

### 3. CONSTRUCTION PLAN

The construction schedule has been prepared by examining the performance of construction equipment, including the daily workable volume of a combination of equipment and workable number of days.

#### 3.1 Hourly Production of Equipment

Hourly production of construction equipment has been calculated based on the work volume for one excavation cycle time, exchange ratio of soil volume, coefficient of soil condition and workability at site, and one cycle time including hauling.

##### Hourly Production Of Bulldozer

$$V = \frac{60 \times q \times f \times E}{Cm}$$

where,

$V$	:	Work Volume (m <sup>3</sup> /hr)
$q$	:	Work Volume for 1 Cycle Time
$f$	:	Exchange ratio of soil volume
$E$	:	Coefficient of workability and soil condition at site
$Cm$	:	Cycle Time = $0.027 \times I + 0.78$ (min.)
		$I$ = average hauling distance

(1) Bulldozer-A, 145 ps (15-ton)

$$15\text{-ton} \Rightarrow q = 2.2 \text{ m}^3$$

$f$	=	1.0 (original surface)
$E$	=	0.8 (normal); for FW = 0.85
$Cm$	=	$0.027 \times I + 0.78$
	=	$0.027 \times (50.0) + 0.78 = 2.13$ (min.)
$Cm$ for FW	=	$0.027 \times (20.0) + 0.78 = 1.32$ (min.)

(Note: FW = Floodway)

$$V = \frac{60 \times 2.2 \times 1.0 \times 0.8}{2.13} = 49.577 \text{ m}^3/\text{hr}$$

$$V \text{ for FW} = \frac{60 \times 2.2 \times 1.0 \times 0.85}{1.32} = 85.000 \text{ m}^3/\text{hr}$$

$$\text{Oil, 145 ps} = 145 \text{ ps} \times 0.138 = 20.01 \text{ l/ps-hr}$$

- (2) Bulldozer-B, 100ps (12-ton)

$$12\text{-ton} \Rightarrow q = 1.5 \text{ m}^3$$

$$\begin{aligned} f &= 1.0 \text{ (original surface)} \\ E &= 0.8 \text{ (normal); for FW} = 0.85 \\ Cm &= 0.027 \times I + 0.78 \\ &= 0.027 \times (50.0) + 0.78 = 2.13 \text{ (min.)} \\ Cm \text{ for FW} &= 0.027 \times (20.0) + 0.78 = 1.32 \text{ (min.)} \end{aligned}$$

(Note: FW = Floodway)

$$V = \frac{60 \times 15 \times 10 \times 0.8}{2.13} = 33.803 \text{ m}^3/\text{hr}$$

$$V \text{ for FW} = \frac{60 \times 15 \times 10 \times 0.85}{1.32} = 57.955 \text{ m}^3/\text{hr}$$

$$\text{Oil, 100 ps} = 100 \text{ ps} \times 0.138 = 13.8 \text{ l/ps-hr}$$

- (3) Bulldozer-C, 65 ps (6-ton)

$$6\text{-ton} \Rightarrow q = 1.0 \text{ m}^3$$

$$\begin{aligned} f &= 1.0 \text{ (original surface)} \\ E &= 0.8 \text{ (normal); for FW} = 0.85 \\ Cm &= 0.027 \times I + 0.78 \\ &= 0.027 \times (15.0) + 0.78 = 1.185 \text{ (min.)} \\ Cm \text{ for FW} &= 0.027 \times (20.0) + 0.78 = 1.32 \text{ (min.)} \end{aligned}$$

(Note: FW = Floodway)

$$V = \frac{60 \times 10 \times 10 \times 0.8}{1.185} = 40.506 \text{ m}^3/\text{hr}$$

$$V \text{ for FW} = \frac{60 \times 10 \times 10 \times 0.85}{1.32} = 38.636 \text{ m}^3/\text{hr}$$

$$\text{Oil, 65 ps} = 65 \text{ ps} \times 0.138 = 8.97 \text{ l/ps-hr}$$

- (4) Bulldozer with Ripper, 224 ps (21-ton)

$$21\text{-ton} \Rightarrow q = 2.85 \text{ m}^3$$

$$\begin{aligned} f &= 1.0 \text{ (original surface)} \\ E &= 0.65 \text{ (normal); for FW} = 0.85 \end{aligned}$$

$$\begin{aligned}
 C_m &= 0.027 \times I + 0.78 \\
 &= 0.027 \times (50.0) + 0.78 = 2.13 \text{ (min.)} \\
 C_m \text{ for FW} &= 0.027 \times (20.0) + 0.78 = 1.32 \text{ (min.)}
 \end{aligned}$$

(Note: FW = Floodway)

$$V = \frac{60 \times 2.85 \times 10 \times 0.65}{2.13} = 52.183 \text{ m}^3/\text{hr}$$

$$V \text{ for FW} = \frac{60 \times 2.85 \times 10 \times 0.85}{1.32} = 110.114 \text{ m}^3/\text{hr}$$

$$\text{Oil, 224 ps} = 224 \text{ ps} \times 0.138 = 30.912 \text{ l/ps-hr}$$

### Hourly Production of Backhoe

$$V = \frac{3600 \times q \times f \times E}{C_m}$$

where,

$V$	:	Work Volume ( $\text{m}^3/\text{hr}$ )
$q$	:	Work Volume for 1 Cycle Time = ( $q \times K$ ); $K$ = coefficient for Backhoe Volume = 0.98
$f$	:	Exchange ratio of soil volume
$E$	:	Coefficient of workability and soil condition at site
$C_m$	:	Cycle Time = 30 sec.

(1) Backhoe-A, 120 ps ( $0.60 \text{ m}^3$ )

$$0.60 \text{ m}^3 \Rightarrow q = q \times K = 0.60 \times 0.98 = 0.59 \text{ m}^3$$

$$\begin{aligned}
 f &= 1.0 \text{ (original surface)} \\
 E &= 0.60 \text{ (normal); for FW} = 0.75 \\
 C_m &= 30 \text{ sec.}
 \end{aligned}$$

(Note: FW = Floodway)

$$V = \frac{3600 \times 0.59 \times 1.0 \times 0.60}{30} = 42.480 \text{ m}^3/\text{hr}$$

$$V \text{ for FW} = \frac{3600 \times 0.59 \times 1.0 \times 0.75}{30} = 53.100 \text{ m}^3/\text{hr}$$

$$\text{Oil, 120 ps} = 120 \text{ ps} \times 0.138 = 16.56 \text{ l/ps-hr}$$

(2) Backhoe-B, 88 ps (0.40 m<sup>3</sup>)

$$0.40 \text{ m}^3 \Rightarrow q = q \times K = 0.40 \times 0.98 = 0.39 \text{ m}^3$$

$$\begin{aligned} f &= 1.0 \text{ (original surface)} \\ E &= 0.60 \text{ (normal); for FW} = 0.75 \\ C_m &= 30 \text{ sec.} \end{aligned}$$

(Note: FW = Floodway)

$$V = \frac{3600 \times 0.39 \times 1.0 \times 0.60}{30} = 28.080 \text{ m}^3/\text{hr}$$

$$V \text{ for FW} = \frac{3600 \times 0.39 \times 1.0 \times 0.75}{30} = 35.100 \text{ m}^3/\text{hr}$$

$$\text{Oil, 88 ps} = 88 \text{ ps} \times 0.138 = 12.144 \text{ l/ps-hr}$$

### Hourly Production of Wheel-Type Loader

$$V = \frac{3600 \times q \times f \times E}{C_m}$$

where,

$$\begin{aligned} V &: \text{Work Volume (m}^3/\text{hr)} \\ q &: \text{Work Volume for 1 Cycle Time} = (q \times K); \\ &\quad K = \text{coefficient for Backhoe Volume} = 0.98 \\ f &: \text{Exchange ratio of soil volume} \\ E &: \text{Coefficient of workability and soil condition at site} \\ C_m &: \text{Cycle Time} = 25 \text{ sec.} \end{aligned}$$

(1) Wheel-Type Loader, 81 ps (1.20 m<sup>3</sup>)

$$1.20 \text{ m}^3 \Rightarrow q = q \times K = 1.20 \times 0.98 = 1.176 \text{ m}^3$$

$$\begin{aligned} f &= 1.0 \text{ (original surface)} \\ E &= 0.60 \text{ (normal); for FW} = 0.80 \\ C_m &= 25 \text{ sec.} \end{aligned}$$

(Note: FW = Floodway)

$$V = \frac{3600 \times 1.176 \times 1.0 \times 0.60}{25} = 101.606 \text{ m}^3/\text{hr}$$

$$V \text{ for FW} = \frac{3600 \times 1.176 \times 1.0 \times 0.80}{25} = 135.475 \text{ m}^3/\text{hr}$$

$$\text{Oil, 81 ps} = 81 \text{ ps} \times 0.138 = 11.178 \text{ l/ps-hr}$$

### Hourly Production of Dump Truck

$$V = \frac{60 \times q \times f \times E}{Cm}$$

where,

$V$	:	Work Volume (m <sup>3</sup> /hr)
$q$	:	Work Volume for 1 Cycle Time
$f$	:	Exchange ratio of soil volume
$E$	:	Coefficient of workability and soil condition at site
$Cm$	:	Cycle Time = $\beta \times L + \alpha$ (min.); $L$ = Distance, one-way (km) $\beta$ = Traffic condition $\alpha$ = Other workability

(1) Dump Truck-A, 253 ps (8-ton)

$$8\text{-ton} \Rightarrow q = 4.5 \text{ m}^3$$

$$f = 1.0 \text{ (original surface)}$$

$$E = 0.90$$

$$\beta = 5.30$$

$$\alpha = 13$$

$$L = 2 \text{ km}; Cm = 5.30 \times 2 \times 13 = 23.60$$

$$L = 5 \text{ km}; Cm = 5.30 \times 5 \times 13 = 39.50 \approx 40 \text{ (min.)}$$

$$L = 10 \text{ km}; Cm = 5.30 \times 10 \times 13 = 66.00$$

$$L = 20 \text{ km}; Cm = 5.30 \times 20 \times 13 = 119.00 \approx 120 \text{ (min.)}$$

$$L = 35 \text{ km}; Cm = 5.30 \times 35 \times 13 = 198.50 \approx 200 \text{ (min.)}$$

$$V_2 = \frac{60 \times 4.5 \times 10 \times 0.90}{23.6} = 10.2976 \text{ m}^3/\text{hr}$$

$$V_5 = \frac{60 \times 4.5 \times 10 \times 0.90}{40.0} = 6.075 \text{ m}^3/\text{hr}$$

$$V_{10} = \frac{60 \times 4.5 \times 10 \times 0.90}{66.0} = 3.682 \text{ m}^3/\text{hr}$$

$$V_{20} = \frac{60 \times 4.5 \times 10 \times 0.90}{120} = 2.025 \text{ m}^3/\text{hr}$$

$$V_{35} = \frac{60 \times 4.5 \times 10 \times 0.90}{200} = 1.215 \text{ m}^3/\text{hr}$$

$$\text{Oil, 253 ps} = 253 \text{ ps} \times 0.04 = 10.12 \text{ l/ps-hr}$$

(2) Dump Truck-B, 182 ps ( 4-ton)

$$4\text{-ton} \Rightarrow q = 2.2 \text{ m}^3$$

$f$	=	1.0 (original surface)
$E$	=	0.90
$\beta$	=	4.8
$\alpha$	=	11
$L$	=	2 km; $Cm = 4.80 \times 2 \times 11 = 20.60$
$L$	=	5 km; $Cm = 4.80 \times 5 \times 11 = 35.00$
$L$	=	10 km; $Cm = 4.80 \times 10 \times 11 = 59.00$
$L$	=	20 km; $Cm = 4.80 \times 20 \times 11 = 107.00$
$L$	=	35 km; $Cm = 4.80 \times 35 \times 11 = 179.00$

$$V_2 = \frac{60 \times 2.2 \times 1.0 \times 0.90}{20.6} = 5.767 \text{ m}^3/\text{hr}$$

$$V_5 = \frac{60 \times 2.2 \times 1.0 \times 0.90}{35.0} = 3.394 \text{ m}^3/\text{hr}$$

$$V_{10} = \frac{60 \times 2.2 \times 1.0 \times 0.90}{59.0} = 2.014 \text{ m}^3/\text{hr}$$

$$V_{20} = \frac{60 \times 2.2 \times 1.0 \times 0.90}{107} = 1.110 \text{ m}^3/\text{hr}$$

$$V_{35} = \frac{60 \times 2.2 \times 1.0 \times 0.90}{179} = 0.664 \text{ m}^3/\text{hr}$$

$$\text{Oil, 182 ps} = 182 \text{ ps} \times 0.04 = 7.28 \text{ l/ps-hr}$$

### Hourly Production of Dredger

(1) Dredger, 200 ps

Diesel Oil	=	78 l/hr
Capacity (V)	=	40 m <sup>3</sup> /hr
Pipeline	=	100 m

Spoil area for dredging material (for every 20 m)

Log Pile	=	11 × 5 × 2 = 110 m
Plywood	=	30 m <sup>2</sup>

Total pipeline length is 100 m × 6 locations = 600 m, assuming that 2/3 of the materials can be recycled.

Therefore, construction materials are only for 300 m.

$$\text{Log Pile} = \frac{300}{20} \times 110 = 1,650 \text{ m}$$

$$\text{Plywood} = \frac{300}{20} \times 30 = 450 \text{ m}$$

### 3.2 Combination of Equipment for Major Civil Works

#### Excavation (Common)

No. of Sets	Equipment	Capacity	Quantity	Production Volume (m <sup>3</sup> /hr)
1	Backhoe-A	0.6 m <sup>3</sup>	1	40
	Bulldozer-B	12-ton	1	
	Dump Truck-A	8-ton	14	
	Wheel-Type Loader	1.2 m <sup>3</sup>	1	100

Number of Trucks Required:

$$\begin{aligned} \text{Hourly Production Volume} &= 140 \text{ m}^3 \\ \text{Hauling Distance} &= 5 \text{ km} \\ \text{Speed} &= 20 \text{ km/hr (around 30 min.)} \end{aligned}$$

$$140 \div 5 \div \frac{60}{30} = 14 \text{ units}$$

One (1) set of excavation requires 14 units of Dump Truck

$$140 \times 8 = 1,120 \text{ m}^3/\text{set}/\text{day}$$

#### Excavation (River Channel)

No. of Sets	Equipment	Capacity	Quantity	Production Volume (m <sup>3</sup> /hr)
1	Backhoe-A	0.6 m <sup>3</sup>	2	30 × 2 = 60
	Dump Truck-A	8-ton	6	

Number of Trucks Required = 6 units

$$60 \times 8 \text{ hrs.} = 480 \text{ m}^3/\text{set}/\text{day}$$

#### Embankment

No. of Sets	Equipment	Capacity	Quantity
1	Bulldozer-B	12-ton	1
	Backhoe-B	0.4 m <sup>3</sup>	1
	Tire Roller	12-ton	1

$$100 \text{ m}^2 \times 8 \text{ hrs.} = 800 \text{ m}^2/\text{set}/\text{day}$$

### Clearing and Grubbing

No. of Sets	Equipment	Capacity	Quantity
1	Bulldozer-B	12-ton	1
	Dump Truck-A	8-ton	12
	Wheel-Type Loader	1.2 m <sup>3</sup>	1

$$6 \text{ m} \times 20 \text{ m} = 120 \text{ m}^2/\text{hr.}$$

$$120 \text{ m}^2 \times 8 \text{ hrs.} = 960 \text{ m}^2/\text{set}/\text{day}$$

### Stripping ( 25 cm )

No. of Sets	Equipment	Capacity	Quantity
1	Bulldozer-A	15-ton	2
	Dump Truck-A	8-ton	6
	Wheel-Type Loader	1.2 m <sup>3</sup>	1

$$6 \text{ m} \times 12 \text{ m} \times 2 \text{ units} = 144 \text{ m}^2/\text{hr.}$$

$$144 \text{ m}^2 \times 8 \text{ hrs.} = 1,150 \text{ m}^2/\text{set}/\text{day}, \text{ or } 288 \text{ m}^3/\text{set}/\text{day}$$

### 3.3 Temporary Works

Temporary works include dewatering, coffering, demolition and removal of temporary bridge and wall.

