

BAB IV

HASIL DAN PEMBAHASAN

Pada bab ini akan membahas hasil dari penelitian berdasarkan data yang diperoleh dari hasil pengamatan dan pengumpulan data di lapangan yang kemudian akan dievaluasi menggunakan rumus-rumus dan teori yang sudah dituliskan pada Bab II.

4.1 Hasil

Berdasarkan pengumpulan data dan hasil dari evaluasi data yang diperoleh dari perhitungan menggunakan rumus-rumus dan teori-teori pada Bab II sehingga didapatkan hasil dari penelitian. Hasil dari penelitian yang diperoleh akan diuraikan sebagai berikut.

4.1.1 Volume Lalu Lintas

Berdasarkan hasil survey volume lalu lintas yang telah dilakukan pada ruas Jalan Arteri Arah Karanganyar ke Sragen, Sragen ke Karanganyar dan ruas Jalan Toll arah Karanganyar ke Sragen, dan Sragen ke Karanganyar dan dilakukan pada hari Senin, Rabu, dan Minggu dan Masing-masing dilakukan survey pada Pukul 06.00-08.00, 12.00-14.00, 16.00-17.00 diperoleh hasil volume jam puncak yang dapat dilihat pada tabel 4.1 dan hasil rincian perhitungan volume kendaraan dapat dilihat pada tabel 4.2 sampai dengan tabel 4.13

Tabel 4.1 Volume Kendaraan Puncak

| Hari | Waktu | Ruas Jalan | Volume Puncak |
|-------|-------------|------------------------------|----------------|
| Senin | 06.00-08.00 | Arteri Karanganyar ke Sragen | 1468,4 SMP/jam |
| | 12.00-14.00 | | 1352,2 SMP/Jam |
| | 16.00-18.00 | 1794,7 SMP/Jam | |
| | 06.00-08.00 | Tol Karanganyar ke Sragen | 363,8 SMP/Jam |
| | 12.00-14.00 | | 424,1 SMP/Jam |
| | 16.00-18.00 | | 536,8 SMP/Jam |

| Hari | Waktu | Ruas Jalan | Volume Puncak |
|--------|-------------|------------------------------|----------------|
| Rabu | 06.00-08.00 | Arteri Karanganyar ke Sragen | 1790,8 SMP/Jam |
| | 12.00-14.00 | | 1241,2 SMP/Jam |
| | 16.00-18.00 | | 1681,7 SMP/Jam |
| | 06.00-08.00 | Tol Karanganyar ke Sragen | 362 SMP/Jam |
| | 12.00-14.00 | | 448,5 SMP/Jam |
| | 16.00-18.00 | | 493,4 SMP/Jam |
| Minggu | 06.00-08.00 | Arteri Karanganyar ke Sragen | 1177,8 SMP/Jam |
| | 12.00-14.00 | | 1166,2 SMP/Jam |
| | 16.00-18.00 | | 1391 SMP/Jam |
| | 06.00-08.00 | Tol Karanganyar ke Sragen | 208,7 SMP/Jam |
| | 12.00-14.00 | | 399,7 SMP/Jam |
| | 16.00-18.00 | | 743,4 SMP/Jam |
| Senin | 06.00-08.00 | Arteri Sragen ke Karanganyar | 1664,3 SMP/Jam |
| | 12.00-14.00 | | 1237 SMP/Jam |
| | 16.00-18.00 | | 1657,8 SMP/Jam |
| | 06.00-08.00 | Tol Sragen ke Karanganyar | 471,4 SMP/Jam |
| | 12.00-14.00 | | 385,4 SMP/Jam |
| | 16.00-18.00 | | 530 SMP/Jam |
| Rabu | 06.00-08.00 | Arteri Sragen ke Karanganyar | 1577,2 SMP/Jam |
| | 12.00-14.00 | | 2024,9 SMP/Jam |
| | 16.00-18.00 | | 1838,2 SMP/Jam |
| | 06.00-08.00 | Tol Sragen ke Karanganyar | 420,6 SMP/Jam |
| | 12.00-14.00 | | 366,2 SMP/Jam |
| | 16.00-18.00 | | 444,6 SMP/Jam |
| Minggu | 06.00-08.00 | Arteri Sragen ke Karanganyar | 1320 SMP/Jam |
| | 12.00-14.00 | | 1242,4 SMP/Jam |
| | 16.00-18.00 | | 1301,2 SMP/Jam |
| | 06.00-08.00 | Tol Sragen ke Karanganyar | 217,4 SMP/Jam |
| | 12.00-14.00 | | 411 SMP/Jam |
| | 16.00-18.00 | | 616,6 SMP/Jam |

Sumber : Hasil Analisis (2019)

Tabel 4.2 Volume Lalu Lintas Jalan Arteri Arah Karanganyar ke Sragen Pada Hari Senin

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|-----|--------------------------|-------------|--------|-----------|----------|--------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.3) | BB (1.5) | TB (2) | SM (0.5) | | |
| 06.00 - 06.15 | 51 | 20 | 2 | 5 | 540 | 618 | | 51 | 26 | 3 | 10 | 270 | 360 | |
| 06.15 - 06.30 | 55 | 15 | 1 | 7 | 601 | 679 | | 55 | 19,5 | 1,5 | 14 | 300,5 | 390,5 | |
| 06.30 - 06.45 | 49 | 14 | 2 | 10 | 415 | 490 | | 49 | 18,2 | 3 | 20 | 207,5 | 297,7 | |
| 06.45 - 07.00 | 52 | 19 | 2 | 9 | 359 | 441 | 2228 | 52 | 24,7 | 3 | 18 | 179,5 | 277,2 | 1325,4 |
| 07.00 - 07.15 | 78 | 14 | 2 | 9 | 464 | 567 | 2177 | 78 | 18,2 | 3 | 18 | 232 | 349,2 | 1314,6 |
| 07.15 - 07.30 | 88 | 29 | 4 | 11 | 521 | 653 | 2151 | 88 | 37,7 | 6 | 22 | 260,5 | 414,2 | 1338,3 |
| 07.30 - 07.45 | 95 | 24 | 3 | 9 | 466 | 597 | 2258 | 95 | 31,2 | 4,5 | 18 | 233 | 381,7 | 1422,3 |
| 07.45 - 08.00 | 89 | 21 | 3 | 10 | 365 | 488 | 2305 | 89 | 27,3 | 4,5 | 20 | 182,5 | 323,3 | 1468,4 |
| 12.00 - 12.15 | 111 | 33 | 2 | 12 | 261 | 419 | | 111 | 46,2 | 2,8 | 24 | 156,6 | 340,6 | |
| 12.15 - 12.30 | 99 | 21 | 3 | 22 | 214 | 359 | | 99 | 29,4 | 4,2 | 44 | 128,4 | 305 | |
| 12.30 - 12.45 | 100 | 22 | 1 | 13 | 246 | 382 | | 100 | 30,8 | 1,4 | 26 | 147,6 | 305,8 | |
| 12.45 - 13.00 | 100 | 23 | 7 | 7 | 247 | 384 | 1544 | 100 | 32,2 | 9,8 | 14 | 148,2 | 304,2 | 1255,6 |
| 13.00 - 13.15 | 106 | 24 | 3 | 13 | 243 | 389 | 1514 | 106 | 33,6 | 4,2 | 26 | 145,8 | 315,6 | 1230,6 |
| 13.15 - 13.30 | 108 | 35 | 2 | 16 | 274 | 435 | 1590 | 108 | 49 | 2,8 | 32 | 164,4 | 356,2 | 1281,8 |
| 13.30 - 13.45 | 102 | 21 | 1 | 12 | 304 | 440 | 1648 | 102 | 29,4 | 1,4 | 24 | 182,4 | 339,2 | 1315,2 |

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|-----|--------------------------|-------------|--------|-----------|----------|--------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.3) | BB (1.5) | TB (2) | SM (0.5) | | |
| 13.45 - 14.00 | 104 | 41 | 5 | 12 | 248 | 410 | 1674 | 104 | 57.4 | 7 | 24 | 148.8 | 341.2 | 1352.2 |
| 16.00 - 16.15 | 102 | 16 | 1 | 11 | 637 | 767 | 102 | 20.8 | 1.5 | 22 | 318.5 | 464.8 | | |
| 16.15 - 16.30 | 95 | 24 | 5 | 21 | 693 | 838 | 95 | 31.2 | 7.5 | 42 | 346.5 | 522.2 | | |
| 16.30 - 16.45 | 100 | 25 | 4 | 20 | 447 | 596 | 100 | 32.5 | 6 | 40 | 223.5 | 402 | | |
| 16.45 - 17.00 | 116 | 29 | 4 | 11 | 448 | 608 | 2809 | 116 | 37.7 | 6 | 22 | 224 | 405.7 | 1794.7 |
| 17.00 - 17.15 | 115 | 20 | 3 | 15 | 526 | 679 | 2721 | 115 | 26 | 4.5 | 30 | 263 | 438.5 | 1768.4 |
| 17.15 - 17.30 | 118 | 28 | 2 | 18 | 491 | 657 | 2540 | 118 | 36.4 | 3 | 36 | 245.5 | 438.9 | 1685.1 |
| 17.30 - 17.45 | 101 | 20 | 3 | 14 | 401 | 539 | 2483 | 101 | 26 | 4.5 | 28 | 200.5 | 360 | 1643.1 |
| 17.45 - 18.00 | 50 | 6 | 2 | 4 | 190 | 252 | 2127 | 50 | 7.8 | 3 | 8 | 95 | 163.8 | 1401.2 |

Sumber : Hasil Analisis (2019)

Tabel 4.3 Volume Lalu Lintas Jalan Arteri Arah Karanganyar ke Sragen Pada Hari Rabu

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|-----|--------------------------|-------------|--------|-----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.6) | BB (1.7) | TB (2.5) | SM (0.8) | | |
| 06.00 - 06.15 | 43 | 14 | 3 | 6 | 463 | 529 | | 43 | 22.4 | 5.1 | 15 | 370.4 | 455.9 | |
| 06.15 - 06.30 | 37 | 17 | 0 | 5 | 523 | 582 | | 37 | 27.2 | 0 | 12.5 | 418.4 | 495.1 | |
| 06.30 - 06.45 | 46 | 14 | 2 | 7 | 324 | 393 | | 46 | 22.4 | 3.4 | 17.5 | 259.2 | 348.5 | |
| 06.45 - 07.00 | 58 | 17 | 1 | 6 | 339 | 421 | 1925 | 58 | 27.2 | 1.7 | 15 | 271.2 | 373.1 | 1672.6 |
| 07.00 - 07.15 | 70 | 13 | 2 | 4 | 397 | 486 | 1882 | 70 | 20.8 | 3.4 | 10 | 317.6 | 421.8 | 1638.5 |
| 07.15 - 07.30 | 81 | 26 | 3 | 9 | 423 | 542 | 1842 | 81 | 41.6 | 5.1 | 22.5 | 338.4 | 488.6 | 1632 |
| 07.30 - 07.45 | 89 | 17 | 5 | 7 | 417 | 535 | 1984 | 89 | 27.2 | 8.5 | 17.5 | 333.6 | 475.8 | 1759.3 |
| 07.45 - 08.00 | 82 | 19 | 2 | 8 | 336 | 447 | 2010 | 82 | 30.4 | 3.4 | 20 | 268.8 | 404.6 | 1790.8 |
| 12.00 - 12.15 | 114 | 35 | 2 | 10 | 251 | 412 | | 114 | 49 | 2.8 | 20 | 150.6 | 336.4 | |
| 12.15 - 12.30 | 112 | 20 | 2 | 23 | 211 | 368 | | 112 | 28 | 2.8 | 46 | 126.6 | 315.4 | |
| 12.30 - 12.45 | 100 | 25 | 1 | 11 | 230 | 367 | | 100 | 35 | 1.4 | 22 | 138 | 296.4 | |
| 12.45 - 13.00 | 97 | 24 | 3 | 5 | 245 | 374 | 1521 | 97 | 33.6 | 4.2 | 10 | 147 | 291.8 | 1240 |
| 13.00 - 13.15 | 110 | 25 | 3 | 14 | 230 | 382 | 1491 | 110 | 35 | 4.2 | 28 | 138 | 315.2 | 1218.8 |
| 13.15 - 13.30 | 101 | 30 | 2 | 18 | 260 | 411 | 1534 | 101 | 42 | 2.8 | 36 | 156 | 337.8 | 1241.2 |
| 13.30 - 13.45 | 99 | 25 | 1 | 15 | 295 | 435 | 1602 | 99 | 35 | 1.4 | 30 | 177 | 342.4 | 1287.2 |

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|-----|--------------------------|-------------|--------|-----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.6) | BB (1.7) | TB (2.5) | SM (0.8) | | |
| 13.45 - 14.00 | 102 | 37 | 2 | 10 | 280 | 431 | 1659 | 102 | 51.8 | 2.8 | 20 | 168 | 344.6 | 1340 |
| 16.00 - 16.15 | 102 | 20 | 4 | 26 | 579 | 731 | 731 | 102 | 26 | 6 | 52 | 289.5 | 475.5 | |
| 16.15 - 16.30 | 90 | 27 | 2 | 10 | 576 | 705 | 705 | 90 | 35.1 | 3 | 20 | 288 | 436.1 | |
| 16.30 - 16.45 | 108 | 23 | 2 | 17 | 450 | 600 | 600 | 108 | 29.9 | 3 | 34 | 225 | 399.9 | |
| 16.45 - 17.00 | 79 | 29 | 1 | 14 | 448 | 571 | 2607 | 79 | 37.7 | 1.5 | 28 | 224 | 370.2 | 1681.7 |
| 17.00 - 17.15 | 110 | 23 | 3 | 16 | 529 | 681 | 2557 | 110 | 29.9 | 4.5 | 32 | 264.5 | 440.9 | 1647.1 |
| 17.15 - 17.30 | 101 | 15 | 6 | 10 | 460 | 592 | 2444 | 101 | 19.5 | 9 | 20 | 230 | 379.5 | 1590.5 |
| 17.30 - 17.45 | 97 | 35 | 2 | 15 | 373 | 522 | 2366 | 97 | 45.5 | 3 | 30 | 186.5 | 362 | 1552.6 |
| 17.45 - 18.00 | 48 | 7 | 1 | 6 | 188 | 250 | 2045 | 48 | 9.1 | 1.5 | 12 | 94 | 164.6 | 1347 |

Sumber : Hasil Analisis (2019)

Tabel 4.4 Volume Lalu Lintas Jalan Arteri Arah Karanganyar ke Sragen Pada Hari Minggu

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|-----|--------------------------|-------------|--------|-----------|----------|--------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.4) | BB (1.4) | TB (2) | SM (0.6) | | |
| 06.00 - 06.15 | 49 | 19 | 3 | 6 | 230 | 307 | | 49 | 26.6 | 4.2 | 12 | 138 | 229.8 | |
| 06.15 - 06.30 | 45 | 14 | 2 | 5 | 219 | 285 | | 45 | 19.6 | 2.8 | 10 | 131.4 | 208.8 | |
| 06.30 - 06.45 | 43 | 13 | 4 | 8 | 276 | 344 | | 43 | 18.2 | 5.6 | 16 | 165.6 | 248.4 | |
| 06.45 - 07.00 | 51 | 19 | 3 | 10 | 311 | 394 | 1330 | 51 | 26.6 | 4.2 | 20 | 186.6 | 288.4 | 975.4 |
| 07.00 - 07.15 | 67 | 11 | 3 | 8 | 356 | 445 | 1468 | 67 | 15.4 | 4.2 | 16 | 213.6 | 316.2 | 1061.8 |
| 07.15 - 07.30 | 71 | 24 | 5 | 9 | 299 | 408 | 1591 | 71 | 33.6 | 7 | 18 | 179.4 | 309 | 1162 |
| 07.30 - 07.45 | 66 | 17 | 2 | 12 | 246 | 343 | 1590 | 66 | 23.8 | 2.8 | 24 | 147.6 | 264.2 | 1177.8 |
| 07.45 - 08.00 | 58 | 15 | 3 | 11 | 235 | 322 | 1518 | 58 | 21 | 4.2 | 22 | 141 | 246.2 | 1135.6 |
| 12.00 - 12.15 | 100 | 21 | 4 | 13 | 211 | 349 | | 100 | 29.4 | 5.6 | 26 | 126.6 | 287.6 | |
| 12.15 - 12.30 | 95 | 30 | 5 | 19 | 163 | 312 | | 95 | 42 | 7 | 38 | 97.8 | 279.8 | |
| 12.30 - 12.45 | 89 | 19 | 3 | 12 | 195 | 318 | | 89 | 26.6 | 4.2 | 24 | 117 | 260.8 | |
| 12.45 - 13.00 | 91 | 18 | 5 | 10 | 197 | 321 | 1300 | 91 | 25.2 | 7 | 20 | 118.2 | 261.4 | 1089.6 |
| 13.00 - 13.15 | 95 | 21 | 4 | 17 | 193 | 330 | 1281 | 95 | 29.4 | 5.6 | 34 | 115.8 | 279.8 | 1081.8 |
| 13.15 - 13.30 | 99 | 29 | 3 | 12 | 222 | 365 | 1334 | 99 | 40.6 | 4.2 | 24 | 133.2 | 301 | 1103 |
| 13.30 - 13.45 | 90 | 19 | 2 | 11 | 251 | 373 | 1389 | 90 | 26.6 | 2.8 | 22 | 150.6 | 292 | 1134.2 |

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|-----|--------------------------|-------------|--------|-----------|----------|--------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.4) | BB (1.4) | TB (2) | SM (0.6) | | |
| 13.45 - 14.00 | 91 | 30 | 4 | 18 | 198 | 341 | 1409 | 91 | 42 | 5.6 | 36 | 118.8 | 293.4 | 1166.2 |
| 16.00 - 16.15 | 105 | 16 | 2 | 15 | 391 | 529 | | 105 | 22.4 | 2.8 | 30 | 234.6 | 394.8 | |
| 16.15 - 16.30 | 101 | 24 | 3 | 16 | 337 | 481 | | 101 | 33.6 | 4.2 | 32 | 202.2 | 373 | |
| 16.30 - 16.45 | 100 | 25 | 3 | 19 | 227 | 374 | | 100 | 35 | 4.2 | 38 | 136.2 | 313.4 | |
| 16.45 - 17.00 | 111 | 29 | 2 | 9 | 229 | 380 | 1764 | 111 | 40.6 | 2.8 | 18 | 137.4 | 309.8 | 1391 |
| 17.00 - 17.15 | 96 | 20 | 4 | 16 | 291 | 427 | 1662 | 96 | 28 | 5.6 | 32 | 174.6 | 336.2 | 1332.4 |
| 17.15 - 17.30 | 90 | 28 | 3 | 14 | 276 | 411 | 1592 | 90 | 39.2 | 4.2 | 28 | 165.6 | 327 | 1286.4 |
| 17.30 - 17.45 | 98 | 20 | 1 | 13 | 200 | 332 | 1550 | 98 | 28 | 1.4 | 26 | 120 | 273.4 | 1246.4 |
| 17.45 - 18.00 | 45 | 6 | 1 | 6 | 170 | 228 | 1398 | 45 | 8.4 | 1.4 | 12 | 102 | 168.8 | 1105.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.5 Volume Lalu Lintas Jalan Arteri Arah Sragen ke Karanganyar Pada Hari Senin

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|-----|--------------------------|-------------|--------|-----------|----------|--------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.3) | BB (1.5) | TB (2) | SM (0.5) | | |
| 06.00 - 06.15 | 139 | 17 | 1 | 11 | 595 | 763 | | 139 | 22.1 | 1.5 | 22 | 297.5 | 482.1 | |
| 06.15 - 06.30 | 125 | 23 | 2 | 16 | 674 | 840 | | 125 | 29.9 | 3 | 32 | 337 | 526.9 | |
| 06.30 - 06.45 | 79 | 13 | 1 | 7 | 454 | 554 | | 79 | 16.9 | 1.5 | 14 | 227 | 338.4 | |
| 06.45 - 07.00 | 64 | 8 | 2 | 6 | 455 | 535 | 2692 | 64 | 10.4 | 3 | 12 | 227.5 | 316.9 | 1664.3 |
| 07.00 - 07.15 | 132 | 14 | 1 | 9 | 482 | 638 | 2567 | 132 | 18.2 | 1.5 | 18 | 241 | 410.7 | 1592.9 |
| 07.15 - 07.30 | 94 | 20 | 3 | 16 | 527 | 660 | 2387 | 94 | 26 | 4.5 | 32 | 263.5 | 420 | 1486 |
| 07.30 - 07.45 | 107 | 22 | 1 | 15 | 413 | 558 | 2391 | 107 | 28.6 | 1.5 | 30 | 206.5 | 373.6 | 1521.2 |
| 07.45 - 08.00 | 99 | 19 | 2 | 12 | 355 | 487 | 2343 | 99 | 24.7 | 3 | 24 | 177.5 | 328.2 | 1532.5 |
| 12.00 - 12.15 | 107 | 20 | 2 | 15 | 196 | 340 | | 107 | 28 | 2.8 | 30 | 117.6 | 285.4 | |
| 12.15 - 12.30 | 74 | 19 | 1 | 12 | 214 | 320 | | 74 | 26.6 | 1.4 | 24 | 128.4 | 254.4 | |
| 12.30 - 12.45 | 94 | 17 | 4 | 12 | 199 | 326 | | 94 | 23.8 | 5.6 | 24 | 119.4 | 266.8 | |
| 12.45 - 13.00 | 39 | 23 | 2 | 14 | 196 | 274 | 1260 | 39 | 32.2 | 2.8 | 28 | 117.6 | 219.6 | 1026.2 |
| 13.00 - 13.15 | 100 | 24 | 3 | 16 | 212 | 355 | 1275 | 100 | 33.6 | 4.2 | 32 | 127.2 | 297 | 1037.8 |
| 13.15 - 13.30 | 98 | 27 | 4 | 17 | 301 | 447 | 1402 | 98 | 37.8 | 5.6 | 34 | 180.6 | 356 | 1139.4 |
| 13.30 - 13.45 | 102 | 21 | 2 | 14 | 236 | 375 | 1451 | 102 | 29.4 | 2.8 | 28 | 141.6 | 303.8 | 1176.4 |

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|-----|--------------------------|-------------|--------|-----------|----------|--------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.3) | BB (1.5) | TB (2) | SM (0.5) | | |
| 13.45 - 14.00 | 89 | 24 | 3 | 11 | 219 | 346 | 1523 | 89 | 33.6 | 4.2 | 22 | 131.4 | 280.2 | 1237 |
| 16.00 - 16.15 | 98 | 19 | 2 | 10 | 539 | 668 | | 98 | 24.7 | 3 | 20 | 269.5 | 415.2 | |
| 16.15 - 16.30 | 91 | 25 | 6 | 19 | 621 | 762 | | 91 | 32.5 | 9 | 38 | 310.5 | 481 | |
| 16.30 - 16.45 | 101 | 23 | 2 | 18 | 402 | 546 | | 101 | 29.9 | 3 | 36 | 201 | 370.9 | |
| 16.45 - 17.00 | 126 | 24 | 2 | 14 | 398 | 564 | 2540 | 126 | 31.2 | 3 | 28 | 199 | 387.2 | 1654.3 |
| 17.00 - 17.15 | 122 | 19 | 3 | 9 | 499 | 652 | 2524 | 122 | 24.7 | 4.5 | 18 | 249.5 | 418.7 | 1657.8 |
| 17.15 - 17.30 | 120 | 21 | 3 | 13 | 521 | 678 | 2440 | 120 | 27.3 | 4.5 | 26 | 260.5 | 438.3 | 1615.1 |
| 17.30 - 17.45 | 111 | 22 | 1 | 16 | 471 | 621 | 2515 | 111 | 28.6 | 1.5 | 32 | 235.5 | 408.6 | 1652.8 |
| 17.45 - 18.00 | 61 | 9 | 1 | 6 | 201 | 278 | 2229 | 61 | 11.7 | 1.5 | 12 | 100.5 | 186.7 | 1452.3 |

Sumber : Hasil Analisis (2019)

Tabel 4.6 Volume Lalu Lintas Jalan Arteri Arah Sragen ke Karanganyar Pada Hari Rabu

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|-----|--------------------------|-------------|--------|-----------|----------|--------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.3) | BB (1.5) | TB (2) | SM (0.5) | | |
| 06.00 - 06.15 | 88 | 20 | 1 | 9 | 577 | 695 | | 88 | 26 | 1.5 | 18 | 288.5 | 422 | |
| 06.15 - 06.30 | 92 | 26 | 1 | 14 | 655 | 788 | | 92 | 33.8 | 1.5 | 28 | 327.5 | 482.8 | |
| 06.30 - 06.45 | 82 | 18 | 3 | 9 | 446 | 558 | | 82 | 23.4 | 4.5 | 18 | 223 | 350.9 | |
| 06.45 - 07.00 | 75 | 10 | 4 | 11 | 411 | 511 | 2552 | 75 | 13 | 6 | 22 | 205.5 | 321.5 | 1577.2 |
| 07.00 - 07.15 | 96 | 13 | 2 | 17 | 434 | 562 | 2419 | 96 | 16.9 | 3 | 34 | 217 | 366.9 | 1522.1 |
| 07.15 - 07.30 | 100 | 19 | 1 | 17 | 501 | 638 | 2269 | 100 | 24.7 | 1.5 | 34 | 250.5 | 410.7 | 1450 |
| 07.30 - 07.45 | 98 | 23 | 1 | 12 | 397 | 531 | 2242 | 98 | 29.9 | 1.5 | 24 | 198.5 | 351.9 | 1451 |
| 07.45 - 08.00 | 101 | 17 | 2 | 14 | 343 | 477 | 2208 | 101 | 22.1 | 3 | 28 | 171.5 | 325.6 | 1455.1 |
| 12.00 - 12.15 | 105 | 23 | 1 | 13 | 265 | 407 | | 105 | 36.8 | 1.7 | 32.5 | 212 | 388 | |
| 12.15 - 12.30 | 99 | 27 | 3 | 13 | 244 | 386 | | 99 | 43.2 | 5.1 | 32.5 | 195.2 | 375 | |
| 12.30 - 12.45 | 110 | 29 | 3 | 15 | 283 | 440 | | 110 | 46.4 | 5.1 | 37.5 | 226.4 | 425.4 | |
| 12.45 - 13.00 | 90 | 23 | 2 | 17 | 290 | 422 | 1655 | 90 | 36.8 | 3.4 | 42.5 | 232 | 404.7 | 1593.1 |
| 13.00 - 13.15 | 116 | 31 | 2 | 15 | 288 | 452 | 1700 | 116 | 49.6 | 3.4 | 37.5 | 230.4 | 436.9 | 1642 |
| 13.15 - 13.30 | 131 | 36 | 5 | 21 | 386 | 579 | 1893 | 131 | 57.6 | 8.5 | 52.5 | 308.8 | 558.4 | 1825.4 |
| 13.30 - 13.45 | 127 | 37 | 3 | 17 | 397 | 581 | 2034 | 127 | 59.2 | 5.1 | 42.5 | 317.6 | 551.4 | 1951.4 |

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|-----|--------------------------|-------------|--------|-----------|----------|--------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.3) | BB (1.5) | TB (2) | SM (0.5) | | |
| 13.45 - 14.00 | 130 | 35 | 2 | 16 | 311 | 494 | 2106 | 130 | 56 | 3.4 | 40 | 248.8 | 478.2 | 2024.9 |
| 16.00 - 16.15 | 80 | 25 | 2 | 17 | 508 | 632 | | 80 | 32.5 | 3 | 34 | 254 | 403.5 | |
| 16.15 - 16.30 | 156 | 31 | 3 | 19 | 593 | 802 | | 156 | 40.3 | 4.5 | 38 | 296.5 | 535.3 | |
| 16.30 - 16.45 | 172 | 33 | 2 | 23 | 407 | 637 | | 172 | 42.9 | 3 | 46 | 203.5 | 467.4 | |
| 16.45 - 17.00 | 141 | 35 | 5 | 24 | 380 | 585 | 2656 | 141 | 45.5 | 7.5 | 48 | 190 | 432 | 1838.2 |
| 17.00 - 17.15 | 163 | 22 | 2 | 15 | 357 | 559 | 2583 | 163 | 28.6 | 3 | 30 | 178.5 | 403.1 | 1837.8 |
| 17.15 - 17.30 | 108 | 14 | 3 | 9 | 417 | 551 | 2332 | 108 | 18.2 | 4.5 | 18 | 208.5 | 357.2 | 1659.7 |
| 17.30 - 17.45 | 119 | 20 | 2 | 16 | 289 | 446 | 2141 | 119 | 26 | 3 | 32 | 144.5 | 324.5 | 1516.8 |
| 17.45 - 18.00 | 111 | 18 | 1 | 11 | 233 | 374 | 1930 | 111 | 23.4 | 1.5 | 22 | 116.5 | 274.4 | 1359.2 |

Sumber : Hasil Analisis (2019)

Tabel 4.7 Volume Lalu Lintas Jalan Arteri Arah Sragen ke Karanganyar Pada Hari Minggu

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|-----|--------------------------|-------------|--------|-----------|----------|--------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.4) | BB (1.4) | TB (2) | SM (0.6) | | |
| 06.00 - 06.15 | 77 | 16 | 1 | 9 | 246 | 349 | | 77 | 22.4 | 1.4 | 18 | 147.6 | 266.4 | |
| 06.15 - 06.30 | 61 | 13 | 4 | 7 | 266 | 351 | | 61 | 18.2 | 5.6 | 14 | 159.6 | 258.4 | |
| 06.30 - 06.45 | 59 | 13 | 3 | 6 | 311 | 392 | | 59 | 18.2 | 4.2 | 12 | 186.6 | 280 | |
| 06.45 - 07.00 | 81 | 21 | 5 | 7 | 398 | 512 | 1604 | 81 | 29.4 | 7 | 14 | 238.8 | 370.2 | 1175 |
| 07.00 - 07.15 | 88 | 13 | 2 | 6 | 376 | 485 | 1740 | 88 | 18.2 | 2.8 | 12 | 225.6 | 346.6 | 1255.2 |
| 07.15 - 07.30 | 74 | 11 | 3 | 15 | 302 | 405 | 1794 | 74 | 15.4 | 4.2 | 30 | 181.2 | 304.8 | 1301.6 |
| 07.30 - 07.45 | 61 | 22 | 6 | 13 | 287 | 389 | 1791 | 61 | 30.8 | 8.4 | 26 | 172.2 | 298.4 | 1320 |
| 07.45 - 08.00 | 60 | 18 | 4 | 14 | 241 | 337 | 1616 | 60 | 25.2 | 5.6 | 28 | 144.6 | 263.4 | 1213.2 |
| 12.00 - 12.15 | 97 | 19 | 6 | 13 | 199 | 334 | | 97 | 26.6 | 8.4 | 26 | 119.4 | 277.4 | |
| 12.15 - 12.30 | 101 | 21 | 4 | 19 | 176 | 321 | | 101 | 29.4 | 5.6 | 38 | 105.6 | 279.6 | |
| 12.30 - 12.45 | 87 | 18 | 5 | 12 | 191 | 313 | | 87 | 25.2 | 7 | 24 | 114.6 | 257.8 | |
| 12.45 - 13.00 | 93 | 21 | 7 | 10 | 201 | 332 | 1300 | 93 | 29.4 | 9.8 | 20 | 120.6 | 272.8 | 1087.6 |
| 13.00 - 13.15 | 96 | 23 | 5 | 17 | 223 | 364 | 1330 | 96 | 32.2 | 7 | 34 | 133.8 | 303 | 1113.2 |
| 13.15 - 13.30 | 102 | 26 | 2 | 12 | 242 | 384 | 1393 | 102 | 36.4 | 2.8 | 24 | 145.2 | 310.4 | 1144 |
| 13.30 - 13.45 | 112 | 23 | 1 | 11 | 263 | 410 | 1490 | 112 | 32.2 | 1.4 | 22 | 157.8 | 325.4 | 1211.6 |

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|-----|--------------------------|-------------|--------|-----------|----------|--------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.4) | BB (1.4) | TB (2) | SM (0.6) | | |
| 13.45 - 14.00 | 99 | 19 | 2 | 18 | 232 | 370 | 1528 | 99 | 26.6 | 2.8 | 36 | 139.2 | 303.6 | 1242.4 |
| 16.00 - 16.15 | 98 | 20 | 4 | 17 | 372 | 511 | | 98 | 28 | 5.6 | 34 | 223.2 | 388.8 | |
| 16.15 - 16.30 | 88 | 19 | 5 | 18 | 292 | 422 | | 88 | 26.6 | 7 | 36 | 175.2 | 332.8 | |
| 16.30 - 16.45 | 91 | 20 | 4 | 17 | 215 | 347 | | 91 | 28 | 5.6 | 34 | 129 | 287.6 | |
| 16.45 - 17.00 | 102 | 24 | 3 | 11 | 217 | 357 | 1637 | 102 | 33.6 | 4.2 | 22 | 130.2 | 292 | 1301.2 |
| 17.00 - 17.15 | 85 | 17 | 6 | 15 | 254 | 377 | 1503 | 85 | 23.8 | 8.4 | 30 | 152.4 | 299.6 | 1212 |
| 17.15 - 17.30 | 80 | 26 | 3 | 12 | 262 | 383 | 1464 | 80 | 36.4 | 4.2 | 24 | 157.2 | 301.8 | 1181 |
| 17.30 - 17.45 | 91 | 22 | 2 | 11 | 198 | 324 | 1441 | 91 | 30.8 | 2.8 | 22 | 118.8 | 265.4 | 1158.8 |
| 17.45 - 18.00 | 51 | 7 | 1 | 5 | 179 | 243 | 1327 | 51 | 9.8 | 1.4 | 10 | 107.4 | 179.6 | 1046.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.8 Volume Lalu Lintas Jalan Tol Arah Karanganyar ke Sragen Pada Hari Senin

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|----|--------------------------|-------------|--------|-----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.2) | BB (1.2) | TB (1.5) | SM (0.5) | | |
| 06.00 - 06.15 | 57 | 6 | 2 | 3 | 0 | 68 | 325 | 57 | 7.2 | 2.4 | 4.5 | 0 | 71.1 | |
| 06.15 - 06.30 | 72 | 6 | 1 | 2 | 0 | 81 | 351 | 72 | 7.2 | 1.2 | 3 | 0 | 83.4 | |
| 06.30 - 06.45 | 81 | 6 | 2 | 0 | 0 | 89 | 354 | 81 | 7.2 | 2.4 | 0 | 0 | 90.6 | |
| 06.45 - 07.00 | 80 | 3 | 2 | 2 | 0 | 87 | 345 | 80 | 3.6 | 2.4 | 3 | 0 | 89 | 334.1 |
| 07.00 - 07.15 | 84 | 5 | 4 | 1 | 0 | 94 | 351 | 84 | 6 | 4.8 | 1.5 | 0 | 96.3 | 359.3 |
| 07.15 - 07.30 | 72 | 7 | 2 | 2 | 0 | 83 | 353 | 72 | 8.4 | 2.4 | 3 | 0 | 85.8 | 361.7 |
| 07.30 - 07.45 | 81 | 4 | 2 | 3 | 0 | 90 | 354 | 81 | 4.8 | 2.4 | 4.5 | 0 | 92.7 | 363.8 |
| 07.45 - 08.00 | 68 | 5 | 3 | 2 | 0 | 78 | 345 | 68 | 6 | 3.6 | 3 | 0 | 80.6 | 355.4 |
| 12.00 - 12.15 | 67 | 5 | 6 | 1 | 0 | 79 | | 67 | 6 | 7.2 | 1.5 | 0 | 81.7 | |
| 12.15 - 12.30 | 79 | 4 | 3 | 3 | 0 | 89 | | 79 | 4.8 | 3.6 | 4.5 | 0 | 91.9 | |
| 12.30 - 12.45 | 83 | 1 | 1 | 6 | 0 | 91 | | 83 | 1.2 | 1.2 | 9 | 0 | 94.4 | |
| 12.45 - 13.00 | 92 | 7 | 9 | 2 | 0 | 110 | 369 | 92 | 8.4 | 10.8 | 3 | 0 | 114.2 | 382.2 |
| 13.00 - 13.15 | 68 | 1 | 2 | 2 | 0 | 73 | 363 | 68 | 1.2 | 2.4 | 3 | 0 | 74.6 | 375.1 |
| 13.15 - 13.30 | 102 | 2 | 2 | 7 | 0 | 113 | 387 | 102 | 2.4 | 2.4 | 10.5 | 0 | 117.3 | 400.5 |
| 13.30 - 13.45 | 107 | 4 | 1 | 1 | 0 | 113 | 409 | 107 | 4.8 | 1.2 | 1.5 | 0 | 114.5 | 420.6 |

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|----|--------------------------|-------------|--------|-----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.2) | BB (1.2) | TB (1.5) | SM (0.5) | | |
| 13.45 - 14.00 | 103 | 3 | 3 | 5 | 0 | 114 | 413 | 103 | 3.6 | 3.6 | 7.5 | 0 | 117.7 | 424.1 |
| 16.00 - 16.15 | 97 | 2 | 7 | 5 | 0 | 111 | | 97 | 2.4 | 8.4 | 7.5 | 0 | 115.3 | |
| 16.15 - 16.30 | 102 | 4 | 2 | 4 | 0 | 112 | | 102 | 4.8 | 2.4 | 6 | 0 | 115.2 | |
| 16.30 - 16.45 | 115 | 3 | 21 | 2 | 0 | 141 | | 115 | 3.6 | 25.2 | 3 | 0 | 146.8 | |
| 16.45 - 17.00 | 99 | 10 | 9 | 4 | 0 | 122 | 486 | 99 | 12 | 10.8 | 6 | 0 | 127.8 | 505.1 |
| 17.00 - 17.15 | 101 | 5 | 8 | 2 | 0 | 116 | 491 | 101 | 6 | 9.6 | 3 | 0 | 119.6 | 509.4 |
| 17.15 - 17.30 | 115 | 7 | 11 | 4 | 0 | 137 | 516 | 115 | 8.4 | 13.2 | 6 | 0 | 142.6 | 536.8 |
| 17.30 - 17.45 | 96 | 6 | 5 | 7 | 0 | 114 | 489 | 96 | 7.2 | 6 | 10.5 | 0 | 119.7 | 509.7 |
| 17.45 - 18.00 | 74 | 2 | 2 | 5 | 0 | 83 | 450 | 74 | 2.4 | 2.4 | 7.5 | 0 | 86.3 | 468.2 |

Sumber : Hasil Analisis (2019)

Tabel 4.9 Volume Lalu Lintas Jalan Tol Arah Karanganyar ke Sragen Pada Hari Rabu

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|----|--------------------------|-------------|--------|-----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.2) | BB (1.2) | TB (1.5) | SM (0.5) | | |
| 06.00 - 06.15 | 60 | 5 | 2 | 2 | 0 | 69 | 319 | 60 | 6 | 2.4 | 3 | 0 | 71.4 | |
| 06.15 - 06.30 | 67 | 4 | 4 | 1 | 0 | 76 | 344 | 67 | 4.8 | 4.8 | 1.5 | 0 | 78.1 | |
| 06.30 - 06.45 | 77 | 6 | 3 | 3 | 0 | 89 | 351 | 77 | 7.2 | 3.6 | 4.5 | 0 | 92.3 | |
| 06.45 - 07.00 | 79 | 3 | 1 | 2 | 0 | 85 | 338 | 79 | 3.6 | 1.2 | 3 | 0 | 86.8 | 328.6 |
| 07.00 - 07.15 | 82 | 6 | 2 | 4 | 0 | 94 | 331 | 82 | 7.2 | 2.4 | 6 | 0 | 97.6 | 354.8 |
| 07.15 - 07.30 | 73 | 4 | 5 | 1 | 0 | 83 | 370 | 73 | 4.8 | 6 | 1.5 | 0 | 85.3 | 362 |
| 07.30 - 07.45 | 68 | 3 | 3 | 2 | 0 | 76 | 357 | 68 | 3.6 | 3.6 | 3 | 0 | 78.2 | 347.9 |
| 07.45 - 08.00 | 70 | 5 | 2 | 1 | 0 | 78 | 387 | 70 | 6 | 2.4 | 1.5 | 0 | 79.9 | 341 |
| 12.00 - 12.15 | 55 | 8 | 7 | 4 | 0 | 74 | 396 | 55 | 9.6 | 8.4 | 6 | 0 | 79 | |
| 12.15 - 12.30 | 83 | 7 | 5 | 3 | 0 | 98 | 435 | 83 | 8.4 | 6 | 4.5 | 0 | 101.9 | |
| 12.30 - 12.45 | 64 | 3 | 6 | 2 | 0 | 75 | 401.5 | 64 | 3.6 | 7.2 | 3 | 0 | 77.8 | |
| 12.45 - 13.00 | 100 | 0 | 2 | 8 | 0 | 110 | 408.8 | 100 | 0 | 2.4 | 12 | 0 | 114.4 | 373.1 |
| 13.00 - 13.15 | 93 | 3 | 4 | 4 | 0 | 104 | 448.5 | 93 | 3.6 | 4.8 | 6 | 0 | 107.4 | 401.5 |
| 13.15 - 13.30 | 99 | 5 | 1 | 2 | 0 | 107 | | 99 | 6 | 1.2 | 3 | 0 | 109.2 | 408.8 |
| 13.30 - 13.45 | 104 | 1 | 4 | 5 | 0 | 114 | | 104 | 1.2 | 4.8 | 7.5 | 0 | 117.5 | 448.5 |

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|----|--------------------------|-------------|--------|-----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.2) | BB (1.2) | TB (1.5) | SM (0.5) | | |
| 13.45 - 14.00 | 95 | 2 | 5 | 3 | 0 | 105 | 430 | 95 | 2.4 | 6 | 4.5 | 0 | 107.9 | 442 |
| 16.00 - 16.15 | 87 | 4 | 6 | 6 | 0 | 103 | | 87 | 4.8 | 7.2 | 9 | 0 | 108 | |
| 16.15 - 16.30 | 96 | 5 | 7 | 5 | 0 | 113 | | 96 | 6 | 8.4 | 7.5 | 0 | 117.9 | |
| 16.30 - 16.45 | 99 | 6 | 5 | 4 | 0 | 114 | | 99 | 7.2 | 6 | 6 | 0 | 118.2 | |
| 16.45 - 17.00 | 110 | 6 | 3 | 5 | 0 | 124 | 454 | 110 | 7.2 | 3.6 | 7.5 | 0 | 128.3 | 472.4 |
| 17.00 - 17.15 | 94 | 4 | 3 | 9 | 0 | 110 | 461 | 94 | 4.8 | 3.6 | 13.5 | 0 | 115.9 | 480.3 |
| 17.15 - 17.30 | 98 | 5 | 10 | 10 | 0 | 123 | 471 | 98 | 6 | 12 | 15 | 0 | 131 | 493.4 |
| 17.30 - 17.45 | 87 | 5 | 4 | 2 | 0 | 98 | 455 | 87 | 6 | 4.8 | 3 | 0 | 100.8 | 476 |
| 17.45 - 18.00 | 64 | 3 | 4 | 4 | 0 | 75 | 406 | 64 | 3.6 | 4.8 | 6 | 0 | 78.4 | 426.1 |

Sumber : Hasil Analisis (2019)

Tabel 4.10 Volume Lalu Lintas Jalan Tol Arah Karanganyar ke Sragen Pada Hari Minggu

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|----|--------------------------|-------------|--------|-----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.2) | BB (1.2) | TB (1.5) | SM (0.5) | | |
| 06.00 - 06.15 | 35 | 1 | 1 | 2 | 0 | 39 | 35 | 1.2 | 1.2 | 3 | 0 | 40.4 | | |
| 06.15 - 06.30 | 34 | 2 | 2 | 1 | 0 | 39 | 34 | 2.4 | 2.4 | 1.5 | 0 | 40.3 | | |
| 06.30 - 06.45 | 32 | 7 | 2 | 4 | 0 | 45 | 32 | 8.4 | 2.4 | 6 | 0 | 48.8 | | |
| 06.45 - 07.00 | 25 | 8 | 0 | 6 | 0 | 39 | 162 | 25 | 9.6 | 0 | 9 | 43.6 | 173.1 | |
| 07.00 - 07.15 | 39 | 9 | 3 | 6 | 0 | 57 | 180 | 39 | 10.8 | 3.6 | 9 | 62.4 | 195.1 | |
| 07.15 - 07.30 | 32 | 5 | 3 | 2 | 0 | 42 | 183 | 32 | 6 | 3.6 | 3 | 44.6 | 199.4 | |
| 07.30 - 07.45 | 42 | 3 | 0 | 4 | 0 | 49 | 187 | 42 | 3.6 | 0 | 6 | 51.6 | 202.2 | |
| 07.45 - 08.00 | 36 | 8 | 0 | 3 | 0 | 47 | 195 | 36 | 9.6 | 0 | 4.5 | 50.1 | 208.7 | |
| 12.00 - 12.15 | 64 | 6 | 3 | 4 | 0 | 77 | 64 | 7.2 | 3.6 | 6 | 0 | 80.8 | | |
| 12.15 - 12.30 | 63 | 4 | 0 | 1 | 0 | 68 | 63 | 4.8 | 0 | 1.5 | 0 | 69.3 | | |
| 12.30 - 12.45 | 67 | 12 | 2 | 7 | 0 | 88 | 67 | 14.4 | 2.4 | 10.5 | 0 | 94.3 | | |
| 12.45 - 13.00 | 75 | 6 | 1 | 3 | 0 | 85 | 318 | 75 | 7.2 | 1.2 | 4.5 | 87.9 | 332.3 | |
| 13.00 - 13.15 | 83 | 5 | 0 | 6 | 0 | 94 | 335 | 83 | 6 | 0 | 9 | 98 | 349.5 | |
| 13.15 - 13.30 | 81 | 6 | 2 | 3 | 0 | 92 | 359 | 81 | 7.2 | 2.4 | 4.5 | 95.1 | 375.3 | |
| 13.30 - 13.45 | 94 | 8 | 0 | 3 | 0 | 105 | 376 | 94 | 9.6 | 0 | 4.5 | 108.1 | 389.1 | |

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|----|--------------------------|-------------|--------|-----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KBM (1.2) | BB (1.2) | TB (1.5) | SM (0.5) | | |
| 13.45 - 14.00 | 88 | 3 | 2 | 3 | 0 | 96 | 387 | 88 | 3.6 | 2.4 | 4.5 | 0 | 98.5 | 399.7 |
| 16.00 - 16.15 | 169 | 1 | 5 | 2 | 0 | 177 | | 169 | 1.2 | 6 | 3 | 0 | 179.2 | |
| 16.15 - 16.30 | 181 | 0 | 3 | 4 | 0 | 188 | | 181 | 0 | 3.6 | 6 | 0 | 190.6 | |
| 16.30 - 16.45 | 155 | 8 | 2 | 5 | 0 | 170 | | 155 | 9.6 | 2.4 | 7.5 | 0 | 174.5 | |
| 16.45 - 17.00 | 149 | 4 | 5 | 3 | 0 | 161 | 696 | 149 | 4.8 | 6 | 4.5 | 0 | 164.3 | 708.6 |
| 17.00 - 17.15 | 177 | 7 | 2 | 6 | 0 | 192 | 711 | 177 | 8.4 | 2.4 | 9 | 0 | 196.8 | 726.2 |
| 17.15 - 17.30 | 182 | 5 | 4 | 10 | 0 | 201 | 724 | 182 | 6 | 4.8 | 15 | 0 | 207.8 | 743.4 |
| 17.30 - 17.45 | 117 | 8 | 4 | 6 | 0 | 135 | 689 | 117 | 9.6 | 4.8 | 9 | 0 | 140.4 | 709.3 |
| 17.45 - 18.00 | 121 | 6 | 6 | 2 | 0 | 135 | 663 | 121 | 7.2 | 7.2 | 3 | 0 | 138.4 | 683.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.11 Volume Lalu Lintas Jalan Tol Arah Sragen ke Karanganyar Pada Hari Senin

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|----|--------------------------|-------------|--------|----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KS (1.2) | BB (1.2) | TB (1.6) | SM (0.5) | | |
| 06.00 - 06.15 | 85 | 9 | 1 | 6 | 0 | 101 | | 85 | 10.8 | 1.2 | 9.6 | 0 | 106.6 | |
| 06.15 - 06.30 | 88 | 12 | 6 | 7 | 0 | 113 | | 88 | 14.4 | 7.2 | 11.2 | 0 | 120.8 | |
| 06.30 - 06.45 | 76 | 6 | 7 | 2 | 0 | 91 | | 76 | 7.2 | 8.4 | 3.2 | 0 | 94.8 | |
| 06.45 - 07.00 | 81 | 5 | 3 | 0 | 0 | 89 | 394 | 81 | 6 | 3.6 | 0 | 0 | 90.6 | 412.8 |
| 07.00 - 07.15 | 93 | 10 | 4 | 5 | 0 | 112 | 405 | 93 | 12 | 4.8 | 8 | 0 | 117.8 | 424 |
| 07.15 - 07.30 | 85 | 6 | 7 | 5 | 0 | 103 | 395 | 85 | 7.2 | 8.4 | 8 | 0 | 108.6 | 411.8 |
| 07.30 - 07.45 | 98 | 9 | 6 | 3 | 0 | 116 | 420 | 98 | 10.8 | 7.2 | 4.8 | 0 | 120.8 | 437.8 |
| 07.45 - 08.00 | 103 | 7 | 4 | 5 | 0 | 119 | 450 | 103 | 8.4 | 4.8 | 8 | 0 | 124.2 | 471.4 |
| 12.00 - 12.15 | 91 | 5 | 2 | 2 | 0 | 100 | | 91 | 6 | 2.4 | 3.2 | 0 | 102.6 | |
| 12.15 - 12.30 | 67 | 4 | 2 | 1 | 0 | 74 | | 67 | 4.8 | 2.4 | 1.6 | 0 | 75.8 | |
| 12.30 - 12.45 | 73 | 3 | 2 | 4 | 0 | 82 | | 73 | 3.6 | 2.4 | 6.4 | 0 | 85.4 | |
| 12.45 - 13.00 | 91 | 2 | 5 | 4 | 0 | 102 | 358 | 91 | 2.4 | 6 | 6.4 | 0 | 105.8 | 369.6 |
| 13.00 - 13.15 | 91 | 1 | 3 | 0 | 0 | 95 | 353 | 91 | 1.2 | 3.6 | 0 | 0 | 95.8 | 362.8 |
| 13.15 - 13.30 | 78 | 5 | 4 | 2 | 0 | 89 | 368 | 78 | 6 | 4.8 | 3.2 | 0 | 92 | 379 |
| 13.30 - 13.45 | 77 | 8 | 3 | 1 | 0 | 89 | 375 | 77 | 9.6 | 3.6 | 1.6 | 0 | 91.8 | 385.4 |

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|----|--------------------------|-------------|--------|----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KS (1.2) | BB (1.2) | TB (1.6) | SM (0.5) | | |
| 13.45 - 14.00 | 85 | 9 | 6 | 0 | 0 | 100 | 373 | 85 | 10.8 | 7.2 | 0 | 0 | 103 | 382.6 |
| 16.00 - 16.15 | 94 | 6 | 8 | 1 | 0 | 109 | 409 | 94 | 7.2 | 9.6 | 1.6 | 0 | 112.4 | |
| 16.15 - 16.30 | 87 | 13 | 6 | 2 | 0 | 108 | 377 | 87 | 15.6 | 7.2 | 3.2 | 0 | 113 | |
| 16.30 - 16.45 | 119 | 5 | 10 | 2 | 0 | 136 | 477 | 119 | 6 | 12 | 3.2 | 0 | 140.2 | |
| 16.45 - 17.00 | 100 | 4 | 4 | 2 | 0 | 110 | 463 | 100 | 4.8 | 4.8 | 3.2 | 0 | 112.8 | 478.4 |
| 17.00 - 17.15 | 98 | 3 | 13 | 10 | 0 | 124 | 478 | 98 | 3.6 | 15.6 | 16 | 0 | 133.2 | 499.2 |
| 17.15 - 17.30 | 133 | 5 | 4 | 0 | 0 | 142 | 512 | 133 | 6 | 4.8 | 0 | 0 | 143.8 | 530 |
| 17.30 - 17.45 | 100 | 4 | 7 | 4 | 0 | 115 | 491 | 100 | 4.8 | 8.4 | 6.4 | 0 | 119.6 | 509.4 |
| 17.45 - 18.00 | 83 | 3 | 4 | 6 | 0 | 96 | 477 | 83 | 3.6 | 4.8 | 9.6 | 0 | 101 | 497.6 |

Sumber : Hasil Analisis (2019)

Tabel 4.12 Volume Lalu Lintas Jalan Tol Arah Sragen ke Karanganyar Pada Hari Rabu

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|----|--------------------------|-------------|--------|----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KR (1.2) | BB (1.2) | TB (1.6) | SM (0.5) | | |
| 06.00 - 06.15 | 73 | 10 | 2 | 4 | 0 | 89 | 73 | 12 | 2.4 | 6.4 | 0 | 93.8 | | |
| 06.15 - 06.30 | 80 | 7 | 1 | 2 | 0 | 90 | 80 | 8.4 | 1.2 | 3.2 | 0 | 92.8 | | |
| 06.30 - 06.45 | 88 | 9 | 7 | 6 | 0 | 110 | 88 | 10.8 | 8.4 | 9.6 | 0 | 116.8 | | |
| 06.45 - 07.00 | 91 | 3 | 5 | 3 | 0 | 102 | 391 | 91 | 3.6 | 6 | 4.8 | 105.4 | 408.8 | |
| 07.00 - 07.15 | 92 | 6 | 4 | 1 | 0 | 103 | 405 | 92 | 7.2 | 4.8 | 1.6 | 105.6 | 420.6 | |
| 07.15 - 07.30 | 74 | 4 | 1 | 7 | 0 | 86 | 401 | 74 | 4.8 | 1.2 | 11.2 | 91.2 | 419 | |
| 07.30 - 07.45 | 70 | 6 | 4 | 9 | 0 | 89 | 380 | 70 | 7.2 | 4.8 | 14.4 | 96.4 | 398.6 | |
| 07.45 - 08.00 | 85 | 5 | 5 | 7 | 0 | 102 | 380 | 85 | 6 | 6 | 11.2 | 108.2 | 401.4 | |
| 12.00 - 12.15 | 77 | 6 | 5 | 1 | 0 | 89 | 77 | 7.2 | 6 | 1.6 | 0 | 91.8 | | |
| 12.15 - 12.30 | 81 | 4 | 4 | 1 | 0 | 90 | 81 | 4.8 | 4.8 | 1.6 | 0 | 92.2 | | |
| 12.30 - 12.45 | 65 | 3 | 5 | 3 | 0 | 76 | 65 | 3.6 | 6 | 4.8 | 0 | 79.4 | | |
| 12.45 - 13.00 | 88 | 4 | 3 | 4 | 0 | 99 | 354 | 88 | 4.8 | 3.6 | 6.4 | 102.8 | 366.2 | |
| 13.00 - 13.15 | 79 | 1 | 0 | 2 | 0 | 82 | 347 | 79 | 1.2 | 0 | 3.2 | 83.4 | 357.8 | |
| 13.15 - 13.30 | 69 | 3 | 2 | 3 | 0 | 77 | 334 | 69 | 3.6 | 2.4 | 4.8 | 79.8 | 345.4 | |
| 13.30 - 13.45 | 73 | 5 | 2 | 1 | 0 | 81 | 339 | 73 | 6 | 2.4 | 1.6 | 83 | 349 | |

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|----|--------------------------|-------------|--------|----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KR (1.2) | BB (1.2) | TB (1.6) | SM (0.5) | | |
| 13.45 - 14.00 | 78 | 3 | 3 | 1 | 0 | 85 | 325 | 78 | 3.6 | 3.6 | 1.6 | 0 | 86.8 | 333 |
| 16.00 - 16.15 | 102 | 3 | 5 | 6 | 0 | 116 | | 102 | 3.6 | 6 | 9.6 | 0 | 121.2 | |
| 16.15 - 16.30 | 84 | 5 | 3 | 6 | 0 | 98 | | 84 | 6 | 3.6 | 9.6 | 0 | 103.2 | |
| 16.30 - 16.45 | 85 | 8 | 9 | 5 | 0 | 107 | | 85 | 9.6 | 10.8 | 8 | 0 | 113.4 | |
| 16.45 - 17.00 | 84 | 8 | 3 | 6 | 0 | 101 | 422 | 84 | 9.6 | 3.6 | 9.6 | 0 | 106.8 | 444.6 |
| 17.00 - 17.15 | 89 | 6 | 8 | 2 | 0 | 105 | 411 | 89 | 7.2 | 9.6 | 3.2 | 0 | 109 | 432.4 |
| 17.15 - 17.30 | 93 | 6 | 5 | 3 | 0 | 107 | 420 | 93 | 7.2 | 6 | 4.8 | 0 | 111 | 440.2 |
| 17.30 - 17.45 | 76 | 1 | 9 | 1 | 0 | 87 | 400 | 76 | 1.2 | 10.8 | 1.6 | 0 | 89.6 | 416.4 |
| 17.45 - 18.00 | 43 | 2 | 4 | 2 | 0 | 51 | 350 | 43 | 2.4 | 4.8 | 3.2 | 0 | 53.4 | 363 |

Sumber : Hasil Analisis (2019)

Tabel 4.13 Volume Lalu Lintas Jalan Tol Arah Sragen ke Karanganyar Pada Hari Minggu

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|----|--------------------------|-------------|--------|----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KS (1.2) | BB (1.2) | TB (1.6) | SM (0.5) | | |
| 06.00 - 06.15 | 29 | 2 | 1 | 3 | 0 | 35 | 29 | 2.4 | 1.2 | 4.8 | 0 | 37.4 | | |
| 06.15 - 06.30 | 33 | 1 | 1 | 4 | 0 | 39 | 33 | 1.2 | 1.2 | 6.4 | 0 | 41.8 | | |
| 06.30 - 06.45 | 35 | 9 | 0 | 4 | 0 | 48 | 35 | 10.8 | 0 | 6.4 | 0 | 52.2 | | |
| 06.45 - 07.00 | 25 | 9 | 0 | 2 | 0 | 36 | 158 | 25 | 10.8 | 0 | 3.2 | 39 | 170.4 | |
| 07.00 - 07.15 | 39 | 4 | 3 | 5 | 0 | 51 | 174 | 39 | 4.8 | 3.6 | 8 | 55.4 | 188.4 | |
| 07.15 - 07.30 | 19 | 7 | 0 | 2 | 0 | 28 | 163 | 19 | 8.4 | 0 | 3.2 | 30.6 | 177.2 | |
| 07.30 - 07.45 | 44 | 6 | 0 | 4 | 0 | 54 | 169 | 44 | 7.2 | 0 | 6.4 | 57.6 | 182.6 | |
| 07.45 - 08.00 | 55 | 5 | 0 | 8 | 0 | 68 | 201 | 55 | 6 | 0 | 12.8 | 73.8 | 217.4 | |
| 12.00 - 12.15 | 75 | 4 | 1 | 3 | 0 | 83 | 75 | 4.8 | 1.2 | 4.8 | 0 | 85.8 | | |
| 12.15 - 12.30 | 63 | 4 | 2 | 4 | 0 | 73 | 63 | 4.8 | 2.4 | 6.4 | 0 | 76.6 | | |
| 12.30 - 12.45 | 68 | 3 | 0 | 3 | 0 | 74 | 68 | 3.6 | 0 | 4.8 | 0 | 76.4 | | |
| 12.45 - 13.00 | 76 | 3 | 2 | 6 | 0 | 87 | 317 | 76 | 3.6 | 2.4 | 9.6 | 91.6 | 330.4 | |
| 13.00 - 13.15 | 81 | 7 | 1 | 3 | 0 | 92 | 326 | 81 | 8.4 | 1.2 | 4.8 | 95.4 | 340 | |
| 13.15 - 13.30 | 77 | 5 | 3 | 1 | 0 | 86 | 339 | 77 | 6 | 3.6 | 1.6 | 88.2 | 351.6 | |
| 13.30 - 13.45 | 85 | 4 | 6 | 6 | 0 | 101 | 366 | 85 | 4.8 | 7.2 | 9.6 | 106.6 | 381.8 | |

| WAKTU | Jumlah kendaraan | | | | | Jumlah Kend per 15 menit | Hour Volume | EKR | | | | | Jumlah SMP per 15 menit | Hour Volume (SMP) |
|---------------|------------------|-----|----|----|----|--------------------------|-------------|--------|----------|----------|----------|----------|-------------------------|-------------------|
| | KR | KBM | BB | TB | SM | | | KR (1) | KS (1.2) | BB (1.2) | TB (1.6) | SM (0.5) | | |
| 13.45 - 14.00 | 94 | 7 | 6 | 7 | 0 | 114 | 393 | 94 | 8.4 | 7.2 | 11.2 | 0 | 120.8 | 411 |
| 16.00 - 16.15 | 116 | 0 | 6 | 4 | 0 | 126 | | 116 | 0 | 7.2 | 6.4 | 0 | 129.6 | |
| 16.15 - 16.30 | 128 | 7 | 2 | 2 | 0 | 139 | | 128 | 8.4 | 2.4 | 3.2 | 0 | 142 | |
| 16.30 - 16.45 | 124 | 11 | 4 | 11 | 0 | 150 | | 124 | 13.2 | 4.8 | 17.6 | 0 | 159.6 | |
| 16.45 - 17.00 | 130 | 8 | 5 | 3 | 0 | 146 | 561 | 130 | 9.6 | 6 | 4.8 | 0 | 150.4 | 581.6 |
| 17.00 - 17.15 | 136 | 5 | 3 | 7 | 0 | 151 | 586 | 136 | 6 | 3.6 | 11.2 | 0 | 156.8 | 608.8 |
| 17.15 - 17.30 | 119 | 6 | 9 | 8 | 0 | 142 | 589 | 119 | 7.2 | 10.8 | 12.8 | 0 | 149.8 | 616.6 |
| 17.30 - 17.45 | 126 | 6 | 4 | 4 | 0 | 140 | 579 | 126 | 7.2 | 4.8 | 6.4 | 0 | 144.4 | 601.4 |
| 17.45 - 18.00 | 92 | 4 | 1 | 2 | 0 | 99 | 532 | 92 | 4.8 | 1.2 | 3.2 | 0 | 101.2 | 552.2 |

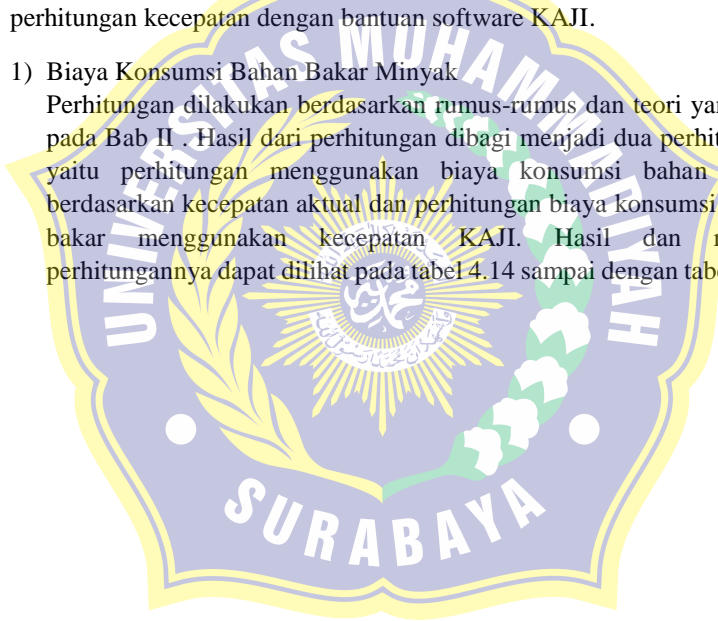
Sumber : Hasil Analisis (2019)

4.1.2 Biaya Tidak Tetap

Biaya tidak tetap terdiri dari lima komponen biaya yaitu biaya konsumsi bahan bakar, biaya konsumsi oli, biaya konsumsi suku cadang, biaya upah tenaga pemeliharaan dan biaya konsumsi ban. Pada tahap perhitungan untuk mencari biaya konsumsi bahan bakar diperlukan beberapa data yang meliputi harga bahan bakar minyak, volume kendaran, tanjakan dan turunan rata-rata, tikungan rata-rata, dan kecepatan rata-rata kendaraan. Perhitungan Kecepatan kendaraan diperhitungkan dalam 2 kondisi kecepatan yaitu kecepatan yang diperoleh dari hasil survey langsung di lapangan dan menggunakan metode perhitungan kecepatan dengan bantuan software KAJI.

