

BAB IV

ANALISA DAN PEMBAHASAN

4.1. Pengumpulan Data

Pengumpulan data yang dilakukan disepanjang Jalan cancar- batas kabupaten ,ruas jalan meler-nggawang . Data yang diambil berupa data volume lalu lintas harian, data kapasitas jalan serta data kondisi kerusakan perkerasan jalan yang diperlukan untuk menentukan urutan prioritas dalam menentukan jenis pemeliharaan.

4.1.1 Data Kondisi Jalan

Data kondisi jalan ini meliputi:

- Panjang ruas jalan yang disurvei adalah sepanjang 1.1 kilometer. (Sta.0+20 s/d Sta.1+100).
- Dalam menganalisa Kerusakan jalan yang panjangnya 1.1 kilometer di ambil sample untuk pelaksanaan 1,1 km (Sta.0+20 s/d Sta.1+100) yang di bagi dalam 55 segmen yang masing-masing segmen panjangnya 20 meter.
- Survei dilakukan pada hari senin dan selasa
- Ruas jalan ini terdiri dari 1 jalur 2 arah tanpa median.

4.1.2 Data Survei Volume Lalu lintas

Data survei Lalulintas:

- Survei Volume Lalulintas dilakukan pada hari senin,selasa,Rabu ,Kamis,juma'at ,sabt, dan minggu
- Survei Volume Lalu lintas meliputi kendaraan kendaraan yang melewati ruas jalan meler-nggawang
- Survei dilakukan dengan cara manual(Visual),dimana survei dilakukan dengan 2 arah meler-nggawang dan nggawang-meler
- Survei dilakukan selama 12 jam yaitu jam 06.00-18.00

4.2. Pengelolaan Data

Data mentah yang dikumpulkan perlu dipecah-pecahkan dalam kelompok-kelompok, diadakan kategorisasi sehingga data tersebut mempunyai makna untuk menjawab masalah dan bermanfaat untuk menguji pertanyaan penelitian. Proses datanya adalah sebagai berikut:

4.2.1 Data Hasil Survei Kondisi Jalan

Berdasarkan hasil survei kondisi jalan yang dilakukan pada ruas jalan meler-nggawang di peroleh hasil survei kondisi jalan pada gambar 4.1.

Tabel 4.1. Hasil Survei Jenis Kondisi Jalan

| Segmen | STA | Pelepasan butir (Ravelling), | | | | Alur(Rutting) | | | | penurunan bahu jalan | | | | Retak kulit buaya | | | | RRetak memanjang / melintang (Long and Trans Cracking), | | | | cacat tepi perkerasan | | | | Lubang (Potholes) | | | | Ambblas (Depression), | | | |
|--------|-----------------|------------------------------|-------|-------|------------------------|---------------|-------|-------|------------------------|----------------------|-------|-------|------------------------|-------------------|-------|-------|------------------------|---|-------|-------|------------------------|-----------------------|-------|-------|------------------------|-------------------|-------|-------|------------------------|-----------------------|------|------|--|
| | | P (m) | L (m) | H (m) | LUAS (m ²) | P (m) | L (m) | H (m) | LUAS (m ²) | P (m) | L (m) | H (m) | LUAS (m ²) | P (m) | L (m) | H (m) | LUAS (m ²) | P (m) | L (m) | H (m) | LUAS (m ²) | P (m) | L (m) | H (m) | LUAS (m ²) | P (m) | L (m) | H (m) | LUAS (m ²) | | | | |
| 1 | 0+00 s/d 0+20 | 6,7 | 1,5 | | 10,05 | 6,5 | | 0,09 | 0,59 | | | | | | | | 5,27 | 1,56 | | 8,22 | 1,5 | 1 | | 1,5 | | | | | 5,7 | 0,09 | 0,51 | | |
| 2 | 0+20 s/d 0+40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 0+40 s/d 0+60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 0+60 s/d 0+80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 0+80 s/d 0+100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 0+100 s/d 0+120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 0+120 s/d 0+140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 0+140 s/d 0+160 | | | | | | | | | | | | | | | | 3 | 1,6 | | 4,8 | | | | | | 4,13 | 3,19 | 0,08 | 1,05 | 3,16 | 0,05 | 0,16 | |
| 9 | 0+160 s/d 0+180 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 0+180 s/d 0+200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 0+200 s/d 0+240 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 0+240 s/d 0+260 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | 0+260 s/d 0+280 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 0+280 s/d 0+300 | | | | | | | | | | | | 0,90 | 0,60 | | 0,54 | | | | | | | | | 0,50 | 0,65 | 0,70 | 0,23 | | | | | |
| 15 | 0+300 s/d 0+320 | | | | | | | | | | | | | | | | 2,50 | 0,70 | | 1,75 | | | | | 1,00 | 0,92 | 0,05 | 0,05 | | | | | |
| 16 | 0+320 s/d 0+340 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 0+340 s/d 0+360 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5,40 | 0,06 | 0,32 | |
| 18 | 0+360 s/d 0+380 | | | | | | | | | | | 2,30 | 1,80 | | 4,14 | | | | | | | | | | | | | | 10,30 | 0,12 | 1,24 | | |
| 19 | 0+380 s/d 0+400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 0+400 s/d 0+420 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 11,2 | 0,08 | 0,90 | |
| 21 | 0+420 s/d 0+440 | 6,00 | 0,08 | | 0,48 | | | | | | | | | 2,50 | 1,50 | | 3,75 | 1,20 | 0,90 | | 1,08 | 3,00 | 0,90 | | 2,70 | | | | 11,50 | 0,50 | 5,75 | | |
| 22 | 0+440 s/d 0+460 | | | | | | | | | | | | | | | | | | | | | | | | 5,00 | 0,80 | 4,00 | | | | | | |
| 23 | 0+460 s/d 0+480 | | | | | | | | | | | | | | | | | | | | | | | | 7,00 | 0,80 | 4,20 | 10,50 | 1,80 | 0,13 | 2,46 | | |
| 24 | 0+480 s/d 0+500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | 0+500 s/d 0+520 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 0+520 s/d 0+540 | 5,00 | 1,00 | | 5,00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | 0+540 s/d 0+560 | | | | | 4,30 | | 0,70 | 3,01 | | | | 1,50 | 1,20 | | 1,80 | | | | | | | | 9,30 | 0,30 | 2,79 | | | 11,00 | 0,80 | 8,80 | | |
| 28 | 0+560 s/d 0+580 | | | | | | | | | | | | 0,90 | 0,50 | | 0,45 | | | | | | | | | | | | | | | | | |
| 29 | 0+580 s/d 0+600 | | | | | | | | | | | | | | | | | | | | | | | 9,00 | 0,50 | 4,50 | 0,50 | 0,52 | 0,50 | 0,13 | | | |
| 30 | 0+600 s/d 0+620 | | | | | | | | | | | | | | | | | | | | | | | | | | 1,38 | 1,13 | 0,12 | 0,19 | | | |
| 31 | 0+620 s/d 0+640 | | | | | | | | | | | | | | | | | | | | | | | 3,00 | 0,40 | 1,20 | 2,50 | 1,25 | 0,11 | 0,34 | | | |
| 32 | 0+640 s/d 0+660 | | | | | | | | | | | | | | | | | | | | | | | | | | 1,95 | 0,96 | 0,13 | 0,24 | | | |
| 33 | 0+660 s/d 0+680 | | | | | | | | | | | | 1,20 | 0,90 | | 1,08 | 1,76 | 1,20 | | 2,11 | 5,00 | 1,12 | 5,60 | | | | | | | | | | |
| 34 | 0+680 s/d 0+700 | | | | | | | | | | | | | | | | 0,90 | 0,70 | | 0,63 | 3,00 | 0,50 | 1,50 | | | | | | | | | | |
| 35 | 0+700 s/d 0+720 | | | | | | | | | | | | | | | | | | | | | | | | | 1,80 | 0,70 | 1,26 | | | | | |
| 36 | 0+720 s/d 0+740 | | | | | | | | | | | | | | | | | | | | | | | | | | 5,00 | 0,90 | 0,12 | 0,54 | | | |
| 37 | 0+740 s/d 0+760 | | | | | | | | | | | | | | | | | | | | | | | | 2,00 | 1,10 | 2,20 | 11,23 | 2,03 | 0,16 | 3,65 | | |
| 38 | 0+760 s/d 0+780 | | | | | | | | | | | | | | | | 6,00 | 0,10 | | 0,60 | | | | | | | | | | | | | |
| 39 | 0+780 s/d 0+800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40 | 0+800 s/d 0+820 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Lanjutan tabel 4.1 Hasil Survei Jenis Kondisi Jalan

