

APPENDIX

Appendix A-1 FOR ESTIMATION OF THE PRODUCER'S SURPLUS BENEFIT

PRV. : KALIMANTAN SELATAN KAB. : HULU SUNGAI TENGAH SURVEY YEAR : 1983

| Code No. | KECAMATAN NAME | CULTIVATED AREA : (PA) | YIELD RATE : (Y) | FARMER'S POPULATION : (AP) | CIRCULATED COMMODITY : (PG) |
|----------|----------------------|------------------------|------------------|----------------------------|-----------------------------|
| 01 | HARUYAN | 3,569.75 | 3.50 | 13,908 | 1,350 |
| 02 | BATU BENAWA | 3,089.90 | 4.06 | 16,435 | 1,910 |
| 03 | LABUHAN EMAS SELATAN | 3,688.50 | 4.18 | 15,172 | 350 |
| 04 | LABUHAN EMAS UTARA | 3,534 | 3.98 | 15,171 | 820 |
| 05 | PANDAWAN | 2,824 | 3.92 | 17,700 | 770 |
| 06 | BARABAI | 2,438 | 5.01 | 13,907 | 930 |
| 07 | BATANG ALAI SELATAN | 3,429 | 4.35 | 17,701 | 2,240 |
| 08 | BATANG ALAI UTARA | 3,398 | 4.14 | 16,436 | 1,570 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

| | | | | |
|------------------------------|----------------|----------------|----------------|----------------|
| | r ₁ | r ₂ | r ₃ | r ₄ |
| ANNUAL AVERAGE GROWTH RATE % | 1.0 | 1.5 | 0.3 | 5.1 |

| | |
|-----------------------------|----------------------------|
| FARMER'S CONSUMPTION : (Cp) | NON-AGRO REQUIRMENT : (NG) |
| 0.22 Ton/head/year | 0.016 Ton/ton |

| | | | | |
|-----------------------------|-------|------|-------|-------------|
| | SEDAN | BUS | TRUCK | MOTOR CYCLE |
| RATE OF EACH VEHICLE TYPE % | 27.61 | 2.26 | 20.74 | 49.38 |

| | |
|------------------------|---------------|
| AVERAGE FREIGHT TONAGE | 0.6 Ton/Truck |
|------------------------|---------------|

Appendix A-2 Engineering Data

ROAD LINK DATA

PROVINCE : Kalimantan Selatan

KABUPATEN: Hulu Sungai Tengah

| LINK NO. | BEGINNING POINT (DESA NAME) | END POINT (DESA NAME) | LENGTH (KM) | THROUGH THE KEC. NAME & LENGTH | | REMARKS |
|----------|-----------------------------|-----------------------|-------------|--------------------------------|-------------|---------|
| | | | | KEC. NAME | LENGTH (KM) | |
| 01 | Barabai | Bn.Binjai | 3 | Pandawan | 1 | |
| | | | | Barabai | 2 | |
| 02 | Bn.Binjai | Jatuh | 2 | Pandawan | 2 | 1 |
| 03 | Jatuh | Kambat Utara | 5 | Pandawan | 5 | 1 |
| 04 | Kambat Utara | Kayu Bangun | 4 | Pandawan | 4 | |
| 05 | Kayu Bangun | Kayu Rabah | 5 | Pandawan | 5 | |
| 06 | Barabai | Matang birik | 3 | Barabai | 3 | 3 |
| 07 | Matang birik | Pelajau Hilir | 2 | Barabai | 2 | 3 |
| 08 | Pelajau Hilir | Mahang karang Jawa | 2 | Pandawan | 2 | |
| 09 | Mahang karang Jawa | Mahang matang Landung | 3 | Pandawan | 3 | |
| 10 | Mahang Matang Landung | Bn.Kupang | 2 | Pandawan | 2 | |
| 11 | Bn.Sungai | Pelajau Hilir | 4 | Pandawan | 4 | 2 |
| 12 | Pelajau Hilir | Manjang | 3 | Barabai | 3 | |
| 13 | Barabai | Bn.Jingah | 2 | Barabai | 2 | 2 |
| 14 | Bn.Jingah | Mandingin | 2 | Barabai | 2 | |
| 15 | Bn.Jingah | Ayuang | 3 | Barabai | 2 | 2 |
| | | | | Bt.Alai Utara | 1 | |
| 16 | Ayuang | Bn.Batung | 4 | Pandawan | 3 | 3 |
| | | | | Bt.Alai Utara | 1 | |
| 17 | Ayuang | Timbok Bahalang | 2 | Bt.Alai Utara | 2 | 3 |
| 18 | Ilung | Ayuang | 5 | Bt.Alai Utara | 5 | 2 |
| 19 | Sekutang | Batu Tangga | 5 | Bt.Alai Sln | 5 | 3 |
| 20 | Lok Besar | ilung | 5 | Bt.Alai Utara | 5 | 3 |
| 21 | Sp.Ilung | Limbar | 5 | Bt.Alai Utara | 5 | 3 |
| 22 | Limbar | Birayang | 2 | Btg.Alai Sln | 0.5 | 3 |
| | | | | Bt.Alai Utara | 1.5 | |
| 23 | ilung | Karau | 2 | Bt.Alai Utara | 2 | |
| 24 | Karau | Abung | 7 | Bt.Alai Utara | 7 | |

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

ROAD LINK DATA

PROVINCE : Kalimantan Selatan

KABUPATEN: Hulu Sungai Tengah

| LINK NO. | BEGINNING POINT (DESA NAME) | END POINT (DESA NAME) | LENGTH (KM) | THROUGH THE KEC. NAME & LENGTH | | REMARKS |
|----------|-----------------------------|-----------------------|-------------|--------------------------------|-------------|---------|
| | | | | KEC. NAME | LENGTH (KM) | |
| 25 | Labung Anak | Telang | 4 | Btg. Alai Utara | 4 | |
| 26 | Kalubut | Karau | 4 | Btg. Alai Utara | 4 | |
| 27 | Abung | Kalubut | 5 | Btg. Alai Utara | 5 | |
| 28 | Limpasu | Tapuk | 4 | Btg. Alai Utara | 4 | 3 |
| 29 | Mahela | Limbar | 3 | Btg. Alai Utara | 3 | 1 |
| 30 | Abung Surapati | Mahela | 2 | Btg. Alai Utara | 2 | 1 |
| 31 | Birayang | Rangas | 3 | Btg. Alai Sln | 3 | 1 |
| 32 | Abung Surapati | Rangas | 3 | Bt. Alai Sel | 1.5 | 1 |
| | | | | Bt. Alai Utara | 1.5 | |
| 33 | Abung | Abung Surapati | 2 | Bt. Alai Utara | 2 | 1 |
| 34 | Abung | Limpasu | 4 | Bt. Alai Utara | 4 | 2 |
| 35 | Limpasu | Tariwin | 2 | Bt. Alai Utara | 2 | 2 |
| 36 | Rangas | Labuhan | 4 | Btg. Alai Sel | 4 | |
| 37 | Labuhan | Abung | 4 | Btg. Alai Sel | 2 | |
| | | | | Btg. Alai Utara | 2 | |
| 38 | Limpasu | Pauh | 2 | Btg. Alai Utara | 2 | |
| 39 | Birayang | Wawai | 4 | Bt. Alai Sel | 4 | 3 |
| 40 | Wawai | Sekutang | 4 | Bt. Alai Sel | 4 | 3 |
| 41 | Batu Tangga | Tandilang | 7 | Bt. Alai Sel | 7 | |
| 42 | Tandilang | Atirau | 7 | Bt. Alai Sel | 7 | |
| 43 | Cukanlipai | Birayang | 3 | Bt. Alai Sel | 3 | |
| 44 | Kapar | Hiking | 2 | Bt. Alai Utara | 2 | 2 |
| 45 | Hiking | Cukanlipai | 3 | Bt. Alai Sel | 3 | 2 |
| 46 | Hiking | Mandingin | 6 | Barabai | 1 | 2 |
| | | | | Bt. Alai Sel | 5 | |
| 47 | Paya | Cukanlipai | 4 | Bt. Alai Sel | 4 | |
| 48 | Paya | Kahakan | 3 | Batu Benawa | 1 | |
| | | | | Bt. Alai Sel | 2 | |

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

ROAD LINK DATA

PROVINCE :Kalimantan Selatan

KABUPATEN: Hulu Sungai Tengah

| LINK NO. | BEGINNING POINT (DESA NAME) | END POINT (DESA NAME) | LENGTH (KM) | THROUGH THE KEC. NAME & LENGTH | | REMARKS |
|----------|-----------------------------|-----------------------|-------------|--------------------------------|-------------|---------|
| | | | | KEC. NAME | LENGTH (KM) | |
| 49 | Aluan Besar | Paya | 4 | Barabai | 1 | |
| | | | | Bt.Alai Sel | 3 | |
| 50 | Kalibaru | Cukanlipai | 6 | Batu Benawa | 1 | |
| | | | | Bt.Alai Sel | 5 | |
| 51 | Aluan Besar | Kahakan | 5 | Batu Benawa | 2 | 1 |
| | | | | Barabai | 1 | |
| | | | | Bt.Alai Sel | 2 | |
| 52 | Kahakan | Kalibaru | 2 | Batu Benawa | 2 | 1 |
| 53 | Barabai Darat | Aluan Besar | 2 | Barabai | 2 | 1 |
| 54 | Pagat | Kahakan | 4 | Batu Benawa | 4 | 1 |
| 55 | Pagat | Hantakan | 5 | Batu Benawa | 5 | 3 |
| 56 | Hantakan | Baruh Batung | 3 | Batu Benawa | 3 | |
| 57 | Hantakan | Biang II | 7 | Batu Benawa | 7 | |
| 58 | Biang II | Batu Panggung | 4 | Batu Benawa | 4 | |
| 59 | Sp. Bn. Binjai | Tangkarau | 1 | Barabai | 1 | |
| 60 | Pangambau Hulu | Haruyan | 3 | Haruyan | 3 | |
| 61 | Pangambau dalam | Pengambau Hulu | 3 | Haruyan | 3 | 1 |
| 62 | Pangambau dalam | Haruyan | 2 | Haruyan | 2 | 1 |
| 63 | Pangambau Hilir | Pangambau dalam | 3 | Haruyan | 3 | 3 |
| 64 | Haruyan | Barikin | 3 | Haruyan | 3 | |
| 65 | Sei Gatal | Haruyan | 3 | Haruyan | 3 | |
| | | | | Haruyan | 1 | |
| 66 | Tabu darat | Sei Gatal | 3 | Lbh. Emas Sel | 2 | |
| | | | | Haruyan | 3 | |
| 67 | Haruyan | Mangunang | 5 | Batu Benawa | 2 | |
| 68 | Mangunang | Hapulang | 2 | Batu Benawa | 2 | |
| 69 | Taal | Mangunang | 2 | Batu Benawa | 2 | |
| | | | | Batu Benawa | 3 | |
| 70 | Taal | Bn. Kepyayang | 4 | Lbh. Emas Sel | 1 | |
| 71 | Murung Taal | Taal | 3 | Batu Benawa | 3 | |

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

ROAD LINK DATA

PROVINCE : Kalimantan Selatan

KABUPATEN: Hulu Sungai Tengah

| LINK NO. | BEGINNING POINT (DESA NAME) | END POINT (DESA NAME) | LENGTH (KM) | THROUGH THE KEC. NAME & LENGTH | | REMARKS |
|----------|-----------------------------|------------------------|-------------|--------------------------------|-------------|---------|
| | | | | KEC. NAME | LENGTH (KM) | |
| 72 | Sp.Pagat | Murung Taal | 5 | Batu Benawa | 5 | |
| 73 | Barabai Darat | Bangkal | 7 | Barabai | 7 | |
| 74 | Kayu Bawang | Batali | 3 | Batu Benawa | 1.5 | 3 |
| | | | | Barabai | 1.5 | |
| 75 | Barabai darat | Kayu bawang | 3 | Barabai | 3 | 2 |
| 76 | Kayu Bawang | Sp.Murung Taal | 3 | Batu Benawa | 2 | 2 |
| | | | | Barabai | 1 | |
| 77 | Durian Gan- tang Hulu | Bangkal | 2 | Barabai | 2 | 2 |
| 78 | Bangkal | Taras | 4 | Barabai | 4 | 2 |
| 79 | Taras | Durian Gan- tang Hilir | 3 | Barabai | 3 | 3 |
| 80 | Murung Taal | Taras | 2 | Batu Benawa | 1 | 2 |
| | | | | Barabai | 1 | |
| 81 | Bn.Kupang | Pajukungan | 4 | Pandawan | 3 | 2 |
| | | | | Barabai | 1 | |
| 82 | Walangko | Bn.Kupang | 5 | Lbh.Emas.Ut. | 4 | 2 |
| | | | | Pandawan | 1 | |
| 83 | Mahang Matang Landung | Paku | 5 | Lbh.Emas.Ut. | 0.5 | |
| | | | | Pandawan | 4.5 | |
| 84 | Paku | Balanti | 3 | Lbh.Emas.Ut. | 3 | 3 |
| 85 | Bn.Binjai | Pelajau Hilir | 2 | Pandawan | 2 | 2 |
| 86 | Pelajau Hilir | Pandawan | 4 | Pandawan | 4 | 3 |
| 87 | Kalaka | Kayu Bangun | 1 | Pandawan | 1 | |
| 88 | Kambat Sel | Sp.Jatuh | 2 | Pandawan | 2 | |
| 89 | Kambat Sel | Kambat.Ut. | 2 | Pandawan | 2 | |
| 90 | Kalaka | Kambat Sel | 6 | Pandawan | 6 | |
| 91 | Kayu Rabah | Kalaka | 3 | Pandawan | 3 | 2 |
| 92 | Pandawan | Mahang Karang Jawa | 2 | Pandawan | 2 | |
| 93 | Sungai Buluh | Rantau Bujur | 1 | Lbh.Emas Ut | 1 | 3 |
| 94 | Rantau Bujur | Mantaas | 6 | Lbh.Emas Ut | 6 | 3 |
| 95 | Muara Pemangkih | Tabat | 6 | Lbh.Emas Ut | 6 | 3 |

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

ROAD LINK DATA

PROVINCE : Kalimantan Selatan

KABUPATEN: Hulu Sungai TengahDATA RUAS

| LINK NO. | BEGINNING POINT (DESA NAME) | END POINT (DESA NAME) | LENGTH (KM) | THROUGH THE KEC. NAME & LENGTH | | REMARKS |
|----------|-----------------------------|-----------------------|-------------|--------------------------------|-------------|---------|
| | | | | KEC. NAME | LENGTH (KM) | |
| 96 | Tabat | Pahalatan | 2 | Lbh.Emas Ut | 2 | 3 |
| 97 | Tabu Darat | Tabu Darat Tengah | 2 | Lbh.Emas Sln | 2 | |
| 98 | Tabu Darat Tengah | Baru | 2 | Lbh.Emas Sln | 2 | |
| 99 | Tabu Darat Tengah | Barikin | 4 | Haruyan | 2 | |
| | | | | Lbh.Emas Sel | 2 | |
| 100 | Sp.Cukanlipai | Intangan | 2 | Bt.Alai Sel | 2 | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

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

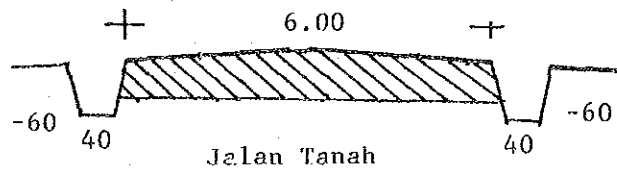
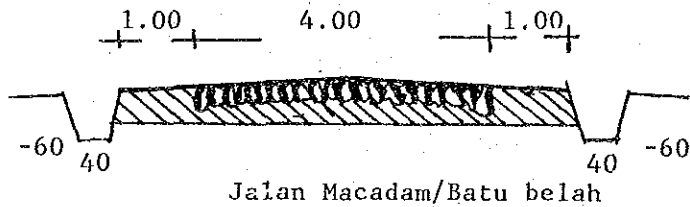
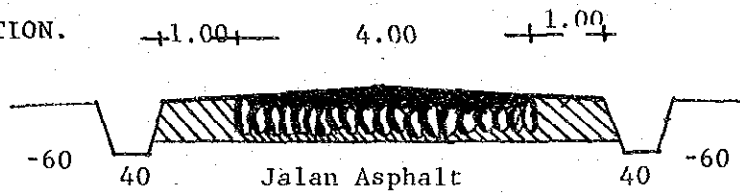
What Kind of Design Criteria has being applied for the new road construction and the improvement for the Kabupaten Road ?

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.



KABUPATEN Hulu Sungai Tengah LOCATION AND COSTS OF THE KABUPATEN

ROADS CONSTRUCTED OR IMPROVED IN 1980/1981

Biaya konstruksi penanganan
jalan dan jembatan Kabupaten thn. 1980/1981

| LINK NO : Nomor Ruas | LOCATION From - To (dari - ke) | Lebar per-kerasan(m) | | LENGT H Panjang (KM) | COSTS Harga (Rp 10 ⁶) | REMARKS Keterang- an |
|-------------------------|--------------------------------------|----------------------|----------------------------------|------------------------------|---|----------------------------|
| | | Lebar . Jembatan | Type per- kerasan Jembatan | | | |
| 61,63 | Pengambau Hulu - Pengambau Hilir | 4 | Gravel | 6.25 | 31,250 | |
| 100 | Lingkungan Irigasi Intangar | 4 | Gravel | 2 | 10,000 | |
| 70,71, 72 | Bn. Keparang-Murung Taal Pagat | 4 | Gravel | 11 | 50,000 | |
| 38 | Pauh - Limpasu | 4 | Gravel | 2.5 | 12,500 | |
| 60 | Haruyan - Muui | 4 | Gravel | 4 | 20,000 | |
| 81,82 | Pajukungan - Bn. Kupang Walangko | 4 | Gravel | 7.6 | 38,000 | |
| 39,40 | Birayang - Sakutang | 4 | Gravel | 7.15 | 40,999 | |
| 68,69 | Hapulang - Mangunang - Taal | 4 | Gravel | 4 | 32,251 | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

* PAVEMENT TYPE : PIs note the appropriate No. below.
 1. : Asphalt surface / penetrasi macadam
 2. : Asphalt seal / pelaburan aspal
 3. : Gravel / kerikil
 4. : Gravel /AWCAS / kerikil / japat

KABUPATEN: Hulu Sungai LOCATION AND COSTS OF THE KABUPATEN
 Tengah ROADS CONSTRUCTED OR IMPROVED IN 1981/1982
 Biaya konstruksi penanganan
 jalan dan jembatan Kabupaten thn. 1981/1982

| LINK NO : Nomor Ruas | L O C A T I O N From - To (dari - ke) | Lebar per- | Type per- | LENGTH Panjang (KM) | COSTS Harga (Rp 10 ⁶) | REMARKS Keterang- an |
|-------------------------------|---|------------------------|---------------------|-----------------------------|---|--------------------------------|
| | | kerasan(m) Jembatan | kerasan Jembatan | | | |
| 1,2,3 | Barabai Barat - Bn. Binjai - Kambat | 4 | Gravel | 8 | 58,266 | |
| 4,5 | Kambat - Kayu Rabah | 4 | Gravel | 8 | 51,916 | |
| 62,67 | Mangunang - Hapulang | 4 | Gravel | 6.5 | 75,845 | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

