

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 aimed 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 observations, 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 the infrastructure development.

Results: The findings indicate a significant positive impact on the local economy of the area. Most respondents reported increased production capacity, smoother distribution processes, and higher income levels following road improvements. Improved accessibility has stimulated the growth of small businesses, such as workshops, food stalls, and kiosks, along the upgraded road segment.

Conclusions: The improvement of Hasanudin–Petrosea Road infrastructure has positively influenced local economic activities by enhancing production efficiency, supporting the distribution of goods, and increasing the household income. It has also encouraged the development of small businesses along the corridor. To sustain these benefits, continuous infrastructure maintenance and integrated economic planning are necessary to ensure the long-term prosperity of local communities.

Limitations: This study was limited to one geographic location and a relatively small sample size, which may not fully reflect the broader regional impact. The analysis also does not address the long-term sustainability or maintenance aspects.

Contribution: This study adds to the literature on infrastructure-led local economic development by providing empirical evidence on how improved road access stimulates production, distribution efficiency, and income while serving 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. Infrastructure is a primary public facility that drives the economy of a country. Infrastructure is crucial for the economy of any region, and good infrastructure has a positive impact on the local community (Khurriah & Istifadah, 2019). Infrastructure supports economic activities and the smooth distribution of goods and services. 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 (Setyowati, Malik, & Suliswanto, 2024). The infrastructure sector is vital for 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 processes.

Development is strategic in supporting the improvement of public welfare and economic growth in Indonesia. Economic growth is an indicator used to assess the results of development and determine the direction of future development (Arga et al., 2022). Positive economic growth indicates economic improvement, whereas negative growth indicates a decline. Smoother transportation will lead to increased movement of people and goods. This, in turn, will stimulate population growth (Iriyena, Naukoko, & Siwu, 2019). Population growth spurs 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, nation, and state, as well as facilitating the distribution of goods. Roads are 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. Therefore, 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; and (5) roads have become easier to traverse (Ompusunggu, 2019).

The Mimika District Government has undertaken various road infrastructure projects to open access to previously difficult-to-reach areas. As of 2016, the total length of roads in the 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 these, 345,951 km of roads are in good condition, and 328,207 km of these roads are asphalted. The Hasanuddin-Petrosea road infrastructure in the Mimika District was built to be accessible to both the local community and the government. Highways are essential for supporting human life and activities and serve as benchmarks for regional and national development (Lubis & Rosyad, 2024). Roads are critical facilities 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 to 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 good transport service infrastructure. Without adequate transportation services, key sectors will remain underdeveloped, and unlocking their potential will be difficult. Previously, the Hasanuddin-Petrosea road was unsuitable 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 upgraded the Hasanuddin-Petrosea road infrastructure to ensure a broad access road, making it an effective route to the airport.

Additionally, infrastructure planning is being conducted for the governor's office along the Ujung Irrigation Road. Therefore, the Mimika District Government has aggressively developed and improved 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 the 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 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 this road. This area has become increasingly populated with settlements, shophouses, street vendors, Pertamina (small fuel stations), eateries, distribution warehouses, traffic police offices, clinics, workshops, and cafes. 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 the Mimika District.

2. Literature review

2.1 Development

Development is a process that brings 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 in a social and economic system that is determined by the will of a nation (Kiwang & Arif, 2020). In a broader sense, development encompasses multidimensional aspects, including economic growth, social welfare, political stability, cultural preservation and environmental sustainability. Economic development is often seen as the most visible indicator, reflected in the increase in per capita income, employment opportunities, and industrial productivity. However, development is not only limited to material progress; it also involves human development, such as improvements in education, health, and access to basic services that enhance quality of life. Socially, development seeks to reduce inequality, eradicate poverty, and strengthen social cohesion through the equitable distribution of resources. Politically, it aims to establish democratic governance, transparency, and public participation in decision-making. From a cultural perspective, development should respect local values and traditions while adapting to global changes, ensuring that modernization does not erode national identity. Furthermore, sustainable development highlights the importance of balancing economic progress with environmental preservation, ensuring that natural resources are used wisely for present and future generations. Therefore, development is not merely about rapid economic growth but rather about creating a holistic transformation that supports resilience, inclusivity, and long-term prosperity for society as a whole.

