

# Analysis of the impact of Hasanudin Petrosea Road infrastructure improvement on the economic activities (production, distribution, and income) of the surrounding community

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## Abstract

**Purpose:** This study aims to analyze the impact of the Hasanudin-Petrosea road infrastructure improvement on the economic activities of surrounding communities in Mimika Regency, focusing on production, distribution, and income levels.

**Research/methodology:** Using a quantitative descriptive approach, primary data were gathered through field observation, structured questionnaires, and documentation. Respondents were selected using purposive sampling, and data were analyzed using descriptive statistical methods to identify changes in economic activities before and after infrastructure development.

**Results:** The findings indicate a significant positive impact on the local economy. Most respondents reported increased production capacity, smoother distribution processes, and higher income levels following the road improvement. Enhanced accessibility has led to growth in small businesses such as workshops, food stalls, and kiosks along the improved road segment.

**Conclusions:** The improvement of Hasanudin-Petrosea Road infrastructure has had a significant positive impact on the economic activities of surrounding communities. It has facilitated increased production efficiency, enhanced distribution of goods, and improved household income. The development has also supported the growth of small businesses along the road corridor. However, to sustain these benefits, ongoing infrastructure maintenance and integrated economic planning are essential to ensure long-term prosperity for local residents.

**Limitations:** This study is limited to one geographic location and a small respondent sample, which may not fully capture the broader regional impact. Moreover, the analysis does not account for long-term sustainability or maintenance of the infrastructure.

**Contribution:** The study contributes to the literature on infrastructure-led local economic development, providing empirical evidence on how improved road access can stimulate production, improve distribution efficiency, and increase community income. It also serves as a policy reference for future infrastructure planning in underdeveloped regions.

**Keywords:** *Distribution, Infrastructure, Production, Revenue*

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## 1. Introduction

According to Gultom and Tini (2020) development in various fields is a strategy to achieve the goals envisioned by a country. Over time, economic development has become a study aimed at improving the standard of living in developing countries by addressing major issues such as social and economic problems and ensuring equitable welfare for the population (Rachmadi, Saiban, & Munir, 2021). One of the key components in solving these primary issues is infrastructure development, both physical and non-physical.

Infrastructure is a primary public facility for driving the economy of a country. The existence of infrastructure is crucial for an economy in any region, where good infrastructure has a positive impact on the local community. Infrastructure supports economic activities and the smooth distribution of goods. Adequate infrastructure enables an effective, efficient, safe, and smooth transportation system (Annisa, Hasanah, & Saputra, 2024). In this era of development, Indonesia faces many challenges, especially economic problems that demand resolution. Essentially, the issues faced always lead to the quality of life of the people. The infrastructure sector is vital in boosting economic growth, as it connects various economic activities. Attention to economic development and infrastructure is growing and expanding because there are increasingly more aspects to consider when evaluating the economic and infrastructure development process.

Development is strategic in supporting the improvement of public welfare and the economic growth of Indonesia. Economic growth is one of the indicators to assess the results of development and also to determine the direction of future development (Arga et al., 2022). Positive economic growth indicates an economic improvement, whereas negative growth signals a decline. The smoother transportation will lead to more movement of people and goods. This, in turn, will stimulate population growth (Iriyena, Naukoko, & Siwu, 2019). The increase in population will spur higher demand for goods and services. According to Law No. 38 of 2004 on Roads, roads play an essential role in the transportation infrastructure that supports the economy, serving as the lifeblood of society, the nation, and the state, as well as facilitating the distribution of goods. Roads form part of a network that connects and enhances regions.

The rate of economic growth and investment in a country is inseparable from the availability of infrastructure such as transportation, telecommunications, sanitation, and energy. This is why infrastructure development is the foundation of sustainable economic development (Rosmeli, 2018). Development essentially has an impact, and in the case of road infrastructure, the positive impacts are as follows: (1) Road development and improvements have provided transportation tools that assist people in shopping and selling their harvests, boosting the local economy, (2) Human activities from one region to another can be more rapid because people desire effective and efficient use of time, (3) The widening and construction of new roads have become alternative routes, (4) New job opportunities have been created for street vendors along the roads, (5) Roads have become easier to traverse (Ompusunggu, 2019).

