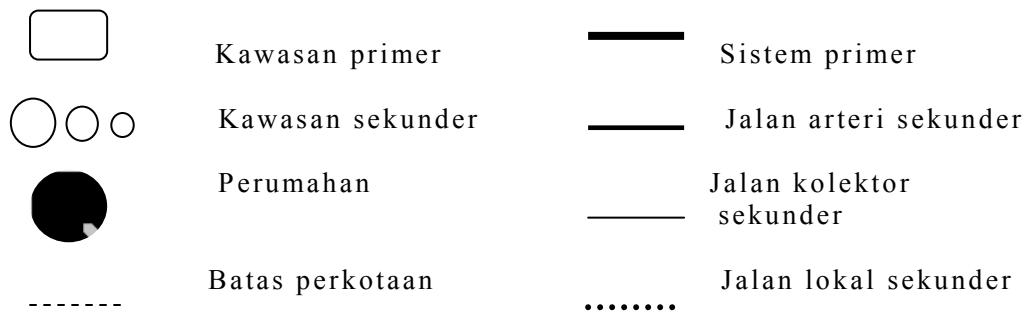


Keterangan gambar :



Gambar 2.1 Sketsa Hirarki Jalan Perkotaan

Lampiran 14 Foto Pengalihan Lalu lintas Sementara ke Bahu Jalan



Lampiran 15 Foto Pemasangan Rambu Lalu Lintas



Lampiran 16 Foto Pemeriksaan Kerataan Permukaan Jalan



Lampiran 17 Foto Pengukuran Lebar Jalur



Lampiran 18 Foto Pemasangan Kabel Loop



Lampiran 19 Foto Pemasangan Pad Sensor Beban



Lampiran 20 Foto Keadaan Setelah Pemasangan



Lampiran 21 Foto Seting Loger Melalui Notebook



Lampiran 22 Foto Penimbangan Dengan Sampel Kendaraan Mobil Penumpang



Lampiran 23 Foto Penimbangan Dengan Sampel Kendaraan Truk

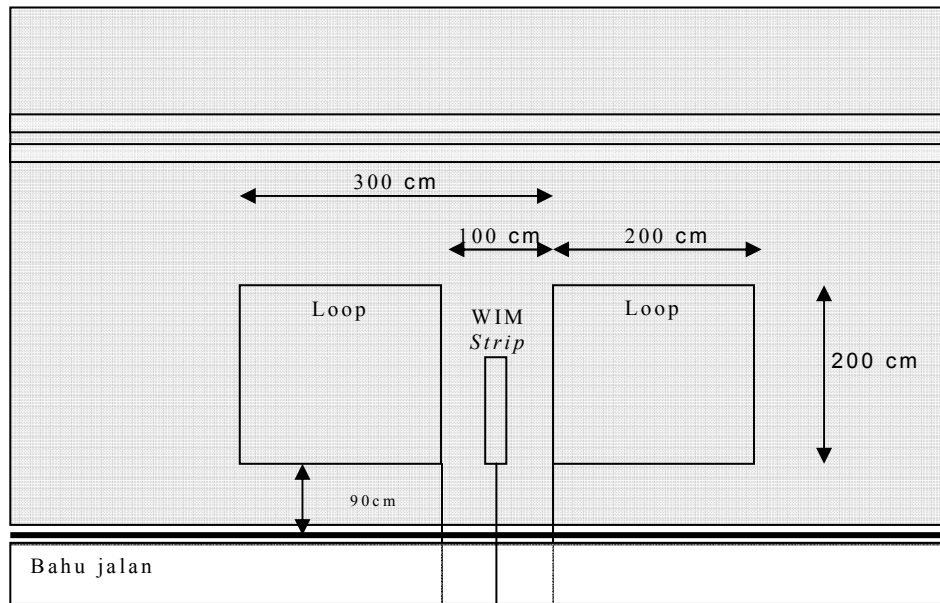


Lampiran 24 Foto Penimbangan Dengan Sampel Kendaraan Bis

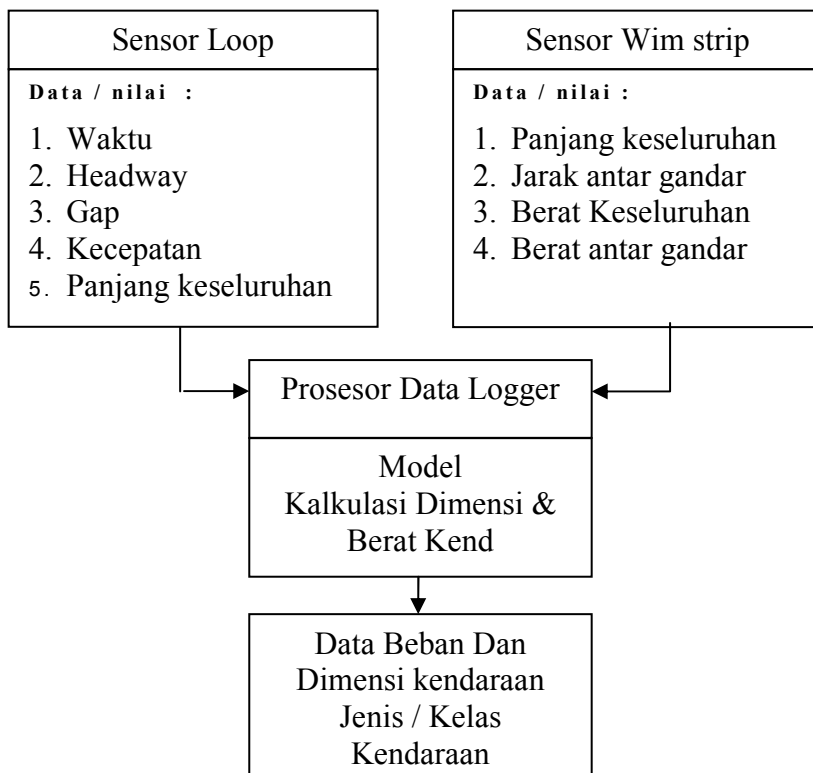


Lampiran 25 Foto Pengambilan Data Dari Loger Memakai Notebook

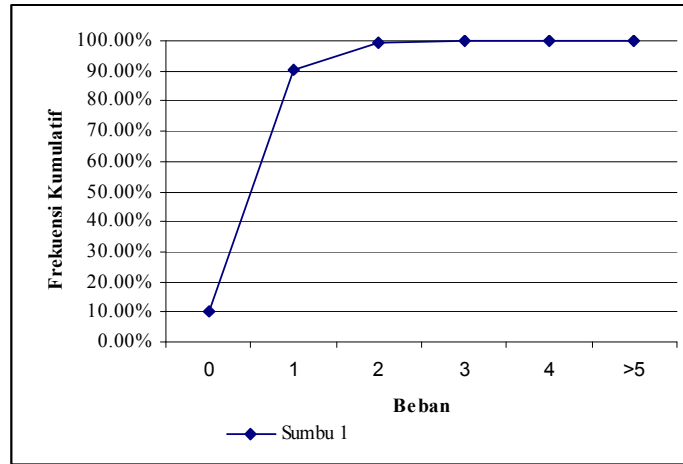




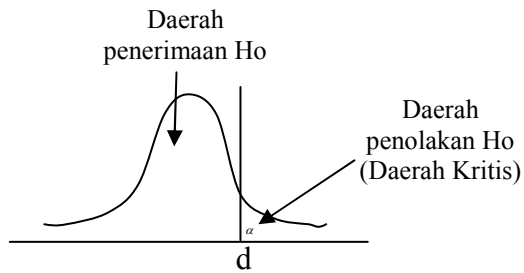
Gambar 2.2 Layout Pemasangan Sensor Loop dan WIM Strip



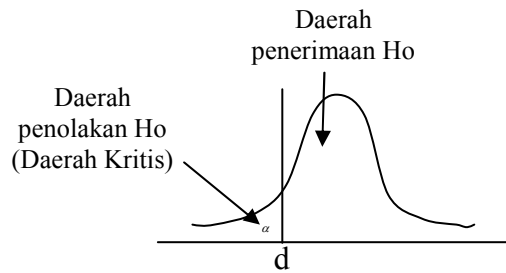
Gambar 2.3 Metode Penentuan Jenis Kendaraan Dalam Data Logger



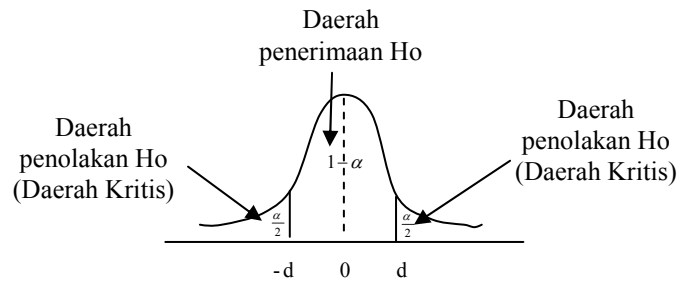
Gambar 2.4 Frekuensi Kumulatif Beban Sumbu Kendaraan