Dewatering work is classified in two types depending on discharge volume, Type A (2.5 m<sup>3</sup>/min.) and Type B (6.5 m<sup>3</sup>/min.). Demolition and removal are also classified into two types, Type A (50 m<sup>3</sup> or more) and Type B (less than 50 m<sup>3</sup>). Wall is 10 m long constructed of brick.

The temporary works for each work portion are presented in the following pages.

**BILL OF QUANTITY OF TEMPORARY WORKS**

Station Number	Civil Works / Structure Name	Remarks	Unit	Quantity	Devaltering Type A set/day	Devaltering Type B set/day	Collaring Length (m)	Demolish. & Removal Type A m <sup>2</sup>	Demolish. & Removal Type B m <sup>2</sup>	Temp. Bridge W=3.0m to 7.0m m <sup>2</sup>	Well W=10 m nos.
MFC-1	<b>PREPARATION WORKS</b>		L.S					100	50	90	
	<b>RIVER WORKS</b>										
	CLEARING AND GRUBBING		m <sup>2</sup>	290,600							
	STRIPPING		m <sup>2</sup>	36,500							
	EXCAVATION (Common)		m <sup>3</sup>	139,600							
	EXCAVATION (River Channel)		m <sup>3</sup>	164,600							
	DREDGING		m <sup>3</sup>	82,600							
	EMBANKMENT		m <sup>3</sup>	263,800							
PE 14 + 57	PARAPET WALL		m <sup>3</sup>	1,560	20		100				
	REVETMENT (Wet Stone Masonry)		m <sup>3</sup>	2,560	40		50				
	SODDING		m <sup>2</sup>	86,100							
	APPROCH STEP		Type PA 5, loc.		15		50				
PE 14 + 57	JETTY (Landing Stage)		L.S		30		60	150			
	DRAINAGE CHANNEL AND OUTLET WORKS				0		0				
	OTHER WORKS										
	<b>MISCELLANEOUS WORKS</b>		L.S								
	<b>Total</b>		L.S		105	40	280	250	50	90	
MFC-2	<b>PREPARATION WORKS</b>										
	<b>RIVER WORKS</b>										
	CLEARING AND GRUBBING		m <sup>2</sup>	528,000							
	STRIPPING		m <sup>2</sup>	61,000							
	EXCAVATION (Common)		m <sup>3</sup>	340,900							
	EXCAVATION (River Channel)		m <sup>3</sup>	166,200							
	EMBANKMENT		m <sup>3</sup>	338,000							
PE 55 + 0	GROUNDSILL		L.S	0	20	10	50				
	APPROCH STEP		Type PA 23 loc		69		230				
PE 71 + 0	BANDAR SIDORAS INTAKE WEIR		L.S	0	60	20	150	1200			
	REVETMENT (Wet Stone Masonry)		m <sup>3</sup>	2,680	70		130				
	SODDING		m <sup>2</sup>	175,400							
	<b>BRIDGE WORKS</b>										
PE 57 + 5 P1	TITI BESI BRIDGE	W=7.0 m, L= 82.8 m	m <sup>2</sup>	751	20		160	80		360	
PE 84 + 28 P2	PERKEBUNAN BRIDGE	W=7.0 m, L= 104.0 m	m <sup>2</sup>	728	40		100	400			
PE 115 + 6 P3	TITI GANTUNG BRIDGE	W=7.0 m, L= 57.4 m	m <sup>2</sup>	402	20		120	120			
	<b>DRAINAGE WORKS</b>										
PE 85 + 0 SL1	DRAINAGE GATE (Flap)	Dia. 600 mm			10		20				
PE 95 + 35 SL2	DRAINAGE GATE	2.0 x 1.5 x 2			10		20				
	OTHER WORKS										
	<b>MISCELLANEOUS WORKS</b>		L.S	1							
	<b>Total</b>		L.S		319	30	980	1900	50	360	

# BILL OF QUANTITY OF TEMPORARY WORKS

Station Number	Civil Works / Structure Name	Remarks	Unit	Quantity	Dewatering Type A set/day	Dewatering Type B set/day	Coffering Length (m)	Demolish & Removal Type A m <sup>2</sup>	Demolish & Removal Type B m <sup>2</sup>	Temp. Bridge W=3.0m to 7.0m m <sup>2</sup>	Well W=10 m nos.
MFC-3	PREPARATION WORKS		L.S.	1				200	100		
	RIVER WORKS										
	CLEARING AND GRUBBING		m <sup>2</sup>	332,400							
	STRIPPING		m <sup>2</sup>	16,300							
	EXCAVATION (Common)		m <sup>3</sup>	626,300							
	EXCAVATION (River Channel)		m <sup>3</sup>	161,900							
	EMBANKMENT		m <sup>3</sup>	95,200							
	REVTMENT (Wet Stone Masonry)		m <sup>3</sup>	10,200	90		500				
	SODDING		m <sup>2</sup>	88,500							
	PROTECTION WORKS										
PE 129 + 43	P4 PROTECTION WORK, TITI RUNTUH Br.				20	60	240				
PE 176 + 66	P8 PROTECTION WORK, RAILWAY Br.				20	70	200				
PE 206 + 20	P10 PROTECTION WORK TOLLWAY Br.				0	0	0				
	APPROCH STEP				60		290				
	BRIDGE WORKS										
PE 137 + 45	P5 PAYUNG BRIDGE	W=7.0 m, L= 40.8 m	m <sup>3</sup>	286	20		120	280		0	
PE 147 + 58	P6 PENDESTRAN BRIDGE	W=2.0 m, L= 40.8 m	m <sup>3</sup>	82	15		40		40	0	
PE 169 + 59	P7 MEDAN TEMBUNG BRIDGE, w WATER PIPE Dia.100 mm	W=9.0 m, L= 40.8 m	m <sup>3</sup>	477	40		120	300		210	
PE 200 + 25	P9 MEDAN DENAI BRIDGE / w WATER PIPE Dia. 150 mm, 100 mm	W=16.0 m, L= 40.8 m	m <sup>3</sup>	849	40	20	230	300		240	
	DRAINAGE WORKS										
PE 138 + 55	SL3 DRAINAGE GATE	1.5 m x 1.5 m		1	10		20				
PE 155 + 90	SL4 DRAINAGE GATE	2.0 m x 1.5 m		10	10		20				
PE 176 + 55	SL5 DRAINAGE GATE	1.5 m x 1.5 m		10	10		20				
PE 176 + 85	SL6 DRAINAGE BOX CULVERT	2.0 m x 1.5 m		10	10		20				
PE 166 + 80	SR1 DRAINAGE PIPE	Dia. 800 mm x 2		5	5		15				
PE 176 + 85	SR2 DRAINAGE PIPE	Dia. 800 mm		5	5		15				
PE 189 + 40	SL7 DRAINAGE PIPE	Dia. 800 mm		5	5		15				
PE 198 + 35	SL8 DRAINAGE PIPE	Dia. 1000 mm x 2		5	5		15				
PE 200 + 10	SR3 DRAINAGE DITCH	W=600 mm		5	5		15				
PE 200 + 25	SR4 DRAINAGE PIPE	Dia. 1000 mm		5	5		15				
PE 200 + 25	SL9 DRAINAGE PIPE	Dia. 600 mm		5	5		15				
PE 200 + 40	SL10 DRAINAGE PIPE	Dia. 600 mm		5	5		15				
PE 206 + 0	SL11 DRAINAGE PIPE	Dia. 600 mm		5	5		15				
PE 206 + 55	SL12 DRAINAGE DITCH	W=1000 mm		5	5		15				
	OTHER WORKS										
	MISCELLANEOUS WORKS				20	30	200				
	Total			415	180	2160	1080	140	450		

# BILL OF QUANTITY OF TEMPORARY WORKS

Station Number	Civil Works / Structure Name	Remarks	Unit	Quantity	Dewatering Type A set/day	Dewatering Type B set/day	Coffering Length (m)	Demolish. & Removal Type A m <sup>3</sup>	Demolish. & Removal Type B m <sup>3</sup>	Temp. Bridge W=3.0m to 7.0m m <sup>2</sup>	Well W=10 m nos.
MFC-4	<b>PREPARATION WORKS</b>										
	<b>RIVER WORKS</b>										
	CLEARING AND GRUBBING										
	STRIPPING										
	EXCAVATION (Common)										
	EXCAVATION (River Channel)										
	EMBANKMENT										
	REVEINMENT (Wet Stone Masonry)										
	SODDING										
	<b>PROTECTION WORKS</b>										
PE 269 + 64	PROTECTION PIPE BRIDGE, Dia. 600 mm										
PE 269 + 75	PROTECTION WORK, NATIONAL ROAD BR.										
	<b>APPROACH STEPS</b>										
	<b>BRIDGE WORKS</b>										
PE 222 + 0	BINJAI BRIDGE /w WATER PIPE Dia. 400, 150 mm										
PE 246 + 57	AMPPLAS BRIDGE										
	/w WATER PIPE, Dia. 300, 150, 125 mm										
PE 224 + 65	DEMOLITION PEDESTRIAN BRIDGE Abut.										
PE 255 + 10	PIPE BRIDGE										
	<b>DRAINAGE WORKS</b>										
PE 212 + 0	SL13 DRAINAGE BOX CULVERT										
PE 222 + 0	SL14 DRAINAGE BOX CULVERT										
PE 246 + 40	SL16 DRAINAGE BOX CULVERT										
PE 259 + 0	SR10 DRAINAGE BOX CULVERT										
PE 216 + 0	SR5 DRAINAGE DITCH										
PE 218 + 40	SR6 DRAINAGE PIPE										
PE 222 + 15	SL15 DRAINAGE PIPE										
PE 234 + 20	SR7 DRAINAGE PIPE										
PE 246 + 30	SR8 DRAINAGE PIPE										
PE 250 + 90	SL17 DRAINAGE PIPE										
PE 255 + 15	SL18 DRAINAGE PIPE										
PE 255 + 20	SR9 DRAINAGE PIPE										
PE 258 + 25	SL19 DRAINAGE PIPE										
PE 259 + 60	SL20 DRAINAGE PIPE										
PE 262 + 80	SL21 DRAINAGE PIPE										
PE 264 + 90	SL22 DRAINAGE PIPE										
PE 269 + 50	SL23 DRAINAGE DITCH										
PE 269 + 80	SL24 DRAINAGE DITCH										
PE 271 + 40	SR11 DRAINAGE PIPE										
PE 272 + 85	SR12 DRAINAGE PIPE										
	<b>OTHER WORKS</b>										
	<b>MISCELLANEOUS WORKS</b>										
	<b>Total</b>										
				363	80	1700	1040	140		510	

**BILL OF QUANTITY OF TEMPORARY WORKS**

Station Number	Civil Works / Structure Name	Remarks	Unit	Quantity	Dewatering Type A set/day	Dewatering Type B set/day	Coffering Length (m)	Demolish & Removal Type A m <sup>2</sup>	Demolish & Removal Type B m <sup>2</sup>	Temp. Bridge W=3.0m to 7.0m m <sup>2</sup>	Well W=10 m nos.
MFC-5	PREPARATION WORKS		L.S.					100	50		4
	RIVER WORKS										
	CLEARING AND GRUBBING		m <sup>2</sup>	152,900							
	STRIPPING		m <sup>2</sup>	4,210							
	EXCAVATION (Floodway)		m <sup>3</sup>	646,300	10	20					
	EMBANKMENT		m <sup>3</sup>	15,800							
PE 274 + 27	CONFLUENCE		L.S.								
FW 3 + 0	FLOODWAY GROUND/SILL		L.S.		10		20				
	REVTMENT (Wet Stone Masonry)		m <sup>3</sup>	19,100	10		30				
	SODDING		m <sup>2</sup>	35,200							
	BRIDGE WORKS										
FW 6 + 90	F1 JALAN BAJAK BRIDGE	W = 7.0 m, L = 31.6 m	m <sup>3</sup>	221	20						
FW 20 + 45	F2 PTP-KX BRIDGE	W = 9.0 m, L = 31.6 m	m <sup>3</sup>	284	40						
FW 20 + 50	WB2 PIPE BRIDGE	Dia. 800 mm			20						
	DRAINAGE WORKS										
PE 274 + 55	SL25 DRAINAGE PIPE	Dia. 800 mm			5		15				
FW 9 + 81	SF2 DRAINAGE BOX CULVERT, FALLING WORKS	2.0 m x 2.0 m			10		20				
FW 6 + 50	SF1 DRAINAGE PIPE	Dia. 1000 mm			5						
FW 13 + 0	SF3 DRAINAGE PIPE	Dia. 1000 mm			5						
FW 16 + 0	SF4 DRAINAGE PIPE	Dia. 1000 mm			5						
	OTHER WORKS										
	MSICELLANEOUS WORKS										
		Total	L.S.		20	30	200	100	50	0	4
MFC-6	PREPARATION WORKS		L.S.		160	50	285	200	100		7
	RIVER WORKS										
	CLEARING AND GRUBBING		m <sup>2</sup>	63,200							
	STRIPPING		m <sup>2</sup>	2,270							
	EXCAVATION (Floodway)		m <sup>3</sup>	290,200							
	EMBANKMENT		m <sup>3</sup>	4,620							
	REVTMENT (Concrete)		m <sup>3</sup>	29,800	60		400				
	REVTMENT (Wet Stone Masonry)		m <sup>3</sup>	3,140							
	SODDING		m <sup>2</sup>	5,680							
	BRIDGE WORKS										
FW 28 + 22	F3 STM UTUNG BRIDGE	W = 9.0 m, L = 31.6 m	m <sup>3</sup>	284	20						
FW 32 + 0	F4 RAILWAY BRIDGE	W = 3.0 m, L = 31.6 m	m <sup>3</sup>	95	15						
FW 33 + 65	F5 DELI TUA BRIDGE w/ WATER PIPE Dia. 350 mm	W = 16.0 m, L = 31.6 m	m <sup>3</sup>	506	40						
FW 24 + 70	WB3 PIPE BRIDGE IRRIGATION Dia. 300 mm	Dia. 300 mm			15						
FW 32 + 0	WB4 PIPE BRIDGE Dia. 600, 300 mm	Dia. 600, 300 mm			15						
FW 25 + 24	SF5 BATUAN RIVER, BOX CULVERT, FALLING WORKS	2.0 m x 2.0 m x 2			15		20				
FW 30 + 0	SF6 DRAINAGE PIPE	Dia. 1000 mm			5						
	OTHER WORKS										
	MSICELLANEOUS WORKS										
		Total			60	60	200	200	100	0	7
					245	60	620	200	100	0	7