The Mimika District Government has undertaken various road infrastructure projects that open access to previously difficult-to-reach areas. As of 2016, the total length of roads in Mimika District was 1,142,635 km, consisting of 199,440 km of national roads, 178,000 km of provincial roads, and 765,195 km of municipal/city roads. Of this, 345,951 km of roads are in good condition, and 328,207 km of these roads are asphalted. The Hasanuddin-Petrosea road infrastructure in Mimika District was built to be accessible to both the local community and the government. Highways are essential for supporting human life and activities, serving as benchmarks for regional and even national development (Lubis & Rosyad, 2024). Roads are a critical facility that must be provided by the government. According to Law No. 38 of 2004 on Roads, Article 5, paragraph 1, it states: "Roads are part of transportation infrastructure that plays an important role in the fields of economy, socio-culture, environmental life, politics, defense, and security, and are used for the maximum welfare of the people."

The road infrastructure built by the Mimika District Government on the Hasanuddin-Petrosea route aims to provide access for the community, support economic activities, and ensure the smooth

distribution of goods. Additionally, it accelerates the pace of development in the region, which would be difficult without a good transport service infrastructure. Without adequate transportation services, key sectors will remain underdeveloped, and their potential will be difficult to unlock. Previously, the Hasanuddin-Petrosea road was concerning because it was not suitable for use. The road was unpaved and was still a dirt path, passing through a forest, with limited traffic and not yet connected to the Hasanuddin route. Therefore, the Mimika District Government has upgraded the Hasanuddin-Petrosea road infrastructure to ensure a broad access road, making it an effective route to the airport.

Additionally, there is infrastructure planning for the governor's office along the Ujung Irrigation Road. Therefore, the Mimika District Government has been aggressively developing and improving infrastructure because Mimika has been chosen as the capital of Central Papua Province. After the division of provincial territories in Papua a few years ago, the capital of Central Papua Province was later moved to another area. However, this did not hinder the Mimika District Government from enhancing infrastructure, as it would impact the road access for the community and ensure the equitable distribution of economic and social benefits, ultimately improving the welfare of the people.

The positive impact of infrastructure development and improvement on the road section connecting Hasanuddin-Petrosea can be seen in the growing economic activities along the road. This area has become increasingly populated with settlements, shophouses, street vendors, Pertamina (small fuel stations), eateries, distribution warehouses, traffic police offices, clinics, workshops, cafes, and more. With the construction of this road, the community now has an alternative access route that directly connects the urban area and the new market area, which serves as the center of trade for the people of Mimika District.

## **2. Literature review**

### **2.1 Development**

Development is a process of bringing about change. Development, as an effort or series of planned and conscious efforts by a nation, state, and government, is directed towards modernity in the process of nation-building (Indarti, 2017). Development is a useful change towards a social and economic system that is determined as the will of a nation (Kiwang & Arif, 2020).

### **2.2 Road Infrastructure**

In economics, infrastructure is a form of public capital that includes public roads, bridges, drainage systems, and others as investments made by the government (Zulekha & Muhsin, 2020). Infrastructure is a system that supports social and economic systems, which at the same time connects environmental systems, and can be used as a basis for making policies. In general, infrastructure includes public facilities prepared by both the central and regional governments as public services (as a result of market mechanisms not functioning) to support and promote the economic and social activities of a society (Bahri, Pangastuti, Ibrahim, & Mahyuddin, 2021). According to the developmental perspective, infrastructure is the backbone of development. Infrastructure is a facility that can impact the fulfillment of the surrounding community's needs. The infrastructure system can be defined as facilities or structures, equipment, and installations that are built and required for the functioning of the social and economic systems of society (Iswandi & Ido, 2023).

According to Law No. 38 of 2004 on Roads, a road is part of the land transportation infrastructure, which includes all parts of the road, including complementary buildings and facilities intended for traffic, which are located on land or water surfaces and/or above the water surface, excluding railroads, trolley roads, and cable roads. Julianto and Jumario (2017) state that road infrastructure is part of land and water transportation infrastructure, including all parts of the road, including buildings and their facilities. Every part of a road, including transportation facilities, is included in road infrastructure, which is part of land and water transportation infrastructure. In summary, a road is a land transportation facility that includes traffic signs and supporting traffic facilities. Road connectors such as bridges, road width, road quality, and road barriers are also part of it.