| Segmen | STA | Pelepasan butir (Ravelling), | | | | Alur(Rutting) | | | | penurunan bahu jalan | | | | Retak kulit buaya | | | | RRetak memanjang / melintang (Long and Trans Cracking), | | | | cacat tepi perkerasan | | | | Lubang (Potholes) | | | | Ambias (Depression), | | | | | | | |
|--------|-----------------|------------------------------|-------|-------|------------------------|---------------|-------|-------|------------------------|----------------------|-------|-------|------------------------|-------------------|-------|-------|------------------------|---|-------|-------|------------------------|-----------------------|-------|-------|------------------------|-------------------|-------|-------|------------------------|----------------------|------|------|------|------|--|------|------|
| | | P (m) | L (m) | H (m) | LUAS (m ²) | P (m) | L (m) | H (m) | LUAS (m ²) | P (m) | L (m) | H (m) | LUAS (m ²) | P (m) | L (m) | H (m) | LUAS (m ²) | P (m) | L (m) | H (m) | LUAS (m ²) | P (m) | L (m) | H (m) | LUAS (m ²) | P (m) | L (m) | H (m) | LUAS (m ²) | | | | | | | | |
| 41 | 0+820 s/d 0+840 | | | | | 5,00 | | 0,70 | 3,50 | | | | | | | | | 5,00 | 1,20 | | 6,00 | | | | | | | | | | | | | 6,00 | | 0,10 | 0,60 |
| 42 | 0+840 s/d 0+860 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | 0+860 s/d 0+880 | | | | | | | | | | | | | | | | | | | | | | | | | 4,11 | 1,48 | 0,11 | 0,67 | | | | | | | | |
| 44 | 0+880 s/d 0+900 | | | | | | | | | | | | | | | | | | | | | | | | | 0,70 | 1,60 | 0,16 | 0,18 | | | | | | | | |
| 45 | 0+900 s/d 0+920 | | | | | | | | | | | | | | | | | | | | | | | | | 1,16 | 2,50 | 0,15 | 0,44 | | | | | | | | |
| 46 | 0+920 s/d 0+940 | | | | | | | | | | | | | | | | | | | | | | | | | 4,00 | 0,60 | 0,90 | 2,16 | 1,20 | 2,50 | 0,08 | 0,24 | | | | |
| 47 | 0+940 s/d 0+960 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48 | 0+960 s/d 0+980 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 49 | 0+980 s/d 1+00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 1+00 s/d 1+20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51 | 1+20 s/d 1+40 | | | | | | | | | | | | | | | | | | | | | | | | | 2,20 | 2,65 | 0,08 | 0,47 | | | | | | | | |
| 52 | 1+40 s/d 1+60 | | | | | | | | | | | | | | | | | | | | | | | | | 1,40 | 2,30 | 0,10 | 0,32 | | | | | | | | |
| 53 | 1+60 s/d 1+80 | | | | | | | | | | | | | | | | | | | | | | | | | 1,10 | 2,05 | 0,08 | 0,18 | | | | | | | | |
| 54 | 1+80 s/d 1+100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55 | 1+100 s/d 1+120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Sumber:Hasil Perhitungan

4.2.2 Data Hasil Perhitungan Kerusakan Jalan

1. Perhitungan Luasan dan Persentase Kerusakan:

Pada STA 0+20 dengan panjang 20 m dan lebar 3,5m.Luasan segmen = 3,5x 20 = 70 m².Pada STA (0+00-0+20) terdapat 3 jenis tipe kerusakannya yaitu, Pelepasan Butir (10,05 m²), Alur (0,59 m²) ,retak memanjang (8,22 m²) dan cacat tepi perkerasan(1,5 m²).dan untuk presentasi luas kerusakan adalah sebagai berikut:

$$\blacksquare \text{ Pelepasan Butir} = \frac{\text{Luas Kerusakan}}{\text{Luas Segmen}} \times 100\%$$

$$\blacksquare \text{ Pelepasan Butir} = \frac{10,05}{70} \times 100\% \\ = 14,63\%$$

Selanjutnya cara yang sama juga dilakukan untuk menghitung persentase kerusakan pada segmen yang lainnya.

2. Penilaian Segmen

Penilaian segmen diperoleh dari penjumlahan tipe kerusakan pada tiap segmen jalan, penilaian segmen dapat berdasarkan pada tabel 2.14. Berikut adalah tabel hasil rekapitulasi penentuan angka dari kerusakan jalan yang didapat.

