

APPENDIX

Appendix A-2 Engineering Data

ROAD LINK DATA

PROVINCE : Sumatera Selatan

KABUPATEN: Belitung

| LINK NO. | BEGINNING POINT (DESA NAME) | END POINT (DESA NAME) | LENGTH (KM) | THROUGH THE KEC. NAME & LENGTH | | REMARKS |
|----------|-----------------------------|-----------------------|-------------|--------------------------------|-------------|---------|
| | | | | KEC. NAME | LENGTH (KM) | |
| 01 | Tanjung Pandan | Tanjung Kelayang | 25 | Tanjung Pandan | 25 | |
| 02 | Simpang | Sp. Tanjung Binga | 2 | Tanjung Pandan | 2 | |
| 03 | Sp. Kelayang | Simpang Empat | 13 | Tanjung Pandan | 13 | |
| 04 | Simpang Empat | Tanjung Pandan | 23 | Tanjung Pandan | 23 | |
| 05 | Simpang Empat | Sungai Padang | 16 | Tanjung Pandan | 16 | |
| 06 | Pesarakan | Simpang Empat | 27 | Tanjung Pandan | 27 | |
| 07 | Buding | Pesarakan | 12 | Tanjung Pandan | 12 | |
| 08 | Pesarakan | Sp. Sungai Padang | 11 | Tanjung Pandan | 11 | |
| 09 | Mengkubang | Simpang Mengkubang | 6 | Manggar | 6 | |
| 10 | Simpang Mengkubang | Burung Mandi | 2 | Manggar | 2 | |
| 11 | Simpang Mengkubang | Mang Lepau | 3 | Manggar | 3 | |
| 12 | Simpang Limbugan | Tj. Batu Air | 25 | Gantung | 25 | |
| 13 | Sp. Tj. Batu Air | Sp. Pesak | 32 | Gantung | 32 | |
| 14 | Tj. Ru' | Tj. Tikar | 23 | Tanjung Pandan | 23 | |
| 15 | Sp. Air. Merah | Sungai Ulim Kecil | 13 | Membalong | 13 | |
| 16 | Kampung Lasar | Dudat | 7 | Membalong | 7 | |
| 17 | Simpang Rusa | Air Kundur | 24 | Membalong | 24 | |
| 18 | Sp. Lb. Buntar | Membalong | 5 | Membalong | 5 | |
| 19 | Air Kundur | Sp. Lb. Buntar | 10 | Membalong | 10 | |
| 20 | S. Lb. Buntar | Air Kundur | 20 | Membalong | 20 | |
| 21 | Membalong | Tj. Batu Tumpuk | 21 | Membalong | 21 | |
| 22 | Simpang Gersik | Gunung Beluru | 13 | Membalong | 13 | |
| 23 | Akat Nasik | Gunung Merang | 10 | Membalong | 10 | |
| 24 | Selat Nasik | Petaling | 9 | Tanjung Pandan | 9 | |

Please note the priority No. in the Remarks of this list for each links No. according to the each Kabupaten's development plan.

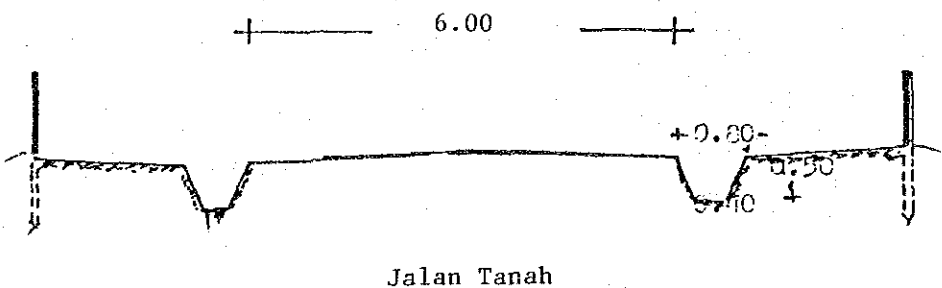
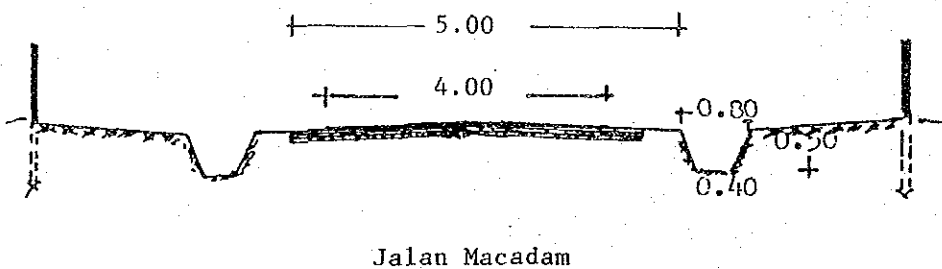
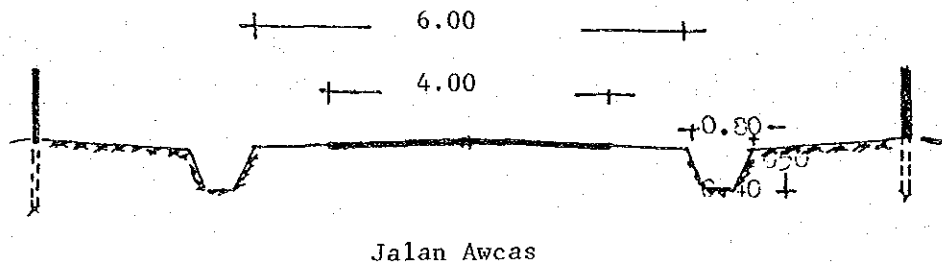
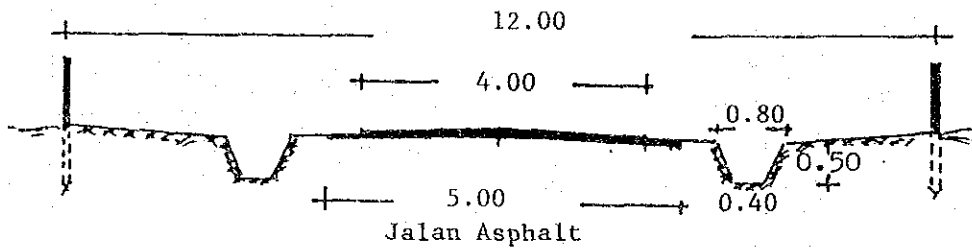
What Kind of Design Criteria has being applied for the new road construction and the improvement for the Kabupaten Road ?

Kriteria Perencanaan yang dipakai pada program penanganan jalan Kabupaten, baik untuk jalan lama maupun pembangunan baru.

Please draw the Typical Cross Section of the Kabupaten Road.

Buat gambar dan penjelasan dari: Typical cross section yang dipakai pada program penanganan jalan selama ini (baik untuk jalan lama, maupun pembangunan baru)

TYPICAL CROSS SECTION.



| LINK NO : Nomor Ruas | LOCATION From - To (dari - ke) | Lebar per- kerasan(m) | Type per- kerasan | LENGT Panjang | COSTS Harga (Rp 10 ⁶) | REMARKS Keterangan |
|-------------------------|--------------------------------------|--------------------------|----------------------|------------------|---|-----------------------|
| | | Lebar Jembatan | Type Jembatan | (KM) | | |
| 14 | S.Samak - Pegantungan | - | - | - | 12,180 | |
| | | 4 | Timber | 37 m | | |
| 18 | Membalong - A. Kundur | 5 | Gravel/Awcas | 14 | 18,425 | |
| | | - | - | - | | |
| - | | 6 | Plaat | 3 m | - | |
| - | Dalam Kota Manggar | 5 | Gravel/Awcas | 27 | 8,296 | |
| | | - | - | - | | |
| 24/25 | Dalam P. Mendanau | 4 | Gravel/Awcas | 5 | - | |
| 01 | Tg. Pandan - Tg. Kelayang | 4 | Gravel/Awcas | 9 | 18,019 | |
| | | 9' | Plaat | 9 m | 19,186 | |
| 14 | Tg. Pandan - S. Samak | 5 | Gravel/Awcas | 5 | 5,000 | |
| | | - | - | - | | |
| - | Dalam Kota Dendang | 5 | Asphalt Seal | 3 | 11,889 | |
| | | - | - | - | | |
| 13 | Sp.Pesak-Tg. Kelumpang | - | - | - | 5,314 | |
| | | 4 | Timber | 30.5 m | | |
| - | Dalam Kota Tg. Pandan | 5 | Asphalt Seal | 1.55 | 6,516 | |
| | | - | - | - | | |
| 04 | Tg.Kelayang - Sp. Empat | 5 | Gravel/Awcas | 2 | 4,588 | |
| | | - | - | - | | |
| - | Dalam Kota Gantung | 5 | Gravel/Awcas | 2 | 4,680 | |
| | | - | - | - | | |
| 05 | Sp. Empat - S. Padang | - | - | - | 7,785 | |
| | | 4 | Timber | 47 m | | |
| - | Dalam Kota Kl. Kampit | 5 | Asphalt Seal | 1.25 | 4,753 | |
| | | - | - | - | | |
| 04 | Tg. Pandan - Sp. Empat | 4 | Asphalt Seal | 13 | 4,256 | |
| | | - | - | - | | |
| - | Dalam Kota Tg. Pandan | 4 | Asphalt Seal | 0.77 | 2,000 | |
| | | - | - | - | | |

* PAVEMENT TYPE : Pls note the appropriate No. below.

1. : Asphalt surface / penetrasi macadam
2. : Asphalt seal / pelaburan aspal
3. : Gravel / kerikil
4. : Gravel /AWCAS / kerikil / japat

| LINK NO. Nomor Ruas | LOCATION From - To (dari - ke) | Lebar per-kerasau(m) | Type per-kerasan | LENGTH Panjang (KM) | COSTS Harga (Rp 10 ⁶) | REMARKS Keterangan |
|------------------------|--------------------------------------|----------------------|------------------|--------------------------|--------------------------------------|-----------------------|
| | | Lebar Jembatan | Type Jembatan | | | |
| - | Dalam Kota Gantung | 5 | Asphalt Seal | 2 | 7,915 | |
| 15 | A. Merah - T. Ulim | 5 | Gravel/Awcas | 7.5 | 18,468 | |
| 14 | Tg. Pandan - Tg. Ru | 4 | Timber | 91 m | 40,424 | |
| 01 | Tg. Pandan-Tg. Kelayang | 6 | Plaat | 4 m | 5,797 | |
| - | Dalam Kota Tg. Pandan | 10 | Asphalt Surface | 0.33 | 16,466 | |
| - | Dalam Kota Tg. Pandan | 10 | Plaat | 1 m | 1,500 | |
| 04 | Tg. Pandan - Sijuk | 6 | Asphalt Seal | - | 2,697 | |
| - | Dalam Kota Manggar | 4 | Asphalt Seal | 5.35 | 11,852 | |
| 31 | Tg. Tikar - S. Samak | 6 | Gravel/Awcas | 12.5 | 65,879 | |
| 05 | Sp. Empat - S. Padang | 6 | Gravel/Awcas | 15 | 81,651 | |
| 03 | Tg. Kelayang - Sijuk | 6 | Gravel/Awcas | 10.5 | 65,640 | |
| 17 | Sp. Rusa - A. Kundur | 5 | Gravel/Awcas | 23.5 | 20,090 | |
| 21 | Membalong - Tl. Gembira | 4 | Asphalt Seal | 10 | 12,682 | |
| 13 | Sp. Pasak-Tg. Kelumpang | 5 | Gravel/Awcas | 12 | 15,390 | |
| 20 | Lb. Buntar - Mentigi | 5 | Gravel/Awcas | 1 | 5,000 | |
| 20 | Lb. Buntar - Tg. Rusa | 4 | Plaat | 4 m | 3,500 | |
| 20 | Lb. Buntar - Tg. Rusa | 4 | Plaat | 2.5 m | 3,000 | |
| 17 | Sp. Rusa - Kembiri | 5 | Gravel/Awcas | 1 | 4,500 | |
| 17 | Sp. Rusa - Kembiri | 4 | Plaat/Timber | 8 m/12.5m | 9,000/2,000 | |
| 04 | Tg. Pandan - Sp. Empat | 6 | Plaat | 3 m | 4,975 | |

* PAVEMENT TYPE : Pls note the appropriate No. below.

