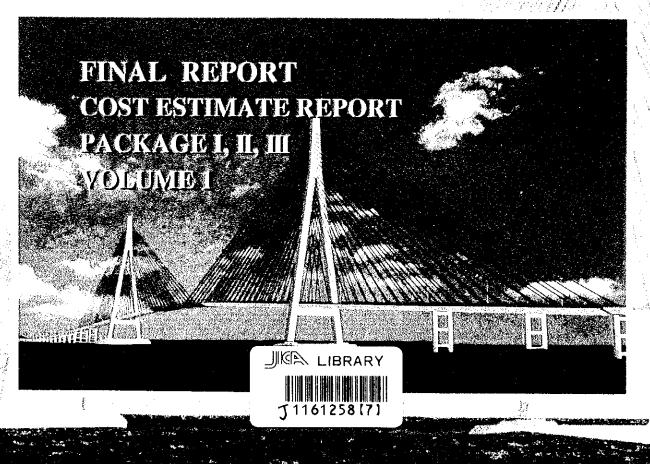
JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
MINISTRY OF TRANSPORT
SOCIALIST REPUBLIC OF VIET NAM

THE DETAILED DESIGN ON THE CAN THO BRIDGE CONSTRUCTION IN SOCIALIST REPUBLIC OF VIET NAM



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FINAL REPORT
COST ESTIMATE REPORT
PACKAGE I, II, III
VOLUME 1

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I-1. Cost Estimate Report

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GENERAL

This report was prepared for the explanation of the cost estimate method of the detailed design of Can Tho Bridge Construction Project. The referred standards and documents are as follows;

1.1 Vietnam standard

(Labor)

- Decree 25/CP and 26/CP dated May 23rd 1993 of Government concerning the new wage policy.
- Labor law of the Socialist Republic of Vietnam dated June 23rd
 1994.
- Decree 197/CP dated December 31st 1994 of Government concerning the wage for the Vietnamese labor working for Enterprise finance by foreign funding.
- Guideline to tabulate "General cost estimate" No 08/1999/TT-BXD dated November 16th 1999.
- Circular 07/LDTBXH-TT dated April 11th 1995 Guide to implementation the Articles Labor Law's dated June 23rd 1994 and Decree 195/CP December 31st 1994 of Government about Working time and Rest time.
- Circular 11/LDTBXH -TT on May 3rd 1995 of Ministry Labor
 & War Invalid Social Affairs to guide the implementation of the Decree 197/CP of Government.
- Circular 39TC/TCT on June 26th 1997 of Finance Ministry guide to implement the Decree05/CP dated January 1st 1995 and Decree 30/CP dated April 5th 1997 of the Government about Income Tax.
- Decree 708/LDTBXH- QD dated June 15th 1999 of the Ministry labor &War Invalid Social Affairs about the minimum wage level for the Vietnamese Labor working for Enterprise finance by foreign funding.
- Circular 19/LDTBXH-TT dated June 2nd 1993 Guide to implemented the regulation subsidy mobile allowance.

(Equipment)

- 1260/1998/QN-BXD

1.2 Japanese standard

(Equipment)

Calculation Table for Depression of Civil Work Equipment in Japan 1999

(Material)

- Price List for Construction in Japan July 1999

1.3 Japanese cost estimate method standard

(Cost estimate method)

- Estimate Standard for Civil Work of Ministry of Construction in Japan 1999

2. COST ESTIMATE

The construction cost was estimated as the multiplied results of unit price and quantity of each pay item. Unit price of pay item was estimated as total of assembly of process cost and indirect cost. And quantities for pay items were calculated based on design drawings.

In this report, the composition and details of the items shown on Figure 2.1 were explained.

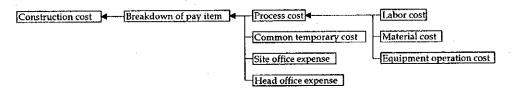


Figure 2.1 Cost estimate

Table 2.1 Cost estimate (Construction cost)

| Name of Pay Item | Unit price of pay item | Quantity of pay item | Cost for pay item |
|---------------------------|------------------------|----------------------|-----------------------------|
| | | | |
| Pay item 1 | (a1) | (b1) | (PI1)=(a1)*(b1) |
| Pay item 2 | (a2) | (b2) | (PI2)=(a2)*(b2) |
| Pay item 3 | (a3) | (b3) | (PI3)=(a3)*(b3) |
| | | | |
| | | | |
| | | | |
| Pay Item *** | (a***) | (b***) | (PI***)=(a***) * (b***) |
| Total (Construction Cost) | | | (PI1)+(PI2)+(PI3)+ +(PI***) |

3. PAY ITEM

Pay item is the core factor for cost estimate, and closely related with technical specification, tender and construction supervision.

In the cost estimate, ingredient of each pay item was defined based on technical specification and construction plan, so, unit price of pay item was estimated with considering the works included in it.

4. UNIT PRICE OF PAY ITEM

Unit Price of pay item is consists of assembly of process cost and indirect cost. Assembly of process cost is the cost for work that is included in each pay item.

Process cost is necessity to calculate each unit price of pay item. Unit price of process cost is consists of labor price, material price and equipment price. Quantity of process cost is calculated based on design drawing and construction plan.

Indirect cost is a cost for common temporary cost, site office expense and head office expense. These indirect costs are estimated as the multiplied result of total process cost and the rate referred to Japanese standard.

Table 4.1 Unit price of pay item

| Name of process cost | Unit price of process cost | Quantity of process cost | Cost for process cost | | |
|---------------------------|----------------------------|--------------------------|---|--|--|
| | | | | | |
| Process cost 1 | (a1) | (b1) | (PC1)=(a1)*(b1) | | |
| Process cost 2 | (a2) | (b2) | (PC2)=(a2)*(b2) | | |
| Process cost 3 | (a3) | (b3) | (PC3)=(a3)*(b3) | | |
| | | | *************************************** | | |
| | | | | | |
| | | | | | |
| Process cost *** | (a***) | (b***) | $(PC^{***})=(a^{***})*(b^{***})$ | | |
| | | | | | |
| (Indirect cost) | | | | | |
| Common temporary cost | | | X=k1*(total of above) | | |
| Site office expense | | | Y=k2*(total of above) | | |
| Head office expense | | | Z=k3*(total of above) | | |
| | | | | | |
| Total (Cost for pay item) | | | T=(PC1)+(PC2)+ +(PC***) +X+Y+Z | | |
| | | | | | |
| Unit price of pay item | | | Total / (Quantity of pay item) | | |

k1; Rate for common temporary cost

k2; Rate for site office expense

k3; Rate for head office expense

5. PROCESS COST

Process cost is estimated as the multiplied result of unit price and quantity of labor cost, material cost and equipment operation cost.

Unit quantity and type of each labor, material and equipment operation cost is based on Japanese cost method standard. The types and quantities of labor, material and equipment operation are also necessary to define the process cost.

Table 5.1 Unit price of process cost

| | | · · · · · · · · · · · · · · · · · · · | |
|----------------------------|------------|---------------------------------------|------------------------------------|
| | Unit price | Unit quantity | Cost |
| Labor 1 | (la1) | (lb1) | (L1)=(la1)*(lb1) |
| Labor 2 | (la2) | (lb2) | (L2)=(la2)*(lb2) |
| Labor 3 | (Ia3) | (lb3) | (L3)=(la3)*(lb3) |
| | | | |
| | | | |
| | | | |
| Labor *** | (la***) | (lb***) | $(L^{***})=(la^{***})^*(lb^{***})$ |
| | | | |
| Material 1 | (ma1) | (mb1) | (M1)=(ma1)*(mb1) |
| Material 2 | (ma2) | (mb2) | (M2)=(ma2)*(mb2) |
| Material 3 | (ma3) | (mb3) | (M3)=(ma3)*(mb3) |
| | | | |
| | | | |
| | | | |
| Material *** | (ma***) | (mb***) | $(M^{***})=(ma^{***})^*(mb^{***})$ |
| | | | |
| Equipment 1 | (ea1) | (eb1) | (E1)=(ea1)*(eb1) |
| Equipment 2 | (ea2) | (eb2) | (E1)=(ea2)*(eb2) |
| Equipment 3 | (ea3) | (eb3) | (E1)=(ea3)*(eb3) |
| | | | |
| | | | |
| | | | |
| Equipment *** | (ea***) | (ep***) | $(E1)=(ea^{***})^*(eb^{***})$ |
| | | | |
| Total of unit process cost | | | T=(L1)+(L2)+(L3)+ +(L***) |
| · | | | +(M1)+(M2)+(M3)+ +(M***) |
| | | | +(E1)+(E2)+(E3)+ +(E***) |
| | | | |
| Unit price of process cost | | | Total / (Unit quantity) |
| | 1 | | |

6. INDIRECT COST

Indirect cost is composed with common temporary cost, site office expense and head office expense. Each expense is estimated as multiply of each rate and total of process costs.

Each expense is including costs as follows,

6.1 Common temporary cost

Common temporary cost is includes the items shown on Figure 6.1 ,

Table 6.1 Common temporary cost

| Transportation of | (1) Transportation cost of equipment in site |
|----------------------------------|--|
| equipment Preparation cost | (1) Preparation work at commencement (2) Preparation work and cleaning up during construction (3) Cleaning up at completion (4) Control survey at commencement |
| Safety and security control cost | (1) Safety and security control in site (2) Guard man in site (3) Installation, maintenance and removal of safety facility for construction such as sign board, security lighting, fence, barricade and lighting (4) Lighting at night work (5) Safety goods for worker (6) Safety committee |
| Quality control cost | (1) Testing for common quality control (2) Survey, drawing and photo for control of construction progress (3) Data Control of work program and progress control (4) Drawing as build (5) Saving quality control data of construction material (6) Tensioning control of PC superstructure, and testing of grout mixing (7) Testing for welding (8) OA equipment for execution control |
| Maintenance cost in site | (1) Installation, maintenance and removal of laboratory (2) Installation, maintenance and removal of contractor office (3) Installation, maintenance and removal of warehouse (4) Transportation for worker (5) Rental fee for land and building of laboratory, warehouse and yards |

There are other items included in common temporary cost, but not

included on the rate. They were estimated as the pay item as,

- Mobilization
- Demobilization
- Preparation construction yards
- Maintenance traffic of vehicle and vessel
- Temporary bridge and temporary road.

6.2 Site office expense

Site office expense is including any expense in site office such as

- Labor management cost
- Training of safety
- Premium
- Staff salary of site office
- Welfare expense
- Office supplies expense
- Communication expense
- Travel expense
- Social expense
- Miscellaneous expense and so on.

6.3 Head office expense

Head office expense is including any expense at head office.

7. UNIT PRICE OF LABOR

7.1 Unit price of labor

Unit price of labor is calculated based on Vietnam standard as follows,

- Decree 25/CP and 26/CP dated May 23rd 1993 of Government concerning the new wage policy.
- Labor law of the Socialist Republic of Vietnam dated June 23rd
 1994.
- Decree 197/CP dated December 31st1994 of Government concerning the wage for the Vietnamese labor working for Enterprise finance by foreign funding.
- Guideline to tabulate "General cost estimate" No 08/1999/TT-BXD dated November 16th 1999.
- Circular 07/LDTBXH-TT dated April 11th 1995 Guide to implementation the Articles Labor Law's dated June 23rd 1994 and Decree 195/CP December 31st 1994 of Government about Working time and Rest time.
- Circular 11/LDTBXH -TT on May 3rd 1995 of Ministry Labor
 War Invalid Social Affairs to guide the implementation of the Decree 197/CP of Government.
- Circular 39TC/TCT on June 26th 1997 of Finance Ministry guide to implement the Decree05/CP dated January 1st 1995 and Decree 30/CP dated April 5th 1997 of the Government about Income Tax.
- Decree 708/LDTBXH- QD dated June 15th 1999 of the Ministry labor &War Invalid Social Affairs about the minimum wage level for the Vietnamese Labor working for Enterprise finance by foreign funding.
- Circular 19/LDTBXH-TT dated June 2nd 1993 Guide to implemented the regulation subsidy mobile allowance.

Table 7.1 Unit price of labor

LIST OF LABOR COST

| ٤ | Description | Specification | Wage | Grade (DONG) | Allowance (DONG) | DONG) | Sum | Income tax | Salary basis | Unit price of working | fworking | Remark |
|----------|----------------------------|---------------|-----------------|--------------|------------------|-----------|------------------|------------|--------------|-----------------------|----------|---------------|
| ? | | | | | | | (DONG) | (DONG) | (SOOR) | (DONG) | _! | ••• |
| | | | Coefficient (G) | Wage | Mobilize | The other | wage + allowance | | (per month) | Daily | Hour | |
| | | | | 11 = G × Lo | P1≡ K× Lo | Σ(P2-Pθ) | (2=2+6 +7) | 10% | (T=8+8) | | | |
| Ţ. | 2 | 8 | 4 | 5 | 9 | 7 | 8 | ത | 10 | = | 12 | £ |
| \lceil | | | | | | | | | | | | |
| - | Foreman | Local | 3.73 | 1,815,510 | 97400 | 1,371,465 | 3,286,375 | 128,538 | 3,413,913 | 170,696 | 21,337 | |
| 2 | Steel worker | Local | 2.04 | 993,480 | 97400 | 750,057 | 1,840,957 | | 1,840,957 | 92,048 | 1,506 | |
| <u> </u> | Common labor | Local | 1.47 | 715,890 | 97400 | 540,497 | 1,363,787 | | 1,353,787 | 67,689 | 8,451 | |
| 7 | Skilled labor | Local | 3.05 | 1,486,350 | 97400 | 1,121,439 | 2,704,189 | 70,419 | 2,774,608 | 138,730 | 17,341 | |
| ų | Binner | Local | 3.05 | 1,485,350 | 97400 | 1,121,439 | 2,704,189 | 70,419 | 2,774,608 | 136,730 | 17,341 | |
| 2 | Foliament onerator | Local | 2,49 | 1,212,630 | 97400 | 915,536 | 2 225,566 | 22,557 | 2,248,122 | 112,406 | 14,051 | |
| 3 1 | Touck disser | Local | 2.56 | 1,246,720 | 97400 | 941,274 | 2,285,394 | 28,539 | 2,313,933 | 115,697 | 14,462 | |
| <u>«</u> | Assistant operator | Local | 2.04 | 993,480 | 97400 | 750,027 | 1,840,957 | | 1,840,957 | 92,048 | 11,506 | |
| 3 5 | Mechanic | Local | 2.49 | 1,212,630 | 97400 | 915,535 | 2,225,566 | 22,557 | 2,248,122 | 112,406 | 14,951 | |
| | Flectrician | Local | 2.49 | 1212 630 | 97400 | 915,536 | 2,225,566 | 72,557 | 2,248,122 | 112,406 | 14,051 | •••• |
| 3 5 | Weiner | Loca | 2.49 | 1,212,630 | 97400 | 915,536 | 2,225,566 | 72,557 | 2,248,122 | 112,406 | 14,051 | |
| 12 | Camentar | Local | 2.49 | 1,212,630 | | 915,536 | 2,225,586 | 22,557 | 2,248,122 | 112,406 | 14,051 | |
| 1 5 | Office driver | Foca | 2.16 | 1,051,920 | | 794,200 | 1,943,520 | ***** | 1,943,520 | 97,176 | 12,147 | |
| 7 | Stock worker | Local | 2.04 | 993,480 | | 750,027 | 1,840,957 | | 1,840,957 | | 1.506 | |
| 7 | Yardman | Local | 1.67 | 813,290 | | 614,034 | 1,524,724 | | 1,524,724 | | 065,6 | |
| <u> </u> | Ship officer | 200 | 3.26 | 1,587,620 | | 1,198,653 | 2,983,673 | 88,357 | 2,972,040 | | 18,575 | |
| | Sailor | -003 | 2.38 | 1,159,060 | 97400 | 875,090 | 2,131,550 | 13,156 | 2,144,705 | | 13,404 | ~ |
| 2 | Gentonical Engineer | - DCa | 4.38 | 2,133,060 | | 1,510,460 | , | 184,092 | 4,025,012 | 23,231 | 25,156 | |
| 5 0 | Chief Geological Findinger | -00 | 5.22 | 2,542,140 | | 1,919,316 | 4 | 255,886 | 4,814,741 | 240,737 | 30,092 | |
| 8 | Geological Investigator | Local | 2.74 | 1 334 380 | 97400 | 1,007,457 | 2,439,237 | 43,924 | 2,483,161 | 124,158 | 15,520 | |
| | | | | | | | | | | | | |

Table 7.2 Calculating situation for unit price of labor

| The minimum wage Lo (dong)= | 000′ 284 | Circular 708 | |
|--------------------------------|----------|--------------|--|
| werage monthly working day is: | | | |

2. Grade and coefficient G based on decree 26/CP Grade wage L1= GxLo.

3. Allowance item P

| Apendix 3 of Circular 23/BXD-V/cT | | | | Labor code article 149 &D6/BLTTBXH-TT | | Circular 76/1999/TTLT/TCTLD of Finance Ministry and General League labor | Decree 197/CP | t | • | |
|-----------------------------------|-----------------------------------|---|-------------------------------------|---|---|--|--|---|-------------------------------|----------|
| 9 | <u></u> | ב | L L | L | 7 | <u>5</u> | 그 | | <u> </u> | ב |
| 0.20 | 0.15 | 0.12 | 0.04 | 0.20 | 0.03 | 0.02 | 0.125 | | 200 | 0.755 |
| K _i ×Lo | 15% L1 | 12% L1 | 4% L1 | 20% L1 | 3% 🗀 | 2% L1 | 12.5%L1 | | 7%[1 | Total K= |
| - Mobilize allowance P1= | - Unstable working P2= $k_2xL1 =$ | - Holiday, new year, apply for leave P3=k3xL1 | - The other expenditure P4=k4 x L1= | - Socio-Insurance P5=k ₅ x L1= | - Health-Insurance P6≐k ₆ xL1≍ | - Fund of Trade Union P7= $k_7 \times L1 =$ | - Bonus 1.5 month wage/year P8= K _a x L1= | - Regulation of annual increase of wage | grade P9= K _e xL1= | T |

7.2 Unit price of foreign labor

For some special construction items of stay cable bridge, labor cost was defined as the experienced foreign labor based on the Price List for Construction in Japan July 1999.

Required foreign labor is as follows,

- Foreman for main bridge
- Skilled labor for main bridge
- Equipment operator for some special equipment

8. UNIT PRICE OF MATERIAL

8.1 Unit price of material supplied in Vietnam

Unit price of material that is possible to be supplied in Vietnam was defined based on quotation of the suppler in Vietnam.

Major material supplied in Vietnam is as follows,

- Asphalt
- Cement
- Admixture
- Reinforcement bar
- Sand for embankment
- Aggregate for concrete and asphalt
- Filler for asphalt
- Bituminous Material

8.2 Unit price of material supplied from abroad

Unit price of material that is impossible to be supplied in Vietnam was defined based on quotation of foreign supplier or Price List for Construction in Japan July 1999.

Major material supplied from abroad is as follows,

- Large size stand pipe
- Large size sectional steel
- PC cable
- Stay cable

9. UNIT PRICE OF EQUIPMENT

9.1 Unit price of equipment supplied in Vietnam

Unit price of equipment indicated in Vietnam equipment standard (1260/1998/QN-BXD) was estimated based on this regulation. It is estimated as the local equipment that is possible to be supplied in Vietnam.

Major equipment supplied in Vietnam is as follows,

- Bulldozer
- Back hoe
- Tire roller
- Motor grader
- Road Roller
- Water Cart
- Asphalt Finisher
- Track
- Dump truck
- Crawler crane
- Truck crane
- Barge
- Tag boat
- Generator

In the Japanese cost estimate method, there is three kind of unit price of equipment operation. So, in the estimate, it is calculated to three unit prices of equipment operation cost as follows,

- Equipment operating cost per hour

 = AA*BB

 Typical yearly operating hours
- Equipment operating cost per day

 = AA*BB

 Typical yearly operating days
- AA: Vietnam equipment standard price
 (= Equipment operating cost per day in demand)
- BB : Typical yearly days in demand

9.2 Unit price of equipment from abroad

Unit price of equipment not indicated in Vietnam equipment standard (1260/1998/QN-BXD) was estimated based on quotation or Calculation Table for Depression of Civil Work Equipment in Japan 1999. It is estimated as the equipment supplied from abroad.

In the cost estimate, there is three kind of unit price of equipment operation as follows,

- Equipment operating cost per hour operation
- Equipment operating cost per day operation
- Equipment operating cost per day in demand

Unit price of equipment operation is consists of equipment converted depression, operator cost and fuel cost. Equipment converted depression is including depression, maintenance cost & repair cost and management cost.

