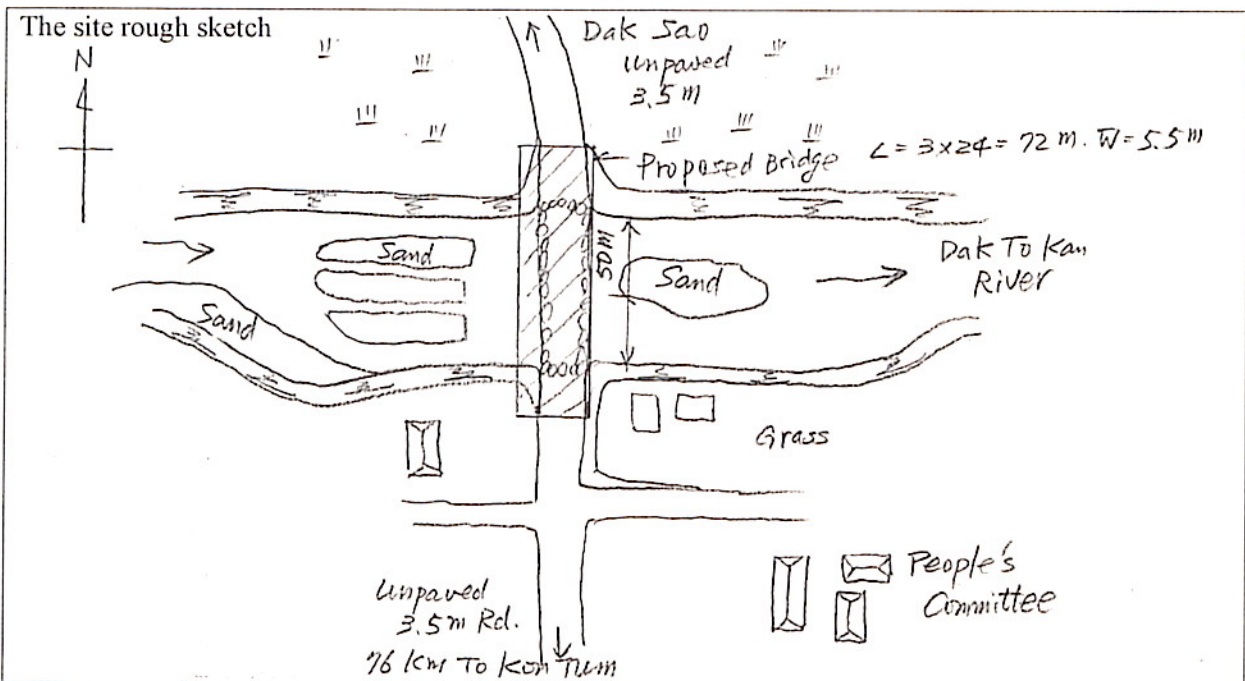


No. 64 Dak To Kan Bridge Component B

(Kon Tum Province)

Site Information

- 1) Submergible road was constructed in 1996 with provincial fund. River width is 50m.
- 2) The highest flood level of 1996 = Road surface + 2.5 m, Flood level of every year = surface + 1.5m. Freeboard:1.0m.
- 3) The proposed bridge will be constructed on the alignment of existing submersible road. Bridge length : $3 \times 24 = 72\text{m}$. (river width : 50m), width: 5.5m
- 4) Construction site (assembling area of steel girder) will be located on right and downstream area at bridge site.
- 5) No houses and no utilities will be relocated.
- 6) Access road on right bank (3.5m earth) from Dak To (NH14) is not good.



