ABSTRACT

The rapid progress in the field of transport is a demand from the need for transportation facilities and infrastructures for transport or to move goods and people. The existence of adequate facilities and infrastructure to make the transport or transfer of goods and people become more fluent, so the distance is not a barrier. One of the road connecting the city of Surabaya and Malang is Siring-Porong highway. Siring connecting road conditions and Porong currently not very good, as a result of the Sidoarjo mud disaster LAPINDO make connecting road is not functioning optimally. Like the current conditions is certainly needed another alternative way of Arterial Roads Development Britain Siring-Porong.

Construction of arterial road-highway Siring Porong also require analysis to determine the feasibility of the construction of the road. This is because the cost is not small, so that can know what is the cost of government comparable to the benefits and losses are obtained. To analyze the benefits and disadvantages of the method used Benefit Cost Ratio (BCR) by calculating the benefits and losses are obtained and compared with the total cost of initial construction of which was built by the government. These benefits are vehicle operating cost savings, saving time value, economic improvement and for those losses is the loss of agricultural crop production and loss of residential arterial roads.
around the old. For the cost of maintenance is the cost of repairing roads or Overlay.

From the results obtained by analysis of the total value of benefits (benefits) of Rp 181,323,706,879,056, disbenefit value of Rp 245,299,691,520.00, while the total value of Rp 38,863,409,364.69 operational maintenance, while the value of the total cost of Rp 170,378,738,000.00. BCR value of benefits and costs of construction of Arterial Road-Porong Siring Kingdom of the analysis amounted to 0.61 if not calculation development economics is arround Arteri road. Based on the results of sensitivity analysis by reducing the variable number of LHR by 50% values obtained with the BCR of 0.1 and a rise in interest rates to 12% obtained the value of BCR for 0.94 which means the project feasibility is not affected to the changes in sensitivity.

**Keywords**: Cost benefit analysis, road construction, road-Porong Siring Great Arteries