1) Biaya Konsumsi Bahan Bakar Minyak

Perhitungan dilakukan berdasarkan rumus-rumus dan teori yang ada pada Bab II. Hasil dari perhitungan dibagi menjadi dua perhitungan yaitu perhitungan menggunakan biaya konsumsi bahan bakar berdasarkan kecepatan aktual dan perhitungan biaya konsumsi bahan bakar menggunakan kecepatan KAJI. Hasil dan rincian perhitungannya dapat dilihat pada tabel 4.14 sampai dengan tabel 4.85



Tabel 4.14 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Senin Pagi Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|--------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0.96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 4.61 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1468.4 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0.4025 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|-----------------|--------------|-----------|
| Sedan | 75.41 | 0.0052 | 0.607 | 1.5 | 0.10 | 736 | Pertalite |
| Utility | 70.32 | 0.0052 | 0.607 | 2 | 0.25 | 1915 | Pertalite |
| Bus Kecil | 71.65 | 0.0052 | 0.607 | 4 | 0.21 | 1063 | Solar |
| Bus Besar | 82.25 | 0.0052 | 0.607 | 12 | 0.27 | 1373 | Solar |
| Truck Ringan | 65.79 | 0.0052 | 0.607 | 6 | 0.29 | 1490 | Solar |
| Truck Sedang | 62.43 | 0.0052 | 0.607 | 15 | 0.40 | 2052 | Solar |
| Truck Berat | 53.33 | 0.0052 | 0.607 | 25 | 0.58 | 2969 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.15 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Senin Siang Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 4.61 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1352.2 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.3707 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0047 | 0.594 | 1.5 | 0.10 | 732 | Pertalite |
| Utility | 70.32 | 0.0047 | 0.594 | 2 | 0.22 | 1719 | Pertalite |
| Bus Kecil | 71.65 | 0.0047 | 0.594 | 4 | 0.21 | 1059 | Solar |
| Bus Besar | 82.25 | 0.0047 | 0.594 | 12 | 0.27 | 1370 | Solar |
| Truck Ringan | 65.79 | 0.0047 | 0.594 | 6 | 0.29 | 1469 | Solar |
| Truck Sedang | 62.43 | 0.0047 | 0.594 | 15 | 0.39 | 2033 | Solar |
| Truck Berat | 53.33 | 0.0047 | 0.594 | 25 | 0.57 | 2949 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.16 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Senin Sore Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 4.61 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1794.7 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.492 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0063 | 0.642 | 1.5 | 0.10 | 746 | Pertalite |
| Utility | 70.32 | 0.0063 | 0.642 | 2 | 0.22 | 1720 | Pertalite |
| Bus Kecil | 71.65 | 0.0063 | 0.642 | 4 | 0.21 | 1073 | Solar |
| Bus Besar | 82.25 | 0.0063 | 0.642 | 12 | 0.27 | 1379 | Solar |
| Truck Ringan | 65.79 | 0.0063 | 0.642 | 6 | 0.30 | 1545 | Solar |
| Truck Sedang | 62.43 | 0.0063 | 0.642 | 15 | 0.41 | 2102 | Solar |
| Truck Berat | 53.33 | 0.0063 | 0.642 | 25 | 0.59 | 3019 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.17 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Rabu Pagi Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 4.61 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1790.8 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.4909 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0063 | 0.642 | 1.5 | 0.10 | 746 | Pertalite |
| Utility | 70.32 | 0.0063 | 0.642 | 2 | 0.22 | 1720 | Pertalite |
| Bus Kecil | 71.65 | 0.0063 | 0.642 | 4 | 0.21 | 1073 | Solar |
| Bus Besar | 82.25 | 0.0063 | 0.642 | 12 | 0.27 | 1379 | Solar |
| Truck Ringan | 65.79 | 0.0063 | 0.642 | 6 | 0.30 | 1544 | Solar |
| Truck Sedang | 62.43 | 0.0063 | 0.642 | 15 | 0.41 | 2101 | Solar |
| Truck Berat | 53.33 | 0.0063 | 0.642 | 25 | 0.59 | 3019 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.18 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Rabu Siang Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 4.61 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1340 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.3673 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0047 | 0.592 | 1.5 | 0.10 | 732 | Pertalite |
| Utility | 70.32 | 0.0047 | 0.592 | 2 | 0.22 | 1719 | Pertalite |
| Bus Kecil | 71.65 | 0.0047 | 0.592 | 4 | 0.21 | 1058 | Solar |
| Bus Besar | 82.25 | 0.0047 | 0.592 | 12 | 0.27 | 1370 | Solar |
| Truck Ringan | 65.79 | 0.0047 | 0.592 | 6 | 0.28 | 1466 | Solar |
| Truck Sedang | 62.43 | 0.0047 | 0.592 | 15 | 0.39 | 2031 | Solar |
| Truck Berat | 53.33 | 0.0047 | 0.592 | 25 | 0.57 | 2947 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.19 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Rabu Sore Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 4.61 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1352.2 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.3707 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0047 | 0.594 | 1.5 | 0.10 | 732 | Pertalite |
| Utility | 70.32 | 0.0047 | 0.594 | 2 | 0.22 | 1719 | Pertalite |
| Bus Kecil | 71.65 | 0.0047 | 0.594 | 4 | 0.21 | 1059 | Solar |
| Bus Besar | 82.25 | 0.0047 | 0.594 | 12 | 0.27 | 1370 | Solar |
| Truck Ringan | 65.79 | 0.0047 | 0.594 | 6 | 0.29 | 1469 | Solar |
| Truck Sedang | 62.43 | 0.0047 | 0.594 | 15 | 0.39 | 2033 | Solar |
| Truck Berat | 53.33 | 0.0047 | 0.594 | 25 | 0.57 | 2949 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.20 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Minggu Pagi Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 4.61 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1177.8 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.3229 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0041 | 0.572 | 1.5 | 0.09 | 726 | Pertalite |
| Utility | 70.32 | 0.0041 | 0.572 | 2 | 0.22 | 1719 | Pertalite |
| Bus Kecil | 71.65 | 0.0041 | 0.572 | 4 | 0.20 | 1052 | Solar |
| Bus Besar | 82.25 | 0.0041 | 0.572 | 12 | 0.27 | 1367 | Solar |
| Truck Ringan | 65.79 | 0.0041 | 0.572 | 6 | 0.28 | 1434 | Solar |
| Truck Sedang | 62.43 | 0.0041 | 0.572 | 15 | 0.39 | 2001 | Solar |
| Truck Berat | 53.33 | 0.0041 | 0.572 | 25 | 0.57 | 2917 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.21 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Minggu Siang Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 4.61 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1166.2 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.3197 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0041 | 0.570 | 1.5 | 0.09 | 725 | Pertalite |
| Utility | 70.32 | 0.0041 | 0.570 | 2 | 0.22 | 1719 | Pertalite |
| Bus Kecil | 71.65 | 0.0041 | 0.570 | 4 | 0.20 | 1051 | Solar |
| Bus Besar | 82.25 | 0.0041 | 0.570 | 12 | 0.27 | 1366 | Solar |
| Truck Ringan | 65.79 | 0.0041 | 0.570 | 6 | 0.28 | 1432 | Solar |
| Truck Sedang | 62.43 | 0.0041 | 0.570 | 15 | 0.39 | 1999 | Solar |
| Truck Berat | 53.33 | 0.0041 | 0.570 | 25 | 0.57 | 2915 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.22 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Minggu Sore Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|--------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0.96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 4.61 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1391 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0.3813 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|------|--------------|-----------|
| Sedan | 75.41 | 0.0049 | 0.598 | 1.5 | 0.10 | 733 | Pertalite |
| Utility | 70.32 | 0.0049 | 0.598 | 2 | 0.22 | 1719 | Pertalite |
| Bus Kecil | 71.65 | 0.0049 | 0.598 | 4 | 0.21 | 1060 | Solar |
| Bus Besar | 82.25 | 0.0049 | 0.598 | 12 | 0.27 | 1371 | Solar |
| Truck Ringan | 65.79 | 0.0049 | 0.598 | 6 | 0.29 | 1476 | Solar |
| Truck Sedang | 62.43 | 0.0049 | 0.598 | 15 | 0.40 | 2039 | Solar |
| Truck Berat | 53.33 | 0.0049 | 0.598 | 25 | 0.57 | 2956 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.23 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Senin Pagi Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.20 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 363.8 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.079087 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0010 | 0.438 | 1.5 | 0.10 | 736 | Pertalite |
| Utility | 84.79 | 0.0010 | 0.438 | 2 | 0.26 | 1954 | Pertalite |
| Bus Kecil | 80.47 | 0.0010 | 0.438 | 4 | 0.21 | 1069 | Solar |
| Bus Besar | 91.25 | 0.0010 | 0.438 | 12 | 0.27 | 1407 | Solar |
| Truck Ringan | 65.38 | 0.0010 | 0.438 | 6 | 0.24 | 1225 | Solar |
| Truck Sedang | 63.47 | 0.0010 | 0.438 | 15 | 0.35 | 1823 | Solar |
| Truck Berat | 41.76 | 0.0010 | 0.438 | 25 | 0.53 | 2715 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.24 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Senin Siang Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.20 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 424.1 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0921957 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0012 | 0.446 | 1.5 | 0.10 | 739 | Pertalite |
| Utility | 84.79 | 0.0012 | 0.446 | 2 | 0.23 | 1795 | Pertalite |
| Bus Kecil | 80.47 | 0.0012 | 0.446 | 4 | 0.21 | 1071 | Solar |
| Bus Besar | 91.25 | 0.0012 | 0.446 | 12 | 0.27 | 1408 | Solar |
| Truck Ringan | 65.38 | 0.0012 | 0.446 | 6 | 0.24 | 1237 | Solar |
| Truck Sedang | 63.47 | 0.0012 | 0.446 | 15 | 0.36 | 1834 | Solar |
| Truck Berat | 41.76 | 0.0012 | 0.446 | 25 | 0.53 | 2726 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.25 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Senin Sore Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.20 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 536.8 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.1166957 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0015 | 0.460 | 1.5 | 0.10 | 743 | Pertalite |
| Utility | 84.79 | 0.0015 | 0.460 | 2 | 0.23 | 1795 | Pertalite |
| Bus Kecil | 80.47 | 0.0015 | 0.460 | 4 | 0.21 | 1076 | Solar |
| Bus Besar | 91.25 | 0.0015 | 0.460 | 12 | 0.27 | 1410 | Solar |
| Truck Ringan | 65.38 | 0.0015 | 0.460 | 6 | 0.24 | 1260 | Solar |
| Truck Sedang | 63.47 | 0.0015 | 0.460 | 15 | 0.36 | 1854 | Solar |
| Truck Berat | 41.76 | 0.0015 | 0.460 | 25 | 0.53 | 2747 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.26 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Rabu Pagi Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.20 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 362 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0786957 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0010 | 0.438 | 1.5 | 0.10 | 736 | Pertalite |
| Utility | 84.79 | 0.0010 | 0.438 | 2 | 0.23 | 1795 | Pertalite |
| Bus Kecil | 80.47 | 0.0010 | 0.438 | 4 | 0.21 | 1069 | Solar |
| Bus Besar | 91.25 | 0.0010 | 0.438 | 12 | 0.27 | 1407 | Solar |
| Truck Ringan | 65.38 | 0.0010 | 0.438 | 6 | 0.24 | 1224 | Solar |
| Truck Sedang | 63.47 | 0.0010 | 0.438 | 15 | 0.35 | 1822 | Solar |
| Truck Berat | 41.76 | 0.0010 | 0.438 | 25 | 0.53 | 2715 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.27 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Rabu Siang Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.20 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 448.5 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0975 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0012 | 0.449 | 1.5 | 0.10 | 739 | Pertalite |
| Utility | 84.79 | 0.0012 | 0.449 | 2 | 0.23 | 1795 | Pertalite |
| Bus Kecil | 80.47 | 0.0012 | 0.449 | 4 | 0.21 | 1072 | Solar |
| Bus Besar | 91.25 | 0.0012 | 0.449 | 12 | 0.27 | 1408 | Solar |
| Truck Ringan | 65.38 | 0.0012 | 0.449 | 6 | 0.24 | 1242 | Solar |
| Truck Sedang | 63.47 | 0.0012 | 0.449 | 15 | 0.36 | 1838 | Solar |
| Truck Berat | 41.76 | 0.0012 | 0.449 | 25 | 0.53 | 2731 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.28 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Rabu Sore Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.20 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 493.4 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.1072609 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0014 | 0.455 | 1.5 | 0.10 | 741 | Pertalite |
| Utility | 84.79 | 0.0014 | 0.455 | 2 | 0.23 | 1795 | Pertalite |
| Bus Kecil | 80.47 | 0.0014 | 0.455 | 4 | 0.21 | 1074 | Solar |
| Bus Besar | 91.25 | 0.0014 | 0.455 | 12 | 0.27 | 1409 | Solar |
| Truck Ringan | 65.38 | 0.0014 | 0.455 | 6 | 0.24 | 1251 | Solar |
| Truck Sedang | 63.47 | 0.0014 | 0.455 | 15 | 0.36 | 1846 | Solar |
| Truck Berat | 41.76 | 0.0014 | 0.455 | 25 | 0.53 | 2739 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.29 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Minggu Pagi Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.20 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 208.7 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0453696 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0006 | 0.418 | 1.5 | 0.10 | 730 | Pertalite |
| Utility | 84.79 | 0.0006 | 0.418 | 2 | 0.23 | 1794 | Pertalite |
| Bus Kecil | 80.47 | 0.0006 | 0.418 | 4 | 0.21 | 1063 | Solar |
| Bus Besar | 91.25 | 0.0006 | 0.418 | 12 | 0.27 | 1403 | Solar |
| Truck Ringan | 65.38 | 0.0006 | 0.418 | 6 | 0.23 | 1193 | Solar |
| Truck Sedang | 63.47 | 0.0006 | 0.418 | 15 | 0.35 | 1794 | Solar |
| Truck Berat | 41.76 | 0.0006 | 0.418 | 25 | 0.52 | 2686 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.30 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Minggu Siang Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.20 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 399.7 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0868913 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0011 | 0.443 | 1.5 | 0.10 | 738 | Pertalite |
| Utility | 84.79 | 0.0011 | 0.443 | 2 | 0.23 | 1795 | Pertalite |
| Bus Kecil | 80.47 | 0.0011 | 0.443 | 4 | 0.21 | 1070 | Solar |
| Bus Besar | 91.25 | 0.0011 | 0.443 | 12 | 0.27 | 1407 | Solar |
| Truck Ringan | 65.38 | 0.0011 | 0.443 | 6 | 0.24 | 1232 | Solar |
| Truck Sedang | 63.47 | 0.0011 | 0.443 | 15 | 0.36 | 1829 | Solar |
| Truck Berat | 41.76 | 0.0011 | 0.443 | 25 | 0.53 | 2722 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.31 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Minggu Sore Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.20 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 743.4 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.1616087 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0021 | 0.486 | 1.5 | 0.10 | 750 | Pertalite |
| Utility | 84.79 | 0.0021 | 0.486 | 2 | 0.23 | 1795 | Pertalite |
| Bus Kecil | 80.47 | 0.0021 | 0.486 | 4 | 0.21 | 1083 | Solar |
| Bus Besar | 91.25 | 0.0021 | 0.486 | 12 | 0.27 | 1415 | Solar |
| Truck Ringan | 65.38 | 0.0021 | 0.486 | 6 | 0.25 | 1300 | Solar |
| Truck Sedang | 63.47 | 0.0021 | 0.486 | 15 | 0.37 | 1891 | Solar |
| Truck Berat | 41.76 | 0.0021 | 0.486 | 25 | 0.54 | 2785 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.32 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Senin Pagi Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5.29 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1468.4 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.4025 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 69.18 | 0.0052 | 0.607 | 1.5 | 0.09 | 721 | Pertalite |
| Utility | 69.18 | 0.0052 | 0.607 | 2 | 0.25 | 1911 | Pertalite |
| Bus Kecil | 57.65 | 0.0052 | 0.607 | 4 | 0.19 | 994 | Solar |
| Bus Besar | 71.84 | 0.0052 | 0.607 | 12 | 0.26 | 1314 | Solar |
| Truck Ringan | 57.65 | 0.0052 | 0.607 | 6 | 0.29 | 1486 | Solar |
| Truck Sedang | 57.65 | 0.0052 | 0.607 | 15 | 0.39 | 2012 | Solar |
| Truck Berat | 54.63 | 0.0052 | 0.607 | 25 | 0.58 | 2974 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.33 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Senin Siang Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5.29 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1352.2 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.3707 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 68.41 | 0.0047 | 0.594 | 1.5 | 0.09 | 716 | Pertalite |
| Utility | 68.41 | 0.0047 | 0.594 | 2 | 0.22 | 1711 | Pertalite |
| Bus Kecil | 57.01 | 0.0047 | 0.594 | 4 | 0.19 | 987 | Solar |
| Bus Besar | 71.04 | 0.0047 | 0.594 | 12 | 0.25 | 1308 | Solar |
| Truck Ringan | 57.01 | 0.0047 | 0.594 | 6 | 0.28 | 1464 | Solar |
| Truck Sedang | 57.01 | 0.0047 | 0.594 | 15 | 0.39 | 1988 | Solar |
| Truck Berat | 54.38 | 0.0047 | 0.594 | 25 | 0.57 | 2953 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.34 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Senin Sore Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|--------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0.96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 5.29 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1794.7 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0.492 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|-----------------|--------------|-----------|
| Sedan | 66.82 | 0.0063 | 0.642 | 1.5 | 0.10 | 727 | Pertalite |
| Utility | 66.82 | 0.0063 | 0.642 | 2 | 0.22 | 1705 | Pertalite |
| Bus Kecil | 55.68 | 0.0063 | 0.642 | 4 | 0.19 | 997 | Solar |
| Bus Besar | 69.39 | 0.0063 | 0.642 | 12 | 0.25 | 1309 | Solar |
| Truck Ringan | 55.68 | 0.0063 | 0.642 | 6 | 0.30 | 1540 | Solar |
| Truck Sedang | 55.68 | 0.0063 | 0.642 | 15 | 0.40 | 2046 | Solar |
| Truck Berat | 53.92 | 0.0063 | 0.642 | 25 | 0.59 | 3022 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.35 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Rabu Pagi Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5.29 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1790.8 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.4909 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 69.06 | 0.0063 | 0.642 | 1.5 | 0.10 | 731 | Pertalite |
| Utility | 69.06 | 0.0063 | 0.642 | 2 | 0.22 | 1715 | Pertalite |
| Bus Kecil | 57.55 | 0.0063 | 0.642 | 4 | 0.19 | 1004 | Solar |
| Bus Besar | 71.72 | 0.0063 | 0.642 | 12 | 0.26 | 1320 | Solar |
| Truck Ringan | 57.55 | 0.0063 | 0.642 | 6 | 0.30 | 1540 | Solar |
| Truck Sedang | 57.55 | 0.0063 | 0.642 | 15 | 0.40 | 2061 | Solar |
| Truck Berat | 54.89 | 0.0063 | 0.642 | 25 | 0.59 | 3025 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.36 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Rabu Siang Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5.29 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1340 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.3673 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 68.55 | 0.0047 | 0.592 | 1.5 | 0.09 | 716 | Pertalite |
| Utility | 68.55 | 0.0047 | 0.592 | 2 | 0.22 | 1712 | Pertalite |
| Bus Kecil | 57.12 | 0.0047 | 0.592 | 4 | 0.19 | 987 | Solar |
| Bus Besar | 71.18 | 0.0047 | 0.592 | 12 | 0.25 | 1308 | Solar |
| Truck Ringan | 57.12 | 0.0047 | 0.592 | 6 | 0.28 | 1462 | Solar |
| Truck Sedang | 57.12 | 0.0047 | 0.592 | 15 | 0.39 | 1986 | Solar |
| Truck Berat | 54.38 | 0.0047 | 0.592 | 25 | 0.57 | 2951 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.37 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Rabu Sore Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|--------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0.96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 5.29 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1352.2 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0.3707 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (liter/km) | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|-----------------|--------------|-----------|
| Sedan | 67.65 | 0.0047 | 0.594 | 1.5 | 0.09 | 714 | Pertalite |
| Utility | 67.65 | 0.0047 | 0.594 | 2 | 0.22 | 1708 | Pertalite |
| Bus Kecil | 56.38 | 0.0047 | 0.594 | 4 | 0.19 | 985 | Solar |
| Bus Besar | 70.26 | 0.0047 | 0.594 | 12 | 0.25 | 1304 | Solar |
| Truck Ringan | 56.38 | 0.0047 | 0.594 | 6 | 0.28 | 1464 | Solar |
| Truck Sedang | 56.38 | 0.0047 | 0.594 | 15 | 0.38 | 1983 | Solar |
| Truck Berat | 53.78 | 0.0047 | 0.594 | 25 | 0.57 | 2951 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.38 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Minggu Pagi Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Sampung | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5.29 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1177.8 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.3229 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM | BBBM (Rp/km) | Jenis BBM |
| Sedan | 68.89 | 0.0041 | 0.572 | 1.5 | 0.09 | 710 | Pertalite |
| Utility | 68.89 | 0.0041 | 0.572 | 2 | 0.22 | 1713 | Pertalite |
| Bus Kecil | 57.41 | 0.0041 | 0.572 | 4 | 0.19 | 982 | Solar |
| Bus Besar | 71.54 | 0.0041 | 0.572 | 12 | 0.25 | 1307 | Solar |
| Truck Ringan | 57.41 | 0.0041 | 0.572 | 6 | 0.28 | 1430 | Solar |
| Truck Sedang | 57.41 | 0.0041 | 0.572 | 15 | 0.38 | 1960 | Solar |
| Truck Berat | 54.70 | 0.0041 | 0.572 | 25 | 0.57 | 2922 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.39 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Minggu Siang Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5.29 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1166.2 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.3197 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM | BBBM (Rp/km) | Jenis BBM |
| Sedan | 70.53 | 0.0041 | 0.570 | 1.5 | 0.09 | 713 | Pertalite |
| Utility | 70.53 | 0.0041 | 0.570 | 2 | 0.22 | 1720 | Pertalite |
| Bus Kecil | 58.77 | 0.0041 | 0.570 | 4 | 0.19 | 987 | Solar |
| Bus Besar | 73.24 | 0.0041 | 0.570 | 12 | 0.26 | 1315 | Solar |
| Truck Ringan | 58.77 | 0.0041 | 0.570 | 6 | 0.28 | 1428 | Solar |
| Truck Sedang | 58.77 | 0.0041 | 0.570 | 15 | 0.38 | 1968 | Solar |
| Truck Berat | 56.06 | 0.0041 | 0.570 | 25 | 0.57 | 2927 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.40 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Minggu Sore Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|--------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0,5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Sampung | 0,96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2,5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2,5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 5,29 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1391 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0,3813 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|------|--------------|-----------|
| Sedan | 67.77 | 0.0049 | 0.598 | 1.5 | 0.09 | 716 | Pertalite |
| Utility | 67.77 | 0.0049 | 0.598 | 2 | 0.22 | 1709 | Pertalite |
| Bus Kecil | 56.48 | 0.0049 | 0.598 | 4 | 0.19 | 986 | Solar |
| Bus Besar | 70.38 | 0.0049 | 0.598 | 12 | 0.25 | 1306 | Solar |
| Truck Ringan | 56.48 | 0.0049 | 0.598 | 6 | 0.29 | 1471 | Solar |
| Truck Sedang | 56.48 | 0.0049 | 0.598 | 15 | 0.39 | 1990 | Solar |
| Truck Berat | 53.87 | 0.0049 | 0.598 | 25 | 0.57 | 2958 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.41 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Senin Pagi Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.87 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 363.8 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.079087 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 85.91 | 0.0010 | 0.438 | 1.5 | 0.09 | 720 | Pertalite |
| Utility | 85.91 | 0.0010 | 0.438 | 2 | 0.26 | 1961 | Pertalite |
| Bus Kecil | 68.33 | 0.0010 | 0.438 | 4 | 0.19 | 994 | Solar |
| Bus Besar | 87.86 | 0.0010 | 0.438 | 12 | 0.27 | 1382 | Solar |
| Truck Ringan | 68.33 | 0.0010 | 0.438 | 6 | 0.24 | 1227 | Solar |
| Truck Sedang | 68.33 | 0.0010 | 0.438 | 15 | 0.36 | 1867 | Solar |
| Truck Berat | 63.45 | 0.0010 | 0.438 | 25 | 0.54 | 2784 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.42 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Senin Siang Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | | |
|-------------------------------------|---------------------------|-----------|-----------|----------------|-----------------|------------------------|---------------------|------------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | | |
| 4 | Kondisi Medan | | | Datar | | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | | |
| 8 | Kekasaran IRI | 4.87 | m/km | Hasil Survey | | | | |
| 9 | Volume Jam Puncak (V) | 424.1 | smp/jam | Persamaan PKJI | | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0921957 | | Persamaan PKJI | | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | | |
| | Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| | Sedan | 85.55 | 0.0012 | 0.446 | 1.5 | 0.09 | 721 | Pertalite |
| | Utility | 85.55 | 0.0012 | 0.446 | 2 | 0.24 | 1800 | Pertalite |
| | Bus Kecil | 68.05 | 0.0012 | 0.446 | 4 | 0.19 | 994 | Solar |
| | Bus Besar | 87.50 | 0.0012 | 0.446 | 12 | 0.27 | 1381 | Solar |
| | Truck Ringan | 68.05 | 0.0012 | 0.446 | 6 | 0.24 | 1239 | Solar |
| | Truck Sedang | 68.05 | 0.0012 | 0.446 | 15 | 0.36 | 1875 | Solar |
| | Truck Berat | 63.19 | 0.0012 | 0.446 | 25 | 0.54 | 2793 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.43 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Senin Sore Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.87 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 536.8 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.1166957 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 84.87 | 0.0015 | 0.460 | 1.5 | 0.09 | 723 | Pertalite |
| Utility | 84.87 | 0.0015 | 0.460 | 2 | 0.23 | 1796 | Pertalite |
| Bus Kecil | 67.51 | 0.0015 | 0.460 | 4 | 0.19 | 996 | Solar |
| Bus Besar | 86.80 | 0.0015 | 0.460 | 12 | 0.27 | 1378 | Solar |
| Truck Ringan | 67.51 | 0.0015 | 0.460 | 6 | 0.24 | 1261 | Solar |
| Truck Sedang | 67.51 | 0.0015 | 0.460 | 15 | 0.37 | 1891 | Solar |
| Truck Berat | 62.68 | 0.0015 | 0.460 | 25 | 0.55 | 2810 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.44 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Rabu Pagi Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 4.87 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 362 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 12 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.0786957 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 85.92 | 0.0010 | 0.438 | 1.5 | 0.09 | 720 | Pertalite |
| Utility | 85.92 | 0.0010 | 0.438 | 2 | 0.24 | 1802 | Pertalite |
| Bus Kecil | 68.34 | 0.0010 | 0.438 | 4 | 0.19 | 994 | Solar |
| Bus Besar | 87.87 | 0.0010 | 0.438 | 12 | 0.27 | 1382 | Solar |
| Truck Ringan | 68.34 | 0.0010 | 0.438 | 6 | 0.24 | 1227 | Solar |
| Truck Sedang | 68.34 | 0.0010 | 0.438 | 15 | 0.36 | 1867 | Solar |
| Truck Berat | 63.46 | 0.0010 | 0.438 | 25 | 0.54 | 2784 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.45 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Rabu Siang Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.87 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 448.5 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0975 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 85.41 | 0.0012 | 0.449 | 1.5 | 0.09 | 722 | Pertalite |
| Utility | 85.41 | 0.0012 | 0.449 | 2 | 0.24 | 1799 | Pertalite |
| Bus Kecil | 67.94 | 0.0012 | 0.449 | 4 | 0.19 | 995 | Solar |
| Bus Besar | 87.35 | 0.0012 | 0.449 | 12 | 0.27 | 1380 | Solar |
| Truck Ringan | 67.94 | 0.0012 | 0.449 | 6 | 0.24 | 1244 | Solar |
| Truck Sedang | 67.94 | 0.0012 | 0.449 | 15 | 0.36 | 1879 | Solar |
| Truck Berat | 63.08 | 0.0012 | 0.449 | 25 | 0.54 | 2797 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.46 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Rabu Sore Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.87 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 493.4 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.1072609 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 85.12 | 0.0014 | 0.455 | 1.5 | 0.09 | 722 | Pertalite |
| Utility | 85.12 | 0.0014 | 0.455 | 2 | 0.23 | 1797 | Pertalite |
| Bus Kecil | 67.70 | 0.0014 | 0.455 | 4 | 0.19 | 995 | Solar |
| Bus Besar | 87.05 | 0.0014 | 0.455 | 12 | 0.27 | 1379 | Solar |
| Truck Ringan | 67.70 | 0.0014 | 0.455 | 6 | 0.24 | 1253 | Solar |
| Truck Sedang | 67.70 | 0.0014 | 0.455 | 15 | 0.37 | 1885 | Solar |
| Truck Berat | 62.72 | 0.0014 | 0.455 | 25 | 0.54 | 2803 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.47 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Minggu Pagi Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.87 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 208.7 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0453696 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 86.80 | 0.0006 | 0.418 | 1.5 | 0.09 | 718 | Pertalite |
| Utility | 86.80 | 0.0006 | 0.418 | 2 | 0.24 | 1807 | Pertalite |
| Bus Kecil | 69.05 | 0.0006 | 0.418 | 4 | 0.19 | 992 | Solar |
| Bus Besar | 88.76 | 0.0006 | 0.418 | 12 | 0.27 | 1385 | Solar |
| Truck Ringan | 69.05 | 0.0006 | 0.418 | 6 | 0.23 | 1196 | Solar |
| Truck Sedang | 69.05 | 0.0006 | 0.418 | 15 | 0.36 | 1846 | Solar |
| Truck Berat | 64.12 | 0.0006 | 0.418 | 25 | 0.54 | 2760 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.48 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Minggu Siang Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.87 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 399.7 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0868913 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 85.7 | 0.0011 | 0.443 | 1.5 | 0.09 | 721 | Pertalite |
| Utility | 85.7 | 0.0011 | 0.443 | 2 | 0.24 | 1801 | Pertalite |
| Bus Kecil | 68.17 | 0.0011 | 0.443 | 4 | 0.19 | 994 | Solar |
| Bus Besar | 87.64 | 0.0011 | 0.443 | 12 | 0.27 | 1381 | Solar |
| Truck Ringan | 68.17 | 0.0011 | 0.443 | 6 | 0.24 | 1234 | Solar |
| Truck Sedang | 68.17 | 0.0011 | 0.443 | 15 | 0.36 | 1872 | Solar |
| Truck Berat | 63.30 | 0.0011 | 0.443 | 25 | 0.54 | 2790 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.49 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Karanganyar ke Sragen Hari Minggu Sore Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.87 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 743.4 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.1616087 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 83.61 | 0.0021 | 0.486 | 1.5 | 0.09 | 726 | Pertalite |
| Utility | 83.61 | 0.0021 | 0.486 | 2 | 0.23 | 1788 | Pertalite |
| Bus Kecil | 66.51 | 0.0021 | 0.486 | 4 | 0.19 | 998 | Solar |
| Bus Besar | 85.51 | 0.0021 | 0.486 | 12 | 0.27 | 1374 | Solar |
| Truck Ringan | 66.51 | 0.0021 | 0.486 | 6 | 0.25 | 1301 | Solar |
| Truck Sedang | 66.51 | 0.0021 | 0.486 | 15 | 0.37 | 1918 | Solar |
| Truck Berat | 61.67 | 0.0021 | 0.486 | 25 | 0.55 | 2840 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.50 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Senin Pagi Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|--------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0,5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0,96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2,5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2,5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5,09 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1532,5 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0,4201 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0054 | 0.615 | 1.5 | 0.10 | 738 | Pertalite |
| Utility | 70.32 | 0.0054 | 0.615 | 2 | 0.25 | 1912 | Pertalite |
| Bus Kecil | 71.65 | 0.0054 | 0.615 | 4 | 0.21 | 1065 | Solar |
| Bus Besar | 82.25 | 0.0054 | 0.615 | 12 | 0.27 | 1374 | Solar |
| Truck Ringan | 65.79 | 0.0054 | 0.615 | 6 | 0.29 | 1502 | Solar |
| Truck Sedang | 62.43 | 0.0054 | 0.615 | 15 | 0.40 | 2063 | Solar |
| Truck Berat | 53.33 | 0.0054 | 0.615 | 25 | 0.58 | 2979 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.51 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Senin Siang Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|---------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0,5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0,96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2,5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2,5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5,09 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1237 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0,33909 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0043 | 0.579 | 1.5 | 0.10 | 728 | Pertalite |
| Utility | 70.32 | 0.0043 | 0.579 | 2 | 0.22 | 1719 | Pertalite |
| Bus Kecil | 71.65 | 0.0043 | 0.579 | 4 | 0.20 | 1054 | Solar |
| Bus Besar | 82.25 | 0.0043 | 0.579 | 12 | 0.27 | 1368 | Solar |
| Truck Ringan | 65.79 | 0.0043 | 0.579 | 6 | 0.28 | 1446 | Solar |
| Truck Sedang | 62.43 | 0.0043 | 0.579 | 15 | 0.39 | 2012 | Solar |
| Truck Berat | 53.33 | 0.0043 | 0.579 | 25 | 0.57 | 2928 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.52 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Senin Sore Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5.09 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1657.8 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.454441 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0058 | 0.628 | 1.5 | 0.10 | 742 | Pertalite |
| Utility | 70.32 | 0.0058 | 0.628 | 2 | 0.22 | 1720 | Pertalite |
| Bus Kecil | 71.65 | 0.0058 | 0.628 | 4 | 0.21 | 1069 | Solar |
| Bus Besar | 82.25 | 0.0058 | 0.628 | 12 | 0.27 | 1377 | Solar |
| Truck Ringan | 65.79 | 0.0058 | 0.628 | 6 | 0.30 | 1523 | Solar |
| Truck Sedang | 62.43 | 0.0058 | 0.628 | 15 | 0.40 | 2082 | Solar |
| Truck Berat | 53.33 | 0.0058 | 0.628 | 25 | 0.58 | 2999 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.53 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Rabu Pagi Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Sampung | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5.09 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1577.2 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.432346 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0055 | 0.620 | 1.5 | 0.10 | 740 | Pertalite |
| Utility | 70.32 | 0.0055 | 0.620 | 2 | 0.22 | 1720 | Pertalite |
| Bus Kecil | 71.65 | 0.0055 | 0.620 | 4 | 0.21 | 1066 | Solar |
| Bus Besar | 82.25 | 0.0055 | 0.620 | 12 | 0.27 | 1375 | Solar |
| Truck Ringan | 65.79 | 0.0055 | 0.620 | 6 | 0.29 | 1509 | Solar |
| Truck Sedang | 62.43 | 0.0055 | 0.620 | 15 | 0.40 | 2070 | Solar |
| Truck Berat | 53.33 | 0.0055 | 0.620 | 25 | 0.58 | 2987 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.54 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Rabu Siang Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5.09 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 2024.9 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.555071 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0071 | 0.663 | 1.5 | 0.10 | 752 | Pertalite |
| Utility | 70.32 | 0.0071 | 0.663 | 2 | 0.22 | 1720 | Pertalite |
| Bus Kecil | 71.65 | 0.0071 | 0.663 | 4 | 0.21 | 1080 | Solar |
| Bus Besar | 82.25 | 0.0071 | 0.663 | 12 | 0.27 | 1383 | Solar |
| Truck Ringan | 65.79 | 0.0071 | 0.663 | 6 | 0.31 | 1578 | Solar |
| Truck Sedang | 62.43 | 0.0071 | 0.663 | 15 | 0.41 | 2132 | Solar |
| Truck Berat | 53.33 | 0.0071 | 0.663 | 25 | 0.59 | 3050 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.55 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Rabu Sore Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0,5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0,96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2,5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2,5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5,09 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1838,2 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0,503893 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0064 | 0.646 | 1.5 | 0.10 | 747 | Pertalite |
| Utility | 70.32 | 0.0064 | 0.646 | 2 | 0.22 | 1720 | Pertalite |
| Bus Kecil | 71.65 | 0.0064 | 0.646 | 4 | 0.21 | 1075 | Solar |
| Bus Besar | 82.25 | 0.0064 | 0.646 | 12 | 0.27 | 1380 | Solar |
| Truck Ringan | 65.79 | 0.0064 | 0.646 | 6 | 0.30 | 1551 | Solar |
| Truck Sedang | 62.43 | 0.0064 | 0.646 | 15 | 0.41 | 2108 | Solar |
| Truck Berat | 53.33 | 0.0064 | 0.646 | 25 | 0.59 | 3025 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.56 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Minggu Pagi Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|----------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0,5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0,96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2,5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2,5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 5,09 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1320 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0,361842 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|------|--------------|-----------|
| Sedan | 75.41 | 0.0046 | 0.590 | 1.5 | 0.10 | 731 | Pertalite |
| Utility | 70.32 | 0.0046 | 0.590 | 2 | 0.22 | 1719 | Pertalite |
| Bus Kecil | 71.65 | 0.0046 | 0.590 | 4 | 0.21 | 1057 | Solar |
| Bus Besar | 82.25 | 0.0046 | 0.590 | 12 | 0.27 | 1370 | Solar |
| Truck Ringan | 65.79 | 0.0046 | 0.590 | 6 | 0.28 | 1463 | Solar |
| Truck Sedang | 62.43 | 0.0046 | 0.590 | 15 | 0.39 | 2027 | Solar |
| Truck Berat | 53.33 | 0.0046 | 0.590 | 25 | 0.57 | 2943 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.57 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Minggu Siang Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|---------|---------|----------------|------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0,5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0,96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2,5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2,5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5,09 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1242,4 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0,34057 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM | BBBM (Rp/km) | Jenis BBM |
| Sedan | 75.41 | 0.0044 | 0.580 | 1.5 | 0.10 | 728 | Pertalite |
| Utility | 70.32 | 0.0044 | 0.580 | 2 | 0.22 | 1719 | Pertalite |
| Bus Kecil | 71.65 | 0.0044 | 0.580 | 4 | 0.20 | 1054 | Solar |
| Bus Besar | 82.25 | 0.0044 | 0.580 | 12 | 0.27 | 1368 | Solar |
| Truck Ringan | 65.79 | 0.0044 | 0.580 | 6 | 0.28 | 1447 | Solar |
| Truck Sedang | 62.43 | 0.0044 | 0.580 | 15 | 0.39 | 2013 | Solar |
| Truck Berat | 53.33 | 0.0044 | 0.580 | 25 | 0.57 | 2929 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.58 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Minggu Sore Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|----------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0,5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0,96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2,5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2,5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 5,09 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1301,2 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0,356689 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|------|--------------|-----------|
| Sedan | 75.41 | 0.0046 | 0.587 | 1.5 | 0.10 | 730 | Pertalite |
| Utility | 70.32 | 0.0046 | 0.587 | 2 | 0.22 | 1719 | Pertalite |
| Bus Kecil | 71.65 | 0.0046 | 0.587 | 4 | 0.21 | 1057 | Solar |
| Bus Besar | 82.25 | 0.0046 | 0.587 | 12 | 0.27 | 1369 | Solar |
| Truck Ringan | 65.79 | 0.0046 | 0.587 | 6 | 0.28 | 1459 | Solar |
| Truck Sedang | 62.43 | 0.0046 | 0.587 | 15 | 0.39 | 2024 | Solar |
| Truck Berat | 53.33 | 0.0046 | 0.587 | 25 | 0.57 | 2940 | Solar |

Tabel 4.59 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Senin Pagi Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.75 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 471.4 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.1024783 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0013 | 0.452 | 1.5 | 0.10 | 740 | Pertalite |
| Utility | 84.79 | 0.0013 | 0.452 | 2 | 0.25 | 1949 | Pertalite |
| Bus Kecil | 80.47 | 0.0013 | 0.452 | 4 | 0.21 | 1073 | Solar |
| Bus Besar | 91.25 | 0.0013 | 0.452 | 12 | 0.27 | 1409 | Solar |
| Truck Ringan | 65.38 | 0.0013 | 0.452 | 6 | 0.24 | 1246 | Solar |
| Truck Sedang | 63.47 | 0.0013 | 0.452 | 15 | 0.36 | 1842 | Solar |
| Truck Berat | 41.76 | 0.0013 | 0.452 | 25 | 0.53 | 2735 | Solar |

Tabel 4.60 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Senin Siang Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.75 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 385.4 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0837826 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0011 | 0.441 | 1.5 | 0.10 | 737 | Pertalite |
| Utility | 84.79 | 0.0011 | 0.441 | 2 | 0.23 | 1795 | Pertalite |
| Bus Kecil | 80.47 | 0.0011 | 0.441 | 4 | 0.21 | 1070 | Solar |
| Bus Besar | 91.25 | 0.0011 | 0.441 | 12 | 0.27 | 1407 | Solar |
| Truck Ringan | 65.38 | 0.0011 | 0.441 | 6 | 0.24 | 1229 | Solar |
| Truck Sedang | 63.47 | 0.0011 | 0.441 | 15 | 0.35 | 1827 | Solar |
| Truck Berat | 41.76 | 0.0011 | 0.441 | 25 | 0.53 | 2719 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.61 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Senin Sore Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | | |
|-------------------------------------|---------------------------|-----------|-----------|----------------|-----------------|------------------------|---------------------|------------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | | |
| 4 | Kondisi Medan | | | Datar | | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | | |
| 8 | Kekasaran IRI | 4.75 | m/km | Hasil Survey | | | | |
| 9 | Volume Jam Puncak (V) | 530 | smp/jam | Persamaan PKJI | | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | | |
| 12 | Derajat Kejenuhan (DS) | 0.1152174 | | Persamaan PKJI | | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | | |
| | Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| | Sedan | 90.05 | 0.0015 | 0.459 | 1.5 | 0.10 | 742 | Pertalite |
| | Utility | 84.79 | 0.0015 | 0.459 | 2 | 0.23 | 1795 | Pertalite |
| | Bus Kecil | 80.47 | 0.0015 | 0.459 | 4 | 0.21 | 1075 | Solar |
| | Bus Besar | 91.25 | 0.0015 | 0.459 | 12 | 0.27 | 1410 | Solar |
| | Truck Ringan | 65.38 | 0.0015 | 0.459 | 6 | 0.24 | 1258 | Solar |
| | Truck Sedang | 63.47 | 0.0015 | 0.459 | 15 | 0.36 | 1853 | Solar |
| | Truck Berat | 41.76 | 0.0015 | 0.459 | 25 | 0.53 | 2746 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.62 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Rabu Pagi Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.75 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 420.6 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0914348 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0012 | 0.445 | 1.5 | 0.10 | 738 | Pertalite |
| Utility | 84.79 | 0.0012 | 0.445 | 2 | 0.23 | 1795 | Pertalite |
| Bus Kecil | 80.47 | 0.0012 | 0.445 | 4 | 0.21 | 1071 | Solar |
| Bus Besar | 91.25 | 0.0012 | 0.445 | 12 | 0.27 | 1408 | Solar |
| Truck Ringan | 65.38 | 0.0012 | 0.445 | 6 | 0.24 | 1236 | Solar |
| Truck Sedang | 63.47 | 0.0012 | 0.445 | 15 | 0.36 | 1833 | Solar |
| Truck Berat | 41.76 | 0.0012 | 0.445 | 25 | 0.53 | 2726 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.63 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Rabu Siang Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.75 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 366.2 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0796087 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0010 | 0.438 | 1.5 | 0.10 | 736 | Pertalite |
| Utility | 84.79 | 0.0010 | 0.438 | 2 | 0.23 | 1795 | Pertalite |
| Bus Kecil | 80.47 | 0.0010 | 0.438 | 4 | 0.21 | 1069 | Solar |
| Bus Besar | 91.25 | 0.0010 | 0.438 | 12 | 0.27 | 1407 | Solar |
| Truck Ringan | 65.38 | 0.0010 | 0.438 | 6 | 0.24 | 1225 | Solar |
| Truck Sedang | 63.47 | 0.0010 | 0.438 | 15 | 0.35 | 1823 | Solar |
| Truck Berat | 41.76 | 0.0010 | 0.438 | 25 | 0.53 | 2716 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.64 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Rabu Sore Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | | |
|-------------------------------------|---------------------------|-----------|-----------|----------------|-----------------|------------------------|---------------------|------------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | | |
| 4 | Kondisi Medan | | | Datar | | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | | |
| 8 | Kekasaran IRI | 4.75 | m/km | Hasil Survey | | | | |
| 9 | Volume Jam Puncak (V) | 440.2 | smp/jam | Persamaan PKJI | | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0956957 | | Persamaan PKJI | | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | | |
| | Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| | Sedan | 90.05 | 0.0012 | 0.448 | 1.5 | 0.10 | 739 | Pertalite |
| | Utility | 84.79 | 0.0012 | 0.448 | 2 | 0.23 | 1795 | Pertalite |
| | Bus Kecil | 80.47 | 0.0012 | 0.448 | 4 | 0.21 | 1072 | Solar |
| | Bus Besar | 91.25 | 0.0012 | 0.448 | 12 | 0.27 | 1408 | Solar |
| | Truck Ringan | 65.38 | 0.0012 | 0.448 | 6 | 0.24 | 1240 | Solar |
| | Truck Sedang | 63.47 | 0.0012 | 0.448 | 15 | 0.36 | 1837 | Solar |
| | Truck Berat | 41.76 | 0.0012 | 0.448 | 25 | 0.53 | 2729 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.65 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Minggu Pagi Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | | |
|-------------------------------------|---------------------------|-----------|-----------|----------------|-----------------|------------------------|---------------------|------------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | | |
| 4 | Kondisi Medan | | | Datar | | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | | |
| 8 | Kekasaran IRI | 4.75 | m/km | Hasil Survey | | | | |
| 9 | Volume Jam Puncak (V) | 217 | smp/jam | Persamaan PKJI | | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0471739 | | Persamaan PKJI | | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | | |
| | Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| | Sedan | 90.05 | 0.0006 | 0.419 | 1.5 | 0.10 | 731 | Pertalite |
| | Utility | 84.79 | 0.0006 | 0.419 | 2 | 0.23 | 1794 | Pertalite |
| | Bus Kecil | 80.47 | 0.0006 | 0.419 | 4 | 0.21 | 1063 | Solar |
| | Bus Besar | 91.25 | 0.0006 | 0.419 | 12 | 0.27 | 1403 | Solar |
| | Truck Ringan | 65.38 | 0.0006 | 0.419 | 6 | 0.23 | 1194 | Solar |
| | Truck Sedang | 63.47 | 0.0006 | 0.419 | 15 | 0.35 | 1796 | Solar |
| | Truck Berat | 41.76 | 0.0006 | 0.419 | 25 | 0.52 | 2687 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.66 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Minggu Siang Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.75 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 411 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0893478 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0011 | 0.444 | 1.5 | 0.10 | 738 | Pertalite |
| Utility | 84.79 | 0.0011 | 0.444 | 2 | 0.23 | 1795 | Pertalite |
| Bus Kecil | 80.47 | 0.0011 | 0.444 | 4 | 0.21 | 1071 | Solar |
| Bus Besar | 91.25 | 0.0011 | 0.444 | 12 | 0.27 | 1408 | Solar |
| Truck Ringan | 65.38 | 0.0011 | 0.444 | 6 | 0.24 | 1234 | Solar |
| Truck Sedang | 63.47 | 0.0011 | 0.444 | 15 | 0.36 | 1831 | Solar |
| Truck Berat | 41.76 | 0.0011 | 0.444 | 25 | 0.53 | 2724 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.67 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Minggu Sore Berdasarkan Perhitungan Kecepatan Aktual