* 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

LOCATION AND COSTS OF THE KABUPATEN

ROADS CONSTRUCTED OR IMPROVED IN 1982/1983

Biaya konstruksi penanganan

jalan dan jembatan Kabupaten thn. 1982/1983

| LINK NO. : Nomor Ruas | L O C A T I O N From - To (dari - ke) | Lebar per- kerasan(m) | Type per- kerasan | LENGTH Panjang (KM) | COSTS Harga (Rp 10 ⁶) | REMARKS Keterang- an |
|--------------------------------|---|--------------------------|----------------------|-----------------------------|---|----------------------------|
| | | Lebar Jembatan | Type Jembatan | | | |
| 64 | Barikin - Haruyan | 3.5 | Asphalt Seal | 3.5 | 27,800 | |
| 19 | Sakutang - Batu Tangga | 4 | Gravel | 5 | 54,100 | |
| 74,75, 76 | Rasak - Mualimin - Mu- rung.A. | 4 | Gravel | 7.5 | 65,300 | |
| 31,32, 33 | Birayang - Ambitu - Abung | 4 | Gravel | 5.6 | 46,400 | |
| 34,35 | Abung - Kabang - Tariwin | 4 | Gravel | 6.4 | 50,500 | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

* 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

KABUPATEN: Hulu Sungai Tengah LOCATION AND COSTS OF THE KABUPATEN

ROADS CONSTRUCTED OR IMPROVED IN 1983/1984

Biaya konstruksi penanganan

jalan dan jembatan Kabupaten thn. 1983/1984

| LINK NO Nomor Ruas | LOCATION From - To (dari - ke) | Lebar per-kerasan(m) | | LENGTH Panjang (KM) | COSTS Harga (Rp 10 ⁶) | REMARKS Keterangan |
|-----------------------------|--------------------------------------|----------------------|--------------------------------------|-----------------------------|---|-----------------------|
| | | Lebar Jembatan | Type per-kerasan Type Jembatan | | | |
| 73 | Barabai Darat - Bn.Punggal | 4 | Gravel | 4 | 45,000 | |
| 57 | Murung B - Pasting | 3.5 | Gravel | 3.5 | 50,000 | |
| 57 | Panting - Biang II | 4 | Gravel | 3.5 | 46,000 | |
| 70,71 | Bn.Kepayang - Murung-Taal | 4 | Asphalt Surface | 6 | 60,000 | |
| 55,56 | Kampung Baru - Hontakan Baruh Batung | 4 | Gravel | 5.3 | 70,000 | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

* 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

LOCATION AND COSTS OF THE KABUPATEN
ROADS CONSTRUCTED OR IMPROVED IN 1984/1985

Biaya konstruksi penanganan
jalan dan jembatan Kabupaten thn. 1984/1985

| LINK NO Nomor Ruas | L O C A T I O N From - To (dari - ke) | Lebar per- kerasan(m) | Type per- kerasan | LENGTII Panjang (KM) | COSTS Harga (Rp 10 ⁶) | REMARKS Keterangan |
|-----------------------------|---|--------------------------|----------------------|------------------------------|---|-----------------------|
| | | Lebar Jembatan | Type Jembatan | | | |
| 21,22 | Ilung-Limbar-Birayang | 4 | Gravel | 6 | 61,326 | |
| | | - | - | - | | |
| 23,24 | Hapingin - Labunganak - Abung Jayapati | 4 | Gravel | 8.5 | 81,900 | |
| | | - | - | - | | |
| 65,66 | Tabudarat - Sei Gatal - Haruyan | 4 | Gravel | 5.5 | 62,500 | |
| | | - | - | - | | |
| 80,81 | Pajulangan - Bn. Kupang - Walangko | 4 | Gravel | 7.6 | 79,274 | |
| | | - | - | - | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

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

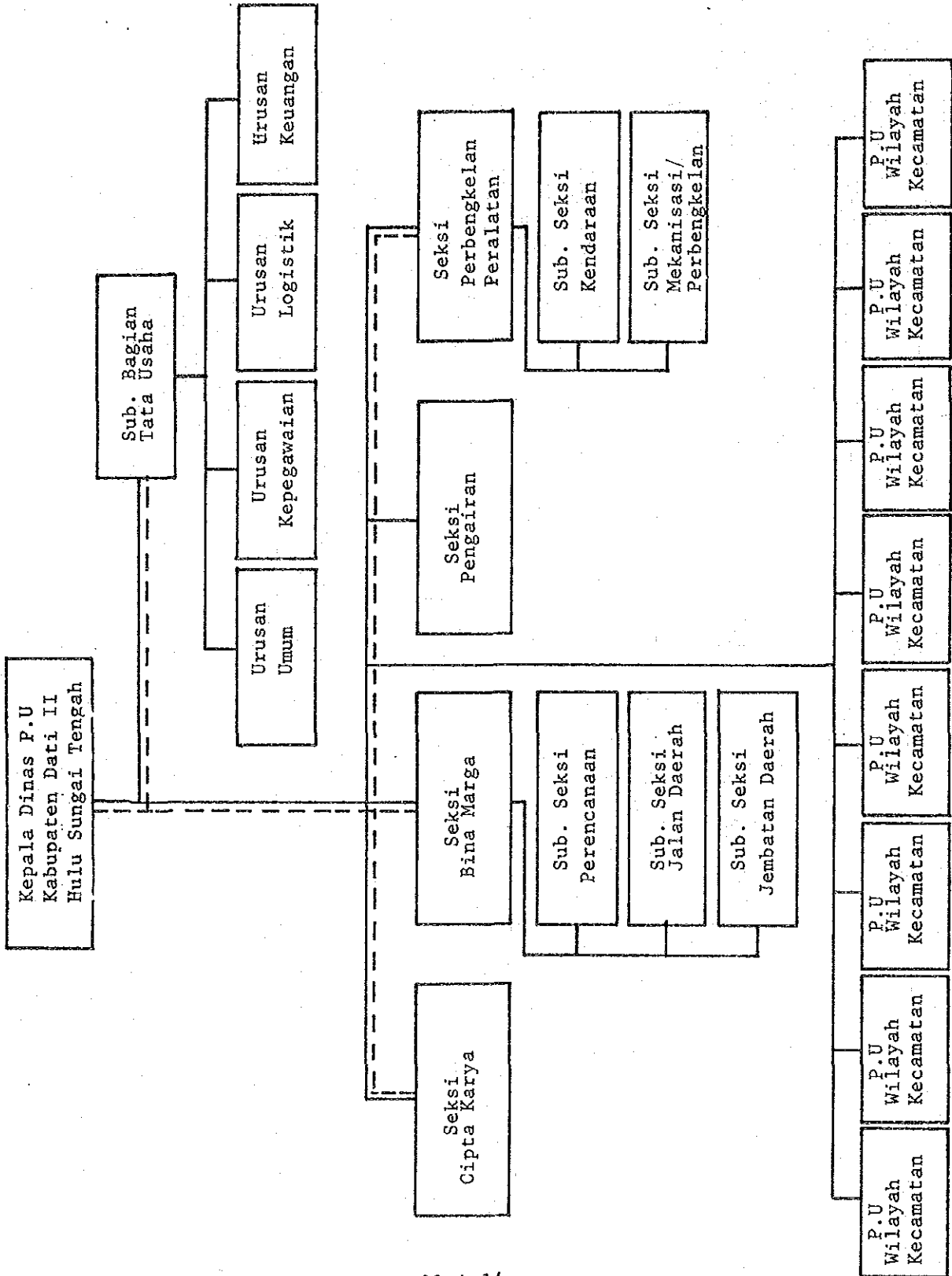
- 1. : Asphalt surface / penetrasi macadam
- 2. : Asphalt seal / pelaburan aspal
- 3. : Gravel / kerikil
- 4. : Gravel /AWCAS / kerikil / japat

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: Kalimantan Selatan

KABUPATEN: Hulu Sungai Tengah

| DESCRIPTION / Uraian | NUMBER / Jumlah | REMARKS Keterangan |
|--|-----------------|-----------------------|
| CONTROLLING STAFF Staff teknis PUK | (36) | |
| DPUK ENGINEER Sarjana Teknik | - | |
| ASSISTANT ENGINEER Sarjana Muda Teknik | - | |
| TECHNICIAN STAFF Staff Teknik (STM) | 36 | |
| ADMINISTRATION Tenaga Administrasi | 3 | |
| SUPERVISOR Tenaga Pengawas | - | |
| WORKING FORCE Tenaga Pelaksana Lapangan | (8) | |
| OPERATORS Operators | 4 | |
| DRIVERS Supir | 4 | |
| MECHANICS Mechanic | | |
| TRADESMAN Tukang | | |
| LABOUR Buruh / Pekerja | | |
| OTHERS Lain-lain | | |
| TOTAL / JUMLAH | (47) | |

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

LOCATION AND AREA OF DPUK WORKSHOP

E-06

Lokasi Workshop DPUK

PROPINSI : Kalimantan Selatan

KABUPATEN: Hulu Sungai Tengah

| LOCATION Lokasi | AREA (m2) Luas | NUMBER Jumlah | REMARKS Keterangan |
|--------------------|-------------------|------------------|-----------------------|
| Barabai | 3.000 | 1 | - |
| | | | |

PROPINSI: Kalimantan Selatan

E-07

KABUPATEN: Hulu Sungai Tengah

LAND ACQUISITION COST

Daftar harga pembebasan tanah

| DESCRIPTION Uraian | UNIT Satuan | RATE (RP) Harga | REMARKS Keterangan |
|-----------------------|----------------|--------------------|-----------------------|
| CITY/kota | M2 | 10,000 | |
| VILLAGE / desa | M2 | 250 | |
| RICE FIELD/sawah | M2 | 300 | |
| DRY FIELD/ladang | M2 | 200 | |
| MIX CROPS/panen | M2 | 400 | |
| FOREST/hutan | M2 | 100 | |
| SWAMP / rawa | M2 | 50 | |
| OTHERS / lain-lain | M2 | - | |

PROPINSI: Kalimantan Selatan

E-08

KABUPATEN: Hulu Sungai Tengah

Classification of local contractors at Kabupaten level.

Klasifikasi kontraktor di Kabupaten

| COMPANY NAME Nama Kontraktor | CLASS Kelas | CAPITAL Modal (Rp) | NUMBER OF EMPLOYEE Jumlah pegawai | REMARKS Keterangan |
|---------------------------------|----------------|-----------------------|--------------------------------------|-----------------------|
| 1 | C1 | 33,800,000 | - | |
| 10 | C2 | 60,890,000 | 11 | |
| 41 | C3 | 28,930,000 | 7 | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

LIST OF EXISTING EQUIPMENT OF LOCAL CONTRACTOR

Name of contractor

| NAME OF EQUIPMENT Jenis peralatan | EXISTING CONDITION/ Kondisi Peralatan | | | | | REASON OF BAD CONDIT TION/Sebab Kerusakan | REQUIRE - MENT / Ke- butuhan peralatan baru |
|--------------------------------------|---------------------------------------|------|-----------------|--------------|-----------------|--|---|
| | TYPE/ Tipe | P.Y | NUMBER / Jumlah | | | | |
| | | | GOOD Baik | BAD Rusak | TOTAL Jumlah | | |
| Bulldozer | | | | | | | |
| Motor Grader | MG 3 H | 1980 | 1 | - | 1 | | |
| Tyre Roller | TS-7409 | 1980 | 1 | - | 1 | | |
| Steel Wheel Roller | | | | | | | |
| Vibration Roller | MGB I | 1981 | 1 | - | 1 | | |
| Wheel Loader | MGB I | 1982 | - | 2 | 2 | | |
| Front End Loader and Backhoe | | | | | | | |
| Mobile Crane | | | | | | | |
| Concrete Mixer | | | | | | | |
| Stone Crusher | | | | | | | |
| Portable Compressor | | | | | | | |
| Hydraulic Excavator | | | | | | | |
| Asphalt Paving Machine | | | | | | | |
| Asphalt Sprayer | ESGD/3K | 1984 | 1 | - | 1 | | |
| Asphalt Mixing Machine | | | | | | | |
| Mobile Workshop | MG 6P | 1972 | 1 | - | 1 | | |
| Mechanic Rammer | MG 6 P | 1975 | - | 1 | 1 | | |
| Plate Tamper | MG 6 P | 1976 | - | 1 | 1 | | |
| Pile Driver | MG 6 P | 1976 | 1 | - | 1 | | |
| Leg Drill | MG 6 P | 1973 | 1 | - | 1 | | |
| Hand Hammer | GT 6 | 1984 | 1 | - | 1 | | |
| Farm Tractor | | | | | | | |
| Dump Truck | V 22 H | 1980 | 3 | - | 3 | | |
| Water Tank Truck | | | | | | | |
| Fuel Tank Truck | | | | | | | |
| Pick Up | T 120 | 1980 | 1 | - | 1 | | |
| Jeep | | | | | | | |
| Motorecycle | | | | | | | |
| Generator | | | | | | | |
| Water Pump | | | | | | | |
| Others | | | | | | | |

LIST OF EXISTING EQUIPMENT OF P.U KABUPATEN

| NAME OF EQUIPMENT Jenis peralatan | EXISTING CONDITION/ Kondisi Peralatan | | | | | REASON OF BAD CONDIT TION/Sebab Kerusakan | REQUIRE - MENT / Ke- butuhan peralatan baru |
|--------------------------------------|---------------------------------------|------|-----------------|--------------|-----------------|--|---|
| | TYPE/ Tipe | P.Y | NUMBER / Jumlah | | | | |
| | | | GOOD Baik | BAD Rusak | TOTAL Jumlah | | |
| Bulldozer | MG 3H | 1980 | Baik | - | 1 Buah | | |
| Motor Grader | TS-7409 | 1980 | Baik | - | 1 Buah | | |
| Tyre Roller | | | | | | | |
| Steel Wheel Roller | MGBI | 1981 | Baik | - | 1 Buah | | |
| Vibration Roller | MGBI | 1982 | - | Rusak | 2 Buah | | |
| Wheel Loader | | | | | | | |
| Front End Loader and Backhoe | | | | | | | |
| Mobile Crane | | | | | | | |
| Concrete Mixer | | | | | | | |
| Stone Crusher | | | | | | | |
| Portable Compressor | | | | | | | |
| Hydraulic Excavator | | | | | | | |
| Asphalt Paving Machine | | | | | | | |
| Asphalt Sprayer | ESGD/3K | 1984 | Baik | - | 1 Buah | | |
| Asphalt Mixing Machine | | | | | | | |
| Mobile Workshop R ROLLER | GM 6 P | 1972 | Baik | - | 1 Buah | | |
| Mechanic Rammer R ROLLER | GM 6 P | 1975 | - | Rusak | 1 Buah | | |
| Plate Tamper R. ROLLER | GM 6 P | 1976 | - | Rusak | 1 Buah | | |
| Pile Driver R. ROLLER | GM 6 P | 1976 | Baik | - | 1 Buah | | |
| Leg Drill R.ROLLER | GM 6 P | 1973 | Baik | - | 1 Buah | | |
| Hand Hammer R.ROLLER | GM 6 P | 1984 | Baik | - | 1 Buah | | |
| Farm Tractor | | | | | | | |
| Dump Truck | V 22 H | 1980 | Baik | - | 3 Buah | | |
| Water Tank Truck | | | | | | | |
| Fuel Tank Truck | | | | | | | |
| Pick Up | T 120 | 1980 | Baik | - | 1 Buah | | |
| Jeep | | | | | | | |
| Motorcycle | | | | | | | |
| Generator | | | | | | | |
| Water Pump | | | | | | | |
| Others | | | | | | | |

Appendix A-3

CONSTRUCTION AND MAINTENANCE COST FOR PROPOSED ROAD LINKS

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : B6 (IIB-1) LENGTH : 4 Km

UPGRADE : 6.5m road bed, 4.0m road with surface Dressing (1)

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|--|----------------|----------|-------------------|---------|------------------|------------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m ² | 1500.0 | 167 | 91 | 250,500 | 136,500 | 387,000 |
| Subgrade Preparation | m ² | 0.0 | 21 | 11 | 0 | 0 | 0 |
| Normal Fill | m ³ | 0.0 | 1,734 | 863 | 0 | 0 | 0 |
| Fill in Swamp | m ³ | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 |
| Normal Excavation to Spoil | m ³ | 0.0 | 1,016 | 522 | 0 | 0 | 0 |
| Sub Base Course | m ³ | 596.0 | 3,263 | 1,347 | 1,944,748 | 802,812 | 2,747,560 |
| Base Course | m ³ | 1120.0 | 4,478 | 2,299 | 5,015,360 | 2,574,880 | 7,590,240 |
| Shoulder | m ² | 10000.0 | 300 | 146 | 3,000,000 | 1,460,000 | 4,460,000 |
| Asphalt Patching | m ² | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 |
| Surface Dressing (Single) | m ² | 16000.0 | 595 | 595 | 9,520,000 | 9,520,000 | 19,040,000 |
| Surface Dressing (Double) | m ² | 0.0 | 744 | 936 | 0 | 0 | 0 |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 |
| Earth Drain in Swamp (by machine) | m ³ | 0.0 | 1,183 | 474 | 0 | 0 | 0 |
| Pipe Culvert 80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m ² | 0.0 | 8,591 | 246 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 |
| Gabion Protection | m ³ | 0.0 | 11,791 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| | | | | | Sub Total | | |
| | | | | | 19,730,608 | 14,194,192 | 34,224,800 |
| Overhead (15%) | | | | | 2,959,591 | 2,174,128 | 5,133,719 |
| | | | | | TOTAL COST | | |
| | | | | | 22,690,199 | 16,668,320 | 39,358,519 |

| | | | | | | | |
|--|----------------|------|-----------|---------|-----------|---------|-----------|
| Manual routine maintenance of road | Km | 4.0 | 112,172 | 7,248 | 448,688 | 28,992 | 477,680 |
| Routine maintenance of asphalt road | Km | 4.0 | 329,200 | 137,700 | 1,318,800 | 550,800 | 1,867,600 |
| | | | Sub Total | | 1,765,488 | 579,792 | 2,345,280 |
| Maintenance of Timber Bridge (New) | m ² | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 24.0 | 7,082 | 2,349 | 169,968 | 56,376 | 226,344 |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 9,839,630 |
| Timber Bridge Unit Cost (Rp/m ²) | : | |
| Concrete Bridge Unit Cost (Rp/m ²) | : | |
| Survived Value (Rp) | : | 3,441,340 |
| Maintenance Rate without Bridge (%) | : | 5.96 |
| New Bridge Cost Rate (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : B5 (IIIB-1) LENGTH : 2 Km

UPGRADE : 6.0m road bed, 4.0m road with surface Dressing (1)

(Rp)

| I T E N | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL | |
|--|----------------|----------|-------------------|---------|------------------|------------|-------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m ² | 1500.0 | 167 | 91 | 250,500 | 136,500 | 387,000 | |
| Subgrade Preparation | m ² | 0.0 | 21 | 11 | 0 | 0 | 0 | |
| Normal Fill | m ³ | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m ³ | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 | |
| Normal Excavation to Spoil | m ³ | 210.0 | 1,016 | 522 | 213,360 | 109,620 | 322,980 | |
| Sub Base Course | m ³ | 469.0 | 3,263 | 1,347 | 1,530,347 | 631,743 | 2,162,090 | |
| Base Course | m ³ | 560.0 | 4,478 | 2,299 | 2,507,680 | 1,287,440 | 3,795,120 | |
| Shoulder | m ² | 4000.0 | 300 | 146 | 1,200,000 | 584,000 | 1,784,000 | |
| Asphalt Patching | m ² | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m ² | 8000.0 | 595 | 595 | 4,760,000 | 4,760,000 | 9,520,000 | |
| Surface Dressing (Double) | m ² | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 1600.0 | 713 | 119 | 1,140,800 | 190,400 | 1,331,200 | |
| Earth Drain in Swamp (by machine) | m ³ | 0.0 | 1,183 | 474 | 0 | 0 | 0 | |
| Pipe Culvert 80cm | m | 0.0 | 39,035 | 51,306 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m ² | 0.0 | 8,591 | 246 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 | |
| Gabion Protection | m ³ | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 11,602,687 | 7,699,703 | 19,302,390 |
| Overhead (15%) | | | | | | 1,740,403 | 1,154,955 | 2,895,358 |
| | | | | | TOTAL COST | 13,343,090 | 8,854,658 | 22,197,748 |

| | | | | | | | | |
|--|----------------|-----|---------|---------|-----------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 2.0 | 112,172 | 7,248 | 224,344 | 14,496 | 238,840 | |
| Routine maintenance of asphalt road | Km | 2.0 | 329,200 | 137,700 | 658,400 | 275,400 | 933,800 | |
| | | | | | Sub Total | 882,744 | 289,896 | 1,172,640 |
| Maintenance of Timber Bridge (New) | m ² | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 | |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 | |
| Maintenance of Timber Bridge (Exist) | m ² | 0.0 | 7,082 | 2,349 | 0 | 0 | 0 | |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 | |

| | | |
|--|---|------------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 11,098,874 |
| Timber Bridge Unit Cost (Rp/m ²) | : | |
| Concrete Bridge Unit Cost (Rp/m ²) | : | |
| Survived Value (Rp) | : | 2,272,487 |
| Maintenance Rate without Bridge (%) | : | 5.28 |
| New Bridge Cost Rate (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 84 (IIIC) LENGTH : 3 Km