**BILL OF QUANTITY OF TEMPORARY WORKS**

Station Number	Civil Works / Structure Name	Remarks	Unit	Quantity	Dewatering Type A set/day	Dewatering Type B set/day	Coffering Length (m)	Demolish & Removal Type A m <sup>2</sup>	Demolish & Removal Type B m <sup>2</sup>	Temp. Bridge W=3.0m to 7.0m m <sup>2</sup>	Well W=10 m nos.
MFC-7	PREPARATION WORKS		L.S.					100	200		2
	RIVER WORKS										
	CLEARING AND GRUBBING		m <sup>2</sup>	143,700							
	STRIPPING		m <sup>2</sup>	24,800							
	EXCAVATION (Common)		m <sup>3</sup>	40,500							
	EXCAVATION (Floodway)		m <sup>3</sup>	137,000							
	EXCAVATION (River Channel)		m <sup>3</sup>	13,000							
	EMBANKMENT		m <sup>3</sup>	267,700							
FW 39 + 51	FLOODWAY WEIR		L.S.	0	30	10	80				
UD 12 + 22	DELI RIVER WEIR		L.S.	0	30	10					
	REVETMENT (Concrete)		m <sup>3</sup>	22,600	20		120				
	REVETMENT (Wet Stone Masonry)		m <sup>3</sup>	5,120							
	SODDING		m <sup>2</sup>	31,700							
	BRIDGE WORKS										
FW 37 + 70 F6	PIPE AND PREDESTRIN BRIDGE	Dia. 300 mm x 2	m <sup>2</sup>	94.8	15						
FW 38 + 78 F7	JALAN SMA BRIDGE	W = 4.5 m, L = 16.6 m	m <sup>2</sup>	88.2	15						
UD 19 + 0 F8	Gg. SEKASAME BRIDGE	W = 2.0 m, L = 58.8 m	m <sup>2</sup>	118	20	10	120	60		300(150)	
	DRAINAGE WORKS										
FW 38 + 50 SF7	DRAINAGE PIPE	Dia. 1000 mm	L.S.		5						
	MISCELLANEOUS WORKS				40	20	100				
	<b>Total</b>				175	50	420	160	200	300	2

## ESTIMATED SCHEDULE OF MAJOR CONSTRUCTION WORKS

Station Number	Civil Works / Structure Name	Remarks	Unit	Quantity	Vol/Set	No. Set	Vol/Day	W-Day	No. Calc.	Mo. Est.	
MFC-1	PREPARATION WORKS		L.S.					245			
	RIVER WORKS										
		CLEARING AND GRUBBING	m <sup>2</sup>	290,600	960	3	2880	245	4.9	5.0	
		STRIPPING	m <sup>2</sup>	36,500	1150	2	2300	245	0.8	1.0	
		EXCAVATION (Common)	m <sup>3</sup>	139,600	1120	2	2240	245	3.1	3.5	
		EXCAVATION (River Channel)	m <sup>3</sup>	164,600	480	3	1440	245	5.6	6.0	
		DREDGING	m <sup>3</sup>	82,600	400	1	400	270	9.2	9.5	
		EMBANKMENT	m <sup>3</sup>	263,800	800	2	1600	187	10.6	11.0	
		PARAPET WALL	m <sup>3</sup>	1,560	48	1	48	245	1.6	2.0	
		REVTMENT (Wet Stone Masonry)	m <sup>3</sup>	2,560	17.5	1	17.5	245	7.2	7.5	
		SODDING	m <sup>2</sup>	86,100	400	2	800	245	5.3	5.5	
		OTHERS									
	PE 14 + 57	JETTY (Landing Stage)		L.S.		90	1	0.012	245	0.0	4.5
	MFC-2	MSICELLANEOUS WORKS		L.S.							
		PREPARATION WORKS							245		
		RIVER WORKS									
			CLEARING AND GRUBBING	m <sup>2</sup>	528,000	960	3	2880	245	9.0	9.0
		STRIPPING	m <sup>2</sup>	61,000	1150	3	3450	245	0.9	1.0	
		EXCAVATION (Common)	m <sup>3</sup>	340,900	1120	2	2240	245	7.5	7.5	
		EXCAVATION (River Channel)	m <sup>3</sup>	166,200	480	2	960	245	8.5	8.5	
		EMBANKMENT	m <sup>3</sup>	338,000	800	3	2400	187	9.0	9.0	
PE 55 + 0		GROUNDSILL	L.S.					215	5.0	5.0	
PE 71 + 0		BANDAR SIDORAS INTAKE WEIR	L.S.				0	245	10.0	10.0	
		REVTMENT (Wet Stone Masonry)	m <sup>3</sup>	2,680	17.5	1	17.5	245	7.5	7.5	
		SODDING	m <sup>2</sup>	175,400	400	4	1600	245	5.4	5.5	
		BRIDGE WORKS									
PE 57 + 5		P1 TITI BESI BRIDGE	m <sup>2</sup>	751	5	1	5	215	8.4	8.5	
PE 84 + 28		P2 PERKEBUNAN BRIDGE	m <sup>2</sup>	728	5	1	5	215	8.1	8.5	
PE 115 + 6		P3 TITI GANTUNG BRIDGE	m <sup>2</sup>	402	4	1	4	215	5.6	6.0	
		DRAINAGE WORKS									
PE 85 + 0		SL1 DRAINAGE GATE (Flap)					0	245	3.0	3.0	
PE 95 + 35		SL2 DRAINAGE GATE					0	245	4.0	4.0	
		OTHERS									
		MSICELLANEOUS WORKS		L.S.				0	245		

## ESTIMATED SCHEDULE OF MAJOR CONSTRUCTION WORKS

Station Number	Civil Works / Structure Name	Remarks	Unit	Quantity	Vol/Set	No. Set	Vol/Day	W-Day	Mo.Calc.	Mo.Est.
MFC-3	PREPARATION WORKS		L.S.					245		
	RIVER WORKS									
	CLEARING AND GRUBBING		m <sup>2</sup>	332,400	960	3	2880	245	5.7	6.0
	STRIPPING		m <sup>2</sup>	16,300	1150	1	1150	245	0.7	1.0
	EXCAVATION (Common)		m <sup>3</sup>	626,300	1120	2	2240	245	13.7	14.0
	EXCAVATION (River Channel)		m <sup>3</sup>	161,900	480	2	960	245	8.3	8.5
	EMBANKMENT		m <sup>3</sup>	95,200	800	1	800	187	7.6	8.0
	REVTMENT (Wet Stone Masonry)		m <sup>3</sup>	10,200	17.5	2	35	245	14.3	14.5
	SODDING		m <sup>2</sup>	88,500	400	2	800	245	5.4	5.5
	PROTECTION WORKS									
PE 129 + 43	P4 PROTECTION WORK, TITI RUNTUH Br.							215	5.0	5.0
PE 176 + 66	P8 PROTECTION WORK, RAILWAY Br.							215	6.0	6.0
	BRIDGE WORKS									
PE 137 + 49	P5 PAYUNG BRIDGE	W=7.0 m, L= 40.8 m	m <sup>2</sup>	286	3	1	3	215	5.3	5.5
PE 147 + 58	P6 PENDESTRAN BRIDGE	W=2.0 m, L= 40.8 m	m <sup>2</sup>	82	2	1	2	215	2.3	2.5
PE 169 + 59	P7 MEDAN TEMBUNG BRIDGE, Aw WATER PIPE Dia.100 n	W=9.0 m, L= 40.8 m	m <sup>2</sup>	477	4	1	4	215	6.7	7.0
PE 200 + 25	P9 MEDAN DENAI BRIDGE / w WATER PIPE Dia. 150 mm, 100 mm	W=16.0 m, L= 40.8 m	m <sup>2</sup>	849	5	1	5	215	9.5	9.5
	DRAINAGE WORKS									
PE 138 + 55	SL3 DRAINAGE GATE	1.5 m x 1.5 m							4.0	4.0
PE 155 + 90	SL4 DRAINAGE GATE	2.0 m x 1.5 m							4.0	4.0
PE 176 + 55	SL5 DRAINAGE GATE	1.5 m x 1.5 m							4.0	4.0
PE 176 + 85	SL6 DRAINAGE BOX CULVERT	2.0 m x 1.5 m							4.0	4.0
PE 166 + 80	SR1 DRAINAGE PIPE	Dia. 800 mm x 2							3.0	3.0
PE 176 + 85	SR2 DRAINAGE PIPE	Dia. 800 mm x 2							3.0	3.0
PE 189 + 40	SL7 DRAINAGE PIPE	Dia. 800 mm							3.0	3.0
PE 198 + 35	SL8 DRAINAGE PIPE	Dia. 1000 mm x 2							3.0	3.0
PE 200 + 10	SR3 DRAINAGE DITCH	W = 600 mm							3.0	3.0
PE 200 + 25	SR4 DRAINAGE PIPE	Dia. 1000 mm							3.0	3.0
PE 200 + 25	SL9 DRAINAGE PIPE	Dia. 600 mm							3.0	3.0
PE 200 + 40	SL10 DRAINAGE PIPE	Dia. 600 mm							3.0	3.0
PE 206 + 0	SL11 DRAINAGE PIPE	Dia. 600 mm							3.0	3.0
PE 206 + 55	SL12 DRAINAGE DITCH	W = 1000 mm							3.0	3.0
	OTHER WORKS									
	MSICELLANEOUS WORKS									

# ESTIMATED SCHEDULE OF MAJOR CONSTRUCTION WORKS

Station Number	Civil Works / Structure Name	Remarks	Unit	Quantity	Vol/Set	No. Set	Vol/Day	W-Day	Mo.Calc.	Mo.Est.
MFC-4	PREPARATION WORKS		L.S.					245		
	RIVER WORKS									
	CLEARING AND GRUBBING		m <sup>2</sup>	228,700	960	3	2880	245	3.9	4.0
	STRIPPING		m <sup>2</sup>	8,750	1150	1	1150	245	0.4	0.5
	EXCAVATION (Common)		m <sup>3</sup>	342,900	1120	2	2240	245	7.5	7.5
	EXCAVATION (River Channel)		m <sup>3</sup>	99,500	480	1	480	245	10.2	10.5
	EMBANKMENT		m <sup>3</sup>	59,200	800	1	800	187	4.7	5.0
	REVETMENT (Wet Stone Masonry)		m <sup>3</sup>	5,880	17.5	3	52.5	245	5.5	5.5
	SODDING		m <sup>2</sup>	65,500	400	2	800	245	4.0	4.0
	PROTECTION WORKS									
PE 269 + 75	P14 PROTECTION WORK, NATIONAL ROAD BR. BRIDGE WORKS							215	5.0	5.0
PE 222 + 0	P11 BINJAI BRIDGE /w WATER PIPE Dia. 400, 150 mm	W=16.0 m, L= 40.8 m	m <sup>2</sup>	849	5	1	5	215	9.5	9.5
PE 246 + 57	P13 AMPLAS BRIDGE /w WATER PIPE, Dia. 300, 150, 125 mm	W=16.0 m, L= 40.8 m	m <sup>2</sup>	849	5	1	5	215	9.5	9.5
PE 224 + 65	P12 DEMOLISHION PREDESTRIAN BRIDGE Abut. PIPE BRIDGE	Dia. 600 mm x 2								
PE 255 + 10	DRAINAGE WORKS									
PE 212 + 0	SL13 DRAINAGE BOX CULVERT	1.5 m x 1.5 m x 2							4.0	4.0
PE 222 + 0	SL14 DRAINAGE BOX CULVERT	2.1 m x 2.4 m x 2							4.0	4.0
PE 246 + 40	SL16 DRAINAGE BOX CULVERT	2.0 m x 2.0 m							4.0	4.0
PE 259 + 0	SR10 DRAINAGE BOX CULVERT	2.0 m x 2.0 m x 2							4.0	4.0
PE 216 + 0	SR5 DRAINAGE DITCH	W = 600 mm							3.0	3.0
PE 218 + 40	SR6 DRAINAGE PIPE	Dia. 600 mm							3.0	3.0
PE 222 + 15	SL15 DRAINAGE PIPE	Dia. 1000 mm							3.0	3.0
PE 234 + 20	SR7 DRAINAGE PIPE	Dia. 800 mm							3.0	3.0
PE 246 + 30	SR8 DRAINAGE PIPE	Dia. 800 mm							3.0	3.0
PE 250 + 90	SL17 DRAINAGE PIPE	Dia. 600 mm							3.0	3.0
PE 255 + 15	SL18 DRAINAGE PIPE	Dia. 800 mm							3.0	3.0
PE 255 + 20	SR9 DRAINAGE PIPE	Dia. 600 mm							3.0	3.0
PE 258 + 25	SL19 DRAINAGE PIPE	Dia. 600 mm							3.0	3.0
PE 259 + 60	SL20 DRAINAGE PIPE	Dia. 600 mm							3.0	3.0
PE 262 + 80	SL21 DRAINAGE PIPE	Dia. 600 mm							3.0	3.0
PE 264 + 90	SL22 DRAINAGE PIPE	Dia. 1000 mm x 2							3.0	3.0
PE 269 + 50	SL23 DRAINAGE DITCH	Dia. 600 mm							3.0	3.0
PE 269 + 80	SL24 DRAINAGE DITCH	W = 600 mm							3.0	3.0
PE 271 + 40	SR11 DRAINAGE PIPE	W = 600 mm							3.0	3.0
PE 272 + 85	SR12 DRAINAGE PIPE	Dia. 800 mm							3.0	3.0
	OTHER WORKS								3.0	3.0
	MISCELLANEOUS WORKS									

