
The Impact of the Sei Alalak I Bridge Development Project on the Social and Economic Life of the People of Alalak Utara Village, Banjarmasin City

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Abstrak

Pembangunan infrastruktur memberikan peranan yang sangat penting untuk memacu pertumbuhan ekonomi, satu diantaranya yaitu pembangunan jembatan Sei Alalak 1. Namun, dalam proses pembangunannya memerlukan waktu yang relative lama sehingga hal ini dapat memberikan dampak terhadap masyarakat. Tujuan penelitian ini yaitu mendeskripsikan Dampak Proyek Pembangunan Jembatan Sei Alalak I Terhadap Sosial Ekonomi Masyarakat di Kelurahan Alalak Utara. Penelitian ini menggunakan pendekatan kualitatif dengan metode deskriptif. Teknik pengumpulan data dilakukan dengan observasi, wawancara dan dokumentasi. Analisis data menggunakan reduksi data, penyajian data dan penarikan kesimpulan. Uji keabsahan data menggunakan perpanjangan pengamatan, meningkatkan kecermatan dan triangulasi (sumber dan teknik). Hasil penelitian : Dampak sosial ekonomi masyarakat di Kelurahan Alalak Utara berupa bantuan atau ganti rugi dari pemerintahan terhadap pembangunan jembatan ini karena diketahui dalam pembangunannya menyebabkan beberapa rumah masyarakat menjadi retak. Hal ini menimbulkan ketergantungan dalam masyarakat dengan adanya bantuan tersebut. Selain itu, beberapa pemilik usaha di sekitar jembatan mengaku usahanya menjadi lebih sepi semenjak ada proyek pembangunan karena jalan disekitarnya juga harus ditutup. Dengan diresmikannya Jembatan Sei Alalak 1, hal ini juga meningkatkan perekonomian masyarakat. Dampak lain yang dirasakan masyarakat sekitar adalah banyaknya debu yang cukup mengganggu aktivitas sehari-hari karena menyebabkan rumah menjadi kotor dan juga gangguan pada pernapasan.

Kata Kunci: Pembangunan Infrastruktur, Jembatan Sei Alalak 1, Dampak Sosial Ekonomi

Abstract

Infrastructure development plays a significant role in spurring economic growth, including constructing the Sei Alalak 1 bridge. However, the construction process requires a relatively long time, so this can impact the community. This study aims to describe the Impact of the Sei Alalak I Bridge Construction Project on the Socio-Economy of the Community in North Alalak Village. This research uses a qualitative approach with descriptive methods. Data collection techniques were carried out through

observation, interviews, and documentation—data analysis using data reduction, data presentation, and conclusion. Test the validity of the data using extended observations, increasing accuracy and triangulation (sources and techniques). Research result: The socio-economic impact of the people in Alalak Utara Village is in the form of assistance or compensation from the Government for the construction of this bridge because it is known that the construction caused several community houses to crack. This creates dependence in the community on the existence of such assistance. In addition, several business owners around the bridge admitted that their businesses had become quieter since the construction project started because the roads around it had to be closed. Therefore, the inauguration of the Sei Alalak 1 Bridge will also improve the community's economy. Another impact felt by the surrounding community is the amount of dust which is quite disturbing to daily activities because it causes the house to become dirty and also causes breathing problems.

Keywords: Infrastructure Development, Sei Alalak 1 Bridge, Socio-Economic Impacts

INTRODUCTION

Infrastructure is a physical development or development which can be seen, for example, in the development of infrastructure facilities that can provide services to the community, such as in terms of productive economic activity, social services, community social activities, and increasing accessibility in realizing economic linkages between regions (Amar et al., 2018). Several programs can be developed to build infrastructure in an area, such as bridges, paved roads, clean water facilities, and other developments. Infrastructure, often referred to as means and infrastructure, has a solid connection with social welfare, environmental quality, and economic growth in the regional area. This is, of course, shown because there are indications that regions with a complete system of facilities and infrastructure will be better and have a better level of environmental quality of social welfare, environmental quality, and economic growth (Silfiana, 2018).

One of the essential infrastructure developments is the bridge. This is because bridges are so helpful in influencing the community's economy in an area with many rivers. Therefore, with the bridge, it is hoped that it will help the surrounding community's economy. Having adequate infrastructure is needed along with the needs of the community, which are so complex as the need for transportation facilities in Banjarmasin, which is the center of economic, educational, trade, health, and other activities (Subiyakto et al., 2004).

One of the ways to overcome traffic congestion is by revamping existing infrastructure, for example, by widening roads, constructing freeways, and repairing or building bridges because Banjarmasin is a city with the most rivers. The development carried out by the Banjarmasin City government to encourage the surrounding community's economy is the construction of the Sei Alalak Bridge. The Sei Alalak 1 Bridge is a bridge that connects the City of Banjarmasin and the District of Barito Kuala. The construction of the Sei Alalak 1 Bridge was carried out to provide benefits in limiting the number of traffic jams. Based on the construction of the Sei Alalak bridge has had an impact on the community.

