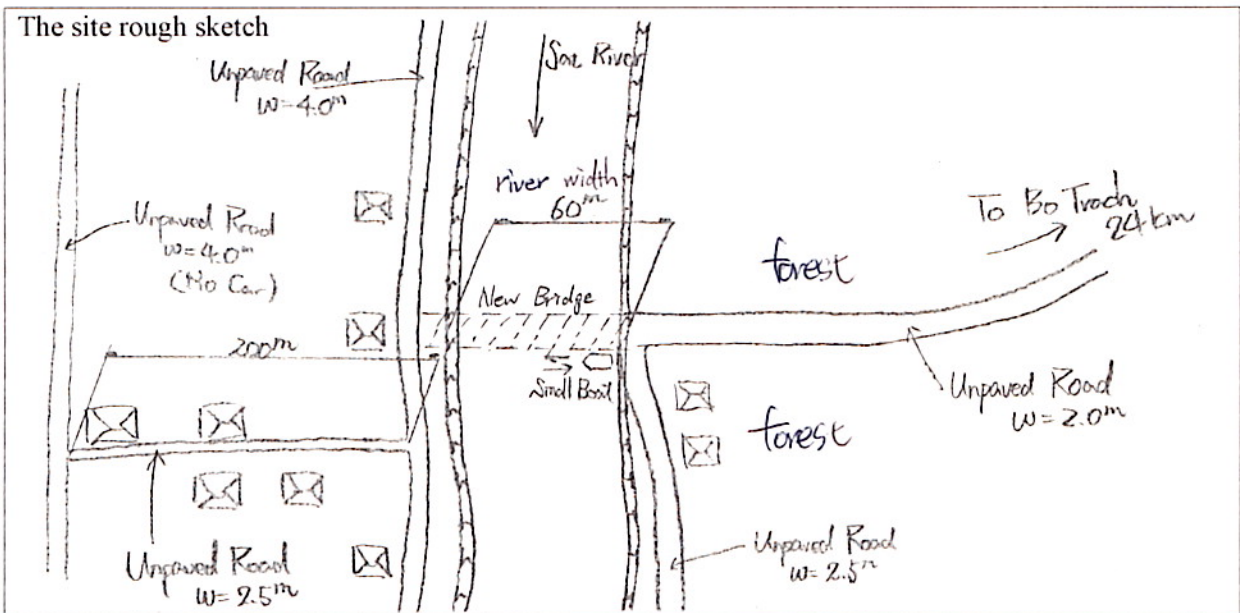


No.16 Rao Sau (Quang Binh Prov.)

Other Information
1) The approach road of the right bank is larger than the left bank. No passing of a car. About 200m from Provincial road.
2) It crosses on the bamboo bridge. A ferryboat is about 5.0m . 100 users/day
3) It is greatly flooded from the right bank being located in a sandbank in flood. The left bank is flooded on an attachment road
4) Because of navigation clearance, a bridge position becomes high and construction of an attachment road is difficult.