Table 9.1 Equipment operating cost per hour

| | Unit price | Quantity per hour | Amount |
|---|---------------|----------------------|--------------------|
| | | | |
| Equipment converted depression value per hour operation | A1 | B1 | A1*B1 |
| Equipment Operator cost | A2 | B2 | A2*B2 |
| Fuel cost | A3 | B3 | A3*B3 |
| Total (Equipment operating cost per h | our) | 1 | =A1*B1+A2*B2+A3*B3 |

Table 9.2 Equipment operating cost per day

| | Unit price | Quantity per day | Amount |
|--|---------------|---------------------|--------------------|
| | | | |
| Equipment converted depression value per day operation | A1 | B1 | A1*B1 |
| Equipment Operator cost | A2 | B2 | A2*B2 |
| Fuel cost | - A3 | В3 | A3*B3 |
| | | | |
| Total (Equipment operating cost per d | ay) | | =A1*B1+A2*B2+A3*B3 |

Table 9.1 Equipment operating cost per day in demand

| | Unit price | Quantity per hour | Amount |
|--|---------------|----------------------|--------|
| Equipment converted depression value per day in demand | A1 | B1 | A1*B1 |
| Total (Equipment operating cost per d | ay in dei | mand) | =A1*B1 |

9.2.1 Equipment converted depression value

- Equipment converted depression value per hour operation

$$= \frac{((A+B+C)/D+E)}{\text{Typical yearly operating hours}}$$

- Equipment converted depression value per day operation

$$= \frac{((A+B+C)/D+E)}{\text{Typical yearly operating days}}$$

- Equipment converted depression value per day in demand

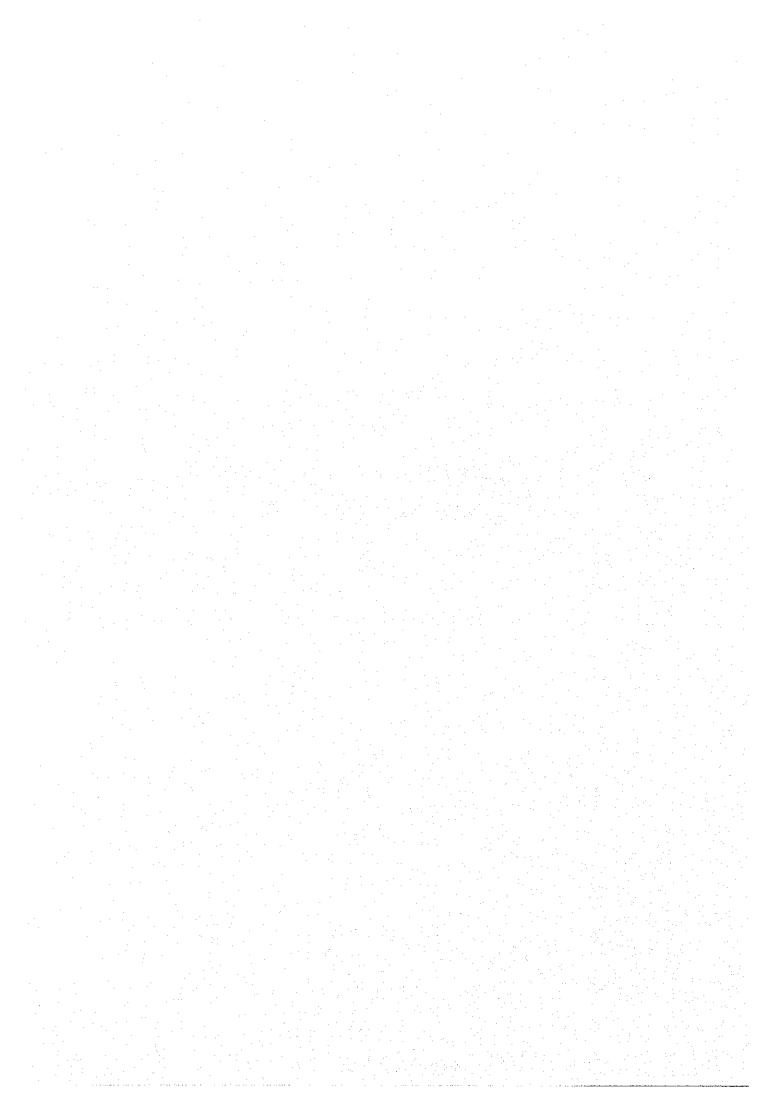
$$= \frac{((A+B+C)/D+E)}{\text{Typical yearly days in demand}}$$

- A : Equipment depression
- B : Maintenance cost
- C : Repair cost
- D : Typical durable year
- E : Yearly management cost

9.2.2 Equipment depression

- Equipment depression
 - = Ratio of depression * Basic price (Purchase price of equipment)
- Ratio of depression
 - = (1 Salvage ratio)
- Salvage ratio
 - Salvage price of equipment after execution of durable Period)
 Basic price (Purchase price of equipment)

I-2. Summary of Payitem (Package 1 & 3)



| E NO | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 1) | | - | | | | | | | | | | |
|--------------|--|------|----------|----------------------|--------------------|---------------------------|-------------------|----------------|----------|-------------------|-------------------|--------------------|----------------------|
| Category | Name | Cait | Quantity | Unit price | | | | Unit price | Amount | | | | Amount |
| | | | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Local | Local | Combined |
| | | | | currency (1P Yen) | currency (1/SS) | currency (VND) | currency (USS) | total price | (JP Yen) | Currency (USS) | currency (VND) | currency (US\$) | total price (VND) |
| 1 | | | | | | | | | | | | | |
| + | - Andrews - Company - Comp | | | | | | | | | | | i | |
| - - | Mobilization & Demobilization | | | | | | | | | | | | |
| + | (1) Mobilization 1 | ដ | - | 0 | 0.00 | 7,152,405,911 | 51,502.50 | 7,878,591,000 | 0 | 0 | 7,152,405,913 | 51,503 | 7.878,591,000 |
| | (1) Mobilization 2 | ા | | | | | | | | | | | |
| - | (1) Mobilization 3 | য় | | 0 | 0.00 | 3,803,779,507 | 25,751.25 | 4,166,872,000 | 0 | 0 | 0 | 0 | 0 |
| 1 1 2 | (2) Demobilization 1 | S. | 1 | 0 | 0.00 | 316,022,201 | 00:00 | 316,022,000 | 0 | 0 | 316,022,201 | 0 | 316,022,000 |
| 1 1 (2 | (2) Demobilization 2 | เรา | | | | | | | | | | | |
| 1 1 (2 | (2) Demobilization 3 | ST | | 0 | 0000 | 138,530,280 | 00.00 | 138,530,000 | 0 | 0 | 0 | 0 | 0 |
| E | | | | | | | | | | | | | |
| 1 2 | Construction of Temporary Yard | | | | | | | | | | | - | |
| 1 2 (1 | (1) Construction of Temporary Yard 1 | 1.5 | 1 | 0 | 00.0 | 0 | 1,334,652.95 | 18,818,607,000 | 0 | 0 | 0 | 1,334,653 | 18,818,607,000 |
| 1 2 (3 | (1) Construction of Temporary Yard 2 | 1.5 | | | | | | | | | | | |
| 1 2 (1 | (1) Construction of Temporary Yard 3 | ऽा | | 0 | 00.00 | 0 | 829,133.03 | 11,690,776,000 | 0 | 0 | 0 | 0 | O |
| E | | | | | | | | | | | | | |
| 1 3 | Temporary Works | | | | | | | | | | | | |
| _ | (1) Temporary Road & Bridge 1 | SI | 1 | 372,024 | 119,565.56 | 9,010,597,002 | 116,189.23 | 12,383,309,000 | 372,024 | 119,566 | 9,010,597,002 | 116,189 | 12,383,309,000 |
| 1 3 (1 | 1) Temporary Road & Bridge 2 | SI | | | | | | | | | | | |
| 1 3 0 | (1) Temporary Road & Bridge 3 | SI | | 1,358,145 | 436,497.78 | 436,497.78 13,683,787,022 | 424,170.26 | 25,996,520,000 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | |
| 1 4 | Maintenance & Protection of Traffic | | | | | | | | | | | - | |
| 1 4 (1 | 4 (1) Maintenance & Protection of Traffic Vehicle & Vessel 1 | S | 1 | 0 | 0.00 | 288,069,036 | 0.00 | 288,069,000 | 0 | 0 | 288,069,036 | 0 | 288,069,000 |
| [1]4[0 | (1) Maintenance & Protection of Traffic Vehicle & Vessel 2 | SI | | | | | | | | | | | |
| 1 4 (1 | (1) Maintenance & Protection of Traffic Vehicle & Vessel 3 | ន | | 0 | 0.00 | 306,400,702 | 00.0 | 306,401,000 | 0 | 0 | 0 | O | 0 |
| | | | | | | | | | | | | | |
| 1 5 | Engineer's Office | | | | | | | | | | | | |
| 1 5 (0 | (1) Specified Furniture. Fitting & Equipment | ដ | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| 9 1 | Vehicle & Launches for the Engineer | | | | | | | | | | | | |
| 1 6 (1 | (1) Supply & Maintain of the Engineer's Vehicle Including Drivers | SI | | | | | | | | | | | |
| 1 6 (2 | Supply & Maintain of the Engineer's Vessel Including Drivers | য় | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| 1 7 | Accommodation for the Engineer's Staff | | | | | | | | | | | | |
| 1 7 (3 | (1) Construction & Maintenance of Accommodation for Engineer | 21 | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| 11 8 | (1) Contractor's Services During Execution of the Works | য় | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

| S | E Z | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 1) | | Ĩ | | | | | | | | | | |
|-----------|----------|---|-----------|-----------|------------|------------|---------|-------|-------------------------|---------------------|---------------------|---|-----------------------------|-------------------------|
| ٥ | Category | Name | Unit | Quantity | Unit price | | | | Unit price | Amount | | | | Amount |
| | } | | | | Foreign | Foreign | Local | Local | Combined total price | Foreign currency | Foreign currency | Local currency (VND) | Local currency (71SS) | Combined total price |
| 1 | ╢ | | ╫ | | (Jr ren) | (650) | | (800) | (200 | | | | | |
| 1 | + | | \dagger | | | | | | | 372.024 | 119.566 | 16,767,094,150 | 1.502,345 | 39,684,598,000 |
| 1 | + | Subtotal (General) | + | | | | | | | | | | | |
| 1 | + | | T | | | | | | | | | | | |
| 7 | + | Site clearing and Demolition | | | | | | | | | | | | |
| 7 | - | Site clearing and Demolition | | | | | | | | ľ | | 0,0,000 | 1 | 000 453 057 |
| 2 | - | (1) Site Clearing and Demolition (Rice Field) | m2 | 335,287 | 0 | 0.00 | 1,626 | 00.0 | 2,000 | 0 | | 245,170,002 | 5 6 | 000,475,070 |
| 7 | 1 (2 | (2) Removal of Existing Tree (More than 50 trees/100m2) | ם | 161,295 | 0 | 00.00 | 3,794 | 0.00 | 4,000 | 0 | 0 | 611,953,230 | o | 045,180,000 |
| | \vdash | | \dagger | | | | | | | T ^c | 0 | 1 157 179 897 | 6 | 1 315 754 000 |
| \exists | + | Subtotal (Site clearing and Demolition) | † | | | | 1 | | | | | 200000000000000000000000000000000000000 | | and a day at |
| | - | | † | | | | | | | | | | | |
| 1 | \dashv | | † | | | | | | | | | | | |
| 3 | - | Earthworks | 1 | | | 1 | | | | | | | | |
| 9 | 1 | Embankment & Removal Material | 7 | | | | | 00.0 | 000 00 | 6 | ď | 306 300 430 3 | (| 000 815 500 3 |
| 3 | 1 0 | (1) Sand Blanket (t=700mm) | 길 | 272,969 | 0 | 0.00 | 22,215 | 0.00 | 27,000 | 2 | 3 | 0,004,000,000 | 2 | מימים זבירתתים |
| 6 | = | Supply, Place, Compact & Trim Sand Fill to Embankment (2) More Than 1.05 m Below Pavement Surface Level | m3 | 755,764 | 0 | 0.00 | 29,739 | 0:00 | 30,000 | 0 | 0 | 22,475,660,106 | 0 | 22,672,914,461 |
| М | 1 13 | Supply, Place, Compact & Trim Sand Fill to Embankment (3) Less Than 1.05 m Below Pavement Surface Level (Sub-Grade) | £m3 | 47,222 | 0 | 0.00 | 47,168 | 0.00 | 47,000 | 0 | 0 | 2,227,356,518 | O | 2,219,423,261 |
| m | 1 - | Supply, Place, Compact & Trim Sand Fill to Prehoading (4) Embankment More Than 2.0m Over Bottom of Sub-Grade Level | m3 | 45,533 | Q | 0.00 | 29,739 | 0.00 | 30,000 | О | O | 1,354,105,887 | 0 | 1,365,990,000 |
| <u></u> | 5 | Supply and Place Sand Fill as Surcharge to Embankment, (3) More Than 2.0m Over Bottom of Sub-Grade Level | m3 | 85,034 | 0 | 0.00 | 29,739 | 0.00 | 30,000 | 0 | 0 | 2,528,826,126 | 0 | 2,551,020,000 |
| <u> </u> | Ħ | (6) Removal of Pre-Loading Material | Ę | 57,911 | 0 | 0.00 | 17,083 | 0.00 | 17,000 | 0 | ٥ | 989,291,905 | 0 | 984,485,300 |
| m | | (7) Removal of Surcharge Material | ē | 64,940 | 0 | 0.00 | 16,059 | 0.00 | 16,000 | 0 | 0 | 1.042,871,460 | 0 | 1,039,040,000 |
| | Н | | | | | | | | | | | | | |
| 3 | 7 | Soft Ground Treatment | | | | | 1 | 18 | , | | 1 000 (11 | 1000000 | | 000 324 010 12 |
| 3 | 2 (1 | (1) Prefabricated Vertical Drain (PVD) | Ε | 5,301,696 | 0 | 0.36 | 829 | 00:0 | 000,0 | | 1,20,0011 | 4,554,150,004 | | 21,010,170,00 |
| 3 | 2 (2 | (2) Sand Compaction Pile (700mm) in Selected Locations as Specified (SCP) | E | 15,266 | 0 | 0 | 50,246 | 0 | 20,000 | 0 | 0 | 767,055,436 | 0 | 763,300,000 |
| 3 | 2 (3 | (3) Establishment & Measurement for Soft Grand Treatment 1 | 1.5 | 1 | 0 | 61,093.16 | 0 | 00:0 | 861,414,000 | 0 | 61,093 | Э | 0 | 861,414,000 |
| Ю | 2 (3 | (3) Establishment & Measurement for Soft Grand Treatment 2 | 1.5 | | | | | | | | | | | |
| Э | 3 (3 | (3) Establishment & Measurement for Soft Grand Treatment 3 | SI | | 0 | 115,871.92 | 0 | 0.00 | 1,633,794,000 | 0 | ٥ | 0 | 0 | 0 |
| | Н | | _ | | | | + | | | | | | | |
| <u>-</u> | - | Structure Excavation & Backfilling | 1 | | | | 1 | 1 | | | | | | |
| М | 3 (1 | (1) Excavation for Structures in Any Material Over the Water Table | £ | 2,162 | 0 | 0.00 | 15,375 | 0.00 | 15,000 | 0 | 0 | 33,236,138 | 0 | 32,425,500 |
| е | 3 (2 | Excavation for Structures in Any Material Below the Water Table | Ę | 32,914 | 0 | 0.00 | 16,658 | 0.00 | 17,000 | 0 | Ö | 548,286,409 | 0 | 559,543,100 |
| m | ۳ (3) | (3) Structure Excavation in River | m3 | 16,776 | 948 | 2.18 | 216,279 | 00'0 | 371,000 | 15,903,269 | 36,571 | 3,628,209,992 | 0 | 6,223,747,600 |
| | ĺ | | | | | | | | | | | | | |

| CAN | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 1) | | | | | | | | | | | | |
|---------|--|------|----------|----------------------|-------------------|-------------------|-------------------|----------------------|----------------------|--------------------|---|--------------------|--|
| 2 | Category | Unit | Quantity | Unit price | | | | Unit price | Amount | | | | Amount |
| | | | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Local | Local | Combined |
| | | | | Currency (JP Yea) | currency (USS) | currency (VND) | currency (USS) | total price (VND) | currency (JP Yen) | currency (US\$) | currency (VND) | currency (US\$) | total price (VND) |
| 业 | | | | | | | | | | | | | |
| <u></u> | 3 (4) Backfill to Structures | £ | 55,613 | 15 | 0.00 | 54,301 | 0.00 | 56,000 | 834,198 | 0 | 3,019,852,373 | 0 | 3,114,339,200 |
| _ | ଚ | Em | 1,271 | 0 | 00:0 | 14,453 | 0.00 | 14,000 | O | 0 | 105,091,810 | 0 | 101,797,920 |
| 8 | 3 (6) Excavation of Any Material Below the Water Table Other | Em: | 11,604 | 0 | 00:0 | 14,301 | 00:00 | 14,000 | 0 | 0 | 165,948,804 | 0 | 162,456,000 |
| | | | | | | | | | | | | | |
| | Subtotal (Earthworks) | | | | | | | | 16,737,467 | 2,006,275 | 49,503,956,163 | 0 | 80,467,390,342 |
| Н | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| ₹ | Stope Protection | | | | | | | | | | | | |
| | _[| ş | 105 744 | - | 000 | 6 183 | 0.00 | 000 9 | 0 | O | 653.816.972 | 0 | 634,465,766 |
| 1 | 1 (1) I tim Side Slopes by Buildozer Samula Place Comman & Trim Clay Material Ell to Side | 2 | 147,/CDI | 2 | 20.0 | COTTO | 200 | 200,0 | , , | , | 400000000000000000000000000000000000000 | | 017 007 130 |
| 4 | (2) Slope.(t=50cm) | m2 | 105,744 | 0 | 00.00 | 8,996 | 0.00 | 000'6 | 0 | 0 | 951,275,672 | 5 | 951,698,649 |
| 4 | 1 (3) Sodding | m2 | 114,295 | 0 | | 47,789 | 0.00 | 48,000 | 0 | 0 | 5,462,057,820 | 0 | 5,486,174,127 |
| | 1 (4) Masoury Stone Slope Protection | m2 | | 0 | | 216,790 | 4.40 | 279,000 | 0 | 0 | 0 | 0 | C |
| _ | 1 (5) Masonry Stone Slope Protection to Side Berms | m2 | 20,214 | 0 | | 216,790 | 4.40 | 279,000 | 0 | 0 | 4,382,297,119 | 88,944 | 5.639,839,920 |
| 4 | 1 (6) Footing for Masonry Stone Slope Protection | ш | 1,072 | 533 | 0.00 | 820,687 | 0.00 | 000'068 | 571,216 | 0 | 879,530,258 | 0 | 953,813,000 |
| 4 | 1 (7) Revetment Works | 잍 | | | | | | | | | | | |
| 1 | | | | | | | | | 7.6 | | 110 000 000 01 | 500044 | 237 (00 237 61 |
| _ | Subtotal (Slope Protection) | | | | | | | | 017/1/6 | 9 | 140,176,026,21 | 00,00 | ************************************** |
| 土 | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | |
| ~ | Drainage | | | | | | | | | | | | |
| _ | | _ | 71.0 | 37 | 50 0 | 203 606 | 2 23 | 000 856 | 14.756 | | 43 998 120 | 869 | 55.728.000 |
| _ | - | E | 017 | 20. | 000 | 260,002 | Car A | 900 676 | 020.00 | | 500 002 19 | 250 | 78 318 000 |
| ر د | 1 (2) R.C. Pipe, D-500mm | E | 677 | 10% | ooin | 209,440 | 4:10 | 244,000 | 0000 | | 01,104,705 | | 200101 |
| 1 | 2 Side Ditch | | | | | | | | | | | | |
| _ | Ξ | E | 40 | | | | | | | | | | |
| | | E | 19 | | | | | | | | | | |
| | | æ | 7 | | | | | | | | | | |
| | | E | 392 | | | | | | | | | | |
| 5 | 2 (5) U-Shaped Side Ditch (500*550) | ш | | 475 | 0.00 | 1,671,893 | 0.70 | 1,744,000 | 0 | 0 | 0 | Q | 0 |
| 2 | 2 (6) U-Shaped Side Ditch (500*1000) | ٤ | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | 3 Catch Basin | | | | | | | | | | | | 200 |
| 5 | 3 (1) Catch Basin Type A | Each | ħ | 1,250 | | 9,339,255 | 4,446.33 | 72,196,000 | 8,750 | 0 | 65,374,785 | 31,124 | 505,372,000 |
| ~ | 3 (2) Catch Basin Type B | Each | | 1,283 | 00:00 | 9,354,678 | 4,446.38 | 72,216,000 | 10,264 | 0 | 74,837,424 | 35,571 | 577,728,000 |
| | 3 (3) Catch Basin Type C | Eact | 1 | | | | | | | | | | |
| S | 3 (4) Catch Basin Type D | Each | | | | | | | | | | | |
| | | | | | | | | | | | | | |

