

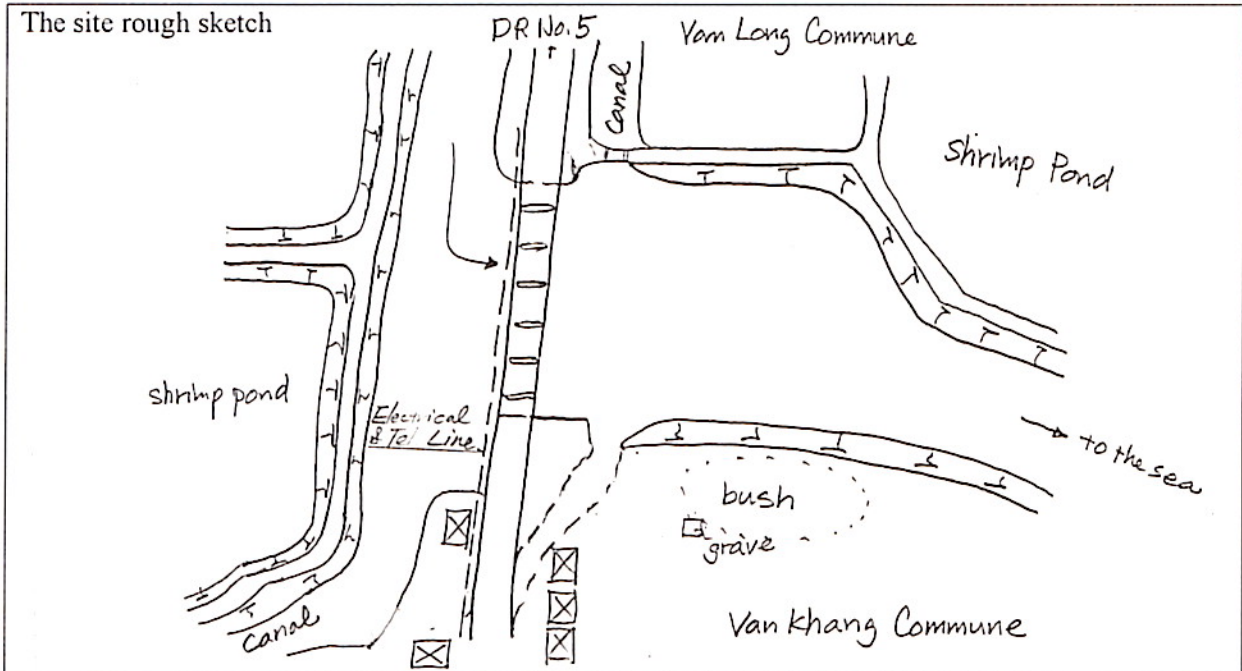
**No. 83 Ngoi Ngan Bridge – Component A-**

**(Khan Hoa Province)**

**Site Information**

- 1) The access road, Hgyuen Hue Road, which was used as a national road in the 1950s, is a district road to connect communes to the district center and has much traffic generated by shrimp farms and daily life of the surrounding people
- 2) The existing substructures were built in the 1950s and the existing wooden slabs were replaced in 1996. This bridge is open for only pedestrians, bicycle and motorcycles. Vehicles can pass on the riverbed at low tide.
- 3) There have been no damages on the bridge by flood. HWL is 0.3m lower than bridge surface and tidal difference is one meter.
- 4) The access roads have been being upgraded with 6m in width and will complete by 2001.
- 5) The centerline of the proposed bridge will be set at around 5m downstream to avoid foundations of the existing bridge. The bridge length will be almost same, 48m with 2 spans. 0.5m of freeboard is required.
- 6) 3 houses will be affected by the new approach road at the right bank. The electrical and telephone lines should be moved temporarily. A temporal bridge will be required for pedestrian and bikes.
- 7) It is preferable to establish a yard for girder fabrication aside the access road on the open drainage at the left bank. It is convenient for access to the site to use the right bank road from NR1.

