

Other Information

1) The site visit was not undertaken due to under construction by provincial fund.

2)

3)

The site rough sketch

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Photo 1:

Photo 2:

Other Information

1) The bridge is located on DR 413, which is only access road for heavy vehicles to NR27. Since it also an access route to the district center of Thanh My, much traffic passes on the bridge. There is transportation demand to carry agricultural production such as coffee and vegetables. (See No46 Tan Van bridge)

2) The existing bridge is a Bailey-type and little damages on the bridge are observed. The bridge moved aside due to the flood in 1993 and it was repaired. There are spillways with 100m in length on the both sides to flow the flood discharge.

3) The discharge of a dam at the upstream side affects the HWL at the bridge site. The maximum discharge is 1,600 m³/s and the flow capacity of the river section at the bridge site is 400 m³/s. HWL is assumed to be 1.5m over the surface of the bridge. Impassable duration at flood lasts a few days a year.

4) The access roads on both sides will be improved by 2002.

5) Improvement of the river section is required because the only bridge improvement can not correspond to the flood flow in consideration with the maximum discharge.

The site rough sketch

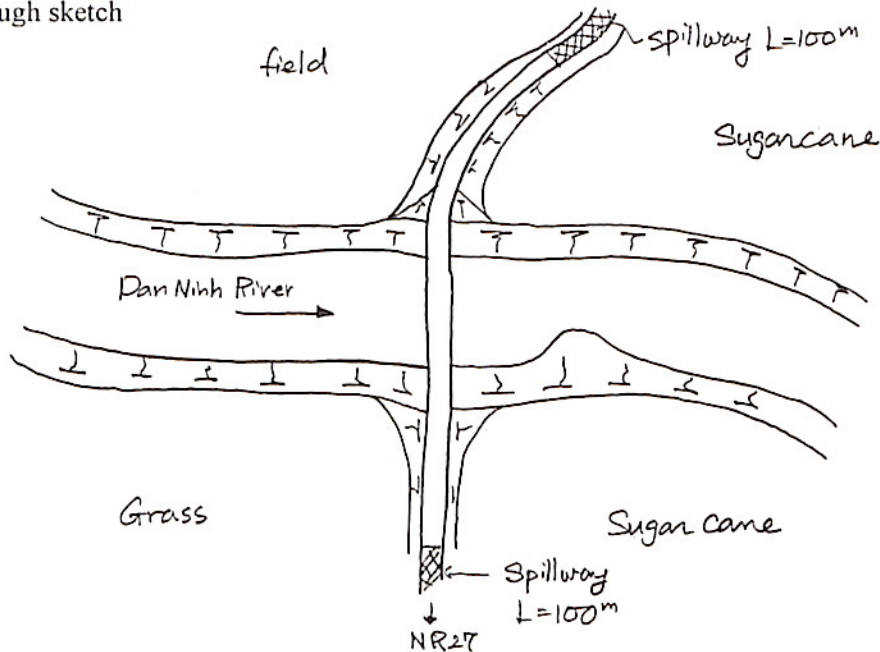


Photo 1: Existing Bridge



Photo 2: Existing Bridge

Other Information

1) The bridge is located on PR684, which starts from NR14 and back to 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 NR14. Resettled people and ethnic minorities inhabit along the road.

2) The existing bridge is a bailey type and it starts from the mountain edge to swamp area.

3) The flood overflows 1.0m over the bridge surface and it causes the bridge impassable for five and six times of a week a year. An access road on the right bank in the swamp allows overflow at flooding at the moment.

4) PR684 to Krong No has been already upgraded with asphalt pavement and the rest of the road has been upgrading.

5) Settlers from war live on the right bank, whereas ethnic minorities such as M'Nong, Dak Lei and many illegal settlers inhabit on the left bank side.

The site rough sketch

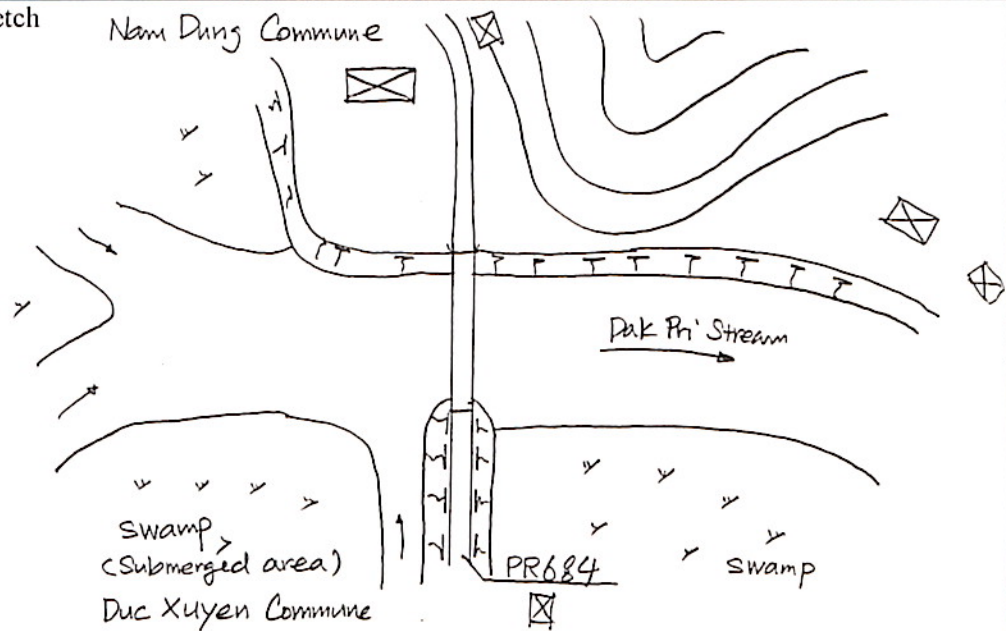


Photo 1: Existing Bridge



Photo 2: Existing Bridge