1. : Asphalt surface / penetrasi macadam
2. : Asphalt seal / pelaburan aspal
3. : Gravel / kerikil
4. : Gravel / AWCAS / kerikil / japat

| LINK NO : Nomor Ruas | LOCATION From - To (dari - ke) | Lebar per- kerasan(m) | Type per- kerasan | LENGTH Panjang | COSTS Harga (Rp 10 ⁶) | REMARKS Keterangan |
|-------------------------|--------------------------------------|--------------------------|----------------------|-------------------|---|-----------------------|
| | | Lebar Jembatan | Type Jembatan | (KM) | | |
| - | Dalam Kota Tg. Pandan | 4 | Asphalt/Gravel | 13.6/2 | 76,146 | |
| | | 6 | Plaat | 8 m | 22,298 | |
| - | Dalam Kota Tg. Rusa | - | - | - | 19,800 | |
| | | 3 | Timber | 156 m | | |
| - | Dalam Kota Kampit | - | Gravel/Awcas | 3.6 | 9,724 | |
| | | - | - | - | | |
| 21 | Membalong - Tl. Gembira | 4 | Asphalt Seal | 5.5 | 17,776 | |
| | | - | - | - | | |
| - | Dalam Kota Manggar | 4 | Asphalt seal | 3 | 12,452 | |
| | | - | - | - | | |
| 26 | A. Kundur - Tg. Rusa | 5 | Gravel/Awcas | 8 | 11,495 | |
| | | - | - | - | | |
| 32 | Sp. - Juru Sebrang | 4 | Gravel/Awcas | 1.5 | 3,735 | |
| | | - | - | - | | |
| 20 | Lb. Buntar - Mentigi | 4 | Gravel/Awcas | 5 | 15,938 | |
| | | - | - | - | | |
| 04 | Tg. Pandan - Sp. Empat | - | - | - | 11,427 | |
| | | 3 | Plaat | 6 m | | |
| 9,10,11 | Mengkubang - Br. Mandi | 5 | Gravel/Awcas | 11.5 | 82,899 | |
| | | - | - | - | | |
| 13 | Sp. Pesak - Tg. Kelumpang | 5 | Gravel/Awcas | 23 | 65,476 | |
| | | - | - | - | | |
| 12 | Tg. Batu Air - Limbungan | 5 | Gravel/Awcas | 24 | 87,226 | |
| | | - | - | - | | |
| 06,07 | Sp. Empat - Buding | 5 | Gravel/Awcas | 30.25 | 59,844 | |
| | | - | - | - | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

* PAVEMENT TYPE : Pls note the appropriate No. below.

1. : Asphalt surface / penetrasi macadam
2. : Asphalt seal / pelaburan aspal
3. : Gravel / kerikil
4. : Gravel /AWCAS / kerikil / japat

PROPINSI : Sumatera Selatan

E-04

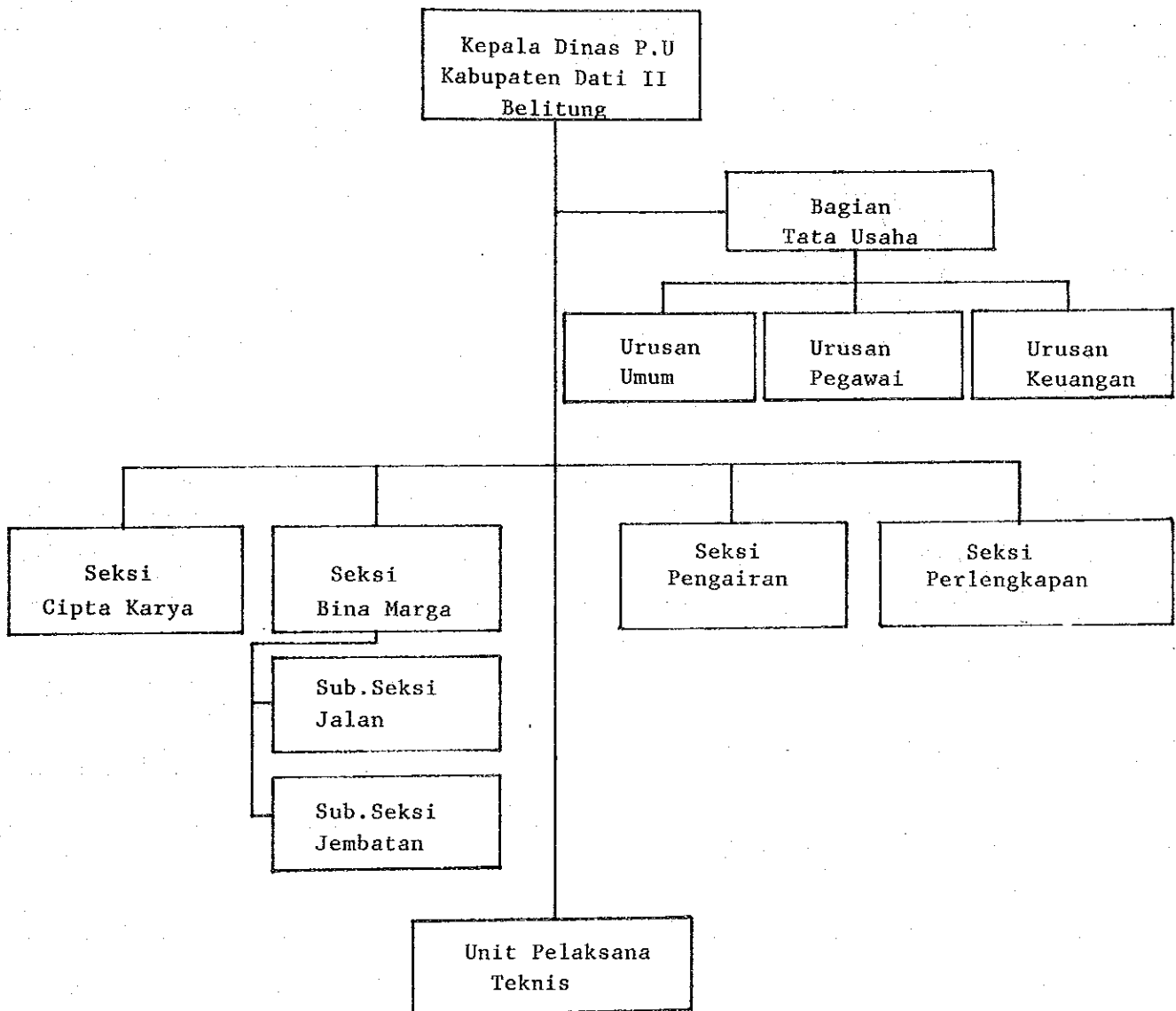
KABUPATEN: Belitung

EXISTING ORGANIZATION IN KABUPATEN

Struktur Organisasi yang ada dari P.U Kabupaten

Please draw the Cart of the Existing Organization in the Kabupaten.

Harap digambar bagan organisasi dari DPUK.



EXISTING STAFF RESOURCES OF BINA MARGA OF PU KABUPATEN

Tenaga Dinas PUK yang ada

PROPINSI: Sumatera SelatanKABUPATEN: Belitung

| DESCRIPTION /Uraian | NUMBER / Jumlah | REMARKS Keterangan |
|--|-----------------|-----------------------|
| CONTROLLING STAFF Staff teknis PUK | (12) | (9) |
| DPUK ENGINEER Sarjana Teknik | 1 | 1 |
| ASSISTANT ENGINEER Sarjana Muda Teknik | 2 | 2 |
| TECHNICIAN STAFF Staff Teknik (STM) | 9 | 6 |
| ADMINISTRATION Tenaga Administrasi | 5 | 1 |
| SUPERVISOR Tenaga Pengawas | 6 | 2 |
| WORKING FORCE Tenaga Pelaksana Lapangan | (4) | (2) |
| OPERATORS Operators | 2 | 2 |
| DRIVERS Supir | 2 | |
| MECHANICS Mechanic | | |
| TRADESMAN Tukang | | |
| L A B O U R Buruh / Pekerja | | |
| OTHERS Lain-lain | | |
| TOTAL / JUMLAH | 43 | 25 |

Catatan ; Untuk kolom keterangan harap diisi berapa orang yang telah mendapat Training.

LOCATION AND AREA OF DPUK WORKSHOP

E-06

Lokasi Workshop DPUK

PROPINSI : Sumatera Selatan

KABUPATEN: Belitung

| LOCATION Lokasi | AREA (m2) Luas | NUMBER Jumlah | REMARKS Keterangan |
|--------------------|-------------------|------------------|-----------------------|
| | | | |
| | | | |

PROPINSI: Sumatera Selatan

E-07

KABUPATEN: Belitung

LAND ACQUISITION COST

Daftar harga pembebasan tanah

| DESCRIPTION Uraian | UNIT Satuan | RATE (RP) Harga | REMARKS Keterangan |
|-----------------------|----------------|--------------------|-----------------------|
| CITY/kota | M2 | 15,100 | |
| VILLAGE / desa | M2 | 455 | |
| RICE FIELD/sawah | M2 | 245 | |
| DRY FIELD/ladang | M2 | 180 | |
| MIX CROPS/panen | M2 | - | |
| FOREST/hutan | M2 | 200 | |
| SWAMP / rawa | M2 | 150 | |
| OTHERS / lain-lain | M2 | - | |

LIST OF EXISTING EQUIPMENT OF LOCAL CONTRACTOR

Name of contractor

| NAME OF EQUIPMENT Jenis peralatan | EXISTING CONDITION/ Kondisi Peralatan | | | | | REASON OF BAD CONDI TION/Sebab Kerusakan | REQUIRE - MENT / Ke- butuhan peralatan baru |
|--------------------------------------|---------------------------------------|-----|-----------------|--------------|-----------------|---|---|
| | TYPE/ Tipe | P.Y | NUMBER / Jumlah | | | | |
| | | | GOOD Baik | BAD Rusak | TOTAL Jumlah | | |
| Bulldozer | - | - | - | - | - | | |
| Motor Grader | - | - | 1 | - | 1 | | |
| Tyre Roller | - | - | - | - | - | | |
| Steel Whell Roller | - | - | 4 | 1 | 5 | | |
| Vibration Roller | - | - | 1 | - | 1 | | |
| Wheel Loader | - | - | - | - | - | | |
| Front End Loader and Backhoe | - | - | - | - | - | | |
| Mobile Crane | - | - | - | - | - | | |
| Concrete Mixer | - | - | 8 | 2 | 10 | | |
| Stone Crusher | - | - | - | 1 | 1 | | |
| Portable Compressor | - | - | 2 | 1 | 3 | | |
| Hydraulic Excavator | - | - | - | - | - | | |
| Asphalt Paving Machine | - | - | - | - | - | | |
| Asphalt Sprayer | - | - | - | - | - | | |
| Asphalt Mixing Machine | - | - | - | - | - | | |
| Mobile Workshop | - | - | - | - | - | | |
| Mechanic Rammer | - | - | - | - | - | | |
| Plate Tamper | - | - | - | - | - | | |
| Pile Driver | - | - | - | - | - | | |
| Leg Drill | - | - | - | - | - | | |
| Hand Hammer | - | - | 8 | - | 8 | | |
| Farm Tractor | - | - | - | - | - | | |
| Dump Truck | - | - | 24 | 3 | 27 | | |
| Water Tank Truck | - | - | - | - | - | | |
| Fuel Tank Truck | - | - | - | - | - | | |
| Pick Up | - | - | 9 | 1 | 10 | | |
| Jeep | - | - | 6 | 1 | 7 | | |
| Motorcycle | - | - | 31 | 4 | 35 | | |
| Generator | - | - | 4 | - | 4 | | |
| Water Pump | - | - | 5 | 1 | 6 | | |
| Others | - | - | - | - | - | | |