Having good roads is a fundamental requirement that must be met to support the growth of urban areas. Roads also serve to support the function of a city as a growth center and promote equitable development within the city as well as its connection with surrounding areas (Zukriadi & Kornelis, 2024). Roads have a goal and function for the economy of a region. These functions include:

- 1) Opening access or entry from one region to another, referred to as the function of land access. This function is essential for increasing regional GDP and reducing underdeveloped areas.
- 2) Serving the local community (community service function). In this function, roads provide services for distributing products, marketing, or other economic activities.
- 3) Providing services for long-distance transportation and inter-city travel, which functions as an interchange for community and long-distance transportation. This road function is crucial for large countries, especially with the advancement of motor vehicle technology, particularly for long-distance transport

### ***2.3 The Impact of Infrastructure on Community Income***

One of the key elements in the framework of economic development in a region is the availability of infrastructure. Infrastructure plays a significant role in accelerating economic growth at the national level. According to some sources, infrastructure is one of the main driving forces behind economic growth. Seven categories are used to categorize infrastructure, including:

1. Infrastructure for transportation, such as roads and bridges
2. Infrastructure for transportation services, such as airports, terminals, and ports
3. Communication infrastructure
4. Irrigation infrastructure, including water channels (rivers, water pipes), irrigation systems, and drainage facilities
5. Building infrastructure
6. Infrastructure for energy generation and distribution
7. Waste processing infrastructure

Infrastructure facilitates economic activities in a country, which ultimately leads to economic growth. More efficient infrastructure can lower transaction costs, improve market access, and increase the average income of the population (Hutauruk, 2021). The accessibility of infrastructure is a key component in the production process in sectors such as trade, industry, and agriculture (Novita, Urrahman, Nasution, Afwani, & Wulandari, 2024). There is no doubt that this will increase productivity in the production and distribution process. Infrastructure serves social systems, economic systems, and connects environmental systems within a society. The availability of infrastructure influences social and environmental systems. Social and economic systems in society are influenced by the availability of infrastructure. Therefore, it is essential to understand infrastructure as the basis for decision-making. Infrastructure can be divided into two categories based on its purpose and use. It can be further divided into economic and social infrastructure (Husen & Baranyanan, 2021). Economic infrastructure, such as public utilities like electricity, telecommunications, clean water supply, sanitation, waste disposal, and gas, is crucial to support the economy. Meanwhile, social infrastructure includes education and healthcare. Good infrastructure will reduce production, transportation, communication, and logistics costs, increase production, and enhance business profits, all of which will increase community income. Infrastructure development tailored to the needs of each area and inter-area connections will accelerate equitable development by attracting new investments, creating new jobs, and increasing income and the welfare of local communities. Infrastructure development will absorb a large amount of labor, which will affect economic growth. Moreover, the increased labor force will raise per capita income.

The availability of adequate infrastructure leads to greater efficiency in the business world, and the investments obtained will continue to increase. One of the key requirements for high-quality development is the availability of infrastructure. With the presence of this infrastructure, the local economy can function smoothly, thus increasing the income of the community. When the community's income increases, it will automatically raise the per capita income. An economy can be considered to be developing if per capita income increases (Hidayat & Putri, 2022). The provision of infrastructure can create business opportunities and increase the community's income through enhanced production capacity, such as the availability and reliability of water provided by the irrigation network (Sari, Aslan,

& Yuliansyah, 2025). Income inequality in a region can also be caused by the availability of infrastructure to support economic activities and access to production sources. The availability of road networks will open up and stimulate economic activities in previously isolated areas..

## 2.4 The Relationship Between Road Infrastructure and the Economic Sector

Road infrastructure is closely linked to the economic sector. Improvements in road infrastructure can stimulate economic growth by increasing mobility, providing access to markets, and enhancing the efficiency of goods and services distribution. Good roads can also reduce transportation costs and improve business competitiveness, which in turn will drive investment and economic growth.