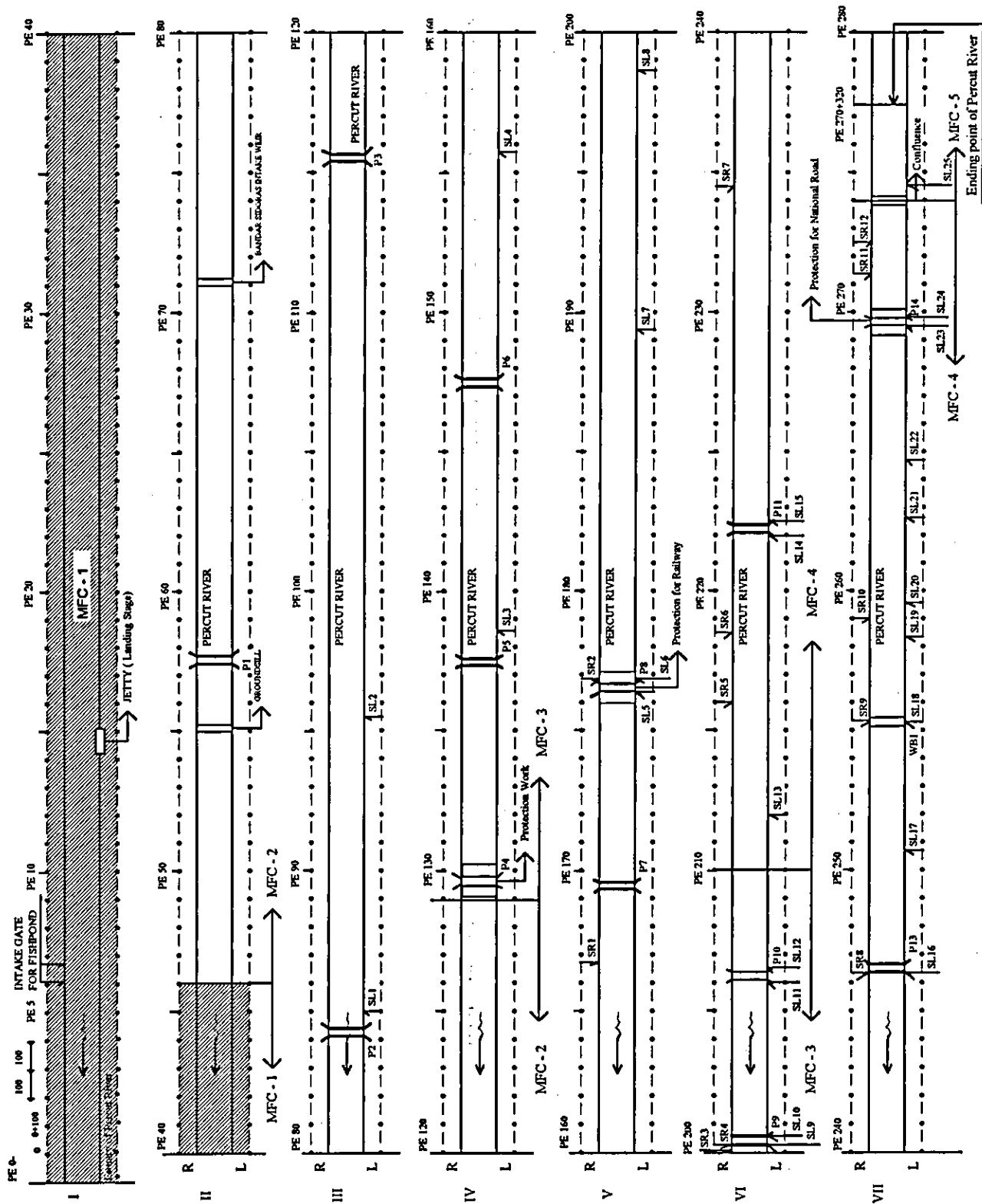
**ESTIMATED SCHEDULE OF MAJOR CONSTRUCTION WORKS**

Station Number	Civil Works / Structure Name	Remarks	Unit	Quantity	Vol/Set	No. Set	Vol/Day	W-Day	Mo.Calc.	Mo.Est.
MFC-5	<b>PREPARATION WORKS</b>		L.S.					245		
	<b>RIVER WORKS</b>									
	CLEARING AND GRUBBING		m <sup>2</sup>	152,900	960	3	2880	245	2.6	3.0
	STRIPPING		m <sup>2</sup>	4,210	1150	0.5	575	245	0.4	0.5
	EXCAVATION (Floodway)		m <sup>3</sup>	646,300	1440	3	4320	245	7.3	7.5
	EMBANKMENT		m <sup>3</sup>	15,800	800	1	800	187	1.3	1.5
PE 274 + 27	CONFLUENCE	FW 0	L.S.							
FW 3 + 0	FLOODWAY GROUNDSILL									
	REVTMENT (Wet Stone Masonry)		m <sup>3</sup>	19,100	17.5	6	105	245	8.9	9.0
	SODDING		m <sup>2</sup>	35,200	400	1	400	245	4.3	4.5
	<b>BRIDGE WORKS</b>									
FW 6 + 90	F1 JALAN BAJAK BRIDGE	W = 7.0 m, L = 31.6 m	m <sup>2</sup>	221	3	1	3	245	3.6	4.0
FW 20 + 45	F2 PTP-IX BRIDGE	W = 9.0 m, L = 31.6 m	m <sup>2</sup>	284	3	1	3	245	4.6	5.0
FW 20 + 50	WB2 PIPE BRIDGE	Dia. 800 mm							3.0	3.0
	<b>DRAINAGE WORKS</b>									
PE 274 + 55	SL25 DRAINAGE PIPE	Dia. 800 mm							3.0	3.0
FW 9 + 81	SF2 DRAINAGE BOX CULVERT, FALLING WORKS	2.0 m x 2.0 m							4.0	4.0
FW 6 + 50	SF1 DRAINAGE PIPE	Dia. 1000 mm							3.0	3.0
FW 13 + 0	SF3 DRAINAGE PIPE	Dia. 1000 mm							3.0	3.0
FW 16 + 0	SF4 DRAINAGE PIPE	Dia. 1000 mm							3.0	3.0
	<b>OTHER WORKS</b>									
	<b>MSICELLANEOUS WORKS</b>									
MFC-6	<b>PREPARATION WORKS</b>		L.S.					245		
	<b>RIVER WORKS</b>									
	CLEARING AND GRUBBING		m <sup>2</sup>	63,200	960	1.5	1440	245	2.1	2.5
	STRIPPING		m <sup>2</sup>	2,270	1150	0.5	575	245	0.2	0.5
	EXCAVATION (Floodway)		m <sup>3</sup>	290,200	1440	1	1440	245	9.9	10.0
	EMBANKMENT		m <sup>3</sup>	4,620	800	0.5	400	187	0.7	1.0
	REVTMENT (Concrete)		m <sup>3</sup>	29,800	15	6	90	245	16.2	16.5
	REVTMENT (Wet Stone Masonry)		m <sup>3</sup>	3,140	17.5	2	35	245	4.4	4.5
	SODDING		m <sup>2</sup>	5,680	400	1	400	245	0.7	1.0
	<b>BRIDGE WORKS</b>									
FW 28 + 22	F3 STM UJUNG BRIDGE	W = 9.0 m, L = 31.6 m	m <sup>2</sup>	284	3	1	3	245	4.6	5.0
FW 32 + 0	F4 RAILWAY BRIDGE	W = 3.0 m, L = 31.6 m	m <sup>2</sup>	95	2	1	2	245	2.3	2.5
FW 33 + 65	F5 DELI TUA BRIDGE w/ WATER PIPE Dia. 350 mm	W = 16.0 m, L = 31.6 m	m <sup>2</sup>	506	4	1	4	245	6.2	6.5
FW 24 + 70	WB3 PIPE BRIDGE IRREGATION Dia. 300 mm	Dia. 300 mm							4.0	4.0
FW 32 + 0	WB4 PIPE BRIDGE Dia. 600, 300 mm	Dia. 600, 300 mm							4.0	4.0
FW 25 + 24	SF5 BATUAN RIVER, BOX CULVERT, FALLING WORKS	2.0 m x 2.0 m x 2							4.0	4.0
FW 30 + 0	SF6 DRAINAGE PIPE	Dia. 1000 mm							3.0	3.0
	<b>OTHER WORKS</b>									
	<b>MSICELLANEOUS WORKS</b>									

**ESTIMATED SCHEDULE OF MAJOR CONSTRUCTION WORKS**

Station Number	Civil Works / Structure Name	Remarks	Unit	Quantity	Vol/Set	No. Set	Vol/Day	W-Day	Mo.Calc.	Mo.Est.
MFC-7	PREPARATION WORKS		L.S.					245		
	RIVER WORKS									
	CLEARING AND GRUBBING		m <sup>2</sup>	143,700	960	1.5	1440	245	4.9	5.0
	STRIPPING		m <sup>2</sup>	24,800	1150	1	1150	245	1.1	1.5
	EXCAVATION (Common)		m <sup>3</sup>	40,500	1120	1	1120	245	1.8	2.0
	EXCAVATION (Floodway)		m <sup>3</sup>	137,000	1440	1	1440	246	4.6	5.0
	EXCAVATION (River Channel)		m <sup>3</sup>	13,000	480	1	480	245	1.3	1.5
	EMBANKMENT		m <sup>3</sup>	267,700	800	2	1600	187	10.7	11.0
FW 39 + 51	FLOODWAY WEIR		L.S.						12.0	12.0
UD 12 + 22	DELI RIVER WEIR		L.S.						11.0	11.0
	REVETMENT (Concrete)		m <sup>3</sup>	22,600	15	7	105	245	10.5	10.5
	REVETMENT (Wet Stone Masonry)		m <sup>3</sup>	5,120	17.5	3	52.5	245	4.8	5.0
	SODDING		m <sup>2</sup>	31,700	400	2	800	245	1.9	2.0
	BRIDGE WORKS									
FW 37 + 70	F6 PIPE AND PREDESTRIN BRIDGE	Dia. 300 mm x 2	m <sup>2</sup>	94.8	2	1	2	245	2.3	3.0
FW 38 + 78	F7 JALAN SMA BRIDGE	W = 4.5 m, L = 16.6 m	m <sup>2</sup>	88.2	3	1	3	245	1.4	4.0
UD 19 + 0	F8 Gg. SEKASAME BRIDGE	W = 2.0 m, L = 38.8 m	m <sup>2</sup>	118	2	1	2	215	3.3	3.5
	DRAINAGE WORKS									
FW 38 + 50	SF7 DRAINAGE PIPE	Dia. 1000 mm	L.S.						4.0	4.0
	MSCELLANEOUS WORKS									