LIST OF EXISTING EQUIPMENT OF P.U KABUPATEN

| NAME OF EQUIPMENT Jenis peralatan | EXISTING CONDITION/ Kondisi Peralatan | | | | | REASON OF BAD CONDI TION/Sebab Kerusakan | REQUIRE - MENT /Ke- butuhan peralatan baru |
|--------------------------------------|---------------------------------------|------|-----------------|--------------|-----------------|---|--|
| | TYPE/ Tipe | P.Y | NUMBER / Jumlah | | | | |
| | | | GOOD Baik | BAD Rusak | TOTAL Jumlah | | |
| Bulldozer | | | | | | | |
| Motor Grader | | | | | | | |
| Tyre Roller | | | | | | | |
| Steel Whell Roller | Barata | 1974 | 1 | 3 | 4 | | |
| Vibration Roller | | | | | | | |
| Wheel Loader | | | | | | | |
| Front End Loader and Backhoe | | | | | | | |
| Mobile Crane | | | | | | | |
| Concrete Mixer | | | | | | | |
| Stone Crusher | Barata | 1978 | - | 1 | 1 | | |
| Portable Compressor | | | | | | | |
| Hydraulic Excavator | | | | | | | |
| Asphalt Paving Machine | | | | | | | |
| Asphalt Sprayer | | 1984 | 1 | - | 1 | | |
| Asphalt Mixing Machine | | | | | | | |
| Mobile Workshop | | | | | | | |
| Mechanic Rammer | | | | | | | |
| Plate Tamper | | | | | | | |
| Pile Driver | | | | | | | |
| Leg Drill | | | | | | | |
| Hand Hammer | | | | | | | |
| Farm Tractor | | | | | | | |
| Dump Truck | | | | | | | |
| Water Tank Truck | | | | | | | |
| Fuel Tank Truck | | | | | | | |
| Pick Up | | 1982 | 2 | - | 2 | | |
| Jeep | | | | | | | |
| Motorcycle | | | | | | | |
| Generator | | | | | | | |
| Water Pump | | | | | | | |
| Others (Minibus) | | 1982 | 1 | - | 1 | | |

Appendix A-3

CONSTRUCTION AND MAINTENANCE COST FOR PROPOSED ROAD LINKS

PROV : SUMATERA SELATAN KAB : DELITUNG
 LINK NO : 19 (1110) LENGTH : 10 Km
 UPGRADE : 7.0m road bed, 4.0m road with surface Subbase Course
 (Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL | |
|--|------|----------|-------------------|---------|--|------------|------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m2 | 0.0 | 160 | 91 | 0 | 0 | 0 | |
| Subgrade Preparation | m2 | 37430.0 | 20 | 11 | 748,600 | 411,730 | 1,160,330 | |
| Normal Fill | m3 | 3.0 | 1,662 | 861 | 4,986 | 2,583 | 7,569 | |
| Fill in Swamp | m3 | 720.0 | 2,457 | 1,050 | 1,769,040 | 756,000 | 2,525,040 | |
| Normal Excavation to Spoil | m3 | 197.0 | 922 | 521 | 191,484 | 102,637 | 294,121 | |
| Sub Base Course | m3 | 3450.8 | 3,108 | 1,344 | 10,725,086 | 4,637,875 | 15,362,961 | |
| Base Course | m3 | 1200.0 | 4,263 | 2,295 | 5,115,600 | 2,754,000 | 7,869,600 | |
| Shoulder | m2 | 30000.0 | 291 | 145 | 8,730,000 | 4,350,000 | 13,080,000 | |
| Asphalt Patching | m2 | 0.0 | 3,874 | 1,348 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m2 | 0.0 | 651 | 561 | 0 | 0 | 0 | |
| Surface Dressing (Double) | m2 | 0.0 | 805 | 881 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 995 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m3 | 1800.0 | 1,193 | 473 | 2,147,400 | 851,400 | 2,998,800 | |
| Pipe Culvert 800cm | m | 0.0 | 44,157 | 45,685 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 62,922 | 37,509 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 15,825 | 245 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 45,110 | 11,471 | 0 | 0 | 0 | |
| Gabion Protection | m3 | 0.0 | 11,739 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 3,392,130 | 392,642 | 3,784,772 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 32,824,326 | 14,258,867 | 47,083,193 |
| Overhead (15%) | | | | | | 4,923,648 | 2,138,830 | 7,062,478 |
| | | | | | TOTAL COST | 37,747,974 | 16,397,697 | 54,145,671 |
| Manual routine maintenance of road | Km | 10.0 | 163,676 | 7,248 | 1,636,760 | 72,480 | 1,709,240 | |
| Routine maintenance of gravel road | Km | 10.0 | 186,973 | 87,939 | 1,869,730 | 879,390 | 2,749,120 | |
| | | | | | Sub Total | 3,506,490 | 951,870 | 4,458,360 |
| Maintenance of Timber Bridge (New) | m2 | 12.0 | 10,319 | 1,232 | 123,828 | 14,784 | 138,612 | |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 2,140 | 2,729 | 0 | 0 | 0 | |
| Maintenance of Timber Bridge (Exist) | m2 | 12.0 | 9,001 | 2,458 | 108,012 | 29,496 | 137,508 | |
| Maintenance of Concrete Bridge (Exist) | m2 | 42.0 | 4,270 | 2,387 | 179,340 | 100,254 | 279,594 | |
| | | | | | Earthwork & Pavement Unit Cost (Rp/Km) | : | 4,979,318 | |
| | | | | | Timber Bridge Unit Cost (Rp/m2) | : | 362,707 | |
| | | | | | Concrete Bridge Unit Cost (Rp/m2) | : | | |
| | | | | | Survived Value (Rp) | : | 6,145,184 | |
| | | | | | Maintenance Rate without Bridge (%) | : | 8.95 | |
| | | | | | New Bridge Cost Rate (%) | : | 8.04 | |

PROV : SUMATERA SELATAN KAB : BELITUNG

LINK NO : 13 (ILIC) LENGTH : 32 Km

UPGRADE : 8.0m road bed, 4.0m road with surface Subbase Course

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL | |
|--|------|----------|-------------------|---------|------------------|-------------|------------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m2 | 0.0 | 160 | 91 | 0 | 0 | 0 | |
| Subgrade Preparation | m2 | 232000.0 | 20 | 11 | 4,640,000 | 2,552,000 | 7,192,000 | |
| Normal Fill | m3 | 0.0 | 1,662 | 861 | 0 | 0 | 0 | |
| Fill in Swamp | m3 | 0.0 | 2,457 | 1,050 | 0 | 0 | 0 | |
| Normal Excavation to Spoil | m3 | 1288.0 | 972 | 521 | 1,251,936 | 671,048 | 1,922,984 | |
| Sub Base Course | m3 | 18560.0 | 3,108 | 1,344 | 57,684,480 | 24,944,640 | 82,629,120 | |
| Base Course | m3 | 0.0 | 4,263 | 2,295 | 0 | 0 | 0 | |
| Shoulder | m2 | 128000.0 | 291 | 145 | 37,248,000 | 18,560,000 | 55,808,000 | |
| Asphalt Patching | m2 | 296.0 | 3,874 | 1,348 | 1,146,704 | 399,008 | 1,545,712 | |
| Surface Dressing (Single) | m2 | 0.0 | 651 | 561 | 0 | 0 | 0 | |
| Surface Dressing (Double) | m2 | 0.0 | 805 | 881 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 995 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m3 | 0.0 | 1,193 | 473 | 0 | 0 | 0 | |
| Pipe Culvert ØØ0cm | m | 6.0 | 44,157 | 45,685 | 264,942 | 274,110 | 539,052 | |
| Masonry Culvert (Ø0xØ0cm) | m | 0.0 | 62,922 | 37,509 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 15,825 | 245 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 45,110 | 11,471 | 0 | 0 | 0 | |
| Gabion Protection | m3 | 0.0 | 11,739 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 16,522,131 | 1,368,819 | 17,890,950 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 118,758,193 | 48,769,625 | 167,527,818 |
| Overhead (15%) | | | | | | 17,813,728 | 7,315,443 | 25,129,171 |
| | | | | | TOTAL COST | 136,571,921 | 56,085,068 | 192,656,989 |

| | | | | | | | |
|--|----|-------|-----------|--------|------------|-----------|------------|
| Manual routine maintenance of road | Km | 32.0 | 163,676 | 7,248 | 5,237,632 | 231,936 | 5,469,568 |
| Routine maintenance of gravel road | Km | 32.0 | 186,973 | 87,939 | 5,983,136 | 2,814,048 | 8,797,184 |
| | | | Sub Total | | 11,220,768 | 3,045,984 | 14,266,752 |
| Maintenance of Timber Bridge (New) | m2 | 122.0 | 10,319 | 1,232 | 1,258,918 | 150,304 | 1,409,222 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 2,149 | 2,729 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 96.0 | 9,001 | 2,458 | 864,096 | 235,968 | 1,100,064 |
| Maintenance of Concrete Bridge (Exist) | m2 | 24.0 | 4,270 | 2,387 | 102,480 | 57,288 | 159,768 |

| | | |
|--|---|------------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 5,377,575 |
| Timber Bridge Unit Cost (Rp/m2) | : | 168,644 |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 33,051,648 |
| Maintenance Rate without Bridge (%) | : | 8.29 |
| New Bridge Cost Rate (%) | : | 10.68 |

PROV : SUMATERA SELATAN KAB : BELITUNG
 LINE NO : 7 (111C) LENGTH : 12 Km
 UPGRADE : 7.0m road bed, 3.5m road with surface Subbase Course
 (Rp)

| ITEM | UNIT | QUANTITY | (((UNIT COST)) | | (((((COST))))) | | TOTAL |
|--|----------------|----------|--------------------|---------|--------------------|------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m ² | 0.0 | 160 | 91 | 0 | 0 | 0 |
| Subgrade Preparation | m ² | 14405.0 | 20 | 11 | 288,100 | 158,455 | 446,555 |
| Normal Fill | m ³ | 2100.0 | 1,662 | 861 | 3,470,200 | 1,808,100 | 5,298,300 |
| Fill in Swamp | m ³ | 55.3 | 2,457 | 1,050 | 135,872 | 58,065 | 193,937 |
| Normal Excavation to Spoil | m ³ | 2187.0 | 972 | 521 | 2,125,764 | 1,139,427 | 3,265,191 |
| Sub Base Course | m ³ | 1549.3 | 3,108 | 1,344 | 4,815,224 | 2,082,259 | 6,897,483 |
| Base Course | m ³ | 2100.0 | 4,263 | 2,295 | 8,952,300 | 4,819,500 | 13,771,800 |
| Shoulder | m ² | 42000.0 | 291 | 145 | 12,222,000 | 6,090,000 | 18,312,000 |
| Asphalt Patching | m ² | 0.0 | 3,874 | 1,348 | 0 | 0 | 0 |
| Surface Dressing (Single) | m ² | 0.0 | 651 | 561 | 0 | 0 | 0 |
| Surface Dressing (Double) | m ² | 0.0 | 805 | 881 | 0 | 0 | 0 |
| Earth Drain | m | 12700.0 | 995 | 119 | 12,636,500 | 1,511,300 | 14,147,800 |
| Earth Drain in Swamp (by machine) | m ³ | 300.0 | 1,193 | 473 | 357,900 | 141,900 | 499,800 |
| Pipe Culvert 80cm | m | 0.0 | 44,157 | 45,685 | 0 | 0 | 0 |
| Masonry Culvert (80x80cm) | m | 0.0 | 62,922 | 37,509 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m ² | 0.0 | 15,825 | 245 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 200.0 | 45,110 | 11,471 | 9,022,000 | 2,294,200 | 11,316,200 |
| Gabion Protection | m ³ | 0.0 | 11,739 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| | | | Sub Total | | 54,045,860 | 20,103,206 | 74,149,066 |
| Overhead (15%) | | | | | 8,106,879 | 3,015,480 | 11,122,359 |
| | | | TOTAL COST | | 62,152,739 | 23,118,686 | 85,271,425 |

| | | | | | | | |
|--|----------------|------|-----------|--------|-----------|-----------|-----------|
| Manual routine maintenance of road | Km | 12.0 | 163,676 | 7,248 | 1,964,112 | 86,976 | 2,051,988 |
| Routine maintenance of gravel road | Km | 12.0 | 186,973 | 87,939 | 2,243,676 | 1,055,268 | 3,298,944 |
| | | | Sub Total | | 4,207,788 | 1,142,244 | 5,350,032 |
| Maintenance of Timber Bridge (New) | m ² | 0.0 | 10,319 | 1,232 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 2,140 | 2,729 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 40.0 | 9,081 | 2,458 | 360,040 | 98,320 | 458,360 |
| Maintenance of Concrete Bridge (Exist) | m ² | 60.0 | 4,270 | 2,387 | 256,200 | 143,220 | 399,420 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 7,105,752 |
| Timber Bridge Unit Cost (Rp/m ²) | : | |
| Concrete Bridge Unit Cost (Rp/m ²) | : | |
| Survived Value (Rp) | : | 2,758,993 |
| Maintenance Rate without Bridge (%) | : | 6.27 |
| New Bridge Cost Rate (%) | : | |