1. **Increased Mobility and Access:** Good roads facilitate the movement of people and goods, thus improving access to markets, industrial centers, and natural resources. This allows producers to market their products more widely and makes it easier for consumers to obtain the goods and services they need.
2. **Efficient Distribution:** Adequate road infrastructure allows for more efficient distribution of goods and services, reducing production costs and improving the competitiveness of companies.
3. **Reduction in Transportation Costs:** Good roads reduce transportation costs by minimizing vehicle damage, speeding up travel times, and decreasing fuel consumption.
4. **Stimulating Investment and Economic Growth:** With good road infrastructure, the business environment becomes more conducive, attracting more investment both domestically and internationally. This investment will create jobs, increase community income, and drive economic growth.
5. **Increased Business Competitiveness:** Good road infrastructure allows companies to operate more efficiently and competitively, thereby attracting more customers and increasing revenue

## 3. Methodology

This research uses a quantitative approach with a descriptive research type. Data is collected through field observation, documentation, and the distribution of questionnaires to the community around the Hasanuddin-Petrosea Road. Respondents were selected using purposive sampling to ensure direct relevance to the impact of road infrastructure development on their economic activities, including production, distribution, and income aspects. The research instrument is a structured questionnaire containing economic variable indicators. The data collected is analyzed quantitatively with a descriptive statistical approach to describe the trends in economic activity changes in the community before and after the road development. Additionally, a comparative analysis is conducted to identify significant changes in the studied variables.

## 4. Results and discussions

### 4.1 Research Results

#### 4.1.1 Respondent Characteristics

In this study, the respondent characteristics showed considerable variation in terms of age, gender, education level, and length of business activity. The age range of respondents was between 30 and 51 years, with the majority falling into the 35 to 50-year-old group, indicating that the respondents are relatively mature and experienced entrepreneurs. In terms of gender, most of the respondents were male (8 respondents), while only 2 respondents were female, reflecting a male dominance in the business world in this area. The respondents in this study were selected randomly by the researcher.

Table 1. Respondent Information

Age	Jenis Kelamin	Tingkat Pendidikan	Lama Berusaha
50	Male	SMA	5 Years
35	Male	SMA	3 Years
40	Female	SMP	4 Years
38	Female	SMA	4 Years
30	Male	SMA	1 Year
35	Male	S1	5 Years
50	Male	SD	10 Years

45	Female	SMA	10 Years
51	Male	SMA	5 Years
40	Female	SMA	7 Years

Source: Primary Data 2025

Regarding education level, the respondents have varied educational backgrounds, ranging from elementary school, junior high, high school, to bachelor's degree. The majority of respondents have a high school education (7 respondents), which indicates that they have sufficient education to support their business activities. However, there are also respondents who only completed elementary or junior high school, showing that they are still able to run businesses despite having lower formal education. Only one respondent has a bachelor's degree, reflecting that higher education is also present among entrepreneurs, though in smaller numbers.

In terms of business experience, respondents have varying lengths of experience ranging from 1 to 10 years, with most having between 3 to 7 years of experience. This suggests that the majority of respondents are relatively experienced in business, although there are also some respondents who have just started their businesses, with relatively short experience. Overall, the characteristics of the respondents reflect diversity in terms of age, gender, educational background, and business experience, providing an overview that the business world in this region involves individuals from different backgrounds.

#### 4.1.2 Analysis of the Production Conditions of the Community Around Hasanudi-Petrosea Road

Based on the research conducted, the results of the analysis of the production conditions of the community are as follows:

