

## **APPENDIX I-6**

### **REHABILITATION COSTS IN REGION IX**

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**I-6-B Repair Costs of Region IX (I)**  
**Bridge Data from Inventory**

Link No.	Bridge No.	Bridge Description		Abutment A1	A1-P1 Span	Pier P1	P1-P2 Span	Span Length and Substructure Height						
		District Name	Bridge Name					Pier P2	P2-P3 Span	Pier P3	P3-P4 Span	Pier P4	P4-P5 Span	
35	IX-001	LAUTARO	NIRUPITO	2.50	8.30	4.50	8.00	4.50	8.50					
35	IX-002	LAUTARO	MUCOBAJO	4.50	7.20	9.00	20.00	9.00	7.50					
36	IX-013	VILCUN	QUINTRIPE	5.00	10.00									
40	IX-004	VILLARRICA	LLAMUCO	5.00	22.00									
40	IX-005	VILLARRICA	PEDEGOSO	3.30	6.50		8.00							
40	IX-006	VILLARRICA	CALBUCO	1.15	3.00	3.50	10.00							
41	IX-007	VILLARRICA	ELTIGRE	3.60	7.10	7.20	12.40							
42	IX-008	VILLARRICA	CHOMEZ	3.20	10.00									
42	IX-009	VILLARRICA	ELSALTO	3.40	11.70									
39	IX-010	VILLARRICA	LANI	3.20	6.70	6.90	9.10		6.00					
39	IX-011	VILLARRICA	LAN2	2.50	8.80									
34	IX-012	NEUEA IMPERIAL	HUECHUCON	4.00	3.40	8.00	5.60	8.60	8.60	8.00	5.30	8.00	5.50	
33	IX-013	NEUEA IMPERIAL	HUAMAQUI	3.00	9.90	6.00	9.20							
78	IX-014	VILCUN	PUMALAL	4.70	15.10	9.40	16.10							
56	IX-015	GORBEA	CHARLEO	3.00	6.90	5.60	7.10	5.60	6.50					
56	IX-016	GORBEA	LAS LUMAS	2.05	8.50	4.10	4.70							
57	IX-017	GORBEA	POULI	1.70	7.50	6.45	7.40	3.45	2.80					
58	IX-018	GORBEA	PUYEHUE	4.00	8.10	8.00	15.90	8.70	8.10					
59	IX-019	GORBEA	OGONIL	2.85	8.50	5.70	8.10	5.70	8.50	5.70	8.50	5.70	10.50	
59	IX-020	GORBEA	RINCO	1.50	8.40	3.00	3.50							
63	IX-021	VILLARRICA	PEDEGOSO	3.00	19.00	6.00	19.00							
61	IX-022	VILLARRICA	LONG LONG	2.10	7.40	4.20	7.20							
72	IX-023	VILLARRICA	QUEBRADA HONDA	5.00	18.00									
62	IX-024	VILLARRICA	SALVATU ALMA	4.10	20.50	8.25	10.00	8.25	10.20					
75	IX-025	VILLARRICA	COLLICO	5.00	9.60									
75	IX-026	VILLARRICA	CRUCES	2.50	10.00	3.40	10.90							
74	IX-027	PUCON	EL CRISTO	5.00	26.00									
73	IX-028	PUCON	CARHUILLI	4.52	8.30		13.60							
60	IX-029	CUNCO	LA BASTILLA	3.00	74.10									
46	IX-030	CUNCO	CODULLO	5.00	10.80									
45	IX-031	VILLARRICA	HUCAHUE	2.55	7.00	5.10	8.70	5.10	8.70	5.10	8.60			
64	IX-032	CUNCO	MEDINA	3.70	25.00	7.50	25.00	7.50	25.00	7.50	25.00	7.50	33.00	
66	IX-033	LONQUIMAY	ICALMA	2.00	8.80	5.30	9.10							
65	IX-034	MELPECO	ALLUPEN	3.25	10.40	6.50	11.80	6.50	12.00	6.50	12.00	6.50	11.80	
47	IX-035	FREIRE	NEGRO	2.70	6.80	3.40	7.20	3.40	6.70					
48	IX-036	FREIRE	PEALES	4.00	7.80	4.20	8.00							
49	IX-037	FREIRE	CHUCAICO	2.00	8.80	2.80	8.70							
49	IX-038	FREIRE	TIN TIN	3.00	4.90	3.25	5.10							
50	IX-039	NEUEA IMPERIAL	BOROA	1.80	7.90	3.60	8.00							
77	IX-040	CARAHUE	SAN JUAN	3.00	8.00	6.90	8.00	6.00	7.50	6.00	8.10			
77	IX-041	CARAHUE	LONCOMAYO	2.50	9.50		8.50							
53	IX-042	TEODO SCHMIDT	PUYEHUE	4.00	8.40									
52	IX-043	TEODO SCHMIDT	ALLUPEN	1.50	9.10									
54	IX-044	PITRUQUEN	QUINQUE	2.70	7.40	4.40	8.70	4.40	8.70					
32	IX-045	GALVARNO	AULISCO											
35	IX-046	PITRUQUEN	MAHUQUANQUE	5.00	9.00	7.60	9.00	7.60	9.10	7.60	9.30			
18	IX-047	COLLIPULLI	LAS TOSCAS	2.10	5.50	4.20	5.30							
71	IX-048	LONQUIMAY	NANCUREO	1.80	10.00									
71	IX-049	LONQUIMAY	SIRECO	1.50	8.20									
7	IX-050	LOS SAUCES	HUADABA	4.40	10.40	4.20	9.50							
8	IX-051	LOS SAUCES	AGUA SANTA	5.20	7.10	5.20	8.40							
13	IX-052	PUREN	PINGUADAHUE	1.20	11.00									
13	IX-053	PUREN	NATO	3.00	10.70	4.90	9.50	4.90	8.20					
13	IX-054	PUREN	CHACRE	3.10	10.20	5.20	9.80							
13	IX-055	PUREN	VILMO	2.10	4.40	2.80	3.90							
15	IX-056	LOS SAUCES	RANQUILEO	0.90	7.00	1.80	8.30							
25	IX-057	VICTORIA	HULLINLEBU	5.00	10.40									
11	IX-058	LOS SAUCES	REHUE	3.90	11.70	5.80	8.90	5.10	5.90					
10	IX-059	LOS SAUCES	MAPANU	3.10	5.50	3.80	5.60							
10	IX-060	LOS SAUCES	CATALINA N°2	4.20	11.50	4.20	5.60	4.20	11.80					
10	IX-061	LOS SAUCES	CATALINA N°1	2.00	3.00	2.80	7.50	2.80	7.20	2.80	7.20			
10	IX-062	LOS SAUCES	PELEHUITO	1.20	9.20	1.80	9.60							
22	IX-063	VICTORIA	MALLECO	3.20	5.00	6.50	5.40	6.50	13.00		8.60			
22	IX-064	VICTORIA	LOS SOLDADOS	3.50	12.20	7.00	10.40	7.00	10.90					
34	IX-065	VICTORIA		5.00	12.00									
17	IX-066	LOS SAUCES	QUINQUEN	5.00	14.90		13.90		7.30					
5	IX-067	ANGOL	VEGAS BLANCAS	2.60	8.00									
5	IX-068	ANGOL	EL MANZANO	3.00	15.40									
9	IX-069	LOS SAUCES	MIRAFLORES	3.00	8.50	7.00	8.20	7.00	9.90	7.00	7.80	7.00	10.00	
8	IX-070	LOS SAUCES	LA OBRA	1.60	2.90		2.90							
19	IX-071	COLLIPULLI	CALLIN	2.50	6.80	2.50	6.80							
20	IX-072	COLLIPULLI	MINICO	4.50	5.90	9.00	10.40							
21	IX-073	COLLIPULLI	SANGO	1.70	8.10	3.40	6.30							
1	IX-074	RENAICO	TOLAN	1.20	15.70	7.00	15.50	7.00	15.50	7.00	15.50	7.00	15.50	
68	IX-075	LONQUIMAY	LOS SOLDADOS	3.00	10.00									
68	IX-076	LONQUIMAY	MIRAFLORES	1.20	9.00	3.50	10.70							
67	IX-077	LONQUIMAY	ROCANUCO	2.50	11.20	3.40	11.50							
31	IX-078	FRANQUEN	HUQUILU	2.30	8.80	4.60	7.90	4.60	8.00	4.60	8.40			
12	IX-079	PUREN	LA INLA	1.15	9.70	2.30	9.70	2.30	7.60	2.30	9.70			
23	IX-080	VICTORIA	DUMO	1.25	10.20	4.50	12.00	4.50	10.70					
26	IX-081	CURACAUTIN	AMANTILLO	4.35	6.30	5.00	5.90	5.00	6.00					
27	IX-082	CURACAUTIN	CORCOLLUDO	2.40	4.50	6.00	9.30							
27	IX-083	CURACAUTIN	SANTARITA	2.75	11.70									
28	IX-084	CURACAUTIN	DILO	3.00	10.00									
56	IX-085	LONQUIMAY	HULLINCO	2.10	8.40	4.20	8.40							
3	IX-086	ANGOL	MALLECO	3.75	9.70	9.70	9.70	9.70	9.20	9.20	9.20			
29	IX-087	CURACAUTIN	TRAHILLO	2.50	7.20	5.50	9.20	5.50	9.40	5.50	7.70	5.50	6.80	
29	IX-088	CURACAUTIN	CALIN	4.50	15.40	6.50	24.00	6.50						
30	IX-089	CURACAUTIN	COLOBADO	2.40	11.50	3.80	10.00							
37	IX-090	LAUTARO	EL TRUENO	2.60	9.30	10.00	18.00	10.00	8.50	10.00	7.70			
38	IX-091	LAUTARO	COLLIN	3.80	5.80	7.00	4.00	7.60	5.10	7.60	7.60	7.60	3.20	
2	IX-092	ANGOL	LAS ANIMAS	1.20	7.10	4.50	10.30	4.50	7.60					
2	IX-093	ANGOL	PELLOMENCO	1.50	7.60	2.60	6.50							
20	IX-094	LONQUIMAY	LOLEN	5.00	87.00									
16	IX-095	LOS SAUCES	REINICO	2.00	6.80	4.00	6.20	4.00	7.70					
69	IX-096	LONQUIMAY	PUNTA NEGRA 1	1.40	9.50	3.50	9.40	3.50	9.70					
69	IX-097	LONQUIMAY	PUNTA NEGRA 2	1.00	9.60	3.10	9.60	3.10	9.60					
4	IX-098	ANGOL	UELTAD	5.00	8.00	6.00	8.00	6.00	8.00	6.00	8.00	6.00	7.50	
51	IX-099	TEODO SCHMIDT	POCULON	4.35	8.10	4.35	7.40	4.35	7.50	4.35	8.00	4.35	8.00	
14	IX-100	PUREN	LAS MINAS	1.25	6.20	2.50	6.30							
43	IX-101	VILLARRICA	MALLA	5.00	10.00									
44	IX-102	VILLARRICA	PUELO	1.85	7.50	3.20	7.00							
76	IX-103	GORBEA	PLANCHADO 1	5.00	7.00									
76	IX-104	GORBEA	PLANCHADO 2	5.00	9.40									
76	IX-105	GORBEA	PLANCHADO 3	5.00	9.00									
76	IX-106	GORBEA	PLANCHADO 4	5.00	11.30									
76	IX-107	GORBEA	PLANCHADO 5	5.00	10.20									
76	IX-108	GORBEA	PLANCHADO 6	5.00	8.50									
76	IX-109	GORBEA	PLANCHADO 7	1.15	6.00	2.30	8.50							
76	IX-110	GORBEA	PLANCHADO 8	1.45	6.10	2.90	6.70							

