

## ABSTRAK

Ruas jalan Imogiri Timur km 7 sampai dengan km 9 merupakan jalan kolektor yang terletak di Kabupaten Bantul. Perkerasan di lokasi ini sudah banyak yang mengalami kerusakan seperti *cracking* dan *patching/potholes*. Perkerasan jalan harus memiliki kinerja pelayanan dengan baik dan dari segi kondisi fungsional jalan tersebut tidak dapat mendukung beban lalu lintas yang melewatinya. Penelitian ini bertujuan untuk mengidentifikasi jenis kerusakan jalan dan tingkat kerusakan jalan.

Penelitian dilakukan dengan mengumpulkan data primer berupa nilai *Surface Condition Rating (SCR)* dengan mengukur luasan masing-masing kerusakan dengan menggunakan mistar dan nilai kerataan jalan atau *International Roughness Index (IRI)* yang didapatkan dengan menggunakan alat *Roughometer*. Data sekunder didapat dari peneliti sebelumnya. Selanjutnya data yang sudah terkumpul kemudian dianalisis dengan metode *Pavement Condition Rating (PCR)* dan penentuan jenis pemeliharaan jalan berdasarkan metode Bina Marga 1990.

Berdasarkan hasil evaluasi kondisi perkerasan jalan Imogiri Timur km 7 sampai dengan km 9, diperoleh nilai *PCR* dan penentuan jenis pemeliharaan jalan berdasarkan metode Bina Marga. Nilai *PCR* terkecil pada arah Yogyakarta-Imogiri adalah 46,77 dalam kategori jelek, dan untuk arah Imogiri-Yogyakarta adalah 36,44 dalam kategori jelek. Berdasarkan analisis Bina Marga, arah Yogyakarta-Imogiri terdapat 13 segmen memerlukan program pemeliharaan rutin dan 7 segmen memerlukan program pemeliharaan berkala. Sedangkan arah Imogiri-Yogyakarta terdapat 12 segmen memerlukan program pemeliharaan rutin dan 8 segmen memerlukan program pemeliharaan berkala.

**Kata Kunci** : *Pavement Condition Rating (PCR)*, *International Roughness Index (IRI)*, Bina Marga 1990, Program Pemeliharaan.

## **ABSTRACT**

*East Imogiri road section km 7 to km 9 is a collector road located in Bantul district. Pavement at this location many have suffered damage such as cracking and patching / Potholes. Pavement must have a good service performance and in terms of the functional condition of the road can not support the traffic load through it. This study aims to identify the type of road damage and the level of damage to roads.*

*The study was conducted by collecting primary data in the form of value Surface Condition Rating (SCR) by measuring the extent of their damage by using a ruler and the value of the flatness of the road or the International Roughness Index (IRI) are obtained by using roughometer. Secondary data obtained from previous research. Furthermore, the data that has been collected and analyzed by the method of Pavement Condition Rating (PCR) and the determination of the type of road maintenance based on the method of Highways in 1990.*

*Based on the evaluation of pavement condition Imogiri Eastern km 7 to km 9, the value of PCR Based on the evaluation of pavement condition Imogiri Eastern km 7 to km 9, the value of PCR and determination of the type of road maintenance based on the method of Bina Marga. PCR value-smallest in the direction of Yogyakarta-Imogiri is 46.77 in the category of ugly, and for direction Imogiri-Yogyakarta is 36.44 in the ugly category. Based on the analysis of Bina Marga, direction Yogyakarta-Imogiri there are 13 segments require regular maintenance program and 7 segments require periodic maintenance program. While the direction of Imogiri-Yogyakarta there are 12 segments require regular maintenance program and 8 segments require periodic maintenance program.*

**Keywords:** *Pavement Condition Rating (PCR), International Roughness Index (IRI), Bina Marga 1990, Maintenance Program.*