2.2 Road Infrastructure

In economics, infrastructure is a form of public capital that includes public roads, bridges, drainage systems, and other investments made by the government (Zulekha & Muhsin, 2020). Infrastructure is a system that supports social and economic systems, which simultaneously connects environmental systems and can be used as a basis for policy-making. 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). From a developmental perspective, infrastructure is the backbone of development. Infrastructure is a facility that can impact the fulfillment of the needs of the surrounding community. The infrastructure system can be defined as facilities, 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 the land and water transportation infrastructure. In summary, a road is a land transportation facility that includes traffic signs and supporting facilities. Road connectors, such as bridges, road width, road quality, and road barriers, are also included.

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

- 1) Opening access or entry from one region to another is referred to as the function of land access. This function is essential for increasing regional GDP and reducing the number of underdeveloped areas.
- 2) Serving the local community (community service function). In this function, roads provide services for distributing products, marketing, and other economic activities.
- 3) Providing services for long-distance transportation and inter-city travel, which function 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 infrastructure availability. Infrastructure plays a significant role in accelerating national economic growth. According to some sources, infrastructure is one of the main driving forces of 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, ultimately leading to economic growth. More efficient infrastructure can lower transaction costs, improve market access, and increase the average income of the population (Hutauruk, 2021). Infrastructure accessibility 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 processes. Infrastructure serves social and economic systems and connects environmental systems within a society. Infrastructure availability influences social and environmental systems. Social and economic systems are influenced by the availability of infrastructure. Therefore, it is essential to understand infrastructure as the basis for effective 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, including electricity, telecommunications, clean water supply, sanitation, waste disposal, and gas, is crucial for supporting the economy. Social infrastructure includes education and healthcare. Good infrastructure reduces production, transportation, communication, and logistics costs, increases production, and enhances business profits, all of which 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 the income and

welfare of local communities. Infrastructure development absorbs a large amount of labor, which affects economic growth. Moreover, an increased labor force raises per capita income.

The availability of adequate infrastructure leads to greater efficiency in the business world, and the investments obtained will continue to increase in the future. Infrastructure availability is a key requirement for high-quality development. With this infrastructure, the local economy can function smoothly, thus increasing the income of the community. When the community's income increases, it automatically raises 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 community 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. The availability of road networks will open 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 economy. Improvements in road infrastructure can stimulate economic growth by increasing mobility, providing access to markets, and enhancing the efficiency of the distribution of goods and services. 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 require.
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 in the region.
5. **Increased Business Competitiveness:** Good road infrastructure allows companies to operate more efficiently and competitively, thereby attracting more customers and increasing revenue

3. Research Methodology

This study used a quantitative approach with descriptive research. Data were collected through field observations, 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. The research instrument was a structured questionnaire containing economic variable indicators. The data collected were analyzed quantitatively using a descriptive statistical approach to describe the trends in economic activity changes in the community before and after road development. Additionally, a comparative analysis was conducted to identify significant changes in the studied variables.

To strengthen the reliability of the research, multiple stages of data collection and validation were performed. Field observations were conducted before and after road improvement to capture physical changes in infrastructure and their direct influence on community mobility. Documentation such as government reports, statistical records, and development planning documents were also reviewed to provide secondary data that complemented the primary findings. The questionnaire was designed with both closed and open-ended questions to gather measurable data and qualitative insights regarding community perceptions of economic changes. The sample was carefully determined to represent diverse

socioeconomic groups living along the road corridor, including small traders, transportation service providers, and household units. This selection allowed the research to cover different perspectives and levels of economic impact in the selected countries. Purposive sampling ensured that only individuals directly affected by the road project were included, thus improving the accuracy of the findings. To minimize bias, the questionnaire was pre-tested with a small group before the final distribution, and adjustments were made based on clarity and relevance of the questions.