**A. PERCUT RIVER**



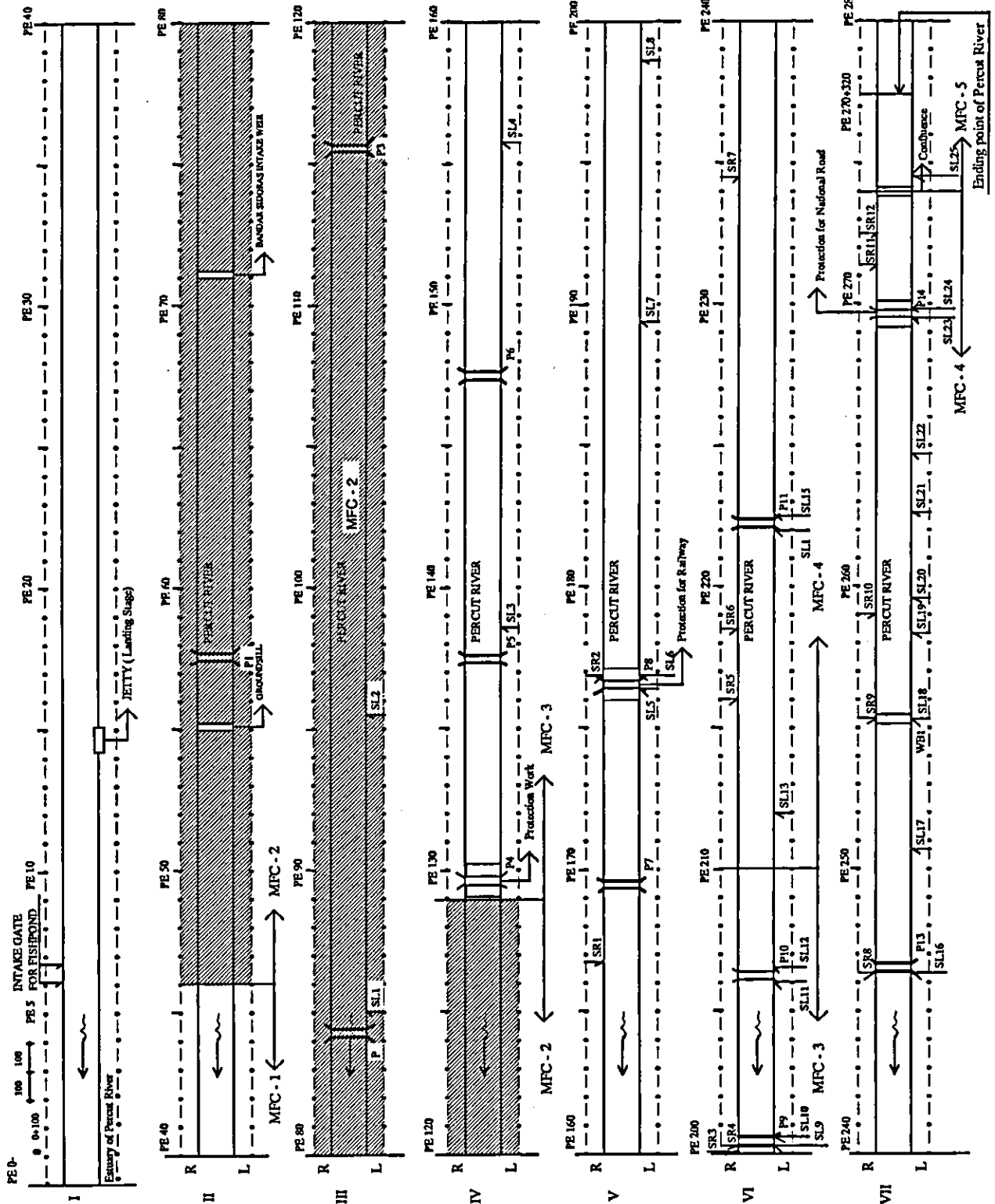








A. PERCUT RIVER







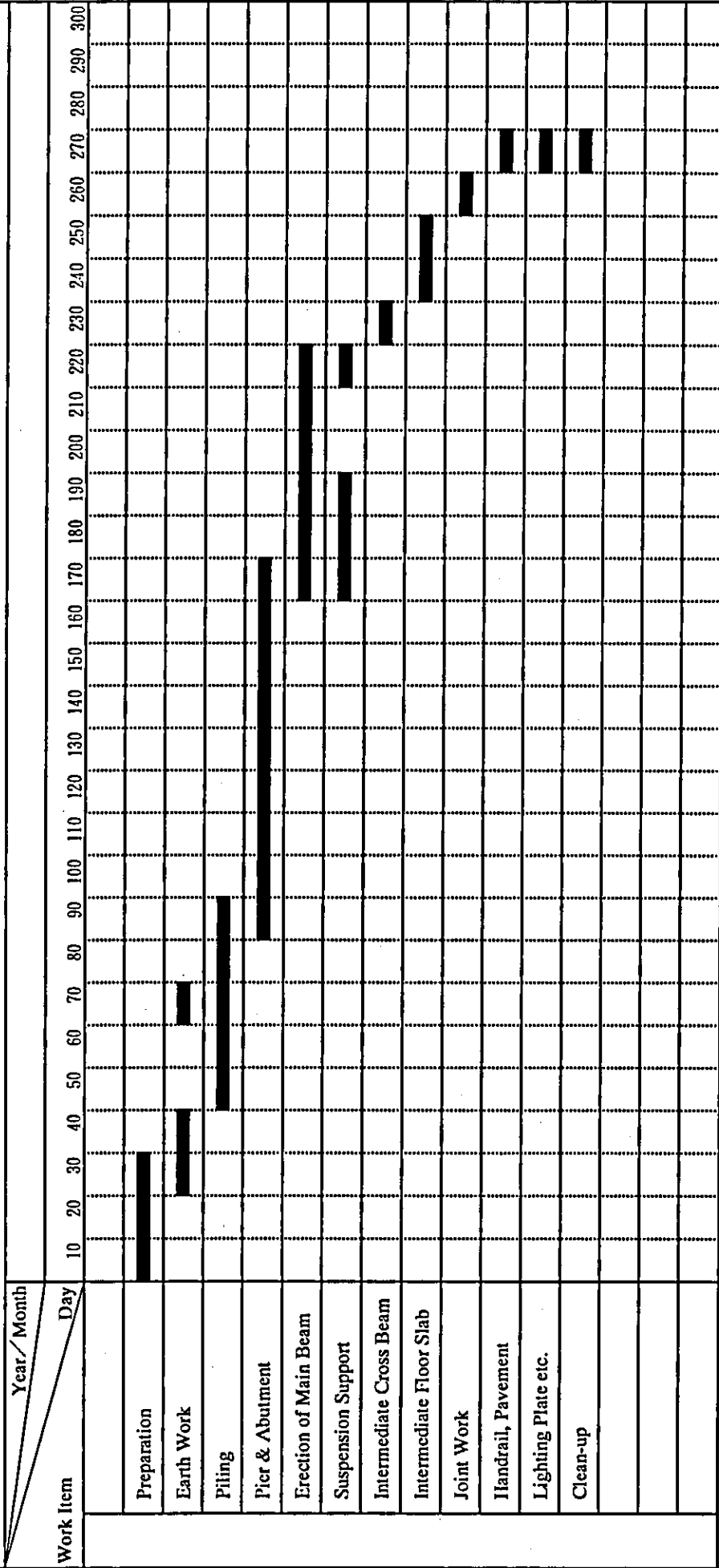






**Construction Schedule of Precast Concrete Bridge**

Bridge Length 84.0m Width 7.0m  
 Pile Length 12.0, 18.5m Pile Number 4@28=112nos.  
 Span Pitch 25.6+31.6+25.6=82.8m (3spans)  
 Bridge Number ( P1 ) Number of Main Beam 5+5+5



Preparation work are including demolish the existing structure, clearing / grubbing and temporary bridge.

- 1 Temporary Bridge 80.0x6.0=480.0m<sup>2</sup>
- 2 Coffering and Dewatering 160m (2 loc.)
- 3 Demolish of Existing Structure 40.0x2.0x1=80m<sup>3</sup>

Bridge Length 104.0m      Width 7.0m  
 Pile Length 15.0, 14.0m      Pile Number 112nos.  
 Span Pitch 31.6+40.6+31.6=103.8m (3spans)  
 Number of Main Beam 5+6+5=16

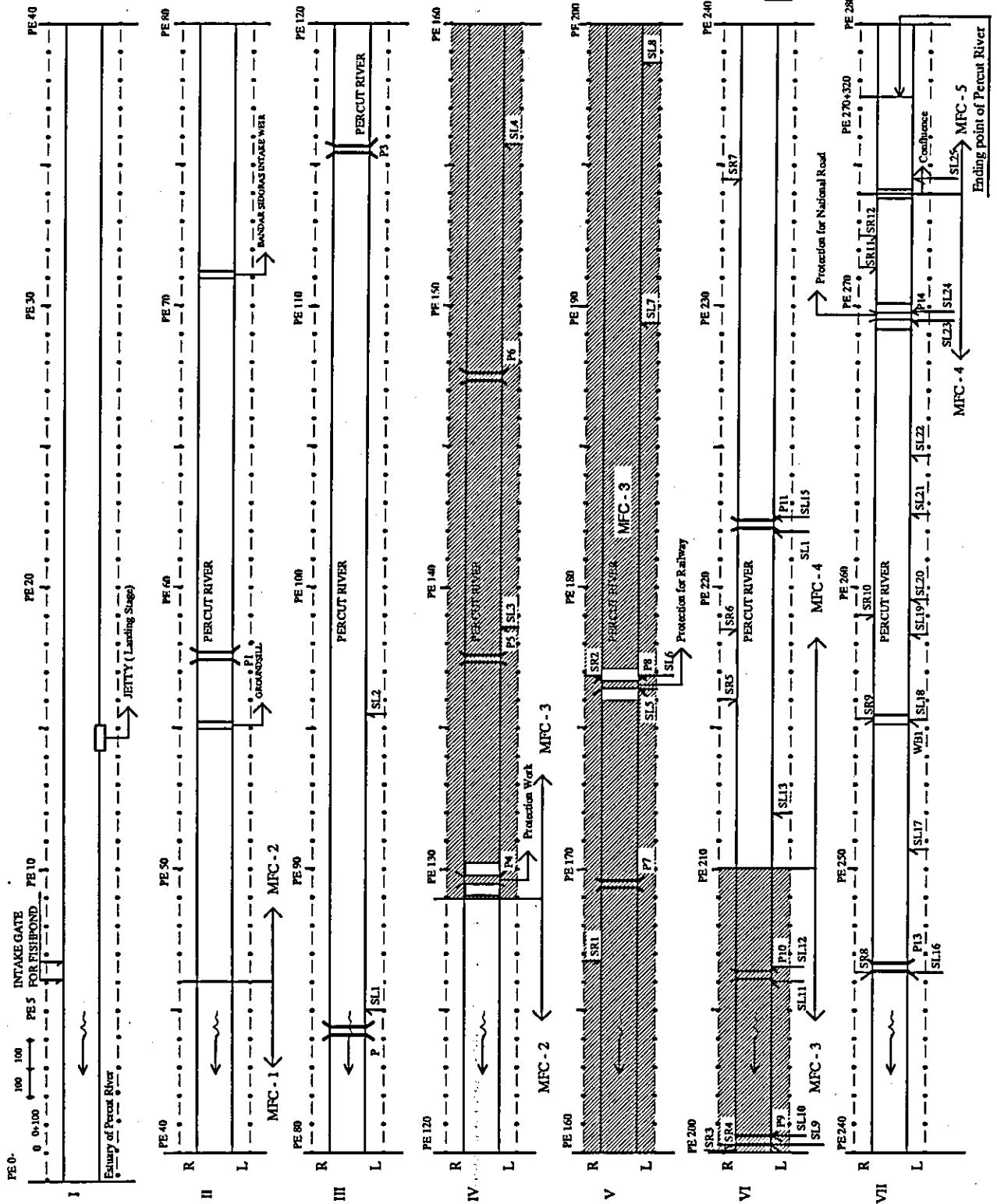
Construction Schedule of Precast Concrete Bridge  
 Bridge Number ( P2 )

Work Item	Year/ Month																																			
	Day	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300					
Preparation																																				
Earth Work																																				
Piling																																				
Pier & Abutment																																				
Erection of Main Beam																																				
Suspension Support																																				
Intermediate Cross Beam																																				
Intermediate Floor Slab																																				
Joint Work																																				
Handrail, Pavement																																				
Lighting Plate etc.																																				
Clean-up																																				

Preparation work are including demolish the existing structure, and clearing / grubbing.

- 1 Temporary Bridge 40.0x10x1=400.0m<sup>3</sup>
- 2 Clearing and Grubbing 31.6x10x2=632.0m<sup>2</sup>
- 3 Coffering and Dewatering 100m (2 loc.)

A. PERCUT RIVER



OBJECT PORTION











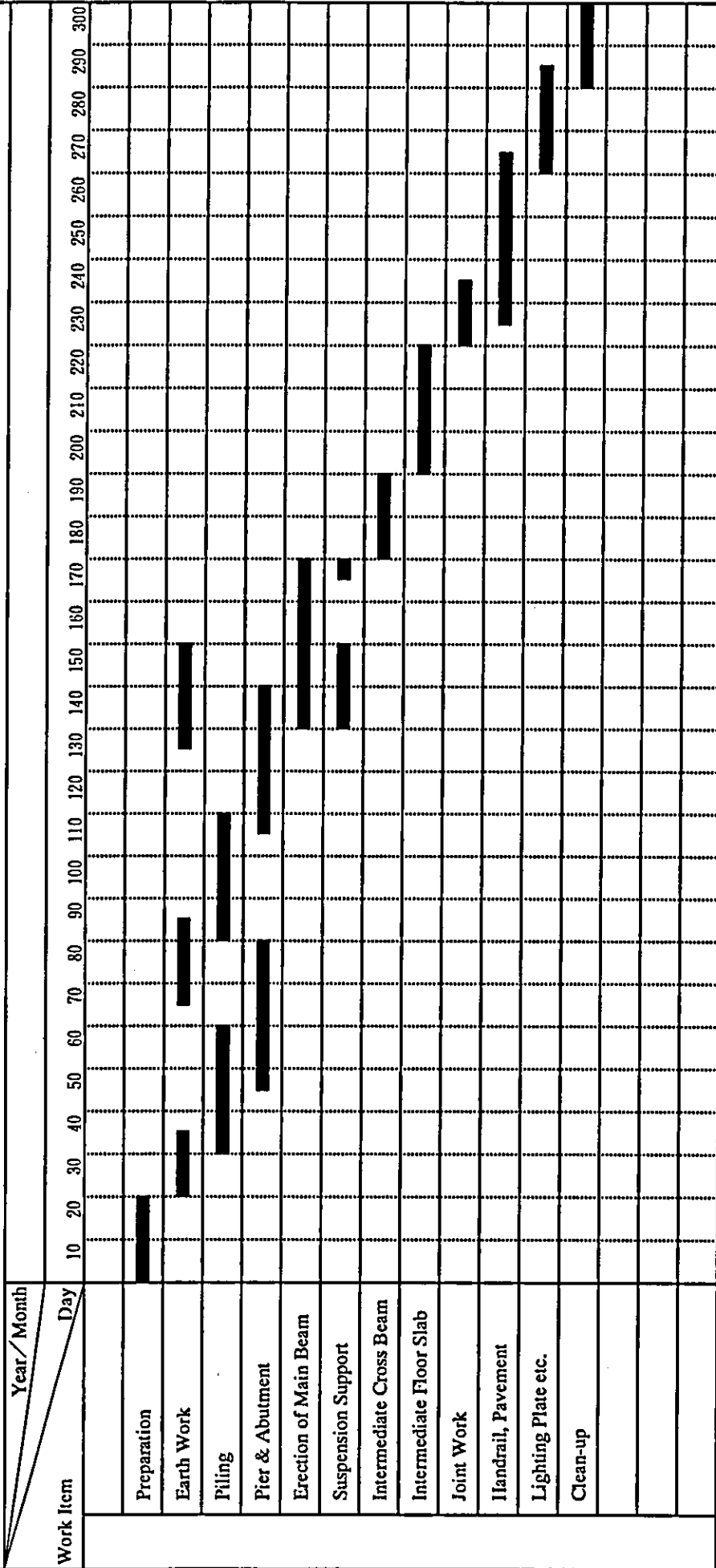




**Construction Schedule of Precast Concrete Bridge**

Bridge Length 40.8m      Width 16.0m  
 Pile Length 27.0m      Pile Number 116nos.  
 Span Pitch 40.8m (1span)  
 Number of Main Beam 12

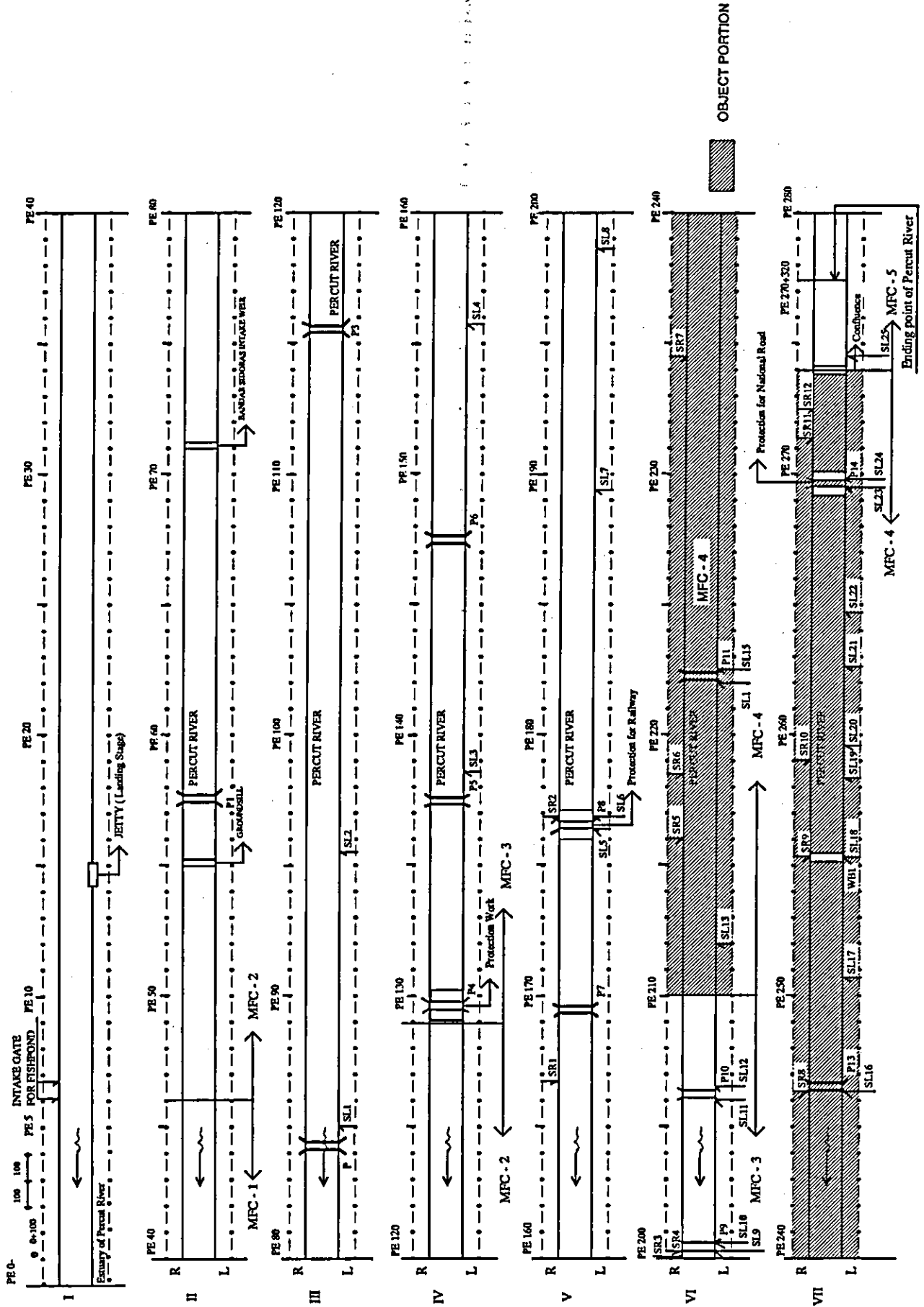
Bridge Number ( P9 )



Preparation work are including demolish the existing structure, clearing / grubbing and temporary bridge.