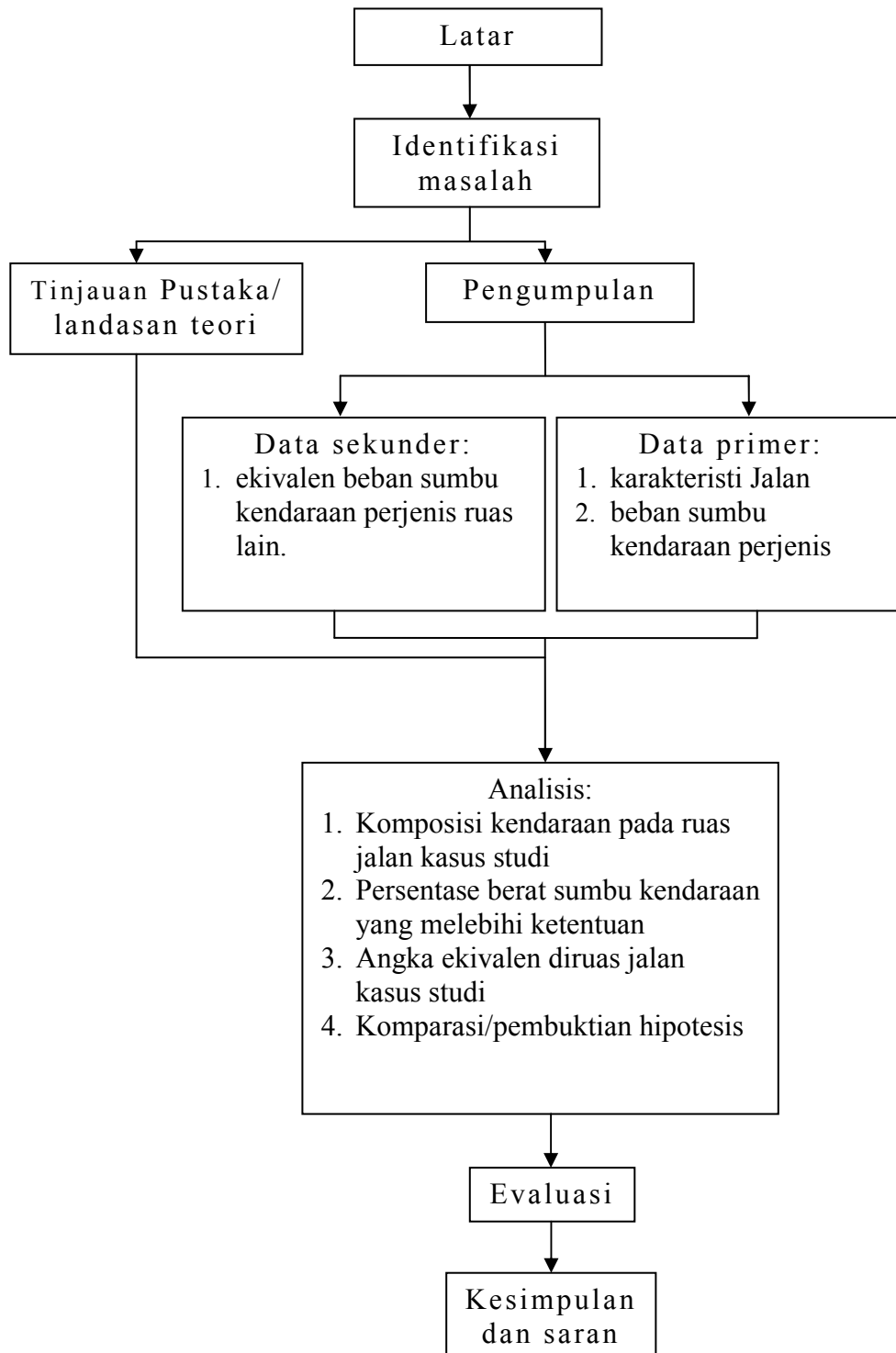
Gambar 2.5 Uji Hipotesis Satu Arah Untuk Arah Kanan



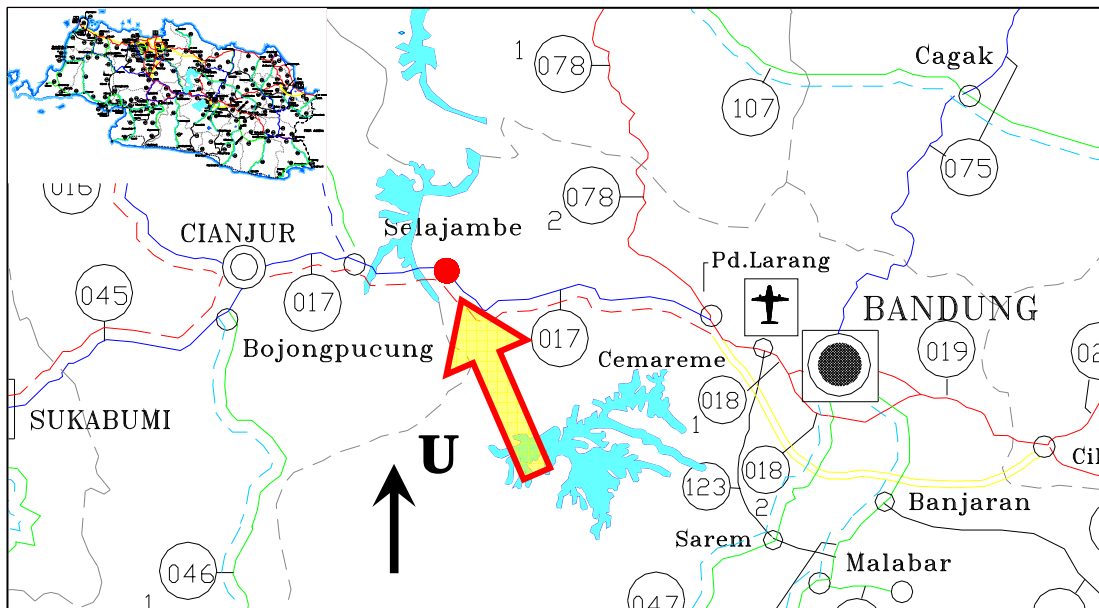
Gambar 2.6 Uji Hipotesis Satu Arah Untuk Arah Kiri