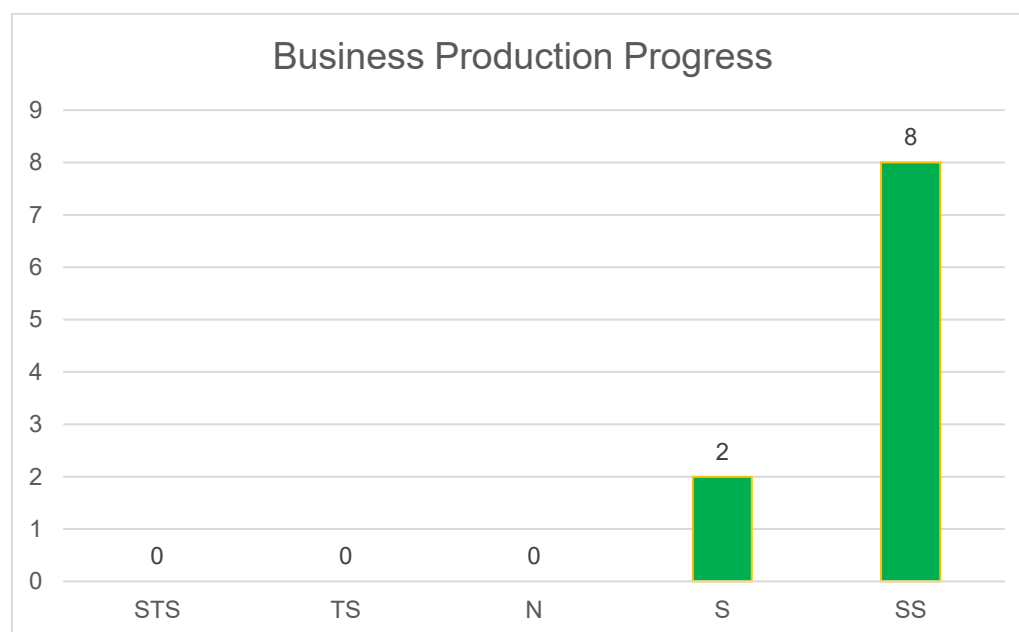


Figure 1. Business Production Progress of Respondents

Source: Primary Data 2025

The impact of the construction of Hasanuddin-Petrosea Road in Timika is strongly felt by the community, based on the results of the assessment that shows a strong positive response. In the rating scale used, no respondent gave a "Strongly Disagree" (STS) or "Disagree" (TS) rating, indicating that there was no significant negative impact felt by the community. Two respondents rated "Agree" (S), while eight respondents rated "Strongly Agree" (SS), showing that the majority feel that the road construction has a very positive impact. The road development has improved economic production in the area by facilitating the distribution of goods and services, reducing transportation costs, and accelerating community mobility. With better access, production activities such as trade, agriculture,

and local industries have further developed, opening up new business opportunities, and increasing the community's income. Overall, the impact of the road construction strongly supports the production process in various economic sectors and greatly contributes to local economic growth in Timika..

#### 4.1.3 Analysis of the Distribution Conditions of the Community Around Hasanudi-Petrosea Road

Based on the research conducted, the results of the analysis of the distribution conditions of the community are as follows:

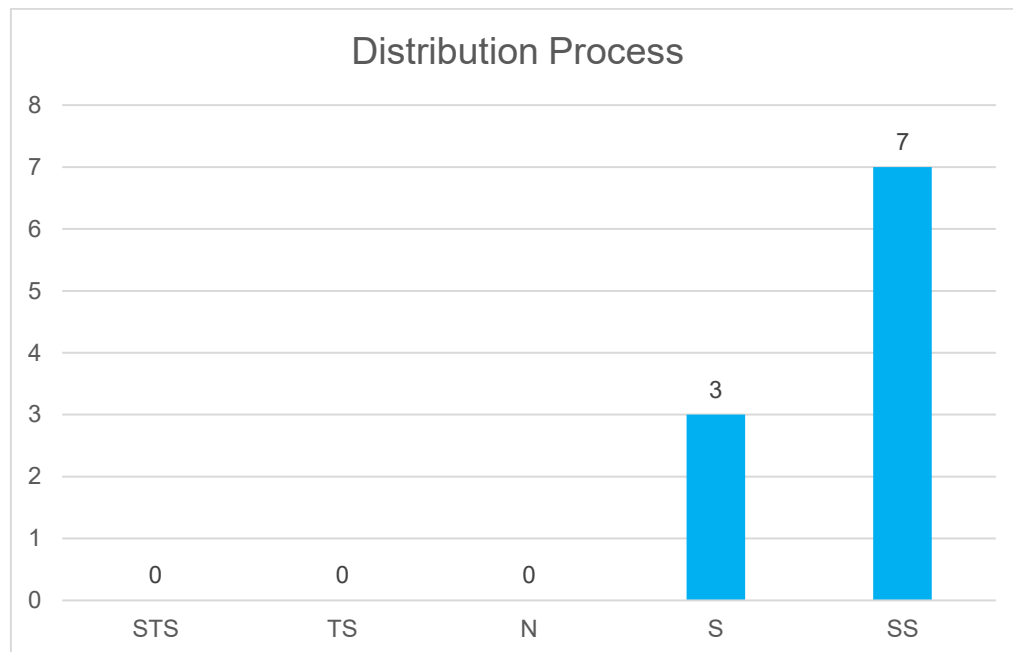


Figure 2. Distribution Process of Respondents' Businesses

Source: Primary Data 2025

The impact of the distribution of the construction of the Hasanuddin-Petrosea Road in Timika shows a very positive effect on the community, especially in facilitating the flow of goods and services distribution. Based on the assessment results from the respondents, none of them gave "Strongly Disagree" (STS) or "Disagree" (TS) responses, indicating that the construction of this road is not perceived as detrimental by the community. Three respondents gave an "Agree" (S) response, while seven respondents gave a "Strongly Agree" (SS) response, showing that the majority of the community felt significant benefits from the improvement of this road infrastructure. The road construction has streamlined the distribution of goods, made access to markets easier, and reduced transportation costs. With more efficient access, people find it easier to access various products and services, both from within and outside the area. This has accelerated the distribution of goods and expanded the market for local products, which in turn has boosted economic activity and improved the overall well-being of the Timika community.

#### 4.1.4 Analysis of the Income Conditions of the Community Around Hasanudi-Petrosea Road

Based on the research conducted, the results of the analysis of the income conditions of the community are as follows:

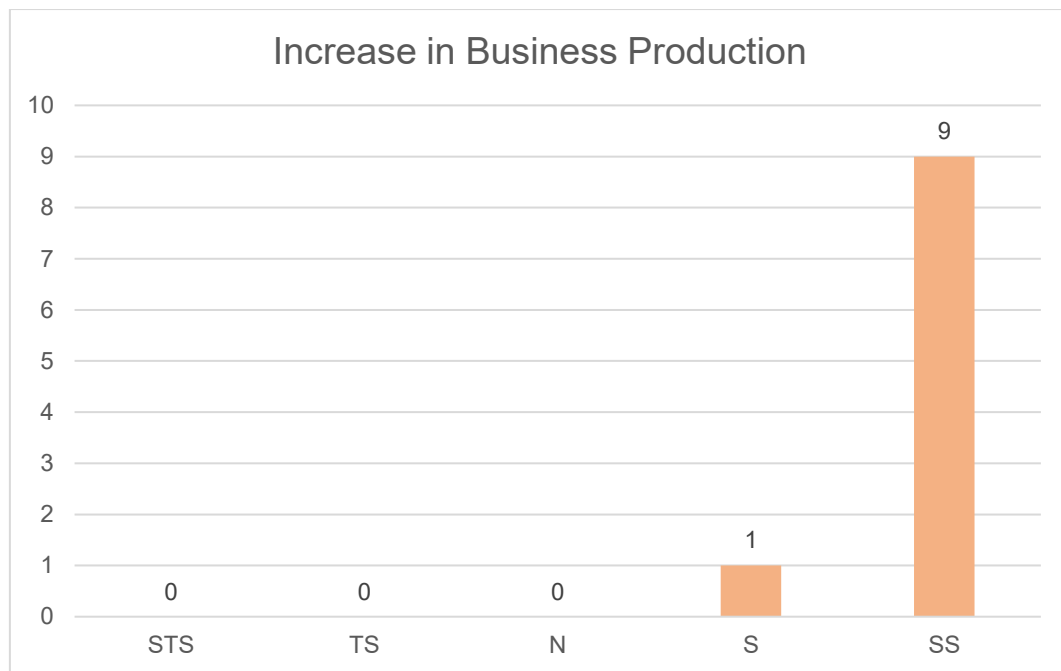


Figure 3. Increase in Business Production of Respondents  
Source: Primary Data 2025