the right bank from the left bank



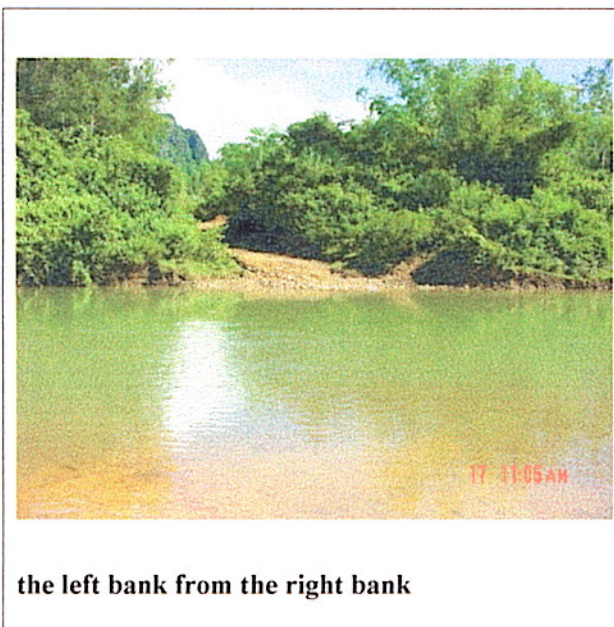
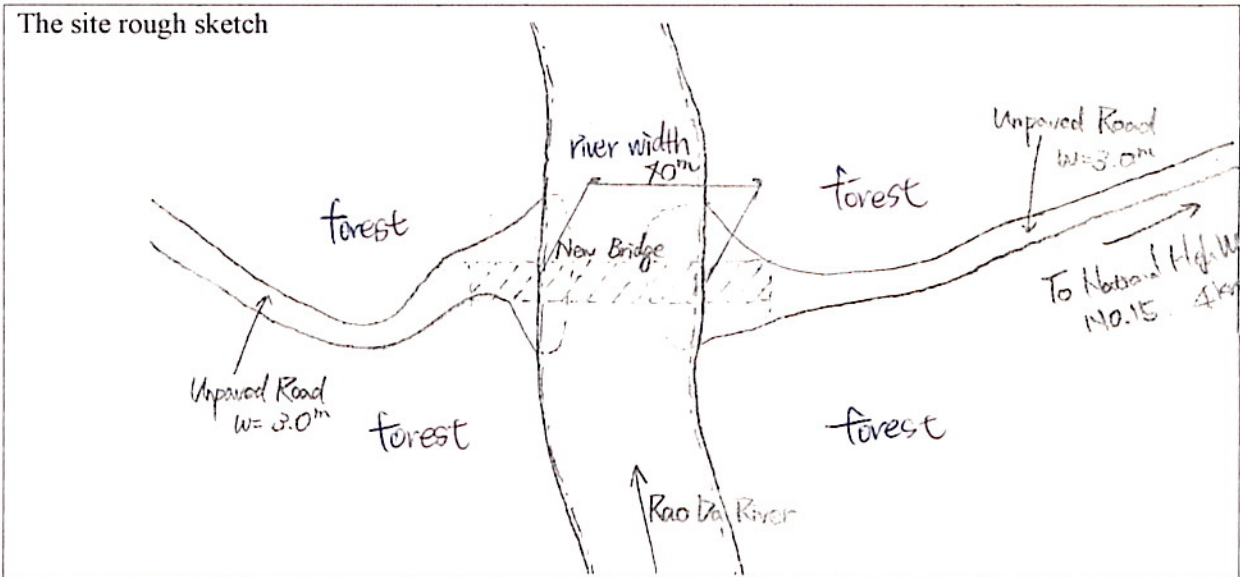
upstream from the left bank

Pic. 1: The present bridge

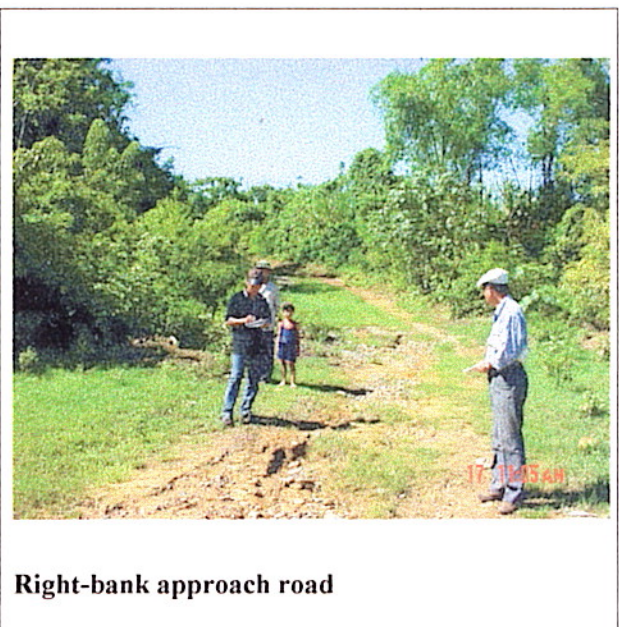
Pic. 2: The present bridge

No.17 Ben Cung (Quang Binh Prov.)

Other Information
1) An access road is a bad road very much. The center of a town is in a left-bank side.
2) It walks across in dry season, but it has no used trace. The attachment road of the right bank is waterway.
3) Vehicles are returned and crossed to a downstream to the national highway No. 15. (submerged bridge 10km downstream)
4) It branches from the national highway No. 15, and a railroad is crossed immediately. The attachment of a crossing part is bad. Reinforcement is required for passing.