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.75 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 616.6 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.1340435 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 90.05 | 0.0017 | 0.470 | 1.5 | 0.10 | 746 | Pertalite |
| Utility | 84.79 | 0.0017 | 0.470 | 2 | 0.23 | 1795 | Pertalite |
| Bus Kecil | 80.47 | 0.0017 | 0.470 | 4 | 0.21 | 1079 | Solar |
| Bus Besar | 91.25 | 0.0017 | 0.470 | 12 | 0.27 | 1412 | Solar |
| Truck Ringan | 65.38 | 0.0017 | 0.470 | 6 | 0.25 | 1276 | Solar |
| Truck Sedang | 63.47 | 0.0017 | 0.470 | 15 | 0.36 | 1868 | Solar |
| Truck Berat | 41.76 | 0.0017 | 0.470 | 25 | 0.54 | 2762 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.68 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Senin Pagi Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|--------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0.96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 5.09 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1532.5 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0.4201 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|-----------------|--------------|-----------|
| Sedan | 68.72 | 0.0054 | 0.615 | 1.5 | 0.09 | 723 | Pertalite |
| Utility | 68.72 | 0.0054 | 0.615 | 2 | 0.25 | 1905 | Pertalite |
| Bus Kecil | 57.27 | 0.0054 | 0.615 | 4 | 0.19 | 994 | Solar |
| Bus Besar | 71.37 | 0.0054 | 0.615 | 12 | 0.25 | 1313 | Solar |
| Truck Ringan | 57.27 | 0.0054 | 0.615 | 6 | 0.29 | 1497 | Solar |
| Truck Sedang | 57.27 | 0.0054 | 0.615 | 15 | 0.39 | 2020 | Solar |
| Truck Berat | 54.63 | 0.0054 | 0.615 | 25 | 0.58 | 2985 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.69 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Senin Siang Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|---------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5.09 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1237 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.33909 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 69.66 | 0.0043 | 0.579 | 1.5 | 0.09 | 714 | Pertalite |
| Utility | 69.66 | 0.0043 | 0.579 | 2 | 0.22 | 1716 | Pertalite |
| Bus Kecil | 58.05 | 0.0043 | 0.579 | 4 | 0.19 | 987 | Solar |
| Bus Besar | 72.34 | 0.0043 | 0.579 | 12 | 0.25 | 1312 | Solar |
| Truck Ringan | 58.05 | 0.0043 | 0.579 | 6 | 0.28 | 1442 | Solar |
| Truck Sedang | 58.05 | 0.0043 | 0.579 | 15 | 0.38 | 1976 | Solar |
| Truck Berat | 55.37 | 0.0043 | 0.579 | 25 | 0.57 | 2937 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.70 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Senin Sore Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|----------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0.96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 5.09 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1657.8 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0.454441 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|-----------------|--------------|-----------|
| Sedan | 67.84 | 0.0058 | 0.628 | 1.5 | 0.09 | 725 | Pertalite |
| Utility | 67.84 | 0.0058 | 0.628 | 2 | 0.22 | 1709 | Pertalite |
| Bus Kecil | 56.53 | 0.0058 | 0.628 | 4 | 0.19 | 996 | Solar |
| Bus Besar | 70.45 | 0.0058 | 0.628 | 12 | 0.25 | 1311 | Solar |
| Truck Ringan | 56.53 | 0.0058 | 0.628 | 6 | 0.29 | 1518 | Solar |
| Truck Sedang | 56.53 | 0.0058 | 0.628 | 15 | 0.39 | 2033 | Solar |
| Truck Berat | 53.92 | 0.0058 | 0.628 | 25 | 0.58 | 3001 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.71 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Rabu Pagi Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Hambatan Samping | 0.96 | | Rendah | | | |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 9 | Kekasaran IRI | 5.09 | m/km | Hasil Survey | | | |
| 10 | Volume Jam Puncak (V) | 1577.2 | smp/jam | Persamaan PKJI | | | |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 | | | |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 | | | |
| 13 | Derajat Kejenuhan (DS) | 0.432346 | | Persamaan PKJI | | | |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 67.97 | 0.0055 | 0.620 | 1.5 | 0.09 | 723 | Pertalite |
| Utility | 67.97 | 0.0055 | 0.620 | 2 | 0.22 | 1710 | Pertalite |
| Bus Kecil | 56.64 | 0.0055 | 0.620 | 4 | 0.19 | 993 | Solar |
| Bus Besar | 70.58 | 0.0055 | 0.620 | 12 | 0.25 | 1310 | Solar |
| Truck Ringan | 56.64 | 0.0055 | 0.620 | 6 | 0.29 | 1505 | Solar |
| Truck Sedang | 56.64 | 0.0055 | 0.620 | 15 | 0.39 | 2022 | Solar |
| Truck Berat | 54.02 | 0.0055 | 0.620 | 25 | 0.58 | 2989 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.72 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Rabu Siang Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|----------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0.96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 5.09 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 2024.9 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0.555071 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|-----------------|--------------|-----------|
| Sedan | 68.31 | 0.0071 | 0.663 | 1.5 | 0.10 | 736 | Pertalite |
| Utility | 68.31 | 0.0071 | 0.663 | 2 | 0.22 | 1712 | Pertalite |
| Bus Kecil | 56.92 | 0.0071 | 0.663 | 4 | 0.20 | 1008 | Solar |
| Bus Besar | 70.93 | 0.0071 | 0.663 | 12 | 0.26 | 1320 | Solar |
| Truck Ringan | 56.92 | 0.0071 | 0.663 | 6 | 0.31 | 1573 | Solar |
| Truck Sedang | 56.92 | 0.0071 | 0.663 | 15 | 0.41 | 2087 | Solar |
| Truck Berat | 54.29 | 0.0071 | 0.663 | 25 | 0.59 | 3054 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.73 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Rabu Sore Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|----------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0.96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 5.09 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1838.2 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0.503893 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (liter/km) | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|-----------------|--------------|-----------|
| Sedan | 66.49 | 0.0064 | 0.646 | 1.5 | 0.10 | 728 | Pertalite |
| Utility | 66.49 | 0.0064 | 0.646 | 2 | 0.22 | 1704 | Pertalite |
| Bus Kecil | 55.41 | 0.0064 | 0.646 | 4 | 0.19 | 997 | Solar |
| Bus Besar | 69.05 | 0.0064 | 0.646 | 12 | 0.25 | 1308 | Solar |
| Truck Ringan | 55.41 | 0.0064 | 0.646 | 6 | 0.30 | 1546 | Solar |
| Truck Sedang | 55.41 | 0.0064 | 0.646 | 15 | 0.40 | 2050 | Solar |
| Truck Berat | 52.85 | 0.0064 | 0.646 | 25 | 0.59 | 3024 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.74 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Minggu Pagi Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|----------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0.96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 5.09 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1320 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0.361842 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|------|--------------|-----------|
| Sedan | 68.06 | 0.0046 | 0.590 | 1.5 | 0.09 | 714 | Pertalite |
| Utility | 68.06 | 0.0046 | 0.590 | 2 | 0.22 | 1710 | Pertalite |
| Bus Kecil | 56.72 | 0.0046 | 0.590 | 4 | 0.19 | 985 | Solar |
| Bus Besar | 70.68 | 0.0046 | 0.590 | 12 | 0.25 | 1306 | Solar |
| Truck Ringan | 56.72 | 0.0046 | 0.590 | 6 | 0.28 | 1458 | Solar |
| Truck Sedang | 56.72 | 0.0046 | 0.590 | 15 | 0.38 | 1980 | Solar |
| Truck Berat | 54.10 | 0.0046 | 0.590 | 25 | 0.57 | 2946 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.75 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Minggu Siang Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|---------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0.96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 5.09 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1242.4 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0.34057 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|------|--------------|-----------|
| Sedan | 69.63 | 0.0044 | 0.580 | 1.5 | 0.09 | 714 | Pertalite |
| Utility | 69.63 | 0.0044 | 0.580 | 2 | 0.22 | 1716 | Pertalite |
| Bus Kecil | 58.02 | 0.0044 | 0.580 | 4 | 0.19 | 987 | Solar |
| Bus Besar | 72.31 | 0.0044 | 0.580 | 12 | 0.25 | 1312 | Solar |
| Truck Ringan | 58.02 | 0.0044 | 0.580 | 6 | 0.28 | 1443 | Solar |
| Truck Sedang | 58.02 | 0.0044 | 0.580 | 15 | 0.38 | 1976 | Solar |
| Truck Berat | 55.34 | 0.0044 | 0.580 | 25 | 0.57 | 2938 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.76 Kondisi Jalan Arteri dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Minggu Sore Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|----------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 14 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 0.5 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Hambatan Samping | 0.96 | | Rendah |
| 6 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 |
| 7 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 |
| 8 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 9 | Kekasaran IRI | 5.09 | m/km | Hasil Survey |
| 10 | Volume Jam Puncak (V) | 1301.2 | smp/jam | Persamaan PKJI |
| 11 | Kapasitas Dasar (Co) | 3800 | smp/jam | Tabel 2.4 |
| 12 | Kapasitas Jalan (C) | 3648 | smp/jam | Rumus 2.6 |
| 13 | Derajat Kejenuhan (DS) | 0.356689 | | Persamaan PKJI |
| 14 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 15 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|------|--------------|-----------|
| Sedan | 68.84 | 0.0046 | 0.587 | 1.5 | 0.09 | 715 | Pertalite |
| Utility | 68.84 | 0.0046 | 0.587 | 2 | 0.22 | 1713 | Pertalite |
| Bus Kecil | 57.37 | 0.0046 | 0.587 | 4 | 0.19 | 986 | Solar |
| Bus Besar | 71.49 | 0.0046 | 0.587 | 12 | 0.25 | 1309 | Solar |
| Truck Ringan | 57.37 | 0.0046 | 0.587 | 6 | 0.28 | 1454 | Solar |
| Truck Sedang | 57.37 | 0.0046 | 0.587 | 15 | 0.38 | 1982 | Solar |
| Truck Berat | 54.72 | 0.0046 | 0.587 | 25 | 0.57 | 2945 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.77 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Senin Pagi Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | | |
|-------------------------------------|---------------------------|-----------|-----------|----------------|-----------------|------------------------|---------------------|------------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | | |
| 4 | Kondisi Medan | | | Datar | | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | | |
| 8 | Kekasaran IRI | 4.51 | m/km | Hasil Survey | | | | |
| 9 | Volume Jam Puncak (V) | 471.4 | smp/jam | Persamaan PKJI | | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | | |
| 12 | Derajat Kejenuhan (DS) | 0.1024783 | | Persamaan PKJI | | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | | |
| | Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| | Sedan | 85.27 | 0.0013 | 0.452 | 1.5 | 0.09 | 722 | Pertalite |
| | Utility | 85.27 | 0.0013 | 0.452 | 2 | 0.26 | 1952 | Pertalite |
| | Bus Kecil | 67.83 | 0.0013 | 0.452 | 4 | 0.19 | 995 | Solar |
| | Bus Besar | 87.21 | 0.0013 | 0.452 | 12 | 0.27 | 1380 | Solar |
| | Truck Ringan | 67.83 | 0.0013 | 0.452 | 6 | 0.24 | 1248 | Solar |
| | Truck Sedang | 67.83 | 0.0013 | 0.452 | 15 | 0.37 | 1882 | Solar |
| | Truck Berat | 62.98 | 0.0013 | 0.452 | 25 | 0.54 | 2800 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.78 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Senin Siang Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.51 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 385.4 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0837826 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 85.79 | 0.0011 | 0.441 | 1.5 | 0.09 | 721 | Pertalite |
| Utility | 85.79 | 0.0011 | 0.441 | 2 | 0.24 | 1801 | Pertalite |
| Bus Kecil | 68.24 | 0.0011 | 0.441 | 4 | 0.19 | 994 | Solar |
| Bus Besar | 87.74 | 0.0011 | 0.441 | 12 | 0.27 | 1382 | Solar |
| Truck Ringan | 68.24 | 0.0011 | 0.441 | 6 | 0.24 | 1231 | Solar |
| Truck Sedang | 68.24 | 0.0011 | 0.441 | 15 | 0.36 | 1870 | Solar |
| Truck Berat | 63.37 | 0.0011 | 0.441 | 25 | 0.54 | 2787 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.79 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Senin Sore Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan |
|-------------------------------------|---------------------------|-----------|---------|----------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey |
| 2 | Lebar Jalan | 7 | m | Hasil Survey |
| 3 | Lebar Bahu | 3 | m | Hasil Survey |
| 4 | Kondisi Medan | | | Datar |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 |
| 8 | Kekasaran IRI | 4.51 | m/km | Hasil Survey |
| 9 | Volume Jam Puncak (V) | 530 | smp/jam | Persamaan PKJI |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 |
| 12 | Derajat Kejenuhan (DS) | 0.1152174 | | Persamaan PKJI |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey |

| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
|-----------------|-------|--------|-------|----------|-----------------|--------------|-----------|
| Sedan | 84.92 | 0.0015 | 0.459 | 1.5 | 0.09 | 723 | Pertalite |
| Utility | 84.92 | 0.0015 | 0.459 | 2 | 0.23 | 1796 | Pertalite |
| Bus Kecil | 67.55 | 0.0015 | 0.459 | 4 | 0.19 | 996 | Solar |
| Bus Besar | 86.85 | 0.0015 | 0.459 | 12 | 0.27 | 1378 | Solar |
| Truck Ringan | 67.55 | 0.0015 | 0.459 | 6 | 0.24 | 1260 | Solar |
| Truck Sedang | 67.55 | 0.0015 | 0.459 | 15 | 0.37 | 1890 | Solar |
| Truck Berat | 62.72 | 0.0015 | 0.459 | 25 | 0.55 | 2809 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.80 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Rabu Pagi Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | | |
|-------------------------------------|---------------------------|-----------|-----------|----------------|-----------------|------------------------|---------------------|------------------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | | |
| 4 | Kondisi Medan | | | Datar | | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | | |
| 8 | Kekasaran IRI | 4.51 | m/km | Hasil Survey | | | | |
| 9 | Volume Jam Puncak (V) | 420.6 | smp/jam | Persamaan PKJI | | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0914348 | | Persamaan PKJI | | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | | |
| | Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| | Sedan | 85.57 | 0.0012 | 0.445 | 1.5 | 0.09 | 721 | Pertalite |
| | Utility | 85.57 | 0.0012 | 0.445 | 2 | 0.24 | 1800 | Pertalite |
| | Bus Kecil | 68.07 | 0.0012 | 0.445 | 4 | 0.19 | 994 | Solar |
| | Bus Besar | 87.52 | 0.0012 | 0.445 | 12 | 0.27 | 1381 | Solar |
| | Truck Ringan | 68.07 | 0.0012 | 0.445 | 6 | 0.24 | 1238 | Solar |
| | Truck Sedang | 68.07 | 0.0012 | 0.445 | 15 | 0.36 | 1875 | Solar |
| | Truck Berat | 63.20 | 0.0012 | 0.445 | 25 | 0.54 | 2793 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.81 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Rabu Siang Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.51 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 366.2 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0796087 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 85.91 | 0.0010 | 0.438 | 1.5 | 0.09 | 721 | Pertalite |
| Utility | 85.91 | 0.0010 | 0.438 | 2 | 0.24 | 1802 | Pertalite |
| Bus Kecil | 68.33 | 0.0010 | 0.438 | 4 | 0.19 | 994 | Solar |
| Bus Besar | 87.86 | 0.0010 | 0.438 | 12 | 0.27 | 1382 | Solar |
| Truck Ringan | 68.33 | 0.0010 | 0.438 | 6 | 0.24 | 1227 | Solar |
| Truck Sedang | 68.33 | 0.0010 | 0.438 | 15 | 0.36 | 1868 | Solar |
| Truck Berat | 63.45 | 0.0010 | 0.438 | 25 | 0.54 | 2784 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.82 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Rabu Sore Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.51 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 440.2 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0956957 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 85.46 | 0.0012 | 0.448 | 1.5 | 0.09 | 722 | Pertalite |
| Utility | 85.46 | 0.0012 | 0.448 | 2 | 0.24 | 1799 | Pertalite |
| Bus Kecil | 67.98 | 0.0012 | 0.448 | 4 | 0.19 | 995 | Solar |
| Bus Besar | 87.4 | 0.0012 | 0.448 | 12 | 0.27 | 1380 | Solar |
| Truck Ringan | 67.98 | 0.0012 | 0.448 | 6 | 0.24 | 1242 | Solar |
| Truck Sedang | 67.98 | 0.0012 | 0.448 | 15 | 0.36 | 1878 | Solar |
| Truck Berat | 63.12 | 0.0012 | 0.448 | 25 | 0.54 | 2796 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.83 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Minggu Pagi Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.51 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 217 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0471739 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 86.76 | 0.0006 | 0.419 | 1.5 | 0.09 | 718 | Pertalite |
| Utility | 86.76 | 0.0006 | 0.419 | 2 | 0.24 | 1807 | Pertalite |
| Bus Kecil | 69.01 | 0.0006 | 0.419 | 4 | 0.19 | 992 | Solar |
| Bus Besar | 88.72 | 0.0006 | 0.419 | 12 | 0.27 | 1385 | Solar |
| Truck Ringan | 69.01 | 0.0006 | 0.419 | 6 | 0.23 | 1197 | Solar |
| Truck Sedang | 69.01 | 0.0006 | 0.419 | 15 | 0.36 | 1847 | Solar |
| Truck Berat | 64.08 | 0.0006 | 0.419 | 25 | 0.54 | 2761 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.84 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Minggu Siang Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.51 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 411 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.0893478 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 85.64 | 0.0011 | 0.444 | 1.5 | 0.09 | 721 | Pertalite |
| Utility | 85.64 | 0.0011 | 0.444 | 2 | 0.24 | 1800 | Pertalite |
| Bus Kecil | 68.12 | 0.0011 | 0.444 | 4 | 0.19 | 994 | Solar |
| Bus Besar | 87.58 | 0.0011 | 0.444 | 12 | 0.27 | 1381 | Solar |
| Truck Ringan | 68.12 | 0.0011 | 0.444 | 6 | 0.24 | 1236 | Solar |
| Truck Sedang | 68.12 | 0.0011 | 0.444 | 15 | 0.36 | 1874 | Solar |
| Truck Berat | 63.25 | 0.0011 | 0.444 | 25 | 0.54 | 2791 | Solar |

Sumber : Hasil Analisis (2019)

Tabel 4.85 Kondisi Jalan Tol dan Biaya Konsumsi BBM Pada Ruas Jalan Sragen ke Karanganyar Hari Minggu Sore Berdasarkan Perhitungan Kecepatan KAJI

| No | Kondisi Jalan/Lalu Lintas | Nilai | Satuan | Keterangan | | | |
|-------------------------------------|---------------------------|-----------|---------|----------------|-----------------|--------------|-----------|
| Jalan 4 Lajur 2 Arah Terbagi | | | | | | | |
| 1 | Panjang Ruas | 13 | km | Hasil Survey | | | |
| 2 | Lebar Jalan | 7 | m | Hasil Survey | | | |
| 3 | Lebar Bahu | 3 | m | Hasil Survey | | | |
| 4 | Kondisi Medan | | | Datar | | | |
| 5 | Tanjakan Rata-Rata (RR) | 2.5 | m/km | Tabel 2.2 | | | |
| 6 | Turunan Rata-Rata (FR) | -2.5 | m/km | Tabel 2.2 | | | |
| 7 | Derajat Tikungan (DTR) | 5 | 0/km | Tabel 2.3 | | | |
| 8 | Kekasaran IRI | 4.51 | m/km | Hasil Survey | | | |
| 9 | Volume Jam Puncak (V) | 616.6 | smp/jam | Persamaan PKJI | | | |
| 10 | Kapasitas Dasar (Co) | 4600 | smp/jam | Tabel 2.9 | | | |
| 11 | Kapasitas Jalan (C) | 4600 | smp/jam | Rumus 2.7 | | | |
| 12 | Derajat Kejenuhan (DS) | 0.1340435 | | Persamaan PKJI | | | |
| 13 | Harga BBM (Pertalite) | 7650 | Rupiah | Hasil Survey | | | |
| 14 | Harga BBM (Solar) | 5150 | Rupiah | Hasil Survey | | | |
| Jenis Kendaraan | VR | AR | SA | BK (ton) | KBBM (Liter/km) | BBBM (Rp/km) | Jenis BBM |
| Sedan | 84.39 | 0.0017 | 0.470 | 1.5 | 0.09 | 724 | Pertalite |
| Utility | 84.39 | 0.0017 | 0.470 | 2 | 0.23 | 1793 | Pertalite |
| Bus Kecil | 67.13 | 0.0017 | 0.470 | 4 | 0.19 | 997 | Solar |
| Bus Besar | 86.31 | 0.0017 | 0.470 | 12 | 0.27 | 1377 | Solar |
| Truck Ringan | 67.13 | 0.0017 | 0.470 | 6 | 0.25 | 1277 | Solar |
| Truck Sedang | 67.13 | 0.0017 | 0.470 | 15 | 0.37 | 1901 | Solar |
| Truck Berat | 62.33 | 0.0017 | 0.470 | 25 | 0.55 | 2822 | Solar |

Sumber : Hasil Analisis (2019)

2) Biaya Konsumsi Oli

Pada tahap perhitungan untuk mencari biaya konsumsi oli diperlukan beberapa data yang meliputi harga oli, konsumsi bahan bakar minyak, jarak penggantian oli dan kapasitas oli untuk masing-masing kendaraan. Perhitungan biaya konsumsi oli juga diperhitungkan dalam 2 kondisi kecepatan kendaraan yaitu kecepatan aktual dan kecepatan yang diperoleh dari perhitungan menggunakan software KAJI dan perhitungan dilakukan berdasarkan rumus-rumus dan teori yang ada pada Bab II. Hasil dan rincian perhitungannya dapat dilihat pada tabel 4.86 sampai dengan tabel 4.109.

Tabel 4.86 Biaya Konsumsi Oli Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Perhitungan Kecepatan Aktual

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-----------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Senin Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.25 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.29 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.40 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.58 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|--------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Senin Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.29 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.30 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.41 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.59 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.87 Biaya Konsumsi Oli Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Perhitungan Kecepatan Aktual

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Rabu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.30 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.41 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.59 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.29 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.88 Biaya Konsumsi Oli Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Perhitungan Kecepatan Aktual

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|---------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Minggu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.20 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.20 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|--------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.29 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.40 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.89 Biaya Konsumsi Oli Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Perhitungan Kecepatan Aktual

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|--------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Senin Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.26 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.35 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.90 Biaya Konsumsi Oli Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Perhitungan Kecepatan Aktual

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Rabu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.35 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.91 Biaya Konsumsi Oli Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Perhitungan Kecepatan Aktual

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|---------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Minggu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.23 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.35 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.52 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|--------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.37 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.92 Biaya Konsumsi Oli Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Perhitungan Kecepatan KAJI

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|--------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Senin Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.25 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.26 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.29 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.58 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.30 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.40 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.59 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.93 Biaya Konsumsi Oli Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Perhitungan Kecepatan KAJI

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Rabu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.26 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.30 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.40 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.59 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.38 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.94 Biaya Konsumsi Oli Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Perhitungan Kecepatan KAJI

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|---------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Minggu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.38 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.26 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.38 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------------|-----------------|--------------------|-----------------------|------------------------|-----------------------|------------------|-----------------------|----------------------|-------------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.29 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.95 Biaya Konsumsi Oli Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Perhitungan Kecepatan KAJI

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|--------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Senin Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.26 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.37 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.24 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.37 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.55 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.96 Biaya Konsumsi Oli Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Perhitungan Kecepatan KAJI

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Rabu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.24 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.24 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.24 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.97 Biaya Konsumsi Oli Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Perhitungan Kecepatan KAJI

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|---------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Minggu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.24 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.23 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.24 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------------|-----------------|--------------------|-----------------------|------------------------|-----------------------|------------------|-----------------------|----------------------|-------------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.37 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.55 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.98 Biaya Konsumsi Oli Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Senin Berdasarkan Perhitungan Kecepatan Aktual

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|--------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Senin Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.25 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.29 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.40 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.58 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.20 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.30 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.40 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.58 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.99 Biaya Konsumsi Oli Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Perhitungan Kecepatan Aktual

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Rabu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.29 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.40 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.58 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.31 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.41 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.59 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.30 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.41 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.59 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.100 Biaya Konsumsi Oli Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Perhitungan Kecepatan Aktual

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|---------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Minggu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.20 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|--------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

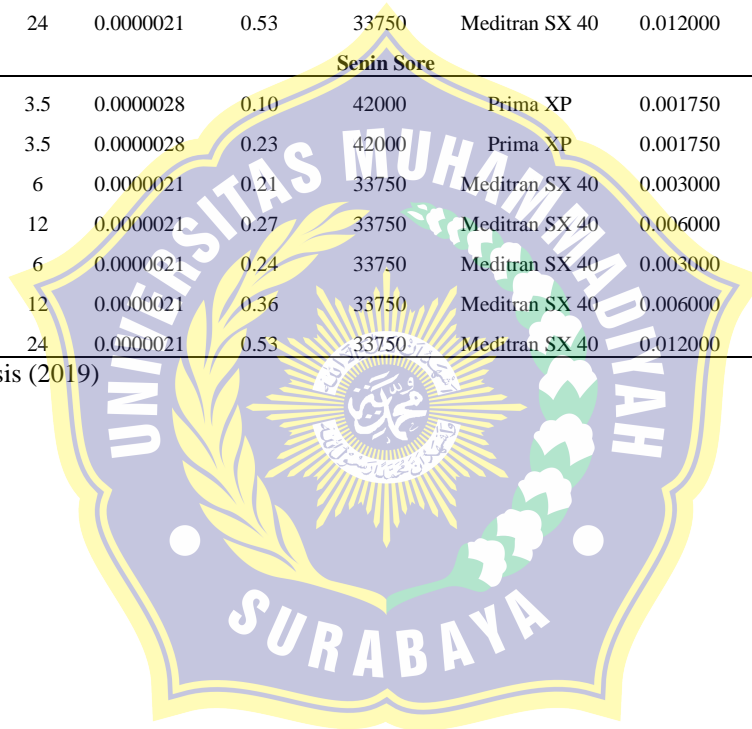
Sumber : Hasil Analisis (2019)

Tabel 4.101 Biaya Konsumsi Oli Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Senin Berdasarkan Perhitungan Kecepatan Aktual

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|--------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Senin Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.25 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.35 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| | | | | | | | | | |
|-------------------|------|-----|-----------|------|-------|----------------|----------|----------|-----|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)



Tabel 4.102 Biaya Konsumsi Oli Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Perhitungan Kecepatan Aktual

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Rabu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.35 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------------|-----------------|--------------------|-----------------------|------------------------|-----------------------|------------------|-----------------------|----------------------|-------------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.103 Biaya Konsumsi Oli Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Perhitungan Kecepatan Aktual

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|---------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Minggu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.23 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.35 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.52 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------------|-----------------|--------------------|-----------------------|------------------------|-----------------------|------------------|-----------------------|----------------------|-------------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.53 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.21 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.104 Biaya Konsumsi Oli Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Senin Berdasarkan Perhitungan Kecepatan KAJI

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|--------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Senin Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.25 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.29 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.58 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.38 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------------|-----------------|--------------------|-----------------------|------------------------|-----------------------|------------------|-----------------------|----------------------|-------------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.29 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.58 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.105 Biaya Konsumsi Oli Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Perhitungan Kecepatan KAJI

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Rabu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.29 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.39 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.58 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.20 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.26 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.31 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.41 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.59 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.10 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.30 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.40 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.59 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.106 Biaya Konsumsi Oli Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Perhitungan Kecepatan KAJI

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|---------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Minggu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.38 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.38 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------------|-----------------|--------------------|-----------------------|------------------------|-----------------------|------------------|-----------------------|----------------------|-------------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.22 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.28 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.38 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.57 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.107 Biaya Konsumsi Oli Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Senin Berdasarkan Perhitungan Kecepatan KAJI

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|--------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Senin Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.26 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.37 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.24 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------------|-----------------|--------------------|-----------------------|------------------------|-----------------------|------------------|-----------------------|----------------------|-------------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Senin Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.37 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.55 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.108 Biaya Konsumsi Oli Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Perhitungan Kecepatan KAJI

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|-------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Rabu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.24 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.24 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Rabu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.24 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

Tabel 4.109 Biaya Konsumsi Oli Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Perhitungan Kecepatan KAJI

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|---------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Minggu Pagi | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.24 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.23 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Siang | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.24 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.24 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.36 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |

| Jenis Kendaraan | JPO (km) | KPO (liter) | OHO (liter/km) | KBBM (liter/km) | Harga Oli (Rp) | Jenis Oli | OHK (liter/km) | KO (liter/km) | BO (Rp/km) |
|--------------------|----------|-------------|----------------|-----------------|----------------|----------------|----------------|---------------|------------|
| Truk Berat | 2000 | 24 | 0.0000021 | 0.54 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |
| Minggu Sore | | | | | | | | | |
| Sedan | 2000 | 3.5 | 0.0000028 | 0.09 | 42000 | Prima XP | 0.001750 | 0.001750 | 74 |
| Utiliti | 2000 | 3.5 | 0.0000028 | 0.23 | 42000 | Prima XP | 0.001750 | 0.001751 | 74 |
| Bus Kecil | 2000 | 6 | 0.0000021 | 0.19 | 33750 | Meditran SX 40 | 0.003000 | 0.003000 | 101 |
| Bus Besar | 2000 | 12 | 0.0000021 | 0.27 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Ringan | 2000 | 6 | 0.0000021 | 0.25 | 33750 | Meditran SX 40 | 0.003000 | 0.003001 | 101 |
| Truk Sedang | 2000 | 12 | 0.0000021 | 0.37 | 33750 | Meditran SX 40 | 0.006000 | 0.006001 | 203 |
| Truk Berat | 2000 | 24 | 0.0000021 | 0.55 | 33750 | Meditran SX 40 | 0.012000 | 0.012001 | 405 |

Sumber : Hasil Analisis (2019)

3) Biaya Konsumsi Suku Cadang

Pada tahap perhitungan untuk mencari biaya konsumsi suku cadang diperlukan beberapa data yang meliputi harga kendaraan baru, kumulatif jarak tempuh kendaraan, dan nilai kekasaran jalan. Perhitungan dilakukan berdasarkan rumus-rumus dan teori yang ada pada Bab II. Survei dan perhitungan dari semua komponen biaya di atas dilakukan pada Jalan Arteri dan Jalan Toll pada dua arah yaitu dari arah Karanganyar ke Sragen dan arah Sragen ke Karanganyar. Hasil dan rincian perhitungan dapat dilihat pada tabel 4.110 sampai dengan tabel 4.111.



Tabel 4.110 Biaya Konsumsi Suku Cadang Jalan Arteri dan Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen

| Jalan Arteri | | | | | | |
|---|-----------------------------|-------------------|-----------------|----------|-------------------|--|
| Jenis Kendaraan | Harga Kendaraan (Rp) | IRI (m/km) | KJT (km) | P | BP (Rp/km) | |
| Sedan (Toyota Avanza 1.5 G M/T) | 228500000 | 4.61 | 13 | 0.509 | 116 | |
| Utiliti (Daihatsu Grand Max PU 1.5 PS FH) | 151950000 | 4.61 | 13 | 0.509 | 77 | |
| Bus Kecil (Isuzu Elf NLR 55B Microbus KCB AC) | 356600000 | 4.61 | 13 | 0.512 | 183 | |
| Bus Besar (Hino RN 285 Returder M/T) | 1107623000 | 4.61 | 13 | 0.184 | 203 | |
| Truck Ringan (Isuzu Elf NLR 55TLX) | 268500000 | 4.61 | 13 | 0.247 | 66 | |
| Truck Sedang (Mitsubishi Colt FE Super HDX Hi Gear) | 352000000 | 4.61 | 13 | 0.352 | 124 | |
| Truck Berat (Mitsubishi Fuso FN 517 ML2 Super Long 6x2) | 732000000 | 4.61 | 13 | 0.251 | 184 | |
| Jalan Tol | | | | | | |
| Sedan (Toyota Avanza 1.5 G M/T) | 228500000 | 4.20 | 13 | 0.439 | 100 | |
| Utiliti (Daihatsu Grand Max PU 1.5 PS FH) | 151950000 | 4.20 | 13 | 0.439 | 67 | |
| Bus Kecil (Isuzu Elf NLR 55B Microbus KCB AC) | 356600000 | 4.20 | 13 | 0.440 | 157 | |
| Bus Besar (Hino RN 285 Returder M/T) | 1107623000 | 4.20 | 13 | 0.162 | 179 | |
| Truck Ringan (Isuzu Elf NLR 55TLX) | 268500000 | 4.20 | 13 | 0.202 | 54 | |
| Truck Sedang (Mitsubishi Colt FE Super HDX Hi Gear) | 352000000 | 4.20 | 13 | 0.275 | 97 | |
| Truck Berat (Mitsubishi Fuso FN 517 ML2 Super Long 6x2) | 732000000 | 4.20 | 13 | 0.198 | 145 | |

Sumber : Hasil Analisis (2019)

Tabel 4.111 Biaya Konsumsi Suku Cadang Jalan Arteri dan Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar

| Jenis Kendaraan | Jalan Arteri | | | | |
|---|----------------------|------------|----------|-------|------------|
| | Harga Kendaraan (Rp) | IRI (m/km) | KJT (km) | P | BP (Rp/km) |
| Sedan (Toyota Avanza 1.5 G M/T) | 228500000 | 5.09 | 13 | 0.592 | 135 |
| Utiliti (Daihatsu Grand Max PU 1.5 PS FH) | 151950000 | 5.09 | 13 | 0.592 | 90 |
| Bus Kecil (Isuzu Elf NLR 55B Microbus KCB AC) | 356600000 | 5.09 | 13 | 0.596 | 213 |
| Bus Besar (Hino RN 285 Returder M/T) | 1107623000 | 5.09 | 13 | 0.209 | 232 |
| Truck Ringan (Isuzu Elf NLR 55TLX) | 268500000 | 5.09 | 13 | 0.300 | 81 |
| Truck Sedang (Mitsubishi Colt FE Super HDX Hi Gear) | 352000000 | 5.09 | 13 | 0.442 | 156 |
| Truck Berat (Mitsubishi Fuso FN 517 ML2 Super Long 6x2) | 732000000 | 5.09 | 13 | 0.314 | 230 |
| Jalan Tol | | | | | |
| Sedan (Toyota Avanza 1.5 G M/T) | 228500000 | 4.75 | 13 | 0.533 | 122 |
| Utiliti (Daihatsu Grand Max PU 1.5 PS FH) | 151950000 | 4.75 | 13 | 0.533 | 81 |
| Bus Kecil (Isuzu Elf NLR 55B Microbus KCB AC) | 356600000 | 4.75 | 13 | 0.536 | 191 |
| Bus Besar (Hino RN 285 Returder M/T) | 1107623000 | 4.75 | 13 | 0.191 | 212 |
| Truck Ringan (Isuzu Elf NLR 55TLX) | 268500000 | 4.75 | 13 | 0.263 | 71 |
| Truck Sedang (Mitsubishi Colt FE Super HDX Hi Gear) | 352000000 | 4.75 | 13 | 0.378 | 133 |
| Truck Berat (Mitsubishi Fuso FN 517 ML2 Super Long 6x2) | 732000000 | 4.75 | 13 | 0.270 | 197 |

Sumber : Hasil Analisis (2019)

4) Biaya Upah

Pada tahap perhitungan untuk mencari biaya upah tenaga pemeliharaan diperlukan beberapa data yang meliputi nilai konsumsi suku cadang kendaraan dan upah tenaga kerja di Karanganyar berdasarkan acuan dasar upah minimum kabupaten Karanganyar. Perhitungan dilakukan berdasarkan rumus-rumus dan teori yang ada pada Bab II. Survei dan perhitungan dari semua komponen biaya di atas dilakukan pada Jalan Arteri dan Jalan Tol pada dua arah yaitu dari arah Karanganyar ke Sragen dan arah Sragen ke Karanganyar. Hasil dan rincian perhitungan dapat dilihat pada tabel 4.112 sampai dengan tabel 4.113.

Tabel 4.112 Biaya Upah Tenaga Pemeliharaan Jalan Arteri dan Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen

| Jalan Arteri | | | | |
|------------------------|---------------------|----------|------------------------|-------------------|
| Jenis Kendaraan | UTP (Rp/Jam) | P | JP (jam/1000km) | BU (Rp/km) |
| Sedan | 9673 | 0,626 | 8,3 | 81 |
| Utiliti | 9673 | 0,626 | 8,3 | 81 |
| Bus Kecil | 9673 | 0,631 | 13,6 | 132 |
| Bus Besar | 9673 | 0,220 | 8,6 | 83 |
| Truk Ringan | 9673 | 0,322 | 9,6 | 93 |
| Truk Sedang | 9673 | 0,480 | 11,7 | 113 |
| Truk Berat | 9673 | 0,340 | 11,1 | 107 |
| Jalan Tol | | | | |
| Sedan | 9673 | 0,554 | 7,8 | 75 |
| Utiliti | 9673 | 0,554 | 7,8 | 75 |
| Bus Kecil | 9673 | 0,557 | 12,8 | 123 |
| Bus Besar | 9673 | 0,197 | 8,2 | 79 |
| Truk Ringan | 9673 | 0,276 | 8,8 | 86 |
| Truk Sedang | 9673 | 0,401 | 10,6 | 103 |
| Truk Berat | 9673 | 0,285 | 10,1 | 98 |

Sumber : Hasil Analisis (2019)

Tabel 4.113 Biaya Upah Tenaga Pemeliharaan Jalan Arteri dan Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar

| Jalan Arteri | | | | |
|------------------------|---------------------|----------|------------------------|-------------------|
| Jenis Kendaraan | UTP (Rp/Jam) | P | JP (jam/1000km) | BU (Rp/km) |
| Sedan | 9673 | 0.592 | 8.1 | 78 |
| Utiliti | 9673 | 0.592 | 8.1 | 78 |
| Bus Kecil | 9673 | 0.596 | 13.2 | 128 |
| Bus Besar | 9673 | 0.209 | 8.4 | 81 |
| Truk Ringan | 9673 | 0.300 | 9.2 | 89 |
| Truk Sedang | 9673 | 0.442 | 11.2 | 108 |
| Truk Berat | 9673 | 0.314 | 10.6 | 103 |
| Jalan Tol | | | | |
| Sedan | 9673 | 0.492 | 7.3 | 71 |
| Utiliti | 9673 | 0.492 | 7.3 | 71 |
| Bus Kecil | 9673 | 0.494 | 12.0 | 116 |
| Bus Besar | 9673 | 0.178 | 7.7 | 75 |
| Truk Ringan | 9673 | 0.236 | 8.2 | 79 |
| Truk Sedang | 9673 | 0.333 | 9.7 | 94 |
| Truk Berat | 9673 | 0.238 | 9.2 | 89 |

Sumber : Hasil Analisis (2019)

5) Biaya Konsumsi Ban

Pada tahap perhitungan untuk mencari biaya konsumsi ban diperlukan beberapa data yang meliputi harga ban baru, tanjakan dan turunan rata-rata, derajat tikungan rata-rata serta nilai kekasaran jalan pada masing-masing arah ruas jalan. Survey dan perhitungan dari semua komponen biaya di atas dilakukan pada Jalan Arteri dan Jalan Toll pada dua arah yaitu dari arah Karanganyar ke Sragen dan arah Sragen ke Karanganyar. Hasil dan rincian perhitungan dapat dilihat pada tabel 4.114 sampai dengan tabel 4.115.

Tabel 4.114 Biaya Konsumsi Ban Jalan Arteri dan Jalan Toll Pada Ruas Jalan Karanganyar ke Sragen

| Jalan Arteri | | | | | | |
|------------------------|------------------------|--------------------------|----------------|-------------------|--------------------|-------------------|
| Jenis Kendaraan | TT Datar (m/km) | DT (Datar) (°/km) | HB (Rp) | IRI (m/km) | KB (EBB/km) | BB (Rp/km) |
| Sedan | 5 | 15 | 715000 | 4.61 | 0.0539329 | 39 |
| Utiliti | 5 | 15 | 638000 | 4.61 | 0.0876929 | 56 |
| Bus Kecil | 5 | 15 | 1298000 | 4.61 | 0.1668 | 217 |
| Bus Besar | 5 | 15 | 1298000 | 4.61 | 0.110005 | 143 |
| Truk Ringan | 5 | 15 | 1881000 | 4.61 | 0.1668 | 314 |
| Truk Sedang | 5 | 15 | 1562000 | 4.61 | 0.107285 | 168 |
| Truk Berat | 5 | 15 | 3223000 | 4.61 | 0.17535 | 565 |
| Jalan Toll | | | | | | |
| Sedan | 5 | 15 | 715000 | 4.20 | 0.047828 | 34 |
| Utiliti | 5 | 15 | 638000 | 4.20 | 0.081588 | 52 |
| Bus Kecil | 5 | 15 | 1298000 | 4.20 | 0.15655 | 203 |
| Bus Besar | 5 | 15 | 1298000 | 4.20 | 0.110005 | 143 |
| Truk Ringan | 5 | 15 | 1881000 | 4.20 | 0.15655 | 294 |
| Truk Sedang | 5 | 15 | 1562000 | 4.20 | 0.107285 | 168 |
| Truk Berat | 5 | 15 | 3223000 | 4.20 | 0.17535 | 565 |

Sumber : Hasil Analisis (2019)

Tabel 4.115 Biaya Konsumsi Ban Jalan Arteri dan Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar

| Jalan Arteri | | | | | | |
|------------------------|------------------------|--------------------------|----------------|-------------------|--------------------|-------------------|
| Jenis Kendaraan | TT Datar (m/km) | DT (Datar) (°/km) | HB (Rp) | IRI (m/km) | KB (EBB/km) | BB (Rp/km) |
| Sedan | 5 | 15 | 715000 | 5.09 | 0.0610801 | 44 |
| Utiliti | 5 | 15 | 638000 | 5.09 | 0.0948401 | 61 |
| Bus Kecil | 5 | 15 | 1298000 | 5.09 | 0.1788 | 232 |
| Bus Besar | 5 | 15 | 1298000 | 5.09 | 0.110005 | 143 |
| Truk Ringan | 5 | 15 | 1881000 | 5.09 | 0.1788 | 336 |
| Truk Sedang | 5 | 15 | 1562000 | 5.09 | 0.107285 | 168 |
| Truk Berat | 5 | 15 | 3223000 | 5.09 | 0.17535 | 565 |
| Jalan Tol | | | | | | |
| Sedan | 5 | 15 | 715000 | 4.75 | 0.0560175 | 40 |
| Utiliti | 5 | 15 | 638000 | 4.75 | 0.0897775 | 57 |
| Bus Kecil | 5 | 15 | 1298000 | 4.75 | 0.1703 | 221 |
| Bus Besar | 5 | 15 | 1298000 | 4.75 | 0.110005 | 143 |
| Truk Ringan | 5 | 15 | 1881000 | 4.75 | 0.1703 | 320 |
| Truk Sedang | 5 | 15 | 1562000 | 4.75 | 0.107285 | 168 |
| Truk Berat | 5 | 15 | 3223000 | 4.75 | 0.17535 | 565 |

Sumber : Hasil Analisis (2019)

1.1.2 Biaya Tidak Tetap

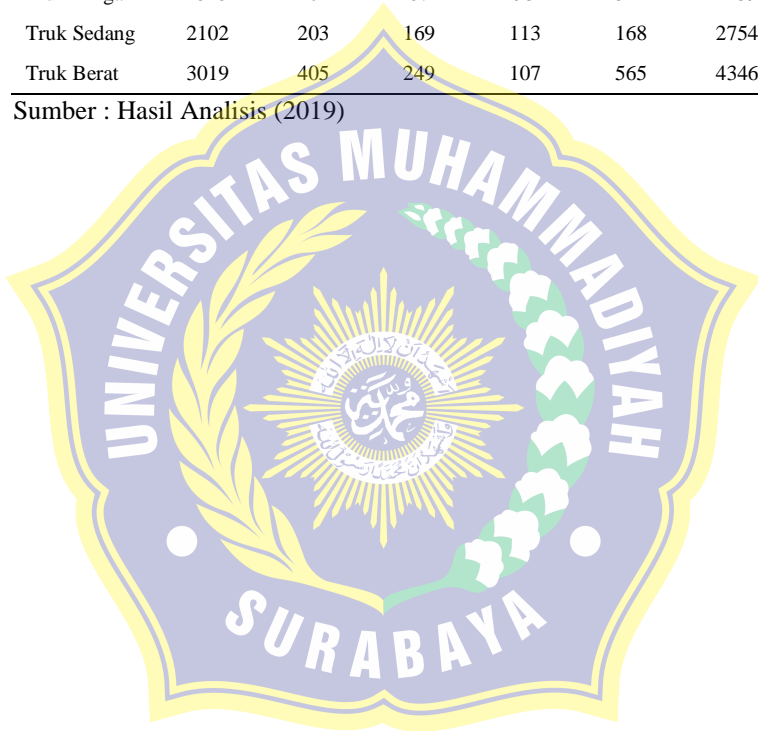
Setelah lima komponen biaya tersebut diperhitungkan kemudian kelima komponen tersebut dijumlahkan sehingga didapatkan hasil dari biaya tidak tetap untuk masing-masing jenis kendaraan pada jalan Toll dan jalan Arteri. Untuk jalan Toll Perhitungan biaya ditambahkan dengan tarif jalan Toll yang diperoleh dari survei di lapangan. Perhitungan Biaya tidak tetap menghasilkan dua perhitungan yaitu perhitungan berdasarkan kecepatan actual dan perhitungan berdasarkan kecepatan yang diperoleh berdasarkan perhitungan menggunakan *software* KAJI. Hasil dan rincian perhitungan dapat dilihat pada tabel 4.116 sampai dengan tabel 4.137.

Tabel 4.116 Biaya Tidak Tetap Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|--------------------|--------------|------------|------------|------------|------------|-------------|
| Senin Pagi | | | | | | |
| Sedan | 736 | 74 | 143 | 81 | 39 | 1072 |
| Utiliti | 1915 | 74 | 95 | 81 | 56 | 2221 |
| Bus Kecil | 1063 | 101 | 225 | 132 | 217 | 1737 |
| Bus Besar | 1373 | 203 | 243 | 83 | 143 | 2045 |
| Truk Ringan | 1490 | 101 | 87 | 93 | 314 | 2085 |
| Truk Sedang | 2052 | 203 | 169 | 113 | 168 | 2704 |
| Truk Berat | 2969 | 405 | 249 | 107 | 565 | 4295 |
| Senin Siang | | | | | | |
| Sedan | 732 | 74 | 143 | 81 | 39 | 1068 |
| Utiliti | 1719 | 74 | 95 | 81 | 56 | 2024 |
| Bus Kecil | 1059 | 101 | 225 | 132 | 217 | 1733 |
| Bus Besar | 1370 | 203 | 243 | 83 | 143 | 2043 |
| Truk Ringan | 1469 | 101 | 87 | 93 | 314 | 2063 |
| Truk Sedang | 2033 | 203 | 169 | 113 | 168 | 2685 |
| Truk Berat | 2949 | 405 | 249 | 107 | 565 | 4275 |
| Senin Sore | | | | | | |

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Sedan | 746 | 74 | 143 | 81 | 39 | 1082 |
| Utiliti | 1720 | 74 | 95 | 81 | 56 | 2025 |
| Bus Kecil | 1073 | 101 | 225 | 132 | 217 | 1748 |
| Bus Besar | 1379 | 203 | 243 | 83 | 143 | 2051 |
| Truk Ringan | 1545 | 101 | 87 | 93 | 314 | 2139 |
| Truk Sedang | 2102 | 203 | 169 | 113 | 168 | 2754 |
| Truk Berat | 3019 | 405 | 249 | 107 | 565 | 4346 |

Sumber : Hasil Analisis (2019)



Tabel 4.117 Biaya Tidak Tetap Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|-------------------|--------------|------------|------------|------------|------------|-------------|
| Rabu Pagi | | | | | | |
| Sedan | 746 | 74 | 143 | 81 | 39 | 1082 |
| Utiliti | 1720 | 74 | 95 | 81 | 56 | 2025 |
| Bus Kecil | 1073 | 101 | 225 | 132 | 217 | 1748 |
| Bus Besar | 1379 | 203 | 243 | 83 | 143 | 2051 |
| Truk Ringan | 1544 | 101 | 87 | 93 | 314 | 2139 |
| Truk Sedang | 2101 | 203 | 169 | 113 | 168 | 2753 |
| Truk Berat | 3019 | 405 | 249 | 107 | 565 | 4345 |
| Rabu Siang | | | | | | |
| Sedan | 732 | 74 | 143 | 81 | 39 | 1095 |
| Utiliti | 1719 | 74 | 95 | 81 | 56 | 2002 |
| Bus Kecil | 1058 | 101 | 225 | 132 | 217 | 1639 |
| Bus Besar | 1370 | 203 | 243 | 83 | 143 | 1949 |
| Truk Ringan | 1466 | 101 | 87 | 93 | 314 | 2154 |
| Truk Sedang | 2031 | 203 | 169 | 113 | 168 | 2535 |
| Truk Berat | 2947 | 405 | 249 | 107 | 565 | 4828 |
| Rabu Sore | | | | | | |
| Sedan | 732 | 74 | 143 | 81 | 39 | 1068 |
| Utiliti | 1719 | 74 | 95 | 81 | 56 | 2024 |
| Bus Kecil | 1059 | 101 | 225 | 132 | 217 | 1733 |
| Bus Besar | 1370 | 203 | 243 | 83 | 143 | 2043 |
| Truk Ringan | 1469 | 101 | 87 | 93 | 314 | 2063 |
| Truk Sedang | 2033 | 203 | 169 | 113 | 168 | 2685 |
| Truk Berat | 2949 | 405 | 249 | 107 | 565 | 4275 |

Sumber : Hasil Analisis (2019)

Tabel 4.118 Biaya Tidak Tetap Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Minggu Pagi | | | | | | |
| Sedan | 726 | 74 | 143 | 81 | 39 | 1062 |
| Utiliti | 1719 | 74 | 95 | 81 | 56 | 2024 |
| Bus Kecil | 1052 | 101 | 225 | 132 | 217 | 1726 |
| Bus Besar | 1367 | 203 | 243 | 83 | 143 | 2039 |
| Truk Ringan | 1434 | 101 | 87 | 93 | 314 | 2028 |
| Truk Sedang | 2001 | 203 | 169 | 113 | 168 | 2653 |
| Truk Berat | 2917 | 405 | 249 | 107 | 565 | 4243 |
| Minggu Siang | | | | | | |
| Sedan | 725 | 74 | 143 | 81 | 39 | 1061 |
| Utiliti | 1719 | 74 | 95 | 81 | 56 | 2024 |
| Bus Kecil | 1051 | 101 | 225 | 132 | 217 | 1726 |
| Bus Besar | 1366 | 203 | 243 | 83 | 143 | 2038 |
| Truk Ringan | 1432 | 101 | 87 | 93 | 314 | 2026 |
| Truk Sedang | 1999 | 203 | 169 | 113 | 168 | 2651 |
| Truk Berat | 2915 | 405 | 249 | 107 | 565 | 4241 |
| Minggu Sore | | | | | | |
| Sedan | 733 | 74 | 143 | 81 | 39 | 1069 |
| Utiliti | 1719 | 74 | 95 | 81 | 56 | 2025 |
| Bus Kecil | 1060 | 101 | 225 | 132 | 217 | 1734 |
| Bus Besar | 1371 | 203 | 243 | 83 | 143 | 2043 |
| Truk Ringan | 1476 | 101 | 87 | 93 | 314 | 2070 |
| Truk Sedang | 2039 | 203 | 169 | 113 | 168 | 2691 |
| Truk Berat | 2956 | 405 | 249 | 107 | 565 | 4282 |

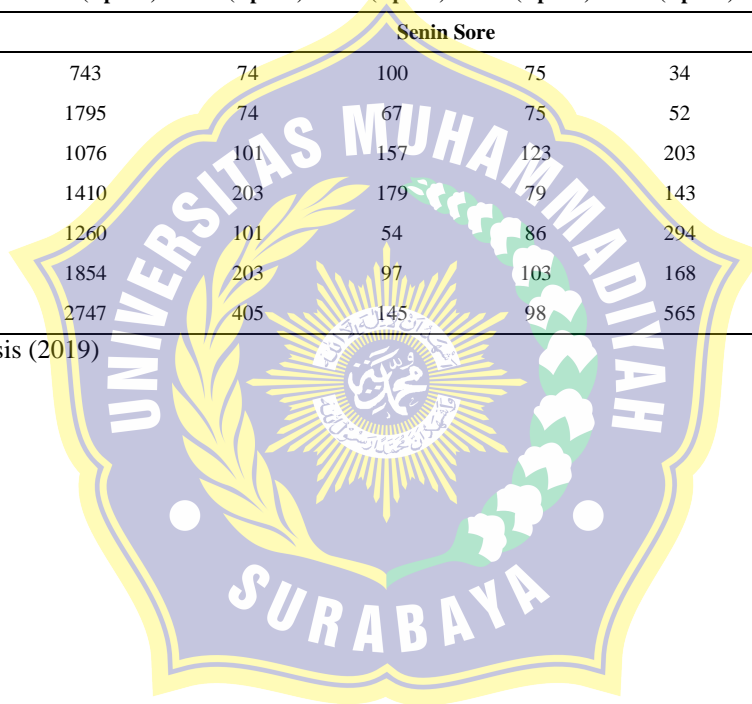
Sumber : Hasil Analisis (2019)

Tabel 4.119 Biaya Tidak Tetap Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Senin Pagi | | | | | | | |
| Sedan (GOL I) | 739 | 74 | 100 | 75 | 34 | 1077 | 2099 |
| Utiliti (GOL I) | 1795 | 74 | 67 | 75 | 52 | 1077 | 3140 |
| Bus Kecil (GOL I) | 1071 | 101 | 157 | 123 | 203 | 1077 | 2733 |
| Bus Besar (GOL I) | 1408 | 203 | 179 | 79 | 143 | 1077 | 3088 |
| Truk Ringan (GOL I) | 1237 | 101 | 54 | 86 | 294 | 1077 | 2849 |
| Truk Sedang (GOL I) | 1834 | 203 | 97 | 103 | 168 | 1077 | 3480 |
| Truk Berat (GOL III) | 2726 | 405 | 145 | 98 | 565 | 1615 | 5554 |
| Senin Siang | | | | | | | |
| Sedan (GOL I) | 739 | 74 | 100 | 75 | 34 | 1077 | 2099 |
| Utiliti (GOL I) | 1795 | 74 | 67 | 75 | 52 | 1077 | 3140 |
| Bus Kecil (GOL I) | 1071 | 101 | 157 | 123 | 203 | 1077 | 2733 |
| Bus Besar (GOL I) | 1408 | 203 | 179 | 79 | 143 | 1077 | 3088 |
| Truk Ringan (GOL I) | 1237 | 101 | 54 | 86 | 294 | 1077 | 2849 |
| Truk Sedang (GOL I) | 1834 | 203 | 97 | 103 | 168 | 1077 | 3480 |
| Truk Berat (GOL III) | 2726 | 405 | 145 | 98 | 565 | 1615 | 5554 |

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Senin Sore | | | | | | | |
| Sedan (GOL I) | 743 | 74 | 100 | 75 | 34 | 1077 | 2103 |
| Utiliti (GOL I) | 1795 | 74 | 67 | 75 | 52 | 1077 | 3140 |
| Bus Kecil (GOL I) | 1076 | 101 | 157 | 123 | 203 | 1077 | 2737 |
| Bus Besar (GOL I) | 1410 | 203 | 179 | 79 | 143 | 1077 | 3091 |
| Truk Ringan (GOL I) | 1260 | 101 | 54 | 86 | 294 | 1077 | 2872 |
| Truk Sedang (GOL I) | 1854 | 203 | 97 | 103 | 168 | 1077 | 3501 |
| Truk Berat (GOL III) | 2747 | 405 | 145 | 98 | 565 | 1615 | 5575 |

Sumber : Hasil Analisis (2019)

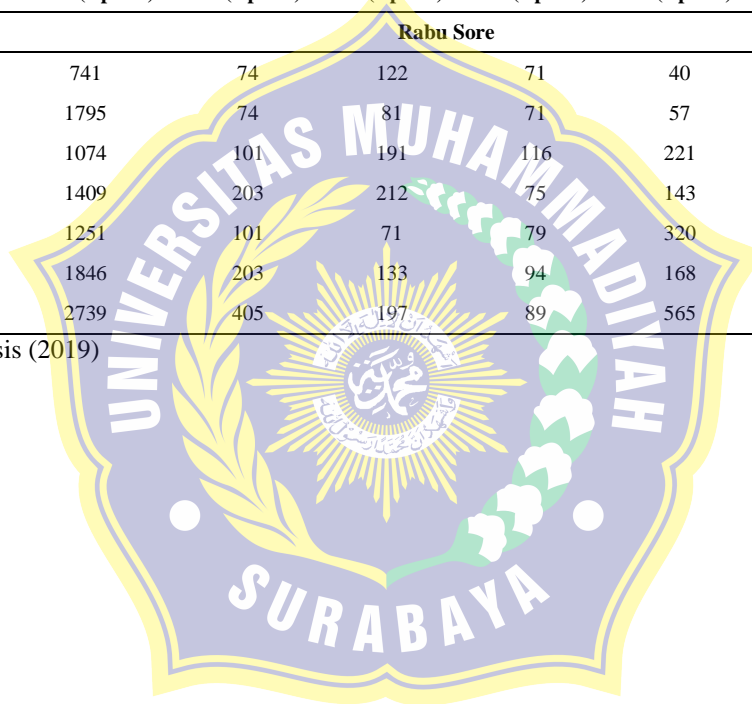


Tabel 4.120 Biaya Tidak Tetap Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BBM(Rp/km) | BO(Rp/km) | BP(Rp/km) | BU(Rp/km) | BB(Rp/km) | Tarif Tol(Rp/km) | BTT (Rp/km) |
|----------------------|------------|-----------|-----------|-----------|-----------|------------------|-------------|
| Rabu Pagi | | | | | | | |
| Sedan (GOL I) | 739 | 74 | 122 | 71 | 40 | 1077 | 2122 |
| Utiliti (GOL I) | 1812 | 74 | 81 | 71 | 57 | 1077 | 3172 |
| Bus Kecil (GOL I) | 1071 | 101 | 191 | 116 | 221 | 1077 | 2778 |
| Bus Besar (GOL I) | 1408 | 203 | 212 | 75 | 143 | 1077 | 3117 |
| Truk Ringan (GOL I) | 1238 | 101 | 71 | 79 | 320 | 1077 | 2886 |
| Truk Sedang (GOL I) | 1834 | 203 | 133 | 94 | 168 | 1077 | 3508 |
| Truk Berat (GOL III) | 2727 | 405 | 197 | 89 | 565 | 1615 | 5599 |
| Rabu Siang | | | | | | | |
| Sedan (GOL I) | 739 | 74 | 122 | 71 | 40 | 1077 | 2123 |
| Utiliti (GOL I) | 1795 | 74 | 81 | 71 | 57 | 1077 | 3154 |
| Bus Kecil (GOL I) | 1072 | 101 | 191 | 116 | 221 | 1077 | 2779 |
| Bus Besar (GOL I) | 1408 | 203 | 212 | 75 | 143 | 1077 | 3117 |
| Truk Ringan (GOL I) | 1242 | 101 | 71 | 79 | 320 | 1077 | 2890 |
| Truk Sedang (GOL I) | 1838 | 203 | 133 | 94 | 168 | 1077 | 3512 |
| Truk Berat (GOL III) | 2731 | 405 | 197 | 89 | 565 | 1615 | 5603 |

| Jenis Kendaraan | BBBM(Rp/km) | BO(Rp/km) | BP(Rp/km) | BU(Rp/km) | BB(Rp/km) | Tarif Tol(Rp/km) | BTT (Rp/km) |
|----------------------|-------------|-----------|-----------|-----------|-----------|------------------|-------------|
| Rabu Sore | | | | | | | |
| Sedan (GOL I) | 741 | 74 | 122 | 71 | 40 | 1077 | 2124 |
| Utiliti (GOL I) | 1795 | 74 | 81 | 71 | 57 | 1077 | 3155 |
| Bus Kecil (GOL I) | 1074 | 101 | 191 | 116 | 221 | 1077 | 2780 |
| Bus Besar (GOL I) | 1409 | 203 | 212 | 75 | 143 | 1077 | 3118 |
| Truk Ringan (GOL I) | 1251 | 101 | 71 | 79 | 320 | 1077 | 2899 |
| Truk Sedang (GOL I) | 1846 | 203 | 133 | 94 | 168 | 1077 | 3520 |
| Truk Berat (GOL III) | 2739 | 405 | 197 | 89 | 565 | 1615 | 5611 |