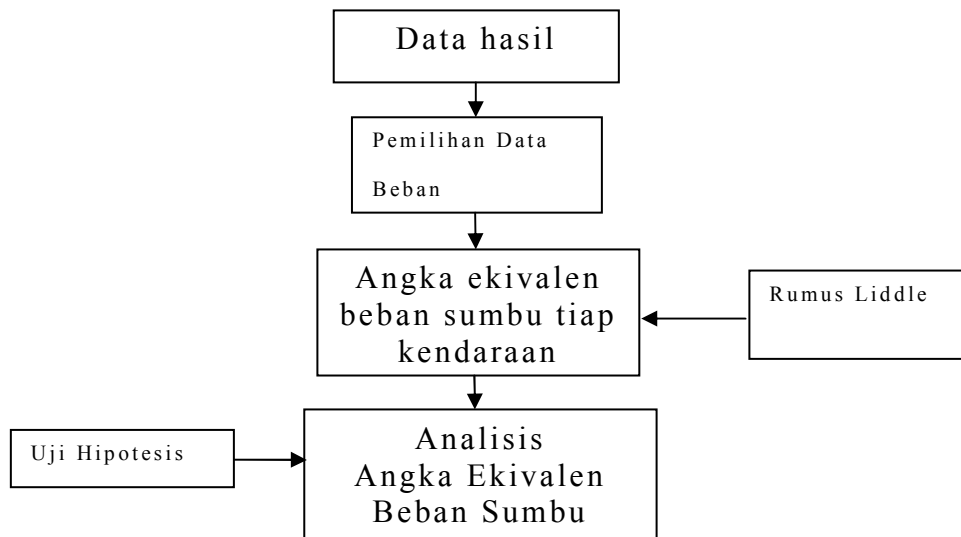
Gambar 2.7 Uji Hipotesis Dua Arah



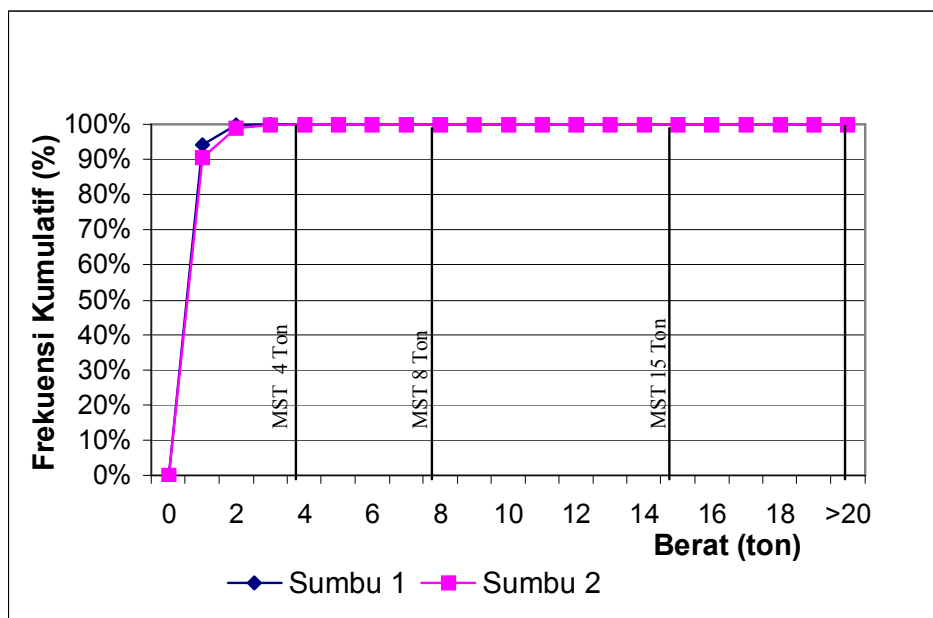
Gambar 3.1 Bagan Alir Penelitian



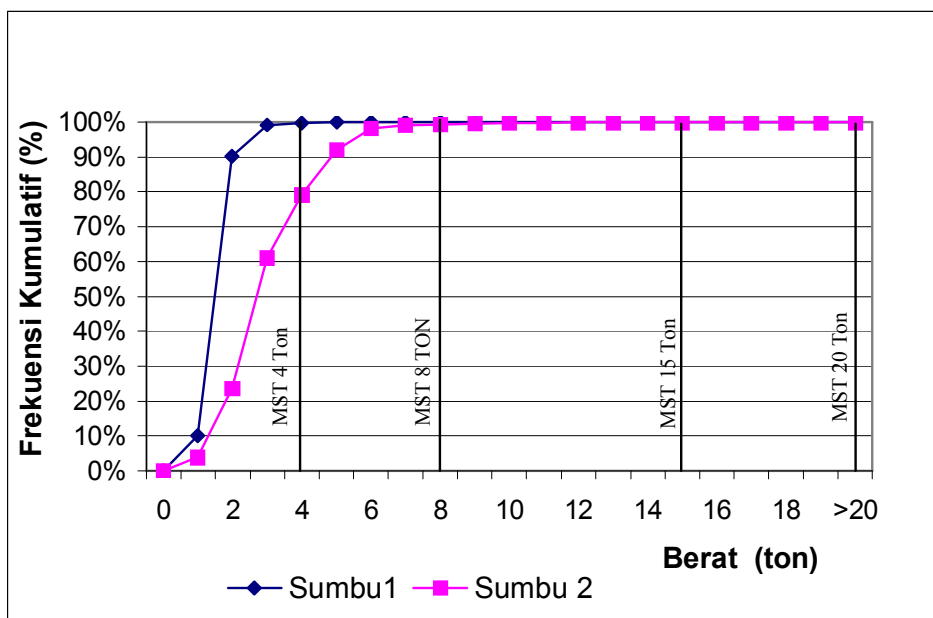
Gambar 3.2 Lokasi Pelaksanaan Survei Uji Beban



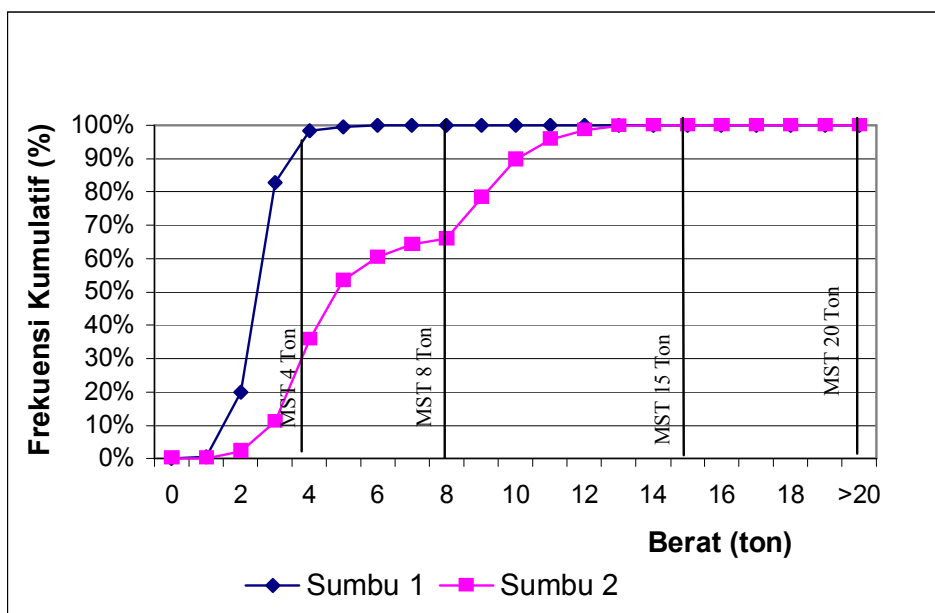
Gambar 3.3 Bagan Alir Analisis Data



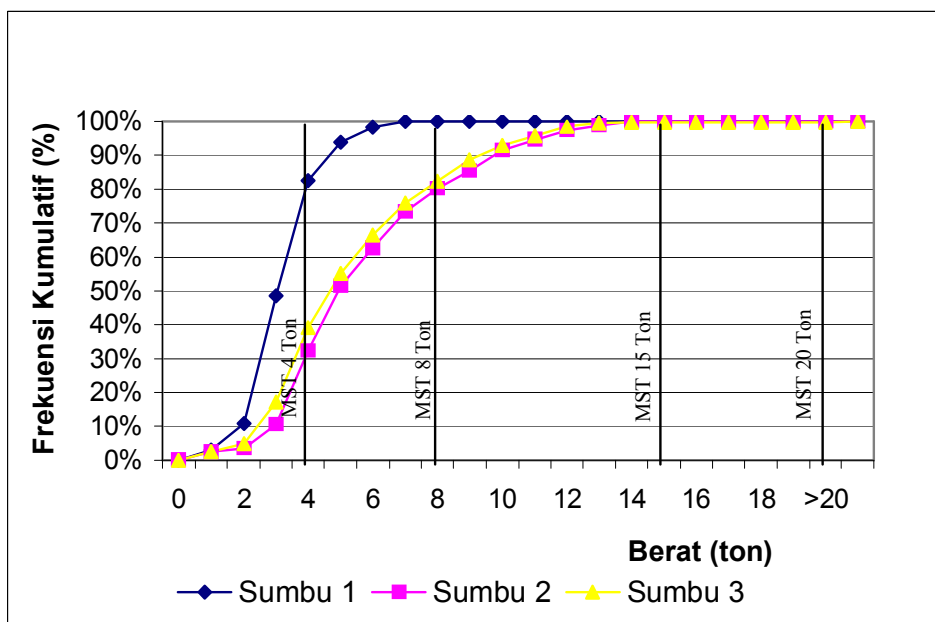
Gambar 4.1 Frekuensi Kumulatif Beban Kendaraan Golongan 1 Per Sumbu Kendaraan



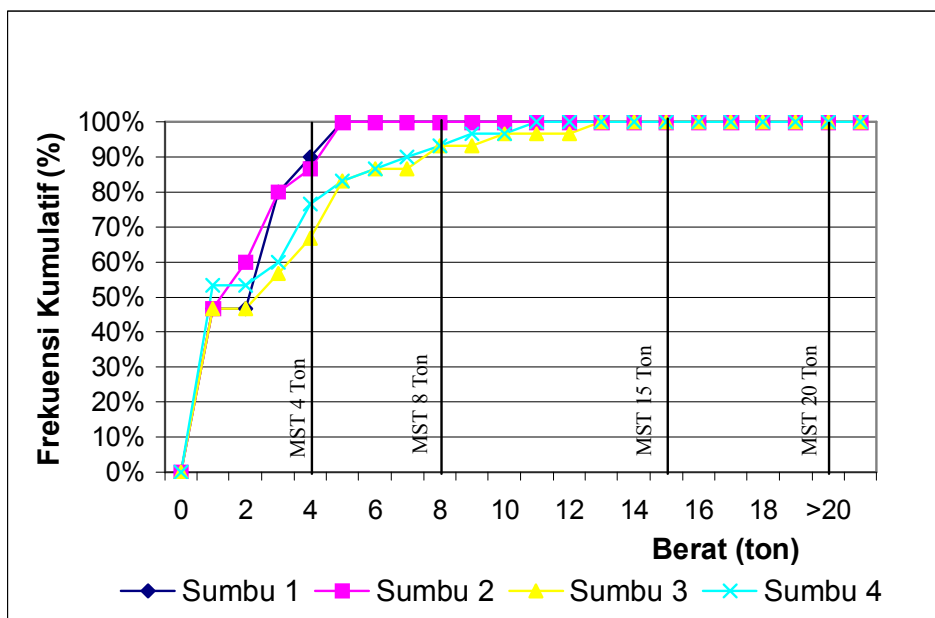
Gambar 4.2 Frekuensi Kumulatif Beban Kendaraan Golongan 2 Per Sumbu Kendaraan



