

Lampiran 1 Gambar Jenis Kerusakan Jalan Struktur Perkerasan Lentur



Gambar 1 Jenis Kerusakan *Alligator Cracking*



Gambar 2 Jenis Kerusakan *Bleeding*
[British Columbia Ministry of Transportation, 2002]



Gambar 3 Jenis Kerusakan *Block Cracking*
[Oregon Department of Transportation, 2010]



Gambar 4 Jenis Kerusakan *Bumps and Sags*
[Northwest Pavement Management Systems, 1992]



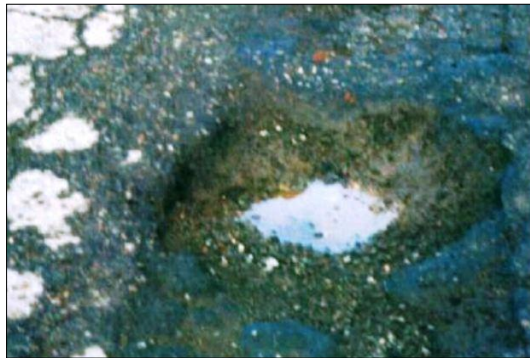
Gambar 5 Jenis Kerusakan *Depression/Distorsion*
[British Columbia Ministry of Transportation, 2002]



Gambar 6 Jenis Kerusakan *Joint Reflection/Longitudinal Joint Cracking*
[British Columbia Ministry of Transportation, 2002]



Gambar 7 Jenis Kerusakan *Longitudinal Wheel Path Cracking*
[British Columbia Ministry of Transportation, 2002]



Gambar 8 Jenis Kerusakan *Potholes*
[British Columbia Ministry of Transportation, 2002]



Gambar 9 Jenis Kerusakan *Railroad Crossing*



Gambar 10 Jenis Kerusakan *Shoving*
[British Columbia Ministry of Transportation, 2002]



Gambar 11 Jenis Kerusakan *Weathering and Raveling*



Gambar 12 Jenis Kerusakan *Polished Aggregate*
[Northwest Pavement Management Systems, 1992]



Gambar 13 Jenis Kerusakan *Slippage Cracking*
[Northwest Pavement Management Systems, 1992]



Gambar 14 Jenis Kerusakan *Lane/shoulder drop off*



Gambar 15 Jenis Kerusakan *Edge Cracking*



Gambar 16 Jenis Kerusakan *Meandering Longitudinal Cracking*
[British Columbia Ministry of Transportation, 2002]

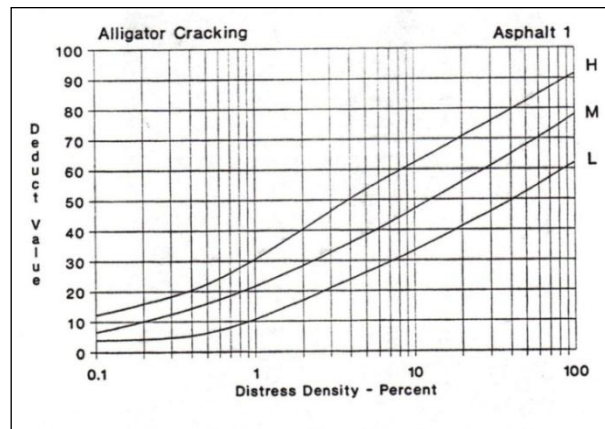


Gambar 17 Jenis Kerusakan *Patching and Utility Cut Patching*

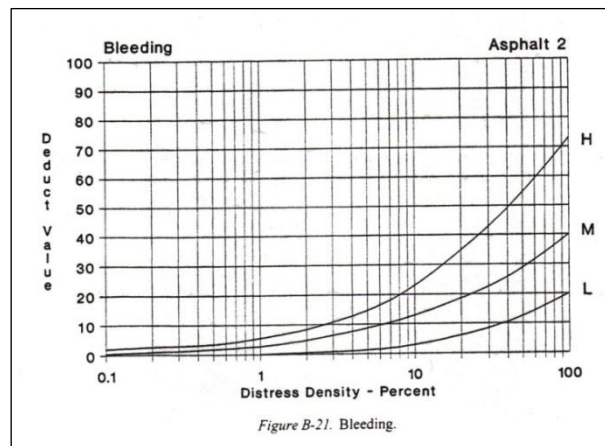


Gambar 18 Jenis Kerusakan *Rutting*

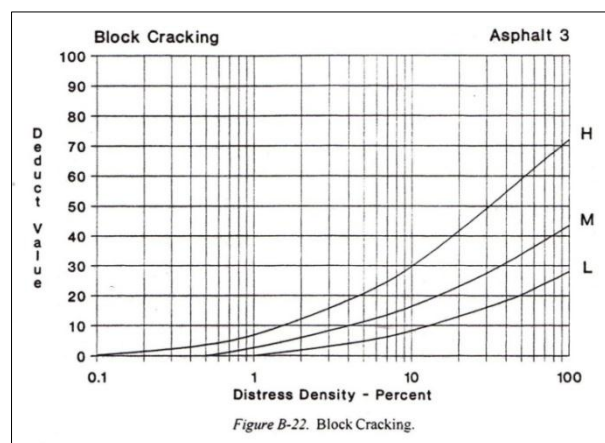
Lampiran 2 Kurva *Deduct Value* Metode PCI [ASTM D6433, 2008]