PROV : SUMATERA SELATAN KAB : BELITUNG
 LINK NO : 6 (1110) LENGTH : 27 Km
 UPGRADE : 8.0m road bed, 4.0m road with surface Subbase Course

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|--|----------------|----------|-------------------|------------|------------------|------------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m ² | 0.0 | 160 | 91 | 0 | 0 | 0 |
| Subgrade Preparation | m ² | 2656.8 | 20 | 11 | 53,136 | 29,224 | 82,360 |
| Normal Fill | m ³ | 3800.0 | 1,662 | 861 | 6,315,600 | 3,271,800 | 9,587,400 |
| Fill in Swamp | m ³ | 362.9 | 2,457 | 1,050 | 891,645 | 381,045 | 1,272,690 |
| Normal Excavation to Spoil | m ³ | 4970.0 | 972 | 521 | 4,830,840 | 2,587,370 | 7,420,210 |
| Sub Base Course | m ³ | 1001.0 | 3,108 | 1,344 | 3,111,108 | 1,345,344 | 4,456,452 |
| Base Course | m ³ | 6480.0 | 4,263 | 2,295 | 27,624,240 | 14,871,600 | 42,495,840 |
| Shoulder | m ² | 108000.0 | 291 | 145 | 31,428,000 | 15,660,000 | 47,088,000 |
| Asphalt Patching | m ² | 0.0 | 3,074 | 1,348 | 0 | 0 | 0 |
| Surface Dressing (Single) | m ² | 0.0 | 651 | 561 | 0 | 0 | 0 |
| Surface Dressing (Double) | m ² | 0.0 | 805 | 881 | 0 | 0 | 0 |
| Earth Drain | m | 37620.0 | 995 | 119 | 37,431,900 | 4,476,780 | 41,908,680 |
| Earth Drain in Swamp (by machine) | m ³ | 1968.0 | 1,193 | 473 | 2,347,824 | 930,864 | 3,278,688 |
| Pipe Culvert D80cm | m | 56.0 | 44,157 | 45,685 | 2,472,792 | 2,558,360 | 5,031,152 |
| Masonry Culvert (80x80cm) | m | 0.0 | 62,922 | 37,509 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m ² | 350.0 | 15,825 | 245 | 5,538,750 | 85,750 | 5,624,500 |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 22.4 | 45,110 | 11,471 | 1,010,464 | 256,950 | 1,267,414 |
| Gabion Protection | m ³ | 0.0 | 11,739 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 225,713,100 | 16,370,112 | 242,083,212 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| | | | | Sub Total | 348,769,399 | 62,827,199 | 411,596,598 |
| Overhead (15%) | | | | | 52,315,409 | 9,424,079 | 61,739,488 |
| | | | | TOTAL COST | 401,084,808 | 72,251,278 | 473,336,086 |

| | | | | | | | |
|--|----------------|--------|---------|-----------|------------|-----------|------------|
| Manual routine maintenance of road | Km | 27.0 | 163,676 | 7,248 | 4,419,252 | 195,696 | 4,614,948 |
| Routine maintenance of gravel road | Km | 27.0 | 186,973 | 87,939 | 5,048,271 | 2,374,353 | 7,422,624 |
| | | | | Sub Total | 9,467,523 | 2,570,049 | 12,037,572 |
| Maintenance of Timber Bridge (New) | m ² | 2168.0 | 10,319 | 1,232 | 22,371,592 | 2,670,976 | 25,042,568 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 2,140 | 2,729 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 45.0 | 9,001 | 2,458 | 405,045 | 110,610 | 515,655 |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,270 | 2,387 | 0 | 0 | 0 |

| | | | | |
|---------------------------------|-----------|----------------------|---|-----------|
| Earthwork & Pavement | Unit Cost | (Rp/Km) | : | 7,220,015 |
| Timber Bridge | Unit Cost | (Rp/m ²) | : | 128,411 |
| Concrete Bridge | Unit Cost | (Rp/m ²) | : | |
| Survived Value | | (Rp) | : | 1,782,589 |
| Maintenance Rate without Bridge | | (%) | : | 6.18 |
| New Bridge Cost Rate | | (%) | : | 58.82 |

PROV : SUMATERA SELATAN KAB : BELITUNG
 LINK NO : 3 (IIC) LENGTH : 13 Km
 UPGRADE : 8.0m road bed, 4.0m road with surface Subbase Course
 (Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|--|------|----------|-------------------|------------|------------------|------------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m2 | 0.0 | 160 | 91 | 0 | 0 | 0 |
| Subgrade Preparation | m2 | 80000.0 | 20 | 11 | 1,600,000 | 880,000 | 2,480,000 |
| Normal Fill | m3 | 0.0 | 1,662 | 861 | 0 | 0 | 0 |
| Fill in Swamp | m3 | 0.0 | 2,457 | 1,050 | 0 | 0 | 0 |
| Normal Excavation to Spoil | m3 | 444.0 | 972 | 521 | 431,568 | 231,324 | 662,892 |
| Sub Base Course | m3 | 6400.0 | 3,108 | 1,344 | 19,891,200 | 8,601,600 | 28,492,800 |
| Base Course | m3 | 0.0 | 4,263 | 2,295 | 0 | 0 | 0 |
| Shoulder | m2 | 52000.0 | 291 | 145 | 15,132,000 | 7,540,000 | 22,672,000 |
| Asphalt Patching | m2 | 66.0 | 3,874 | 1,348 | 255,684 | 88,968 | 344,652 |
| Surface Dressing (Single) | m2 | 0.0 | 651 | 561 | 0 | 0 | 0 |
| Surface Dressing (Double) | m2 | 0.0 | 805 | 881 | 0 | 0 | 0 |
| Earth Drain | m | 20900.0 | 995 | 119 | 20,795,500 | 2,487,100 | 23,282,600 |
| Earth Drain in Swamp (by machine) | m3 | 0.0 | 1,193 | 473 | 0 | 0 | 0 |
| Pipe Culvert Ø80cm | m | 0.0 | 44,157 | 45,685 | 0 | 0 | 0 |
| Masonry Culvert (80x80cm) | m | 0.0 | 62,922 | 37,509 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 15,825 | 245 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 45,110 | 11,471 | 0 | 0 | 0 |
| Gabion Protection | m3 | 0.0 | 11,739 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 23,591,826 | 28,161,698 | 51,753,524 |
| | | | | Sub Total | 81,697,778 | 47,990,690 | 129,688,468 |
| Overhead (15%) | | | | | 12,254,666 | 7,198,603 | 19,453,269 |
| | | | | TOTAL COST | 93,952,444 | 55,189,293 | 149,141,737 |

| | | | | | | | |
|--|----|-------|-----------|--------|-----------|-----------|-----------|
| Manual routine maintenance of road | Km | 13.0 | 163,676 | 7,248 | 2,127,788 | 94,224 | 2,222,012 |
| Routine maintenance of gravel road | Km | 13.0 | 186,973 | 87,939 | 2,430,649 | 1,143,207 | 3,573,856 |
| | | | Sub Total | | 4,558,437 | 1,237,431 | 5,795,868 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 10,319 | 1,232 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 162.0 | 2,140 | 2,729 | 346,680 | 442,098 | 788,778 |
| Maintenance of Timber Bridge (Exist) | m2 | 38.0 | 9,001 | 2,458 | 342,038 | 93,404 | 435,442 |
| Maintenance of Concrete Bridge (Exist) | m2 | 286.0 | 4,270 | 2,387 | 879,620 | 491,722 | 1,371,342 |

| | | | | |
|---------------------------------|-----------|---------|---|------------|
| Earthwork & Pavement | Unit Cost | (Rp/Km) | : | 6,894,245 |
| Timber Bridge | Unit Cost | (Rp/m2) | : | |
| Concrete Bridge | Unit Cost | (Rp/m2) | : | 367,386 |
| Survived Value | | (Rp) | : | 37,155,309 |
| Maintenance Rate without Bridge | | (%) | : | 6.47 |
| New Bridge Cost Rate | | (%) | : | 39.91 |

PROV : SUMATERA SELATAN KAB : BELITUNG

LINE NO : 30 (IIC) LENGTH : 12 Km

UPGRADE : 8.0m road bed, 4.0m road with surface Subbase Course

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL | |
|--|----------------|----------|-------------------|---------|------------------|-------------|------------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m ² | 0.0 | 160 | 91 | 0 | 0 | 0 | |
| Subgrade Preparation | m ² | 96000.0 | 20 | 11 | 1,920,000 | 1,056,000 | 2,976,000 | |
| Normal Fill | m ³ | 0.0 | 1,862 | 861 | 0 | 0 | 0 | |
| Fill in Swamp | m ³ | 6237.0 | 2,457 | 1,050 | 15,324,309 | 6,548,850 | 21,873,159 | |
| Normal Excavation to Spoil | m ³ | 1366.0 | 972 | 521 | 1,327,752 | 711,688 | 2,039,438 | |
| Sub Base Course | m ³ | 7680.0 | 3,108 | 1,344 | 23,869,440 | 10,321,920 | 34,191,360 | |
| Base Course | m ³ | 0.0 | 4,263 | 2,295 | 0 | 0 | 0 | |
| Shoulder | m ² | 48000.0 | 291 | 145 | 13,968,000 | 6,960,000 | 20,928,000 | |
| Asphalt Patching | m ² | 0.0 | 3,874 | 1,348 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m ² | 0.0 | 651 | 561 | 0 | 0 | 0 | |
| Surface Dressing (Double) | m ² | 0.0 | 805 | 881 | 0 | 0 | 0 | |
| Earth Drain | m | 23760.0 | 995 | 119 | 23,641,200 | 2,827,440 | 26,468,640 | |
| Earth Drain in Swamp (by machine) | m ³ | 12600.0 | 1,193 | 473 | 15,031,800 | 5,959,800 | 20,991,600 | |
| Pipe Culvert 80x80cm | m | 63.0 | 44,157 | 45,685 | 2,781,891 | 2,878,155 | 5,660,046 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 62,922 | 37,509 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Tiaber) | m ² | 0.0 | 15,825 | 245 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 3.2 | 45,110 | 11,471 | 144,352 | 36,707 | 181,059 | |
| Babion Protection | m ³ | 0.0 | 11,739 | 120 | 0 | 0 | 0 | |
| New Bridge (Tiaber) | SET | 1.0 | -- | -- | 9,589,779 | 998,739 | 10,588,518 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 107,598,523 | 38,299,297 | 145,897,820 |
| Overhead (15%) | | | | | | 16,139,778 | 5,744,894 | 21,884,672 |
| | | | | | TOTAL COST | 123,738,301 | 44,044,191 | 167,782,492 |

| | | | | | | | |
|--|----------------|------|-----------|--------|-----------|-----------|-----------|
| Manual routine maintenance of road | Km | 12.0 | 163,676 | 7,248 | 1,964,112 | 86,976 | 2,051,088 |
| Routine maintenance of gravel road | Km | 12.0 | 186,973 | 87,939 | 2,243,676 | 1,055,268 | 3,298,944 |
| | | | Sub Total | | 4,207,788 | 1,142,244 | 5,350,032 |
| Maintenance of Timber Bridge (New) | m ² | 48.0 | 10,319 | 1,232 | 495,312 | 59,136 | 554,448 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 2,140 | 2,729 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 0.0 | 9,001 | 2,458 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,270 | 2,307 | 0 | 0 | 0 |

| | | | |
|---------------------------------|--------------------------------|---|------------|
| Earthwork & Pavement | Unit Cost (Rp/Km) | : | 12,967,141 |
| Timber Bridge | Unit Cost (Rp/m ²) | : | 253,683 |
| Concrete Bridge | Unit Cost (Rp/m ²) | : | |
| Survived Value | (Rp) | : | 13,676,544 |
| Maintenance Rate without Bridge | (%) | : | 3.44 |
| New Bridge Cost Rate | (%) | : | 7.26 |

CONSTRUCTION AND MAINTENANCE QUANTITIES
FOR ALL PROPOSED ROAD LINKS
(CONSTRUCTION)

