



THE INFLUENCE OF SOCIAL FACTORS AND ECONOMIC FACTORS ON THE PRESENCE OF OVERDIMENSIONAL AND OVERLOADING VEHICLES ON THE JAKARTA CIKAMPEK INDONESIA TOLL ROAD

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ABSTRACT

Abstract— Objective: The aim of this research is to determine the influence of social factors and economic factors on the presence of overdimensional and overloading vehicles on the Jakarta Cikampek Indonesia Toll Road. **Theoretical framework:** This study refers to a theoretical framework related to the influence of social factors and economic factors on the existence of overdimensional and overloading vehicles. By integrating these theoretical perspectives, this research seeks to comprehensively analyze social and economic factors regarding the existence of overdimensional and overloading vehicles and offer practical solutions to overcome the identified problems. **Method:** This study uses quantitative research based on positivism to investigate predetermined populations on the Jakarta Cikampek Indonesia Toll Road. The sample size is 30 respondents, and data is collected using probability or random sampling. The study aims to test hypotheses and analyze causal relationships between independent and dependent variables. Data collection involves summarizing, determining main problems, focusing on important issues, and eliminating unnecessary items. **Results:** The study found that both social and economic factors positively influence the level of overdigestion and overloading in the workplace, indicating a positive relationship between these factors. **Conclusion:** There is a positive influence from social factors and economic factors on the presence of overdimensional and overloading vehicles on the

Jakarta-Cikampek Toll Road.

Keywords— Social Factors, Economic Factors, Overdimensional, Overloading Vehicles, Jakarta
Cikampek Indonesia Toll Road

INTRODUCTION

The Jakarta-Cikampek toll road infrastructure, as one of the main transportation routes in Indonesia, is witnessing rapid economic development and community mobility. In recent years, the presence of overdimensional and overloaded vehicles on this toll road has become a major concern because of its impact on road safety, infrastructure and transportation sustainability. This research will review in depth the influence of social and economic factors on this phenomenon, with a focus on the context of the Jakarta-Cikampek Toll Road. The Jakarta-Cikampek toll road infrastructure not only functions as a vital node in the national transportation system, but also reflects the increasingly rapid pace of Indonesia's economic growth and community mobility. As an integral part of the main route connecting the capital city of Jakarta with Cikampek, this toll road is not only an inter-regional transportation corridor, but also a very significant means of distributing goods. In recent years, the phenomenon of the presence of overdimensional and overloaded vehicles on toll roads has attracted attention, raising serious concerns regarding its far-reaching impacts (Subiantoro, & Daraba, 2011); (Widodo, et al, 2021); (Rustam, et al, 2023).

This toll road has a central role in facilitating economic growth around the Jakarta and Cikampek areas. The rapid growth of these cities naturally increases the need for better connectivity, and these toll roads answer these demands by becoming the backbone of goods distribution and community mobility. In recent years, the presence of overdimensional and overloaded vehicles on this toll road has raised a number of serious problems. Not only does it endanger traffic safety, but it also has a negative impact on toll road infrastructure which can result in increased care and maintenance costs. Additionally, their impact on transportation sustainability is a major concern, as such vehicles can impede traffic flow and create a higher risk of accidents (Prayitno, et al, 2022); (Jaya, 2021).

This toll road, which connects the economic centers of Jakarta and Cikampek, reflects the importance of connectivity in supporting economic growth in the region. As a strategic toll road, it not only functions as a means of transportation between regions but also becomes the main corridor for the distribution of goods. Rapid economic growth around this region creates additional pressure on toll road infrastructure and raises new challenges related to the presence of overdimensional and overloaded vehicles (Agustin, & Hariyani, 2023). The Jakarta-Cikampek toll road is not just an ordinary toll road; it is the center of economic activity that connects the economic centers of Jakarta and Cikampek. The connectivity generated by this toll road is an important foundation in supporting rapid economic growth in the region. As a strategic toll road, its role goes beyond simply facilitating travel between regions, but also functions as the main corridor for the distribution of goods that supports supply chains and economic sustainability. Rapid economic growth around the Jakarta-Cikampek Toll Road area has created new dynamics in transportation infrastructure needs. Increased economic activity results in increased distribution volumes of goods, placing additional pressure on the capacity and efficiency of the toll road. In this context, the existence of overdimensional and overloading vehicles emerged as a response to ever-growing distribution demands (Adam, 2014); (Sari, 2016).

