

Other Information

1) The bridge is located on PR684, which starts from NR14 and come together with NR14 via PR695. There is transportation demand to carry agricultural productions such as corn, rice, coffee and logging. Since PR695 has not been upgraded, PR694 has been usually used to access to NR14. Settled people have been increasing recently.

2) The existing bridge is a H-beam type and the progress of corrosion was observed. Protection work built by gabion matts around piers looks unstable. Although souring around the abutments were observed but not looks to reach serious damages

3) The impassable duration lasts around a week one time a year due to overflow the surface of the bridge by flooding. HWL is assumed to be 2.5m over the bridge surface in 1998 and 2000 according to the interview result.

4) Both access roads have been paved with 5-6m in width and the surface keeps good condition.

5) The number of settlers and minorities along the road have been increasing and it doubled in the last 5 years from 24 thousand to 49 thousand

The site rough sketch

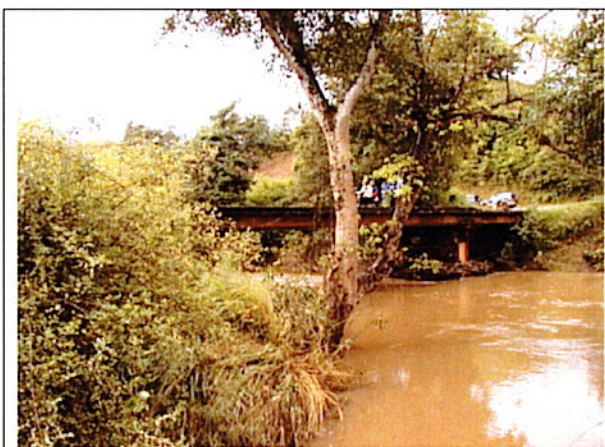
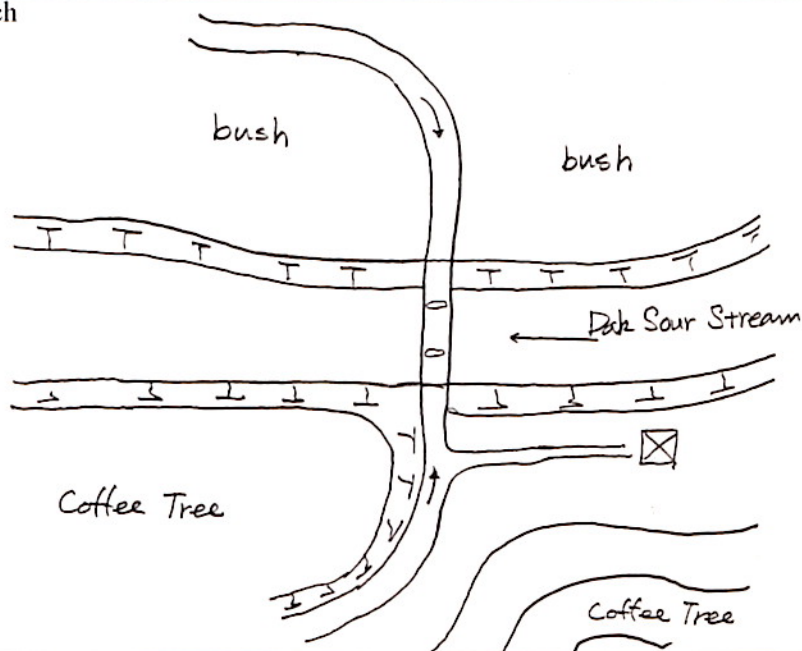