| CAN | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 1) | | | | | | - | | | | | | |
|----------------------|---|------|----------|------------|-------------------|-------------------|-------------------|----------------------|-------------|-------------------|-------------------|--------------------|----------------|
| Category | Name | Cuit | Quantity | Unit price | | | | Unit price | Amount | | 1 | | Alachat |
| | | | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Local | Local | Combined |
| | | | | (JP Yen) | currency (USS) | currency (VND) | currency (USS) | total price (VND) | (JP Yen) | currency (USS) | currency (VND) | currency (US\$) | (VND) |
| 1 | | | | | | | | | | | | | |
| 1 | (5) Out Let 1 | Fach | - | | | | | | | | | | |
| _ | _ | Each | | | | | | | | | | | |
| | (b) Out 12:3 | Each | 1 | | | | | | | | | | |
| _ | _ | | | | | | | | | | | | |
| Ė | Subjotal (Drainage) | | | | | | | | 56,628 | ٥ | 245,913,234 | 68.350 | 1,217,146,000 |
| \perp | | | | | | | | | | | | | |
| E | | | | | | | + | | | | | | |
| 9 | | | | | | | | | | | | | |
| 9 | Base course & Sub-base course | 1 | | ľ | 8 | 24 246 | 900 | 000 13 | c | c | 100 020 250 5 | c | 3 050 547 200 |
| 6 1. | (1) Supply, Place & Compact Subbase Course (1=300) | Ê | 47,665 | 3 | 0.00 | 04.540 | 000 | 200 | | | 7 064 563 421 | 0 6 | 2 072 872 672 |
| 9 | (2) Supply, Place & Compact Base Course (t=300mm) | Ē | 45,745 | | 00.00 | \$,806 | 000 | 000,00 | 2 | | 104,000,404,2 | 5 | 000,000,000 |
| , | Coat | | | | | | | | | | | | |
| _ | ε | 길 | 153,287 | 0 | 00.00 | 6,779 | 0.00 | 7,000 | O | 0 | | 0 | 1,073,011,800 |
| | | m2 | 151,602 | 0 | 00:00 | 1,896 | 0.00 | 2,000 | 0 | 0 | " | 0 | 303,204,920 |
| _ | 9 8 | 12E | 15,475 | 43 | 0.00 | 2,576 | 0.00 | 8,000 | 665,425 | 0 | 39,863,600 | 0 | 123,800,000 |
| _ | | Ę | | 213 | 0.00 | 1,376 | 0.00 | 29,000 | 0 | 0 | 0 | 0 | 0 |
| | _ | | | | | | | | | | | | |
| 6 3 | | | | | | | | | | | | · · | |
| 6 3 | (1) Asphalt Concrete Binder Course (t=100mm) | П2 | 152,116 | 165 | 00:0 | 55,582 | 0.00 | 77,000 | 25,099,107 | 0 | 8,454,900,396 | 5 | 11./12,916,600 |
| 6 3 | (2) Asphalt Concrete Course for Metal Bridge (t=70mm) | m2 | | 865 | 0.00 | 40,283 | 0.00 | 153,000 | 0 | 0 | ō | ٥ | 0 |
| 9 | (3) Asphalt Concrete Surface Course (1=50mm) | m2 | 151,176 | 83 | 0.00 | 34,339 | 0.0 | 45,000 | 12.547,580 | 0 | 5,191,220,989 | 0 | 6,802,904,700 |
| 6 3 | Asphalt Concrete Surface Course (t=70mm) for Concrete (4) Bridge | m2 | 15,475 | 115 | 0.00 | 47,200 | 0.00 | 62,000 | 1,779,625 | 0 | 730,420,000 | 0 | 959,450,000 |
| | | | | | | | | | | | | | |
| 6 4 | Gravel Road | | | | | | | | | | | | |
| \oldsymbol{\pi}{\pi} | Ξ | Ш | 919 | 0 | 0.00 | 31,027 | 0.00 | 31,000 | 0 | 0 | 28,513,813 | 0 | 28,489,000 |
| \pm | Sulfices (Pavement) | | | | | | | | 40,091,737 | 0 | 21,803,094,998 | 0 | 27,027,762,220 |
| | | | | | | | | | | | | | |
| \exists | | | | | 1 | | | | | | | | |
| - | Piling |] | | | | | | | | | | | |
| -[| Piling | 1 | | | | | | | | | | | |
| 7 | (1) Bored Piles 3000mm Dia Class C(fc=30Mpa), Including Reinforcement | £ | | | | | | | | | | | |
| 7 1 | (2) | £ | | | | | | | | | | | |
| 7 1 | Bored Piles 1500mm Dia Class C(fc=30Mpa), Including Reinforcement | 8 | 21,716 | 9,265 | 0.00 | 1,379,408 | 41.54 | 3,175,000 | 201,198,740 | 0 | 29,955,224,128 | 902,083 | 68,948,300,000 |
| 7 1 | • | E | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | |

| V | THO | CAN THO REINGE CONSTRUCTION PROJECT (Package 1) | | | | | | | | | | | | |
|-----------|----------|--|-----------|----------|----------------------|--------------------|------------|-------------------|---|----------------------|--------------------|-------------------|----------------|----------------------|
| | | Г | Unit | Ouantity | Unit price | | | | Unit price | Amount | | | | Amount |
| 5 | | | | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Local | Local | Combined |
| | | | • | | Currency (10 Ven) | currency (TISS) | currency | currency (USS) | total price (VND) | currency (JP Yen) | currency (US\$) | currency (VND) | currency (USS) | total price (VND) |
| 1 | # | | \dagger | | | (3.5) | | | | | | | | |
| | | Bored Piles 1200mm Dia Class C(fc=30Mpa), Including | 1 | | 071.7 | 50 | 859 000 | 30.76 | 2.141.000 | 0 | 0 | 0 | 0 | 0 |
| 7 1 | <u>©</u> | Reinforcement | E | | 6,1/2 | 3 | nen'may | | | | | | | |
| 7 | | 1 | Each | , | 24 204 603 | 90.0 | c | 000 | 1183 556 000 | 48 769 366 | 0 | 0 | 0 | 6,367,112,000 |
| | | fored Piles 3000mm Dia) | 130 | 7 0 | 760 338 | 00.0 | 0 | 000 | 35.164.000 | 2.154.704 | 0 | o | 0 | 281,312,000 |
| | _ | | 1 E | ° | 2 143 | 0 | 253,006 | 6 | 000,559 | 0 | 0 | 0 | 0 | 0 |
| 1 | 1 | (9) Driven Concrete rue 430x430 | t | | | | | | | | | | | |
| \pm | # | Sahiotal (Piling) | 1 | | | | | | | 252,122,810 | 0 | 29,955,224,128 | 902,083 | 75,596,724,006 |
| 1 | + | | | | | | | | | | | | | |
| <u> </u> | - | | П | | | | | | | | | | | |
| \$ | | Concrete Generally | П | | | | | | | | | | | |
| ∞ | | Concrete | | | | | | | | | | | | |
| 8 | 001 | (1) Concrete, Class A(fc=50Mpa) | E | | | | | | | | | | | 200 100 100 0 |
| æ | 1 (2) | Concrete, Class B-1 (fc=40Mpa) | m3 | 2,194 | 15,644 | 0.00 | 1,050,126 | 4.25 | 3,153,000 | 34,319,807 | 0 | 2,303,766,419 | 9,324 | 6,917,051,400 |
| _ | 00 | (3) Concrete, Class B-2 (fc=40Mpa) | шЗ | | | | | | | | | | | |
| | | (4) Concrete, Class C (fc=35Mpa) | m3 | | 4,790 | 86.9 | 766,482 | 3.77 | 1,544,000 | 0 | 0 | 0 | ٥ | 0 |
| ∞ | 1 (5) | (5) Concrete, Class D-1 (fc=30Mpa) | m3 | 2,322 | 2,650 | 00:00 | 1,002,550 | 1.03 | 1,363,000 | 6,153,035 | 0 | 2,327,820,845 | 2,392 | 3,164,749,700 |
| 00 | 1 (6) | (6) Concrete, Class D-2 (fc=30Mpa) | Eua | | | | | | | | | | | 000 |
| 8 | 1 (7) | Concrete, Class E (fc=24Mpa) | Еш | 14,587 | 1,908 | 18.92 | 579,952 | 13.75 | 1,290,000 | 27,831,614 | 275,982 | 8,459,643,834 | 200,569 | 18.816,972,000 |
| œ | 1 (8) C | (8) Concrete, Class F (fc=15Mpa) | £m3 | 922 | 2,259 | 0.00 | 541,716 | 0.00 | 759,000 | 2,081,669 | 0 | 499,191,294 | ٥ | 699,418,500 |
| | | | | | | | | | | | | | | |
| • | 2 S | Steel Bars & Prestressing Tendon | | | | | | | | | | | | |
| | € | ile Cap, Cast in Place PC pram of J-Girder, Pier, & Bridge Curb) | tonne | 1,951 | 0 | 00:00 | 631,715 | 314.22 | 5,062,000 | 0 | O | 1,232,211,845 | 612,912 | 9,873,845,578 |
| . ∞ | 2 (S) | Longiudinal Inner Prestressing Tendons at Erection (for Hollow Stab Bridge & Cast in Place PC Box Girder Bridge) | tonne | 99 | 97,278 | 991.72 | 6,224,534 | 0.00 | 32,908,000 | 6,430,076 | 65,553 | 411,441,697 | 0 | 2,175,218,800 |
| ∞ | 3 (3) | Longitudinal External Prestressing Tendons, After the Erection Completed (for Cast in Place PC Box Girder Bridge) | tonne | 18 | 40,448 | 2,420.27 | 7,210,701 | 0.00 | 46,617,000 | 719,974 | 43,081 | 128,350,478 | 0 | 829,782,600 |
| ∞ | 2 E S | Crossing Inner Prestressing Tendons A (for I-Girder Bridge, (4) Hollow Slab Bridge, Cast in Place PC Box Girder Bridge & Strut of Pylon) | tonne | 28 | 370,093 | 894.10 | 10,186,990 | 0.00 | 71,112,000 | 10,325,595 | 24,945 | 284,217,021 | 0 | 1,984,024,800 |
| Ц | | | | | | | | | | | | | | |
| 99 | 3 F | Precast I-Girder | | | | | | | | | | | | |
| 8 | 3 (I) P | (1) Precast Prestressed I-Girder, Span 40.0m | Each | | | | | | 000000000000000000000000000000000000000 | 41, 44, 200 | 765 / | 440 645 330 | 115.05 | 000 011 012 0 |
| 8 | 3 (2) F | Precast Prestressed I-Girder, Span 37,00m Height 1.85m | Each | 10 | | 1,658.57 | 44,864,532 | 3,031.09 | 263,011,000 | 11,644,290 | 10,260 | 448,045,520 | 110,00 | 00000110000 |
| 8 | 3 (3) | (3) Precast Prestressed I-Girder, Span 31.00m Height 1.85m | Each | 50 | 955,345 | 1,110.80 | \perp | | 204,194,000 | 19,106,900 | 22,210 | 024,010,700 | 167,00 | 000000000 |
| ∞ | 9 | (4) Precast Prestressed I-Girder, Span 31.00m Height 1.65m | Each | | 759,123 | 1,110.30 | 25,005,488 | 20.600.2 | 100,136,000 | | | | | |
| 8 | 3 | (5) Precast Prestressed I-Girder, Span 28.00m Height 1.65m | Each | | 724,776 | 07'161 | ┚ | | מיטיניכיגויסכיג | > |) | , | > | |

| ర | N TH | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 1) | | | | | | | | , | | A. (1) | | |
|----------|------------|---|--------|----------|----------------------|--------------------|-------------------|----------|----------------------|----------------------|--------------------|---------------|--------------------|----------------------|
| ق | Category | Name | Unit | Quantity | Unit price | | | | Unit price | Amount | | | | Autonut |
| | - | | Γ | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Local | Local | Сотогне |
| | | | | | currency (TP Ven) | Currency (TISS) | currency (VND) | (USS) | total price (VND) | Currency (JP Yen) | currency (US\$) | (VND) | currency (US\$) | total price (VND) |
| | ╬ | | | | | | | | | | | | | |
| ١ | | Total State State State State 1 KSm | Ę į | 90 | 649.285 | 670.63 | 19,864,011 | 1,845.14 | 140,104,000 | 12,985,700 | 13,413 | 397,280,220 | 36,903 | 2,802,080,000 |
| χ α | ୭ <u>୧</u> | (b) Precast Prestressed F-Girder, Span 25,00th Height 1.45m | Each | | 663,827 | 1,206.32 | 19,665,300 | 1,621.33 | 146,201,000 | 0 | 0 | 0 | 0 | 0 |
| | | (8) Precast Concrete Slabs (Class C) Between Girders 1=80mm | ĘE | 8,521 | 142 | 00.00 | 372,048 | 82.17 | 1,549,000 | 1,209,918 | 0 | 3,170,053,586 | 700,134 | 13,198,331,950 |
| 1. | + | Precast Prestressed I-Girder, San 35,00m Height 1.75m | Each | 82 | 1,164,429 | 1,659 | 44,864,532 | 3,031 | 263,011,000 | 116,442,900 | 165,857 | 4,486,453,200 | 303,109 | 26,301,100,000 |
| | +- | | | | | | | | | | | | | |
| ∞ | 4 | Precast PC Box Girder | | | | | | | | | | | | |
| ∞ | ***** | (1) Production of PC Box Girder Segment in Yard | Each | | | | | | | | | | | |
| 80 | 4 (2) | 2) Erection of PC Box Girder Segment at Pylon | Each | | | | | | | | | | | |
| ∞ | | | Each | | | | | | | | | | | |
| ∞ | 4 | Longinutinal Inner Prestressing Tendons at Erection for Stay Cable Bridge | tonne | | | | | | | | | | | |
| æ | 4 | (S) PC Bar at Erection for Stay Cable Bridge | tonne | | | | | | | | | | | |
| ∞ | | (6) Tie Down Cable System | T.S | | 74,086,346 | 0.00 | 0 | 0.00 | 9,672.384,000 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | |
| 90 | - | Culvert-Pipe | | | | | | | | | | · | 1 | |
| ∞ | 5 | (1) Culvert-Pipe, f=1,500mm | ٤ | | 2,241 | 0.00 | 3,712,622 | 28.65 | 4,409,000 | 0 | 0 | S | 5 | 0 |
| | Н | | | | | | | | | | | | | |
| | | Culvert-Box | | † | ; | 8 | 16 340 431 | 761 70 | 21 031 000 | 0 | c | c | c | U |
| <u>~</u> | 티 | (1) Culvert-Box, Type A-s (2.50*1.50) | E | | 14,544 | 0.00 | 10,340,431 | 205.00 | 200170777 | 0 | 0 | 0 | C | |
| <u>∞</u> | | (2) Culvert-Box, Type A-d (2.50*1.50*2) | E | <u> </u> | 18,380 | 30.0 | 23 305 027 | 237 77 | 30 840 000 | | 0 | · C | 0 | Û |
| <u></u> | <u>ভা</u> | (3) Culvert-Box, Type B-d (2.50*2.00*2) | E | † | 202.00 | 333 | 120,000,00 | 340.00 | 000,040,000 | O | C | | C | Ū |
| _ | | (4) Culvert-Box, Type C-s (3.00*3.29) | E | | 70 162 | 00.0 | 75 929 875 | 420.92 | 35.672.000 | 0 | 0 | 0 | 0 | 0 |
| | | (5) Culvert-Box, 1ype U-s (3.00'3.50) | | | 36912 | 000 | 27.880.875 | 443.57 | 38.264.000 | G | 0 | 0 | 0 | 0 |
| 0 | | (b) Cuivert-Box, Type E-8 (3.00°3.80) | E | | 43.035 | 00.0 | 37,416,235 | 644.30 | 52,119,000 | 0 | 0 | 0 | 0 | 0 |
| |) (| 2) Culvert-Box, 1 (x 1-3 (x 00 x 000)) | E | | 45,336 | 00.0 | 38,176,730 | 654.03 | 53,317,000 | 0 | 0 | 0 | 0 | 0 |
| | 9] E | (9) Culvert-Box. Type H-s (5.00*4.50) | E | | 43,159 | 00.0 | 40,472,065 | 696.95 | 55,934,000 | 0 | 0 | 0 | 0 | 0 |
| <u>«</u> | 9 | 10 Culvert-Box, Type H-d (5.00*4.50*2) | £ | | 62,464 | 00.0 | 55,284,193 | 788.17 | 74,552,000 | 0 | 0 | 0 | ٥ | 0 |
| - ∞ | E | 6 (11) Culven-Box, Type I-s (6.50*4.50) | E | | 54,263 | 0.00 | 44,349,245 | 785.75 | 62,513,000 | 0 | 0 | 0 | 0 | 0 |
| | Н | | | | | | | | | 000 | 200 | _1. | 1 045 043 | 344 272 344 20 |
| | | Subtotal (Concrete Generally) | | | | | | | | 249,157,478 | 750',70 | 74,10,000,017 | 27,727,71 | 20.470,000,000 |
| | + | | | | | | | | | | | | | |
| J | + | Court Worly | | | | | | | | | | | | |
| • | ╁ | Steel Work | | | | | | | | | | | | |
| Ó | - | (1) Production & Fabrication of Steel Segment | tonne | | 0 | 0.00 | 0 | 4,758.33 | 67,092,000 | 0 | 0 | 0 | 0 | 0 |
| ۵ | 1 (2) | imposite Segment | Each | | | | .1 | | | | | | | |
| ٥ | 3 | (3) Steel Segment Erection | tonnne | | | | | | | | | | | |
| | | cction | Each | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| S | HIN | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 1) | | | anner. | | | | | * | | | | Amount |
|------------|----------|---|---------|----------|------------|----------|-----------|-------|-------------------------|-----------|---------------------|-----------|----------|-------------|
| J | Category | Name | Ont | Quantity | Unit price | | | † | Onit price | Amount | - | ļ. | | 11111 |
| | | | | | Foreign | Foreign | Local | Local | Combined total price | Currency | rorenga currency | Currency | currency | total price |
| | ╢ | | | | (JP Yen) | (0.98) | (day) | (860) | (GNIX) | 1 20 1 50 | (650) | (21) | | |
| | \dashv | | 1 | | | | | | | | | | | |
| Ι | + | | 1 | | | | | | | 0 | 0 | 0 | 0 | 0 |
| Ι | + | Subtotal (Sieel Work) | 1 | | | | | | | | | | | |
| Ι | + | | | | | | | | | | | | | |
| = | + | Cable Stav Work | | | | | | | | | | | | |
|]= | ╁ | Cable Stay Work | | | | | | | | | | | | |
| <u> </u> 2 | 1- | lion | tonne | | | | | | | | | | | |
| 유 | - | (2) Dumper | S No | | | | | | | | | | | |
| Γ | Γ | | | | | | | | | | | | , | |
| | Н | Subtotal (Cable Stay Work) | | | | | | | | 6 | 0 | ٥ | ð | 0 |
| | \vdash | | | | | | | | | | | | | |
| | \vdash | | | | | | | | | | | | | |
| Ξ | H | Bearing Pad | | | | | | | | | | | | |
| Ξ | - | Bearing Pad | | | | | | | | | | | | |
| Ξ | 三 | (1) Bearing Pad With Accessories, Type 1 (600°300°57) (1-girder) | Š | 20 | 0 | 296.11 | 76,091 | 00:00 | 4,251,000 | 0 | 5,922 | 1,521,820 | С | 85,020,000 |
| n | 1 (2 | (2) Bearing Pad With Accessories, Type 2 (500*250*50) (I-girder) | ž | 40 | 0 | 205.74 | 76,091 | 0.00 | 2,977,000 | 0 | 8,230 | 3,043,640 | 0 | 119,080,000 |
| E | - | Bearing Pad With Accessories, Type 3 (700°350°50) (Hollow Slab) | å | 91 | 0 | 403.78 | 76,091 | 0.00 | 5,769,000 | 0 | 6,460 | 1,217,456 | 0 | 92,304,000 |
| | - | Bearing Pad With Accessories, Type 4 (700*350*52) (Hollow Slab) | Š | | 0 | 403.78 | 76,091 | 00:00 | 5,769,000 | 0 | 0 | 0 | 0 | 0 |
| = | | Bearing Pad With Accessories, Type 5 (800*600*52) (Hollow Slab) | Ν̈́o | | 0 | 461.46 | 76,091 | 00:0 | 6,583,000 | 0 | 0 | 0 | 0 | 0 |
| Ξ | - | (b) Bearing Pad With Accessories, Type 6 (1500*1400*214) (PC Box) | No | | 54,006 | 9,909.91 | 1,835,491 | 00:00 | 148,616,000 | 0 | Đ | 0 | 0 | 0 |
| 1 | - | (7) Bearing Pad With Accessories, Type 7 (1410*1410*214) (PC Box) | No | 4 | 54,006 | 9,381.15 | 1,835,491 | 00:0 | 141,160,000 | 216,024 | 37,525 | 7,341,964 | 0 | 564,640,000 |
| <u> </u> | | (8) Bearing Pad With Accessories, Type 8 (660*560*125) (PC Box side span) | No | 4 | 0 | 1,192.11 | 483,108 | 0.00 | 17,292,000 | 0 | 4,768 | 1,932,432 | 0 | 69,168,000 |
| 11 | F=4 | (9) Bearing Pad With Accessories, Type 9 (600*400)(M) (1-Girder) | 'n | | | | | | | | | | | |
| 11 | 1 | Bearing Pad With Accessories, Type 10 (600*500)(M/(I-Girder) | ž | | | | | | | | | | | |
| 11 | 1 | Bearing Pad With Accessories, Type11(650*550)(M)(Rmax=210)(I-Girder) | No. | | | | | | | | | | | |
| Ħ | 1 | Bearing Pad With Accessories, Type12(650*550)(F)(Rmax=210)(I-Girder) | Νο | | | | | | | | | | | |
| 11 | - ⊢ | Bearing Pad With Accessories, Type 13(650*550)F)(Rmax=220)(1-Girder) | ν̈́ | | | | | | | | | | | |
| Ĺ | 1 | | | | | | | | | | | | | |