PROV : SUMATERA SELATAN KAB : BELITUNG

| ITEM | UNIT | < 1988 > | < 1989 > | < 1990 > | < 1991 > | < 1992 > | < TOTAL > |
|----------------------------|----------------|----------|----------|----------|----------|----------|-----------|
| EQUIPMENT : | | | | | | | |
| Bulldozer/Ripper | hr | 417.5 | 836.5 | 1021.5 | 854.8 | 0.0 | 3130.3 |
| Swamp Bulldozer | hr | 28.5 | 209.7 | 8.4 | 3.6 | 0.0 | 250.2 |
| Motor Grader | hr | 921.8 | 1953.0 | 1656.4 | 1971.8 | 0.0 | 6503.0 |
| Hand-guide Vib. Roller | hr | 55.2 | 496.4 | 201.1 | 311.9 | 0.0 | 1064.6 |
| Tire Roller | hr | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vibratory Roller (D&T) | hr | 628.0 | 1846.6 | 1179.0 | 1626.6 | 0.0 | 5280.2 |
| Hydraulic Excavator; Wheel | hr | 180.0 | 967.5 | 103.3 | 54.6 | 0.0 | 1305.4 |
| Wheel Loader | hr | 1086.7 | 2103.1 | 1984.2 | 1798.4 | 0.0 | 6972.4 |
| Water Tank Truck | hr | 317.3 | 1047.2 | 546.5 | 830.6 | 0.0 | 2741.6 |
| Dump Truck | hr | 8531.3 | 21245.2 | 15668.6 | 16965.9 | 0.0 | 62411.0 |
| Flat Bed Truck with Crane | hr | 32.8 | 240.7 | 1320.3 | 1005.3 | 0.0 | 2599.1 |
| Flat Bed Truck | hr | 19.0 | 141.8 | 57.8 | 112.9 | 0.0 | 331.5 |
| Portable Crusher/Screening | hr | 237.2 | 75.0 | 372.9 | 77.1 | 0.0 | 762.2 |
| Concrete Mixer | hr | 2.0 | 132.7 | 16.4 | 268.9 | 0.0 | 420.0 |
| Water Pump | hr | 2.0 | 92.0 | 13.2 | 770.6 | 0.0 | 877.8 |
| Concrete Vibrator | hr | 2.0 | 10.8 | 7.0 | 77.0 | 0.0 | 96.8 |
| Asphalt Sprayer | hr | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LABOUR : | | | | | | | |
| Mandur | man day | 605.9 | 1936.1 | 2695.9 | 2326.9 | 0.0 | 7564.8 |
| Skilled Labourer | man day | 217.9 | 652.8 | 11292.9 | 6627.0 | 0.0 | 18790.6 |
| Carpenter | man day | 112.1 | 329.7 | 6119.8 | 3414.4 | 0.0 | 9976.0 |
| Mason | man day | 0.0 | 203.2 | 15.6 | 241.5 | 0.0 | 460.3 |
| Labourer | man day | 6572.1 | 22525.6 | 18077.8 | 18877.7 | 0.0 | 66053.2 |
| Driver | man day | 1535.5 | 3958.5 | 3106.1 | 3299.9 | 0.0 | 11900.0 |
| Operator | man day | 880.6 | 1917.9 | 1604.7 | 1546.3 | 0.0 | 5949.5 |
| MATERIAL : | | | | | | | |
| Bitumen | l | 0.0 | 0.0 | 119.8 | 368.8 | 0.0 | 488.6 |
| Asphalt Oil | l | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Kerosene | l | 0.0 | 0.0 | 13.3 | 40.9 | 0.0 | 54.2 |
| Sand | m ³ | 10.1 | 114.2 | 41.6 | 184.3 | 0.0 | 350.2 |
| Cement | bag | 30.0 | 234.7 | 108.4 | 1235.1 | 0.0 | 1608.2 |
| River Stone | m ³ | 0.0 | 203.2 | 15.6 | 288.5 | 0.0 | 507.3 |
| Steel Houlds | set | 12.0 | 63.0 | 41.0 | 21.0 | 0.0 | 137.0 |
| Timber | m ³ | 10.1 | 29.5 | 561.4 | 306.3 | 0.0 | 907.3 |
| Paint | l | 83.3 | 222.1 | 3102.8 | 1521.5 | 0.0 | 4929.7 |
| Reinforcing Steel | kg | 382.8 | 2009.7 | 1307.9 | 23036.1 | 0.0 | 26736.5 |
| Tying Wire | kg | 3.4 | 18.2 | 11.8 | 209.2 | 0.0 | 242.6 |
| Equivalent Royalty | m ³ | 12384.4 | 36160.3 | 19383.3 | 26887.3 | 0.0 | 94815.3 |

CONSTRUCTION AND MAINTENANCE QUANTITIES
FOR ALL PROPOSED ROAD LINKS
(MAINTENANCE)

PROV : SUMATERA SELATAN KAB : BELITUNG

| I T E M | UNIT | < 1988 > | < 1989 > | < 1990 > | < 1991 > | < 1992 > | < TOTAL > |
|----------------------------|----------------|----------|----------|----------|----------|----------|-----------|
| EQUIPMENT : | | | | | | | |
| Bulldozer/Ripper | hr | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Swamp Bulldozer | hr | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Motor Grader | hr | 344.8 | 720.0 | 777.8 | 810.9 | 0.0 | 2653.5 |
| Hand-guide Vib. Roller | hr | 472.5 | 945.0 | 938.2 | 929.2 | 0.0 | 3284.9 |
| Tire Roller | hr | 344.8 | 720.0 | 777.8 | 810.9 | 0.0 | 2653.5 |
| Vibratory Roller (D&T) | hr | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Hydraulic Excavator; Wheel | hr | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Wheel Loader | hr | 106.3 | 238.9 | 280.5 | 299.7 | 0.0 | 925.4 |
| Water Tank Truck | hr | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Dump Truck | hr | 1582.7 | 3322.9 | 3558.9 | 3655.9 | 0.0 | 12120.4 |
| Flat Bed Truck with Crane | hr | 1097.2 | 2522.0 | 2503.1 | 2530.6 | 0.0 | 8652.9 |
| Flat Bed Truck | hr | 1692.4 | 3481.2 | 3667.5 | 3773.8 | 0.0 | 12614.9 |
| Portable Crusher/Screening | hr | 54.0 | 121.3 | 142.1 | 151.6 | 0.0 | 469.0 |
| Concrete Mixer | hr | 1.8 | 3.8 | 3.9 | 3.9 | 0.0 | 13.4 |
| Water Pump | hr | 1.8 | 3.8 | 3.9 | 3.9 | 0.0 | 13.4 |
| Concrete Vibrator | hr | 1.8 | 3.8 | 3.9 | 3.9 | 0.0 | 13.4 |
| Asphalt Sprayer | hr | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LABOUR : | | | | | | | |
| Manjur | man day | 705.5 | 1454.5 | 1510.6 | 1544.4 | 0.0 | 5215.0 |
| Skilled Labourer | man day | 485.5 | 1056.3 | 1045.2 | 1064.9 | 0.0 | 3651.7 |
| Carpenter | man day | 90.2 | 226.3 | 222.6 | 236.5 | 0.0 | 775.6 |
| Mason | man day | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Labourer | man day | 8293.5 | 16982.5 | 17640.0 | 18000.2 | 0.0 | 60916.2 |
| Driver | man day | 774.3 | 1661.3 | 1727.6 | 1768.3 | 0.0 | 5931.5 |
| Operator | man day | 151.0 | 321.1 | 354.2 | 371.7 | 0.0 | 1198.0 |
| MATERIAL : | | | | | | | |
| Bitumen | l | 4252.5 | 8505.0 | 8444.2 | 8363.2 | 0.0 | 29564.9 |
| Asphalt Oil | l | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Kerosene | l | 472.5 | 945.0 | 938.2 | 929.2 | 0.0 | 3284.9 |
| Sand | m ³ | 80.5 | 161.3 | 160.2 | 158.7 | 0.0 | 560.7 |
| Cement | bag | 27.4 | 56.0 | 57.6 | 58.0 | 0.0 | 199.0 |
| River Stone | m ³ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Steel Houlds | set | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Timber | m ³ | 8.0 | 20.2 | 19.8 | 21.1 | 0.0 | 69.1 |
| Paint | l | 55.3 | 140.1 | 137.5 | 146.4 | 0.0 | 479.3 |
| Reinforcing Steel | kg | 140.9 | 287.9 | 296.3 | 298.2 | 0.0 | 1023.3 |
| Tying Wire | kg | 1.2 | 2.6 | 2.6 | 2.7 | 0.0 | 9.1 |
| Equivalent Royalty | m ³ | 1507.1 | 3385.9 | 3974.7 | 4246.2 | 0.0 | 13113.9 |

CONSTRUCTION AND MAINTENANCE QUANTITIES
FOR ALL PROPOSED ROAD LINKS
(TOTAL)

PROV : SUMATERA SELATAN KAB : BELITUNG

| ITEM | UNIT | < 1988 > | < 1989 > | < 1990 > | < 1991 > | < 1992 > | < TOTAL > |
|----------------------------|----------------|----------|----------|----------|----------|----------|-----------|
| EQUIPMENT : | | | | | | | |
| Bulldozer/Ripper | hr | 417.5 | 836.5 | 1021.5 | 854.8 | 0.0 | 3130.3 |
| Swamp Bulldozer | hr | 28.5 | 209.7 | 8.4 | 3.6 | 0.0 | 250.2 |
| Motor Grader | hr | 1266.6 | 2673.0 | 2434.2 | 2782.7 | 0.0 | 9156.5 |
| Hand-guide Vib. Roller | hr | 527.7 | 1441.4 | 1139.3 | 1241.1 | 0.0 | 4349.5 |
| Tire Roller | hr | 344.8 | 720.0 | 777.8 | 810.9 | 0.0 | 2653.5 |
| Vibratory Roller (D&I) | hr | 628.0 | 1846.6 | 1179.0 | 1626.6 | 0.0 | 5280.2 |
| Hydraulic Excavator; Wheel | hr | 180.0 | 967.5 | 103.3 | 54.6 | 0.0 | 1305.4 |
| Wheel Loader | hr | 1193.0 | 2342.0 | 2264.7 | 2098.1 | 0.0 | 7897.8 |
| Water Tank Truck | hr | 317.3 | 1047.2 | 546.5 | 830.6 | 0.0 | 2741.6 |
| Dump Truck | hr | 10114.0 | 24568.1 | 19227.5 | 20621.8 | 0.0 | 74531.4 |
| Flat Bed Truck with Crane | hr | 1130.0 | 2762.7 | 3823.4 | 3535.9 | 0.0 | 11252.0 |
| Flat Bed Truck | hr | 1711.4 | 3623.0 | 3725.3 | 3886.7 | 0.0 | 12946.4 |
| Portable Crusher/Screening | hr | 291.2 | 196.3 | 515.0 | 228.7 | 0.0 | 1231.2 |
| Concrete Mixer | hr | 3.8 | 136.5 | 20.3 | 272.8 | 0.0 | 433.4 |
| Water Pump | hr | 3.8 | 95.8 | 17.1 | 774.5 | 0.0 | 891.2 |
| Concrete Vibrator | hr | 3.8 | 14.6 | 10.9 | 80.9 | 0.0 | 110.2 |
| Asphalt Sprayer | hr | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LABOUR : | | | | | | | |
| Handur | man day | 1311.4 | 3390.6 | 4206.5 | 3871.3 | 0.0 | 12779.8 |
| Skilled Labourer | man day | 703.4 | 1709.1 | 12338.1 | 7691.9 | 0.0 | 22442.5 |
| Carpenter | man day | 202.3 | 556.0 | 6342.4 | 3650.9 | 0.0 | 10751.6 |
| Mason | man day | 0.0 | 203.2 | 15.6 | 241.5 | 0.0 | 460.3 |
| Labourer | man day | 14865.6 | 39508.1 | 35717.8 | 36877.9 | 0.0 | 126969.4 |
| Driver | man day | 2309.8 | 5619.8 | 4833.7 | 5068.2 | 0.0 | 17831.5 |
| Operator | man day | 1031.6 | 2239.0 | 1958.9 | 1918.0 | 0.0 | 7147.5 |
| MATERIAL : | | | | | | | |
| Bitumen | l | 4252.5 | 8505.0 | 8564.0 | 8732.0 | 0.0 | 30053.5 |
| Asphalt Oil | l | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Kerosene | l | 472.5 | 945.0 | 951.5 | 970.1 | 0.0 | 3339.1 |
| Sand | m ³ | 90.6 | 275.5 | 201.8 | 343.0 | 0.0 | 910.9 |
| Cement | bag | 57.4 | 290.7 | 166.0 | 1293.1 | 0.0 | 1807.2 |
| River Stone | m ³ | 0.0 | 203.2 | 15.6 | 288.5 | 0.0 | 507.3 |
| Steel Moulds | set | 12.0 | 63.0 | 41.0 | 21.0 | 0.0 | 137.0 |
| Timber | m ³ | 18.1 | 49.7 | 581.2 | 327.4 | 0.0 | 976.4 |
| Paint | l | 138.6 | 362.2 | 3240.3 | 1667.9 | 0.0 | 5409.0 |
| Reinforcing Steel | kg | 523.7 | 2297.6 | 1604.2 | 23334.3 | 0.0 | 27759.8 |
| Tying Wire | kg | 4.6 | 20.8 | 14.4 | 211.9 | 0.0 | 251.7 |
| Equivalent Royalty | m ³ | 13891.5 | 39546.2 | 23358.0 | 31133.5 | 0.0 | 107929.2 |