- 1 Temporary Bridge 240.0m<sup>2</sup>
- 2 Demolish of Existing bridge 300m<sup>3</sup>
- 3 Coffering 220m (2 loc.)

A. PERCUT RIVER





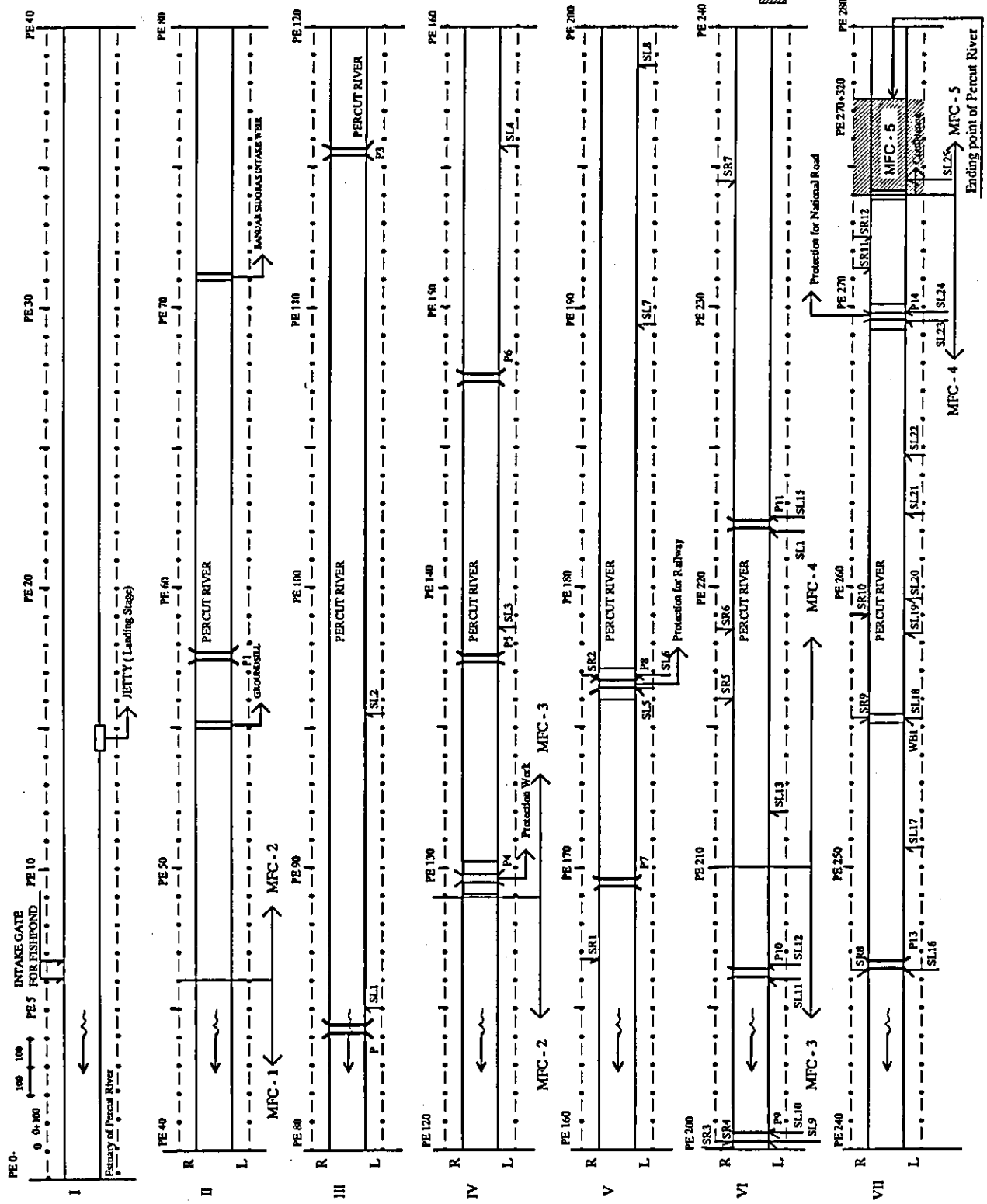








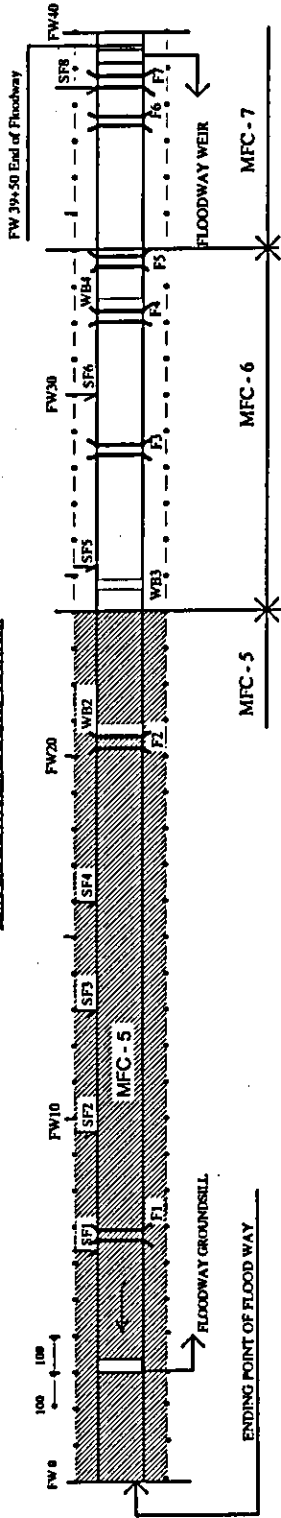
**A. PERCUT RIVER**



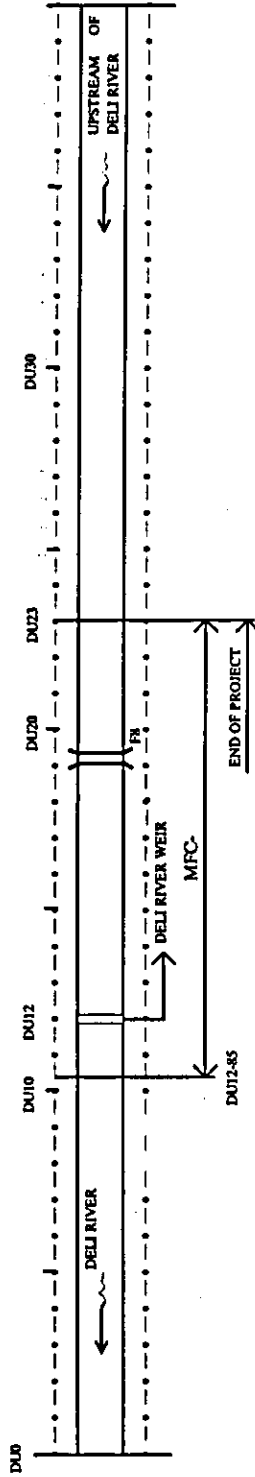
OBJECT PORTION



**B. FLOODWAY (BANJIR KANAL)**



**C. UPSTREAM DELI RIVER (RESERVOIR)**



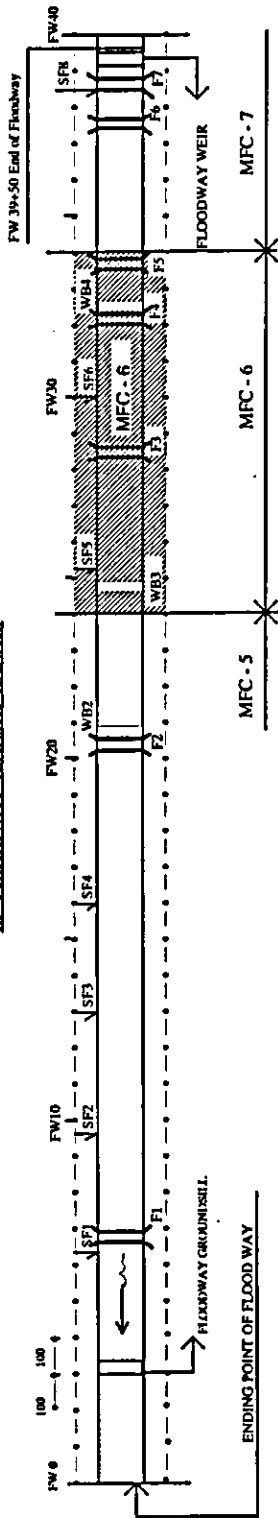




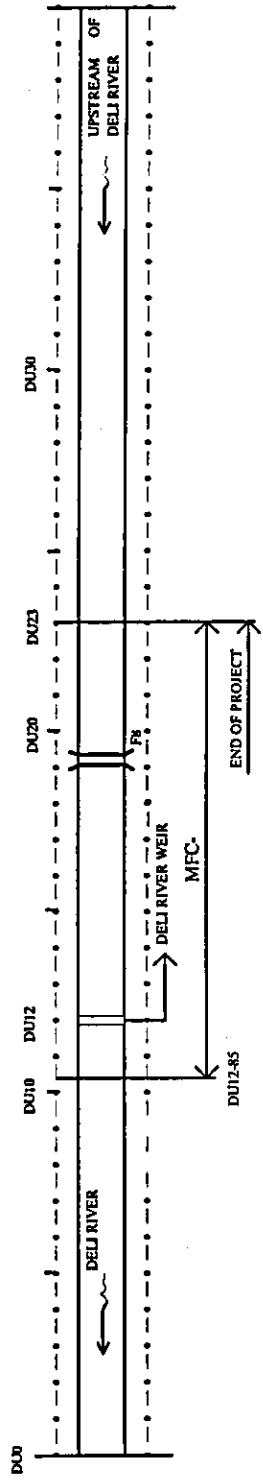




**B. FLOODWAY (BANJIR KANAL)**



**C. UPSTREAM DELI RIVER (RESERVOIR)**



▨ OBJECT PORTION





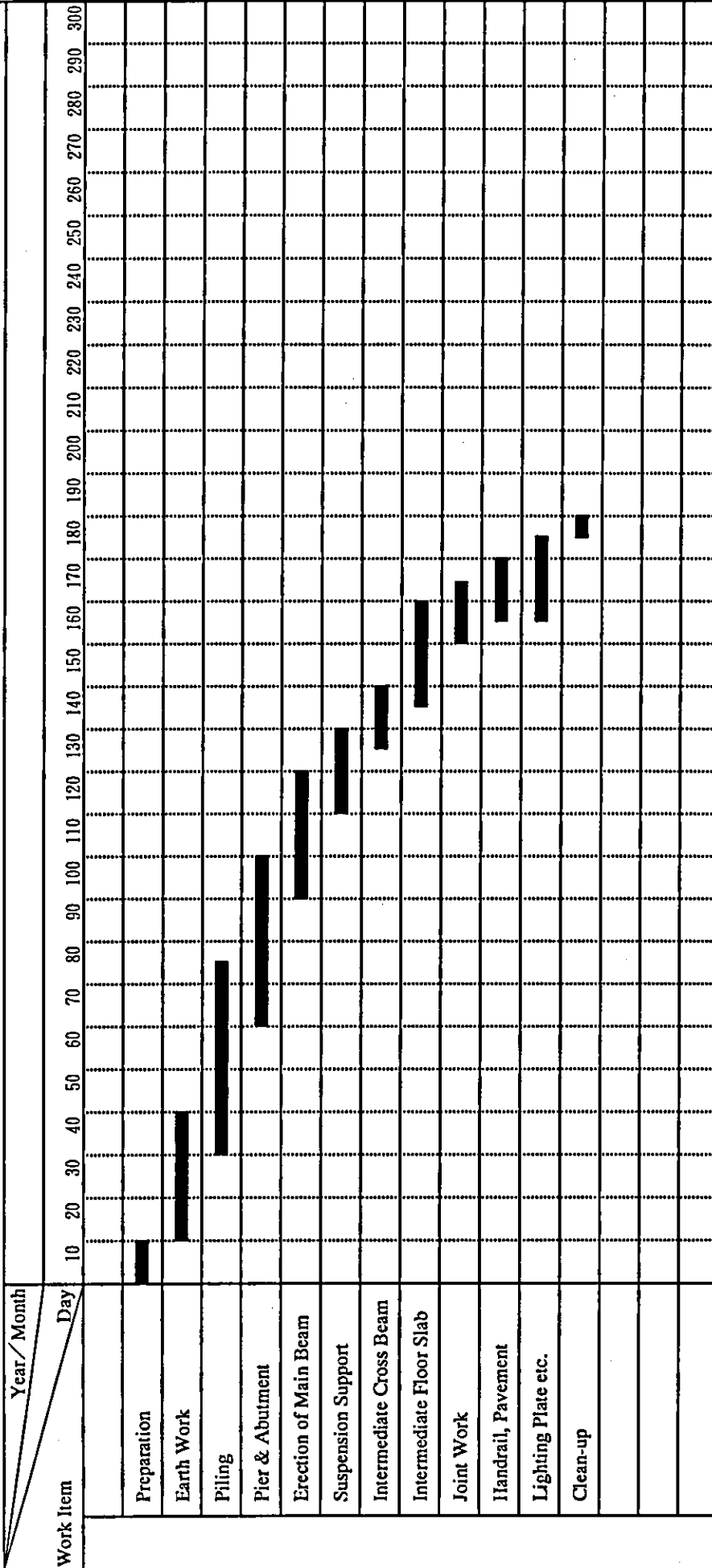




### Construction Schedule of Precast Concrete Bridge

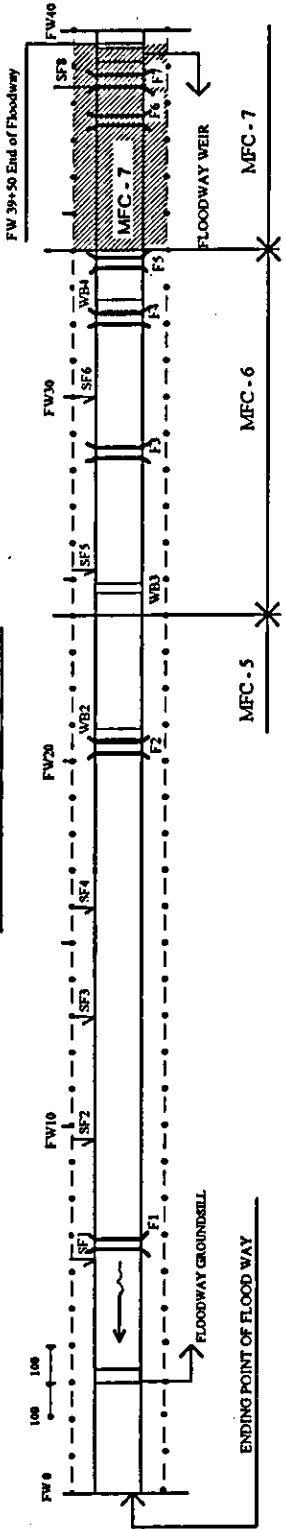
Bridge Number ( F3 )

