

Site Information
1) PR694, which the bridge is located on, starts from NR14 to NR26 through PR683. Much traffic passes on the road because it connects Krong Buk District with Krong Nam District. There is traffic demand to carry agricultural productions such as cashew nuts, coffee, pepper, rice and rubber as well as for daily life including access to school and market.
2) The existing bridge is a H-beam type constructed before 1975. Although rust spreads the beam surface, the only minor damage was observed. Minor scouring around piers are also observed. The load of a vehicle is limited to 10 ton.
3) There is no flood overflowing the bridge surface in ordinal year. HWL is assumed to be 0.5m over the bridge surface in 1989.
4) Access roads on the both banks have been paved with 5m in width.
5) The centerline of the proposed bridge will be shifted to approximately 70m upstream side in order to improve the alignment of access roads. The bridge length is appropriate to set around 30 m without pier in consideration with flooding condition. 1m of freeboard is required.
6) A few houses at the right bank and a part of schoolyard are affected by the approach roads construction. The electrical and telephone lines are required to shift for construction.
7) The new approach road at the right bank can be utilized as a temporarily yard for steel girders.

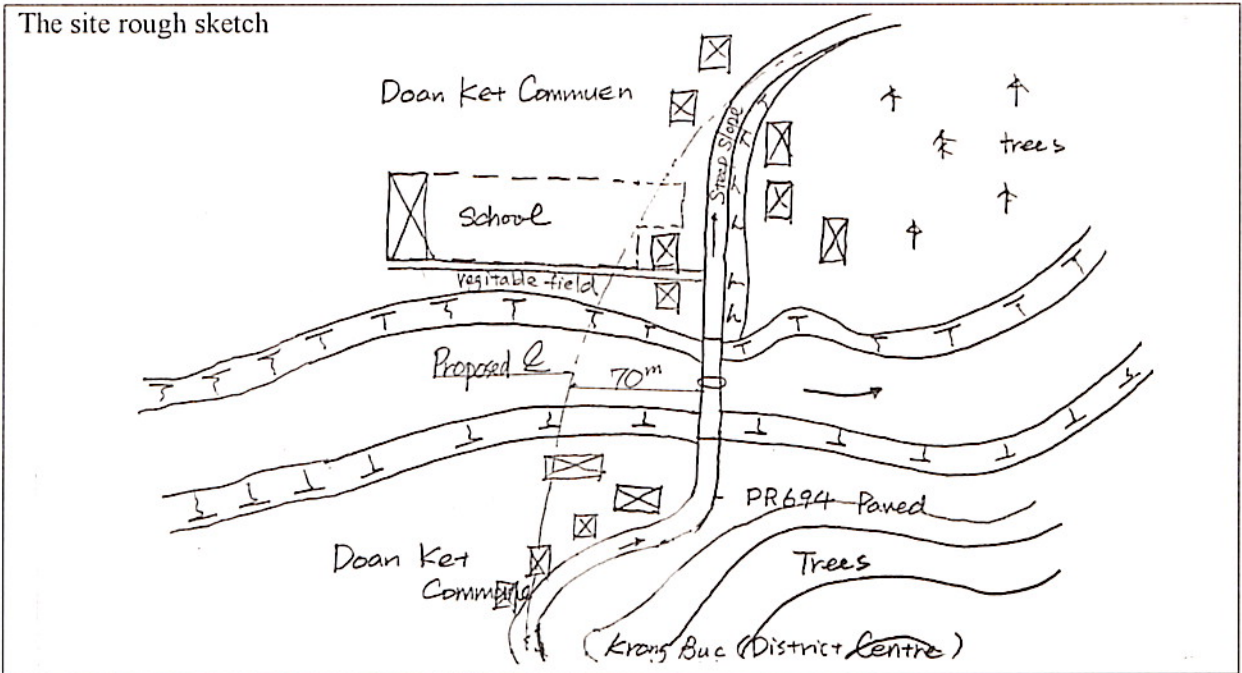


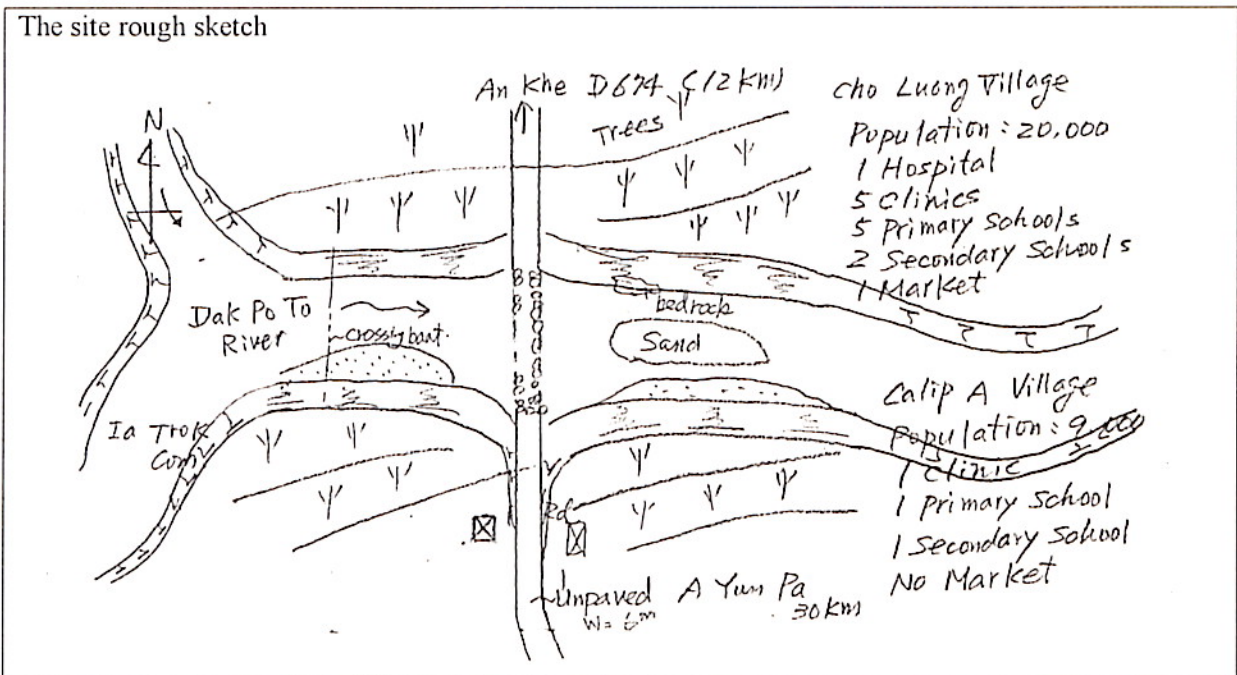
Photo 1: Existing Bridge



Photo 2: Existing Bridge



Site Information
1) The highest flood level of 1997 = Road surface + 3m, Flood level of every year = surface +1.5m, About 4 months (August to November) submergible road is impassable.
2) On this side of bank (A Yun Pa side): population: 9,000, clinic 1, elementary school 1, secondary school 1, market 0. On the other bank (An Khe side): population: 20,000, hospital 1, clinic 5, elementary school 5, secondary school 2, market 1. Bridge good for social impact.
3) Access roads on both banks of the river completed improvement with ADB fund and it keeps good condition. Submerged road is a bottleneck.
4) The location of the new bridge will be set on the existing submerged road. The bridge length will be set around 60m with 3 spans. The center span will be longer in consideration with river width in dry season and rapid stream. 1 m of freeboard is required.
5) No resettlement is required.
6) There are some bridges with 8ton limitation on the access road of the right bank. It will affect on machinery and girder transportation.
7) A construction yard is available at the right bank.