Sumber : Hasil Analisis (2019)

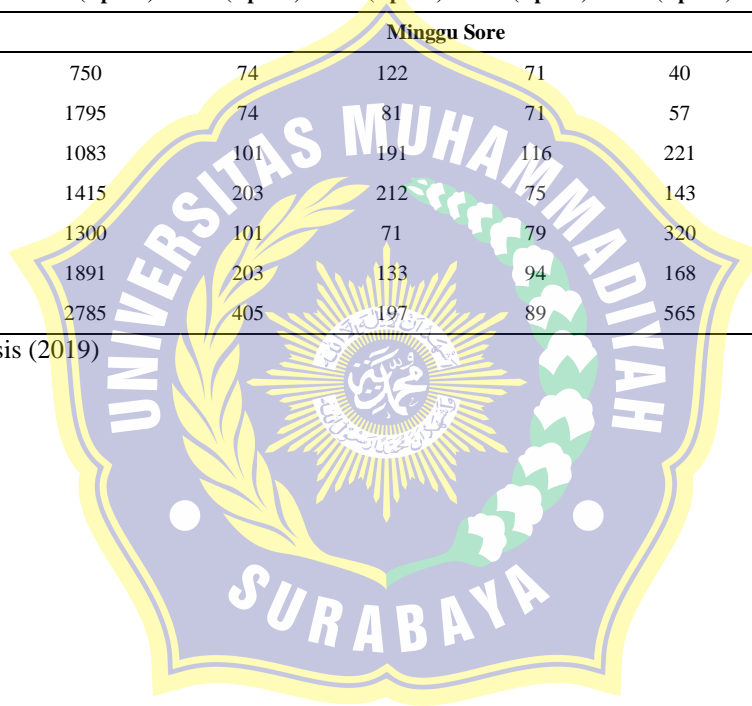


Tabel 4.121 Biaya Tidak Tetap Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BBM(Rp/km) | BO(Rp/km) | BP(Rp/km) | BU(Rp/km) | BB(Rp/km) | Tarif Tol(Rp/km) | BTT (Rp/km) |
|----------------------|------------|-----------|-----------|-----------|-----------|------------------|-------------|
| Minggu Pagi | | | | | | | |
| Sedan (GOL I) | 730 | 74 | 122 | 71 | 40 | 1077 | 2114 |
| Utiliti (GOL I) | 1794 | 74 | 81 | 71 | 57 | 1077 | 3154 |
| Bus Kecil (GOL I) | 1063 | 101 | 191 | 116 | 221 | 1077 | 2769 |
| Bus Besar (GOL I) | 1403 | 203 | 212 | 75 | 143 | 1077 | 3112 |
| Truk Ringan (GOL I) | 1193 | 101 | 71 | 79 | 320 | 1077 | 2841 |
| Truk Sedang (GOL I) | 1794 | 203 | 133 | 94 | 168 | 1077 | 3468 |
| Truk Berat (GOL III) | 2686 | 405 | 197 | 89 | 565 | 1615 | 5557 |
| Minggu Siang | | | | | | | |
| Sedan (GOL I) | 738 | 74 | 122 | 71 | 40 | 1077 | 2121 |
| Utiliti (GOL I) | 1795 | 74 | 81 | 71 | 57 | 1077 | 3154 |
| Bus Kecil (GOL I) | 1070 | 101 | 191 | 116 | 221 | 1077 | 2777 |
| Bus Besar (GOL I) | 1407 | 203 | 212 | 75 | 143 | 1077 | 3116 |
| Truk Ringan (GOL I) | 1232 | 101 | 71 | 79 | 320 | 1077 | 2880 |
| Truk Sedang (GOL I) | 1829 | 203 | 133 | 94 | 168 | 1077 | 3503 |
| Truk Berat (GOL III) | 2722 | 405 | 197 | 89 | 565 | 1615 | 5593 |

| Jenis Kendaraan | BBBM(Rp/km) | BO(Rp/km) | BP(Rp/km) | BU(Rp/km) | BB(Rp/km) | Tarif Tol(Rp/km) | BTT (Rp/km) |
|------------------------|--------------------|------------------|------------------|------------------|------------------|-------------------------|--------------------|
| Minggu Sore | | | | | | | |
| Sedan (GOL I) | 750 | 74 | 122 | 71 | 40 | 1077 | 2133 |
| Utiliti (GOL I) | 1795 | 74 | 81 | 71 | 57 | 1077 | 3155 |
| Bus Kecil (GOL I) | 1083 | 101 | 191 | 116 | 221 | 1077 | 2790 |
| Bus Besar (GOL I) | 1415 | 203 | 212 | 75 | 143 | 1077 | 3123 |
| Truk Ringan (GOL I) | 1300 | 101 | 71 | 79 | 320 | 1077 | 2949 |
| Truk Sedang (GOL I) | 1891 | 203 | 133 | 94 | 168 | 1077 | 3564 |
| Truk Berat (GOL III) | 2785 | 405 | 197 | 89 | 565 | 1615 | 5657 |

Sumber : Hasil Analisis (2019)



Tabel 4.122 Biaya Tidak Tetap Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Senin Pagi | | | | | | |
| Sedan | 721 | 74 | 143 | 81 | 39 | 1057 |
| Utiliti | 1911 | 74 | 95 | 81 | 56 | 2216 |
| Bus Kecil | 994 | 101 | 225 | 132 | 217 | 1668 |
| Bus Besar | 1314 | 203 | 243 | 83 | 143 | 1986 |
| Truk Ringan | 1486 | 101 | 87 | 93 | 314 | 2080 |
| Truk Sedang | 2012 | 203 | 169 | 113 | 168 | 2664 |
| Truk Berat | 2974 | 405 | 249 | 107 | 565 | 4300 |
| Senin Siang | | | | | | |
| Sedan | 716 | 74 | 143 | 81 | 39 | 1052 |
| Utiliti | 1711 | 74 | 95 | 81 | 56 | 2016 |
| Bus Kecil | 987 | 101 | 225 | 132 | 217 | 1661 |
| Bus Besar | 1308 | 203 | 243 | 83 | 143 | 1980 |
| Truk Ringan | 1464 | 101 | 87 | 93 | 314 | 2058 |
| Truk Sedang | 1988 | 203 | 169 | 113 | 168 | 2640 |
| Truk Berat | 2953 | 405 | 249 | 107 | 565 | 4279 |
| Senin Sore | | | | | | |
| Sedan | 727 | 74 | 143 | 81 | 39 | 1063 |
| Utiliti | 1705 | 74 | 95 | 81 | 56 | 2011 |
| Bus Kecil | 997 | 101 | 225 | 132 | 217 | 1671 |
| Bus Besar | 1309 | 203 | 243 | 83 | 143 | 1981 |
| Truk Ringan | 1540 | 101 | 87 | 93 | 314 | 2134 |
| Truk Sedang | 2046 | 203 | 169 | 113 | 168 | 2698 |
| Truk Berat | 3022 | 405 | 249 | 107 | 565 | 4348 |

Sumber : Hasil Analisis (2019)

Tabel 4.123 Biaya Tidak Tetap Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|-------------------|--------------|------------|------------|------------|------------|-------------|
| Rabu Pagi | | | | | | |
| Sedan | 731 | 74 | 143 | 81 | 39 | 1067 |
| Utiliti | 1715 | 74 | 95 | 81 | 56 | 2020 |
| Bus Kecil | 1004 | 101 | 225 | 132 | 217 | 1678 |
| Bus Besar | 1320 | 203 | 243 | 83 | 143 | 1992 |
| Truk Ringan | 1540 | 101 | 87 | 93 | 314 | 2134 |
| Truk Sedang | 2061 | 203 | 169 | 113 | 168 | 2713 |
| Truk Berat | 3025 | 405 | 249 | 107 | 565 | 4352 |
| Rabu Siang | | | | | | |
| Sedan | 716 | 74 | 143 | 81 | 39 | 1051 |
| Utiliti | 1712 | 74 | 95 | 81 | 56 | 2017 |
| Bus Kecil | 987 | 101 | 225 | 132 | 217 | 1661 |
| Bus Besar | 1308 | 203 | 243 | 83 | 143 | 1980 |
| Truk Ringan | 1462 | 101 | 87 | 93 | 314 | 2056 |
| Truk Sedang | 1986 | 203 | 169 | 113 | 168 | 2638 |
| Truk Berat | 2951 | 405 | 249 | 107 | 565 | 4277 |
| Rabu Sore | | | | | | |
| Sedan | 714 | 74 | 143 | 81 | 39 | 1050 |
| Utiliti | 1708 | 74 | 95 | 81 | 56 | 2013 |
| Bus Kecil | 985 | 101 | 225 | 132 | 217 | 1659 |
| Bus Besar | 1304 | 203 | 243 | 83 | 143 | 1976 |
| Truk Ringan | 1464 | 101 | 87 | 93 | 314 | 2058 |
| Truk Sedang | 1983 | 203 | 169 | 113 | 168 | 2635 |
| Truk Berat | 2951 | 405 | 249 | 107 | 565 | 4277 |

Sumber : Hasil Analisis (2019)

Tabel 4.124 Biaya Tidak Tetap Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Minggu Pagi | | | | | | |
| Sedan | 710 | 74 | 143 | 81 | 39 | 1046 |
| Utiliti | 1713 | 74 | 95 | 81 | 56 | 2018 |
| Bus Kecil | 982 | 101 | 225 | 132 | 217 | 1656 |
| Bus Besar | 1307 | 203 | 243 | 83 | 143 | 1979 |
| Truk Ringan | 1430 | 101 | 87 | 93 | 314 | 2024 |
| Truk Sedang | 1960 | 203 | 169 | 113 | 168 | 2611 |
| Truk Berat | 2922 | 405 | 249 | 107 | 565 | 4249 |
| Minggu Siang | | | | | | |
| Sedan | 713 | 74 | 143 | 81 | 39 | 1049 |
| Utiliti | 1720 | 74 | 95 | 81 | 56 | 2025 |
| Bus Kecil | 987 | 101 | 225 | 132 | 217 | 1661 |
| Bus Besar | 1315 | 203 | 243 | 83 | 143 | 1987 |
| Truk Ringan | 1428 | 101 | 87 | 93 | 314 | 2022 |
| Truk Sedang | 1968 | 203 | 169 | 113 | 168 | 2620 |
| Truk Berat | 2927 | 405 | 249 | 107 | 565 | 4253 |
| Minggu Sore | | | | | | |
| Sedan | 716 | 74 | 143 | 81 | 39 | 1052 |
| Utiliti | 1709 | 74 | 95 | 81 | 56 | 2014 |
| Bus Kecil | 986 | 101 | 225 | 132 | 217 | 1661 |
| Bus Besar | 1306 | 203 | 243 | 83 | 143 | 1978 |
| Truk Ringan | 1471 | 101 | 87 | 93 | 314 | 2065 |
| Truk Sedang | 1990 | 203 | 169 | 113 | 168 | 2642 |
| Truk Berat | 2958 | 405 | 249 | 107 | 565 | 4284 |

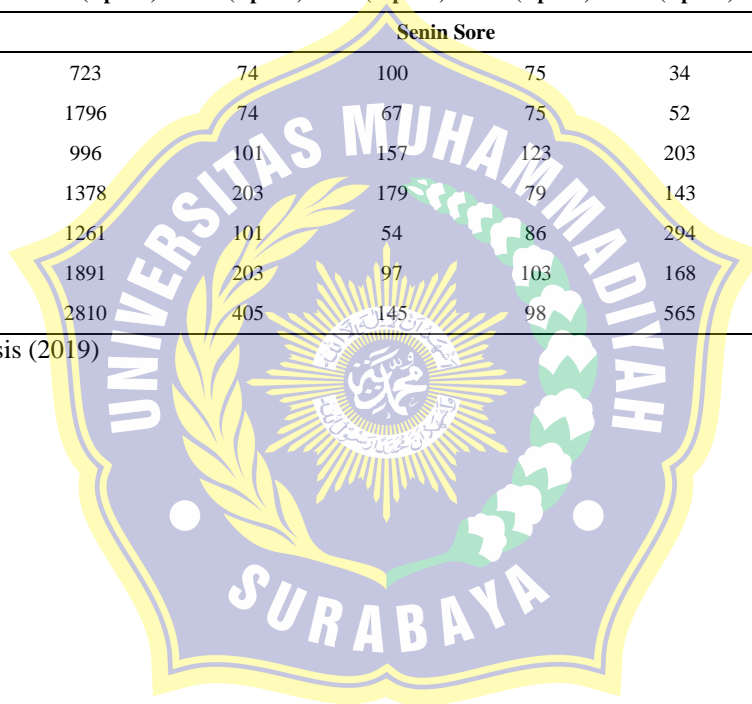
Sumber : Hasil Analisis (2019)

Tabel 4.125 Biaya Tidak Tetap Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Senin Pagi | | | | | | | |
| Sedan (GOL I) | 720 | 74 | 100 | 75 | 34 | 1077 | 2081 |
| Utiliti (GOL I) | 1961 | 74 | 67 | 75 | 52 | 1077 | 3306 |
| Bus Kecil (GOL I) | 994 | 101 | 157 | 123 | 203 | 1077 | 2655 |
| Bus Besar (GOL I) | 1382 | 203 | 179 | 79 | 143 | 1077 | 3062 |
| Truk Ringan (GOL I) | 1227 | 101 | 54 | 86 | 294 | 1077 | 2839 |
| Truk Sedang (GOL I) | 1867 | 203 | 97 | 103 | 168 | 1077 | 3514 |
| Truk Berat (GOL III) | 2784 | 405 | 145 | 98 | 565 | 1615 | 5612 |
| Senin Siang | | | | | | | |
| Sedan (GOL I) | 721 | 74 | 100 | 75 | 34 | 1077 | 2082 |
| Utiliti (GOL I) | 1800 | 74 | 67 | 75 | 52 | 1077 | 3144 |
| Bus Kecil (GOL I) | 994 | 101 | 157 | 123 | 203 | 1077 | 2656 |
| Bus Besar (GOL I) | 1381 | 203 | 179 | 79 | 143 | 1077 | 3061 |
| Truk Ringan (GOL I) | 1239 | 101 | 54 | 86 | 294 | 1077 | 2851 |
| Truk Sedang (GOL I) | 1875 | 203 | 97 | 103 | 168 | 1077 | 3522 |
| Truk Berat (GOL III) | 2793 | 405 | 145 | 98 | 565 | 1615 | 5621 |

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Senin Sore | | | | | | | |
| Sedan (GOL I) | 723 | 74 | 100 | 75 | 34 | 1077 | 2084 |
| Utiliti (GOL I) | 1796 | 74 | 67 | 75 | 52 | 1077 | 3140 |
| Bus Kecil (GOL I) | 996 | 101 | 157 | 123 | 203 | 1077 | 2657 |
| Bus Besar (GOL I) | 1378 | 203 | 179 | 79 | 143 | 1077 | 3059 |
| Truk Ringan (GOL I) | 1261 | 101 | 54 | 86 | 294 | 1077 | 2874 |
| Truk Sedang (GOL I) | 1891 | 203 | 97 | 103 | 168 | 1077 | 3537 |
| Truk Berat (GOL III) | 2810 | 405 | 145 | 98 | 565 | 1615 | 5638 |

Sumber : Hasil Analisis (2019)

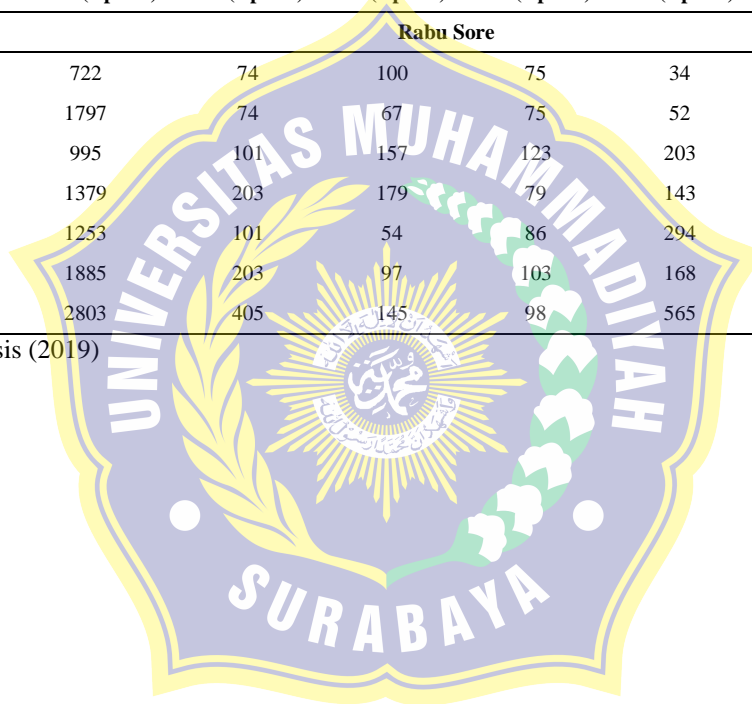


Tabel 4.126 Biaya Tidak Tetap Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Rabu Pagi | | | | | | | |
| Sedan (GOL I) | 720 | 74 | 100 | 75 | 34 | 1077 | 2081 |
| Utiliti (GOL I) | 1802 | 74 | 67 | 75 | 52 | 1077 | 3147 |
| Bus Kecil (GOL I) | 994 | 101 | 157 | 123 | 203 | 1077 | 2655 |
| Bus Besar (GOL I) | 1382 | 203 | 179 | 79 | 143 | 1077 | 3062 |
| Truk Ringan (GOL I) | 1227 | 101 | 54 | 86 | 294 | 1077 | 2839 |
| Truk Sedang (GOL I) | 1867 | 203 | 97 | 103 | 168 | 1077 | 3514 |
| Truk Berat (GOL III) | 2784 | 405 | 145 | 98 | 565 | 1615 | 5611 |
| Rabu Siang | | | | | | | |
| Sedan (GOL I) | 722 | 74 | 100 | 75 | 34 | 1077 | 2082 |
| Utiliti (GOL I) | 1799 | 74 | 67 | 75 | 52 | 1077 | 3144 |
| Bus Kecil (GOL I) | 995 | 101 | 157 | 123 | 203 | 1077 | 2656 |
| Bus Besar (GOL I) | 1380 | 203 | 179 | 79 | 143 | 1077 | 3061 |
| Truk Ringan (GOL I) | 1244 | 101 | 54 | 86 | 294 | 1077 | 2856 |
| Truk Sedang (GOL I) | 1879 | 203 | 97 | 103 | 168 | 1077 | 3526 |
| Truk Berat (GOL III) | 2797 | 405 | 145 | 98 | 565 | 1615 | 5625 |

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Rabu Sore | | | | | | | |
| Sedan (GOL I) | 722 | 74 | 100 | 75 | 34 | 1077 | 2083 |
| Utiliti (GOL I) | 1797 | 74 | 67 | 75 | 52 | 1077 | 3142 |
| Bus Kecil (GOL I) | 995 | 101 | 157 | 123 | 203 | 1077 | 2657 |
| Bus Besar (GOL I) | 1379 | 203 | 179 | 79 | 143 | 1077 | 3059 |
| Truk Ringan (GOL I) | 1253 | 101 | 54 | 86 | 294 | 1077 | 2865 |
| Truk Sedang (GOL I) | 1885 | 203 | 97 | 103 | 168 | 1077 | 3531 |
| Truk Berat (GOL III) | 2803 | 405 | 145 | 98 | 565 | 1615 | 5630 |

Sumber : Hasil Analisis (2019)

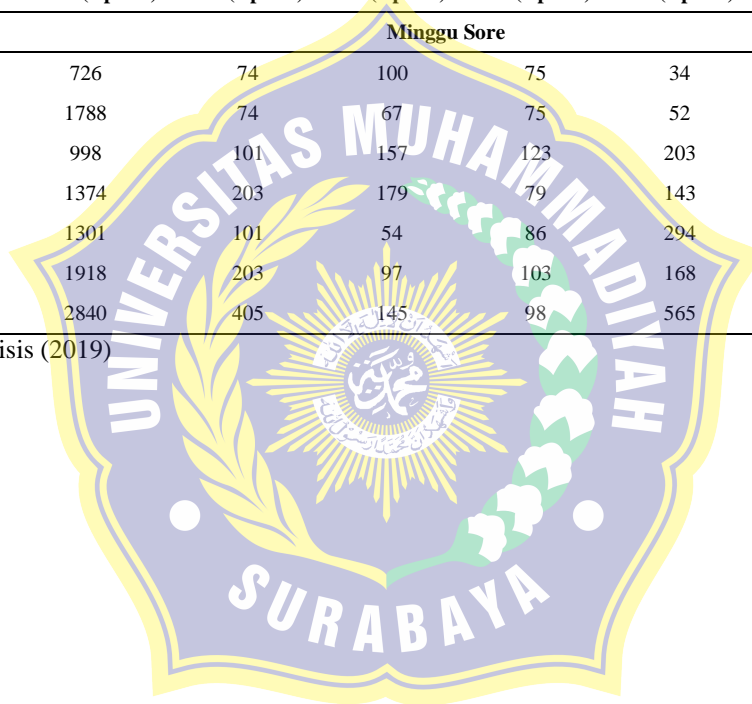


Tabel 4.127 Biaya Tidak Tetap Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Minggu Pagi | | | | | | | |
| Sedan (GOL I) | 718 | 74 | 100 | 75 | 34 | 1077 | 2078 |
| Utiliti (GOL I) | 1807 | 74 | 67 | 75 | 52 | 1077 | 3152 |
| Bus Kecil (GOL I) | 992 | 101 | 157 | 123 | 203 | 1077 | 2653 |
| Bus Besar (GOL I) | 1385 | 203 | 179 | 79 | 143 | 1077 | 3065 |
| Truk Ringan (GOL I) | 1196 | 101 | 54 | 86 | 294 | 1077 | 2808 |
| Truk Sedang (GOL I) | 1846 | 203 | 97 | 103 | 168 | 1077 | 3492 |
| Truk Berat (GOL III) | 2760 | 405 | 145 | 98 | 565 | 1615 | 5588 |
| Minggu Siang | | | | | | | |
| Sedan (GOL I) | 721 | 74 | 100 | 75 | 34 | 1077 | 2082 |
| Utiliti (GOL I) | 1801 | 74 | 67 | 75 | 52 | 1077 | 3145 |
| Bus Kecil (GOL I) | 994 | 101 | 157 | 123 | 203 | 1077 | 2656 |
| Bus Besar (GOL I) | 1381 | 203 | 179 | 79 | 143 | 1077 | 3062 |
| Truk Ringan (GOL I) | 1234 | 101 | 54 | 86 | 294 | 1077 | 2847 |
| Truk Sedang (GOL I) | 1872 | 203 | 97 | 103 | 168 | 1077 | 3519 |
| Truk Berat (GOL III) | 2790 | 405 | 145 | 98 | 565 | 1615 | 5617 |

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Minggu Sore | | | | | | | |
| Sedan (GOL I) | 726 | 74 | 100 | 75 | 34 | 1077 | 2087 |
| Utiliti (GOL I) | 1788 | 74 | 67 | 75 | 52 | 1077 | 3133 |
| Bus Kecil (GOL I) | 998 | 101 | 157 | 123 | 203 | 1077 | 2660 |
| Bus Besar (GOL I) | 1374 | 203 | 179 | 79 | 143 | 1077 | 3054 |
| Truk Ringan (GOL I) | 1301 | 101 | 54 | 86 | 294 | 1077 | 2914 |
| Truk Sedang (GOL I) | 1918 | 203 | 97 | 103 | 168 | 1077 | 3565 |
| Truk Berat (GOL III) | 2840 | 405 | 145 | 98 | 565 | 1615 | 5668 |

Sumber : Hasil Analisis (2019)



Tabel 4.128 Biaya Tidak Tetap Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Senin Pagi | | | | | | |
| Sedan | 723 | 74 | 135 | 78 | 44 | 1053 |
| Utiliti | 1905 | 74 | 90 | 78 | 61 | 2207 |
| Bus Kecil | 994 | 101 | 213 | 128 | 232 | 1668 |
| Bus Besar | 1313 | 203 | 232 | 81 | 143 | 1971 |
| Truk Ringan | 1497 | 101 | 81 | 89 | 336 | 2105 |
| Truk Sedang | 2020 | 203 | 156 | 108 | 168 | 2654 |
| Truk Berat | 2985 | 405 | 230 | 103 | 565 | 4288 |
| Senin Siang | | | | | | |
| Sedan | 714 | 74 | 135 | 78 | 44 | 1045 |
| Utiliti | 1716 | 74 | 90 | 78 | 61 | 2018 |
| Bus Kecil | 987 | 101 | 213 | 128 | 232 | 1660 |
| Bus Besar | 1312 | 203 | 232 | 81 | 143 | 1970 |
| Truk Ringan | 1442 | 101 | 81 | 89 | 336 | 2049 |
| Truk Sedang | 1976 | 203 | 156 | 108 | 168 | 2610 |
| Truk Berat | 2937 | 405 | 230 | 103 | 565 | 4240 |
| Senin Sore | | | | | | |
| Sedan | 725 | 74 | 135 | 78 | 44 | 1055 |
| Utiliti | 1709 | 74 | 90 | 78 | 61 | 2011 |
| Bus Kecil | 996 | 101 | 213 | 128 | 232 | 1669 |
| Bus Besar | 1311 | 203 | 232 | 81 | 143 | 1969 |
| Truk Ringan | 1518 | 101 | 81 | 89 | 336 | 2126 |
| Truk Sedang | 2033 | 203 | 156 | 108 | 168 | 2667 |
| Truk Berat | 3001 | 405 | 230 | 103 | 565 | 4304 |

Sumber : Hasil Analisis (2019)

Tabel 4.129 Biaya Tidak Tetap Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|-------------------|--------------|------------|------------|------------|------------|-------------|
| Rabu Pagi | | | | | | |
| Sedan | 746 | 74 | 135 | 78 | 44 | 1077 |
| Utiliti | 1720 | 74 | 90 | 78 | 61 | 2022 |
| Bus Kecil | 1073 | 101 | 213 | 128 | 232 | 1747 |
| Bus Besar | 1379 | 203 | 232 | 81 | 143 | 2037 |
| Truk Ringan | 1544 | 101 | 81 | 89 | 336 | 2152 |
| Truk Sedang | 2101 | 203 | 156 | 108 | 168 | 2735 |
| Truk Berat | 3019 | 405 | 230 | 103 | 565 | 4322 |
| Rabu Siang | | | | | | |
| Sedan | 732 | 74 | 135 | 78 | 44 | 1095 |
| Utiliti | 1719 | 74 | 90 | 78 | 61 | 2002 |
| Bus Kecil | 1058 | 101 | 213 | 128 | 232 | 1639 |
| Bus Besar | 1370 | 203 | 232 | 81 | 143 | 1949 |
| Truk Ringan | 1466 | 101 | 81 | 89 | 336 | 2154 |
| Truk Sedang | 2031 | 203 | 156 | 108 | 168 | 2535 |
| Truk Berat | 2947 | 405 | 230 | 103 | 565 | 4828 |
| Rabu Sore | | | | | | |
| Sedan | 732 | 74 | 135 | 78 | 44 | 1063 |
| Utiliti | 1719 | 74 | 90 | 78 | 61 | 2021 |
| Bus Kecil | 1059 | 101 | 213 | 128 | 232 | 1732 |
| Bus Besar | 1370 | 203 | 232 | 81 | 143 | 2029 |
| Truk Ringan | 1469 | 101 | 81 | 89 | 336 | 2076 |
| Truk Sedang | 2033 | 203 | 156 | 108 | 168 | 2667 |
| Truk Berat | 2949 | 405 | 230 | 103 | 565 | 4252 |

Sumber : Hasil Analisis (2019)

Tabel 4.130 Biaya Tidak Tetap Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Minggu Pagi | | | | | | |
| Sedan | 726 | 74 | 135 | 78 | 44 | 1056 |
| Utiliti | 1719 | 74 | 90 | 78 | 61 | 2021 |
| Bus Kecil | 1052 | 101 | 213 | 128 | 232 | 1726 |
| Bus Besar | 1367 | 203 | 232 | 81 | 143 | 2025 |
| Truk Ringan | 1434 | 101 | 81 | 89 | 336 | 2042 |
| Truk Sedang | 2001 | 203 | 156 | 108 | 168 | 2635 |
| Truk Berat | 2917 | 405 | 230 | 103 | 565 | 4220 |
| Minggu Siang | | | | | | |
| Sedan | 725 | 74 | 135 | 78 | 44 | 1056 |
| Utiliti | 1719 | 74 | 90 | 78 | 61 | 2021 |
| Bus Kecil | 1051 | 101 | 213 | 128 | 232 | 1725 |
| Bus Besar | 1366 | 203 | 232 | 81 | 143 | 2025 |
| Truk Ringan | 1432 | 101 | 81 | 89 | 336 | 2039 |
| Truk Sedang | 1999 | 203 | 156 | 108 | 168 | 2633 |
| Truk Berat | 2915 | 405 | 230 | 103 | 565 | 4217 |
| Minggu Sore | | | | | | |
| Sedan | 733 | 74 | 135 | 78 | 44 | 1064 |
| Utiliti | 1719 | 74 | 90 | 78 | 61 | 2021 |
| Bus Kecil | 1060 | 101 | 213 | 128 | 232 | 1734 |
| Bus Besar | 1371 | 203 | 232 | 81 | 143 | 2029 |
| Truk Ringan | 1476 | 101 | 81 | 89 | 336 | 2084 |
| Truk Sedang | 2039 | 203 | 156 | 108 | 168 | 2673 |
| Truk Berat | 2956 | 405 | 230 | 103 | 565 | 4258 |

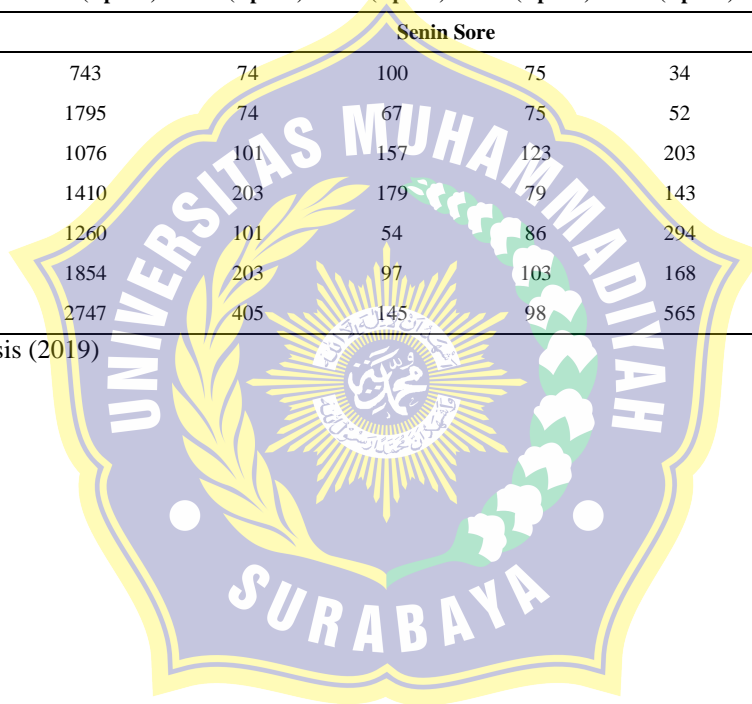
Sumber : Hasil Analisis (2019)

Tabel 4.131 Biaya Tidak Tetap Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Senin Pagi | | | | | | | |
| Sedan (GOL I) | 739 | 74 | 100 | 75 | 34 | 1077 | 2099 |
| Utiliti (GOL I) | 1795 | 74 | 67 | 75 | 52 | 1077 | 3140 |
| Bus Kecil (GOL I) | 1071 | 101 | 157 | 123 | 203 | 1077 | 2733 |
| Bus Besar (GOL I) | 1408 | 203 | 179 | 79 | 143 | 1077 | 3088 |
| Truk Ringan (GOL I) | 1237 | 101 | 54 | 86 | 294 | 1077 | 2849 |
| Truk Sedang (GOL I) | 1834 | 203 | 97 | 103 | 168 | 1077 | 3480 |
| Truk Berat (GOL III) | 2726 | 405 | 145 | 98 | 565 | 1615 | 5554 |
| Senin Siang | | | | | | | |
| Sedan (GOL I) | 739 | 74 | 100 | 75 | 34 | 1077 | 2099 |
| Utiliti (GOL I) | 1795 | 74 | 67 | 75 | 52 | 1077 | 3140 |
| Bus Kecil (GOL I) | 1071 | 101 | 157 | 123 | 203 | 1077 | 2733 |
| Bus Besar (GOL I) | 1408 | 203 | 179 | 79 | 143 | 1077 | 3088 |
| Truk Ringan (GOL I) | 1237 | 101 | 54 | 86 | 294 | 1077 | 2849 |
| Truk Sedang (GOL I) | 1834 | 203 | 97 | 103 | 168 | 1077 | 3480 |
| Truk Berat (GOL III) | 2726 | 405 | 145 | 98 | 565 | 1615 | 5554 |

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Senin Sore | | | | | | | |
| Sedan (GOL I) | 743 | 74 | 100 | 75 | 34 | 1077 | 2103 |
| Utiliti (GOL I) | 1795 | 74 | 67 | 75 | 52 | 1077 | 3140 |
| Bus Kecil (GOL I) | 1076 | 101 | 157 | 123 | 203 | 1077 | 2737 |
| Bus Besar (GOL I) | 1410 | 203 | 179 | 79 | 143 | 1077 | 3091 |
| Truk Ringan (GOL I) | 1260 | 101 | 54 | 86 | 294 | 1077 | 2872 |
| Truk Sedang (GOL I) | 1854 | 203 | 97 | 103 | 168 | 1077 | 3501 |
| Truk Berat (GOL III) | 2747 | 405 | 145 | 98 | 565 | 1615 | 5575 |

Sumber : Hasil Analisis (2019)

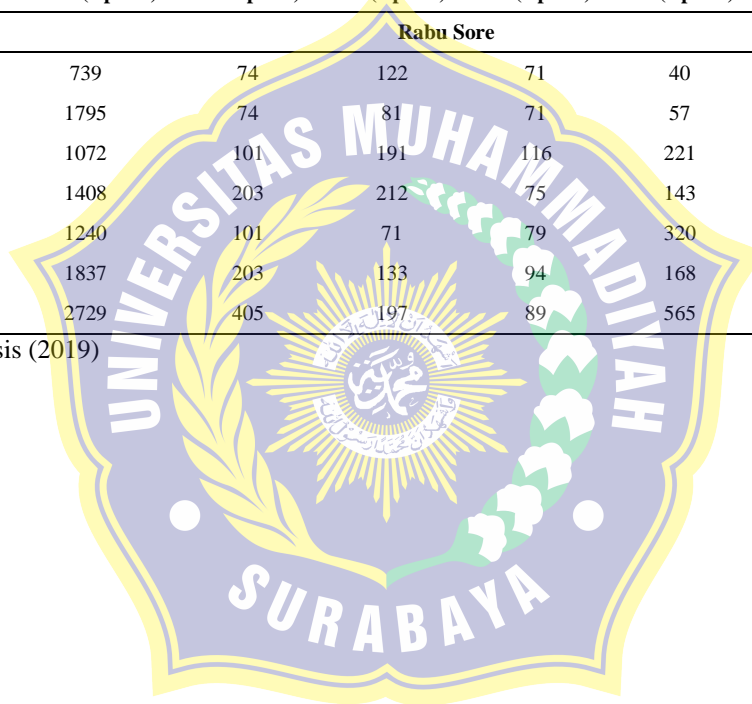


Tabel 4.132 Biaya Tidak Tetap Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BBBM (Rp/km) | BO Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|-----------|------------|------------|------------|-------------------|-------------|
| Rabu Pagi | | | | | | | |
| Sedan (GOL I) | 738 | 74 | 122 | 71 | 40 | 1077 | 2122 |
| Utiliti (GOL I) | 1795 | 74 | 81 | 71 | 57 | 1077 | 3154 |
| Bus Kecil (GOL I) | 1071 | 101 | 191 | 116 | 221 | 1077 | 2778 |
| Bus Besar (GOL I) | 1408 | 203 | 212 | 75 | 143 | 1077 | 3117 |
| Truk Ringan (GOL I) | 1236 | 101 | 71 | 79 | 320 | 1077 | 2884 |
| Truk Sedang (GOL I) | 1833 | 203 | 133 | 94 | 168 | 1077 | 3507 |
| Truk Berat (GOL III) | 2726 | 405 | 197 | 89 | 565 | 1615 | 5597 |
| Rabu Siang | | | | | | | |
| Sedan (GOL I) | 736 | 74 | 122 | 71 | 40 | 1077 | 2119 |
| Utiliti (GOL I) | 1795 | 74 | 81 | 71 | 57 | 1077 | 3154 |
| Bus Kecil (GOL I) | 1069 | 101 | 191 | 116 | 221 | 1077 | 2775 |
| Bus Besar (GOL I) | 1407 | 203 | 212 | 75 | 143 | 1077 | 3115 |
| Truk Ringan (GOL I) | 1225 | 101 | 71 | 79 | 320 | 1077 | 2873 |
| Truk Sedang (GOL I) | 1823 | 203 | 133 | 94 | 168 | 1077 | 3497 |
| Truk Berat (GOL III) | 2716 | 405 | 197 | 89 | 565 | 1615 | 5587 |

| Jenis Kendaraan | BBBM (Rp/km) | BO Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|-----------|------------|------------|------------|-------------------|-------------|
| Rabu Sore | | | | | | | |
| Sedan (GOL I) | 739 | 74 | 122 | 71 | 40 | 1077 | 2122 |
| Utiliti (GOL I) | 1795 | 74 | 81 | 71 | 57 | 1077 | 3154 |
| Bus Kecil (GOL I) | 1072 | 101 | 191 | 116 | 221 | 1077 | 2778 |
| Bus Besar (GOL I) | 1408 | 203 | 212 | 75 | 143 | 1077 | 3117 |
| Truk Ringan (GOL I) | 1240 | 101 | 71 | 79 | 320 | 1077 | 2888 |
| Truk Sedang (GOL I) | 1837 | 203 | 133 | 94 | 168 | 1077 | 3510 |
| Truk Berat (GOL III) | 2729 | 405 | 197 | 89 | 565 | 1615 | 5601 |

Sumber : Hasil Analisis (2019)

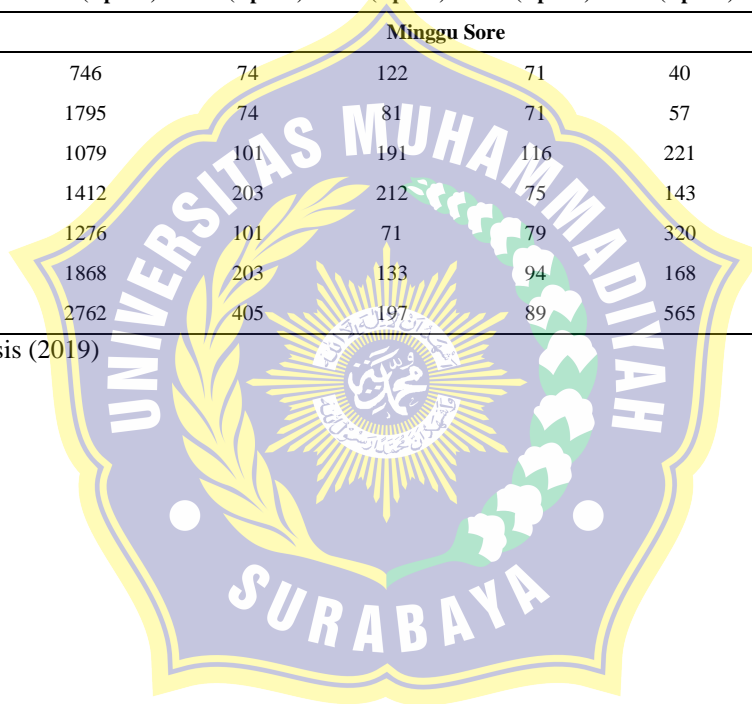


Tabel 4.133 Biaya Tidak Tetap Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Minggu Pagi | | | | | | | |
| Sedan (GOL I) | 731 | 74 | 122 | 71 | 40 | 1077 | 2114 |
| Utiliti (GOL I) | 1794 | 74 | 81 | 71 | 57 | 1077 | 3154 |
| Bus Kecil (GOL I) | 1063 | 101 | 191 | 116 | 221 | 1077 | 2770 |
| Bus Besar (GOL I) | 1403 | 203 | 212 | 75 | 143 | 1077 | 3112 |
| Truk Ringan (GOL I) | 1194 | 101 | 71 | 79 | 320 | 1077 | 2843 |
| Truk Sedang (GOL I) | 1796 | 203 | 133 | 94 | 168 | 1077 | 3469 |
| Truk Berat (GOL III) | 2687 | 405 | 197 | 89 | 565 | 1615 | 5559 |
| Minggu Siang | | | | | | | |
| Sedan (GOL I) | 738 | 74 | 122 | 71 | 40 | 1077 | 2121 |
| Utiliti (GOL I) | 1795 | 74 | 81 | 71 | 57 | 1077 | 3154 |
| Bus Kecil (GOL I) | 1071 | 101 | 191 | 116 | 221 | 1077 | 2777 |
| Bus Besar (GOL I) | 1408 | 203 | 212 | 75 | 143 | 1077 | 3116 |
| Truk Ringan (GOL I) | 1234 | 101 | 71 | 79 | 320 | 1077 | 2882 |
| Truk Sedang (GOL I) | 1831 | 203 | 133 | 94 | 168 | 1077 | 3505 |
| Truk Berat (GOL III) | 2724 | 405 | 197 | 89 | 565 | 1615 | 5596 |

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Minggu Sore | | | | | | | |
| Sedan (GOL I) | 746 | 74 | 122 | 71 | 40 | 1077 | 2129 |
| Utiliti (GOL I) | 1795 | 74 | 81 | 71 | 57 | 1077 | 3155 |
| Bus Kecil (GOL I) | 1079 | 101 | 191 | 116 | 221 | 1077 | 2785 |
| Bus Besar (GOL I) | 1412 | 203 | 212 | 75 | 143 | 1077 | 3121 |
| Truk Ringan (GOL I) | 1276 | 101 | 71 | 79 | 320 | 1077 | 2924 |
| Truk Sedang (GOL I) | 1868 | 203 | 133 | 94 | 168 | 1077 | 3542 |
| Truk Berat (GOL III) | 2762 | 405 | 197 | 89 | 565 | 1615 | 5634 |

Sumber : Hasil Analisis (2019)



Tabel 4.134 Biaya Tidak Tetap Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|--------------------|--------------|------------|------------|------------|------------|-------------|
| Senin Pagi | | | | | | |
| Sedan | 723 | 74 | 135 | 78 | 44 | 1053 |
| Utiliti | 1905 | 74 | 90 | 78 | 61 | 2207 |
| Bus Kecil | 994 | 101 | 213 | 128 | 232 | 1668 |
| Bus Besar | 1313 | 203 | 232 | 81 | 143 | 1971 |
| Truk Ringan | 1497 | 101 | 81 | 89 | 336 | 2105 |
| Truk Sedang | 2020 | 203 | 156 | 108 | 168 | 2654 |
| Truk Berat | 2985 | 405 | 230 | 103 | 565 | 4288 |
| Senin Siang | | | | | | |
| Sedan | 714 | 74 | 135 | 78 | 44 | 1045 |
| Utiliti | 1716 | 74 | 90 | 78 | 61 | 2018 |
| Bus Kecil | 987 | 101 | 213 | 128 | 232 | 1660 |
| Bus Besar | 1312 | 203 | 232 | 81 | 143 | 1970 |
| Truk Ringan | 1442 | 101 | 81 | 89 | 336 | 2049 |
| Truk Sedang | 1976 | 203 | 156 | 108 | 168 | 2610 |
| Truk Berat | 2937 | 405 | 230 | 103 | 565 | 4240 |
| Senin Sore | | | | | | |
| Sedan | 725 | 74 | 135 | 78 | 44 | 1055 |
| Utiliti | 1709 | 74 | 90 | 78 | 61 | 2011 |
| Bus Kecil | 996 | 101 | 213 | 128 | 232 | 1669 |
| Bus Besar | 1311 | 203 | 232 | 81 | 143 | 1969 |
| Truk Ringan | 1518 | 101 | 81 | 89 | 336 | 2126 |
| Truk Sedang | 2033 | 203 | 156 | 108 | 168 | 2667 |
| Truk Berat | 3001 | 405 | 230 | 103 | 565 | 4304 |

Sumber : Hasil Analisis (2019)

Tabel 4.135 Biaya Tidak Tetap Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|-------------------|--------------|------------|------------|------------|------------|-------------|
| Rabu Pagi | | | | | | |
| Sedan | 723 | 74 | 135 | 78 | 44 | 1053 |
| Utiliti | 1710 | 74 | 90 | 78 | 61 | 2012 |
| Bus Kecil | 993 | 101 | 213 | 128 | 232 | 1667 |
| Bus Besar | 1310 | 203 | 232 | 81 | 143 | 1969 |
| Truk Ringan | 1505 | 101 | 81 | 89 | 336 | 2112 |
| Truk Sedang | 2022 | 203 | 156 | 108 | 168 | 2656 |
| Truk Berat | 2989 | 405 | 230 | 103 | 565 | 4292 |
| Rabu Siang | | | | | | |
| Sedan | 736 | 74 | 135 | 78 | 44 | 1066 |
| Utiliti | 1712 | 74 | 90 | 78 | 61 | 2014 |
| Bus Kecil | 1008 | 101 | 213 | 128 | 232 | 1681 |
| Bus Besar | 1320 | 203 | 232 | 81 | 143 | 1978 |
| Truk Ringan | 1573 | 101 | 81 | 89 | 336 | 2181 |
| Truk Sedang | 2087 | 203 | 156 | 108 | 168 | 2721 |
| Truk Berat | 3054 | 405 | 230 | 103 | 565 | 4357 |
| Rabu Sore | | | | | | |
| Sedan | 728 | 74 | 135 | 78 | 44 | 1058 |
| Utiliti | 1704 | 74 | 90 | 78 | 61 | 2006 |
| Bus Kecil | 997 | 101 | 213 | 128 | 232 | 1671 |
| Bus Besar | 1308 | 203 | 232 | 81 | 143 | 1966 |
| Truk Ringan | 1546 | 101 | 81 | 89 | 336 | 2154 |
| Truk Sedang | 2050 | 203 | 156 | 108 | 168 | 2684 |
| Truk Berat | 3024 | 405 | 230 | 103 | 565 | 4327 |

Sumber : Hasil Analisis (2019)

Tabel 4.136 Biaya Tidak Tetap Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | BTT (Rp/km) |
|---------------------|--------------|------------|------------|------------|------------|-------------|
| Minggu Pagi | | | | | | |
| Sedan | 714 | 74 | 135 | 78 | 44 | 1045 |
| Utiliti | 1710 | 74 | 90 | 78 | 61 | 2012 |
| Bus Kecil | 985 | 101 | 213 | 128 | 232 | 1658 |
| Bus Besar | 1306 | 203 | 232 | 81 | 143 | 1964 |
| Truk Ringan | 1458 | 101 | 81 | 89 | 336 | 2065 |
| Truk Sedang | 1980 | 203 | 156 | 108 | 168 | 2614 |
| Truk Berat | 2946 | 405 | 230 | 103 | 565 | 4249 |
| Minggu Siang | | | | | | |
| Sedan | 714 | 74 | 135 | 78 | 44 | 1045 |
| Utiliti | 1716 | 74 | 90 | 78 | 61 | 2018 |
| Bus Kecil | 987 | 101 | 213 | 128 | 232 | 1660 |
| Bus Besar | 1312 | 203 | 232 | 81 | 143 | 1970 |
| Truk Ringan | 1443 | 101 | 81 | 89 | 336 | 2050 |
| Truk Sedang | 1976 | 203 | 156 | 108 | 168 | 2610 |
| Truk Berat | 2938 | 405 | 230 | 103 | 565 | 4240 |
| Minggu Sore | | | | | | |
| Sedan | 715 | 74 | 135 | 78 | 44 | 1045 |
| Utiliti | 1713 | 74 | 90 | 78 | 61 | 2015 |
| Bus Kecil | 986 | 101 | 213 | 128 | 232 | 1660 |
| Bus Besar | 1309 | 203 | 232 | 81 | 143 | 1967 |
| Truk Ringan | 1454 | 101 | 81 | 89 | 336 | 2062 |
| Truk Sedang | 1982 | 203 | 156 | 108 | 168 | 2616 |
| Truk Berat | 2945 | 405 | 230 | 103 | 565 | 4248 |

Sumber : Hasil Analisis (2019)

Tabel 4.137 Biaya Tidak Tetap Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Senin Pagi | | | | | | | |
| Sedan (GOL I) | 722 | 74 | 122 | 71 | 40 | 1077 | 2105 |
| Utiliti (GOL I) | 1952 | 74 | 81 | 71 | 57 | 1077 | 3312 |
| Bus Kecil (GOL I) | 995 | 101 | 191 | 116 | 221 | 1077 | 2701 |
| Bus Besar (GOL I) | 1380 | 203 | 212 | 75 | 143 | 1077 | 3088 |
| Truk Ringan (GOL I) | 1248 | 101 | 71 | 79 | 320 | 1077 | 2896 |
| Truk Sedang (GOL I) | 1882 | 203 | 133 | 94 | 168 | 1077 | 3556 |
| Truk Berat (GOL III) | 2800 | 405 | 197 | 89 | 565 | 1615 | 5672 |
| Senin Siang | | | | | | | |
| Sedan (GOL I) | 721 | 74 | 122 | 71 | 40 | 1077 | 2104 |
| Utiliti (GOL I) | 1801 | 74 | 81 | 71 | 57 | 1077 | 3161 |
| Bus Kecil (GOL I) | 994 | 101 | 191 | 116 | 221 | 1077 | 2700 |
| Bus Besar (GOL I) | 1382 | 203 | 212 | 75 | 143 | 1077 | 3090 |
| Truk Ringan (GOL I) | 1231 | 101 | 71 | 79 | 320 | 1077 | 2879 |
| Truk Sedang (GOL I) | 1870 | 203 | 133 | 94 | 168 | 1077 | 3544 |

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|--------------------------|--------------------|
| Truk Berat (GOL III) | 2787 | 405 | 197 | 89 | 565 | 1615 | 5659 |
| Senin Sore | | | | | | | |
| Sedan (GOL I) | 723 | 74 | 122 | 71 | 40 | 1077 | 2106 |
| Utiliti (GOL I) | 1796 | 74 | 81 | 71 | 57 | 1077 | 3155 |
| Bus Kecil (GOL I) | 996 | 101 | 191 | 116 | 221 | 1077 | 2702 |
| Bus Besar (GOL I) | 1378 | 203 | 212 | 75 | 143 | 1077 | 3087 |
| Truk Ringan (GOL I) | 1260 | 101 | 71 | 79 | 320 | 1077 | 2908 |
| Truk Sedang (GOL I) | 1890 | 203 | 133 | 94 | 168 | 1077 | 3564 |
| Truk Berat (GOL III) | 2809 | 405 | 197 | 89 | 565 | 1615 | 5681 |

Sumber : Hasil Analisis (2019)

Tabel 4.138 Biaya Tidak Tetap Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Rabu Pagi | | | | | | | |
| Sedan (GOL I) | 721 | 74 | 122 | 71 | 40 | 1077 | 2105 |
| Utiliti (GOL I) | 1800 | 74 | 81 | 71 | 57 | 1077 | 3159 |
| Bus Kecil (GOL I) | 994 | 101 | 191 | 116 | 221 | 1077 | 2701 |
| Bus Besar (GOL I) | 1381 | 203 | 212 | 75 | 143 | 1077 | 3090 |
| Truk Ringan (GOL I) | 1238 | 101 | 71 | 79 | 320 | 1077 | 2886 |
| Truk Sedang (GOL I) | 1875 | 203 | 133 | 94 | 168 | 1077 | 3549 |
| Truk Berat (GOL III) | 2793 | 405 | 197 | 89 | 565 | 1615 | 5664 |
| Rabu Siang | | | | | | | |
| Sedan (GOL I) | 721 | 74 | 122 | 71 | 40 | 1077 | 2104 |
| Utiliti (GOL I) | 1802 | 74 | 81 | 71 | 57 | 1077 | 3161 |
| Bus Kecil (GOL I) | 994 | 101 | 191 | 116 | 221 | 1077 | 2700 |
| Bus Besar (GOL I) | 1382 | 203 | 212 | 75 | 143 | 1077 | 3091 |
| Truk Ringan (GOL I) | 1227 | 101 | 71 | 79 | 320 | 1077 | 2875 |
| Truk Sedang (GOL I) | 1868 | 203 | 133 | 94 | 168 | 1077 | 3541 |

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|--------------------------|--------------------|
| Truk Berat (GOL III) | 2784 | 405 | 197 | 89 | 565 | 1615 | 5656 |
| Rabu Sore | | | | | | | |
| Sedan (GOL I) | 722 | 74 | 122 | 71 | 40 | 1077 | 2105 |
| Utiliti (GOL I) | 1799 | 74 | 81 | 71 | 57 | 1077 | 3159 |
| Bus Kecil (GOL I) | 995 | 101 | 191 | 116 | 221 | 1077 | 2701 |
| Bus Besar (GOL I) | 1380 | 203 | 212 | 75 | 143 | 1077 | 3089 |
| Truk Ringan (GOL I) | 1242 | 101 | 71 | 79 | 320 | 1077 | 2890 |
| Truk Sedang (GOL I) | 1878 | 203 | 133 | 94 | 168 | 1077 | 3551 |
| Truk Berat (GOL III) | 2796 | 405 | 197 | 89 | 565 | 1615 | 5667 |

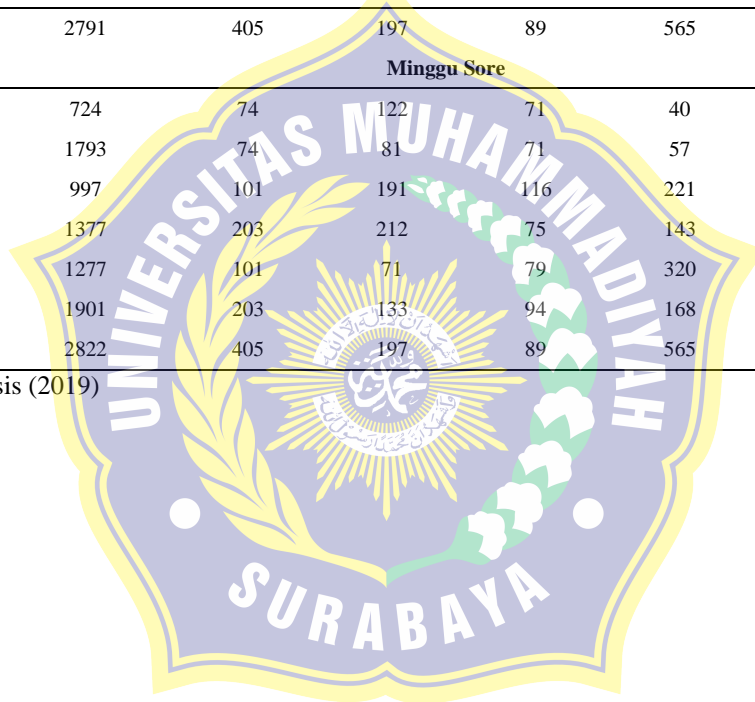
Sumber : Hasil Analisis (2019)

Tabel 4.139 Biaya Tidak Tetap Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|----------------------|--------------|------------|------------|------------|------------|-------------------|-------------|
| Minggu Pagi | | | | | | | |
| Sedan (GOL I) | 718 | 74 | 122 | 71 | 40 | 1077 | 2101 |
| Utiliti (GOL I) | 1807 | 74 | 81 | 71 | 57 | 1077 | 3167 |
| Bus Kecil (GOL I) | 992 | 101 | 191 | 116 | 221 | 1077 | 2698 |
| Bus Besar (GOL I) | 1385 | 203 | 212 | 75 | 143 | 1077 | 3094 |
| Truk Ringan (GOL I) | 1197 | 101 | 71 | 79 | 320 | 1077 | 2845 |
| Truk Sedang (GOL I) | 1847 | 203 | 133 | 94 | 168 | 1077 | 3520 |
| Truk Berat (GOL III) | 2761 | 405 | 197 | 89 | 565 | 1615 | 5633 |
| Minggu Siang | | | | | | | |
| Sedan (GOL I) | 721 | 74 | 122 | 71 | 40 | 1077 | 2104 |
| Utiliti (GOL I) | 1800 | 74 | 81 | 71 | 57 | 1077 | 3160 |
| Bus Kecil (GOL I) | 994 | 101 | 191 | 116 | 221 | 1077 | 2701 |
| Bus Besar (GOL I) | 1381 | 203 | 212 | 75 | 143 | 1077 | 3090 |
| Truk Ringan (GOL I) | 1236 | 101 | 71 | 79 | 320 | 1077 | 2884 |
| Truk Sedang (GOL I) | 1874 | 203 | 133 | 94 | 168 | 1077 | 3547 |

| Jenis Kendaraan | BBBM (Rp/km) | BO (Rp/km) | BP (Rp/km) | BU (Rp/km) | BB (Rp/km) | Tarif Tol (Rp/km) | BTT (Rp/km) |
|------------------------|---------------------|-------------------|-------------------|-------------------|-------------------|--------------------------|--------------------|
| Truk Berat (GOL III) | 2791 | 405 | 197 | 89 | 565 | 1615 | 5663 |
| Minggu Sore | | | | | | | |
| Sedan (GOL I) | 724 | 74 | 122 | 71 | 40 | 1077 | 2108 |
| Utiliti (GOL I) | 1793 | 74 | 81 | 71 | 57 | 1077 | 3152 |
| Bus Kecil (GOL I) | 997 | 101 | 191 | 116 | 221 | 1077 | 2703 |
| Bus Besar (GOL I) | 1377 | 203 | 212 | 75 | 143 | 1077 | 3085 |
| Truk Ringan (GOL I) | 1277 | 101 | 71 | 79 | 320 | 1077 | 2925 |
| Truk Sedang (GOL I) | 1901 | 203 | 133 | 94 | 168 | 1077 | 3575 |
| Truk Berat (GOL III) | 2822 | 405 | 197 | 89 | 565 | 1615 | 5694 |

Sumber : Hasil Analisis (2019)

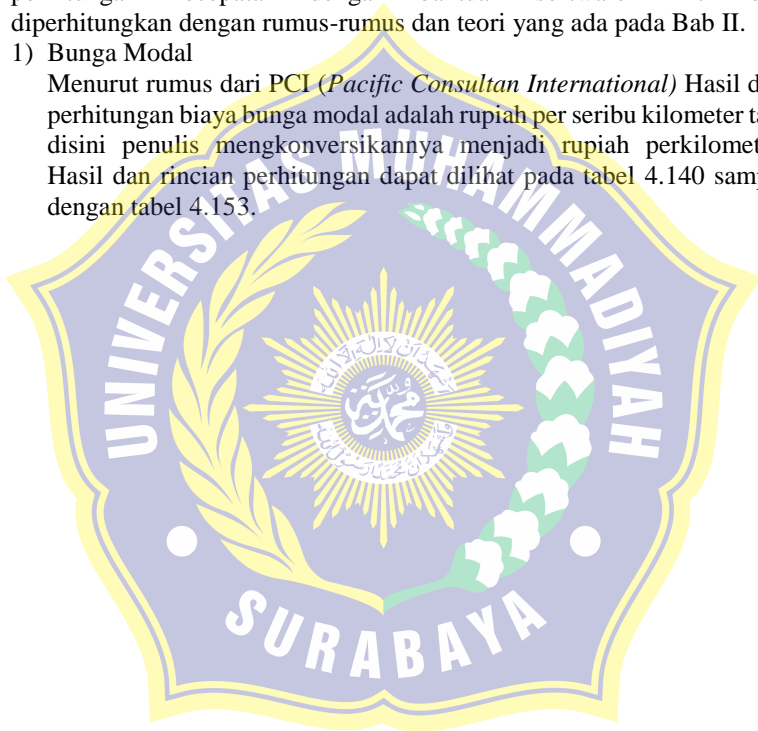


4.1.3 Biaya Tetap

Biaya tetap terdiri dari tiga komponen biaya yaitu biaya bunga modal, biaya depresiasi, dan biaya asuransi. Pada tahap perhitungan untuk mencari biaya bunga modal diperlukan beberapa data yang meliputi harga kendaraan baru dan kecepatan rata-rata kendaraan, yang dalam hal ini diperhitungkan dalam 2 kondisi kecepatan yaitu kecepatan yang diperoleh dari hasil survey langsung di lapangan dan menggunakan metode perhitungan kecepatan dengan bantuan software KAJI dan diperhitungkan dengan rumus-rumus dan teori yang ada pada Bab II.

