

A large, semi-transparent watermark of the RDA logo is centered on the page. It features the letters 'RDA' in a light blue font within a light blue arc, with a faded tractor and road below it.

**Preliminary Assessment Technical Inception Report.
Wadamagoo-Qorilugud-Buuhoodle Road Project.**

Prepared by:

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Foundation.**

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1. Introduction

In the tapestry of Somaliland's infrastructure, Wadaamagoo-Qorulugud-Buuhoodle commonly known as the Road **the Jidka Nabadda (Peace Road)**, emerges as a symbol of community resilience and shared progress. This road assessment goes beyond the surface, unraveling the intricate details of a corridor that extends from Wadaamagoo to Qorulugud and Buuhoodle, playing a pivotal role in shaping the socio-economic landscape of the eastern region of Somaliland.

Routed selection of the Jidka Nabadda occurred during the 2009-2010 survey, with a specific focus on the Wadaamagoo-Qorulugud segment covering a span of 43 kilometers. This road is not merely a physical connection; it serves as a lifeline for communities, fostering seamless movement of passengers and goods, and acting as a linchpin for the interconnectivity of Somaliland, especially in the eastern region.

The significance of Jidka Nabadda cannot be overstated. Beyond economic activities, it enhances social interactions, healthcare access, and educational opportunities for the communities it binds together. A commendable initiative surfaces during this assessment – local communities investing their efforts in laying approximately 5 kilometers of gravel along the road.



Figure 1. piled gravels along road at 5Km from Wadaamagoo



This act is more than symbolic; it's a practical demonstration of the undeniable impact of local engagement on regional development. The meticulously laid gravel, a tangible manifestation of community commitment, signifies their ownership of the road development process. Jidka Nabadda is not just a thoroughfare; it is a testament to the spirit of unity, resilience, and self-reliance ingrained in the communities along its path.

As we navigate this assessment journey, it's crucial to acknowledge and commend the communities who, with dedication and hard work, have paved the way for a road that transcends the physical. Jidka Nabadda is woven with the threads of community commitment and resilience, serving as a beacon for the transformative potential within the hands of the individuals it connects.

In the subsequent sections, this report will unravel the intricacies of Jidka Nabadda, exploring not only its physical attributes but also the profound impact of community-driven development on the socio-economic fabric of the region. The name Jidka Nabadda resonates not just as a road but as a shared achievement, symbolizing the strength and unity of the communities it serves.

This section covers the stretch of road from Wadamagoo to Qorulugud, passing through the villages of **Wadamagoo, Muraayadda, Kaarto-Habreed**, and finally reaching **Qorulugud**. It is a crucial route connecting these villages, facilitating transportation and communication. The road is likely to traverse diverse landscapes and may serve as a lifeline for local communities. Specific road conditions, terrain features, and any notable landmarks along this route could be included in project planning. Local community input and needs assessments may also influence road development initiatives. As below table.