| CANTI | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 1) | ſ | | | | | | Main Maine | Amount | | | | Amount |
|------------------|--|--|----------|------------|--------------------|-------------------|-------------------|----------------------|------------|---------|---------------|-------|-------------------------|
| Category | y | 5 | Quantity | Unit price | | | | Our prace | Smount. | | | 1 | 1000 |
| _ | | | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Focal | Local | Comorned fotal price |
| | | , . , . <u></u> | | (JP Yen) | currency (US\$) | currency (VND) | currency (USS) | total price (VND) | (JP Yen) | (USS) | (VND) | (USS) | (VND) |
| lacksquare | | | | | | | | | | | | | |
| Ů H | (14) Bearing Pad With Accessories, Type 14(720*720*130)(PC | ž | | | | | | | | | | | |
| 11 1 (1) | (15) Bearing Pad With Accessories, Type 15(1620*1620*265)/PC (15) Box) | No. | | | | | | | | | | | |
| 11 11 (1) | Bearing Pad With (16) Accessories, Type16(1120*1120*437)(StayCable) | δ | | | | - | | | | | | | |
| 11 1 (1) | Rearing Parl With (17) Accessories, Type 17(1220*1220*459)(Stay Cable) | ž | | | | | | | | | | | |
| 1 1 1 1 | Bearing Pad With (18) Accessories, Type 18(1120*1120*424.5)(StayCable) | ž | | | | | | | | | | | |
| | Bearing Pad With Accessories, Type 1 (600°300°57) (I- pirder). Fix | ĝ | 140 | 0 | 296 | 76,091 | 0 | 4,251,000 | 0 | 41,455 | 10,652,740 | 0 | 595,140,000 |
| | Bearing Pad With Accessories, Type 1 (600°300°57) (I- | ĝ | 8 | 0 | 296 | 76,091 | 0 | 4,251,000 | 0 | 17,767 | 4,565,450 | 0 | 255,060,000 |
| İ | | | | | | | | | | | \downarrow | | |
| | Subtotal (Bearing Pad) | | | | | | | | 216,024 | 122,127 | 30,275,512 | 0 | 1,780,412,000 |
| | | | | | | | | | | | | | |
| 12 | Bridge Utility | | | | | | | | | | | | |
| 1 | Bridge Railing & Expansion Joint | | | | | | | | | | | | |
| 1 | (1) Bridge Railing Type-A | ε | | | Š | | 333 | 988 158 | | | 4 | c | 000 070 000 6 |
| 1 | (2) Bridge Railing Type-B | ٤ | 2,839 | 0 | 00:0 | 961,435 | 0.00 | 000,100 | P | | 2,727,513,505 | | 2,120,212,000 |
| _ | (3) Expansion Joint, Type A (300mm) | E E | 16 | 182.662 | 0.00 | 269,782 | 00:00 | 24,117,000 | 16,530,911 | 0 | 24,415,271 | 0 | 2,182,588,500 |
| -1- | (4) Expansion Joint, Apr. D (2001111) | ε | 129 | 96,138 | | 269,782 | | 12,821,000 | 12,401,802 | 0 | 34,801,878 | 0 | 1,653,909,000 |
| 1 | Charleson soun, a pro Commy | | | | | | | | | | | | |
| n | Drain for Bridge | | , | 000 | | 200.00 | 900 | 000 200 | 140.006 | c | 017.707 | c | 000 274 000 |
| ন | (1) Drain Pipe, 200mm Dia. With Fittings & Supports (PVC) | E | 79 | 1,406 | 8.0 | 12,705 | | 000,722 | 1 | oc | 4 | 0 | 71.506.200 |
| 2 2 2 | (2) Drain Pipe, 165mm Dia. With Fillings & Supports (FYC.) | 12 12 13 13 14 14 14 14 14 14 14 14 14 14 14 14 14 | 777 | | | | | | L | | L | | |
| 1 71 | (4) Deck Drain With Accessories, Type 2 | Eg Eg | 109 | 2,408 | 0.00 | 635,622 | 0.00 | 950,000 | 262,472 | 0 | 69,282,798 | 0 | 103,550,000 |
| - | I jahting Protection System | | | | | | | | | | | | |
| - | (1) Lighting Protection System | še | | | | | | | | | | | |
| 1 | 00 | | | | | | | | | | | | |
| 12 4 | Navigation Alds | | | | | | | | | | | | |
| 12 4 (3 | (1) Aviation Obstruction Lights System | Set | | | | | | | | | | | |
| 4 | (2) Navigation Light at Bridge | Set | | | | | | | | | | | |
| 12 4 (3 | (3) Navigation Marker Buoys | Set | | | | | | | | | | | |
| \pm | S. Mendes (Reddice Hellity) | <u> </u> | | | | | | | 29,861,774 | 0 | 2,862,893,903 | 0 | 6,760,106,700 |
| _ | Supports (proge vinity) | 1 | | | | | | | | | ļ | | |

| Š | THO | KULKET I Package U | | | | | W | | Ti-th aution | Amount | | | | Amount |
|----------|------|--|------|----------|------------|--------------------|-------------------|--------------------|----------------------|----------|---------|---------------|-----------|----------------|
| Category | gory | Name | | Quantity | Unit price | | | | Oust price | Athous | | | <u> </u> | |
| | | | | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Local | Local | Combined |
| | | | | | (JP Yen) | currency. (USS) | currency (VND) | currency (US\$) | total price (VND) | (JP Yen) | (USS) | (VND) | (USS) | (VND) |
| | 上 | The state of the s | | | | | | | | | | | | |
| \pm | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| = | E | Electrical Services | П | | | | | | | | | | | |
| 2 | | Electrical Services | | | | | | | | | | | | |
| 13 | Ξ | hing Fixture (Double) | nos. | 78 | 0 | 0 | 877,534 | 874 | 13,205,000 | 0 | 0 | 68,447,652 | 68,194 | 1,029,990,000 |
| 2 | 7 | | nos. | 130 | 0 | 0 | 685,657 | 692 | 10,436,000 | 0 | 0 | 89,135,410 | 89,895 | 1,356,680,000 |
| | m | (ast) | nos. | | 0 | 0 | 3,498,327 | 17,500 | 250,250,000 | O | 0 | 0 | 0 | 0 |
| | 4 | Dist Board | nos. | | | | | | | | | | | |
| | | SS. | _ | | | | | | | | | | | **** |
| | , to | for Cable Protection, Cable Rack, Manhole, Excavation & | ros. | 249 | a | 0 | 2,710,076 | 1,187 | 19,451,000 | 0 | 0 | 674,808,924 | 295,633 | 4,843,299,000 |
| | | Backfilling for Load Lighting & LV Power Distribution | | | | | | | | | - | | | |
| 1 | 2 1 | System on the transpose of the Mark including and of | 1 | | | | | | | | | | | |
| _ | | Foundation for Lighting Fole (Tilgn Mass) including any of | | | | | | | | | | | | 1 |
| 13 | 9 | Cables, Pipes for Cable Protection, Cable Rack, Mannole, | nos. | | 0 | 0 | 2,079,783 | 23,531 | 333,872,000 | 0 | 0 | 0 | 0 | c |
| | | Excavation & Backfülling for Load Lighting & LV Power | | | | | | | | | | | | ~~~ |
| 1 | 1 | Distribution System on the brawings | † | | | | | | | | | | | |
| 13 | 7 | 22kV Cable including any of Pipes for Cable Protection, | 8 | 5,050 | 0 | 0 | 23,220 | 57 | 826,000 | 0 | 0 | 117,261,000 | 287,547 | 4,171,300,000 |
| | 1 | Cadie Kack, Mannole, Excavation & Dackilling | † | | ľ | | 020 020 | 202 101 | 1 717 310 000 | - | - | 058 059 6 | 171 608 | 1 717 \$19 000 |
| | ~ | 1 | nos. | | 0 | 0 | \downarrow | 000,121 | 4,11,113,000 | | , | 0000000 | 200,121 | 20072171717 |
| 13 1 | 9 | 1 | nos. | - | 0 | 0 | | 206,163 | 2,910,123,000 | 0 | n | 3,227,089 | 700,103 | 2,910,125,000 |
| 13 1 | 10 | Substation C 100kVA including Substation Building | nos. | ı | 0 | 0 | 3,227,689 | 185,109 | 2,613,258,000 | 0 | 0 | 3,227,689 | 185,109 | 2,613,258,000 |
| 13 1 | П | Substation D 300kVA including Substation Building | nos. | | | | | | | | | | | |
| <u></u> | 12 | | nos. | | 0 | 0 | 4,034,510 | 206,609 | | 0 | 0 | 0 | 0 | 0 |
| | | Substation F 100kVA including Substation Building | ПОS. | | 0 | 0 | 2,890,228 | 154,591 | | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | |
| | Š | Subtotal (Electrical Services) | | | | | | | | 0 | 0 | 958,759,214 | 1,254,148 | 18,641,969,000 |
| Ľ | H | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | |
| 7 | | Toll Collection Systems | | | | | | | | | | | | |
| 14 1 | _ | Toll Collection Systems | 1 | | | | 4 | | | | | | | |
| 14 1 | | (1) Toll Collection Booths (Buildings) | য় | | 520,431 | 0.00 | 55 | 78,298.28 | 1,331,510,000 | 0 | 0 | 0 | 0 | |
| 14 1 | (2) | Concrete Pavement | Ę | | 268 | 0.00 | 271,583 | 3.73 | 359,000 | ٥ | 0 | o | 0 | 0 |
| 14 1 | - | (3) Maintenance Office (Building) | ន | | 0 | 0.00 | 0 | 158,030.44 | 2,228,229,000 | ٥ | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | |
| | S | Subtotal (Toll Collection Systems) | | | | | | | | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | |
| 2 | _ | Vehicle Guardrail, Precast Concrete km Posts | 7 | | | | | | | | | | | |
| 151 | | Vehicle Guardrail, Precast Concrete km Posts | 7 | | | | | | | | | | | |
| 15 1 | | (1) Vehicle Guardrail (Type-A) | Ε | 8,070 | 0 | 0.00 | | 0.00 | 369,000 | 0 | 0 | 2,975,497,770 | 0 | 2,977,830,000 |
| 15 1 | | (2) Vehicle Guardrail (Type-B) | E | 1 | 0 | 0.00 | 368,711 | 0.00 | 369,000 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | | | |

| 2.9 2.7 2.7 2.7 2.3 365.5 2 | 100 | Name | ë | Ouantity | I linit price | | | | | | | | | |
|--|----------|--|------|----------|----------------------|-------------------|-------------------|-------------------|----------------------|----------------------|--------------------|-------------------|-------------------|---|
| Proceeding Section Process Pro | | | _ | į | | | 1 | 1 | | | - | - | | |
| 1 Present Concrete kinneter Present 1.9 Present Concrete kinnete | | | | _ | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Loca | Local | Combined |
| Control Cont | | | | | currency (JP Yen) | currency (USS) | currency (VND) | currency (USS) | total price (VND) | currency (JP Yen) | currency (US\$) | currency (VND) | currency (USS) | total price (VND) |
| 1 10 Price and Contracte Visionist Power 1 11 Price State 1 12 Price State 1 12 Price State 1 | | | | | | | | | | | | | | |
| Charles Char | 1 | Precast Concrete kilometer Posts | Each | 2 | 179 | 00.00 | 282,993 | 00.0 | 306,000 | 895 | 0 | | 0 | 1,530,000 |
| Sistelad Totale Courset Light Vector Courset Parts February Variation Courset Light Vector Courset Lig | | | | | | | | | | | | _ | | |
| Charles Signature Char | L | Subtotal (Vehicle Guardizali, Precast Concrete km Posts) | | | | | | | | 895 | θ | 4 | 0 | 2,979,360,000 |
| Control Direction Cont | \vdash | | | | | | | | | | | | | |
| Charlet Sign Char | ig | | | | | | | | | | | | | |
| 1 | L | Traffic Sign | | | | | | 5 | | | | | | |
| 1 (1) Regulatory & Winning Signs, Type-Flock Each 15 | - | Traffic Sign | | | | | | | | 1 | ſ | | ľ | 200 000 55 |
| Comparison of the Control Utility Control Ut | F | Regulatory & Warning Signs, Type-1 Pole | Each | 25 | 0 | 0.00 | 1,335,717 | 0:00 | 1,336,000 | 0 | آ آ | ╛ | 0 | 53,400,000 |
| 10 Regulatory & Walning Signst Type-3 Pole Each 6 0 0 0 0 0 0 0 0 0 | 1- | | Each | 32 | 0 | 0.00 | 1,227,562 | 0.00 | 1,228,000 | 0 | 0 | | 0 | 39,296,00 |
| 10 Registrator & Varietie Signat. Type-4 Flote Each 5 c | 1- | Regulatory & Warming Signs, Type-3 Pole | Each | 19 | 0 | 00.0 | 1,092,368 | 00:00 | 1,092,000 | 0 | 0 | | 0 | 20,748,00 |
| 1 20 Colored Particular Utility | ╁ | Demisters & Warning Store Type-4 Pole | Each | 9 | 0 | 00.0 | 938,247 | 0.00 | 938,000 | 0 | 0 | | 0 | 5,628,00 |
| Treffic Courted Utility Treffic Courted | 1- | Guide Post (Box Culvert) | Each | 305 | | | | | | | | | | |
| Triffic Court of Utility Triffic Court of Ut | T | | | | | | | | | | | | | *************************************** |
| Traffic Countrol Utility Traffic Countrol Ut | + | Subtotal (Traffic Sign) | | | | | | | | 0 | 0 | | 0 | 99,072,00 |
| Traffic Central Utility Traffic Central | - | | | | | | | | | | | | | |
| Traffic Control Utility Traffic Control | - | | | | | | | | | | | | | |
| Traffic Courted Utility Traffic Courted Emiric, Type Read section) Traffic Courted Emiric, Type Read section Traffic Courted Emiric, Traffic Courted Emiric, Type Read section Traffic | _ | Traffic Control Utility | | | | | | ٠ | | | | | | |
| Concerte Barrier, Type A (Road section) Concerte Barrier, Type B (Bridge section) Concerte Barrier, Type | Ļ | Traffic Control Utility | | | | | | | | | | 1 | ć | 70 602 .07 |
| Concrete Curb Type-A 20 20 20 20 21 20 20 21 20 20 | 3 | | a, | 6,031 | 0 | 0.00 | 113,072 | 0.00 | 113,000 | 0 | ₽ | ٳ | D | 081,503,00 |
| Concrete Curb Type A Discrete Curb Type B Discrete Disc | 18 | Delineator | Each | 305 | 0 | 0.00 | 170,645 | 0.00 | 171,000 | 0 | ٥ | 4 | 0 | 52,155,00 |
| 4 Concrete Curb Type-B m 286 75 0.00 178,331 0.11 190,000 21,450 0 51,002,666 3.15 5 Concrete Barrier, Type A (Road section) m 286 399 0.00 389,060 3.55 491,000 0 0 0 0 0 0 6 Concrete Barrier, Type A (Road section) m 286 399 0.00 389,060 3.55 491,000 0 0 0 0 0 0 0 6 Concrete Barrier, Type B (Bridge section) m 286 399 0.00 389,060 3.55 491,000 0 0 0 0 0 0 0 7 Nose of Interchanges Subtoral (Traffic Control Utility) m 286 288,060 288,0 | 16 | Concrete Curb Type-A | æ | 11,119 | 85 | 00.00 | 158,175 | 0.08 | 167,000 | 644,902 | 0 | _1 | 890 | 1,856,873,00 |
| Concrete Barrier, Type A (Road section) m 286 399 0.00 389,066 3.55 491,000 114,114 0 111,271,160 1.015 Concrete Barrier, Type B (Bridge section) m 286 2.055,005,608 2.055,005,608 1.015 Concrete Barrier, Type B (Bridge section) m 286 2.055,005,608 2.055,005,608 1.015 Concrete Barrier, Type B (Bridge section) m 286 2.055,005,608 2.055,005,005 2.05 | - | Concrete Curb Type-B | E | 286 | 75 | 00.00 | 178,331 | 0.11 | 190,000 | 21,450 | 0 | _ | 31 | 54,340,DX |
| Concrete Barrier, Type B (Bridge section) m 9 9 9 9 9 9 9 9 9 | +- | Concrete Barrier Type A (Boad section) | E | 286 | 399 | 00:0 | 389,060 | 3.55 | 491,000 | 114,114 | 0 | | 1,015 | 140,426,00 |
| Note of Interchanges Each 9 |) S | | E | | 399 | 00:0 | 389,060 | 3.55 | 491,000 | 0 | 0 | | 0 | |
| Sublotal (Traffic Control Utility) | _ | Note of Interchanges | Each | 6 | | | | | | | | | | |
| Subtotal (Traffic Coatrol Utility) | - | 8 | | | | | | | | | | | | |
| Landscaping Works of Interlocking Concrete Pavement Landscaping Works of Interlocking Concrete Pavement Landscaping Works of Interlocking Concrete Pavement Lili7 | \vdash | Subtotal (Traffic Control Utility) | | | 3 | | | | | 780,466 | 0 | | 1,936 | 2,785,297,00 |
| Landscaping Works of Interlocking Concrete Pavement Landscaping Works of Interlocking Concrete Pavement 1 (1) Interlocking Concrete Pavement 1 (1) Interlocking Concrete Paving 1,117 0 0 0.00 76,005 0.00 76,000 0 0 84,953,435 0 0 | H | | | | | | | | | | | | | |
| Landscaping Works of Interlocking Concrete Pavement Landscaping Works of Interlocking Concrete Pavement Landscaping Works of Interlocking Concrete Pavement Landscaping Works of Interlocking Concrete Paving Landscaping Works of Interlocking Concrete Pavement Landscaping Concrete Pavement | Н | | | | | | | | | | | | | |
| Landscaping Works of Interlocking Concrete Pavement m2 1,117 0 0.000 76,055 0.000 76,000 0 0 84,953,435 0 0 1 1 1 1 1 1 1 1 | - | Landscaping Works of Interlocking Concrete Pavement | | | | | | | | | | | | |
| (1) Interlocking Concrete Paving m2 1.117 0 0 0.000 76,055 0.000 76,000 0 0 0 0 84,955,435 0 0 0 84,955,435 0 0 0 84,955,435 0 0 0 84,955,435 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | Landscaping Works of Interlociding Concrete Pavement |] | | | | | | | | ľ | | (| 20 500 70 |
| teal (Landscaping Works of Interlocking Concrete 0 84,953,435 0 84,953,435 0 84,953,435 0 84,953,435 0 84,953,435 0 84,953,435 84 95 | Ţ | | Ę | 1,117 | 0 | 000 | 76,055 | 0.00 | 76,000 | 3 | | | 5 | 04,892,0 |
| S 590,062,518 2,875,600 166,145,336,874 5,763,748 | + | Subtotal (Landscaping Works of Interlociding Concrete | | | | | | | | • | | L | ď | 84 892 08 |
| 590,062,518 2,875,600 [166,145,336,874 5,763,748 | - | Pavement) | | | | | | | | , | • | | , | |
| 590,062,518 2,875,600 [166,145,336,874 5,763,748 | Н | | | | | | | | | | | | | |
| S41/501/5 | | | | | | | | | | 92.000.00. | L | 110000000000000 | 071 6763 | 300 070 263 372 |
| | _ | Total | | | | | | | | 815,250,085 | ╛ | 100,145,350,5/4 | 5,765,745 | 303,040,000,000 |