1) Bunga Modal

Menurut rumus dari PCI (*Pacific Consultant International*) Hasil dari perhitungan biaya bunga modal adalah rupiah per seribu kilometer tapi disini penulis mengkonversikannya menjadi rupiah perkilometer. Hasil dan rincian perhitungan dapat dilihat pada tabel 4.140 sampai dengan tabel 4.153.



Tabel 4.140 Bunga Modal Jalan Arteri dan Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Jalan Arteri | | | | |
| Sedan (Gol I) | 228500000 | 75.41 | 909031 | 909 |
| Utiliti (Gol I) | 151950000 | 70.32 | 648251 | 648 |
| Bus Kecil (Gol I) | 356600000 | 71.65 | 1493091 | 1493 |
| Bus Besar (Gol IIA) | 1107623000 | 82.25 | 4039962 | 4040 |
| Truk Ringan (Gol I) | 268500000 | 65.79 | 1224350 | 1224 |
| Truk Sedang (Gol IIA) | 352000000 | 62.43 | 1691494 | 1691 |
| Truk Berat (Gol IIB) | 732000000 | 53.33 | 4117757 | 4118 |
| Jalan Toll | | | | |
| Sedan (Gol I) | 228500000 | 90.05 | 761244 | 761 |
| Utiliti (Gol I) | 151950000 | 84.79 | 537622 | 538 |
| Bus Kecil (Gol I) | 356600000 | 80.47 | 1329440 | 1329 |
| Bus Besar (Gol IIA) | 1107623000 | 91.25 | 3641500 | 3642 |
| Truk Ringan (Gol I) | 268500000 | 65.38 | 1232028 | 1232 |
| Truk Sedang (Gol IIA) | 352000000 | 63.47 | 1663778 | 1664 |
| Truk Berat (Gol IIB) | 732000000 | 41.76 | 5258621 | 5259 |

Sumber : Hasil Analisis (2019)

Tabel 4.141 Bunga Modal Jalan Arteri dan Jalan Toll Pada Ruas Jalan Sragen ke Karanganyar Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Jalan Arteri | | | | |
| Sedan (Gol I) | 228500000 | 75.41 | 909031 | 909 |
| Utiliti (Gol I) | 151950000 | 70.32 | 648251 | 648 |
| Bus Kecil (Gol I) | 356600000 | 71.65 | 1493091 | 1493 |
| Bus Besar (Gol IIA) | 1107623000 | 82.25 | 4039962 | 4040 |
| Truk Ringan (Gol I) | 268500000 | 65.79 | 1224350 | 1224 |
| Truk Sedang (Gol IIA) | 352000000 | 62.43 | 1691494 | 1691 |
| Truk Berat (Gol IIB) | 732000000 | 53.33 | 4117757 | 4118 |
| Jalan Toll | | | | |
| Sedan (Gol I) | 228500000 | 90.05 | 761244 | 761 |
| Utiliti (Gol I) | 151950000 | 84.79 | 537622 | 538 |
| Bus Kecil (Gol I) | 356600000 | 80.47 | 1329440 | 1329 |
| Bus Besar (Gol IIA) | 1107623000 | 91.25 | 3641500 | 3642 |
| Truk Ringan (Gol I) | 268500000 | 65.38 | 1232028 | 1232 |
| Truk Sedang (Gol IIA) | 352000000 | 63.47 | 1663778 | 1664 |
| Truk Berat (Gol IIB) | 732000000 | 41.76 | 5258621 | 5259 |

Sumber : Hasil Analisis (2019)

Tabel 4.142 Bunga Modal Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 228500000 | 69.18 | 990893 | 991 |
| Utiliti (Gol I) | 151950000 | 69.18 | 658933 | 659 |
| Bus Kecil (Gol I) | 356600000 | 57.65 | 1855681 | 1856 |
| Bus Besar (Gol IIA) | 1107623000 | 71.84 | 4625374 | 4625 |
| Truk Ringan (Gol I) | 268500000 | 57.65 | 1397225 | 1397 |
| Truk Sedang (Gol IIA) | 352000000 | 57.65 | 1831743 | 1832 |
| Truk Berat (Gol IIB) | 732000000 | 54.63 | 4019769 | 4020 |
| Senin Siang | | | | |
| Sedan (Gol I) | 228500000 | 68.41 | 1002046 | 1002 |
| Utiliti (Gol I) | 151950000 | 68.41 | 666350 | 666 |
| Bus Kecil (Gol I) | 356600000 | 57.01 | 1876513 | 1877 |
| Bus Besar (Gol IIA) | 1107623000 | 71.04 | 4677462 | 4677 |
| Truk Ringan (Gol I) | 268500000 | 57.01 | 1412910 | 1413 |
| Truk Sedang (Gol IIA) | 352000000 | 57.01 | 1852307 | 1852 |
| Truk Berat (Gol IIB) | 732000000 | 54.38 | 4038249 | 4038 |
| Senin Sore | | | | |
| Sedan (Gol I) | 228500000 | 66.82 | 1025890 | 1026 |
| Utiliti (Gol I) | 151950000 | 66.82 | 682206 | 682 |
| Bus Kecil (Gol I) | 356600000 | 55.68 | 1921336 | 1921 |
| Bus Besar (Gol IIA) | 1107623000 | 69.39 | 4788686 | 4789 |
| Truk Ringan (Gol I) | 268500000 | 55.68 | 1446659 | 1447 |
| Truk Sedang (Gol IIA) | 352000000 | 55.68 | 1896552 | 1897 |
| Truk Berat (Gol IIB) | 732000000 | 53.92 | 4072700 | 4073 |

Sumber : Hasil Analisis (2019)

Tabel 4.143 Bunga Modal Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 69.06 | 992615 | 993 |
| Utiliti (Gol I) | 151950000 | 69.06 | 660078 | 660 |
| Bus Kecil (Gol I) | 356600000 | 57.55 | 1858905 | 1859 |
| Bus Besar (Gol IIA) | 1107623000 | 71.72 | 4633113 | 4633 |
| Truk Ringan (Gol I) | 268500000 | 57.55 | 1399652 | 1400 |
| Truk Sedang (Gol IIA) | 352000000 | 57.55 | 1834926 | 1835 |
| Truk Berat (Gol IIB) | 732000000 | 54.89 | 4000729 | 4001 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 228500000 | 68.55 | 1000000 | 1000 |
| Utiliti (Gol I) | 151950000 | 68.55 | 664989 | 665 |
| Bus Kecil (Gol I) | 356600000 | 57.12 | 1872899 | 1873 |
| Bus Besar (Gol IIA) | 1107623000 | 71.18 | 4668262 | 4668 |
| Truk Ringan (Gol I) | 268500000 | 57.12 | 1410189 | 1410 |
| Truk Sedang (Gol IIA) | 352000000 | 57.12 | 1848739 | 1849 |
| Truk Berat (Gol IIB) | 732000000 | 54.38 | 4038249 | 4038 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 228500000 | 67.65 | 1013304 | 1013 |
| Utiliti (Gol I) | 151950000 | 67.65 | 673836 | 674 |
| Bus Kecil (Gol I) | 356600000 | 56.38 | 1897481 | 1897 |
| Bus Besar (Gol IIA) | 1107623000 | 70.26 | 4729389 | 4729 |
| Truk Ringan (Gol I) | 268500000 | 56.38 | 1428698 | 1429 |
| Truk Sedang (Gol IIA) | 352000000 | 56.38 | 1873005 | 1873 |
| Truk Berat (Gol IIB) | 732000000 | 53.78 | 4083302 | 4083 |

Sumber : Hasil Analisis (2019)

Tabel 4.144 Bunga Modal Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 68.89 | 995065 | 995 |
| Utiliti (Gol I) | 151950000 | 68.89 | 661707 | 662 |
| Bus Kecil (Gol I) | 356600000 | 57.41 | 1863438 | 1863 |
| Bus Besar (Gol IIA) | 1107623000 | 71.54 | 4644771 | 4645 |
| Truk Ringan (Gol I) | 268500000 | 57.41 | 1403066 | 1403 |
| Truk Sedang (Gol IIA) | 352000000 | 57.41 | 1839401 | 1839 |
| Truk Berat (Gol IIB) | 732000000 | 54.7 | 4014625 | 4015 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 228500000 | 70.53 | 971927 | 972 |
| Utiliti (Gol I) | 151950000 | 70.53 | 646321 | 646 |
| Bus Kecil (Gol I) | 356600000 | 58.77 | 1820316 | 1820 |
| Bus Besar (Gol IIA) | 1107623000 | 73.24 | 4536959 | 4537 |
| Truk Ringan (Gol I) | 268500000 | 58.77 | 1370597 | 1371 |
| Truk Sedang (Gol IIA) | 352000000 | 58.77 | 1796835 | 1797 |
| Truk Berat (Gol IIB) | 732000000 | 56.06 | 3917232 | 3917 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 228500000 | 67.77 | 1011510 | 1012 |
| Utiliti (Gol I) | 151950000 | 67.77 | 672643 | 673 |
| Bus Kecil (Gol I) | 356600000 | 56.48 | 1894122 | 1894 |
| Bus Besar (Gol IIA) | 1107623000 | 70.38 | 4721326 | 4721 |
| Truk Ringan (Gol I) | 268500000 | 56.48 | 1426169 | 1426 |
| Truk Sedang (Gol IIA) | 352000000 | 56.48 | 1869688 | 1870 |
| Truk Berat (Gol IIB) | 732000000 | 53.87 | 4076480 | 4076 |

Sumber : Hasil Analisis (2019)

Tabel 4.145 Bunga Modal Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 228500000 | 85.91 | 797928 | 798 |
| Utiliti (Gol I) | 151950000 | 85.91 | 530613 | 531 |
| Bus Kecil (Gol I) | 356600000 | 68.33 | 1565637 | 1566 |
| Bus Besar (Gol IIA) | 1107623000 | 87.86 | 3782004 | 3782 |
| Truk Ringan (Gol I) | 268500000 | 68.33 | 1178838 | 1179 |
| Truk Sedang (Gol IIA) | 352000000 | 68.33 | 1545441 | 1545 |
| Truk Berat (Gol II) | 732000000 | 63.45 | 3460993 | 3461 |
| Senin Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.55 | 801286 | 801 |
| Utiliti (Gol I) | 151950000 | 85.55 | 532846 | 533 |
| Bus Kecil (Gol I) | 356600000 | 68.05 | 1572079 | 1572 |
| Bus Besar (Gol IIA) | 1107623000 | 87.5 | 3797565 | 3798 |
| Truk Ringan (Gol I) | 268500000 | 68.05 | 1183688 | 1184 |
| Truk Sedang (Gol IIA) | 352000000 | 68.05 | 1551800 | 1552 |
| Truk Berat (Gol IIB) | 732000000 | 63.19 | 3475233 | 3475 |
| Senin Sore | | | | |
| Sedan (Gol I) | 228500000 | 84.87 | 807706 | 808 |
| Utiliti (Gol I) | 151950000 | 84.87 | 537116 | 537 |
| Bus Kecil (Gol I) | 356600000 | 67.51 | 1584654 | 1585 |
| Bus Besar (Gol IIA) | 1107623000 | 86.8 | 3828190 | 3828 |
| Truk Ringan (Gol I) | 268500000 | 67.51 | 1193157 | 1193 |
| Truk Sedang (Gol IIA) | 352000000 | 67.51 | 1564213 | 1564 |
| Truk Berat (Gol IIB) | 732000000 | 62.68 | 3503510 | 3504 |

Sumber : Hasil Analisis (2019)

Tabel 4.146 Bunga Modal Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 85.92 | 797835 | 798 |
| Utiliti (Gol I) | 151950000 | 85.92 | 530552 | 531 |
| Bus Kecil (Gol I) | 356600000 | 68.34 | 1565408 | 1565 |
| Bus Besar (Gol IIA) | 1107623000 | 87.87 | 3781574 | 3782 |
| Truk Ringan (Gol I) | 268500000 | 68.34 | 1178665 | 1179 |
| Truk Sedang (Gol IIA) | 352000000 | 68.34 | 1545215 | 1545 |
| Truk Berat (Gol IIB) | 732000000 | 63.46 | 3460448 | 3460 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.41 | 802599 | 803 |
| Utiliti (Gol I) | 151950000 | 85.41 | 533720 | 534 |
| Bus Kecil (Gol I) | 356600000 | 67.94 | 1574625 | 1575 |
| Bus Besar (Gol IIA) | 1107623000 | 87.35 | 3804086 | 3804 |
| Truk Ringan (Gol I) | 268500000 | 67.94 | 1185605 | 1186 |
| Truk Sedang (Gol IIA) | 352000000 | 67.94 | 1554313 | 1554 |
| Truk Berat (Gol IIB) | 732000000 | 63.08 | 3481294 | 3481 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 228500000 | 85.12 | 805334 | 805 |
| Utiliti (Gol I) | 151950000 | 85.12 | 535538 | 536 |
| Bus Kecil (Gol I) | 356600000 | 67.7 | 1580207 | 1580 |
| Bus Besar (Gol IIA) | 1107623000 | 87.05 | 3817196 | 3817 |
| Truk Ringan (Gol I) | 268500000 | 67.7 | 1189808 | 1190 |
| Truk Sedang (Gol IIA) | 352000000 | 67.7 | 1559823 | 1560 |
| Truk Berat (Gol IIB) | 732000000 | 62.72 | 3501276 | 3501 |

Sumber : Hasil Analisis (2019)

Tabel 4.147 Bunga Modal Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 86.8 | 789747 | 790 |
| Utiliti (Gol I) | 151950000 | 86.8 | 525173 | 525 |
| Bus Kecil (Gol I) | 356600000 | 69.05 | 1549312 | 1549 |
| Bus Besar (Gol IIA) | 1107623000 | 88.76 | 3743656 | 3744 |
| Truk Ringan (Gol I) | 268500000 | 69.05 | 1166546 | 1167 |
| Truk Sedang (Gol IIA) | 352000000 | 69.05 | 1529327 | 1529 |
| Truk Berat (Gol IIB) | 732000000 | 64.12 | 3424828 | 3425 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.7 | 799883 | 800 |
| Utiliti (Gol I) | 151950000 | 85.7 | 531914 | 532 |
| Bus Kecil (Gol I) | 356600000 | 68.17 | 1569312 | 1569 |
| Bus Besar (Gol IIA) | 1107623000 | 87.64 | 3791498 | 3791 |
| Truk Ringan (Gol I) | 268500000 | 68.17 | 1181605 | 1182 |
| Truk Sedang (Gol IIA) | 352000000 | 68.17 | 1549069 | 1549 |
| Truk Berat (Gol IIB) | 732000000 | 63.3 | 3469194 | 3469 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 228500000 | 83.61 | 819878 | 820 |
| Utiliti (Gol I) | 151950000 | 83.61 | 545210 | 545 |
| Bus Kecil (Gol I) | 356600000 | 66.51 | 1608480 | 1608 |
| Bus Besar (Gol IIA) | 1107623000 | 85.51 | 3885942 | 3886 |
| Truk Ringan (Gol I) | 268500000 | 66.51 | 1211096 | 1211 |
| Truk Sedang (Gol IIA) | 352000000 | 66.51 | 1587731 | 1588 |
| Truk Berat (Gol IIB) | 732000000 | 61.67 | 3560889 | 3561 |

Sumber : Hasil Analisis (2019)

Tabel 4.148 Bunga Modal Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 228500000 | 68.72 | 997526 | 998 |
| Utiliti (Gol I) | 151950000 | 68.72 | 663344 | 663 |
| Bus Kecil (Gol I) | 356600000 | 57.27 | 1867994 | 1868 |
| Bus Besar (Gol IIA) | 1107623000 | 71.37 | 4655834 | 4656 |
| Truk Ringan (Gol I) | 268500000 | 57.27 | 1406496 | 1406 |
| Truk Sedang (Gol IIA) | 352000000 | 57.27 | 1843897 | 1844 |
| Truk Berat (Gol IIB) | 732000000 | 54.63 | 4019769 | 4020 |
| Senin Siang | | | | |
| Sedan (Gol I) | 228500000 | 69.66 | 984065 | 984 |
| Utiliti (Gol I) | 151950000 | 69.66 | 654393 | 654 |
| Bus Kecil (Gol I) | 356600000 | 58.05 | 1842894 | 1843 |
| Bus Besar (Gol IIA) | 1107623000 | 72.34 | 4593405 | 4593 |
| Truk Ringan (Gol I) | 268500000 | 58.05 | 1387597 | 1388 |
| Truk Sedang (Gol IIA) | 352000000 | 58.05 | 1819121 | 1819 |
| Truk Berat (Gol IIB) | 732000000 | 55.37 | 3966047 | 3966 |
| Senin Sore | | | | |
| Sedan (Gol I) | 228500000 | 67.84 | 1010466 | 1010 |
| Utiliti (Gol I) | 151950000 | 67.84 | 671949 | 672 |
| Bus Kecil (Gol I) | 356600000 | 56.53 | 1892446 | 1892 |
| Bus Besar (Gol IIA) | 1107623000 | 70.45 | 4716634 | 4717 |
| Truk Ringan (Gol I) | 268500000 | 56.53 | 1424907 | 1425 |
| Truk Sedang (Gol IIA) | 352000000 | 56.53 | 1868035 | 1868 |
| Truk Berat (Gol IIB) | 732000000 | 53.92 | 4072700 | 4073 |

Sumber : Hasil Analisis (2019)

Tabel 4.149 Bunga Modal Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 67.97 | 1008533 | 1009 |
| Utiliti (Gol I) | 151950000 | 67.97 | 670664 | 671 |
| Bus Kecil (Gol I) | 356600000 | 56.64 | 1888771 | 1889 |
| Bus Besar (Gol IIA) | 1107623000 | 70.58 | 4707947 | 4708 |
| Truk Ringan (Gol I) | 268500000 | 56.64 | 1422140 | 1422 |
| Truk Sedang (Gol IIA) | 352000000 | 56.64 | 1864407 | 1864 |
| Truk Berat (Gol IIB) | 732000000 | 54.02 | 4065161 | 4065 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 228500000 | 68.31 | 1003513 | 1004 |
| Utiliti (Gol I) | 151950000 | 68.31 | 667325 | 667 |
| Bus Kecil (Gol I) | 356600000 | 56.92 | 1879480 | 1879 |
| Bus Besar (Gol IIA) | 1107623000 | 70.93 | 4684716 | 4685 |
| Truk Ringan (Gol I) | 268500000 | 56.92 | 1415144 | 1415 |
| Truk Sedang (Gol IIA) | 352000000 | 56.92 | 1855235 | 1855 |
| Truk Berat (Gol IIB) | 732000000 | 54.29 | 4044944 | 4045 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 228500000 | 66.49 | 1030982 | 1031 |
| Utiliti (Gol I) | 151950000 | 66.49 | 685592 | 686 |
| Bus Kecil (Gol I) | 356600000 | 55.41 | 1930698 | 1931 |
| Bus Besar (Gol IIA) | 1107623000 | 69.05 | 4812265 | 4812 |
| Truk Ringan (Gol I) | 268500000 | 55.41 | 1453709 | 1454 |
| Truk Sedang (Gol IIA) | 352000000 | 55.41 | 1905793 | 1906 |
| Truk Berat (Gol IIB) | 732000000 | 52.85 | 4155156 | 4155 |

Sumber : Hasil Analisis (2019)

Tabel 4.150 Bunga Modal Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 68.06 | 1007200 | 1007 |
| Utiliti (Gol I) | 151950000 | 68.06 | 669777 | 670 |
| Bus Kecil (Gol I) | 356600000 | 56.72 | 1886107 | 1886 |
| Bus Besar (Gol IIA) | 1107623000 | 70.68 | 4701286 | 4701 |
| Truk Ringan (Gol I) | 268500000 | 56.72 | 1420134 | 1420 |
| Truk Sedang (Gol IIA) | 352000000 | 56.72 | 1861777 | 1862 |
| Truk Berat (Gol IIB) | 732000000 | 54.1 | 4059150 | 4059 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 228500000 | 69.63 | 984489 | 984 |
| Utiliti (Gol I) | 151950000 | 69.63 | 654675 | 655 |
| Bus Kecil (Gol I) | 356600000 | 58.02 | 1843847 | 1844 |
| Bus Besar (Gol IIA) | 1107623000 | 72.31 | 4595310 | 4595 |
| Truk Ringan (Gol I) | 268500000 | 58.02 | 1388314 | 1388 |
| Truk Sedang (Gol IIA) | 352000000 | 58.02 | 1820062 | 1820 |
| Truk Berat (Gol IIB) | 732000000 | 55.34 | 3968197 | 3968 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 228500000 | 68.84 | 995787 | 996 |
| Utiliti (Gol I) | 151950000 | 68.84 | 662188 | 662 |
| Bus Kecil (Gol I) | 356600000 | 57.37 | 1864738 | 1865 |
| Bus Besar (Gol IIA) | 1107623000 | 71.49 | 4648019 | 4648 |
| Truk Ringan (Gol I) | 268500000 | 57.37 | 1404044 | 1404 |
| Truk Sedang (Gol IIA) | 352000000 | 57.37 | 1840683 | 1841 |
| Truk Berat (Gol IIB) | 732000000 | 54.72 | 4013158 | 4013 |

Sumber : Hasil Analisis (2019)

Tabel 4.151 Bunga Modal Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 228500000 | 85.27 | 803917 | 804 |
| Utiliti (Gol I) | 151950000 | 85.27 | 534596 | 535 |
| Bus Kecil (Gol I) | 356600000 | 67.83 | 1577178 | 1577 |
| Bus Besar (Gol IIA) | 1107623000 | 87.21 | 3810193 | 3810 |
| Truk Ringan (Gol I) | 268500000 | 67.83 | 1187528 | 1188 |
| Truk Sedang (Gol IIA) | 352000000 | 67.83 | 1556833 | 1557 |
| Truk Berat (Gol IIB) | 732000000 | 62.98 | 3486821 | 3487 |
| Senin Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.79 | 799044 | 799 |
| Utiliti (Gol I) | 151950000 | 85.79 | 531356 | 531 |
| Bus Kecil (Gol I) | 356600000 | 68.24 | 1567702 | 1568 |
| Bus Besar (Gol IIA) | 1107623000 | 87.74 | 3787177 | 3787 |
| Truk Ringan (Gol I) | 268500000 | 68.24 | 1180393 | 1180 |
| Truk Sedang (Gol IIA) | 352000000 | 68.24 | 1547479 | 1547 |
| Truk Berat (Gol IIB) | 732000000 | 63.37 | 3465362 | 3465 |
| Senin Sore | | | | |
| Sedan (Gol I) | 228500000 | 84.92 | 807230 | 807 |
| Utiliti (Gol I) | 151950000 | 84.92 | 536799 | 537 |
| Bus Kecil (Gol I) | 356600000 | 67.55 | 1583716 | 1584 |
| Bus Besar (Gol IIA) | 1107623000 | 86.85 | 3825986 | 3826 |
| Truk Ringan (Gol I) | 268500000 | 67.55 | 1192450 | 1192 |
| Truk Sedang (Gol IIA) | 352000000 | 67.55 | 1563286 | 1563 |
| Truk Berat (Gol IIB) | 732000000 | 62.72 | 3501276 | 3501 |

Sumber : Hasil Analisis (2019)

Tabel 4.152 Bunga Modal Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 85.57 | 801099 | 801 |
| Utiliti (Gol I) | 151950000 | 85.57 | 532722 | 533 |
| Bus Kecil (Gol I) | 356600000 | 68.07 | 1571617 | 1572 |
| Bus Besar (Gol IIA) | 1107623000 | 87.52 | 3796697 | 3797 |
| Truk Ringan (Gol I) | 268500000 | 68.07 | 1183341 | 1183 |
| Truk Sedang (Gol IIA) | 352000000 | 68.07 | 1551344 | 1551 |
| Truk Berat (Gol IIB) | 732000000 | 63.2 | 3474684 | 3475 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.91 | 797928 | 798 |
| Utiliti (Gol I) | 151950000 | 85.91 | 530613 | 531 |
| Bus Kecil (Gol I) | 356600000 | 68.33 | 1565637 | 1566 |
| Bus Besar (Gol IIA) | 1107623000 | 87.86 | 3782004 | 3782 |
| Truk Ringan (Gol I) | 268500000 | 68.33 | 1178838 | 1179 |
| Truk Sedang (Gol IIA) | 352000000 | 68.33 | 1545441 | 1545 |
| Truk Berat (Gol IIB) | 732000000 | 63.45 | 3460993 | 3461 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 228500000 | 85.46 | 802130 | 802 |
| Utiliti (Gol I) | 151950000 | 85.46 | 533407 | 533 |
| Bus Kecil (Gol I) | 356600000 | 67.98 | 1573698 | 1574 |
| Bus Besar (Gol IIA) | 1107623000 | 87.4 | 3801910 | 3802 |
| Truk Ringan (Gol I) | 268500000 | 67.98 | 1184907 | 1185 |
| Truk Sedang (Gol IIA) | 352000000 | 67.98 | 1553398 | 1553 |
| Truk Berat (Gol IIB) | 732000000 | 63.12 | 3479087 | 3479 |

Sumber : Hasil Analisis (2019)

Tabel 4.153 Bunga Modal Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Bunga Modal/1000 km | Bunga Modal / km |
|-----------------------|-----------------|-------------|---------------------|------------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 86.76 | 790111 | 790 |
| Utiliti (Gol I) | 151950000 | 86.76 | 525415 | 525 |
| Bus Kecil (Gol I) | 356600000 | 69.01 | 1550210 | 1550 |
| Bus Besar (Gol IIA) | 1107623000 | 88.72 | 3745344 | 3745 |
| Truk Ringan (Gol I) | 268500000 | 69,01 | 1167222 | 1167 |
| Truk Sedang (Gol IIA) | 352000000 | 69.01 | 1530213 | 1530 |
| Truk Berat (Gol IIB) | 732000000 | 64.08 | 3426966 | 3427 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.64 | 800444 | 800 |
| Utiliti (Gol I) | 151950000 | 85.64 | 532286 | 532 |
| Bus Kecil (Gol I) | 356600000 | 68.12 | 1570464 | 1570 |
| Bus Besar (Gol IIA) | 1107623000 | 87.58 | 3794096 | 3794 |
| Truk Ringan (Gol I) | 268500000 | 68.12 | 1182472 | 1182 |
| Truk Sedang (Gol IIA) | 352000000 | 68.12 | 1550206 | 1550 |
| Truk Berat (Gol IIB) | 732000000 | 63.25 | 3471937 | 3472 |
| Sedan (Gol I) | 228500000 | 84.39 | 812300 | 812 |
| Minggu Sore | | | | |
| Utiliti (Gol I) | 151950000 | 84.39 | 540171 | 540 |
| Bus Kecil (Gol I) | 356600000 | 67.13 | 1593624 | 1594 |
| Bus Besar (Gol IIA) | 1107623000 | 86.31 | 3849924 | 3850 |
| Truk Ringan (Gol I) | 268500000 | 67.13 | 1199911 | 1200 |
| Truk Sedang (Gol IIA) | 352000000 | 67.13 | 1573067 | 1573 |
| Truk Berat (Gol IIB) | 732000000 | 62.33 | 3523183 | 3523 |

Sumber : Hasil Analisis (2019)

2) Depresiasi

Pada tahap perhitungan untuk mencari biaya depresiasi diperlukan beberapa data yang meliputi harga kendaraan baru dan kecepatan rata-rata kendaraan, yang dalam hal ini diperhitungkan dalam 2 kondisi kecepatan yaitu kecepatan yang diperoleh dari hasil survey langsung di lapangan dan menggunakan metode perhitungan kecepatan dengan bantuan software KAJI dan diperhitungkan dengan rumus-rumus dan teori yang ada pada Bab II. Menurut rumus dari PCI (*Pacific Consultan International*) Hasil dari perhitungan biaya depresiasi adalah rupiah per seribu kilometer tapi disini penulis mengkonversikannya menjadi rupiah perkilometer. Hasil dan rincian perhitungan dapat dilihat pada tabel 154 sampai dengan tabel 4.167.

Tabel 4.154 Depresiasi Jalan Arteri dan Tol Pada Ruas Jalan Karanganyar ke Sragen Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi /1000 km | Depresiasi /km |
|----------------------|-----------------|-------------|---------------------|----------------|
| Jalan Arteri | | | | |
| Sedan (Gol I) | 228500000 | 75.41 | 728810 | 729 |
| Utiliti (Gol I) | 151950000 | 70.32 | 505153 | 505 |
| Bus Kecil (Gol I) | 356600000 | 71.65 | 1172544 | 1173 |
| Bus Besar (Gol IIA) | 1107623000 | 82.25 | 930580 | 931 |
| Truk Ringan (Gol I) | 268500000 | 65.79 | 927541 | 928 |
| Truk Sedang (Gol I) | 352000000 | 62.43 | 1252335 | 1252 |
| Truk Berat (Gol IIB) | 732000000 | 53.33 | 1180683 | 1181 |
| Jalan Toll | | | | |
| Sedan (Gol I) | 228500000 | 90.05 | 652624 | 653 |
| Utiliti (Gol I) | 151950000 | 84.79 | 450924 | 451 |
| Bus Kecil (Gol I) | 356600000 | 80.47 | 1093278 | 1093 |
| Bus Besar (Gol IIA) | 1107623000 | 91.25 | 871287 | 871 |
| Truk Ringan (Gol I) | 268500000 | 65.38 | 930837 | 931 |
| Truk Sedang (Gol I) | 352000000 | 63.47 | 1240857 | 1241 |
| Truk Berat (Gol IIB) | 732000000 | 41.76 | 1329555 | 1330 |

Sumber : Hasil Analisis (2019)

Tabel 4.155 Depresiasi Jalan Arteri danTol Pada Ruas Jalan Sragen ke Karanganyar Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi / 1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|----------------------|-----------------|
| Jalan Atreri | | | | |
| Sedan (Gol I) | 228500000 | 75.41 | 728810 | 729 |
| Utiliti (Gol I) | 151950000 | 70.32 | 505153 | 505 |
| Bus Kecil (Gol I) | 356600000 | 71.65 | 1172544 | 1173 |
| Bus Besar (Gol IIA) | 1107623000 | 82.25 | 930580 | 931 |
| Truk Ringan (Gol I) | 268500000 | 65.79 | 927541 | 928 |
| Truk Sedang (Gol I) | 352000000 | 62.43 | 1252335 | 1252 |
| Truk Berat (Gol IIB) | 732000000 | 53.33 | 1180683 | 1181 |
| Jalan Toll | | | | |
| Sedan (Gol I) | 228500000 | 90.05 | 652624 | 653 |
| Utiliti (Gol I) | 151950000 | 84.79 | 450924 | 451 |
| Bus Kecil (Gol I) | 356600000 | 80.47 | 1093278 | 1093 |
| Bus Besar (Gol IIA) | 1107623000 | 91.25 | 871287 | 871 |
| Truk Ringan (Gol I) | 268500000 | 65.38 | 930837 | 931 |
| Truk Sedang (Gol I) | 352000000 | 63.47 | 1240857 | 1241 |
| Truk Berat (Gol IIB) | 732000000 | 41.76 | 1329555 | 1330 |

Sumber : Hasil Analisis (2019)

Tabel 4.156 Depresiasi Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi / 1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|----------------------|-----------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 228500000 | 69.18 | 766907 | 767 |
| Utiliti (Gol I) | 151950000 | 69.18 | 509985 | 510 |
| Bus Kecil (Gol I) | 356600000 | 57.65 | 1325035 | 1325 |
| Bus Besar (Gol IIA) | 1107623000 | 71.84 | 1010089 | 1010 |
| Truk Ringan (Gol I) | 268500000 | 57.65 | 997678 | 998 |
| Truk Sedang (Gol I) | 352000000 | 57.65 | 1307942 | 1308 |
| Truk Berat (Gol IIB) | 732000000 | 54.63 | 1166014 | 1166 |
| Senin Siang | | | | |
| Sedan (Gol I) | 228500000 | 68.41 | 771894 | 772 |
| Utiliti (Gol I) | 151950000 | 68.41 | 513301 | 513 |
| Bus Kecil (Gol I) | 356600000 | 57.01 | 1332960 | 1333 |
| Bus Besar (Gol IIA) | 1107623000 | 71.04 | 1016765 | 1017 |
| Truk Ringan (Gol I) | 268500000 | 57.01 | 1003645 | 1004 |
| Truk Sedang (Gol I) | 352000000 | 57.01 | 1315765 | 1316 |
| Truk Berat (Gol IIB) | 732000000 | 54.38 | 1168806 | 1169 |
| Senin Sore | | | | |
| Sedan (Gol I) | 228500000 | 66.82 | 782400 | 782 |
| Utiliti (Gol I) | 151950000 | 66.82 | 520288 | 520 |
| Bus Kecil (Gol I) | 356600000 | 55.68 | 1349735 | 1350 |
| Bus Besar (Gol IIA) | 1107623000 | 69.39 | 1030817 | 1031 |
| Truk Ringan (Gol I) | 268500000 | 55.68 | 1016276 | 1016 |
| Truk Sedang (Gol I) | 352000000 | 55.68 | 1332324 | 1332 |
| Truk Berat (Gol IIB) | 732000000 | 53.92 | 1173980 | 1174 |

Sumber : Hasil Analisis (2019)

Tabel 4.157 Depresiasi Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi/1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|--------------------|-----------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 69.06 | 767680 | 768 |
| Utiliti (Gol I) | 151950000 | 69.06 | 510499 | 510 |
| Bus Kecil (Gol I) | 356600000 | 57.55 | 1326267 | 1326 |
| Bus Besar (Gol IIA) | 1107623000 | 71.72 | 1011085 | 1011 |
| Truk Ringan (Gol I) | 268500000 | 57.55 | 998605 | 999 |
| Truk Sedang (Gol I) | 352000000 | 57.55 | 1309159 | 1309 |
| Truk Berat (Gol IIB) | 732000000 | 54.89 | 1163123 | 1163 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 228500000 | 68.55 | 770983 | 771 |
| Utiliti (Gol I) | 151950000 | 68.55 | 512695 | 513 |
| Bus Kecil (Gol I) | 356600000 | 57.12 | 1331591 | 1332 |
| Bus Besar (Gol IIA) | 1107623000 | 71.18 | 1015590 | 1016 |
| Truk Ringan (Gol I) | 268500000 | 57.12 | 1002614 | 1003 |
| Truk Sedang (Gol I) | 352000000 | 57.12 | 1314414 | 1314 |
| Truk Berat (Gol IIB) | 732000000 | 54.38 | 1168806 | 1169 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 228500000 | 67.65 | 776881 | 777 |
| Utiliti (Gol I) | 151950000 | 67.65 | 516617 | 517 |
| Bus Kecil (Gol I) | 356600000 | 56.38 | 1340854 | 1341 |
| Bus Besar (Gol IIA) | 1107623000 | 70.26 | 1023360 | 1023 |
| Truk Ringan (Gol I) | 268500000 | 56.38 | 1009588 | 1010 |
| Truk Sedang (Gol I) | 352000000 | 56.38 | 1323557 | 1324 |
| Truk Berat (Gol IIB) | 732000000 | 53.78 | 1175564 | 1176 |

Sumber : Hasil Analisis (2019)

Tabel 4.158 Depresiasi Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi/1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|--------------------|-----------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 68.89 | 768778 | 769 |
| Utiliti (Gol I) | 151950000 | 68.89 | 511229 | 511 |
| Bus Kecil (Gol I) | 356600000 | 57.41 | 1327996 | 1328 |
| Bus Besar (Gol IIA) | 1107623000 | 71.54 | 1012582 | 1013 |
| Truk Ringan (Gol I) | 268500000 | 57.41 | 999907 | 1000 |
| Truk Sedang (Gol I) | 352000000 | 57.41 | 1310865 | 1311 |
| Truk Berat (Gol IIB) | 732000000 | 54.70 | 1165234 | 1165 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 228500000 | 70.53 | 758317 | 758 |
| Utiliti (Gol I) | 151950000 | 70.53 | 504273 | 504 |
| Bus Kecil (Gol I) | 356600000 | 58.77 | 1311391 | 1311 |
| Bus Besar (Gol IIA) | 1107623000 | 73.24 | 998614 | 999 |
| Truk Ringan (Gol I) | 268500000 | 58.77 | 987405 | 987 |
| Truk Sedang (Gol I) | 352000000 | 58.77 | 1294475 | 1294 |
| Truk Berat (Gol IIB) | 732000000 | 56.06 | 1150292 | 1150 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 228500000 | 67.77 | 776089 | 776 |
| Utiliti (Gol I) | 151950000 | 67.77 | 516091 | 516 |
| Bus Kecil (Gol I) | 356600000 | 56.48 | 1339594 | 1340 |
| Bus Besar (Gol IIA) | 1107623000 | 70.38 | 1022339 | 1022 |
| Truk Ringan (Gol I) | 268500000 | 56.48 | 1008640 | 1009 |
| Truk Sedang (Gol I) | 352000000 | 56.48 | 1322314 | 1322 |
| Truk Berat (Gol IIB) | 732000000 | 53.87 | 1174545 | 1175 |

Sumber : Hasil Analisis (2019)

Tabel 4.159 Depresiasi Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi/1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|--------------------|-----------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 228500000 | 85.91 | 672504 | 673 |
| Utiliti (Gol I) | 151950000 | 85.91 | 447208 | 447 |
| Bus Kecil (Gol I) | 356600000 | 68.33 | 1205442 | 1205 |
| Bus Besar (Gol IIA) | 1107623000 | 87.86 | 892712 | 893 |
| Truk Ringan (Gol I) | 268500000 | 68.33 | 907631 | 908 |
| Truk Sedang (Gol I) | 352000000 | 68.33 | 1189893 | 1190 |
| Truk Berat (Gol IIB) | 732000000 | 63.45 | 1075364 | 1075 |
| Senin Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.55 | 674290 | 674 |
| Utiliti (Gol I) | 151950000 | 85.55 | 448395 | 448 |
| Bus Kecil (Gol I) | 356600000 | 68.05 | 1208302 | 1208 |
| Bus Besar (Gol IIA) | 1107623000 | 87.5 | 895049 | 895 |
| Truk Ringan (Gol I) | 268500000 | 68.05 | 909784 | 910 |
| Truk Sedang (Gol I) | 352000000 | 68.05 | 1192715 | 1193 |
| Truk Berat (Gol IIB) | 732000000 | 63.19 | 1077834 | 1078 |
| Senin Sore | | | | |
| Sedan (Gol I) | 228500000 | 84.87 | 677690 | 678 |
| Utiliti (Gol I) | 151950000 | 84.87 | 450656 | 451 |
| Bus Kecil (Gol I) | 356600000 | 67.51 | 1213854 | 1214 |
| Bus Besar (Gol IIA) | 1107623000 | 86.8 | 899629 | 900 |
| Truk Ringan (Gol I) | 268500000 | 67.51 | 913965 | 914 |
| Truk Sedang (Gol I) | 352000000 | 67.51 | 1198196 | 1198 |
| Truk Berat (Gol IIB) | 732000000 | 62.68 | 1082712 | 1083 |

Sumber : Hasil Analisis (2019)

Tabel 4.160 Depresiasi Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi / 1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|----------------------|-----------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 85.92 | 672454 | 672 |
| Utiliti (Gol I) | 151950000 | 85.92 | 447175 | 447 |
| Bus Kecil (Gol I) | 356600000 | 68.34 | 1205341 | 1205 |
| Bus Besar (Gol IIA) | 1107623000 | 87.87 | 892647 | 893 |
| Truk Ringan (Gol I) | 268500000 | 68.34 | 907555 | 908 |
| Truk Sedang (Gol I) | 352000000 | 68.34 | 1189792 | 1190 |
| Truk Berat (Gol IIB) | 732000000 | 63.46 | 1075269 | 1075 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.7 | 673545 | 674 |
| Utiliti (Gol I) | 151950000 | 85.7 | 447900 | 448 |
| Bus Kecil (Gol I) | 356600000 | 68.17 | 1207075 | 1207 |
| Bus Besar (Gol IIA) | 1107623000 | 87.64 | 894138 | 894 |
| Truk Ringan (Gol I) | 268500000 | 68.17 | 908860 | 909 |
| Truk Sedang (Gol I) | 352000000 | 68.17 | 1191504 | 1192 |
| Truk Berat (Gol IIB) | 732000000 | 63.30 | 1076787 | 1077 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 228500000 | 83.61 | 684081 | 684 |
| Utiliti (Gol I) | 151950000 | 83.61 | 454906 | 455 |
| Bus Kecil (Gol I) | 356600000 | 66.51 | 1224273 | 1224 |
| Bus Besar (Gol IIA) | 1107623000 | 85.51 | 908193 | 908 |
| Truk Ringan (Gol I) | 268500000 | 66.51 | 921809 | 922 |
| Truk Sedang (Gol I) | 352000000 | 66.51 | 1208480 | 1208 |
| Truk Berat (Gol IIB) | 732000000 | 61.67 | 1092505 | 1093 |

Sumber : Hasil Analisis (2019)

Tabel 4.161 Depresiasi Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi/1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|--------------------|-----------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 86.8 | 668129 | 668 |
| Utiliti (Gol I) | 151950000 | 86.8 | 444298 | 444 |
| Bus Kecil (Gol I) | 356600000 | 69.05 | 1198152 | 1198 |
| Bus Besar (Gol IIA) | 1107623000 | 88.76 | 886921 | 887 |
| Truk Ringan (Gol I) | 268500000 | 69.05 | 902142 | 902 |
| Truk Sedang (Gol I) | 352000000 | 69.05 | 1182696 | 1183 |
| Truk Berat (Gol IIB) | 732000000 | 64.12 | 1069050 | 1069 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.7 | 673545 | 674 |
| Utiliti (Gol I) | 151950000 | 85.7 | 447900 | 448 |
| Bus Kecil (Gol I) | 356600000 | 68.17 | 1207075 | 1207 |
| Bus Besar (Gol IIA) | 1107623000 | 87.64 | 894138 | 894 |
| Truk Ringan (Gol I) | 268500000 | 68.17 | 908860 | 909 |
| Truk Sedang (Gol I) | 352000000 | 68.17 | 1191504 | 1192 |
| Truk Berat (Gol IIB) | 732000000 | 63.30 | 1076787 | 1077 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 228500000 | 83.61 | 684081 | 684 |
| Utiliti (Gol I) | 151950000 | 83.61 | 454906 | 455 |
| Bus Kecil (Gol I) | 356600000 | 66.51 | 1224273 | 1224 |
| Bus Besar (Gol IIA) | 1107623000 | 85.51 | 908193 | 908 |
| Truk Ringan (Gol I) | 268500000 | 66.51 | 921809 | 922 |
| Truk Sedang (Gol I) | 352000000 | 66.51 | 1208480 | 1208 |
| Truk Berat (Gol IIB) | 732000000 | 61.67 | 1092505 | 1093 |

Sumber : Hasil Analisis (2019)

Tabel 4.162 Depresiasi Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi/1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|--------------------|-----------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 228500000 | 68.72 | 769879 | 770 |
| Utiliti (Gol I) | 151950000 | 68.72 | 511961 | 512 |
| Bus Kecil (Gol I) | 356600000 | 57.27 | 1329729 | 1330 |
| Bus Besar (Gol IIA) | 1107623000 | 71.37 | 1014000 | 1014 |
| Truk Ringan (Gol I) | 268500000 | 57.27 | 1001212 | 1001 |
| Truk Sedang (Gol I) | 352000000 | 57.27 | 1312576 | 1313 |
| Truk Berat (Gol IIB) | 732000000 | 54.63 | 1166014 | 1166 |
| Senin Siang | | | | |
| Sedan (Gol I) | 228500000 | 69.66 | 763831 | 764 |
| Utiliti (Gol I) | 151950000 | 69.66 | 507939 | 508 |
| Bus Kecil (Gol I) | 356600000 | 58.05 | 1320130 | 1320 |
| Bus Besar (Gol IIA) | 1107623000 | 72.34 | 1005961 | 1006 |
| Truk Ringan (Gol I) | 268500000 | 58.05 | 993984 | 994 |
| Truk Sedang (Gol I) | 352000000 | 58.05 | 1303100 | 1303 |
| Truk Berat (Gol IIB) | 732000000 | 55.37 | 1157825 | 1158 |
| Senin Sore | | | | |
| Sedan (Gol I) | 228500000 | 67.84 | 775628 | 776 |
| Utiliti (Gol I) | 151950000 | 67.84 | 515784 | 516 |
| Bus Kecil (Gol I) | 356600000 | 56.53 | 1338966 | 1339 |
| Bus Besar (Gol IIA) | 1107623000 | 70.45 | 1021745 | 1022 |
| Truk Ringan (Gol I) | 268500000 | 56.53 | 1008167 | 1008 |
| Truk Sedang (Gol I) | 352000000 | 56.53 | 1321693 | 1322 |
| Truk Berat (Gol IIB) | 732000000 | 53.92 | 1173980 | 1174 |

Sumber : Hasil Analisis (2019)

Tabel 4.163 Depresiasi Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi/1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|--------------------|-----------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 67.97 | 774773 | 775 |
| Utiliti (Gol I) | 151950000 | 67.97 | 515216 | 515 |
| Bus Kecil (Gol I) | 356600000 | 56.64 | 1337584 | 1338 |
| Bus Besar (Gol IIA) | 1107623000 | 70.58 | 1020644 | 1021 |
| Truk Ringan (Gol I) | 268500000 | 56.64 | 1007127 | 1007 |
| Truk Sedang (Gol I) | 352000000 | 56.64 | 1320330 | 1320 |
| Truk Berat (Gol IIB) | 732000000 | 54.02 | 1172851 | 1173 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 228500000 | 68.31 | 772547 | 773 |
| Utiliti (Gol I) | 151950000 | 68.31 | 513735 | 514 |
| Bus Kecil (Gol I) | 356600000 | 56.92 | 1334082 | 1334 |
| Bus Besar (Gol IIA) | 1107623000 | 70.93 | 1017690 | 1018 |
| Truk Ringan (Gol I) | 268500000 | 56.92 | 1004489 | 1004 |
| Truk Sedang (Gol I) | 352000000 | 56.92 | 1316872 | 1317 |
| Truk Berat (Gol IIB) | 732000000 | 54.29 | 1169815 | 1170 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 228500000 | 66.49 | 784617 | 785 |
| Utiliti (Gol I) | 151950000 | 66.49 | 521762 | 522 |
| Bus Kecil (Gol I) | 356600000 | 55.41 | 1353192 | 1353 |
| Bus Besar (Gol IIA) | 1107623000 | 69.05 | 1033761 | 1034 |
| Truk Ringan (Gol I) | 268500000 | 55.41 | 1018879 | 1019 |
| Truk Sedang (Gol I) | 352000000 | 55.41 | 1335737 | 1336 |
| Truk Berat (Gol IIB) | 732000000 | 52.85 | 1186193 | 1186 |

Sumber : Hasil Analisis (2019)

Tabel 4.164 Depresiasi Jalan Arteri Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi/1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|--------------------|-----------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 68.06 | 774183 | 774 |
| Utiliti (Gol I) | 151950000 | 68.06 | 514823 | 515 |
| Bus Kecil (Gol I) | 356600000 | 56.72 | 1336582 | 1337 |
| Bus Besar (Gol IIA) | 1107623000 | 70.68 | 1019798 | 1020 |
| Truk Ringan (Gol I) | 268500000 | 56.72 | 1006372 | 1006 |
| Truk Sedang (Gol I) | 352000000 | 56.72 | 1319340 | 1319 |
| Truk Berat (Gol IIB) | 732000000 | 54.10 | 1171950 | 1172 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 228500000 | 69.63 | 764022 | 764 |
| Utiliti (Gol I) | 151950000 | 69.63 | 508067 | 508 |
| Bus Kecil (Gol I) | 356600000 | 58.02 | 1320496 | 1320 |
| Bus Besar (Gol IIA) | 1107623000 | 72.31 | 1006207 | 1006 |
| Truk Ringan (Gol I) | 268500000 | 58.02 | 994260 | 994 |
| Truk Sedang (Gol I) | 352000000 | 58.02 | 1303462 | 1303 |
| Truk Berat (Gol IIB) | 732000000 | 55.34 | 1158155 | 1158 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 228500000 | 68.84 | 769101 | 769 |
| Utiliti (Gol I) | 151950000 | 68.84 | 511444 | 511 |
| Bus Kecil (Gol I) | 356600000 | 57.37 | 1328490 | 1328 |
| Bus Besar (Gol IIA) | 1107623000 | 71.49 | 1012999 | 1013 |
| Truk Ringan (Gol I) | 268500000 | 57.37 | 1000279 | 1000 |
| Truk Sedang (Gol I) | 352000000 | 57.37 | 1311353 | 1311 |
| Truk Berat (Gol IIB) | 732000000 | 54.72 | 1165011 | 1165 |

Sumber : Hasil Analisis (2019)

Tabel 4.165 Depresiasi Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi/1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|--------------------|-----------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 228500000 | 85.27 | 675686 | 676 |
| Utiliti (Gol I) | 151950000 | 85.27 | 449324 | 449 |
| Bus Kecil (Gol I) | 356600000 | 67.83 | 1210558 | 1211 |
| Bus Besar (Gol IIA) | 1107623000 | 87.21 | 896941 | 897 |
| Truk Ringan (Gol I) | 268500000 | 67.83 | 911483 | 911 |
| Truk Sedang (Gol I) | 352000000 | 67.83 | 1194942 | 1195 |
| Truk Berat (Gol IIB) | 732000000 | 62.98 | 1079837 | 1080 |
| Senin Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.79 | 673098 | 673 |
| Utiliti (Gol I) | 151950000 | 85.79 | 447603 | 448 |
| Bus Kecil (Gol I) | 356600000 | 68.24 | 1206360 | 1206 |
| Bus Besar (Gol IIA) | 1107623000 | 87.74 | 893489 | 893 |
| Truk Ringan (Gol I) | 268500000 | 68.24 | 908322 | 908 |
| Truk Sedang (Gol I) | 352000000 | 68.24 | 1190798 | 1191 |
| Truk Berat (Gol IIB) | 732000000 | 63.37 | 1076122 | 1076 |
| Senin Sore | | | | |
| Sedan (Gol I) | 228500000 | 84.92 | 677438 | 677 |
| Utiliti (Gol I) | 151950000 | 84.92 | 450489 | 450 |
| Bus Kecil (Gol I) | 356600000 | 67.55 | 1213441 | 1213 |
| Bus Besar (Gol IIA) | 1107623000 | 86.85 | 899300 | 899 |
| Truk Ringan (Gol I) | 268500000 | 67.55 | 913654 | 914 |
| Truk Sedang (Gol I) | 352000000 | 67.55 | 1197788 | 1198 |
| Truk Berat (Gol IIB) | 732000000 | 62.72 | 1082328 | 1082 |

Sumber : Hasil Analisis (2019)

Tabel 4.166 Depresiasi Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi/1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|--------------------|-----------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 85.57 | 674190 | 674 |
| Utiliti (Gol I) | 151950000 | 85.57 | 448329 | 448 |
| Bus Kecil (Gol I) | 356600000 | 68.07 | 1208097 | 1208 |
| Bus Besar (Gol IIA) | 1107623000 | 87.52 | 894919 | 895 |
| Truk Ringan (Gol I) | 268500000 | 68.07 | 909630 | 910 |
| Truk Sedang (Gol I) | 352000000 | 68.07 | 1192513 | 1193 |
| Truk Berat (Gol IIB) | 732000000 | 63.20 | 1077739 | 1078 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.91 | 672504 | 673 |
| Utiliti (Gol I) | 151950000 | 85.91 | 447208 | 447 |
| Bus Kecil (Gol I) | 356600000 | 68.33 | 1205442 | 1205 |
| Bus Besar (Gol IIA) | 1107623000 | 87.86 | 892712 | 893 |
| Truk Ringan (Gol I) | 268500000 | 68.33 | 907631 | 908 |
| Truk Sedang (Gol I) | 352000000 | 68.33 | 1189893 | 1190 |
| Truk Berat (Gol IIB) | 732000000 | 63.45 | 1075364 | 1075 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 228500000 | 85.46 | 674738 | 675 |
| Utiliti (Gol I) | 151950000 | 85.46 | 448693 | 449 |
| Bus Kecil (Gol I) | 356600000 | 67.98 | 1209018 | 1209 |
| Bus Besar (Gol IIA) | 1107623000 | 87.4 | 895700 | 896 |
| Truk Ringan (Gol I) | 268500000 | 67.98 | 910324 | 910 |
| Truk Sedang (Gol I) | 352000000 | 67.98 | 1193423 | 1193 |
| Truk Berat (Gol IIB) | 732000000 | 63.12 | 1078501 | 1079 |

Sumber : Hasil Analisis (2019)

Tabel 4.167 Depresiasi Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Depresiasi/1000 km | Depresiasi / km |
|----------------------|-----------------|-------------|--------------------|-----------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 86.76 | 668324 | 668 |
| Utiliti (Gol I) | 151950000 | 86.76 | 444428 | 444 |
| Bus Kecil (Gol I) | 356600000 | 69.01 | 1198555 | 1199 |
| Bus Besar (Gol IIA) | 1107623000 | 88.72 | 887177 | 887 |
| Truk Ringan (Gol I) | 268500000 | 69.01 | 902445 | 902 |
| Truk Sedang (Gol I) | 352000000 | 69.01 | 1183094 | 1183 |
| Truk Berat (Gol IIB) | 732000000 | 64.08 | 1069425 | 1069 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.64 | 673843 | 674 |
| Utiliti (Gol I) | 151950000 | 85.64 | 448098 | 448 |
| Bus Kecil (Gol I) | 356600000 | 68.12 | 1207586 | 1208 |
| Bus Besar (Gol IIA) | 1107623000 | 87.58 | 894528 | 895 |
| Truk Ringan (Gol I) | 268500000 | 68.12 | 909245 | 909 |
| Truk Sedang (Gol I) | 352000000 | 68.12 | 1192008 | 1192 |
| Truk Berat (Gol IIB) | 732000000 | 63.25 | 1077263 | 1077 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 228500000 | 84.39 | 680110 | 680 |
| Utiliti (Gol I) | 151950000 | 84.39 | 452266 | 452 |
| Bus Kecil (Gol I) | 356600000 | 67.13 | 1217792 | 1218 |
| Bus Besar (Gol IIA) | 1107623000 | 86.31 | 902863 | 903 |
| Truk Ringan (Gol I) | 268500000 | 67.13 | 916930 | 917 |
| Truk Sedang (Gol I) | 352000000 | 67.13 | 1202083 | 1202 |
| Truk Berat (Gol IIB) | 732000000 | 62.33 | 1086086 | 1086 |

Sumber : Hasil Analisis (2019)

3) Asuransi

Pada tahap perhitungan untuk mencari biaya asuransi diperlukan beberapa data yang meliputi harga kendaraan baru dan kecepatan rata-rata kendaraan, yang dalam hal ini diperhitungkan dalam dua kondisi kecepatan yaitu kecepatan yang diperoleh dari hasil survey langsung di lapangan dan menggunakan metode perhitungan kecepatan dengan bantuan software KAJI dan diperhitungkan dengan rumus-rumus dan teori yang ada pada Bab II. Menurut rumus dari PCI (*Pacific Consultan International*) Hasil dari perhitungan biaya asuransi adalah rupiah per seribu kilometer tapi disini penulis mengkonversikannya menjadi rupiah perkilometer. Hasil dan rincian perhitungan dapat dilihat pada tabel 4.168 sampai dengan tabel 4.181.