CONSTRUCTION AND MAINTENANCE COSTS
FOR ALL PROPOSED ROAD LINKS
(CONSTRUCTION)

PROV : SUMATERA SELATAN

KAB : BELITUNG

(1000 Rp)

| I T E M | UNIT | < 1988 > | < 1989 > | < 1990 > | < 1991 > | < 1992 > | < TOTAL > |
|----------------------------|--------|----------|----------|----------|----------|----------|-----------|
| EQUIPMENT : | | 99,083 | 220,779 | 185,785 | 183,119 | 0 | 688,766 |
| Bulldozer/Ripper | 15459 | 6,454 | 12,931 | 15,791 | 13,214 | 0 | 48,390 |
| Swamp Bulldozer | 11362 | 323 | 2,382 | 95 | 40 | 0 | 2,840 |
| Motor Grader | 13202 | 12,169 | 25,783 | 21,867 | 26,031 | 0 | 85,850 |
| Hand-guide Vib. Roller | 1507 | 83 | 748 | 303 | 470 | 0 | 1,604 |
| Tire Roller | 10466 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vibratory Roller (D&T) | 6596 | 4,142 | 12,180 | 7,776 | 10,729 | 0 | 34,827 |
| Hydraulic Excavator; Wheel | 12355 | 2,223 | 11,953 | 1,276 | 674 | 0 | 16,126 |
| Wheel Loader | 16338 | 17,754 | 34,360 | 32,417 | 29,382 | 0 | 113,913 |
| Water Tank Truck | 3791 | 1,202 | 3,969 | 2,071 | 3,148 | 0 | 10,390 |
| Dump Truck | 5200 | 44,362 | 110,475 | 81,476 | 88,222 | 0 | 324,535 |
| Flat Bed Truck with Crane | 4884 | 160 | 1,175 | 6,448 | 4,909 | 0 | 12,692 |
| Flat Bed Truck | 3202 | 60 | 454 | 185 | 361 | 0 | 1,060 |
| Portable Crusher/Screening | 42731 | 10,135 | 3,204 | 15,934 | 3,294 | 0 | 32,567 |
| Concrete Mixer | 8445 | 16 | 1,120 | 138 | 2,270 | 0 | 3,544 |
| Water Pump | 458 | 0 | 42 | 6 | 352 | 0 | 400 |
| Concrete Vibrator | 299 | 0 | 3 | 2 | 23 | 0 | 28 |
| Asphalt Sprayer | 1955 | 0 | 0 | 0 | 0 | 0 | 0 |
| LABOUR : | | 26,546 | 82,282 | 127,712 | 103,492 | 0 | 340,032 |
| Mandur | 3000 | 1,817 | 5,808 | 8,087 | 6,980 | 0 | 22,692 |
| Skilled Labourer | 2750 | 599 | 1,795 | 31,055 | 18,224 | 0 | 51,673 |
| Carpenter | 5000 | 560 | 1,648 | 30,599 | 17,072 | 0 | 49,879 |
| Mason | 3750 | 0 | 762 | 58 | 905 | 0 | 1,725 |
| Labourer | 2250 | 14,787 | 50,682 | 40,675 | 42,474 | 0 | 148,618 |
| Driver | 4000 | 6,142 | 15,834 | 12,424 | 13,199 | 0 | 47,599 |
| Operator | 3000 | 2,641 | 5,753 | 4,814 | 4,638 | 0 | 17,846 |
| MATERIAL : | | 4,831 | 17,205 | 99,598 | 84,516 | 0 | 206,150 |
| Bitumen | 280 | 0 | 0 | 33 | 103 | 0 | 136 |
| Asphalt Oil | 850 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kerosene | 250 | 0 | 0 | 3 | 10 | 0 | 13 |
| Sand | 4000 | 40 | 456 | 166 | 737 | 0 | 1,399 |
| Cement | 4000 | 120 | 938 | 433 | 4,940 | 0 | 6,431 |
| River Stone | 6000 | 0 | 1,219 | 93 | 1,731 | 0 | 3,043 |
| Steel Moulds | 7000 | 84 | 441 | 287 | 147 | 0 | 959 |
| Timber | 150000 | 1,515 | 4,425 | 84,210 | 45,945 | 0 | 136,095 |
| Paint | 3000 | 249 | 666 | 9,308 | 4,564 | 0 | 14,787 |
| Reinforcing Steel | 900 | 344 | 1,808 | 1,177 | 20,732 | 0 | 24,061 |
| Wiring Wire | 1100 | 3 | 20 | 12 | 230 | 0 | 265 |
| Equivalent Royalty | 200 | 2,476 | 7,232 | 3,876 | 5,377 | 0 | 18,961 |

CONSTRUCTION AND MAINTENANCE COSTS
FOR ALL PROPOSED ROAD LINKS
(MAINTENANCE)

PROV : SUMATERA SELATAN KAB : BELITUNG

(1000 Rp)

| I T E M | UNIT | < 1988 > | < 1989 > | < 1990 > | < 1991 > | < 1992 > | < TOTAL > |
|----------------------------|--------|----------|----------|----------|----------|----------|-----------|
| EQUIPMENT : | | 31,937 | 68,326 | 72,983 | 75,451 | 0 | 248,697 |
| Bulldozer/Ripper | 15459 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swamp Bulldozer | 11362 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motor Grader | 13202 | 4,552 | 9,505 | 10,268 | 10,705 | 0 | 35,030 |
| Hand-guide Vib. Roller | 1507 | 712 | 1,424 | 1,413 | 1,400 | 0 | 4,949 |
| Tire Roller | 10466 | 3,608 | 7,535 | 8,140 | 8,486 | 0 | 27,769 |
| Vibratory Roller (D&T) | 6596 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hydraulic Excavator; Wheel | 12355 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheel Loader | 16338 | 1,736 | 3,903 | 4,582 | 4,896 | 0 | 15,117 |
| Water Tank Truck | 3791 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dump Truck | 5200 | 8,230 | 17,279 | 18,506 | 19,010 | 0 | 63,025 |
| Flat Bed Truck with Crane | 4884 | 5,358 | 12,317 | 12,225 | 12,359 | 0 | 42,259 |
| Flat Bed Truck | 3202 | 5,419 | 11,146 | 11,743 | 12,083 | 0 | 40,391 |
| Portable Crusher/Screening | 42731 | 2,307 | 5,183 | 6,072 | 6,478 | 0 | 20,040 |
| Concrete Mixer | 8445 | 15 | 32 | 32 | 32 | 0 | 111 |
| Water Pump | 456 | 0 | 1 | 1 | 1 | 0 | 3 |
| Concrete Vibrator | 299 | 0 | 1 | 1 | 1 | 0 | 3 |
| Asphalt Sprayer | 1955 | 0 | 0 | 0 | 0 | 0 | 0 |
| LABOUR : | | 26,112 | 54,216 | 56,180 | 57,431 | 0 | 193,939 |
| Handur | 3000 | 2,116 | 4,363 | 4,531 | 4,633 | 0 | 15,643 |
| Skilled Labourer | 2750 | 1,335 | 2,904 | 2,874 | 2,928 | 0 | 10,041 |
| Carpenter | 5000 | 451 | 1,131 | 1,113 | 1,182 | 0 | 3,877 |
| Mason | 3750 | 0 | 0 | 0 | 0 | 0 | 0 |
| Labourer | 2250 | 18,660 | 38,210 | 39,690 | 40,500 | 0 | 137,060 |
| Driver | 4000 | 3,097 | 6,645 | 6,910 | 7,073 | 0 | 23,725 |
| Operator | 3000 | 453 | 963 | 1,062 | 1,115 | 0 | 3,593 |
| MATERIAL : | | 3,532 | 7,874 | 7,912 | 8,162 | 0 | 27,480 |
| Bitumen | 280 | 1,190 | 2,381 | 2,364 | 2,341 | 0 | 8,276 |
| Asphalt Oil | 850 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kerosene | 250 | 118 | 236 | 234 | 232 | 0 | 820 |
| Sand | 4000 | 322 | 645 | 640 | 634 | 0 | 2,241 |
| Cement | 4000 | 109 | 224 | 230 | 232 | 0 | 795 |
| River Stone | 6000 | 0 | 0 | 0 | 0 | 0 | 0 |
| Steel Moulds | 7000 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tiebar | 150000 | 1,200 | 3,030 | 2,970 | 3,165 | 0 | 10,365 |
| Paint | 3000 | 165 | 420 | 412 | 439 | 0 | 1,436 |
| Reinforcing Steel | 900 | 126 | 259 | 266 | 268 | 0 | 919 |
| Tying Wire | 1100 | 1 | 2 | 2 | 2 | 0 | 7 |
| Equivalent Royalty | 200 | 301 | 677 | 794 | 849 | 0 | 2,621 |

CONSTRUCTION AND MAINTENANCE COSTS
FOR ALL PROPOSED ROAD LINKS
(TOTAL)

PROV : SUMATERA SELATAN KAB : BELITUNG

(1000 Rp)

| I T E M | UNIT | < 1988 > | < 1989 > | < 1990 > | < 1991 > | < 1992 > | < TOTAL > |
|----------------------------|--------|----------|----------|----------|----------|----------|-----------|
| EQUIPMENT : | | 131,020 | 289,105 | 258,768 | 258,570 | 0 | 937,463 |
| Bulldozer/Ripper | 15459 | 6,454 | 12,931 | 15,791 | 13,214 | 0 | 48,390 |
| Swamp Bulldozer | 11362 | 323 | 2,382 | 95 | 40 | 0 | 2,840 |
| Motor Grader | 13202 | 16,721 | 35,288 | 32,135 | 36,736 | 0 | 120,880 |
| Hand-guide Vib. Roller | 1507 | 795 | 2,172 | 1,716 | 1,870 | 0 | 6,553 |
| Tire Roller | 10466 | 3,608 | 7,535 | 8,140 | 8,486 | 0 | 27,769 |
| Vibratory Roller (D&T) | 6596 | 4,142 | 12,180 | 7,776 | 10,729 | 0 | 34,827 |
| Hydraulic Excavator; Wheel | 12355 | 2,223 | 11,953 | 1,276 | 674 | 0 | 16,126 |
| Wheel Loader | 16338 | 19,490 | 38,263 | 36,999 | 34,278 | 0 | 129,030 |
| Water tank Truck | 3791 | 1,202 | 3,969 | 2,071 | 3,148 | 0 | 10,390 |
| Dump Truck | 5200 | 52,592 | 127,754 | 99,982 | 107,232 | 0 | 387,560 |
| Flat Bed Truck with Crane | 4884 | 5,518 | 13,492 | 18,673 | 17,268 | 0 | 54,951 |
| Flat Bed Truck | 3202 | 5,479 | 11,600 | 11,928 | 12,444 | 0 | 41,451 |
| Portable Crusher/Screening | 42731 | 12,442 | 8,387 | 22,006 | 9,772 | 0 | 52,607 |
| Concrete Mixer | 8445 | 31 | 1,152 | 170 | 2,302 | 0 | 3,655 |
| Water Pump | 458 | 0 | 43 | 7 | 353 | 0 | 403 |
| Concrete Vibrator | 299 | 0 | 4 | 3 | 24 | 0 | 31 |
| Asphalt Sprayer | 1955 | 0 | 0 | 0 | 0 | 0 | 0 |
| LABOUR : | | 52,658 | 136,498 | 183,892 | 160,923 | 0 | 533,971 |
| Mandur | 3000 | 3,933 | 10,171 | 12,618 | 11,613 | 0 | 38,335 |
| Skilled Labourer | 2750 | 1,934 | 4,899 | 33,929 | 21,152 | 0 | 61,714 |
| Carpenter | 5000 | 1,011 | 2,779 | 31,712 | 18,254 | 0 | 53,756 |
| Mason | 3750 | 0 | 762 | 58 | 905 | 0 | 1,725 |
| Labourer | 2250 | 33,447 | 88,892 | 80,365 | 82,974 | 0 | 285,678 |
| Driver | 4000 | 9,239 | 22,479 | 19,334 | 20,272 | 0 | 71,324 |
| Operator | 3000 | 3,094 | 6,716 | 5,876 | 5,753 | 0 | 21,439 |
| MATERIAL : | | 8,363 | 25,079 | 107,510 | 92,678 | 0 | 233,630 |
| Bitumen | 280 | 1,190 | 2,381 | 2,397 | 2,444 | 0 | 8,412 |
| Asphalt Oil | 850 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kerosene | 250 | 118 | 236 | 237 | 242 | 0 | 833 |
| Sand | 4000 | 362 | 1,101 | 806 | 1,371 | 0 | 3,640 |
| Cement | 4000 | 229 | 1,162 | 663 | 5,172 | 0 | 7,226 |
| River Stone | 6000 | 0 | 1,219 | 93 | 1,731 | 0 | 3,043 |
| Steel Moulds | 7000 | 84 | 441 | 287 | 147 | 0 | 959 |
| Timber | 150000 | 2,715 | 7,455 | 87,180 | 49,110 | 0 | 146,460 |
| Paint | 3000 | 414 | 1,086 | 9,720 | 5,003 | 0 | 16,223 |
| Reinforcing Steel | 900 | 470 | 2,067 | 1,443 | 21,000 | 0 | 24,980 |
| Iying Wire | 1100 | 4 | 22 | 14 | 232 | 0 | 272 |
| Equivalent Royalty | 200 | 2,777 | 7,909 | 4,670 | 6,226 | 0 | 21,582 |

