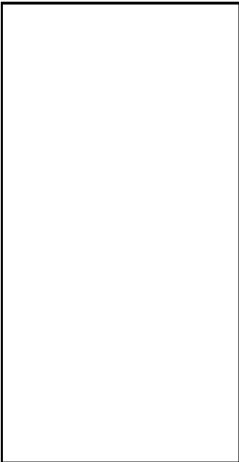


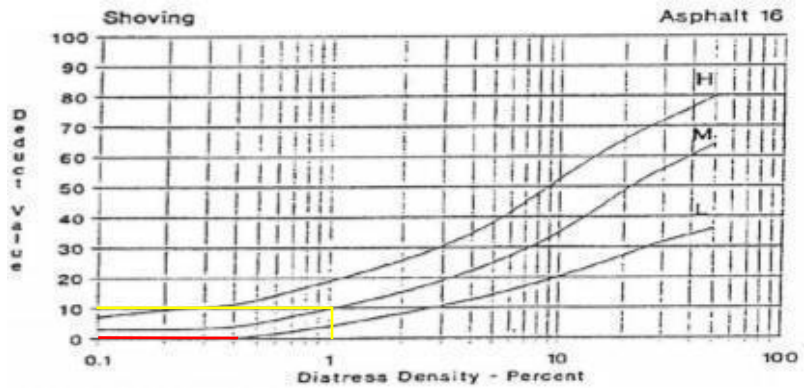
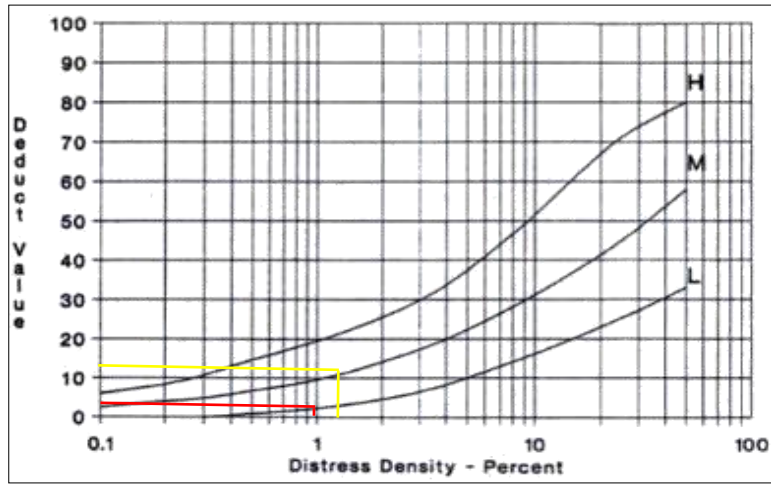
LAMPIRAN

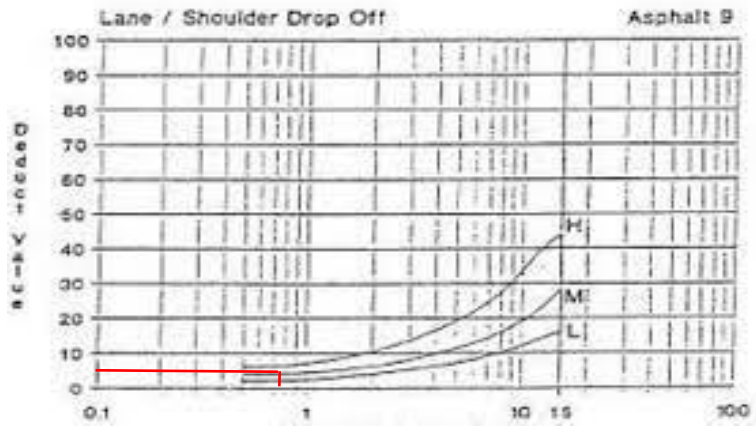
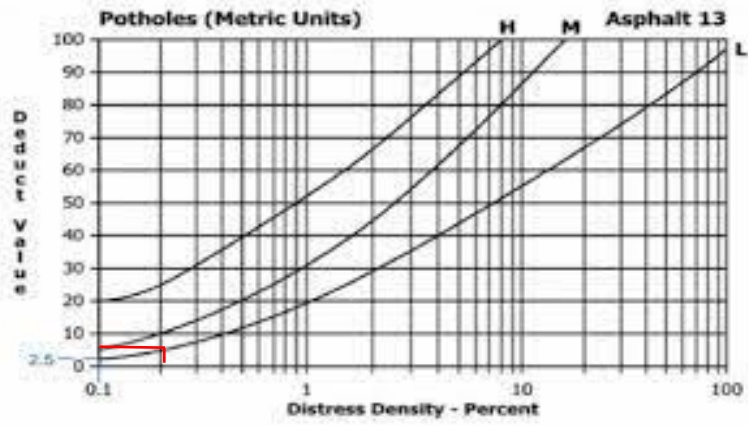
Formulir Survei Kondisi Perkerasan Jalan

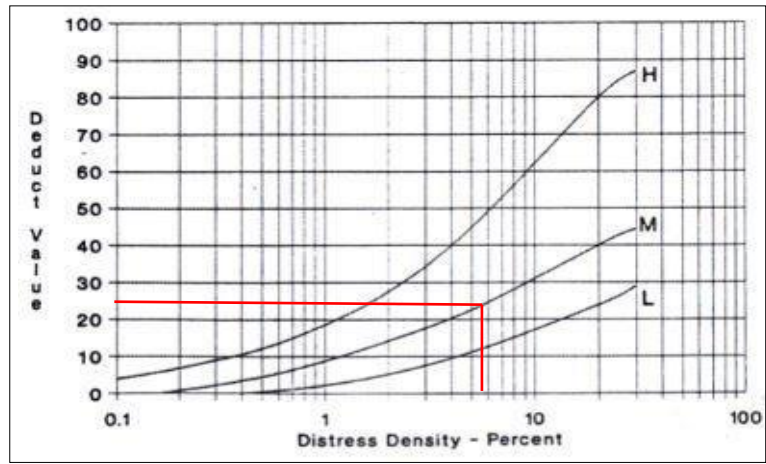
Formulir Survei Kondisi Perkerasan Jalan						
Lokasi :		Stasiun :		No. Sample :		
Tipe Kerusakan				Sketsa		
1. Retak kulit buaya	10	Sungkur				
2. Kegemukan	11	Tambalan				
3. Retak blok	12	Agregat licin				
4. Keriting	13	Retak refleksi sambungan				
5. Amblas	14	Jalur/bahu jalan turun				
6. Retak pinggir	15	Retak memanjang & melintang				
7. Lubang	16	Retak slip				
8. Alur	17	Pengembangan				
9. Benjol dan turun	18	Pelapukan & butiran lepas				
Tipe						
Luas dan Kualitas						
Total Kerusakan	L					
	M					
	H					
Tipe, Luas, dan Kualitas Kerusakan						
<i>Dristess Type</i>	<i>Severity Level</i>	<i>Density (%)</i>	<i>Deduct Value</i>	PCI = 100 – CDV		
				<i>Rating</i>		
<i>Total Deduct Value (TDV)</i>						
<i>Corrected Deduct Value (CDV)</i>						

Perhitungan menggunakan Metode Pavemennt Condition Index

Formulir Survei Kondisi Perkerasan Jalan										
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 8+200 - 8+300										
No. Sample : 2										
Tipe Kerusakan					<p style="text-align: center;">Sketsa</p> <p style="text-align: center;">7 m</p>  <p style="text-align: center;">100 m</p>					
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)								
2. Kegemukan (m ²)	11	Tambalan (m ²)								
3. Retak blok (m ²)	12	Agregat licin (m)								
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)								
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)								
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)								
7. Lubang (m ²)	16	Retak slip (m ²)								
8. alur (m ²)	17	Pengembangan (m ²)								
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)								
Tingkat kerusakan	<i>Quantity</i>				Total	<i>Density</i> (%)	<i>Deduct Value</i>			
11L	5,58	0,1	1,12	-	6,8	0,97	4			
10L	1,71	0,49	-	-	1,85	0,31	0			
7L	0,9792	0,376	0,1	-	1,4552	0,21	6			
11 M	9,4	-	-	-	9,4	1,34	12			
14M	4,13	-	-	-	4,13	0,59	5			
10M	4,066				4,07	0,58	10			
15M	10,5	18,2	10,6		39,3	5,61	25			
<i>Total Deduct Value</i>		62			<i>PCI = 63</i>					
<i>Correct Deduct Value</i>		37								

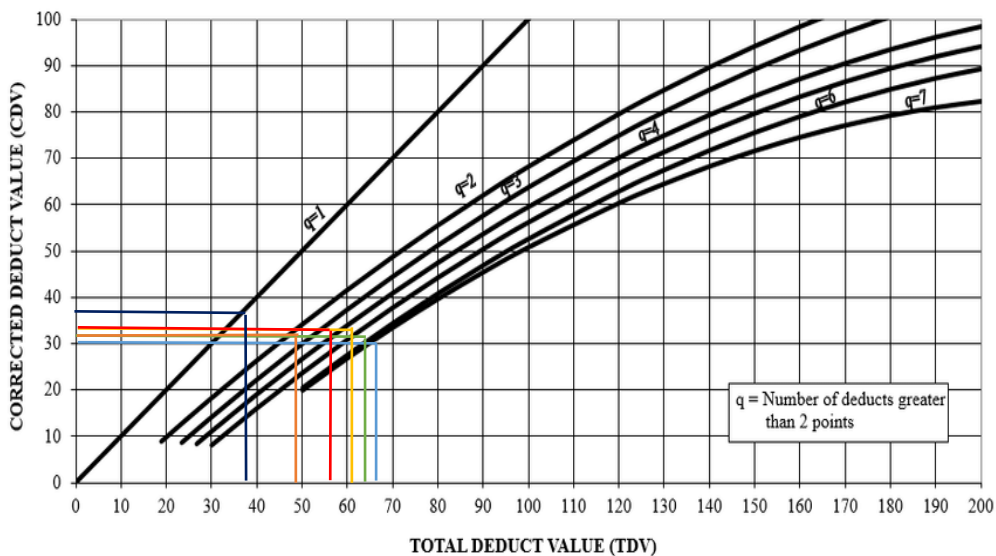






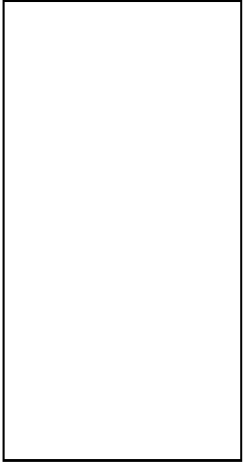
<i>Distress Severity</i>	<i>Deduct Value</i>
11 L	4
10 L	0
7 L	6
11 M	12
14 M	5
10 M	10
15M	25

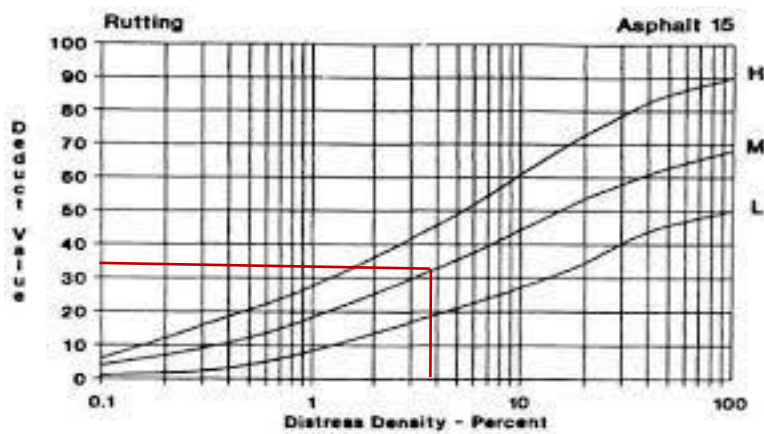
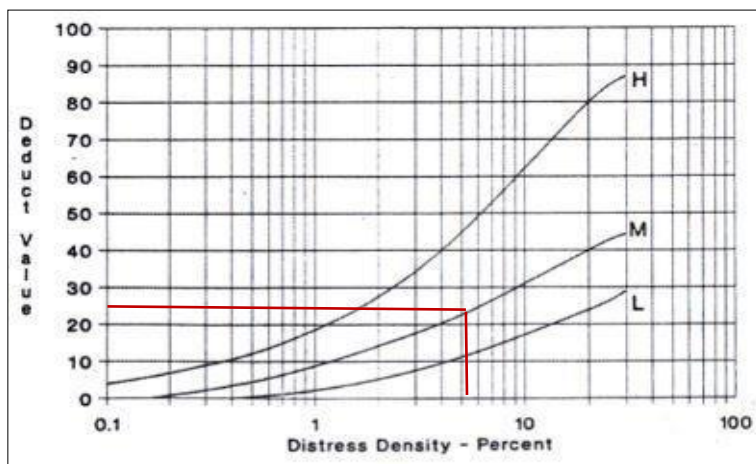
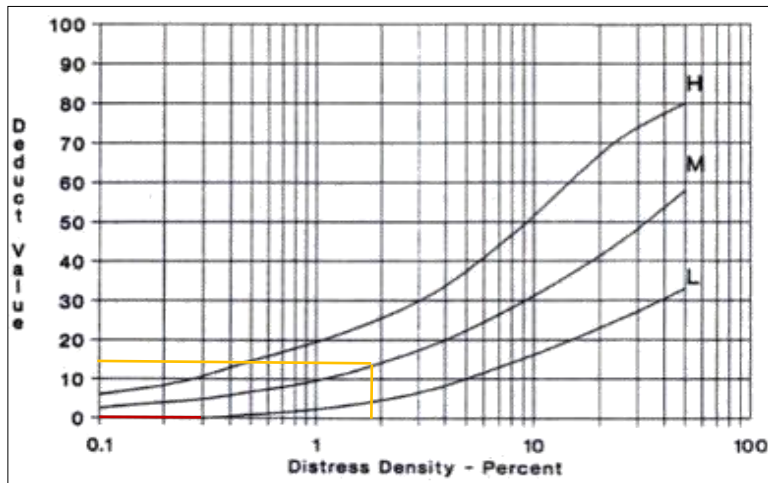
No	Deduct Value							TDV	Q	CDV Max
1	25	12	10	6	5	4		62	6	30
2	25	12	10	6	5	2		60	5	32
3	25	12	10	6	2	2		57	4	34
4	25	12	10	2	2	2		53	3	34
5	25	12	2	2	2	2		45	2	32
6	25	2	2	2	2	2		35	1	37

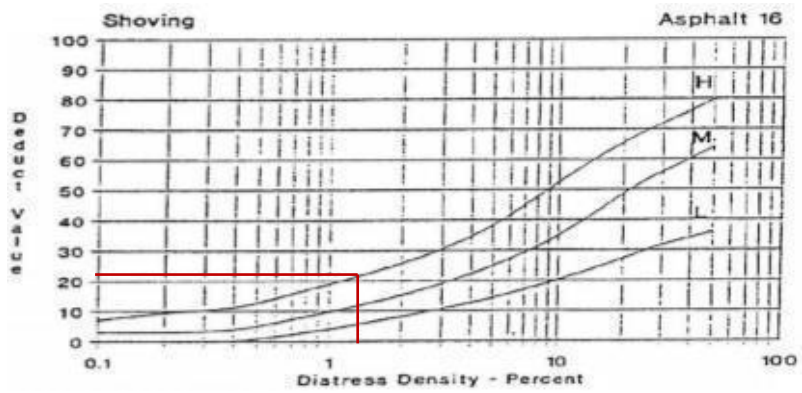
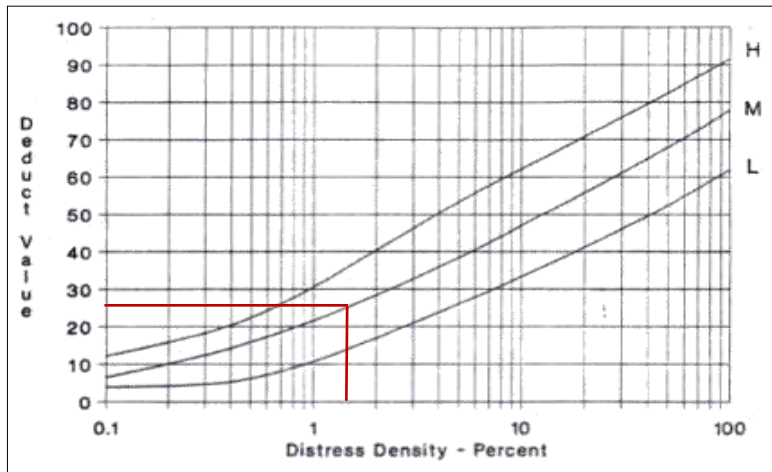


Gambar Grafik corrected deduct value

$$\begin{aligned}
 CDV Max & : 37 \\
 PCI_S & = 100 - CDV Max \\
 & = 100 - 27 \\
 & = 63
 \end{aligned}$$

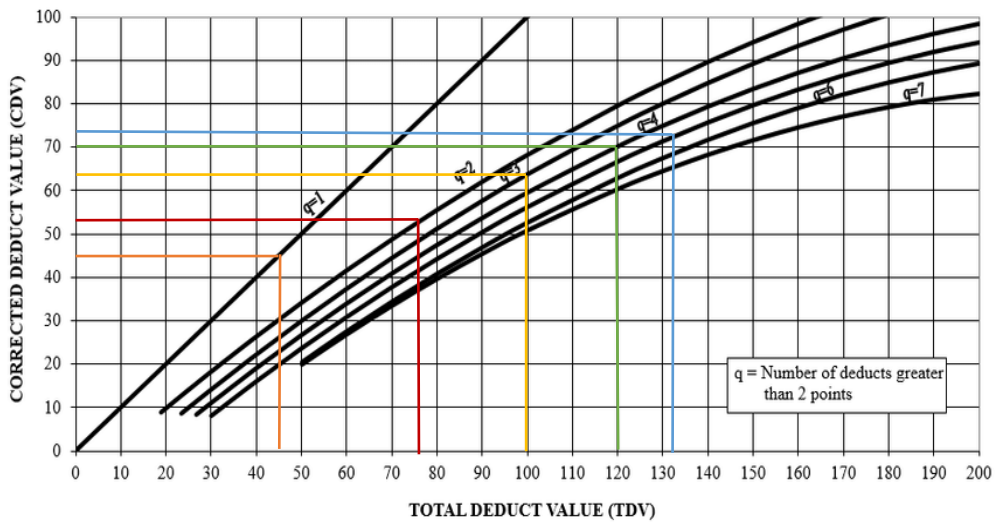
Formulir Survei Kondisi Perkerasan Jalan								
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 8+300 - 8+400								
No. Sample : 3								
Tipe Kerusakan						Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)				7 m 		
2. Kegemukan (m ²)	11	Tambalan (m ²)						
3. Retak blok (m ²)	12	Agregat licin (m)						
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)						
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)						
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)						
7. Lubang (m ²)	16	Retak slip (m ²)						
8. alur (m ²)	17	Pengembangan (m ²)						
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)						
Tingkat kerusakan	<i>Quantity</i>					Total	<i>Density (%)</i>	<i>Deduct Value</i>
11L	0,33	0,57	0,348	0,156	1,0428	1,404	0,20	0
11M	3,68	3,3	2,8462	0,78	2,21	12,8162	1,83	14
15M	36,8	-	-	-	-	36,8	5,26	25
8M	26,85					26,85	3,84	34
1M	10,875	-	-	-	-	10,875	1,55	37
10H	9,92					9,92	1,42	22
<i>Total Deduct Value</i>			132			<i>PCI = 26</i>		
<i>Correct Deduct Value</i>			74					





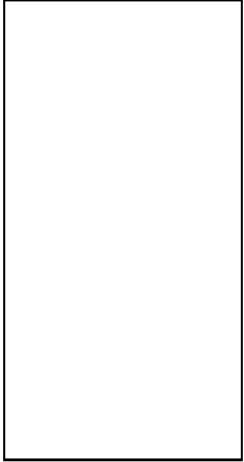
<i>Distress Severity</i>	<i>Deduct Value</i>
11 L	0
11 M	14
15 M	25
8 M	34
1 M	37
10 H	22

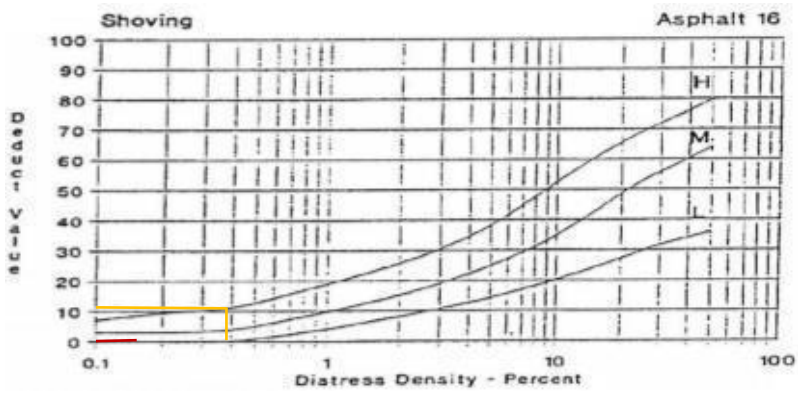
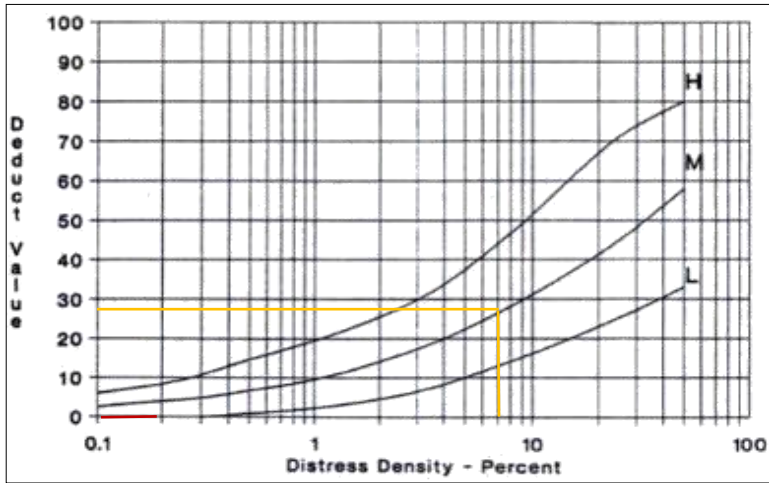
No	Deduct Value						TDV	Q	CDV Max
1	37	34	25	22	14		132	5	74
2	37	34	25	22	2		120	4	70
3	37	34	25	2	2		100	3	64
4	37	34	2	2	2		77	2	54
5	37	2	2	2	2		45	1	45

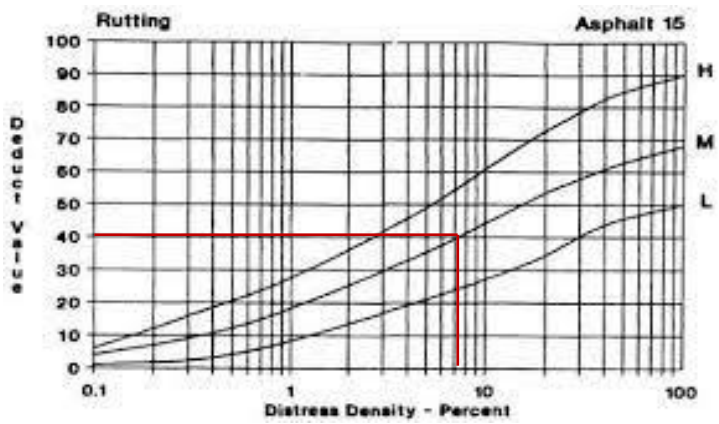
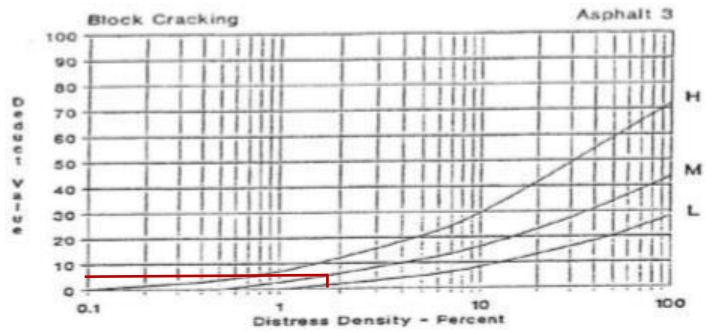
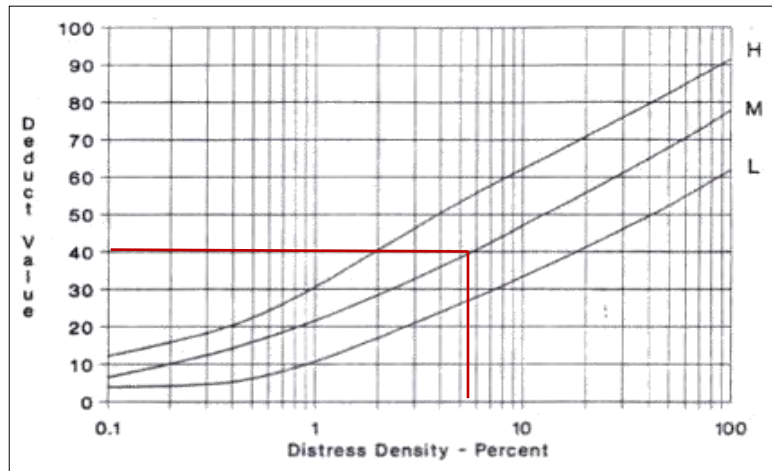