METHOD

This research uses a qualitative approach with descriptive methods. It describes the actual state of the phenomenon under study during the research. Data was collected through stages and observation on the South Alalak river's banks, where tanggui artisans' activities were located in RT 1 and 2 of Alalak Selatan Village (Sugiyono, 2018).

Interviews were conducted with the Lurah, head of the RT, and specifically with the community around the Sei Alalak 1 Bridge, North Alalak Village, Banjarmasin City. The data analysis technique used in this study is an interactive model, including data reduction according to the research objectives and data presentation in the form of descriptions supported by pictures. Data validity with source, technique, and time triangulation. Triangulation sources with different sources, namely tanggui artisans and economic actors. Triangulation with different techniques: observation data matched with interview results and proven by documentation. Time triangulation was carried out at different times, namely in the morning, afternoon, and evening. This was done to obtain data regarding the social and economic impacts on people's lives in Ward Alalak Utara city of Banjarmasin (Rijali, 2019).

RESULTS AND DISCUSSION

Infrastructure development plays a significant role in spurring national and regional economic growth, reducing unemployment, alleviating poverty, and increasing people's welfare. Therefore the Government is committed to continuing to increase infrastructure development because the availability of reliable infrastructure is essential to support economic activity and business growth (Hakim, 2017). However, some of the problems in the national construction service sector itself include construction workers who do not yet have proportional competence following the increase in the budget, the competence, and quality of business entities as service providers in Indonesia, as well as policies and arrangements to support various efforts to accelerate development.

Building the Sei Alalak 1 bridge takes about two years and eight months, so this can impact the public. The Sei Alalak 1 Bridge was built with a length of 850 meters curved by crossing the Barito River, located in the City of Banjarmasin, South Kalimantan. The bridge built to replace the Tangi 1 Wooden Bridge has modern technology and is estimated to last up to 100 years. However, the construction process took almost three years due to several constraints, including the Covid-19 pandemic.

In general, in the construction process of the Sei Alalak Bridge, 40% of the budget is allocated for the construction of the bridge foundation due to its geographical location on soft soil. The City of Banjarmasin, especially the Alalak Utara Village, where the bridge was built,

is dominated by soft soil and requires a reasonably firm foundation. Materials for the construction were also sent at hours with a light traffic flow to avoid long traffic jams that impact the comfort of people driving on the road. Therefore this impacts the social and economy of the community around the development project where the surrounding roads must be closed to the general public and specifically used to support the smooth running of the bridge construction project.

Development infrastructure The social impact caused by the construction of the Sei Alalak 1 Bridge on the people of the Alalak Utara sub-district, one of which was experienced by the old and new communities, namely their dependence on bridge construction, such as assistance programs. The assistance provided by the Government for the construction of the Sei Alalak Bridge has its criteria. The nominal given also follows the criteria set based on the distance of land or buildings from the location where the bridge is being built.

Apart from dependence on government assistance for constructing the Sei Alalak 1 Bridge, another social impact is the transfer of land functions so that the lands assessed follow the location criteria. So some people experience eviction of the land they own. However, from the evictions, the surrounding community is still being compensated for the land they own. This is what makes land conversion not create a contra in the community, and this situation instead gets positive support from the surrounding community. On average, the community supports the construction of the Sei Alalak Bridge on their land, which has been given commensurate compensation. The compensation provided by the Sei Alalak Bridge project is not only given to people who have experienced land conversion. This compensation is also given to people who have experienced the impact, especially damage to their buildings. However, in compensating for building damage, the project party confirms and negotiates with the affected communities.

Another social impact experienced by affected communities during the construction process of the Sei Alalak 1 Bridge was transportation congestion due to the closure of the main road, so the road was diverted to the Alalak 2 Bridge or an alternative route. Unfortunately, this route cannot accommodate traffic flow from two directions which is quite dense, resulting in severe congestion on alternative routes, significantly since the Sei Alalak Bridge construction process was delayed due to the floods that hit South Kalimantan. This road diversion causes traffic jams that take up to 1 to 1.5 hours, depending on the means of transportation used. For example, motorcyclists will spend about 1 hour while 4-wheeled drivers or transportation equipment such as trucks, buses, and others will take 1.5 hours stuck

in traffic. This condition will be worse in the morning and evening. This is because the morning and evening are busy hours for local and outside communities who use road diversions as access, where the morning is the time to go to school and work while the afternoon is the time to go home.

The problem of congestion that can not accommodate the community road users, this alternative certainly interferes with their mobility in carrying out their daily activities. So time management in using the road during the Sei Alalak 1 Bridge construction process is essential. Moreover, congestion is a condition often in big cities where the population increases yearly, resulting in a large volume of vehicles. Therefore, road traffic congestion poses a challenge for each region which is caused by inadequate traffic infrastructure (Rahmat & Ishak, 2020).