Photo 1: Existing Bridge



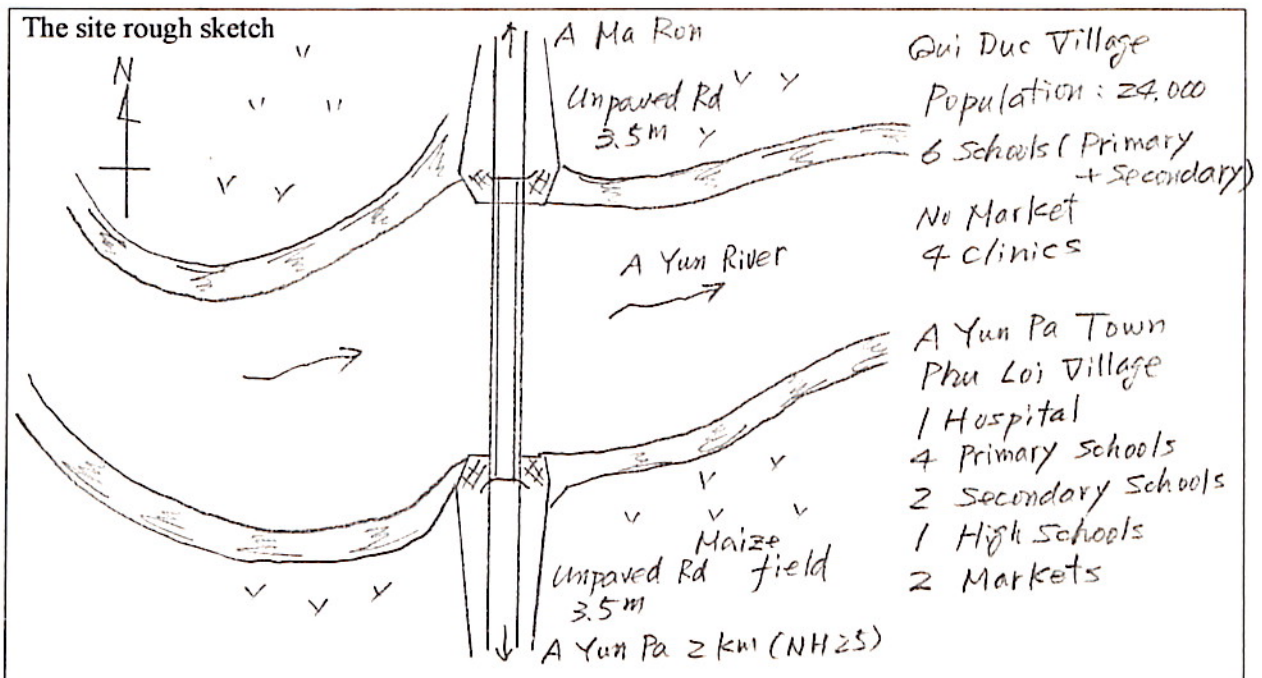
Photo 2: Existing Bridge

**No.57 A Yun Ha Bridge**

**(Gia Lai Province)**

**Other Information**

- 1) Constructed before 1975. First rehabilitation made in 1975.  
Load limit 8 t.
- 2) Bridge was built at location of river bending point.
- 3) The highest flood level of 1964 = Bridge surface + 1m, Second highest flood level = surface - 1m,  
Flood level of every year = surface - 2m
- 4) Existing bridge length is 100m.
- 5)