Tabel 4.2. Rekapitulasi Penentuan Angka kerusakan

| STA | JENIS KERUSAKAN | LUAS TIAP KERUSAKAN | PRESENTASE KERUSAKAN (%) | ANGKA JENIS KERUSAKAN | ANGKA LEBAR KERUSAKAN | ANGKA LUAS KERUSAKAN | ANGKA KERUSAKAN | TOTAL |
|--------------------|-----------------------|---------------------|--------------------------|-----------------------|-----------------------|----------------------|-----------------|-------|
| 0+00 s/d 0+20 | Pelepasan Butir | 10,05 | 14,36 | 3 | - | - | 3 | 16 |
| | Alur | 0,59 | 0,84 | 7 | - | - | 7 | |
| | Retak memanjang | 8,22 | 11,74 | 2 | 3 | 1 | 2 | |
| | Cacat tepi perkerasan | 1,5 | 2,14 | 0 | - | - | 0 | |
| | Amblas lubang | 0,51 | 0,73 | 4 | - | - | 4 | |
| 0+20 s/d 0+40 | | 0,10 | 0,15 | 0 | - | - | 0 | 0 |
| 0+40 s/d 0+60 | Tidak ada kerusakan | | - | - | - | - | 0 | 0 |
| 0+60 s/d 0+80 | lubang | 0,27 | 0,38 | 0 | - | - | 0 | 0 |
| 0+80 s/d 0+100 | Tidak ada kerusakan | | | | | | | 0 |
| 0+100 s/d 0+120 | | | | | | | | |
| 0+120 s/d 0+140 | Amblas | 0,42 | 0,60 | 4 | - | - | 4 | 4 |
| 0+140 s/d 0+160 | Retak memanjang | 4,8 | 6,86 | 2 | 3 | 1 | 2 | 6 |
| | Lubang | 3,16 | 4,51 | 0 | - | - | 0 | |
| | Amblas | 0,16 | 0,23 | 4 | - | - | 4 | |
| 0+160s/d 0+180 | Tidak ada kerusakan | | | | | | | 0 |
| 0+180 s/d 0+200 | | | | | | | | |
| 0+200 s/d 0+240 | | | | | | | | |
| 0+240 s/d 0+260 | Amblas | 0,73 | 1,05 | 4 | - | - | 4 | 4 |
| 0+260 s/d 0+280 | Tidak ada kerusakan | | | | | | | |
| 0+280 s/d 0+300 | Retak kulit Buaya | 0,54 | 0,77 | 5 | 3 | 1 | 5 | 5 |
| | Lubang | 0,23 | 0,33 | 0 | - | - | 0 | |
| 0+300 s/d 0+320 | Retak memanjang | 1,75 | 2,50 | 2 | 3 | 1 | 2 | 2 |
| | Lubang | 0,05 | 0,07 | 0 | - | - | 0 | |
| 0+320 s/d 0+340 | Tidak ada kerusakan | | | | | | | |
| 0+340 s/d 0+360 | Amblas | 0,32 | 0,46 | 4 | - | - | 4 | 4 |
| 0+360 s/d 0+380 | Penurunan Bahu jalan | 4,14 | 5,91 | 0 | - | - | 0 | 4 |
| | Amblas | 1,24 | 1,77 | 4 | - | - | 4 | |
| 0+380 s/d 0+400 | Tidak ada kerusakan | | | | | | | 0 |
| 0+400 s/d 0+420 | Amblas | 0,90 | 1,28 | 4 | - | - | 4 | 4 |
| 0+420 s/d 0+440 | Pelepasan Butir | 0,48 | 0,69 | 3 | - | - | 3 | 14 |
| | Retak Buaya | 3,75 | 5,36 | 5 | 3 | 1 | 5 | |
| | Retak memanjang | 1,08 | 1,54 | 2 | 3 | 1 | 2 | |
| | Cacat tepi perkerasan | 2,70 | 3,86 | 0 | - | - | 0 | |
| | Amblas | 0,60 | 0,86 | 4 | - | - | 4 | |
| 0+440 s/d 0+460 | Cacat Tepi perkerasan | 4,00 | 5,71 | 0 | - | - | 0 | 0 |

Lanjutan tabel 4.2 Rekapitulasi Penentuan Angka kerusakan

| STA | JENIS KERUSAKAN | LUAS TIAP KERUSAKAN | PRESENT ASE KERUSAKAN (%) | ANGKA JENIS KERUSAKAN | ANGKA LEBAR KERUSAKAN | ANGKA LUAS KERUSAKAN | ANGKA KERUSAKAN | TOTAL |
|-------------------------------------|-----------------------|---------------------|---------------------------|-----------------------|-----------------------|----------------------|-----------------|-------|
| 0+460 s/d 0+480 | Cacat tepi perkerasan | 4,20 | 6,00 | 0 | - | - | 0 | |
| | lubang | 2,46 | 3,51 | 0 | - | - | 0 | |
| 0+480 s/d 0+500 dan 0+500 s/d 0+520 | Tidak ada Kerusakan | | | | | | | 0 |
| 0+520 s/d 0+540 | Pelepasan Butir | 5,00 | 7,14 | 3 | - | - | 3 | 3 |
| 0+540 s/d 0+560 | Alur | 3,01 | 4,30 | 7 | - | - | 7 | 16 |
| | Retak Buaya | 1,80 | 2,57 | 5 | 3 | 1 | 5 | |
| | Cacat tepi perkerasan | 2,79 | 3,99 | 0 | - | - | 0 | |
| | Amblas | 8,80 | 12,57 | 4 | - | - | 4 | |
| 0+560 s/d 0+580 | Retak Kulit Buaya | 0,45 | 0,64 | 5 | 3 | 1 | 5 | 5 |
| 0+580 s/d 0+600 | Cacat tepi perkerasan | 4,50 | 6,43 | 0 | - | - | 0 | 0 |
| | lubang | 0,13 | 0,19 | 0 | - | - | 0 | |
| 0+600 s/d 0+620 | Lubang | 0,19 | 0,27 | 0 | - | - | 0 | 0 |
| 0+620 s/d 0+640 | Cacat tepi perkerasan | 1,20 | 1,71 | 0 | - | - | 0 | 0 |
| | Lubang | 0,34 | 0,49 | 0 | - | - | 0 | |
| 0+640 s/d 0+660 | lubang | 0,24 | 0,35 | 0 | - | - | 0 | 0 |
| 0+660 s/d 0+680 | Retak Buaya | 1,08 | 1,54 | 5 | 3 | 1 | 5 | 7 |
| | Retak memanjang | 2,11 | 3,02 | 2 | 3 | 1 | 2 | |
| | Cacat tepi perkerasan | 5,60 | 8,00 | 0 | - | - | 0 | |
| 0+680 s/d 0+700 | Retak memanjang | 0,63 | 0,90 | 2 | 3 | 1 | 2 | 2 |
| | Cacat tepi perkerasan | 1,50 | 2,14 | 0 | - | - | 0 | |
| 0+700 s/d 0+720 | Cacat tepi perkerasan | 1,26 | 1,80 | 0 | - | - | 0 | 0 |
| 0+720 s/d 0+740 | Lubang | 0,54 | 0,77 | 0 | - | - | 0 | 0 |
| 0+740 s/d 0+760 | Cacat tepi perkerasan | 2,20 | 3,14 | 0 | - | - | 0 | 0 |
| | lubang | 3,65 | 5,21 | 0 | - | - | 0 | |
| 0+760 s/d 0+780 | Retak memanjang | 0,60 | 0,86 | 2 | 3 | 1 | 2 | 2 |
| 0+780 s/d 0+800 | Tidak ada kerusakan | | | | | | | 0 |
| 0+800 s/d 0+820 | | | | | | | | |

