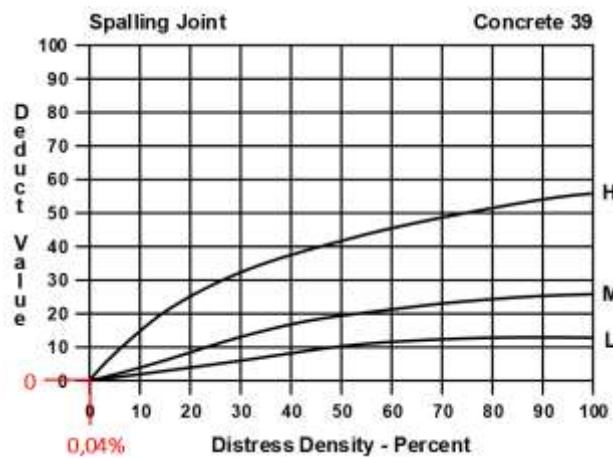
Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(22 dari 30)



DV = 0



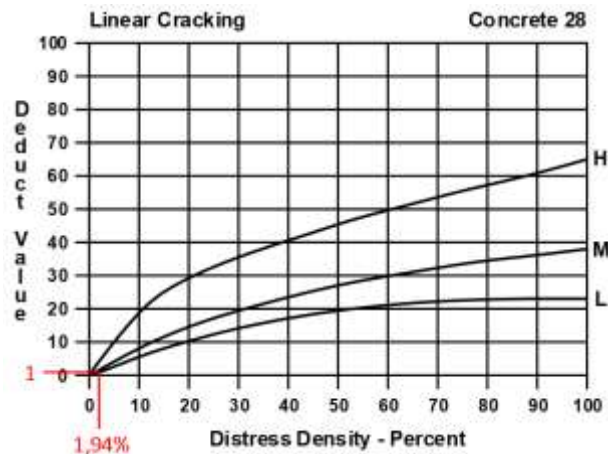
DV = 1 (*High*)



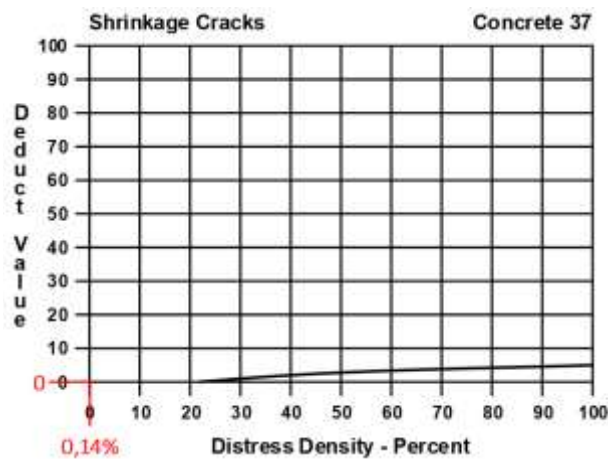
DV = 0 (*High*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(23 dari 30)

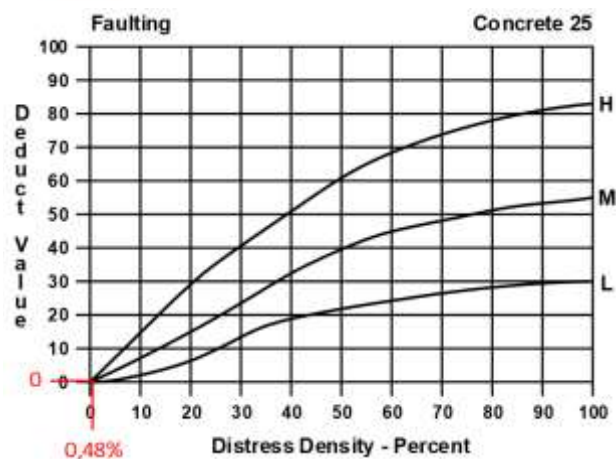
STA 5+300 – 5+400 (Segmen 26)



DV = 1 (*Low*)