Gambar Grafik corrected deduct value

$$\begin{aligned}
 CDV Max & : 26 \\
 PCIS & = 100 - CDV Max \\
 & = 100 - 74 \\
 & = 26
 \end{aligned}$$

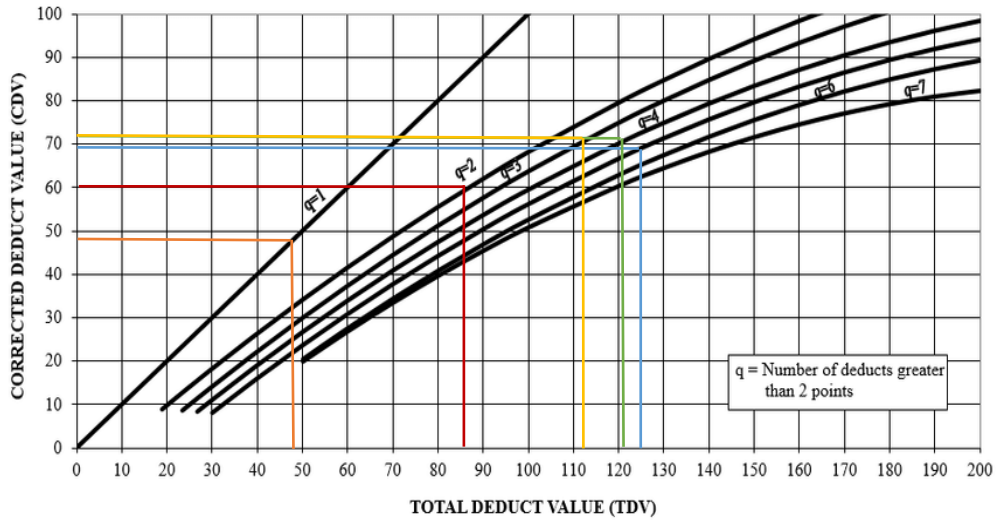
Formulir Survei Kondisi Perkerasan Jalan								
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 8+400 - 8+500								
No. Sample : 4								
Tipe Kerusakan						Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)				100 m	7 m 	
2. Kegemukan (m ²)	11	Tambalan (m ²)						
3. Retak blok (m ²)	12	Agregat licin (m)						
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)						
5. Ambblas (m ²)	14	Jalur/bahu jalan turun (m)						
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)						
7. Lubang (m ²)	16	Retak slip (m ²)						
8. alur (m ²)	17	Pengembangan (m ²)						
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)						
Tingkat kerusakan	Quantity					Total	Density (%)	Deduct Value
11L	0,15	0,51	0,71	-	-	1,36	0,19	0
10L	0,55	0,02	0,45	-	-	1,02	0,15	0
11M	4,29	11,53	23,98	8,33	3,91	49,42	7,06	28
1M	32,36	5,40				37,77	5,40	40
3M	8,62	3,47				12,09	1,73	5
8M	30,10					30,10	7,71	40
10H	2,484	0,21488				2,69888	0,39	11
Total Deduct Value		124				PCI = 28		
Correct Deduct Value		72						





<i>Distress Severity</i>	<i>Deduct Value</i>
11L	0
10L	0
11M	28
1M	40
3M	5
8M	40
10H	11

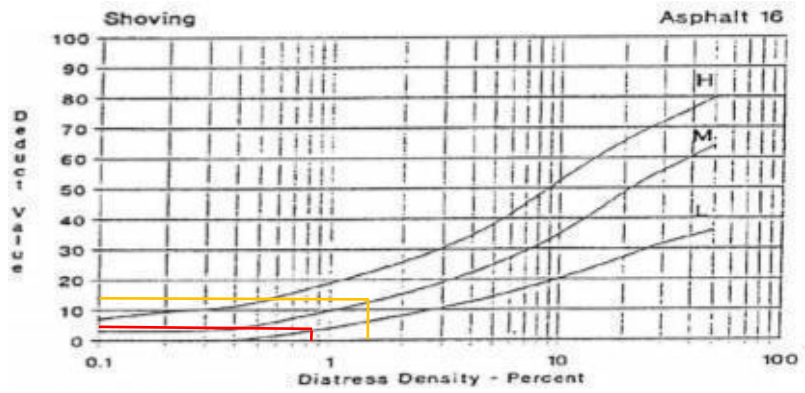
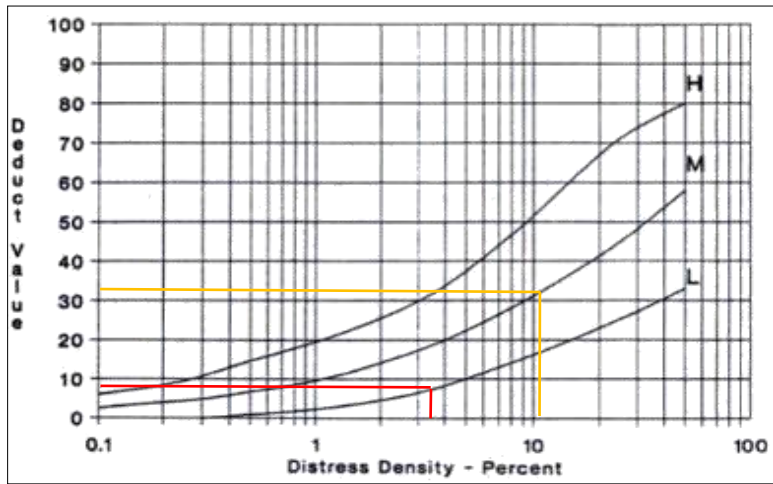
No	Deduct Value						TDV	Q	CDV Max
1	40	40	28	11	5		124	5	69
2	40	40	28	11	2		121	4	72
3	40	40	28	2	2		112	3	72
4	40	40	2	2	2		86	2	60
5	40	2	2	2	2		48	1	48

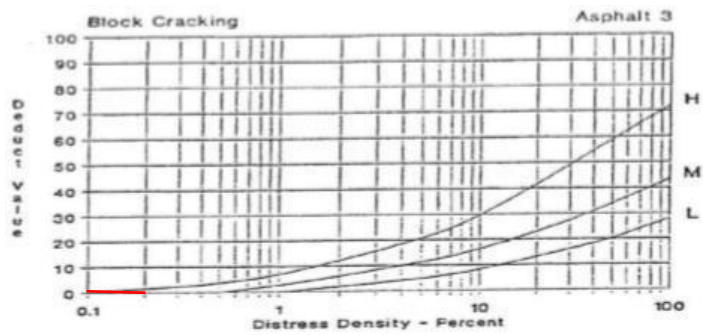
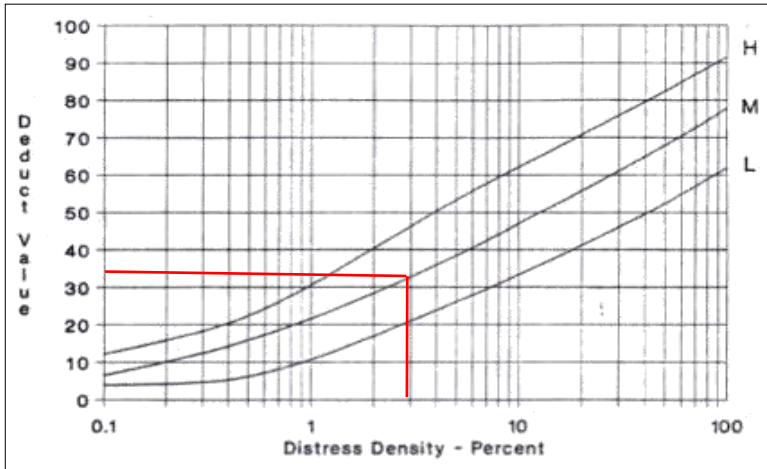


Gambar Grafik corrected deduct value

$$\begin{aligned}
 CDV_{Max} & : 72 \\
 PCIS & = 100 - CDV_{Max} \\
 & = 100 - 72 \\
 & = 28
 \end{aligned}$$

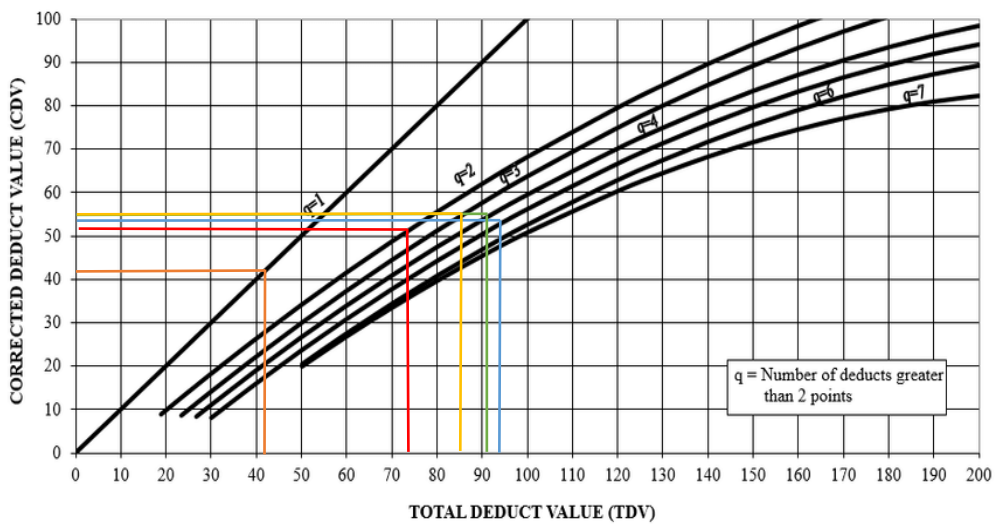
Formulir Survei Kondisi Perkerasan Jalan								
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 8+500 - 8+600								
No. Sample : 5								
Tipe Kerusakan						Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)				100 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)						
3. Retak blok (m ²)	12	Agregat licin (m)						
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)						
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)						
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)						
7. Lubang (m ²)	16	Retak slip (m ²)						
8. alur (m ²)	17	Pengembangan (m ²)						
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)						
Tingkat kerusakan	Quantity					Total	Density (%)	Deduct Value
11L	1,50	1,56	4,07	16,92		24,04	3,43	8
10L	5,37	0,51				5,88	0,84	5
11M	26,60	4,91	4,84	26,60	16,20	79,15	11,31	33
10M	8,3538	2,55				10,90	1,56	14
3M	1,3975					1,3975	0,20	0
1M	20,71					20,71	2,96	34
Total Deduct Value		94				PCI = 45		
Correct Deduct Value		55						





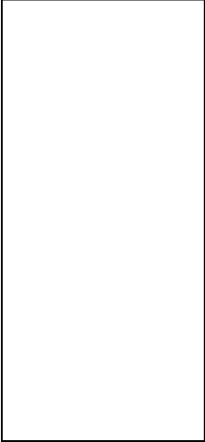
<i>Distress Severity</i>	<i>Deduct Value</i>
11L	8
10L	5
11M	33
10M	14
3M	0
<i>1M</i>	34

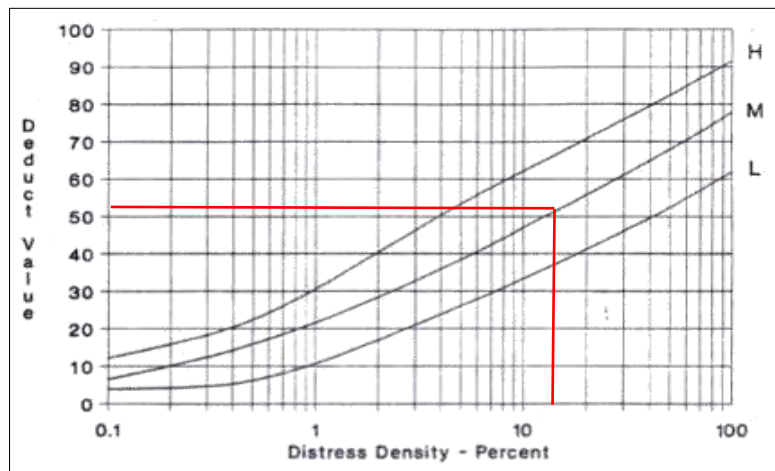
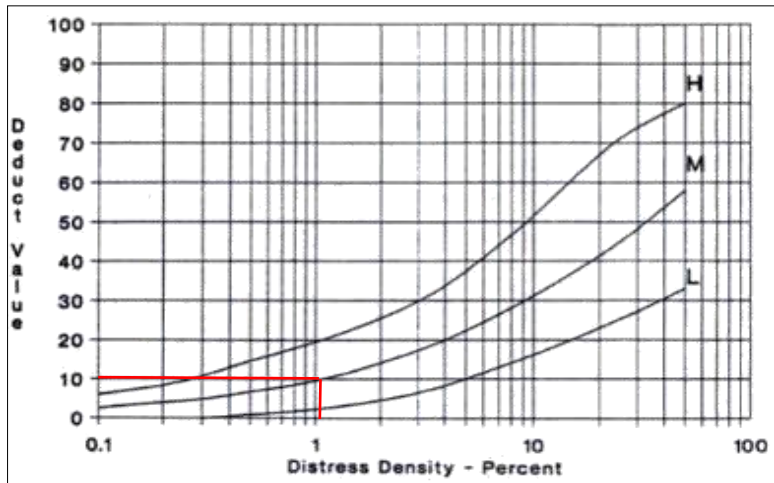
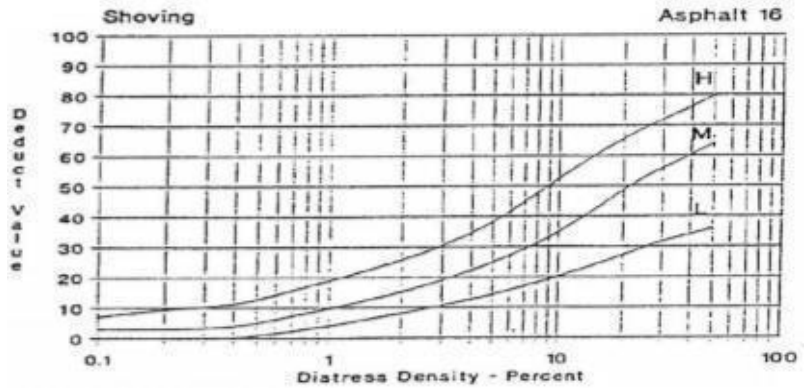
No	Deduct Value						TDV	Q	CDV Max
1	34	33	14	8	5		94	5	54
2	34	33	14	8	2		91	4	55
3	34	33	14	2	2		85	3	55
4	34	33	2	2	2		73	2	52
5	34	2	2	2	2		42	1	42



Gambar Grafik corrected deduct value

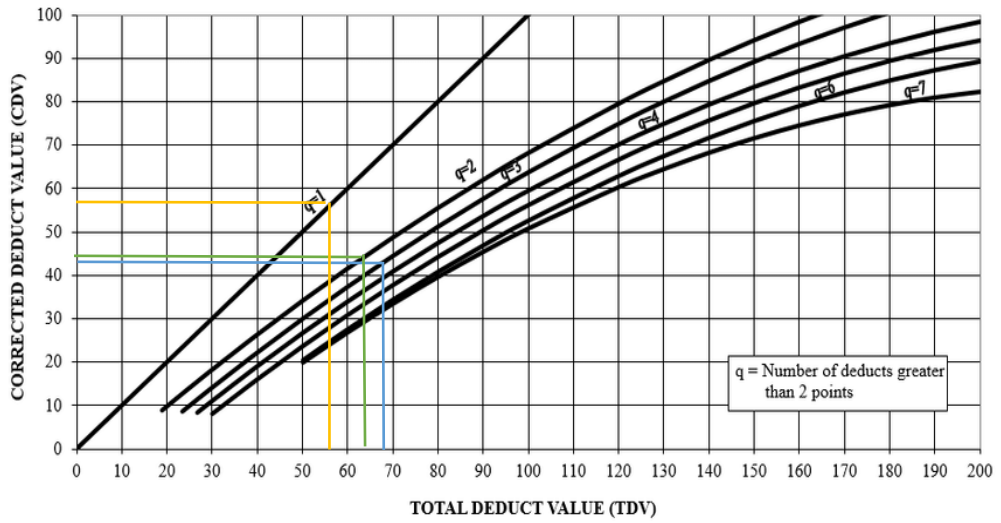
$$\begin{aligned}
 CDV Max & : 55 \\
 PCIS & = 100 - CDV Max \\
 & = 100 - 69 \\
 & = 45
 \end{aligned}$$

Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 8+600 -8+700							
No. Sample : 6							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			<div style="text-align: center;">7 m</div> 		
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	<i>Quantity</i>				Total	<i>Density</i> (%)	<i>Deduct Value</i>
10L	2,00				2,00	0,29	0
10M	3,13				3,13	0,45	6
1M	42,00	31,43			73,43	10,49	52
11M	7,13				7,13	1,02	10
<i>Total Deduct Value</i>		68			<i>PCI = 57</i>		
<i>Correct Deduct Value</i>		43					



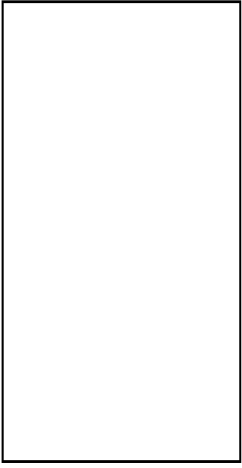
<i>Distress Severity</i>	<i>Deduct Value</i>
10L	0
10M	6
1M	52
11M	10

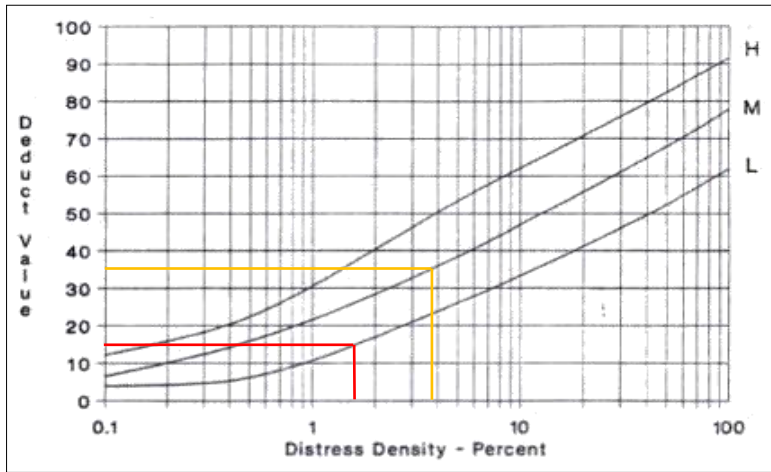
No	Deduct Value						TDV	Q	CDV Max
1	52	10	6				68	3	44
2	52	10	2				64	2	45
3	52	2	2				56	1	57

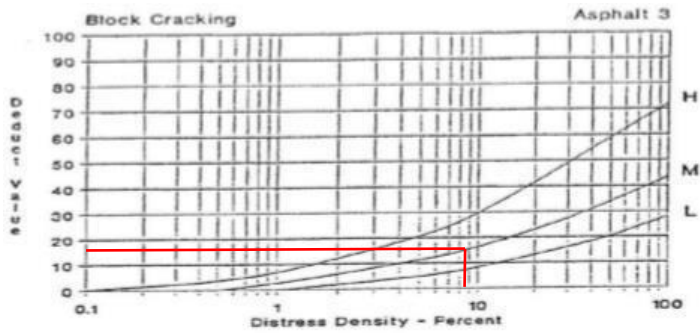
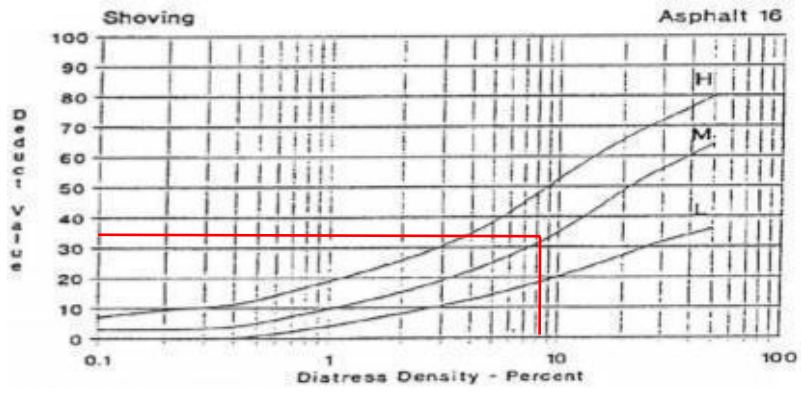


Gambar Grafik corrected deduct value

$$\begin{aligned}
 CDV_{Max} &: 57 \\
 PCIS &= 100 - CDV_{Max} \\
 &= 100 - 57 \\
 &= 43
 \end{aligned}$$

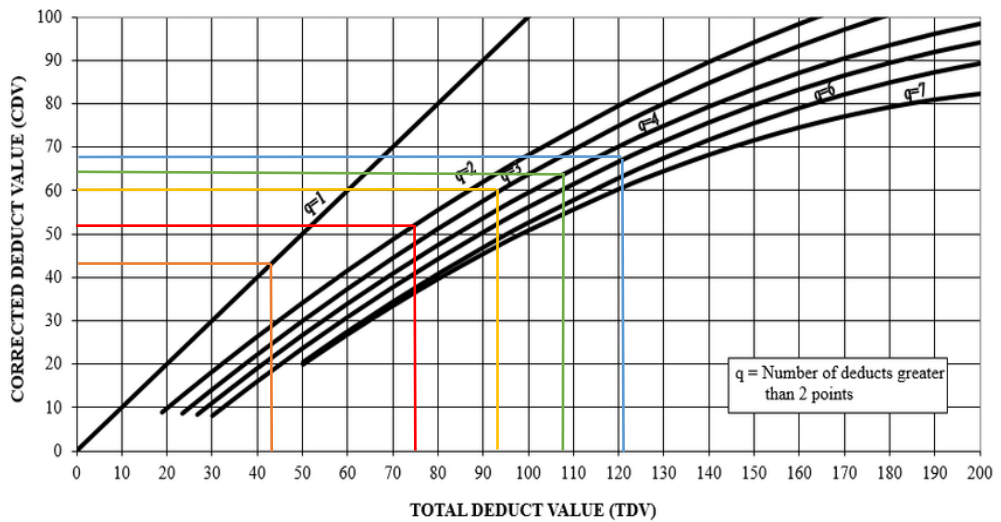
Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 8+700 – 8+800							
No. Sample : 7							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			7 m  100 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Ambblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	Quantity				Total	Density (%)	Deduct Value
1L	5,2	6,6			11,8	1,69	15
11M	12,42	5,10	9,77	-	27,29	3,90	35
1M	15,75	6,60	5,2	-	27,55	3,94	20
10M	58,5				58,5	8,36	34
3M	60,00				60,00	8,57	17
<i>Total Deduct Value</i>		121			<i>PCI = 32</i>		
<i>Correct Deduct Value</i>		68					





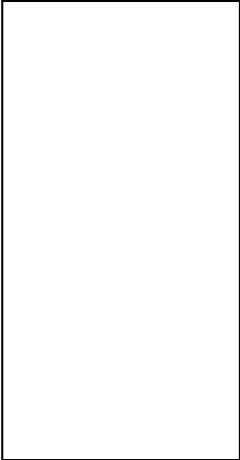
<i>Distress Severity</i>	<i>Deduct Value</i>
1L	15
11M	35
1M	20
10M	34
3M	17