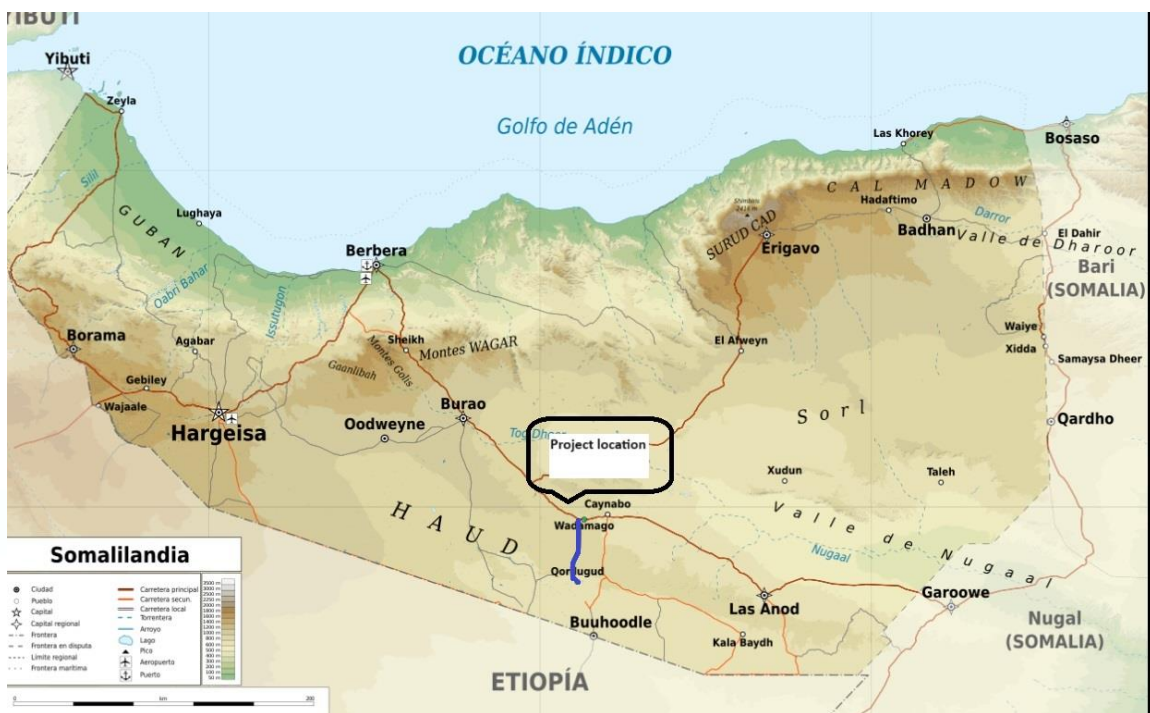
Table.1

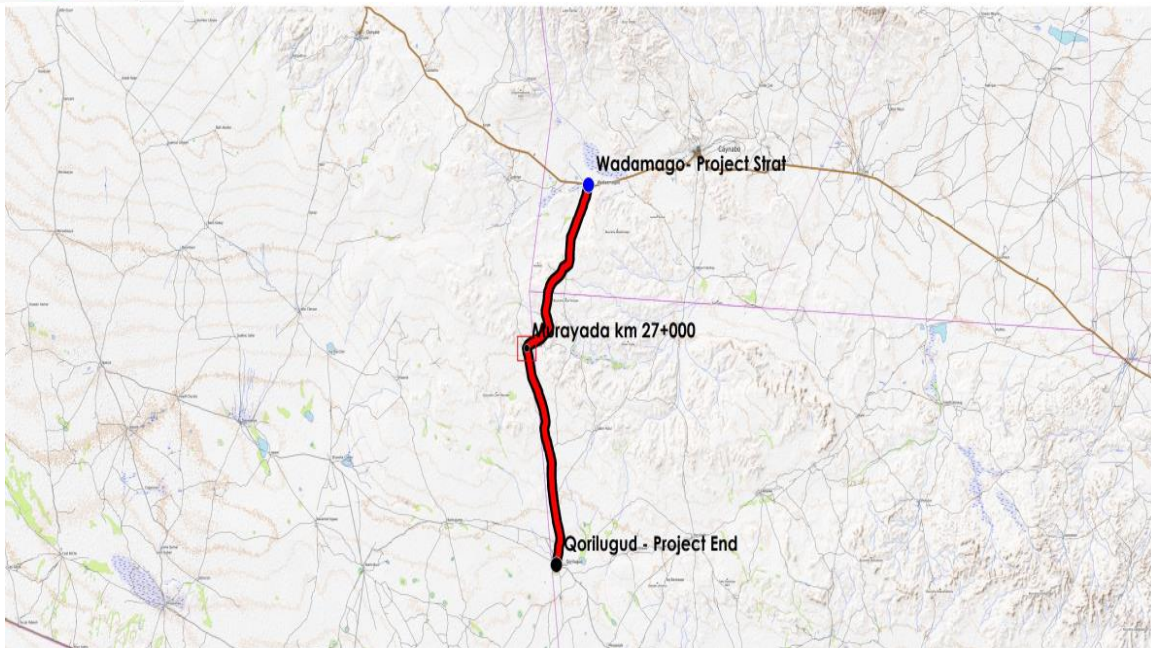
Wadamagoo	Muraayadda	Kaarto-Habreed	Qorulugud	Total
0+00 km	22km	8 km	13 km	43 km



Project Location.