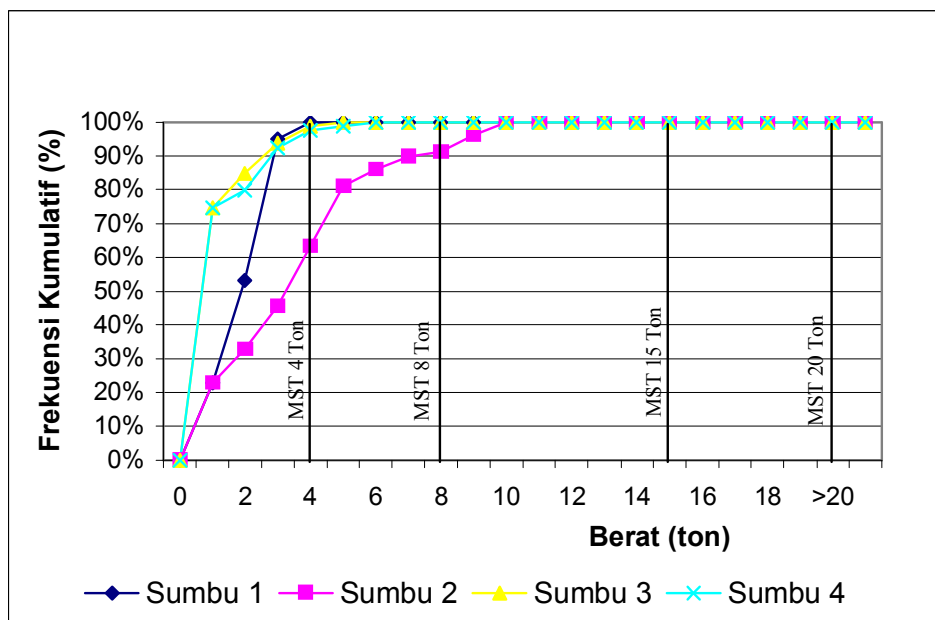
Gambar 4.3 Frekuensi Kumulatif Beban Kendaraan Golongan 3 Per Sumbu Kendaraan



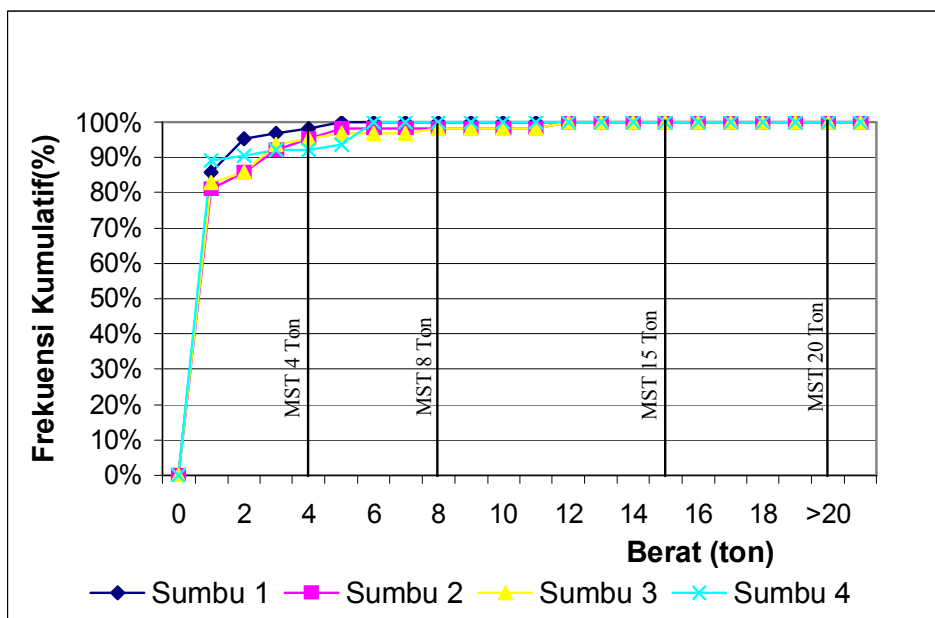
Gambar 4.4 Frekuensi Kumulatif Beban Kendaraan Golongan 4 Per Sumbu Kendaraan



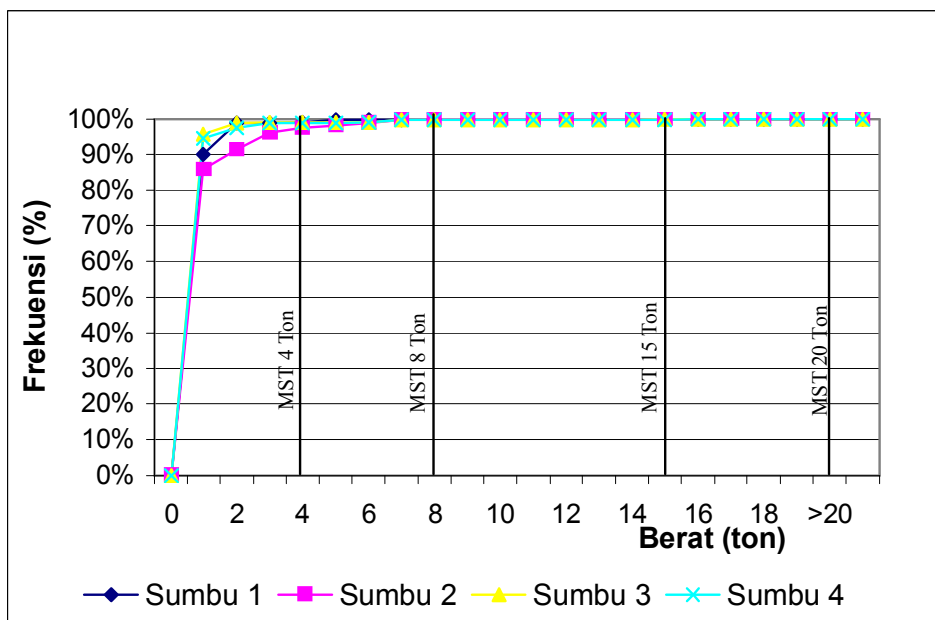
Gambar 4.5 Frekuensi Kumulatif Beban Kendaraan Golongan 5 Per Sumbu Kendaraan



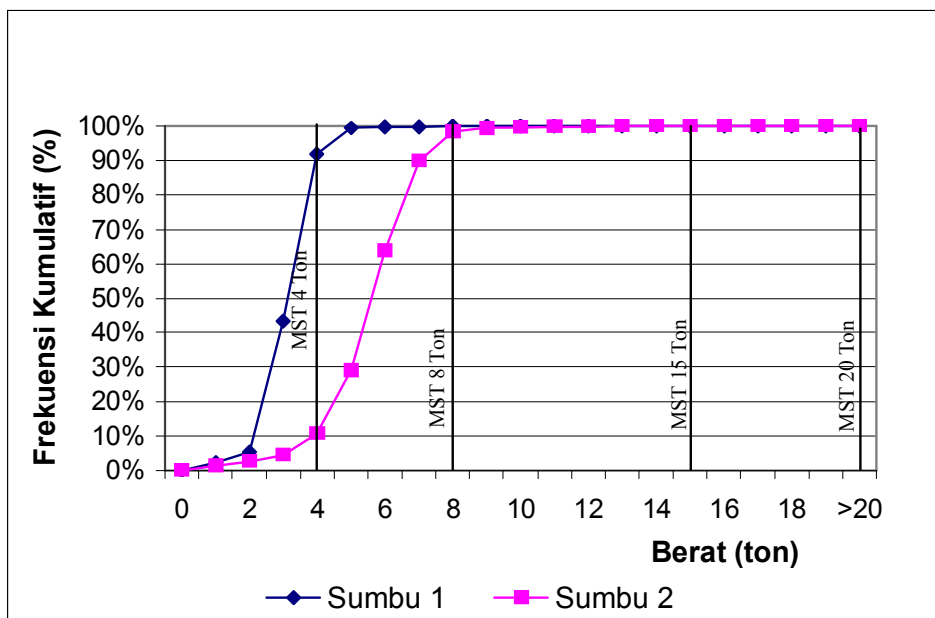
Gambar 4.6 Frekuensi Kumulatif Beban Kendaraan Golongan 6 Per Sumbu Kendaraan



Gambar 4.7 Frekuensi Kumulatif Beban Kendaraan Golongan 7 Per Sumbu Kendaraan



Gambar 4.8 Frekuensi Kumulatif Beban Kendaraan Golongan 8 Per Sumbu Kendaraan



Gambar 4.9 Frekuensi Kumulatif Beban Kendaraan Golongan 10 Per Sumbu Kendaraan

Foto Pengalihan Lalu lintas Sementara ke Bahu Jalan



Foto Pemasangan Rambu Lalu Lintas



Foto Pemeriksaan Kerataan Permukaan Jalan



Foto Pengukuran Lebar Jalur



Foto Pemasangan Kabel Loop



Foto Pemasangan Pad Sensor Beban



Foto Keadaan Setelah Pemasangan



Foto Seting Loger Melalui Notebook



Foto Penimbangan Dengan Sampel Kendaraan Mobil Penumpang



Foto Penimbangan Dengan Sampel Kendaraan Truk



Foto Penimbangan Dengan Sampel Kendaraan Bis



Foto Pengambilan Data Dari Loger Memakai Notebook



Lampiran 13 Perhitungan Pengujian Hipotesis dengan menggunakan Pengujian Parameter Rata-rata Dua Populasi

Hipotesis yang diajukan adalah :

H_0 = adanya perbedaan yang tidak berarti antara angka ekivalen ruas jalan Padalarang-Cianjur dengan ruas jalan Pekalongan-Tegal,

H_a = adanya perbedaan berarti antara angka ekivalen ruas jalan Padalarang-Cianjur dengan ruas jalan Pekalongan-Tegal

dengan : $H_0 : \mu_1 = \mu_2$; $H_a : \mu_1 \neq \mu_2$, H_0 ditolak bila $Z_h < -Z_{\alpha/2}$ atau $Z_h > Z_{\alpha/2}$

Nilai kritis untuk uji dua arah dengan $\alpha = 5\%$ adalah $Z_{\alpha/2} = Z_{0,025} = 1,96$