UPGRADE : 6.0m 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 | m2 | 2000.0 | 167 | 91 | 334,000 | 182,000 | 516,000 | |
| Subgrade Preparation | m2 | 18000.0 | 21 | 11 | 378,000 | 198,000 | 576,000 | |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m3 | 1740.0 | 2,539 | 1,052 | 4,417,860 | 1,830,480 | 6,248,340 | |
| Normal Excavation to Spoil | m3 | 2410.0 | 1,016 | 522 | 2,448,560 | 1,258,020 | 3,706,580 | |
| Sub Base Course | m3 | 1680.0 | 3,263 | 1,347 | 5,481,840 | 2,262,960 | 7,744,800 | |
| Base Course | m3 | 0.0 | 4,478 | 2,299 | 0 | 0 | 0 | |
| Shoulder | m2 | 7500.0 | 300 | 146 | 2,250,000 | 1,095,000 | 3,345,000 | |
| Asphalt Patching | m2 | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m2 | 0.0 | 595 | 595 | 0 | 0 | 0 | |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m3 | 12000.0 | 1,183 | 474 | 14,196,000 | 5,688,000 | 19,884,000 | |
| Pipe Culvert 80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 8,591 | 246 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 | |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 29,506,260 | 12,514,460 | 42,020,720 |
| Overhead (15%) | | | | | | 4,425,939 | 1,877,169 | 6,303,108 |
| | | | | | TOTAL COST | 33,932,199 | 14,391,629 | 48,323,828 |

| | | | | | | | |
|--|----|-----|-----------|--------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 3.0 | 112,172 | 7,248 | 336,516 | 21,744 | 358,260 |
| Routine maintenance of gravel road | Km | 3.0 | 194,356 | 88,047 | 583,068 | 264,141 | 847,209 |
| | | | Sub Total | | 919,584 | 285,885 | 1,205,469 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 0.0 | 7,082 | 2,349 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|------------|
| Earthwork & Pavement Unit Cost (Rp/Ka) | : | 16,107,943 |
| Timber Bridge Unit Cost (Rp/m2) | : | |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 3,697,920 |
| Maintenance Rate without Bridge (%) | : | 2.49 |
| New Bridge Cost Rate (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 83 (IIC) LENGTH : 5 Km
 UPGRADE : 6.0m road bed, 3.5m road with surface Subbase Course
 (Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|--|------|----------|-------------------|---------|-------------------|------------------|-------------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m2 | 2000.0 | 167 | 91 | 334,000 | 182,000 | 516,000 |
| Subgrade Preparation | m2 | 0.0 | 21 | 11 | 0 | 0 | 0 |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 |
| Fill in Swamp | m3 | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 |
| Normal Excavation to Spoil | m3 | 70.0 | 1,016 | 522 | 71,120 | 36,540 | 107,660 |
| Sub Base Course | m3 | 120.5 | 3,263 | 1,347 | 393,191 | 162,313 | 555,504 |
| Base Course | m3 | 1050.0 | 4,478 | 2,299 | 4,701,900 | 2,413,950 | 7,115,850 |
| Shoulder | m2 | 12500.0 | 300 | 146 | 3,750,000 | 1,825,000 | 5,575,000 |
| Asphalt Patching | m2 | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 |
| Surface Dressing (Single) | m2 | 0.0 | 595 | 595 | 0 | 0 | 0 |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 |
| Earth Drain in Swamp (by machine) | m3 | 0.0 | 1,183 | 474 | 0 | 0 | 0 |
| Pipe Culvert 800cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 8,591 | 246 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 |
| Bablon Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| | | | | | 9,250,211 | 4,619,803 | 13,870,014 |
| | | | | | 1,387,531 | 692,970 | 2,080,501 |
| | | | | | TOTAL COST | 5,312,773 | 15,950,515 |

| | | | | | | | |
|--|----|-----|---------|--------|------------------|------------------|------------------|
| Manual routine maintenance of road | Km | 5.0 | 112,172 | 7,248 | 560,860 | 36,240 | 597,100 |
| Routine maintenance of gravel road | Km | 5.0 | 194,356 | 88,047 | 971,780 | 440,235 | 1,412,015 |
| | | | | | Sub Total | 1,532,640 | 2,009,115 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 0.0 | 7,082 | 2,349 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 3,190,103 |
| Timber Bridge Unit Cost (Rp/m2) | : | |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 222,201 |
| Maintenance Rate without Bridge (%) | : | 12.60 |
| New Bridge Cost Rate (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 72 (IIIB-1) LENGTH : 5 Km
 UPGRADE : 6.0m road bed, 4.0m road with surface Dressing (1)

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL | |
|--|------|----------|-------------------|---------|------------------|------------|------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m2 | 0.0 | 167 | 91 | 0 | 0 | 0 | |
| Subgrade Preparation | m2 | 40.5 | 21 | 11 | 850 | 445 | 1,295 | |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m3 | 1.0 | 2,539 | 1,052 | 2,539 | 1,052 | 3,591 | |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 | |
| Sub Base Course | m3 | 814.0 | 3,263 | 1,347 | 2,656,082 | 1,096,458 | 3,752,540 | |
| Base Course | m3 | 1400.0 | 4,478 | 2,299 | 6,269,200 | 3,218,600 | 9,487,800 | |
| Shoulder | m2 | 10000.0 | 300 | 146 | 3,000,000 | 1,460,000 | 4,460,000 | |
| Asphalt Patching | m2 | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m2 | 20000.0 | 595 | 595 | 11,900,000 | 11,900,000 | 23,800,000 | |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 400.0 | 713 | 119 | 285,200 | 47,600 | 332,800 | |
| Earth Drain in Swamp (by machine) | m3 | 30.0 | 1,183 | 474 | 35,490 | 14,220 | 49,710 | |
| Pipe Culvert 80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m2 | 75.0 | 8,591 | 246 | 644,325 | 18,450 | 662,775 | |
| Retaining Wall and Wing Wall (Masonry) | m3 | 75.0 | 37,920 | 11,868 | 2,844,000 | 890,100 | 3,734,100 | |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 27,637,686 | 18,646,925 | 46,284,611 |
| Overhead (15%) | | | | | | 4,145,652 | 2,797,038 | 6,942,690 |
| | | | | | TOTAL COST | 31,783,338 | 21,443,963 | 53,227,301 |

| | | | | | | | |
|--|----|-----|-----------|---------|-----------|---------|-----------|
| Manual routine maintenance of road | Km | 5.0 | 112,172 | 7,248 | 560,860 | 36,240 | 597,100 |
| Routine maintenance of asphalt road | Km | 5.0 | 329,200 | 137,700 | 1,646,000 | 688,500 | 2,334,500 |
| | | | Sub Total | | 2,206,860 | 724,740 | 2,931,600 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 0.0 | 7,082 | 2,349 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|------------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 10,645,461 |
| Timber Bridge Unit Cost (Rp/m2) | : | |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 4,524,338 |
| Maintenance Rate without Bridge (%) | : | 5.51 |
| New Bridge Cost Rate (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 71 (IIB-2) LENGTH : 3 Km
 UPGRADE : 6.5m road bed, 3.5m road with surface Base Course

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL | |
|--|----------------|----------|-------------------|---------|------------------|------------|-------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m ² | 0.0 | 167 | 91 | 0 | 0 | 0 | |
| Subgrade Preparation | m ² | 40.5 | 21 | 11 | 850 | 445 | 1,295 | |
| Normal Fill | m ³ | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m ³ | 1.0 | 2,539 | 1,052 | 2,539 | 1,052 | 3,591 | |
| Normal Excavation to Spoil | m ³ | 0.0 | 1,016 | 522 | 0 | 0 | 0 | |
| Sub Base Course | m ³ | 426.0 | 3,263 | 1,347 | 1,390,038 | 573,822 | 1,963,860 | |
| Base Course | m ³ | 630.0 | 4,478 | 2,299 | 2,821,140 | 1,448,370 | 4,269,510 | |
| Shoulder | m ² | 9000.0 | 300 | 146 | 2,700,000 | 1,314,000 | 4,014,000 | |
| Asphalt Patching | m ² | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m ² | 0.0 | 595 | 595 | 0 | 0 | 0 | |
| Surface Dressing (Double) | m ² | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 2000.0 | 713 | 119 | 1,426,000 | 238,000 | 1,664,000 | |
| Earth Drain in Swamp (by machine) | m ³ | 30.0 | 1,183 | 474 | 35,490 | 14,220 | 49,710 | |
| Pipe Culvert 80x80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m ² | 60.0 | 8,591 | 246 | 515,460 | 14,760 | 530,220 | |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 100.0 | 37,920 | 11,868 | 3,792,000 | 1,186,800 | 4,978,800 | |
| Gabion Protection | m ³ | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 12,683,517 | 4,791,469 | 17,474,986 |
| Overhead (15%) | | | | | | 1,902,527 | 718,720 | 2,621,247 |
| | | | | | TOTAL COST | 14,586,044 | 5,510,189 | 20,096,233 |

| | | | | | | | |
|--|----------------|-----|-----------|--------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 3.0 | 112,172 | 7,248 | 336,516 | 21,744 | 358,260 |
| Routine maintenance of gravel road | Km | 3.0 | 194,356 | 88,047 | 583,068 | 264,141 | 847,209 |
| | | | Sub Total | | 919,584 | 285,885 | 1,205,469 |
| Maintenance of Timber Bridge (New) | m ² | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 0.0 | 7,082 | 2,349 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 6,698,745 |
| Timber Bridge Unit Cost (Rp/m ²) | : | |
| Concrete Bridge Unit Cost (Rp/m ²) | : | |
| Survived Value (Rp) | : | 981,930 |
| Maintenance Rate without Bridge (%) | : | 6.00 |
| New Bridge Cost Rate (%) | : | |

PRDV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 64 (111B-1) LENGTH : 3 Km

UPGRADE : 6.0m road bed, 4.0m road with surface Dressing (1)

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL | |
|--|------|----------|-------------------|---------|------------------|------------|------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m2 | 0.0 | 167 | 91 | 0 | 0 | 0 | |
| Subgrade Preparation | m2 | 40.5 | 21 | 11 | 850 | 445 | 1,295 | |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m3 | 1.0 | 2,539 | 1,052 | 2,539 | 1,052 | 3,591 | |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 | |
| Sub Base Course | m3 | 184.0 | 3,263 | 1,347 | 600,392 | 247,848 | 848,240 | |
| Base Course | m3 | 280.0 | 4,478 | 2,299 | 1,253,940 | 643,720 | 1,897,560 | |
| Shoulder | m2 | 6000.0 | 300 | 146 | 1,800,000 | 876,000 | 2,676,000 | |
| Asphalt Patching | m2 | 102.0 | 3,292 | 1,377 | 335,784 | 140,454 | 476,238 | |
| Surface Dressing (Single) | m2 | 12000.0 | 595 | 595 | 7,140,000 | 7,140,000 | 14,280,000 | |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m3 | 30.0 | 1,183 | 474 | 35,490 | 14,220 | 49,710 | |
| Pipe Culvert Ø80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m2 | 30.0 | 8,591 | 246 | 257,730 | 7,380 | 265,110 | |
| Retaining Wall and Wing Wall (Masonry) | m3 | 100.0 | 37,920 | 11,868 | 3,792,000 | 1,186,800 | 4,978,800 | |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 15,218,625 | 10,257,919 | 25,476,544 |
| Overhead (15%) | | | | | | 2,282,793 | 1,538,687 | 3,821,480 |
| | | | | | TOTAL COST | 17,501,418 | 11,796,606 | 29,298,024 |

| | | | | | | | |
|--|----|-----|-----------|---------|-----------|---------|-----------|
| Manual routine maintenance of road | Km | 3.0 | 112,172 | 7,248 | 336,516 | 21,744 | 358,260 |
| Routine maintenance of asphalt road | Km | 3.0 | 329,200 | 137,700 | 987,600 | 413,100 | 1,400,700 |
| | | | Sub Total | | 1,324,116 | 434,844 | 1,758,960 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 0.0 | 7,082 | 2,349 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 9,766,009 |
| Timber Bridge Unit Cost (Rp/m2) | : | |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 973,280 |
| Maintenance Rate without Bridge (%) | : | 6.00 |
| New Bridge Cost Rate (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULLU SUNGAI TENGAH
 LINK NO : 62 (IIIB-1) LENGTH : 2 Km
 UPGRADE : 6.5m road bed, 3.5m road with surface Dressing (1)

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL | |
|--|------|----------|-------------------|---------|------------------|------------|-----------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m2 | 0.0 | 167 | 91 | 0 | 0 | 0 | |
| Subgrade Preparation | m2 | 6556.7 | 21 | 11 | 137,690 | 72,123 | 209,813 | |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m3 | 1.4 | 2,539 | 1,052 | 3,554 | 1,472 | 5,026 | |
| Normal Excavation to Spoil | m3 | 91.0 | 1,016 | 522 | 92,456 | 47,502 | 139,958 | |
| Sub Base Course | m3 | 493.0 | 3,263 | 1,347 | 1,608,659 | 664,071 | 2,272,730 | |
| Base Course | m3 | 245.0 | 4,478 | 2,299 | 1,097,110 | 563,255 | 1,660,365 | |
| Shoulder | m2 | 6000.0 | 300 | 146 | 1,800,000 | 876,000 | 2,676,000 | |
| Asphalt Patching | m2 | 10.0 | 3,292 | 1,377 | 32,920 | 13,770 | 46,690 | |
| Surface Dressing (Single) | m2 | 7000.0 | 595 | 595 | 4,165,000 | 4,165,000 | 8,330,000 | |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 2000.0 | 713 | 119 | 1,426,000 | 238,000 | 1,664,000 | |
| Earth Drain in Swamp (by machine) | m3 | 42.0 | 1,183 | 474 | 49,686 | 19,908 | 69,594 | |
| Pipe Culvert Ø90cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert 180x80cm | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m2 | 25.0 | 8,591 | 246 | 214,775 | 6,150 | 220,925 | |
| Retaining Wall and Wing Wall (Masonry) | m3 | 100.0 | 37,920 | 11,868 | 3,792,000 | 1,186,800 | 4,978,800 | |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 14,419,850 | 7,854,051 | 22,273,901 |
| Overhead (15%) | | | | | | 2,162,977 | 1,178,107 | 3,341,084 |
| | | | | | TOTAL COST | 16,582,827 | 9,032,158 | 25,614,985 |

| | | | | | | | |
|--|----|-------|-----------|---------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 2.0 | 112,172 | 7,248 | 224,344 | 14,496 | 238,840 |
| Routine maintenance of asphalt road | Km | 2.0 | 329,200 | 137,700 | 658,400 | 275,400 | 933,800 |
| | | | Sub Total | | 882,744 | 289,896 | 1,172,640 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 120.0 | 7,082 | 2,349 | 849,840 | 281,880 | 1,131,720 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|------------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 12,007,493 |
| Timber Bridge Unit Cost (Rp/m2) | : | |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 1,922,984 |
| Maintenance Rate without Bridge (X) | : | 4.58 |
| New Bridge Cost Rate (X) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 54 (IIIB-2) LENGTH : 4 Km
 UPGRADE : 6.0m road bed, 3.5m road with surface Base Course

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL | |
|--|------|----------|-------------------|---------|------------------|------------|------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m2 | 0.0 | 167 | 91 | 0 | 0 | 0 | |
| Subgrade Preparation | m2 | 0.0 | 21 | 11 | 0 | 0 | 0 | |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m3 | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 | |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 | |
| Sub Base Course | m3 | 654.0 | 3,263 | 1,347 | 2,134,002 | 880,938 | 3,014,940 | |
| Base Course | m3 | 840.0 | 4,478 | 2,299 | 3,761,520 | 1,931,160 | 5,692,680 | |
| Shoulder | m2 | 10000.0 | 300 | 146 | 3,000,000 | 1,460,000 | 4,460,000 | |
| Asphalt Patching | m2 | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m2 | 0.0 | 595 | 595 | 0 | 0 | 0 | |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m3 | 0.0 | 1,183 | 474 | 0 | 0 | 0 | |
| Pipe Culvert D80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 8,591 | 246 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 | |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | | | | |
| | | | | | 8,895,522 | 4,272,098 | 13,167,620 | |
| | | | | | | | | |
| Overhead (15%) | | | | | 1,334,328 | 640,814 | 1,975,142 | |
| | | | | | | | | |
| | | | | | TOTAL COST | 10,229,850 | 4,912,912 | 15,142,762 |

| | | | | | | | |
|--|----|-------|---------|-----------|-----------|---------|-----------|
| Manual routine maintenance of road | Ka | 4.0 | 112,172 | 7,248 | 448,688 | 28,992 | 477,600 |
| Routine maintenance of gravel road | Ka | 4.0 | 194,356 | 88,047 | 777,424 | 352,188 | 1,129,612 |
| | | | | | | | |
| | | | | Sub Total | 1,226,112 | 381,180 | 1,607,292 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 164.0 | 7,082 | 2,349 | 1,161,448 | 385,236 | 1,546,684 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 3,785,691 |
| Timber Bridge Unit Cost (Rp/m2) | : | |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 1,507,470 |
| Maintenance Rate without Bridge (%) | : | 10.61 |
| New Bridge Cost Rate (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 53 (IIIB-1) LENGTH : 2 Km
 UPGRADE : 6.0m road bed, 3.5m road with surface Dressing (1)

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|--|------|----------|-------------------|---------|------------------|-----------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Dush | m2 | 0.0 | 167 | 91 | 0 | 0 | 0 |
| Subgrade Preparation | m2 | 0.0 | 21 | 11 | 0 | 0 | 0 |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 |
| Fill in Swamp | m3 | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 |
| Sub Base Course | m3 | 0.0 | 3,263 | 1,347 | 0 | 0 | 0 |
| Base Course | m3 | 0.0 | 4,478 | 2,299 | 0 | 0 | 0 |
| Shoulder | m2 | 5000.0 | 300 | 146 | 1,500,000 | 730,000 | 2,230,000 |
| Asphalt Patching | m2 | 223.0 | 3,292 | 1,377 | 734,116 | 307,071 | 1,041,187 |
| Surface Dressing (Single) | m2 | 7000.0 | 595 | 595 | 4,165,000 | 4,165,000 | 8,330,000 |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 |
| Earth Drain in Swamp (by machine) | m3 | 0.0 | 1,183 | 474 | 0 | 0 | 0 |
| Pipe Culvert ØØØcm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 |
| Masonry Culvert 180xØØcm | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 8,591 | 246 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| | | | | | | | |
| | | | Sub Total | | 6,399,116 | 5,202,071 | 11,601,187 |
| Overhead (15%) | | | | | 959,867 | 780,310 | 1,740,177 |
| | | | TOTAL COST | | 7,358,983 | 5,982,381 | 13,341,364 |

| | | | | | | | |
|--|----|------|-----------|---------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 2.0 | 112,172 | 7,248 | 224,344 | 14,496 | 238,840 |
| Routine maintenance of asphalt road | Km | 2.0 | 329,200 | 137,700 | 658,400 | 275,400 | 933,800 |
| | | | Sub Total | | 882,744 | 289,896 | 1,172,640 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 18.0 | 7,082 | 2,349 | 127,476 | 42,282 | 169,758 |
| Maintenance of Concrete Bridge (Exist) | m2 | 12.1 | 4,333 | 2,471 | 52,342 | 29,849 | 82,191 |