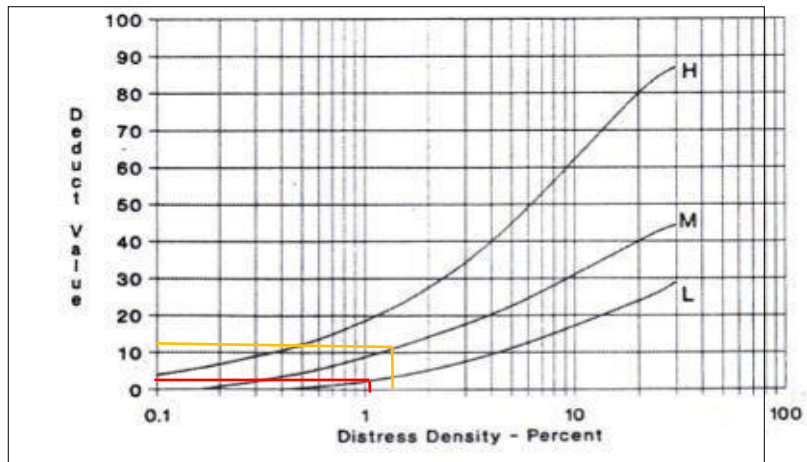
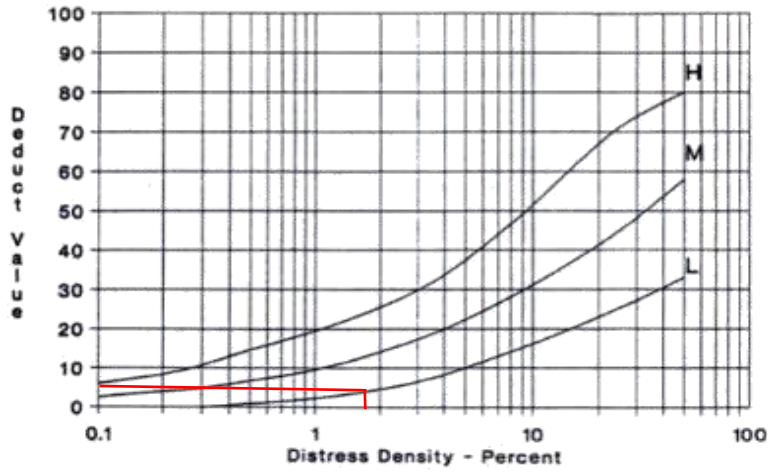
No	Deduct Value						TDV	Q	CDV Max
1	35	34	20	17	15		121	5	68
2	35	34	20	17	2		108	4	66
3	35	34	20	2	2		93	3	60
4	35	34	2	2	2		75	2	52
5	35	2	2	2	2		43	1	44

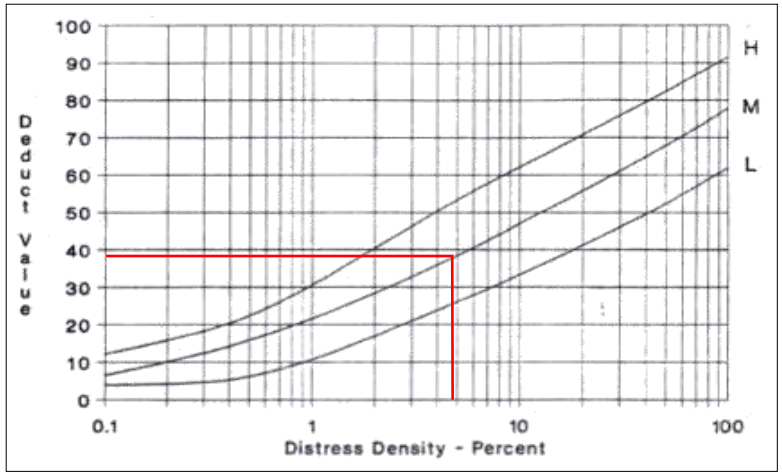
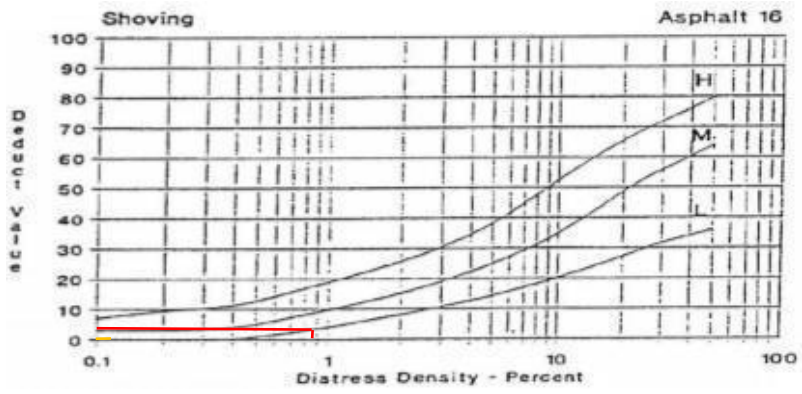


Gambar Grafik corrected deduct value

$$\begin{aligned}
 CDV Max & : 68 \\
 PCI\% & = 100 - CDV Max \\
 & = 100 - 68 \\
 & = 32
 \end{aligned}$$

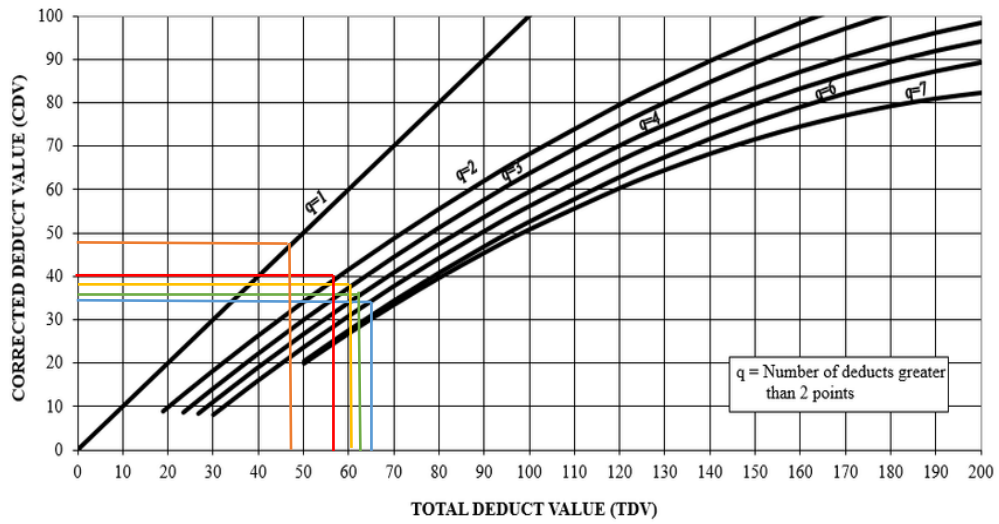
Formulir Survei Kondisi Perkerasan Jalan										
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 8+800 – 8+900										
No. Sample : 8										
Tipe Kerusakan							Sketsa			
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)					100 m	<div style="text-align: center;">7 m</div> 		
2. Kegemukan (m ²)	11	Tambalan (m ²)								
3. Retak blok (m ²)	12	Agregat licin (m)								
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)								
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)								
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)								
7. Lubang (m ²)	16	Retak slip (m ²)								
8. alur (m ²)	17	Pengembangan (m ²)								
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)								
Tingkat kerusakan	<i>Quantity</i>						Total	<i>Density</i> (%)	<i>Deduct Value</i>	
11L	2,45	6,20	3,30				11,95	1,71	6	
15L	5,00	2,86				-	7,86	1,12	4	
10L	6,00		-	-		-	6,00	0,86	4	
1M	9,60	23,75	1,42				34,77	4,97	39	
10M	1,28						1,28	0,18	0	
15M	10						10,00	1,43	12	
<i>Total Deduct Value</i>		65					<i>PCI = 52</i>			
<i>Correct Deduct Value</i>		48								





<i>Distress Severity</i>	<i>Deduct Value</i>
11L	6
15L	4
10L	4
1M	39
10M	0
15M	12

No	Deduct Value						TDV	Q	CDV Max
1	39	12	6	4	4		65	5	35
2	39	12	6	4	2		63	4	36
3	39	12	6	2	2		61	3	38
4	39	12	2	2	2		57	2	40
5	39	2	2	2	2		47	1	48



Gambar Grafik corrected deduct value

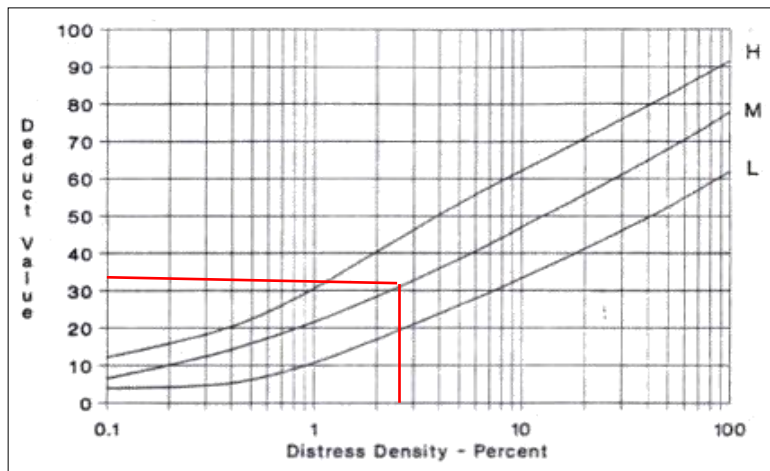
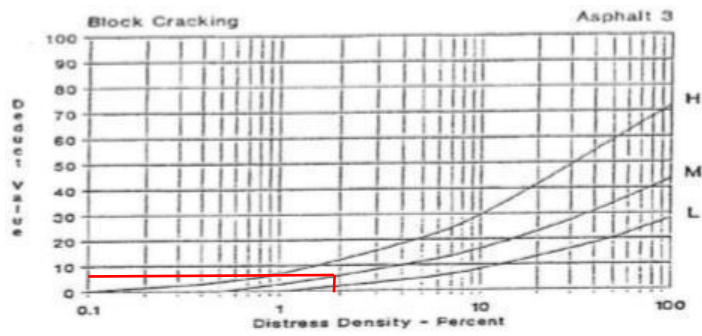
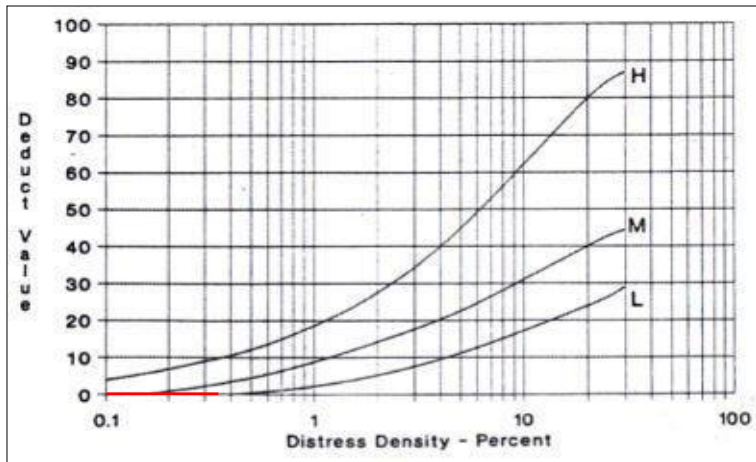
$CDV_{Max} : 48$

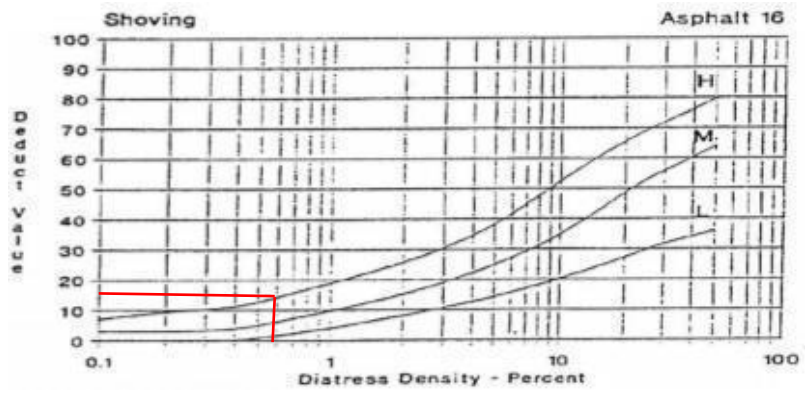
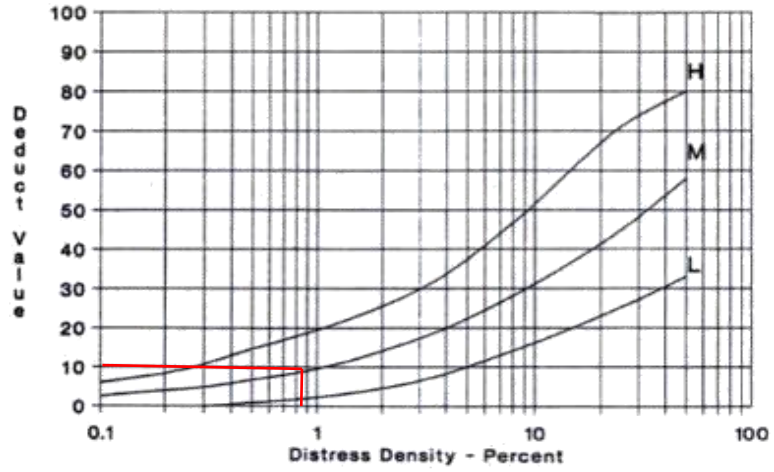
$PCIS = 100 - CDV_{Max}$

$= 100 - 48$

$= 52$

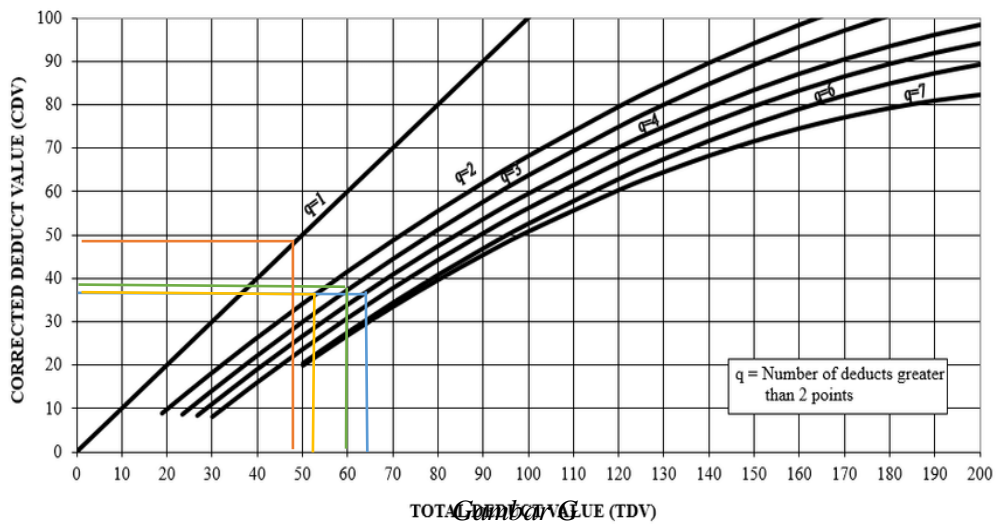
Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 8+900 – 9+000							
No. Sample : 9							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			100 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Ambblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	<i>Quantity</i>				Total	<i>Density</i> (%)	<i>Deduct Value</i>
15L	2,50				2,50	0,36	0
3M	13,27				13,27	1,90	7
1M	19,20	-		-	19,20	2,74	33
11M	5,85				5,85	0,84	10
10H	4,10				4,10	0,59	15
<i>Total Deduct Value</i>		65			<i>PCI = 51</i>		
<i>Correct Deduct Value</i>		49					





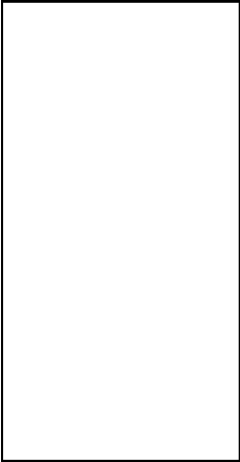
<i>Distress Severity</i>	<i>Deduct Value</i>
15L	0
3M	7
1M	33
11M	10
10H	15

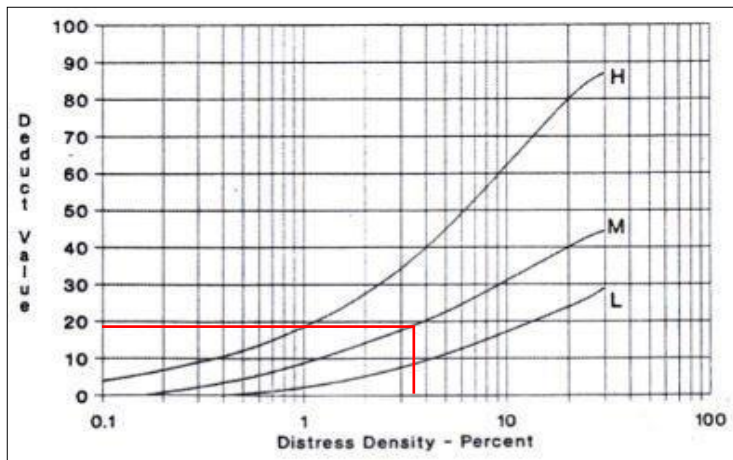
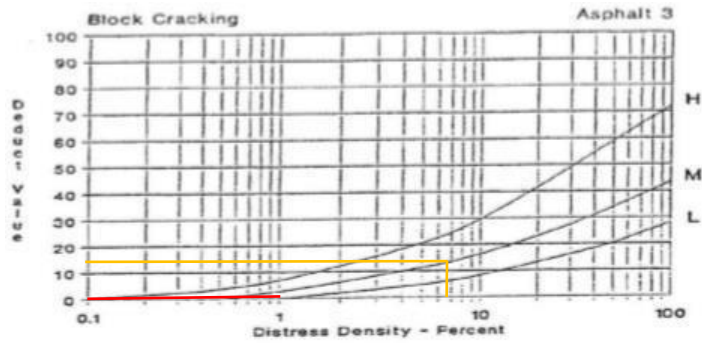
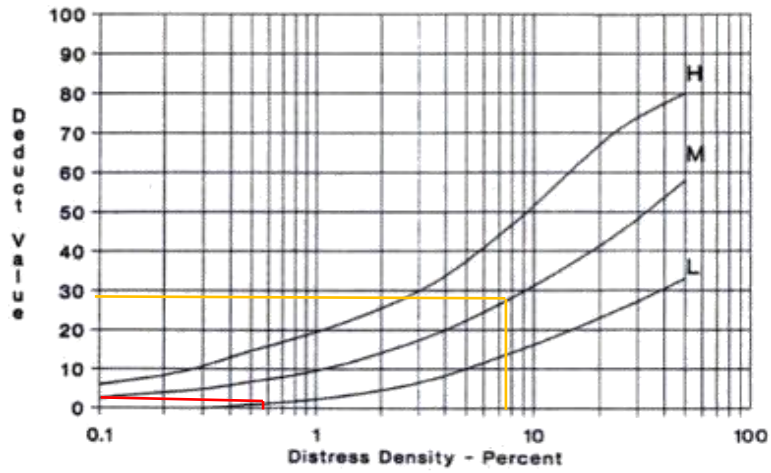
No	Deduct Value							TDV	Q	CDV Max
1	33	15	10	7				65	4	55
2	33	15	10	2				60	3	57
3	33	15	2	2				52	2	56
4	33	2	2	2				39	1	48



Gambar 6
Grafik corrected deduct value

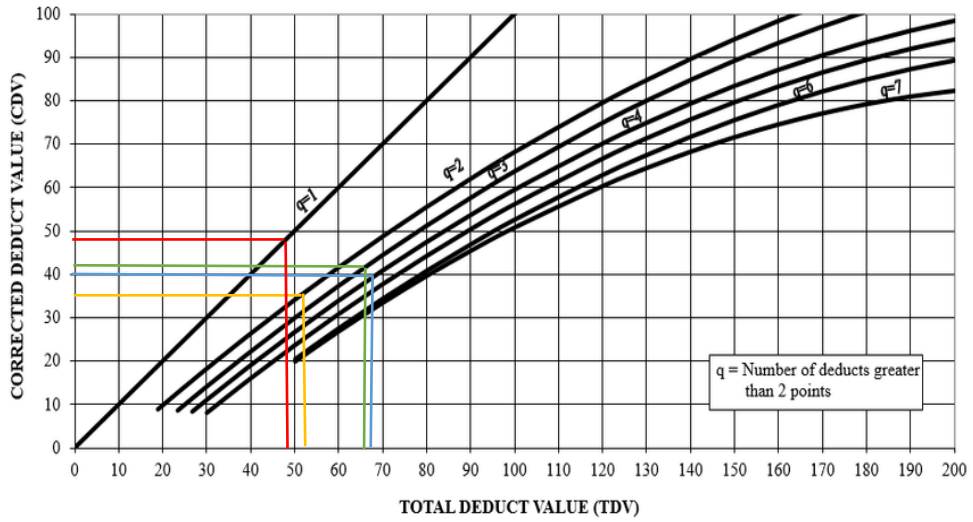
$$\begin{aligned}
 CDV Max & : 49 \\
 PCIS & = 100 - CDV Max \\
 & = 100 - 49 \\
 & = 51
 \end{aligned}$$

Formulir Survei Kondisi Perkerasan Jalan									
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 9+000 – 9+100									
No. Sample : 10									
Tipe Kerusakan						Sketsa			
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)				100 m	7 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)							
3. Retak blok (m ²)	12	Agregat licin (m)							
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)							
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)							
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)							
7. Lubang (m ²)	16	Retak slip (m ²)							
8. alur (m ²)	17	Pengembangan (m ²)							
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)							
Tingkat kerusakan	<i>Quantity</i>					Total	<i>Density</i> (%)	<i>Deduct Value</i>	
11L	2,36	0,15	0,17	0,33	1,03	4,05	0,58	3	
3L	3,00	2,16	1,82			6,98	1,00	0	
11M	3,88	11,90	37,70			53,48	7,64	29	
3M	46,75					46,75	6,68	15	
15M	24,00					24,00	3,43	19	
<i>Total Deduct Value</i>		66				<i>PCI = 52</i>			
<i>Correct Deduct Value</i>		48							



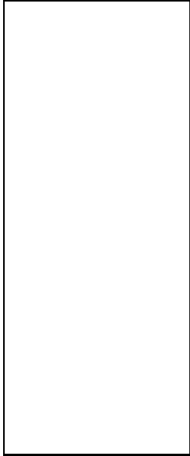
<i>Distress Severity</i>	<i>Deduct Value</i>
11L	3
3L	0
11M	29
3M	15
15M	19

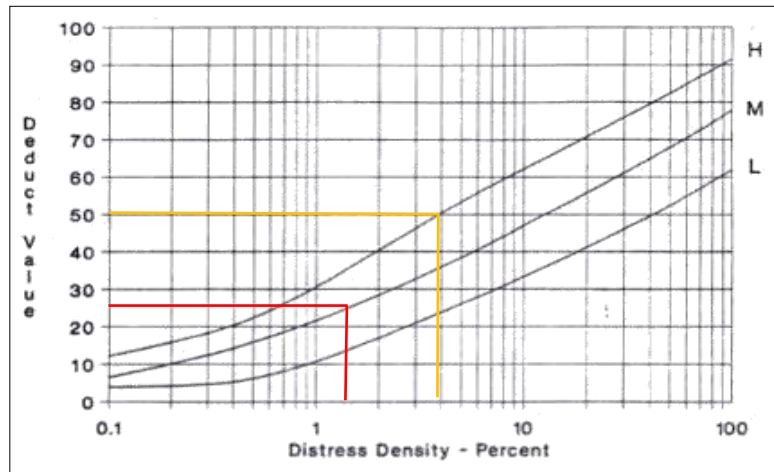
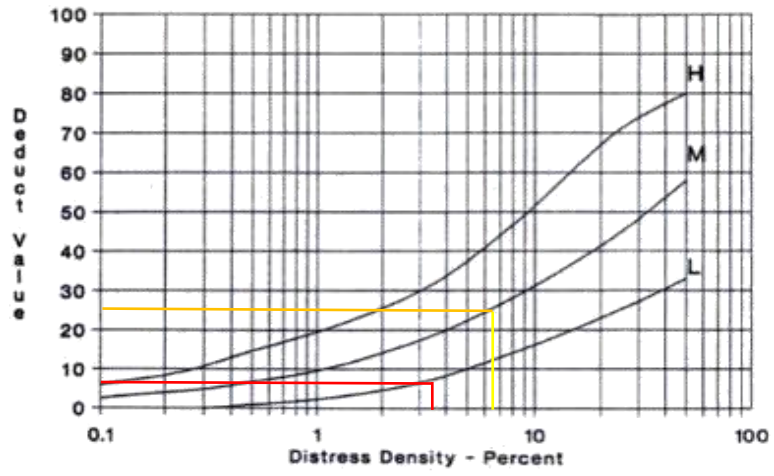
No	Deduct Value						TDV	Q	CDV Max
1	29	19	15	3			66	4	40
2	29	19	15	2			65	3	42
3	29	19	2	2			52	2	35
4	29	2	2	2			48	1	48

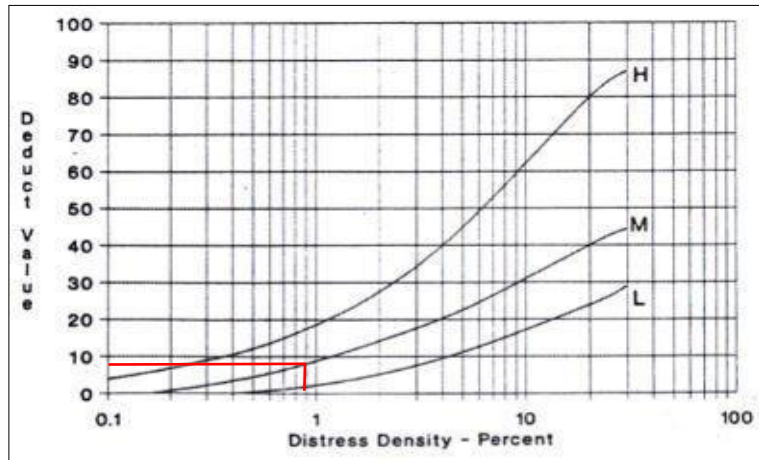


Gambar Grafik corrected deduct value

$$\begin{aligned}
 CDV_{Max} &: 48 \\
 PCIS &= 100 - CDV_{Max} \\
 &= 100 - 48 \\
 &= 52
 \end{aligned}$$