Data yang diperoleh diantaranya:

Ruas jalan Padalarang-Cianjur (A): $n_1 = 39332$; $\bar{X}_1 = 0,0013$; $S_1 = 0,0789$

Ruas jalan Pekalongan-Tegal (B): $n_2 = 20423$; $\bar{X}_2 = 0,0009$; $S_2 = 0,0052$

$$\bar{X}_1 - \bar{X}_2 = 0,0013 - 0,0009 = 0,0004$$

Karena σ_1 dan σ_2 tidak diketahui dari populasi, maka ditaksir dengan S_1 dan S_2 , sehingga diperoleh:

$$\sigma_{\bar{X}_1 - \bar{X}_2} = \sqrt{\frac{\sigma_1^2}{n_1} + \frac{\sigma_2^2}{n_2}} = \sqrt{\frac{0,0789^2}{39332} + \frac{0,0052^2}{20423}} = 0,000399$$

Statistik uji:

$$Z_h = \frac{(\bar{X}_1 - \bar{X}_2)}{\sigma_{\bar{X}_1 - \bar{X}_2}} = \frac{0,0004}{0,000399} = 0,9001$$

Dapat disimpulkan, bahwa pada taraf signifikansi $\alpha = 5\%$ dengan nilai $Z_h = 0,9001$ yang berada pada rentang $-1,96 < Z_h < 1,96$ yang berarti hipotesis H_0 diterima, Dengan kata lain bahwa adanya perbedaan yang tidak berarti antara angka ekivalen ruas jalan Padalarang-Cianjur dengan ruas jalan Pekalongan-Tegal, Hasil perhitungan untuk golongan lain ada pada Tabel Hasil Pengujian Hipotesis.

Tabel Hasil Pengujian Hipotesis

| GOL | Ruas Padalarang-Cianjur | | | Ruas Pekalongan-Tegal | | | $\bar{X}_1 - \bar{X}_2$ | $\sigma_{\bar{X}_1 - \bar{X}_2}$ | Statistik Uji Z | Kesimpulan |
|-----|-------------------------|--------|-------|-----------------------|--------|-------|-------------------------|----------------------------------|-----------------|------------|
| | Mean | S | n | Mean | S | n | | | | |
| 1 | 0,0013 | 0,0789 | 39332 | 0,0009 | 0,0052 | 20423 | 0,0004 | 0,0004 | 1,0159 | terima |
| 2 | 0,0947 | 2,3538 | 4423 | 0,0491 | 0,0517 | 7869 | 0,0456 | 0,0354 | 1,2881 | terima |
| 3 | 0,5099 | 0,9759 | 1054 | 0,6815 | 1,0055 | 3747 | -0,1716 | 0,0343 | -5,0101 | tolak |
| 4 | 0,8513 | 1,5091 | 816 | 1,3202 | 1,7081 | 3685 | -0,4690 | 0,0599 | -7,8356 | tolak |
| 5 | 0,5105 | 1,1950 | 30 | 1,6614 | 1,6823 | 110 | -1,1509 | 0,2708 | -4,2503 | tolak |
| 6 | 0,2263 | 0,5048 | 81 | 2,1821 | 2,5584 | 1525 | -1,9558 | 0,0862 | -22,6780 | tolak |
| 7 | 0,1305 | 0,7654 | 64 | 0,3479 | 0,6357 | 30 | -0,2174 | 0,1504 | -1,4454 | terima |
| 8 | 0,0960 | 1,2187 | 232 | 0,8756 | 1,6450 | 636 | -0,7796 | 0,1032 | -7,5521 | tolak |
| 9 | - | - | 0 | 5,1785 | 5,2090 | 509 | - | - | - | - |
| 10 | 0,2382 | 0,3050 | 3208 | 0,5197 | 0,8543 | 2480 | -0,2814 | 0,0180 | -15,6535 | tolak |

Lampiran 1 Contoh Data Output Beban Total

| HARI | HEAD | DD | MM | YY | HH | MM1 | SS | HH1 | RSC | L | D | HEADS | GAP | SPD | LENTH | AX | CS | WBTOT | W1_2 | W2_3 | W3_4 | W4_5 | W5_6 | W6_7 | W7_8 | W8_9 | GWTOT | AW1 | AW2 | AW3 | AW4 | AW5 | AW6 |
|-------|--------|----|----|----|----|-----|----|-----|-----|---|---|-------|-------|-------|-------|----|----|-------|------|------|------|------|------|------|------|------|-------|------|------|------|------|------|------|
| SABTU | 005496 | 12 | 03 | 05 | 11 | 00 | 01 | 90 | 0 | 1 | 1 | 0,00 | 0,70 | 57,00 | 4,19 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005498 | 12 | 03 | 05 | 11 | 00 | 07 | 20 | 0 | 1 | 1 | 3,80 | 0,90 | 45,00 | 11,89 | 4 | 13 | 10,56 | 2,69 | 5,25 | 2,62 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 3,86 | 0,97 | 1,13 | 0,68 | 1,08 | 0,00 | 0,00 |
| SABTU | 005499 | 12 | 03 | 05 | 11 | 00 | 09 | 90 | 0 | 1 | 1 | 2,70 | 1,30 | 46,00 | 3,73 | 2 | 1 | 1,93 | 1,93 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,02 | 0,55 | 0,46 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005500 | 12 | 03 | 05 | 11 | 00 | 11 | 70 | 0 | 1 | 1 | 1,80 | 1,10 | 49,00 | 3,44 | 2 | 1 | 2,59 | 2,59 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,12 | 0,59 | 0,53 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005501 | 12 | 03 | 05 | 11 | 00 | 13 | 00 | 0 | 1 | 1 | 1,20 | 0,60 | 48,00 | 3,35 | 2 | 1 | 1,77 | 1,77 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,36 | 0,73 | 0,64 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005502 | 12 | 03 | 05 | 11 | 00 | 16 | 50 | 0 | 1 | 1 | 3,50 | 2,90 | 51,00 | 3,88 | 2 | 1 | 1,85 | 1,85 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,00 | 0,42 | 0,58 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005503 | 12 | 03 | 05 | 11 | 00 | 18 | 30 | 0 | 1 | 1 | 1,80 | 1,20 | 50,00 | 3,11 | 2 | 1 | 1,90 | 1,90 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,40 | 0,57 | 0,83 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005504 | 12 | 03 | 05 | 11 | 00 | 40 | 10 | 0 | 1 | 1 | 21,70 | 21,10 | 48,00 | 8,25 | 2 | 12 | 5,70 | 5,70 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 7,65 | 2,22 | 5,43 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005505 | 12 | 03 | 05 | 11 | 00 | 56 | 10 | 0 | 1 | 1 | 16,00 | 14,90 | 49,00 | 5,43 | 2 | 2 | 3,34 | 3,34 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 7,39 | 2,11 | 5,28 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005506 | 12 | 03 | 05 | 11 | 00 | 57 | 80 | 0 | 1 | 1 | 1,70 | 0,90 | 50,00 | 4,28 | 2 | 1 | 2,34 | 2,34 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,85 | 0,84 | 1,01 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005507 | 12 | 03 | 05 | 11 | 00 | 58 | 80 | 0 | 1 | 1 | 0,90 | 0,30 | 49,00 | 4,09 | 2 | 1 | 2,38 | 2,38 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,18 | 0,56 | 0,62 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005508 | 12 | 03 | 05 | 11 | 01 | 01 | 80 | 0 | 1 | 1 | 2,90 | 2,20 | 43,00 | 3,21 | 2 | 1 | 1,95 | 1,95 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,01 | 0,58 | 0,44 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005509 | 12 | 03 | 05 | 11 | 01 | 03 | 50 | 0 | 1 | 1 | 1,60 | 0,90 | 47,00 | 3,69 | 2 | 1 | 1,97 | 1,97 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,08 | 0,48 | 0,60 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005510 | 12 | 03 | 05 | 11 | 01 | 04 | 60 | 0 | 1 | 1 | 1,10 | 0,40 | 48,00 | 3,93 | 2 | 1 | 2,62 | 2,62 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,29 | 0,60 | 0,69 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005511 | 12 | 03 | 05 | 11 | 01 | 07 | 50 | 0 | 1 | 1 | 2,90 | 2,20 | 44,00 | 3,87 | 2 | 1 | 1,88 | 1,88 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,75 | 0,38 | 0,37 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005512 | 12 | 03 | 05 | 11 | 01 | 09 | 50 | 0 | 1 | 1 | 2,00 | 1,20 | 42,00 | 4,11 | 2 | 1 | 2,28 | 2,28 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,73 | 0,79 | 0,94 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005513 | 12 | 03 | 05 | 11 | 01 | 11 | 80 | 0 | 1 | 1 | 2,20 | 1,50 | 40,00 | 3,82 | 2 | 1 | 1,92 | 1,92 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,21 | 0,69 | 0,51 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005514 | 12 | 03 | 05 | 11 | 01 | 13 | 60 | 0 | 1 | 1 | 1,70 | 1,00 | 39,00 | 4,51 | 2 | 1 | 2,86 | 2,86 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,66 | 0,84 | 0,83 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005515 | 12 | 03 | 05 | 11 | 01 | 14 | 60 | 0 | 1 | 1 | 1,00 | 0,10 | 41,00 | 3,14 | 0 | 0 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005516 | 12 | 03 | 05 | 11 | 01 | 15 | 60 | 0 | 1 | 1 | 0,90 | 0,20 | 37,00 | 7,44 | 2 | 12 | 4,89 | 4,89 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 7,91 | 3,19 | 4,71 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005517 | 12 | 03 | 05 | 11 | 01 | 17 | 70 | 0 | 1 | 1 | 2,00 | 0,60 | 46,00 | 3,96 | 2 | 1 | 2,71 | 2,71 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,55 | 0,82 | 0,73 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005518 | 12 | 03 | 05 | 11 | 01 | 19 | 40 | 0 | 1 | 1 | 1,70 | 0,90 | 38,00 | 4,02 | 2 | 1 | 2,22 | 2,22 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,13 | 0,54 | 0,59 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005519 | 12 | 03 | 05 | 11 | 01 | 24 | 10 | 0 | 1 | 1 | 4,70 | 3,90 | 51,00 | 5,37 | 2 | 2 | 3,20 | 3,20 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 3,99 | 1,36 | 2,63 | 0,00 | 0,00 | 0,00 | 0,00 |
| SABTU | 005520 | 12 | 03 | 05 | 11 | 02 | 12 | 80 | 0 | 1 | 1 | 48,60 | 47,90 | 49,00 | 3,89 | 2 | 1 | 1,95 | 1,95 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 0,00 | 1,11 | 0,60 | 0,50 | 0,00 | 0,00 | 0,00 | 0,00 |

