ANALYSIS OF PRIORITY SEQUENCE DETERMINATION OF REGENCY ROAD MAINTENANCE IN MERANGIN REGENCY

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ABSTRAK

Process of priority sequence determination of regency road maintenance in Merangin Regency is preceded by several planning phases by Local Services or Agencies and Local House of Representative. Those phases includes preparation of Work Plan Draft of Department of Public Works, preparation of Preliminary Draft of Local Government’s Activity Plan by Planning Agency for Local Development, and embracement of people’s aspirations by the Local House of Representative of Merangin Regency with their own distinctive criteria and priorities. This makes it difficult to the determine priority sequence of road maintenance at regency level. Hence, a method capable of accommodating proposals of Services or Planning Agencies and the Local House of Reprepresentative is required.

This purpose of the present research was to analyze and find criteria and priority sequence of regency road maintenance by means of Analytical Hierarchy Process (AHP) Method. Object of the research was road segments proposed for routine and periodic maintenance by Department of Public Works, Planning Agency for Local Development and the Local House of Representative of Merangin Regency. Secondary data was collected by literatur review and document collection. Primary data was obteined through two phases of questionnaire administration, namely questionnaire of criteria determination and questionnaire of hierarchical paired comparison determination.

Result showed that criteria for routine maintenance were population (0,2741), LHR (0,1986), economic potential (0,1433), road condition (0,1195), number of public and social facilities (0,0935), road hierarchy (0,0705), number of utilization (0,0543) and number of public transportation routes (0,0461). While criteria for periodic maintenance were population (0,2191), road condition (0,2062), LHR (0,1715), economic potential (0,1631), road hierarchy (0,0755), number of public and social facilities (0,0614), number of utilization (0,0571) and number of public transportation routes (0,0463). Based on available budget, 16 of 33 road segments were routinely maintained, whereas 8 of 26 road segments were periodically maintained. With AHP method, number and length of road segments to be maintained were higher than with existing method as currently employed in Department of Public Works, Planning Agency for Local Development and the Local House of Representative of Merangin Regency.

Keywords : AHP, Merangin Regency, road maintenance, priority sequence
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