Picture 1: From right bank to left bank

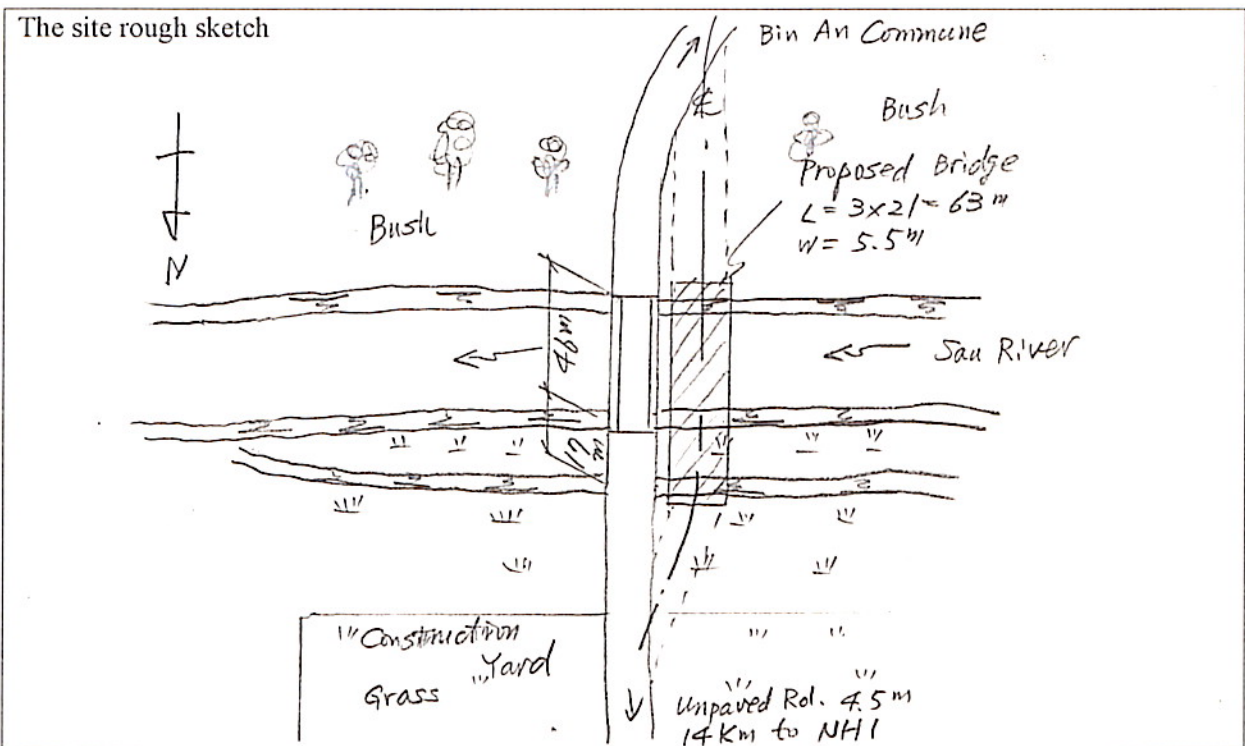


Picture 2: From the side (from down to up)

No. 72 Song Sau Bridge – Component B

(Quang Ngai Province)

Site Information	
1)	Existing bridge of I girders with timber deck was constructed in 1980 with provincial fund. However existing conditions are very bad.
2)	The highest flood level of 1999 = bridge surface + 2m, Flood level of every year = bridge surface + 1.5m. Freeboard:0.5m.
3)	Proposed bridge will be built on upstream end of existing one. The length will be $3 \times 21 = 63\text{m}$ to cover 46m existing bridge including 17m wide paddy filed on flooded river area.
4)	No houses will be removed and no utilities will be relocated
5)	Construction yard will be located higher grass field on left – downstream side.
6)	Access road from NH1 (about 2km to bridge site) has rough surface and therefore it is bad and muddy and slippery



Picture 1: On bridge center line from left bank



Picture 2: From upstream. The paddy field on flooded river area is seen on the left end of photo.