| CA | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 3) | | | | | | | | | | | | |
|-----|--|------|----------|----------------------|-------------------|---------------------------|--------------------|----------------------|----------------------|-------------------|-------------------|--------------------|----------------------|
| قًا | Category | Unit | Quantity | Unit price | | | | Unit price | Amount | | | | Amount |
| | | | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Local | Local | Combined |
| | | | | currency (JP Yen) | currency (USS) | currency (VND) | currency (US\$) | total price (VND) | currency (JP Yen) | currency (USS) | currency (VND) | currency (US\$) | total price (VND) |
| 1 | | | | | | | | | | | | | |
| ,- | General | | | | | | | | | | | | |
| , , | 1 Mobilization & Demobilization | | | | | | | | | | | | |
| - | 1 (1) Mobilization 1 | Z.I | | 0 | 00:00 | 7,152,405,911 | 51,502.50 | 7,878,591,000 | 0 | 0 | 0 | 0 | 0 |
| - | Ξ | LS | | | | | | | | | | | |
| Ē | | S.I | 1.000 | 0 | 0.00 | 3,803,779,507 | 25,751.25 | 4,166,872,000 | 0 | 0 | 3.803,779,507 | 25.751 | 4,166,872,000 |
| Ŀ | 1 (2) Demobilization 1 | SI | | 0 | 00:0 | 316,022,201 | 0.00 | 316,022,000 | 0 | 0 | 0 | 0 | 0 |
| - | 8 | LS | | | | | | | | | | | |
| Ξ | 1 (2) Demobilization 3 | 1.5 | 1.000 | 0 | 0.00 | 138,530,280 | 0:00 | 138,530,000 | 0 | 0 | 138,530,280 | 0 | 138,530,000 |
| | | Ţ | | | | | | | | | | | |
| -1 | | Ţ | | Ţ, | | , | 2000,000,000 | 000 200 000 | • | c | c | c | |
| - | | 2 | | | 0.00 | 5 | 1,334,052.95 | 18,813,007,000 | 2 | | | | |
| Ξ | 2 (1) Construction of Temporary Yard 2 | SI | | | | | | | | · · | (| *** 000 | 000 200 000 |
| Ξ | 2 (1) Construction of Temporary Yard 3 | I.S | 1.000 | 0 | 00:00 | 0 | 829,133.03 | 11,690,776,000 | 0 | 0 | B | 829,133 | 11,690,776,030 |
| | | | | | | | | | | | | | |
| 1 | 3 Temporary Works | | | | | | | | | | | | |
| 1 | 3 (1) Temporary Road & Bridge 1 | SJ | | 372,024 | 119,565.56 | 5,010,597,002 | 116,189 23 | 12,383,309,000 | 0 | 0 | 0 | 0 | |
| 1 | 3 (1) Temporary Road & Bridge 2 | ន | | | | | | | | | | | 000 |
| Ξ | 3 (1) Temporary Road & Bridge 3 | গ্ৰ | 1.000 | 1,358,145 | 436,497.78 | 436,497.78 13,683,787,022 | 424,170.26 | 25,996,520,000 | 1,358,145 | 436,498 | 13,683,787,022 | 4.4,170 | 25,596,524,000 |
| | | | | | | | | | | | | | |
| 1 | 4 Maintenance & Protection of Traffic | | _ | | | | | | | | | | |
| Ξ | 4 (1) Maintenance & Protection of Traffic Vehicle & Vessel 1 | 1.5 | | 0 | 0.00 | 288,069,036 | 0.00 | 288,069,000 | 0 | 0 | 0 | 0 | 0 |
| Ξ | 4 (1) Maintenance & Protection of Traffic Vehicle & Vessel 2 | เร | | | | | | | | | | | |
| Ξ | 4 (1) Maintenance & Protection of Traffic Vehicle & Vessel 3 | 57 | 1.000 | 0 | 0.00 | 306,400,702 | 0.00 | 306,401,000 | 0 | 0 | 306,400,702 | 0 | 306,401,000 |
| | | | | | | | | | | | | | |
| E | 5 Engineer's Office | | | | | | | | | | | | |
| = | 5 (1) Establish & Maintain the Engineer's Office including All Searcified Empires Effice & Engineers | 2.1 | | | | | | • | | | | | |
| I | Country of the countr | | | | | | | | | | | | |
| E | 6 Vehicle & Launches for the Engineer | | | | | | | | | | | | |
| | Supply & Maintain of the Engineer's Vehicle Including brivers | 2.1 | | | | | | | | | | | |
| - | 6 (2) Supply & Maintain of the Engineer's Vessel Including Drivers | য় | | | | | | | | | | | |
| 1_ | | | | | | | | | | | | | |
|]= | 7 Accommodation for the Engineer's Staff | | | | | | | | | | | | |
| | 7 (1) Construction & Maintenance of Accommodation for Engineer | SI | | | | | | | · | | | | |
| | | | | | | | | | | | | | |
| - | 8 | Ц | | | | | | | | | | | |
| Ξ | 8 (1) Contractor's Services During Execution of the Works | Z | | | | | | | | | | | |
| | | 4 | | | | | | | | | | | |
| | | | | | | | | | | | | | |

| CAN | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 3) | | | | | | - | Their series | Amount | | | | Amount |
|----------|--|----------------|-----------|------------|------------|---------|-------|-------------------------|------------|-----------|----------------|-----------|----------------|
| Category | Name | Unit | Quantity | Unit price | | | 1 | Our price | · · | | T | 1000 | Combined |
| L | | | | Foreign | Foreign | Local | Local | Combined total price | Foreign | roreign | currency | currency | total price |
| | | | | (JP Yen) | (USS) | (VND) | (USS) | (UND) | (JP Yen) | (USS) | (VND) | (USS) | (VND) |
| 1 | | | | | | | | | | | 1 | 1100 | 000 000 000 |
| <u>+</u> | Cubtodes (Ceneral) | | | | | | | | 1,358,145 | 436,498 | 17,932,497,511 | 1,279,055 | 42,199,099,000 |
| 1 | Suproma (Oracea) | | | | | | + | | | | | | |
| 1 | | | | | | 1 | + | | | | | | |
| 7 | Site clearing and Demolition | | | | | | + | | | | | | |
| 2 | | | | , | | 769 1 | 800 | 000 0 | 6 | C | 393,357,855 | 0 | 483,835,000 |
| 2 | (1) Site Clearing and Demolition (Rice Field) | m ₂ | 241,918 | 0 | 0.00 | 070,1 | 3 8 | 000 7 | | 0 | 1 748 733 466 | 0 | 1.843,156,000 |
| 77 | (2) Removal of Existing Tree (More than 50 trees/100m2) | m2 | 460,789 | 0 | 00.0 | 3,794 | 3 | 2001 | | | | | |
| 1 | | | f | | | | | | ٥ | 0 | 2,141,591,321 | 0 | 2,326,991,000 |
| _ | Subtotal (Site clearing and Demosition) | | | | - | | | | | | | | |
| <u> </u> | | | | | | | | | | | | | |
| 1 | Farthworks | | | | | | | | | | | | |
| 1 | I | | | | | | | | | | | | 000 |
| _ | E | 717 | 385,067 | 0 | 00.0 | 22,215 | 0.00 | 22,000 | 0 | 0 | 8,554,268,959 | o | 8,4/1,4/9,500 |
| | 3 8 | m3 | 969,312 | 0 | 00:00 | 29,739 | 00:00 | 30,000 | 0 | 0 | 28,826,372,843 | 0 | 29,079,363,303 |
| | | T | | | | | | | | | | | |
| 3 | Supply, Place, Compact & Trim Sand Fill to Embankment (3) Less Than 1.05 m Below Pavement Surface Level (Sub- Grade) | Ē | 72,629 | 0 | 00:00 | 47,168 | 0:00 | 47,000 | 0 | 0 | 3,425,758,068 | 0 | 3,413,556,420 |
| m | Supply, Place, Compact & Trim Sand Fill to Preloading (4) Embankment More Than 2.0m Over Bottom of Sub-Grade | £E | 77,385 | 0 | 00:00 | 29,739 | 0.00 | 30,000 | 0 | O | 2,301,361,437 | 0 | 2,321,559,000 |
| - | Surphy and Place Sand Fill as Surcharge to Embankment, | EE | 131,274 | 0 | 0.00 | 29,739 | 00:00 | 30,000 | 0 | 0 | 3,903,957,486 | С | 3,938,220,000 |
| _ | (2) | Ŷ | 302 501 | c | 8 | 17.083 | 00.0 | 17,900 | 0 | 0 | 1,747,727,564 | 0 | 1,739,236,000 |
| | 1 (6) Removal of Pre-Loading Material | 2 7 | 370 001 | | 900 | 16.059 | 00.0 | 16,000 | 0 | 0 | 1,973,086,985 | 0 | 1,965,837,957 |
| <u>-</u> | 1 (7) Removal of Surcharge Material | Ę | 144,000 | | | | | | | | | | |
| _ | I | | | | | | | | | | | | |
| 0 6 | 2 (1) Perfebricated Vertical Drain (PVD) | Æ | 3,453,916 | 0 | 0.36 | 829 | 00:00 | 000'9 | 0 | 1,243,410 | 2,966,914,016 | 0 | 20,723,497,200 |
| | 3 | E | 25,670 | 0 | 0 | 50,246 | 0 | 20,000 | 0 | | 1,289,814,820 | 0 | 1,283,500,000 |
| - - | 2 (3) Establishment & Measurement for Soft Grand Treatment 1 | 1.5 | | 0 | 61,093.16 | 0 | 0.00 | 861,414,000 | С | 0 | 0 | | |
| _ | 18 | LS | | | | | | | | | ľ | | |
| - | | 1.5 | | 0 | 115,871.92 | 0 | 0.00 | 1,633,794,000 | ٥ | 0 | n | P | |
| | | | | | | | | | | | | | |
| 3 | 3 Structure Excavation & Backfilling | | | | | | | | | | | | |
| 9 | 3 (1) Excavation for Structures in Any Material Over the Water Table | £ | 6,010 | 0 | 0.00 | 15,375 | 0.00 | 15,000 | 0 | 0 | 92,402,981 | 0 | 90,149,250 |
| 6 | Excavation for Structures in Any Material Below the Water 3 (2) Table | Ē | 85,836 | ٥ | 0.00 | 16,658 | 0:00 | 17,000 | 0 | | | 0 | 1,459,214,210 |
| | 3 (3) Structure Excavation in River | m3 | 20,290 | 948 | 2.18 | 216,279 | 00:0 | 371,000 | 19,235,280 | 44,233 | 4,388,383,096 | 0 | 7,527,730,980 |
| | | | | | | | | | | | | | |

| 3 | Z | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 3) | - [- | | 11-14 | | | | Ilnit neice | Amount | | | | Amount |
|-----------|-----|---|-----------|----------|------------|---------------------|-----------|----------|-------------|------------|-----------|----------------|----------|----------------|
| اق | 뽥 | 1 | 1 | Cuanticy | Unit price | | |]. | Out plant | Transport. | Penning | I ame I | Local | Combined |
| | | | | | Foreign | Foreign currency | Currency | Currency | total price | currency | currency | currency | currency | total price |
| 1 | ╢ | | ╁ | | (Jr ren) | (660) | (avia) | (600) | (2111) | (1) | (222) | | | |
| ۲- | 3 | (4) Backfill to Smetures | £ | 67,092 | 115 | 00:0 | 54,301 | 0.00 | 26,000 | 1,006,377 | 0 | 3,643,150,203 | 0 | 3,757,139,120 |
| | | laterial Over the Water Table Other | EE. | 15,406 | 0 | 0.00 | 14,453 | 00:00 | 14,000 | 0 | 0 | 222,662,918 | 0 | 215,684,000 |
| m | E | erial Below the Water Table Other | E. | 28,338 | 0 | 0.00 | 14,301 | 00:0 | 14,000 | 0 | 0 | 405,261,738 | O | 396,732,000 |
| 1 | + | | F | | | | | | | | | | | |
| İ. | T | Subtotal (Earthworks) | | | | | | | | 20,241,657 | 1,287,643 | 65,170,981,367 | 0 | 86,382,898,940 |
| Ц | ╁┪ | | | | | | | | | | | | | |
| | | | 7 | | | - | | | | | | | | |
| 4 | ┪ | Slope Protection | 7 | | | | | | | | | | | |
| _ | | Slope Protection | Ę | 147.870 | | 000 | 6.183 | 000 | 000'9 | 0 | 0 | 914,277,376 | 0 | 887,217,250 |
| + + | 1 - | n Clay Material Fill to Side | 잍 | 147,870 | 0 | 0.00 | 8,996 | 00:0 | 000'6 | 0 | 0 | 1,330,234,397 | 0 | 1,330,825,875 |
| 1 | † | Student (1=50cm) | ÇĒ | 158.953 | 0 | 00.0 | 47.789 | 0.00 | 48,000 | 0 | 0 | 7,596,211,688 | 0 | 7,629,750,801 |
| _ | - | Masonry Stone Slope Protection | 길 | | 0 | 0:00 | 216,790 | 4.40 | 279,000 | 0 | 0 | 0 | 0 | 0 |
| - | _ | to Side Berms | 72 | 62,943 | 0 | 0.00 | 216,790 | 4,40 | 279,000 | 0 | 0 | 13,645,480,175 | 276,951 | 17,561,183,490 |
| _ | | | E | 2,115 | 533 | 0.00 | L | 00.00 | 890,000 | 1,127,295 | 0 | 1,735,753,005 | 0 | 1,882,350,000 |
| _ | - | Revetment Works | щ2 | | | | | | | | | | | |
| | | | | | | | | | | , | ľ | | 1000 | 757 254 456 |
| | -1 | Subtotal (Slope Protection) | 1 | | | | | | | 1,127,255 | 0 | 75,421,950,041 | 166'0/7 | 074,175,167,67 |
| \exists | _ | | 1 | | | | | | | | | | | |
| | _ | | Ŧ | | | | | | | | | | | |
| S | + | Drainage | \dagger | | | | | | | | | | | |
| vo v | =[- | R.C.Pipe | ٤ | 1,614 | 39 | 00'0 | 203.695 | 3,23 | 258.000 | 106,524 | 0 | 328,763,730 | 5.213 | 416,412,000 |
| | Ŀ | (2) R.C. Pipe, D-500am | E | 206 | 102 | 0.00 | L | 4.18 | 342,000 | 21,012 | О | 55,505,670 | 861 | 70,452,000 |
| | | | П | | | | | | | | | | | |
| _ | _ | Side Ditch | 7 | | | | | | | | | | | |
| _ | | (1) U-Shaped Gutter With Concrete Cover (400*400) | E | ₽ | | | | | | | | | | |
| _ | _ | (2) U-Shaped Gutter With Concrete Cover (406-250) | E | | | | | | | | | | | |
| ٠ ر | 1 | (a) Unstand Side Disk (Abbedo 250) | | | | | | | | | | | | |
| 1 | _ | (4) U-Shared Side Ditch (500*550) | 8 | 502 | 475 | 00.0 | 1,671,893 | 0.70 | 1,744,000 | 99,275 | ° | 349,425,637 | 146 | 364,496,000 |
| 5 | ٠. | (6) U-Shaped Side Ditch (500*1000) | E | 166 | | | L | | | | | | | |
| П | H | | П | | | | | | | | | | | |
| ş | 3 | | ╗ | | | | | | | | | | | |
| 5 | 3 | | Each | T | 1,250 | 00.0 | _ | 4,446.33 | 72,196,000 | 76,250 | 0 | 569,694,555 | 271,226 | 4,403,956,000 |
| 'n | 3 | | Each | | 1,283 | 00.0 | 9,354,678 | 4,446.38 | 72,216,000 | 0 | 0 | O | 0 | o l |
| 'n | ю | | Each | | | | | | | | | | | |
| 2 | | (4) Catch Basin Type D | Fach | | | | | | | | | | | |

| Š | N THO | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 3) | } | | | | | | | | | | | Amount |
|----|------------------|---|------|----------|----------------------|-------------------|-------------------|--------|----------------------|----------------------|-------------------|--------------------|---------|---|
| S | Category | | Unit | Quantity | Unit price | | | | Unit price | Amount | | , | | |
| | - | | | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Local | Local | Combined |
| | | | | | currency (JP Yen) | currency (USS) | currency (VND) | CULSS) | total price (VND) | Currency (JP Yen) | currency (USS) | Currency (VND) | (USS) | (VND) |
| 1 | 1 | | T | | | | | | | | | | | |
| t | ξ, | (2) (2) [10] | Each | - | | | | | | | | | | |
| | | (5) Cut-12: 7 | Each | | | | | | | | | | | |
| | _ | (π) Out-Let 3 | Each | | | | | | | | | | | |
| | П | | T | | 1 | | | 1 | | 190 505 | = | 1 303 389 592 | 277.447 | 5.255.316,000 |
| _ | \dashv | Subtotal (Drainage) | Ť | | | | | | | 100,000 | Ì | | | |
| 1_ | - | | | | | | | | | | | | | |
| vo | - | Pavement | | | | | | 1 | | | | | | |
| | | Base course & Sub-base course | | | | | | | | ľ | | Office of a most a | c | 200 626 101 1 |
| ┺ | 0 | Supply, Place & Compact Subbase Course (1=300) | m3 | 68,771 | 0 | 0.00 | 64,346 | 00.00 | 04,000 | Э | O | 4,425,158,070 | 0 0 | 007,000,000 |
| | 0 | Supply, Place & Compact Base Course (1=300mm) | m3 | 65,648 | 0 | 0.00 | 64,806 | 0.00 | 000'59 | O | 0 | 4,254,354,477 | 0 | 4,267,090,100 |
| | \Box | • | + | | | | | | | | | | | |
| | 7 (| (4) Bit with Bit Cast (Craft MC 70 or BC 250) | m2 | 212.911 | 0 | 0.00 | 6,779 | 0.00 | 7,000 | 0 | 0 | 1,443,324,889 | 0 | 1,490,378,260 |
| | | Bituminous raine Coa (Grade MC70 of NC20) | Î | 210.275 | | 0.00 | 1,896 | 0.00 | 2,000 | 0 | 0 | 398,681,002 | 0 | 420,549,580 |
| _ | 9 | Bituminous fack Coat (Clade NC-200) | 1 | 21.056 | 43 | 00.0 | 2.576 | 00:0 | 8,000 | 505,395 | 0 | 54,239,483 | 0 | 168,445,600 |
| | | Waterproofing t=>mm | 1 | 200,122 | 11,0 | 800 | 1.376 | 000 | 29,000 | 0 | 0 | 0 | O | 0 |
| 6 | 2 | (4) Bound Layer for Metal Bridge | 1 | | | | | | | | | | | |
| | - | Ambalt Concrete | | | | | | | | | | | | |
| _ | ε | | m2 | 211,277 | 165 | 0.00 | 55,582 | 0.00 | 27,000 | 34,860,764 | 0 | 11,743,218,224 | 0 | 16,268,356,720 |
| _ | 3 | Asphili Concrete Course for Metal Bridge (1=70mm) | m2 | | 865 | 0.00 | 40,283 | 0.00 | 153,000 | 0 | G | 0 | 0 | 0 |
| _ | įε | Asphalt Concrete Surface Course (t=50mm) | щ2 | 209,800 | 83 | 0.00 | 34,339 | 0.00 | 45,000 | 17,413,439 | 0 | 7,204,338,339 | 0 | 9,441,021,150 |
| | € | | m2 | 21,056 | 115 | 0.00 | 47,200 | 0.00 | 62,000 | 2,421,406 | 0 | 993,829,040 | 0 | 1,305,453,400 |
| | F | 29010 | П | | | | | | | | | | | |
| ۰ | | Gravel Road | | | | | | | | | | | | |
| _ | - | (1) Granular Road (t=150mm) | m2 | 1,916 | 0 | 0.00 | 31,027 | 0.00 | 31,000 | o | 0 | 59,447,732 | 0 | 59,396,000 |
| | + | Cabine Devement) | T | | | | | | | 55,601,004 | 0 | 30,576,591,256 | 0 | 37,822,054,010 |
| 1 | Ŧ | | T | | | | | | | | | | | |
| | $oxed{\bot}$ | | T | | | | | | | | | | | |
| - | F | Piling | | | | | | | | | | | | |
| - | _ | Piling | | | | | | | | | | | | |
| 7 | 1 | Bored Piles 3000mm Dia Class C(fc=30Mpa), Including Reinforcement | E | | | | | | | | | | | |
| 7 | 1 (2) | | 6 | | | : | | | | | | | | |
| 7 | 1 (3) | Bored Piles 1500mm Dia Class C(fc=30Mpa), Including Reinforcement | E | 7,264 | 9,265 | 0.00 | 1,379,408 | 41.54 | 3,175,000 | 67,300,960 | 0 | 10,020,019,712 | 301,747 | 23,063,200,000 |
| 7 | (Q) | Bored Piles 1500mm Dia Class C(fc=30Mpa), Including Reinforcement, With Permanent Stand Pipe | E | | | | | | | | | | | *************************************** |
| 1 | | | | | | | | | | | | | | |