Significant economic growth in the area around the Jakarta-Cikampek Toll Road is one of the main factors influencing the existence of overdimensional and overloading vehicles. In an effort to meet the increasing demands for distribution of goods, companies may feel the need to use large-dimensional vehicles, which in turn can trigger problems related to road safety and

infrastructure. The study by Groho provides an in-depth look at the correlation between economic growth and the existence of overdimensional vehicles. The striking economic growth around the Jakarta-Cikampek Toll Road has had significant consequences for goods distribution patterns. As the main driving factor, this growth triggers an increase in the need for mass and efficient distribution of goods. In facing these demands, logistics and distribution companies are often encouraged to utilize large-dimensional vehicles. Although this decision may be aimed at optimizing the distribution process, in reality, it triggers a complex set of problems. Rapid economic growth creates an increasing need for distribution of goods. Companies around the Jakarta-Cikampek Toll Road must ensure that goods can be transported efficiently to meet growing market needs. In facing this challenge, the use of over-dimensional vehicles is an option that is considered effective for transporting larger loads in one trip, reducing delivery frequency, and increasing logistics efficiency (Groho, 2017).

Social factors, such as changes in lifestyle and people's mobility, also contribute to the existence of overdimensional vehicles. People who are increasingly urban and mobile may have a preference for vehicles that can meet their mobility needs more efficiently (Ruskandi, et al, 2021). Wahiddi's research discusses the role of social factors in the decision to use large motorized vehicles. Social factors are an important element that shapes people's views and decisions regarding the use of over-dimensional vehicles. Changes in people's lifestyles and mobility amidst rapid city growth and urbanization have encouraged the emergence of new preferences for vehicles that can meet mobility needs more efficiently. The contribution of these social factors to the phenomenon of overdimensional vehicles is the focus of the research outlined in Wahiddi's study. Changes in lifestyle and the mobility of an increasingly urban and mobile society have created the foundation for the development of preferences for vehicles that can accommodate these needs. People involved in urban routines and high mobility may consider overdimensional vehicles as an effective solution to minimize travel time and increase comfort (Wahyudi, et al, 2023).

The existence of overdimensional and overloaded vehicles not only has an economic and social impact but also has the potential to endanger the safety of road users and cause damage to toll road infrastructure (Arifaini, 2022). The study by Heravi, & Hajihosseini provides insight into the technical and safety impacts of oversized vehicles on toll roads. The presence of overdimensional and overloaded vehicles on the Jakarta-Cikampek toll road not only has an economic and social impact, but also has serious consequences for the technical and safety aspects of toll road infrastructure. An in-depth study conducted by Tang et al provides valuable insight into this critical impact. First of all, this study discusses the technical impact of overdimensional vehicles on toll road infrastructure (Heravi, & Hajihosseini, 2012); (Tang, et al, 2021). The use of vehicles that exceed standard dimensions can cause increased structural loads on toll roads, which can result in faster wear and damage. This includes increased stress on road surfaces, bridge structures, and other infrastructure components. This research details these technical impacts in detail and provides important information for planning the maintenance and development of toll road infrastructure (Al Hakim, 2015).

METHOD

The research method applied is quantitative research. Quantitative studies are based on the

philosophy of positivism and are generally used to investigate predetermined populations or samples. In this research, data collection was carried out using research instruments, and data analysis had a quantitative or statistical nature (Hutauruk, et al, 2022). The purpose of this quantitative research is to test hypotheses that have been previously established. (Sugiyono, 2017:8). In the following study, multiple linear analysis techniques were used. The aim of the following study is to obtain results from the causal relationship between the independent variable and the dependent variable. The independent variables, namely product attributes, include social factors and social factors and economic factors (X) as well as the dependent variable vehicle overdimensional and overloading (Y). The research design was carried out and applied by the researcher to make it easier to analyze the relationship between variables, so in the following study a research analysis model was designed based on the research objectives and hypotheses. The following research location was carried out on the Jakarta Cikampek Indonesia Toll Road. The research will be carried out in September 2023 until completion. In research, the unit of analysis is the main focus in data collection and statistical analysis to achieve predetermined research objectives. In the following study, the research population is road users consisting of approximately 700 people.