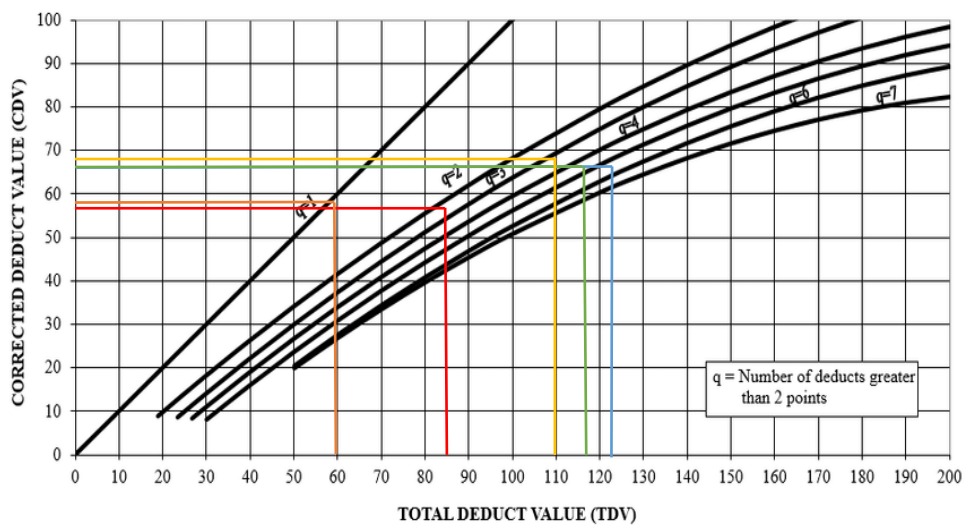
Formulir Survei Kondisi Perkerasan Jalan									
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 9+100 – 9+200									
No. Sample : 11									
Tipe Kerusakan						Sketsa			
1. Retak kulit buaya (m ²)	10,00	Sungkur (m ²)				7 m 			
2. Kegemukan (m ²)	11,00	Tambalan (m ²)							
3. Retak blok (m ²)	12,00	Agregat licin (m)							
4. Keriting (m ²)	13,00	Retak refleksi sambungan (m ²)							
5. Amblas (m ²)	14,00	Jalur/bahu jalan turun (m)							
6. Retak pinggir (m)	15,00	Retak memanjang & melintang (m)							
7. Lubang (m ²)	16,00	Retak slip (m ²)							
8. alur (m ²)	17,00	Pengembangan (m ²)							
9. Benjol dan turun (m ²)	18,00	Pelapukan & butiran lepas (m ²)							
Tingkat kerusakan	Quantity						Total	Density (%)	Deduct Value
11L	9,60	3,00	0,96	1,12	8,82		23,50	3,36	8
1M	3,00	7,00	-	-			10,00	1,43	26
15M	2,50	1,10	0,96	1,70			6,26	0,89	8
11M	6,20	10,50	27,00				43,70	6,24	27
1H	17,50	10,00					27,50	3,93	50
<i>Total Deduct Value</i>		119				<i>PCI = 32</i>			
<i>Correct Deduct Value</i>		68							





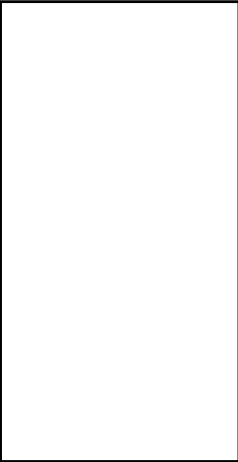
<i>Distress Severity</i>	<i>Deduct Value</i>
11L	8
1M	26
15M	8
11M	27
1H	50

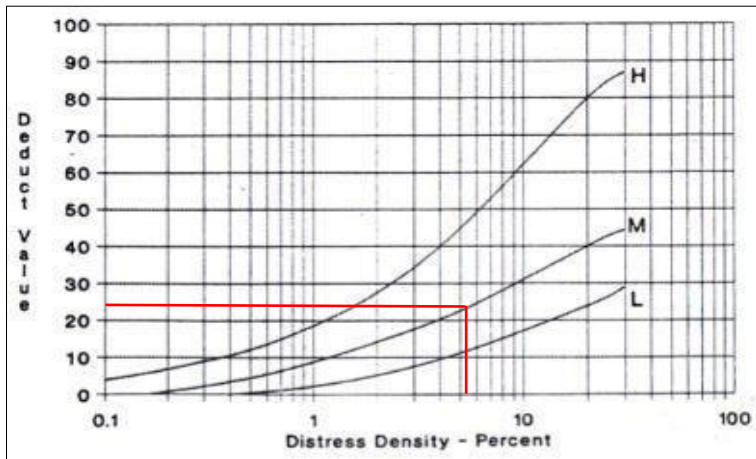
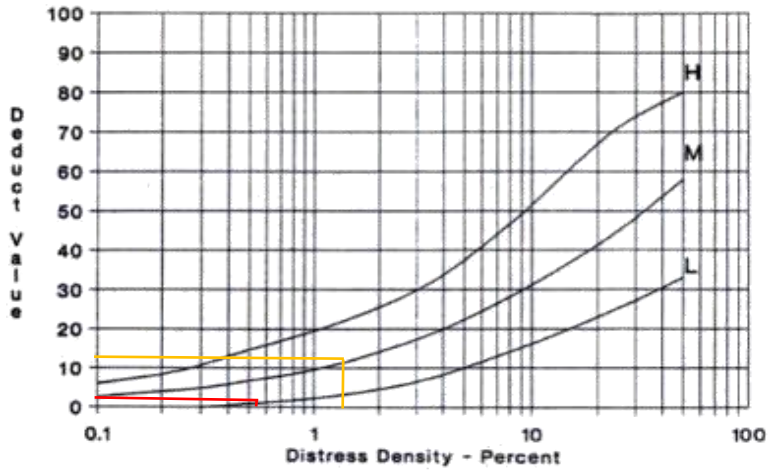
No	Deduct Value						TDV	Q	CDV Max
1	50	27	26	8	8		119	5	67
2	50	27	26	8	2		113	4	67
3	50	27	26	2	2		107	3	68
4	50	27	2	2	2		83	2	57
5	50	2	2	2	2		58	1	58

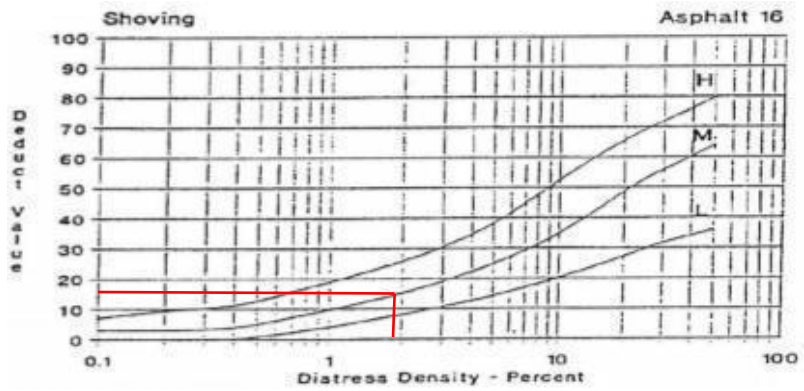
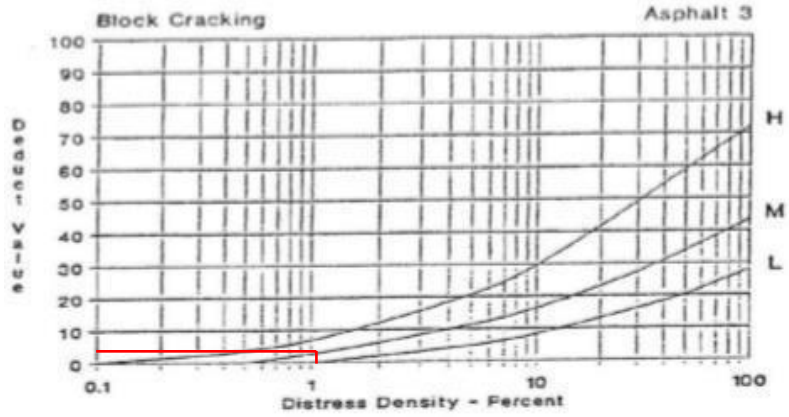


Gambar Grafik corrected deduct value

$$\begin{aligned}
 CDV_{Max} &: 68 \\
 PCIS &= 100 - CDV_{Max} \\
 &= 100 - 68 \\
 &= 32
 \end{aligned}$$

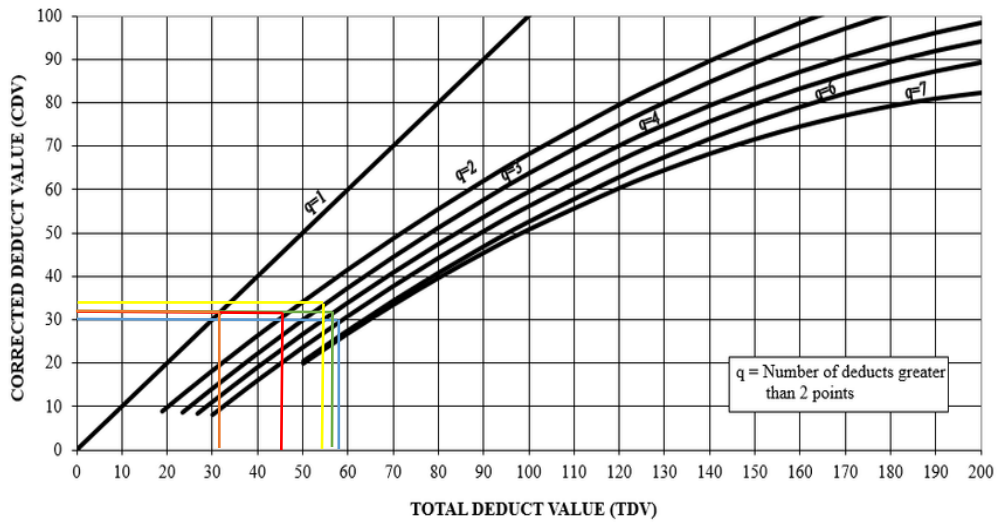
Formulir Survei Kondisi Perkerasan Jalan										
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 9+200 – 9+300										
No. Sample : 12										
Tipe Kerusakan						Sketsa				
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)				<div style="text-align: center;">7 m</div> <div style="display: flex; align-items: center; justify-content: center;"> 100 m  </div>				
2. Kegemukan (m ²)	11	Tambalan (m ²)								
3. Retak blok (m ²)	12	Agregat licin (m)								
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)								
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)								
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)								
7. Lubang (m ²)	16	Retak slip (m ²)								
8. alur (m ²)	17	Pengembangan (m ²)								
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)								
Tingkat kerusakan	Quantity							Total	Density (%)	Deduct Value
11L	0,70	0,10	0,75	0,38	1,57			3,50	0,50	3
11M	3,55	4,82	1,72					10,09	1,44	12
15M	37,00							37,00	5,29	24
3M	8,10							8,1	1,16	4
10M	0,52	12,60						13,12	1,87	15
<i>Total Deduct Value</i>		58					<i>PCI = 66</i>			
<i>Correct Deduct Value</i>		34								





<i>Distress Severity</i>	<i>Deduct Value</i>
11L	3
11M	12
15M	24
3M	4
10M	15

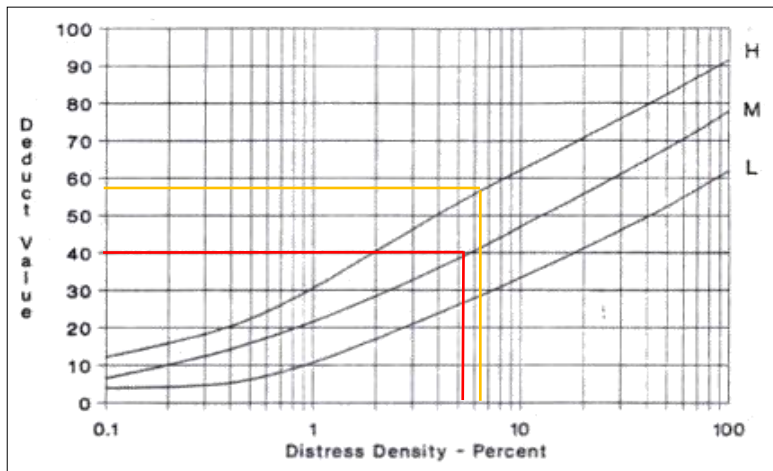
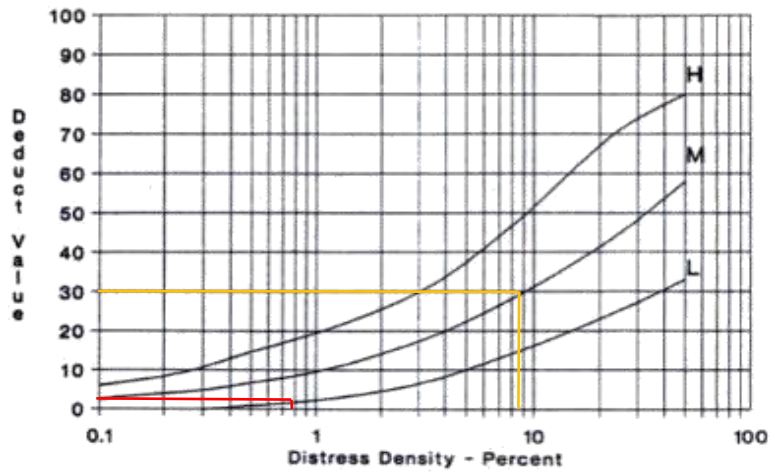
No	Deduct Value							TDV	Q	CDV Max
1	24	15	12	4	3			58	5	30
2	24	15	12	4	2			57	4	32
3	24	15	12	2	2			55	3	49
4	24	15	2	2	2			45	2	32
5	24	2	2	2	2			32	1	34



Gambar Grafik corrected deduct value

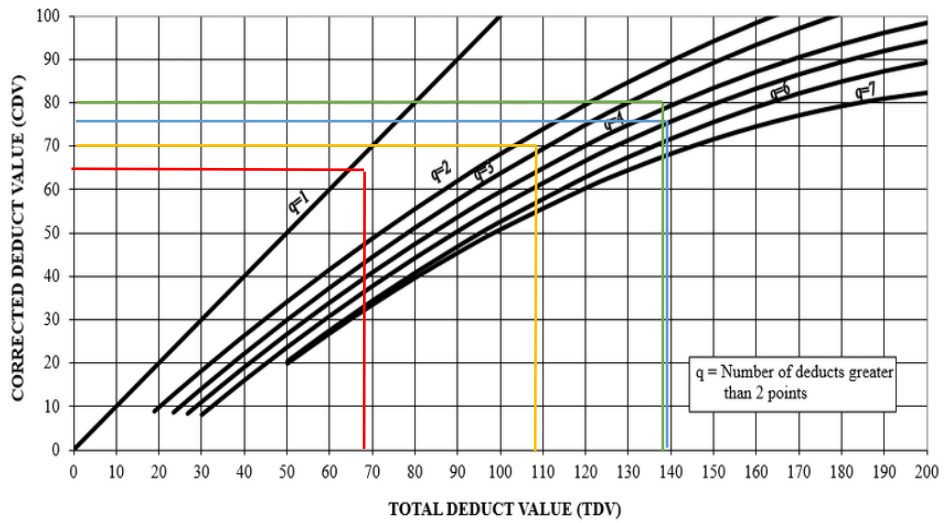
$$\begin{aligned}
 CDV_{Max} &: 34 \\
 PCIS &= 100 - CDV_{Max} \\
 &= 100 - 34 \\
 &= 66
 \end{aligned}$$

Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 9+300 – 9+400							
No. Sample : 13							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			100 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	<i>Quantity</i>				Total	<i>Density</i> (%)	<i>Deduct Value</i>
11L	5,44				5,44	0,78	3
11M	14,52	45	-	-	59,52	8,50	30
1M	35,7		-	-	35,70	5,10	40
1H	44,2				44,20	6,31	58
<i>Total Deduct Value</i>		131			<i>PCI = 20</i>		
<i>Correct Deduct Value</i>		80					



<i>Distress Severity</i>	<i>Deduct Value</i>
11L	3
11M	30
1M	40
1H	58

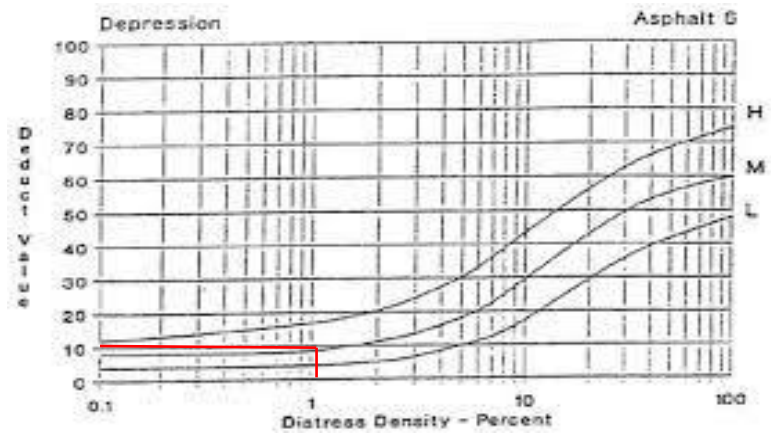
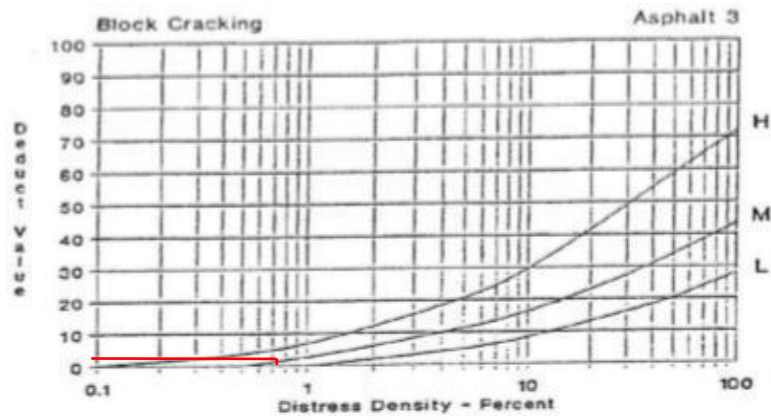
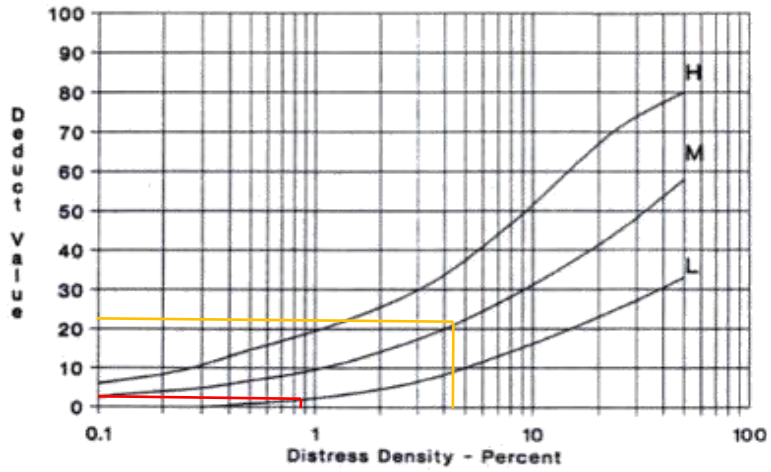
No	Deduct Value							TDV	Q	CDV Max
1	58	40	30	3				131	4	76
2	58	40	30	2				130	3	80
3	58	40	2	2				102	2	70
4	58	2	2	2				64	1	65

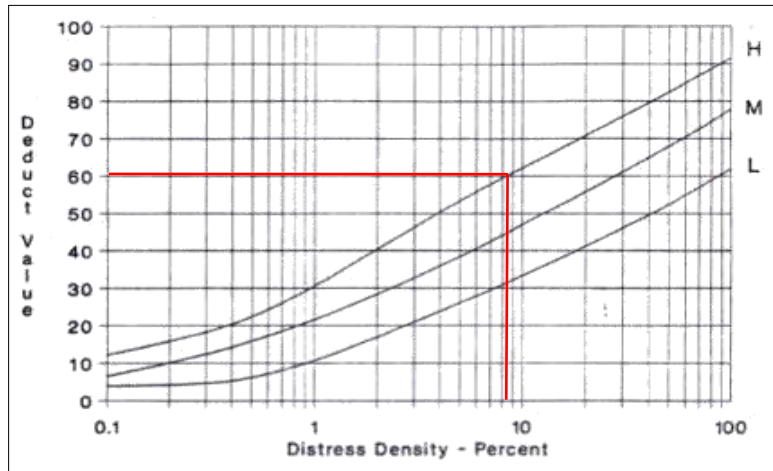


Gambar Grafik corrected deduct value

$$\begin{aligned}
 CDV Max & : 80 \\
 PCIS & = 100 - CDV Max \\
 & = 100 - 20 \\
 & = 20
 \end{aligned}$$

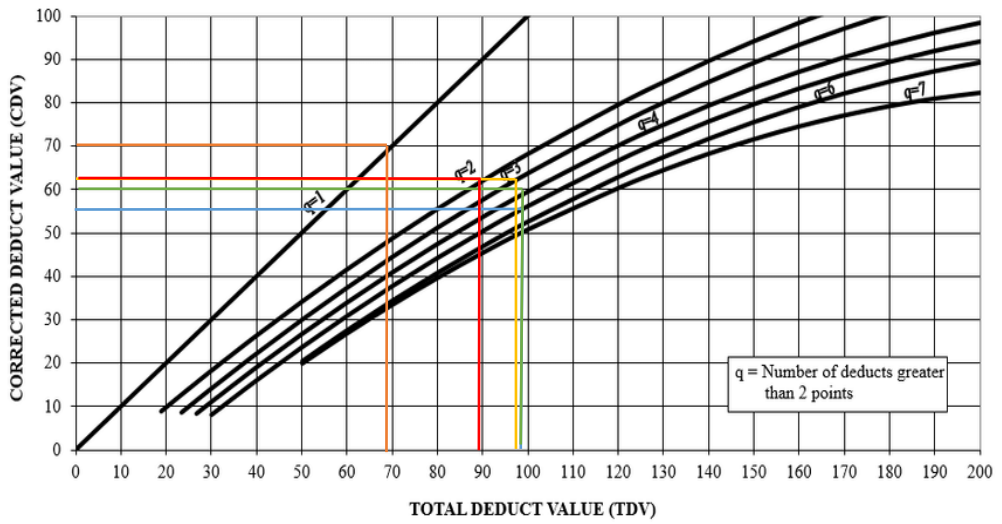
Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 9+400 – 9+500							
No. Sample : 14							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			100 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	Quantity				Total	Density (%)	Deduct Value
11L	4,26	0,4224	0,7375		5,42	0,77	3
11M	15	5,13	10	-	30,13	4,30	23
3M	3	1,9908	-	-	4,99	0,71	3
5M	8,05				8,05	1,15	10
1H	60				60,00	8,57	60
<i>Total Deduct Value</i>		98			<i>PCI =30</i>		
<i>Correct Deduct Value</i>		70					





<i>Distress Severity</i>	<i>Deduct Value</i>
11L	3
11M	23
3M	3
5M	10
1H	60

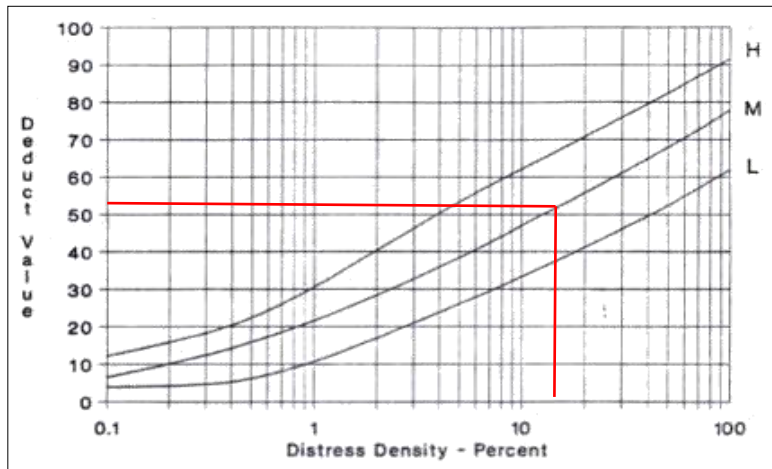
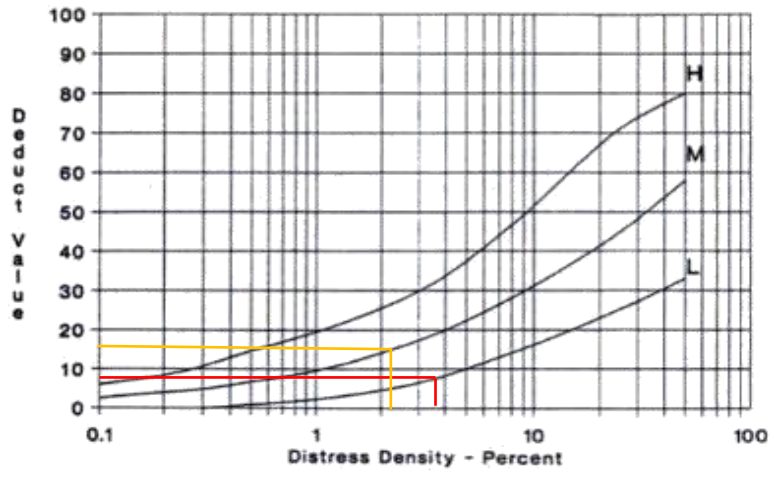
No	Deduct Value						TDV	Q	CDV Max
1	60	23	10	3	2		98	5	56
2	60	23	10	3	2		98	4	60
3	60	23	10	2	2		97	3	63
4	60	23	2	2	2		89	2	63
5	60	2	2	2	2		68	1	70