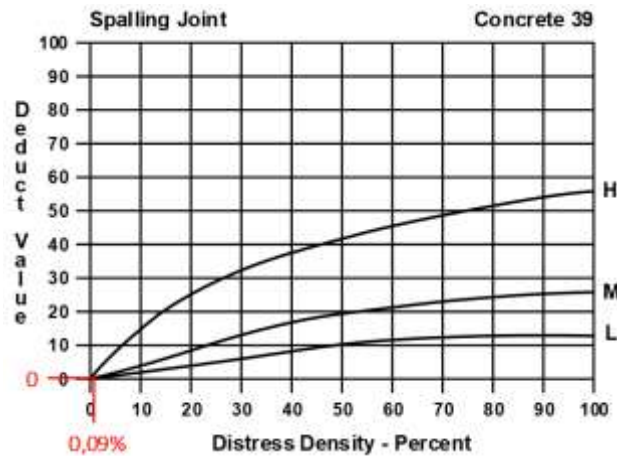
DV = 0



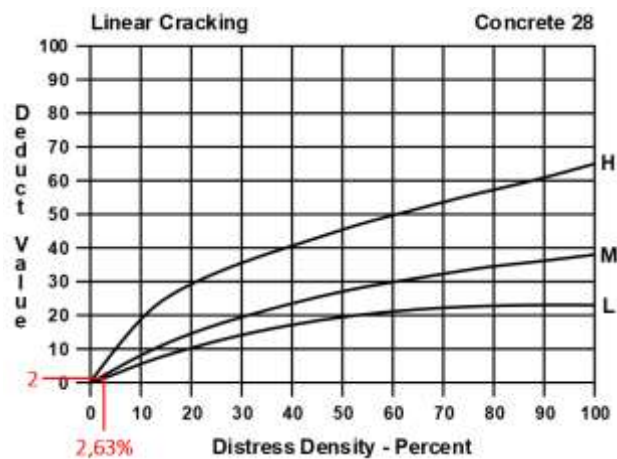
DV = 0 (*Medium*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(24 dari 30)

STA 5+500 – 5+600 (Segmen 27)

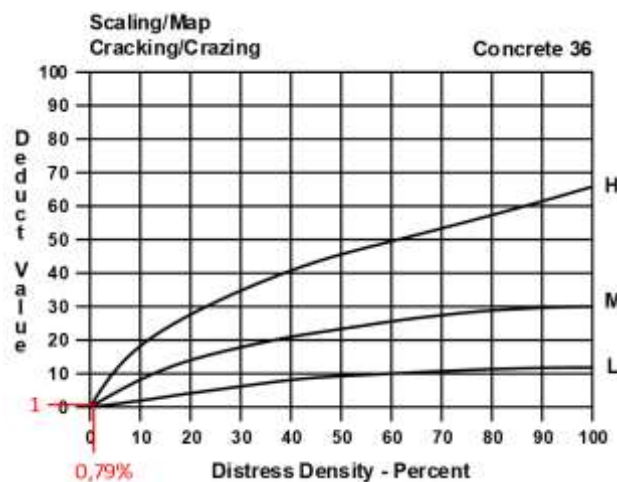


DV = 0 (*Medium*)



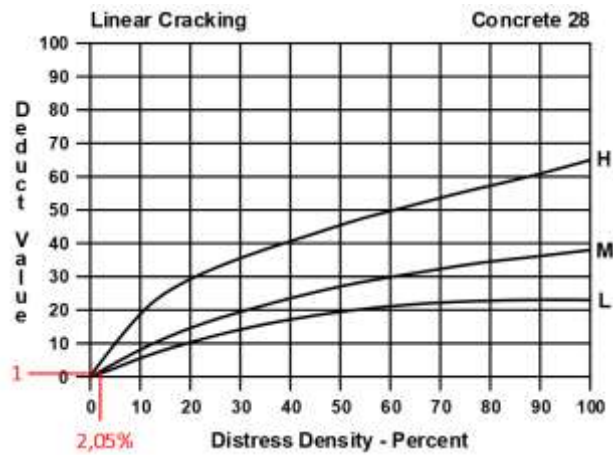
DV = 2 (*Low*)

STA 5+600 – 5+700 (Segmen 28)