Earthwork & Pavement Unit Cost (Rp/Km) : 6,670,683
 Timber Bridge Unit Cost (Rp/m2) :
 Concrete Bridge Unit Cost (Rp/m2) :
 Survived Value (Rp) : 0
 Maintenance Rate without Bridge (%) : 8.79
 New Bridge Cost Rate (%) :

PROV : KALINANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 51 (IIIB-2) LENGTH : 5 Km

UPGRADE : 6.5m road bed, 3.5m road with surface Base Course

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|--|------|----------|-------------------|---------|------------------|-----------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m2 | 1500.0 | 167 | 91 | 250,500 | 136,500 | 387,000 |
| Subgrade Preparation | m2 | 0.0 | 21 | 11 | 0 | 0 | 0 |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 |
| Fill in Swamp | m3 | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 |
| Sub Base Course | m3 | 0.0 | 3,263 | 1,347 | 0 | 0 | 0 |
| Base Course | m3 | 0.0 | 4,478 | 2,299 | 0 | 0 | 0 |
| Shoulder | m2 | 15000.0 | 300 | 146 | 4,500,000 | 2,190,000 | 6,690,000 |
| Asphalt Patching | m2 | 488.0 | 3,292 | 1,377 | 1,606,496 | 671,976 | 2,278,472 |
| Surface Dressing (Single) | m2 | 0.0 | 595 | 595 | 0 | 0 | 0 |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 |
| Earth Drain in Swamp (by machine) | m3 | 0.0 | 1,183 | 474 | 0 | 0 | 0 |
| Pipe Culvert D80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 8,591 | 246 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| Sub Total | | | | | 6,356,996 | 2,998,476 | 9,355,472 |
| Overhead (15%) | | | | | 953,549 | 449,771 | 1,403,320 |
| TOTAL COST | | | | | 7,310,545 | 3,448,247 | 10,758,792 |

| | | | | | | | |
|--|----|-----|-----------|--------|-----------|---------|-----------|
| Manual routine maintenance of road | Km | 5.0 | 112,172 | 7,248 | 560,860 | 36,240 | 597,100 |
| Routine maintenance of gravel road | Km | 5.0 | 194,356 | 88,047 | 971,780 | 440,235 | 1,412,015 |
| | | | Sub Total | | 1,532,640 | 476,475 | 2,009,115 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 0.0 | 7,082 | 2,349 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | | |
|---------------------------------|---------|---|-----------|
| Earthwork & Pavement Unit Cost | (Rp/Km) | : | 2,151,759 |
| Timber Bridge Unit Cost | (Rp/m2) | : | |
| Concrete Bridge Unit Cost | (Rp/m2) | : | |
| Survived Value | (Rp) | : | 0 |
| Maintenance Rate without Bridge | (%) | : | 18.67 |
| New Bridge Cost Rate | (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 50 (IIIB-2) LENGTH : 6 Km
 UPGRADE : 6.0m road bed, 3.5m road with surface Base Course

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|--|----------------|----------|-------------------|---------|------------------|-----------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m ² | 0.0 | 167 | 91 | 0 | 0 | 0 |
| Subgrade Preparation | m ² | 0.0 | 21 | 11 | 0 | 0 | 0 |
| Normal Fill | m ³ | 0.0 | 1,734 | 863 | 0 | 0 | 0 |
| Fill in Swamp | m ³ | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 |
| Normal Excavation to Spoil | m ³ | 0.0 | 1,016 | 522 | 0 | 0 | 0 |
| Sub Base Course | m ³ | 1026.5 | 3,263 | 1,347 | 3,349,469 | 1,382,695 | 4,732,164 |
| Base Course | m ³ | 1280.0 | 4,478 | 2,299 | 5,642,280 | 2,896,740 | 8,539,020 |
| Shoulder | m ² | 15000.0 | 300 | 146 | 4,500,000 | 2,190,000 | 6,690,000 |
| Asphalt Patching | m ² | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 |
| Surface Dressing (Single) | m ² | 0.0 | 595 | 595 | 0 | 0 | 0 |
| Surface Dressing (Double) | m ² | 0.0 | 744 | 936 | 0 | 0 | 0 |
| Earth Drain | m | 200.0 | 713 | 119 | 142,600 | 23,800 | 166,400 |
| Earth Drain in Swamp (by machine) | m ³ | 0.0 | 1,183 | 474 | 0 | 0 | 0 |
| Pipe Culvert Ø80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m ² | 0.0 | 8,591 | 246 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 |
| Gabion Protection | m ³ | 0.0 | 11,791 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| Sub Total | | | | | 13,634,349 | 6,493,235 | 20,127,584 |
| Overhead (15%) | | | | | 2,045,152 | 973,985 | 3,019,137 |
| TOTAL COST | | | | | 15,679,501 | 7,467,220 | 23,146,721 |
| Manual routine maintenance of road | Km | 6.0 | 112,172 | 7,248 | 673,032 | 43,488 | 716,520 |
| Routine maintenance of gravel road | Km | 6.0 | 194,356 | 88,047 | 1,166,136 | 528,282 | 1,694,418 |
| Sub Total | | | | | 1,839,168 | 571,770 | 2,410,938 |
| Maintenance of Timber Bridge (New) | m ² | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 166.8 | 7,082 | 2,349 | 1,180,923 | 391,695 | 1,572,618 |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |
| Earthwork & Pavement Unit Cost (Rp/Km) | | | | | : | 3,857,787 | |
| Timber Bridge Unit Cost (Rp/m ²) | | | | | : | | |
| Concrete Bridge Unit Cost (Rp/m ²) | | | | | : | | |
| Survived Value (Rp) | | | | | : | 2,366,082 | |
| Maintenance Rate without Bridge (%) | | | | | : | 10.42 | |
| New Bridge Cost Rate (%) | | | | | : | | |

PROV : KALINANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 52 (IIIB-1) LENGTH : 2 Km
 UPGRADE : 5.5m road bed, 3.5m road with surface Dressing (1)

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|--|------|----------|-------------------|---------|------------------|-----------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m2 | 500.0 | 167 | 91 | 83,500 | 45,500 | 129,000 |
| Subgrade Preparation | m2 | 0.0 | 21 | 11 | 0 | 0 | 0 |
| Normal Fill | m3 | 0.0 | 1,734 | 883 | 0 | 0 | 0 |
| Fill in Swamp | m3 | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 |
| Sub Base Course | m3 | 0.0 | 3,263 | 1,347 | 0 | 0 | 0 |
| Base Course | m3 | 0.0 | 4,478 | 2,299 | 0 | 0 | 0 |
| Shoulder | m2 | 4000.0 | 300 | 146 | 1,200,000 | 584,000 | 1,784,000 |
| Asphalt Patching | m2 | 272.0 | 3,292 | 1,377 | 895,424 | 374,544 | 1,269,968 |
| Surface Dressing (Single) | m2 | 7000.0 | 595 | 595 | 4,165,000 | 4,165,000 | 8,330,000 |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 |
| Earth Drain in Swamp (by machine) | m3 | 0.0 | 1,183 | 474 | 0 | 0 | 0 |
| Pipe Culvert 80x80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 8,591 | 246 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 |
| Barricade Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| | | | | | | | |
| | | | | | 6,343,924 | 5,169,044 | 11,512,968 |
| | | | | | | | |
| Overhead (15%) | | | | | 951,588 | 775,356 | 1,726,944 |
| | | | | | | | |
| | | | | | 7,295,512 | 5,944,400 | 13,239,912 |

| | | | | | | | |
|--|----|-----|---------|---------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 2.0 | 112,172 | 7,248 | 224,344 | 14,496 | 238,840 |
| Routine maintenance of asphalt road | Km | 2.0 | 329,200 | 137,700 | 658,400 | 275,400 | 933,800 |
| | | | | | 882,744 | 289,896 | 1,172,640 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 0.0 | 7,082 | 2,349 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 6,619,957 |
| Timber Bridge Unit Cost (Rp/m2) | : | |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 0 |
| Maintenance Rate without Bridge (%) | : | 8.86 |
| New Bridge Cost Rate (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 43 (IIIB-2) LENGTH : 3 Km
 UPGRADE : 6.0m road bed, 4.5m road with surface Base Course

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|--|------|----------|-------------------|---------|------------------|-----------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m2 | 0.0 | 167 | 91 | 0 | 0 | 0 |
| Subgrade Preparation | m2 | 0.0 | 21 | 11 | 0 | 0 | 0 |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 |
| Fill in Swamp | m3 | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 |
| Sub Base Course | m3 | 571.5 | 3,263 | 1,347 | 1,864,804 | 769,810 | 2,634,614 |
| Base Course | m3 | 810.0 | 4,478 | 2,299 | 3,627,180 | 1,862,190 | 5,489,370 |
| Shoulder | m2 | 4500.0 | 300 | 146 | 1,350,000 | 657,000 | 2,007,000 |
| Asphalt Patching | m2 | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 |
| Surface Dressing (Single) | m2 | 0.0 | 595 | 595 | 0 | 0 | 0 |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 |
| Earth Drain | m | 2000.0 | 713 | 119 | 1,426,000 | 238,000 | 1,664,000 |
| Earth Drain in Swamp (by machine) | m3 | 0.0 | 1,183 | 474 | 0 | 0 | 0 |
| Pipe Culvert Ø80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 |
| Masonry Culvert (Øx80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 8,591 | 246 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| Sub Total | | | | | 8,267,984 | 3,527,000 | 11,794,984 |
| Overhead (15%) | | | | | 1,240,197 | 529,050 | 1,769,247 |
| TOTAL COST | | | | | 9,508,181 | 4,056,050 | 13,564,231 |

| | | | | | | | |
|--|----|------|-----------|--------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 3.0 | 112,172 | 7,248 | 336,516 | 21,744 | 358,260 |
| Routine maintenance of gravel road | Km | 3.0 | 194,356 | 88,047 | 583,068 | 264,141 | 847,209 |
| | | | Sub Total | | 919,584 | 285,885 | 1,205,469 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 12.3 | 7,082 | 2,349 | 86,754 | 28,775 | 115,529 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 4,521,411 |
| Timber Bridge Unit Cost (Rp/m2) | : | |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 1,317,307 |
| Maintenance Rate without Bridge (%) | : | 8.89 |
| New Bridge Cost Rate (%) | : | |

PROV. : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 33 (IIC) LENGTH : 2 Km
 UPGRADE : 7.5m 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 | 167 | 91 | 0 | 0 | 0 | |
| Subgrade Preparation | m ² | 0.0 | 21 | 11 | 0 | 0 | 0 | |
| Normal Fill | m ³ | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m ³ | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 | |
| Normal Excavation to Spoil | m ³ | 0.0 | 1,016 | 522 | 0 | 0 | 0 | |
| Sub Base Course | m ³ | 112.0 | 3,263 | 1,347 | 365,456 | 150,864 | 516,320 | |
| Base Course | m ³ | 480.0 | 4,478 | 2,299 | 2,149,440 | 1,103,520 | 3,252,960 | |
| Shoulder | m ² | 7000.0 | 300 | 146 | 2,100,000 | 1,022,000 | 3,122,000 | |
| Asphalt Patching | m ² | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m ² | 0.0 | 595 | 595 | 0 | 0 | 0 | |
| Surface Dressing (Double) | m ² | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m ³ | 0.0 | 1,183 | 474 | 0 | 0 | 0 | |
| Pipe Culvert 80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m ² | 0.0 | 8,591 | 246 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 | |
| Gabion Protection | m ³ | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | Sub Total | | 4,614,896 | 2,276,384 | 6,891,280 | |
| Overhead (15%) | | | | | 692,234 | 341,457 | 1,033,691 | |
| | | | | | TOTAL COST | 5,307,130 | 2,617,841 | 7,924,971 |

| | | | | | | | |
|--|----------------|-------|-----------|--------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 2.0 | 112,172 | 7,248 | 224,344 | 14,496 | 238,840 |
| Routine maintenance of gravel road | Km | 2.0 | 194,356 | 88,047 | 388,712 | 176,094 | 564,806 |
| | | | Sub Total | | 613,056 | 190,590 | 803,646 |
| Maintenance of Timber Bridge (New) | m ² | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 108.5 | 7,082 | 2,349 | 768,255 | 254,819 | 1,023,074 |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 3,962,486 |
| Timber Bridge Unit Cost (Rp/m ²) | : | |
| Concrete Bridge Unit Cost (Rp/m ²) | : | |
| Survived Value (Rp) | : | 206,528 |
| Maintenance Rate without Bridge (ZI) | : | 10.14 |
| New Bridge Cost Rate (ZI) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 32 (IIB-2) LENGTH : 3 Km
 UPGRADE : 9.0m road bed, 4.0m road with surface Base Course

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|--|------|----------|-------------------|---------|------------------|-----------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m2 | 0.0 | 167 | 91 | 0 | 0 | 0 |
| Subgrade Preparation | m2 | 0.0 | 21 | 11 | 0 | 0 | 0 |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 |
| Fill in Swamp | m3 | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 |
| Sub Base Course | m3 | 1034.0 | 3,263 | 1,347 | 3,373,942 | 1,392,798 | 4,766,740 |
| Base Course | m3 | 720.0 | 4,478 | 2,299 | 3,224,160 | 1,655,280 | 4,879,440 |
| Shoulder | m2 | 15000.0 | 300 | 146 | 4,500,000 | 2,190,000 | 6,690,000 |
| Asphalt Patching | m2 | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 |
| Surface Dressing (Single) | m2 | 0.0 | 595 | 595 | 0 | 0 | 0 |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 |
| Earth Drain in Swamp (by machine) | m3 | 0.0 | 1,183 | 474 | 0 | 0 | 0 |
| Pipe Culvert Ø80cm | m | 0.0 | 39,035 | 51,306 | 0 | 0 | 0 |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 8,591 | 246 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| | | | Sub Total | | 11,098,102 | 5,238,078 | 16,336,180 |
| Overhead (15%) | | | | | 1,664,715 | 785,711 | 2,450,426 |
| | | | TOTAL COST | | 12,762,817 | 6,023,789 | 18,786,606 |

| | | | | | | | |
|--|----|------|-----------|--------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 3.0 | 112,172 | 7,248 | 336,516 | 21,744 | 358,260 |
| Routine maintenance of gravel road | Km | 3.0 | 194,356 | 88,047 | 583,068 | 264,141 | 847,209 |
| | | | Sub Total | | 919,584 | 285,885 | 1,205,469 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 80.0 | 7,082 | 2,349 | 566,560 | 187,920 | 754,480 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | | |
|---------------------------------|---------|---|-----------|
| Earthwork & Pavement Unit Cost | (Rp/Km) | : | 6,262,202 |
| Timber Bridge Unit Cost | (Rp/m2) | : | |
| Concrete Bridge Unit Cost | (Rp/m2) | : | |
| Survived Value | (Rp) | : | 2,383,370 |
| Maintenance Rate without Bridge | (%) | : | 6.42 |
| New Bridge Cost Rate | (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 31 (IIIB-2) LENGTH : 3 Km

UPGRADE : 7.0m road bed, 3.5m road with surface Base Course

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|--|----------------|----------|-------------------|------------|------------------|-----------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m ² | 0.0 | 167 | 91 | 0 | 0 | 0 |
| Subgrade Preparation | m ² | 0.0 | 21 | 11 | 0 | 0 | 0 |
| Normal Fill | m ³ | 0.0 | 1,734 | 863 | 0 | 0 | 0 |
| Fill in Swamp | m ³ | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 |
| Normal Excavation to Spoil | m ³ | 0.0 | 1,016 | 522 | 0 | 0 | 0 |
| Sub Base Course | m ³ | 493.5 | 3,263 | 1,347 | 1,610,290 | 664,744 | 2,275,034 |
| Base Course | m ³ | 630.0 | 4,478 | 2,299 | 2,821,140 | 1,448,370 | 4,269,510 |
| Shoulder | m ² | 10500.0 | 300 | 146 | 3,150,000 | 1,533,000 | 4,683,000 |
| Asphalt Patching | m ² | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 |
| Surface Dressing (Single) | m ² | 0.0 | 595 | 595 | 0 | 0 | 0 |
| Surface Dressing (Double) | m ² | 0.0 | 744 | 936 | 0 | 0 | 0 |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 |
| Earth Drain in Swamp (by machine) | m ³ | 0.0 | 1,183 | 474 | 0 | 0 | 0 |
| Pipe Culvert Ø80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m ² | 0.0 | 8,591 | 246 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 |
| Gabion Protection | m ³ | 0.0 | 11,791 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| | | | | | | | |
| | | | | Sub Total | 7,581,430 | 3,646,114 | 11,227,544 |
| Overhead (15%) | | | | | 1,137,214 | 546,917 | 1,684,131 |
| | | | | TOTAL COST | 8,718,644 | 4,193,031 | 12,911,675 |

| | | | | | | | |
|--|----------------|-----|---------|-----------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 3.0 | 112,172 | 7,248 | 336,516 | 21,744 | 358,260 |
| Routine maintenance of gravel road | Km | 3.0 | 194,356 | 88,047 | 583,068 | 264,141 | 847,209 |
| | | | | Sub Total | 919,584 | 285,885 | 1,205,469 |
| Maintenance of Timber Bridge (New) | m ² | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 0.0 | 7,082 | 2,349 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 4,303,892 |
| Timber Bridge Unit Cost (Rp/m ²) | : | |
| Concrete Bridge Unit Cost (Rp/m ²) | : | |
| Survived Value (Rp) | : | 1,137,517 |
| Maintenance Rate without Bridge (Z) | : | 9.34 |
| New Bridge Cost Rate (Z) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 24 (IIIB-1) LENGTH : 7 Km

UPGRADE : 7.0m road bed, 3.5m road with surface Dressing (1)

(Rp)

| I T E N | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL | |
|--|------|----------|-------------------|---------|-------------------|-------------------|-------------------|-------------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m2 | 0.0 | 167 | 91 | 0 | 0 | 0 | |
| Subgrade Preparation | m2 | 0.0 | 21 | 11 | 0 | 0 | 0 | |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m3 | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 | |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 | |
| Sub Base Course | m3 | 1064.0 | 3,263 | 1,347 | 3,471,832 | 1,433,208 | 4,905,040 | |
| Base Course | m3 | 1715.0 | 4,478 | 2,299 | 7,679,770 | 3,942,705 | 11,622,555 | |
| Shoulder | m2 | 24500.0 | 300 | 146 | 7,350,000 | 3,577,000 | 10,927,000 | |
| Asphalt Patching | m2 | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m2 | 24500.0 | 595 | 595 | 14,577,500 | 14,577,500 | 29,155,000 | |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m3 | 0.0 | 1,183 | 474 | 0 | 0 | 0 | |
| Pipe Culvert Ø80cm | m | 0.0 | 39,035 | 51,366 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 8,591 | 246 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 | |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | 33,079,102 | 23,530,493 | 56,609,595 | |
| Overhead (15%) | | | | | 4,961,865 | 3,529,573 | 8,491,438 | |
| | | | | | TOTAL COST | 38,040,967 | 27,060,066 | 65,101,033 |

| | | | | | | | |
|--|----|------|---------|---------|-----------|-----------|-----------|
| Manual routine maintenance of road | Km | 7.0 | 112,172 | 7,248 | 785,204 | 50,736 | 835,940 |
| Routine maintenance of asphalt road | Km | 7.0 | 329,200 | 137,700 | 2,304,400 | 963,900 | 3,268,300 |
| | | | | | 3,089,604 | 1,014,636 | 4,104,240 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 20.0 | 7,082 | 2,349 | 141,640 | 46,980 | 188,620 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 9,300,148 |
| Timber Bridge Unit Cost (Rp/m2) | : | |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 5,758,039 |
| Maintenance Rate without Bridge (%) | : | 6.30 |
| New Bridge Cost Rate (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 23 (IIIB-1) LENGTH : 2 Km