**I-6-B Repair Costs of Region IX (2)**  
 Bridge Data from Inventory

Bridge Dist No.	Designation Bridge No.	Span length and Substructure Height										Bridge Width (m)
		Pier P5	P5-P6 Span	Pier P6	P6-P7 Span	Pier P7	P7-P8 Span	Pier P8	P8-A2 Span	Abutment A2		
35	IX-001										2.50	4.00
35	IX-002										4.50	4.15
36	IX-003										5.00	3.60
40	IX-004										5.00	4.10
40	IX-005										3.50	3.70
40	IX-006										1.15	3.55
41	IX-007										3.50	3.75
42	IX-008										3.20	3.70
42	IX-009										3.40	3.98
39	IX-010										3.20	4.50
39	IX-011										2.50	4.28
34	IX-012										4.00	4.85
33	IX-013										3.00	4.50
78	IX-014										4.70	4.65
56	IX-015										5.00	4.50
56	IX-016										2.05	4.40
57	IX-017										1.70	4.30
58	IX-018										4.00	4.85
59	IX-019										2.85	4.85
59	IX-020										1.50	4.28
63	IX-021										3.00	4.75
61	IX-022										2.10	4.60
72	IX-023										-	4.70
62	IX-024										4.10	4.63
75	IX-025										-	4.45
75	IX-026										2.50	4.60
74	IX-027										-	3.90
73	IX-028										-	4.70
60	IX-029										5.00	4.78
46	IX-030										-	4.05
45	IX-031										-	4.30
64	IX-032	7.50	35.00								2.55	4.35
66	IX-033										2.50	4.10
65	IX-034										3.25	4.68
47	IX-035										2.70	4.26
48	IX-036										5.00	4.32
49	IX-037										2.00	4.40
49	IX-038										3.00	4.40
50	IX-039										1.80	4.40
77	IX-040										3.00	5.00
77	IX-041										2.50	4.48
53	IX-042										-	4.70
52	IX-043										1.50	4.05
54	IX-044										2.20	4.63
52	IX-045										-	-
55	IX-046										4.00	4.80
18	IX-047										2.10	4.10
71	IX-048										-	3.80
71	IX-049										1.50	4.00
7	IX-050										4.40	3.55
6	IX-051										5.20	4.10
41	IX-052										1.20	3.80
13	IX-053										0.80	4.10
13	IX-054										3.10	3.90
13	IX-055										2.10	4.40
15	IX-056										0.90	4.10
25	IX-057										5.00	4.80
11	IX-058										3.90	4.30
10	IX-059										3.10	3.60
11	IX-060										4.20	4.60
10	IX-061										2.00	4.30
10	IX-062										1.20	3.60
22	IX-063										3.20	4.90
22	IX-064										3.50	4.10
34	IX-065										5.00	3.80
37	IX-066										5.00	4.10
5	IX-067										2.00	3.80
5	IX-068										3.00	4.40
9	IX-069										3.00	4.40
8	IX-070										1.60	3.90
19	IX-071										2.50	4.40
20	IX-072										4.50	4.50
21	IX-073										1.70	4.40
1	IX-074	7.00	15.70								1.20	4.40
68	IX-075										5.00	3.50
68	IX-076										3.20	3.45
67	IX-077										1.20	4.25
31	IX-078										2.60	3.70
12	IX-079										2.30	4.50
23	IX-080										1.15	4.70
26	IX-081										2.25	4.30
27	IX-082										4.70	3.50
27	IX-083										4.00	3.70
28	IX-084										2.40	4.10
66	IX-085										5.00	5.00
3	IX-086	9.20		9.20				9.20			2.10	4.80
28	IX-087	5.50								18.40	3.75	4.50
29	IX-088										2.50	4.40
30	IX-089										4.50	4.30
37	IX-090										2.40	4.20
38	IX-091										2.90	4.45
2	IX-092										3.50	3.76
2	IX-093										2.70	4.50
70	IX-094										1.50	4.70
36	IX-095										5.00	2.60
69	IX-096										2.00	3.40
69	IX-097										1.80	3.95
4	IX-098	6.90	7.90	6.00	6.00	6.00	7.90				1.30	3.95
51	IX-099										3.00	4.00
14	IX-100										4.35	3.40
43	IX-101										1.25	4.00
44	IX-102										5.00	4.40
76	IX-103										1.85	3.95
76	IX-104										5.00	4.37
76	IX-105										5.00	4.40
76	IX-106										5.00	3.70
76	IX-107										5.00	3.66
76	IX-108										5.00	3.30
76	IX-109										5.00	4.55
76	IX-110										1.15	3.71
76	IX-110										1.45	4.55















I-6-B Repair Costs of Region IX (9)