| Continue Deli Continue Co | Z | ROJECT (Package 3) | - | | | | | | TIMES TOTAL | Amound | | | , | Amount |
|--|--------------|--|-----------------------|----------|------------|-------------------|-----------|----------|---------------|-------------|---------|----------------|--------------|----------------|
| Particle | Cate | Name | ā | Quantity | Unit price | | | | Office prace | THE PARTY | | , | - - | |
| 50 Seed Fine Chicken Control Chicken C | | , | | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Local | Local | total price |
| 100 Processor (Control Control Con | | | | | (JP Yen) | Currency (USS) | (VND) | (USS) | (VND) | (JP Yen) | (USS) | (VND) | (USS) | (VND) |
| 50 Parcel Parcel Control C | ╬ | | F | | | | | | | | | | | |
| Control Cont | | 9 | E | | 6,179 | 00:0 | 900,658 | 30.76 | 2,141,000 | 0 | 0 | 0 | 0 | 0 |
| Control Cont | - | 9 | 1 1 1 1 1 | | | | | | | | | | | |
| 10 Statistic Concert Plane 10 Statistic Plane 10 Statistic Concert Plane 10 Statistic Plane 10 Statistic Concert Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Plane 10 Statistic Pla | | 9 8 | Fach | | 24,384,683 | 0.00 | 0 | 00.0 | 3,183,556,000 | 0 | 0 | 0 | 0 | 0 |
| 100 | | ે ઉ | Each | 2 | 269,338 | 0.00 | 0 | 0.00 | 35,164,000 | 2,693,380 | 0 | 0 | 0 | 351,640,000 |
| Content Creaming Content Cre | _ | ୭ | E | 41,444 | 2,143 | 0 | 253,006 | 6 | 000'559 | 88,814,492 | 0 | 10,485,580,664 | 360,148 | 27,145,820,000 |
| Concret Ceartify Control Cea | + | | F | | | | | | | | | | | |
| Concerte Cuencity Conc | + | Sabtotai (Pillag) | | | | | | | | 158,808,832 | 0 | 20,505,600,376 | 661,895 | 50,560,660,000 |
| Concert Cherrity Conc | ╁ | | | | | | | | | | | | | |
| Concerte Centrally Concert | ╁ | | | | | | | | | | | | | |
| 1 Concerte, Case | - | Concrete Generally | Ē | | | | | | | | | | | |
| 10 Concrete, Class A (Le-SiOlspa) 20 2.5544 2.504 2.5544 2.504 | _ | Γ | | | | | | | | | | | | |
| 1 20 Concent, Class B-1 (Face/Mela) 10 2 2 2 2 2 2 2 2 2 | | _ | E. | | | | | | | | | | | |
| 10 Concrete, Class P.2 (fee-Shipps) | | _ | E. | | 15,644 | | 1,050,126 | 4.25 | 3,153,000 | 0 | 0 | 0 | 0 | 0 |
| 10 Concent. Class C (1e-25Mep) 1.0 Concent. Class D (1e-25Mep) 1.0 Concent. Class D (1e-25Mep) 1.0 Concent. Class D (1e-25Mep) 1.0 Concent. Class D (1e-25Mep) 1.0 Concent. Class D (1e-25Mep) 1.0 Concent. Class D (1e-25Mep) 1.0 | | - | Ę. | | | | | | | | | | | |
| 100 Concrete Class 1 (19-2004ps) no. 12.769 1.000 1.0002.509 1.103 1.1362 1.1 | | _ | F | 2692 | 4 790 | | 766.482 | 3.77 | 1.544,000 | 12,918,630 | 18,825 | 2,067,201,954 | 10,168 | 4,164,168,000 |
| 10 Concrete Class D 2 (19-200Pp) 13 13 13 13 13 13 13 1 | _ | 1 | É | 12.760 | | | 1.002.550 | 1.03 | 1,363,000 | 33,837,506 | Ó | 12,801,430,619 | 13,152 | 17,403,969,810 |
| 10 Concente, Class E [c-2.Meson 21,918 1,966 18.79 279,952 13.75 1,250,000 21,635,353 41,5073 12,723,184,100 30,622 2 2 Steel Bars & Prestreting Tendon and Tolicite, Pier, tonne 3,924 2,259 0.00 541,716 0.00 759,000 2,041,684 0.0 45,657,000 2,497,881,338 1,342,466 2 2 Steel Bars & Prestreting Tendon and Tolicite, Pier, tonne 3,924 0.00 631,715 0.100 0.2497,881,338 1,342,466 2 3 Steel Bars & Prestreting Tendon and Tolicite, Pier, tonne 3,924 0.00 631,715 0.100 0.2497,881,338 1,342,466 2 4 Albab Silb Bridge & Casi in Place P Box Girder Bidge & Date of Prestresing Tendon A (Fee P Box Girder Bidge) 0.00 0.116,499 0.00 0.1112,000 0.112,000 0.1112,000 0.1112,000 0.1112,000 0.1112,000 0.112,000 0.1122,000 0.1122,000 0.1122,000 0.11222,000 0.11222,000 0.112222,000 0.112222,000 0.112222,000 0.112222 | | | 1 | | | | | | | | | | | |
| 10 Concert, Class F (Learning) | | | 3 7 | 21 938 | | | 579 952 | 13.75 | 1.290.000 | 41.858.353 | 415,073 | L.,_ | 301,652 | 28,300,458,600 |
| 10 Concrete, Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Class F (Ver-Losse) Transfer Transfer Class F (Ver-Losse) Transfer Trans | _ | | | 700 | | | A17 715 | 800 | 759 000 | 2 041 684 | C | J | 0 | 685,984,200 |
| Siete Bars & Prestressing Tendon ShakDiapera of Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cast in Place P Cap. Cap. Cap. Cap. Cap. Cap. Cap. Cap. | 긁 | (8) Concrete, Class F (IC=15Mpa) | | 3 | 7,077 | | 74,1,4 | 8 | 2004/01 | | | | | |
| Steinforcing Steal Bass, Grave Treatesing Tendons Albert Cash in Place PC Daw Gitder, Hollow Slab & Bridge Curb) Day Gitder, Hollow Slab & Bridge Curb) Day Gitder, Hollow Slab & Bridge Curb) Day Gitder, Hollow Slab & Bridge Curb) Day Gitder, Hollow Slab & Bridge Curb) Day Gitder, Hollow Slab & Bridge Curb) Day Gitder, Hollow Slab & Bridge Curb) Day Gitder, Hollow Slab & Bridge Curb) Day Gitder, Hollow Slab & Bridge Curb) Day Gitder, Span at Old Meight 1.85m Day Gitder, Span at Old Meight 1.85m Day Gitder, Span 31.00m Height 1.85m | _ | | Ī | | | | | | | | | | | |
| Reinforcing Steel Ban (for Pylon, Pile Cp, Cast in Place PC Doorge Anderson Shale Ban (for Pylon, Pile Cp, Cast in Place PC Box Girder Bridge) Longindinal External Prestressing Tendons at Erection (for Pylon) Longindinal External Prestressing Tendons at Erection (for Cast in Place PC Box Girder Bridge) Longindinal External Prestressing Tendons After the Cast in Place PC Box Girder Bridge Longindinal External Prestressing Tendons After the Cast in Place PC Box Girder Bridge Longindinal External Prestressing Tendons After the Cast in Place PC Box Girder Bridge Longindinal External Prestressing Tendons After the Cast in Place PC Box Girder Bridge Longindinal External Prestressing Tendons After the Cast in Place PC Box Girder Bridge Longindinal External Prestressing Tendons After the Cast in Place PC Box Girder Bridge Longindinal External Prestressing Tendons After the Cast in Place PC Box Girder Bridge Longindinal External Prestressing Tendons After the Cast in Place PC Box Girder Bridge Longindinal External Prestressing Tendons After the Cast in Place PC Box Girder Bridge Longindinal External Prestressing Tendons After the Cast in Place PC Box Girder Bridge Longindinal External Prestressing Tendons After the Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast in Place PC Box Girder Bridge Longing Cast Longing Cast Longing Cast Longing Cast Longing Cast Lon | | | 1 | | | | | | | | | | | |
| 2 (7) Longitudinal Laternal Prestressing Tendons at Enection (for Longitudinal Laternal Prestressing Tendons Affert the Longitudinal External Prestressing Tendons Affert Bridge & tonne | | ε | | 3,954 | | 0.00 | 631,715 | 314.22 | 5,062,000 | 0 | 0 | 2,497,881,338 | 1,242,466 | 20,015,790,874 |
| 2 (3) Exercise Longinginal External Prestressing Tendons, Affer the Bridge, 10nnc 10nnc 40,448 2,420.27 7,210,701 0.00 46,617,000 6,128,370 14,805 168,686,367 0 0 0 0 46,617,000 46,617,000 0 0 0 0 0 0 46,617,000 46,617,000 0 <th></th> <th>(2)</th> <th>tonne</th> <th>160</th> <th>72,76</th> <th>991.72</th> <th>6,224,534</th> <th>0.00</th> <th>32,908,000</th> <th>15,521,133</th> <th>158,233</th> <th></th> <th>O</th> <th>5,250,616,195</th> | | (2) | tonne | 160 | 72,76 | 991.72 | 6,224,534 | 0.00 | 32,908,000 | 15,521,133 | 158,233 | | O | 5,250,616,195 |
| 2 (4) Hollow Slab Bridge, Cast in Place PC Box Girder Bridge, & tonne Prestressing Tendons A (for 1-Girder Bridge & tonne Possing Inner Prestressing Tendons A (for 1-Girder Bridge & tonne Possing Prestressing Tendons A (for 1-Girder Bridge & tonne Possing Prestressing Tendons A (for 1-Girder Bridge & tonne Possing Prestressed Possing Prestressed 1-Girder, Span 40.0m | \leftarrow | ଚ | tonne | | 40,448 | 2,420.27 | 7,210,701 | 00:00 | 46,617,000 | 0 | C | 0 | C | 0 |
| 3 Precast I-Girder Precast I-Girder Span 40.0m Each 106 1.164,429 1.658.57 44,864,532 3.031.09 263,011.000 123,429,474 175,808 4,755,640,392 321.296 2 3 (2) Precast Prestressed I-Girder, Span 37,00m Height 1.85m Each 20 955,345 1,110.80 28,350,546 2,514.55 204,194,000 19,106,900 22,216 567,010,920 50.291 3 (4) Precast Prestressed I-Girder, Span 31.00m Height 1.65m Each 20 759,123 1,110.30 25.065,488 2,009,02 186,156,000 0 </td <th></th> <td>€</td> <td>tonne</td> <td>17</td> <td>370,093</td> <td>894.10</td> <td></td> <td>0.00</td> <td>71,112,000</td> <td>6,128,370</td> <td>14,805</td> <td>168,686,367</td> <td>0</td> <td>1,177,543,608</td> | | € | tonne | 17 | 370,093 | 894.10 | | 0.00 | 71,112,000 | 6,128,370 | 14,805 | 168,686,367 | 0 | 1,177,543,608 |
| 3 Precast I-Girder 3 (1) Precast Petterssed I-Girder, Span 40.0m Each 106 1.164,429 1.658.57 44,864,532 3.031.09 263,011.000 123,429,474 175,808 4,755,640,392 321.296 2 3 (2) Precast Prestressed I-Girder, Span 31.00m Height 1.65m Each 20 955,345 1,110.80 28,350,546 2,514.55 204,194,000 19,106,900 22,216 567,010,920 50,291 3 (4) Precast Prestressed I-Girder, Span 31.00m Height 1.65m Each 759,123 1,110.30 25.065,488 2,009,02 186,156,000 0 <th>Н</th> <td>- Andrews</td> <td></td> | Н | - Andrews | | | | | | | | | | | | |
| 3 (1) Precast Prestressed I Girder, Span 40.0m Each 106 1.164429 1.658.57 44,864,532 3.031.09 263,011.006 123,429,474 175,808 4,755,640,392 321.296 2 3 (2) Precast Prestressed I Girder, Span 31.00m Height 1.65m Each 20 955,345 1,110.80 28,350,546 2,514.55 204,194,000 19,106,900 22,216 567,010,920 50.291 3 (4) Precast Prestressed I Girder, Span 31.00m Height 1.65m Each 759,123 1,110.30 25,065,488 2,009,02 186,156,000 | | | | | | | | | | | | | | |
| 3 (2) Procast Prestressed LGirder, Span 37,00m Height 1.85m Each 106 1.164429 1.658.57 44,864,532 3.031.09 253,011,000 123,429,474 175,808 4,755,040,332 321,230 2 3 (3) Procast Prestressed LGirder, Span 31.00m Height 1.65m Each 20 955,345 1,110,30 28,350,546 2,514,55 204,194,000 19,106,900 22,216 567,010,920 50,291 3 (4) Procast Prestressed LGirder, Span 31.00m Height 1.65m Each 759,123 1,110,30 25,065,488 2,009,02 186,156,000 0 </th <th></th> <th></th> <th>Each</th> <th></th> <th>_</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>200 27 200</th> | | | Each | | _ | | | | | | | | | 200 27 200 |
| 3 (3) Precas Press Press Span 31.00m Height 1.65m Each 20 955,345 1,110.80 28,350,546 2,514.55 204,194,000 19,106,900 22,216 567,010,920 50,291 3 (4) Precas Press Span 31.00m Height 1.65m Each 759,123 1,110.30 25,065,488 2,009,02 166,156,000 | | (2) | Each | 106 | | | ┙ | 3,031.09 | 263,011,000 | 123,429,474 | 175,808 | _ | 321,296 | 27,879,166,000 |
| 3 (4) Precast Prestressed I-Girder, Span 31.00m Height 1.65m Each 556 724,776 737.26 22,549,949 2.030.22 156,195,000 40,587,456 41,287 1.262,797,144 113,692 | | (3) Precast Prestressed I-Girder, Span 31.00m Height 1.85m | Each | ৪ | 955,345 | - | _ | 2,514.55 | 204,194,000 | 19,106,900 | 22,216 | 567,010,9 | 50,291 | 4,083,880,000 |
| 3 (5) Precast Prestressed I-Girder, Span 28.00m Height 1.65m Each 56 724,776 737.26 22,549,949 2.030.22 156,195,000 40,587,456 41,287 1.262,797,144 113,692 | | (4) Precast Prestressed I-Girder, Span 31.00m Height 1.65m | Each | | 759,123 | 7 | | 2,009.02 | 168,156,000 | 0 | 0 | 0 | 0 | 0 |
| | | (5) Precast Prestressed I-Girder, Span 28.00m Height 1.65m | Each | 56 | | | | 2,030.22 | 156,195,000 | 40,587,456 | 41,287 | 1.262,797,144 | 113,692 | 8,746,920,000 |

| S | V THO | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 3) | | | | | | | | • | | | | Amount |
|----------|----------------|--|---------------------------------------|----------|------------|----------|------------|----------|---------------|----------------------|---------|-------------------|-------------------|----------------------|
| ع | Category | Name | Unit | Ouantity | Unit price | | 1 | † | Cant price | Amount | | | † | |
| <u>:</u> | Ŧ | | | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Local | roca E | Сополоси |
| | | | | | currency | currency | currency | Currency | total price | currency (IP Yen) | CUS\$) | currency (VND) | currency (USS) | total price (VND) |
| | | | 1 | | (Jr ven) | (ccn) | (avi) | (200) | | | | | | |
| | | T | | 5 | 386 007 | 570.63 | 19.864.011 | 1,845.14 | 140,104,000 | 6,492,850 | 6.706 | 198,640,110 | 18,451 | 1,401,040,000 |
| _ | <u> </u> | Precast Prestressed I-Girder, Span 25,00m Height 1.05m | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 308 | 663,827 | 1,206,32 | 19,665,300 | 1,621.33 | 146,201,000 | 19,914,810 | 36,190 | 000'656'685 | 48,640 | 4,385,030,000 |
| | ે ફ | Precast President Longer, Span 22, commercial Precision President Land | m2 | 9,684 | 142 | 0.00 | 372,048 | 82.17 | 1,549,000 | 1,375,181 | 0 | 3,603,052,350 | 795,765 | 15,001,096,875 |
| o | 6) | I I Course Courses (causes of courses of cou | 400 | | 1.164.429 | 1.659 | 44,864,532 | 3,031 | 263,011,000 | 0 | 0 | 0 | 0 | 0 |
| 土 | Ŧ | Precast Prestressed I-Cutder, San 33,00m Reignt 1.73111 | 1 | | | | | | | | | | | |
| • | 4 | Precast PC Box Girder | | | | | | | | | | | | |
| _ | 3 | Production of PC Box Girder Segment in Yard | Each | | | | | | | | | | | |
| _ | 8 | Erection of PC Box Girder Segment at Pylon | Each | | | | | | | | | | | |
| ∞ | 9 | Erection of PC Box Girder Segment Excluding Pylon | Each | | | | | | | | | | | |
| ∞ | • | Longiudinal Inner Prestressing Tendons at Erection for Stay Cable Bridge | tonne | | | | | | | | | | | |
| ∞ | <u>4</u> | PC Bar at Erection for Stay Cable Bridge | tonne | | | | | | 000 100 000 | , | | | C | 0 |
| _ | 9 | (6) Tie Down Cable System | 1.5 | | 74,086,346 | 00:00 | 0 | 0.00 | 9,672,384,000 | P | | | | |
| - | - | | | | | | | | | | Ī | | | |
| ∞ | 8 | Culvert-Pipe | + | | | | | 17.00 | 000 000 | (| (| 6 | | c |
| | Ξ | Culvert-Pipe, f=1,500mm | E | | 2,241 | 00.0 | 3,712,622 | 28.65 | 4,409,000 | P | 5 | | | |
| | Ц | | + | | | | | | | | | | | |
| * | 9 | Culvert-Box | † | | | 00.0 | 16 240 431 | 261 70 | 21 931 000 | c | C | 0 | 0 | 0 |
| ∞ | 6 (1) | Culvert-Box, Type A-s (2.50*1.50) | E | | 100 00 | 300 | 2001000 | 305 98 | 26.654.000 | | c | 0 | 0 | 0 |
| 8 | (2) | Culvert-Box, Type A-d (2.50*1.50*2) | E | | 18,380 | 8.0 | 27.105.027 | 77.777 | 30.840.000 | 0 | 0 | 0 | 0 | O |
| ∞ | (E) 9 | Culven-Box, Type B-d (2.50*2.00*2) | = | | 202,17 | 8.0 | 10 000 007 | 00 092 | 28 025 000 | c | C | 0 | 0 | 0 |
| ® | (9 | Cuivert-Box, Type C-s (3.00*3.20) | E | | 23,307 | 800 | 75 070 875 | 420.92 | 35.672.000 | C | 0 | 0 | 0 | 0 |
| ∞ | (2) | Culvert-Box, Type D-s (3.00*3.50) | E | † | 207.67 | 300 | 279 090 70 | 443.57 | 38 264 000 | G | 0 | 0 | 0 | 0 |
| _ | | Culvert-Box, Type E-s (3.00*3.80) | E | | 31,023 | 800 | 27 716 235 | 644 30 | 52,119,000 | 0 | 0 | 0 | 0 | 0 |
| <u></u> | _ | Culvert-Box, Type F-s (5.00° 5.80) | | | 325 236 | | 38 176.730 | 654.03 | 53,317,000 | 0 | 0 | 0 | 0 | 0 |
| ∞ 0 | 9 | Culvert-Box, Type G-s (3.00*4.00) | E | | 43,159 | | 40,472,065 | 696.95 | 55,934,000 | 0 | 0 | 0 | 0 | Ö |
| 0 | 6 0 | 6 (9) Culvert-Box, 1ype ra-s (5.00 4.50) | Ε | | 62.464 | | 55,284,193 | 788.17 | 74,552,000 | 0 | 0 | 0 | 0 | 0 |
| ο α | (13) | (10 Culvert-Box, Type I.s (6.50*4.50) | E | | 54,263 | | 44,349,245 | 785.75 | 62,513,000 | 0 | 0 | 0 | 0 | 0 |
| Ì | | | | | | | | | | | | | | 47. 17. 70. 000 |
| Γ | \vdash | Subjotal (Concrete Generally) | | | 7 | | | | | 323,212,347 | 889,144 | 42,718,239,062 | 2,915,5/3 | 138,490,004,152 |
| | \vdash | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| <u> </u> | L | Strel Work | | | | | | | | | | | | |
| ٥ | | Steel Work | | | | | | | 200 200 | ľ | | | 0 | C |
| 6 | [<u>=</u> | k Fabrication of Steel Segment | tonne | | 0 | 00:0 | 0 | 4,758.33 | 67,092,000 | 0 | O | a | | 2 |
| ٥ | 1 (2) | (2) Production & Fabrication of Steel & PC Composite Segment Each | Each | | | | | | | | | | | |
| ٥ | 1 (3) | (3) Steel Segment Erection | tonnne | | | | | | | | | | | |
| 0 | F | ction | Each | | | | | | | | | | | |
| 1 | 7 | | | | | | | | | | | | | |