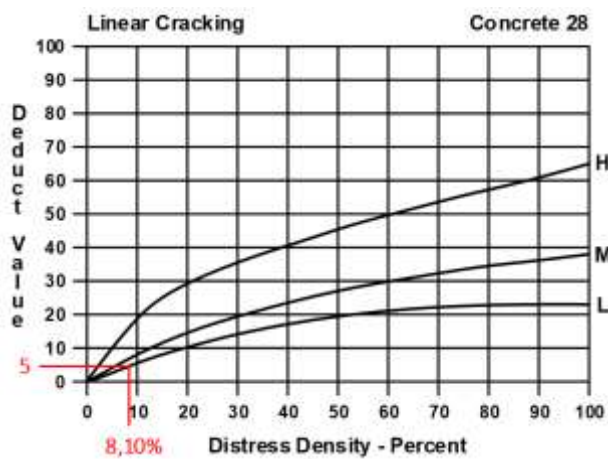
DV = 1 (*Medium*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(25 dari 30)

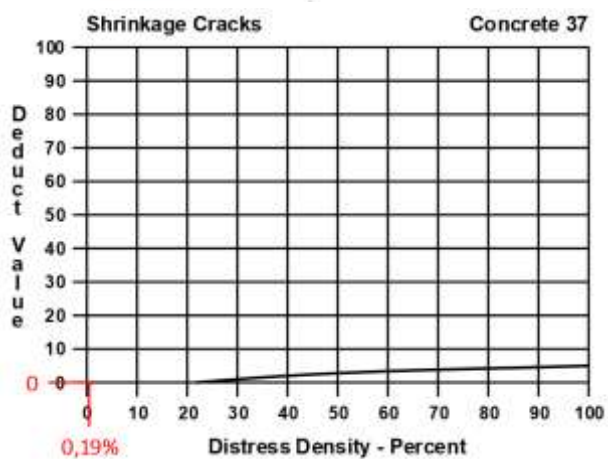


DV = 1 (*Low*)

STA 5+700 – 5+800 (Segmen 29)



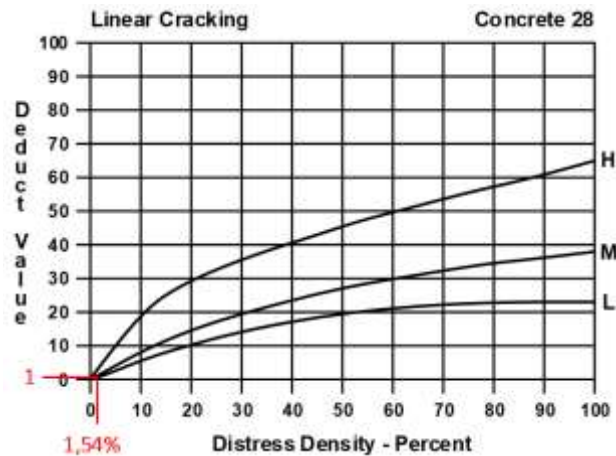
DV = 5 (*Low*)



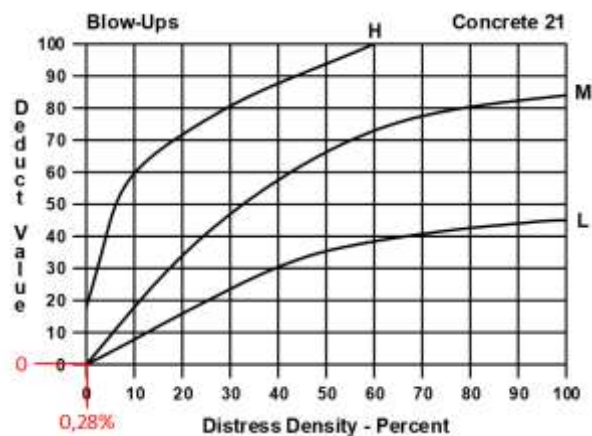
DV = 0

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(26 dari 30)

STA 5+800 – 5+700 (Segmen 30)