Bridge Description		Unit Cost of Damage for Superstructure								
Link No.	Bridge No.	Concrete	Al P1 Steel	Timber	Concrete	P1 P2 Steel	Timber	Concrete	P2 P3 Steel	Timber
35	IX-001	0	0	25,800	0	0	25,800	0	0	25,800
35	IX-002	0	0	25,800	0	0	25,800	0	0	25,800
36	IX-003	0	0	25,800	0	0	0	0	0	25,800
40	IX-004	0	11,600	0	0	0	0	0	0	0
40	IX-005	0	0	25,800	0	0	25,800	0	0	0
40	IX-006	0	0	25,800	0	0	25,800	0	0	0
41	IX-007	0	0	25,800	0	0	25,800	0	0	0
42	IX-008	0	0	25,800	0	0	0	0	0	0
42	IX-009	0	0	25,800	0	0	0	0	0	0
39	IX-010	0	0	25,800	0	0	25,800	0	0	25,800
39	IX-011	0	0	25,800	0	0	0	0	0	0
34	IX-012	47,000	0	25,800	0	0	25,800	0	0	25,800
33	IX-013	0	0	0	0	0	0	0	0	0
78	IX-014	0	0	25,800	0	0	0	0	0	0
56	IX-015	0	0	25,800	0	0	25,800	0	0	0
56	IX-016	0	0	0	0	0	0	0	0	0
57	IX-017	0	0	25,800	0	0	25,800	0	0	25,800
58	IX-018	0	0	25,800	0	0	25,800	0	0	25,800
59	IX-019	0	0	25,800	0	0	25,800	0	0	0
59	IX-020	0	29,400	0	0	0	0	0	0	0
63	IX-021	0	13,600	0	0	0	0	0	0	0
61	IX-022	0	0	25,800	0	0	0	0	0	0
72	IX-023	0	13,600	0	0	0	0	0	0	0
62	IX-024	0	13,600	0	0	11,600	0	0	0	0
75	IX-025	0	0	25,800	0	0	0	0	0	0
75	IX-026	0	0	25,800	0	0	0	0	0	0
74	IX-027	0	0	25,800	0	0	0	0	0	0
73	IX-028	0	0	25,800	0	0	0	0	0	0
66	IX-029	0	29,400	0	0	0	0	0	0	0
46	IX-030	0	0	25,800	0	0	0	0	0	0
45	IX-031	0	0	25,800	0	0	25,800	0	0	0
64	IX-032	0	13,600	0	0	29,400	0	0	29,400	0
66	IX-033	0	0	25,800	0	0	25,800	0	0	0
65	IX-034	0	0	25,800	0	0	25,800	0	0	25,800
67	IX-035	0	13,600	0	0	29,400	0	0	0	0
48	IX-036	0	13,600	0	0	0	0	0	0	0
49	IX-037	0	0	25,800	0	0	0	0	0	0
49	IX-038	0	0	25,800	0	0	0	0	0	0
50	IX-039	0	0	25,800	0	0	0	0	0	0
77	IX-040	0	0	25,800	0	0	25,800	0	0	25,800
77	IX-041	0	0	25,800	0	0	0	0	0	0
53	IX-042	0	0	25,800	0	0	0	0	0	0
52	IX-043	0	0	25,800	0	0	0	0	0	0
54	IX-044	0	0	25,800	0	0	25,800	0	0	0
32	IX-045	0	0	0	0	0	0	0	0	0
55	IX-046	0	0	25,800	0	0	25,800	0	0	25,800
18	IX-047	0	0	25,800	0	0	25,800	0	0	0
71	IX-048	0	0	25,800	0	0	0	0	0	0
71	IX-049	0	13,600	0	0	0	0	0	0	0
7	IX-050	0	0	25,800	0	0	0	0	0	0
6	IX-051	0	0	25,800	0	0	0	0	0	0
13	IX-052	0	0	0	0	0	0	0	0	0
13	IX-053	0	0	25,800	0	0	25,800	0	0	0
13	IX-054	0	0	25,800	0	0	25,800	0	0	0
13	IX-055	0	0	25,800	0	0	25,800	0	0	0
13	IX-056	0	0	25,800	0	0	25,800	0	0	0
15	IX-057	0	0	25,800	0	0	25,800	0	0	0
25	IX-058	0	0	0	0	0	0	0	0	0
11	IX-059	0	0	25,800	0	0	25,800	0	0	0
19	IX-060	0	0	25,800	0	0	0	0	0	0
11	IX-061	0	0	25,800	0	0	25,800	0	0	0
19	IX-062	0	0	25,800	0	0	25,800	0	0	25,800
27	IX-063	0	0	25,800	0	0	0	0	0	0
22	IX-064	0	0	25,800	0	0	25,800	0	0	0
22	IX-065	0	0	25,800	0	0	25,800	0	0	0
17	IX-066	0	0	25,800	0	0	25,800	0	0	0
5	IX-067	0	0	25,800	0	0	0	0	0	0
5	IX-068	0	0	25,800	0	0	0	0	0	0
9	IX-069	0	0	25,800	0	0	25,800	0	0	25,800
8	IX-070	0	0	25,800	0	0	0	0	0	0
19	IX-071	0	0	25,800	0	0	0	0	0	0
20	IX-072	0	0	25,800	0	0	0	0	0	0
21	IX-073	0	0	0	0	0	0	0	0	0
1	IX-074	0	29,400	0	0	29,400	0	0	29,400	0
68	IX-075	0	0	25,800	0	0	0	0	0	0
68	IX-076	0	0	25,800	0	0	0	0	0	0
67	IX-077	0	0	25,800	0	0	0	0	0	0
31	IX-078	0	0	0	0	0	0	0	0	0
12	IX-079	0	0	25,800	0	0	25,800	0	0	25,800
23	IX-080	0	0	0	0	0	0	0	0	25,800
26	IX-081	0	0	25,800	0	0	25,800	0	0	0
27	IX-082	0	0	25,800	0	0	0	0	0	0
27	IX-083	0	0	25,800	0	0	0	0	0	0
28	IX-084	0	0	25,800	0	0	0	0	0	0
66	IX-085	0	0	25,800	0	0	0	0	0	0
3	IX-086	0	0	25,800	0	0	25,800	0	0	25,800
29	IX-087	0	0	25,800	0	0	25,800	0	0	25,800
29	IX-088	0	31,600	0	0	0	0	0	0	0
30	IX-089	0	0	25,800	0	0	25,800	0	0	0
37	IX-090	0	0	25,800	0	0	25,800	0	0	25,800
38	IX-091	0	0	25,800	0	0	25,800	0	0	25,800
2	IX-092	0	0	25,800	0	0	25,800	0	0	0
2	IX-093	0	0	25,800	0	0	0	0	0	0
70	IX-094	0	0	0	0	0	0	0	0	0
16	IX-095	0	0	25,800	0	0	25,800	0	0	0
69	IX-096	0	0	25,800	0	0	25,800	0	0	0
69	IX-097	0	0	0	0	0	0	0	0	0
4	IX-098	0	0	25,800	0	0	25,800	0	0	25,800
51	IX-099	0	0	25,800	0	0	25,800	0	0	0
14	IX-100	0	0	25,800	0	0	0	0	0	0
43	IX-101	0	0	0	0	0	0	0	0	0
44	IX-102	0	0	0	0	0	0	0	0	0
76	IX-103	0	0	25,800	0	0	0	0	0	0
76	IX-104	0	0	25,800	0	0	0	0	0	0
76	IX-105	0	0	25,800	0	0	0	0	0	0
76	IX-106	0	0	25,800	0	0	0	0	0	0
76	IX-107	0	0	25,800	0	0	0	0	0	0
76	IX-108	0	0	25,800	0	0	0	0	0	0
76	IX-109	0	0	25,800	0	0	0	0	0	0
76	IX-110	0	0	25,800	0	0	0	0	0	0