For data analysis, descriptive statistics, such as frequencies, percentages, and mean scores, were applied to interpret the patterns of change in production, distribution, and income levels. Comparative techniques were employed by comparing pre- and post-infrastructure improvement conditions, which enabled the identification of specific variables that experienced significant changes. Graphical presentations in the form of charts and tables were also prepared to visualize the trends more clearly. Ethical considerations were addressed, ensuring that respondents participated voluntarily and that their responses remained confidential. Respondents were provided with a clear explanation of the study's purpose, and their consent was obtained prior to the data collection. The methodology was thus structured to combine accuracy, reliability, and ethical responsibility in analyzing the socioeconomic effects of infrastructure development.

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 business activity duration. 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 were relatively mature and experienced entrepreneurs. In terms of gender, most of the respondents were male (eight respondents), while only two respondents were female, reflecting male dominance in the business world in this area. The respondents in this study were randomly selected by the researcher.

Table 1. Respondent Information

Age	Gender	Education Level	Length of Business Experience
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 had varied educational backgrounds, ranging from elementary school, junior high, and high school to bachelor's degrees. The majority of respondents had a high school education (seven respondents), which indicates that they had sufficient education to support their business activities. However, some respondents only completed elementary or junior high school, showing that they are still able to run businesses despite having lower formal education. Only one respondent had a bachelor's degree, reflecting that higher education is also present among entrepreneurs, although in smaller numbers. In terms of business experience, respondents had varying lengths of experience ranging from 1 to 10 years, with most having between 3 and 7 years of experience. This suggests that the majority of respondents are relatively experienced in business, although some respondents 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 of the business world in this region, which 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.

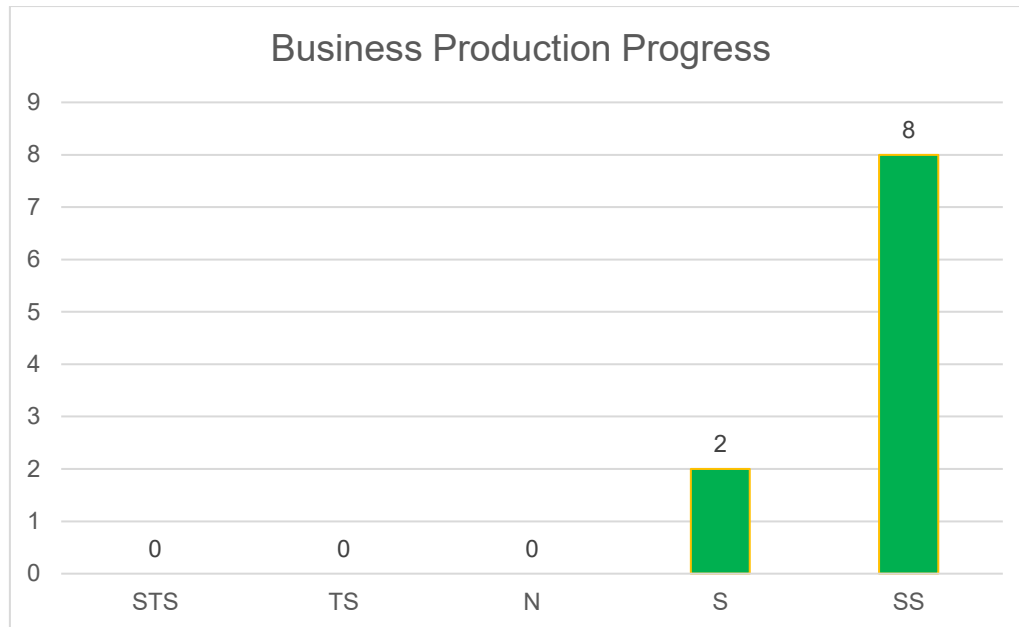


Figure 1. Business Production Progress of Respondents
Source: Primary Data 2025

The impact of the construction of the 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 on the community. Two respondents rated "Agree" (S), while eight respondents rated "Strongly Agree" (SS), showing that the majority felt that road construction had a very positive impact. 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, 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.