Picture 1: On bridge center line



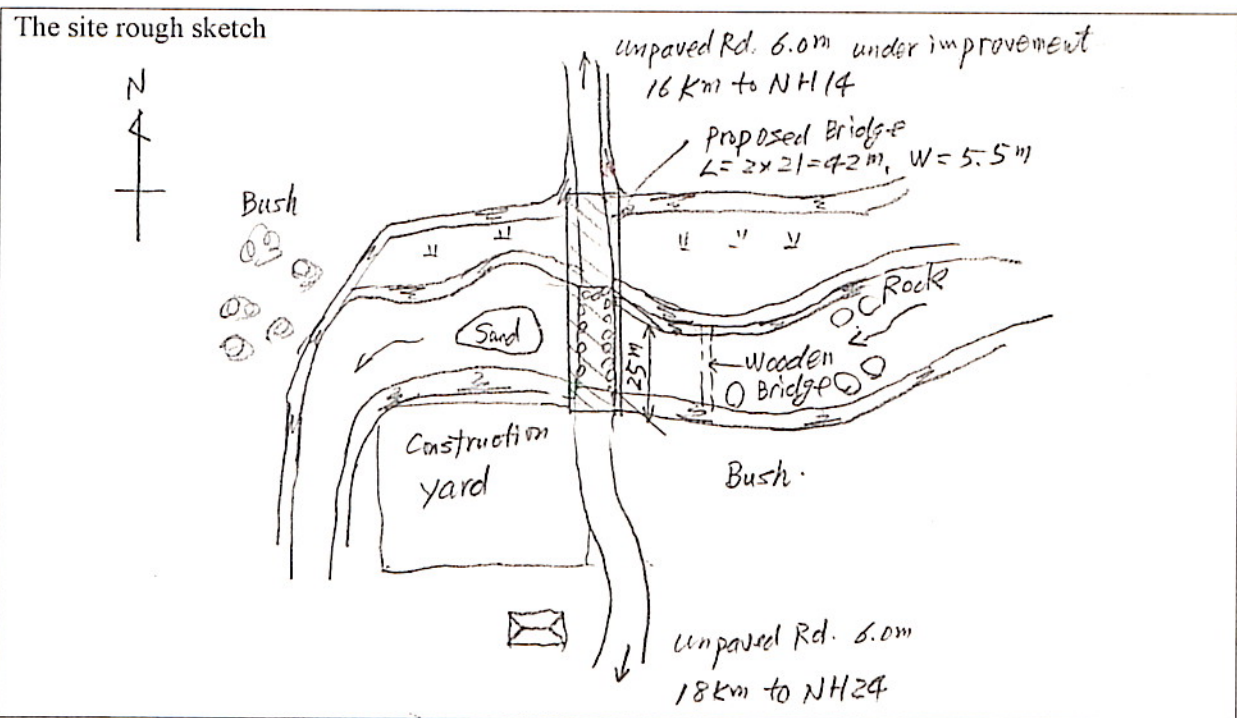
Picture 2: from the upstream side



**No. 62 Ngoc Reo Bridge – Component B**

**(Kon Tum Province)**

Site Information
1) Existing submergible road was constructed in 1996 with provincial fund. The water width at the time of 2 <sup>nd</sup> bridge survey is 25m.
2) The highest flood level of 1996 = road surface + 2m, Flood level of every year = surface + 1m. For 15 days the road is impassable. Freeboard:1.0m.
3) The proposed bridge will be built on the alignment of existing submergible road. Bridge length will be 2x21=42m, in order to cover river width. Width is 5.5m.
4) No houses will be removed and no utilities will be relocated.
5) Construction yard will be located at the grass field at left and downstream corner from the river.
6) Access road on left bank from NH24 is in very good condition. One bridge is under construction. (To be completed within 2 to 3 months). Also access road on right bank can be used as alternative. However this route has steep slope at several points.



Picture 1: On bridge center line



Picture 2: From the side