The sample is part of the number and characteristics of the population. In research, the sample is a subset or part of the population where research is to be conducted. The sample is determined to be representative to represent the general population. By using a representative sample, researchers can collect enough data to make generalizations about the population as a whole. Based on theory by Sugiyono (2017: 137), the sample is a subset or part of the number and characteristics of the population (Riyanto, & Hatmawan, 2020) . The following study uses a probability sampling or random sampling method, where sample selection is carried out randomly without special considerations. The number of samples in the following study is 30 respondents.

Based on a statement by (Margono , 2004: 67), the sampling technique is a method for determining the number of samples to be selected as the actual data source, by paying more attention to the selection of population characteristics and distribution in order to obtain a representative sample. (Sugiyono , 2015: 81) explains that the sampling technique is the process of taking samples. In the following study, a simple random sampling technique was used, which is a simple method in which sample members are taken randomly from the population without considering the similarities or strata found in the population. The following method is used when the members of the population are homogeneous.

In the following study, researchers used a sample of 30 users of the Jakarta Cikampek Indonesia Toll Road. Sampling was taken by taking 30 samples randomly to meet the minimum number of samples determined by the researcher. The data source is primary data. Primary data is data that is collected by the researcher himself directly from the data source. (Sugiyono, 2015:137). The primary data used in the following study was obtained by distributing questionnaires or what is usually called a questionnaire to users of the Jakarta Cikampek Indonesia Toll Road. In this research, the scale used is an ordinal scale. (Siregar , 2013:23) an ordinal scale is data that is categorized into levels starting from the highest level to the lowest level, or vice versa, using distance. The following study is to provide value with the answers given.

The variable itself should be measured using an instrument in the form of a questionnaire

with an ordinal scale which contains statements in the form of a Likert scale. Data collection techniques in the following study, researchers used data collection methods in the form of questionnaires or questionnaires (Darmawan, 2021). The questionnaire contains statements and questions addressed to users of the Jakarta

Cikampek Indonesia Toll Road. There are 2 forms of statements on an ordinal scale, namely positive statements and negative statements. Positive statements are given a score of 1, 2, 3, 4, and 5, while negative statements are given a score of 5, 4, 3, 2, and 1. The forms of answers on an ordinal scale include strongly agree, agree, neutral, disagree and strongly disagree. Data collection is a stage that involves collecting primary and secondary data in a study. Data collection is a very important stage because the data is being collected and will be used to solve research problems or to test hypotheses that have been previously formulated. Siregar (2013:17) Data collection techniques are methods generally used by researchers to collect data. related to the research problem being carried out. In the following study, researchers used a data collection method in the form of a questionnaire. The questionnaire contains statements and questions addressed to users of the Jakarta Cikampek Indonesia Toll Road. the process carried out after data from all respondents or other data sources has been collected (Sugiyono, 2015: 147) At this stage, the data is reduced by summarizing, determining the main problem, focusing on important issues, looking for relevant themes and patterns, and eliminating unnecessary things (Sugiyono, 2011:338)..

RESULT and DISCUSSION

Characteristics of Respondents based on age Characteristics of respondents based on age, namely < 30 years, 30 – 40 years and > 40 years. The number of respondents aged < 30 years was 25 respondents with a percentage (39%), then aged 30 - 40 years were 25 respondents with a percentage (39%), and 15 respondents with a percentage (22%) aged > 40 years. Characteristics of Respondents based on length of service Characteristics of respondents based on length of service are < 5 years, 5 – 10 years, and > 10 years. The number of respondents with a work period of < 5 years was 25 people or with a percentage of (39%), then respondents with a work period of 5 - 10 years were 25 people or a percentage of (39%), then respondents with a work period of > 10 years were 15 people or a percentage of (22%). For characteristics based on elementary school education, there were 20 people with a percentage of 35%, junior high school education, there were 30 people with a percentage of 41%. 15 people had high school education with a percentage of 24%.