This road project is in both Togdheer and Sool region of Somaliland but the first face of the project to be implemented referring to the availability of the fund raised for this project is about to reach Qorilugud village starting from Wadaamagoo Village. It may not reach even Qorilugud regarding the available budget for this road project, but the final estimate will be obtained when a correct Bill of Quantity is completed and shared with all stakeholders for final discussion. Here below, it is shown the project location in Somaliland, please refer to the following image:





2. Topographically (Terrain and Geographical Characteristics)

The Wadaamagoo-Qorulugud Road traverses a diverse and intriguing landscape, characterized by hilly terrain, prominent mountain ranges, and predominantly flat surfaces. The geographical features play a crucial role in shaping the road's characteristics, and a detailed understanding of these aspects is essential for effective road planning and development.

2.1 Hilly Terrain

- **Dul-Carcaraaf Mountains**

The road intersects the Dul-Carcaraaf Mountains, known for their extended hilly expanse. These mountains, being the longest hilly range, present challenges and opportunities for road engineering due to the undulating topography they introduce.

- **Muraayadda Hills**

The Muraayadda Hills contribute to the overall hilly character of the terrain. The road encounters these hills, adding further variation to the landscape.



2.1.1 Rolling Characteristics

- While the road maintains a predominantly straight alignment, the presence of hills and mountains infers a rolling character to the terrain. The undulating nature of the landscape, particularly in hilly regions, may require careful considerations in road design to accommodate elevation changes.

2.1.2 Flat Surfaces

- A notable feature of the road is the prevalence of flat surfaces along its path. These flat stretches contribute to smooth travel and ease of road construction.

2.1.3 Hard Surface

- Most of the road features a hard surface, enhancing durability and stability. A hard surface is advantageous for road longevity and reduces maintenance requirements.

2.1.4 Black Cotton Areas

- Approximately 12 kilometers of the road traverse areas with characteristics reminiscent of black cotton soil. Black cotton soil is known for its expansive nature, contracting and swelling with changes in moisture. These areas may present challenges in terms of road stability and may require specialized construction techniques to mitigate potential issues.

2.1.5 Straight Alignment

- The road, for the most part, follows a straight alignment. A straight path simplifies navigation and contributes to the efficiency of travel, offering a direct route between Wadaamagoo and Qorulugud.

2.2 Implications for Road Construction

- The hilly terrain calls for careful road engineering to address elevation changes and ensure stability.
- The flat and hard surfaces facilitate straightforward road construction and maintenance.
- Areas with black cotton soil demand specialized construction techniques to mitigate soil-related challenges.
- The road's straight alignment enhances travel efficiency but requires attention to potential impacts on the hilly landscape.



In conclusion, the Wadaamagoo-Qorulugud Road navigates a diverse terrain encompassing hilly landscapes, flat surfaces, and areas with specific soil characteristics. Recognizing the intricacies of the terrain is crucial for developing a road infrastructure that harmonizes with the natural features of the region and promotes safe and efficient travel.

3. Hydrological Assessment

The hydrological assessment of the Wadaamagoo-Qorulugud Road reveals key features that necessitate careful considerations during the construction and maintenance phases. This report outlines the findings related to dry valleys, bridges, and critical streams, aiming to provide insights for a resilient and sustainable road infrastructure.