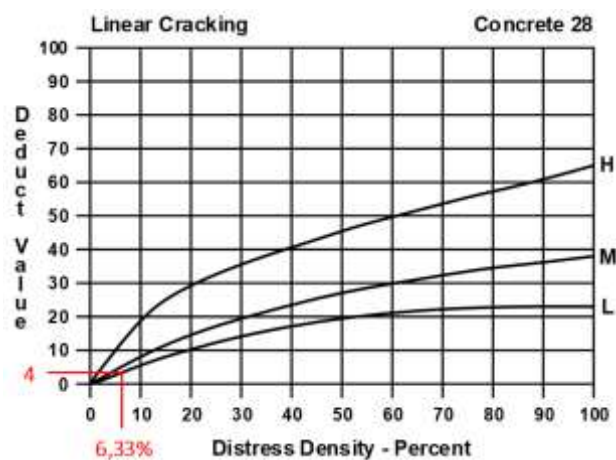


DV = 1 (*Low*)



DV = 0 (*Medium*)

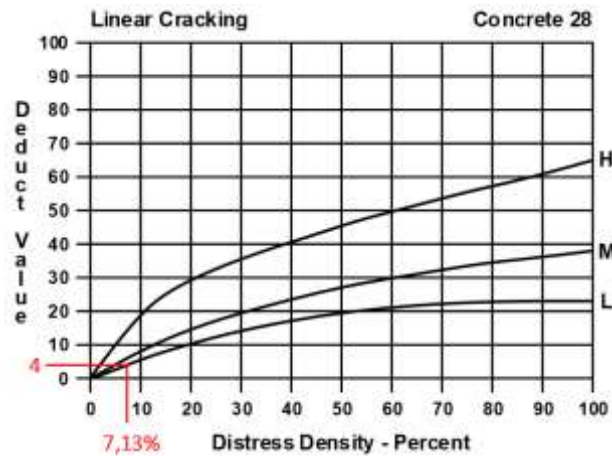
STA 5+900 – 6+000 (Segmen 31)



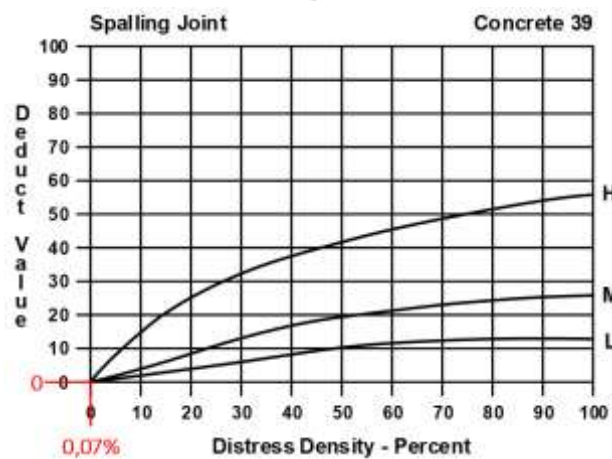
DV = 4 (*Low*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(27 dari 30)

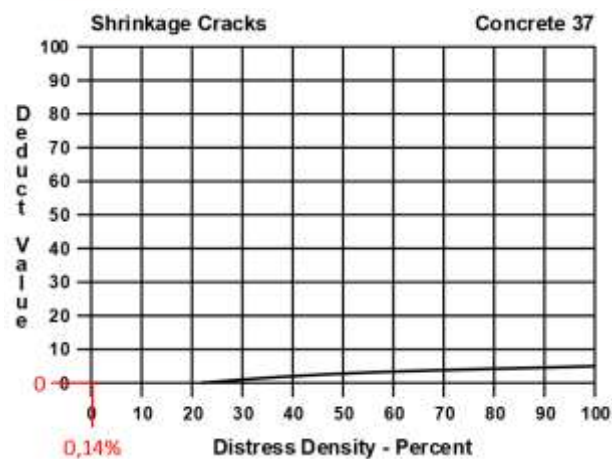
STA 6+000 – 6+100 (Segmen 32)



DV = 4 (*Low*)