Lampiran 2 Keterangan Parameter Data

| No | PARAMETER | | JUMLAH DIGIT | SATUAN |
|----|-------------|-------------------------------------------|--------------|---------|
| 1 | HEAD | Head number / nomer urut data | 6 | |
| 2 | DD | Day / Tanggal pencatatan | 2 | Tanggal |
| 3 | MM | Mounth / Bulan pencatatan | 2 | Bulan |
| 4 | YY | Year / Tahun pencatatan | 2 | Tahun |
| 5 | HH | Hour / Jam pencatatan | 2 | Jam |
| 6 | MMI | Minute / Menit pencatatan | 2 | Menit |
| 7 | SS | Second / Detik pencatatan | 2 | Detik |
| 8 | HH | Hundred/ Perseratus | 2 | Detik |
| 9 | L | Lane /Lajur kendaraan | 1 | |
| 10 | D | Direction / Arah kendaraan | 1 | |
| 11 | HEADS | Headways /Jarak kedatangan kendaraan | 5 | Meter |
| 12 | GAP | GAP/Jarak antar kendaraan | 5 | Meter |
| 13 | SPD | Speed / Kecepatan kendaraan | 3 | Km/jam |
| 14 | LENTH | Lenght/ Panjang kendaraan | 4 | Meter |
| 15 | AX | Axle / Jumlah gandar kendaraan | 4 | |
| 16 | CS | Class/Jenis kendaraan | 4 | |
| 17 | WBTOT | Wheel base total/Jarak gandar keseluruhan | 4 | Meter |
| 18 | W 1-2 S/D 9 | Wheel base /Jarak antar gandar | 4 | Meter |
| 19 | GWTOT | Gross weight /Berat kendaraan keseluruhan | 4 | Ton |
| 20 | AW 1 S/D 9 | Berat antar gandar | 4 | Ton |

Lampiran 3 Perhitungan Angka Ekvivalen Beban Sumbu Dengan Menggunakan Persamaan Liddle

| No | Jenis Sumbu | VDF | P Maks (Ton) | Satuan (Ton) |
|----|---------------|------------------------------------------------|----------------|--------------|
| 1 | Sumbu Tunggal | $\left[\frac{P}{8,16} \right]^4$ | 8,0 atau 10,0 | ESA 8,16 |
| 2 | Sumbu Tandem | $0,086 \times \left[\frac{P}{8,16} \right]^4$ | 15,0 atau 18,0 | ESA 8,16 |
| 3 | Sumbu Triple | $0,053 \times \left[\frac{P}{8,16} \right]^4$ | 20,0 atau 21,0 | ESA 8,16 |

2.1

Lampiran 4 Distrbusi Frekuensi Kendaraan Golongan 1

| Beban (ton) | Sumbu 1 | | | Sumbu 2 | | |
|-----------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|
| | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) |
| 0 | 37023 | 37023 | 0,00% | 35583 | 35583 | 0,00% |
| 1 | 2244 | 39267 | 94,18% | 3309 | 38892 | 90,51% |
| 2 | 18 | 39285 | 99,89% | 367 | 39259 | 98,93% |
| 3 | 8 | 39293 | 99,93% | 33 | 39292 | 99,87% |
| 4 | 4 | 39297 | 99,95% | 7 | 39299 | 99,95% |
| 5 | 4 | 39301 | 99,96% | 4 | 39303 | 99,97% |
| 6 | 2 | 39303 | 99,97% | 0 | 39303 | 99,98% |
| 7 | 4 | 39307 | 99,98% | 5 | 39308 | 99,98% |
| 8 | 3 | 39310 | 99,99% | 1 | 39309 | 99,99% |
| 9 | 0 | 39310 | 99,99% | 1 | 39310 | 99,99% |
| 10 | 1 | 39311 | 99,99% | 0 | 39310 | 99,99% |
| 11 | 1 | 39312 | 100,00% | 1 | 39311 | 99,99% |
| 12 | 0 | 39312 | 100,00% | 0 | 39311 | 100,00% |
| 13 | 0 | 39312 | 100,00% | 0 | 39311 | 100,00% |
| 14 | 0 | 39312 | 100,00% | 0 | 39311 | 100,00% |
| 15 | 0 | 39312 | 100,00% | 1 | 39312 | 100,00% |
| 16 | 0 | 39312 | 100,00% | 0 | 39312 | 100,00% |
| 17 | 0 | 39312 | 100,00% | 0 | 39312 | 100,00% |
| 18 | 0 | 39312 | 100,00% | 0 | 39312 | 100,00% |
| 19 | 0 | 39312 | 100,00% | 0 | 39312 | 100,00% |
| >20 | 0 | 39312 | 100,00% | 0 | 39312 | 100,00% |
| Total kendaraan | 39312 | | | 39312 | | |
| Minimum | 0,15 | | | 0,15 | | |
| Maksimum | 11,84 | | | 15,08 | | |
| Rata-rata | 0,58 | | | 0,66 | | |
| Deviasi Standar | 0,36 | | | 0,44 | | |

Lampiran 5 Distribusi Frekuensi Kendaraan Golongan 2

| Beban (ton) | Sumbu 1 | | | Sumbu 2 | | |
|-----------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|
| | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) |
| 0 | 446 | 446 | 0,00% | 171 | 171 | 0,00% |
| 1 | 3543 | 3989 | 10,09% | 868 | 1039 | 3,87% |
| 2 | 402 | 4391 | 90,21% | 1665 | 2704 | 23,50% |
| 3 | 26 | 4417 | 99,30% | 794 | 3498 | 61,15% |
| 4 | 3 | 4420 | 99,89% | 574 | 4072 | 79,10% |
| 5 | 1 | 4421 | 99,95% | 267 | 4339 | 92,09% |
| 6 | 0 | 4421 | 99,98% | 52 | 4391 | 98,12% |
| 7 | 0 | 4421 | 99,98% | 8 | 4399 | 99,30% |
| 8 | 0 | 4421 | 99,98% | 4 | 4403 | 99,48% |
| 9 | 0 | 4421 | 99,98% | 8 | 4411 | 99,57% |
| 10 | 0 | 4421 | 99,98% | 5 | 4416 | 99,75% |
| 11 | 0 | 4421 | 99,98% | 3 | 4419 | 99,86% |
| 12 | 0 | 4421 | 99,98% | 0 | 4419 | 99,93% |
| 13 | 0 | 4421 | 99,98% | 0 | 4419 | 99,93% |
| 14 | 0 | 4421 | 99,98% | 0 | 4419 | 99,93% |
| 15 | 1 | 4422 | 99,98% | 1 | 4420 | 99,93% |
| 16 | 0 | 4422 | 100,00% | 0 | 4420 | 99,95% |
| 17 | 0 | 4422 | 100,00% | 1 | 4421 | 99,95% |
| 18 | 0 | 4422 | 100,00% | 0 | 4421 | 99,98% |
| 19 | 0 | 4422 | 100,00% | 0 | 4421 | 99,98% |
| >20 | 0 | 4422 | 100,00% | 1 | 4422 | 99,98% |
| Total kendaraan | 4422 | | | 4422 | | |
| Minimum | 0,18 | | | 0,20 | | |
| Maksimum | 15,08 | | | 28,74 | | |
| Rata-rata | 1,47 | | | 2,95 | | |
| Deviasi Standar | 0,49 | | | 1,41 | | |