Lanjutan tabel 4.2 Rekapitulasi Penentuan Angka kerusakan

| STA | JENIS KERUSAKAN | LUAS TIAP KERUSAKAN | PRESEN TASE KERUSAKAN(%) | ANGKA JENIS KERUSAKAN | ANGKA LEBAR KERUSAKAN | ANGKA LUAS KERUSAKAN | ANGKA KERUSAKAN | TOTAL |
|--------------------|---------------------|---------------------|--------------------------|-----------------------|-----------------------|----------------------|-----------------|-------|
| 0+820 s/d 0+840 | Alur | 3,50 | 5,00 | 7 | - | - | 7 | 13 |
| | Retak memanjang | 6,00 | 8,57 | 2 | 3 | 1 | 2 | |
| | Amblas | 0,60 | 0,86 | 4 | - | - | 4 | |
| 0+840 s/d 0+860 | | | | | | | | 0 |
| 0+860 s/d 0+880 | Lubang | 0,67 | 0,96 | 0 | - | - | 0 | 0 |
| 0+880 s/d 0+900 | Lubang | 0,18 | 0,26 | 0 | - | - | 0 | 0 |
| 0+900 s/d 0+920 | Lubang | 0,44 | 0,62 | 0 | - | - | 0 | 0 |
| 0+920 s/d 0+940 | lubang | 2,16 | 3,09 | 0 | - | - | 0 | 0 |
| | Amblas | 0,24 | 0,34 | 4 | - | - | 4 | 4 |
| 0+940 s/d 0+960 | Tidak ada kerusakan | | | | | | | |
| 0+960 s/d 0+980 | Tidak ada kerusakan | | | | | | | 0 |
| 0+980 s/d 1+00 | Tidak ada kerusakan | | | | | | | 0 |
| 1+00 s/d 1+20 | Tidak ada kerusakan | | | | | | | 0 |
| 1+20 s/d 1+40 | Lubang | 0,47 | 0,67 | 0 | - | - | 0 | 0 |
| 1+40 s/d 1+60 | Lubang | 0,32 | 0,46 | 0 | - | - | 0 | 0 |
| 1+60 s/d 1+80 | Lubang | 0,18 | 0,26 | 0 | - | - | 0 | 0 |
| 1+80 s/d 1+100 | Tidak ada kerusakan | | | | | | | 0 |
| 1+100 s/d 1+120 | Tidak ada kerusakan | | | | | | | 0 |

Sumber: hasil perhitungan

| Pelepasan Butir | Retak kulit Buaya |
|-----------------|---------------------|
| Alur | Tidak ada kerusakan |
| Retak memanjang | |
| Amblas | |

4.2.3 Data Survei Volume Lalulintas

Lalu Lintas Harian Rata-rata (LHR) pada ruas Jalan melergawang Data sepanjang 1,1 km diperoleh volume lalu lintas jalan sebagai berikut:

Tabel 4.3. Survey Lalu Lintas Hari 1

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | | | |
|---------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|---------------------|-------------------------|
| LOKASI:RUAS JALAN ARAH MELER NGGAWANG | | | | | | | | |
| HARI/TANGGAL:SENIN,06 Februari 2023 | | | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) | TRUCK TANDEN (1.22) | TRUCK TRAILER (1.2+2.2) |
| 06.00-07.00 | 12 | 5 | 1 | 0 | 3 | 0 | 0 | 0 |
| 07.00-08.00 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08.00-09.00 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09.00-10.00 | 7 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| 10.00-11.00 | 9 | 5 | 0 | 0 | 2 | 0 | 0 | 0 |
| 11.00-12.00 | 12 | 9 | 0 | 0 | 3 | 0 | 0 | 0 |
| 12.00-13.00 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13.00-14.00 | 14 | 12 | 0 | 0 | 2 | 0 | 0 | 0 |
| 14.00-15.00 | 9 | 0 | 2 | 0 | 3 | 0 | 0 | 0 |
| 15.00-16.00 | 7 | 7 | 0 | 0 | 6 | 0 | 0 | 0 |
| 16.00-17.00 | 6 | 4 | 0 | 0 | 8 | 0 | 0 | 0 |
| 17.00-18.00 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL | 103 | 56 | 3 | 0 | 33 | 0 | 0 | 0 |

Sumber:Survei Lapangan arah Meler-Nggawang

Tabel 4.4. Survey Lalu Lintas Hari ke 2

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | | | |
|---------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|---------------------|-------------------------|
| LOKASI:RUAS JALAN ARAH MELER NGGAWANG | | | | | | | | |
| HARI/TANGGAL:SELASA 07 FEBRUARI 2023 | | | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) | TRUCK TANDEN (1.22) | TRUCK TRAILER (1.2+2.2) |
| 06.00-07.00 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07.00-08.00 | 9 | 5 | 0 | 0 | 2 | 0 | 0 | 0 |
| 08.00-09.00 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| 09.00-10.00 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 10.00-11.00 | 5 | 4 | 0 | 0 | 2 | 1 | 0 | 0 |
| 11.00-12.00 | 3 | 6 | 0 | 0 | 1 | 0 | 0 | 0 |
| 12.00-13.00 | 5 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |
| 13.00-14.00 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| 14.00-15.00 | 7 | 4 | | 0 | 0 | 0 | 0 | 0 |
| 15.00-16.00 | 8 | 7 | 0 | 0 | 2 | 0 | 0 | 0 |
| 16.00-17.00 | 9 | 3 | 1 | 0 | 8 | 0 | 0 | 0 |
| 17.00-18.00 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL | 71 | 38 | 1 | 0 | 30 | 0 | 0 | 0 |