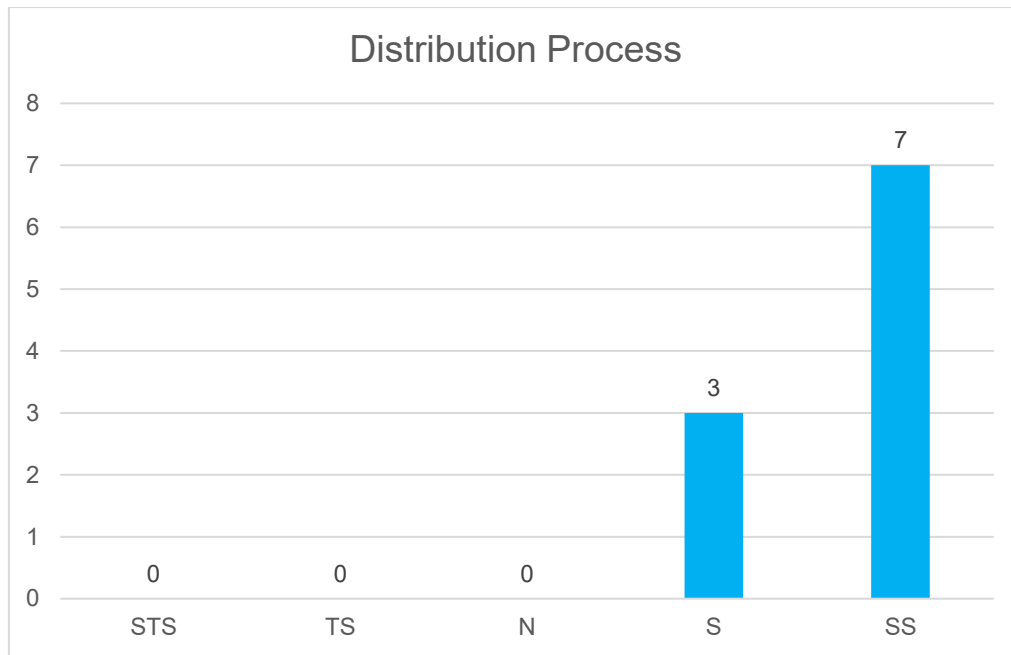


Figure 2. Distribution Process of Respondents' Businesses
Source: Primary Data 2025

The impact of the distribution of the Hasanuddin-Petrosea Road in Timika shows a very positive effect on the community, especially in facilitating the flow of goods and services. Based on the assessment results from the respondents, none of them gave "Strongly Disagree" (STS) or "Disagree" (TS) responses, indicating that the community does not perceive the construction of this road as detrimental. 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. 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 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.

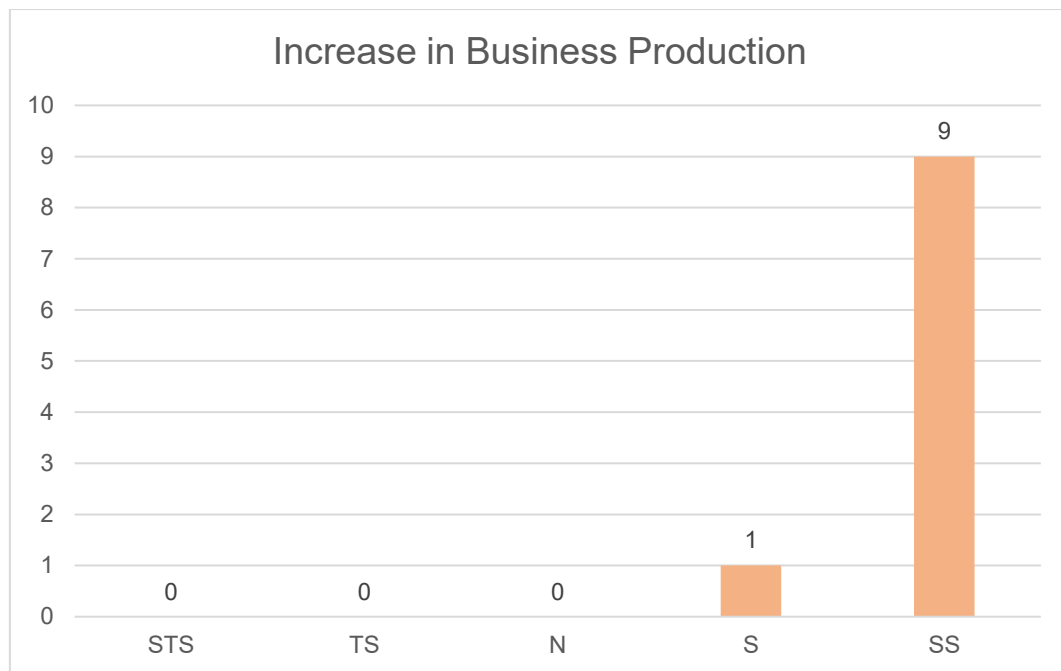


Figure 3. Increase in Business Production of Respondents
Source: Primary Data 2025