Bridge Length 31.6m      Width 9.0m  
 Pile Length 9.0m      Pile Number Dia.  
 Span Pitch 1span  
 Number of Main Beam 6

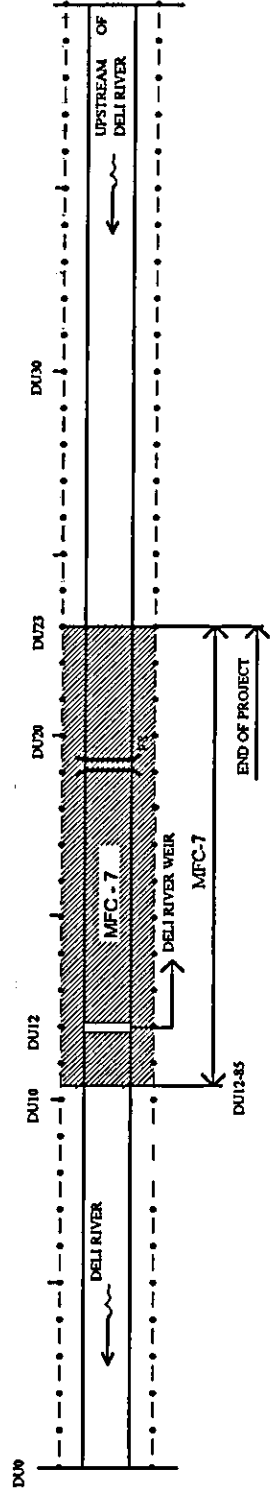


Preparation work are including demolish the existing structure, clearing / grubbing and temporary bridge.

**B. FLOODWAY (BANJIR KANAL)**



**C. UPSTREAM DELI RIVER (RESERVOIR)**



▨ OBJECT PORTION



ITEM NO.	BQ-ITEMS	UNIT	QUANTITY	1ST YEAR												2ND YEAR												3RD YEAR											
				4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
C	SLOPE AND RIVERBED PROTECTION WORKS																																						
C1	PREPARATION WORKS																																						
C1.1	Coffering and Dewatering	L.S.	1.0																																				
C2	SODDING AND DIKE																																						
C2.1	Solid Sodding	m <sup>2</sup>	12,500.0																																				
C2.2	Check Sodding for Retarding Channel and Diversion Weirs	m <sup>2</sup>	19,200.0																																				
C3	REVTMENT - WET STONE MASONRY TYPE																																						
C3.1	Excavation (Common)	m <sup>3</sup>	14,700.0																																				
C3.2	Backfill with Selected Soil	m <sup>3</sup>	550.0																																				
C3.3	Crusher Run Bedding	m <sup>3</sup>	5,900.0																																				
C3.4	Wet Stone Masonry (1:4) for Revetment	m <sup>3</sup>	5,120.0																																				
C3.5	Cement Mortar Plastering	m <sup>2</sup>	17,500.0																																				
C3.6	Concrete, Type C1	m <sup>3</sup>	960.0																																				
C3.7	Reinforcing Steel Bar	kg	56,800.0																																				
C3.8	Formwork FW1	m <sup>2</sup>	5,040.0																																				
C3.9	Log Pile, Dia. 150 mm L=2.0m	m	1,710.0																																				
C3.10	Elastic Joint Filler, 10 mm thick	m <sup>3</sup>	770.0																																				
C3.11	Gabion Cylinder	m <sup>3</sup>	90.0																																				
C3.12	Cobble Stone Filling	m <sup>3</sup>	20.0																																				
C4	GABION TYPE FOOT PROTECTION																																						
C4.1	Cobble Stone Filling	m <sup>3</sup>	1,280.0																																				
C4.2	Gablon Mattress	m <sup>3</sup>	2,640.0																																				
C11	LEANING WALL FOR FLOODWAY(FW34 to FW38+76)																																						
C11.1	Excavation (Common)	m <sup>3</sup>	27,900.0																																				
C11.2	Backfill with Selected Soil	m <sup>3</sup>	3,860.0																																				
C11.3	Backfill with Gravel	m <sup>3</sup>	7,130.0																																				
C11.4	Rubble Stone Bedding	m <sup>3</sup>	1,090.0																																				
C11.5	Concrete, Type E	m <sup>3</sup>	780.0																																				
C11.6	Concrete, Type D	m <sup>3</sup>	22,600.0																																				
C11.7	Reinforcing Steel Bar	kg	19,200.0																																				
C11.8	Formwork FW1	m <sup>2</sup>	14,200.0																																				
C11.9	Formwork FW2	m <sup>2</sup>	15,500.0																																				
C11.10	Elastic Joint Filler, 10 mm thick	m <sup>3</sup>	880.0																																				
C11.11	Weep Hole, Dia. 50 mm, including Filter Cloth	nos.	3,000.0																																				
C11.12	Gravel Pavement, 200 mm thick	m <sup>2</sup>	320.0																																				
C12	CHANNEL BED LINING FOR FLOODWAY																																						
C12.1	Excavation (Common)	m <sup>3</sup>	2,020.0																																				
C12.2	Crusher Run Bedding	m <sup>3</sup>	1,280.0																																				
C12.3	Concrete, Type C2	m <sup>3</sup>	2,660.0																																				
C12.4	Elastic Joint Filler, 10 mm thick	m <sup>3</sup>	110.0																																				









**ANNEX**

## Riverbed Protection of Groundsill

### (1) General

In general, riverbed protection works are provided not only on the riverbed downstream of a groundsill but also the upstream. The upstream riverbed protection works have the functions of preventing local scouring which is anticipated in the immediate upstream of groundsill and of preventing collapse of the main body of groundsill and the side walls at both sides of it.

Presenting the results of a hydraulic model test on groundsill, this paper explains why riverbed protection works are necessary in the riverbed upstream of groundsill.

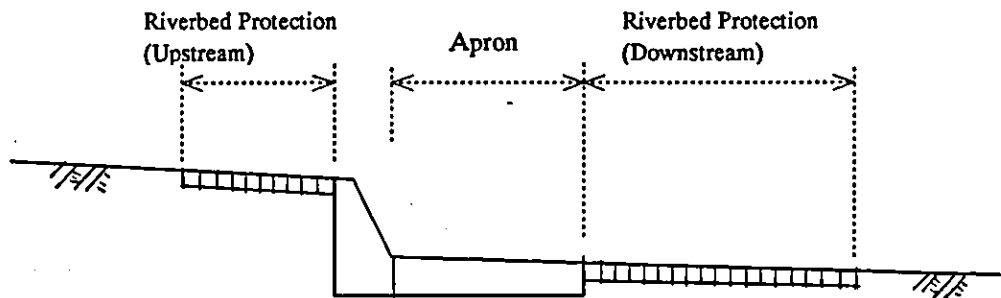
### (2) Model Test

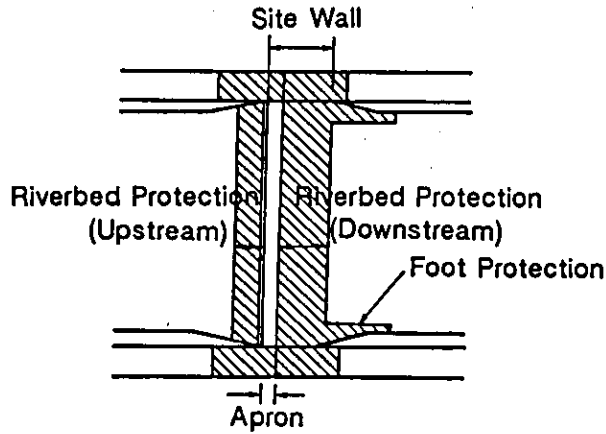
This paper is prepared based on the model test results of "The Survey and Study on Groundsill" conducted by the Institute of Construction, Ministry of Construction, Japan.

#### Model

The following conditions were applied to the groundsill model:

Case of Model Test	Rapid Flow Channel	Slow Flow Channel
Scale of Model		
Riverbed Condition	Movable Bed	Movable Bed
Head of Groundsill	4.0 cm (2 m)	4.0 cm (2 m)
Length of Apron	20 cm (10 m)	20 cm (10 m)
Riverbed Protection - Upstream - Downstream	17 cm 34 cm	20 cm (10 m) 30 cm (15 m)
Channel Bed Slope	1/200	1/2,000





PLAN OF GROUNDSILL

Model Test Cases

Model testing was performed on the following two cases:

	(1)	(2)
Case	Rapid Flow Channel	Slow Flow Channel
Discharge per Unit Width	10.0 m <sup>3</sup> /s	6.0 m <sup>3</sup> /s

(3) Test Results

The major outputs of the model test are summarized below.

Rapid Flow Channel

(a) Flow Regime

A supercritical flow arises in the area from the top of the groundsill to the middle of the riverbed protection. Besides, a flow towards the center of the channel occurs and eddy flow is observed along the channel bank. After flowing over the groundsill, the flow is rectified as the straight smooth flow in the downstream. The flow regime is shown in Fig. 1.

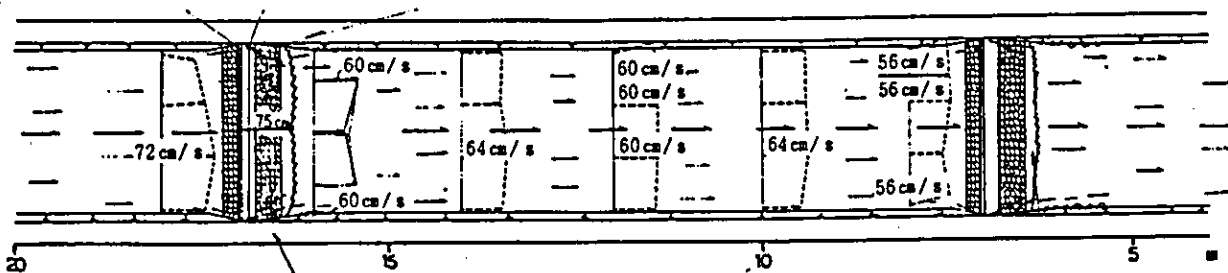


Fig.1 FLOW REGIME (FLOW VELOCITY)

流速スケール (cm/sec)

0 50 100 150 200

2割 —  
6割 - - - -  
8割 - - - -

(b) Riverbed Variation

As Figs. 2 and 3 show, both upstream and downstream riverbeds become lower and rather flat. Local scouring arises in the immediate downstream of apron and along the side walls.

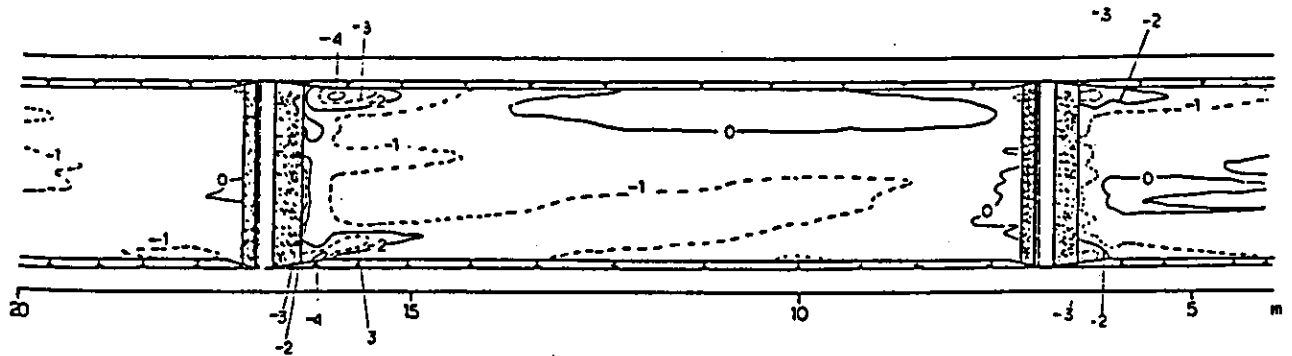


Fig. 2 RIVERBED CONTOUR LINE

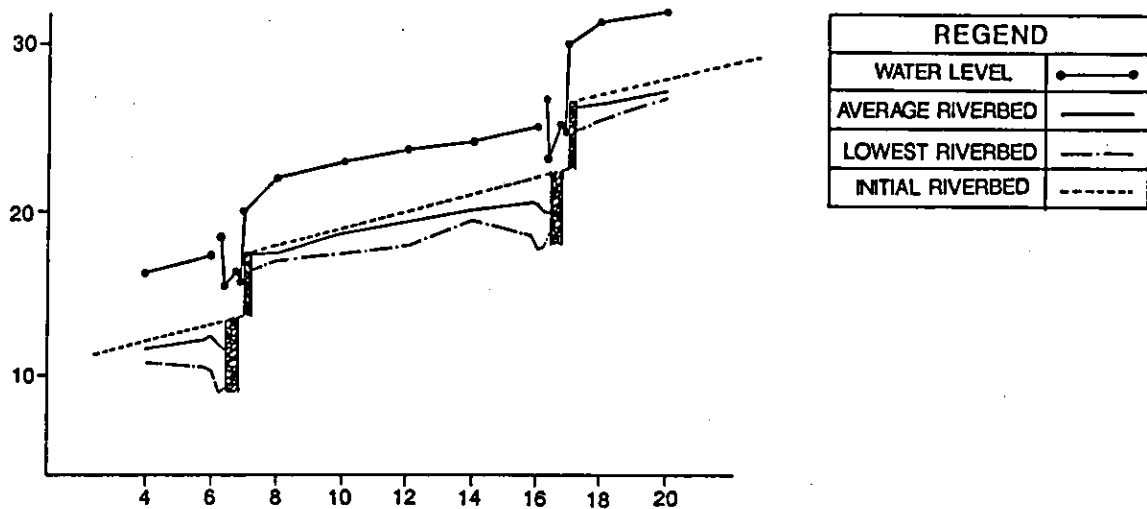


Fig. 3 RIVERBED PROFILE

Slow Flow Channel

(a) Flow Regime

The flow regime such as flow direction, velocity and water depth is almost the same between the upstream and the downstream of ground sill as shown in Fig. 4, and hydraulic jump occurs at the apron. In the downstream, water flow is observed on the flood channel.