**I-6-B Repair Costs of Region IX (10)**

Bridge Description		Unit Cost of Damage for Superstructure								
Link No	Bridge No	P3 P4			P4 P5			P5 P6		
		Concrete	Steel	Timber	Concrete	Steel	Timber	Concrete	Steel	Timber
35	IX-001	0	0	0	0	0	0	0	0	0
35	IX-002	0	0	0	0	0	0	0	0	0
36	IX-003	0	0	0	0	0	0	0	0	0
40	IX-004	0	0	0	0	0	0	0	0	0
40	IX-005	0	0	0	0	0	0	0	0	0
40	IX-006	0	0	0	0	0	0	0	0	0
41	IX-007	0	0	0	0	0	0	0	0	0
42	IX-008	0	0	0	0	0	0	0	0	0
42	IX-009	0	0	0	0	0	0	0	0	0
39	IX-010	0	0	0	0	0	0	0	0	0
39	IX-011	0	0	0	0	0	0	0	0	0
34	IX-012	0	0	25,800	0	0	0	0	0	0
33	IX-013	0	0	0	0	0	0	0	0	0
78	IX-014	0	0	0	0	0	0	0	0	0
26	IX-015	0	0	0	0	0	0	0	0	0
56	IX-016	0	0	0	0	0	0	0	0	0
57	IX-017	0	0	0	0	0	0	0	0	0
58	IX-018	0	0	0	0	0	0	0	0	0
59	IX-019	0	0	25,800	0	0	0	0	0	0
59	IX-020	0	0	0	0	0	0	0	0	0
63	IX-021	0	0	0	0	0	0	0	0	0
61	IX-022	0	0	0	0	0	0	0	0	0
72	IX-023	0	0	0	0	0	0	0	0	0
62	IX-024	0	0	0	0	0	0	0	0	0
75	IX-025	0	0	0	0	0	0	0	0	0
75	IX-026	0	0	0	0	0	0	0	0	0
74	IX-027	0	0	0	0	0	0	0	0	0
73	IX-028	0	0	0	0	0	0	0	0	0
60	IX-029	0	0	0	0	0	0	0	0	0
48	IX-030	0	0	0	0	0	0	0	0	0
45	IX-031	0	0	0	0	0	0	0	0	0
64	IX-032	0	29,400	0	0	31,600	0	0	0	0
66	IX-033	0	0	0	0	0	0	0	0	0
65	IX-034	0	0	25,800	0	0	0	0	0	0
47	IX-035	0	0	0	0	0	0	0	0	0
48	IX-036	0	0	0	0	0	0	0	0	0
49	IX-037	0	0	0	0	0	0	0	0	0
49	IX-038	0	0	0	0	0	0	0	0	0
50	IX-039	0	0	0	0	0	0	0	0	0
77	IX-040	0	0	0	0	0	0	0	0	0
77	IX-041	0	0	0	0	0	0	0	0	0
55	IX-042	0	0	0	0	0	0	0	0	0
52	IX-043	0	0	0	0	0	0	0	0	0
54	IX-044	0	0	0	0	0	0	0	0	0
32	IX-045	0	0	0	0	0	0	0	0	0
55	IX-046	0	0	0	0	0	0	0	0	0
18	IX-047	0	0	0	0	0	0	0	0	0
71	IX-048	0	0	0	0	0	0	0	0	0
71	IX-049	0	0	0	0	0	0	0	0	0
7	IX-050	0	0	0	0	0	0	0	0	0
6	IX-051	0	0	0	0	0	0	0	0	0
13	IX-052	0	0	0	0	0	0	0	0	0
13	IX-053	0	0	0	0	0	0	0	0	0
13	IX-054	0	0	0	0	0	0	0	0	0
13	IX-055	0	0	0	0	0	0	0	0	0
15	IX-056	0	0	0	0	0	0	0	0	0
25	IX-057	0	0	0	0	0	0	0	0	0
11	IX-058	0	0	0	0	0	0	0	0	0
10	IX-059	0	0	0	0	0	0	0	0	0
11	IX-060	0	0	0	0	0	0	0	0	0
16	IX-061	0	0	25,800	0	0	0	0	0	0
10	IX-062	0	0	0	0	0	0	0	0	0
22	IX-063	0	0	0	0	0	0	0	0	0
22	IX-064	0	0	0	0	0	0	0	0	0
24	IX-065	0	0	0	0	0	0	0	0	0
17	IX-066	0	0	0	0	0	0	0	0	0
5	IX-067	0	0	0	0	0	0	0	0	0
5	IX-068	0	0	0	0	0	0	0	0	0
9	IX-069	0	0	25,800	0	0	0	0	0	0
8	IX-070	0	0	0	0	0	0	0	0	0
19	IX-071	0	0	0	0	0	0	0	0	0
20	IX-072	0	0	0	0	0	0	0	0	0
21	IX-073	0	0	0	0	0	0	0	0	0
1	IX-074	0	29,400	0	0	29,400	0	0	0	0
68	IX-075	0	0	0	0	0	0	0	0	0
60	IX-076	0	0	0	0	0	0	0	0	0
67	IX-077	0	0	0	0	0	0	0	0	0
31	IX-078	0	0	0	0	0	0	0	0	0
12	IX-079	0	0	0	0	0	0	0	0	0
23	IX-080	0	0	0	0	0	0	0	0	0
26	IX-081	0	0	0	0	0	0	0	0	0
27	IX-082	0	0	0	0	0	0	0	0	0
27	IX-083	0	0	0	0	0	0	0	0	0
28	IX-084	0	0	0	0	0	0	0	0	0
66	IX-085	0	0	0	0	0	0	0	0	0
3	IX-086	0	0	25,800	0	0	25,800	0	0	25,800
29	IX-087	0	0	0	0	0	0	0	0	0
29	IX-088	0	0	0	0	0	0	0	0	0
30	IX-089	0	0	0	0	0	0	0	0	0
37	IX-090	0	0	0	0	0	0	0	0	0
38	IX-091	0	0	0	0	0	0	0	0	0
2	IX-092	0	0	0	0	0	0	0	0	0
2	IX-093	0	0	0	0	0	0	0	0	0
70	IX-094	0	0	0	0	0	0	0	0	0
16	IX-095	0	0	0	0	0	0	0	0	0
69	IX-096	0	0	0	0	0	0	0	0	0
69	IX-097	0	0	0	0	0	0	0	0	0
4	IX-098	0	0	25,800	0	0	25,800	0	0	25,800
51	IX-099	0	0	0	0	0	0	0	0	0
14	IX-100	0	0	0	0	0	0	0	0	0
43	IX-101	0	0	0	0	0	0	0	0	0
41	IX-102	0	0	0	0	0	0	0	0	0
76	IX-103	0	0	0	0	0	0	0	0	0
76	IX-104	0	0	0	0	0	0	0	0	0
76	IX-105	0	0	0	0	0	0	0	0	0
76	IX-106	0	0	0	0	0	0	0	0	0
76	IX-107	0	0	0	0	0	0	0	0	0
76	IX-108	0	0	0	0	0	0	0	0	0
76	IX-109	0	0	0	0	0	0	0	0	0
76	IX-110	0	0	0	0	0	0	0	0	0



**I-6-B Repair Costs of Region IX (11)**

Bridge Description		Unit Cost of Damage for Superstructure									
Link No.	Bridge No.	P6-P7			P7-P8			P8-A2			
		Concrete	Steel	Timber	Concrete	Steel	Timber	Concrete	Steel	Timber	
35	IX-001	0	0	0	0	0	0	0	0	0	
35	IX-002	0	0	0	0	0	0	0	0	0	
36	IX-003	0	0	0	0	0	0	0	0	0	
30	IX-004	0	0	0	0	0	0	0	0	0	
40	IX-005	0	0	0	0	0	0	0	0	0	
40	IX-006	0	0	0	0	0	0	0	0	0	
41	IX-007	0	0	0	0	0	0	0	0	0	
42	IX-008	0	0	0	0	0	0	0	0	0	
42	IX-009	0	0	0	0	0	0	0	0	0	
39	IX-010	0	0	0	0	0	0	0	0	0	
39	IX-011	0	0	0	0	0	0	0	0	0	
34	IX-012	0	0	0	0	0	0	0	0	25,800	
33	IX-013	0	0	0	0	0	0	0	0	25,800	
78	IX-014	0	0	0	0	0	0	0	0	25,800	
56	IX-015	0	0	0	0	0	0	0	0	25,800	
56	IX-016	0	0	0	0	0	0	0	0	0	
57	IX-017	0	0	0	0	0	0	0	0	25,800	
58	IX-018	0	0	0	0	0	0	0	0	25,800	
59	IX-019	0	0	0	0	0	0	0	0	25,800	
59	IX-020	0	0	0	0	0	0	0	31,600	0	
63	IX-021	0	0	0	0	0	0	0	13,600	0	
61	IX-022	0	0	0	0	0	0	0	0	25,800	
72	IX-023	0	0	0	0	0	0	0	0	0	
62	IX-024	0	0	0	0	0	0	0	13,600	0	
75	IX-025	0	0	0	0	0	0	0	0	0	
75	IX-026	0	0	0	0	0	0	0	0	25,800	
74	IX-027	0	0	0	0	0	0	0	0	0	
73	IX-028	0	0	0	0	0	0	0	0	25,800	
60	IX-029	0	0	0	0	0	0	0	0	0	
46	IX-030	0	0	0	0	0	0	0	0	0	
45	IX-031	0	0	0	0	0	0	0	0	0	
64	IX-032	0	0	0	0	0	0	0	31,600	25,800	
66	IX-033	0	0	0	0	0	0	0	0	25,800	
65	IX-034	0	0	0	0	0	0	0	0	25,800	
47	IX-035	0	0	0	0	0	0	0	0	0	
48	IX-036	0	0	0	0	0	0	0	13,600	0	
49	IX-037	0	0	0	0	0	0	0	0	25,800	
49	IX-038	0	0	0	0	0	0	0	0	25,800	
50	IX-039	0	0	0	0	0	0	0	0	25,800	
77	IX-040	0	0	0	0	0	0	0	0	0	
77	IX-041	0	0	0	0	0	0	0	0	25,800	
53	IX-042	0	0	0	0	0	0	0	0	0	
52	IX-043	0	0	0	0	0	0	0	0	0	
54	IX-044	0	0	0	0	0	0	0	0	25,800	
32	IX-045	0	0	0	0	0	0	0	0	0	
55	IX-046	0	0	0	0	0	0	0	0	25,800	
18	IX-047	0	0	0	0	0	0	0	0	0	
71	IX-048	0	0	0	0	0	0	0	0	0	
71	IX-049	0	0	0	0	0	0	0	0	0	
71	IX-050	0	0	0	0	0	0	0	0	25,800	
6	IX-051	0	0	0	0	0	0	0	0	25,800	
13	IX-052	0	0	0	0	0	0	0	0	0	
13	IX-053	0	0	0	0	0	0	0	0	25,800	
13	IX-054	0	0	0	0	0	0	0	0	0	
13	IX-055	0	0	0	0	0	0	0	0	0	
15	IX-056	0	0	0	0	0	0	0	0	0	
25	IX-057	0	0	0	0	0	0	0	0	0	
11	IX-058	0	0	0	0	0	0	0	0	25,800	
10	IX-059	0	0	0	0	0	0	0	0	25,800	
11	IX-060	0	0	0	0	0	0	0	0	25,800	
10	IX-061	0	0	0	0	0	0	0	0	0	
10	IX-062	0	0	0	0	0	0	0	0	25,800	
22	IX-063	0	0	0	0	0	0	0	0	25,800	
22	IX-064	0	0	0	0	0	0	0	0	25,800	
24	IX-065	0	0	0	0	0	0	0	0	0	
17	IX-066	0	0	0	0	0	0	0	0	25,800	
5	IX-067	0	0	0	0	0	0	0	0	0	
5	IX-068	0	0	0	0	0	0	0	0	0	
9	IX-069	0	0	0	0	0	0	0	0	25,800	
8	IX-070	0	0	0	0	0	0	0	0	25,800	
19	IX-071	0	0	0	0	0	0	0	0	25,800	
20	IX-072	0	0	0	0	0	0	0	0	0	
21	IX-073	0	0	0	0	0	0	0	0	0	
1	IX-074	0	0	0	0	0	0	0	13,600	0	
68	IX-075	0	0	0	0	0	0	0	0	0	
68	IX-076	0	0	0	0	0	0	0	0	25,800	
67	IX-077	0	0	0	0	0	0	0	0	25,800	
31	IX-078	0	0	0	0	0	0	0	0	0	
12	IX-079	0	0	0	0	0	0	0	0	25,800	
23	IX-080	0	0	0	0	0	0	0	0	0	
26	IX-081	0	0	0	0	0	0	0	0	25,800	
27	IX-082	0	0	0	0	0	0	0	0	25,800	
27	IX-083	0	0	0	0	0	0	0	0	0	
28	IX-084	0	0	0	0	0	0	0	0	0	
66	IX-085	0	0	0	0	0	0	0	0	25,800	
3	IX-086	0	0	25,800	0	0	25,800	0	0	25,800	
29	IX-087	0	0	0	0	0	0	0	0	25,800	
29	IX-088	0	0	0	0	0	0	0	0	0	
30	IX-089	0	0	0	0	0	0	0	0	25,800	
37	IX-090	0	0	0	0	0	0	0	0	25,800	
38	IX-091	0	0	0	0	0	0	0	0	25,800	
2	IX-092	0	0	0	0	0	0	0	0	25,800	
2	IX-093	0	0	0	0	0	0	0	0	25,800	
70	IX-094	0	0	0	0	0	0	0	0	0	
15	IX-095	0	0	0	0	0	0	0	0	25,800	
69	IX-096	0	0	0	0	0	0	0	0	25,800	
69	IX-097	0	0	0	0	0	0	0	0	0	
4	IX-098	0	0	25,800	0	0	0	0	0	25,800	
51	IX-099	0	0	0	0	0	0	0	0	25,800	
14	IX-100	0	0	0	0	0	0	0	0	25,800	
43	IX-101	0	0	0	0	0	0	0	0	0	
44	IX-102	0	0	0	0	0	0	0	0	0	
76	IX-103	0	0	0	0	0	0	0	0	0	
76	IX-104	0	0	0	0	0	0	0	0	0	
76	IX-105	0	0	0	0	0	0	0	0	0	
76	IX-106	0	0	0	0	0	0	0	0	0	
76	IX-107	0	0	0	0	0	0	0	0	0	
76	IX-108	0	0	0	0	0	0	0	0	0	
76	IX-109	0	0	0	0	0	0	0	0	21,800	
76	IX-110	0	0	0	0	0	0	0	0	25,800	