The site rough sketch



**Photo 1: Existing Bridge**



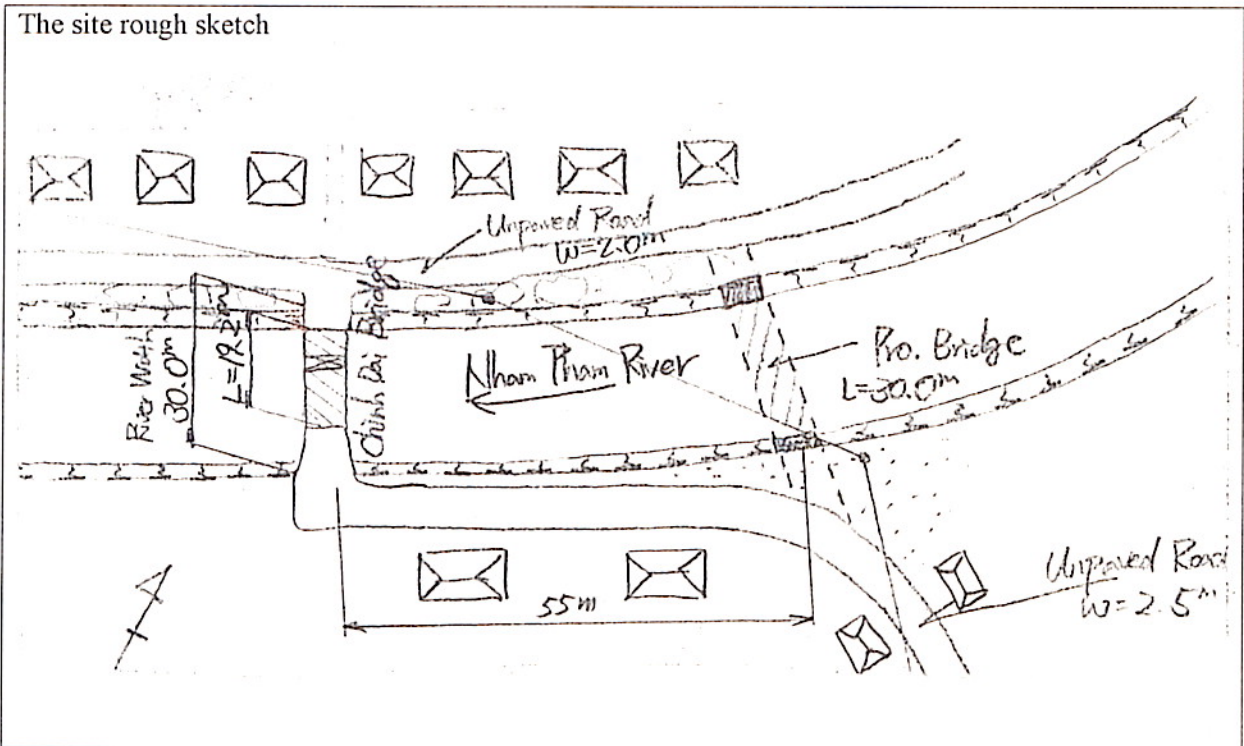
**Photo 2: Existing Bridge**

**No.2 Chinh Dai Bridge - Component B**

(Tanh Hoa Province)

Site Information	
1)	Existing bridge is I-girder bridge with timber deck crossing over navigational river. It has 3.5m navigation clearance. The proposed bridge shall have the same clearance to existing one.
2)	Highest flood level = top of right bank road. Yearly flood level = top of right bank - 0.5m. LWL = Top of right bank - 2.3m. However bridge elevation will be decided by navigation clearance.
3)	The proposed bridge will cross the river on the alignment to extend access road on left bank. River width is 27m. Proposed bridge length is 30m, and 5.5m wide.
4)	Several houses shall be removed along the approach road on right bank, in order to have a space for approach road next to proposed bridge.
5)	Construction yard will be located on left bank.
6)	Access road on left bank is 3.5m-crushed stone pavement. Reasonable. However road on right bank is 2.0m earth road. There is a plan to improve this road (500m Long) to new economy area..