The bridge construction project generates quite a lot of dust and disrupts the activities of the surrounding community. The reason is that what is produced from this development project is not only dust but small pebbles which, of course, will hurt if they hit the limbs and can cause damage to the roof of the building when exposed to strong winds. Not only dust but the bridge construction project also caused quite a strong vibration for the surrounding area. This intense vibration is caused by heavy equipment and the casting process, so the surrounding community also suffers from this vibration. This vibration caused many buildings in the vicinity and buildings owned by residents to crack or be damaged. There were even some people who were worried that their buildings would collapse (Ananda et al.,

The dust generated from the development will impact public health physically and mentally. The physical health condition in which a person does not feel pain and clinically does not have the disease, and the performance of all body organs is average without any disturbance of body function. A healthy physical condition can be seen in a person's body that does not feel or complain of pain. Even when viewed objectively, it does not appear to be sick. (Maryani, 2010). According to Karl Menninger, mentally healthy individuals can hold back, show intelligence, behave tolerant of other people's feelings, and have a happy attitude towards life. The research results also supported this study by Ika Dharmayanti et al. in 2018. With a cross-sectional design, the results of this study show that unsafe, uncomfortable, and unacceptable living conditions can affect people's mental health.

The inauguration of the Sei Alalak Bridge also caused changes in people's behavior patterns. Where did the emergence of social deviations such as theft by "unscrupulous elements" and the discipline of the surrounding community begin to decrease? This theft was marked by several lighting lamps on the Sei Alalak Bridge, which began to go out and could not be repaired because the utility cables disappeared. Only now, the mastermind behind the

**Doni Gunawan, Bambang Subiyakto, Muhammad Rezky Noor Handy,
Rusmaniah, M. Ridha Ilhami**

theft of these cables has been identified, while procuring utility cables takes quite a long time. However, the local Government has taken another precaution by installing CCTV to monitor suspicious movements along the Sei Alalak Bridge. Not only that, the Government asks for cooperation with the surrounding community to monitor and report if suspicious activity is observed. This theft phenomenon then becomes a "scourge" and begins to result in mutual distrust of one another. Meanwhile, the lack of discipline in the local community is marked by the users of the Sei Alalak Bridge no longer obeying the traffic rules that have been set. As a result, traffic violators are often encountered (Abdulsyani, 2012; Khairuddin, 1992).

The social impact resulting from the construction of the Sei Alalak Bridge for affected communities (old and new) is in the form of a culture of dependence on assistance from the Government. This happened because job opportunities to stabilize the household economy was disrupted, so in rebalancing affected communities, assistance was used to strengthen their economy. The assistance expected by the community is limited to economic assistance and employment opportunities. Apart from that, the subsequent impact was the transfer of land use or the eviction of privately owned land used for the construction of the Sei Alalak 1 Bridge; this activity has yet to create a significant impact to date for the affected communities. In converting the function of community land, compensation is given the following criteria: distance, land area, and building damage. This makes the community provide positive support for the bridge construction process. Not only that, other social impacts are community activities being disrupted due to dust and vibrations resulting from the bridge construction process, as well as changes in people's behavior patterns that are no longer disciplined or obey the rules and the emergence of deviant behavior, namely theft.

CONCLUSION

The surrounding communities affected by the development can be categorized into two types, namely the old community where this community lives and has economic activities around the old route, which was used as the main route before the construction of the Sei Alalak bridge 1. The second type of affected community is the new community or the people who live and have economic activities around the Sei Alalak 1 Bridge, which has been inaugurated and is currently used as the main transportation route. The impact felt by these two types of society is very different.

Economic impact, the inauguration, and using the Sei Alalak 1 bridge are detrimental to the old community. Their economic activities are disrupted, and customers decline because their territory is no longer the main route. At the same time, this is very profitable for the new community because the inauguration and use of the Sei Alalak Bridge 1 increase their

economic activity. After all, many customers come. Some new residents are also involved in development projects to create jobs and strengthen the household economy. The social impacts arising from the construction of the Sei Alalak Bridge include dependence on assistance from the Government; this can occur as one of the goals of the affected community for household prosperity because the construction of this bridge disrupts their activities, then land conversion where many people support or give a positive response because the feedback they get is also following what they expected or sacrificed, dust, vibrations, and patterns of people's behavior that are starting to change, for example, namely no longer obeying traffic signs (Hati, 2018);(Siam, 2021).then land conversion where many people support or give positive responses because the feedback they get is also following what they expect or sacrifice, dust, vibration, and patterns of community behavior that are starting to change, for example, namely no longer obeying traffic signs (Heart, 2018);(Siam, 2021). then land conversion, where many people support or give positive responses because the feedback they get is also following what they expect or sacrifice, dust, vibration, and patterns of community behavior that are starting to change, for example, namely no longer obeying traffic signs (Heart, 2018);(Siam, 2021).

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**Doni Gunawan, Bambang Subiyakto, Muhammad Rezky Noor Handy,
Rusmaniah, M. Ridha Ilhami**

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