## APPENDIX I-7

### ALTERNATIVE MEHTOD FOR PRIORITY INDICES

#### Contents

	Page
Table (2) Priority by Suggested Method.....	5
Table (3) Priority by Original Method.....	6



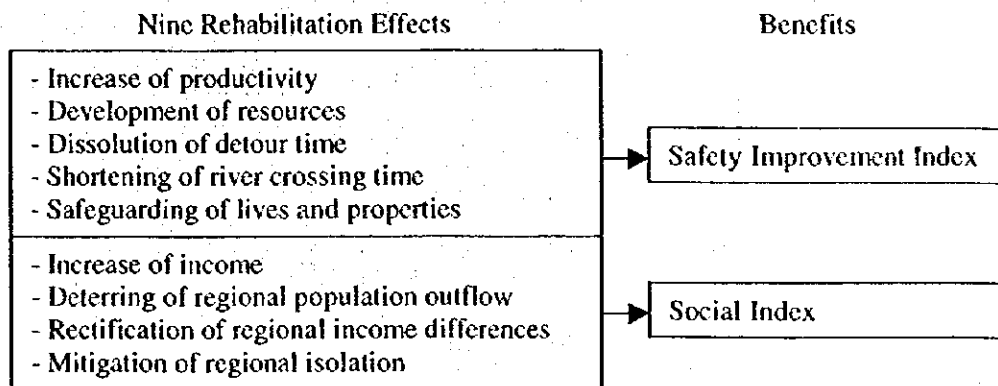
### Alternative Method for Priority Indices

#### (1) Suggestion of Another Method

For the appraisal of bridge rehabilitation priority, another method was suggested by the Advisory Committee after the submission of Progress Report (2). However, because the priority appraisal method have been already concluded through a series of discussions between the MOP and the Study Team, the suggested method will be explained here as only a reference.

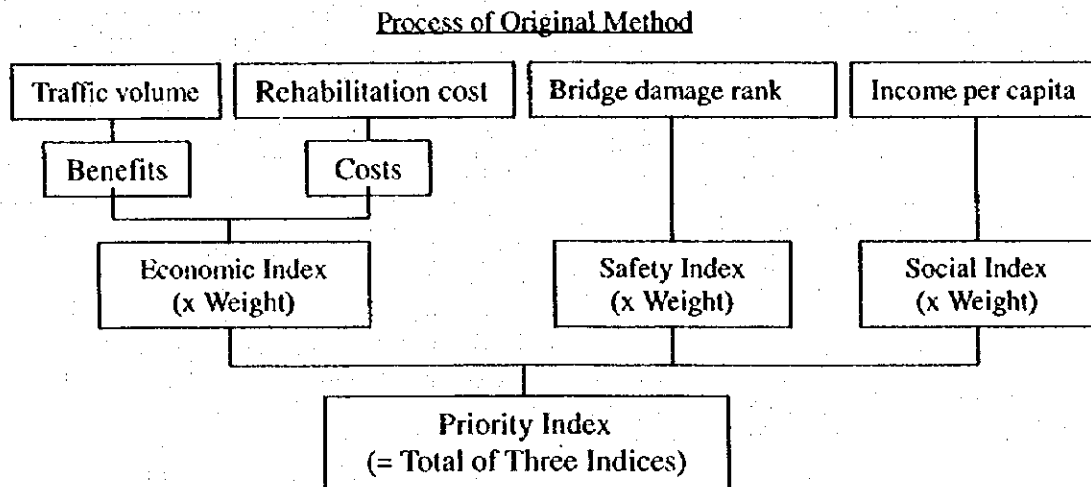
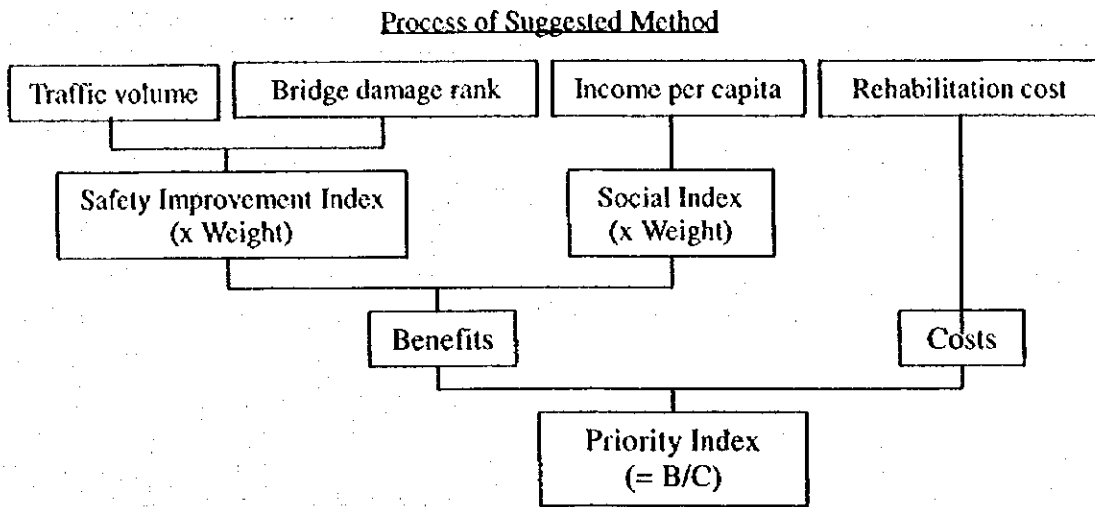
#### (2) Concept of the Suggested Method

The suggestion is defined as a method based on the idea of cost-benefit relation, i.e. all rehabilitation effects are collected for benefit and that is compared with cost. **Figure 1** shows the relation of the nine rehabilitation effects (refer to Figure 2.14 in Chapter 2.6.2 of Main Report (Volume 2/8)) and the benefits based on the suggested idea.



**Figure 1 Process from Nine Effects to Two Benefits**

**Figure 2** compares the process of the two methods, the suggested and the original.



**Figure 2 Process to Priority Index**

As shown in the **Figure 2**, the suggested method is different from the original on the following points:

- The suggested summarizes the four data into only one index (B/C), while the original leads to three independent indices.
- The suggested applies policy weight on the items of benefit, while the original on indices.

**(3) Calculation of Suggested Indicator**

**Table 2** shows the result of a sample calculation by the suggested method. The sample calculation by the original method is also shown in **Table 3** to be compared with the suggested.