Sumber: Survey Lapangan arah Meler-Nggawang

Tabel 4.5. Survey Lalu Lintas Hari 3

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | | | |
|---------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|---------------------|-------------------------|
| LOKASI:RUAS JALAN ARAH MELER NGGAWANG | | | | | | | | |
| HARI/TANGGAL:RABU 08 FEBRUARI 2023 | | | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) | TRUCK TANDEN (1.22) | TRUCK TRAILER (1.2+2.2) |
| 06.00-07.00 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07.00-08.00 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08.00-09.00 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| 09.00-10.00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10.00-11.00 | 5 | 4 | 0 | 0 | 2 | 1 | 0 | 0 |
| 11.00-12.00 | 3 | 6 | 0 | 0 | 1 | 0 | 0 | 0 |
| 12.00-13.00 | 5 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |
| 13.00-14.00 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| 14.00-15.00 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15.00-16.00 | 8 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| 16.00-17.00 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17.00-18.00 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL | 71 | 28 | 0 | 0 | 19 | 0 | 0 | 0 |

Sumber: Hasil Survei Lapangan arah Meler-Nggawang

Tabel 4.6. Survey Lalu Lintas Hari 4

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | | | |
|---------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|---------------------|-------------------------|
| LOKASI:RUAS JALAN ARAH MELER NGGAWANG | | | | | | | | |
| HARI/TANGGAL:KAMIS 09 FEBRUARI 2023 | | | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) | TRUCK TANDEN (1.22) | TRUCK TRAILER (1.2+2.2) |
| 06.00-07.00 | 5 | 8 | 0 | 0 | 3 | 0 | 0 | 0 |
| 07.00-08.00 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08.00-09.00 | 12 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| 09.00-10.00 | 9 | 4 | 0 | 0 | 7 | 0 | 0 | 0 |
| 10.00-11.00 | 8 | 6 | 0 | 0 | 2 | 0 | 0 | 0 |
| 11.00-12.00 | 25 | 7 | 0 | 0 | 8 | 0 | 0 | 0 |
| 12.00-13.00 | 8 | 8 | 0 | 0 | 9 | 0 | 0 | 0 |
| 13.00-14.00 | 14 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| 14.00-15.00 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15.00-16.00 | 5 | 9 | 0 | 0 | 6 | 0 | 0 | 0 |
| 16.00-17.00 | 3 | 4 | 0 | 0 | 7 | 0 | 0 | 0 |
| 17.00-18.00 | 7 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL | 130 | 60 | 0 | 0 | 49 | 0 | 0 | 0 |

Sumber: Hasil Survei Lapangan arah Meler-Nggawang

Tabel 4.7. Survey Lalu Lintas Hari 5

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | | | |
|---------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|---------------------|-------------------------|
| LOKASI:RUAS JALAN ARAH MELER NGGAWANG | | | | | | | | |
| HARI/TANGGAL:JUMA'AT,10 FEBRUARI 2023 | | | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) | TRUCK TANDEN (1.22) | TRUCK TRAILER (1.2+2.2) |
| 06.00-07.00 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07.00-08.00 | 4 | 4 | 0 | 0 | 2 | 0 | 0 | 0 |
| 08.00-09.00 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09.00-10.00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10.00-11.00 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11.00-12.00 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12.00-13.00 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13.00-14.00 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14.00-15.00 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15.00-16.00 | 12 | 2 | 0 | 0 | 3 | 0 | 0 | 0 |
| 16.00-17.00 | 9 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| 17.00-18.00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 92 | 28 | 0 | 0 | 7 | 0 | 0 | 0 |

Sumber: Hasil Survey Lapangan arah Meler-Nggawang

Tabel 4.8. Survey Lalu Lintas Hari 6

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | | | |
|---------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|---------------------|-------------------------|
| LOKASI:RUAS JALAN ARAH MELER NGGAWANG | | | | | | | | |
| HARI/TANGGAL:SABTU,11 FEBRUARI 2023 | | | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) | TRUCK TANDEN (1.22) | TRUCK TRAILER (1.2+2.2) |
| 06.00-07.00 | 7 | 2 | 0 | 0 | 0 | | 0 | 0 |
| 07.00-08.00 | 3 | 4 | 0 | 0 | 1 | 0 | 0 | 0 |
| 08.00-09.00 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 09.00-10.00 | 9 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| 10.00-11.00 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11.00-12.00 | 12 | 7 | 0 | 0 | 1 | 0 | 0 | 0 |
| 12.00-13.00 | 5 | 5 | 0 | 0 | 1 | 1 | 0 | 0 |
| 13.00-14.00 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 14.00-15.00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15.00-16.00 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16.00-17.00 | 9 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| 17.00-18.00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 72 | 26 | 0 | 0 | 13 | 1 | 0 | 0 |

Sumber: Hasil Survei Lapangan arah Meler-Nggawang

Tabel 4.9. Survey Lalu Lintas Hari 7

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | | | |
|---------------------------------------|--------------|--------------------------|----------------|-----------------|----------------------|--------------------|---------------------|-------------------------|
| LOKASI:RUAS JALAN ARAH MELER NGGAWANG | | | | | | | | |
| HARI/TANGGAL:MINGGU,12 FEBRUARI 2023 | | | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDAN G (1.2L) | TRUCK BERAT (1.2M) | TRUCK TANDEN (1.22) | TRUCK TRAILER (1.2+2.2) |
| 06.00-07.00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07.00-08.00 | 3 | 4 | 0 | 0 | 2 | 0 | 0 | 0 |
| 08.00-09.00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 09.00-10.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10.00-11.00 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11.00-12.00 | 4 | 7 | 0 | 0 | 2 | 0 | 0 | 0 |
| 12.00-13.00 | 5 | 5 | 0 | 0 | 1 | 0 | 0 | 0 |
| 13.00-14.00 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 14.00-15.00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15.00-16.00 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16.00-17.00 | 8 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| 17.00-18.00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 46 | 26 | 0 | 0 | 12 | 0 | 0 | 0 |