3.1 Dry Valley Misir (Dooxa Misir)

- Located along the road, Misir Dry Valley emerges as a significant feature requiring strategic intervention. The observed span of 35 meters and a depth of 2.5 meters indicate the necessity for a bridge structure. A Culvert Box structure is recommended to facilitate unobstructed water flow during periods of increased precipitation and to ensure the structural integrity of the road.



Figure 2. Dry Valley (Dooxa Misir)



3.2 Dry Valley

- Another dry valley, distinguished by its characteristics, is proposed to be addressed with a drift or Irish-Bridge solution. This approach acknowledges the narrower width and unique topographical features, providing an effective yet cost-efficient solution for water management.



Figure 3. Dry Valley 2 (Dooxa labaad)

3.3 Streams (areas Accumulation of Water).

- The road traverses a network of 21 streams, where water accumulation is a common occurrence. These streams, being hollow depressions, pose considerations for effective drainage solutions to prevent potential road damage and flooding.



Figure 4. Streams (collected water areas)

3.4 Critical Streams

- The identified streams, seven of them are classified as critical due to their capacity to accumulate water significantly. The critical streams, covering a combined length of approximately 350 meters along the road, warrant special attention during the construction phase. The presence of critical streams demands thorough planning and measures to ensure road stability and resilience.



Figure 5. Some of critical streams

3.5 Recommendations

3.5.1 Culvert Box Structure Construction for Misir Dry Valley

- Given the dimensions of Misir Dry Valley, a Culvert Box Structure with a span commensurate with the width is recommended. This structure design should account for potential variations in water flow and accommodate the topographical characteristics of the valley.

3.5.2 Drift or Irish-Bridge for Other Dry Valley

- The narrower dry valley calls for the construction of a drift or Irish-Bridge, balancing effective water management with economic considerations. This solution aims to preserve the road's structural integrity while optimizing resources.

3.5.3 Re-Alignment or Detours for Critical Streams

- The 7 identified critical streams, accumulating water along approximately 350 meters of the road, necessitate focused attention. Consideration should be given to road re-alignment or detours in these specific areas to mitigate potential issues associated with water accumulation.



4. Traffic Volume Assessment

The traffic volume assessment of the Wadaamagoo-Qorulugud-Buuhoodle Road serves as a crucial component in understanding the current and potential traffic dynamics along this critical corridor. While the observed traffic volume presently indicates low usage, the strategic location of the road suggests the potential for increased traffic post-construction, given the dense and densely populated areas it traverses.

4.1 Current Traffic Composition.

During the observational period, the Wadaamagoo-Qorulugud-Buuhoodle Road exhibited a low traffic composition. The existing rough road conditions likely contribute to the limited usage, with only minimal vehicular and pedestrian activity noted during the assessment. However, this low traffic volume does not accurately reflect the road's future potential, considering the strategic importance of the route and the areas it connects.



Figure 6. picture of traffic at Qorulugud

4.2 Population Density and Potential Impact

The areas surrounding and intersecting with the road are characterized by significant population density. While the current traffic remains low, the dense population centers along the route suggest



a latent potential for increased traffic demand. Improved road conditions and enhanced accessibility resulting from construction are anticipated to stimulate economic activities, social interactions, and overall development, leading to a subsequent rise in traffic volume.

4.3 Anticipated Traffic Growth

Post-construction, the Wadaamagoo-Qorulugud-Buuhoodle Road is expected to experience a notable increase in traffic. The enhanced connectivity will attract increased vehicular movement, not only from within the localities but also from neighboring regions. Economic activities, trade, and social interactions will contribute to the road making a vital conduit for the movement of goods and passengers.

4.3.1 Infrastructure Capacity

- The current low traffic volume provides a window of opportunity for proactive planning. Designing the road infrastructure to accommodate potential future growth is essential to prevent congestion and ensure smooth traffic flow.