The income generated from the construction of the Hasanuddin-Petrosea Road in Timika has had 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 road construction did not negatively impact 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 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, improvements in road infrastructure have facilitated labor mobility, which, in turn, has opened up new job opportunities and increased 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 the existing economic activities.

4.2 Discussion

Based on the analysis results, 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. Production, distribution, and income have all shown improvements in a better direction after the construction of the Hasanuddin-Petrosea road infrastructure. The development of this infrastructure is considered beneficial to the local community's economy, as seen from direct observations at the research site, interviews with various informants, and 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 developing new products. The smoothness of production is also facilitated by the improved accessibility experienced by business owners, making it easier to bring essential goods. In a production process, input in the form of production factors, such as tools and 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 mechanics perform work to provide vehicle repair and maintenance services. A general vehicle workshop functions to fix, repair, and maintain motor vehicles so that they

meet technical standards and are roadworthy (Kurniansyah, Nurzainul, & Djoko, 2023). The improvement of the Hasanuddin-Petrosea road infrastructure has positively impacted vehicle repair businesses along the road. To further improve the productivity of vehicle repair businesses, the following supporting factors should be considered:

1. Strategic Location: The Location: Easily accessible by customers, making it attractive to those seeking workshops.
2. Experienced Mechanics: Skilled mechanics can quickly diagnose vehicle issues, reducing repair time and enhancing 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 required.
5. Work Motivation: Committed service to the job.
6. Customer Loyalty: Many regular customers.

The workshop research along the Hasanuddin-Petrosea road includes Informant 1, with two 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..

b) Small Shops (Kiosks)

Small businesses are productive economic enterprises that are independently operated 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 positively impacted the kiosk owners along the road. The increased productivity of kiosks along the road is supported by several factors.

1. Strategic Sales Location: 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, and bottled water.
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-term regular customers.

In this study, there are five 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.

c) 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, and Padang stalls. 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. 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 and tourists.
2. Product Quality: Paying attention to the freshness of the ingredients sourced from the market.
3. Affordable Prices: The prices of the food served to customers are reasonable.
4. Customer Loyalty: Many customers have become regulars due to the proximity to their workplaces.

The research on eating stalls along the Hasanuddin-Petrosea road involved Informant 3, consisting of two eateries. According to one of the informants, daily business at the eating stalls has increased with 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 significant 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. Improved road infrastructure has made the distribution process smoother, helping with business accessibility. 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 improved as population mobility increased, resulting in more customers. This has made the distribution process easier, helping with smoother business operations and an increase in distribution volume.

c) Eating Stalls

The food stall owners in this study mentioned that the distribution process improved due to increased daily mobility, which led 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 economic activities. Income indicators have also improved, with smoother buying and selling processes leading to higher income (Dumatubun, Rerung, & Nusa, 2024). A business owner's income depends on the number of working hours and the hourly wage received. The increase in customers positively impacted the 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 as follows:

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 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, and from the sale of motor oil. 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 positively affected their business and increased their income. With better road accessibility and increasing population mobility, kiosk owners can meet the needs of the local community by stocking products that maintain consistent sales and income stability.

c) Eating Stalls

According to interviews with food stall owners, improvements in road infrastructure have positively affected their businesses. The improved accessibility has attracted more customers, increasing their income.

5. Conclusions

The improvement in the Hasanuddin-Petrosea road infrastructure has had a positive impact on the production activities of businesses in the surrounding area. The distribution conditions of businesses along the Hasanuddin-Petrosea road improved after 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 road improvements. The community has witnessed a rise in income levels.

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