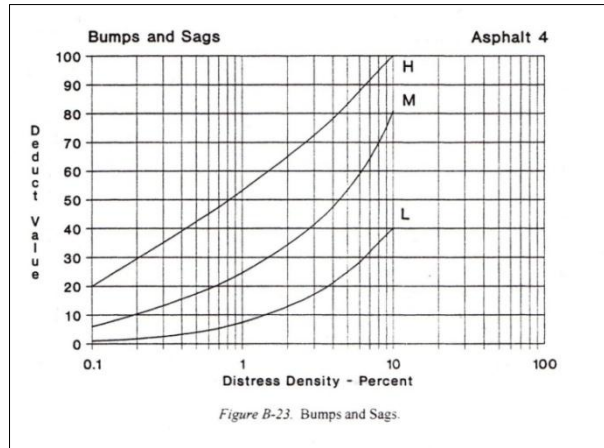
Gambar 1 Kurva *Deduct Value* Jenis Kerusakan *Alligator Cracking*



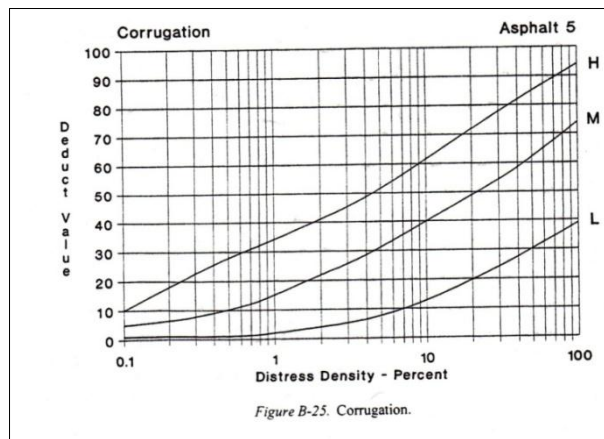
Gambar 2 Kurva *Deduct Value* Jenis Kerusakan *Bleeding*



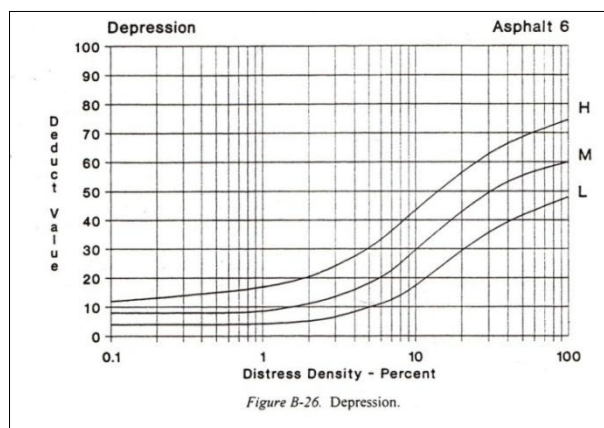
Gambar 3 Kurva *Deduct Value* Jenis Kerusakan *Block Cracking*



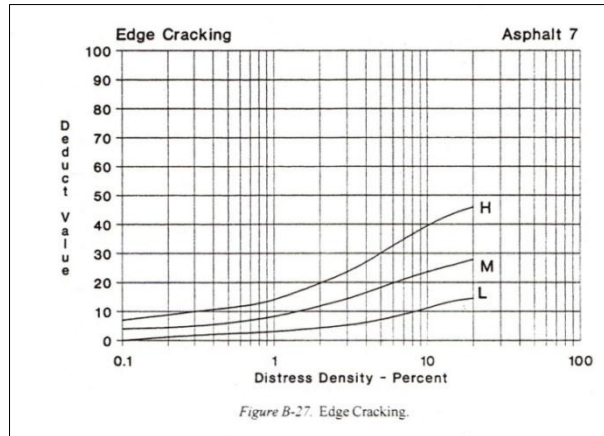
Gambar 4 Kurva *Deduct Value* Jenis Kerusakan *Humps and Sags*



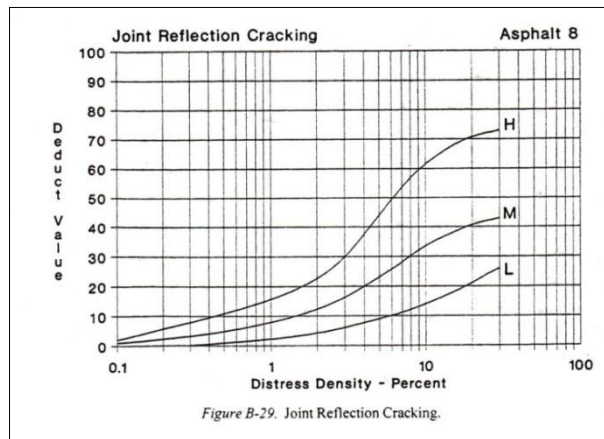
Gambar 5 Kurva *Deduct Value* Jenis Kerusakan *Corrugation*