The impact of income from the construction of the Hasanuddin-Petrosea Road in Timika has a very positive effect on the local community's economy. Based on the respondents' assessments, none of them gave "Strongly Disagree" (STS) or "Disagree" (TS) responses, indicating that the road construction did not have a negative impact on the community's income. One respondent gave an "Agree" (S) response, while nine respondents gave a "Strongly Agree" (SS) response, indicating that the majority of respondents have experienced an increase in income after the road construction. Better access has facilitated the distribution of goods and services, made it easier for people to trade, and expanded the market, thus increasing turnover and income for local business owners. Additionally, the improvement in road infrastructure has also facilitated labor mobility, which in turn opens up new job opportunities and increases income in other sectors. Overall, the construction of the Hasanuddin-Petrosea Road has significantly contributed to increasing the income of the Timika community, creating new economic opportunities, and strengthening existing economic activities.

## 4.2 Discussion

Based on the analysis results, it is known that the development of the Hasanuddin-Petrosea road infrastructure has had a positive impact on the economy and the business development of entrepreneurs along the road. From production, distribution, and income, all have shown improvements in a better direction after the construction of the Hasanuddin-Petrosea road infrastructure. The development of this infrastructure is considered to be beneficial to the local community's economy, as seen from the direct observation at the research site, interviews with various informants, and the consistent responses received.

### 4.2.1 Discussion of the Production Progress of the Community Around Hasanuddin-Petrosea Road

From the analysis of production indicators, the community has experienced a good increase in production, with some entrepreneurs even developing new products. The smoothness of production is also facilitated by the improved accessibility experienced by business owners, making it easier to bring in essential goods. In a production process, input in the form of production factors, such as tools or facilities, is necessary to ensure smooth operations. Therefore, if production factors are lacking, the production process will not continue (Siswani, Rosada, & Amran, 2022). Some factors that have contributed to the increased productivity of informants along the Hasanuddin-Petrosea road include:

#### a) Vehicle Workshops



A workshop is a place where a mechanic performs work to provide vehicle repair and maintenance services. A general vehicle workshop functions to fix, repair, and maintain motor vehicles so they meet technical standards and are roadworthy (Kurniansyah, Nurzainul, & Djoko, 2023). The improvement of the Hasanuddin-Petrosea road infrastructure has brought a positive impact on vehicle repair businesses along the road. To further improve the productivity of vehicle repair businesses, some supporting factors include:

1. Strategic Location: Easily accessible by customers, making it attractive to those seeking a workshop.
2. Experienced Mechanics: Skilled mechanics who can diagnose vehicle issues quickly, reducing repair time, which enhances customer comfort and satisfaction.
3. Good and Satisfactory Service: Ensures customers return in the future.
4. Competition: Due to the increasing number of workshops along the road, effective promotional strategies and efficient information dissemination are necessary.
5. Work Motivation: Committed service in the job.
6. Customer Loyalty: Many regular customers.

The workshop research along the Hasanuddin-Petrosea road includes informant 1, with 2 workshops as sources. The responses from the informants indicate an increase in service production, with many customers stopping by with damaged vehicles while traveling along the Hasanuddin-Petrosea road..

#### a) Small Shops (Kiosks)

Small businesses are productive economic enterprises that are independently operated, either by individuals or business entities that are not subsidiaries or branches of larger companies (Afendi, Irhansa, Rachmawati, & Soeswoyo, 2024). The improvement of the Hasanuddin-Petrosea road infrastructure has had a positive impact on kiosk owners along the road. The increased productivity of kiosks along the road is supported by several factors:

1. Strategic Sales Location: The improved road infrastructure has made buying and selling easier to access.
2. Product Quality: Sourcing products that maintain quality from suppliers.
3. Meeting Customer Needs: Kiosk owners must ensure that products meet customer needs, such as instant food, rice, cooking oil, bottled water, etc.
4. Stocking a Variety of Goods: Having a diverse stock of items, including rare brands that are difficult to find in other shops.
5. Customer Loyalty: Many long-time regular customers.

In this study, there are 5 informants considered as informant 2. Based on interviews, the production of food, snacks, and basic goods increased due to the improved road infrastructure, as mobility and the number of buyers have also increased along the road.