Appendix A-6

QUANTITIES OF BRIDGE ON PROPOSED ROAD LINKS

PROV : SUMATERA SELATAN KAB : BELITUNG

| LINK NO | BRIDGE NAME | Km | From | « TYPE » | | DESIGN LOAD | SPAN CLASS | LENGTH (m) | SPAN NO | SPAN LENGTH (m) | WIDTH (m) | AREA (EXIST) (m ²) | AREA (NEW) (m ²) | PIER (no) | ABUT (no) | ROAD CLASS |
|----------------|----------------|------|------|----------|-------|-------------|------------|------------|---------|-----------------|-----------|--------------------------------|------------------------------|-----------|-----------|------------|
| | | | | (EXIST) | (NEW) | | | | | | | | | | | |
| 3 | BARU | 3 | STRL | KB | RC | BH50 | (E) | 36.00 | 3 | 12.00 | 4.50 | 1.44 | 162.00 | 2 | 2 | IIIC |
| | AIR PAUR | 7 | STRL | KB | | | | 4.00 | 1 | 4.00 | 3.00 | 12.00 | | 0 | 2 | |
| | AIR PALEMBANG | 8 | STRL | KK | | | | 4.00 | 1 | 4.00 | 6.00 | 24.00 | | 0 | 2 | |
| | AIR SABANG | 11 | STRL | KK | | | | 3.50 | 1 | 3.50 | 4.00 | 14.00 | | 0 | 2 | |
| | AIR SIJUK | 0 | STRL | KB | | | | 60.00 | 8 | 7.50 | 3.00 | 180.00 | | 7 | 2 | |
| | AIR BARU | 0 | STRL | KB | | | | 3.50 | 1 | 3.50 | 4.00 | 14.00 | | 0 | 2 | |
| 6 | A. KOLON TIMAH | 13 | PSRK | -- | TM | 10T | (C) | 6.00 | 1 | 6.00 | 4.00 | 0.00 | 24.00 | 0 | 2 | IIIC |
| | CENGLIK | 18 | PSRK | -- | TM | 10T | (C) | 530.00 | 67 | 7.91 | 4.00 | 0.00 | 2120.00 | 66 | 2 | |
| | A. DULANG | 26 | PSRK | -- | TM | 10T | (C) | 6.00 | 1 | 6.00 | 4.00 | 0.00 | 24.00 | 0 | 2 | |
| | A. SENGKLI | 27 | PSRK | KK | | | | 10.00 | 3 | 3.33 | 4.50 | 45.00 | | 2 | 2 | |
| 7 | A. JONGKOT | 2 | BDNG | KB | | | | 15.00 | 2 | 7.50 | 4.00 | 60.00 | | 1 | 2 | IIIC |
| | A. LIMPASAN | 3 | BDNG | KK | | | | 10.00 | 3 | 3.33 | 4.00 | 40.00 | | 2 | 2 | |
| 12 | AIR BATU | 1 | LBNG | KB | | | | 6.00 | 4 | 1.50 | 4.00 | 24.00 | | 3 | 2 | IIIC |
| | AIR SAMBAR | 1 | LBNG | KK | | | | 16.70 | 2 | 8.35 | 4.00 | 66.80 | | 1 | 2 | |
| | AIR KELONG 2 | 1 | LBNG | KK | | | | 9.00 | 4 | 2.25 | 4.00 | 36.00 | | 3 | 2 | |
| 13 | AIR RIKAN | 2 | BTAR | KK | | | | 6.00 | 1 | 6.00 | 4.00 | 24.00 | | 0 | 2 | IIIC |
| | AIR GETAH | 3 | BTAR | KK | | | | 6.00 | 1 | 6.00 | 4.00 | 24.00 | | 0 | 2 | |
| | AIR PEGADAIAN | 3 | BTAR | KK | | | | 6.00 | 1 | 6.00 | 4.00 | 24.00 | | 0 | 2 | |
| | AIR KELUMPANG | 4 | BTAR | KK | | | | 6.00 | 1 | 6.00 | 4.00 | 24.00 | | 0 | 2 | |
| | AIR DUKONG | 4 | BTAR | KB | | | | 4.00 | 1 | 4.00 | 6.00 | 24.00 | | 0 | 2 | |
| | AIR SENUNSUR | 4 | BTAR | KK | TM | 10T | (C) | 30.50 | 4 | 7.63 | 4.00 | 122.00 | 122.00 | 3 | 2 | |
| 14 | AIR PELAWAN | 1 | TGRU | KK | | | | 5.00 | 2 | 2.50 | 4.00 | 20.00 | | 1 | 2 | IIIC |
| | AIR DAIN | 2 | TGRU | KB | | | | 13.00 | 4 | 3.25 | 4.00 | 52.00 | | 3 | 2 | |
| | AIR PENYELIKAN | 11 | TGRU | KK | | | | 24.00 | 7 | 3.43 | 4.00 | 96.00 | | 6 | 2 | |
| | SUNGAI SAMAR | 11 | TGRU | KK | | | | 25.00 | 7 | 3.57 | 4.00 | 100.00 | | 6 | 2 | |
| | AIR ANBONG | 12 | TGRU | KK | | | | 10.00 | 3 | 3.33 | 4.00 | 40.00 | | 2 | 2 | |
| | AIR GELAM | 14 | TGRU | KK | | | | 10.00 | 3 | 3.33 | 4.00 | 40.00 | | 2 | 2 | |
| | AIR SUGE I | 15 | TGRU | KK | | | | 10.00 | 3 | 3.33 | 4.00 | 40.00 | | 2 | 2 | |
| | AIR SUGE II | 18 | TGRU | KK | | | | 36.00 | 10 | 3.60 | 4.00 | 144.00 | | 9 | 2 | |
| | PEGANTUNGAN | 21 | TGRU | KK | | | | 16.00 | 5 | 3.20 | 4.00 | 64.00 | | 4 | 2 | |
| AIR. S. BERANG | 21 | TGRU | KK | | | | 9.00 | 3 | 3.00 | 4.00 | 36.00 | | 2 | 2 | | |
| 19 | AIR SAMPAT | 7 | AKDR | KK | | | | 3.00 | 1 | 3.00 | 4.00 | 12.00 | | 0 | 2 | IIIC |
| | AIR KRNG BULUH | 8 | AKDR | KB | | | | 3.00 | 1 | 3.00 | 6.00 | 18.00 | | 0 | 2 | |
| | AIR LIHAS | 9 | AKDR | KB | | | | 4.00 | 1 | 4.00 | 6.00 | 24.00 | | 0 | 2 | |
| | RAWA | 12 | AKDR | -- | TM | 10T | (A) | 3.00 | 1 | 3.00 | 4.00 | 0.00 | 12.00 | 0 | 2 | |
| 20 | AIR NYAHAI | 1 | SLBB | KB | | | | 8.00 | 2 | 4.00 | 4.00 | 32.00 | | 1 | 2 | IIIC |
| | AIR MENTIGI | 1 | SLBB | KK | | | | 4.00 | 1 | 4.00 | 4.00 | 16.00 | | 0 | 2 | |
| | AIR BELANTU 1 | 1 | SLBB | KK | | | | 3.00 | 1 | 3.00 | 3.00 | 9.00 | | 0 | 2 | |
| | AIR BELANTU 2 | 1 | SLBB | KK | | | | 2.50 | 1 | 2.50 | 4.00 | 10.00 | | 0 | 2 | |
| 30 | N.1 | 5 | MPIU | KK | TM | 10T | (A) | 3.00 | 1 | 3.00 | 4.00 | 12.00 | 12.00 | 0 | 2 | IIIC |
| | AIR RUA | 12 | MPIU | KK | TM | 10T | (A) | 9.00 | 3 | 3.00 | 4.00 | 13.50 | 36.00 | 2 | 2 | |

Appendix A-7 CONSTRUCTION AND MAINTENANCE COST OF BRIDGES
ON PROPOSAL ROAD LINKS

PROV : SUMATERA SELATAN KAD : BELITUNG

LINK NO : 3 (IIC) LENGTH : 13 Km

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|------|----------|----------------------------------|---------|------------------|------------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3a; 10T) | m2 | 0.00 | 57,945 | 4,082 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5a; 10T) | m2 | 0.00 | 64,184 | 4,507 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8a; 10T) | m2 | 0.00 | 85,014 | 5,919 | 0 | 0 | 0 |
| Superstructure (Timber; Span 3a; BH50) | m2 | 0.00 | 71,850 | 5,047 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5a; BH50) | m2 | 0.00 | 78,440 | 5,468 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8a; BH50) | m2 | 0.00 | 99,483 | 6,922 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3a; BH50) | m2 | 0.00 | 61,697 | 95,341 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5a; BH50) | m2 | 0.00 | 63,087 | 106,628 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8a; BH50) | m2 | 0.00 | 64,780 | 116,193 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10a; BH50) | m2 | 0.00 | 70,735 | 132,047 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15a; BH50) | m2 | 162.00 | 75,821 | 155,643 | 12,283,002 | 25,214,166 | 37,497,168 |
| Substructure (Pier; for Timber; 10T) | NO | 0.00 | 504,733 | 37,981 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; 10T) | NO | 0.00 | 1,348,395 | 171,829 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; BH50) | NO | 0.00 | 742,310 | 56,220 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BH50) | NO | 0.00 | 1,527,554 | 191,921 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BH50) | NO | 2.00 | 1,809,455 | 456,543 | 3,618,910 | 913,086 | 4,531,996 |
| Substructure (Abut; for Concrete; BH50) | NO | 2.00 | 3,779,057 | 964,550 | 7,558,114 | 1,929,100 | 9,487,214 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 15,897 | 1,550 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 15,897 | 1,550 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 1.44 | 91,528 | 73,157 | 131,800 | 105,346 | 237,146 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 10,319 | 1,232 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 162.00 | 2,140 | 2,729 | 346,680 | 442,098 | 788,778 |
| Maintenance of Timber Bridge (Exist) | m2 | 38.00 | 9,001 | 2,458 | 342,038 | 93,404 | 435,442 |
| Maintenance of Concrete Bridge (Exist) | m2 | 206.00 | 4,270 | 2,387 | 879,620 | 491,722 | 1,371,342 |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 23,591,826 | 28,161,698 | 51,753,524 |
| | | | TOTAL COST (without Maintenance) | | 23,591,826 | 28,161,698 | 51,753,524 |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 27,130,600 | 32,385,953 | 59,516,553 |
| | | | TOTAL COST (without Maintenance) | | 27,130,600 | 32,385,953 | 59,516,553 |