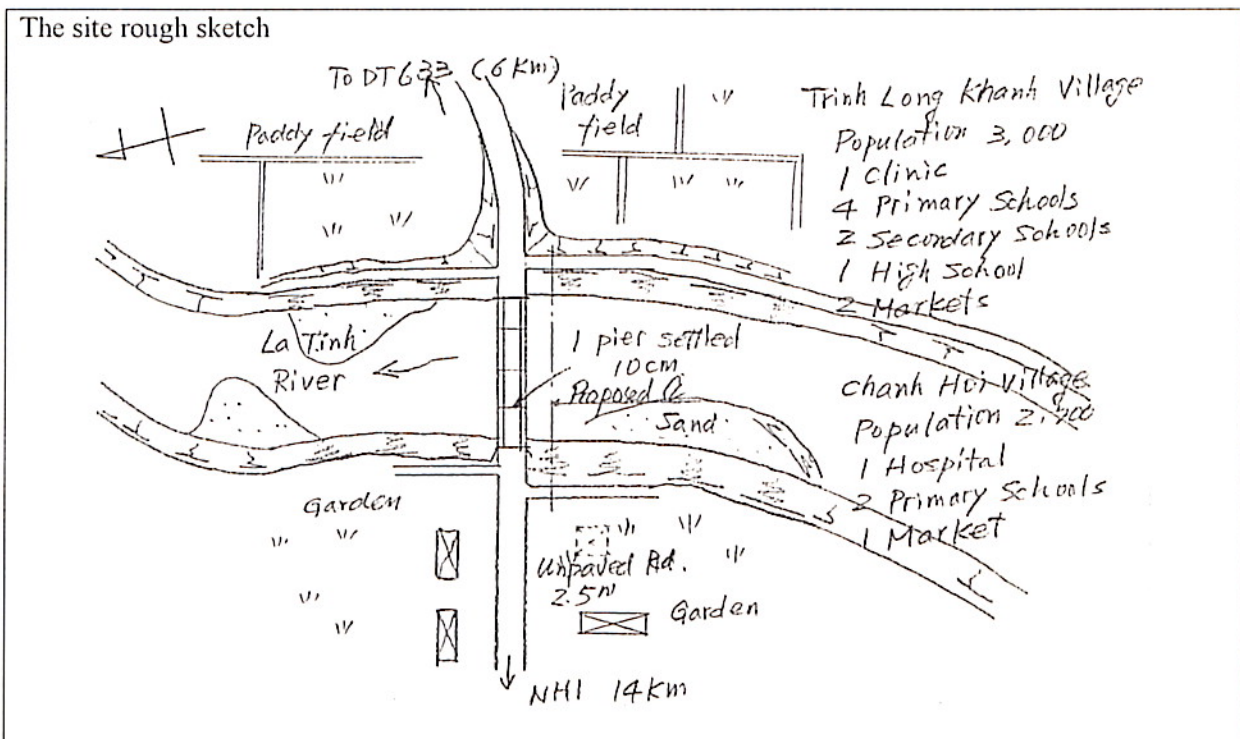
No. 76 Dao Long Bridge – Component B -

(Binh Dinh Province)

Site Information

- 1) The existing bridge is located on a commune road and constructed in 1991. The 1st pier from NH1 side, settled by 0.1m. Steel girders are very rusty and decreased cross sectional area.
- 2) Load limit 2 t. Width 2.1m only. Just enough to small trucks.
- 3) 4 km access next to the bridge from NH1 width 2~3m only and surface is very rough. It is necessary to improve it for material/equipment delivery.
- 4) The highest flood level = 0.5m below girder bottom. Flood level of every year = 1.5m below. Water level in dry season is relatively high.(1-2m)
- 5) There is no information of access road improvement.
- 6) The location of the new bridge is appropriate to set at around 15m upstream of the existing one. The bridge length is assumed around 50m with 3 spans. 0.5m of freeboard is required.
- 7) No resettlement is required.
- 8) Paddy fields are available at the right bank as construction yard. An issue on girder transportation due to poor access roads should be reflected to bridge design.

The site rough sketch



Picture 1: On bridge center line



Picture 2: From the side