

of accident risk at level 3D (road furniture sub factor) was lighting, marking, sign respectively.

This study was limited to the two-way, two-lane undivided urban road (4/2 UD) on straight and flat segments. Other segments and types of roads needs to be used because different types of roads have different risk factors and weights. Also, the AHP method was only used in the weighing phase without the process of assessing the existing road infrastructure. It is expected that, in the next study, the results of weighting the factors of road infrastructure from this study can be used to evaluate and identify existing road infrastructure. The assessment of the existing road infrastructure will be useful for determining dangerous road segments.

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