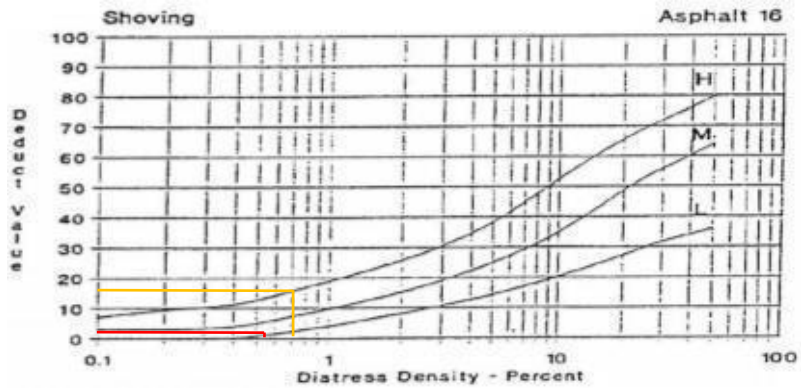


Gambar Grafik corrected deduct value

$$\begin{aligned}
 CDV Max & : 70 \\
 PCIS & = 100 - CDV Max \\
 & = 100 - 70 \\
 & = 30
 \end{aligned}$$

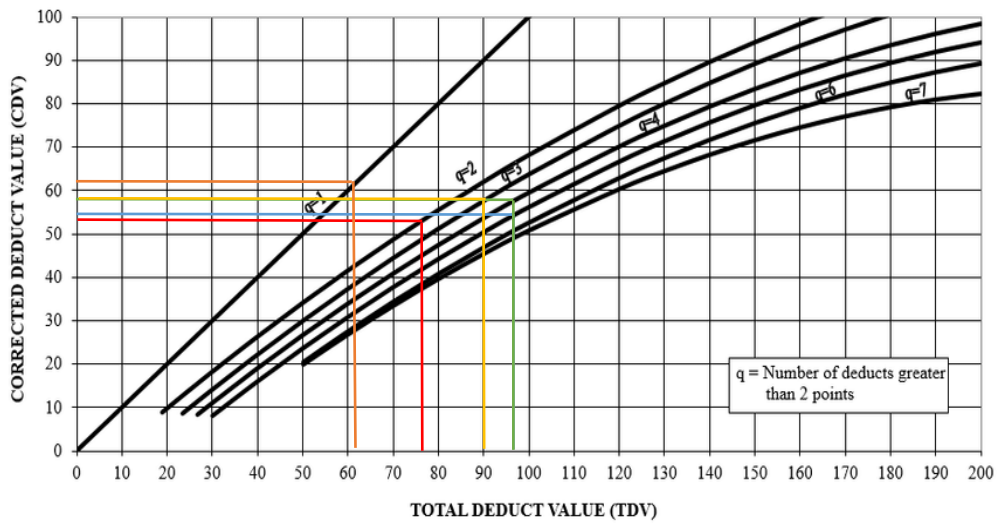
Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 9+500 – 9+600							
No. Sample : 15							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			100 m		
2. Kegerumukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	Quantity				Total	Density (%)	Deduct Value
11L	18,85	6,6			25,45	3,64	8
11M	15,795	-	-	-	15,80	2,26	16
1M	31,9	41,625		-	73,53	10,50	53
10M	0,96	2	0,72		3,68	0,53	2
10H	4,875				4,88	0,70	17
<i>Total Deduct Value</i>		96			<i>PCI =37</i>		
<i>Correct Deduct Value</i>		63					





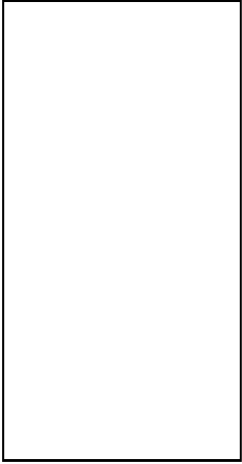
<i>Distress Severity</i>	<i>Deduct Value</i>
11L	8
11M	16
1M	53
10M	2
10H	17

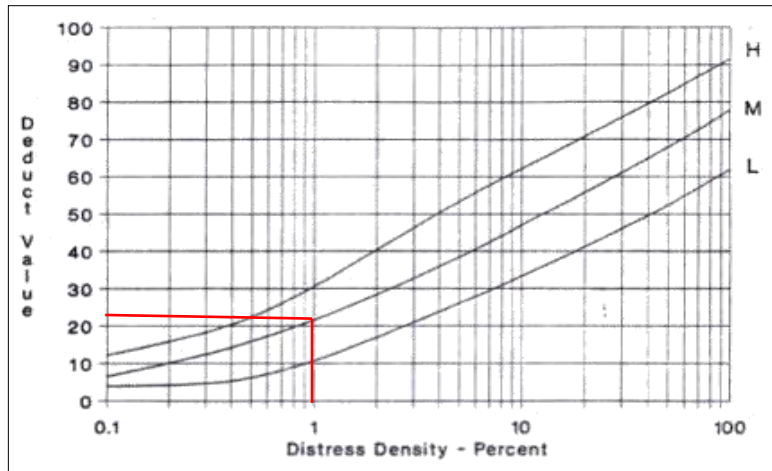
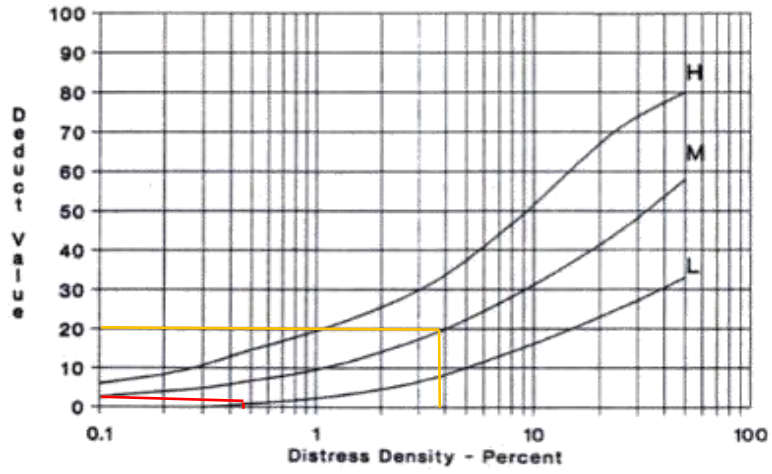
No	Deduct Value						TDV	Q	CDV Max
1	53	17	16	8	2		96	5	55
2	53	17	16	8	2		96	4	58
3	53	17	16	2	2		90	3	58
4	53	17	2	2	2		76	2	54
5	53	2	2	2	2		61	1	63

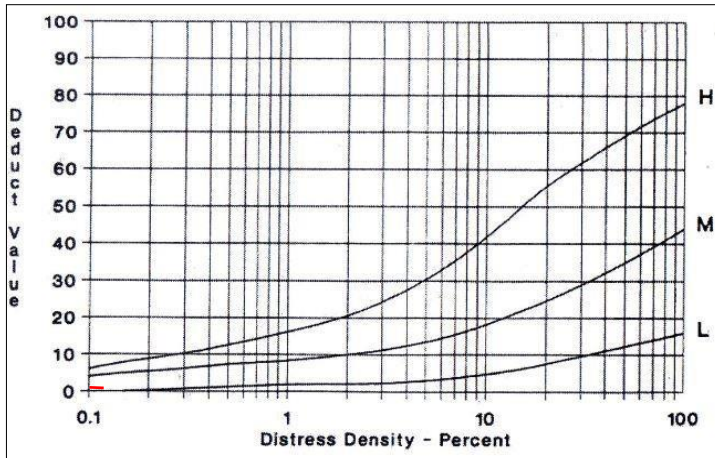


Gambar Grafik corrected deduct value

$$\begin{aligned}
 CDV\ Max & : 63 \\
 PCIS & = 100 - CDV\ Max \\
 & = 100 - 63 \\
 & = 37
 \end{aligned}$$

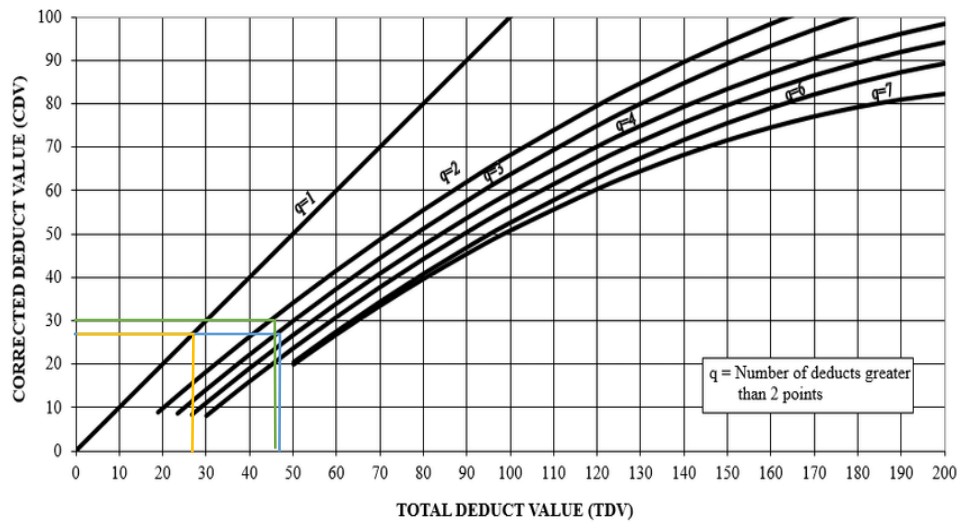
Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 9+600 – 9+700							
No. Sample : 16							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			7 m  100 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	<i>Quantity</i>				Total	<i>Density</i> (%)	<i>Deduct Value</i>
11L	1,32	1,17			2,49	0,36	3
11M	20,16	-	-	-	20,16	2,88	20
1M	6,545	-	-	-	6,55	0,94	22
18M	1,125				1,13	0,16	0
<i>Total Deduct Value</i>		45			<i>PCI = 70</i>		
<i>Correct Deduct Value</i>		30					





<i>Distress Severity</i>	<i>Deduct Value</i>
11L	3
11M	20
1M	22
18M	0

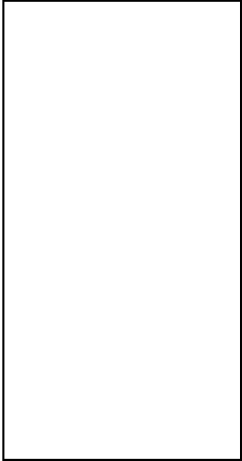
No	Deduct Value				TDV	Q	CDV Max
1	22	20	3		45	3	27
2	22	20	2		44	2	30
3	22	2	2		26	1	27

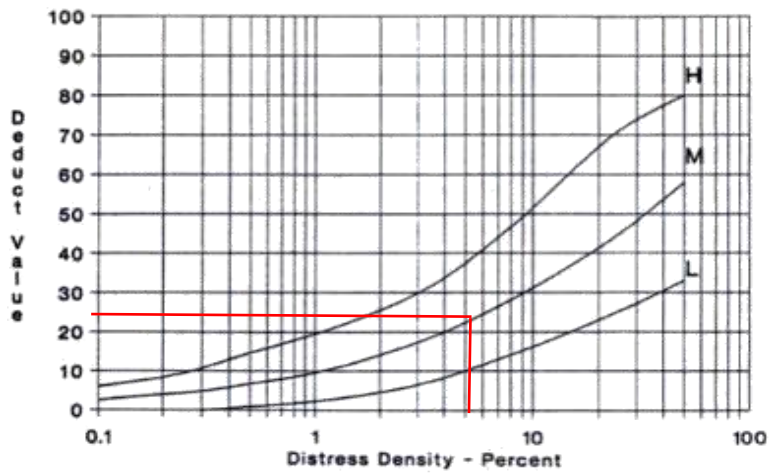
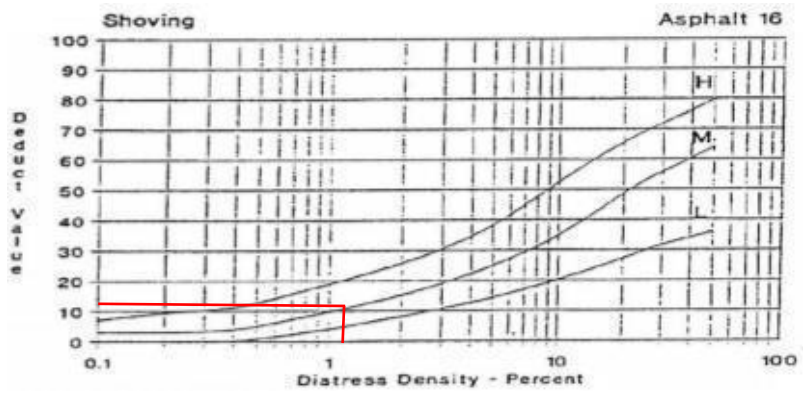
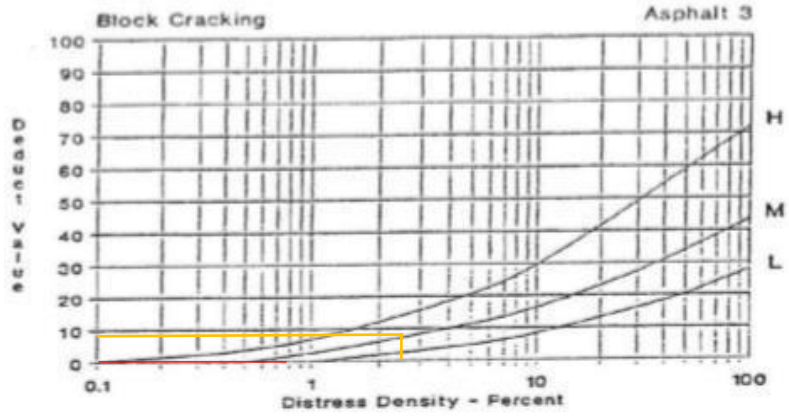


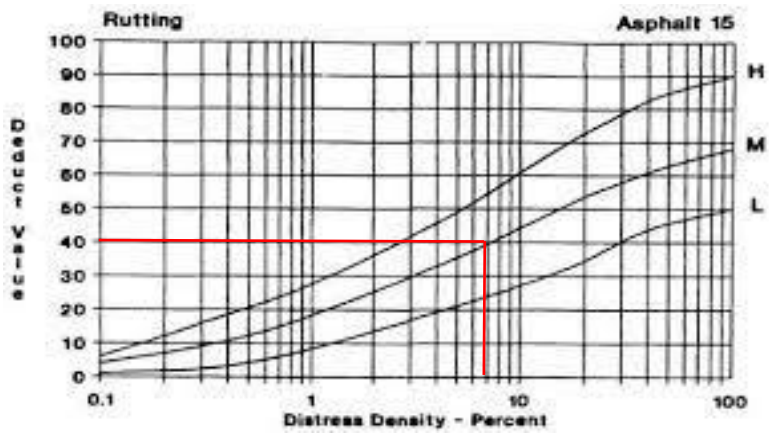
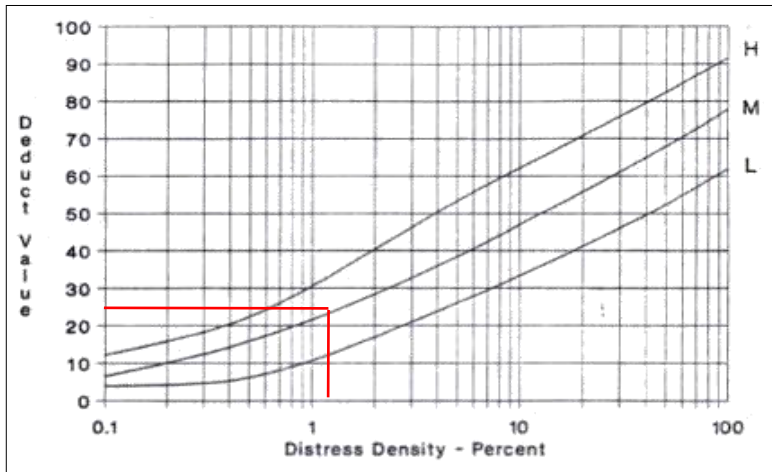
Gambar Grafik corrected deduct value

CDV Max : 30

$$\begin{aligned}
 PCIS &= 100 - CDV Max \\
 &= 100 - 30 \\
 &= 70
 \end{aligned}$$

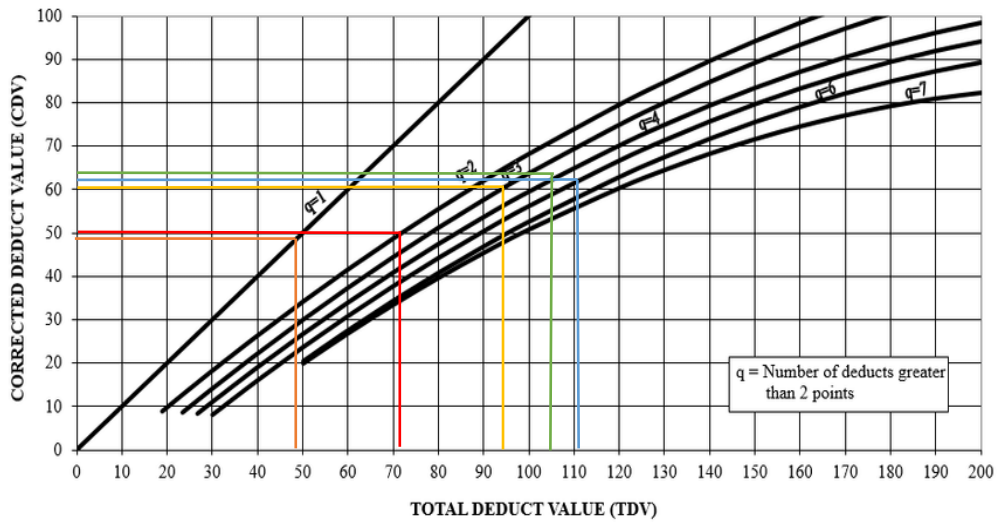
Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 9+700 – 9+800							
No. Sample : 17							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			100 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	Quantity				Total	Density (%)	Deduct Value
3L	5,28				5,28	0,75	0
3M	17,6	-	-	-	17,60	2,51	9
10M	6	2,385	-	-	8,39	1,20	12
11M	10,8	25,11			35,91	5,13	25
1M	8,9175				8,92	1,27	25
8M	48,3				48,3	6,90	40
<i>Total Deduct Value</i>		111			<i>PCI = 37</i>		
<i>Correct Deduct Value</i>		63					





<i>Distress Severity</i>	<i>Deduct Value</i>
3L	0
3M	9
10M	12
11M	25
1M	25
8M	40

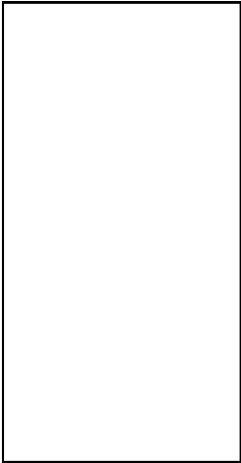
No	Deduct Value						TDV	Q	CDV Max
1	40	25	25	12	9		111	5	62
2	40	25	25	12	2		104	4	63
3	40	25	25	2	2		94	3	60
4	40	25	2	2	2		71	2	50
5	40	2	2	2	2		48	1	48

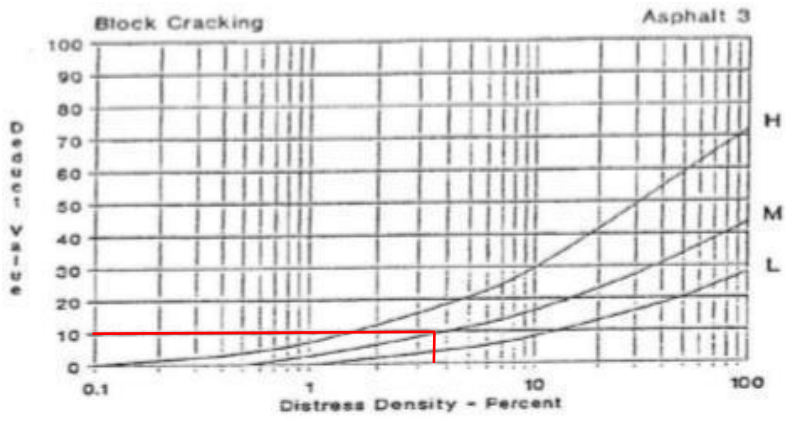
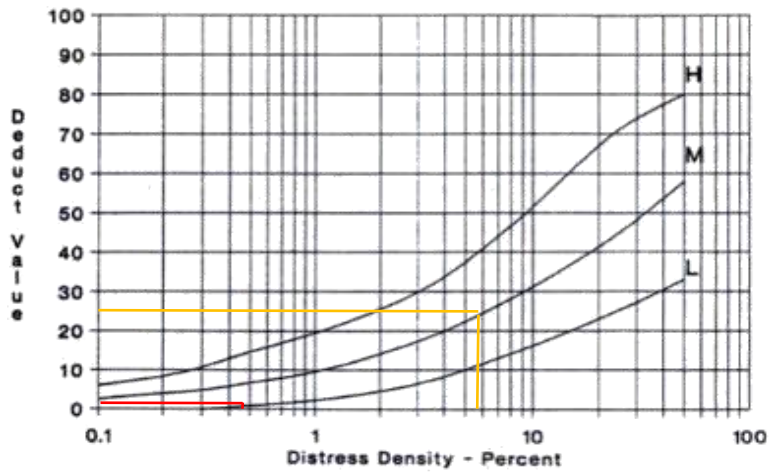


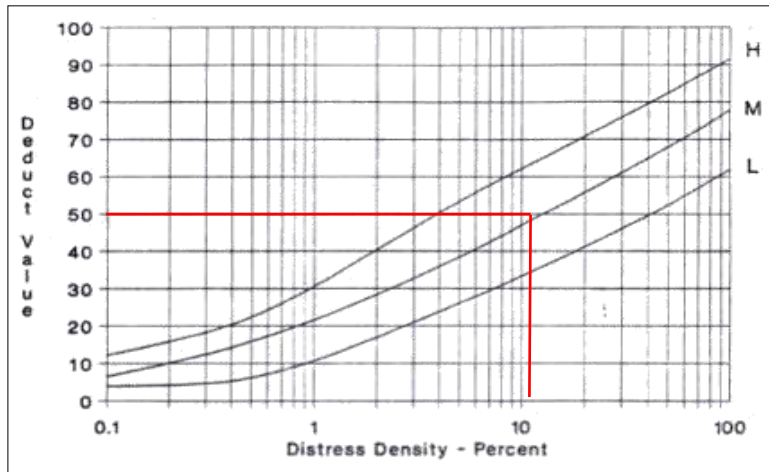
Gambar Grafik corrected deduct value

CDV Max : 63

$$\begin{aligned}
 PCIS &= 100 - CDV Max \\
 &= 100 - 63 \\
 &= 37
 \end{aligned}$$

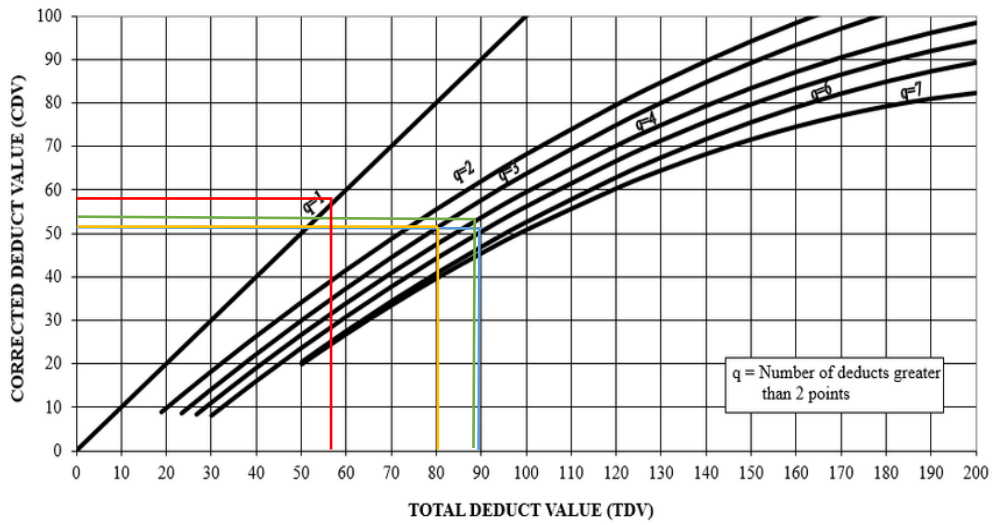
Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 9+800 – 9+900							
No. Sample : 18							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			100 m	7 m	
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	Quantity				Total	Density (%)	Deduct Value
11L	3,41	13,696	2,793	2,025	3,14	0,45	3
3M	24	-	-	-	24,00	3,43	10
11M	16,8	24		-	40,80	5,83	26
1M	78				78,00	11,14	50
<i>Total Deduct Value</i>	89				<i>PCI = 42</i>		
<i>Correct Deduct Value</i>	58						





