

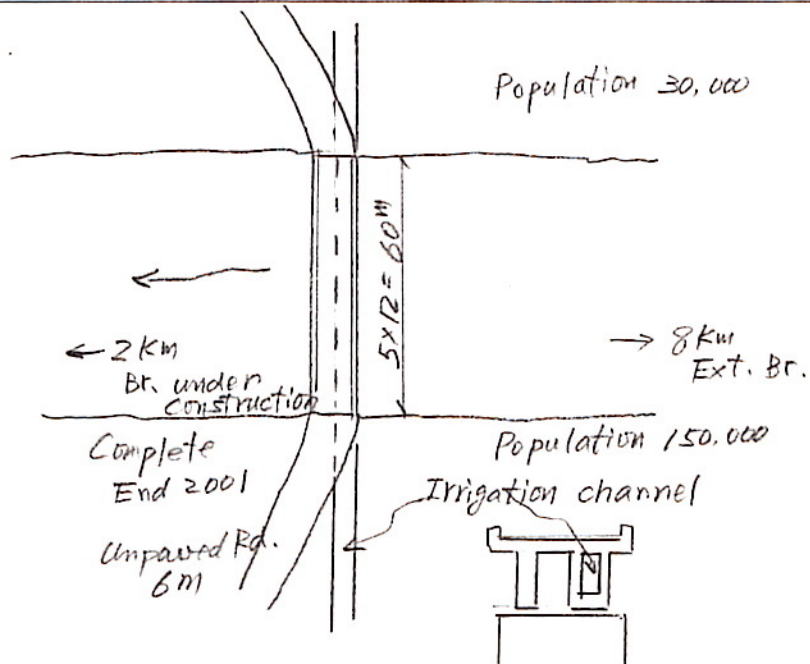
No. 33 Binh Dao Bridge

(Quang Nam Province)

Other Information

- 1) Constructed in 1977. Designed with 10ton load. Irrigation channel (1m wide x 1.5m high) is contained between the PC girders.
- 2) Existing navigation channel is 10mx2m. 18m x 4 will be required for the proposed bridge due to bigger size of ships and increased ship passage.
- 3) Still the bridge structure is in reasonable condition.
- 4) The highest flood level in 1999 = Bridge surface, the flood level of every year = girder bottom.
- 5) There is no reason for urgent replacement at present. There is a big problem to raise up the irrigation channel, in case the proposed bridge is constructed to meet the highest flood level (= bridge surface) and required navigation channel.

The site rough sketch



Picture 1: On bridge center line



Picture 2: From the side

No. 39 Song Dinh

(Binh Thuan Province)

Other Information

1) The district road DR710, which the bridge is located on, connects NR1 with NR20 and is important for the surrounding people of daily life and to carry agricultural production.

2) The existing bridge is a bailey-type and its wooden deck was replaced to the steel-meshed type in 1999 due to flood damages. Since all substructures are built on the bed-rock and are observed to be stable. The load of vehicles is limited to 13 ton.

3) The access roads on both banks have been paved with 5m in width. The widening plan to 6m in width is scheduled by 2002.

4) HWL is assumed to be 0.5m over the bridge surface in 1999 according to the interview result.

5) There is a box culvert crossing over a canal 50 m away from the bridge on the right bank. It will be affected depending on the location of the proposed centerline.