4.3.2 Safety Measures

- As traffic increases post-construction, implementing safety measures becomes paramount. Adequate signage, pedestrian crossings, and speed management strategies should be integrated to enhance road safety.

4.3.3 Community Engagement

- Engaging with the local communities is crucial to understanding their needs and expectations concerning the road. Community input can inform decisions related to road design, safety features, and potential traffic management initiatives.

5. Query or Borrow Pit Proximity.

The implications for Wadaamagoo-Qorulugud-Buuhoodle Road Construction the proximity of the query or borrow pit to the Wadaamagoo-Qorulugud-Buuhoodle Road brings forth both opportunities and challenges in the construction and maintenance of this crucial infrastructure. The unique topographical features, characterized by side mountains and hills, play a pivotal role in shaping the accessibility and availability of construction materials for the road.



5.2 Key Considerations

5.2.1 Close Proximity

- The query or borrow pit's close proximity to the road, within a distance of 5 kilometers or less, presents a logistical advantage. This minimizes transportation costs and facilitates efficient access to construction materials, streamlining the construction process.

5.2.2 Material Engineer Testing

- The selection of the query or borrow pit is grounded in material engineering tests, ensuring that the extracted materials meet the necessary standards for road construction. This strategic selection enhances the quality and durability of the road infrastructure.

5.2.3 Utilization of Side Mountains and Hills

- The presence of side mountains and hills offers an additional source of construction materials. By strategically utilizing the natural formations, the construction process can optimize resources and minimize the environmental impact associated with extensive material extraction.

5.2.4 Environmental Considerations

- While the proximity of the query or borrow pit is advantageous, it is essential to balance the convenience with environmental considerations. Implementing sustainable extraction practices and rehabilitation measures post-construction will mitigate potential ecological impacts.

5.2.5 Operational Efficiency

- The operational efficiency gained from having a nearby query or borrow pit translates into cost savings, reduced transportation time, and increased responsiveness to construction needs. This proximity streamlines the construction timeline and ensures a timely completion of the road project.

6. The Socio-Economic Catalyst of the Wadamagoo to Qorulugud Road Project

The construction and enhancement of the road from Wadamagoo to Qorulugud represent a transformative initiative that will significantly contribute to the socio-economic development of



the eastern regions of Somaliland. This vital infrastructure project holds the promise of fostering economic growth and connectivity in various ways.

First and foremost, the improved road will facilitate the efficient movement of passengers and goods. Enhanced transportation links will enable communities along the route to engage in more accessible trade and commerce, fostering economic activities and opportunities. The seamless flow of goods will not only benefit local businesses but also contribute to the economic integration of the entire region.

Trade, a cornerstone of economic development, will receive a substantial boost as the road connects towns and facilitates the transportation of goods. The improved connectivity is poised to stimulate economic transactions, encouraging entrepreneurship and supporting the livelihoods of the communities along the route.

Moreover, the road's impact extends to the urbanization of towns it traverses. Improved accessibility often attracts investment and infrastructure development, leading to the growth of urban centers. The towns along the route are likely to witness increased economic activity, improved amenities, and enhanced services, ultimately contributing to the overall urbanization of these areas.

In addition to economic benefits, the road will play a pivotal role in addressing essential socio-economic needs. It will improve access to health facilities and educational institutions, ensuring that communities have better opportunities for healthcare and education. The enhanced connectivity can facilitate the transportation of medical supplies, supporting healthcare infrastructure, and making education more accessible for residents along the road

7. Environmental Impact Assessment

Conducting a comprehensive Environmental Impact Assessment (EIA) is imperative. This will help identify potential environmental concerns associated with material extraction and guide the implementation of mitigation measures.



7.1 Community Consultation

Engaging with local communities is crucial to understanding and addressing any concerns they may have regarding the proximity of the quarry or borrow pit. Clear communication and community involvement foster a collaborative approach to construction.

7.2 Material Quality Assurance

Continuous monitoring and testing of extracted materials are essential to maintain quality assurance throughout the construction process. This ensures that the road meets engineering standards and durability requirements.

