



Great Roads. Great User Experience



ROADS IN REFUGEE HOSTING DISTRICTS

KOBOKO – YUMBE – MOYO (105KM)

May 2020



Presentation Outline

- 1. Background**
- 2. Project Procurement
Strategy (PPSD)**
- 3. Project Road description**
- 4. Design of the road**



1.0 Background

The GOU has for several decades been generously hosting refugees from many conflict stricken neighbouring countries (DRC, South Sudan, Rwanda, Burundi, etc.) ... a total of approx. **1.4M refugees** by 2018.

However, the transport infrastructure in these refugee hosting districts needs improvement. It is unable to cope with increased traffic due to these refugee resettlement programme.

It is against this background, GOU (through UNRA) has earmarked the upgrading of one of the roads **Koboko – Yumbe Moyo (105 KM)** to paved (bituminous) standard.



1.0 Background ...

The upgrade has been triggered by the availability of funding from the World Bank. The GOU has applied for a financing grant to support its refugee resettlement programme.

A **World Bank** International Development Association (IDA) 18 **GRANT** of **US\$130.9M** (through the refugee sub-window).

The project is currently still at Detailed Design stage.



2.1 PPSD Background

- It is a requirement for the World Bank's Procurement Regulations that;
 - UNRA develops a **Project Procurement Strategy for Development (PPSD)** document for the project
 - the PPSD is a document prepared to take into account UNRA's past experience and lessons learnt as well as taking into account the political, social, economic, legal and environmental situation to determine the most optimal (procurement and project management) approach for the upcoming project.



2.1 PPSD Background Cont.

- The PPSD requires UNRA (among others) to precisely describe
 - the market situation, and
 - the risks present
- in order to determine the right procurement approach that will yield the right kind of response from the market.



2.2 PPSD Requirements

- In order to achieve this, UNRA has to carry out a **market sounding conference**
 - To gain insight into the market capability and interest in the bidding
 - To gain feedback on the issues, opportunities, and risks from the supplier's (Consultants, Contractors) perspective
- The output from this interaction is will be added to the PPSD.
- However, due to the **COVID19 restrictions**, UNRA is issuing this Request for Information (RFI) **online** to ensure the **private sector input** is obtained and incorporated.



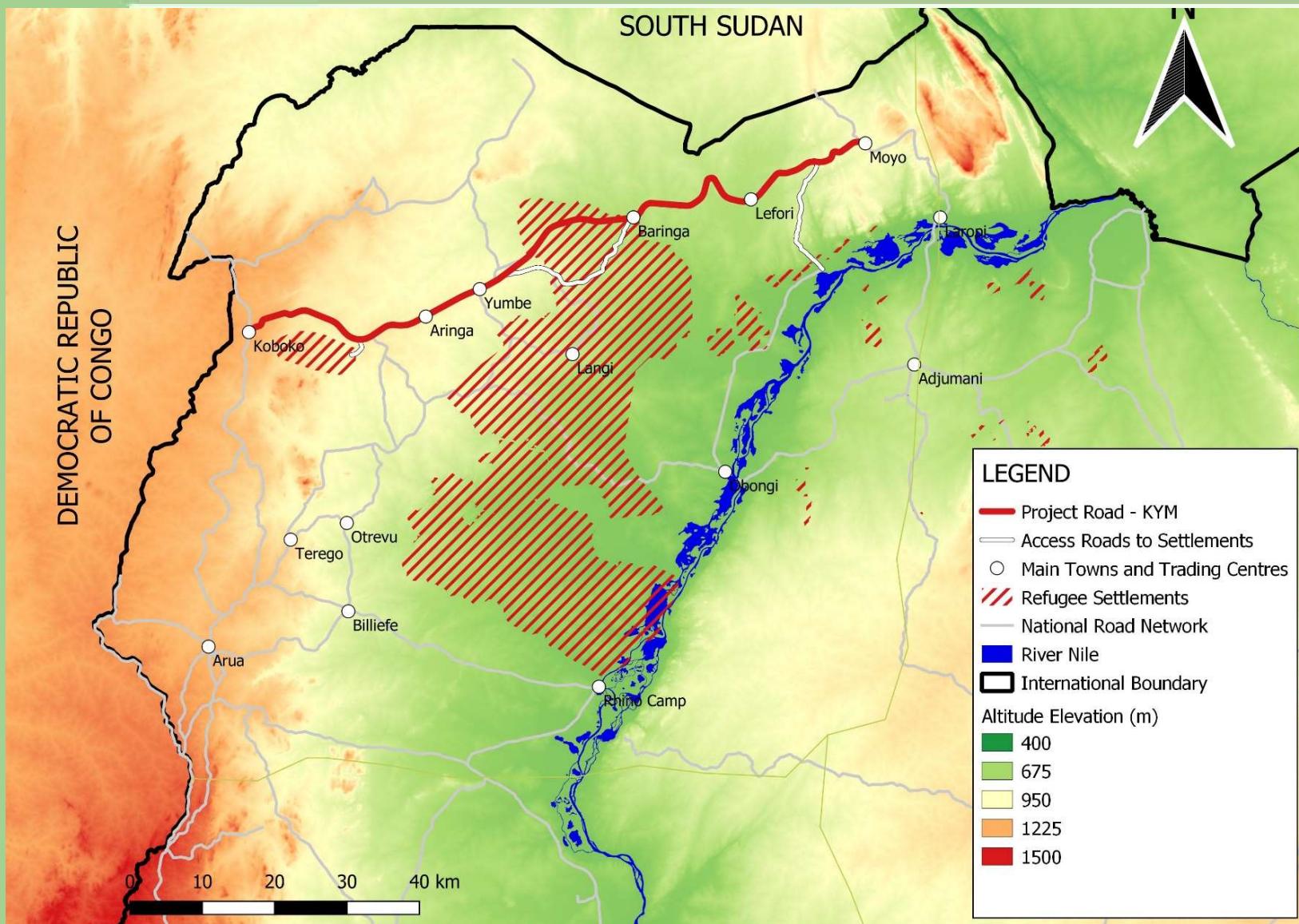
2.3 PPSC and Request for Information (RFI)