PROV : SUMATERA SELATAN KAB : BELITUNG

LINK NO : 6 (LUIC) LENGTH : 27 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|------|----------|----------------------------------|---------|------------------|------------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3m; 10T) | m2 | 0.00 | 57,945 | 4,082 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; 10T) | m2 | 0.00 | 64,184 | 4,507 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; 10T) | m2 | 2168.00 | 85,014 | 5,919 | 184,310,352 | 12,832,392 | 197,142,744 |
| Superstructure (Timber; Span 3m; BM50) | m2 | 0.00 | 71,850 | 5,047 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; BM50) | m2 | 0.00 | 78,440 | 5,468 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; BM50) | m2 | 0.00 | 99,483 | 6,922 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3m; BM50) | m2 | 0.00 | 61,697 | 95,341 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5m; BM50) | m2 | 0.00 | 63,087 | 106,628 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8m; BM50) | m2 | 0.00 | 64,780 | 116,193 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10m; BM50) | m2 | 0.00 | 70,735 | 132,047 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15m; BM50) | m2 | 0.00 | 75,821 | 155,643 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; 10T) | NO | 66.00 | 504,733 | 37,981 | 33,312,378 | 2,506,746 | 35,819,124 |
| Substructure (Abut; for Timber; 10T) | NO | 6.00 | 1,348,395 | 171,829 | 8,090,370 | 1,030,974 | 9,121,344 |
| Substructure (Pier; for Timber; BM50) | NO | 0.00 | 742,310 | 56,220 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BM50) | NO | 0.00 | 1,527,554 | 191,921 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BM50) | NO | 0.00 | 1,809,455 | 456,543 | 0 | 0 | 0 |
| Substructure (Abut; for Concrete; BM50) | NO | 0.00 | 3,779,057 | 964,350 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 13,897 | 1,550 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 15,897 | 1,550 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 91,528 | 73,157 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 2168.00 | 10,319 | 1,232 | 22,371,592 | 2,670,976 | 25,042,568 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 2,140 | 2,729 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 45.00 | 9,001 | 2,458 | 405,045 | 110,610 | 515,655 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,270 | 2,387 | 0 | 0 | 0 |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 225,713,100 | 16,370,112 | 242,083,212 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 225,713,100 | 16,370,112 | 242,083,212 |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 259,570,065 | 18,825,629 | 278,395,694 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 259,570,065 | 18,825,629 | 278,395,694 |

PROV : SUMATERA SELATAN KAB : BELITUNG

LINK NO : 12 (IIC) LENGTH : 25 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber;Span 3a;101) | m2 | 0.00 | 57,945 | 4,082 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;101) | m2 | 0.00 | 64,184 | 4,507 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;101) | m2 | 0.00 | 85,014 | 5,919 | 0 | 0 | 0 |
| Superstructure (Timber;Span 3a;RHS0) | m2 | 0.00 | 71,850 | 5,047 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;RHS0) | m2 | 0.00 | 78,440 | 5,468 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;RHS0) | m2 | 0.00 | 99,483 | 6,922 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 3a;RHS0) | m2 | 0.00 | 61,697 | 95,341 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 5a;RHS0) | m2 | 0.00 | 63,087 | 106,628 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 8a;RHS0) | m2 | 0.00 | 64,780 | 116,193 | 0 | 0 | 0 |
| Superstructure (Concrete;Span10a;RHS0) | m2 | 0.00 | 70,735 | 132,047 | 0 | 0 | 0 |
| Superstructure (Concrete;Span15a;RHS0) | m2 | 0.00 | 75,821 | 155,643 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;101) | NO | 0.00 | 504,733 | 37,981 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;101) | NO | 0.00 | 1,348,395 | 171,829 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;RHS0) | NO | 0.00 | 742,310 | 56,220 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;RHS0) | NO | 0.00 | 1,527,554 | 191,921 | 0 | 0 | 0 |
| Substructure (Pier;for Concrete;RHS0) | NO | 0.00 | 1,809,455 | 456,543 | 0 | 0 | 0 |
| Substructure (Abut;for Concrete;RHS0) | NO | 0.00 | 3,779,057 | 964,550 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 15,897 | 1,550 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 15,897 | 1,550 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 91,528 | 73,157 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 10,319 | 1,232 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 2,140 | 2,729 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 102.80 | 9,001 | 2,458 | 925,302 | 252,692 | 1,177,984 |
| Maintenance of Concrete Bridge (Exist) | m2 | 24.00 | 4,270 | 2,387 | 102,480 | 57,288 | 159,768 |
| <hr/> | | | | | | | |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |
| <hr/> | | | | | | | |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |

PROV : SUHATERA SELATAN KAB : BELITUNG

LINK NO : 12 (L11C) LENGTH : 10 Km

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3m; IOT) | m2 | 12.00 | 57,945 | 4,082 | 695,340 | 48,984 | 744,324 |
| Superstructure (Timber; Span 5m; IOT) | m2 | 0.00 | 64,184 | 4,507 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; IOT) | m2 | 0.00 | 85,014 | 5,919 | 0 | 0 | 0 |
| Superstructure (Timber; Span 3m; BMSO) | m2 | 0.00 | 71,850 | 5,047 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; BMSO) | m2 | 0.00 | 78,440 | 5,468 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; BMSO) | m2 | 0.00 | 99,483 | 6,922 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3m; BMSO) | m2 | 0.00 | 61,697 | 95,341 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5m; BMSO) | m2 | 0.00 | 63,087 | 106,628 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8m; BMSO) | m2 | 0.00 | 64,780 | 116,193 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10m; BMSO) | m2 | 0.00 | 70,735 | 132,047 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15m; BMSO) | m2 | 0.00 | 75,821 | 155,643 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; IOT) | NO | 0.00 | 504,733 | 37,981 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; IOT) | NO | 2.00 | 1,348,395 | 171,829 | 2,696,790 | 343,658 | 3,040,448 |
| Substructure (Pier; for Timber; BMSO) | NO | 0.00 | 742,310 | 56,220 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BMSO) | NO | 0.00 | 1,527,554 | 191,921 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BMSO) | NO | 0.00 | 1,809,455 | 456,543 | 0 | 0 | 0 |
| Substructure (Abut; for Concrete; BMSO) | NO | 0.00 | 3,779,057 | 964,550 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 15,897 | 1,550 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 15,897 | 1,550 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 91,528 | 73,157 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 12.00 | 10,319 | 1,232 | 123,828 | 14,784 | 138,612 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 2,140 | 2,729 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 12.00 | 9,001 | 2,458 | 108,012 | 29,496 | 137,508 |
| Maintenance of Concrete Bridge (Exist) | m2 | 42.00 | 4,270 | 2,387 | 179,340 | 100,254 | 279,594 |
| <hr/> | | | | | | | |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 3,392,130 | 392,642 | 3,784,772 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 3,392,130 | 392,642 | 3,784,772 |
| <hr/> | | | | | | | |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 3,900,950 | 451,538 | 4,352,488 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 3,900,950 | 451,538 | 4,352,488 |

PROV : SUMATERA SELATAN KAB : DELITUNG

LINK NO : 20 (TIC) LENGTH : 20 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|----------------------------------|----------|-------------------|---------|------------------|---------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3m; 10T) | m2 | 0.00 | 57,945 | 4,082 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; 10T) | m2 | 0.00 | 64,184 | 4,507 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; 10T) | m2 | 0.00 | 85,014 | 5,919 | 0 | 0 | 0 |
| Superstructure (Timber; Span 3m; BHSO) | m2 | 0.00 | 71,850 | 5,047 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; BHSO) | m2 | 0.00 | 78,440 | 5,468 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; BHSO) | m2 | 0.00 | 99,483 | 6,922 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3m; BHSO) | m2 | 0.00 | 81,697 | 95,341 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5m; BHSO) | m2 | 0.00 | 63,087 | 106,628 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8m; BHSO) | m2 | 0.00 | 64,780 | 116,193 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10m; BHSO) | m2 | 0.00 | 70,735 | 132,047 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15m; BHSO) | m2 | 0.00 | 75,821 | 155,643 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; 10T) | NO | 0.00 | 504,733 | 37,981 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; 10T) | NO | 0.00 | 1,348,395 | 171,829 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; BHSO) | NO | 0.00 | 742,310 | 56,220 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BHSO) | NO | 0.00 | 1,527,554 | 191,921 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BHSO) | NO | 0.00 | 1,809,455 | 456,543 | 0 | 0 | 0 |
| Substructure (Abut; for Concrete; BHSO) | NO | 0.00 | 3,779,057 | 964,550 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 15,897 | 1,550 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 15,897 | 1,550 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 91,528 | 73,157 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 10,319 | 1,232 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 2,140 | 2,729 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 35.00 | 9,001 | 2,458 | 315,035 | 86,030 | 401,065 |
| Maintenance of Concrete Bridge (Exist) | m2 | 32.00 | 4,270 | 2,387 | 136,640 | 76,384 | 213,024 |
| <hr/> | | | | | | | |
| (Without Overhead) | TOTAL COST (Timber Bridge) | | | | 0 | 0 | 0 |
| | TOTAL COST (Concrete Bridge) | | | | 0 | 0 | 0 |
| | TOTAL COST (without Maintenance) | | | | 0 | 0 | 0 |
| <hr/> | | | | | | | |
| (Overhead : 15%) | TOTAL COST (Timber Bridge) | | | | 0 | 0 | 0 |
| | TOTAL COST (Concrete Bridge) | | | | 0 | 0 | 0 |
| | TOTAL COST (without Maintenance) | | | | 0 | 0 | 0 |

PROV : SUHATERA SELATAN KAB : BELITUNG

LINK NO : 30 (IIC) LENGTH : 12 Km

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|------|----------------------------------|-------------------|---------|------------------|-----------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber;Span 3m;IOT) | m2 | 48.00 | 57,945 | 4,082 | 2,781,360 | 195,936 | 2,977,296 |
| Superstructure (Timber;Span 5m;IOT) | m2 | 0.00 | 64,184 | 4,507 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8m;IOT) | m2 | 0.00 | 85,014 | 5,919 | 0 | 0 | 0 |
| Superstructure (Timber;Span 3m;BHSO) | m2 | 0.00 | 71,850 | 5,047 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5m;BHSO) | m2 | 0.00 | 78,440 | 5,468 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8m;BHSO) | m2 | 0.00 | 99,483 | 6,922 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 3m;BHSO) | m2 | 0.00 | 61,697 | 95,341 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 5m;BHSO) | m2 | 0.00 | 63,087 | 106,628 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 8m;BHSO) | m2 | 0.00 | 64,780 | 116,193 | 0 | 0 | 0 |
| Superstructure (Concrete;Span10m;BHSO) | m2 | 0.00 | 70,735 | 132,047 | 0 | 0 | 0 |
| Superstructure (Concrete;Span15m;BHSO) | m2 | 0.00 | 75,821 | 155,643 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;IOT) | NO | 2.00 | 504,733 | 37,981 | 1,009,466 | 75,962 | 1,085,428 |
| Substructure (Abut;for Timber;IOT) | NO | 4.00 | 1,348,395 | 171,829 | 5,393,580 | 687,316 | 6,080,876 |
| Substructure (Pier;for Timber;BHSO) | NO | 0.00 | 742,310 | 56,220 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;BHSO) | NO | 0.00 | 1,527,554 | 191,921 | 0 | 0 | 0 |
| Substructure (Pier;for Concrete;BHSO) | NO | 0.00 | 1,809,455 | 456,543 | 0 | 0 | 0 |
| Substructure (Abut;for Concrete;BHSO) | NO | 0.00 | 3,779,057 | 964,550 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 25.50 | 15,897 | 1,550 | 405,373 | 39,525 | 444,898 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 15,897 | 1,550 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 91,528 | 73,157 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 48.00 | 10,319 | 1,232 | 495,312 | 59,136 | 554,448 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 2,140 | 2,729 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 0.00 | 9,001 | 2,458 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,270 | 2,387 | 0 | 0 | 0 |
| <hr/> | | | | | | | |
| (Without Overhead) | | TOTAL COST (Timber Bridge) | | | 9,589,779 | 998,739 | 10,588,518 |
| | | (Concrete Bridge) | | | 0 | 0 | 0 |
| | | TOTAL COST (without Maintenance) | | | 9,589,779 | 998,739 | 10,588,518 |
| <hr/> | | | | | | | |
| (Overhead : 15%) | | TOTAL COST (Timber Bridge) | | | 11,028,246 | 1,148,550 | 12,176,796 |
| | | (Concrete Bridge) | | | 0 | 0 | 0 |
| | | TOTAL COST (without Maintenance) | | | 11,028,246 | 1,148,550 | 12,176,796 |

JICA