Sumber: Hasil Survei Lapangan arah Meler-Nggawang

Tabel 4.10. Survey Lalu Lintas Hari 1

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | | | |
|--------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|---------------------|-------------------------|
| LOKASI:RUAS JALAN NGGAWANG-MELER | | | | | | | | |
| HARI/TANGGAL:SENIN,06 Februari 2023 | | | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) | TRUCK TANDEN (1.22) | TRUCK TRAILER (1.2+2.2) |
| 06.00-07.00 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 07.00-08.00 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08.00-09.00 | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| 09.00-10.00 | 11 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| 10.00-11.00 | 12 | 4 | 0 | 0 | 0 | 1 | 0 | 0 |
| 11.00-12.00 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12.00-13.00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13.00-14.00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14.00-15.00 | 5 | 5 | 1 | 0 | 1 | 0 | 0 | 0 |
| 15.00-16.00 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| 16.00-17.00 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| 17.00-18.00 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL | 80 | 19 | 3 | 0 | 17 | 1 | 0 | 0 |

Sumber: Hasil Survei Lapangan arah Nggawang-Meler

Tabel 4.11. Survey Lalu Lintas Hari 2

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | | | |
|--------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|---------------------|-------------------------|
| LOKASI:RUAS JALAN NGGAWANG-MELER | | | | | | | | |
| HARI/TANGGAL:SENIN,07 Februari 2023 | | | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) | TRUCK TANDEN (1.22) | TRUCK TRAILER (1.2+2.2) |
| 06.00-07.00 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07.00-08.00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08.00-09.00 | 3 | 9 | 0 | 0 | 4 | 0 | 0 | 0 |
| 09.00-10.00 | 1 | 7 | 0 | 0 | 5 | 0 | 0 | 0 |
| 10.00-11.00 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11.00-12.00 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12.00-13.00 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| 13.00-14.00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14.00-15.00 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 15.00-16.00 | 4 | 2 | 1 | 0 | 2 | 0 | 0 | 0 |
| 16.00-17.00 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| 17.00-18.00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 60 | 37 | 4 | 0 | 14 | 0 | 0 | 0 |

Sumber: Hasil Survei Lapangan arah Nggawang-Meler

Tabel 4.12. Survey Lalu Lintas Hari 3

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | | | |
|--------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|---------------------|-------------------------|
| LOKASI:RUAS JALAN NGGAWANG-MELER | | | | | | | | |
| HARI/TANGGAL:RABU,08 FEBRUARI 2023 | | | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) | TRUCK TANDEN (1.22) | TRUCK TRAILER (1.2+2.2) |
| 06.00-07.00 | 4 | 3 | 1 | 0 | 2 | 0 | 0 | 0 |
| 07.00-08.00 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| 08.00-09.00 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 09.00-10.00 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 10.00-11.00 | 5 | 4 | 0 | 0 | 0 | 1 | 0 | 0 |
| 11.00-12.00 | 6 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |
| 12.00-13.00 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 13.00-14.00 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14.00-15.00 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15.00-16.00 | 12 | 2 | 3 | 0 | 2 | 0 | 0 | 0 |
| 16.00-17.00 | 9 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| 17.00-18.00 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 88 | 26 | 5 | 0 | 16 | 0 | 0 | 0 |

Sumber: Hasil Survei Lapangan arah Nggawang-Meler

Tabel 4.13. Survey Lalu Lintas Hari 4

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | | | |
|--------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|---------------------|-------------------------|
| LOKASI:RUAS JALAN NGGAWANG-MELER | | | | | | | | |
| HARI/TANGGAL:KAMIS,09 FEBRUARI 2023 | | | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) | TRUCK TANDEN (1.22) | TRUCK TRAILER (1.2+2.2) |
| 06.00-07.00 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07.00-08.00 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08.00-09.00 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| 09.00-10.00 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| 10.00-11.00 | 9 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| 11.00-12.00 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12.00-13.00 | 6 | 0 | 1 | 0 | 5 | 0 | 0 | 0 |
| 13.00-14.00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14.00-15.00 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15.00-16.00 | 9 | 3 | 1 | 0 | 1 | 0 | 0 | 0 |
| 16.00-17.00 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 17.00-18.00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 91 | 17 | 3 | 0 | 12 | 0 | 0 | 0 |

Sumber: Hasil Survey Lapangan arah Nggawang-Meler

Tabel 4.14. Survey Lalu Lintas Hari 5

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | |
|--------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|
| LOKASI:RUAS JALAN NGGAWANG-MELER | | | | | | |
| HARI/TANGGAL:JUMAAT,10 FEBRUARI 2023 | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) |
| 06.00-07.00 | 3 | 0 | 0 | 0 | 0 | 0 |
| 07.00-08.00 | 5 | 3 | 0 | 0 | 0 | 0 |
| 08.00-09.00 | 4 | 0 | 0 | 0 | 4 | 0 |
| 09.00-10.00 | 23 | 0 | 0 | 0 | 5 | 0 |
| 10.00-11.00 | 6 | 4 | 0 | 0 | 0 | 0 |
| 11.00-12.00 | 3 | 3 | 0 | 0 | 0 | 0 |
| 12.00-13.00 | 2 | 0 | 0 | 0 | 0 | 0 |
| 13.00-14.00 | 4 | 0 | 0 | 0 | 0 | 0 |
| 14.00-15.00 | 3 | 5 | 0 | 0 | 1 | 0 |
| 15.00-16.00 | 5 | 1 | 0 | 0 | 2 | 0 |
| 16.00-17.00 | 4 | 3 | 0 | 0 | 3 | 0 |
| 17.00-18.00 | 4 | 0 | 0 | 0 | 2 | 0 |
| TOTAL | 66 | 19 | 0 | 0 | 17 | 0 |