Tabel 4.168 Asuransi Jalan Arteri dan Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Jalan Arteri | | | | |
| Sedan (Gol I) | 228500000 | 75.41 | 230288 | 230 |
| Utiliti (Gol I) | 151950000 | 70.32 | 164224 | 164 |
| Bus Kecil (Gol I) | 356600000 | 71.65 | 378250 | 378 |
| Bus Besar (Gol IIA) | 1107623000 | 82.25 | 314219 | 314 |
| Truk Ringan (Gol I) | 268500000 | 65.79 | 310169 | 310 |
| Truk Sedang (Gol I) | 352000000 | 62.43 | 428512 | 429 |
| Truk Berat (Gol IIB) | 732000000 | 53.33 | 488412 | 488 |
| Jalan Toll | | | | |
| Sedan (Gol I) | 228500000 | 90.05 | 192848 | 193 |
| Utiliti (Gol I) | 151950000 | 84.79 | 136198 | 136 |
| Bus Kecil (Gol I) | 356600000 | 80.47 | 336791 | 337 |
| Bus Besar (Gol IIA) | 1107623000 | 91.25 | 283228 | 283 |
| Truk Ringan (Gol I) | 268500000 | 65.38 | 312114 | 312 |
| Truk Sedang (Gol I) | 352000000 | 63.47 | 421490 | 421 |
| Truk Berat (Gol IIB) | 732000000 | 41.76 | 623731 | 624 |

Sumber : Hasil Analisis (2019)

Tabel 4.169 Asuransi Jalan Arteri dan Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|-----------------------|-----------------|-------------|------------------|---------------|
| Jalan Arteri | | | | |
| Sedan (Gol I) | 228500000 | 75.41 | 230288 | 230 |
| Utiliti (Gol I) | 151950000 | 70.32 | 164224 | 164 |
| Bus Kecil (Gol I) | 356600000 | 71.65 | 378250 | 378 |
| Bus Besar (Gol IIA) | 1107623000 | 82.25 | 314219 | 314 |
| Truk Ringan (Gol I) | 268500000 | 65.79 | 310169 | 310 |
| Truk Sedang (Gol I) | 352000000 | 62.43 | 428512 | 429 |
| Truk Berat (Gol IIB)) | 732000000 | 53.33 | 488412 | 488 |
| Jalan Toll | | | | |
| Sedan (Gol I) | 228500000 | 90.05 | 192848 | 193 |
| Utiliti (Gol I) | 151950000 | 84.79 | 136198 | 136 |
| Bus Kecil (Gol I) | 356600000 | 80.47 | 336791 | 337 |
| Bus Besar (Gol IIA) | 1107623000 | 91.25 | 283228 | 283 |
| Truk Ringan (Gol I) | 268500000 | 65.38 | 312114 | 312 |
| Truk Sedang (Gol I) | 352000000 | 63.47 | 421490 | 421 |
| Truk Berat (Gol IIB) | 732000000 | 41.76 | 623731 | 624 |

Sumber : Hasil Analisis (2019)

Tabel 4.170 Asuransi Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 228500000 | 69.18 | 251026 | 251 |
| Utiliti (Gol I) | 151950000 | 69.18 | 166930 | 167 |
| Bus Kecil (Gol I) | 356600000 | 57.65 | 470106 | 470 |
| Bus Besar (Gol IIA) | 1107623000 | 71.84 | 359751 | 360 |
| Truk Ringan (Gol I) | 268500000 | 57.65 | 353964 | 354 |
| Truk Sedang (Gol I) | 352000000 | 57.65 | 464042 | 464 |
| Truk Berat (Gol IIB) | 732000000 | 54.63 | 476789 | 477 |
| Senin Siang | | | | |
| Sedan (Gol I) | 228500000 | 68.41 | 253852 | 254 |
| Utiliti (Gol I) | 151950000 | 68.41 | 168809 | 169 |
| Bus Kecil (Gol I) | 356600000 | 57.01 | 475383 | 475 |
| Bus Besar (Gol IIA) | 1107623000 | 71.04 | 363803 | 364 |
| Truk Ringan (Gol I) | 268500000 | 57.01 | 357937 | 358 |
| Truk Sedang (Gol I) | 352000000 | 57.01 | 469251 | 469 |
| Truk Berat (Gol IIB) | 732000000 | 54.38 | 478981 | 479 |
| Senin Sore | | | | |
| Sedan (Gol I) | 228500000 | 66.82 | 259892 | 260 |
| Utiliti (Gol I) | 151950000 | 66.82 | 172826 | 173 |
| Bus Kecil (Gol I) | 356600000 | 55.68 | 486739 | 487 |
| Bus Besar (Gol IIA) | 1107623000 | 69.39 | 372453 | 372 |
| Truk Ringan (Gol I) | 268500000 | 55.68 | 366487 | 366 |
| Truk Sedang (Gol I) | 352000000 | 55.68 | 480460 | 480 |
| Truk Berat (Gol IIB) | 732000000 | 53.92 | 483068 | 483 |

Sumber : Hasil Analisis (2019)

Tabel 4.171 Asuransi Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 69.06 | 251462 | 251 |
| Utiliti (Gol I) | 151950000 | 69.06 | 167220 | 167 |
| Bus Kecil (Gol I) | 356600000 | 57.55 | 470923 | 471 |
| Bus Besar (Gol IIA) | 1107623000 | 71.72 | 360353 | 360 |
| Truk Ringan (Gol I) | 268500000 | 57.55 | 354579 | 355 |
| Truk Sedang (Gol I) | 352000000 | 57.55 | 464848 | 465 |
| Truk Berat (Gol IIB) | 732000000 | 54.89 | 474531 | 475 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 228500000 | 68.55 | 253333 | 253 |
| Utiliti (Gol I) | 151950000 | 68.55 | 168464 | 168 |
| Bus Kecil (Gol I) | 356600000 | 57.12 | 474468 | 474 |
| Bus Besar (Gol IIA) | 1107623000 | 71.18 | 363087 | 363 |
| Truk Ringan (Gol I) | 268500000 | 57.12 | 357248 | 357 |
| Truk Sedang (Gol I) | 352000000 | 57.12 | 468347 | 468 |
| Truk Berat (Gol IIB) | 732000000 | 54.38 | 478981 | 479 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 228500000 | 67.65 | 256704 | 257 |
| Utiliti (Gol I) | 151950000 | 67.65 | 170705 | 171 |
| Bus Kecil (Gol I) | 356600000 | 56.38 | 480695 | 481 |
| Bus Besar (Gol IIA) | 1107623000 | 70.26 | 367841 | 368 |
| Truk Ringan (Gol I) | 268500000 | 56.38 | 361937 | 362 |
| Truk Sedang (Gol I) | 352000000 | 56.38 | 474495 | 474 |
| Truk Berat (Gol IIB) | 732000000 | 53.78 | 484325 | 484 |

Sumber : Hasil Analisis (2019)

Tabel 4.172 Asuransi Jalan Arteri Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 68.89 | 252083 | 252 |
| Utiliti (Gol I) | 151950000 | 68.89 | 167632 | 168 |
| Bus Kecil (Gol I) | 356600000 | 57.41 | 472071 | 472 |
| Bus Besar (Gol IIA) | 1107623000 | 71.54 | 361260 | 361 |
| Truk Ringan (Gol I) | 268500000 | 57.41 | 355443 | 355 |
| Truk Sedang (Gol I) | 352000000 | 57.41 | 465982 | 466 |
| Truk Berat (Gol IIB) | 732000000 | 54.70 | 476179 | 476 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 228500000 | 70.53 | 246221 | 246 |
| Utiliti (Gol I) | 151950000 | 70.53 | 163735 | 164 |
| Bus Kecil (Gol I) | 356600000 | 58.77 | 461147 | 461 |
| Bus Besar (Gol IIA) | 1107623000 | 73.24 | 352875 | 353 |
| Truk Ringan (Gol I) | 268500000 | 58.77 | 347218 | 347 |
| Truk Sedang (Gol I) | 352000000 | 58.77 | 455198 | 455 |
| Truk Berat (Gol IIB) | 732000000 | 56.06 | 464627 | 465 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 228500000 | 67.77 | 256249 | 256 |
| Utiliti (Gol I) | 151950000 | 67.77 | 170403 | 170 |
| Bus Kecil (Gol I) | 356600000 | 56.48 | 479844 | 480 |
| Bus Besar (Gol IIA) | 1107623000 | 70.38 | 367214 | 367 |
| Truk Ringan (Gol I) | 268500000 | 56.48 | 361296 | 361 |
| Truk Sedang (Gol I) | 352000000 | 56.48 | 473654 | 474 |
| Truk Berat (Gol IIB) | 732000000 | 53.87 | 483516 | 484 |

Sumber : Hasil Analisis (2019)

Tabel 4.173 Asuransi Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 228500000 | 85.91 | 202142 | 202 |
| Utiliti (Gol I) | 151950000 | 85.91 | 134422 | 134 |
| Bus Kecil (Gol I) | 356600000 | 68.33 | 396628 | 397 |
| Bus Besar (Gol IIA) | 1107623000 | 87.86 | 294156 | 294 |
| Truk Ringan (Gol I) | 268500000 | 68.33 | 298639 | 299 |
| Truk Sedang (Gol I) | 352000000 | 68.33 | 391512 | 392 |
| Truk Berat (Gol IIB) | 732000000 | 63.45 | 410512 | 411 |
| Senin Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.55 | 202992 | 203 |
| Utiliti (Gol I) | 151950000 | 85.55 | 134988 | 135 |
| Bus Kecil (Gol I) | 356600000 | 68.05 | 398260 | 398 |
| Bus Besar (Gol IIA) | 1107623000 | 87.5 | 295366 | 295 |
| Truk Ringan (Gol I) | 268500000 | 68.05 | 299868 | 300 |
| Truk Sedang (Gol I) | 352000000 | 68.05 | 393123 | 393 |
| Truk Berat (Gol IIB) | 732000000 | 63.19 | 412201 | 412 |
| Senin Sore | | | | |
| Sedan (Gol I) | 228500000 | 84.87 | 204619 | 205 |
| Utiliti (Gol I) | 151950000 | 84.87 | 136069 | 136 |
| Bus Kecil (Gol I) | 356600000 | 67.51 | 401446 | 401 |
| Bus Besar (Gol IIA) | 1107623000 | 86.8 | 297748 | 298 |
| Truk Ringan (Gol I) | 268500000 | 67.51 | 302266 | 302 |
| Truk Sedang (Gol I) | 352000000 | 67.51 | 396267 | 396 |
| Truk Berat (Gol IIB) | 732000000 | 62.68 | 415555 | 416 |

Sumber : Hasil Analisis (2019)

Tabel 4.174 Asuransi Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 85.92 | 202118 | 202 |
| Utiliti (Gol I) | 151950000 | 85.92 | 134406 | 134 |
| Bus Kecil (Gol I) | 356600000 | 68.34 | 396570 | 397 |
| Bus Besar (Gol IIA) | 1107623000 | 87.87 | 294122 | 294 |
| Truk Ringan (Gol I) | 268500000 | 68.34 | 298595 | 299 |
| Truk Sedang (Gol I) | 352000000 | 68.34 | 391454 | 391 |
| Truk Berat (Gol IIB) | 732000000 | 63.46 | 410448 | 410 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.41 | 203325 | 203 |
| Utiliti (Gol I) | 151950000 | 85.41 | 135209 | 135 |
| Bus Kecil (Gol I) | 356600000 | 67.94 | 398905 | 399 |
| Bus Besar (Gol IIA) | 1107623000 | 87.35 | 295873 | 296 |
| Truk Ringan (Gol I) | 268500000 | 67.94 | 300353 | 300 |
| Truk Sedang (Gol I) | 352000000 | 67.94 | 393759 | 394 |
| Truk Berat (Gol IIB) | 732000000 | 63.08 | 412920 | 413 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 228500000 | 85.12 | 204018 | 204 |
| Utiliti (Gol I) | 151950000 | 85.12 | 135670 | 136 |
| Bus Kecil (Gol I) | 356600000 | 67.7 | 400319 | 400 |
| Bus Besar (Gol IIA) | 1107623000 | 87.05 | 296893 | 297 |
| Truk Ringan (Gol I) | 268500000 | 67.7 | 301418 | 301 |
| Truk Sedang (Gol I) | 352000000 | 67.7 | 395155 | 395 |
| Truk Berat (Gol IIB) | 732000000 | 62.72 | 415290 | 415 |

Sumber : Hasil Analisis (2019)

Tabel 4.175 Asuransi Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 86.8 | 200069 | 200 |
| Utiliti (Gol I) | 151950000 | 86.8 | 133044 | 133 |
| Bus Kecil (Gol I) | 356600000 | 69.05 | 392492 | 392 |
| Bus Besar (Gol IIA) | 1107623000 | 88.76 | 291173 | 291 |
| Truk Ringan (Gol I) | 268500000 | 69.05 | 295525 | 296 |
| Truk Sedang (Gol I) | 352000000 | 69.05 | 387429 | 387 |
| Truk Berat (Gol IIB) | 732000000 | 64.12 | 406223 | 406 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.7 | 202637 | 203 |
| Utiliti (Gol I) | 151950000 | 85.7 | 134751 | 135 |
| Bus Kecil (Gol I) | 356600000 | 68.17 | 397559 | 398 |
| Bus Besar (Gol IIA) | 1107623000 | 87.64 | 294894 | 295 |
| Truk Ringan (Gol I) | 268500000 | 68.17 | 299340 | 299 |
| Truk Sedang (Gol I) | 352000000 | 68.17 | 392431 | 392 |
| Truk Berat (Gol IIB) | 732000000 | 63.30 | 411485 | 411 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 228500000 | 83.61 | 207702 | 208 |
| Utiliti (Gol I) | 151950000 | 83.61 | 138120 | 138 |
| Bus Kecil (Gol I) | 356600000 | 66.51 | 407482 | 407 |
| Bus Besar (Gol IIA) | 1107623000 | 85.51 | 302240 | 302 |
| Truk Ringan (Gol I) | 268500000 | 66.51 | 306811 | 307 |
| Truk Sedang (Gol I) | 352000000 | 66.51 | 402225 | 402 |
| Truk Berat (Gol IIB) | 732000000 | 61.67 | 422361 | 422 |

Sumber : Hasil Analisis (2019)

Tabel 4.176 Asuransi Jalan Arteri Pada Ruas Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 228500000 | 68.72 | 252707 | 253 |
| Utiliti (Gol I) | 151950000 | 68.72 | 168047 | 168 |
| Bus Kecil (Gol I) | 356600000 | 57.27 | 473225 | 473 |
| Bus Besar (Gol IIA) | 1107623000 | 71.37 | 362120 | 362 |
| Truk Ringan (Gol I) | 268500000 | 57.27 | 356312 | 356 |
| Truk Sedang (Gol I) | 352000000 | 57.27 | 467121 | 467 |
| Truk Berat (Gol IIB) | 732000000 | 54.63 | 476789 | 477 |
| Senin Siang | | | | |
| Sedan (Gol I) | 228500000 | 69.66 | 249297 | 249 |
| Utiliti (Gol I) | 151950000 | 69.66 | 165780 | 166 |
| Bus Kecil (Gol I) | 356600000 | 58.05 | 466866 | 467 |
| Bus Besar (Gol IIA) | 1107623000 | 72.34 | 357265 | 357 |
| Truk Ringan (Gol I) | 268500000 | 58.05 | 351525 | 352 |
| Truk Sedang (Gol I) | 352000000 | 58.05 | 460844 | 461 |
| Truk Berat (Gol IIB) | 732000000 | 55.37 | 470417 | 470 |
| Senin Sore | | | | |
| Sedan (Gol I) | 228500000 | 67.84 | 255985 | 256 |
| Utiliti (Gol I) | 151950000 | 67.84 | 170227 | 170 |
| Bus Kecil (Gol I) | 356600000 | 56.53 | 479420 | 479 |
| Bus Besar (Gol IIA) | 1107623000 | 70.45 | 366849 | 367 |
| Truk Ringan (Gol I) | 268500000 | 56.53 | 360976 | 361 |
| Truk Sedang (Gol I) | 352000000 | 56.53 | 473235 | 473 |
| Truk Berat (Gol IIB) | 732000000 | 53.92 | 483068 | 483 |

Sumber : Hasil Analisis (2019)

Tabel 4.177 Asuransi Jalan Arteri Pada Ruas Sragen ke Karanganyar Pada Hari Rsbu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 67.97 | 255495 | 255 |
| Utiliti (Gol I) | 151950000 | 67.97 | 169901 | 170 |
| Bus Kecil (Gol I) | 356600000 | 56.64 | 478489 | 478 |
| Bus Besar (Gol IIA) | 1107623000 | 70.58 | 366174 | 366 |
| Truk Ringan (Gol I) | 268500000 | 56.64 | 360275 | 360 |
| Truk Sedang (Gol I) | 352000000 | 56.64 | 472316 | 472 |
| Truk Berat (Gol IIB) | 732000000 | 54.02 | 482173 | 482 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 228500000 | 68.31 | 254223 | 254 |
| Utiliti (Gol I) | 151950000 | 68.31 | 169056 | 169 |
| Bus Kecil (Gol I) | 356600000 | 56.92 | 476135 | 476 |
| Bus Besar (Gol IIA) | 1107623000 | 70.93 | 364367 | 364 |
| Truk Ringan (Gol I) | 268500000 | 56.92 | 358503 | 359 |
| Truk Sedang (Gol I) | 352000000 | 56.92 | 469993 | 470 |
| Truk Berat (Gol IIB) | 732000000 | 54.29 | 479775 | 480 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 228500000 | 66.49 | 261182 | 261 |
| Utiliti (Gol I) | 151950000 | 66.49 | 173683 | 174 |
| Bus Kecil (Gol I) | 356600000 | 55.41 | 489110 | 489 |
| Bus Besar (Gol IIA) | 1107623000 | 69.05 | 374287 | 374 |
| Truk Ringan (Gol I) | 268500000 | 55.41 | 368273 | 368 |
| Truk Sedang (Gol I) | 352000000 | 55.41 | 482801 | 483 |
| Truk Berat (Gol IIB) | 732000000 | 52.85 | 492848 | 493 |

Sumber : Hasil Analisis (2019)

Tabel 4.178 Asuransi Jalan Arteri Pada Ruas Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 68.06 | 255157 | 255 |
| Utiliti (Gol I) | 151950000 | 68.06 | 169677 | 170 |
| Bus Kecil (Gol I) | 356600000 | 56.72 | 477814 | 478 |
| Bus Besar (Gol IIA) | 1107623000 | 70.68 | 365656 | 366 |
| Truk Ringan (Gol I) | 268500000 | 56.72 | 359767 | 360 |
| Truk Sedang (Gol I) | 352000000 | 56.72 | 471650 | 472 |
| Truk Berat (Gol IIB) | 732000000 | 54.10 | 481460 | 481 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 228500000 | 69.63 | 249404 | 249 |
| Utiliti (Gol I) | 151950000 | 69.63 | 165851 | 166 |
| Bus Kecil (Gol I) | 356600000 | 58.02 | 467108 | 467 |
| Bus Besar (Gol IIA) | 1107623000 | 72.31 | 357413 | 357 |
| Truk Ringan (Gol I) | 268500000 | 58.02 | 351706 | 352 |
| Truk Sedang (Gol I) | 352000000 | 58.02 | 461082 | 461 |
| Truk Berat (Gol IIB) | 732000000 | 55.34 | 470672 | 471 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 228500000 | 68.84 | 252266 | 252 |
| Utiliti (Gol I) | 151950000 | 68.84 | 167754 | 168 |
| Bus Kecil (Gol I) | 356600000 | 57.37 | 472400 | 472 |
| Bus Besar (Gol IIA) | 1107623000 | 71.49 | 361513 | 362 |
| Truk Ringan (Gol I) | 268500000 | 57.37 | 355691 | 356 |
| Truk Sedang (Gol I) | 352000000 | 57.37 | 466306 | 466 |
| Truk Berat (Gol IIB) | 732000000 | 54.72 | 476005 | 476 |

Sumber : Hasil Analisis (2019)

Tabel 4.179 Asuransi Jalan Tol Pada Ruas Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 228500000 | 85.27 | 203659 | 204 |
| Utiliti (Gol I) | 151950000 | 85.27 | 135431 | 135 |
| Bus Kecil (Gol I) | 356600000 | 67.83 | 399552 | 400 |
| Bus Besar (Gol IIA) | 1107623000 | 87.21 | 296348 | 296 |
| Truk Ringan (Gol I) | 268500000 | 67.83 | 300840 | 301 |
| Truk Sedang (Gol I) | 352000000 | 67.83 | 394398 | 394 |
| Truk Berat (Gol IIB) | 732000000 | 62.98 | 413576 | 414 |
| Senin Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.79 | 202425 | 202 |
| Utiliti (Gol I) | 151950000 | 85.79 | 134610 | 135 |
| Bus Kecil (Gol I) | 356600000 | 68.24 | 397151 | 397 |
| Bus Besar (Gol IIA) | 1107623000 | 87.74 | 294558 | 295 |
| Truk Ringan (Gol I) | 268500000 | 68.24 | 299033 | 299 |
| Truk Sedang (Gol I) | 352000000 | 68.24 | 392028 | 392 |
| Truk Berat (Gol IIB) | 732000000 | 63.37 | 411030 | 411 |
| Senin Sore | | | | |
| Sedan (Gol I) | 228500000 | 84.92 | 204498 | 204 |
| Utiliti (Gol I) | 151950000 | 84.92 | 135989 | 136 |
| Bus Kecil (Gol I) | 356600000 | 67.55 | 401208 | 401 |
| Bus Besar (Gol IIA) | 1107623000 | 86.85 | 297577 | 298 |
| Truk Ringan (Gol I) | 268500000 | 67.55 | 302087 | 302 |
| Truk Sedang (Gol I) | 352000000 | 67.55 | 396033 | 396 |
| Truk Berat (Gol IIB) | 732000000 | 62.72 | 415290 | 415 |

Sumber : Hasil Analisis (2019)

Tabel 4.180 Asuransi Jalan Tol Pada Ruas Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 85.57 | 202945 | 203 |
| Utiliti (Gol I) | 151950000 | 85.57 | 134956 | 135 |
| Bus Kecil (Gol I) | 356600000 | 68.07 | 398143 | 398 |
| Bus Besar (Gol IIA) | 1107623000 | 87.52 | 295299 | 295 |
| Truk Ringan (Gol I) | 268500000 | 68.07 | 299780 | 300 |
| Truk Sedang (Gol I) | 352000000 | 68.07 | 393007 | 393 |
| Truk Berat (Gol IIB) | 732000000 | 63.20 | 412136 | 412 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.91 | 202142 | 202 |
| Utiliti (Gol I) | 151950000 | 85.91 | 134422 | 134 |
| Bus Kecil (Gol I) | 356600000 | 68.33 | 396628 | 397 |
| Bus Besar (Gol IIA) | 1107623000 | 87.86 | 294156 | 294 |
| Truk Ringan (Gol I) | 268500000 | 68.33 | 298639 | 299 |
| Truk Sedang (Gol I) | 352000000 | 68.33 | 391512 | 392 |
| Truk Berat (Gol IIB) | 732000000 | 63.45 | 410512 | 411 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 228500000 | 85.46 | 203206 | 203 |
| Utiliti (Gol I) | 151950000 | 85.46 | 135130 | 135 |
| Bus Kecil (Gol I) | 356600000 | 67.98 | 398670 | 399 |
| Bus Besar (Gol IIA) | 1107623000 | 87.4 | 295704 | 296 |
| Truk Ringan (Gol I) | 268500000 | 67.98 | 300177 | 300 |
| Truk Sedang (Gol I) | 352000000 | 67.98 | 393528 | 394 |
| Truk Berat (Gol IIB) | 732000000 | 63.12 | 412658 | 413 |

Sumber : Hasil Analisis (2019)

Tabel 4.181 Asuransi Jalan Tol Pada Ruas Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Harga Kendaraan | V Rata-rata | Asuransi/1000 km | Asuransi / km |
|----------------------|-----------------|-------------|------------------|---------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 228500000 | 86.76 | 200161 | 200 |
| Utiliti (Gol I) | 151950000 | 86.76 | 133105 | 133 |
| Bus Kecil (Gol I) | 356600000 | 69.01 | 392720 | 393 |
| Bus Besar (Gol IIA) | 1107623000 | 88.72 | 291305 | 291 |
| Truk Ringan (Gol I) | 268500000 | 69.01 | 295696 | 296 |
| Truk Sedang (Gol I) | 352000000 | 69.01 | 387654 | 388 |
| Truk Berat (Gol IIB) | 732000000 | 64.08 | 406476 | 406 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 228500000 | 85.64 | 202779 | 203 |
| Utiliti (Gol I) | 151950000 | 85.64 | 134846 | 135 |
| Bus Kecil (Gol I) | 356600000 | 68.12 | 397851 | 398 |
| Bus Besar (Gol IIA) | 1107623000 | 87.58 | 295096 | 295 |
| Truk Ringan (Gol I) | 268500000 | 68.12 | 299560 | 300 |
| Truk Sedang (Gol I) | 352000000 | 68.12 | 392719 | 393 |
| Truk Berat (Gol IIB) | 732000000 | 63.25 | 411810 | 412 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 228500000 | 84.39 | 205783 | 206 |
| Utiliti (Gol I) | 151950000 | 84.39 | 136843 | 137 |
| Bus Kecil (Gol I) | 356600000 | 67.13 | 403718 | 404 |
| Bus Besar (Gol IIA) | 1107623000 | 86.31 | 299438 | 299 |
| Truk Ringan (Gol I) | 268500000 | 67.13 | 303977 | 304 |
| Truk Sedang (Gol I) | 352000000 | 67.13 | 398510 | 399 |
| Truk Berat (Gol IIB) | 732000000 | 62.33 | 417889 | 418 |

Sumber : Hasil Analisis (2019)

1.1.3 Biaya Tetap

Setelah tiga komponen biaya tersebut di perhitungkan kemudian ketiga komponen tersebut di jumlahkan sehingga di dapatkan hasil dari biaya tetap untuk masing-masing jenis kendaraan pada jalan Toll dan jalan Arteri. Hasil dan rincian perhitungan dapat dilihat pada tabel 4.182 sampai dengan tabel 4.195.

Tabel 4.182 Biaya Tetap Jalan Arteri dan Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | Bunga Modal /km | Depresiasi /km | Asuransi /km | BT(Rp/km) |
|-----------------------|-----------------|----------------|--------------|------------|
| Jalan Arteri | | | | |
| Sedan (Gol I) | 909 | 729 | 230 | 1868 |
| Utiliti (Gol I) | 648 | 505 | 164 | 1318 |
| Bus Kecil (Gol I) | 1493 | 1173 | 378 | 3044 |
| Bus Besar (Gol IIA) | 4040 | 931 | 314 | 5285 |
| Truk Ringan (Gol I) | 1224 | 928 | 310 | 2462 |
| Truk Sedang (Gol IIA) | 1691 | 1252 | 429 | 3372 |
| Truk Berat (Gol IIB) | 4118 | 1181 | 488 | 5787 |
| Jalan Tol | | | | |
| Sedan (Gol I) | 761 | 653 | 193 | 1607 |
| Utiliti (Gol I) | 538 | 451 | 136 | 1125 |
| Bus Kecil (Gol I) | 1329 | 1093 | 337 | 2760 |
| Bus Besar (Gol IIA) | 3642 | 871 | 283 | 4796 |
| Truk Ringan (Gol I) | 1232 | 931 | 312 | 2475 |
| Truk Sedang (Gol IIA) | 1664 | 1241 | 421 | 3326 |
| Truk Berat (Gol IIB) | 5259 | 1330 | 624 | 7212 |

Sumber : Hasil Analisis (2019)

Tabel 4.183 Biaya Tetap Jalan Arteri dan Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | Bunga Modal / km | Depresiasi / km | Asuransi / km | BT(Rp/km) |
|-----------------------|------------------|-----------------|---------------|------------|
| Jalan Arteri | | | | |
| Sedan (Gol I) | 909 | 729 | 230 | 1868 |
| Utiliti (Gol I) | 648 | 505 | 164 | 1318 |
| Bus Kecil (Gol I) | 1493 | 1173 | 378 | 3044 |
| Bus Besar (Gol IIA) | 4040 | 931 | 314 | 5285 |
| Truk Ringan (Gol I) | 1224 | 928 | 310 | 2462 |
| Truk Sedang (Gol IIA) | 1691 | 1252 | 429 | 3372 |
| Truk Berat (Gol IIB) | 4118 | 1181 | 488 | 5787 |
| Jalan Tol | | | | |
| Sedan (Gol I) | 761 | 653 | 193 | 1607 |
| Utiliti (Gol I) | 538 | 451 | 136 | 1125 |
| Bus Kecil (Gol I) | 1329 | 1093 | 337 | 2760 |
| Bus Besar (Gol IIA) | 3642 | 871 | 283 | 4796 |
| Truk Ringan (Gol I) | 1232 | 931 | 312 | 2475 |
| Truk Sedang (Gol IIA) | 1664 | 1241 | 421 | 3326 |
| Truk Berat (Gol IIB) | 5259 | 1330 | 624 | 7212 |

Sumber : Hasil Analisis (2019)

Tabel 4.184 Biaya Tetap Jalan Tol Pada Ruas Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Bunga Modal /km | Depresiasi /km | Asuransi /km | BT(Rp/km) |
|-----------------------|-----------------|----------------|--------------|------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 991 | 767 | 260 | 2018 |
| Utiliti (Gol I) | 659 | 510 | 173 | 1342 |
| Bus Kecil (Gol I) | 1856 | 1325 | 487 | 3667 |
| Bus Besar (Gol IIA) | 4625 | 1010 | 372 | 6008 |
| Truk Ringan (Gol I) | 1397 | 998 | 366 | 2761 |
| Truk Sedang (Gol IIA) | 1832 | 1308 | 480 | 3620 |
| Truk Berat (Gol IIB) | 4020 | 1166 | 483 | 5669 |
| Senin Siang | | | | |
| Sedan (Gol I) | 1002 | 772 | 251 | 2025 |
| Utiliti (Gol I) | 666 | 513 | 167 | 1347 |
| Bus Kecil (Gol I) | 1877 | 1333 | 471 | 3680 |
| Bus Besar (Gol IIA) | 4677 | 1017 | 360 | 6055 |
| Truk Ringan (Gol I) | 1413 | 1004 | 355 | 2771 |
| Truk Sedang (Gol IIA) | 1852 | 1316 | 465 | 3633 |
| Truk Berat (Gol IIB) | 4038 | 1169 | 475 | 5682 |
| Senin Sore | | | | |
| Sedan (Gol I) | 1026 | 782 | 253 | 2062 |
| Utiliti (Gol I) | 682 | 520 | 168 | 1371 |
| Bus Kecil (Gol I) | 1921 | 1350 | 474 | 3746 |
| Bus Besar (Gol IIA) | 4789 | 1031 | 363 | 6183 |
| Truk Ringan (Gol I) | 1447 | 1016 | 357 | 2820 |
| Truk Sedang (Gol IIA) | 1897 | 1332 | 468 | 3697 |
| Truk Berat (Gol IIB) | 4073 | 1174 | 479 | 5726 |

Sumber : Hasil Analisis (2019)

Tabel 4.185 Biaya Tetap Jalan Tol Pada Ruas Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Bunga Modal / km | Depresiasi / km | Asuransi / km | BT(Rp/km) |
|-----------------------|------------------|-----------------|---------------|------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 993 | 768 | 257 | 2017 |
| Utiliti (Gol I) | 660 | 510 | 171 | 1341 |
| Bus Kecil (Gol I) | 1859 | 1326 | 481 | 3666 |
| Bus Besar (Gol IIA) | 4633 | 1011 | 368 | 6012 |
| Truk Ringan (Gol I) | 1400 | 999 | 362 | 2760 |
| Truk Sedang (Gol IIA) | 1835 | 1309 | 474 | 3619 |
| Truk Berat (Gol IIB) | 4001 | 1163 | 484 | 5648 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 1000 | 771 | 252 | 2023 |
| Utiliti (Gol I) | 665 | 513 | 168 | 1345 |
| Bus Kecil (Gol I) | 1873 | 1332 | 472 | 3677 |
| Bus Besar (Gol IIA) | 4668 | 1016 | 361 | 6045 |
| Truk Ringan (Gol I) | 1410 | 1003 | 355 | 2768 |
| Truk Sedang (Gol IIA) | 1849 | 1314 | 466 | 3629 |
| Truk Berat (Gol IIB) | 4038 | 1169 | 476 | 5683 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 1013 | 777 | 246 | 2036 |
| Utiliti (Gol I) | 674 | 517 | 164 | 1354 |
| Bus Kecil (Gol I) | 1897 | 1341 | 461 | 3699 |
| Bus Besar (Gol IIA) | 4729 | 1023 | 353 | 6106 |
| Truk Ringan (Gol I) | 1429 | 1010 | 347 | 2786 |
| Truk Sedang (Gol IIA) | 1873 | 1324 | 455 | 3652 |
| Truk Berat (Gol IIB) | 4083 | 1176 | 465 | 5723 |

Sumber : Hasil Analisis (2019)

Tabel 4.186 Biaya Tetap Jalan Tol Pada Ruas Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Bunga Modal / km | Depresiasi / km | Asuransi / km | BT(Rp/km) |
|-----------------------|------------------|-----------------|---------------|------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 995 | 769 | 256 | 2020 |
| Utiliti (Gol I) | 662 | 511 | 170 | 1343 |
| Bus Kecil (Gol I) | 1863 | 1328 | 480 | 3671 |
| Bus Besar (Gol IIA) | 4645 | 1013 | 367 | 6025 |
| Truk Ringan (Gol I) | 1403 | 1000 | 361 | 2764 |
| Truk Sedang (Gol IIA) | 1839 | 1311 | 474 | 3624 |
| Truk Berat (Gol IIB) | 4015 | 1165 | 484 | 5663 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 972 | 758 | 500 | 2230 |
| Utiliti (Gol I) | 646 | 504 | 343 | 1494 |
| Bus Kecil (Gol I) | 1820 | 1311 | 790 | 3922 |
| Bus Besar (Gol IIA) | 4537 | 999 | 730 | 6266 |
| Truk Ringan (Gol I) | 1371 | 987 | 694 | 3052 |
| Truk Sedang (Gol IIA) | 1797 | 1294 | 975 | 4066 |
| Truk Berat (Gol IIB) | 3917 | 1150 | 1462 | 6529 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 1012 | 776 | 500 | 2287 |
| Utiliti (Gol I) | 673 | 516 | 343 | 1532 |
| Bus Kecil (Gol I) | 1894 | 1340 | 790 | 4024 |
| Bus Besar (Gol IIA) | 4721 | 1022 | 730 | 6474 |
| Truk Ringan (Gol I) | 1426 | 1009 | 694 | 3129 |
| Truk Sedang (Gol IIA) | 1870 | 1322 | 975 | 4167 |
| Truk Berat (Gol IIB) | 4076 | 1175 | 1462 | 6713 |

Sumber : Hasil Analisis (2019)

Tabel 4.187 Biaya Tetap Jalan Tol Pada Ruas Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Bunga Modal /km | Depresiasi /km | Asuransi /km | BT(Rp/km) |
|-----------------------|-----------------|----------------|--------------|------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 798 | 673 | 202 | 1673 |
| Utiliti (Gol I) | 531 | 447 | 134 | 1112 |
| Bus Kecil (Gol I) | 1566 | 1205 | 397 | 3168 |
| Bus Besar (Gol IIA) | 3782 | 893 | 294 | 4969 |
| Truk Ringan (Gol I) | 1179 | 908 | 299 | 2385 |
| Truk Sedang (Gol IIA) | 1545 | 1190 | 392 | 3127 |
| Senin Siang | | | | |
| Truk Berat (Gol IIB) | 3461 | 1075 | 411 | 4947 |
| Sedan (Gol I) | 801 | 674 | 203 | 1679 |
| Utiliti (Gol I) | 533 | 448 | 135 | 1116 |
| Bus Kecil (Gol I) | 1572 | 1208 | 398 | 3179 |
| Bus Besar (Gol IIA) | 3798 | 895 | 295 | 4988 |
| Truk Ringan (Gol I) | 1184 | 910 | 300 | 2393 |
| Truk Sedang (Gol IIA) | 1552 | 1193 | 393 | 3138 |
| Truk Berat (Gol IIB) | 3475 | 1078 | 412 | 4965 |
| Senin Sore | | | | |
| Sedan (Gol I) | 808 | 678 | 205 | 1690 |
| Utiliti (Gol I) | 537 | 451 | 136 | 1124 |
| Bus Kecil (Gol I) | 1585 | 1214 | 401 | 3200 |
| Bus Besar (Gol IIA) | 3828 | 900 | 298 | 5026 |
| Truk Ringan (Gol I) | 1193 | 914 | 302 | 2409 |
| Truk Sedang (Gol IIA) | 1564 | 1198 | 396 | 3159 |
| Truk Berat (Gol IIB) | 3504 | 1083 | 416 | 5002 |

Sumber : Hasil Analisis (2019)

Tabel 4.188 Biaya Tetap Jalan Tol Pada Ruas Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Bunga Modal / km | Depresiasi / km | Asuransi / km | BT(Rp/km) |
|-----------------------|------------------|-----------------|---------------|------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 798 | 672 | 202 | 1672 |
| Utiliti (Gol I) | 531 | 447 | 134 | 1112 |
| Bus Kecil (Gol I) | 1565 | 1205 | 397 | 3167 |
| Bus Besar (Gol IIA) | 3782 | 893 | 294 | 4968 |
| Truk Ringan (Gol I) | 1179 | 908 | 299 | 2385 |
| Truk Sedang (Gol IIA) | 1545 | 1190 | 391 | 3126 |
| Truk Berat (Gol IIB) | 3460 | 1075 | 410 | 4946 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 803 | 675 | 203 | 1681 |
| Utiliti (Gol I) | 534 | 449 | 135 | 1118 |
| Bus Kecil (Gol I) | 1575 | 1209 | 399 | 3183 |
| Bus Besar (Gol IIA) | 3804 | 896 | 296 | 4996 |
| Truk Ringan (Gol I) | 1186 | 911 | 300 | 2397 |
| Truk Sedang (Gol IIA) | 1554 | 1194 | 394 | 3142 |
| Truk Berat (Gol IIB) | 3481 | 1079 | 413 | 4973 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 805 | 676 | 204 | 1686 |
| Utiliti (Gol I) | 536 | 450 | 136 | 1121 |
| Bus Kecil (Gol I) | 1580 | 1212 | 400 | 3192 |
| Bus Besar (Gol IIA) | 3817 | 898 | 297 | 5012 |
| Truk Ringan (Gol I) | 1190 | 912 | 301 | 2404 |
| Truk Sedang (Gol IIA) | 1560 | 1196 | 395 | 3151 |
| Truk Berat (Gol IIB) | 3501 | 1082 | 415 | 4999 |

Sumber : Hasil Analisis (2019)

Tabel 4.189 Biaya Tetap Jalan Tol Pada Ruas Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Bunga Modal / km | Depresiasi / km | Asuransi / km | BT(Rp/km) |
|-----------------------|------------------|-----------------|---------------|------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 790 | 668 | 200 | 1658 |
| Utiliti (Gol I) | 525 | 444 | 133 | 1103 |
| Bus Kecil (Gol I) | 1549 | 1198 | 392 | 3140 |
| Bus Besar (Gol IIA) | 3744 | 887 | 291 | 4922 |
| Truk Ringan (Gol I) | 1167 | 902 | 296 | 2364 |
| Truk Sedang (Gol IIA) | 1529 | 1183 | 387 | 3099 |
| Truk Berat (Gol IIB) | 3425 | 1069 | 406 | 4900 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 800 | 674 | 203 | 1676 |
| Utiliti (Gol I) | 532 | 448 | 135 | 1115 |
| Bus Kecil (Gol I) | 1569 | 1207 | 398 | 3174 |
| Bus Besar (Gol IIA) | 3791 | 894 | 295 | 4981 |
| Truk Ringan (Gol I) | 1182 | 909 | 299 | 2390 |
| Truk Sedang (Gol IIA) | 1549 | 1192 | 392 | 3133 |
| Truk Berat (Gol IIB) | 3469 | 1077 | 411 | 4957 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 820 | 684 | 208 | 1712 |
| Utiliti (Gol I) | 545 | 455 | 138 | 1138 |
| Bus Kecil (Gol I) | 1608 | 1224 | 407 | 3240 |
| Bus Besar (Gol IIA) | 3886 | 908 | 302 | 5096 |
| Truk Ringan (Gol I) | 1211 | 922 | 307 | 2440 |
| Truk Sedang (Gol IIA) | 1588 | 1208 | 402 | 3198 |
| Truk Berat (Gol IIB) | 3561 | 1093 | 422 | 5076 |

Sumber : Hasil Analisis (2019)

Tabel 4.190 Biaya Tetap Jalan Arteri Pada Ruas Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Bunga Modal /km | Depresiasi /km | Asuransi /km | BT(Rp/km) |
|-----------------------|-----------------|----------------|--------------|------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 998 | 767 | 253 | 2020 |
| Utiliti (Gol I) | 663 | 510 | 168 | 1343 |
| Bus Kecil (Gol I) | 1868 | 1325 | 473 | 3671 |
| Bus Besar (Gol IIA) | 4656 | 1010 | 362 | 6032 |
| Truk Ringan (Gol I) | 1406 | 998 | 356 | 2764 |
| Truk Sedang (Gol IIA) | 1844 | 1308 | 467 | 3624 |
| Truk Berat (Gol IIB) | 4020 | 1166 | 477 | 5663 |
| Senin Siang | | | | |
| Sedan (Gol I) | 984 | 772 | 249 | 1997 |
| Utiliti (Gol I) | 654 | 513 | 166 | 1328 |
| Bus Kecil (Gol I) | 1843 | 1333 | 467 | 3630 |
| Bus Besar (Gol IIA) | 4593 | 1017 | 357 | 5957 |
| Truk Ringan (Gol I) | 1388 | 1004 | 352 | 2733 |
| Truk Sedang (Gol IIA) | 1819 | 1316 | 461 | 3583 |
| Truk Berat (Gol IIB) | 3966 | 1169 | 470 | 5594 |
| Senin Sore | | | | |
| Sedan (Gol I) | 1010 | 782 | 256 | 2042 |
| Utiliti (Gol I) | 672 | 520 | 170 | 1358 |
| Bus Kecil (Gol I) | 1892 | 1350 | 479 | 3711 |
| Bus Besar (Gol IIA) | 4717 | 1031 | 367 | 6105 |
| Truk Ringan (Gol I) | 1425 | 1016 | 361 | 2794 |
| Truk Sedang (Gol IIA) | 1868 | 1332 | 473 | 3663 |
| Truk Berat (Gol IIB) | 4073 | 1174 | 483 | 5730 |

Sumber : Hasil Analisis (2019)

Tabel 4.191 Biaya Tetap Jalan Arteri Pada Ruas Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Bunga Modal / km | Depresiasi / km | Asuransi / km | BT(Rp/km) |
|-----------------------|------------------|-----------------|---------------|------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 1009 | 768 | 255 | 2039 |
| Utiliti (Gol I) | 671 | 510 | 170 | 1356 |
| Bus Kecil (Gol I) | 1889 | 1326 | 478 | 3705 |
| Bus Besar (Gol IIA) | 4708 | 1011 | 366 | 6095 |
| Truk Ringan (Gol I) | 1422 | 999 | 360 | 2790 |
| Truk Sedang (Gol IIA) | 1864 | 1309 | 472 | 3657 |
| Truk Berat (Gol IIB) | 4065 | 1163 | 482 | 5720 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 1004 | 771 | 254 | 2030 |
| Utiliti (Gol I) | 667 | 513 | 169 | 1350 |
| Bus Kecil (Gol I) | 1879 | 1332 | 476 | 3690 |
| Bus Besar (Gol IIA) | 4685 | 1016 | 364 | 6067 |
| Truk Ringan (Gol I) | 1415 | 1003 | 359 | 2778 |
| Truk Sedang (Gol IIA) | 1855 | 1314 | 470 | 3642 |
| Truk Berat (Gol IIB) | 4045 | 1169 | 480 | 5695 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 1031 | 777 | 261 | 2077 |
| Utiliti (Gol I) | 686 | 517 | 174 | 1381 |
| Bus Kecil (Gol I) | 1931 | 1341 | 489 | 3773 |
| Bus Besar (Gol IIA) | 4812 | 1023 | 374 | 6220 |
| Truk Ringan (Gol I) | 1454 | 1010 | 368 | 2841 |
| Truk Sedang (Gol IIA) | 1906 | 1324 | 483 | 3724 |
| Truk Berat (Gol IIB) | 4155 | 1176 | 493 | 5834 |

Sumber : Hasil Analisis (2019)

Tabel 4.192 Biaya Tetap Jalan Arteri Pada Ruas Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Bunga Modal / km | Depresiasi / km | Asuransi / km | BT(Rp/km) |
|-----------------------|------------------|-----------------|---------------|------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 1007 | 769 | 255 | 2037 |
| Utiliti (Gol I) | 670 | 511 | 170 | 1354 |
| Bus Kecil (Gol I) | 1886 | 1328 | 478 | 3701 |
| Bus Besar (Gol IIA) | 4701 | 1013 | 366 | 6087 |
| Truk Ringan (Gol I) | 1420 | 1000 | 360 | 2786 |
| Truk Sedang (Gol IIA) | 1862 | 1311 | 472 | 3653 |
| Truk Berat (Gol IIB) | 4059 | 1165 | 481 | 5713 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 984 | 758 | 249 | 1998 |
| Utiliti (Gol I) | 655 | 504 | 166 | 1329 |
| Bus Kecil (Gol I) | 1844 | 1311 | 467 | 3631 |
| Bus Besar (Gol IIA) | 4595 | 999 | 357 | 5959 |
| Truk Ringan (Gol I) | 1388 | 987 | 352 | 2734 |
| Truk Sedang (Gol IIA) | 1820 | 1294 | 461 | 3585 |
| Truk Berat (Gol IIB) | 3968 | 1150 | 471 | 5597 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 996 | 776 | 252 | 2017 |
| Utiliti (Gol I) | 662 | 516 | 168 | 1341 |
| Bus Kecil (Gol I) | 1865 | 1340 | 472 | 3666 |
| Bus Besar (Gol IIA) | 4648 | 1022 | 362 | 6023 |
| Truk Ringan (Gol I) | 1404 | 1009 | 356 | 2760 |
| Truk Sedang (Gol IIA) | 1841 | 1322 | 466 | 3618 |
| Truk Berat (Gol IIB) | 4013 | 1175 | 476 | 5654 |

Sumber : Hasil Analisis (2019)

Tabel 4.193 Biaya Tetap Jalan Tol Pada Ruas Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Bunga Modal /km | Depresiasi /km | Asuransi /km | BT(Rp/km) |
|-----------------------|-----------------|----------------|--------------|------------|
| Senin Pagi | | | | |
| Sedan (Gol I) | 804 | 676 | 204 | 1683 |
| Utiliti (Gol I) | 535 | 449 | 135 | 1119 |
| Bus Kecil (Gol I) | 1577 | 1211 | 400 | 3187 |
| Bus Besar (Gol IIA) | 3810 | 897 | 296 | 5003 |
| Truk Ringan (Gol I) | 1188 | 911 | 301 | 2400 |
| Truk Sedang (Gol IIA) | 1557 | 1195 | 394 | 3146 |
| Truk Berat (Gol IIB) | 3487 | 1080 | 414 | 4980 |
| Senin Siang | | | | |
| Sedan (Gol I) | 799 | 673 | 202 | 1675 |
| Utiliti (Gol I) | 531 | 448 | 135 | 1114 |
| Bus Kecil (Gol I) | 1568 | 1206 | 397 | 3171 |
| Bus Besar (Gol IIA) | 3787 | 893 | 295 | 4975 |
| Truk Ringan (Gol I) | 1180 | 908 | 299 | 2388 |
| Truk Sedang (Gol IIA) | 1547 | 1191 | 392 | 3130 |
| Truk Berat (Gol IIB) | 3465 | 1076 | 411 | 4953 |
| Senin Sore | | | | |
| Sedan (Gol I) | 807 | 677 | 204 | 1689 |
| Utiliti (Gol I) | 537 | 450 | 136 | 1123 |
| Bus Kecil (Gol I) | 1584 | 1213 | 401 | 3198 |
| Bus Besar (Gol IIA) | 3826 | 899 | 298 | 5023 |
| Truk Ringan (Gol I) | 1192 | 914 | 302 | 2408 |
| Truk Sedang (Gol IIA) | 1563 | 1198 | 396 | 3157 |
| Truk Berat (Gol IIB) | 3501 | 1082 | 415 | 4999 |

Sumber : Hasil Analisis (2019)

Tabel 4.194 Biaya Tetap Jalan Tol Pada Ruas Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Bunga Modal / km | Depresiasi / km | Asuransi / km | BT(Rp/km) |
|-----------------------|------------------|-----------------|---------------|------------|
| Rabu Pagi | | | | |
| Sedan (Gol I) | 801 | 674 | 203 | 1678 |
| Utiliti (Gol I) | 533 | 448 | 135 | 1116 |
| Bus Kecil (Gol I) | 1572 | 1208 | 398 | 3178 |
| Bus Besar (Gol IIA) | 3797 | 895 | 295 | 4987 |
| Truk Ringan (Gol I) | 1183 | 910 | 300 | 2393 |
| Truk Sedang (Gol IIA) | 1551 | 1193 | 393 | 3137 |
| Truk Berat (Gol IIB) | 3475 | 1078 | 412 | 4965 |
| Rabu Siang | | | | |
| Sedan (Gol I) | 798 | 673 | 202 | 1673 |
| Utiliti (Gol I) | 531 | 447 | 134 | 1112 |
| Bus Kecil (Gol I) | 1566 | 1205 | 397 | 3168 |
| Bus Besar (Gol IIA) | 3782 | 893 | 294 | 4969 |
| Truk Ringan (Gol I) | 1179 | 908 | 299 | 2385 |
| Truk Sedang (Gol IIA) | 1545 | 1190 | 392 | 3127 |
| Truk Berat (Gol IIB) | 3461 | 1075 | 411 | 4947 |
| Rabu Sore | | | | |
| Sedan (Gol I) | 802 | 675 | 203 | 1680 |
| Utiliti (Gol I) | 533 | 449 | 135 | 1117 |
| Bus Kecil (Gol I) | 1574 | 1209 | 399 | 3181 |
| Bus Besar (Gol IIA) | 3802 | 896 | 296 | 4993 |
| Truk Ringan (Gol I) | 1185 | 910 | 300 | 2395 |
| Truk Sedang (Gol IIA) | 1553 | 1193 | 394 | 3140 |
| Truk Berat (Gol IIB) | 3479 | 1079 | 413 | 4970 |

Sumber : Hasil Analisis (2019)

Tabel 4.195 Biaya Tetap Jalan Tol Pada Ruas Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | Bunga Modal / km | Depresiasi / km | Asuransi / km | BT(Rp/km) |
|-----------------------|------------------|-----------------|---------------|------------|
| Minggu Pagi | | | | |
| Sedan (Gol I) | 790 | 668 | 200 | 1659 |
| Utiliti (Gol I) | 525 | 444 | 133 | 1103 |
| Bus Kecil (Gol I) | 1550 | 1199 | 393 | 3141 |
| Bus Besar (Gol IIA) | 3745 | 887 | 291 | 4924 |
| Truk Ringan (Gol I) | 1167 | 902 | 296 | 2365 |
| Truk Sedang (Gol IIA) | 1530 | 1183 | 388 | 3101 |
| Truk Berat (Gol IIB) | 3427 | 1069 | 406 | 4903 |
| Minggu Siang | | | | |
| Sedan (Gol I) | 800 | 674 | 203 | 1677 |
| Utiliti (Gol I) | 532 | 448 | 135 | 1115 |
| Bus Kecil (Gol I) | 1570 | 1208 | 398 | 3176 |
| Bus Besar (Gol IIA) | 3794 | 895 | 295 | 4984 |
| Truk Ringan (Gol I) | 1182 | 909 | 300 | 2391 |
| Truk Sedang (Gol IIA) | 1550 | 1192 | 393 | 3135 |
| Truk Berat (Gol IIB) | 3472 | 1077 | 412 | 4961 |
| Minggu Sore | | | | |
| Sedan (Gol I) | 812 | 680 | 206 | 1698 |
| Utiliti (Gol I) | 540 | 452 | 137 | 1129 |
| Bus Kecil (Gol I) | 1594 | 1218 | 404 | 3215 |
| Bus Besar (Gol IIA) | 3850 | 903 | 299 | 5052 |
| Truk Ringan (Gol I) | 1200 | 917 | 304 | 2421 |
| Truk Sedang (Gol IIA) | 1573 | 1202 | 399 | 3174 |
| Truk Berat (Gol IIB) | 3523 | 1086 | 418 | 5027 |

Sumber : Hasil Analisis (2019)

4.1.4 Biaya Operasi Kendaraan (BOK)

Biaya operasi kendaraan adalah biaya yang dibutuhkan oleh suatu kendaraan tertentu untuk beroperasi dalam satuan rupiah per kilometer. Biaya operasi kendaraan terdiri dari komponen biaya tidak tetap dan biaya tetap dan kemudian hasil dari kedua biaya tersebut dijumlahkan dan kemudian dihasilkan Biaya operasi kendaraan. Biaya operasi kendaraan diperhitungkan pada ruas jalan yaitu Jalan Arteri dan Jalan Tol dan diperhitungkan dalam dua perhitungan kecepatan yaitu kecepatan aktual yang diperoleh dengan survey langsung di lapangan dan kecepatan yang diperoleh melalui hasil analisis menggunakan software KAJI. Hasil dan rincian perhitungan dapat dilihat pada tabel 4.196 sampai dengan 4.219. Perbandingan biaya operasi kendaraan antara Jalan Tol dan Jalan Arteri dapat dilihat pada gambar diagram 4.1 sampai dengan gambar diagram 4.12.