Picture 1: On bridge center line



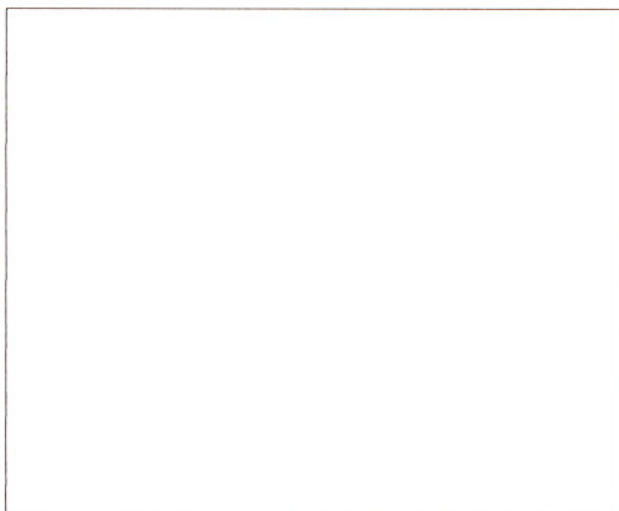
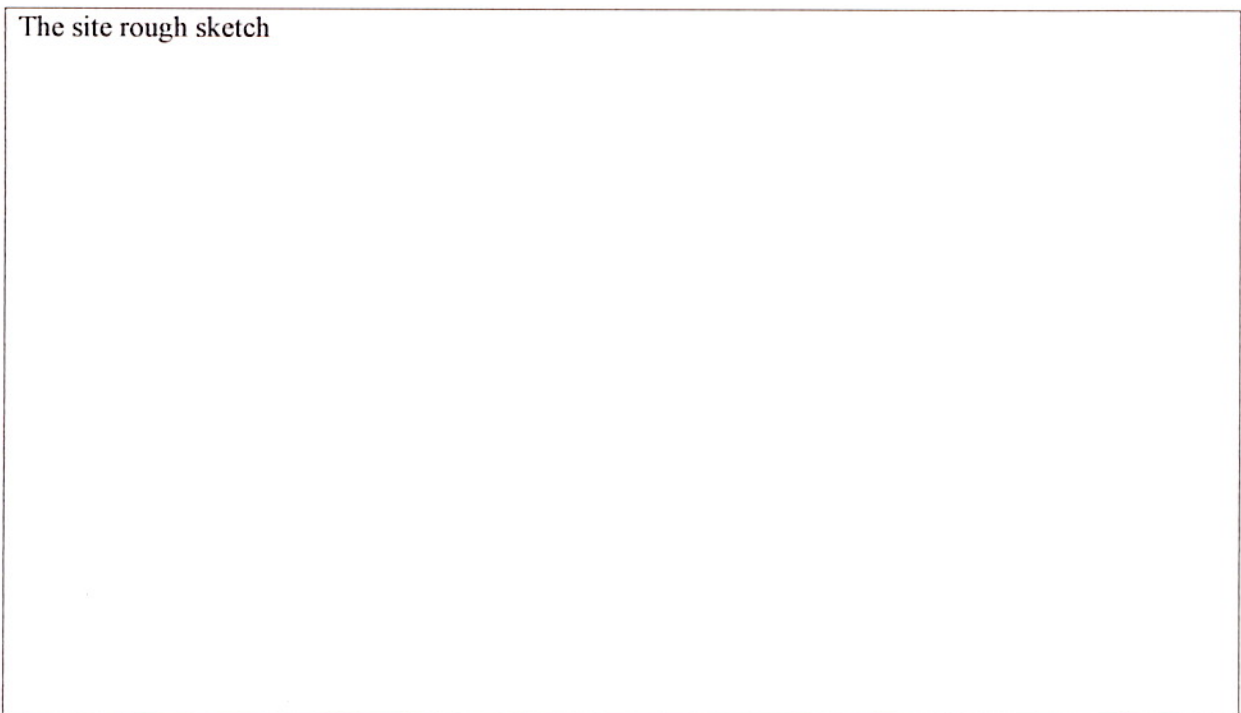
Picture 2: From the side

**No. 60 Suoi Boi Bridge**

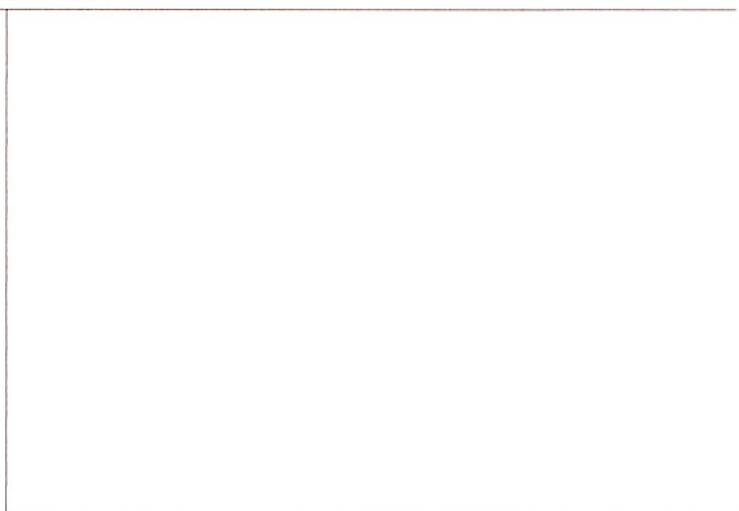
**(Gia Lai Province)**

Other Information
1) Constructed already with provincial fund.
2)
3)
4)
5)

The site rough sketch



Picture 1: On bridge center line



Picture 2: From the side