The following weights are applied for easy comparison of both methods.

**Policy Weight in Sample Calculation**

Original Method		Suggested Method	
For Economic Indicator	30 %	For Safety Improvement Index	80 %
For Safety Indicator	50 %		
For Social Indicator	20 %	For Social Index	20 %

In **Table 2**, data and indexes are treated as follows:

**Column 'E' = Risk Improvement Effect**

Risk improvement effect is directly given by the bridge damage degree of Column 'A'.

Improvement of bridge risk is defined as a benefit of rehabilitation. For example, when a bridge which condition is rated '1' very dangerous, is rehabilitated to a new structure, the condition after rehabilitation goes up to '5' good or like-new. Therefore, the risk improvement effect is appraised by the difference of '1' and '5'.

However, because the bridge condition rating '1' to '5' presents only classification of degree of bridge damage, the magnitude of bridge destruction risk and its improvement effect are assumed as shown in **Table 1**.

**Table 1 Magnitude of Bridge Risk and Improvement Effect**

Condition Rating (Damage Degree)	Magnitude of Risk	Risk Improvement Effect
1: dangerous	1.0000	$1.0000 - 0.0001 = 0.9999 \approx 1.0000$
2	0.1000	$0.1000 - 0.0001 = 0.0999 \approx 0.1000$
3	0.0100	$0.0100 - 0.0001 = 0.0099 \approx 0.0100$
4	0.0010	$0.0010 - 0.0001 = 0.0009 \approx 0.0010$
5: Good	0.0001	$0.0001 - 0.0001 = 0.0000 \rightarrow 0.0001 *$

Note\*: Even the bridges rated '5', if rehabilitated like timber bridges, are to be given the minimum effect of 0.0001.

**Column 'F' = Total Improvement Effects**

From Column 'C' and 'E', the total of safety improvement effects is calculated by multiplying safety improvement effect by traffic volume to use the bridge.

In relation to Column 'G', in order to objectively appraise the index under the same scale, the average index and the standard deviation should be calculated for the total of bridges in plan.

Column 'G' = Safety Improvement Index (Standardized Index)

Standardized index is adopted to combine the two different benefit indexes (Safety Improvement Index and Social Index) under the same scale. The standardized index is defined by the following formula:

$$\text{Standardized Index} = (\text{Individual Index} - \text{Average Index}) / \text{Standard Deviation}$$

Column 'H' = Weight for Index

The importance of the two benefit indexes is not same. Therefore, weight is a measure for MOP to reflect its rehabilitation policy upon the priority order of bridges by changing the weights between the two indexes. The table shows a sample of weight at 80 % for the index.

Column 'I', 'J' and 'K' = Social Index

Social index is calculated and standardized in same manner as the original method for social indicator. The index is weighed at 20 %

Column 'L' = Priority Index

From Column 'B', 'H' and 'K', the national average income, the income correction index is calculated in the form of benefits/costs.

$$\text{Priority Index} = \frac{(\text{Safety Improvement Index in Column 'H' + Social Index in Column 'K'})}{\text{Rehabilitation Cost in Column 'B'}}$$





**APPENDIX I-8**  
**INDEXIZATION OF EACH EFFECT**  
**BY BRIDGE REHABILITATION**





### Indexization of Each Effect by Bridge Rehabilitation

#### (1) Indexization of Income Increase Effect

- 1) Net income amount = increase of amount sold - production cost
- 2) Income amount = net income for 10 years - bridge rehabilitation cost for 10 years
- 3) income increase per person = income for 10 years / present population
- 4) Income cost ratio index = income increase per person / the average of all roads in the project

- With project = enlargement of cultivated acreage, increase of productivity per unit, and increase of amount sold.
- Income means net increase of income with project compared to without project.
- Problems: Data of net income for at least the past 10 years is needed for this analysis, which is difficult to estimate in village area. Also since bridge is generally small, income increase can not be expected to an extensive degree.

#### (2) Indexization of Productivity Increase Effect

- 1) Production increase = net increase of production with project for 10 years in comparison to without project.
- 2) Amount of production increase per rehabilitation cost = amount of production increase / rehabilitation cost of bridges.
- 3) Index of production and cost ratio = amount of production increase per rehabilitation cost / the average cost of all bridges

- Bridge rehabilitation is to dissolve transportation difficulties, to save transportation cost and to increase production.
- Problems: Production increase estimate is needed at least for 10 years. This estimation is difficult. Since bridge scale is small, large amount of production increase can not be expected. Also it takes time for production increase.

(3) Indexization of Promoting Effect of National Resources Development

- 1) Resources of study = mining, forestry, stock farming, agriculture, sightseeing, and fishing.
- 2) Undeveloped rate of resources = resources deposit rate x resources development rate  
(or contribution rate for resources development = planned rate of resources development x bridge usage rate of vehicle for resources development)
- 3) Index of resources potential =  $1 / [\text{undeveloped resources rate} / \text{average of all roads of study}]$   
(or Index of resources potential = contribution rate for resources development / average of all roads of study)

- This program is to promote effective use of resources utilized for the shortage of transportation services ,and to enhance diversity of mono cultural economy.
- There are two methods to set up indexes as shown in Table 1.

Forestry resources in the first case amounts to 50% of the province, of which 60% has been already developed ( $50 \times 60 = 30$ ). Supposedly percentage of development is only five, the index will be  $50 \times 5 = 25$ . In this case we may say that resources development potential become high by bridge rehabilitation project. As a whole, index of 62 means potential of 62 resources development. Smaller the index is, higher the priority of bridge rehabilitation.

The second case shows that the provincial government places 30% weight of development on sightseeing development. But sightseeing related traffic volume is considered to be 0% (Index = 0) of the total contribution of rehabilitation programe. If the contribution rate is 80 %, the index will be 24 ( $30 \times 80 = 24$ ). Total index amounts to 23.7. Larger the index is, priority is higher. Data is needed by bridge and by travel purpose.

Table 1 A Case of Calculation for Potential Resources Index

A) Unutilized Resources Development Index

Resources	% of Distribution	% of Development	Index
Mining	0	0	0
Forestry	50	60	30
Cattle Farming	20	50	10
Agriculture	10	80	8
Sightseeing	20	70	14
Fishing	0	0	0
Total	100		62

#### B) Index of Contribution to Resources Development

Resources	% of Distribution	% of Development	Index
Mining	0	0	0.0
Forestry	30	50	15.0
Cattle Farming	15	25	3.7
Agriculture	20	25	5.0
Sightseeing	30	0	0.0
Fishing	5	0	0.0
Total	100		23.7

#### (4) Indexization of Time Saving by Avoiding Detour

- 1) Distance of study = from the bridge of study to the central city of the region
- 2) Ratio of time saving = time required without rehabilitation / time required with rehabilitation
- 3) Index of time saving ratio = time saving ratio / average time saving ratio of all roads of study

- Rehabilitation program is to dissolve detour and to shorten both running distance and running time.
- As running speed differ by vehicle types, weighted average of time saving is to be adopted here.
- Problem: Considerations should be given to select bypass route. It will be difficult to form data to decide detour distance, surface condition, and originating site.

#### (5) Indexization of Time Saving for River Crossing

- 1) Bridge crossing time = depending on the degree of bridge damage
- 2) Index of bridge damage = damage degree of a bridge / average degree of all bridges of study

- Running time saving by rehabilitation of bridges.
- Damage degree of a bridge is to be judged by the standard formed by the team engineer.

#### (6) Indexization of Accessibility Increase

- 1) Increase of accessibility = dissolution of impassable conditions of bridges 2) passable ratio of bridges = passable weeks after rehabilitation / present passable weeks
- 2) Accessibility index = passable rate / average passable rate of all bridges of study

- Impassable period such as during rainy season is to be dissolved, and it will be passable for all year round.

### (7) Indexization of Decreasing Population Outflow

- 1) Increase and decrease of population = present comuna population - that of 5 years ago
- 2) Decreasing rate of population = population decrease / that of 5 years ago
- 3) Index of population decrease = population decreasing rate / average rate of all bridges of study

- Bridge rehabilitation program is to stop outflow of rural population to urban areas by improvement and stabilization of agricultural life.
- If records of birth, death and of transfer is not available, the above method will be used for out-flowing rate.

### (8) Indexization of Income Difference Correction

- 1) Income difference ratio = average income per capita of a region / average income per capita in the area of a bridge
- 2) Index of correct income difference = income difference ratio / average ratio of all bridges of study

- Improvement policy of bridges in rural area is to increase income.
- In this analysis average national income per capita could be used instead of average income per capita of a region.