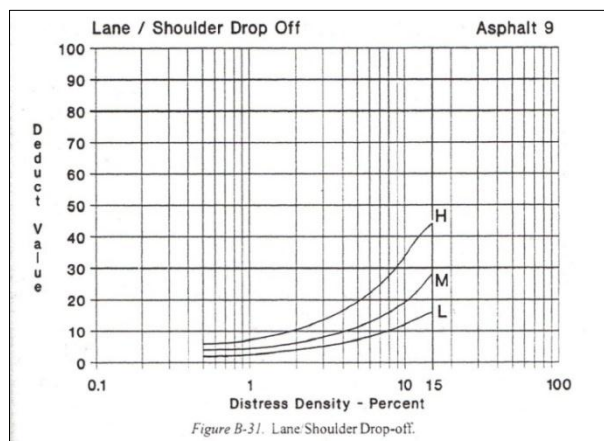
Gambar 6 Kurva *Deduct Value* Jenis Kerusakan *Depression*



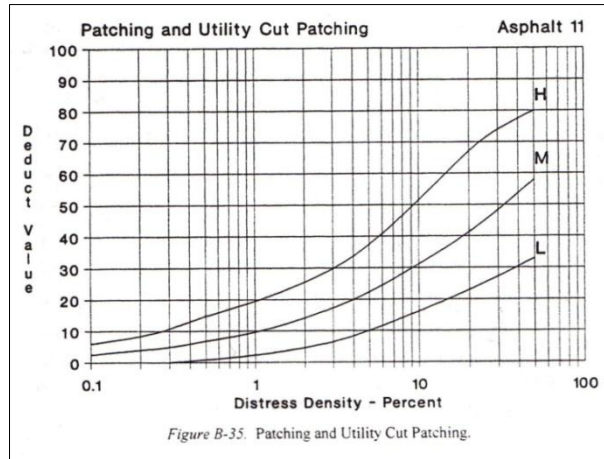
Gambar 7 Kurva Deduct Value Jenis Kerusakan Edge Cracking



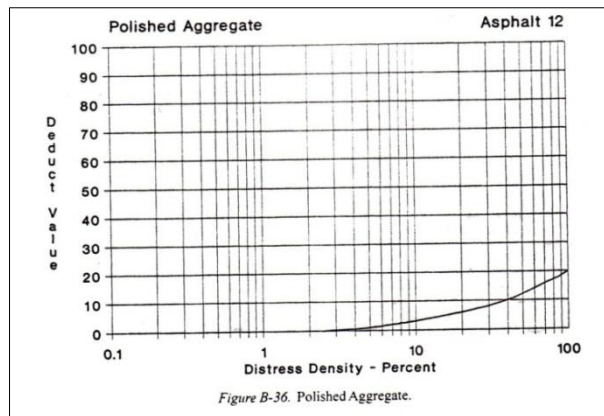
Gambar 8 Kurva Deduct Value Jenis Kerusakan Jt. Ref. Cracking



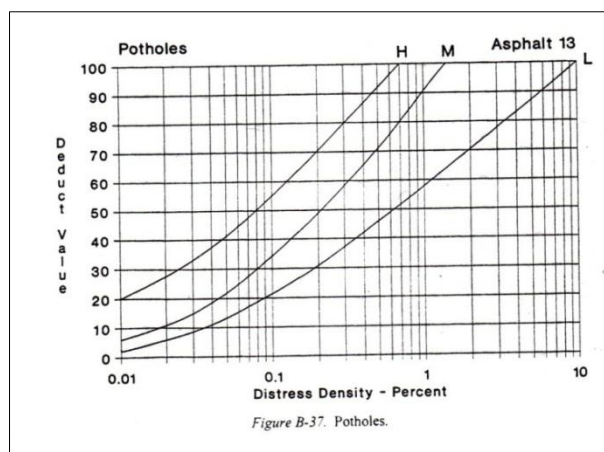
Gambar 9 Kurva Deduct Value Jenis Kerusakan Lane Shld. Drop Off



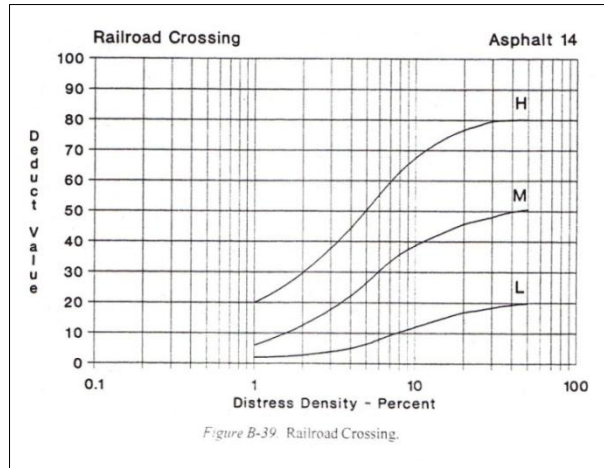
Gambar 10 Kurva *Deduct Value* Jenis Kerusakan *Patching and Utility Cut Patching*