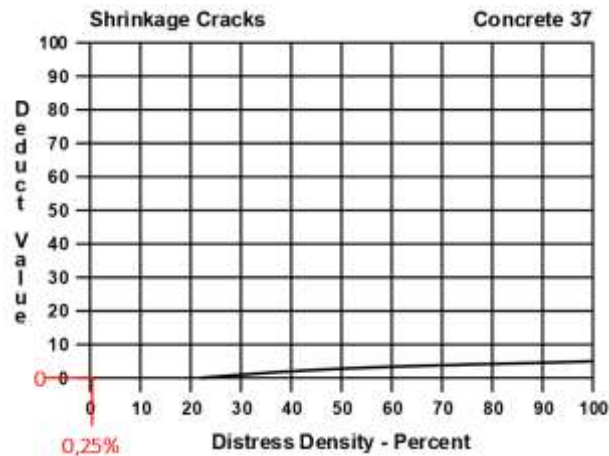
DV = 0 (*High*)



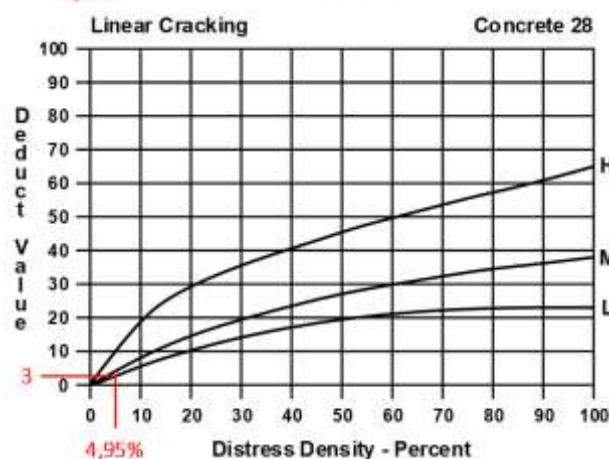
DV = 0

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(28 dari 30)

STA 6+100 – 6+200 (Segmen 33)

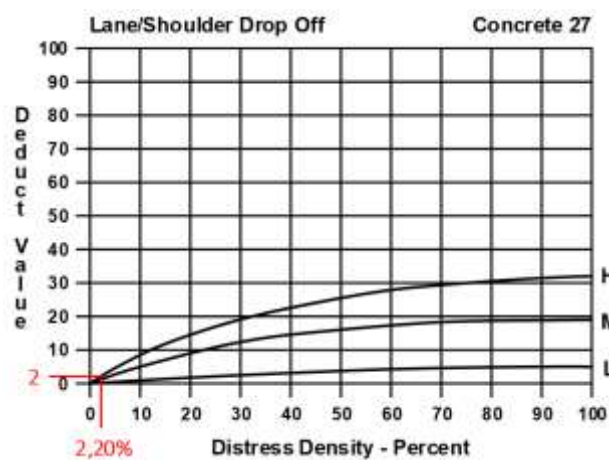


DV = 0



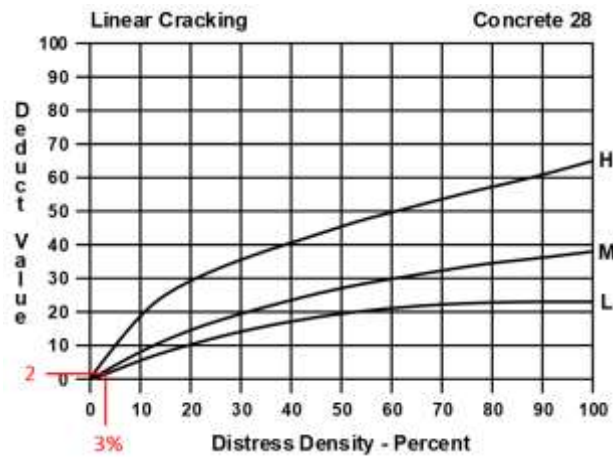
DV = 3 (*Low*)

STA 6+200 – 6+300 (Segmen 34)