Tabel 4.196 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|--------------------|------------|-----------|------------|
| Senin Pagi | | | |
| Sedan | 1085 | 1868 | 2953 |
| Utiliti | 2198 | 1318 | 3515 |
| Bus Kecil | 1628 | 3044 | 4672 |
| Bus Besar | 1942 | 5285 | 7227 |
| Truk Ringan | 2100 | 2462 | 4562 |
| Truk Sedang | 2486 | 3372 | 5858 |
| Truk Berat | 4777 | 5787 | 10564 |
| Senin Siang | | | |
| Sedan | 1081 | 1868 | 2949 |
| Utiliti | 2001 | 1318 | 3319 |
| Bus Kecil | 1624 | 3044 | 4668 |
| Bus Besar | 1940 | 5285 | 7225 |
| Truk Ringan | 2078 | 2462 | 4540 |
| Truk Sedang | 2466 | 3372 | 5838 |
| Truk Berat | 4757 | 5787 | 10544 |
| Senin Sore | | | |
| Sedan | 1095 | 1868 | 2963 |
| Utiliti | 2002 | 1318 | 3320 |
| Bus Kecil | 1639 | 3044 | 4683 |
| Bus Besar | 1949 | 5285 | 7233 |
| Truk Ringan | 2154 | 2462 | 4616 |
| Truk Sedang | 2535 | 3372 | 5908 |
| Truk Berat | 4828 | 5787 | 10614 |

Sumber : Hasil Analisis (2019)

Tabel 4.197 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|-------------------|------------|-----------|------------|
| Rabu Pagi | | | |
| Sedan | 1095 | 1868 | 2963 |
| Utiliti | 2002 | 1318 | 3320 |
| Bus Kecil | 1639 | 3044 | 4683 |
| Bus Besar | 1948 | 5285 | 7233 |
| Truk Ringan | 2154 | 2462 | 4616 |
| Truk Sedang | 2535 | 3372 | 5907 |
| Truk Berat | 4827 | 5787 | 10614 |
| Rabu Siang | | | |
| Sedan | 1095 | 1868 | 2963 |
| Utiliti | 2002 | 1318 | 3320 |
| Bus Kecil | 1639 | 3044 | 4683 |
| Bus Besar | 1949 | 5285 | 7233 |
| Truk Ringan | 2154 | 2462 | 4616 |
| Truk Sedang | 2535 | 3372 | 5908 |
| Truk Berat | 4828 | 5787 | 10614 |
| Rabu Sore | | | |
| Sedan | 1081 | 1868 | 2949 |
| Utiliti | 2001 | 1318 | 3319 |
| Bus Kecil | 1624 | 3044 | 4668 |
| Bus Besar | 1940 | 5285 | 7225 |
| Truk Ringan | 2078 | 2462 | 4540 |
| Truk Sedang | 2466 | 3372 | 5838 |
| Truk Berat | 4757 | 5787 | 10544 |

Sumber : Hasil Analisis (2019)

Tabel 4.198 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|---------------------|------------|-----------|------------|
| Minggu Pagi | | | |
| Sedan | 1075 | 1868 | 2943 |
| Utiliti | 2001 | 1318 | 3319 |
| Bus Kecil | 1618 | 3044 | 4662 |
| Bus Besar | 1936 | 5285 | 7221 |
| Truk Ringan | 2044 | 2462 | 4506 |
| Truk Sedang | 2435 | 3372 | 5807 |
| Truk Berat | 4725 | 5787 | 10512 |
| Minggu Siang | | | |
| Sedan | 1075 | 1868 | 2943 |
| Utiliti | 2001 | 1318 | 3319 |
| Bus Kecil | 1617 | 3044 | 4661 |
| Bus Besar | 1936 | 5285 | 7221 |
| Truk Ringan | 2041 | 2462 | 4503 |
| Truk Sedang | 2433 | 3372 | 5805 |
| Truk Berat | 4723 | 5787 | 10510 |
| Minggu Sore | | | |
| Sedan | 1083 | 1868 | 2951 |
| Utiliti | 2001 | 1318 | 3319 |
| Bus Kecil | 1626 | 3044 | 4670 |
| Bus Besar | 1941 | 5285 | 7225 |
| Truk Ringan | 2085 | 2462 | 4548 |
| Truk Sedang | 2473 | 3372 | 5845 |
| Truk Berat | 4764 | 5787 | 10551 |

Sumber : Hasil Analisis (2019)

Tabel 4.199 Biaya Operasi Kendaraan Jalan Tol Pada Ruas Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|----------------------|-----------|-----------|------------|
| Senin Pagi | | | |
| Sedan (GOL I) | 2099 | 1607 | 3706 |
| Utiliti (GOL I) | 3140 | 1125 | 4264 |
| Bus Kecil (GOL I) | 2733 | 2760 | 5492 |
| Bus Besar (GOL I) | 3088 | 4796 | 7884 |
| Truk Ringan (GOL I) | 2849 | 2475 | 5324 |
| Truk Sedang (GOL I) | 3480 | 3326 | 6806 |
| Truk Berat (GOL III) | 5554 | 7212 | 12766 |
| Senin Siang | | | |
| Sedan (GOL I) | 2099 | 1607 | 3706 |
| Utiliti (GOL I) | 3140 | 1125 | 4264 |
| Bus Kecil (GOL I) | 2733 | 2760 | 5492 |
| Bus Besar (GOL I) | 3088 | 4796 | 7884 |
| Truk Ringan (GOL I) | 2849 | 2475 | 5324 |
| Truk Sedang (GOL I) | 3480 | 3326 | 6806 |
| Truk Berat (GOL III) | 5554 | 7212 | 12766 |
| Senin Sore | | | |
| Sedan (GOL I) | 2103 | 1607 | 3710 |
| Utiliti (GOL I) | 3140 | 1125 | 4264 |
| Bus Kecil (GOL I) | 2737 | 2760 | 5497 |
| Bus Besar (GOL I) | 3091 | 4796 | 7887 |
| Truk Ringan (GOL I) | 2872 | 2475 | 5347 |
| Truk Sedang (GOL I) | 3501 | 3326 | 6827 |
| Truk Berat (GOL III) | 5575 | 7212 | 12787 |

Sumber : Hasil Analisis (2019)

Tabel 4.200 Biaya Operasi Kendaraan Jalan Tol Pada Ruas Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|----------------------|-----------|-----------|------------|
| Rabu Pagi | | | |
| Sedan (GOL I) | 2122 | 1607 | 3729 |
| Utiliti (GOL I) | 3172 | 1125 | 4296 |
| Bus Kecil (GOL I) | 2778 | 2760 | 5537 |
| Bus Besar (GOL I) | 3117 | 4796 | 7913 |
| Truk Ringan (GOL I) | 2886 | 2475 | 5361 |
| Truk Sedang (GOL I) | 3508 | 3326 | 6834 |
| Truk Berat (GOL III) | 5599 | 7212 | 12811 |
| Rabu Siang | | | |
| Sedan (GOL I) | 2123 | 1607 | 3729 |
| Utiliti (GOL I) | 3154 | 1125 | 4279 |
| Bus Kecil (GOL I) | 2779 | 2760 | 5538 |
| Bus Besar (GOL I) | 3117 | 4796 | 7913 |
| Truk Ringan (GOL I) | 2890 | 2475 | 5365 |
| Truk Sedang (GOL I) | 3512 | 3326 | 6838 |
| Truk Berat (GOL III) | 5603 | 7212 | 12814 |
| Rabu Sore | | | |
| Sedan (GOL I) | 2124 | 1607 | 3731 |
| Utiliti (GOL I) | 3155 | 1125 | 4279 |
| Bus Kecil (GOL I) | 2780 | 2760 | 5540 |
| Bus Besar (GOL I) | 3118 | 4796 | 7914 |
| Truk Ringan (GOL I) | 2899 | 2475 | 5374 |
| Truk Sedang (GOL I) | 3520 | 3326 | 6846 |
| Truk Berat (GOL III) | 5611 | 7212 | 12823 |

Sumber : Hasil Analisis (2019)

Tabel 4.201 Biaya Operasi Kendaraan Jalan Tol Pada Ruas Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|----------------------|-----------|-----------|------------|
| Minggu Pagi | | | |
| Sedan (GOL I) | 2114 | 1607 | 3720 |
| Utiliti (GOL I) | 3154 | 1125 | 4279 |
| Bus Kecil (GOL I) | 2769 | 2760 | 5529 |
| Bus Besar (GOL I) | 3112 | 4796 | 7908 |
| Truk Ringan (GOL I) | 2841 | 2475 | 5316 |
| Truk Sedang (GOL I) | 3468 | 3326 | 6794 |
| Truk Berat (GOL III) | 5557 | 7212 | 12769 |
| Minggu Siang | | | |
| Sedan (GOL I) | 2121 | 1607 | 3727 |
| Utiliti (GOL I) | 3154 | 1125 | 4279 |
| Bus Kecil (GOL I) | 2777 | 2760 | 5536 |
| Bus Besar (GOL I) | 3116 | 4796 | 7912 |
| Truk Ringan (GOL I) | 2880 | 2475 | 5355 |
| Truk Sedang (GOL I) | 3503 | 3326 | 6829 |
| Truk Berat (GOL III) | 5593 | 7212 | 12805 |
| Minggu Sore | | | |
| Sedan (GOL I) | 2133 | 1607 | 3740 |
| Utiliti (GOL I) | 3155 | 1125 | 4280 |
| Bus Kecil (GOL I) | 2790 | 2760 | 5549 |
| Bus Besar (GOL I) | 3123 | 4796 | 7919 |
| Truk Ringan (GOL I) | 2949 | 2475 | 5424 |
| Truk Sedang (GOL I) | 3564 | 3326 | 6890 |
| Truk Berat (GOL III) | 5657 | 7212 | 12869 |

Sumber : Hasil Analisis (2019)

Tabel 4.202 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|--------------------|-----------|-----------|------------|
| Senin Pagi | | | |
| Sedan | 1085 | 2018 | 3103 |
| Utiliti | 2198 | 1342 | 3539 |
| Bus Kecil | 1628 | 3667 | 5296 |
| Bus Besar | 1942 | 6008 | 7950 |
| Truk Ringan | 2100 | 2761 | 4861 |
| Truk Sedang | 2486 | 3620 | 6106 |
| Truk Berat | 4777 | 5669 | 10446 |
| Senin Siang | | | |
| Sedan | 1081 | 2025 | 3107 |
| Utiliti | 2001 | 1347 | 3348 |
| Bus Kecil | 1624 | 3680 | 5305 |
| Bus Besar | 1940 | 6055 | 7994 |
| Truk Ringan | 2078 | 2771 | 4849 |
| Truk Sedang | 2466 | 3633 | 6099 |
| Truk Berat | 4757 | 5682 | 10439 |
| Senin Sore | | | |
| Sedan | 1095 | 2062 | 3157 |
| Utiliti | 2002 | 1371 | 3373 |
| Bus Kecil | 1639 | 3746 | 5385 |
| Bus Besar | 1949 | 6183 | 8131 |
| Truk Ringan | 2154 | 2820 | 4974 |
| Truk Sedang | 2535 | 3697 | 6233 |
| Truk Berat | 4828 | 5726 | 10553 |

Sumber : Hasil Analisis (2019)

Tabel 4.203 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|-------------------|-----------|------------|------------|
| Rabu Pagi | | | |
| Sedan | 1095 | 2017 | 3112 |
| Utiliti | 2002 | 1341 | 3343 |
| Bus Kecil | 1639 | 3666 | 5305 |
| Bus Besar | 1948 | 6012 | 7960 |
| Truk Ringan | 2154 | 2760 | 4914 |
| Truk Sedang | 2535 | 3619 | 6153 |
| Truk Berat | 4827 | 5648 | 10475 |
| Rabu Siang | | | |
| Sedan | 1095 | 2023 | 3118 |
| Utiliti | 2002 | 1345 | 3347 |
| Bus Kecil | 1639 | 3677 | 5316 |
| Bus Besar | 1949 | 6045 | 7994 |
| Truk Ringan | 2154 | 2768 | 4922 |
| Truk Sedang | 2535 | 3629 | 6164 |
| Truk Berat | 4828 | 5683 | 10511 |
| Rabu Sore | | | |
| Sedan | 1081 | 2036 | 3118 |
| Utiliti | 2001 | 1354 | 3356 |
| Bus Kecil | 1624 | 3699 | 5324 |
| Bus Besar | 1940 | 6106 | 8045 |
| Truk Ringan | 2078 | 2786 | 4864 |
| Truk Sedang | 2466 | 3652 | 6118 |
| Truk Berat | 4757 | 5723 | 10481 |

Sumber : Hasil Analisis (2019)

Tabel 4.204 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|---------------------|-----------|------------|------------|
| Minggu Pagi | | | |
| Sedan | 1075 | 2020 | 3095 |
| Utiliti | 2001 | 1343 | 3344 |
| Bus Kecil | 1618 | 3671 | 5289 |
| Bus Besar | 1936 | 6025 | 7961 |
| Truk Ringan | 2044 | 2764 | 4808 |
| Truk Sedang | 2435 | 3624 | 6059 |
| Truk Berat | 4725 | 5663 | 10388 |
| Minggu Siang | | | |
| Sedan | 1075 | 1976 | 3051 |
| Utiliti | 2001 | 1314 | 3315 |
| Bus Kecil | 1617 | 3593 | 5210 |
| Bus Besar | 1936 | 5888 | 7824 |
| Truk Ringan | 2041 | 2705 | 4746 |
| Truk Sedang | 2433 | 3547 | 5979 |
| Truk Berat | 4723 | 5532 | 10255 |
| Minggu Sore | | | |
| Sedan | 1083 | 2044 | 3126 |
| Utiliti | 2001 | 1359 | 3361 |
| Bus Kecil | 1626 | 3714 | 5339 |
| Bus Besar | 1941 | 6111 | 8052 |
| Truk Ringan | 2085 | 2796 | 4882 |
| Truk Sedang | 2473 | 3666 | 6138 |
| Truk Berat | 4764 | 5735 | 10498 |

Sumber : Hasil Analisis (2019)

Tabel 4.205 Biaya Operasi Kendaraan Jalan Tol Pada Ruas Karanganyar ke Sragen Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|----------------------|-----------|-----------|------------|
| Senin Pagi | | | |
| Sedan (GOL I) | 2099 | 1673 | 3772 |
| Utiliti (GOL I) | 3140 | 1112 | 4252 |
| Bus Kecil (GOL I) | 2733 | 3168 | 5901 |
| Bus Besar (GOL I) | 3088 | 4969 | 8057 |
| Truk Ringan (GOL I) | 2849 | 2385 | 5235 |
| Truk Sedang (GOL I) | 3480 | 3127 | 6607 |
| Truk Berat (GOL III) | 5554 | 4947 | 10501 |
| Senin Siang | | | |
| Sedan (GOL I) | 2099 | 1679 | 3778 |
| Utiliti (GOL I) | 3140 | 1116 | 4256 |
| Bus Kecil (GOL I) | 2733 | 3179 | 5912 |
| Bus Besar (GOL I) | 3088 | 4988 | 8076 |
| Truk Ringan (GOL I) | 2849 | 2393 | 5243 |
| Truk Sedang (GOL I) | 3480 | 3138 | 6618 |
| Truk Berat (GOL III) | 5554 | 4965 | 10519 |
| Senin Sore | | | |
| Sedan (GOL I) | 2103 | 1690 | 3793 |
| Utiliti (GOL I) | 3140 | 1124 | 4264 |
| Bus Kecil (GOL I) | 2737 | 3200 | 5937 |
| Bus Besar (GOL I) | 3091 | 5026 | 8116 |
| Truk Ringan (GOL I) | 2872 | 2409 | 5282 |
| Truk Sedang (GOL I) | 3501 | 3159 | 6659 |
| Truk Berat (GOL III) | 5575 | 5002 | 10577 |

Sumber : Hasil Analisis (2019)

Tabel 4.206 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|----------------------|-----------|-----------|------------|
| Rabu Pagi | | | |
| Sedan (GOL I) | 2122 | 1672 | 3794 |
| Utiliti (GOL I) | 3172 | 1112 | 4284 |
| Bus Kecil (GOL I) | 2778 | 3167 | 5945 |
| Bus Besar (GOL I) | 3117 | 4968 | 8085 |
| Truk Ringan (GOL I) | 2886 | 2385 | 5271 |
| Truk Sedang (GOL I) | 3508 | 3126 | 6635 |
| Truk Berat (GOL III) | 5599 | 4946 | 10545 |
| Rabu Siang | | | |
| Sedan (GOL I) | 2123 | 1681 | 3803 |
| Utiliti (GOL I) | 3154 | 1118 | 4272 |
| Bus Kecil (GOL I) | 2779 | 3183 | 5962 |
| Bus Besar (GOL I) | 3117 | 4996 | 8113 |
| Truk Ringan (GOL I) | 2890 | 2397 | 5286 |
| Truk Sedang (GOL I) | 3512 | 3142 | 6654 |
| Truk Berat (GOL III) | 5603 | 4973 | 10576 |
| Rabu Sore | | | |
| Sedan (GOL I) | 2124 | 1686 | 3810 |
| Utiliti (GOL I) | 3155 | 1121 | 4276 |
| Bus Kecil (GOL I) | 2780 | 3192 | 5973 |
| Bus Besar (GOL I) | 3118 | 5012 | 8130 |
| Truk Ringan (GOL I) | 2899 | 2404 | 5303 |
| Truk Sedang (GOL I) | 3520 | 3151 | 6671 |
| Truk Berat (GOL III) | 5611 | 4999 | 10610 |

Sumber : Hasil Analisis (2019)

Tabel 4.207 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|----------------------|-----------|-----------|------------|
| Minggu Pagi | | | |
| Sedan (GOL I) | 2114 | 1658 | 3771 |
| Utiliti (GOL I) | 3154 | 1103 | 4256 |
| Bus Kecil (GOL I) | 2769 | 3140 | 5909 |
| Bus Besar (GOL I) | 3112 | 4922 | 8034 |
| Truk Ringan (GOL I) | 2841 | 2364 | 5205 |
| Truk Sedang (GOL I) | 3468 | 3099 | 6567 |
| Truk Berat (GOL III) | 5557 | 4900 | 10457 |
| Minggu Siang | | | |
| Sedan (GOL I) | 2121 | 1676 | 3797 |
| Utiliti (GOL I) | 3154 | 1115 | 4269 |
| Bus Kecil (GOL I) | 2777 | 3174 | 5951 |
| Bus Besar (GOL I) | 3116 | 4981 | 8097 |
| Truk Ringan (GOL I) | 2880 | 2390 | 5270 |
| Truk Sedang (GOL I) | 3503 | 3133 | 6636 |
| Truk Berat (GOL III) | 5593 | 4957 | 10551 |
| Minggu Sore | | | |
| Sedan (GOL I) | 2133 | 1712 | 3845 |
| Utiliti (GOL I) | 3155 | 1138 | 4293 |
| Bus Kecil (GOL I) | 2790 | 3240 | 6030 |
| Bus Besar (GOL I) | 3123 | 5096 | 8220 |
| Truk Ringan (GOL I) | 2949 | 2440 | 5388 |
| Truk Sedang (GOL I) | 3564 | 3198 | 6763 |
| Truk Berat (GOL III) | 5657 | 5076 | 10732 |

Sumber : Hasil Analisis (2019)

Tabel 4.208 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|--------------------|------------|-----------|------------|
| Senin Pagi | | | |
| Sedan | 1067 | 1868 | 2935 |
| Utiliti | 2218 | 1318 | 3535 |
| Bus Kecil | 1736 | 3044 | 4780 |
| Bus Besar | 2031 | 5285 | 7316 |
| Truk Ringan | 2098 | 2462 | 4560 |
| Truk Sedang | 2686 | 3372 | 6059 |
| Truk Berat | 4272 | 5787 | 10058 |
| Senin Siang | | | |
| Sedan | 1063 | 1868 | 2931 |
| Utiliti | 2021 | 1318 | 3339 |
| Bus Kecil | 1732 | 3044 | 4776 |
| Bus Besar | 2029 | 5285 | 7313 |
| Truk Ringan | 2076 | 2462 | 4538 |
| Truk Sedang | 2667 | 3372 | 6039 |
| Truk Berat | 4252 | 5787 | 10038 |
| Senin Sore | | | |
| Sedan | 1077 | 1868 | 2945 |
| Utiliti | 2022 | 1318 | 3340 |
| Bus Kecil | 1747 | 3044 | 4791 |
| Bus Besar | 2037 | 5285 | 7322 |
| Truk Ringan | 2152 | 2462 | 4614 |
| Truk Sedang | 2736 | 3372 | 6108 |
| Truk Berat | 4322 | 5787 | 10109 |

Sumber : Hasil Analisis (2019)

Tabel 4.209 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|-------------------|------------|-----------|------------|
| Rabu Pagi | | | |
| Sedan | 1077 | 1868 | 2945 |
| Utiliti | 2022 | 1318 | 3340 |
| Bus Kecil | 1747 | 3044 | 4791 |
| Bus Besar | 2037 | 5285 | 7322 |
| Truk Ringan | 2152 | 2462 | 4614 |
| Truk Sedang | 2735 | 3372 | 6108 |
| Truk Berat | 4322 | 5787 | 10108 |
| Rabu Siang | | | |
| Sedan | 1095 | 1868 | 2963 |
| Utiliti | 2002 | 1318 | 3320 |
| Bus Kecil | 1639 | 3044 | 4683 |
| Bus Besar | 1949 | 5285 | 7233 |
| Truk Ringan | 2154 | 2462 | 4616 |
| Truk Sedang | 2535 | 3372 | 5908 |
| Truk Berat | 4828 | 5787 | 10614 |
| Rabu Sore | | | |
| Sedan | 1063 | 1868 | 2931 |
| Utiliti | 2021 | 1318 | 3339 |
| Bus Kecil | 1732 | 3044 | 4776 |
| Bus Besar | 2029 | 5285 | 7313 |
| Truk Ringan | 2076 | 2462 | 4538 |
| Truk Sedang | 2667 | 3372 | 6039 |
| Truk Berat | 4252 | 5787 | 10038 |

Sumber : Hasil Analisis (2019)

Tabel 4.210 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|---------------------|------------|-----------|------------|
| Minggu Pagi | | | |
| Sedan | 1056 | 1868 | 2924 |
| Utiliti | 2021 | 1318 | 3339 |
| Bus Kecil | 1726 | 3044 | 4769 |
| Bus Besar | 2025 | 5285 | 7310 |
| Truk Ringan | 2042 | 2462 | 4504 |
| Truk Sedang | 2635 | 3372 | 6008 |
| Truk Berat | 4220 | 5787 | 10006 |
| Minggu Siang | | | |
| Sedan | 1056 | 1868 | 2924 |
| Utiliti | 2021 | 1318 | 3339 |
| Bus Kecil | 1725 | 3044 | 4769 |
| Bus Besar | 2025 | 5285 | 7309 |
| Truk Ringan | 2039 | 2462 | 4501 |
| Truk Sedang | 2633 | 3372 | 6006 |
| Truk Berat | 4217 | 5787 | 10004 |
| Minggu Sore | | | |
| Sedan | 1064 | 1868 | 2932 |
| Utiliti | 2021 | 1318 | 3339 |
| Bus Kecil | 1734 | 3044 | 4777 |
| Bus Besar | 2029 | 5285 | 7314 |
| Truk Ringan | 2084 | 2462 | 4546 |
| Truk Sedang | 2673 | 3372 | 6046 |
| Truk Berat | 4258 | 5787 | 10045 |

Sumber : Hasil Analisis (2019)

Tabel 4.211 Biaya Operasi Kendaraan Jalan Tol Pada Ruas Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|----------------------|------------|-----------|------------|
| Senin Pagi | | | |
| Sedan (GOL I) | 2123 | 1607 | 3730 |
| Utiliti (GOL I) | 3309 | 1125 | 4433 |
| Bus Kecil (GOL I) | 2780 | 2760 | 5539 |
| Bus Besar (GOL I) | 3118 | 4796 | 7914 |
| Truk Ringan (GOL I) | 2895 | 2475 | 5369 |
| Truk Sedang (GOL I) | 3516 | 3326 | 6842 |
| Truk Berat (GOL III) | 5607 | 7212 | 12819 |
| Senin Siang | | | |
| Sedan (GOL I) | 2120 | 1607 | 3727 |
| Utiliti (GOL I) | 3154 | 1125 | 4279 |
| Bus Kecil (GOL I) | 2776 | 2760 | 5536 |
| Bus Besar (GOL I) | 3116 | 4796 | 7912 |
| Truk Ringan (GOL I) | 2877 | 2475 | 5352 |
| Truk Sedang (GOL I) | 3500 | 3326 | 6826 |
| Truk Berat (GOL III) | 5591 | 7212 | 12803 |
| Senin Sore | | | |
| Sedan (GOL I) | 2126 | 1607 | 3732 |
| Utiliti (GOL I) | 3155 | 1125 | 4279 |
| Bus Kecil (GOL I) | 2782 | 2760 | 5541 |
| Bus Besar (GOL I) | 3119 | 4796 | 7915 |
| Truk Ringan (GOL I) | 2906 | 2475 | 5381 |
| Truk Sedang (GOL I) | 3526 | 3326 | 6853 |
| Truk Berat (GOL III) | 5618 | 7212 | 12830 |

Sumber : Hasil Analisis (2019)

Tabel 4.212 Biaya Operasi Kendaraan Jalan Tol Pada Ruas Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|----------------------|------------|-----------|------------|
| Rabu Pagi | | | |
| Sedan (GOL I) | 2122 | 1607 | 3728 |
| Utiliti (GOL I) | 3154 | 1125 | 4279 |
| Bus Kecil (GOL I) | 2778 | 2760 | 5537 |
| Bus Besar (GOL I) | 3117 | 4796 | 7913 |
| Truk Ringan (GOL I) | 2884 | 2475 | 5359 |
| Truk Sedang (GOL I) | 3507 | 3326 | 6833 |
| Truk Berat (GOL III) | 5597 | 7212 | 12809 |
| Rabu Siang | | | |
| Sedan (GOL I) | 2119 | 1607 | 3726 |
| Utiliti (GOL I) | 3154 | 1125 | 4279 |
| Bus Kecil (GOL I) | 2775 | 2760 | 5535 |
| Bus Besar (GOL I) | 3115 | 4796 | 7911 |
| Truk Ringan (GOL I) | 2873 | 2475 | 5348 |
| Truk Sedang (GOL I) | 3497 | 3326 | 6823 |
| Truk Berat (GOL III) | 5587 | 7212 | 12799 |
| Rabu Sore | | | |
| Sedan (GOL I) | 2122 | 1607 | 3729 |
| Utiliti (GOL I) | 3154 | 1125 | 4279 |
| Bus Kecil (GOL I) | 2778 | 2760 | 5538 |
| Bus Besar (GOL I) | 3117 | 4796 | 7913 |
| Truk Ringan (GOL I) | 2888 | 2475 | 5363 |
| Truk Sedang (GOL I) | 3510 | 3326 | 6836 |
| Truk Berat (GOL III) | 5601 | 7212 | 12813 |

Sumber : Hasil Analisis (2019)

Tabel 4.213 Biaya Operasi Kendaraan Jalan Tol Pada Ruas Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|----------------------|------------|-----------|------------|
| Minggu Pagi | | | |
| Sedan (GOL I) | 2114 | 1607 | 3721 |
| Utiliti (GOL I) | 3154 | 1125 | 4279 |
| Bus Kecil (GOL I) | 2770 | 2760 | 5529 |
| Bus Besar (GOL I) | 3112 | 4796 | 7908 |
| Truk Ringan (GOL I) | 2843 | 2475 | 5318 |
| Truk Sedang (GOL I) | 3469 | 3326 | 6796 |
| Truk Berat (GOL III) | 5559 | 7212 | 12771 |
| Minggu Siang | | | |
| Sedan (GOL I) | 2121 | 1607 | 3728 |
| Utiliti (GOL I) | 3154 | 1125 | 4279 |
| Bus Kecil (GOL I) | 2777 | 2760 | 5537 |
| Bus Besar (GOL I) | 3116 | 4796 | 7912 |
| Truk Ringan (GOL I) | 2882 | 2475 | 5357 |
| Truk Sedang (GOL I) | 3505 | 3326 | 6831 |
| Truk Berat (GOL III) | 5596 | 7212 | 12807 |
| Minggu Sore | | | |
| Sedan (GOL I) | 2129 | 1607 | 3736 |
| Utiliti (GOL I) | 3155 | 1125 | 4279 |
| Bus Kecil (GOL I) | 2785 | 2760 | 5545 |
| Bus Besar (GOL I) | 3121 | 4796 | 7917 |
| Truk Ringan (GOL I) | 2924 | 2475 | 5399 |
| Truk Sedang (GOL I) | 3542 | 3326 | 6868 |
| Truk Berat (GOL III) | 5634 | 7212 | 12846 |

Sumber : Hasil Analisis (2019)

Tabel 4.214 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|--------------------|------------|-----------|------------|
| Senin Pagi | | | |
| Sedan | 1082 | 2020 | 3102 |
| Utiliti | 2191 | 1343 | 3534 |
| Bus Kecil | 1630 | 3671 | 5301 |
| Bus Besar | 1930 | 6032 | 7962 |
| Truk Ringan | 2124 | 2764 | 4888 |
| Truk Sedang | 2478 | 3624 | 6102 |
| Truk Berat | 4764 | 5663 | 10427 |
| Senin Siang | | | |
| Sedan | 1072 | 1997 | 3069 |
| Utiliti | 1998 | 1328 | 3326 |
| Bus Kecil | 1619 | 3630 | 5249 |
| Bus Besar | 1923 | 5957 | 7880 |
| Truk Ringan | 2069 | 2733 | 4802 |
| Truk Sedang | 2428 | 3583 | 6011 |
| Truk Berat | 4713 | 5594 | 10307 |
| Senin Sore | | | |
| Sedan | 1086 | 2042 | 3128 |
| Utiliti | 1999 | 1358 | 3357 |
| Bus Kecil | 1634 | 3711 | 5345 |
| Bus Besar | 1932 | 6105 | 8037 |
| Truk Ringan | 2146 | 2794 | 4940 |
| Truk Sedang | 2498 | 3663 | 6160 |
| Truk Berat | 4784 | 5730 | 10514 |

Sumber : Hasil Analisis (2019)

Tabel 4.215 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|-------------------|------------|------------|------------|
| Rabu Pagi | | | |
| Sedan | 1084 | 2039 | 3122 |
| Utiliti | 1999 | 1356 | 3354 |
| Bus Kecil | 1631 | 3705 | 5336 |
| Bus Besar | 1931 | 6095 | 8025 |
| Truk Ringan | 2132 | 2790 | 4922 |
| Truk Sedang | 2485 | 3657 | 6142 |
| Truk Berat | 4771 | 5720 | 10491 |
| Rabu Siang | | | |
| Sedan | 1095 | 2030 | 3126 |
| Utiliti | 2002 | 1350 | 3352 |
| Bus Kecil | 1639 | 3690 | 5329 |
| Bus Besar | 1949 | 6067 | 8015 |
| Truk Ringan | 2154 | 2778 | 4932 |
| Truk Sedang | 2535 | 3642 | 6177 |
| Truk Berat | 4828 | 5695 | 10522 |
| Rabu Sore | | | |
| Sedan | 1091 | 2077 | 3168 |
| Utiliti | 1999 | 1381 | 3380 |
| Bus Kecil | 1640 | 3773 | 5413 |
| Bus Besar | 1935 | 6220 | 8156 |
| Truk Ringan | 2174 | 2841 | 5015 |
| Truk Sedang | 2523 | 3724 | 6248 |
| Truk Berat | 4810 | 5834 | 10644 |

Sumber : Hasil Analisis (2019)

Tabel 4.216 Biaya Operasi Kendaraan Jalan Arteri Pada Ruas Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|---------------------|------------|------------|------------|
| Minggu Pagi | | | |
| Sedan | 1075 | 2037 | 3112 |
| Utiliti | 1998 | 1354 | 3353 |
| Bus Kecil | 1622 | 3701 | 5323 |
| Bus Besar | 1925 | 6087 | 8012 |
| Truk Ringan | 2085 | 2786 | 4871 |
| Truk Sedang | 2443 | 3653 | 6095 |
| Truk Berat | 4728 | 5713 | 10440 |
| Minggu Siang | | | |
| Sedan | 1072 | 1998 | 3070 |
| Utiliti | 1998 | 1329 | 3327 |
| Bus Kecil | 1619 | 3631 | 5251 |
| Bus Besar | 1924 | 5959 | 7883 |
| Truk Ringan | 2070 | 2734 | 4804 |
| Truk Sedang | 2429 | 3585 | 6013 |
| Truk Berat | 4714 | 5597 | 10311 |
| Minggu Sore | | | |
| Sedan | 1074 | 2017 | 3091 |
| Utiliti | 1998 | 1341 | 3340 |
| Bus Kecil | 1622 | 3666 | 5287 |
| Bus Besar | 1925 | 6023 | 7947 |
| Truk Ringan | 2082 | 2760 | 4842 |
| Truk Sedang | 2439 | 3618 | 6058 |
| Truk Berat | 4724 | 5654 | 10379 |

Sumber : Hasil Analisis (2019)

Tabel 4.217 Biaya Operasi Kendaraan Jalan Tol Pada Ruas Sragen ke Karanganyar Pada Hari Senin Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|----------------------|------------|-----------|------------|
| Senin Pagi | | | |
| Sedan (GOL I) | 2105 | 1683 | 3789 |
| Utiliti (GOL I) | 3312 | 1119 | 4431 |
| Bus Kecil (GOL I) | 2701 | 3187 | 5889 |
| Bus Besar (GOL I) | 3088 | 5003 | 8092 |
| Truk Ringan (GOL I) | 2896 | 2400 | 5296 |
| Truk Sedang (GOL I) | 3556 | 3146 | 6702 |
| Truk Berat (GOL III) | 5672 | 4980 | 10652 |
| Senin Siang | | | |
| Sedan (GOL I) | 2104 | 1675 | 3779 |
| Utiliti (GOL I) | 3161 | 1114 | 4274 |
| Bus Kecil (GOL I) | 2700 | 3171 | 5872 |
| Bus Besar (GOL I) | 3090 | 4975 | 8066 |
| Truk Ringan (GOL I) | 2879 | 2388 | 5267 |
| Truk Sedang (GOL I) | 3544 | 3130 | 6674 |
| Truk Berat (GOL III) | 5659 | 4953 | 10611 |
| Senin Sore | | | |
| Sedan (GOL I) | 2106 | 1689 | 3795 |
| Utiliti (GOL I) | 3155 | 1123 | 4279 |
| Bus Kecil (GOL I) | 2702 | 3198 | 5900 |
| Bus Besar (GOL I) | 3087 | 5023 | 8110 |
| Truk Ringan (GOL I) | 2908 | 2408 | 5316 |
| Truk Sedang (GOL I) | 3564 | 3157 | 6721 |
| Truk Berat (GOL III) | 5681 | 4999 | 10680 |

Sumber : Hasil Analisis (2019)

Tabel 4.218 Biaya Operasi Kendaraan Jalan Tol Pada Ruas Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|------------------------|-------------------|-------------------|-------------------|
| Rabu Pagi | | | |
| Sedan (GOL I) | 2105 | 1678 | 3783 |
| Utiliti (GOL I) | 3159 | 1116 | 4275 |
| Bus Kecil (GOL I) | 2701 | 3178 | 5879 |
| Bus Besar (GOL I) | 3090 | 4987 | 8076 |
| Truk Ringan (GOL I) | 2886 | 2393 | 5279 |
| Truk Sedang (GOL I) | 3549 | 3137 | 6686 |
| Truk Berat (GOL III) | 5664 | 4965 | 10629 |
| Rabu Siang | | | |
| Sedan (GOL I) | 2104 | 1673 | 3776 |
| Utiliti (GOL I) | 3161 | 1112 | 4274 |
| Bus Kecil (GOL I) | 2700 | 3168 | 5868 |
| Bus Besar (GOL I) | 3091 | 4969 | 8060 |
| Truk Ringan (GOL I) | 2875 | 2385 | 5261 |
| Truk Sedang (GOL I) | 3541 | 3127 | 6668 |
| Truk Berat (GOL III) | 5656 | 4947 | 10603 |
| Rabu Sore | | | |
| Sedan (GOL I) | 2105 | 1680 | 3785 |
| Utiliti (GOL I) | 3159 | 1117 | 4276 |
| Bus Kecil (GOL I) | 2701 | 3181 | 5882 |
| Bus Besar (GOL I) | 3089 | 4993 | 8082 |
| Truk Ringan (GOL I) | 2890 | 2395 | 5286 |
| Truk Sedang (GOL I) | 3551 | 3140 | 6692 |
| Truk Berat (GOL III) | 5667 | 4970 | 10638 |

Sumber : Hasil Analisis (2019)

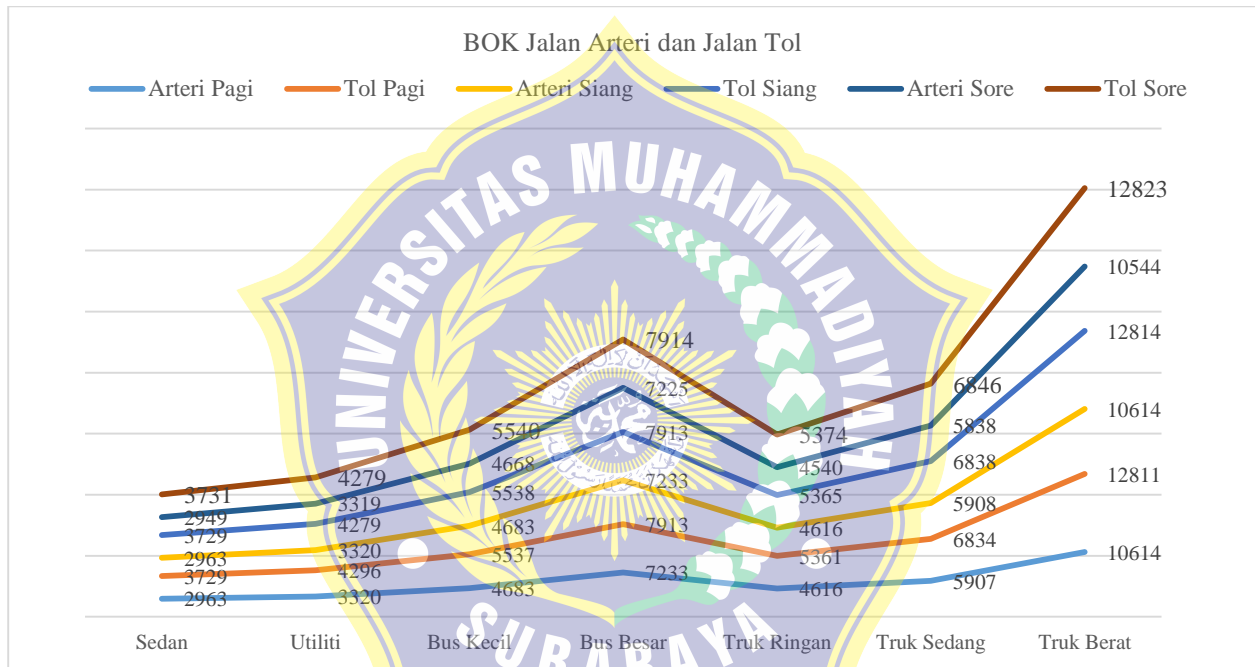
Tabel 4.219 Biaya Operasi Kendaraan Jalan Tol Pada Ruas Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | BTT(Rp/km) | BT(Rp/km) | BOK(Rp/km) |
|----------------------|------------|------------|------------|
| Minggu Pagi | | | |
| Sedan (GOL I) | 2101 | 1659 | 3760 |
| Utiliti (GOL I) | 3167 | 1103 | 4270 |
| Bus Kecil (GOL I) | 2698 | 3141 | 5840 |
| Bus Besar (GOL I) | 3094 | 4924 | 8018 |
| Truk Ringan (GOL I) | 2845 | 2365 | 5211 |
| Truk Sedang (GOL I) | 3520 | 3101 | 6621 |
| Truk Berat (GOL III) | 5633 | 4903 | 10536 |
| Minggu Siang | | | |
| Utiliti (GOL I) | 3160 | 1115 | 4275 |
| Bus Kecil (GOL I) | 2701 | 3176 | 5877 |
| Bus Besar (GOL I) | 3090 | 4984 | 8073 |
| Truk Ringan (GOL I) | 2884 | 2391 | 5276 |
| Truk Sedang (GOL I) | 3547 | 3135 | 6682 |
| Truk Berat (GOL III) | 5663 | 4961 | 10624 |
| Minggu Sore | | | |
| Sedan (GOL I) | 2108 | 1698 | 3806 |
| Utiliti (GOL I) | 3152 | 1129 | 4282 |
| Bus Kecil (GOL I) | 2703 | 3215 | 5918 |
| Bus Besar (GOL I) | 3085 | 5052 | 8138 |
| Truk Ringan (GOL I) | 2925 | 2421 | 5346 |
| Truk Sedang (GOL I) | 3575 | 3174 | 6749 |
| Truk Berat (GOL III) | 5694 | 5027 | 10721 |

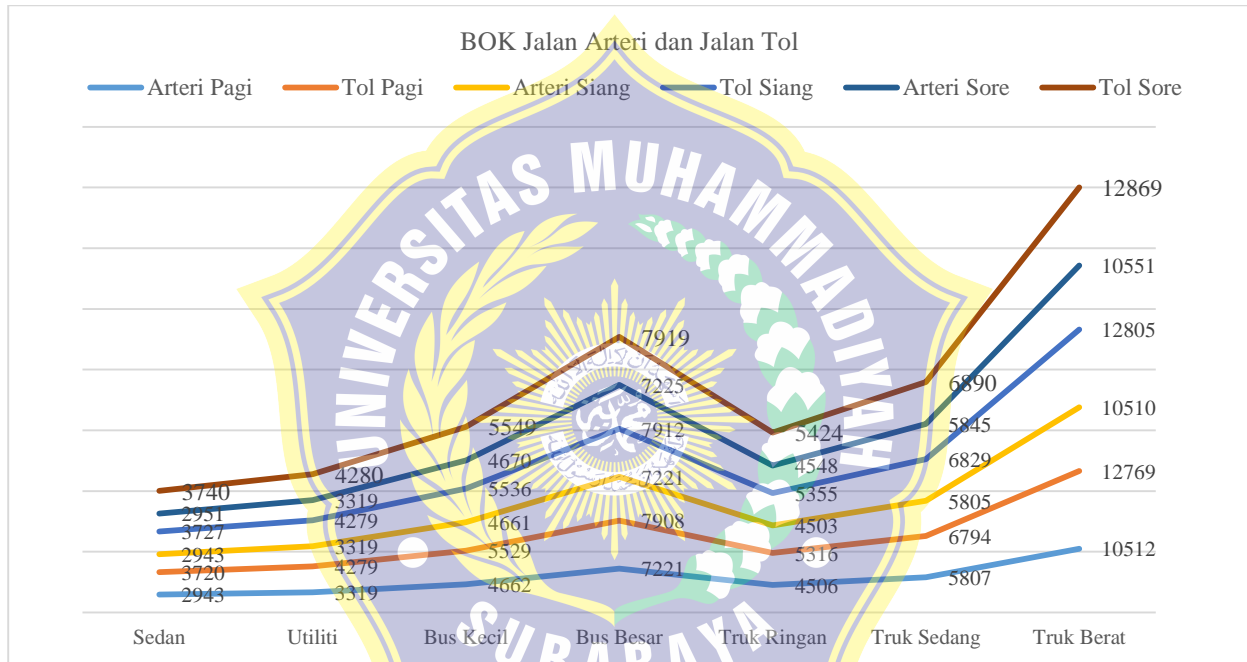
Sumber : Hasil Analisis (2019)



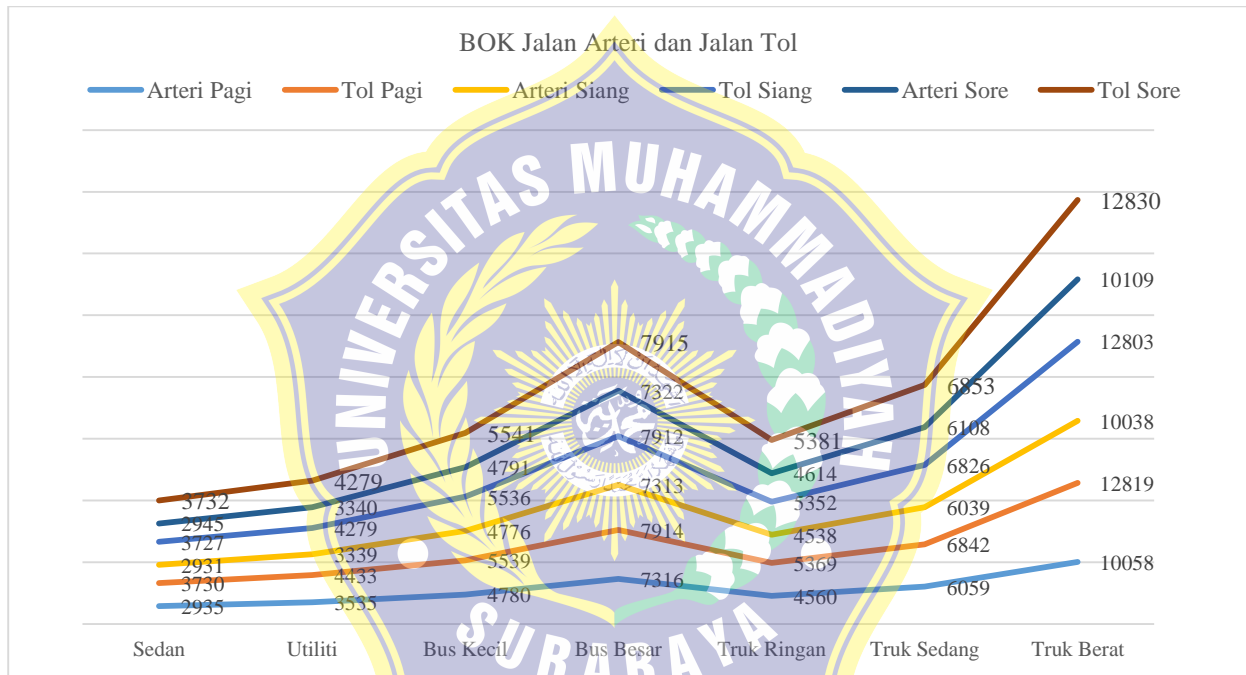
Gambar 4.1 Grafik Perbandingan Biaya Operasi Kendaraan Jalan Arteri dan Jalan Tol Arah Karanganyar ke Sragen Pada Hari Senin Berdasarkan Perhitungan Menggunakan Kecepatan Aktual.



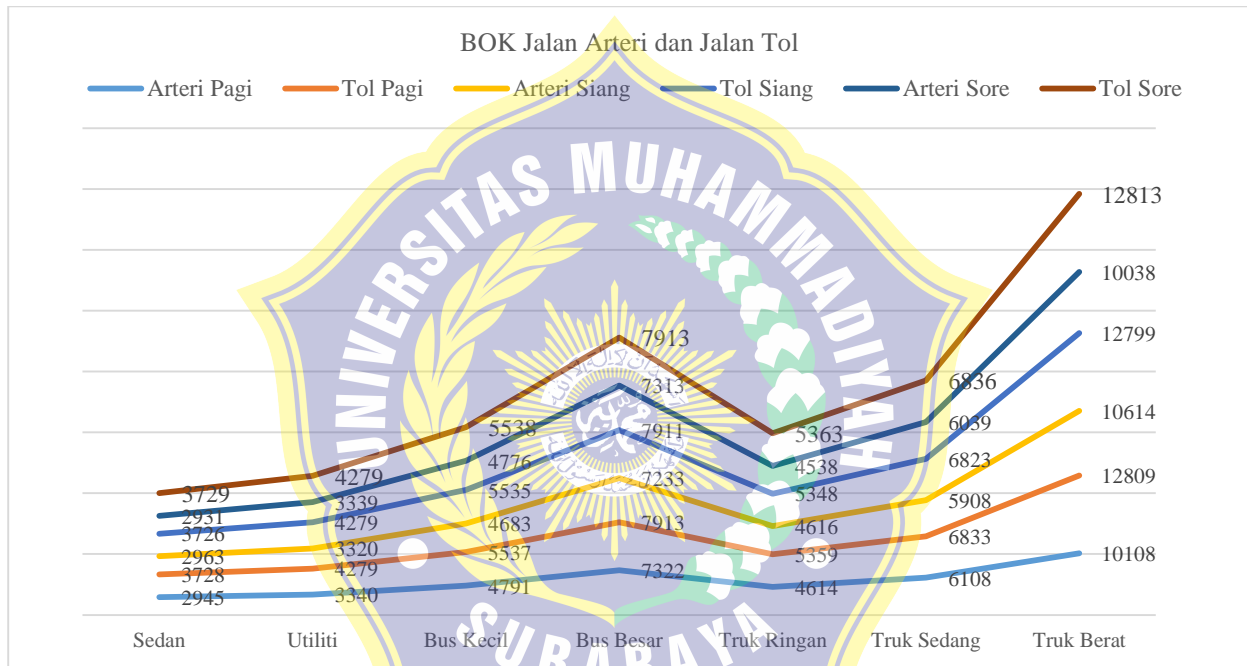
Gambar 4.2 Grafik Perbandingan Biaya Operasi Kendaraan Jalan Arteri dan Jalan Tol Arah Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Perhitungan Menggunakan Kecepatan Aktual.



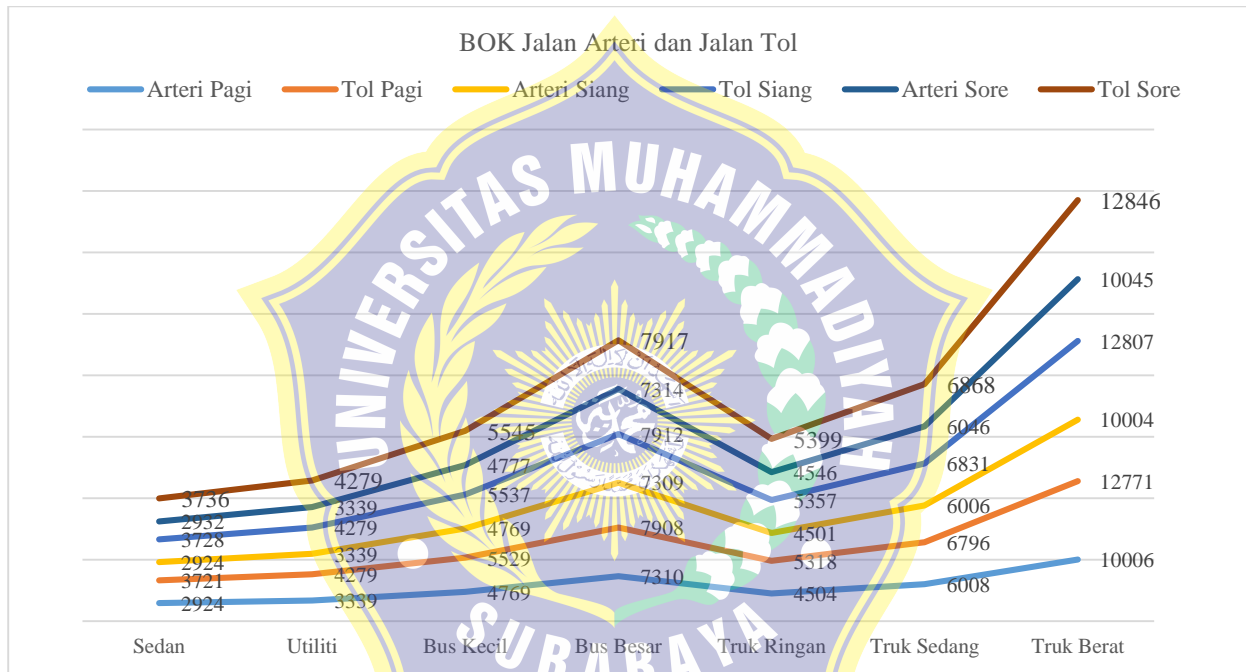
Gambar 4.3 Grafik Perbandingan Biaya Operasi Kendaraan Jalan Arteri dan Jalan Tol Arah Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Perhitungan Menggunakan Kecepatan Aktual.



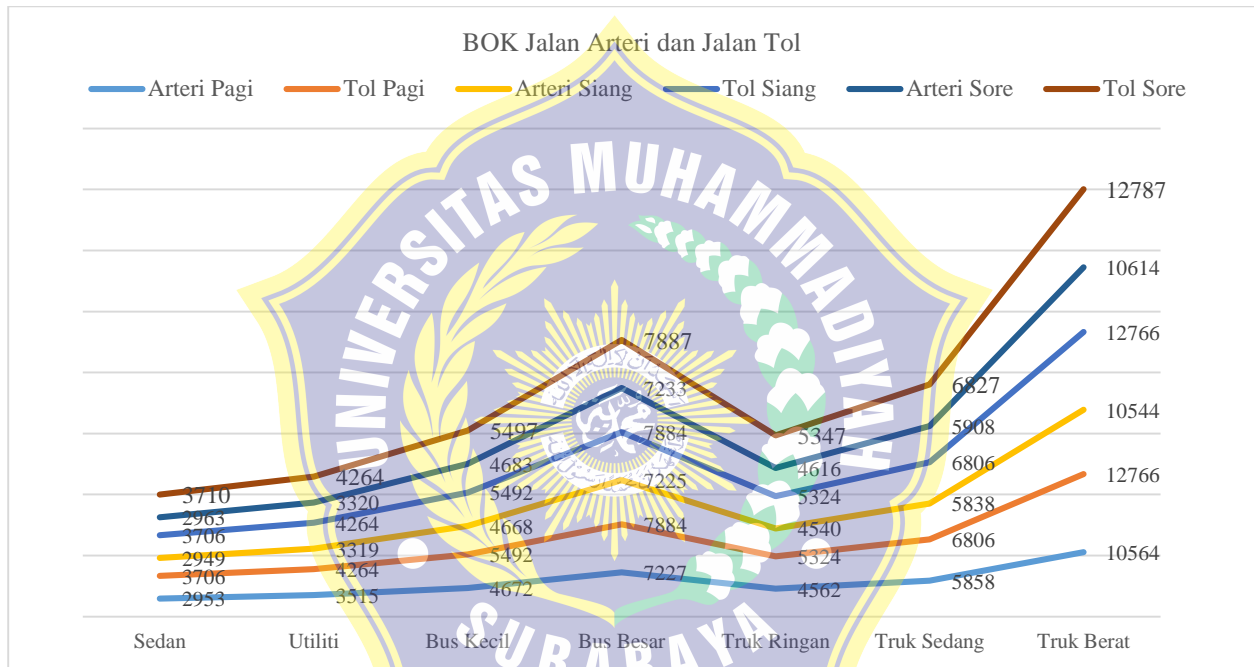
Gambar 4.4 Grafik Perbandingan Biaya Operasi Kendaraan Jalan Arteri dan Jalan Tol Arah Sragen ke Karanganyar Pada Hari Senin Berdasarkan Perhitungan Menggunakan Kecepatan Aktual.



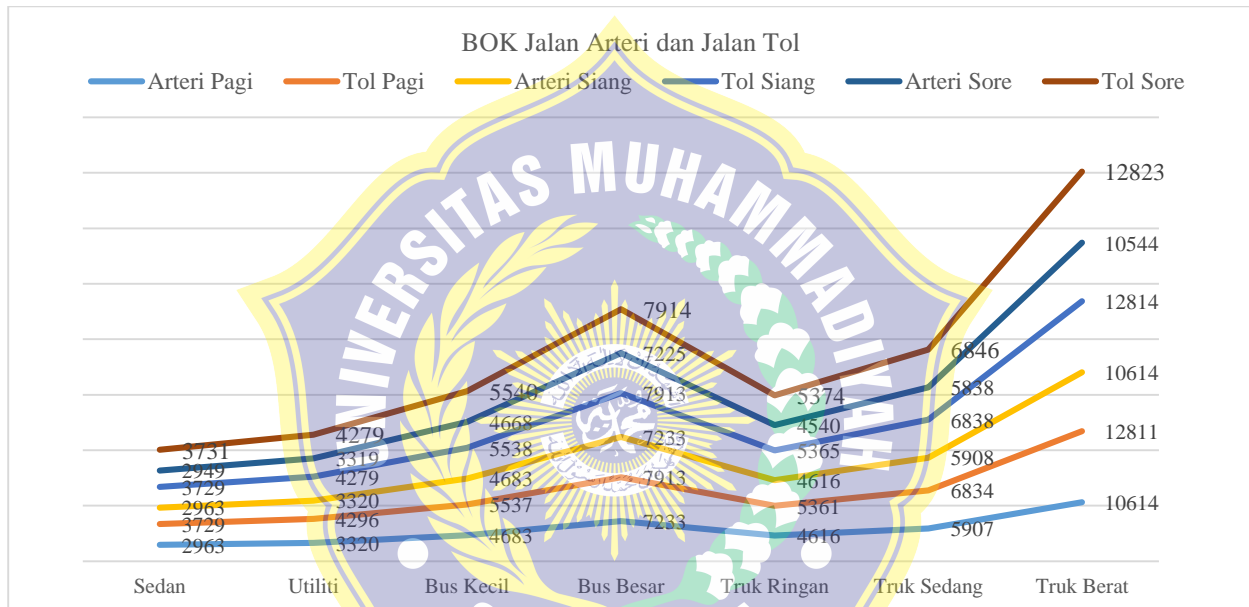
Gambar 4.5 Grafik Perbandingan Biaya Operasi Kendaraan Jalan Arteri dan Jalan Tol Arah Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Perhitungan Menggunakan Kecepatan Aktual.