<i>Distress Severity</i>	<i>Deduct Value</i>
11L	3
3L	10
11M	26
1M	50

No	Deduct Value						TDV	Q	CDV Max
1	50	26	10	3			89	4	52
2	50	26	10	2			88	3	54
3	50	26	2	2			80	2	52
4	50	2	2	2			56	1	58

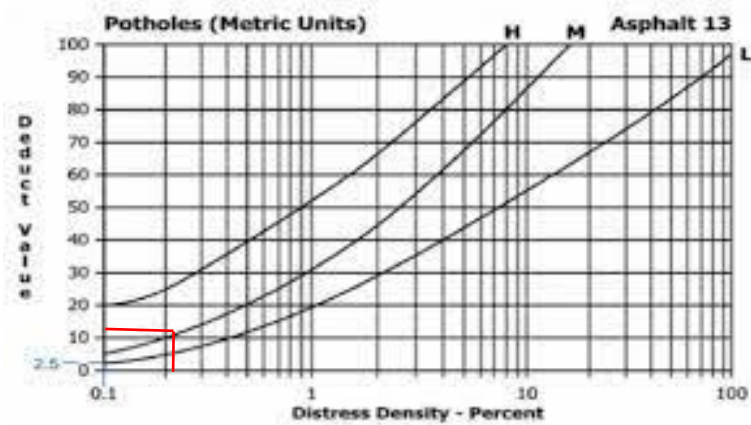
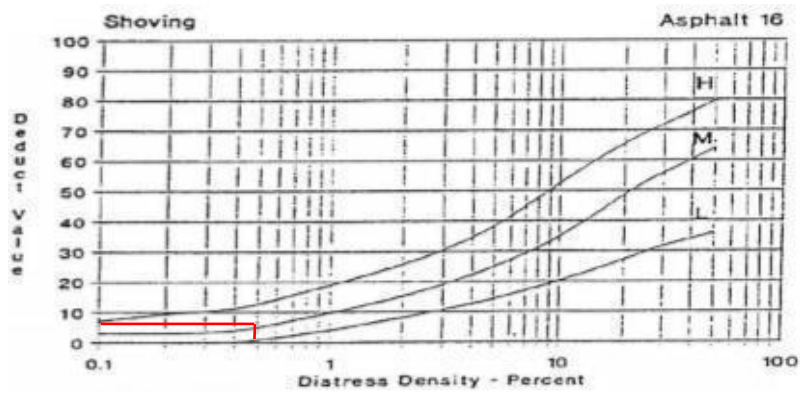
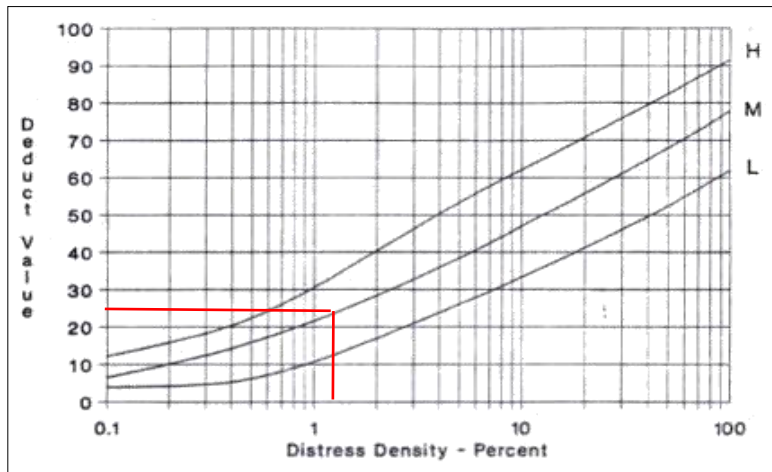


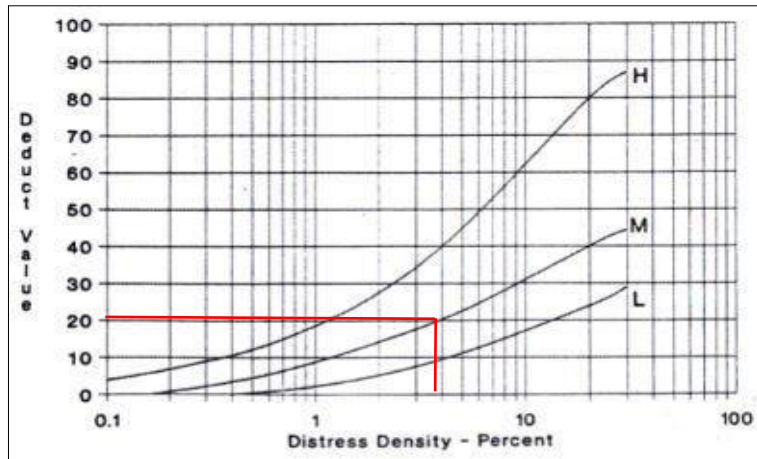
Gambar Grafik corrected deduct value

CDV Max : 58

$$\begin{aligned}
 PCIS &= 100 - CDV Max \\
 &= 100 - 58 \\
 &= 42
 \end{aligned}$$

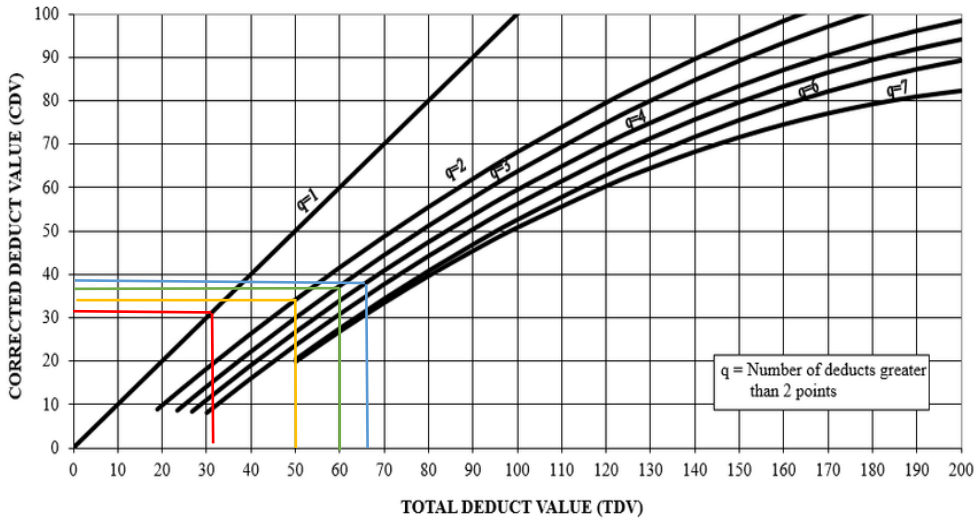
Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 9+900 - 10 +000							
No. Sample : 19							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			100 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	Quantity						
1M	9				9,00	1,29	25
10M	3,325	-	-	-	3,33	0,48	8
7M	0,32	1,2	-	-	0,41	0,22	12
15M	26,5				26,50	3,79	20
Total Deduct Value		65			PCI = 62		
Correct Deduct Value		38					





<i>Distress Severity</i>	<i>Deduct Value</i>
1M	25
10M	8
7M	12
15M	20

No	Deduct Value						TDV	Q	CDV Max
1	25	20	12	8			65	4	38
2	25	20	12	2			59	3	37
3	25	20	2	2			49	2	35
4	25	2	2	2			31	1	32

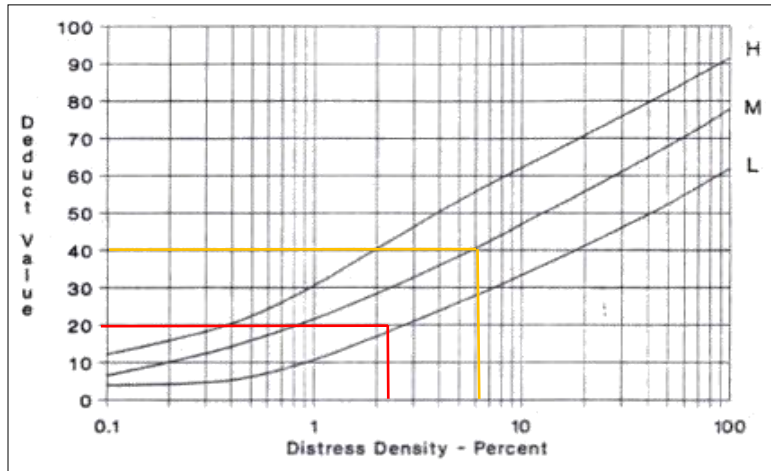
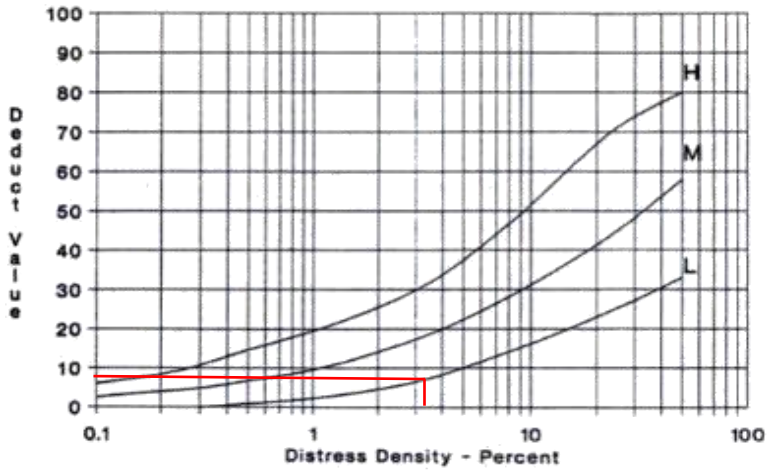


Gambar Grafik corrected deduct value

CDV Max : 38

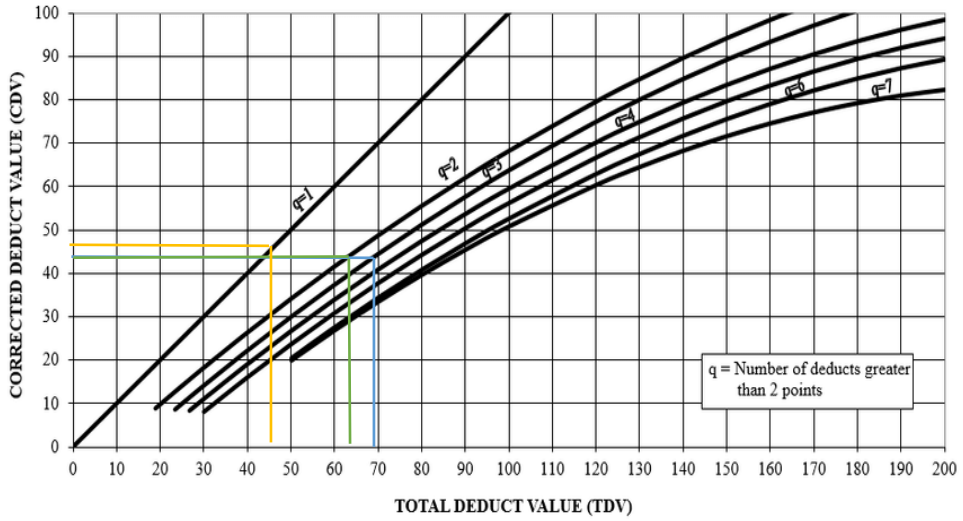
$$\begin{aligned}
 \text{PCIS} &= 100 - \text{CDV Max} \\
 &= 100 - 38 \\
 &= 62
 \end{aligned}$$

Formulir Survei Kondisi Perkerasan Jalan								
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 10+000 - 10+100								
No. Sample : 20								
Tipe Kerusakan					Sketsa			
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			100 m			
2. Kegemukan (m ²)	11	Tambalan (m ²)						
3. Retak blok (m ²)	12	Agregat licin (m)						
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)						
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)						
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)						
7. Lubang (m ²)	16	Retak slip (m ²)						
8. alur (m ²)	17	Pengembangan (m ²)						
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)						
Tingkat kerusakan	<i>Quantity</i>				Total	<i>Density</i> (%)	<i>Deduct Value</i>	
11L	4,7084	7,128	7,4	3,718	22,95	3,28	8	
1L	1,6	3,19	10,8	4,1472	19,74	2,82	20	
1M	44				44,00	6,29	40	
<i>Total Deduct Value</i>		68			<i>PCI = 53</i>			
<i>Correct Deduct Value</i>		47						



<i>Distress Severity</i>	<i>Deduct Value</i>
11L	8
1L	20
1M	40

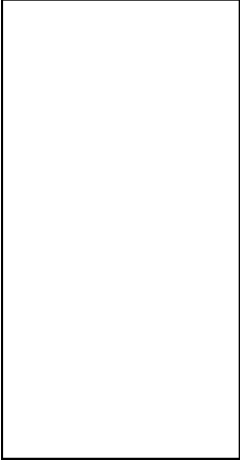
No	Deduct Value						TDV	Q	CDV Max
1	40	20	8				68	3	45
2	40	20	2				62	2	45
3	40	2	2				44	1	47

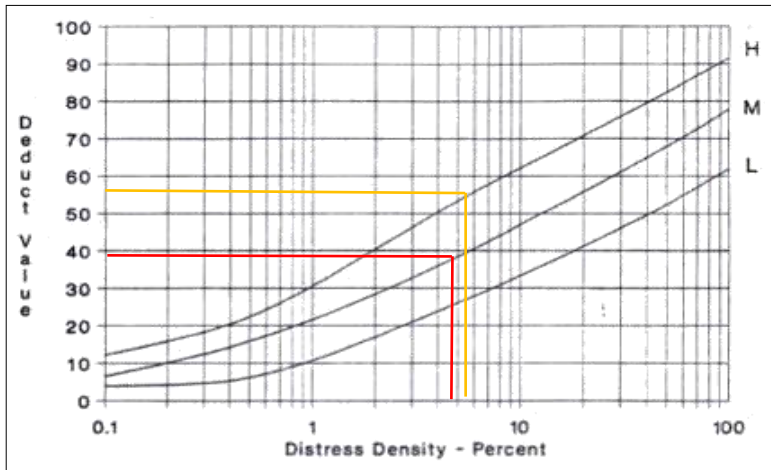
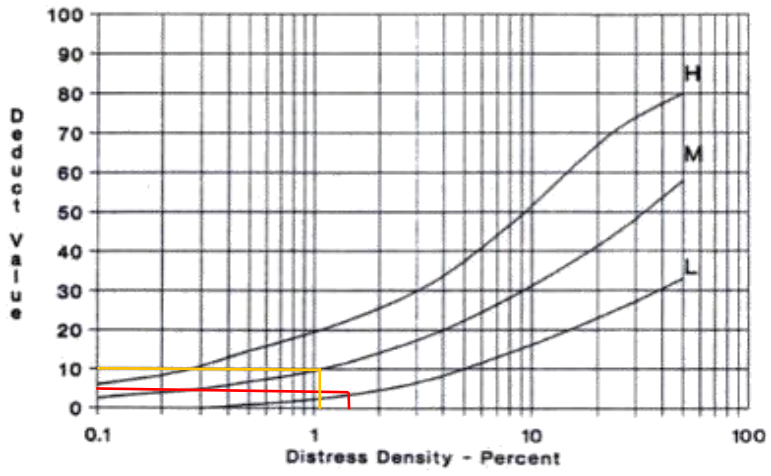


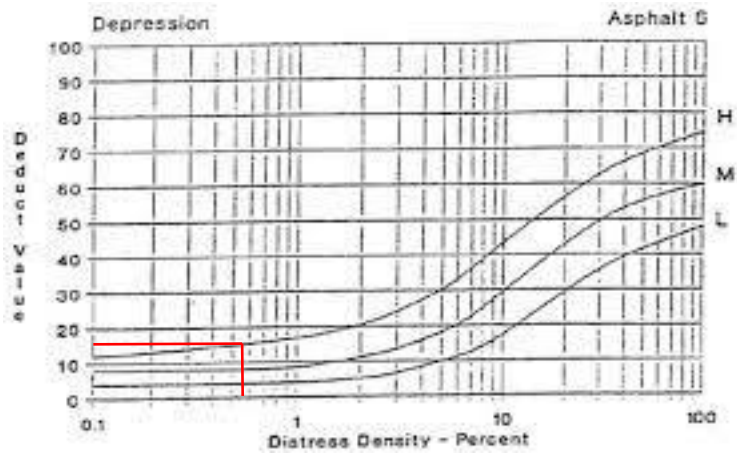
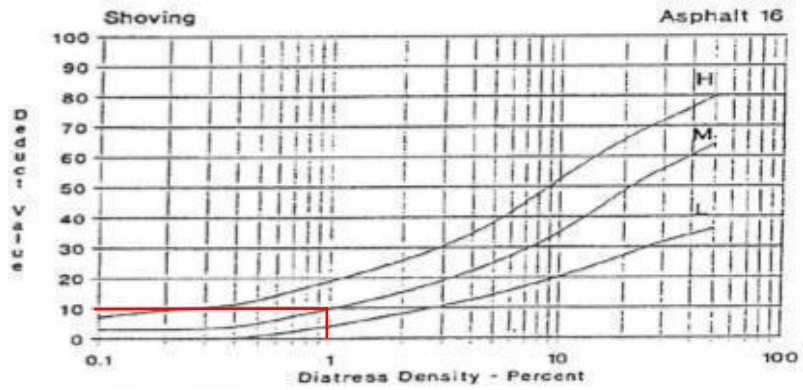
Gambar Grafik corrected deduct value

CDV Max : 47

$$\begin{aligned}
 \text{PCIS} &= 100 - \text{CDV Max} \\
 &= 100 - 47 \\
 &= 53
 \end{aligned}$$

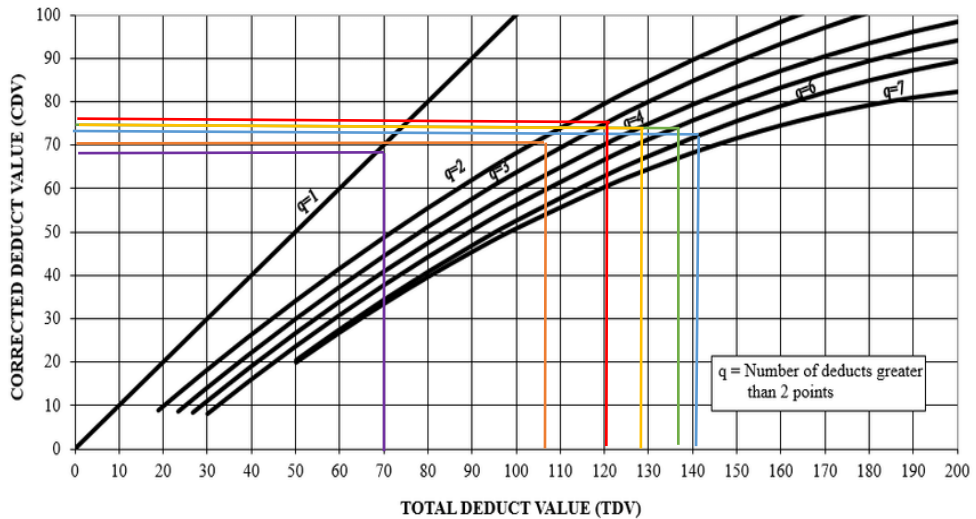
Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 10+100 - 10+200							
No. Sample : 21							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			7 m  100 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	<i>Quantity</i>				Total	<i>Density</i> (%)	<i>Deduct Value</i>
11L	4,4	1,8	1,26	3,45	10,91	1,56	6
11M	7,5	-	-	-	7,50	1,07	10
1M	21	12	-	-	33,00	4,71	39
10M	3,25	3,3			6,55	0,94	10
1H	37,5				37,50	5,36	57
5H	3,92				3,92	0,56	16
<i>Total Deduct Value</i>		137,7			<i>PCI = 24</i>		
<i>Correct Deduct Value</i>		76					





<i>Distress Severity</i>	<i>Deduct Value</i>
11L	6
11M	10
1M	39
10M	10
1H	57
5H	16

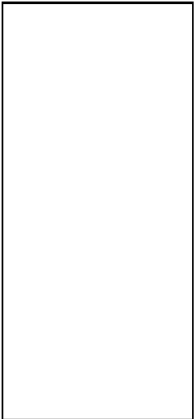
No	Deduct Value							TDV	Q	CDV Max
1	57	39	16	10	10	5,7	137,7	6	74	
2	57	39	16	10	10	2	134	5	75	
3	57	39	16	10	2	2	126	4	75	
4	57	39	16	2	2	2	118	3	76	
5	57	39	2	2	2	2	104	2	70	
6	57	2	2	2	2	2	67	1	68	

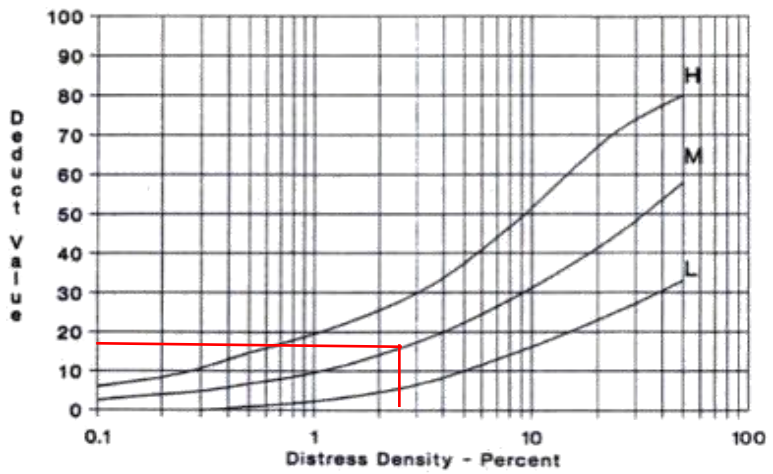
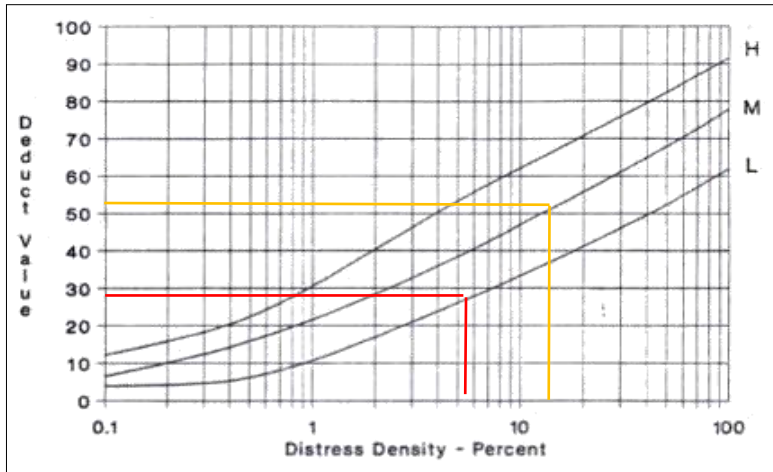


Gambar Grafik corrected deduct value

CDV Max : 76

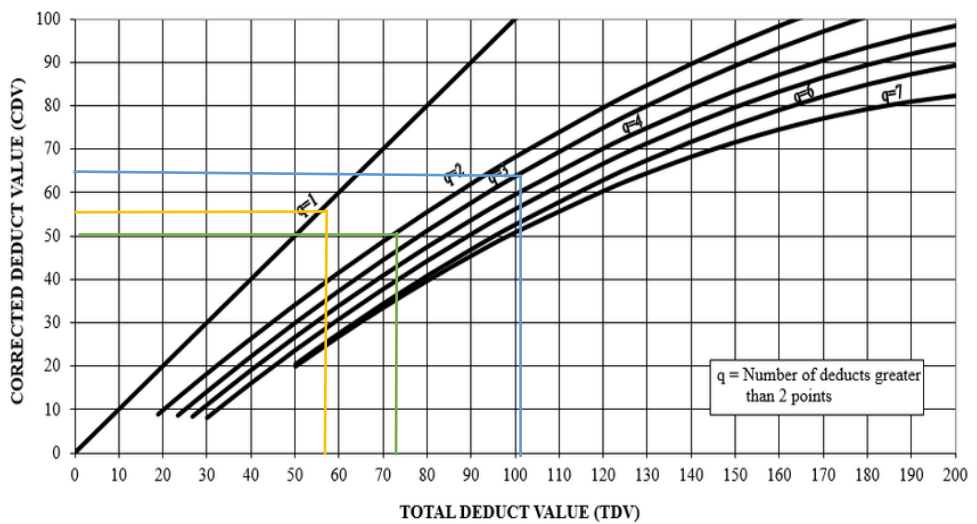
$$\begin{aligned}
 PCIS &= 100 - CDV_{Max} \\
 &= 100 - 76 \\
 &= 24
 \end{aligned}$$

Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 10+200 - 10+300							
No. Sample : 22							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			7 m  100 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	<i>Quantity</i>						
1L	26,24	3,3	8,1		37,64	5,38	29
11L	17,68	-	-	-	17,68	2,53	17
1M	12,76	60,9	26	-	99,66	14,24	52
<i>Total Deduct Value</i>		98			<i>PCI = 35</i>		
<i>Correct Deduct Value</i>		65					



<i>Distress Severity</i>	<i>Deduct Value</i>
1L	29
11L	17
1M	52

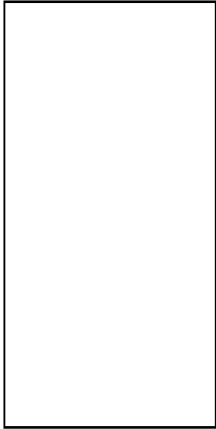
No	Deduct Value						TDV	Q	CDV Max
1	52	29	17				98	3	65
2	52	29	2				71	2	50
3	52	2	2				56	1	55

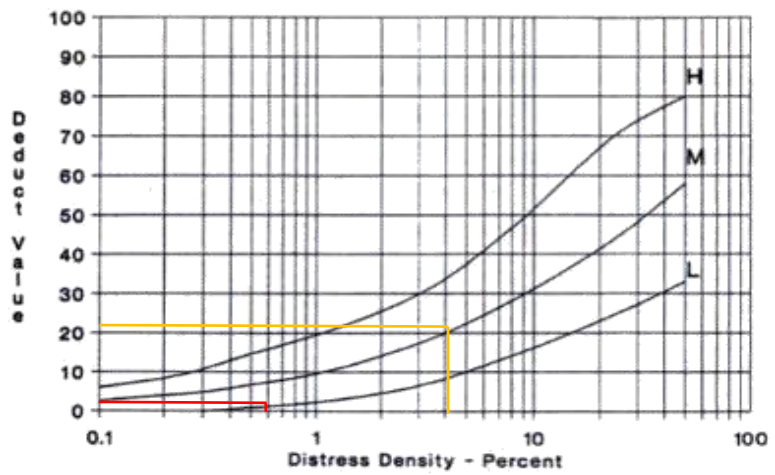
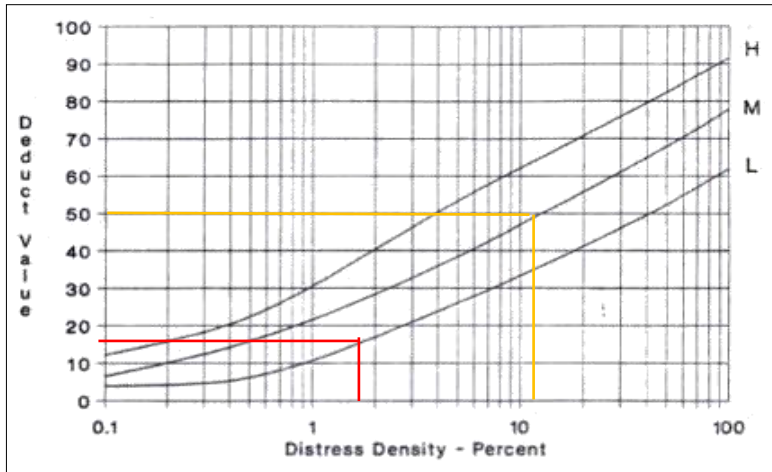


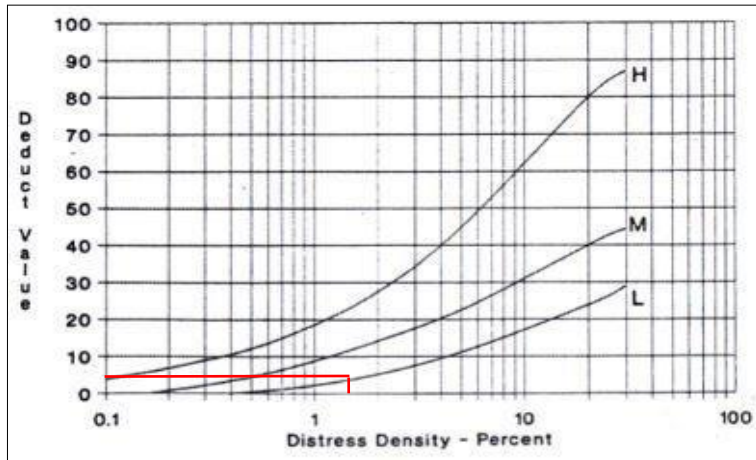
Gambar Grafik corrected deduct value

CDV Max : 65

$$\begin{aligned}
 PCIS &= 100 - CDV Max \\
 &= 100 - 65 \\
 &= 35
 \end{aligned}$$

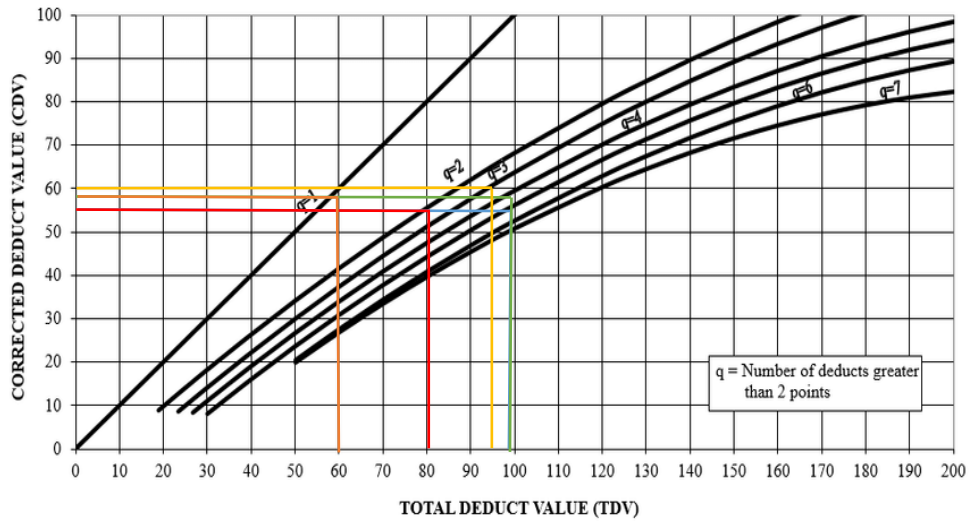
Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 10+300 - 10+400							
No. Sample : 23							
Tipe Kerusakan					Sketsa 7 m  100 m		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)					
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	<i>Quantity</i>				Total	<i>Density (%)</i>	<i>Deduct Value</i>
1L	12,25				12,25	1,75	17
11L	3,6	-	-	-	3,60	0,51	2
15L	7	0,6	3,2	-	10,80	1,54	5
1M	51	28			79,00	11,29	50
11M	28,5				28,50	4,07	22
<i>Total Deduct Value</i>		96			<i>PCI =40</i>		
<i>Correct Deduct Value</i>		60					





<i>Distress Severity</i>	<i>Deduct Value</i>
1L	17
11L	2
15L	5
1M	50
11M	22

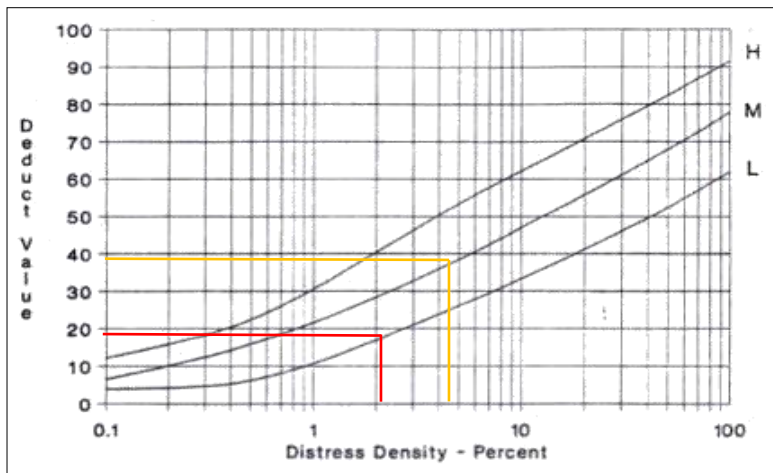
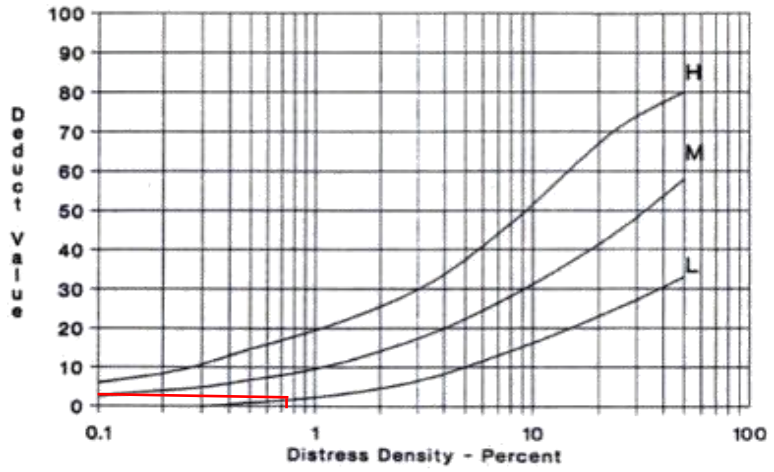
No	Deduct Value						TDV	Q	CDV Max
1	50	22	17	5	2		96	5	55
2	50	22	17	5	2		96	4	58
3	50	22	17	2	2		93	3	60
4	50	22	2	2	2		78	2	55
5	50	2	2	2	2		68	1	58

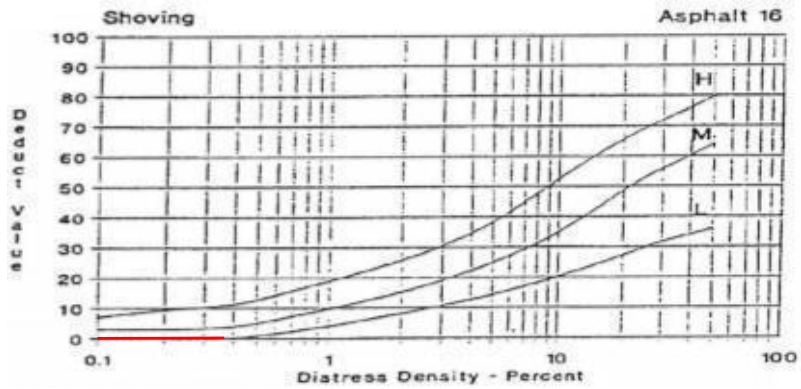


Gambar Grafik corrected deduct value

CDV Max : 60

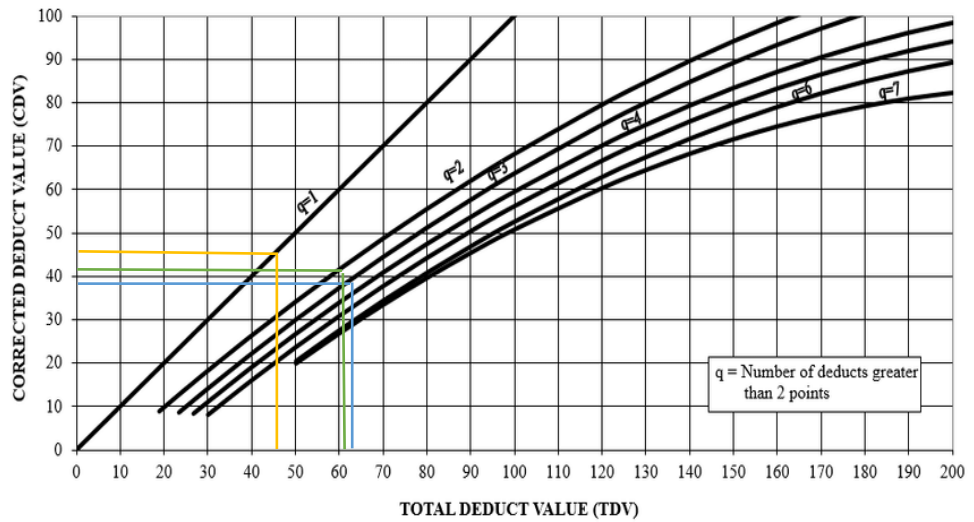
$$\begin{aligned}
 PCIS &= 100 - CDVMax \\
 &= 100 - 60 \\
 &= 40
 \end{aligned}$$





<i>Distress Severity</i>	<i>Deduct Value</i>
11L	4
1L	18
10L	0
1M	39


No	Deduct Value						TDV	Q	CDV Max
1	39	18	4				61	3	32
2	39	18	2				59	2	42
3	39	2	2				43	1	46

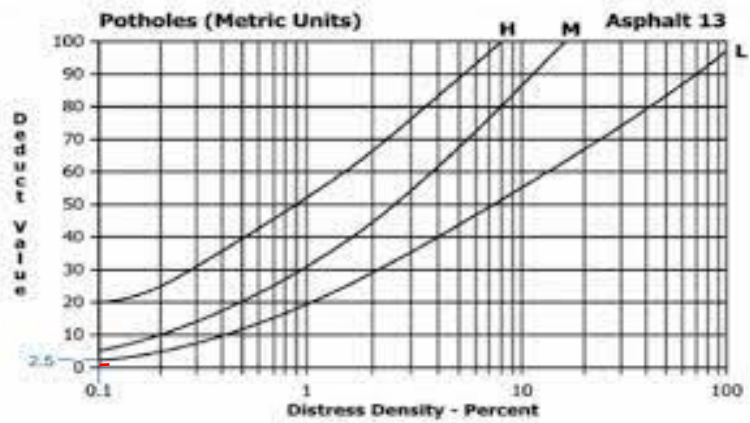
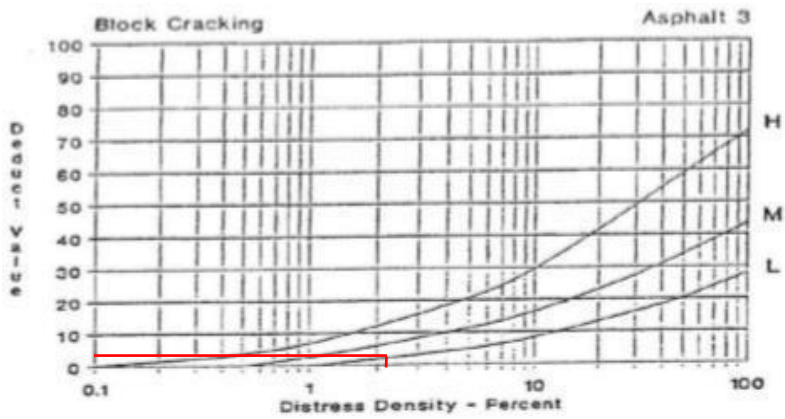
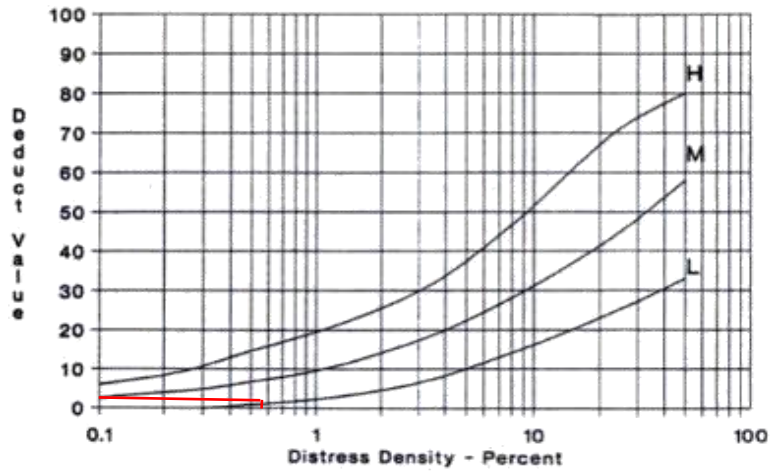


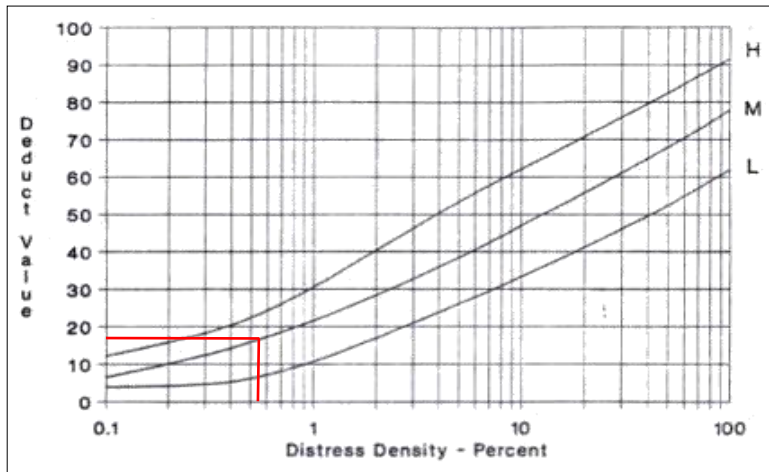
Gambar Grafik corrected deduct value

$CDV_{Max} : 46$

$$\begin{aligned}
 PCI_S &= 100 - CDV_{Max} \\
 &= 100 - 46 \\
 &= 54
 \end{aligned}$$

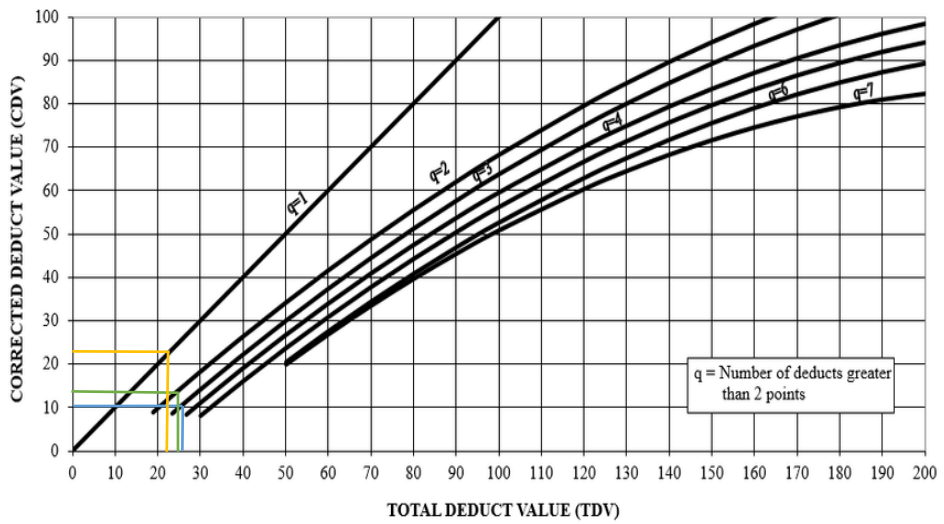
Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 10+500 - 10+600							
No. Sample : 25							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			100 m	7 m 	
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Ambblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	Quantity				Total	Density (%)	Deduct Value
11L	2,5	0,2	0,4	0,75	3,85	0,55	3
3L	6,5	2	3,2	3	14,70	2,10	4
7L	0,23	0,026	0,045	-	0,30	0,04	0
1M	4				4,00	0,57	18
<i>Total Deduct Value</i>		25			<i>PCI = 76</i>		
<i>Correct Deduct Value</i>		24					





<i>Distress Severity</i>	<i>Deduct Value</i>
11L	3
3L	4
7L	0
1L	18

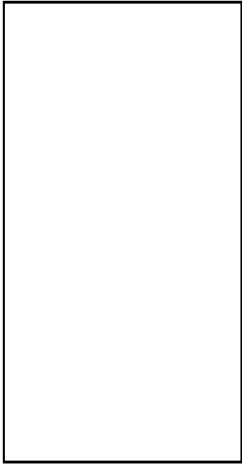
No	Deduct Value							TDV	Q	CDV Max
1	18	4	3					25	3	10
2	18	4	2					24	2	14
3	18	2	2					22	1	24

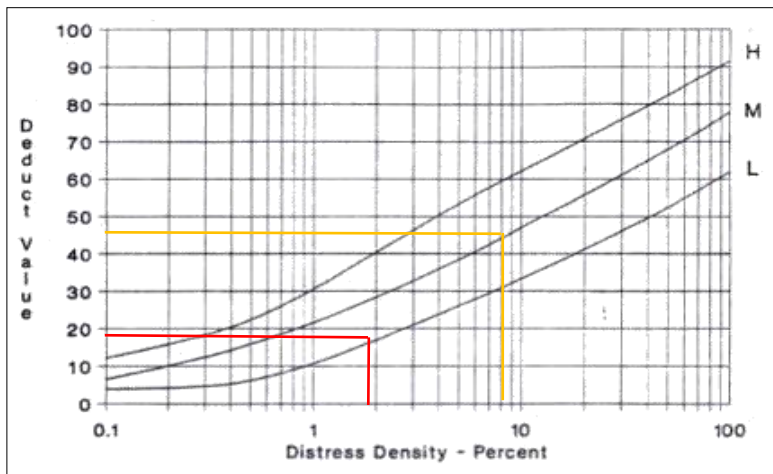
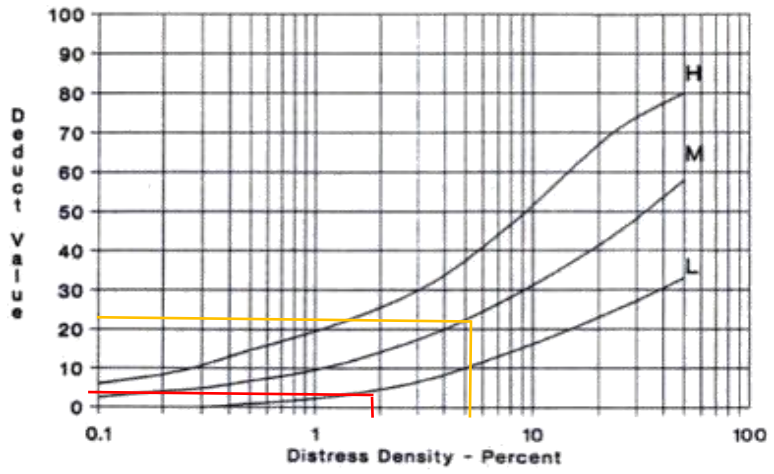


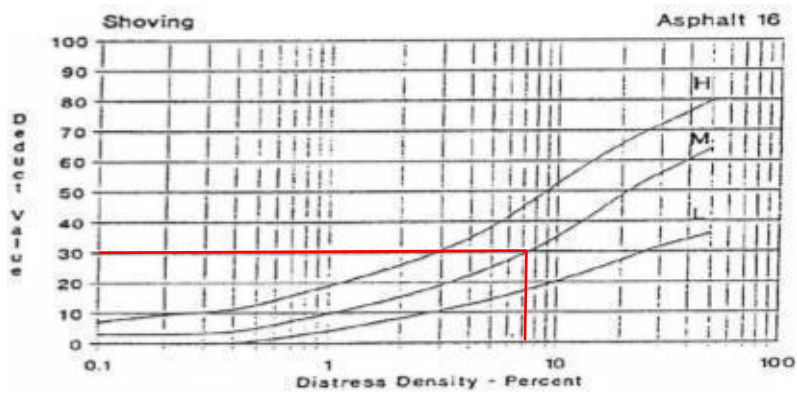
Gambar Grafik corrected deduct value

CDV Max : 24

$$\begin{aligned}
 \text{PCIS} &= 100 - \text{CDV Max} \\
 &= 100 - 24 \\
 &= 76
 \end{aligned}$$