| ₹. | D BRIDGE CONSTRUCT | 7. 11 | E | 71-71 | | | | Tinds and on | A | | | | , | - |
|----------|--|-------|---------|----------------------|-------------------|-----------|--------------------|--------------|----------------------|--------------------|-------------------|-------------------|---------------|------|
| - | Addition (Additional Additional A | | Cummin. | Van pract | Foreign | Local | Lacal | Combined | Foresign | Foreign | Your | lesso I | Combined | |
| | | | | currency (IP Yen) | currency (USS) | currency | currency (US\$) | total price | currency (JP Yen) | currency (US\$) | currency (VND) | currency (USS) | total price | |
| ╬ | | ╟- | | | | | | | | | | | | ~~~ |
| ╀ | | | | | | | | | | | | | | , |
| - | Subtotal (Steel Work) | _ | | | | | | | 0 | 0 | 0 | 0 | 0 | |
| Н | | | | | | | | | | | | | | - |
| ┥ | | 4 | | | | | | | | | | | | |
| 휘 | Cable Stay Work | 4 | | | | | | | | | | | | - |
| 16 1 | Cable Stay Work | | | | | | | | | | | | | |
| <u> </u> | Ξ | tonne | | | | | | | | | | | | |
| 2 | 3 | ŝ | | | | | | | | | | | | |
| - | | | | | | | | | | | • | | | |
| \vdash | Subtotal (Cable Stay Work) | | | | | | | | 0 | 0 | 0 | 0 | 0 | |
| Н | | | | | | | | | | | | | | |
| - | | | | | | | | | | | | | | - |
| 11 | Bearing Pad | | | | | | | | | | | | | *** |
| 111 | | | | | | | | | | | | | | **** |
| 1 1 | (1) | ž | 252 | 0 | 296.11 | 76,091 | 00:00 | 4,251,000 | 0 | 74,620 | 19,174,932 | 0 | 1,071,252,090 | |
| 1 | (2) Bearing Pad With Accessories, Type 2 (500*250*50) (1- | ŝ. | 192 | 0 | 205.74 | 76,091 | 00:00 | 2,977,000 | 0 | 39,502 | 14,609,472 | 0 | 571,584,000 | · |
| 1 | (3) Bearing Pad With Accessories, Type 3 (700*350*50) (Hollow Slab) | £ | | 0 | 403.78 | 160'91 | 00:00 | 5,769,000 | 0 | 0 | 0 | 0 | 9 | |
| 11 1 | (4) Bearing Pad With Accessories, Type 4 (700*350*52) (Hollow Slab) | £ | 20 | 0 | 403.78 | 76,091 | 0.00 | 5,769,000 | 0 | 8,076 | 1,521,820 | 0 | 115,380,000 | |
| 11 1 | (5) Bearing Pad With Accessories, Type 5 (800*600*52) (Hollow Slab) | Š | 10 | 0 | 461.46 | 76,091 | 00'0 | 6,583,000 | 0 | 4,615 | 760,910 | 0 | 65,830,000 | |
| 111 | (6) Bearing Pad With Accessories, Type 6 (1500*1400*214) (PC Box) | ž | | 54,006 | 16'606'6 | 1,835,491 | 00:0 | 148,616,000 | 0 | 0 | 0 | 0 | 0 | |
| 13 1 | ω | ž | æ | 54,006 | 9,381.15 | 1,835,491 | 00'0 | 141,160,000 | 432,048 | 75,049 | 14,683,928 | 0 | 1,129,280,000 | |
| 11 1 | (8) Boaring Pad With Accessories, Type 8 (660*560*125) (PC Box side span) | £ | 80 | 0 | 1,192.11 | 483,108 | 00:00 | 17,292,000 | 0 | 9,537 | 3,864,864 | 0 | 138,336,000 | |
| 11 1 | (6) | ž | | | | | | | | | | | | |
| 111 | (10) | Ñ | | | | | | | | | | | | |
| 11 1 | (11) Bearing Pad With Accessories, Type 11 (650*550)(M)(Rmax=210)(I-Gitder) | ž | | | | | | | | | | | | |
| 11 1 | (12) | 8 | | | | | | | | | | | | |
| 11 | (13) Bearing Pad With Accessories, Type13(650*550)F)(Rmax=220)(I-Girder) | ž | | | | | | | | | | | | , |
| | | | | | | | | | | | | | | ı |

| Name Unit Quantity Unit Outantity Ü | LX | CAN THO BRIDGE CONSTRUCTION PROJECT (Package 3) | - [| | | | | | 11-14-11- | 1 | | | | Amount |
|--|---|------------|---|--------------|----------|----------------------|-------------------|-------------------|-------------------|----------------------|----------------------|--------------------|-------------------|-------|--|
| Penning Pad With Accessories, Type14(720*720*130)/PC | <u>_</u> | tegon | Name | | Quantity | Unit price | | | | Unit price | Amount | | | | Amount |
| (14) Bearing Pad With Accessories, Type14(7207207130)PC No (15) Bearing Pad With Accessories, Type14(7207207130)PC No (16) Bearing Pad With Accessories, Type14(7207207130)PC No (16) Bearing Pad With (16) Bearing Pad With (17) Accessories, Type14(120*1120*425)(SuyCable) No Bearing Pad With Accessories, Type 1 (600*300*57) (3- Bearing Pad With Accessories, Type 1 (600*300*57) (4- Bering Pad With Accessories, Type 2 (50mm) (5) Expansion Joint, Type 2 (50mm) (6) Expansion Joint, Type 2 (50mm) (6) Expansion Joint, Type 2 (50mm) (7) Drain Pipe. 165mm Dia, With Fittings & Supports (PVC) (8) Deck Drain With Accessories, Type 2 (5- Deck Drain With Accessories, Type 2 (5- Lighting Protection System (9) Deck Drain With Accessories, Type 2 (5- Lighting Protection System (1) Avvigation Adder Buoys (2) Avvigation Marker Buoys (3) Navigation Marker Buoys (4) Avvigation Marker Buoys (5) Accessories Type 2 (5- Authorial (Bridge Utility) (6) Marigation Marker Buoys (6) Marigation Marker Buoys (7) Marigation Marker Buoys (8) Marigation Marker B | | | | | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Local | Local | Combined |
| (14) Bearing Pad With Accessories, Type 14(720*720*130);PC No Box) | | | | | | currency (JP Yen) | currency (USS) | currency (VND) | currency (USS) | total price (VND) | currency (JP Yen) | currency (US\$) | currency (VND) | (USS) | totai price (VND) |
| (14) Bearing Pad With Accessories, Type14(720-720*130)PC | 1 | 1 | | F | | | | | | | | | | | |
| 1 (15) Bearing Pad With Accessories, Type I 5 (1620*1620*265) PC No 1 (16) Bearing Pad With Accessories, Type I 5 (1620*1620*265) PC No 2 (Accessories, Type I 5 (1120*1120*437) Stay Cable No 3 (18) Bearing Pad With Accessories, Type I (600*300*57) (1- No 4 (18) Bearing Pad With Accessories, Type I (600*300*57) (1- No 5 (200*10*10*10*10*10*10*10*10*10*10*10*10*1 | 11 | - | Bearing Pad With Accessories, Type14(720*720*130)(PC | ŝ | | | | | | | · | | | | |
| (10) Bearing Pad With No (10) Accessories, Type 16(1120*1120*457)(StayCable) No (17) Rearing Pad With No (18) Bearing Pad With Accessories, Type 18(1120*120*459)(StayCable) No (18) Bearing Pad With Accessories, Type 1 (600*300*57) (3- No (19) Bearing Pad With Accessories, Type 1 (600*300*57) (4- No (10) Bearing Pad With Accessories, Type 1 (600*300*57) (4- No (10) Bearing Pad With Accessories, Type 1 (600*300*57) (4- No (11) Bridge Railing & Expansion Joint Type B (100mm) No (12) Bridge Railing Type-A No (13) Bridge Railing Type-A No (14) Bridge Railing Type-A No (15) Bridge Railing Type-B No (16) Bridge Railing Type-B No (17) Bridge Railing Type-B No (18) Bridge Railing Type-B No (19) Bridge Railing Type-B No (10) Bridge Railing Type-B No (10) Bridge Railing Type-B No (11) Bridge Railing Type-B No (12) Bridge Railing Type-B No (13) Bridge Railing Type-B No (14) Bridge Railing Type-B No (15) Bridge Railing Protection System Set (16) Aviation Obstruction Lights System Set (17) Aviation Marker Buoys Subhotal (Bridge Ruility) (18) Subhotal (Bridge Utility) (18) Subhotal (Bridge Utility) (19) Subhotal (Bridge Ruility) (19) Subhotal (Bridge Utility) (19) Subhotal (Bridge Utility) (19) Subhotal (Bridge Ruility) (19) Subhotal (Bridge Ruility) (19) Subhotal (Bridge Ruil | 1 = | | Bearing Pad With Accessories, Type15(1620*1620*265)(PC Box) | No No | | | | | | | | | | | the second secon |
| (17) Bearing Pad With No (18) Accessories, Type17(1220*1220*459)(StayCable) No (18) Accessories, Type18(1120*1120*424.5)(StayCable) No (18) Accessories, Type18(1120*1120*424.5)(StayCable) No (18) Accessories, Type18(1120*1120*424.5)(StayCable) No (19) Bearing Pad With Accessories, Type 1 (600*300*57) (3- (10) Bridge Railing Type-A m 3.927 (11) Bridge Railing Type-B m 3.47 (12) Bridge Railing Type-B (13) Bridge Railing Type-B (14) (14) Expansion Joint, Type B (100mm) m 3.47 (15) Expansion Joint, Type B (100mm) m 3.47 (16) Expansion Joint, Type C (50mm) m 3.47 (17) Expansion Joint, Type C (50mm) m 3.47 (18) Expansion Joint, Type C (50mm) m 3.47 (2) Drain Pipe, 200mm Dia, With Fittings & Supports (PVC) m 146 (3) Deck Drain With Accessories, Type 1 Each 146 (4) Deck Drain With Accessories, Type 2 Each 146 (5) Deck Drain With Accessories, Type 2 Each 146 (6) Deck Drain With Accessories, Type 2 Each 146 (7) Navigation Obstruction Lights System Set (8) Aviation Obstruction Lights System Set (9) Navigation Marker Buoys Subtoral (Bridge & Utility) Subtoral (Bridge & Utility) Subtoral (Bridge & Utility) (18) Navigation Marker Buoys Subtoral (Bridge & Utility) Subtoral (Bridge & | = | H | Bearing Pad With Accessories, Type16(1120*1120*437)(Stay Cable) | ۰χ | | • | | | | | | | | | |
| (18) Bearing Pad With No | = | 1 | Bearing Pad With Accessories, Type 17(1220*1220*459)(Stay Cable) | °Z | | | | | | | | | | | |
| Bearing Pad With Accessories, Type 1 (600*300*57) (1- No girder), Fix Bearing Pad With Accessories, Type 1 (600*300*57) (1- No girder), Fix Bearing Pad With Accessories, Type 1 (600*300*57) (1- No girder) Subtotal (Bearing Pad) | 1 = | П | Bearing Pad With Accessories, Type:18(1120*1120*424.5)(SuyCable) | oN. | | | | | | | | | | | |
| Bearing Pad With Accessories, Type 1 (600*300*57) (1- No gidder) | | | I With Accessories, Type 1 (600*300*57) (f- | S. | | O | 296 | 76,091 | 0 | 4,251,000 | 0 | 0 | 0 | 0 | 0 |
| Subtotal (Bearing Pad) Bridge Utility Bridge Palling & Expansion Joint m 3,927 | <u> </u> | | g Pad With Accessories, Type 1 (600*300*57) (J- | ŝ | | 0 | 296 | 76,091 | 0 | 4,251,000 | 0 | 0 | 0 | 0 | 0 |
| Subtotal (Bearing Pad) Bridge Utility Bridge Railing & Expansion Joint m 3,927 1 (1) Bridge Railing Type-A m 3,927 1 (2) Bridge Railing Type-B m 3,927 2 (2) Bridge Railing Type & (300mm) m 347 3 (2) Drain Pipe, 200mm Dia, With Fittings & Supports (PVC) m 182 2 (3) Drain Pipe, 165mm Dia, With Fittings & Supports (PVC) m 182 3 (4) Deck Drain With Accessories, Type 1 Each 146 4 (2) Navigation Aids Each 146 5 (4) Navigation Light at Bridge Set 146 6 (2) Navigation Aids System Set Subtoral (Bridge Buoys Subtoral (Bridge Buo | L | | | П | | | | | | | | | | | |
| Bridge Utility Bridge Railing & Expansion Joint Bridge Railing & Expansion Joint m 3.927 (1) Expansion Joint, Type-A m 3.927 (2) Expansion Joint, Type B (100mm) m 347 (3) Expansion Joint, Type B (100mm) m 347 (4) Expansion Joint, Type B (100mm) m 347 (5) Expansion Joint, Type C (50mm) m 347 (6) Expansion Joint, Type C (50mm) m 347 (7) Drain Pipe, 200mm Dia, With Fittings & Supports (PVC) m 182 (8) Deck Drain With Accessories, Type 1 Each 146 (9) Deck Drain With Accessories, Type 2 Each 146 (1) Aviation Obstruction Eight at Bridge Set Subports (PVC) (2) Navigation Light at Bridge Set Subports (PVC) (3) Navigation Marker Buoys Set Subports (PVC) (4) Navigation Marker Buoys Set Subports (PVC) (5) Navigation Marker Buoys Set Subports (PVC) (6) Navigation Marker Buoys Set Subports (PVC) (7) Navigation Marker Buoys Set Subports (PVC) (8) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Navigation Marker Buoys Set Subports (PVC) Subports (| Ш | Ħ | Subtotal (Bearing Pad) | | | | | | | | 432,048 | 211.398 | 54,615,926 | 0 | 3,091,662,000 |
| Bridge Utility Bridge Railing & Expansion Joint m m 3,927 1 (2) Bridge Railing Type-A m 3,927 2 (3) Navigation Light at Bridge Railing Type & (300mm) m 347 3 (4) Drain Pipe, 200mm Dia, With Fittings & Supports (PVC) m 182 4 (1) Aviation Obstruction System set 5 (4) Deck Drain With Accessories, Type 1 Each 146 5 (5) Navigation Aids System set 6 (6) Navigation Light at Bridge set set 7 (5) Navigation Marker Buoys set 8 (7) Navigation Marker Buoys set 8 (8) Navigation Marker Buoys set 9 (8) Navigation Marker Buoys set 9 (9) Navigation Marker Buoys set 9 (10) Navigation Marker Buoys set 9 (11) Aviation Marker Buoys set 9 (12) Navigation Marker Buoys set 1 (3) Navigation Marker Buoys set 1 (4) Navigation Marker Buoys set 1 (5) Navigation Marker Buoys set 1 (6) Navigation Marker Buoys set 1 (6) Navigation Marker Buoys set 1 (7) Navigation Marker Buoys set 1 (8) Navigation Marker Buoys set 2 (8) Navigation Marker Buoys set 3 (8) Navigation Marker Buoys set 4 (9) Navigation Marker Buoys set 5 (10) Navigation Marker Buoys set 6 (11) Navigation Marker Buoys set 7 (12) Navigation Marker Buoys set 8 (13) Navigation Marker Buoys set 8 (14) Navigation Marker Buoys set 9 (15) Navigation Marker Buoys set 9 (16) Navigation Marker Buoys set 9 (17) Navigation Marker Buoys set 9 (18) Navi | | | | T | | | | | | | | | | | |
| 1 (1) Bridge Railing & Expansion Joint m 3,927 1 (2) Bridge Railing Type-A m 3,927 1 (2) Expansion Joint, Type A (300mm) m 3,927 1 (3) Expansion Joint, Type B (100mm) m 250 1 (4) Expansion Joint, Type B (100mm) m 347 2 (2) Drain Pipe, 200mm Dia, With Fittings & Supports (PVC) m 182 2 (2) Drain Pipe, 165mm Dia, With Fittings & Supports (PVC) m 182 2 (2) Drain Pipe, 165mm Dia, With Fittings & Supports (PVC) m 182 2 (3) Deck Drain With Accessories, Type 1 Each 146 2 (4) Deck Drain With Accessories, Type 1 Each 146 3 (1) Lighting Protection System set set 4 (2) Navigation Lights System set set 4 (2) Navigation Lights at Bridge set set 5ull Navigation Marker Buoys set set Subtotal (Bridge Utility) set set | 12 | 1 | Bridge Utility | T | | | | | | | | | | | |
| 1 (1) Bridge Railing Type-A m 3,927 1 (2) Bridge Railing Type-B m 3,927 1 (3) Expansion Joint, Type A (300mm) m 250 1 (4) Expansion Joint, Type B (100mm) m 347 2 (2) Expansion Joint, Type C (50nm) m 347 2 (2) Drain Pipe, 200mm Dia, With Fittings & Supports (PVC) m 182 2 (2) Drain Pipe, 165mm Dia, With Fittings & Supports (PVC) m 146 2 (3) Deck Drain With Accessories, Type 1 Each 146 2 (4) Deck Drain With Accessories, Type 2 Each 146 3 (4) Lighting Protection System set set 4 (2) Navigation Light at Bridge set set 4 (2) Navigation Light at Bridge set set 5ull Navigation Marker Buoys set set Subtotal (Bridge Utility) set set | 2 | | Bridge Railing & Expansion Joint | H | | | | | | | | | | | |
| (2) Bridge Railing Type-B m 5.924 1 (3) Expansion Joint, Type A (300mm) m 250 1 (4) Expansion Joint, Type B (100mm) m 347 1 (5) Expansion Joint, Type B (100mm) m 347 1 (5) Expansion Joint, Type C (50mm) m 347 1 (5) Expansion Joint, Type C (50mm) m 347 1 (5) Drain Pipe, 200mm Dia, With Fittings & Supports (PVC) m 182 2 (2) Drain Pipe, 165mm Dia, With Fittings & Supports (PVC) m 182 2 (2) Drain Pipe, 165mm Dia, With Fittings & Supports (PVC) m 146 2 (3) Deck Drain With Accessories, Type 1 Each 146 2 (4) Deck Drain With Accessories, Type 2 Each 146 3 (4) Deck Drain With Accessories, Type 2 Each 146 4 (2) Navigation Lights System set 1 (1) Avaision Obstantial Bridge set 1 (2) Navigation Marker Buoys set 1 (3) Navigation Marker Buoys set 1 (3) Navigation Marker Buoys set 1 (3) Navigation Marker Buoys | ᄗ | 1 | (1) Bridge Railing Type-A | E | | | 000 | 207 136 | 900 | 000 100 | | | 2 777 727 5 | C | 3 774 039 900 |
| 1 (3) Expansion Joint, Type A (300mm) | 12 | 1 | (2) Bridge Railing Type-B | E | 3,92/ | | | 201,433 | 300 | 207100 | 2 | | ╀ | · | |
| (5) Expansion Joint, Type C (50mm) | | | (3) Expansion Joint, Type A (300mm) | E F | 050 | 182,662 | 00'0 | 269.782 | 00.0 | 24,117,000 | 45,574,169 | 0 | 67,310,609 | 0 | 6,017,191,500 |
| 2 (1) Drain for Bridge 2 (2) Drain Fipe, 200mm Dia. With Fittings & Supports (PVC) m 2 (2) Drain Fipe, 165mm Dia. With Fittings & Supports (PVC) m 2 (3) Deck Drain With Accessories, Type 1 Each 146 2 (4) Deck Drain With Accessories, Type 2 Each 146 3 Lighting Protection System set Set (1) Avigation Akis (1) Accessories, Type 2 Each 146 4 (1) Avigation Light at Bridge set (1) Avigation Marker Buoys set Subtorial (Bridge Utility) | ֚֚֚֓֞֞֓֓֞֓֓֓֞֟֝֟֓֓֓֓֓֓֓֟֟֟֟֝֟֟֓֓֓֓֟֟֝֟֟֝֟֝֓֟֟֟֝֟֝֟֝֟֝ | -1- | (4) Expansion Joint Type D (Shum) | E | 347 | 96,138 | | 269,782 | 0.00 | 12,821,000 | 33,359,886 | 0 | | 0 | 4,448,887,000 |
| 2 Drain for Bridge 2 (1) Drain Pipe, 200nm Dia. With Fittings & Supports (PVC) m 2 (2) Drain Pipe, 165mm Dia. With Fittings & Supports (PVC) m 2 (3) Deck Drain With Accessories, Type 1 Each 2 (4) Deck Drain With Accessories, Type 2 Each 3 Lighting Protection System set 4 Navigation Aids set 4 (2) Navigation Light at Bridge set 5ubtotal (Bridge Utility) set | 1 | | | H | | | | | | | | | | | |
| 2 (1) Drain Pipe, 200mm Dia. With Fittings & Supports (PVC) m 182 2 (2) Drain Pipe, 165mm Dia. With Fittings & Supports (PVC) m 182 2 (3) Deek Drain With Accessories, Type 1 Each 146 2 (4) Deek Drain With Accessories, Type 2 Each 146 3 Lighting Protection System set set 4 (1) Avriation Akids set set 4 (2) Navigation Akids set set 5 Wavigation Marker Buoys set set 5 Wavigation Marker Buoys set set 6 (3) Navigation Marker Buoys set set | [2] | 77 | Drain for Bridge | | | 00,0 | 3 | 200 67 | 9 | 000 Ecc | | | · · | c | |
| 2 (2) Dram Pipe, Josem Dia, With Futings & Supports (CVC) In 102 2 (3) Deck Drain With Accessories, Type 1 Each 146 2 (4) Deck Drain With Accessories, Type 2 Each 146 3 (Lighting Protection System set 4 (Navigation Aids set 4 (2) Navigation Light a Bridge set 5 (2) Navigation Marker Buoys set 5 (2) Navigation Marker Buoys set | | 7 | (1) Drain Pipe, 200mm Dia. With Fittings & Supports (PVC) | E | 5 | 2,408 | 0.00 | 12,705 | 00.0 | 222,000 | 292 999 | | 2 317 90 | 0 | 40.501.680 |
| 2 (4) Deck Drain With Accessories, Type 2 2 (4) Deck Drain With Accessories, Type 2 3 (1) Lighting Protection System 4 (1) Aviation Obstruction Lights System 4 (2) Navigation Light a Bridge 5 (3) Navigation Marker Buoys 8 (4) Navigation Marker Buoys 8 (5) Navigation Lights Bridge 8 (5) Navigation Lights System 8 (5) Navigation Lights System 8 (5) Navigation Lights System 8 (6) Navigation Lights System 8 (7) Navigation Lights System 8 (7) Navigation Lights System | 2] | 71 7 | Ť | Sach Hock | 707 | 2001 | | 2 | | | | | | | |
| 3 (1) Lighting Protection System 4 (Navigation Adds 4 (Navigation Adds 4 (2) Navigation Distruction Lights System 4 (2) Navigation Light at Bridge 4 (3) Navigation Marker Buoys Subtotal (Bridge Utility) | 15 | <u>، ۲</u> | Deck Drain With Accessories, 17pc 2 Deck Drain With Accessories, Type 2 | Each | 146 | 2,408 | 000 | 635,622 | 000 | 000'056 | 351,568 | 0 | 92,800,812 | 0 | 138,700,000 |
| 3 Lighting Protection System 3 (1) Lighting Protection System 4 Navigation Aids 4 (2) Navigation Light at Bridge 4 (2) Navigation Light at Bridge 5 (3) Navigation Marker Buoys Subtotal (Bridge Utility) | П | | | | | | | | | | | | | | |
| (1) Lighting Protection System Navigation Adds (1) Aviation Obstruction Lights System (2) Navigation Light at Bridge (2) Navigation Marker Buoys Subtotal (Bridge Utility) | 7 | - | Lighting Protection System | 1 | | | | | | | | | | | |
| 4 Navigation Aids 4 (1) Aviation Obstruction Lights System (2) Navigation Light at Bridge 4 (3) Navigation Marker Buoys Subtotal (Bridge Utility) | 띄 | m | Lighting Protection System | 3 | | | | | | | | | | | |
| 4 (1) Aviation Axis 4 (1) Aviation Ostruction Lights System 4 (2) Navigation Light at Bridge 4 (3) Navigation Marker Buoys Subtotal (Bridge Utility) | 1 | | | Ŧ | | | | | | | | | | | |
| 4 (2) Navigation Light at Bridge 4 (3) Navigation Marker Buoys Subtorial (Bridge Utility) | 3 5 | ₹ 7 | (1) Aviation Obstruction Lights System | i i | | | | | | | | | | | |
| 4 (3) Navigation Marker Buoys Subloral (Bridge Utility) | 2 | Ī | Navigation Light at Bridge | set | | | | | | | | | | | |
| Subjectal (Bridge Utility) | 12 | 4 | Navigation Marker Buoys | ig | | | | | | | | | | | |
| Subtotal (Bridge Utikity) | <u>[]</u> | Ħ | | \exists | | | | | | | | | Д. | • | 000 |
| | | | Subtotal (Bridge Utility) | 7 | | | | | | | 79,578,622 | | 4,031,791,207 | a | 14,419,319,380 |