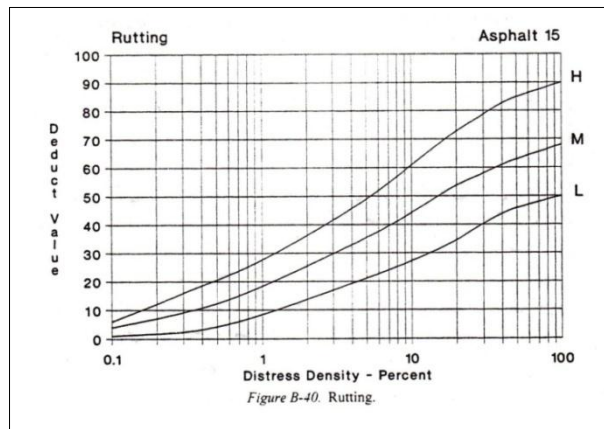
Gambar 11 Kurva *Deduct Value* Jenis Kerusakan *Polished Aggregate*



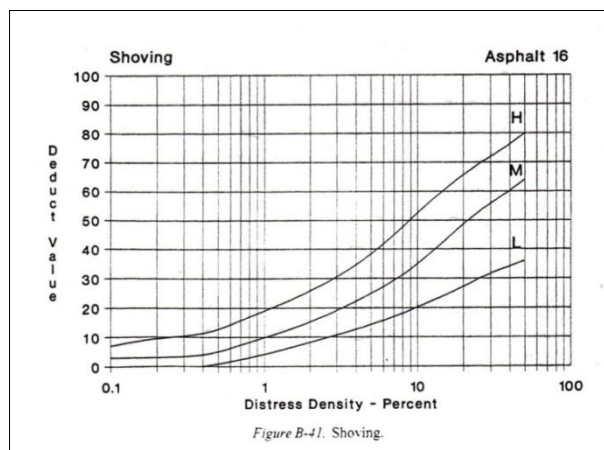
Gambar 12 Kurva *Deduct Value* Jenis Kerusakan *Potholes*



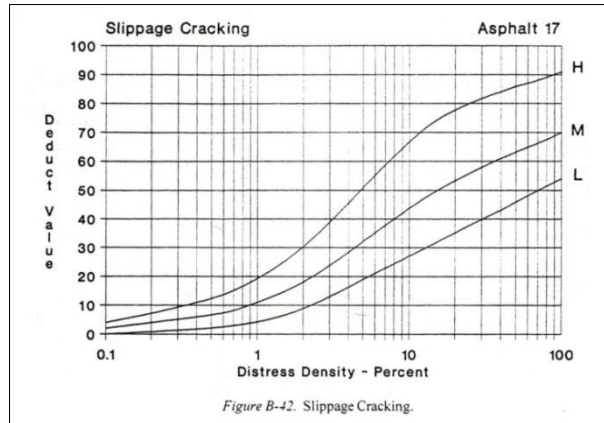
Gambar 13 Kurva Deduct Value Jenis Kerusakan Railroad Crossing



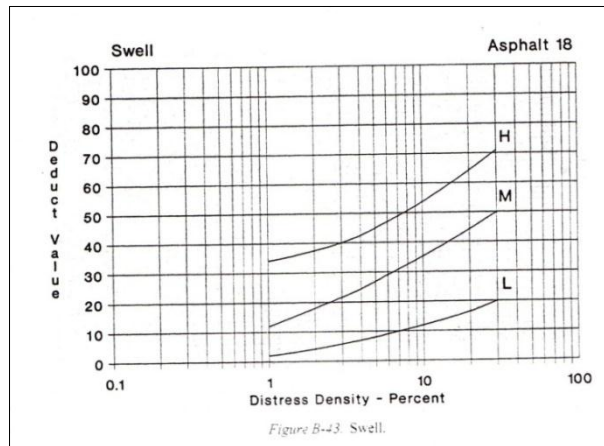
Gambar 14 Kurva Deduct Value Jenis Kerusakan Rutting



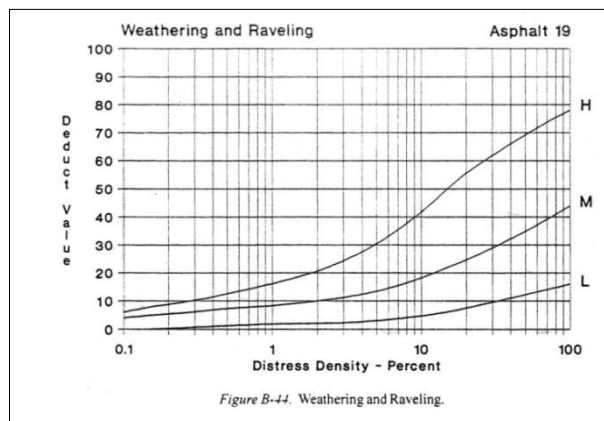
Gambar 15 Kurva Deduct Value Jenis Kerusakan Shoving