UPGRADE : 6.5m road bed, 4.0m road with surface Dressing (1)

(Rp)

| ITEM | UNIT | QUANTITY | UNIT COST | | COST | | TOTAL | |
|--|----------------|----------|-----------|---------|------------|------------|-----------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m ² | 2500.0 | 167 | 91 | 417,500 | 227,500 | 645,000 | |
| Subgrade Preparation | m ² | 0.0 | 21 | 11 | 0 | 0 | 0 | |
| Normal Fill | m ³ | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m ³ | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 | |
| Normal Excavation to Spoil | m ³ | 0.0 | 1,016 | 522 | 0 | 0 | 0 | |
| Sub Base Course | m ³ | 292.4 | 3,263 | 1,347 | 954,101 | 393,862 | 1,347,963 | |
| Base Course | m ³ | 560.0 | 4,478 | 2,299 | 2,507,680 | 1,287,440 | 3,795,120 | |
| Shoulder | m ² | 5000.0 | 300 | 146 | 1,500,000 | 730,000 | 2,230,000 | |
| Asphalt Patching | m ² | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m ² | 8000.0 | 595 | 595 | 4,760,000 | 4,760,000 | 9,520,000 | |
| Surface Dressing (Double) | m ² | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m ³ | 0.0 | 1,183 | 474 | 0 | 0 | 0 | |
| Pipe Culvert Ø90cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m ² | 0.0 | 8,591 | 246 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 | |
| Gabion Protection | m ³ | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 3,166,538 | 428,880 | 3,595,418 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 13,305,819 | 7,827,682 | 21,133,501 |
| Overhead (15%) | | | | | | 1,995,872 | 1,174,152 | 3,170,024 |
| | | | | | TOTAL COST | 15,301,691 | 9,001,834 | 24,303,525 |

| | | | | | | | |
|--|----------------|------|-----------|---------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 2.0 | 112,172 | 7,248 | 224,344 | 14,496 | 238,840 |
| Routine maintenance of asphalt road | Km | 2.0 | 329,200 | 137,700 | 658,400 | 275,400 | 933,800 |
| | | | Sub Total | | 882,744 | 289,896 | 1,172,640 |
| Maintenance of Timber Bridge (New) | m ² | 28.0 | 6,133 | 1,010 | 171,724 | 28,280 | 200,004 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 67.2 | 7,082 | 2,349 | 475,910 | 157,852 | 633,762 |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|------------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 10,084,398 |
| Timber Bridge Unit Cost (Rp/m ²) | : | 147,669 |
| Concrete Bridge Unit Cost (Rp/m ²) | : | |
| Survived Value (Rp) | : | 1,702,598 |
| Maintenance Rate without Bridge (%) | : | 5.81 |
| New Bridge Cost Rate (%) | : | 17.01 |

PROV : KALIMANTAN SELATAN KAB : HULLI SUNGAI TENGAH

LINK NO : 22 (IIIB-1) LENGTH : 2 Km

UPGRADE : 7.0m road bed, 3.5m road with surface Dressing (1)

(Rp)

| I T E N | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL | |
|--|------|----------|-------------------|---------|------------------|------------|------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m2 | 0.0 | 167 | 91 | 0 | 0 | 0 | |
| Subgrade Preparation | m2 | 0.0 | 21 | 11 | 0 | 0 | 0 | |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m3 | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 | |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 | |
| Sub Base Course | m3 | 297.5 | 3,263 | 1,347 | 970,742 | 400,732 | 1,371,474 | |
| Base Course | m3 | 490.0 | 4,478 | 2,299 | 2,194,220 | 1,126,510 | 3,320,730 | |
| Shoulder | m2 | 7000.0 | 300 | 146 | 2,100,000 | 1,022,000 | 3,122,000 | |
| Asphalt Patching | m2 | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m2 | 7000.0 | 595 | 595 | 4,165,000 | 4,165,000 | 8,330,000 | |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m3 | 0.0 | 1,183 | 474 | 0 | 0 | 0 | |
| Pipe Culvert D80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m2 | 0.0 | 8,591 | 246 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Masonry) | m3 | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 | |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | 9,429,962 | 6,714,242 | 16,144,204 | |
| Overhead (15%) | | | | | 1,414,494 | 1,007,136 | 2,421,630 | |
| | | | | | TOTAL COST | 10,844,456 | 7,721,378 | 18,565,834 |

| | | | | | | | |
|--|----|------|-----------|---------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 2.0 | 112,172 | 7,248 | 224,344 | 14,496 | 238,840 |
| Routine maintenance of asphalt road | Km | 2.0 | 329,200 | 137,700 | 658,400 | 275,400 | 933,800 |
| | | | Sub Total | | 882,744 | 289,896 | 1,172,640 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 78.0 | 7,082 | 2,349 | 552,396 | 183,222 | 735,618 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | | |
|---------------------------------|---------|---|-----------|
| Earthwork & Pavement Unit Cost | (Rp/Km) | : | 9,282,917 |
| Timber Bridge Unit Cost | (Rp/m2) | : | |
| Concrete Bridge Unit Cost | (Rp/m2) | : | |
| Survived Value | (Rp) | : | 1,624,177 |
| Maintenance Rate without Bridge | (%) | : | 6.32 |
| New Bridge Cost Rate | (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 21 (IIIB-1) LENGTH : 5 Km

UPGRADE : 6.5m road bed, 4.0m road with surface Dressing (1)

(Rp)

| ITEM | UNIT | QUANTITY | UNIT COST | | COST | | TOTAL | |
|--|----------------|----------|-----------|---------|------------|------------|------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m ² | 2500.0 | 167 | 91 | 417,500 | 227,500 | 645,000 | |
| Subgrade Preparation | m ² | 0.0 | 21 | 11 | 0 | 0 | 0 | |
| Normal Fill | m ³ | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m ³ | 0.0 | 2,539 | 1,052 | 0 | 0 | 0 | |
| Normal Excavation to Spoil | m ³ | 0.0 | 1,016 | 522 | 0 | 0 | 0 | |
| Sub Base Course | m ³ | 796.4 | 3,263 | 1,347 | 2,598,653 | 1,072,750 | 3,671,403 | |
| Base Course | m ³ | 1400.0 | 4,478 | 2,299 | 6,269,200 | 3,218,600 | 9,487,800 | |
| Shoulder | m ² | 12500.0 | 300 | 146 | 3,750,000 | 1,825,000 | 5,575,000 | |
| Asphalt Patching | m ² | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m ² | 20000.0 | 595 | 595 | 11,900,000 | 11,900,000 | 23,800,000 | |
| Surface Dressing (Double) | m ² | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m ³ | 0.0 | 1,183 | 474 | 0 | 0 | 0 | |
| Pipe Culvert 80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert 180x80cm | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m ² | 0.0 | 8,591 | 246 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 0.0 | 37,920 | 11,868 | 0 | 0 | 0 | |
| Gabion Protection | m ³ | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 2,490,714 | 363,684 | 2,854,398 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | | | |
| | | | | | | 27,426,067 | 18,607,534 | 46,033,601 |
| Overhead (15%) | | | | | | 4,113,910 | 2,791,130 | 6,905,040 |
| | | | | | TOTAL COST | 31,539,977 | 21,398,664 | 52,938,641 |

| | | | | | | | |
|--|----------------|------|-----------|---------|-----------|---------|-----------|
| Manual routine maintenance of road | Km | 5.0 | 112,172 | 7,248 | 560,860 | 36,240 | 597,100 |
| Routine maintenance of asphalt road | Km | 5.0 | 329,200 | 137,700 | 1,646,000 | 688,500 | 2,334,500 |
| | | | Sub Total | | 2,206,860 | 724,740 | 2,931,600 |
| Maintenance of Timber Bridge (New) | m ² | 20.0 | 6,133 | 1,010 | 122,660 | 20,200 | 142,860 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 40.8 | 7,082 | 2,349 | 345,601 | 114,631 | 460,232 |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | | |
|---------------------------------|----------------------|---|-----------|
| Earthwork & Pavement Unit Cost | (Rp/Km) | : | 9,931,217 |
| Timber Bridge Unit Cost | (Rp/m ²) | : | 164,128 |
| Concrete Bridge Unit Cost | (Rp/m ²) | : | |
| Survived Value | (Rp) | : | 4,467,542 |
| Maintenance Rate without Bridge | (%) | : | 5.90 |
| New Bridge Cost Rate | (%) | : | 6.20 |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 9 (IIIC) LENGTH : 3 Km

UPGRADE : 6.0m road bed, 3.0m road with surface Subbase Course

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL | |
|--|------|----------|-------------------|---------|------------------|------------|-----------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m2 | 1000.0 | 167 | 91 | 167,000 | 91,000 | 258,000 | |
| Subgrade Preparation | m2 | 405.0 | 21 | 11 | 8,505 | 4,455 | 12,960 | |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m3 | 148.5 | 2,539 | 1,052 | 377,041 | 156,222 | 533,263 | |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 | |
| Sub Base Course | m3 | 141.0 | 3,263 | 1,347 | 460,083 | 189,927 | 650,010 | |
| Base Course | m3 | 540.0 | 4,478 | 2,299 | 2,418,120 | 1,241,460 | 3,659,580 | |
| Shoulder | m2 | 9000.0 | 300 | 146 | 2,700,000 | 1,314,000 | 4,014,000 | |
| Asphalt Patching | m2 | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m2 | 0.0 | 595 | 595 | 0 | 0 | 0 | |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m3 | 300.0 | 1,183 | 474 | 354,900 | 142,200 | 497,100 | |
| Pipe Culvert 880cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m2 | 10.0 | 8,591 | 246 | 85,910 | 2,460 | 88,370 | |
| Retaining Wall and Wing Wall (Masonry) | m3 | 75.0 | 37,920 | 11,868 | 2,844,000 | 890,100 | 3,734,100 | |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 9,415,559 | 4,031,824 | 13,447,383 |
| Overhead (15%) | | | | | | 1,412,333 | 604,773 | 2,017,106 |
| | | | | | TOTAL COST | 10,827,892 | 4,636,597 | 15,464,489 |

| | | | | | | | |
|--|----|------|-----------|--------|---------|---------|-----------|
| Manual routine maintenance of road | Ka | 3.0 | 112,172 | 7,248 | 336,516 | 21,744 | 358,260 |
| Routine maintenance of gravel road | Ka | 3.0 | 194,356 | 88,047 | 583,068 | 264,141 | 847,209 |
| | | | Sub Total | | 919,584 | 285,885 | 1,205,469 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 32.0 | 7,082 | 2,349 | 226,624 | 75,168 | 301,792 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 5,154,830 |
| Timber Bridge Unit Cost (Rp/m2) | : | |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 260,004 |
| Maintenance Rate without Bridge (%) | : | 7.80 |
| New Bridge Cost Rate (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : B (IIC) LENGTH : 2 Km
 UPGRADE : 6.0m 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 | 1000.0 | 167 | 91 | 167,000 | 91,000 | 258,000 |
| Subgrade Preparation | m2 | 405.0 | 21 | 11 | 8,505 | 4,455 | 12,960 |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 |
| Fill in Swamp | m3 | 120.0 | 2,539 | 1,052 | 304,680 | 126,240 | 430,920 |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 |
| Sub Base Course | m3 | 120.0 | 3,263 | 1,347 | 391,560 | 161,640 | 553,200 |
| Base Course | m3 | 480.0 | 4,478 | 2,299 | 2,149,440 | 1,103,520 | 3,252,960 |
| Shoulder | m2 | 4000.0 | 300 | 146 | 1,200,000 | 584,000 | 1,784,000 |
| Asphalt Patching | m2 | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 |
| Surface Dressing (Single) | m2 | 0.0 | 595 | 595 | 0 | 0 | 0 |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 |
| Earth Drain in Swamp (by machine) | m3 | 300.0 | 1,183 | 474 | 354,900 | 142,200 | 497,100 |
| Pipe Culvert 80cm | m | 10.0 | 39,035 | 51,386 | 390,350 | 513,860 | 904,210 |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m2 | 10.0 | 8,591 | 246 | 85,910 | 2,460 | 88,370 |
| Retaining Wall and Wing Wall (Masonry) | m3 | 53.2 | 37,920 | 11,868 | 2,017,344 | 631,377 | 2,648,721 |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| Sub Total | | | | | 7,069,689 | 3,360,752 | 10,430,441 |
| Overhead (15%) | | | | | 1,060,453 | 504,112 | 1,564,565 |
| TOTAL COST | | | | | 8,130,142 | 3,864,864 | 11,995,006 |

| | | | | | | | |
|--|----|-----|---------|--------|---------|---------|---------|
| Manual routine maintenance of road | Km | 2.0 | 112,172 | 7,248 | 224,344 | 14,496 | 238,840 |
| Routine maintenance of gravel road | Km | 2.0 | 194,356 | 88,047 | 388,712 | 176,094 | 564,806 |
| Sub Total | | | | | 613,056 | 190,590 | 803,646 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 0.0 | 7,082 | 2,349 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 5,997,504 |
| Timber Bridge Unit Cost (Rp/m2) | : | |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 221,280 |
| Maintenance Rate without Bridge (%) | : | 6.70 |
| New Bridge Cost Rate (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 7 (IIIR-1) LENGTH : 2 Km
 UPGRADE : 6.5m road bed, 4.0m road with surface Dressing (1)

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL | |
|--|------|----------|-------------------|---------|------------------|------------|-------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m2 | 1500.0 | 167 | 91 | 250,500 | 136,500 | 387,000 | |
| Subgrade Preparation | m2 | 405.0 | 21 | 11 | 8,505 | 4,455 | 12,960 | |
| Normal Fill | m3 | 0.0 | 1,734 | 863 | 0 | 0 | 0 | |
| Fill in Swamp | m3 | 120.0 | 2,539 | 1,052 | 304,680 | 126,240 | 430,920 | |
| Normal Excavation to Spoil | m3 | 0.0 | 1,016 | 522 | 0 | 0 | 0 | |
| Sub Base Course | m3 | 368.0 | 3,263 | 1,347 | 1,200,784 | 495,696 | 1,696,480 | |
| Base Course | m3 | 560.0 | 4,478 | 2,299 | 2,507,680 | 1,287,440 | 3,795,120 | |
| Shoulder | m2 | 5000.0 | 300 | 146 | 1,500,000 | 730,000 | 2,230,000 | |
| Asphalt Patching | m2 | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m2 | 8000.0 | 595 | 595 | 4,760,000 | 4,760,000 | 9,520,000 | |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m3 | 300.0 | 1,183 | 474 | 354,900 | 142,200 | 497,100 | |
| Pipe Culvert Ø80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m2 | 10.0 | 8,591 | 246 | 85,910 | 2,460 | 88,370 | |
| Retaining Wall and Wing Wall (Masonry) | m3 | 50.0 | 37,920 | 11,868 | 1,896,000 | 593,400 | 2,489,400 | |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | | | |
| | | | | | | 12,868,959 | 8,278,391 | 21,147,350 |
| Overhead (15%) | | | | | | 1,930,343 | 1,241,758 | 3,172,101 |
| | | | | | TOTAL COST | 14,799,302 | 9,520,149 | 24,319,451 |

| | | | | | | | |
|--|----|------|-----------|---------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 2.0 | 112,172 | 7,248 | 224,344 | 14,496 | 238,840 |
| Routine maintenance of asphalt road | Km | 2.0 | 329,200 | 137,700 | 658,400 | 275,400 | 933,800 |
| | | | Sub Total | | 882,744 | 289,896 | 1,172,640 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 16.0 | 7,082 | 2,349 | 113,312 | 37,584 | 150,896 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|------------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 12,159,726 |
| Timber Bridge Unit Cost (Rp/m2) | : | |
| Concrete Bridge Unit Cost (Rp/m2) | : | |
| Survived Value (Rp) | : | 1,946,560 |
| Maintenance Rate without Bridge (%) | : | 4.82 |
| New Bridge Cost Rate (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 6 (IIIB-2) LENGTH : 3 Km

UPGRADE : 6.0m road bed, 4.0m road with surface Base Course

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|--|----------------|----------|-------------------|---------|------------------|-----------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m ² | 0.0 | 167 | 91 | 0 | 0 | 0 |
| Subgrade Preparation | m ² | 405.0 | 21 | 11 | 8,505 | 4,455 | 12,960 |
| Normal Fill | m ³ | 0.0 | 1,734 | 863 | 0 | 0 | 0 |
| Fill in Swamp | m ³ | 148.5 | 2,539 | 1,052 | 377,041 | 156,222 | 533,263 |
| Normal Excavation to Spoil | m ³ | 0.0 | 1,016 | 522 | 0 | 0 | 0 |
| Sub Base Course | m ³ | 588.0 | 3,263 | 1,347 | 1,918,644 | 792,036 | 2,710,680 |
| Base Course | m ³ | 720.0 | 4,478 | 2,299 | 3,224,160 | 1,655,280 | 4,879,440 |
| Shoulder | m ² | 6000.0 | 300 | 146 | 1,800,000 | 876,000 | 2,676,000 |
| Asphalt Patching | m ² | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 |
| Surface Dressing (Single) | m ² | 0.0 | 595 | 595 | 0 | 0 | 0 |
| Surface Dressing (Double) | m ² | 0.0 | 744 | 936 | 0 | 0 | 0 |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 |
| Earth Drain in Swamp (by machine) | m ³ | 300.0 | 1,183 | 474 | 354,900 | 142,200 | 497,100 |
| Pipe Culvert Ø80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m ² | 10.0 | 8,591 | 246 | 85,910 | 2,460 | 88,370 |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 50.0 | 37,920 | 11,868 | 1,896,000 | 593,400 | 2,489,400 |
| Gabion Protection | m ³ | 0.0 | 11,791 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| | | | | | Sub Total | | |
| | | | | | 9,665,160 | 4,222,053 | 13,887,213 |
| Overhead (15%) | | | | | 1,449,774 | 633,307 | 2,083,081 |
| | | | | | TOTAL COST | | |
| | | | | | 11,114,934 | 4,855,360 | 15,970,294 |

| | | | | | | | |
|--|----------------|------|-----------|--------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 3.0 | 112,172 | 7,248 | 336,516 | 21,744 | 358,260 |
| Routine maintenance of gravel road | Km | 3.0 | 194,356 | 88,047 | 583,068 | 264,141 | 847,209 |
| | | | Sub Total | | 919,584 | 285,885 | 1,205,469 |
| Maintenance of Timber Bridge (New) | m ² | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 20.0 | 7,082 | 2,349 | 141,640 | 46,980 | 188,620 |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|-----------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 5,323,432 |
| Timber Bridge Unit Cost (Rp/m ²) | : | |
| Concrete Bridge Unit Cost (Rp/m ²) | : | |
| Survived Value (Rp) | : | 1,355,340 |
| Maintenance Rate without Bridge (%) | : | 7.55 |
| New Bridge Cost Rate (%) | : | |

PRDV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 3 (IIB-1) LENGTH : 5 Km

UPGRADE : 6.5m road bed, 4.0m road with surface Dressing (1)