The site rough sketch



Picture 1: From left bank, to see downstream



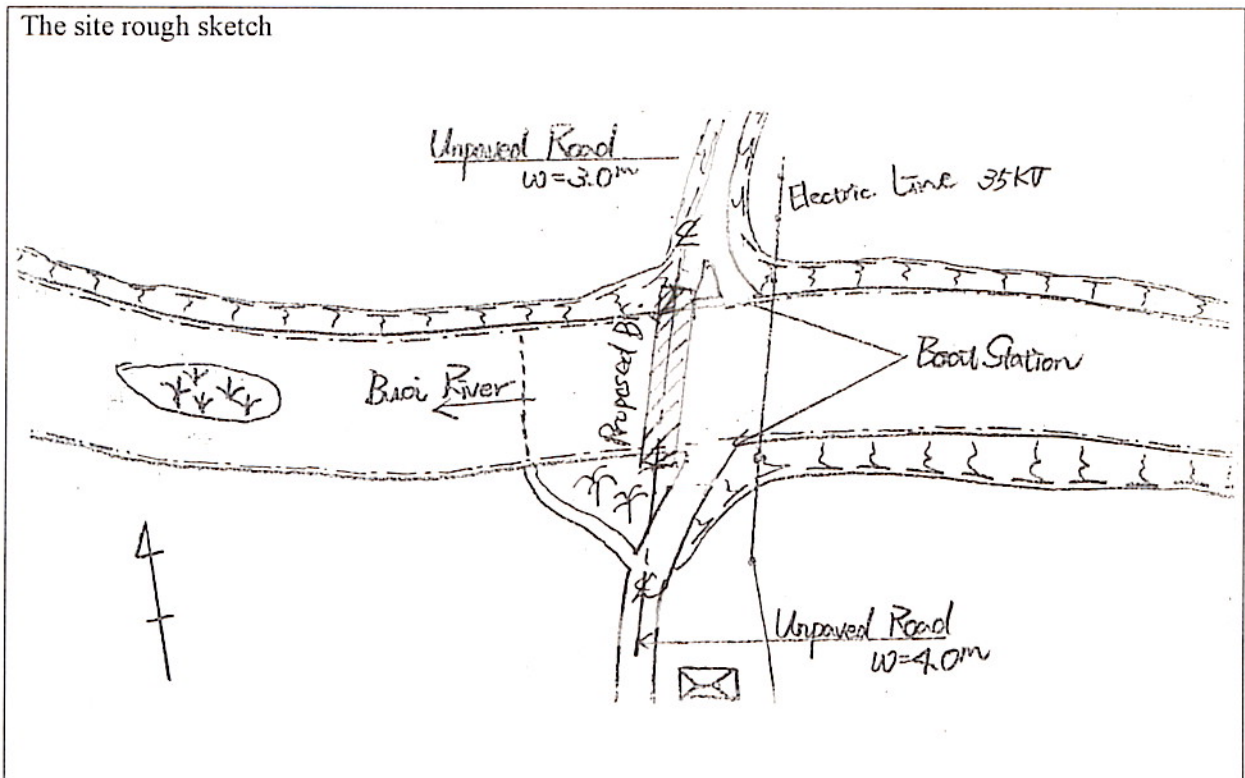
Picture 2: Approach road on right bank, down-stream, and 2.0m wide only

**No.4 Thach Quang Bridge – Component B**

**(Tanh Hoa Province)**

Site Information	
1)	There is no bridge up to now at boat crossing point. River width is 80 m.
2)	The highest flood level = Top of former abut on right bank (7.0m higher than LWL and same level of flat position of left bank access road). It becomes about 0.5m depth in dry season for three months, and it is possible to pass it by vehicle. Freeboard 0.5m.
3)	The proposed bridge will be built on the alignment to stretch the left bank access road. Bridge length is $3 \times 33 = 99\text{m}$ long. 5.5m wide. On right bank, realignment of access road is required.
4)	There are no houses to be removed and no utilities to be relocated.
5)	Construction yard will be located on left, downstream area.
6)	On left bank, access road is very bad and there is an upgrade plan by ADB. It will be completed in 2002. On right bank, there is a plan to connect with HCM route (about 1km) It will be completed in 2003.

The site rough sketch



Picture 1: On the proposed alignment from left bank



Picture 2: The existing boats cross, upstream from proposed bridge crossing