Gambar 16 Kurva *Deduct Value* Jenis Kerusakan *Slippage Cracking*



Gambar 17 Kurva *Deduct Value* Jenis Kerusakan *Swell*



Gambar 18 Kurva *Deduct Value* Jenis Kerusakan *Weathering and Raveling*

Lampiran 3 Nilai *Density* Sampel Unit Yang Dipilih Metode PDI

SU	Lajur	<i>Density</i>															
		Nomor Kerusakan															
		1 L	2 M	3 L	3 M	4	5 L	6 L	7 L	7 M	8	9 M	10	11 L	11 M	12 L	12 M
1	1	15															
	2								25								
	3												20		15		
	4	2,5					2,5										
	5										7,5		1				
4	1	2,5			15											20	
	2							25									
	3											3			37,5		
	4														10		
	5																
7	1															36	
	2							18,75									
	3															21	
	4																
	5				25												
10	1																
	2															5	
	3																
	4															27	
	5																
13	1				30												
	2							25									
	3											1					
	4											1					
	5			40													
16	1																
	2							50									
	3													45			
	4																
	5			12,5													
19	1																
	2																
	3																
	4																
	5																

Lampiran 3 Nilai *Density* Sampel Unit Yang Dipilih Metode PDI (Lanjutan)

SU	Lajur	<i>Density</i>															
		Nomor Kerusakan															
		1 L	2 M	3 L	3 M	4	5 L	6 L	7 L	7 M	8	9 M	10	11 L	11 M	12 L	12 M
22	1			21													
	2																
	3																
	4																
	5			5			9										
25	1			30												5	
	2							50									
	3																
	4																
	5																
28	1																
	2							50									
	3																
	4																
	5																
31	1				100												
	2							50									
	3																
	4																
	5							16,1									
34	1		40														
	2							25									
	3																
	4																
	5							8,92									

Keterangan:

SU = Sampel Unit

L = Low, M = Moderate, H = High

Lampiran 4 Nilai *Deduct Value* Sampel Unit Yang Dipilih Metode PDI

SU	Lajur	<i>Deduct Value</i>															
		Nomor Kerusakan															
		1 L	2 M	3 L	3 M	4	5 L	6 L	7 L	7 M	8	9 M	10	11 L	11 M	12 L	12 M
1	1	0,8															
	2								2								
	3													1,7		1,5	
	4	0,2					0,2										
	5										1		0,4				
4	1	0,2			1,5											1,8	
	2							1									
	3											1				1	
	4															1,2	
	5																
7	1															2,5	
	2							1,1									
	3															1,8	
	4																
	5				2												
10	1																
	2															0,8	
	3																
	4															2	
	5																
13	1				2,2												
	2							1									
	3																
	4																
	5			1,5													
16	1																
	2							1,6									
	3													1,5			
	4																
	5			0,8													
19	1																
	2																
	3																
	4																
	5																

Lampiran 4 Nilai *Deduct Value* Sampel Unit Yang Dipilih Metode PDI (Lanjutan)

SU	Lajur	<i>Deduct Value</i>															
		Nomor Kerusakan															
		1 L	2 M	3 L	3 M	4	5 L	6 L	7 L	7 M	8	9 M	10	11 L	11 M	12 L	12 M
22	1			1													
	2																
	3																
	4																
	5			0,5			0,6										
25	1			1,2												0,8	
	2							1,6									
	3																
	4																
	5																
28	1																
	2							1,6									
	3																
	4																
	5																
31	1				4,3												
	2							1,6									
	3																
	4																
	5							1,1									
34	1		2,5														
	2								1								
	3																
	4																
	5							0,5									

Keterangan:

SU = Sampel Unit

L = Low, M = Moderate, H = High

Lampiran 5 Rekapitulasi Survei Kerusakan Metode PCI

Tanggal Survei: 2 Oktober 2011

Ruas: Pertigaan Jl. Gatot Subroto - Jl. Ciremai sampai *Bandung Super Mall (BSM)*

Jenis kerusakan *PCI*:

- | | | | |
|---|----------------------------------|---|--|
| 1. Alligator Cracking (m ²) | 6. Despression (m ²) | 11. Patching & Util. Cut Patching (m ²) | 16. Shoving (m ²) |
| 2. Bleeding (m ²) | 7. Edge Cracking (m) | 12. Polished Aggregate (m ²) | 17. Slippage Cracking (m ²) |
| 3. Block Cracking (m ²) | 8. Jt Reflection Cracking (m) | 13. Potholes Count | 18. Swell (m ²) |
| 4. Bumps and Sags (m) | 9. Lane/Shoulder Drop Off (m) | 14. Rail Crossing (m ²) | 19. Weathering/Ravelling (m ²) |
| 5. Corrugation (m ²) | 10. Long. & Trans. Crack. (m) | 15. Rutting (m ²) | |

Nomor Kerusakan	Sampel Unit 1		Sampel Unit 2		Sampel Unit 3		Sampel Unit 4		Sampel Unit 5		Sampel Unit 6		Sampel Unit 7		Sampel Unit 8	
	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area
1																
2																
3																
4																
5																
6	M	1.5			L	2.4										
7					L	2.1	M	0.3	M	2.1	M	3.2	M	1.5		
8																
9																
10	L	7.5	L	5.5			L	1	L	1.5						
11	L	12.25	L	9.3												
12	√	4.2														
13	L	5	L	4			L	3	L	1						
14																
15	L	10	L	14	L	2.2	L	1.5	L	0.4	L	2	L	0.75		
16																
17																
18																
19	H	0.785	L	19.92	M	12.5	M	12.03	M	22	L	21.36	M	8.04	L	0.64