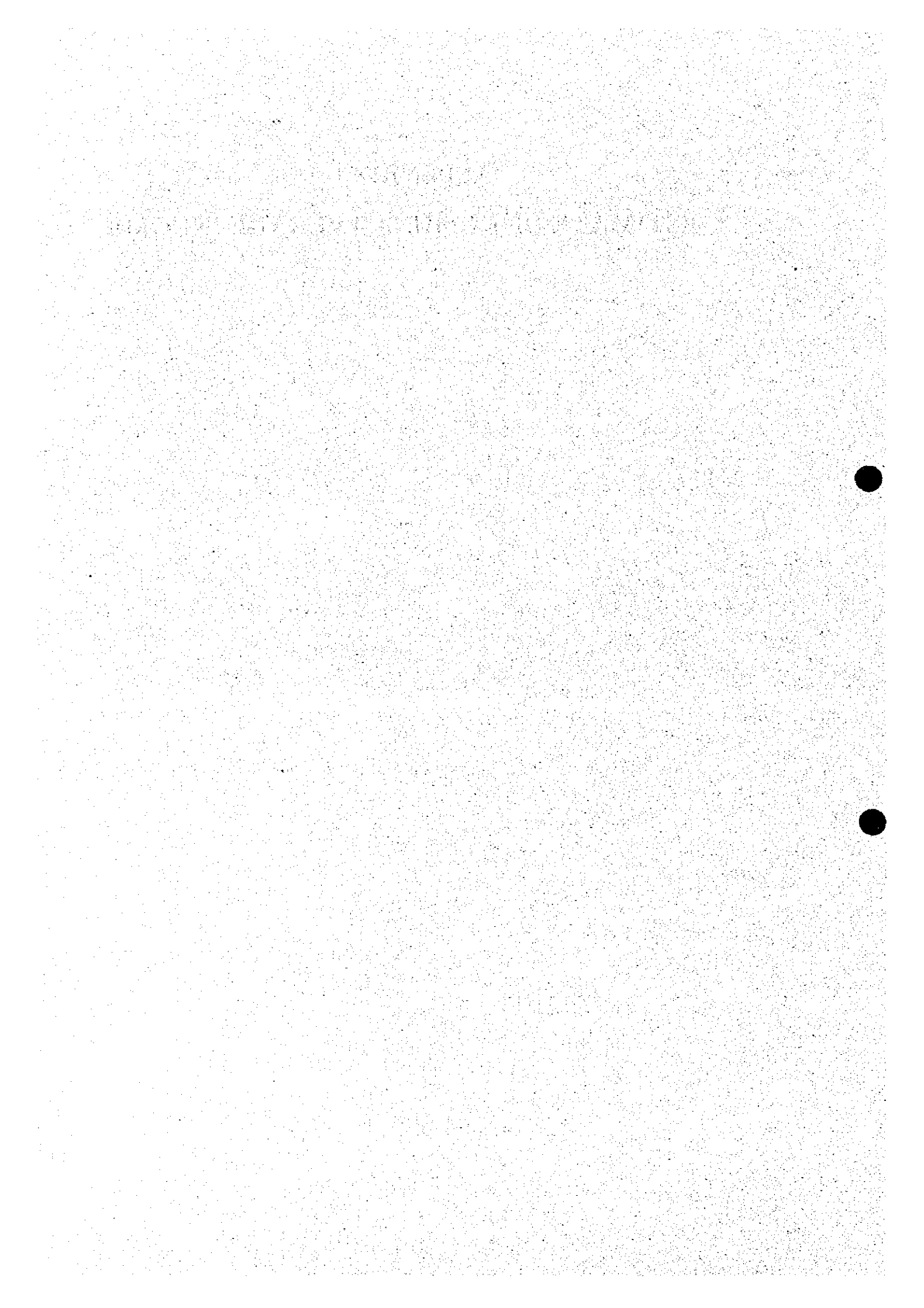
### (9) Indexization of Dissolution of Social Isolation

- 1) Isolation degree = Classification of 100% isolation (degree 5) to no isolation (degree 1).
- 2) Index to dissolve isolation = isolation degree / average isolation degree of all area of study

- Rehabilitation program will respond to basic human needs of the rural residents.
- It will contribute to national political integration.

**APPENDIX I-9**

**ESTIMATE OF COMUNA AVERAGE INCOME**



## Estimate of Comuna Income

There was no direct income data available in Comuna at present, but there is a way to calculate Comuna income by using the following two data.

- a) GDP capita of the country (Central Bank of Chile)
- b) Population of Comuna and extreme poor population in Comuna (Regional Planning Ministry)

Table -1 shows GDP per capita by region. Average GDP per capita in the country is 447,230 pesos of 1986 constant price in 1995. GDP per capita in IX Region is 145,597 pesos.

Table -1 GDP per capita by Region (1995)

Region	GDP.Real Mill. Pesos	Population	GDP per Capita Pesos
Region I	159,768	366,257	436,218
Region II	354,527	436,744	811,750
Region III	101,498	250,163	405,727
Region IV	140,515	536,216	262,049
Region V	491,764	1,469,148	334,727
Region VI	258,646	737,047	350,922
Region VII	267,243	872,011	306,467
Region VIII	517,426	1,830,651	282,646
			<b>145,597</b>
Region X	201,551	1,004,929	200,562
Region XI	26,890	87,789	306,303
Region XII	118,787	151,355	784,824
Santiago	2,643,546	5,641,811	468,563
Sub Total	5,402,465		
Public Sector	952,860		
Total	6,355,325	14,210,429	447,230

Souse: Banco Central de Chile

Trend of GDP with Main Economic Index is shown in Table -2

Table -2 Trend of GDP with Main Economic Index

Items	Unit	1990	1991	1992	1993	1994	1995	1996
Nominal GDP#	Bil. Pesos	9,269.5	12,017.1	15,499.8	18,453.5	21,917.9		
Growth Rate	%		29.6%	29.0%	19.1%	18.8%		
Real GDP(1986 Price)	Bil. Pesos	4,437	4,759	5,285	5,616	5,855	6,355	
Growth Rate	%		7.3%	11.0%	6.3%	4.2%	8.5%	7.0%
us\$ Exchange Rate	Pesos	305.06	349.37	362.59	404.35	420.08		
Population	Person	13,099,513	13,319,716	13,544,964	13,771,187	13,994,355	14,210,429	
Nominal GDP/Capita	Pesos	707,622	902,204	1,144,322	1,340,008	1,566,196		
Growth Rate	%		27.5%	26.8%	17.1%	16.9%		
NominalGDP/Capita	us\$	2,320	2,582	3,156	3,314	3,728		
Growth Rate	%		11.3%	22.2%	5.0%	12.5%		
Inflation Index#		27.3%	18.7%	12.7%	12.2%	8.9%	8.2%	6.5%
Consumer Index#	%	26.0%	21.8%	15.4%	12.7%	11.4%		
Whole Sale Index#	%	21.8%	21.5%	11.7%	8.6%	7.7%		

Original data: Instituto Nacional de Estadísticas 1996

#: World Economic Information Services (WEIS)1995

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Region VI	258,646	737,047	350,922
Region VII	267,243	872,011	306,467
Region VIII	517,426	1,830,651	282,646
<b>Region IX</b>	<b>120,304</b>	<b>826,308</b>	<b>145,592</b>
Region X	201,551	1,004,929	200,562
Region XI	26,890	87,789	306,303
Region XII	118,787	151,355	784,824
Santiago	2,643,546	5,641,811	468,563
Sub Total	5,402,465		
Public Sector	952,860		
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Consumer Index#	%	26.0%	21.8%	15.4%	12.7%	11.4%		
Whole Sale Index#	%	21.8%	21.5%	11.7%	8.6%	7.7%		