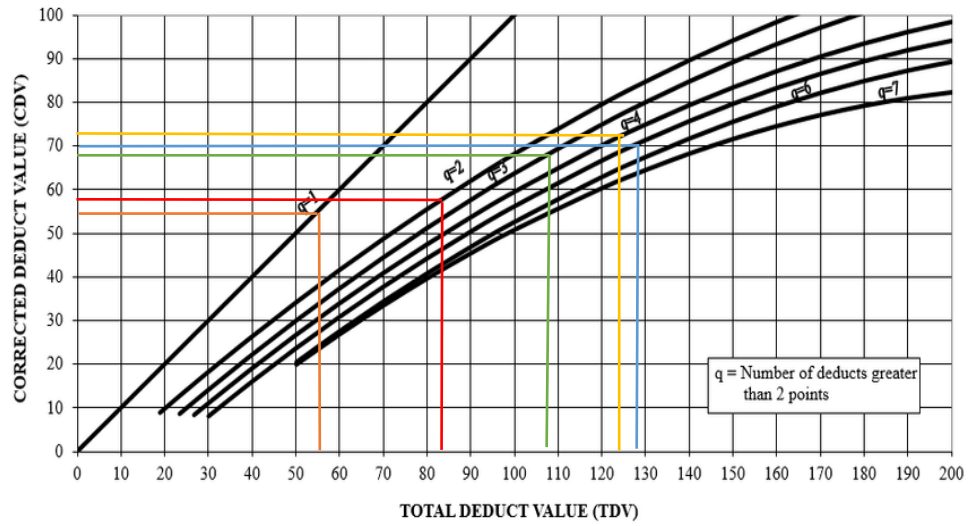
Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 10+600 - 10+700							
No. Sample : 26							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			100 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	<i>Quantity</i>				Total	<i>Density</i> (%)	<i>Deduct Value</i>
11L	13,86				13,86	1,98	6
1L	3,4	1,3764	8,107		12,88	1,84	18
11M	11,5	25,6			37,10	5,30	26
1M	30,94	25,11			56,05	8,01	46
10M	28,71	21,1511			49,86	7,12	30
<i>Total Deduct Value</i>		126			<i>PCI = 27</i>		
<i>Correct Deduct Value</i>		73					





<i>Distress Severity</i>	<i>Deduct Value</i>
11L	6
1L	18
11M	26
1M	46
10M	30

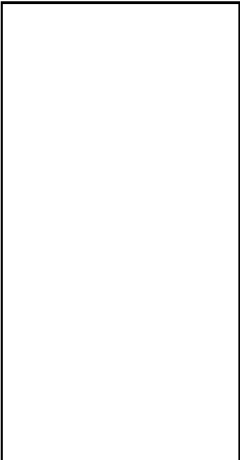
N o	Deduct Value						TDV	Q	CDV Max
	46	30	26	18	6				
1	46	30	26	18	6		126	5	70
2	46	30	26	18	2		122	4	68
3	46	30	26	2	2		106	3	73
4	46	30	2	2	2		82	2	58
5	46	2	2	2	2		54	1	55

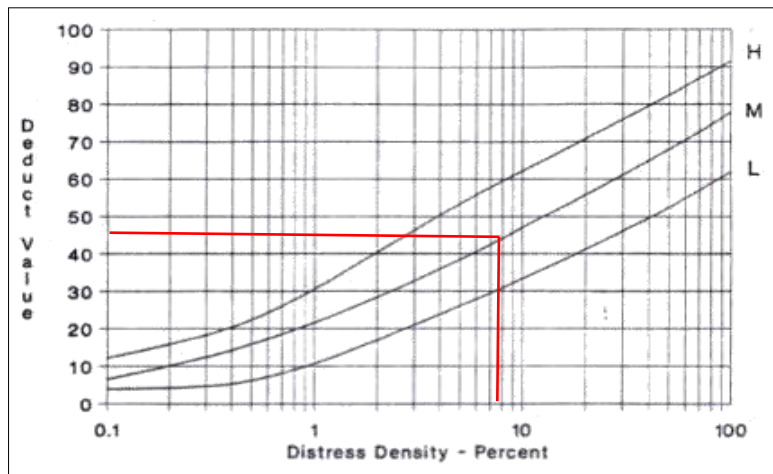
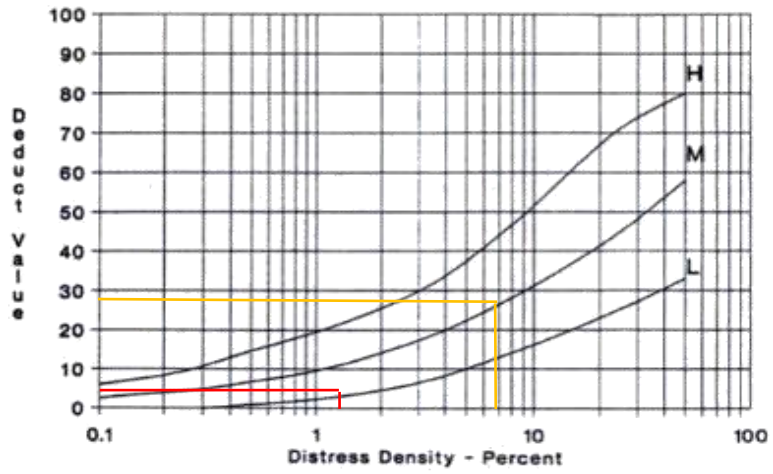


Gambar Grafik corrected deduct value

CDV Max : 73

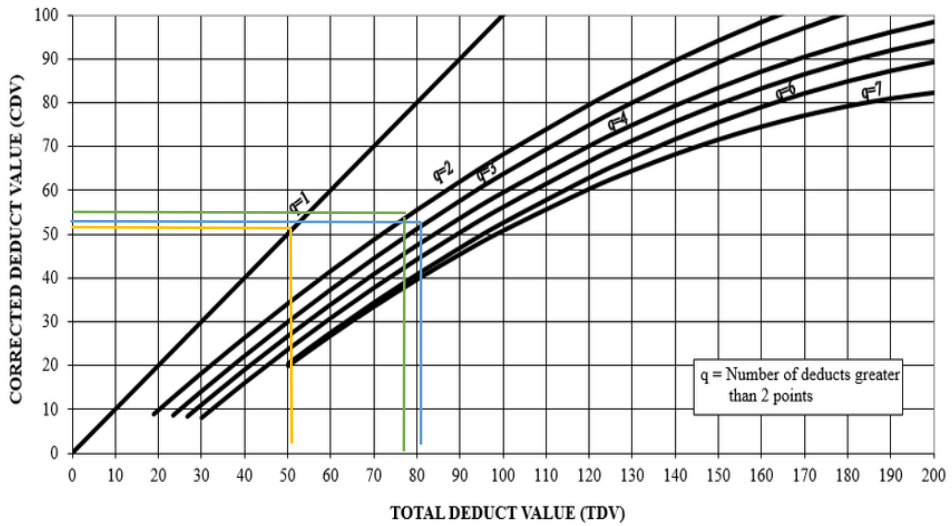
$$\begin{aligned}
 \text{PCIS} &= 100 - \text{CDV Max} \\
 &= 100 - 73 \\
 &= 27
 \end{aligned}$$

Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 10+700 - 10+800							
No. Sample : 27							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			100 m	7 m 	
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	<i>Quantity</i>						
11L	7,5	2,24			9,74	1,39	6
11M	14,42	17,242	16,2435		47,91	6,84	35
1M	29,799	23,9355			53,73	7,68	52
<i>Total Deduct Value</i>		79			<i>PCI = 46</i>		
<i>Correct Deduct Value</i>		54					



<i>Distress Severity</i>	<i>Deduct Value</i>
11L	5
11M	28
1M	46

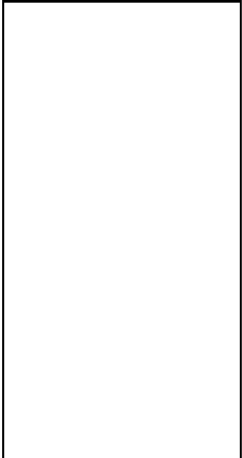
No	Deduct Value						TDV	Q	CDV Max
1	46	28	5				79	3	52
2	46	28	2				76	2	54
3	46	2	2				50	1	50

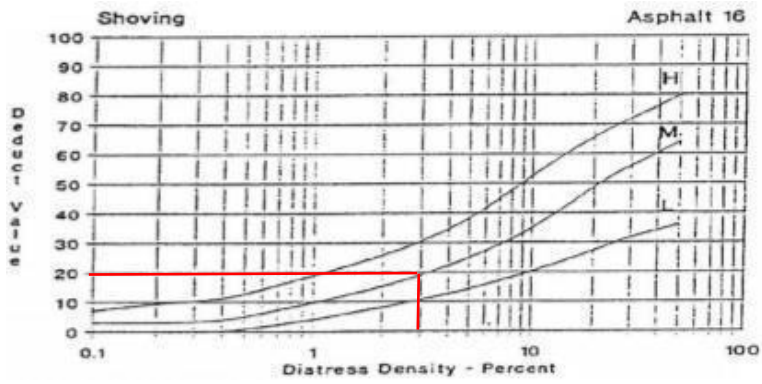
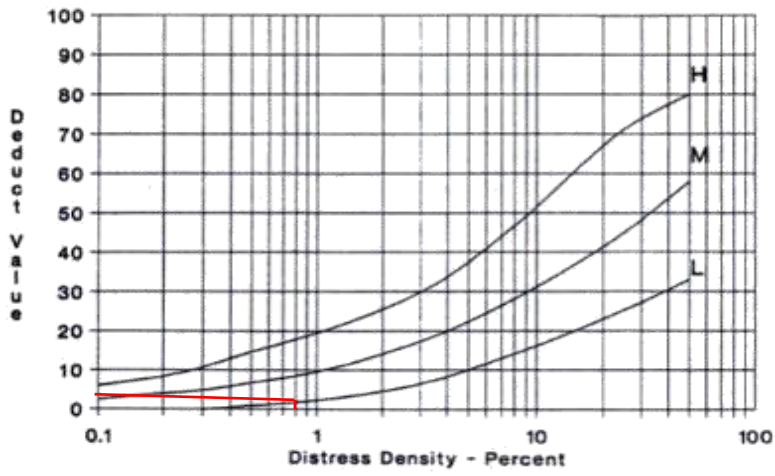


Gambar Grafik corrected deduct value

CDV Max : 54

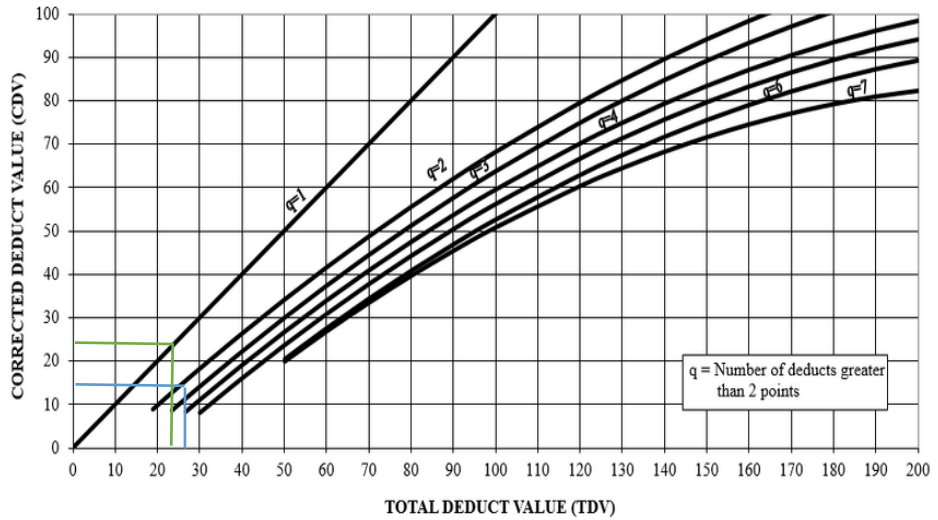
$$\begin{aligned}
 PCIS &= 100 - CDVMax \\
 &= 100 - 54 \\
 &= 46
 \end{aligned}$$

Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 10+800 - 10+900							
No. Sample : 28							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)					
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	<i>Quantity</i>				Total	<i>Density</i> (%)	<i>Deduct Value</i>
11L	3,75	1,6975	0,6525		6,10	0,87	4
10M	20,8318				20,83	2,98	20
<i>Total Deduct Value</i>		24			<i>PCI = 75</i>		
<i>Correct Deduct Value</i>		25					



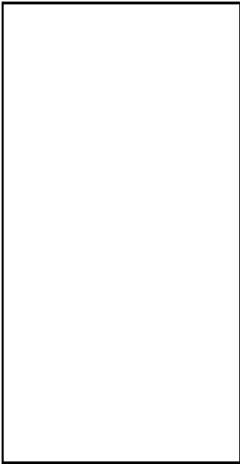
<i>Distress Severity</i>	<i>Deduct Value</i>
11L	4
10M	20

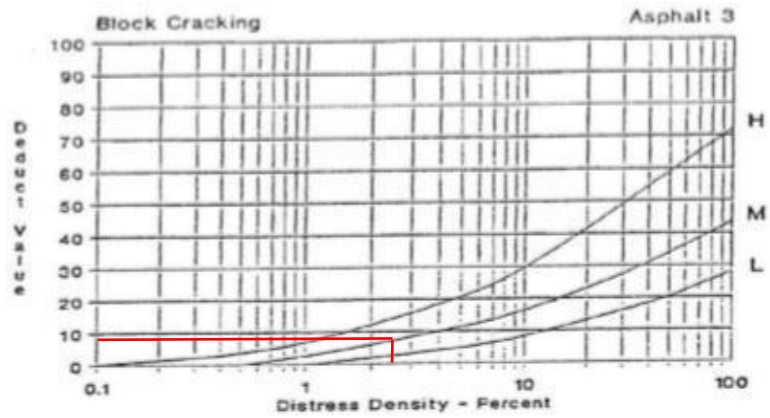
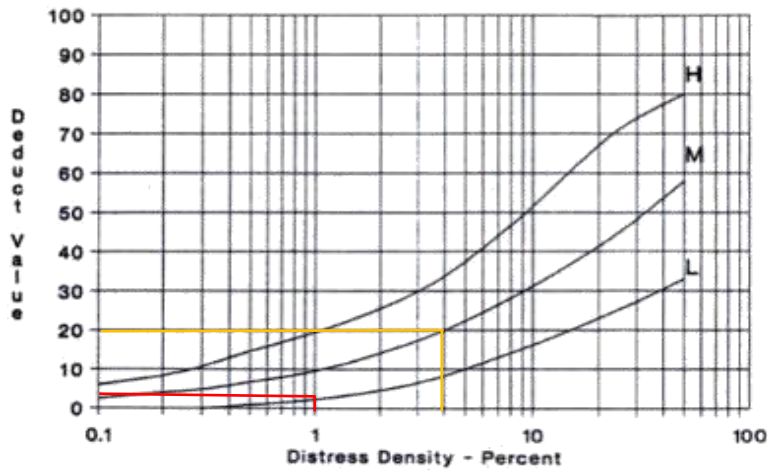
No	Deduct Value						TDV	Q	CDV Max
1	20	4					24	2	15
2	20	2					22	1	25



Gambar Grafik corrected deduct value

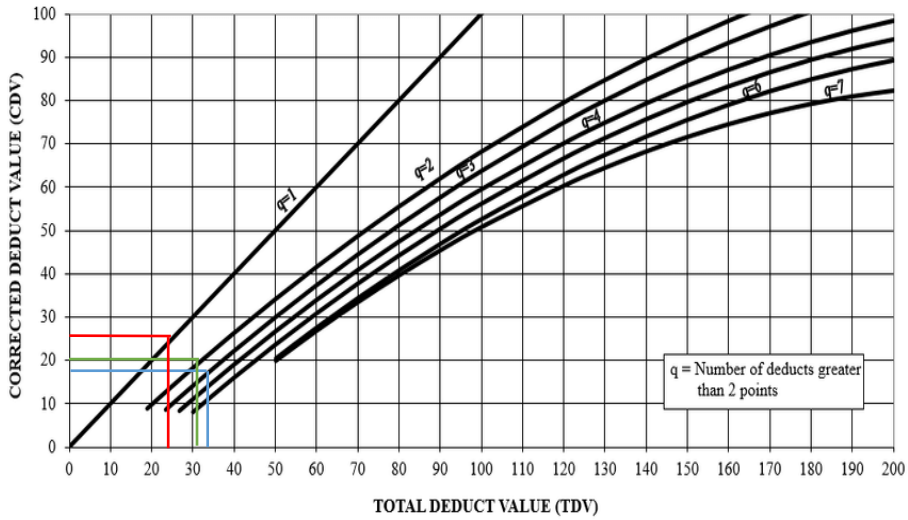
$CDV Max : 25$
 $PCIS = 100 - CDV Max$
 $= 100 - 25$
 $= 75$

Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 10+900 - 11+000							
No. Sample : 29							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)			7 m  100 m		
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	<i>Quantity</i>				Total	<i>Density</i> (%)	<i>Deduct Value</i>
11L	2,827	1,1811	1,88	1,1264	7,01	1,00	4
11M	11,564	15,94			27,50	3,93	20
3M	6,0401	11,7			17,74	2,53	9
<i>Total Deduct Value</i>		33			<i>PCI = 74</i>		
<i>Correct Deduct Value</i>		26					



<i>Distress Severity</i>	<i>Deduct Value</i>
11L	4
11M	20
3M	9

No	Deduct Value						TDV	Q	CDV Max
1	20	9	4				33	3	17
2	20	9	2				31	2	20
3	20	2	2				24	1	26

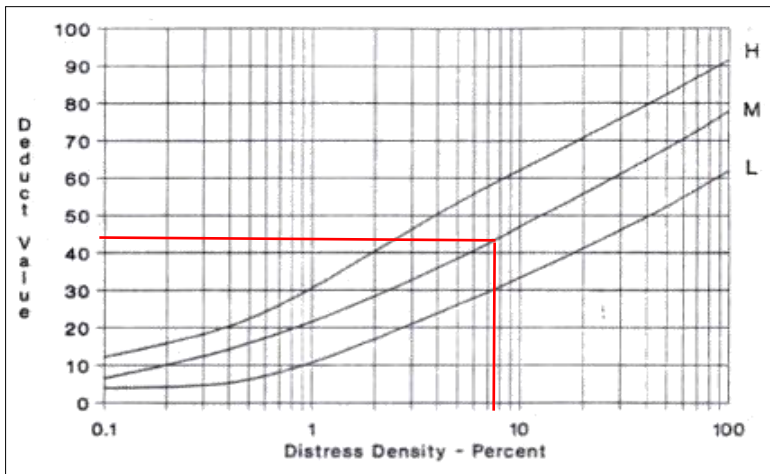
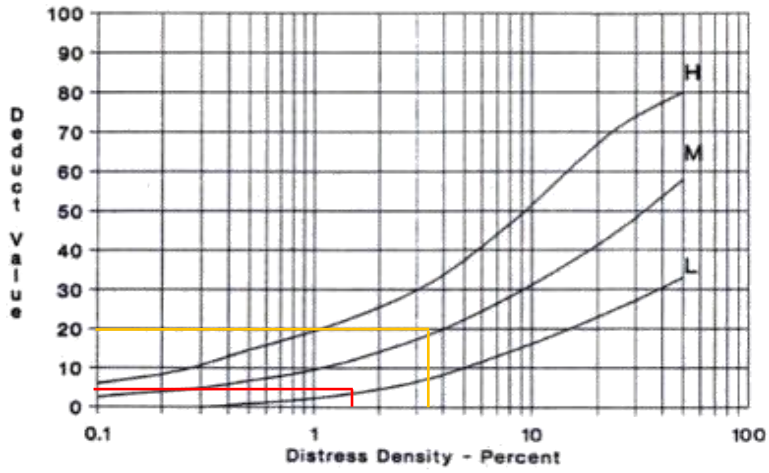


Gambar Grafik corrected deduct value

CDV Max : 26

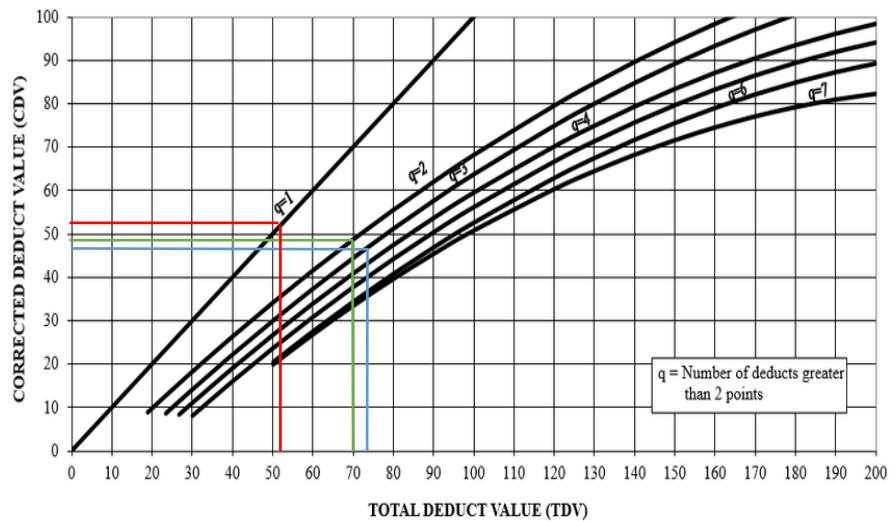
$$\begin{aligned}
 PCIS &= 100 - CDVMax \\
 &= 100 - 26 \\
 &= 74
 \end{aligned}$$

Formulir Survei Kondisi Perkerasan Jalan							
Lokasi : Jalan Raya Bypass Mojokerto Stasiun : 11+000 - 11+100							
No. Sample : 30							
Tipe Kerusakan					Sketsa		
1. Retak kulit buaya (m ²)	10	Sungkur (m ²)					
2. Kegemukan (m ²)	11	Tambalan (m ²)					
3. Retak blok (m ²)	12	Agregat licin (m)					
4. Keriting (m ²)	13	Retak refleksi sambungan (m ²)					
5. Amblas (m ²)	14	Jalur/bahu jalan turun (m)					
6. Retak pinggir (m)	15	Retak memanjang & melintang (m)					
7. Lubang (m ²)	16	Retak slip (m ²)					
8. alur (m ²)	17	Pengembangan (m ²)					
9. Benjol dan turun (m ²)	18	Pelapukan & butiran lepas (m ²)					
Tingkat kerusakan	<i>Quantity</i>				Total	<i>Density</i> (%)	<i>Deduct Value</i>
11L	3,025	2,84	5,25		11,12	1,59	5
11M	15,78	7,9222			23,70	3,39	20
1M	30,1	24,5			54,60	7,80	47
<i>Total Deduct Value</i>		72			<i>PCI = 47</i>		
<i>Correct Deduct Value</i>		53					



<i>Distress Severity</i>	<i>Deduct Value</i>
11L	5
11M	20
1M	47

No	Deduct Value						TDV	Q	CDV Max
1	47	20	5				72	3	55
2	47	20	2				69	2	56
3	47	2	2				51	1	55



Gambar Grafik corrected deduct value

$$\begin{aligned}
 \text{CDV Max} &: 53 \\
 \text{PCIS} &= 100 - \text{CDV Max} \\
 &= 100 - 53 \\
 &= 47
 \end{aligned}$$

LAMPIRAN DOKUMENTASI

Dokumentasi pelaksanaan survey di lapangan





Dokumentasi Survei Kondisi Jalan

(1). Foto Kondisi Kerusakan Jalan pada STA 8+100 s/d 8+200

(2). Foto Kondisi Kerusakan Jalan pada STA 8+200 s/d 8+300



(3). Foto Kondisi Kerusakan Jalan pada STA 8+300 s/d 8+400

(4). Foto Kondisi Kerusakan Jalan pada STA 8+400 s/d 8+500



(5). Foto Kondisi Kerusakan Jalan pada STA 8+500 s/d 8+600

(6). Foto Kondisi Kerusakan Jalan pada STA 8+600 s/d 8+700



(7). Foto Kondisi Kerusakan Jalan pada STA 8+700 s/d 8+800

(8). Foto Kondisi Kerusakan Jalan pada STA 8+800 s/d 8+900



(9). Foto Kondisi Kerusakan Jalan pada STA 8+900 s/d 9+000

(10). Foto Kondisi Kerusakan Jalan pada STA 9+000 s/d 9+100



(11). Foto Kondisi Kerusakan Jalan pada STA 9+100 s/d 9+200

(12). Foto Kondisi Kerusakan Jalan pada STA 9+200 s/d 9+300



(13). Foto Kondisi Kerusakan Jalan pada STA 9+300 s/d 9+400

(14). Foto Kondisi Kerusakan Jalan pada STA 9+400 s/d 9+500



(15). Foto Kondisi Kerusakan Jalan pada STA 9+500 s/d 9+600

(16). Foto Kondisi Kerusakan Jalan pada STA 9+600 s/d 9+700



(17). Foto Kondisi Kerusakan Jalan pada STA 9+700 s/d 9+800

(18). Foto Kondisi Kerusakan Jalan pada STA 9+800 s/d 9+900



(19). Foto Kondisi Kerusakan Jalan pada STA 9+900 s/d 10+000

(20). Foto Kondisi Kerusakan Jalan pada STA 10+000 s/d 10+100



(21). Foto Kondisi Kerusakan Jalan pada STA 10+100 s/d 10+200

(22). Foto Kondisi Kerusakan Jalan pada STA 10+200 s/d 10+300



(23). Foto Kondisi Kerusakan Jalan pada STA 10+300 s/d 10+400

(24). Foto Kondisi Kerusakan Jalan pada STA 10+400 s/d 10+500



(25). Foto Kondisi Kerusakan Jalan pada STA 10+500 s/d 10+600

(26). Foto Kondisi Kerusakan Jalan pada STA 10+600 s/d 10+700



(27). Foto Kondisi Kerusakan Jalan pada STA 10+700 s/d 10+800

(28). Foto Kondisi Kerusakan Jalan pada STA 10+800 s/d 10+900