Validity Test Results and Reliability Test Results

Validity Test Results

The validity test is used to measure whether the questionnaire is valid or not. A questionnaire is considered valid if the questions in the questionnaire are able to reveal something that will be measured by the questionnaire (Weenas, 2013). In research, validity is used to determine the validity of the index of the test. The results of this research are consulted for critical scores for r-product moments or tables (Putri, &jauhariyah, 2021). If the obtained correlation coefficient is higher than the critical score for the r-product moment, it means that the test is valid at the 5%

significance level. Conversely, if $r_{count} < r_{table}$ then the test question is invalid. The results of the validity test can be seen in table 1 as follows:

Table 1 Validity Test Results

Variable	Question	r count	r table	Information
Social Factors and Economic Factors (X)	1	0.434	0.2441	Valid
	2	0.267	0.2441	Valid
	3	0.249	0.2441	Valid
	4	0.343	0.2441	Valid
	5	0.460	0.2441	Valid
	6	0.496	0.2441	Valid
	7	0.255	0.2441	Valid
	8	0.299	0.2441	Valid
	9	0.419	0.2441	Valid
	10	0.605	0.2441	Valid
	11	0.615	0.2441	Valid
	12	0.514	0.2441	Valid
	13	0.268	0.2441	Valid
	14	0.287	0.2441	Valid
	15	0.512	0.2441	Valid
	16	0.452	0.2441	Valid
	17	0.399	0.2441	Valid
	18	0.420	0.2441	Valid
	19	0.271	0.2441	Valid
	20	0.250	0.2441	Valid
	21	0.258	0.2441	Valid
	22	0.279	0.2441	Valid
	23	0.267	0.2441	Valid
	24	0.287	0.2441	Valid
	25	0.331	0.2441	Valid
	26	0.331	0.2441	Valid
	27	0.299	0.2441	Valid
	28	0.243	0.2441	Valid
	29	0.243	0.2441	Valid
	30	0.374	0.2441	Valid
	31	0.422	0.2441	Valid
	32	0.299	0.2441	Valid
	33	0.277	0.2441	Valid
Overdimensional and Overloading	1	0.299	0.2441	Valid
	2	0.297	0.2441	Valid
	3	0.281	0.2441	Valid

Vehicles (Y)	4	0.292	0.2441	Valid
	5	0.291	0.2441	Valid
	6	0.257	0.2441	Valid
	7	0.375	0.2441	Valid
	8	0.265	0.2441	Valid
	9	0.281	0.2441	Valid
	10	0.242	0.2441	Valid
	11	0.268	0.2441	Valid
	12	0.298	0.2441	Valid
	13	0.244	0.2441	Valid
	14	0.288	0.2441	Valid
	15	0.281	0.2441	Valid
	16	0.271	0.2441	Valid
	17	0.284	0.2441	Valid
	18	0.244	0.2441	Valid
	19	0.247	0.2441	Valid
	20	0.255	0.2441	Valid
	21	0.277	0.2441	Valid
	22	0.246	0.2441	Valid
	23	0.292	0.2441	Valid
	24	0.273	0.2441	Valid
	25	0.359	0.2441	Valid
	26	0.266	0.2441	Valid
	27	0.260	0.2441	Valid
	28	0.582	0.2441	Valid
	29	0.270	0.2441	Valid
	30	0.242	0.2441	Valid
	31	0.279	0.2441	Valid
	32	0.582	0.2441	Valid
	33	0.266	0.2441	Valid

source : SPSS 26.0 processing results, 2023

The validity test is carried out by comparing the calculated r and table r values. In this study the r table is 0.2441 , because the freedom is 40, and the alpha value is 0.05. If r counts r table and is positive, then the indicator is valid. Conversely, if r count < r table it means the indicator is invalid (Ghozali, 2013). Based on table 4.1, it can be seen that the validity test of Social Factors and Economic Factors (X) as well as the dependent variable vehicle overdimensional and overloading (Y) produces a calculated r that is higher than the r table and has a positive value. So this data is suitable to be used as a measuring tool in this research.

Reliability Test Results

Reliability testing is a tool for measuring questionnaires which are indicators of variables (Pujihastuti, 2010). A questionnaire is said to be reliable if someone who answers the statements is consistent or stable over time, and the answers cannot be haphazard because each question will measure the same thing (Aksara, 2021). This test uses the Alpha Cronbach statistical test . A variable is said to be reliable if the Cronbach Alpha value is > 0.60 . If the Cronbach Alpha value is 0.60 , the variable is said to be unreliable (Ghozali, 2013).