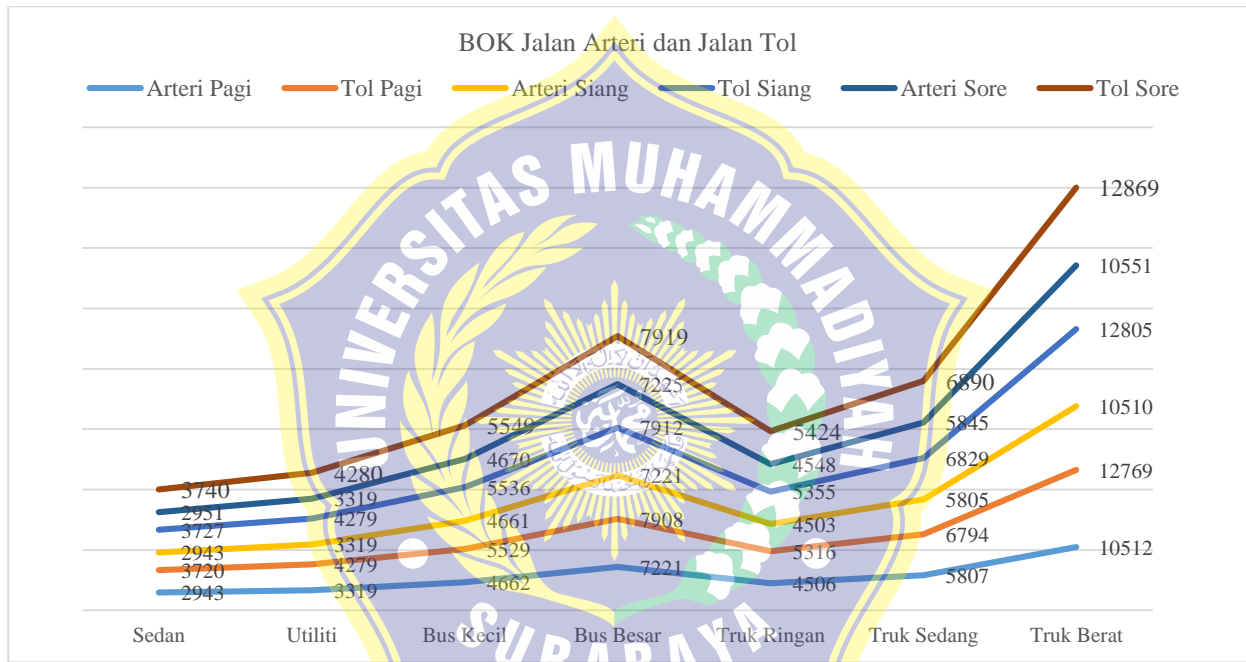
Gambar 4.6 Grafik Perbandingan Biaya Operasi Kendaraan Jalan Arteri dan Jalan Tol Arah Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Perhitungan Menggunakan Kecepatan Aktual.



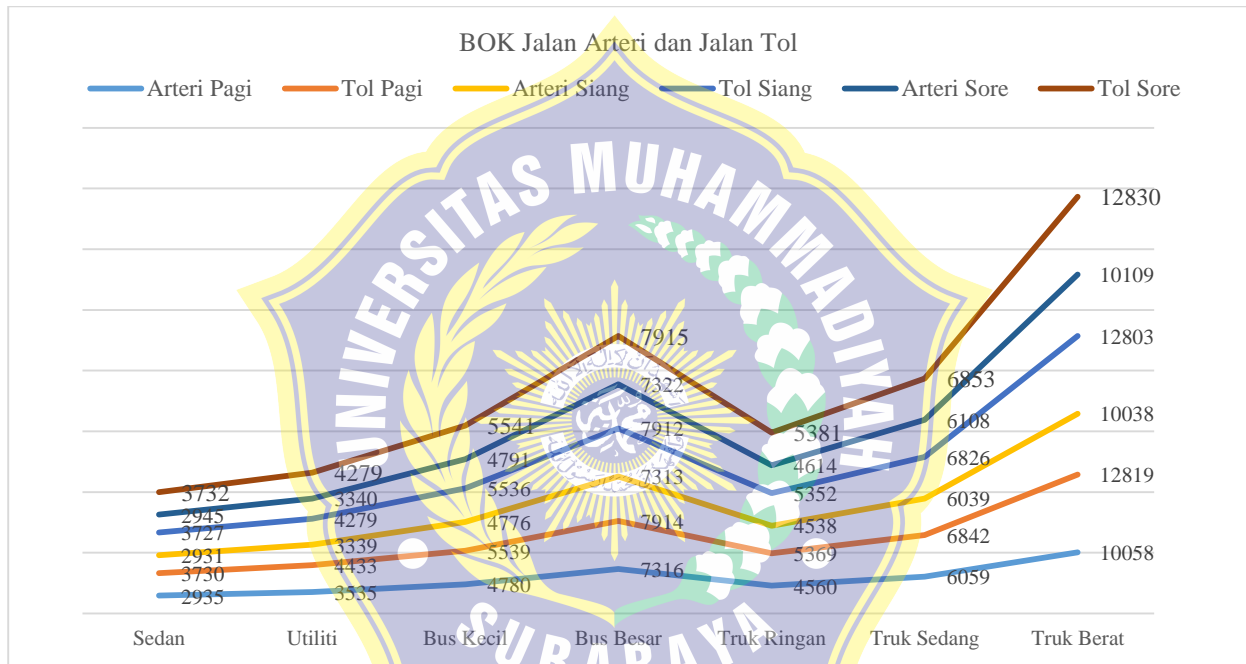
Gambar 4.7 Grafik Perbandingan Biaya Operasi Kendaraan Jalan Arteri dan Jalan Tol Arah Karanganyar ke Sragen Pada Hari Senin Berdasarkan Perhitungan Menggunakan Kecepatan KAJI.



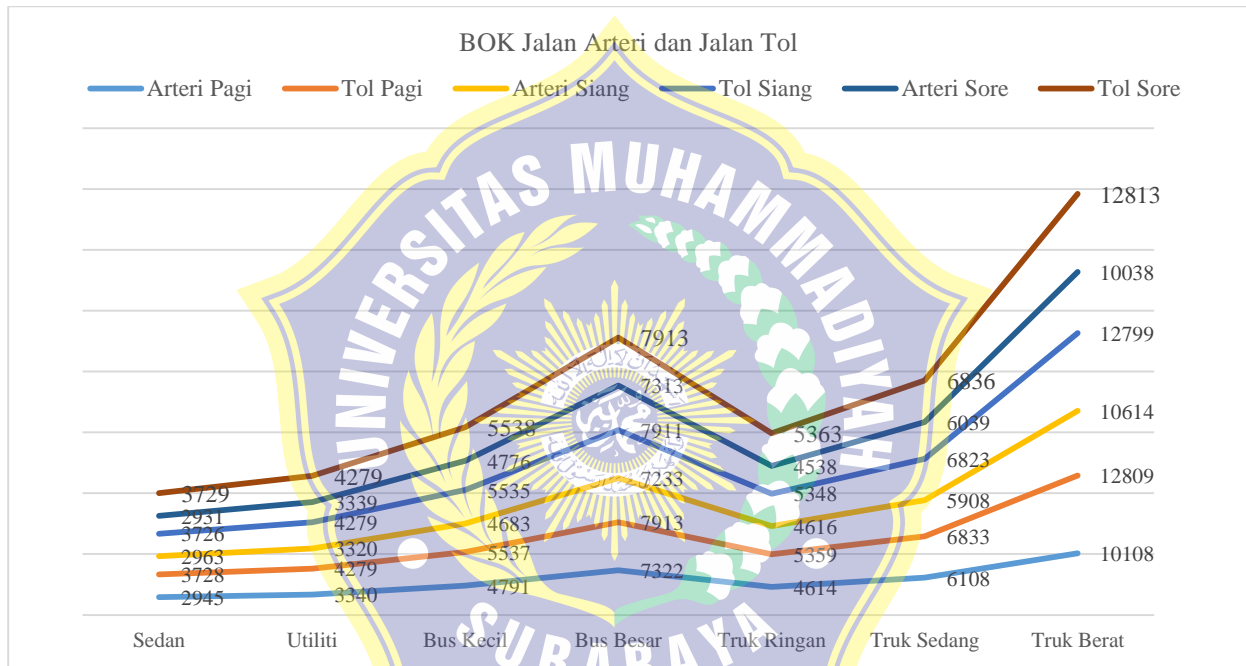
Gambar 4.8 Grafik Perbandingan Biaya Operasi Kendaraan Jalan Arteri dan Jalan Tol Arah Karanganyar ke Sragen Pada Hari Rabu Berdasarkan Perhitungan Menggunakan Kecepatan KAJI.



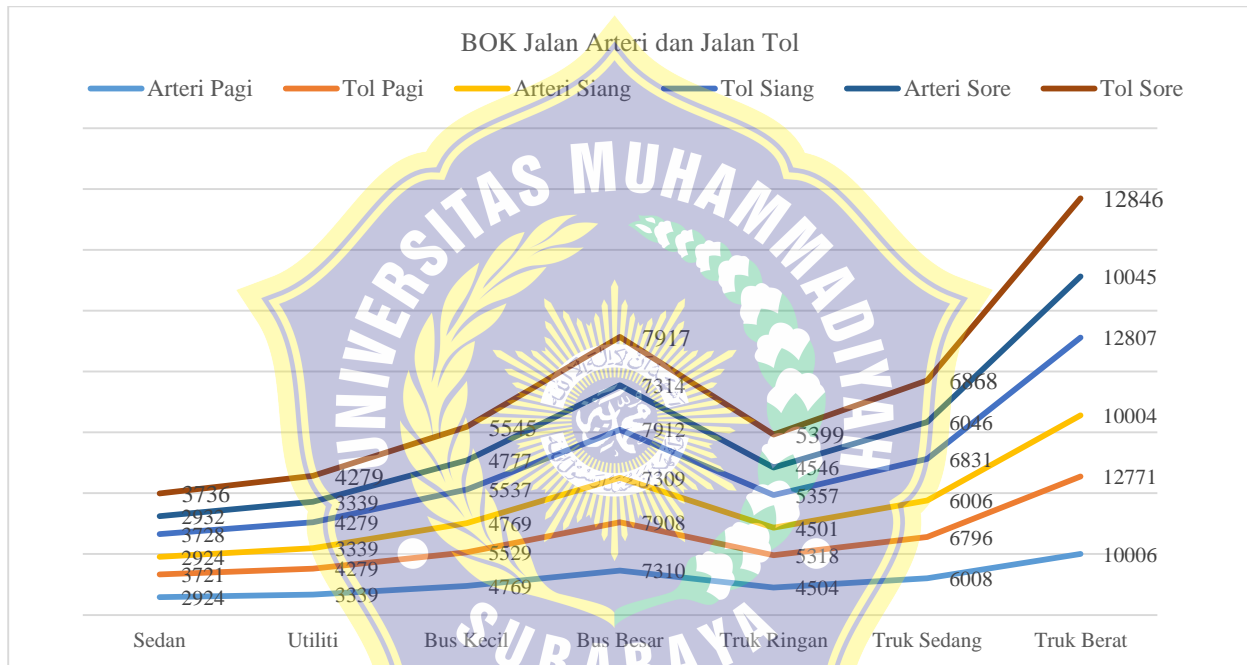
Gambar 4.9 Grafik Perbandingan Biaya Operasi Kendaraan Jalan Arteri dan Jalan Tol Arah Karanganyar ke Sragen Pada Hari Minggu Berdasarkan Perhitungan Menggunakan Kecepatan KAJI.



Gambar 4.10 Grafik Perbandingan Biaya Operasi Kendaraan Jalan Arteri dan Jalan Tol Arah Sragen ke Karanganyar Pada Hari Senin Berdasarkan Perhitungan Menggunakan Kecepatan KAJI.



Gambar 4.11 Grafik Perbandingan Biaya Operasi Kendaraan Jalan Arteri dan Jalan Tol Arah Sragen ke Karanganyar Pada Hari Rabu Berdasarkan Perhitungan Menggunakan Kecepatan KAJI.



Gambar 4.12 Grafik Perbandingan Biaya Operasi Kendaraan Jalan Arteri dan Jalan Tol Arah Sragen ke Karanganyar Pada Hari Minggu Berdasarkan Perhitungan Menggunakan Kecepatan KAJI.

4.1.5 Waktu Tempuh Kendaraan

Waktu tempuh kendaraan diperhitungkan dengan cara membagi jarak tempuh dari kendaraan kecepatan rata-rata pada masing-masing kendaraan. Waktu tempuh dari kendaraan diperhitungkan dalam dua kondisi kecepatan kendaraan yaitu, kecepatan kendaraan actual yang diperoleh melalui survei langsung di lapangan dan kecepatan kendaraan yang diperhitungkan menggunakan bantuan software KAJI. Hasil dan rincian perhitungan dapat dilihat pada tabel 4.220 sampai pada tabel 4.257.

Tabel 4.220 Waktu Tempuh Kendaraan Pada Jalan Arteri di Ruas Jalan Sragen ke Karanganyar Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 75.41 | 14 | 0.186 | 11.1 |
| Utiliti | 70.32 | 14 | 0.199 | 11.9 |
| Bus Kecil | 71.65 | 14 | 0.195 | 11.7 |
| Bus Besar | 82.25 | 14 | 0.170 | 10.2 |
| Truk Ringan | 65.79 | 14 | 0.213 | 12.8 |
| Truk Sedang | 62.43 | 14 | 0.224 | 13.5 |
| Truk Berat | 53.33 | 14 | 0.263 | 15.8 |

Sumber : Hasil Analisis

Tabel 4.221 Waktu Tempuh Kendaraan Pada Jalan Toll di Ruas Jalan Sragen ke Karanganyar Berdasarkan Kecepatan Aktual

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 90.05 | 13 | 0.144 | 8.7 |
| Utiliti | 84.79 | 13 | 0.153 | 9.2 |
| Bus Kecil | 80.47 | 13 | 0.162 | 9.7 |
| Bus Besar | 91.25 | 13 | 0.142 | 8.5 |
| Truk Ringan | 65.38 | 13 | 0.199 | 11.9 |
| Truk Sedang | 63.47 | 13 | 0.205 | 12.3 |
| Truk Berat | 41.76 | 13 | 0.311 | 18.7 |

Sumber : Hasil Analisis (2019)

Tabel 4.222 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Senin Pagi Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 69.18 | 14 | 0.202 | 12.1 |
| Utiliti | 69.18 | 14 | 0.202 | 12.1 |
| Bus Kecil | 57.65 | 14 | 0.243 | 14.6 |
| Bus Besar | 71.84 | 14 | 0.195 | 11.7 |
| Truk Ringan | 57.65 | 14 | 0.243 | 14.6 |
| Truk Sedang | 57.65 | 14 | 0.243 | 14.6 |
| Truk Berat | 54.63 | 14 | 0.256 | 15.4 |

Sumber : Hasil Analisis

Tabel 4.223 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Senin Siang Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 68.41 | 14 | 0.205 | 12.3 |
| Utiliti | 68.41 | 14 | 0.205 | 12.3 |
| Bus Kecil | 57.01 | 14 | 0.246 | 14.7 |
| Bus Besar | 71.04 | 14 | 0.197 | 11.8 |
| Truk Ringan | 57.01 | 14 | 0.246 | 14.7 |
| Truk Sedang | 57.01 | 14 | 0.246 | 14.7 |
| Truk Berat | 54.38 | 14 | 0.257 | 15.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.224 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Senin Sore Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 66.82 | 14 | 0.210 | 12.6 |
| Utiliti | 66.82 | 14 | 0.210 | 12.6 |
| Bus Kecil | 55.68 | 14 | 0.251 | 15.1 |
| Bus Besar | 69.39 | 14 | 0.202 | 12.1 |
| Truk Ringan | 55.68 | 14 | 0.251 | 15.1 |
| Truk Sedang | 55.68 | 14 | 0.251 | 15.1 |
| Truk Berat | 53.92 | 14 | 0.260 | 15.6 |

Sumber : Hasil Analisis

Tabel 4.225 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Rabu Pagi Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 69.06 | 14 | 0.203 | 12.2 |
| Utiliti | 69.06 | 14 | 0.203 | 12.2 |
| Bus Kecil | 57.55 | 14 | 0.243 | 14.6 |
| Bus Besar | 71.72 | 14 | 0.195 | 11.7 |
| Truk Ringan | 57.55 | 14 | 0.243 | 14.6 |
| Truk Sedang | 57.55 | 14 | 0.243 | 14.6 |
| Truk Berat | 54.89 | 14 | 0.255 | 15.3 |

Sumber : Hasil Analisis (2019)

Tabel 4.226 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Rabu Siang Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 68.55 | 14 | 0.204 | 12.3 |
| Utiliti | 68.55 | 14 | 0.204 | 12.3 |
| Bus Kecil | 57.12 | 14 | 0.245 | 14.7 |
| Bus Besar | 71.18 | 14 | 0.197 | 11.8 |
| Truk Ringan | 57.12 | 14 | 0.245 | 14.7 |
| Truk Sedang | 57.12 | 14 | 0.245 | 14.7 |
| Truk Berat | 54.38 | 14 | 0.257 | 15.4 |

Sumber : Hasil Analisis

Tabel 4.227 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Rabu Sore Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 67.65 | 14 | 0.207 | 12.4 |
| Utiliti | 67.65 | 14 | 0.207 | 12.4 |
| Bus Kecil | 56.38 | 14 | 0.248 | 14.9 |
| Bus Besar | 70.26 | 14 | 0.199 | 12.0 |
| Truk Ringan | 56.38 | 14 | 0.248 | 14.9 |
| Truk Sedang | 56.38 | 14 | 0.248 | 14.9 |
| Truk Berat | 53.78 | 14 | 0.260 | 15.6 |

Sumber : Hasil Analisis (2019)

Tabel 4.228 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Minggu Pagi Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 68.89 | 14 | 0.203 | 12.2 |
| Utiliti | 68.89 | 14 | 0.203 | 12.2 |
| Bus Kecil | 57.41 | 14 | 0.244 | 14.6 |
| Bus Besar | 71.54 | 14 | 0.196 | 11.7 |
| Truk Ringan | 57.41 | 14 | 0.244 | 14.6 |
| Truk Sedang | 57.41 | 14 | 0.244 | 14.6 |
| Truk Berat | 54.7 | 14 | 0.256 | 15.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.229 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Minggu Siang Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 70.53 | 14 | 0.198 | 11.9 |
| Utiliti | 70.53 | 14 | 0.198 | 11.9 |
| Bus Kecil | 58.77 | 14 | 0.238 | 14.3 |
| Bus Besar | 73.24 | 14 | 0.191 | 11.5 |
| Truk Ringan | 58.77 | 14 | 0.238 | 14.3 |
| Truk Sedang | 58.77 | 14 | 0.238 | 14.3 |
| Truk Berat | 56.06 | 14 | 0.250 | 15.0 |

Sumber : Hasil Analisis (2019)

Tabel 4.230 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Minggu Sore Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 67.77 | 14 | 0.207 | 12.4 |
| Utiliti | 67.77 | 14 | 0.207 | 12.4 |
| Bus Kecil | 56.48 | 14 | 0.248 | 14.9 |
| Bus Besar | 70.38 | 14 | 0.199 | 11.9 |
| Truk Ringan | 56.48 | 14 | 0.248 | 14.9 |
| Truk Sedang | 56.48 | 14 | 0.248 | 14.9 |
| Truk Berat | 53.87 | 14 | 0.260 | 15.6 |

Sumber : Hasil Analisis (2019)

Tabel 4.231 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Senin Pagi Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 85.91 | 13 | 0.151 | 9.1 |
| Utiliti | 85.91 | 13 | 0.151 | 9.1 |
| Bus Kecil | 68.33 | 13 | 0.190 | 11.4 |
| Bus Besar | 87.86 | 13 | 0.148 | 8.9 |
| Truk Ringan | 68.33 | 13 | 0.190 | 11.4 |
| Truk Sedang | 68.33 | 13 | 0.190 | 11.4 |
| Truk Berat | 63.45 | 13 | 0.205 | 12.3 |

Sumber : Hasil Analisis (2019)

Tabel 4.232 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Senin Siang Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 85.55 | 13 | 0.152 | 9.1 |
| Utiliti | 85.55 | 13 | 0.152 | 9.1 |
| Bus Kecil | 68.05 | 13 | 0.191 | 11.5 |
| Bus Besar | 87.5 | 13 | 0.149 | 8.9 |
| Truk Ringan | 68.05 | 13 | 0.191 | 11.5 |
| Truk Sedang | 68.05 | 13 | 0.191 | 11.5 |
| Truk Berat | 63.19 | 13 | 0.206 | 12.3 |

Sumber : Hasil Analisis (2019)

Tabel 4.233 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Senin Sore Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 84.87 | 13 | 0.153 | 9.2 |
| Utiliti | 84.87 | 13 | 0.153 | 9.2 |
| Bus Kecil | 67.51 | 13 | 0.193 | 11.6 |
| Bus Besar | 86.8 | 13 | 0.150 | 9.0 |
| Truk Ringan | 67.51 | 13 | 0.193 | 11.6 |
| Truk Sedang | 67.51 | 13 | 0.193 | 11.6 |
| Truk Berat | 62.68 | 13 | 0.207 | 12.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.234 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Rabu Pagi Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 85.92 | 13 | 0.151 | 9.1 |
| Utiliti | 85.92 | 13 | 0.151 | 9.1 |
| Bus Kecil | 68.34 | 13 | 0.190 | 11.4 |
| Bus Besar | 87.87 | 13 | 0.148 | 8.9 |
| Truk Ringan | 68.34 | 13 | 0.190 | 11.4 |
| Truk Sedang | 68.34 | 13 | 0.190 | 11.4 |
| Truk Berat | 63.46 | 13 | 0.205 | 12.3 |

Sumber : Hasil Analisis (2019)

Tabel 4.235 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Rabu Siang Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 85.41 | 13 | 0.152 | 9.1 |
| Utiliti | 85.41 | 13 | 0.152 | 9.1 |
| Bus Kecil | 67.94 | 13 | 0.191 | 11.5 |
| Bus Besar | 87.35 | 13 | 0.149 | 8.9 |
| Truk Ringan | 67.94 | 13 | 0.191 | 11.5 |
| Truk Sedang | 67.94 | 13 | 0.191 | 11.5 |
| Truk Berat | 63.08 | 13 | 0.206 | 12.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.236 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Rabu Sore Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 85.12 | 13 | 0.153 | 9.2 |
| Utiliti | 85.12 | 13 | 0.153 | 9.2 |
| Bus Kecil | 67.7 | 13 | 0.192 | 11.5 |
| Bus Besar | 87.05 | 13 | 0.149 | 9.0 |
| Truk Ringan | 67.7 | 13 | 0.192 | 11.5 |
| Truk Sedang | 67.7 | 13 | 0.192 | 11.5 |
| Truk Berat | 62.72 | 13 | 0.207 | 12.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.237 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Minggu Pagi Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 86.8 | 13 | 0.150 | 9.0 |
| Utiliti | 86.8 | 13 | 0.150 | 9.0 |
| Bus Kecil | 69.05 | 13 | 0.188 | 11.3 |
| Bus Besar | 88.76 | 13 | 0.146 | 8.8 |
| Truk Ringan | 69.05 | 13 | 0.188 | 11.3 |
| Truk Sedang | 69.05 | 13 | 0.188 | 11.3 |
| Truk Berat | 64.12 | 13 | 0.203 | 12.2 |

Sumber : Hasil Analisis (2019)

Tabel 4.238 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Minggu Siang Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 85.7 | 13 | 0.152 | 9.1 |
| Utiliti | 85.7 | 13 | 0.152 | 9.1 |
| Bus Kecil | 68.17 | 13 | 0.191 | 11.4 |
| Bus Besar | 87.64 | 13 | 0.148 | 8.9 |
| Truk Ringan | 68.17 | 13 | 0.191 | 11.4 |
| Truk Sedang | 68.17 | 13 | 0.191 | 11.4 |
| Truk Berat | 63.3 | 13 | 0.205 | 12.3 |

Sumber : Hasil Analisis (2019)

Tabel 4.239 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Karanganyar ke Sragen Pada Hari Minggu Sore Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 83.61 | 13 | 0.155 | 9.3 |
| Utiliti | 83.61 | 13 | 0.155 | 9.3 |
| Bus Kecil | 66.51 | 13 | 0.195 | 11.7 |
| Bus Besar | 85.51 | 13 | 0.152 | 9.1 |
| Truk Ringan | 66.51 | 13 | 0.195 | 11.7 |
| Truk Sedang | 66.51 | 13 | 0.195 | 11.7 |
| Truk Berat | 61.67 | 13 | 0.211 | 12.6 |

Sumber : Hasil Analisis (2019)

Tabel 4.240 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Senin Pagi Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 68.72 | 14 | 0.204 | 12.2 |
| Utiliti | 68.72 | 14 | 0.204 | 12.2 |
| Bus Kecil | 57.27 | 14 | 0.244 | 14.7 |
| Bus Besar | 71.37 | 14 | 0.196 | 11.8 |
| Truk Ringan | 57.27 | 14 | 0.244 | 14.7 |
| Truk Sedang | 57.27 | 14 | 0.244 | 14.7 |
| Truk Berat | 54.63 | 14 | 0.256 | 15.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.241 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Senin Siang Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 69.66 | 14 | 0.201 | 12.1 |
| Utiliti | 69.66 | 14 | 0.201 | 12.1 |
| Bus Kecil | 58.05 | 14 | 0.241 | 14.5 |
| Bus Besar | 72.34 | 14 | 0.194 | 11.6 |
| Truk Ringan | 58.05 | 14 | 0.241 | 14.5 |
| Truk Sedang | 58.05 | 14 | 0.241 | 14.5 |
| Truk Berat | 55.37 | 14 | 0.253 | 15.2 |

Sumber : Hasil Analisis (2019)

Tabel 4.242 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Senin Sore Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 67.84 | 14 | 0.206 | 12.4 |
| Utiliti | 67.84 | 14 | 0.206 | 12.4 |
| Bus Kecil | 56.53 | 14 | 0.248 | 14.9 |
| Bus Besar | 70.45 | 14 | 0.199 | 11.9 |
| Truk Ringan | 56.53 | 14 | 0.248 | 14.9 |
| Truk Sedang | 56.53 | 14 | 0.248 | 14.9 |
| Truk Berat | 53.92 | 14 | 0.260 | 15.6 |

Sumber : Hasil Analisis (2019)

Tabel 4.243 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Rabu Pagi Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 67.97 | 14 | 0.206 | 12.4 |
| Utiliti | 67.97 | 14 | 0.206 | 12.4 |
| Bus Kecil | 56.64 | 14 | 0.247 | 14.8 |
| Bus Besar | 70.58 | 14 | 0.198 | 11.9 |
| Truk Ringan | 56.64 | 14 | 0.247 | 14.8 |
| Truk Sedang | 56.64 | 14 | 0.247 | 14.8 |
| Truk Berat | 54.02 | 14 | 0.259 | 15.5 |

Sumber : Hasil Analisis (2019)

Tabel 4.244 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Rabu Siang Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 68.31 | 14 | 0.205 | 12.3 |
| Utiliti | 68.31 | 14 | 0.205 | 12.3 |
| Bus Kecil | 56.92 | 14 | 0.246 | 14.8 |
| Bus Besar | 70.93 | 14 | 0.197 | 11.8 |
| Truk Ringan | 56.92 | 14 | 0.246 | 14.8 |
| Truk Sedang | 56.92 | 14 | 0.246 | 14.8 |
| Truk Berat | 54.29 | 14 | 0.258 | 15.5 |

Sumber : Hasil Analisis (2019)

Tabel 4.245 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Rabu Sore Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 66.49 | 14 | 0.211 | 12.6 |
| Utiliti | 66.49 | 14 | 0.211 | 12.6 |
| Bus Kecil | 55.41 | 14 | 0.253 | 15.2 |
| Bus Besar | 69.05 | 14 | 0.203 | 12.2 |
| Truk Ringan | 55.41 | 14 | 0.253 | 15.2 |
| Truk Sedang | 55.41 | 14 | 0.253 | 15.2 |
| Truk Berat | 52.85 | 14 | 0.265 | 15.9 |

Sumber : Hasil Analisis (2019)

Tabel 4.246 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Minggu Pagi Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 68.06 | 14 | 0.206 | 12.3 |
| Utiliti | 68.06 | 14 | 0.206 | 12.3 |
| Bus Kecil | 56.72 | 14 | 0.247 | 14.8 |
| Bus Besar | 70.68 | 14 | 0.198 | 11.9 |
| Truk Ringan | 56.72 | 14 | 0.247 | 14.8 |
| Truk Sedang | 56.72 | 14 | 0.247 | 14.8 |
| Truk Berat | 54.1 | 14 | 0.259 | 15.5 |

Sumber : Hasil Analisis (2019)

Tabel 4.247 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Minggu Siang Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 69.63 | 14 | 0.201 | 12.1 |
| Utiliti | 69.63 | 14 | 0.201 | 12.1 |
| Bus Kecil | 58.02 | 14 | 0.241 | 14.5 |
| Bus Besar | 72.31 | 14 | 0.194 | 11.6 |
| Truk Ringan | 58.02 | 14 | 0.241 | 14.5 |
| Truk Sedang | 58.02 | 14 | 0.241 | 14.5 |
| Truk Berat | 55.34 | 14 | 0.253 | 15.2 |

Sumber : Hasil Analisis (2019)

Tabel 4.248 Waktu Tempuh Kendaraan Jalan Arteri di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Minggu Sore Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 68.84 | 14 | 0.203 | 12.2 |
| Utiliti | 68.84 | 14 | 0.203 | 12.2 |
| Bus Kecil | 57.37 | 14 | 0.244 | 14.6 |
| Bus Besar | 71.49 | 14 | 0.196 | 11.7 |
| Truk Ringan | 57.37 | 14 | 0.244 | 14.6 |
| Truk Sedang | 57.37 | 14 | 0.244 | 14.6 |
| Truk Berat | 54.72 | 14 | 0.256 | 15.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.249 Waktu Tempuh Kendaraan Jalan Toll di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Senin Pagi Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 85.27 | 13 | 0.152 | 9.1 |
| Utiliti | 85.27 | 13 | 0.152 | 9.1 |
| Bus Kecil | 67.83 | 13 | 0.192 | 11.5 |
| Bus Besar | 87.21 | 13 | 0.149 | 8.9 |
| Truk Ringan | 67.83 | 13 | 0.192 | 11.5 |
| Truk Sedang | 67.83 | 13 | 0.192 | 11.5 |
| Truk Berat | 62.98 | 13 | 0.206 | 12.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.250 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Senin Siang Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 85.79 | 13 | 0.152 | 9.1 |
| Utiliti | 85.79 | 13 | 0.152 | 9.1 |
| Bus Kecil | 68.24 | 13 | 0.191 | 11.4 |
| Bus Besar | 87.74 | 13 | 0.148 | 8.9 |
| Truk Ringan | 68.24 | 13 | 0.191 | 11.4 |
| Truk Sedang | 68.24 | 13 | 0.191 | 11.4 |
| Truk Berat | 63.37 | 13 | 0.205 | 12.3 |

Sumber : Hasil Analisis (2019)

Tabel 4.251 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Senin Sore Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 84.92 | 13 | 0.153 | 9.2 |
| Utiliti | 84.92 | 13 | 0.153 | 9.2 |
| Bus Kecil | 67.55 | 13 | 0.192 | 11.5 |
| Bus Besar | 86.85 | 13 | 0.150 | 9.0 |
| Truk Ringan | 67.55 | 13 | 0.192 | 11.5 |
| Truk Sedang | 67.55 | 13 | 0.192 | 11.5 |
| Truk Berat | 62.72 | 13 | 0.207 | 12.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.252 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Rabu Pagi Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 85.57 | 13 | 0.152 | 9.1 |
| Utiliti | 85.57 | 13 | 0.152 | 9.1 |
| Bus Kecil | 68.07 | 13 | 0.191 | 11.5 |
| Bus Besar | 87.52 | 13 | 0.149 | 8.9 |
| Truk Ringan | 68.07 | 13 | 0.191 | 11.5 |
| Truk Sedang | 68.07 | 13 | 0.191 | 11.5 |
| Truk Berat | 63.2 | 13 | 0.206 | 12.3 |

Sumber : Hasil Analisis (2019)

Tabel 4.253 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Rabu Siang Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|------------------------|-----------------------------|-------------------|---------------------------|-----------------------------|
| Sedan | 85.91 | 13 | 0.151 | 9.1 |
| Utiliti | 85.91 | 13 | 0.151 | 9.1 |
| Bus Kecil | 68.33 | 13 | 0.190 | 11.4 |
| Bus Besar | 87.86 | 13 | 0.148 | 8.9 |
| Truk Ringan | 68.33 | 13 | 0.190 | 11.4 |
| Truk Sedang | 68.33 | 13 | 0.190 | 11.4 |
| Truk Berat | 63.45 | 13 | 0.205 | 12.3 |

Sumber : Hasil Analisis (2019)

Tabel 4.254 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Rabu Sore Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 85.46 | 13 | 0.152 | 9.1 |
| Utiliti | 85.46 | 13 | 0.152 | 9.1 |
| Bus Kecil | 67.98 | 13 | 0.191 | 11.5 |
| Bus Besar | 87.4 | 13 | 0.149 | 8.9 |
| Truk Ringan | 67.98 | 13 | 0.191 | 11.5 |
| Truk Sedang | 67.98 | 13 | 0.191 | 11.5 |
| Truk Berat | 63.12 | 13 | 0.206 | 12.4 |

Sumber : Hasil Analisis (2019)

Tabel 4.255 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Minggu Pagi Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 86.76 | 13 | 0.150 | 9.0 |
| Utiliti | 86.76 | 13 | 0.150 | 9.0 |
| Bus Kecil | 69.01 | 13 | 0.188 | 11.3 |
| Bus Besar | 88.72 | 13 | 0.147 | 8.8 |
| Truk Ringan | 69.01 | 13 | 0.188 | 11.3 |
| Truk Sedang | 69.01 | 13 | 0.188 | 11.3 |
| Truk Berat | 64.08 | 13 | 0.203 | 12.2 |

Sumber : Hasil Analisis (2019)

Tabel 4.256 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Minggu Siang Berdasarkan Kecepatan KAJI

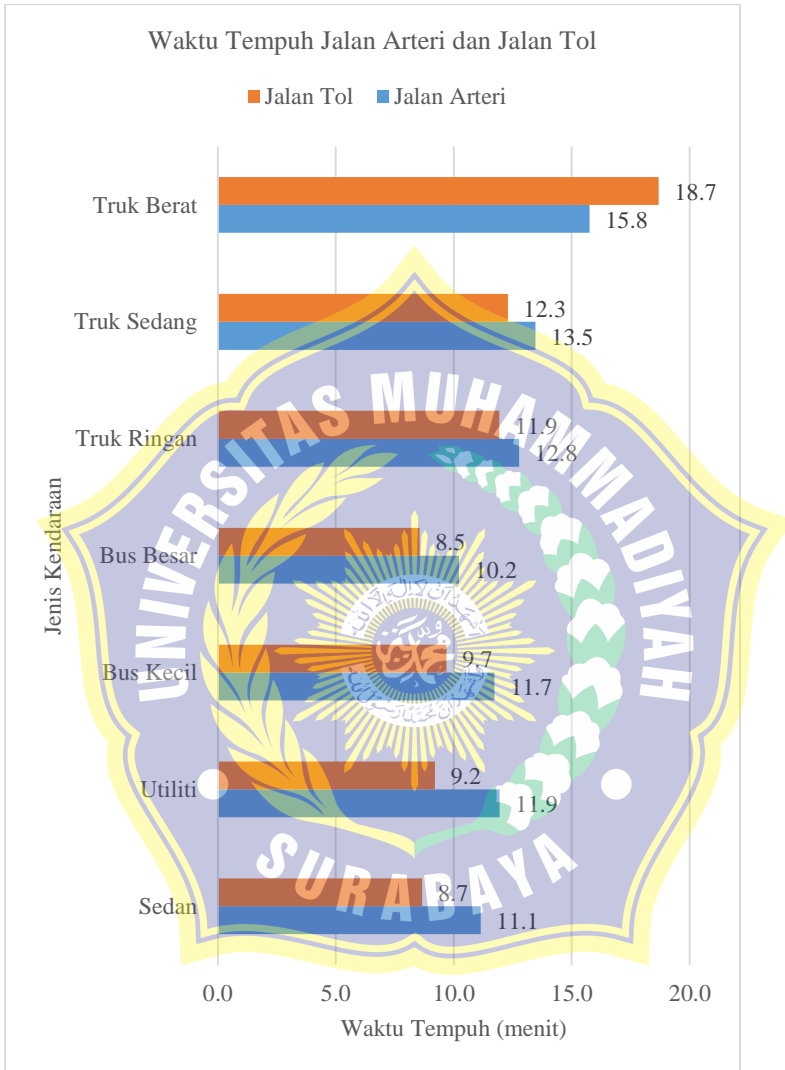
| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 85.64 | 13 | 0.152 | 9.1 |
| Utiliti | 85.64 | 13 | 0.152 | 9.1 |
| Bus Kecil | 68.12 | 13 | 0.191 | 11.5 |
| Bus Besar | 87.58 | 13 | 0.148 | 8.9 |
| Truk Ringan | 68.12 | 13 | 0.191 | 11.5 |
| Truk Sedang | 68.12 | 13 | 0.191 | 11.5 |
| Truk Berat | 63.25 | 13 | 0.206 | 12.3 |

Sumber : Hasil Analisis (2019)

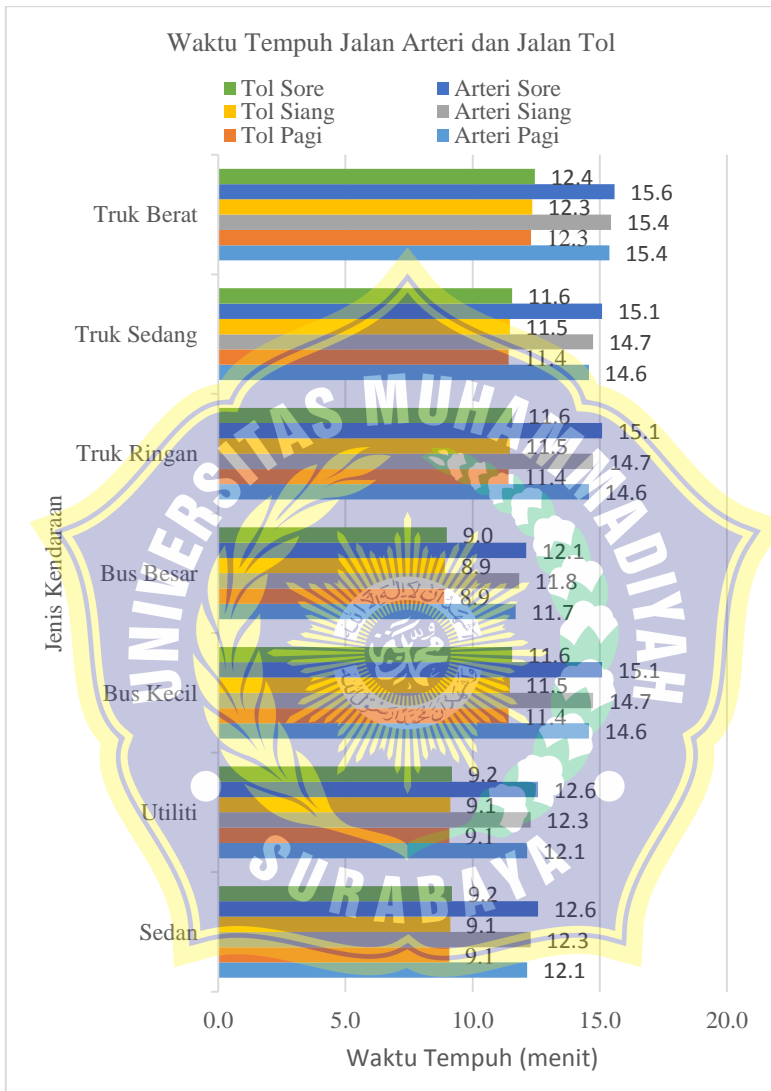
Tabel 4.257 Waktu Tempuh Kendaraan Jalan Tol di Ruas Jalan Arah Sragen ke Karanganyar Pada Hari Minggu Sore Berdasarkan Kecepatan KAJI

| Jenis Kendaraan | V rata-rata (km/jam) | Jarak (km) | Waktu tempuh (jam) | Waktu Tempuh (menit) |
|-----------------|----------------------|------------|--------------------|----------------------|
| Sedan | 84.39 | 13 | 0.154 | 9.2 |
| Utiliti | 84.39 | 13 | 0.154 | 9.2 |
| Bus Kecil | 67.13 | 13 | 0.194 | 11.6 |
| Bus Besar | 86.31 | 13 | 0.151 | 9.0 |
| Truk Ringan | 67.13 | 13 | 0.194 | 11.6 |
| Truk Sedang | 67.13 | 13 | 0.194 | 11.6 |
| Truk Berat | 62.33 | 13 | 0.209 | 12.5 |

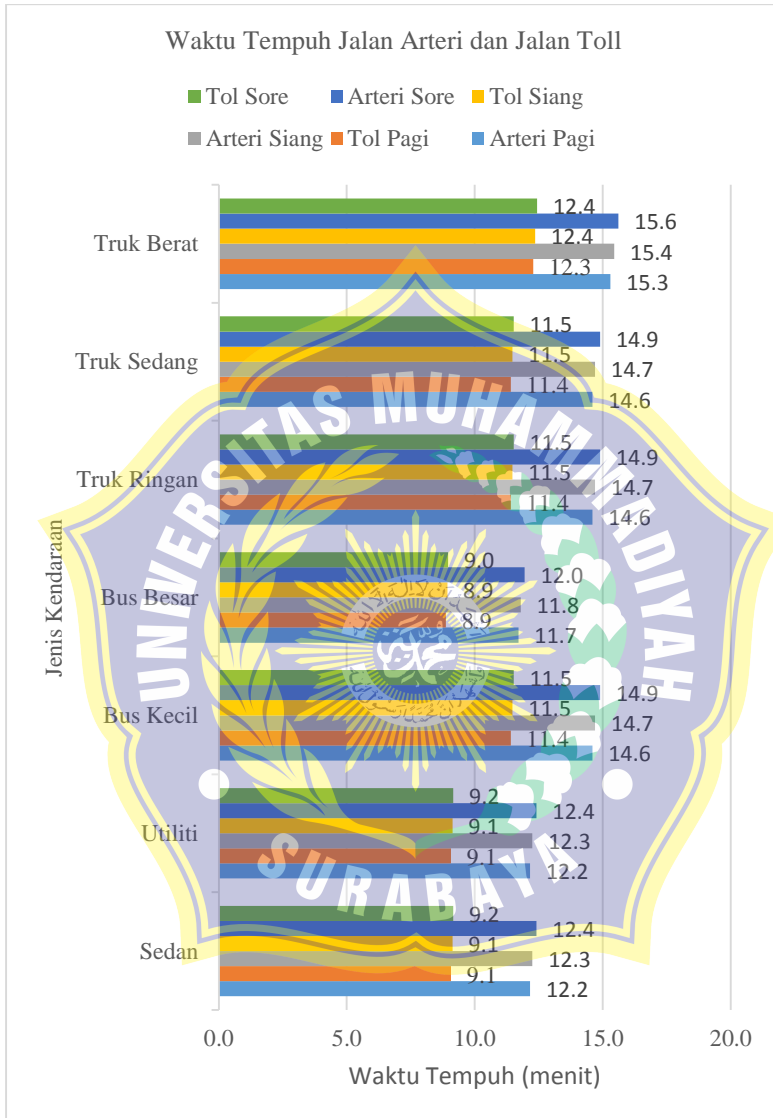
Sumber : Hasil Analisis (2019)



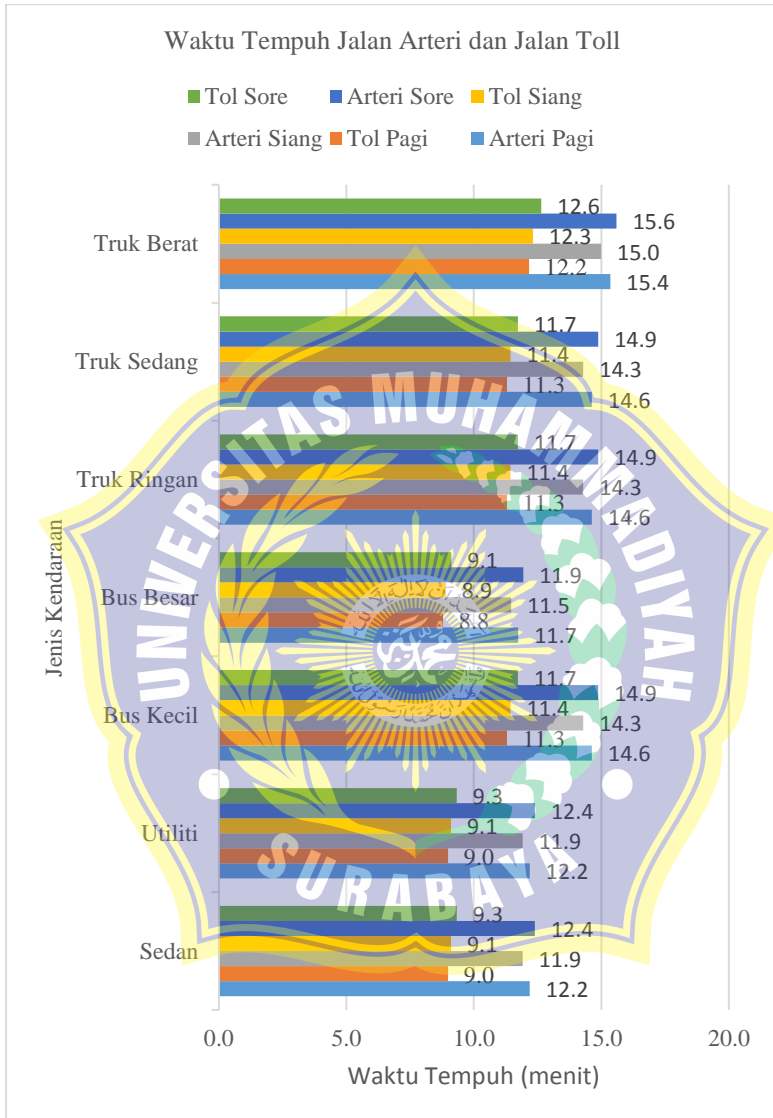
Gambar 4.13 Grafik Perbandingan Waktu Tempuh Kendaraan Pada Jalan Arteri dan Jalan Tol Pada Ruas Jalan Sragen ke Karanganyar Berdasarkan Perhitungan Menggunakan Kecepatan Aktual.



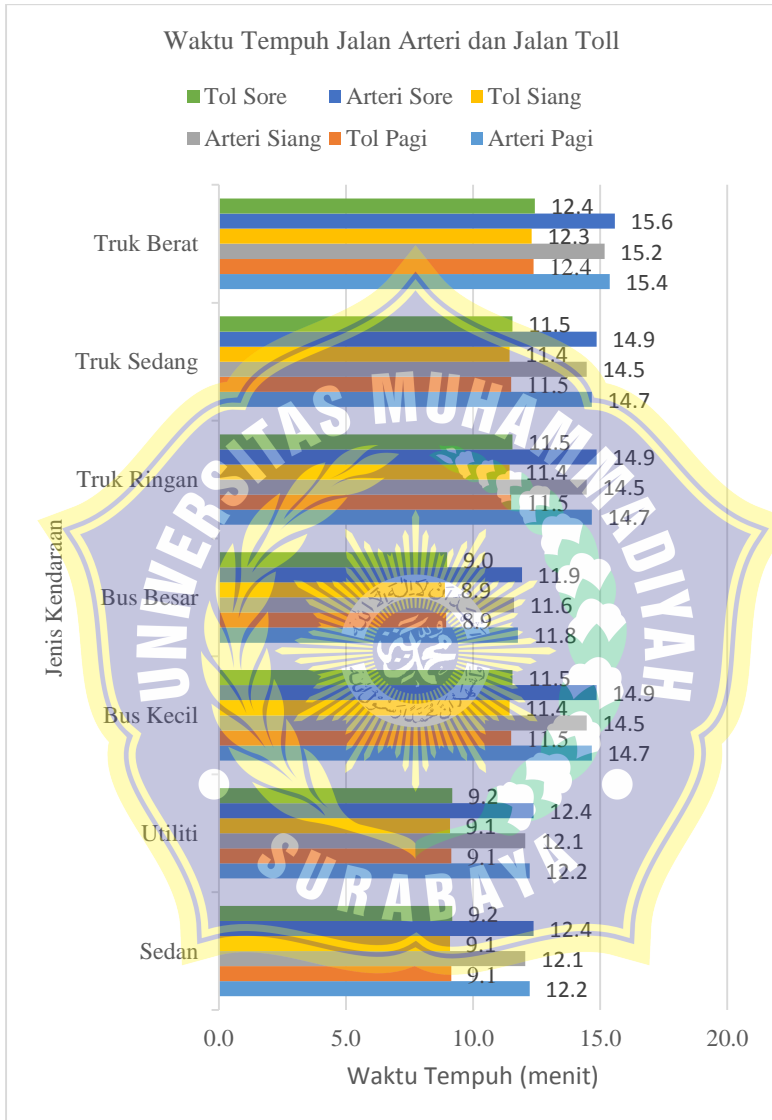
Gambar 4.14 Grafik Perbandingan Waktu Tempuh Kendaraan Pada Jalan Arteri dan Jalan Tol Pada Ruas Jalan Karanganyar ke Sragen pada hari Senin Berdasarkan Perhitungan Menggunakan Kecepatan KAJI.



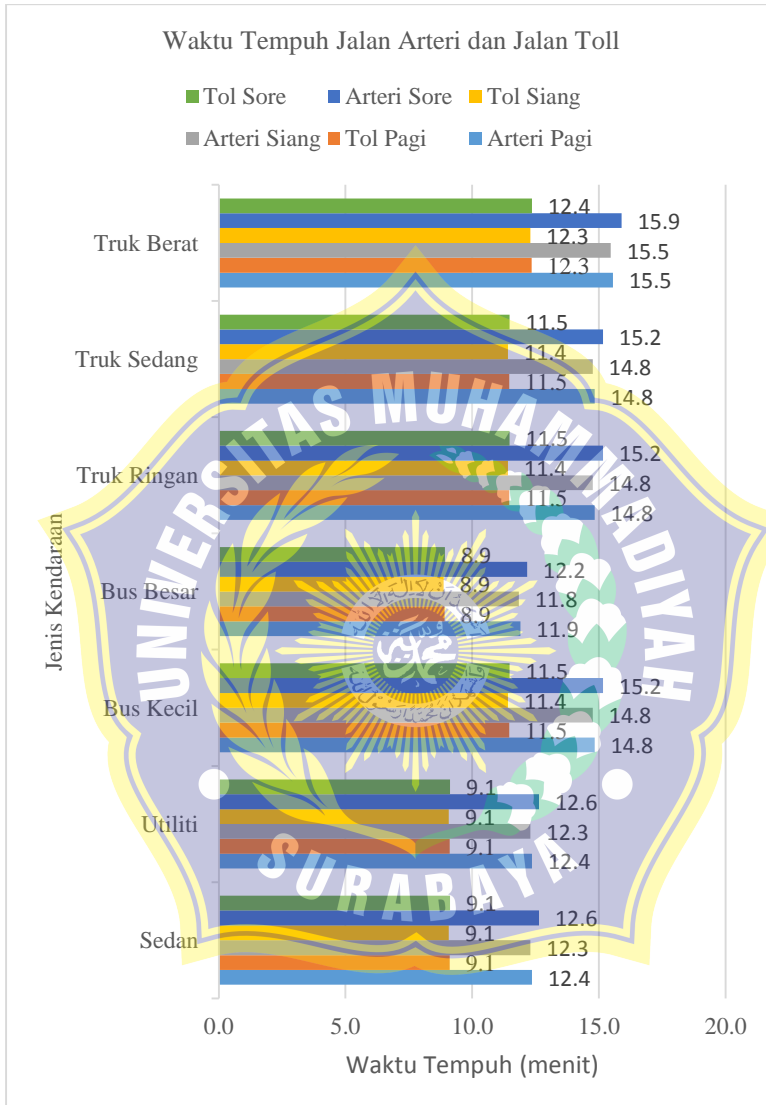
Gambar 4.15 Grafik Perbandingan Waktu Tempuh Kendaraan Pada Jalan Arteri dan Jalan Toll Pada Ruas Jalan Karanganyar ke Sragen pada hari Rabu Berdasarkan Perhitungan Menggunakan Kecepatan KAJI.



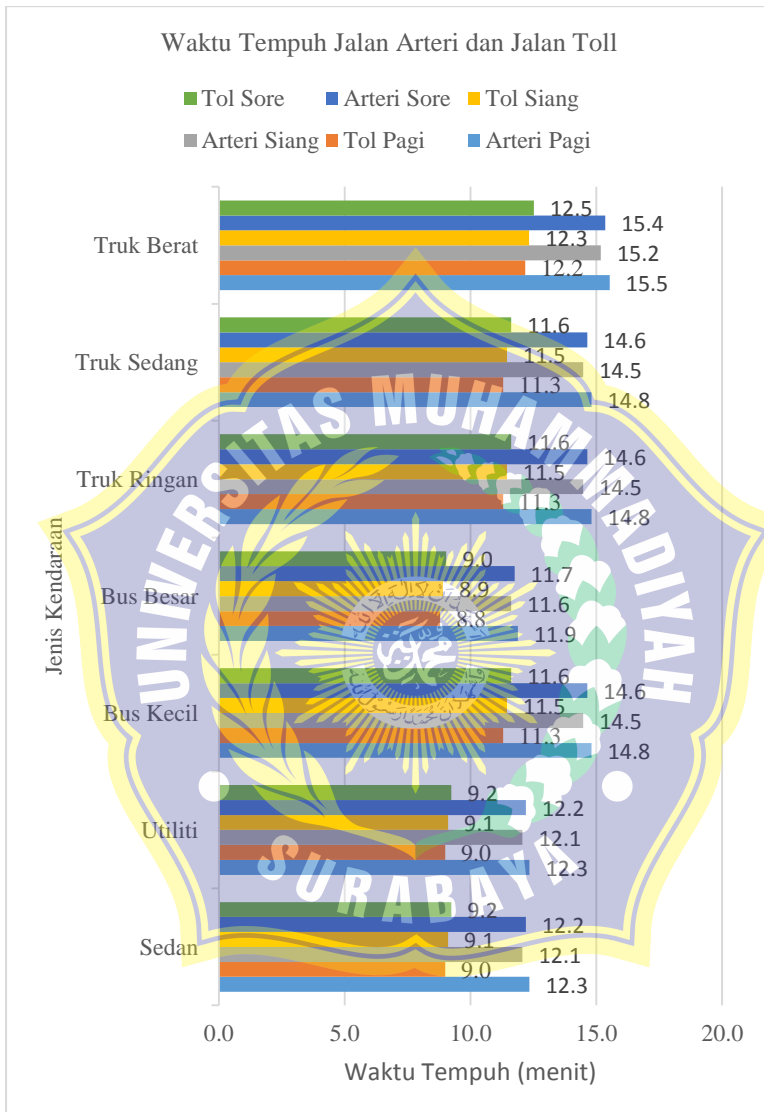
Gambar 4.16 Grafik Perbandingan Waktu Tempuh Kendaraan Pada Jalan Arteri dan Jalan Toll Pada Ruas Jalan Karanganyar ke Sragen pada hari Minggu Berdasarkan Perhitungan Menggunakan Kecepatan KAJI.



Gambar 4.17 Grafik Perbandingan Waktu Tempuh Kendaraan Pada Jalan Arteri dan Jalan Toll Pada Ruas Jalan Sragen ke Karanganyar pada hari Senin Berdasarkan Perhitungan Menggunakan Kecepatan KAJI.



Gambar 4.18 Grafik Perbandingan Waktu Tempuh Kendaraan Pada Jalan Arteri dan Jalan Toll Pada Ruas Jalan Sragen ke Karanganyar pada hari Rabu Berdasarkan Perhitungan Menggunakan Kecepatan KAJI.



Gambar 4.19 Grafik Perbandingan Waktu Tempuh Kendaraan Pada Jalan Arteri dan Jalan Toll Pada Ruas Jalan Sragen ke Karanganyar pada hari Minggu Berdasarkan Perhitungan Menggunakan Kecepatan KAJI.