Lampiran 5 Rekapitulasi Survei Kerusakan Metode PCI (Lanjutan)

Tanggal Survei: 2 Oktober 2011

Ruas: Pertigaan Jl. Gatot Subroto - Jl. Ciremai sampai *Bandung Super Mall (BSM)*

Jenis kerusakan *PCI*:

- | | | | |
|---|----------------------------------|---|--|
| 1. Alligator Cracking (m ²) | 6. Despression (m ²) | 11. Patching & Util. Cut Patching (m ²) | 16. Shoving (m ²) |
| 2. Bleeding (m ²) | 7. Edge Cracking (m) | 12. Polished Aggregate (m ²) | 17. Slippage Cracking (m ²) |
| 3. Block Cracking (m ²) | 8. Jt Reflection Cracking (m) | 13. Potholes Count | 18. Swell (m ²) |
| 4. Bumps and Sags (m) | 9. Lane/Shoulder Drop Off (m) | 14. Rail Crossing (m ²) | 19. Weathering/Ravelling (m ²) |
| 5. Corrugation (m ²) | 10. Long. & Trans. Crack. (m) | 15. Rutting (m ²) | |

Nomor Kerusakan	Sampel Unit 9		Sampel Unit 10		Sampel Unit 11		Sampel Unit 12		Sampel Unit 13		Sampel Unit 14		Sampel Unit 15		Sampel Unit 16	
	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area
1	L	1.2											L	7.2		
2																
3					L	1										
4																
5																
6																
7					M	0.3			L/M	0.8/1.8	L	0.75	L	2	L	0.375
8																
9																
10																
11			L	9.24									M	4.7		
12																
13									L	2						
14																
15									L	1			L	1.2	L	2
16																
17																
18																
19	L	0.75	M	2.62							M	1.635	L	0.42	L	2.25

Lampiran 5 Rekapitulasi Survei Kerusakan Metode PCI (Lanjutan)

Tanggal Survei: 2 Oktober 2011

Ruas: Pertigaan Jl. Gatot Subroto - Jl. Ciremai sampai *Bandung Super Mall (BSM)*

Jenis kerusakan *PCI*:

- | | | | |
|---------------------------------|-------------------------------|---|------------------------------------|
| 1. Alligator Cracking (m^2) | 6. Despression (m^2) | 11. Patching & Util. Cut Patching (m^2) | 16. Shoving (m^2) |
| 2. Bleeding (m^2) | 7. Edge Cracking (m) | 12. Polished Aggregate (m^2) | 17. Slippage Cracking (m^2) |
| 3. Block Cracking (m^2) | 8. Jt Reflection Cracking (m) | 13. Potholes Count | 18. Swell (m^2) |
| 4. Bumps and Sags (m) | 9. Lane/Shoulder Drop Off (m) | 14. Rail Crossing (m^2) | 19. Weathering/Ravelling (m^2) |
| 5. Corrugation (m^2) | 10. Long. & Trans. Crack. (m) | 15. Rutting (m^2) | |

Nomor Kerusakan	Sampel Unit 17		Sampel Unit 18		Sampel Unit 19		Sampel Unit 20		Sampel Unit 21		Sampel Unit 22		Sampel Unit 23		Sampel Unit 24	
	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area
1															L	0.3
2																
3																
4																
5																
6																
7											L	0.67				
8																
9																
10											L	1.8				
11	L	14			11 L	0.9									L/M	0.9/2.5
12																
13																
14																
15									15 L	1.5					L	2
16																
17																
18																
19							M	0.03							L/M	0.01/5

Lampiran 5 Rekapitulasi Survei Kerusakan Metode PCI (Lanjutan)

Tanggal Survei: 2 Oktober 2011

Ruas: Pertigaan Jl. Gatot Subroto - Jl. Ciremai sampai Bandung Super Mall (BSM)

Jenis kerusakan PCI:

- | | | | |
|---|----------------------------------|---|--|
| 1. Alligator Cracking (m ²) | 6. Despression (m ²) | 11. Patching & Util. Cut Patching (m ²) | 16. Shoving (m ²) |
| 2. Bleeding (m ²) | 7. Edge Cracking (m) | 12. Polished Aggregate (m ²) | 17. Slippage Cracking (m ²) |
| 3. Block Cracking (m ²) | 8. Jt Reflection Cracking (m) | 13. Potholes Count | 18. Swell (m ²) |
| 4. Bumps and Sags (m) | 9. Lane/Shoulder Drop Off (m) | 14. Rail Crossing (m ²) | 19. Weathering/Ravelling (m ²) |
| 5. Corrugation (m ²) | 10. Long. & Trans. Crack. (m) | 15. Rutting (m ²) | |

Nomor Kerusakan	Sampel Unit 25		Sampel Unit 26		Sampel Unit 27		Sampel Unit 28		Sampel Unit 29		Sampel Unit 30		Sampel Unit 31		Sampel Unit 32	
	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area
1													L	9		
2																
3																
4																
5																
6					H	3.9										
7	L	0.6	L	7.4							M	0.09	M	10	M	0.62
8																
9																
10					L	6.5					L	1.1				
11			M	3			L	2.3					L/H	0.4/18	M	0.48
12																
13															L	1
14																
15	L	2	L	2	L	2	L	2					L	2		
16																
17																
18																
19	M	0.5													L	0.72