(Rp)

| ITEM | UNIT | QUANTITY | UNIT COST | | COST | | TOTAL |
|--|----------------|----------|-----------|---------|------------|------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Site Clearance in Light Bush | m ² | 1500.0 | 167 | 91 | 250,500 | 136,500 | 307,000 |
| Subgrade Preparation | m ² | 405.0 | 21 | 11 | 8,505 | 4,455 | 12,960 |
| Normal Fill | m ³ | 0.0 | 1,734 | 863 | 0 | 0 | 0 |
| Fill in Swamp | m ³ | 178.5 | 2,539 | 1,052 | 453,211 | 187,782 | 640,993 |
| Normal Excavation to Spoil | m ³ | 0.0 | 1,016 | 522 | 0 | 0 | 0 |
| Sub Base Course | m ³ | 904.0 | 3,263 | 1,347 | 2,949,752 | 1,217,688 | 4,167,440 |
| Base Course | m ³ | 1400.0 | 4,478 | 2,299 | 6,269,200 | 3,218,600 | 9,487,800 |
| Shoulder | m ² | 12500.0 | 300 | 146 | 3,750,000 | 1,825,000 | 5,575,000 |
| Asphalt Patching | m ² | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 |
| Surface Dressing (Single) | m ² | 20000.0 | 595 | 595 | 11,900,000 | 11,900,000 | 23,800,000 |
| Surface Dressing (Double) | m ² | 0.0 | 744 | 936 | 0 | 0 | 0 |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 |
| Earth Drain in Swamp (by machine) | m ³ | 300.0 | 1,183 | 474 | 354,900 | 142,200 | 497,100 |
| Pipe Culvert Ø80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 |
| Masonry Culvert (60x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 |
| Retaining Wall and Wing Wall (Timber) | m ² | 15.0 | 8,591 | 246 | 128,865 | 3,690 | 132,555 |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 60.0 | 37,920 | 11,868 | 2,275,200 | 712,080 | 2,987,280 |
| Gabion Protection | m ³ | 0.0 | 11,791 | 120 | 0 | 0 | 0 |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 |
| | | | | | Sub Total | | |
| | | | | | 28,340,133 | 19,347,995 | 47,688,128 |
| Overhead (15%) | | | | | 4,251,019 | 2,902,189 | 7,153,218 |
| | | | | | TOTAL COST | | |
| | | | | | 32,591,152 | 22,250,194 | 54,841,346 |

| | | | | | | | |
|--|----------------|-------|-----------|---------|-----------|---------|-----------|
| Manual routine maintenance of road | Km | 5.0 | 112,172 | 7,248 | 560,860 | 36,240 | 597,100 |
| Routine maintenance of asphalt road | Km | 5.0 | 329,200 | 137,700 | 1,646,000 | 688,500 | 2,334,500 |
| | | | Sub Total | | 2,206,860 | 724,740 | 2,931,600 |
| Maintenance of Timber Bridge (New) | m ² | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 104.0 | 7,082 | 2,349 | 736,528 | 244,296 | 980,824 |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|------------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 10,968,269 |
| Timber Bridge Unit Cost (Rp/m ²) | : | |
| Concrete Bridge Unit Cost (Rp/m ²) | : | |
| Survived Value (Rp) | : | 4,814,768 |
| Maintenance Rate without Bridge (X) | : | 5.35 |
| New Bridge Cost Rate (X) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 2 (IIIB-1) LENGTH : 2 Km

UPGRADE : 6.5m road bed, 4.0m road with surface Dressing (1)

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL | |
|--|------|----------|-------------------|---------|------------------|------------|-------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m2 | 1500.0 | 167 | 91 | 250,500 | 136,500 | 387,000 | |
| Subgrade Preparation | m2 | 405.0 | 21 | 11 | 8,505 | 4,455 | 12,960 | |
| Normal Fill | m3 | 50.0 | 1,734 | 863 | 86,700 | 43,150 | 129,850 | |
| Fill in Swamp | m3 | 178.5 | 2,539 | 1,052 | 453,211 | 187,782 | 640,993 | |
| Normal Excavation to Spoil | m3 | 60.0 | 1,016 | 522 | 60,960 | 31,320 | 92,280 | |
| Sub Base Course | m3 | 364.0 | 3,263 | 1,347 | 1,187,732 | 490,308 | 1,678,040 | |
| Base Course | m3 | 560.0 | 4,478 | 2,299 | 2,507,680 | 1,287,440 | 3,795,120 | |
| Shoulder | m2 | 8000.0 | 300 | 146 | 1,500,000 | 730,000 | 2,230,000 | |
| Asphalt Patching | m2 | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m2 | 8000.0 | 595 | 595 | 4,760,000 | 4,760,000 | 9,520,000 | |
| Surface Dressing (Double) | m2 | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m3 | 300.0 | 1,183 | 474 | 354,900 | 142,200 | 497,100 | |
| Pipe Culvert 80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m2 | 15.0 | 8,591 | 246 | 128,865 | 3,690 | 132,555 | |
| Retaining Wall and Wing Wall (Masonry) | m3 | 25.0 | 37,920 | 11,868 | 948,000 | 296,700 | 1,244,700 | |
| Gabion Protection | m3 | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 12,247,053 | 8,113,545 | 20,360,598 |
| Overhead (15%) | | | | | | 1,837,057 | 1,217,031 | 3,054,088 |
| | | | | | TOTAL COST | 14,084,110 | 9,330,576 | 23,414,686 |

| | | | | | | | |
|--|----|-----|-----------|---------|---------|---------|-----------|
| Manual routine maintenance of road | Km | 2.0 | 112,172 | 7,248 | 224,344 | 14,496 | 238,840 |
| Routine maintenance of asphalt road | Km | 2.0 | 329,200 | 137,700 | 658,400 | 275,400 | 933,800 |
| | | | Sub Total | | 882,744 | 289,896 | 1,172,640 |
| Maintenance of Timber Bridge (New) | m2 | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 0.0 | 7,082 | 2,349 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | | |
|---------------------------------|---------|---|------------|
| Earthwork & Pavement Unit Cost | (Rp/Km) | : | 11,707,344 |
| Timber Bridge Unit Cost | (Rp/m2) | : | |
| Concrete Bridge Unit Cost | (Rp/m2) | : | |
| Survived Value | (Rp) | : | 1,933,652 |
| Maintenance Rate without Bridge | (%) | : | 5.01 |
| New Bridge Cost Rate | (%) | : | |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 1 (IIB-1) LENGTH : 3 Km
 UPGRADE : 6.5m road bed, 4.0m road with surface Dressing (1)

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL | |
|--|----------------|----------|-------------------|---------|------------------|------------|-------------|------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | | |
| Site Clearance in Light Bush | m ² | 1500.0 | 167 | 91 | 250,500 | 136,500 | 387,000 | |
| Subgrade Preparation | m ² | 405.0 | 21 | 11 | 8,505 | 4,455 | 12,960 | |
| Normal Fill | m ³ | 20.0 | 1,734 | 863 | 34,680 | 17,260 | 51,940 | |
| Fill in Swamp | m ³ | 148.5 | 2,539 | 1,052 | 377,041 | 156,222 | 533,263 | |
| Normal Excavation to Spoil | m ³ | 15.0 | 1,016 | 522 | 15,240 | 7,830 | 23,070 | |
| Sub Base Course | m ³ | 524.0 | 3,263 | 1,347 | 1,709,812 | 705,828 | 2,415,640 | |
| Base Course | m ³ | 840.0 | 4,478 | 2,299 | 3,761,520 | 1,931,160 | 5,692,680 | |
| Shoulder | m ² | 7500.0 | 300 | 146 | 2,250,000 | 1,095,000 | 3,345,000 | |
| Asphalt Patching | m ² | 0.0 | 3,292 | 1,377 | 0 | 0 | 0 | |
| Surface Dressing (Single) | m ² | 12000.0 | 595 | 595 | 7,140,000 | 7,140,000 | 14,280,000 | |
| Surface Dressing (Double) | m ² | 0.0 | 744 | 936 | 0 | 0 | 0 | |
| Earth Drain | m | 0.0 | 713 | 119 | 0 | 0 | 0 | |
| Earth Drain in Swamp (by machine) | m ³ | 300.0 | 1,183 | 474 | 354,900 | 142,200 | 497,100 | |
| Pipe Culvert 80cm | m | 0.0 | 39,035 | 51,386 | 0 | 0 | 0 | |
| Masonry Culvert (80x80cm) | m | 0.0 | 52,335 | 41,554 | 0 | 0 | 0 | |
| Retaining Wall and Wing Wall (Timber) | m ² | 10.0 | 8,591 | 246 | 85,910 | 2,460 | 88,370 | |
| Retaining Wall and Wing Wall (Masonry) | m ³ | 75.0 | 37,920 | 11,868 | 2,844,000 | 890,100 | 3,734,100 | |
| Gabion Protection | m ³ | 0.0 | 11,791 | 120 | 0 | 0 | 0 | |
| New Bridge (Timber) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| New Bridge (Concrete) | SET | 1.0 | -- | -- | 0 | 0 | 0 | |
| | | | | | Sub Total | 18,832,108 | 12,229,015 | 31,061,123 |
| Overhead (15%) | | | | | | 2,824,816 | 1,834,352 | 4,659,168 |
| | | | | | TOTAL COST | 21,656,924 | 14,063,367 | 35,720,291 |

| | | | | | | | |
|--|----------------|------|-----------|---------|-----------|---------|-----------|
| Manual routine maintenance of road | Km | 3.0 | 112,172 | 7,248 | 336,516 | 21,744 | 358,260 |
| Routine maintenance of asphalt road | Km | 3.0 | 329,200 | 137,700 | 987,600 | 413,100 | 1,400,700 |
| | | | Sub Total | | 1,324,116 | 434,844 | 1,758,960 |
| Maintenance of Timber Bridge (New) | m ² | 0.0 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m ² | 0.0 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m ² | 10.0 | 7,082 | 2,349 | 70,820 | 23,490 | 94,310 |
| Maintenance of Concrete Bridge (Exist) | m ² | 0.0 | 4,333 | 2,471 | 0 | 0 | 0 |

| | | |
|--|---|------------|
| Earthwork & Pavement Unit Cost (Rp/Km) | : | 11,906,764 |
| Timber Bridge Unit Cost (Rp/m ²) | : | |
| Concrete Bridge Unit Cost (Rp/m ²) | : | |
| Survived Value (Rp) | : | 2,829,484 |
| Maintenance Rate without Bridge (%) | : | 4.92 |
| New Bridge Cost Rate (%) | : | |

Appendix A-4

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

PROV : KALIMANTAN SELATAN

KAB : HULU SUNGAI TENGAH

| I T E M | UNIT | < 1988 > | < 1989 > | < 1990 > | < 1991 > | < 1992 > | < TOTAL > |
|----------------------------|----------------|----------|----------|----------|----------|----------|-----------|
| EQUIPMENT : | | | | | | | |
| Bulldozer/Ripper | hr | 144.8 | 536.0 | 541.3 | 0.0 | 0.0 | 1222.1 |
| Swamp Bulldozer | hr | 5.0 | 11.9 | 75.9 | 0.0 | 0.0 | 92.8 |
| Motor Grader | hr | 274.4 | 1184.8 | 1024.0 | 0.0 | 0.0 | 2483.2 |
| Hand-guide Vib. Roller | hr | 593.1 | 571.6 | 458.0 | 0.0 | 0.0 | 1622.7 |
| Tire Roller | hr | 383.3 | 795.8 | 358.3 | 0.0 | 0.0 | 1537.4 |
| Vibratory Roller (D&T) | hr | 188.0 | 783.0 | 750.1 | 0.0 | 0.0 | 1721.1 |
| Hydraulic Excavator; Wheel | hr | 27.9 | 49.5 | 990.0 | 0.0 | 0.0 | 1067.4 |
| Wheel Loader | hr | 429.1 | 1640.9 | 1497.5 | 0.0 | 0.0 | 3567.5 |
| Water Tank Truck | hr | 97.9 | 427.6 | 423.9 | 0.0 | 0.0 | 949.4 |
| Dump Truck | hr | 3475.3 | 12115.1 | 11484.7 | 0.0 | 0.0 | 27075.1 |
| Flat Bed Truck with Crane | hr | 210.4 | 171.0 | 178.6 | 0.0 | 0.0 | 560.0 |
| Flat Bed Truck | hr | 600.4 | 1072.0 | 551.8 | 0.0 | 0.0 | 2224.2 |
| Portable Crusher/Screening | hr | 112.0 | 434.6 | 308.3 | 0.0 | 0.0 | 854.9 |
| Concrete Mixer | hr | 165.0 | 156.0 | 138.6 | 0.0 | 0.0 | 459.6 |
| Water Pump | hr | 110.0 | 104.0 | 92.9 | 0.0 | 0.0 | 306.9 |
| Concrete Vibrator | hr | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 1.7 |
| Asphalt Sprayer | hr | 383.3 | 795.8 | 358.3 | 0.0 | 0.0 | 1537.4 |
| LABOUR : | | | | | | | |
| Handur | man day | 508.4 | 979.9 | 944.4 | 0.0 | 0.0 | 2432.7 |
| Skilled Labourer | man day | 674.5 | 683.6 | 524.8 | 0.0 | 0.0 | 1882.9 |
| Carpenter | man day | 218.9 | 75.0 | 162.9 | 0.0 | 0.0 | 456.8 |
| Mason | man day | 275.0 | 260.0 | 228.2 | 0.0 | 0.0 | 763.2 |
| Labourer | man day | 4723.2 | 9386.4 | 7994.7 | 0.0 | 0.0 | 22104.3 |
| Driver | man day | 830.0 | 2498.1 | 2224.9 | 0.0 | 0.0 | 5553.0 |
| Operator | man day | 560.5 | 1499.8 | 1426.5 | 0.0 | 0.0 | 3486.8 |
| MATERIAL : | | | | | | | |
| Bitumen | l | 79101.7 | 164105.6 | 73458.3 | 0.0 | 0.0 | 316665.6 |
| Asphalt Oil | l | 15716.6 | 32629.1 | 14691.6 | 0.0 | 0.0 | 63037.3 |
| Kerosene | l | 18840.9 | 39102.4 | 17558.3 | 0.0 | 0.0 | 75501.6 |
| Sand | m ³ | 322.1 | 573.2 | 291.8 | 0.0 | 0.0 | 1187.1 |
| Cement | bag | 104.5 | 98.8 | 111.7 | 0.0 | 0.0 | 315.0 |
| River Stone | m ³ | 275.0 | 260.0 | 228.2 | 0.0 | 0.0 | 763.2 |
| Steel Moulds | set | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 |
| Timber | m ³ | 21.3 | 10.5 | 15.6 | 0.0 | 0.0 | 47.4 |
| Paint | l | 124.1 | 0.0 | 101.3 | 0.0 | 0.0 | 225.4 |
| Reinforcing Steel | kg | 0.0 | 0.0 | 319.0 | 0.0 | 0.0 | 319.0 |
| Tying Wire | kg | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 2.9 |
| Equivalent Royalty | m ³ | 5311.8 | 20196.8 | 18791.2 | 0.0 | 0.0 | 44299.8 |

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

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

| ITEM | 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 | 378.5 | 662.7 | 640.2 | 0.0 | 0.0 | 1681.4 |
| Hand-guide Vib. Roller | hr | 101.2 | 307.5 | 630.0 | 0.0 | 0.0 | 1038.7 |
| Tire Roller | hr | 378.5 | 662.7 | 640.2 | 0.0 | 0.0 | 1681.4 |
| Vibratory Roller (D&I) | 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 | 133.2 | 242.3 | 259.4 | 0.0 | 0.0 | 634.9 |
| Water Tank Truck | hr | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Dump Truck | hr | 1002.6 | 2068.7 | 2016.0 | 0.0 | 0.0 | 5887.3 |
| Flat Bed Truck with Crane | hr | 1792.7 | 3397.3 | 3605.9 | 0.0 | 0.0 | 8795.9 |
| Flat Bed Truck | hr | 1476.6 | 2690.9 | 2866.5 | 0.0 | 0.0 | 7034.0 |
| Portable Crusher/Screening | hr | 66.8 | 121.6 | 130.8 | 0.0 | 0.0 | 319.2 |
| Concrete Mixer | hr | 0.4 | 0.8 | 0.9 | 0.0 | 0.0 | 2.1 |
| Water Pump | hr | 0.4 | 0.8 | 0.9 | 0.0 | 0.0 | 2.1 |
| Concrete Vibrator | hr | 0.4 | 0.8 | 0.9 | 0.0 | 0.0 | 2.1 |
| Asphalt Sprayer | hr | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LABOUR : | | | | | | | |
| Handur | man day | 548.6 | 1049.7 | 1232.2 | 0.0 | 0.0 | 2830.5 |
| Skilled Labourer | man day | 532.6 | 1084.7 | 1371.5 | 0.0 | 0.0 | 2988.8 |
| Carpenter | man day | 249.3 | 471.7 | 510.2 | 0.0 | 0.0 | 1231.2 |
| Mason | man day | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Labourer | man day | 5978.2 | 11466.7 | 13596.5 | 0.0 | 0.0 | 31041.4 |
| Driver | man day | 795.4 | 1517.4 | 1716.2 | 0.0 | 0.0 | 4029.0 |
| Operator | man day | 170.7 | 301.9 | 300.5 | 0.0 | 0.0 | 773.1 |
| MATERIAL : | | | | | | | |
| Bitumen | l | 911.2 | 2767.5 | 5670.0 | 0.0 | 0.0 | 9348.7 |
| Asphalt Oil | l | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Kerosene | l | 101.2 | 307.5 | 630.0 | 0.0 | 0.0 | 1038.7 |
| Sand | m ³ | 17.2 | 52.0 | 105.9 | 0.0 | 0.0 | 175.1 |
| Cement | bag | 6.6 | 12.9 | 13.3 | 0.0 | 0.0 | 32.8 |
| River Stone | m ³ | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Steel Moulds | set | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Timber | m ³ | 22.5 | 42.7 | 46.2 | 0.0 | 0.0 | 111.4 |
| Paint | l | 160.8 | 304.0 | 328.9 | 0.0 | 0.0 | 793.7 |
| Reinforcing Steel | kg | 34.1 | 66.7 | 68.3 | 0.0 | 0.0 | 169.1 |
| Tying Wire | kg | 0.3 | 0.6 | 0.6 | 0.0 | 0.0 | 1.5 |
| Equivalent Royalty | m ³ | 1889.5 | 3433.3 | 3675.7 | 0.0 | 0.0 | 8998.5 |