Lampiran 6 Distribusi Frekuensi Kendaraan Golongan 3

| Beban (ton) | Sumbu 1 | | | Sumbu 2 | | |
|-----------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|
| | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) |
| 0 | 5 | 5 | 0,00% | 0 | 0 | 0,00% |
| 1 | 206 | 211 | 0,47% | 23 | 23 | 0,00% |
| 2 | 662 | 873 | 20,02% | 95 | 118 | 2,18% |
| 3 | 163 | 1036 | 82,83% | 260 | 378 | 11,20% |
| 4 | 14 | 1050 | 98,29% | 186 | 564 | 35,86% |
| 5 | 4 | 1054 | 99,62% | 73 | 637 | 53,51% |
| 6 | 0 | 1054 | 100,00% | 39 | 676 | 60,44% |
| 7 | 0 | 1054 | 100,00% | 18 | 694 | 64,14% |
| 8 | 0 | 1054 | 100,00% | 130 | 824 | 65,84% |
| 9 | 0 | 1054 | 100,00% | 121 | 945 | 78,18% |
| 10 | 0 | 1054 | 100,00% | 64 | 1009 | 89,66% |
| 11 | 0 | 1054 | 100,00% | 30 | 1039 | 95,73% |
| 12 | 0 | 1054 | 100,00% | 12 | 1051 | 98,58% |
| 13 | 0 | 1054 | 100,00% | 3 | 1054 | 99,72% |
| 14 | 0 | 1054 | 100,00% | 0 | 1054 | 100,00% |
| 15 | 0 | 1054 | 100,00% | 0 | 1054 | 100,00% |
| 16 | 0 | 1054 | 100,00% | 0 | 1054 | 100,00% |
| 17 | 0 | 1054 | 100,00% | 0 | 1054 | 100,00% |
| 18 | 0 | 1054 | 100,00% | 0 | 1054 | 100,00% |
| 19 | 0 | 1054 | 100,00% | 0 | 1054 | 100,00% |
| >20 | 0 | 1054 | 100,00% | 0 | 1054 | 100,00% |
| Total kendaraan | 1054 | | | 1054 | | |
| Minimum | 0,34 | | | 1,12 | | |
| Maksimum | 5,33 | | | 13,81 | | |
| Rata-rata | 2,49 | | | 5,93 | | |
| Deviasi Standar | 0,61 | | | 2,90 | | |

Lampiran 7 Distribusi Frekuensi Kendaraan Golongan 4

| Beban (ton) | Sumbu 1 | | | Sumbu 2 | | | Sumbu 3 | | |
|-----------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|
| | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) |
| 0 | 24 | 24 | 0,00% | 20 | 20 | 0,00% | 20 | 20 | 0,00% |
| 1 | 63 | 87 | 2,94% | 9 | 29 | 2,45% | 20 | 40 | 2,45% |
| 2 | 308 | 395 | 10,66% | 57 | 86 | 3,55% | 100 | 140 | 4,90% |
| 3 | 280 | 675 | 48,41% | 177 | 263 | 10,54% | 180 | 320 | 17,16% |
| 4 | 90 | 765 | 82,72% | 158 | 421 | 32,23% | 131 | 451 | 39,22% |
| 5 | 37 | 802 | 93,75% | 90 | 511 | 51,59% | 93 | 544 | 55,27% |
| 6 | 14 | 816 | 98,28% | 88 | 599 | 62,62% | 76 | 620 | 66,67% |
| 7 | 0 | 816 | 100,00% | 56 | 655 | 73,41% | 51 | 671 | 75,98% |
| 8 | 0 | 816 | 100,00% | 43 | 698 | 80,27% | 52 | 723 | 82,23% |
| 9 | 0 | 816 | 100,00% | 48 | 746 | 85,54% | 35 | 758 | 88,60% |
| 10 | 0 | 816 | 100,00% | 26 | 772 | 91,42% | 24 | 782 | 92,89% |
| 11 | 0 | 816 | 100,00% | 23 | 795 | 94,61% | 21 | 803 | 95,83% |
| 12 | 0 | 816 | 100,00% | 12 | 807 | 97,43% | 10 | 813 | 98,41% |
| 13 | 0 | 816 | 100,00% | 9 | 816 | 98,90% | 2 | 815 | 99,63% |
| 14 | 0 | 816 | 100,00% | 0 | 816 | 100,00% | 0 | 815 | 99,88% |
| 15 | 0 | 816 | 100,00% | 0 | 816 | 100,00% | 0 | 815 | 99,88% |
| 16 | 0 | 816 | 100,00% | 0 | 816 | 100,00% | 0 | 815 | 99,88% |
| 17 | 0 | 816 | 100,00% | 0 | 816 | 100,00% | 0 | 815 | 99,88% |
| 18 | 0 | 816 | 100,00% | 0 | 816 | 100,00% | 0 | 815 | 99,88% |
| 19 | 0 | 816 | 100,00% | 0 | 816 | 100,00% | 0 | 815 | 99,88% |
| >20 | 0 | 816 | 100,00% | 0 | 816 | 100,00% | 1 | 816 | 99,88% |
| | | 816 | 100,00% | | 816 | 100,00% | | 816 | 100,00% |
| Total kendaraan | | 816 | | | 816 | | | 816 | |
| Minimum | | 0,16 | | | 0,19 | | | 0,17 | |
| Maksimum | | 6,91 | | | 13,82 | | | 13,26 | |
| Rata-rata | | 3,14 | | | 5,71 | | | 5,34 | |
| Deviasi Standar | | 1,07 | | | 2,70 | | | 2,64 | |

Lampiran 8 Distribusi Frekuensi Kendaraan Golongan 5

| Beban (ton) | Sumbu 1 | | | Sumbu 2 | | | Sumbu 3 | | | Sumbu 4 | | |
|-----------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|
| | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) |
| 0 | 14 | 14 | 0,00% | 14 | 14 | 0,00% | 14 | 14 | 0,00% | 16 | 16 | 0,00% |
| 1 | 0 | 14 | 46,67% | 4 | 18 | 46,67% | 0 | 14 | 46,67% | 0 | 16 | 53,33% |
| 2 | 10 | 24 | 46,67% | 6 | 24 | 60,00% | 3 | 17 | 46,67% | 2 | 18 | 53,33% |
| 3 | 3 | 27 | 80,00% | 2 | 26 | 80,00% | 3 | 20 | 56,67% | 5 | 23 | 60,00% |
| 4 | 3 | 30 | 90,00% | 4 | 30 | 86,67% | 5 | 25 | 66,67% | 2 | 25 | 76,67% |
| 5 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 1 | 26 | 83,33% | 1 | 26 | 83,33% |
| 6 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 26 | 86,67% | 1 | 27 | 86,67% |
| 7 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 2 | 28 | 86,67% | 1 | 28 | 90,00% |
| 8 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 28 | 93,33% | 1 | 29 | 93,33% |
| 9 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 1 | 29 | 93,33% | 0 | 29 | 96,67% |
| 10 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 29 | 96,67% | 1 | 30 | 96,67% |
| 11 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 29 | 96,67% | 0 | 30 | 100,00% |
| 12 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 1 | 30 | 96,67% | 0 | 30 | 100,00% |
| 13 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% |
| 14 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% |
| 15 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% |
| 16 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% |
| 17 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% |
| 18 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% |
| 19 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% | 0 | 30 | 100,00% |
| >20 | 0 | 30 | 100,00% | 0 | 30 | 100,00% | | 30 | 100,00% | 0 | 30 | 100,00% |
| | | 30 | 100,00% | | 30 | 100,00% | | 30 | 100,00% | | 30 | 100,00% |
| Total kendaraan | 30 | | | 30 | | | 30 | | | 30 | | |
| Minimum | 0,08 | | | 0,12 | | | 0,15 | | | 0,13 | | |
| Maksimum | 4,84 | | | 4,96 | | | 12,80 | | | 10,72 | | |
| Rata-rata | 1,82 | | | 1,74 | | | 2,88 | | | 2,50 | | |
| Deviasi Standar | 1,52 | | | 1,53 | | | 3,18 | | | 2,90 | | |

Lampiran 9 Distribusi Frekuensi Kendaraan Golongan 6

| Beban (ton) | Sumbu 1 | | | Sumbu 2 | | | Sumbu 3 | | | Sumbu 4 | | |
|-----------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|
| | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) |
| 0 | 18 | 18 | 0,00% | 18 | 18 | 0,00% | 59 | 59 | 0,00% | 59 | 59 | 0,00% |
| 1 | 24 | 42 | 22,78% | 8 | 26 | 22,78% | 8 | 67 | 74,68% | 4 | 63 | 74,68% |
| 2 | 33 | 75 | 53,16% | 10 | 36 | 32,91% | 7 | 74 | 84,81% | 10 | 73 | 79,75% |
| 3 | 4 | 79 | 94,94% | 14 | 50 | 45,57% | 4 | 78 | 93,67% | 4 | 77 | 92,41% |
| 4 | 0 | 79 | 100,00% | 14 | 64 | 63,29% | 1 | 79 | 98,73% | 1 | 78 | 97,47% |
| 5 | 0 | 79 | 100,00% | 4 | 68 | 81,01% | 0 | 79 | 100,00% | 1 | 79 | 98,73% |
| 6 | 0 | 79 | 100,00% | 3 | 71 | 86,08% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 7 | 0 | 79 | 100,00% | 1 | 72 | 89,87% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 8 | 0 | 79 | 100,00% | 4 | 76 | 91,14% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 9 | 0 | 79 | 100,00% | 3 | 79 | 96,20% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 10 | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 11 | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 12 | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 13 | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 14 | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 15 | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 16 | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 17 | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 18 | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| 19 | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% | 0 | 79 | 100,00% |
| >20 | 0 | 79 | 100,00% | 0 | 79 | 100,00% | | 79 | 100,00% | 0 | 79 | 100,00% |
| | | 79 | 100,00% | | 79 | 100,00% | | 79 | 100,00% | | 79 | 100,00% |
| Total kendaraan | 79 | | | 79 | | | 79 | | | 79 | | |
| Minimum | 0,48 | | | 0,50 | | | 0,06 | | | 0,10 | | |
| Maksimum | 3,56 | | | 9,89 | | | 4,08 | | | 5,82 | | |
| Rata-rata | 2,08 | | | 4,25 | | | 1,06 | | | 1,35 | | |
| Deviasi Standar | 0,74 | | | 2,29 | | | 0,96 | | | 1,28 | | |