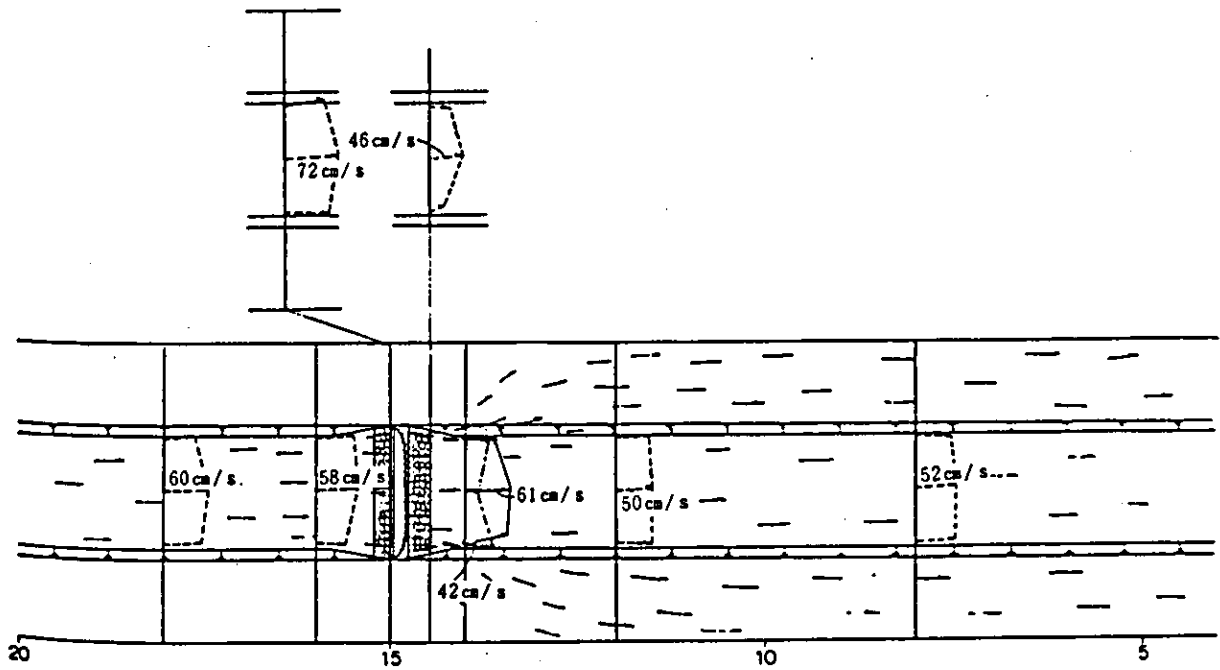


Fig. 4 FLOW REGIME (FLOW VELOCITY)

(b) Riverbed Variation

Figs. 5 and 6 show the contour lines of the riverbed and the riverbed profile, respectively. In the upstream of groundsill the riverbed becomes lower at almost the same rate, and degradation is about 1.7 cm (0.85 m) on average. On the other hand, the average riverbed downstream of the apron becomes higher due to sediment deposition. Further, local scouring is observed near the side walls in the immediate downstream of the groundsill.

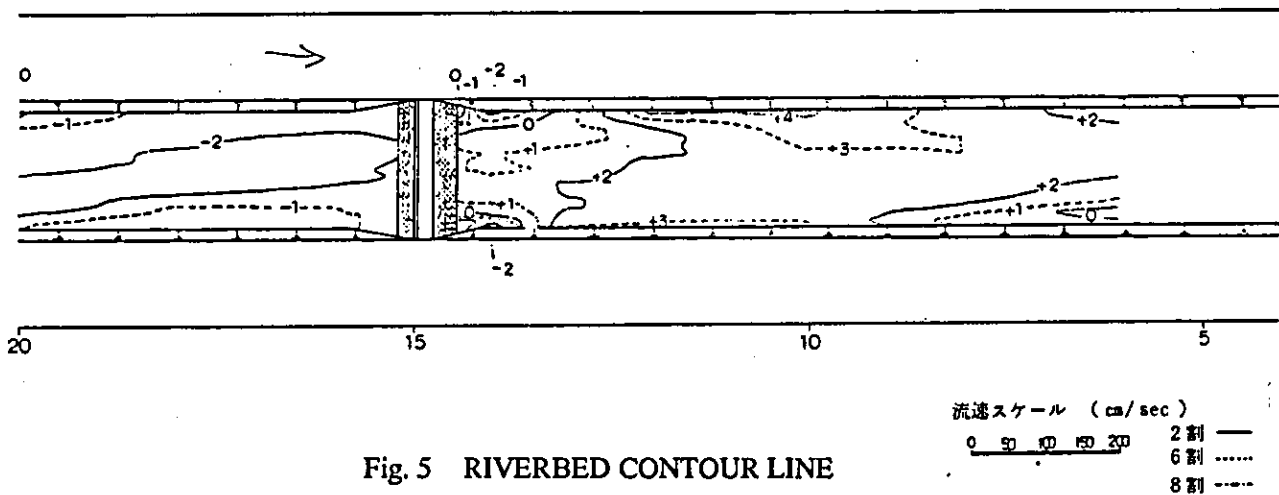


Fig. 5 RIVERBED CONTOUR LINE

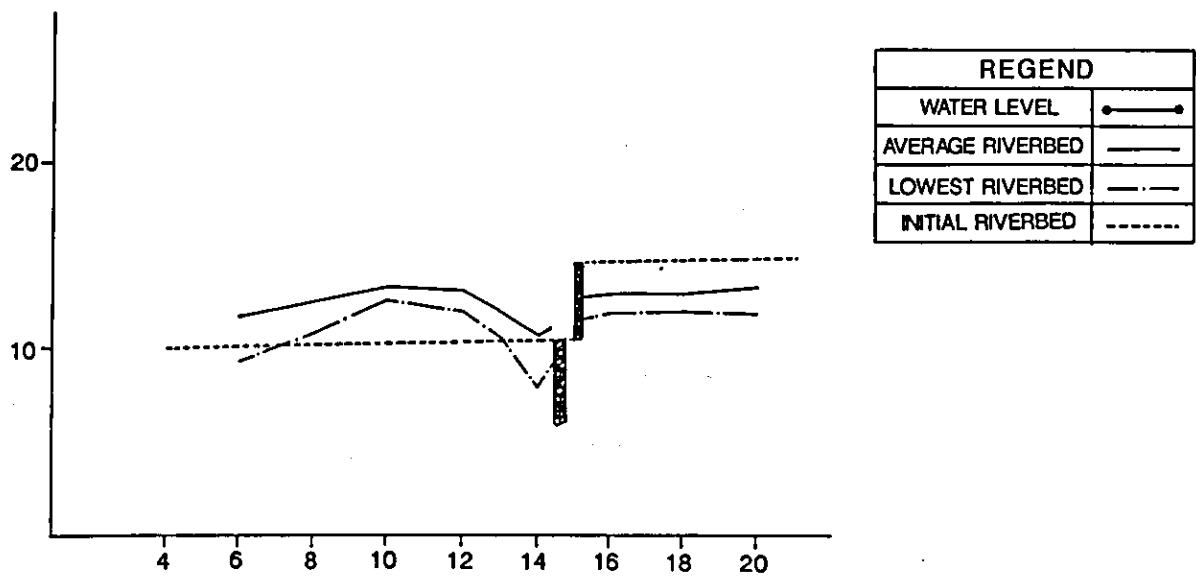


Fig. 6 RIVERBED PROFILE

(4) Consideration

Riverbed degradation in the upstream of groundsill was confirmed through the hydraulic model test. Furthermore, degradation is more predominant in the upstream than the downstream in the case of the slow flow channel, and the riverbed degradation may cause serious local scouring around the groundsill and collapse of the structures. To maintain the structural stability of both groundsill and side walls, upstream riverbed protection works is essential.

## Stability of Rubber Dam

### (1) Damage on Rubber Dam

Among the rubber dams installed on the Kali Brantas River, the Jatimlerek Intake Weir (1.85m x 150m, 6 spans) was reported to have sustained damage to its rubber body. This rubber dam was completely deflated and lain flat on the ground in more than 9 months a year, and the rubber body was damaged during that period. The damage and causes are described as follows:

- (a) When deflated, the rubber dam lies flat on the ground forming a swell of rubber bag at the tip (refer to Fig. 1). Since the riverbed at the rubber dam site is formed of gravel material with cobblestones, such materials roled continuously on the rubber bag surface bumping the swell, resulting in damage due to abrasion.

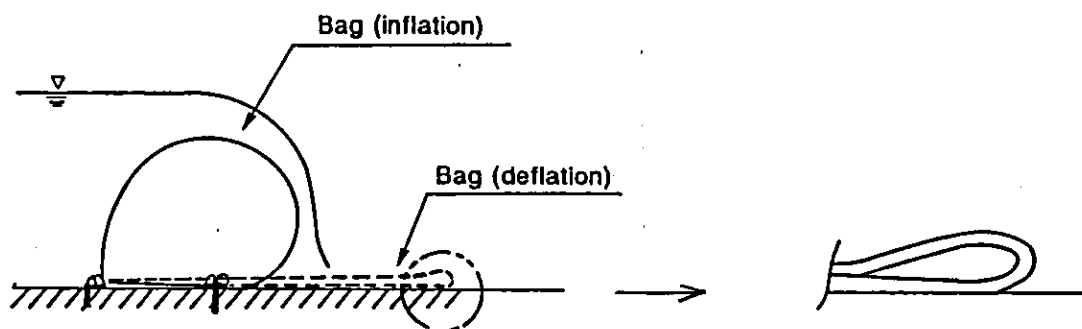


Fig. 1 Cross Section of Rubber Dam Body

- (b) A lift arose at the tip of the rubber bag due to the difference of flow velocity on the surface of the upper and lower faces. This lift induced shaking and the shake continued for a long time causing abrasion of the rubber body.
- (c) Besides the causes mentioned above, the insufficient corrosion allowance was pointed out as one of the causes of damage.

In general the stability of rubber dam and durability of material is studied focusing on the inflated condition. This is because a rubber dam is subject to more critical external forces in inflated condition than in deflated one and because a rubber dam is normally operated to be inflated for water use. In this context, the damage to the rubber dam mentioned above was an unforeseen and significant case.

(2) Considerations on Rubber Dam Body of Bandar Sidoras Intake Weir

Shape and Dimensions of Rubber Dam Body

The cross sectional form of the rubber body is shown below.

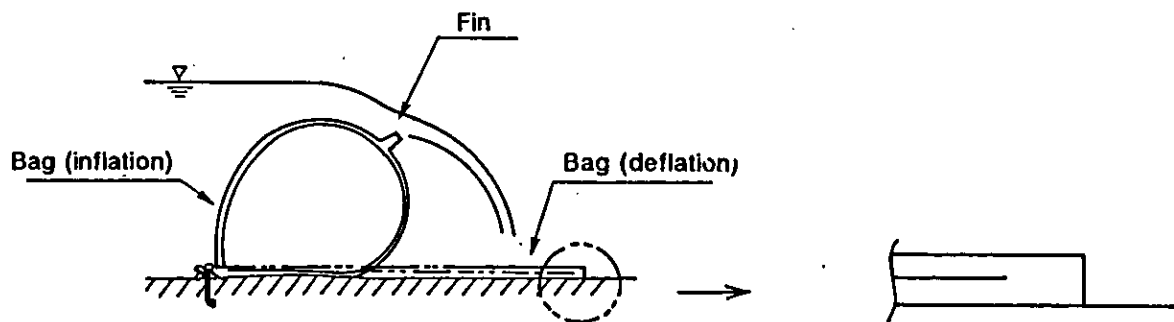


Fig. 2 Rubber Dam Cross Sections of Bandar Sidoras Weir

The dimensions of rubber dam are as follows:

Full height of dam (H)	3.14 m
Length of dam at riverbed position	13.0 m
Design depth of overflow water (h)	0.81 m
Design water depth upstream	3.95 m
Means of rubber bag inflation	by air
Air pressure inside the rubber bag	about 4.0 mAg
Thickness of rubber bag	15.8 mm
Rubber bag surface	With a water fin (deflector)
Frequency of deflation	10 times a year

### (3) Considerations for Stability

#### Abrasion

When deflated, the rubber bag lies flat on the ground without forming a swell at the tip. Therefore, riverbed materials or rolling stuff can shift smoothly without bumping the rubber bag surface in the horizontal direction. At the rubber dam site, however, rolling stones or other harmful materials are not foreseen on the riverbed (mainly silty fine sand). Furthermore, this rubber dam will stay inflated in normal time (deflated 10 times a year before flooding) under the operation rule. For all these reasons, the abrasion of rubber bag does not become a serious problem.

#### Shake/Vibration of Rubber Body

As shown in Fig. 2, the rubber body has a long fin shooting water at a distance. This fin reduces the vibration caused by water flow, when the rubber body stays inflated. After the rubber bag is deflated, it is lain completely flat on the concrete riverbed, preventing uplift in the rubber bag at the tip. As the result, the vibration of rubber body will not take place. Even if vibration occurs, it will be a slight and has little influence on the rubber body.

#### Thickness of Rubber Bag

According to the survey on existing rubber dams concerning the relationship between height of rubber body and thickness of rubber bag, rubber dams with a height of about 3.2 m, in general, have the thickness of 12 mm to 15 mm. For the Bandar Sidoras Intake Weir, the thickness of 15.8 mm is applied to the rubber bag to ensure durability and stability under any condition.

2004.12.6

登録済  
(阿部)

JICA