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

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

| ITEM | UNIT | (1988) | (1989) | (1990) | (1991) | (1992) | (TOTAL) |
|----------------------------|----------------|----------|----------|----------|----------|----------|-----------|
| EQUIPMENT : | | | | | | | |
| Bulldozer/Ripper | hr | 144.8 | 536.0 | 541.3 | 0.0 | 0.0 | 1222.1 |
| Swamp Bulldozer | hr | 5.0 | 11.9 | 75.9 | 0.0 | 0.0 | 92.8 |
| Motor Grader | hr | 652.9 | 1847.5 | 1664.2 | 0.0 | 0.0 | 4164.6 |
| Hand-guide Vib. Roller | hr | 694.3 | 879.1 | 1088.0 | 0.0 | 0.0 | 2661.4 |
| Tire Roller | hr | 761.8 | 1458.5 | 998.5 | 0.0 | 0.0 | 3218.8 |
| Vibratory Roller (O&T) | hr | 188.0 | 783.0 | 750.1 | 0.0 | 0.0 | 1721.1 |
| Hydraulic Excavator; Wheel | hr | 27.9 | 49.5 | 990.0 | 0.0 | 0.0 | 1067.4 |
| Wheel Loader | hr | 562.3 | 1883.2 | 1756.9 | 0.0 | 0.0 | 4202.4 |
| Water Tank Truck | hr | 97.9 | 427.6 | 423.9 | 0.0 | 0.0 | 949.4 |
| Dump Truck | hr | 4477.9 | 14183.8 | 14300.7 | 0.0 | 0.0 | 32962.4 |
| Flat Bed Truck with Crane | hr | 2003.1 | 3568.3 | 3784.5 | 0.0 | 0.0 | 9355.9 |
| Flat Bed Truck | hr | 2077.0 | 3762.9 | 3418.3 | 0.0 | 0.0 | 9258.2 |
| Portable Crusher/Screening | hr | 178.8 | 556.2 | 439.1 | 0.0 | 0.0 | 1174.1 |
| Concrete Mixer | hr | 165.4 | 156.8 | 139.5 | 0.0 | 0.0 | 461.7 |
| Water Pump | hr | 110.4 | 104.8 | 93.8 | 0.0 | 0.0 | 309.0 |
| Concrete Vibrator | hr | 0.4 | 0.8 | 2.6 | 0.0 | 0.0 | 3.8 |
| Asphalt Sprayer | hr | 383.3 | 795.8 | 358.3 | 0.0 | 0.0 | 1537.4 |
| LABOUR : | | | | | | | |
| Handur | man day | 1057.0 | 2029.6 | 2176.6 | 0.0 | 0.0 | 5263.2 |
| Skilled Labourer | man day | 1207.1 | 1768.3 | 1896.3 | 0.0 | 0.0 | 4871.7 |
| Carpenter | man day | 468.2 | 546.7 | 673.1 | 0.0 | 0.0 | 1688.0 |
| Mason | man day | 275.0 | 260.0 | 228.2 | 0.0 | 0.0 | 763.2 |
| Labourer | man day | 10701.4 | 20853.1 | 21591.2 | 0.0 | 0.0 | 53145.7 |
| Driver | man day | 1625.4 | 4015.5 | 3941.1 | 0.0 | 0.0 | 9582.0 |
| Operator | man day | 731.2 | 1801.7 | 1727.0 | 0.0 | 0.0 | 4259.9 |
| MATERIAL : | | | | | | | |
| Bitumen | l | 80012.9 | 166873.1 | 79128.3 | 0.0 | 0.0 | 326014.3 |
| Asphalt Oil | l | 15716.6 | 32829.1 | 14691.6 | 0.0 | 0.0 | 63037.3 |
| Kerosene | l | 18942.1 | 39409.9 | 18188.3 | 0.0 | 0.0 | 76540.3 |
| Sand | m ³ | 339.3 | 625.2 | 397.7 | 0.0 | 0.0 | 1362.2 |
| Cement | bag | 111.1 | 111.7 | 125.0 | 0.0 | 0.0 | 347.8 |
| River Stone | m ³ | 275.0 | 260.0 | 228.2 | 0.0 | 0.0 | 763.2 |
| Steel Moulds | set | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 |
| Timber | m ³ | 43.8 | 53.2 | 61.8 | 0.0 | 0.0 | 158.8 |
| Paint | l | 284.9 | 304.0 | 430.2 | 0.0 | 0.0 | 1019.1 |
| Reinforcing Steel | kg | 34.1 | 66.7 | 387.3 | 0.0 | 0.0 | 488.1 |
| Tying Wire | kg | 0.3 | 0.6 | 3.5 | 0.0 | 0.0 | 4.4 |
| Equivalent Royalty | m ³ | 7201.3 | 23630.1 | 22466.9 | 0.0 | 0.0 | 53298.3 |

Appendix A-5

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

PROV : KALIMANTAN SELATAN

KAB : HULU SUNGAI TENGAH

(1000 Rp)

| ITEM | UNIT | < 1988 > | < 1989 > | < 1990 > | < 1991 > | < 1992 > | < TOTAL > |
|----------------------------|-------|----------|----------|----------|----------|----------|-----------|
| EQUIPMENT : | | 51,972 | 169,697 | 160,627 | 0 | 0 | 382,296 |
| Bulldozer/Ripper | 16629 | 2,407 | 8,913 | 9,001 | 0 | 0 | 20,321 |
| Swamp Bulldozer | 12205 | 61 | 145 | 926 | 0 | 0 | 1,132 |
| Motor Grader | 14125 | 3,875 | 16,735 | 14,464 | 0 | 0 | 35,074 |
| Hand-guide Vib. Roller | 1597 | 917 | 912 | 731 | 0 | 0 | 2,590 |
| Tire Roller | 11628 | 4,457 | 9,253 | 4,166 | 0 | 0 | 17,876 |
| Vibratory Roller (D&T) | 7023 | 1,320 | 5,499 | 5,267 | 0 | 0 | 12,086 |
| Hydraulic Excavator; Wheel | 13429 | 374 | 664 | 13,294 | 0 | 0 | 14,332 |
| Wheel Loader | 17270 | 7,410 | 28,338 | 25,861 | 0 | 0 | 61,609 |
| Water Tank Truck | 4275 | 418 | 1,827 | 1,812 | 0 | 0 | 4,057 |
| Dump Truck | 5754 | 19,996 | 69,710 | 66,082 | 0 | 0 | 155,788 |
| Flat Bed Truck with Crane | 5360 | 1,127 | 916 | 957 | 0 | 0 | 3,000 |
| Flat Bed Truck | 3660 | 2,197 | 3,923 | 2,019 | 0 | 0 | 8,139 |
| Portable Crusher/Screening | 45610 | 5,108 | 19,822 | 14,061 | 0 | 0 | 38,991 |
| Concrete Mixer | 8696 | 1,434 | 1,356 | 1,205 | 0 | 0 | 3,995 |
| Water Pump | 504 | 55 | 52 | 46 | 0 | 0 | 153 |
| Concrete Vibrator | 339 | 0 | 0 | 0 | 0 | 0 | 0 |
| Asphalt Sprayer | 2052 | 786 | 1,632 | 735 | 0 | 0 | 3,153 |
| LABOUR : | | 12,815 | 26,209 | 23,389 | 0 | 0 | 62,413 |
| Mandur | 2000 | 1,016 | 1,959 | 1,888 | 0 | 0 | 4,863 |
| Skilled Labourer | 1750 | 1,180 | 1,196 | 918 | 0 | 0 | 3,294 |
| Carpenter | 2500 | 547 | 187 | 407 | 0 | 0 | 1,141 |
| Mason | 1500 | 412 | 390 | 342 | 0 | 0 | 1,144 |
| Labourer | 1250 | 5,904 | 11,733 | 9,993 | 0 | 0 | 27,630 |
| Driver | 2500 | 2,075 | 6,245 | 5,562 | 0 | 0 | 13,882 |
| Operator | 3000 | 1,681 | 4,499 | 4,279 | 0 | 0 | 10,459 |
| MATERIAL : | | 46,670 | 92,862 | 46,795 | 0 | 0 | 186,327 |
| Bitumen | 300 | 23,730 | 49,231 | 22,037 | 0 | 0 | 94,998 |
| Asphalt Oil | 700 | 11,001 | 22,840 | 10,284 | 0 | 0 | 44,125 |
| Kerosene | 250 | 4,710 | 9,775 | 4,389 | 0 | 0 | 18,874 |
| Sand | 5000 | 1,610 | 2,866 | 1,459 | 0 | 0 | 5,935 |
| Cement | 5000 | 522 | 494 | 558 | 0 | 0 | 1,574 |
| River Stone | 7000 | 1,925 | 1,820 | 1,597 | 0 | 0 | 5,342 |
| Steel Moulds | 8000 | 0 | 0 | 80 | 0 | 0 | 80 |
| Timber | 75000 | 1,597 | 787 | 1,170 | 0 | 0 | 3,554 |
| Paint | 2000 | 248 | 0 | 202 | 0 | 0 | 450 |
| Reinforcing Steel | 1000 | 0 | 0 | 319 | 0 | 0 | 319 |
| Tying Wire | 1200 | 0 | 0 | 3 | 0 | 0 | 3 |
| Equivalent Royalty | 250 | 1,327 | 5,049 | 4,697 | 0 | 0 | 11,073 |

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

PROV : KALIMANTAN SELATAN

KAB : HULU SUNGAI TENGAH

(1000 Rp)

| ITEM | UNIT | < 1988 > | < 1989 > | < 1990 > | < 1991 > | < 1992 > | < TOTAL > |
|----------------------------|-------|----------|----------|----------|----------|----------|-----------|
| EQUIPMENT : | | 36,037 | 67,252 | 73,964 | 0 | 0 | 177,253 |
| Bulldozer/Ripper | 16629 | 0 | 0 | 0 | 0 | 0 | 0 |
| Swamp Bulldozer | 12205 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motor Grader | 14125 | 5,346 | 9,360 | 9,042 | 0 | 0 | 23,748 |
| Hand-guide Vib. Roller | 1597 | 161 | 491 | 1,006 | 0 | 0 | 1,658 |
| Tire Roller | 11629 | 4,401 | 7,705 | 7,444 | 0 | 0 | 19,550 |
| Vibratory Roller (D&T) | 7023 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hydraulic Excavator; Wheel | 13429 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wheel Loader | 17270 | 2,300 | 4,184 | 4,479 | 0 | 0 | 10,963 |
| Water Tank Truck | 4275 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dump Truck | 5754 | 5,768 | 11,903 | 16,203 | 0 | 0 | 33,874 |
| Flat Bed Truck with Crane | 5360 | 9,608 | 18,209 | 19,327 | 0 | 0 | 47,144 |
| Flat Bed Truck | 3660 | 5,404 | 9,848 | 10,491 | 0 | 0 | 25,743 |
| Portable Crusher/Screening | 45610 | 3,046 | 5,546 | 5,965 | 0 | 0 | 14,557 |
| Concrete Mixer | 8696 | 3 | 6 | 7 | 0 | 0 | 16 |
| Water Pump | 504 | 0 | 0 | 0 | 0 | 0 | 0 |
| Concrete Vibrator | 339 | 0 | 0 | 0 | 0 | 0 | 0 |
| Asphalt Sprayer | 2052 | 0 | 0 | 0 | 0 | 0 | 0 |
| LABOUR : | | 12,624 | 24,207 | 28,325 | 0 | 0 | 65,156 |
| Handur | 2000 | 1,097 | 2,099 | 2,464 | 0 | 0 | 5,660 |
| Skilled Labourer | 1750 | 932 | 1,898 | 2,400 | 0 | 0 | 5,230 |
| Carpenter | 2500 | 623 | 1,179 | 1,275 | 0 | 0 | 3,077 |
| Mason | 1500 | 0 | 0 | 0 | 0 | 0 | 0 |
| Labourer | 1250 | 7,472 | 14,333 | 16,995 | 0 | 0 | 38,800 |
| Driver | 2500 | 1,988 | 3,793 | 4,290 | 0 | 0 | 10,071 |
| Operator | 3000 | 512 | 905 | 901 | 0 | 0 | 2,318 |
| MATERIAL : | | 2,931 | 5,964 | 7,561 | 0 | 0 | 16,456 |
| Bitumen | 300 | 273 | 830 | 1,701 | 0 | 0 | 2,804 |
| Asphalt Oil | 700 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kerosene | 250 | 25 | 76 | 157 | 0 | 0 | 258 |
| Sand | 5000 | 86 | 260 | 529 | 0 | 0 | 875 |
| Cement | 5000 | 33 | 64 | 66 | 0 | 0 | 163 |
| River Stone | 7000 | 0 | 0 | 0 | 0 | 0 | 0 |
| Steel Moulds | 8000 | 0 | 0 | 0 | 0 | 0 | 0 |
| Timber | 75000 | 1,687 | 3,202 | 3,465 | 0 | 0 | 8,354 |
| Paint | 2000 | 321 | 608 | 657 | 0 | 0 | 1,586 |
| Reinforcing Steel | 1000 | 34 | 66 | 68 | 0 | 0 | 168 |
| Tying Wire | 1200 | 0 | 0 | 0 | 0 | 0 | 0 |
| Equivalent Royalty | 250 | 472 | 858 | 918 | 0 | 0 | 2,248 |

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

PROV : KALIMANTAN SELATAN

KAB : HULU SUNGAI TENGAH

(1000 Rp)

| ITEM | UNIT | < 1988 > | < 1989 > | < 1990 > | < 1991 > | < 1992 > | < TOTAL > |
|----------------------------|-------|----------|----------|----------|----------|----------|-----------|
| EQUIPMENT : | | 88,009 | 236,949 | 234,591 | 0 | 0 | 559,549 |
| Bulldozer/Ripper | 16629 | 2,407 | 8,913 | 9,001 | 0 | 0 | 20,321 |
| Swamp Bulldozer | 12205 | 61 | 145 | 926 | 0 | 0 | 1,132 |
| Motor Grader | 14125 | 9,221 | 26,095 | 23,506 | 0 | 0 | 58,822 |
| Hand-guide Vib. Roller | 1597 | 1,108 | 1,403 | 1,737 | 0 | 0 | 4,248 |
| Tire Roller | 11628 | 8,858 | 16,958 | 11,610 | 0 | 0 | 37,426 |
| Vibratory Roller (D&T) | 7023 | 1,320 | 5,499 | 5,267 | 0 | 0 | 12,086 |
| Hydraulic Excavator; Wheel | 13429 | 374 | 664 | 13,294 | 0 | 0 | 14,332 |
| Wheel Loader | 17270 | 9,710 | 32,522 | 30,340 | 0 | 0 | 72,572 |
| Water Tank Truck | 4275 | 418 | 1,827 | 1,812 | 0 | 0 | 4,057 |
| Dump Truck | 5754 | 25,764 | 81,613 | 82,285 | 0 | 0 | 189,662 |
| Flat Bed Truck with Crane | 5360 | 10,735 | 19,125 | 20,284 | 0 | 0 | 50,144 |
| Flat Bed Truck | 3660 | 7,601 | 13,771 | 12,510 | 0 | 0 | 33,882 |
| Portable Crusher/Screening | 45610 | 8,154 | 25,368 | 20,026 | 0 | 0 | 53,548 |
| Concrete Mixer | 8696 | 1,437 | 1,362 | 1,212 | 0 | 0 | 4,011 |
| Water Pump | 504 | 55 | 52 | 46 | 0 | 0 | 153 |
| Concrete Vibrator | 339 | 0 | 0 | 0 | 0 | 0 | 0 |
| Asphalt Sprayer | 2052 | 786 | 1,632 | 735 | 0 | 0 | 3,153 |
| LABOUR : | | 25,439 | 50,416 | 51,714 | 0 | 0 | 127,569 |
| Handur | 2000 | 2,113 | 4,058 | 4,352 | 0 | 0 | 10,523 |
| Skilled Labourer | 1750 | 2,112 | 3,094 | 3,318 | 0 | 0 | 8,524 |
| Carpenter | 2500 | 1,170 | 1,366 | 1,682 | 0 | 0 | 4,218 |
| Mason | 1500 | 412 | 390 | 342 | 0 | 0 | 1,144 |
| Labourer | 1250 | 13,376 | 26,066 | 26,988 | 0 | 0 | 66,430 |
| Driver | 2500 | 4,063 | 10,038 | 9,852 | 0 | 0 | 23,953 |
| Operator | 3000 | 2,193 | 5,404 | 5,180 | 0 | 0 | 12,777 |
| MATERIAL : | | 49,601 | 98,826 | 54,356 | 0 | 0 | 202,783 |
| Bitumen | 300 | 24,003 | 50,061 | 23,738 | 0 | 0 | 97,802 |
| Asphalt Oil | 700 | 11,001 | 22,840 | 10,284 | 0 | 0 | 44,125 |
| Kerosene | 250 | 4,735 | 9,851 | 4,546 | 0 | 0 | 19,132 |
| Sand | 5000 | 1,696 | 3,126 | 1,988 | 0 | 0 | 6,810 |
| Cement | 5000 | 555 | 558 | 624 | 0 | 0 | 1,737 |
| River Stone | 7000 | 1,925 | 1,820 | 1,597 | 0 | 0 | 5,342 |
| Steel Moulds | 8000 | 0 | 0 | 80 | 0 | 0 | 80 |
| Timber | 75000 | 3,284 | 3,989 | 4,635 | 0 | 0 | 11,908 |
| Paint | 2000 | 569 | 608 | 859 | 0 | 0 | 2,036 |
| Reinforcing Steel | 1000 | 34 | 66 | 387 | 0 | 0 | 487 |
| Tying Wire | 1200 | 0 | 0 | 3 | 0 | 0 | 3 |
| Equivalent Royalty | 250 | 1,799 | 5,907 | 5,615 | 0 | 0 | 13,321 |

Appendix A-6

QUANTITIES OF BRIDGE ON PROPOSED ROAD LINKS

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

| LINK NO | BRIDGE NAME | Km | From | << TYPE >> | | DESIGN LOAD CLASS | SPAN LENGTH (m) | SPAN NO (no) | SPAN LENGTH (m) | WIDTH (m) | AREA | AREA | PIER (no) | ABUT (no) | ROAD CLASS |
|---------|-------------|----|------|------------|-------|-------------------|-----------------|--------------|-----------------|-----------|---------|-------|-----------|-----------|------------|
| | | | | (EXIST) | (NEW) | | | | | | (EXIST) | (NEW) | | | |
| 62 | TATAH | 1 | PGDL | KK | | 8.00 | 2 | 4.00 | 4.00 | 32.00 | | | 1 | 2 | IIIB-1 |
| | N.I | 2 | PGDL | KK | | 12.00 | 2 | 6.00 | 4.00 | 48.00 | | | 1 | 2 | |
| | BESAR | 2 | PGDL | KK | | 10.00 | 2 | 5.00 | 4.00 | 40.00 | | | 1 | 2 | |
| 86 | PANDAWAN | 3 | PHLR | KK | | 3.00 | 1 | 3.00 | 4.00 | 12.00 | | | 0 | 2 | IIIB-1 |
| | PELAJAU | 1 | PHLR | KK | | 3.00 | 1 | 3.00 | 4.00 | 12.00 | | | 0 | 2 | |