Table 2 Reliability Test Results

No	Variables	Cronbach's Alpha	Information
1	Social Factors and Economic Factors (X)	0.647	Reliable
2	Overdimensional and Overloading Vehicles (Y)	0.280	Reliable

source : SPSS 26.0 processing results, 2023

Based on the table above, it can be seen that the consistency in the Social Factors and Economic Factors (X) variables is 0.647 and Vehicle Overdimensional and Overloading (Y) is 0.280. All variables are reliable, because all variables have a Cronbach alpha value > 0.60 .

Partial Significance Test Results (t Test)

The partial regression test (t test) is a test used to determine whether there is a partial influence of each independent variable on the dependent variable. The t-test in this study uses a significance level of 5% (Martha, et al, 2018). According to Ghazali (2013) the T-test criteria are as follows:

- If the significance value of $t \leq 5\%$, hypothesis accepted. This means that the independent variable is said to have a significant effect on the dependent variable.
- If the significance value of $t \geq 5\%$, the hypothesis is rejected. This means that the independent variable is said to have no significant effect on the dependent variable.

The results of the partial regression test can be seen in table 3 as follows:

Table 3 Partial Regression Test Results Coefficients^a

Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.
	B	Std. Error	Beta		
1 (Constant)	95,098	23,910		3,977	,000
Social Factors and Economic Factors	,198	,072	-.032	1,240	,805

Social Factors and Economic Factors	,201	,264	,001	,005	,996
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a. Dependent Variable: Vehicle Overdimensional and Overloading source : SPSS 26.0 processing results, 2023

There is a partial influence of each independent variable on the dependent variable from the t-test:

1) Social Factors and Economic Factors (X)

Based on the t-test results in table 3, the work commitment variable has a positive effect on Vehicle Overdimensional and Overloading. The work commitment coefficient is 0.198 with a significance value of 0.805. This means that hypothesis 1 which states "Social Factors and Economic Factors have a positive influence on Overdimensional and Overloading Vehicles " is accepted. So it can be concluded that there is a positive influence of Social Factors and Economic Factors on Overdimensional and Overloading Vehicles.

Simultaneous Significance Test Results (F Test)

Simultaneous Regression Test (F Test) is a test used to determine whether there is a joint influence between the independent variables on the dependent variable. The F test can be obtained with a significance level of 5% (Darma, 2021). If the significance value \leq 5%, it means that there is a simultaneous influence of the independent variable on the dependent variable. The results of the simultaneous regression test can be seen in table 4 as follows:

Table 4 F-test results

ANOVA ^b

Model	Sum of Squares	df	Mean Square	F	Sig.
1 Regression	48,281	3	16,094	,657	.001 ^a
Residual	1493.165	61	24,478		
Total	1541.446	64			

a. Predictors: (Constant), Social Factors and Economic Factors

b. Dependent Variable: Vehicle Overdimensional and Overloading source : SPSS 26.0 processing results, 2023

Table 4 shows that the calculated F result is 0.657 and the significance value is

0.001. It can be seen that the p-value is smaller than 0.05 ($0.001 < 0.05$). Thus, it can be concluded that social factors and economic factors simultaneously have a significant influence on the presence of overdimensional and overloading vehicles on the Jakarta Cikampek Indonesia Toll Road.

Multiple Linear Regression Analysis

Multiple regression analysis is used to determine the influence of independent variables on the dependent variable (Yudiatmaja, 2013). The results of the multiple regression analysis can be seen in table 5 as follows:

Table 5 Multiple Linear Regression Analysis Coefficients ^a

Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.
	B	Std. Error	Beta		
1 (Constant)	95,098	23,910		3,977	,000
Social Factors and Economic Factors	,179	,129	-.179	-1,396	,168

a. Dependent Variable: Vehicle Overdimensional and Overloading source : SPSS 26.0 processing results, 2023

Based on table 4.7, the multiple regression equation can be written as follows:

$$Y = 95,098 + 0.179 (X)$$

The regression equation above shows that Social Factors and Economic Factors

(X) have positive coefficients. Based on the regression equation, it can be interpreted that:

- 1) Constant value The constant value is 95.098 shows that if the independent variable is zero then the resulting performance is 95.098 .
- 2) Value 0.179 the variables Social Factors and Economic Factors (X) have a positive value so it can be said that the higher the work environment, the higher the number of users of the Jakarta Cikampek Indonesia Toll Road. Regression coefficient 0.179 states that every additional 1 unit of work environment will increase employee performance by 0.179 units. So that the work environment has a positive effect on vehicle over-dimensionality and overloading on users of the Jakarta Cikampek Indonesia Toll Road. Assuming Social Factors and Economic Factors (X) remain or do not change.

The influence of social factors and economic factors on the existence of overdimensional and overloading vehicles

The influence of social factors and economic factors on the existence of overdimensional and overloading vehicles. In this context, the influence of social factors refers to the impact of changes in people's lifestyles and mobility on the decision to use large vehicles. On the other hand , the influence of economic factors highlights how economic growth and demands for distribution of goods can encourage the use of over- dimensional vehicles.

The importance of the Jakarta-Cikampek toll road infrastructure in facilitating economic growth and community mobility was the background for the discussion. Then, the text highlights that the existence of overdimensional and overloading vehicles has attracted major attention due to their potential to have a negative impact on road safety, infrastructure and transportation sustainability.

By focusing on the Jakarta-Cikampek Toll Road as a case study, the text implies that the research will explore the impact of social factors, such as changes in lifestyle and community mobility, as well as economic factors, such as economic growth and distribution of goods, on the phenomenon of overdimensional and overloading vehicles on the route. the toll road.

Overall, the text provides insight into the complexity of the interaction between social and economic factors in shaping the existence of overdimensional and overloading vehicles, with an emphasis on the context of the Jakarta-Cikampek Toll Road.

The findings of the t-test results in table 3 work environment variables have a positive effect on overdimensional and overloading vehicles. The coefficient of social factors and economic factors is 0.179 with a significance value of 0.168. This means that hypothesis 1 which states "social factors and economic factors have a positive influence on vehicle overdimensionality and overloading" is accepted. So it can be concluded that there is a positive influence of social factors and economic factors on overdimensional and overloading vehicles.

CONCLUSION

This text discusses in detail the impact of social and economic factors on the presence of overdimensional and overloading vehicles on the Jakarta-Cikampek Toll Road. The following is a summary and conclusion of the text:

1. **Influence of Social and Economic Factors:** The text highlights the influence of two main factors, namely social factors and economic factors, on the existence of overdimensional and overloading vehicles. Social factors include changes in lifestyle and community mobility, while economic factors relate to economic growth and demands for the distribution of goods.
2. **The Importance of Toll Road Infrastructure:** The Jakarta-Cikampek toll road infrastructure is seen as a crucial element in supporting economic growth and community mobility. This provides an important context for discussing the impact of social and economic factors on vehicle overdimensionality and overloading.
3. **Attention to Negative Impacts:** The text highlights key concerns regarding the negative impacts of overdimensional and overloading vehicles. This impact involves aspects of road safety, infrastructure and transportation sustainability, which are of serious concern.
4. **Jakarta-Cikampek Toll Road Case Study:** By using the Jakarta-Cikampek Toll Road as a case study, this research aims to explore the concrete impact of social and economic factors on the presence of overdimensional and overloaded vehicles on this toll road.
5. **Insight into the Complexity of Interactions:** The text provides in-depth insight into the complexity of interactions between social and economic factors in shaping the existence of overdimensional and overloading vehicles. This emphasizes that this phenomenon is not only influenced by one factor, but involves complex dynamics.
6. **T-Test Findings:** The t-test findings show that social factors and economic factors have a positive influence on overdimensional and overloading vehicles on the Jakarta-Cikampek Toll Road. The hypothesis which states that "social factors and economic factors have a positive influence on vehicle overdimensionality and overloading" is accepted.

Thus, the main conclusion is that there is a positive influence of social factors and economic factors on the presence of overdimensional and overloading vehicles on the Jakarta-Cikampek Toll Road. This provides an important knowledge base for designing better policies and management strategies for this phenomenon.

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