8. Meteorological Considerations for Wadaamagoo-Qorulugud

The meteorological conditions play a pivotal role in shaping the engineering and construction strategies for the Wadaamagoo-Qorulugud-Buuhoodle Road. The information provided by community leaders and local administrations regarding the rainfall patterns is crucial for designing a road infrastructure resilient to the challenges posed by varying weather conditions.

8.1 Maximum Rainfall During Rainy Season

- According to the information gathered from community leaders and local administrations, the areas along the Wadaamagoo-Qorulugud-Buuhoodle Road experience the maximum rainfall during the rainy season. While the estimates are rough, the communities have indicated an average annual rainfall of approximately 500mm.

8.2 Localized Variations

The reported average of 500mm provides a baseline for meteorological considerations. However, it's noteworthy that some areas along the road experience variations, with specific points reaching up to 1 meter (1000mm) of rainfall. These localized variations underscore the need for careful planning to address potential challenges associated with increased precipitation.



Figure 7. The rainfall. Source from the internet

8.3 Implications for Road Construction

8.3.1 Hydrological Impact

- The higher rainfall, especially around streams, accentuates the hydrological challenges. The road infrastructure must be designed to withstand and manage increased water flow, potential flooding, and erosion during periods of heavy rainfall. This is associated with a separate consideration to be given to the complete road alignment particularly the road section in which the existing road has been affected by the direct flood along the road (1m depth of regular used existing road). An alternative road alignment should be done for this kind of road section.

8.3.2 Drainage Systems

- Robust drainage systems become imperative to ensure effective water runoff and prevent waterlogging on the road surface. Properly designed culverts, bridges, and drainage channels should be incorporated to facilitate efficient water management.

8.3.3 Material Selection

- The choice of construction materials must align with the meteorological conditions. Materials resistant to erosion, degradation, and water damage become crucial in areas



prone to heavy rainfall. The information gathered from the communities guides the selection of materials suitable for climatic conditions.

8.3.4 Road Surface Design

- The road surface design should factor in the potential impacts of heavy rainfall. Proper grading, cross slopes, and surface textures contribute to water runoff and reduce the risk of water accumulation on the road, promoting safety and durability.

8.3.5 Validation and Collaboration

- While the estimates provided by the communities serve as valuable insights, collaboration with meteorological agencies and detailed studies can validate and refine this information. Local knowledge remains a valuable resource in complementing scientific data for holistic planning.

8.3.6 Early Warning Systems

- Establishing communication channels for early warning systems, informed by both meteorological data and local knowledge, can enhance community resilience. This proactive approach ensures timely responses to potential weather-related challenges. The construction of this road will effectively reduce the road safety danger that could come from the floods to be controlled and directed to designed drainage structures.

9. Challenges Identified in the Wadaamagoo-Qorulugud Road

The observation of the Wadaamagoo-Qorulugud Road has brought to light several challenges that pose significant considerations for the road's infrastructure and long-term viability. A key challenge observed is the existing route alignment, where the road has transformed into a channel for water flow. This natural channelization has resulted in the deepening of certain road sections, necessitating careful consideration and potential interventions. The main challenges identified are as follows:

9.1 Channelization of Water Flow

The road's current alignment has transformed into a natural channel for water flow, resulting in the deepening of certain sections. This channelization is indicative of the road's vulnerability to



erosion and the erosive forces of water during periods of rainfall. The concentration of water flow along the road poses challenges to its structural integrity and overall stability.



Figure 7. Channelization at some-section of the road

9.2 Deepened Road Sections

The channelization of water has led to the deepening of specific road sections. Deeper road sections can compromise the road's functionality, safety, and durability. The accumulation of water during rainfall events may exacerbate erosion, leading to further deepening and potential damage to the road surface and substructure.