Lampiran 5 Rekapitulasi Survei Kerusakan Metode PCI (Lanjutan)

Tanggal Survei: 2 Oktober 2011

Ruas: Pertigaan Jl. Gatot Subroto - Jl. Ciremai sampai *Bandung Super Mall (BSM)*

Jenis kerusakan *PCI*:

- | | | | |
|---------------------------------|-----------------------------------|---|------------------------------------|
| 1. Alligator Cracking (m^2) | 6. Depression (m^2) | 11. Patching & Util. Cut Patching (m^2) | 16. Shoving (m^2) |
| 2. Bleeding (m^2) | 7. Edge Cracking (m) | 12. Polished Aggregate (m^2) | 17. Slippage Cracking (m^2) |
| 3. Block Cracking (m^2) | 8. Jt Reflection Cracking (m) | 13. Potholes Count | 18. Swell (m^2) |
| 4. Bumps and Sags (m) | 9. Lane/Shoulder Drop Off (m) | 14. Rail Crossing (m^2) | 19. Weathering/Ravelling (m^2) |
| 5. Corrugation (m^2) | 10. Long. & Trans. Crack. (m) | 15. Rutting (m^2) | |

Nomor Kerusakan	Sampel Unit 33		Sampel Unit 34		Sampel Unit 35											
	Distress Severity	Total Area	Distress Severity	Total Area	Distress Severity	Total Area										
1			L	5	L	3										
2																
3																
4																
5																
6	M	0.51														
7			M	1.6	M	1.3										
8																
9	L	3	L	5.5	L	10										
10																
11	L/M	4.5/3.9	L	3	L/M	3.45/4										
12																
13																
14																
15			L	1												
16																
17																
18																
19																

Lampiran 6 Rekapitulasi Survei Kerusakan Jalan Metode PDI

Tanggal Survei: 2 Oktober 2011

Ruas: Pertigaan Jl. Gatot Subroto - Jl. Ciremai sampai *Bandung Super Mall (BSM)*

Jenis kerusakan *PDI*:

- | | | | |
|---|---|---------------------------|-----------------------------|
| 1. Longitudinal Wheel Path Cracking (LWP) / (m) | 4. Transverse Cracking (TC) / (num.) | 7. Rutting (RUT) / (m) | 10. Bleeding (BLD) / (m) |
| 2. Longitudinal Joint Cracking (LJC) / (m) | 5. Meandering Longitudinal Cracking (MLC) / (m) | 8. Shoving (SHV) / (m) | 11. Potholes (POT) / (num.) |
| 3. Pavement Edge Cracking (PEC) / (m) | 6. Alligator Cracking (AC) / (m ²) | 9. Distorsion (DST) / (m) | 12. Raveling (RAV) / (m) |

Lajur	(Nomor Kerusakan, Luas Kerusakan, Tingkat Kerusakan)										
	Sampel Unit 1	Sampel Unit 2	Sampel Unit 3	Sampel Unit 4	Sampel Unit 5	Sampel Unit 6	Sampel Unit 7	Sampel Unit 8	Sampel Unit 9	Sampel Unit 10	Sampel Unit 11
1	(1, 6, L)	-	-	(1, 2.5, L), (3, 3, M), (12, 4, M)	(11, 1, L), (12, 8, M)	(12, 1.8, L)	(12, 7.2, M)	(12, 0.5, L)	(6, 1.2, L)	-	(3, 1, M)
2	(7, 10, M)	(7, 14, M)	(7, 10, L), (9, 6, L)	(7, 10, L)	(7, 20, L)	(7, 10, L)	(7, 7.5, L)	-	-	(12, 1, M)	-
3	(11, 4, M), (12, 3, M)	(12, 9.6, H)	(7, 10, L), (12, 10.2, L)	(11, 3, L), (12, 7.5, M)	(12, 10.5, L)	(12, 8.6, L)	(12, 4.2, M)	(12, 3.6, L)	(12, 2.5, L)	-	-
4	(5, 0.5, L), (1, 1, L)	(5, 0.3, L)	(12, 7.6, L)	(12, 2, M)	(12, 6.4, L)	(12, 8.4, L)	-	-	-	(12, 5.4, M)	-
5	(9, 1.5, M), (11, 1, L)	(1, 5.2, L)	(3, 2.1, L)	-	(2, 1.5, L), (3, 4.2, L), (12, 1, L)	(3, 12, M)	(3, 5, M)	-	-	-	-

Tingkat Kerusakan: L = Low, M = Moderate, H = High

Lampiran 6 Rekapitulasi Survei Kerusakan Jalan Metode PDI (Lanjutan)

Tanggal Survei: 2 Oktober 2011

Ruas: Pertigaan Jl. Gatot Subroto - Jl. Ciremai sampai *Bandung Super Mall (BSM)*

Jenis kerusakan *PDI*:

- | | | | |
|---|---|---------------------------|-----------------------------|
| 1. Longitudinal Wheel Path Cracking (LWP) / (m) | 4. Transverse Cracking (TC) / (num.) | 7. Rutting (RUT) / (m) | 10. Bleeding (BLD) / (m) |
| 2. Longitudinal Joint Cracking (LJC) / (m) | 5. Meandering Longitudinal Cracking (MLC) / (m) | 8. Shoving (SHV) / (m) | 11. Potholes (POT) / (num.) |
| 3. Pavement Edge Cracking (PEC) / (m) | 6. Alligator Cracking (AC) / (m ²) | 9. Distorsion (DST) / (m) | 12. Raveling (RAV) / (m) |

Lajur	(Nomor Kerusakan, Luas Kerusakan, Tingkat Kerusakan)										
	Sampel Unit 12	Sampel Unit 13	Sampel Unit 14	Sampel Unit 15	Sampel Unit 16	Sampel Unit 17	Sampel Unit 18	Sampel Unit 19	Sampel Unit 20	Sampel Unit 21	Sampel Unit 22
1	-	(3, 6, M)	(12, 1.2, L)	-	-	-	-	-	-	-	(3, 4.2, L)
2	-	(7, 10, L)	(3, 1.5, L)	(6, 8.2, L), (7, 6, L)	(7, 20, L)	-	-	-	-	(7, 7.5, L)	-
3	-	(11, 1, L)	(12, 3.6, M)	(12, 3, L)	(12, 9, L)	-	-	-	-	-	-
4	-	(11, 1, L)	-	-	-	-	-	-	(12, 0.3, M)	(12, 0.3, M)	-
5	-	(3, 8, L)	-	(3, 9, L)	(3, 2.5, L)	-	-	-	-	-	(3, 1, L), (5, 1.8, L)

Tingkat Kerusakan: *L* = Low, *M* = Moderate, *H* = High

Lampiran 6 Rekapitulasi Survei Kerusakan Jalan Metode PDI (Lanjutan)

Tanggal Survei: 2 Oktober 2011

Ruas: Pertigaan Jl. Gatot Subroto - Jl. Ciremai sampai *Bandung Super Mall (BSM)*

Jenis kerusakan *PDI*:

1. *Longitudinal Wheel Path Cracking (LWP) / (m)*

4. *Transverse Cracking (TC) / (num.)*

7. *Rutting (RUT) / (m)*

10. *Bleeding (BLD) / (m)*

2. *Longitudinal Joint Cracking (LJC) / (m)*

5. *Meandering Longitudinal Cracking (MLC) / (m)*

8. *Shoving (SHV) / (m)*

11. *Potholes (POT) / (num.)*

3. *Pavement Edge Cracking (PEC) / (m)*

6. *Alligator Cracking (AC) / (m²)*

9. *Distorsion (DST) / (m)*

12. *Raveling (RAV) / (m)*

Lajur	(Nomor Kerusakan, Luas Kerusakan, Tingkat Kerusakan)										
	Sampel Unit 23	Sampel Unit 24	Sampel Unit 25	Sampel Unit 26	Sampel Unit 27	Sampel Unit 28	Sampel Unit 29	Sampel Unit 30	Sampel Unit 31	Sampel Unit 32	Sampel Unit 33
1	-	(12, 5, M)	(3, 6, L), (12, 1, M)	-	(9, 13, H)	-	-	(5, 1.1, L)	(3, 20, M)	(3, 3.1, M)	-
2	-	(6, 0.3, L), (7, 10, L)	(7, 20, L)	(7, 20, L)	(7, 10, L)	(7, 20, L)	-	(3, 0.6, L)	(7, 20, L)	(11, 1, L), (12, 1.2, L)	(9, 1.7, M)
3	-	(12, 0.5, L)	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	(3, 12.1, L)	-	-	-	-	(6, 9, L)	-	-

Lampiran 6 Rekapitulasi Survei Kerusakan Jalan Metode PDI (Lanjutan)

Tanggal Survei: 2 Oktober 2011

Ruas: Pertigaan Jl. Gatot Subroto - Jl. Ciremai sampai Bandung Super Mall (BSM)

Jenis kerusakan PDI:

- | | | | |
|---|---|---------------------------|-----------------------------|
| 1. Longitudinal Wheel Path Cracking (LWP) / (m) | 4. Transverse Cracking (TC) / (num.) | 7. Rutting (RUT) / (m) | 10. Bleeding (BLD) / (m) |
| 2. Longitudinal Joint Cracking (LJC) / (m) | 5. Meandering Longitudinal Cracking (MLC) / (m) | 8. Shoving (SHV) / (m) | 11. Potholes (POT) / (num.) |
| 3. Pavement Edge Cracking (PEC) / (m) | 6. Alligator Cracking (AC) / (m ²) | 9. Distorsion (DST) / (m) | 12. Raveling (RAV) / (m) |

Lajur	(Nomor Kerusakan, Luas Kerusakan, Tingkat Kerusakan)										
	Sampel Unit 34	Sampel Unit 35									
1	(2, 8, M)	(3, 6.5, M)									
2	(7, 10, L)	-									
3	-	-									
4	-	-									
5	(6, 5, L)	(6, 3, L)									

Tingkat Kerusakan: L = Low, M = Moderate, H = High