The site rough sketch

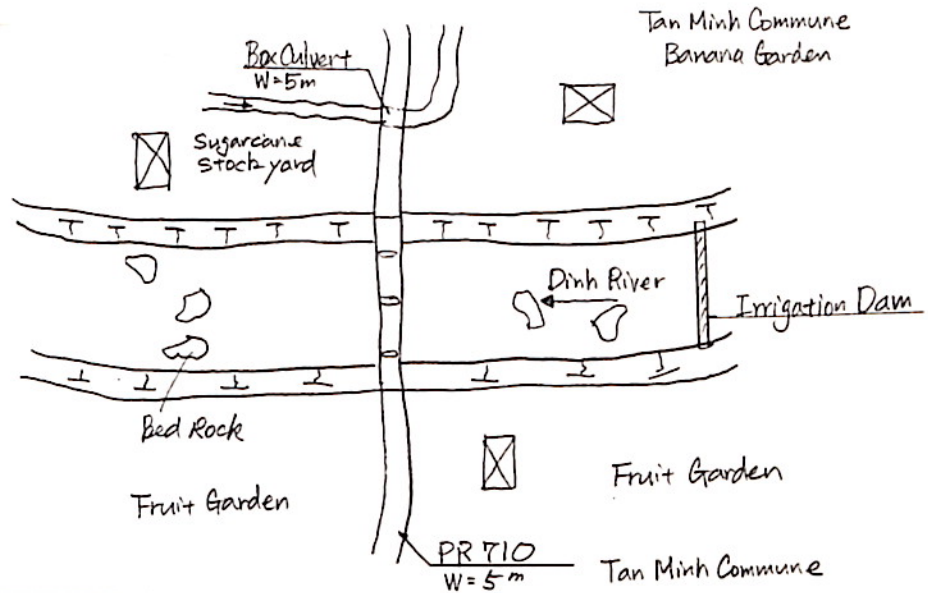


Photo 1 : Existing Bridge



Photo 2 : Existing Bridge

No. 40 Lang Quang

(Binh Thuan Province)

Other Information

1) The bridge on the district road DR710 connects between Than Linh District and Duc Linh District. There are many brick factories on the Duc Linh District side and there is transportation demand for the bridge to carry clay soil from the Than Linh side. However, the daily use of people is less observed.

2) The existing bridge is an effel-type built in the 1960s. The damage level of it is observed as medium. The connecting points between the bridge and its access roads are seriously deteriorated.

3) Since the bridge cross the swamp, it has never suffered flooding damage before.

4) Access roads with 5m in width are paved but the surface is deteriorated a little.

The site rough sketch

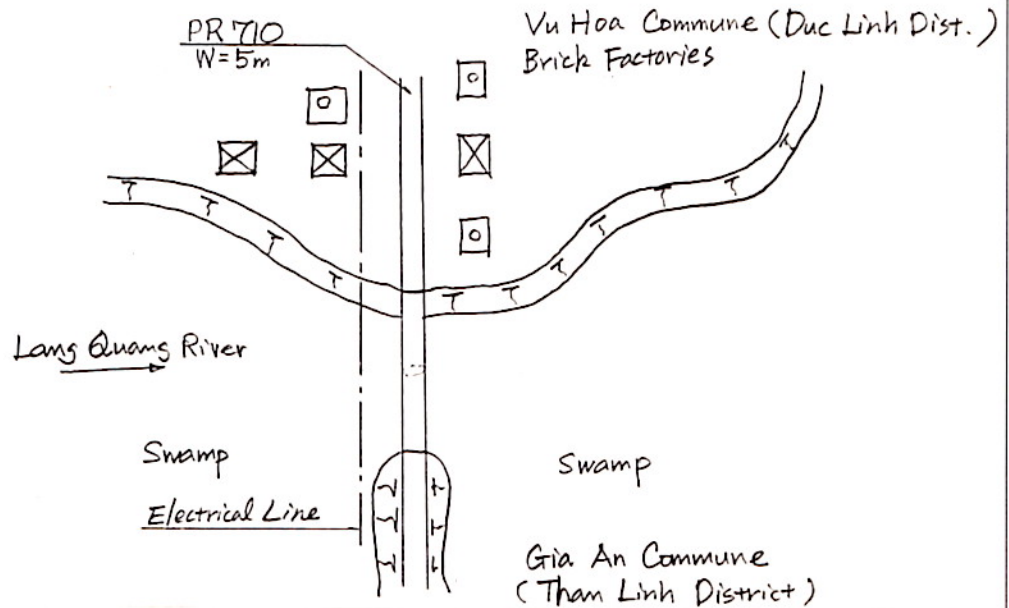


Photo 1: Existing Bridge



Photo 2: Existing Bridge