Sumber: Hasil Survey Lapangan arah Nggawang-Meler

Tabel 4.15. Survey Lalu Lintas Hari 6

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | |
|--------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|
| LOKASI:RUAS JALAN NGGAWANG-MELER | | | | | | |
| HARI/TANGGAL:SABTU,11 FEBRUARI 2023 | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) |
| 06.00-07.00 | 5 | 2 | 0 | 0 | 0 | 0 |
| 07.00-08.00 | 3 | 1 | 0 | 0 | 0 | 0 |
| 08.00-09.00 | 7 | 4 | 0 | 0 | 6 | 0 |
| 09.00-10.00 | 11 | 6 | 0 | 0 | 3 | 0 |
| 10.00-11.00 | 9 | 0 | 0 | 0 | 1 | 0 |
| 11.00-12.00 | 8 | 3 | 0 | 0 | 1 | 0 |
| 12.00-13.00 | 4 | 1 | 0 | 0 | 2 | 0 |
| 13.00-14.00 | 5 | 1 | 0 | 0 | 0 | 0 |
| 14.00-15.00 | 7 | 2 | 0 | 0 | 1 | 0 |
| 15.00-16.00 | 5 | 1 | 0 | 0 | 2 | 0 |
| 16.00-17.00 | 3 | 1 | 0 | 0 | 1 | 0 |
| 17.00-18.00 | 4 | 0 | 0 | 0 | 1 | 0 |
| TOTAL | 71 | 22 | 0 | 0 | 18 | 0 |

Sumber: Hasil Survey Lapangan arah Nggawang-Meler

Tabel 4.16. Survey Lalu Lintas Hari 7

| FORMULIR SURVEY LALULINTAS KENDARAAN | | | | | | |
|--------------------------------------|--------------|--------------------------|----------------|-----------------|---------------------|--------------------|
| LOKASI:RUAS JALAN NGGAWANG-MELER | | | | | | |
| HARI/TANGGAL:MINGGU,12 FEBRUARI 2023 | | | | | | |
| PUKUL | SEPEDA MOTOR | PICKUP/MOBIL BOX/MP(1.1) | BUS KECIL(1.2) | BUS BESAR (1.2) | TRUCK SEDANG (1.2L) | TRUCK BERAT (1.2M) |
| 06.00-07.00 | 8 | 5 | 0 | 0 | 0 | 0 |
| 07.00-08.00 | 9 | 3 | 0 | 0 | 0 | 0 |
| 08.00-09.00 | 6 | 2 | 0 | 0 | 6 | 0 |
| 09.00-10.00 | 12 | 1 | 0 | 0 | 5 | 0 |
| 10.00-11.00 | 5 | 1 | 0 | 0 | 1 | 0 |
| 11.00-12.00 | 7 | 3 | 0 | 0 | 2 | 0 |
| 12.00-13.00 | 4 | 1 | 0 | 0 | 2 | 0 |
| 13.00-14.00 | 5 | 0 | 0 | 0 | 0 | 0 |
| 14.00-15.00 | 7 | 0 | 0 | 0 | 0 | 0 |
| 15.00-16.00 | 3 | 0 | 0 | 0 | 4 | 0 |
| 16.00-17.00 | 9 | 0 | 0 | 0 | 0 | 0 |
| 17.00-18.00 | 8 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 83 | 16 | 0 | 0 | 20 | 1 |

Sumber: Hasil Survey Lapangan arah Nggawang-Meler

Jadi berdasarkan hasil survey yang dilakukan selama 12 jam maka, diperoleh data rekapitulasi jumlah kendaraan seperti tabel 4.17 sebagai berikut:

Tabel 4.17.Rekapitulasi Survey Lalu Lintas Arah Meler –Nggawang

| NO | JENIS KENDARAAN | TOTAL KEND (MELER –NGGAWANG) |
|-------|-----------------------------|------------------------------|
| 1 | SEPEDA MOTOR | 585 |
| 2 | PICKUP/MOBIL BOX/MP(1.1) | 262 |
| 3 | BUS KECIL(1.2) | 0 |
| 4 | BUS BESAR (1.2) | 0 |
| 5 | TRUCK SEDANG (1.2L) | 163 |
| 6 | TRUCK BERAT (1.2M) | 0 |
| 7 | TRUCK TANDEN (1.22) | 0 |
| 8 | TRUCKTRAILER(1.2+2.2) | 0 |
| TOTAL | | 1010 |

Sumber: Hasil Perhitungan

Tabel 4.18.Rekapitulasi Survey Lalu Lintas Arah Ngawang-Meler

| NO | JENIS KENDARAAN | TOTAL KEND (NGGAWANG-MELER) |
|-------|--------------------------|-----------------------------|
| 1 | SEPEDA MOTOR | 539 |
| 2 | PICKUP/MOBIL BOX/MP(1.1) | 137 |
| 3 | BUS KECIL(1.2) | 0 |
| 4 | BUS BESAR (1.2) | 0 |
| 5 | TRUCK SEDANG (1.2L) | 98 |
| 6 | TRUCK BERAT (1.2M) | 0 |
| 7 | TRUCK TANDEN (1.22) | 0 |
| 8 | TRUCK TRAILER (1.2+2.2) | 0 |
| TOTAL | | 774 |

Sumber: Hasil Perhitungan

Adapun rekapitulasi total data kelas LHR yang didapat dari hasil survai lalu – lintas dimasukan pada Tabel 4.19 sebagai berikut:

Tabel 4.19.Rekapitulasi Total Survey Lalu Lintas Arah Ngawang-Meler

| NO | JENIS KENDARAAN | TOTAL KENDARAAAN | KOEFESIAN | LHR(SMP) |
|-------|-------------------------|------------------|-----------|----------|
| 1 | SEPEDAMOTOR | 1124 | 0,5 | 562 |
| 2 | PICKUP/MOBILBOX/MP(1.1) | 399 | 1 | 399 |
| 3 | BUS KECIL(1.2) | 0 | 1,2 | 0 |
| 4 | BUS BESAR (1.2) | 0 | | 0 |
| 5 | TRUCKSEDANG (1.2L) | 261 | 1,2 | 313 |
| 6 | TRUCK BERAT (1.2M) | 0 | 1,2 | 0 |
| 7 | TRUCKTANDEN (1.22) | 0 | | 0 |
| 8 | TRUCKTRAILER (1.2+2.2) | 0 | | 0 |
| TOTAL | | 1784 | | 1274 |

Sumber: Hasil Perhitungan

4.2.4 Data nilai kondisi jalan

Nilai kondisi jalan merupakan nilai tingkat kerusakan pada ruas jalan tersebut sesuai dengan penilaian. Dari hasil perhitungan diperoleh data seperti yang telah disajikan dalam tabel 4.20 berikut ini.