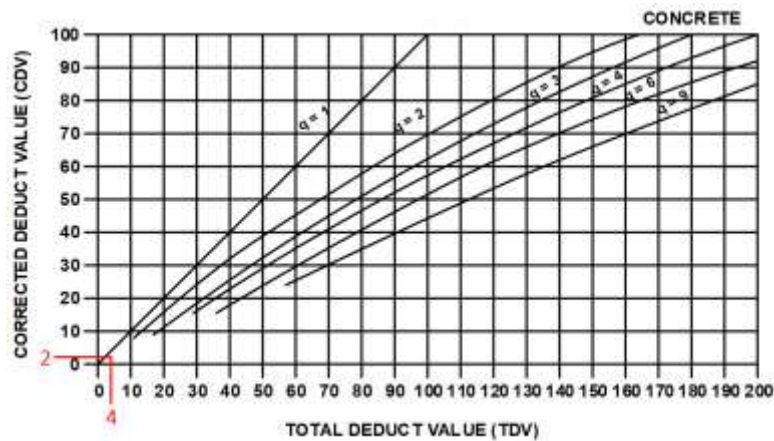


DV = 2 (*High*)

Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(29 dari 30)

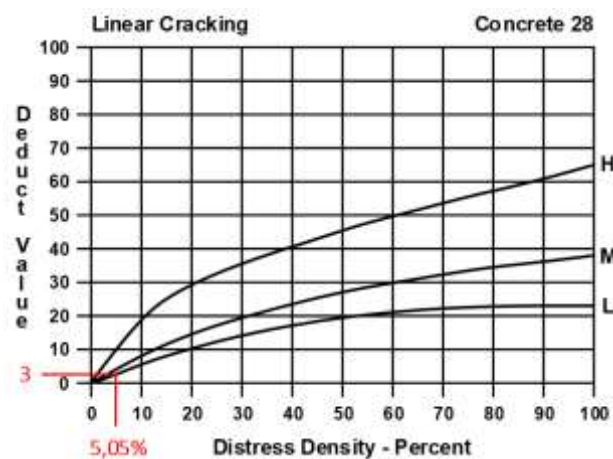


DV = 2 (Low)



CDV = 2

STA 6+300 – 6+400 (Segmen 35)

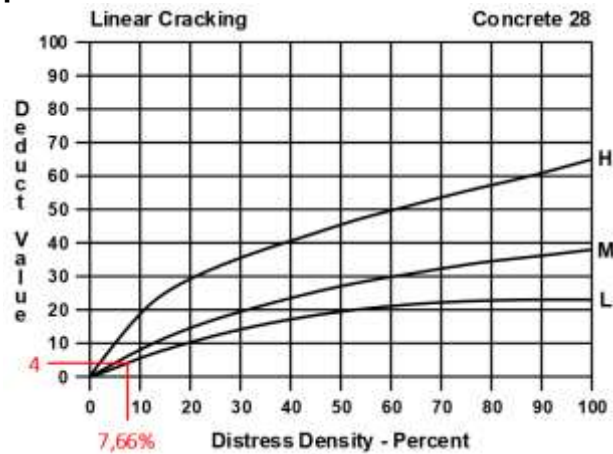


DV = 3 (Low)

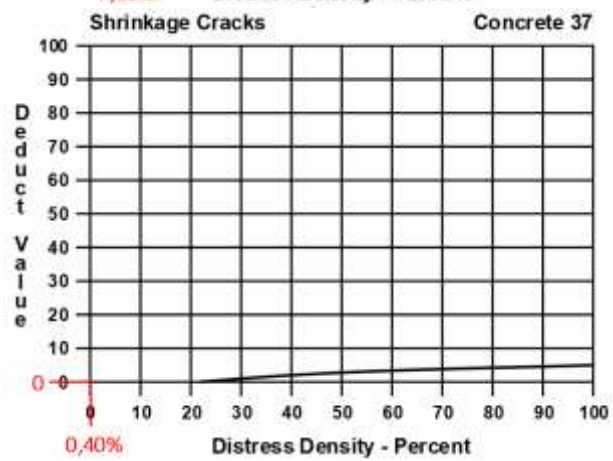
Lampiran 4: Grafik *Deduct Value* dan Grafik *Corrected Deduct Value*
(30 dari 30)

STA 6+400 – 6+500 (Segmen 36)

p



DV = 4 (*Low*)



DV = 0