Original data: Instituto Nacional de Estadísticas 1996

#: World Economic Information Services (WEIS)1995



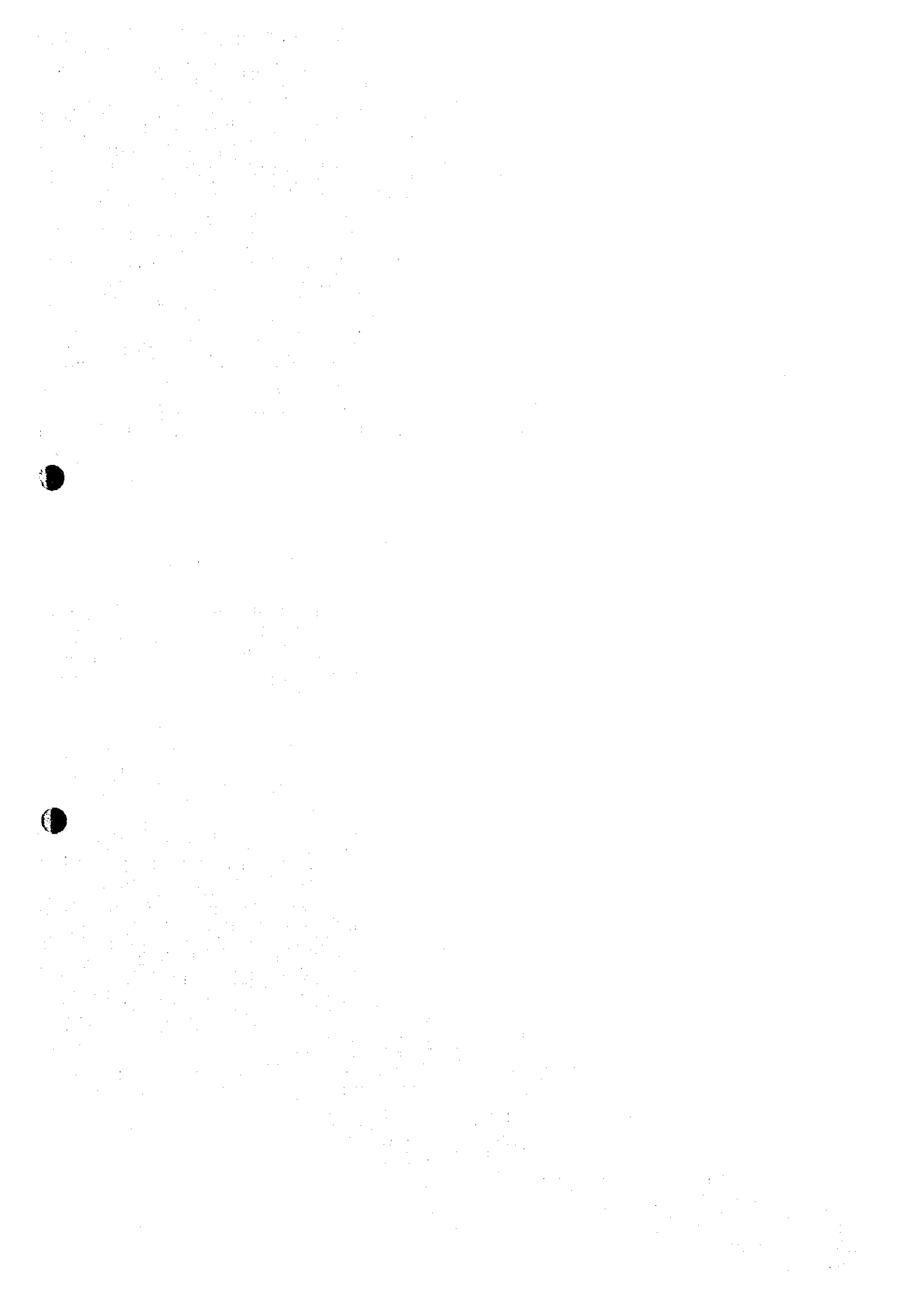
Table -3 shows extreme poor population and method to get comuna income. Figure of 'Extreme poor population' can be obtained from the report published by 'Secretaria Regional Ministerial de Planificacion'. Income per capita comuna can be obtained by multiplying the average income per capita of Region 9, 145,592 with column 'e' index.

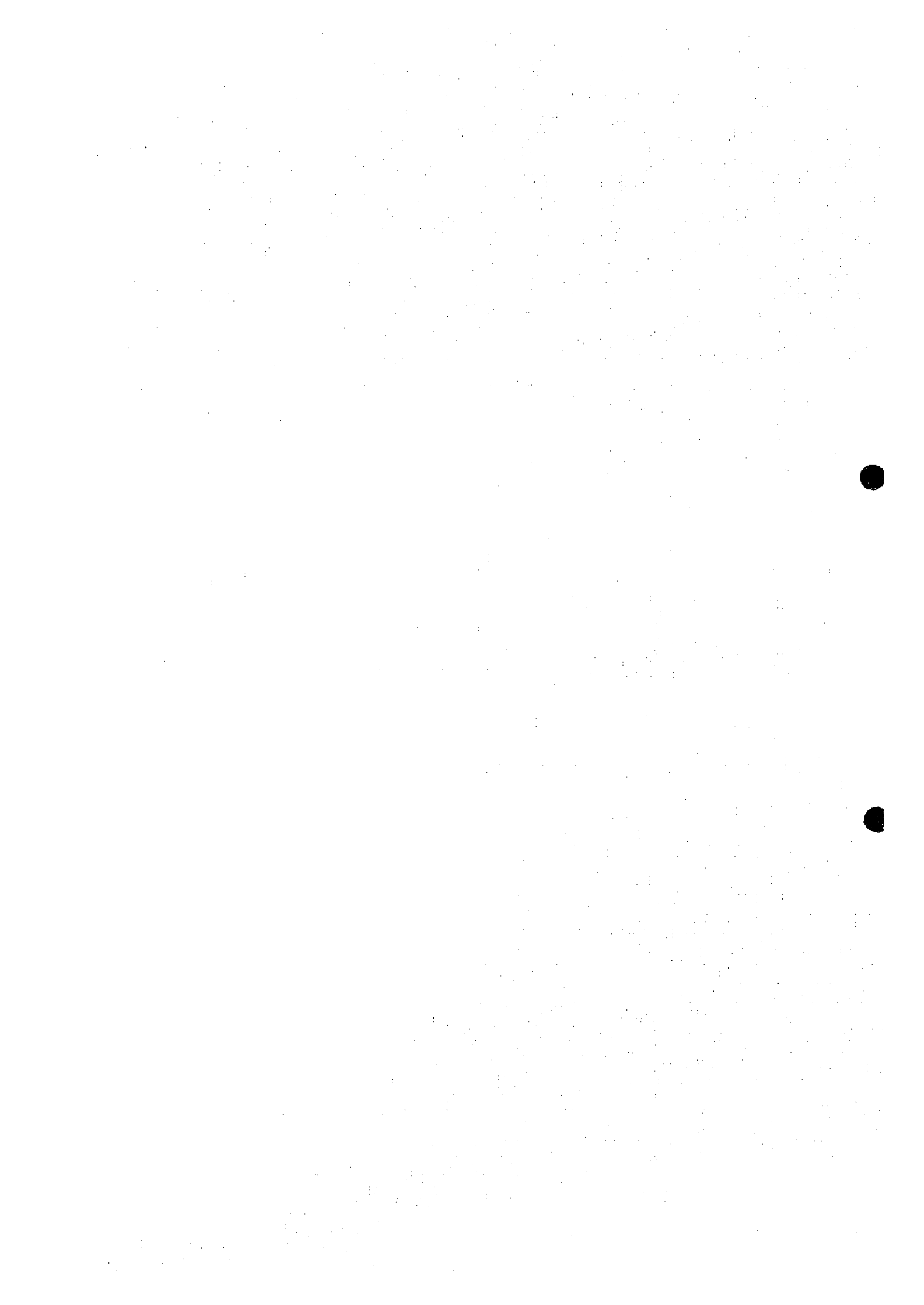
Table -3 Estimation of Comuna Income per Capita, Region 9

1986 constant price

No.	Communes	Population 1995	Extreme Poor		Index d=c/0.151	Adjustment Index e=1/d	Income per Capita f=ex145,592
			1995	% of Poor			
			a	c=b/a			
1	Angol	49,912	3,006	0.06	0.40	2.51	365,166
2	Renaico	9,518	625	0.07	0.43	2.30	334,920
3	Collipulli	24,583	3,601	0.15	0.97	1.03	150,137
4	Puren	14,805	2,246	0.15	1.00	1.00	144,968
5	Los Sauces	8,954	1,507	0.17	1.11	0.90	130,671
6	Ercilia	8,755	1,701	0.19	1.29	0.78	113,195
7	Lonquimay	9,027	n.a.				90,964
8	Limaco	12,586	3,460	0.27	1.82	0.55	79,999
9	Traiguen	21,085	2,555	0.12	0.80	1.25	181,492
10	Victoria	34,130	3,131	0.09	0.61	1.65	239,733
11	Curacautin	18,066	653	0.04	0.24	4.18	608,448
12	Galvarino	14,515	4,025	0.28	1.84	0.54	79,310
13	Perquenco	5,845	863	0.15	0.98	1.02	148,953
14	Carahue	26,247	5,234	0.20	1.32	0.76	110,286
15	Nueva Imperial	38,957	7,781	0.20	1.32	0.76	110,110
16	Temuco	269,063	12,987	0.05	0.32	3.13	455,638
17	Lautaro	29,219	3,876	0.13	0.88	1.14	165,789
18	Vilcun	21,335	2,194	0.10	0.68	1.47	213,861
19	Melipeuco	5,286	1,278	0.24	1.60	0.62	90,964
20	Saavedra	14,796	3,841	0.26	1.72	0.58	84,718
21	Teodoro Schmidt	15,422	2,866	0.19	1.23	0.81	118,342
22	Freire	23,939	2,943	0.12	0.81	1.23	178,892
23	Cunco	18,696	1,205	0.06	0.43	2.34	341,222
24	Tolten	12,848	2,197	0.17	1.13	0.88	128,612
25	Pitrufquen	20,465	1,479	0.07	0.48	2.09	304,311
26	Gorbea	15,040	1,710	0.11	0.75	1.33	193,431
27	Loncoche	24,242	3,293	0.14	0.90	1.11	161,902
28	Villarrica	37,664	n.a.				161,902
29	Pucon	15,374	1,331	0.09	0.57	1.74	254,029
30	Curarrehue	5,934	2,119	0.36	2.36	0.42	61,587
	<b>Total</b>	<b>826,308</b>	<b>Total of c....</b>	<b>4.230</b>	<b>Average Income/Capita</b>		<b>(Peso)</b>
			<b>Average.....</b>	<b>0.151</b>	<b>in Region IX</b>		<b>145,592</b>

Income per capitais in Lonquimay and Villarrica are not available, therefore those of Melipeuco and Loncoche are applied here.







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