Tabel 4.20.Total Nilai Kondisi Jalan

| STA | ANGKA KERUSAKAN | NILAI KONDISI JALAN |
|-----------------|-----------------|---------------------|
| 0+00 s/d 0+20 | 16 | 6 |
| 0+20 s/d 0+40 | 0 | 1 |
| 0+40 s/d 0+60 | 0 | 1 |
| 0+60 s/d 0+80 | 0 | 1 |
| 0+80 s/d 0+100 | 0 | 1 |
| 0+100 s/d 0+120 | 0 | 1 |
| 0+120 s/d 0+140 | 4 | 2 |
| 0+140 s/d 0+160 | 6 | 2 |
| 0+160s/d 0+180 | 0 | 1 |

Lanjutan Tabel 4.20 Total Nilai Kondisi Jalan

| STA | ANGKA KERUSAKAN | NILAI KONDISI JALAN |
|-----------------|--------------------|------------------------|
| 0+180 s/d 0+200 | 0 | 1 |
| 0+200 s/d 0+240 | 0 | 1 |
| 0+240 s/d 0+260 | 4 | 2 |
| 0+260 s/d 0+280 | 0 | 1 |
| 0+360 s/d 0+380 | 4 | 2 |
| 0+480 s/d 0+500 | 0 | 1 |
| 0+500 s/d 0+520 | 0 | 1 |
| 0+520 s/d 0+540 | 3 | 1 |
| 0+540 s/d 0+560 | 16 | 6 |
| 0+560 s/d 0+580 | 5 | 5 |
| 0+580 s/d 0+600 | 0 | 0 |
| 0+600 s/d 0+620 | 0 | 0 |
| 0+620 s/d 0+640 | 0 | 0 |
| 0+640 s/d 0+660 | 0 | 0 |
| 0+660 s/d 0+680 | 7 | 3 |
| 0+680 s/d 0+700 | 2 | 1 |
| 0+700 s/d 0+720 | 0 | 1 |
| 0+720 s/d 0+740 | 0 | 1 |
| 0+740 s/d 0+760 | 0 | 1 |
| 0+760 s/d 0+780 | 2 | 1 |
| 0+780 s/d 0+800 | 0 | 1 |
| 0+800 s/d 0+820 | 0 | 1 |

Lanjutan Tabel 4.20. Total Nilai Kondisi Jalan

| STA | ANGKA KERUSAKAN | NILAI KONDISI JALAN |
|-------------------------------|-----------------|---------------------|
| 0+820 s/d 0+840 | 13 | 5 |
| 0+840 s/d 0+860 | 0 | 1 |
| 0+860 s/d 0+880 | 0 | 1 |
| 0+880 s/d 0+900 | 0 | 1 |
| 0+900 s/d 0+920 | 0 | 1 |
| 0+900 s/d 0+920 | 0 | 1 |
| 0+920 s/d 0+940 | 4 | 2 |
| 0+940 s/d 0+960 | 0 | 1 |
| 0+960 s/d 0+980 | 0 | 1 |
| 0+980 s/d 1+00 | 0 | 1 |
| 1+00 s/d 1+20 | 0 | 1 |
| 1+20 s/d 1+40 | 0 | 1 |
| 1+40 s/d 1+60 | 0 | 1 |
| 1+60 s/d 1+80 | 0 | 1 |
| 1+80 s/d 1+100 | 0 | 1 |
| 1+100 s/d 1+120 | 0 | 1 |
| Total Angka Kerusakan | | 84 |
| Rata rata Nilai Kondisi Jalan | | 1,53 |

Sumber: Hasil Perhitungan

Tabel 4.21.Total Presentasi Kerusakan

| NO | Jenis Kerusakan | Luas Kerusakan (M ²) | Luas Jalan Total (M ²) | % Luas Kerusakan |
|-------|-----------------------|----------------------------------|------------------------------------|------------------|
| 1 | Pelepasan Butir | 12,98 | 3850 | 0,34 |
| 2 | Alur | 5,37 | 3850 | 0,14 |
| 3 | Penurunan Bahu Jalan | 3,42 | 3850 | 0,09 |
| 4 | Retak Kulit Buaya | 6,29 | 3850 | 0,16 |
| 5 | Retak Memanjang | 20,78 | 3850 | 0,54 |
| 6 | Cacat Tepi Perkerasan | 25,94 | 3850 | 0,67 |
| 7 | Lubang | 11,27 | 3850 | 0,29 |
| 8 | Amblas | 16,23 | 3850 | 0,42 |
| Total | | | | 2,66 |

Sumber:Hasil Perhitungan

4.2.5 Penentuan Nilai Prioritas

1. Urutan Prioritas 0-3

Jalan-jalan yang terletak pada urutan prioritas ini dimasukkan ke dalam program Peningkatan

2. Urutan Prioritas 4-6

Jalan-jalan yang berada pada urutan prioritas ini dimasukkan ke dalam program Pemeliharaan Berkala.

3. Urutan Prioritas > 7

Jalan-jalan yang berada pada urutan prioritas ini dimasukkan ke dalam program Pemeliharaan rutin

Berdasarkan data perhitungan pada ruas jalan meler-nggawang didapat Kelas LHR = 4 (didapat dari tabel 2.15) dan Nilai kondisi jalan = 1,53 Sehingga dapat dimasukkan kedalam persamaan 4.4 berikut ini.

$$\begin{aligned}
 \text{urutan prioritas} &= 17 - (\text{Kelas LHR} + \text{Nilai Kondisi Jalan}) \\
 &= 17 - (4 + 1,53) \\
 &= 17 - 5,53 \\
 &= 11,47
 \end{aligned}$$

Jadi berdasarkan perhitungan urutan prioritas untuk ruas Jalan Meler – Nggawang STA 0+000 sampai STA 1 + 100 adalah 11,47. Berdasarkan nilai tersebut maka diperoleh dengan urutan prioritas >7, maka untuk ruas jalan Meler – Nggawang program pemeliharaan rutin.

4.3 Penyebab Kerusakan pada Ruas Jalan Meler-Nggawang

Jenis kerusakan yang paling dominan pada ruas Jalan Meler- Nggawang adalah Cacat Tepi perkerasan, lubang, alur, cacat tepi perkerasan, Lubang, Amblas, Retak Buaya, Retak Memanjang, Penurunan Bahu Jalan. faktor penyebab secara umum disebabkan Lebar Jalan yang kurang efektif dimana ,jalan sangat berdekatan dengan rumah warga, dan tidak adanya saluran drainase, perencanaan lapis perkerasan yang tipis, proses pelaksanaan pekerjaan konstruksi perkerasan yang kurang sesuai dengan ketentuan yang tercantum dalam spesifikasi, yang saling terkait dan sangat mempengaruhi.

Akibatnya jika jalan tidak secara cepat dilakukan perbaikan jalan makan jalan tersebut kerusakannya dapat semakin lama semakin meluas dan akan menimbulkan kerusakan yang lebih buruk.