#### b) Eating Stalls (Warung Makan)

Eating stalls, as street food, are ready-to-consume food and beverages prepared and/or sold on streets or other public places (Rahmawati & Astuti, 2022). Eating stalls are often referred to by various similar names, such as warung tegal (warteg), eateries, canteens, Padang stalls, and so on. The improvement of the Hasanuddin-Petrosea road infrastructure has had a positive impact on the eating stall business due to better road accessibility and increased population mobility, coupled with the presence of a new police office building, which has boosted the productivity of eating stalls daily. The factors supporting the productivity of eating stalls include:

1. Strategic Location: The eating stall is located right on the roadside, making it easily accessible to customers.
2. Product Quality: Paying attention to the freshness of the ingredients sourced from the market.
3. Affordable Prices: The prices are reasonable for the food served to customers.
4. Customer Loyalty: Many customers have become regulars due to the proximity to their workplace.

The research on eating stalls along the Hasanuddin-Petrosea road involved informant 3, consisting of 2 eateries. According to one of the informants, daily business at the eating stalls has increased with the road infrastructure improvements along Hasanuddin-Petrosea..

#### *4.2.2 Discussion of the Distribution Conditions of the Community Around Hasanuddin-Petrosea Road*

The distribution indicators have also shown very good improvement, with smoother buying and selling processes, food deliveries, and an increase in customers as a result of the infrastructure improvement of the Hasanuddin-Petrosea road. The distribution process now meets the expectations of the local community, and the factors increasing the distribution for the four informants along the Hasanuddin-Petrosea road are as follows:

##### *a) Vehicle Workshops*

According to informant 1, the distribution process for the workshop business has become more flexible, with an increasing number of customers. The improved road infrastructure has made the distribution process smoother, helping with business accessibility. The road improvement has positively impacted the workshop's distribution and helped attract more customers.

##### *b) Kiosks (Small Shops)*

The informants from several kiosk businesses revealed that the distribution process has improved as the population mobility increases, resulting in more customers. This has made the distribution process easier, helping with smoother business operations and an increase in distribution.

##### *c) Eating Stalls*

The eating stall owners in this study mentioned that the distribution process has improved due to increased daily mobility, which leads to more customers and easier distribution. The improved road access also facilitates food deliveries and other business activities, further enhancing the distribution of their products

#### *4.2.3 Discussion of the Income Conditions of the Community Around Hasanuddin-Petrosea Road*

Income indicators are crucial for assessing the success of an economic activity. Income indicators have also shown improvement, with smoother buying and selling processes leading to higher incomes (Dumatubun, Rerung, & Nusa, 2024). The income earned by a business owner depends on the number of working hours and the hourly wage received. The increase in customers has positively impacted entrepreneurs along the Hasanuddin-Petrosea road. This study found that the income of people along the road varies, including those who own businesses and those who do not but have other jobs. The factors increasing the income of informants along the Hasanuddin-Petrosea road are:

##### *a) Vehicle Workshops*

Based on interviews with the workshop owners, the improvement in the Hasanuddin-Petrosea road infrastructure has had a positive effect on their business by facilitating labor production processes and distributing the labor effectively. This has led to a stable increase in income from both loyal and new customers, who come for both light and heavy repairs, as well as from the sale of motor oil. The road improvement has made it easier to recover capital compared to before the road was constructed.

##### *b) Kiosks (Small Shops)*

Based on interviews with one of the five kiosk business owners, the improvement in the Hasanuddin-Petrosea road infrastructure has had a positive effect on their business and increased their income. With better road accessibility and the increasing population mobility, kiosk owners are able to meet the needs of the local community by stocking products that maintain consistent sales and income stability.

##### *c) Eating Stalls*

According to interviews with eating stall owners, the improvement in road infrastructure has positively affected their business. The improved accessibility has attracted more customers, increasing their income as a result.

## **5. Conclusions**

The improvement in the Hasanuddin-Petrosea road infrastructure has had a very positive impact on the production activities of businesses in the surrounding area. The distribution conditions of businesses along the Hasanuddin-Petrosea road have improved since the road infrastructure upgrade. This is proven by the majority of respondents in this study, who have experienced the same. The income conditions of

the people along the road have also increased due to the road improvements. The community has seen a rise in income levels.

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