Abstract

Delayed transportation movement made the construction of Suramadu bridge is so important as a beginning. Expected with Suramadu bridge which link Surabaya and Madura island by land road, the social imbalances can be reduce immediately. Fast and effective transportation flow will make Madura development grow fast, compete with other region. The development of layout area and land use in Madura will form proportional, and also intend to create better road system for anticipating traffic growth on the future.

Refer from that background, in this final project, the writer discuss about Suramadu toll road feasibility study as a benchmark of civil project in economic engineering. The value of benefit cost ratio, net present value, and internal rate of return until age plan structure are the basic of feasibility study.

From the result calculation discovered the value of benefit cost ratio is 0.94, net present value Rp. -1,886,090,890,000, and the internal rate of return 175%, from that result can be concluded that Suramadu toll road project not feasible from economic point of view. But in this final project, the writer only counting direct benefit from the project, maybe if indirect benefit from the project also counted, the result of the feasibility may change.