| CAN | D BRIDGE CONSTRUCTION PROJECT (Package 3) | Ì | | | | | | 21.20 | Amount | | Average (1) | | Amount. |
|-------------------------|--|----------|----------|------------|-------------------|-------------------|--------------------|---------------|-----------|------------|---------------|-----------|----------------|
| Category | Name | ă | Quantity | Unit price | | | 1 | Contract | - innount | | | 1 | |
| E | - | | | Foreign | Foreign | Locai | Local | Combined | Foreign | Foreign | Local | Local | Combined |
| | | | | (JP Yen) | currency (USS) | currency (VND) | currency (US\$) | (VND) | (JP Yen) | (USS) | (VND) | (USS) | (VND) |
| E | | | | | | | | | | | | | |
| $oldsymbol{\mathbb{E}}$ | | | | | | | | | | | | | |
| £ | | | | | | | | | | | | | |
| 5 | Electrical Services | | | | | | | | | | | | |
| 13 1 | Electrical Services | | | | | - | | | | | | | |
| 13 1 | 1 Lighting Pole & Lighting Fixture (Double) | nos. | 98 | 0 | 0 | 877,534 | 874 | 13,205,000 | 0 | 0 | _ | 75,188 | 1,135,630,000 |
| | 7 | nos. | 128 | 0 | 0 | 685,657 | 692 | 10,436,000 | 0 | 0 | | 88.512 | 1,335,808,000 |
| | 3 | nos. | 77 | 0 | 0 | 3,498,327 | 17,500 | 250,250,000 | 0 | 0 | 6,996.654 | 35,000 | 500,500,000 |
| | _ | nos. | | | | | | | | | | | |
| 13 1 | Foundation for Lighting Pole including any of Cables, Pipes for Cable Protection, Cable Rack, Mambole, Excavation & Backfilling for Load Lighting & LV Power Distribution Screen on the drawings | nos. | 77Z | 0 | 0 | 2,710,076 | 1,187 | 19,451,090 | | ٥ | 750,691,052 | 328,877 | 5,387,927,000 |
| 1 | Foundation for Lighting Pole (High Mast) including any of Cable Postering Cable Back Manhole | | | | | | | | (| C | | 670 12 | 000 ********* |
| 13 1 | 9 | nos. | 71 | 0 | 0 | 2,079,783 | 23,531 | 333,872,000 | 0 | D . | 4,139,300 | 4/,003 | 000,444,600 |
| 13 1 | 7 | ε | 7,750 | 0 | 0 | 23,220 | 57 | 826,000 | 0 | 0 | 179,955,000 | 441,285 | 6,401,500,000 |
| 13 | 8 Substation A 50kVA including Substation Building | Pos. | | 0 | 0 | 2,650,850 | 121,608 | 1,717,319,000 | 0 | 0 | 0 | O | 0 |
| 13 | _ | nos. | | 0 | 0 | 3,227,689 | 206,163 | 2,910,123,000 | 0 | 0 | 0 | 0 | 0 |
| 13 | 9 | nos. | | 0 | 0 | 3,227,689 | 185,109 | 2,613,258,000 | 0 | 0 | 0 | 0 | 0 |
| 13 1 | 11 | nos. | | | | | | | | | | | |
| 13 1 | 12 | nos. | . 1 | 0 | ō | 4,034,510 | 206,609 | 2,917,228,000 | 0 | ٥ | | 206,609 | 2,917,228,000 |
| 13 1 | 13 Substation F 100kVA including Substation Building | nos. | -7 | 0 | 0 | 2,890,228 | 154,591 | 2,182,625,000 | 0 | 0 | 2,890,228 | 154,591 | 2,182,625,000 |
| \exists | | | | | | | | | Š | | 770 007 522 6 | 1000 | ADD 275 150 11 |
| | Subtotal (Electrical Services) | | | | | | | | Đ | 2 | _ | 555,505,2 | 41,304,420,000 |
| 1 | | | | | | | | | | | | | |
| 7 | Toll Collection Systems | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | |
| 7 | Ξ | গ্ৰ | | 520,431 | | 159,559,399 | 78,298.28 | 1,331,510,000 | 0 | 0 | | 0 | 0 |
| <u>1</u> | _ | <u>m</u> | | 268 | | 271.583 | 3.73 | 359,000 | O | ָר רַ ו | | O G | 0 0 |
| <u>구</u> | (3) Maintenance Office (Building) | S | | 0 | 0.00 | o l | 158,030.44 | 2,228,229,000 | 0 | 0 | | 0 | 2 |
| + | Subiotal (Toil Collection Systems) | | | | | | | | 0 | ٥ | 0 | θ | θ |
| Н | | | | | | | | | | | | | |
| 12 | Vehicle Cuardrell Precest Concrete km Posts | | | | | | | | | | | | |
| 3 3 | | | | | | | | | | | | | |
| 15 1 | _ | E | 11,322 | 0 | | 368,711 | 0.00 | 369,000 | 0 | 0 | 4,174,545,94 | 0 | 4,177,818,000 |
| 15 1 | (2) Vehicle Guardrail (Type-B) | E | | 0 | 00:0 | 368,711 | 0.00 | 365,000 | 0 | 0 | 5 | n | O |
| | | | | | | | | | | | | | |

| Comparison Com | 1 (3 | | 1 | # | Curk prince | | | | 2000 | 1 | | - | | |
|--|-------|---|------|--------|-------------|-------------------|-------------------|--------|-----------|-------------|-----------|------------------------------|-----------|-----------------|
| 1 | | | | | | • | | | | | G. | | 1 | 70.17 |
| 10 Present Country Line Sign 10 Present Country Line Sign 10 Present Country Line Sign 10 Present Country Line Sign 11 Present Country Line Sign 11 Present Country Line Sign 12 Present Country Line Sign 12 Present Country Line Sign 13 Present Country Line Sign 14 Present Country Line Sign 14 Present Country Line Sign 15 Present Country Line Sign | | | | | Foreign | Foreign | Local | Local | Combined | Foreign | Foreign | Local | Local | Combined |
| 10 Present Concert bilancert Point Each Eac | | | | | (JP Yea) | currency (USS) | currency (VND) | (US\$) | (VND) | (JP Yen) | (US\$) | (VND) | (USS) | (VND) |
| 10 Present Concrete Namenery Press Each Eac | 1-1-1 | | L | | | | | | | | | | | |
| Charles Control Cont | Ħ | Precast Concrete kilometer Posts | Each | | 179 | 0.00 | | 0000 | 306,000 | 1,432 | 0 | | 0 | 2,448,000 |
| Subtest (T-active Carret Pair Parts) Subtest (T-active Carret Pair Parts) Subtest (T-active Carret Pair Parts) Subtest (T-active Spin Spin Spin Spin Spin Spin Spin Spin | | | | | | | | | | | | | | |
| Treffe Sprange Spran | | Subtotal (Vehicle Guardrail, Precast Concrete km Posts) | | | | | | | | 1,432 | 0 | _ | 0 | 4,180,266,000 |
| Traffic Sign 10 Traffic Sign 10 Traffic Sign 10 Traffic Sign 11 Traffic Sign 12 Traffic Sign 12 Traffic Sign 13 Traffic Sign 14 Traffic Sign 15 Traffic Sign 16 Traffic Sign 17 Traffic Cannol Utility | | | 4 | | | | | | 1 | | | | | |
| Traffic Sign Traffic Centrel Utility Traffic Centrel Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel Utility Traffic Centrel T | 1 | | 4 | | | | | | | | | | | |
| 1 (1) Technical Signs Type-1 Pole Each 24 0 0.00 1.135,717 0.00 1.236,000 0 0 22,5778,802 22 0.00 1.236,000 0 0 0 22,5778,802 0 0 0 0 0 0 0 0 0 | 9 | Traffic Sign | _ | | | | | | | | | | | |
| 1 (1) Regulator & Warning Sign. Type-1 Pole Each 21 0 0.00 1.235.517 0.00 1.235.000 0 0 0 25.757.318 1 (2) Regulator & Warning Sign. Type-2 Pole Each 21 0 0.00 1.235.517 0.00 1.235.000 0 0 0 25.757.318 2) Gapulator & Warning Sign. Type-2 Pole Each 61 0 0.00 1.235.517 0.00 1.235.000 0 0 0 25.757.318 3) Gapulator & Warning Sign. Type-3 Pole Each 61 0 0.00 1.235.000 0 0 0 0 25.957.328 4) Gapulator & Warning Sign. Type-3 Pole Each 61 0 0.00 1.235.218 0.00 1.255.000 0 0 0 25.957.328 5) Galak Pout (Bau Calved) 22 22 22 22 22 22 22 | 6 1 | Traffic Sign | | | | | | | | | | \downarrow | | |
| (2) Regulatory & Warring Signa Type-2 Pole Each 2 0 0 0 0 0 0 0 0 0 | 1 | Regulatory & Warning Signs, Type-1 Pole | Each | | 0 | 0.00 | 1,335,717 | 0.00 | 1,336,000 | 0 | 0 | | 0 | 32,064,000 |
| 1 (1) Regulatory & Variang Signs, Type-3 Fole Each 6 0 0.00 1,022,056 0.00 1,022,000 0.00 5,629,452 0.00 1,022,000 0.00 0 | 1 | Regulatory & Warning Signs, Type-2 Pole | Each | | 0 | 00:0 | 1,227,562 | 0.00 | 1,228,000 | 0 | 0 | | O | 25,788,000 |
| 1 60 Replaciory & Warning Signar, Type-4 Pole Each 6 0 0.00 938.247 0.00 938.247 0.00 938.247 0.00 938.248 0.00 938.248 0.00 0. | 7 | Regulatory & Warning Signs, Type-3 Pole | Each | | 0 | 00.00 | 1,092,368 | 0.00 | 1,092,000 | 0 | 0 | | 0 | 29,484,000 |
| 1 (5) Golder Post (Beax Chirert) Each 61 | - | Regulatory & Warning Signs, Type-4 Pole | Each | 9 | 0 | 00.00 | 938,247 | 0.00 | 938,000 | 0 | 0 | | 0 | 5,628,000 |
| Traffic Control Utility Traffic Control | 1 | Guide Post (Box Culvert) | Each | | | | | | | | | | | |
| Subtotal Crarter Sign) Subtotal Crarter Sign) Subtotal Crarter Sign) Subtotal Crarter Sign) Subtotal Crarter Dility Concrete Barrier, Type A (Road section) Time Concrete Partier Control Utility) Time Concrete Partier Control Utility Time Control Utility Time Control Utility Time Control Utility Time Control Utility Time Control Utility Time Control Utility Time Control Utility Time Control | L | | | | | | | | | | | | | |
| Traffic Control Villity Traffic Control | | Subtotal (Traffic Sign) | | | | | | | | 0 | 0 | | 0 | 92,964,000 |
| Traffic Control Utility Traffic Control | L | | | | | | | | | | | | | |
| 1 Traffic Coarted Utility Traffic Coarted Curb Type-A Traffic Coarted Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffic Curb Type-B Traffi | L | | _ | | | | | | | | | | | |
| 1 (1) Roard Marking | Ļ | Traffic Control Utility | | | | | | | | | | | | |
| 1 (1) Road Marking m2 7,399 0 0 0 0 0 113,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | Traffic Control Utility | | | | | | | | | | | | |
| 1 (2) Delineator 1 (2) Delineator 1 (2) Delineator 1 (2) Delineator 1 (2) Delineator 1 (2) Delineator 1 (2) Delineator 1 (2) Delineator 1 (2) Concrete Curb Type-B 1 (3) Concrete Curb Type-B 1 (4) Concrete Curb Type-B 1 (4) Concrete Curb Type-B 1 (4) Concrete Entire Type-B 1 (4) Con | Ē | Road Marking | m2 | | 0 | 00.00 | 113,072 | 00.0 | 113,000 | 0 | 0 | | 0 | 902,870,000 |
| 1 (5) Concrete Curb Type-A m 15,986 58 0.00 138,175 0.08 16,100 927,188 0 2238,585,550 1 (4) Concrete Curb Type-B (Acad section) m 1,788 399 0.00 389,060 3.55 491,000 83,790 0.114,825 0.00 0.11 | - | Delineator | Each | | 0 | 00.0 | 170,645 | 0.00 | 171,000 | 0 | 0 | | 0 | 10,431,000 |
| 1 (4) Concrete Curb Type-B m 1,798 75 0.00 178,331 0.11 190,000 134,850 0 0 230,633,138 1 (5) Coureret Barrier, Type A (Road section) m 1,798 399 0.00 389,060 3.55 491,000 83,790 0 699,529,880 1 (6) Concrete Barrier, Type B (Bridge section) m 2.10 399 0.00 389,060 3.55 491,000 83,790 0 619,702,600 2 (6) Concrete Barrier, Type B (Bridge section) m 2.10 399 0.00 389,060 3.55 491,000 83,790 0 619,702,600 3 (7) Note of Interchanges Each 8 8 8 8 8 8 8 8 8 | Ξ | | Б | 15,986 | 58 | 00:0 | 158,175 | 80.0 | 167,000 | 927,188 | 0 | 17 | 1,279 | 2,669,662,000 |
| 1 (5) Concrete Barrier, Type A (Road section) m 1,798 399 0.00 389,060 3.55 491,000 83,790 0 699,529,880 1 (7) Nose of Interchanges Each Each Each B Each Each B Each Each Each B Each E | Ξ | Concrete Curb Type-B | Œ | 1,798 | 75 | 00.0 | 178,331 | 0.11 | 190,000 | 134,850 | 0 | | 198 | 341,620,000 |
| (6) Concrete Barrier, Type B (Bridge section) | E | Concrete Barrier, Type A (Road section) | E | 1,798 | 399 | 000 | 389,060 | 3.55 | 491,000 | 717,402 | 0 | | 6383 | 882,818,000 |
| (7) Note of Interchanges | Ε | Concrete Barrier, Type B (Bridge section) | ш | 210 | 399 | 00'0 | 389,060 | 3.55 | 491,000 | 83,790 | 0 | | 746 | 103,110,000 |
| Subtotal (Traffic Control Utility) | Ξ | | Each | 8 | | | | | | | | | | |
| Subtotal (Traffic Control Utility) Subtotal (Traffic Control Utility) 4,544,311,793 Landscaping Works of Interlocking Concrete Pavement 1 (1) linerlocking Concrete Paving 2,000 | | | | | | | | | | | | | | |
| Landscaping Works of Interlocking Concrete Pavement Landscaping Works of Interlocking Concrete Pavement Landscaping Works of Interlocking Concrete Pavement Landscaping Works of Interlocking Concrete Paving Landscaping Works of Interlocking Concrete Paving Landscaping Works of Interlocking Concrete Landscaping Works of In | Н | Subtotal (Traffic Control Utility) | | | | | | | | 1,863,230 | 0 | | 8,605 | 4,910,511,000 |
| Landscaping Works of Interlocking Concrete Pavement Interlocking Concrete Pavement Mandscaping Works of Interlocking Concrete Paving 1 (1) Interlocking Concrete Paving Mandscaping Works of Interlocking Concrete Paving 255,328,960 | _ | | _ | | | | | - | | | | | | |
| 1 Landscaping Works of Interlocking Concrete Pavement 4.672 0 0.00 76,005 0 0 355,328,960 Subtotal (Landscaping Works of Interlocking Concrete Pavement) 0 355,328,960 0 355,328,960 | | Transcribe Works of Interporting Concests Passensed | ļ | | | | | | | | | | - | |
| 1 (1) Interbocking Concrete Paving m2 4.672 0 0.00 76,000 0 0 355,328,960 Subtotal (Landscaping Works of Interlocking Concrete Pavenent) 0 355,328,960 0 355,328,960 | | Lengacaping Works of Interlocking Concrete Pavement | _ | | | | | | | | | | | |
| Subtotal (Landscaping Works of Interlocking Concrete Pavement) Pavement) | 1- | | ╁ | 4.672 | 0 | 00'0 | 76,055 | 0.00 | 76,000 | 0 | 0 | L | 0 | 355,072,000 |
| nent) Next of interlocking Concrete. Next of interlocking Concrete. Next of interlocking Concrete. Next of interlocking Concrete. | T | | Ļ | | | | | | | | | | | |
| E43 HOU DOU IN 603 THOS 4 643 LE3 173 | | Subtotal (Landscaping Works of Interlocking Concrete Pavement) | | | | | | | : | 0 | 0 | | 0 | 355,072,000 |
| 1 527 1001 1007 1007 10 1007 1007 1007 1007 | Н | | | | | | | | | | | | | |
| 2011/07/06/01/17/1 (00)17/07/1 1/01/17/17/10 | F | Total | | | | | | | | 642,527,672 | 2.824.683 | 2.824.683 [221,098,287,173] | 8,222,858 | 461,069,030,909 |
| | | | | | | | | | | | | | 35,1 | 120 003 52 |
| | | | | | | | | | | | | | JP Yen | 3,531,592,577 |