PROV

: KALIMANTAN SELATAN

KAB

: HULU SUNGAI TENGAH

| LINK NO | BRIDGE NAME | Km | From | << TYPE >> | | DESIGN LOAD CLASS | SPAN LENGTH (m) | SPAN NO (no) | SPAN LENGTH (m) | WIDTH (m) | AREA | AREA | PIER (no) | ABUT (no) | ROAD CLASS |
|---------|---|----|------|------------|-------|-------------------|-----------------|--------------|-----------------|-----------|---------|-------|-----------|-----------|------------|
| | | | | (EXIST) | (NEW) | | | | | | (EXIST) | (NEW) | | | |
| 1 | BULAU | 1 | BRB | KK | | | 2.50 | 1 | 2.50 | 4.00 | 10.00 | | 0 | 2 | 111B-1 |
| 3 | JATUH KAHBAT | 3 | JTUH | KK | | | 12.00 | 2 | 6.00 | 4.00 | 48.00 | | 1 | 2 | 111B-1 |
| | | 4 | JTUH | KK | | | 14.00 | 3 | 4.67 | 4.00 | 56.00 | | 2 | 2 | |
| 6 | MT. BIRIK | 3 | BRB | KK | | | 5.00 | 1 | 5.00 | 4.00 | 20.00 | | 0 | 2 | 111B-2 |
| 7 | PALAS | 1 | MTBK | KK | | | 4.00 | 1 | 4.00 | 4.00 | 16.00 | | 0 | 2 | 111B-1 |
| 9 | BN. HANYAR MAHANG | 2 | NKRJ | KK | | | 5.00 | 1 | 5.00 | 4.00 | 20.00 | | 0 | 2 | 111C |
| | | 2 | NKRJ | KK | | | 3.00 | 1 | 3.00 | 4.00 | 12.00 | | 0 | 2 | |
| 21 | NANGKA SULING N.I N.I | 1 | ILNG | KK | | | 5.00 | 1 | 5.00 | 4.00 | 20.00 | | 0 | 2 | 111B-1 |
| | | 3 | ILNG | KK | | | 4.50 | 1 | 4.50 | 4.00 | 18.00 | | 0 | 2 | |
| | | 3 | ILNG | KK | | | 2.70 | 1 | 2.70 | 4.00 | 10.80 | | 0 | 2 | |
| | | 3 | ILNR | KK | TH | 10T | (B) | 5.00 | 1 | 5.00 | 4.00 | 20.00 | 20.00 | 0 | |
| 22 | N.I | 1 | LNB | KK | | | 19.50 | 3 | 6.50 | 4.00 | 78.00 | | 2 | 2 | 111B-1 |
| 23 | N.I N.I KARAU N.I | 1 | ILNG | KK | | | 2.80 | 1 | 2.80 | 4.00 | 11.20 | | 0 | 2 | 111B-1 |
| | | 1 | ILNG | KK | | | 7.00 | 1 | 7.00 | 4.00 | 28.00 | | 0 | 2 | |
| | | 1 | ILNG | KK | | | 7.00 | 1 | 7.00 | 4.00 | 28.00 | | 0 | 2 | |
| | | 2 | ILNG | KK | TH | 10T | (C) | 7.00 | 1 | 7.00 | 4.00 | 28.00 | 28.00 | 0 | |
| 24 | N.I | 4 | KRU | KK | | | 5.00 | 1 | 5.00 | 4.00 | 20.00 | | 0 | 2 | 111B-1 |
| 32 | TLG. SINGSING 1 TLG. SINGSING 2 N.I SEI. KAMUYANG 2 | 1 | RABN | KK | | | 5.00 | 1 | 5.00 | 4.00 | 20.00 | | 0 | 2 | 111B-2 |
| | | 2 | RABN | KK | | | 6.00 | 2 | 3.00 | 4.00 | 24.00 | | 1 | 2 | |
| | | 2 | RABN | KK | | | 3.50 | 1 | 3.50 | 4.00 | 14.00 | | 0 | 2 | |
| | | 3 | RABN | KK | | | 5.50 | 1 | 5.50 | 4.00 | 22.00 | | 0 | 2 | |
| 33 | N.I ABUNG N.I | 1 | ABSP | KK | | | 7.00 | 2 | 3.50 | 4.00 | 28.00 | | 1 | 2 | 111C |
| | | 2 | ABSP | KK | | | 10.07 | 2 | 5.03 | 4.00 | 40.28 | | 1 | 2 | |
| | | 2 | ABSP | KK | | | 10.05 | 2 | 5.03 | 4.00 | 40.20 | | 1 | 2 | |
| 43 | CUKAN LIPAI | 2 | CKLP | KK | | | 3.50 | 1 | 3.50 | 3.50 | 12.25 | | 0 | 2 | 111B-2 |
| 50 | N.I N.I N.I N.I N.I N.I | 1 | KLBR | KK | | | 5.50 | 2 | 2.75 | 4.00 | 22.00 | | 1 | 2 | 111B-2 |
| | | 4 | KLBR | KK | | | 12.00 | 3 | 4.00 | 3.50 | 42.00 | | 2 | 2 | |
| | | 5 | KLBR | KK | | | 7.00 | 2 | 3.50 | 3.50 | 24.50 | | 1 | 2 | |
| | | 5 | KLBR | KK | | | 7.00 | 2 | 3.50 | 3.50 | 24.50 | | 1 | 2 | |
| | | 5 | KLBR | KK | | | 8.50 | 2 | 4.25 | 3.50 | 29.75 | | 1 | 2 | |
| | | 5 | KLBR | KK | | | 6.00 | 2 | 3.00 | 4.00 | 24.00 | | 1 | 2 | |
| 53 | N.I N.I | 1 | BRDT | KK | | | 4.50 | 2 | 2.25 | 4.00 | 18.00 | | 1 | 2 | 111B-1 |
| | | 2 | BRDT | KB | | | 3.45 | 4 | 0.86 | 3.50 | 12.08 | | 3 | 2 | |
| 54 | N.I N.I N.I N.I | 2 | PGT | KK | | | 7.50 | 2 | 3.75 | 4.00 | 30.00 | | 1 | 2 | 111B-2 |
| | | 2 | PGT | KK | | | 11.50 | 2 | 5.75 | 4.00 | 46.00 | | 1 | 2 | |
| | | 4 | PGT | KK | | | 3.00 | 1 | 3.00 | 4.00 | 12.00 | | 0 | 2 | |
| | | 4 | PGT | KK | | | 19.00 | 3 | 6.33 | 4.00 | 76.00 | | 2 | 2 | |

Appendix A-7

CONSTRUCTION AND MAINTENANCE COST OF BRIDGES
ON PROPOSED ROAD LINKS

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 1 (IIIB-1) LENGTH : 3 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|--------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3a; 10T) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5a; 10T) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8a; 10T) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber; Span 3a; BH50) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5a; BH50) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8a; BH50) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3a; BH50) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5a; BH50) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8a; BH50) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10a; BH50) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15a; BH50) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; 10T) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; 10T) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; BH50) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BH50) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BH50) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut; for Concrete; BH50) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 10.00 | 7,082 | 2,349 | 70,820 | 23,490 | 94,310 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 3 (ITIB-1) LENGTH : 5 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|---------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3m; 10T) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; 10T) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; 10T) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber; Span 3m; BMS0) | m2 | 0.00 | 30,522 | 2,906 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; BMS0) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; BMS0) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3m; BMS0) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5m; BMS0) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8m; BMS0) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10m; BMS0) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15m; BMS0) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; 10T) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; 10T) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; BMS0) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BMS0) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BMS0) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut; for Concrete; BMS0) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 104.00 | 7,082 | 2,349 | 736,528 | 244,296 | 980,824 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 6 (IIIB-2) LENGTH : 3 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|---|----------------------------------|----------|-------------------|---------|------------------|---------|---------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber;Span 3a;10T) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;10T) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;10T) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber;Span 3a;BH50) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;BH50) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;BH50) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 3a;BH50) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 5a;BH50) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 8a;BH50) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 10a;BH50) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 15a;BH50) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;10T) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;10T) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;BH50) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;BH50) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier;for Concrete;BH50) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut;for Concrete;BH50) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 20.00 | 7,082 | 2,349 | 141,640 | 46,980 | 188,620 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| <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 : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 7 (IIB-1) LENGTH : 2 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|---------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3m; 10T) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; 10T) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; 10T) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber; Span 3m; BMSO) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; BMSO) | m2 | 0.00 | 43,447 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; BMSO) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3m; BMSO) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5m; BMSO) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8m; BMSO) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10m; BMSO) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15m; BMSO) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; 10T) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; 10T) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; BMSO) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BMSO) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BMSO) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut; for Concrete; BMSO) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 16.00 | 7,082 | 2,349 | 113,312 | 37,584 | 150,896 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |

PRDV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 9 (IIC) LENGTH : 3 Km

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|---------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber;Span 3a;10T) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;10T) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;10T) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber;Span 3a;BHSO) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;BHSO) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;BHSO) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 3a;BHSO) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 5a;BHSO) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 8a;BHSO) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 10a;BHSO) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 15a;BHSO) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;10T) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;10T) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;BHSO) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;BHSO) | NO | 0.00 | 990,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier;for Concrete;BHSO) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut;for Concrete;BHSO) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 32.00 | 7,082 | 2,349 | 226,624 | 75,168 | 301,792 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 21 (III B-1) LENGTH : 5 Km.

(Rp).

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3m; 10T) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; 10T) | m2 | 20.00 | 35,305 | 3,311 | 706,100 | 66,270 | 772,320 |
| Superstructure (Timber; Span 8m; 10T) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber; Span 3m; BMSO) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; BMSO) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; BMSO) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3m; BMSO) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5m; BMSO) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8m; BMSO) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10m; BMSO) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15m; BMSO) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; 10T) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; 10T) | NO | 2.00 | 801,607 | 136,782 | 1,603,214 | 273,564 | 1,876,778 |
| Substructure (Pier; for Timber; BMSO) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BMSO) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BMSO) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut; for Concrete; BMSO) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 20.00 | 9,070 | 1,195 | 181,400 | 23,900 | 205,300 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 20.00 | 6,133 | 1,010 | 122,660 | 20,200 | 142,860 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 48.80 | 7,082 | 2,349 | 345,601 | 114,631 | 460,232 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 2,490,714 | 363,684 | 2,854,398 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 2,490,714 | 363,684 | 2,854,398 |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 2,864,321 | 418,237 | 3,282,558 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 2,864,321 | 418,237 | 3,282,558 |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 22 (IIIB-1) LENGTH : 2 Km

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3a; 10T) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5a; 10T) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8a; 10T) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber; Span 3a; BH50) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5a; BH50) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8a; BH50) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3a; BH50) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5a; BH50) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8a; BH50) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10a; BH50) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15a; BH50) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; 10T) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; 10T) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; BH50) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BH50) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BH50) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut; for Concrete; BH50) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 78.00 | 7,082 | 2,349 | 552,396 | 183,222 | 735,618 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |

PROV : KALIMANTAN SELATAN KAB : HULLI SUNGAI TENGAH

LINK NO : 23 (IIB-1) LENGTH : 2 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|-----------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3m; IOT) | m2 | 0.00 | 31,074 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; IOT) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; IOT) | m2 | 28.00 | 46,763 | 4,352 | 1,309,364 | 121,856 | 1,431,220 |
| Superstructure (Timber; Span 3m; BHSO) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; BHSO) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; BHSO) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3m; BHSO) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5m; BHSO) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8m; BHSO) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10m; BHSO) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15m; BHSO) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; IOT) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; IOT) | NO | 2.00 | 801,607 | 136,782 | 1,603,214 | 273,564 | 1,076,778 |
| Substructure (Pier; for Timber; BHSO) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BHSO) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BHSO) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut; for Concrete; BHSO) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 28.00 | 9,070 | 1,195 | 253,960 | 33,460 | 287,420 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 28.00 | 6,133 | 1,010 | 171,724 | 28,280 | 200,004 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 67.20 | 7,082 | 2,349 | 475,910 | 157,852 | 633,762 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 3,166,538 | 428,880 | 3,595,418 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 3,166,538 | 428,880 | 3,595,418 |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 3,641,519 | 493,212 | 4,134,731 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 3,641,519 | 493,212 | 4,134,731 |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 24 (IIB-1) LENGTH : 7 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber;Span 3a;10T) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;10T) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;10T) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber;Span 3a;BN50) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;BN50) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;BN50) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 3a;BN50) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 5a;BN50) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 8a;BN50) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete;Span10a;BN50) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete;Span15a;BN50) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;10T) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;10T) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;BN50) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;BN50) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier;for Concrete;BN50) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut;for Concrete;BN50) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 20.00 | 7,082 | 2,349 | 141,640 | 46,980 | 188,620 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |

PROV : KALIMANTAN SELATAN KAB : HULLI SUNGAI TENGAH
 LINK NO : 32 (IIIB-2) LENGTH : 3 Km

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|----------------------------------|----------|-------------------|---------|------------------|---------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber;Span 3a;10T) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;10T) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;10T) | m2 | 0.00 | 48,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber;Span 3a;BMSO) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;BMSO) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;BMSO) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 3a;BMSO) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 5a;BMSO) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 8a;BMSO) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete;Span10a;BMSO) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete;Span15a;BMSO) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;10T) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;10T) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;BMSO) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;BMSO) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier;for Concrete;BMSO) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut;for Concrete;BMSO) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 80.00 | 7,082 | 2,349 | 566,560 | 187,920 | 754,480 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| (Without Overhead) | TOTAL COST (Timber Bridge) | | | | 0 | 0 | 0 |
| | (Concrete Bridge) | | | | 0 | 0 | 0 |
| | TOTAL COST (without Maintenance) | | | | 0 | 0 | 0 |
| (Overhead : 15%) | TOTAL COST (Timber Bridge) | | | | 0 | 0 | 0 |
| | (Concrete Bridge) | | | | 0 | 0 | 0 |
| | TOTAL COST (without Maintenance) | | | | 0 | 0 | 0 |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 33 (IIIC) LENGTH : 2 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|-----------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber;Span 3a;101) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;101) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;101) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber;Span 3a;BMS0) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;BMS0) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;BMS0) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 3a;BMS0) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 5a;BMS0) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 8a;BMS0) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete;Span10a;BMS0) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete;Span15a;BMS0) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;101) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;101) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;BMS0) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;BMS0) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier;for Concrete;BMS0) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut;for Concrete;BMS0) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 108.48 | 7,002 | 2,349 | 768,255 | 254,819 | 1,023,074 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |

PROV : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 43 (IIIB-2) LENGTH : 3 Km

(Rp)

| ITEM | UNIT | QUANTITY | «« UNIT COST »» | | «««« COST »»»»» | | TOTAL |
|---|------|----------|----------------------------------|---------|-----------------|---------|---------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3m; IOT) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; IOT) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; IOT) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber; Span 3m; BMSO) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; BMSO) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; BMSO) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3m; BMSO) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5m; BMSO) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8m; BMSO) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10m; BMSO) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15m; BMSO) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; IOT) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; IOT) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; BMSO) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BMSO) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BMSO) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut; for Concrete; BMSO) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 12.25 | 7,082 | 2,349 | 88,754 | 28,775 | 115,529 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| <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 : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 50 (IIIB-2) LENGTH : 6 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|----------------------------------|----------|-------------------|---------|------------------|---------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3a; IOT) | #2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5a; IOT) | #2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8a; IOT) | #2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber; Span 3a; BMSO) | #2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5a; BMSO) | #2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8a; BMSO) | #2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3a; BMSO) | #2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5a; BMSO) | #2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8a; BMSO) | #2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10a; BMSO) | #2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15a; BMSO) | #2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; IOT) | #0 | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; IOT) | #0 | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; BMSO) | #0 | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BMSO) | #0 | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BMSO) | #0 | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut; for Concrete; BMSO) | #0 | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | #2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | #2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | #2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | #2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | #2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | #2 | 166.75 | 7,082 | 2,349 | 1,180,923 | 391,695 | 1,572,618 |
| Maintenance of Concrete Bridge (Exist) | #2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| <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 : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH
 LINK NO : 53 (IIB-1) LENGTH : 2 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|---|----------------------------------|----------|-------------------|---------|------------------|---------|---------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber;Span 3a;10T) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;10T) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;10T) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber;Span 3a;BH50) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;BH50) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;BH50) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 3a;BH50) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 5a;BH50) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 8a;BH50) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete;Span10a;BH50) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete;Span15a;BH50) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;10T) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;10T) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;BH50) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;BH50) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier;for Concrete;BH50) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut;for Concrete;BH50) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,610 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 18.00 | 7,082 | 2,349 | 127,476 | 42,282 | 169,758 |
| Maintenance of Concrete Bridge (Exist) | m2 | 12.08 | 4,333 | 2,471 | 52,342 | 29,849 | 82,191 |
| <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 : KALINANTAN SELATAN KAB : HULLU SUNGAI TENGAH

LINK NO : 54 (IIIB-2) LENGTH : 4 Km

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|----------------------------------|----------|-------------------|---------|------------------|---------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber; Span 3m; 10T) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; 10T) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; 10T) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber; Span 3m; BM50) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber; Span 5m; BM50) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber; Span 8m; BM50) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 3m; BM50) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 5m; BM50) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 8m; BM50) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 10m; BM50) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete; Span 15m; BM50) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; 10T) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; 10T) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier; for Timber; BM50) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut; for Timber; BM50) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier; for Concrete; BM50) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut; for Concrete; BM50) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 164.00 | 7,082 | 2,349 | 1,161,448 | 385,236 | 1,546,684 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| <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 : KALIMANTAN SELATAN KAB : HULU SUNGAI TENGAH

LINK NO : 62 (IIB-1) LENGTH : 2 Km

(Rp)

| I T E M | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | >>>>> TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|-------------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber;Span 3a;10T) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;10T) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;10T) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber;Span 3a;BMS0) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;BMS0) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;BMS0) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 3a;BMS0) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 5a;BMS0) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 8a;BMS0) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete;Span10a;BMS0) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete;Span15a;BMS0) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;10T) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;10T) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;BMS0) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;BMS0) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier;for Concrete;BMS0) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut;for Concrete;BMS0) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Tiaber Bridge (Exist) | m2 | 120.00 | 7,082 | 2,349 | 849,840 | 281,880 | 1,131,720 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| ----- | | | | | | | |
| (Without Overhead) | | | TOTAL COST (Tiaber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |
| ----- | | | | | | | |
| (Overhead : 15%) | | | TOTAL COST (Tiaber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |

PROV : KALIMANTAN SELATAN KAB : HULLU SUNGAI TENBAH
 LINK NO : B6 (IIB-1) LENGTH : 4 Km

(Rp)

| ITEM | UNIT | QUANTITY | <<< UNIT COST >>> | | <<<<< COST >>>>> | | TOTAL |
|---|------|----------|----------------------------------|---------|------------------|---------|---------|
| | | | LOCAL | FOREIGN | LOCAL | FOREIGN | |
| Superstructure (Timber;Span 3a;101) | m2 | 0.00 | 31,874 | 2,998 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;101) | m2 | 0.00 | 35,305 | 3,311 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;101) | m2 | 0.00 | 46,763 | 4,352 | 0 | 0 | 0 |
| Superstructure (Timber;Span 3a;BNS0) | m2 | 0.00 | 39,522 | 3,708 | 0 | 0 | 0 |
| Superstructure (Timber;Span 5a;BNS0) | m2 | 0.00 | 43,147 | 4,020 | 0 | 0 | 0 |
| Superstructure (Timber;Span 8a;BNS0) | m2 | 0.00 | 54,722 | 5,089 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 3a;BNS0) | m2 | 0.00 | 37,583 | 107,965 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 5a;BNS0) | m2 | 0.00 | 38,699 | 120,694 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 8a;BNS0) | m2 | 0.00 | 39,941 | 131,491 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 10a;BNS0) | m2 | 0.00 | 43,736 | 149,376 | 0 | 0 | 0 |
| Superstructure (Concrete;Span 15a;BNS0) | m2 | 0.00 | 47,300 | 176,007 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;101) | NO | 0.00 | 277,671 | 27,729 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;101) | NO | 0.00 | 801,607 | 136,782 | 0 | 0 | 0 |
| Substructure (Pier;for Timber;BNS0) | NO | 0.00 | 408,375 | 41,022 | 0 | 0 | 0 |
| Substructure (Abut;for Timber;BNS0) | NO | 0.00 | 900,255 | 151,027 | 0 | 0 | 0 |
| Substructure (Pier;for Concrete;BNS0) | NO | 0.00 | 1,444,312 | 477,161 | 0 | 0 | 0 |
| Substructure (Abut;for Concrete;BNS0) | NO | 0.00 | 3,066,987 | 999,497 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Timber) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Timber->Concrete) | m2 | 0.00 | 9,070 | 1,195 | 0 | 0 | 0 |
| Demolition of Bridge (Concrete) | m2 | 0.00 | 67,813 | 81,377 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (New) | m2 | 0.00 | 6,133 | 1,010 | 0 | 0 | 0 |
| Maintenance of Concrete Bridge (New) | m2 | 0.00 | 1,585 | 3,135 | 0 | 0 | 0 |
| Maintenance of Timber Bridge (Exist) | m2 | 24.00 | 7,082 | 2,349 | 169,968 | 56,376 | 226,344 |
| Maintenance of Concrete Bridge (Exist) | m2 | 0.00 | 4,333 | 2,471 | 0 | 0 | 0 |
| (Without Overhead) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |
| (Overhead : 15%) | | | TOTAL COST (Timber Bridge) | | 0 | 0 | 0 |
| | | | (Concrete Bridge) | | 0 | 0 | 0 |
| | | | TOTAL COST (without Maintenance) | | 0 | 0 | 0 |

