# ABSTRAK

*Judul: Analisis Kerusakan Dan Penanganan Jalan Dengan Metode Pavement Condition Index (PCI) di jalan Cilangkara Kabupaten Bekasi.*

*Nama: Syahrizal Firdaus, NIM: 41114310019, Dosen Pembimbing: Muhammad Isradi, ST,MT, Tahun: 2019.*

*Jalan adalah suatu prasarana perhubungan darat dalam bentuk apa pun meliputi segala bagian jalan termasuk bangunan pelengkap dan perlengkapannya yang diperuntukkan bagi lalu lintas. Oleh karena itu, pemeliharaan jalan berdasarkan jenis perkerasannya perlu dilakukan secara berkala agar tingkat pelayanannya dapat terjaga.*

*Di sepanjang Jalan Cilangkara terdapat aktivitas galian pasir dan pabrik bata yang sering dilalui oleh kendaraan - kendaraan bermuatan besar seperti dump truck, juga truk pengangkut pasir dan bata. Dengan banyaknya kendaraan - kendaraan bermuatan besar yang lewat, menyebabkan Jalan Cilangkara mengalami kerusakan sehingga Jalan Cilangkara layak diteliti untuk mengetahui seberapa besar kerusakan yang terjadi.*

*Total kerusakan pada Jalan Cilangkara, Retak Linier (L) 3,72%, Retak Linier (M) 26,06%, Retak Linier (H) 3,62%, Popout 8,30%, Gompal Sambungan (L) 1,38%, Gompal Sambungan (M) 1,38%, Gompal Sambungan (H) 0,11%, Retak Sudut (L) 0,32%, Retak Sudut (M) 3,09%, Retak sudut (H) 0,21%, kerusakan penutup sambungan (M) 2,13%, kerusakan penutup sambungan (H) 23,40%, Retak Susut 4,04%, Patahan (H) 0,11%, Pecah Pelat (L) 0,11%, Pecah Pelat (M) 0,11%, Pecah Pelat (H) 0,11%, Agregat Licin 8,83%, Tambalan Besar (L) 8,94%, Tambalan Besar (M) 0,21%.*

*Penelitian ini menggunakan metode Pavement Condition Index (PCI). Nilai rata – rata PCI pada Jalan Cilangkara Kabupaten Bekasi mendapatkan nila PCI = 80, tergolong masih sangat baik.*

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**Kata kunci:** ***Analisa Kerusakan Jalan, Perkerasan Kaku, Jalan Cilangkara, Pavement Condition Indeks.***



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# ABSTRACT

*Title: damage analysis and Road Handling Using The Pavement Condition Index (PCI) Method on The Cilangkara Road in Bekasi City.*

*Name: Syahrizal Firdaus, NIM: 41114310019, Supervisor: Muhammad Isradi, ST,MT, Year: 2019.*

*Road means any land transportation infrastructure in any form covering all parts of the road including complementary buildings and equipment intended for traffic. Therefore, road maintenance based on the type of pavement needs to be carried out periodically so that the level of service can be maintained.*

*Along the Cilangkara road there are sand excavation activities and brick factories which are often traversed by large charged vehicles such as dump trucks, sand and brick transport trucks. With the large number of large-load vehicles passing, causing the Cilangkara road to be damaged so that the Cilangkara road is worth investigating to find out how much damage has occurred.*

*Total damage to the Cilangkara road, Linear Crack (L) 3,72%, Linear Crack (M) 26,06%, Linear Crack (H) 3,62%, Popout 8,30%, Spalling Joint (L) 1,38%, Spalling Joint (M) 1,38%, Spalling Joint (H) 0,11%, Corner Break (L) 0,32%, Corner Break (M) 3,09%, Corner Break (H) 0,21%, Joint Seal Damage (M) 2,13%, Joint Seal Damage (H) 23,40%, Shrinkage 4,04%, Faulting (H) 0,11%, Punchout (L) 0,11%, Punchout (M) 0,11%, Punchout (H) 0,11%, Polished Agregat 8,83%, Patching Large (L) 8,94%, Patching Large (M) 0,21%.*

*This study uses the Pavement Condition Index (PCI) method. The average PCI value on the Cilangkara road in Bekasi City, getting PCI = 80, is still very good.*


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**Keywords**: ***Analysis of Road Damage, Rigid Pavement, Cilangkara Road, Pavement Condition Index.***



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