Pic. 1: The present bridge

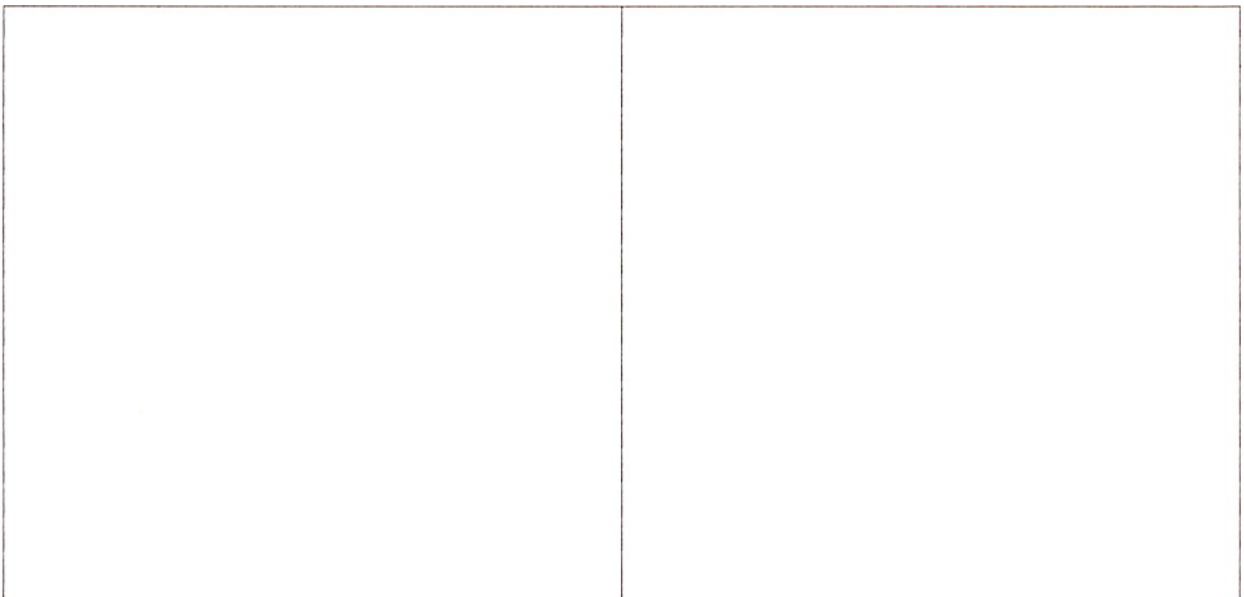
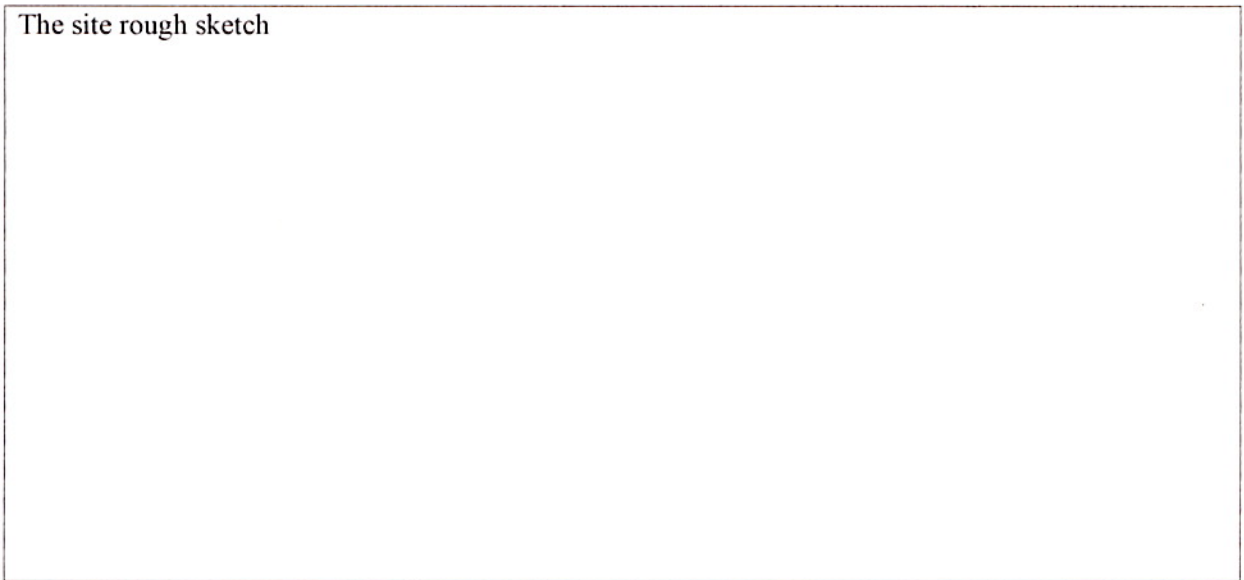


Pic. 2: The present bridge

No19 Thuy Khe (Quang Tri Prov.)

Other Information
1) under construction by provincial fund

The site rough sketch



Pic. 1: The present bridge

Pic. 2: The present bridge