Lampiran 10 Distribusi Frekuensi Kendaraan Golongan 7

| Beban (ton) | Sumbu 1 | | | Sumbu 2 | | | Sumbu 3 | | | Sumbu 4 | | |
|-----------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|
| | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) |
| 0 | 55 | 55 | 0,00% | 52 | 52 | 0,00% | 53 | 53 | 0,00% | 57 | 57 | 0,00% |
| 1 | 6 | 61 | 85,94% | 3 | 55 | 81,25% | 2 | 55 | 82,81% | 1 | 58 | 89,06% |
| 2 | 1 | 62 | 95,31% | 4 | 59 | 85,94% | 5 | 60 | 85,94% | 1 | 59 | 90,63% |
| 3 | 1 | 63 | 96,88% | 2 | 61 | 92,19% | 1 | 61 | 93,75% | 0 | 59 | 92,19% |
| 4 | 1 | 64 | 98,44% | 2 | 63 | 95,31% | 1 | 62 | 95,31% | 1 | 60 | 92,19% |
| 5 | 0 | 64 | 100,00% | 0 | 63 | 98,44% | 0 | 62 | 96,88% | 4 | 64 | 93,75% |
| 6 | 0 | 64 | 100,00% | 0 | 63 | 98,44% | 0 | 62 | 96,88% | 0 | 64 | 100,00% |
| 7 | 0 | 64 | 100,00% | 0 | 63 | 98,44% | 1 | 63 | 96,88% | 0 | 64 | 100,00% |
| 8 | 0 | 64 | 100,00% | 0 | 63 | 98,44% | 0 | 63 | 98,44% | 0 | 64 | 100,00% |
| 9 | 0 | 64 | 100,00% | 0 | 63 | 98,44% | 0 | 63 | 98,44% | 0 | 64 | 100,00% |
| 10 | 0 | 64 | 100,00% | 0 | 63 | 98,44% | 0 | 63 | 98,44% | 0 | 64 | 100,00% |
| 11 | 0 | 64 | 100,00% | 1 | 64 | 98,44% | 1 | 64 | 98,44% | 0 | 64 | 100,00% |
| 12 | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% |
| 13 | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% |
| 14 | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% |
| 15 | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% |
| 16 | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% |
| 17 | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% |
| 18 | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% |
| 19 | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% | 0 | 64 | 100,00% |
| >20 | 0 | 64 | 100,00% | 0 | 64 | 100,00% | | 64 | 100,00% | 0 | 64 | 100,00% |
| | | 64 | 100,00% | | 64 | 100,00% | | 64 | 100,00% | | 64 | 100,00% |
| Total kendaraan | 64 | | | 64 | | | 64 | | | 64 | | |
| Minimum | 0,04 | | | 0,14 | | | 0,08 | | | 0,00 | | |
| Maksimum | 4,82 | | | 11,89 | | | 11,78 | | | 5,97 | | |
| Rata-rata | 0,67 | | | 1,03 | | | 1,04 | | | 0,76 | | |
| Deviasi Standar | 0,79 | | | 1,68 | | | 1,83 | | | 1,42 | | |

Lampiran 11 Distribusi Frekuensi Kendaraan Golongan 8

| Beban (ton) | Sumbu 1 | | | Sumbu 2 | | | Sumbu 3 | | | Sumbu 4 | | |
|-----------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|
| | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) | Frekuensi | Frekuensi Kumulatif | Frekuensi Kumulatif(%) |
| 0 | 209 | 209 | 0,00% | 199 | 199 | 0,00% | 222 | 222 | 0,00% | 219 | 219 | 0,00% |
| 1 | 20 | 229 | 90,09% | 13 | 212 | 85,78% | 7 | 229 | 95,69% | 7 | 226 | 94,40% |
| 2 | 0 | 229 | 98,71% | 11 | 223 | 91,38% | 1 | 230 | 98,71% | 3 | 229 | 97,41% |
| 3 | 1 | 230 | 98,71% | 3 | 226 | 96,12% | 0 | 230 | 99,14% | 0 | 229 | 98,71% |
| 4 | 1 | 231 | 99,14% | 2 | 228 | 97,41% | 0 | 230 | 99,14% | 0 | 229 | 98,71% |
| 5 | 0 | 231 | 99,57% | 1 | 229 | 98,28% | 0 | 230 | 99,14% | 1 | 230 | 98,71% |
| 6 | 0 | 231 | 99,57% | 2 | 231 | 98,71% | 1 | 231 | 99,14% | 1 | 231 | 99,14% |
| 7 | 1 | 232 | 99,57% | 1 | 232 | 99,57% | 0 | 231 | 99,57% | 0 | 231 | 99,57% |
| 8 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 231 | 99,57% | 0 | 231 | 99,57% |
| 9 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 231 | 99,57% | 0 | 231 | 99,57% |
| 10 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 231 | 99,57% | 0 | 231 | 99,57% |
| 11 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 231 | 99,57% | 0 | 231 | 99,57% |
| 12 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 231 | 99,57% | 0 | 231 | 99,57% |
| 13 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 231 | 99,57% | 0 | 231 | 99,57% |
| 14 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 1 | 232 | 99,57% | 0 | 231 | 99,57% |
| 15 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 1 | 232 | 99,57% |
| 16 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 232 | 100,00% |
| 17 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 232 | 100,00% |
| 18 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 232 | 100,00% |
| 19 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 232 | 100,00% | 0 | 232 | 100,00% |
| >20 | 0 | 232 | 100,00% | 0 | 232 | 100,00% | | 232 | 100,00% | 0 | 232 | 100,00% |
| | | 232 | 100,00% | | 232 | 100,00% | | 232 | 100,00% | | 232 | 100,00% |
| Total kendaraan | 232 | | | 232 | | | 232 | | | 232 | | |
| Minimum | 0,04 | | | 0,04 | | | 0,22 | | | 0,17 | | |
| Maksimum | 7,16 | | | 7,88 | | | 14,86 | | | 15,77 | | |
| Rata-rata | 0,63 | | | 0,82 | | | 0,60 | | | 0,69 | | |
| Deviasi Standar | 0,61 | | | 1,01 | | | 1,05 | | | 1,17 | | |

Lampiran 12 Distribusi Frekuensi Kendaraan Golongan 10

| Beban (ton) | Sumbu 1 | | | Sumbu 2 | | |
|-----------------|-----------|---------------------|------------------------|-----------|---------------------|------------------------|
| | frekuensi | frekuensi kumulatif | frekuensi kumulatif(%) | frekuensi | frekuensi kumulatif | frekuensi kumulatif(%) |
| 0 | 79 | 79 | 0,00% | 48 | 48 | 0,00% |
| 1 | 91 | 170 | 2,46% | 35 | 83 | 1,50% |
| 2 | 1220 | 1390 | 5,30% | 62 | 145 | 2,59% |
| 3 | 1556 | 2946 | 43,36% | 198 | 343 | 4,52% |
| 4 | 244 | 3190 | 91,89% | 590 | 933 | 10,70% |
| 5 | 12 | 3202 | 99,50% | 1114 | 2047 | 29,10% |
| 6 | 0 | 3202 | 99,88% | 830 | 2877 | 63,85% |
| 7 | 3 | 3205 | 99,88% | 275 | 3152 | 89,74% |
| 8 | 0 | 3205 | 99,97% | 36 | 3188 | 98,32% |
| 9 | 0 | 3205 | 99,97% | 7 | 3195 | 99,44% |
| 10 | 0 | 3205 | 99,97% | 4 | 3199 | 99,66% |
| 11 | 0 | 3205 | 99,97% | 3 | 3202 | 99,78% |
| 12 | 1 | 3206 | 99,97% | 3 | 3205 | 99,88% |
| 13 | 0 | 3206 | 100,00% | 0 | 3205 | 99,97% |
| 14 | 0 | 3206 | 100,00% | 1 | 3206 | 99,97% |
| 15 | 0 | 3206 | 100,00% | 0 | 3206 | 100,00% |
| 16 | 0 | 3206 | 100,00% | 0 | 3206 | 100,00% |
| 17 | 0 | 3206 | 100,00% | 0 | 3206 | 100,00% |
| 18 | 0 | 3206 | 100,00% | 0 | 3206 | 100,00% |
| 19 | 0 | 3206 | 100,00% | 0 | 3206 | 100,00% |
| >20 | 0 | 3206 | 100,00% | 0 | 3206 | 100,00% |
| Total kendaraan | 3206 | | | 3206 | | |
| Minimum | 0,03 | | | 0,05 | | |
| Maksimum | 12,34 | | | 14,59 | | |
| Rata-rata | 3,08 | | | 5,51 | | |
| Deviasi Standar | 0,77 | | | 1,41 | | |