Figure 8. Critical deepening some section at existent route

9.3 Need for Embankment or Re-Alignment

Addressing the challenges posed by the channelized water flow requires strategic interventions. Depending on the severity of the deepening, the road may necessitate embankment to elevate the roadbed or, in some cases, re-alignment to divert water away from vulnerable sections. Both embankment and re-alignment strategies require careful engineering considerations to ensure long-term effectiveness.

9.4 Impact on Road Sustainability

The deepening of road sections due to water flow channelization has implications for the overall sustainability of the road. It underscores the importance of a robust and adaptive design that can withstand natural environmental dynamics, including water flow patterns and potential changes in topography.

9.5 Environmental Considerations

Interventions such as embankment or re-alignment should be approached with a keen awareness of the local environment. Environmental impact assessments are crucial to understand the potential



consequences of such interventions on the ecosystem, ensuring that solutions are both effective and environmentally responsible.

10. Technical Consideration

The technical considerations for Section 1 of the road, connecting Wadamagoo to Qorulugud, involve a detailed analysis aimed at optimizing road functionality and ensuring long-term durability. A key finding from the assessment is the necessity for re-alignments in certain sections. This may be driven by factors such as changes in topography, geological variations, or safety enhancements. By adjusting the horizontal and vertical layout of the road, the engineering team aims to create a path that not only adheres to established standards but also ensures a safe and efficient travel experience.

Another critical aspect identified is the need for subgrade improvement in specific sections. The subgrade, serving as the road's foundation, requires reinforcement to enhance load-bearing capacity and overall stability. This targeted improvement addresses potential vulnerabilities in the existing subgrade, ensuring it can withstand environmental factors and achieve the necessary compaction for long-lasting integrity.

Additionally, certain points along Section 1 will require the incorporation of extra layers during the construction phase. These additional layers, such as aggregate base courses or asphalt, play a pivotal role in fortifying the road, enhancing its resilience, and extending its lifespan. The strategic placement of these layers is a key technical consideration to tailor construction methods to the unique characteristics of each road segment.

11. Conclusion

Jidka Nabadda, particularly named the Peace Road, transcends its physical existence as a mere thoroughfare. Woven with the threads of community commitment and resilience, it stands as a beacon, symbolizing the transformative potential within the hands of the individuals it connects. This shared achievement resonates not just as a road but as a testament to the strength and unity of the communities it serves. As we delve into the intricate details of Jidka Nabadda, exploring its physical attributes and the profound impact of community-driven development on the socio-



economic fabric of the region, it becomes evident that this road is more than infrastructure; it is a pathway to shared success and prosperity.

The comprehensive hydrological assessment of the Wadaamagoo-Qorulugud Road unveils the challenges posed by dry valleys and critical streams. The proposed solutions, including bridge structures, drifts, and targeted re-alignments, form the foundation for a resilient and enduring road infrastructure. This report serves as a guiding document for informed decision-making during the road construction process, emphasizing adaptability and longevity in the face of hydrological dynamics.

The Wadaamagoo-Qorulugud-Buuhoodle Road, while currently experiencing low traffic, holds immense potential for growth and development. Its strategic location within densely populated areas highlights its significance as a vital artery for fostering socio-economic activities. As construction progresses, meticulous planning for anticipated traffic growth, safety considerations, and community involvement will be pivotal in realizing the road's full potential as a catalyst for progress in the eastern region of Somaliland.

The close proximity of the quarry or borrow pit to the Wadaamagoo-Qorulugud-Buuhoodle Road is a strategic advantage, enhancing efficiency and cost-effectiveness in construction. Environmental assessments, community engagement, and stringent quality control measures are crucial components for ensuring a sustainable and resilient road infrastructure. The utilization of side mountains and hills as construction material sources underscores the importance of balancing development with environmental responsibility.

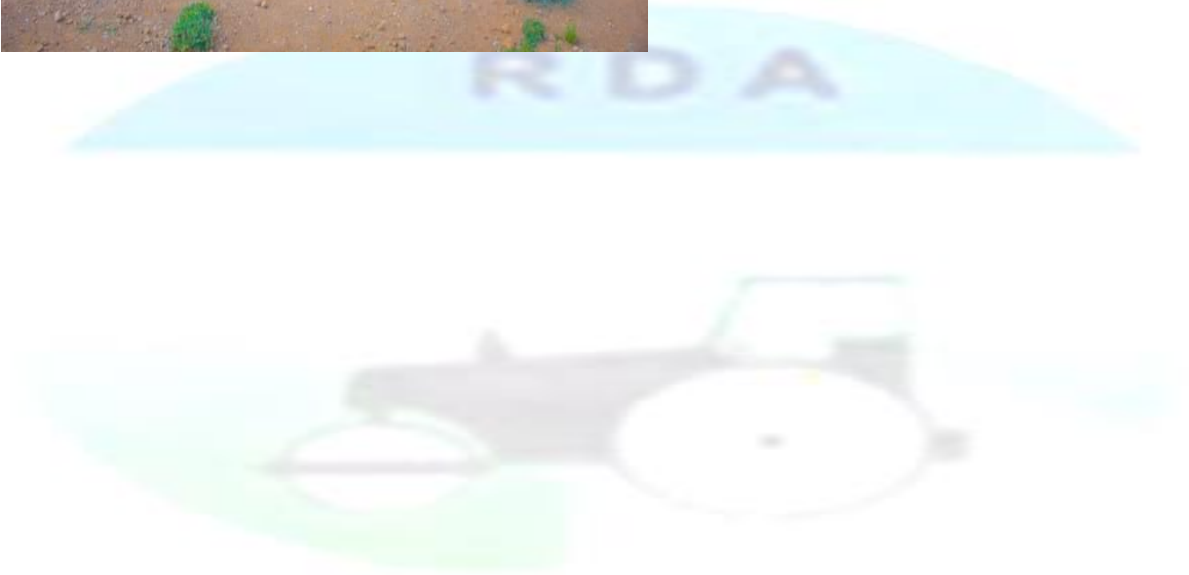
In considering meteorological aspects, the reported rainfall patterns guide the development of a road infrastructure capable of withstanding climatic challenges. Integrating local knowledge with engineering expertise is paramount for a comprehensive and resilient road development strategy. The collaborative approach, harmonizing scientific data and community insights, lays the groundwork for a road that not only withstands the elements but also becomes a cornerstone for regional progress.



Appendix A

1. Photos Taken during Road Assessment activity including the route.







Appendix B

2. Appreciation to the communities and their leadership

We appreciate and commend the warm reception and hospitality extended to our team of engineers during the road assessments between Wadamagoo and Qorulugud. The genuine enthusiasm and eagerness displayed by the communities for the development of this road underline its significance for the people it will serve.

The fact that the communities took the initiative to not only welcome us but also provide the highest level of hospitality reflects their commitment to the success of the road project. The presence and active involvement of key figures, such as the Governor of the Ainabo Region Mr. **Mohamed Osman** and his team, the Secretary of Wadamagoo Mr. **Yacqoub**, and the Chairman of Qorulugud Mr. **Mohamed Omer Farah**, further emphasize the collective importance attached to this initiative.

Their leadership and participation showcase a united front, emphasizing the collaborative effort needed for the success of the road project. This level of cooperation is vital for effective planning, execution, and subsequent construction of the road infrastructure.

The kindness and hospitality shown by the communities living along the road route demonstrate their understanding of the potential benefits the road could bring to their daily lives. It's heartening to witness such support and collaboration between the project team and the local communities, paving the way for a successful road development initiative that meets the needs and aspirations of all stakeholders involved.

Moving forward, maintaining open lines of communication and collaboration with these communities will be key to ensuring the success of the road project, fostering a positive and lasting impact on the lives of those it serves.