- This is to request you, **as a key private sector player** to provide input into this project procurement planning process
- **Please find detailed information on the proposed project in the subsequent slides, and**
- A questionnaire is also attached for you to fill.

Please fill the questionnaire and send it back to the management team.



3.1 Project Location



The project road is 105KM Koboko – Yumbe – Moyo road.

The road traverses three major refugee settlements : Lobule, Bidibidi, and Palorinya.



3.1 Project Location Cont.

In addition, the road connects DRC and South Sudan through Republic of Uganda, and can also act as an alternate route to reach Northern part of the country from Kampala.



3.2 Existing Road

- Existing is a gravel road that originates from **Koboko** traverses through **Yumbe** up to **Moyo** , for about **105KM**.
- The Road is about 7.0m wide carriage way that snakes through rolling terrain to Moyo.
- The road crosses four major rivers, two of which has recently been provided with a multi-span bridge each.
- UNRA is in the process of preparing the designs for the road.



3.2 Existing Road: Structures



KM 07 + 000 Existing Major culverts



KM 60 + 000 River Baringa crossing



KM 60 + 000 River Koichi crossing



KM 80 + 000 River Ofua crossing



4.1 Design Objective

In June 2019, UNRA commenced the process of generating the detailed design information of the road, as follows:

- **Preliminary** Engineering design (including feasibility studies) by September 2019
- **Detailed** Engineering Designs (including Cost Estimation) by December 2019
- Environmental and Social Impact Assessment (**ESIA**) Studies by December 2019 (and February 2020)
- Resettlement Action Plan (**RAP**) including Land Valuation by December 2019 (and February 2020).



4.2 Design Project Scope Cont.

- A. The **project road KYM** is 105 KM is to be design as a **Standard Class II Bituminous road**.

- B. Detailed Engineering Designs are ongoing.

- C. Traffic class considered in Design is T6.



4.3 Design: Materials Investigations

- Soils and Materials Investigations
 - Majority of the road **G7 subgrade**
 - **Swamps** (1 no.) – 1 KM long, 1.3m depth soft material
 - 10 no. **Borrow Pits** located - 2 no. (G30/G4)
 - 20% Cement >> 8 no. BPPs (G30), 5 no. (G45)
 - 4% Lime >> 3 no. BPs (C1.0), 6 no. (C0.7)
 - 3 no. **Sand** sources located
 - 4 no. **Water** sources located
 - 4 no. **Rock** sources located



4.4 Design: Proposed Pavement

- Three Pavement options were recommended, and most optimal was:

Proposed Pavement Structure

50mm - Asphalt Concrete

175mm - CRR

200mm - Stabilised Granular Subbase

300mm - G15 Improved Subgrade

4.5 Design: Proposed Cross Section

Typical Cross Section in Major Urban Towns:
 7.0m carriageway (2no x 3.5m lanes), 2noX2.0 shoulders, 2no x 5.5m service and parking lanes, 2no x 2.5m raised paved walkways (including the covered drain)

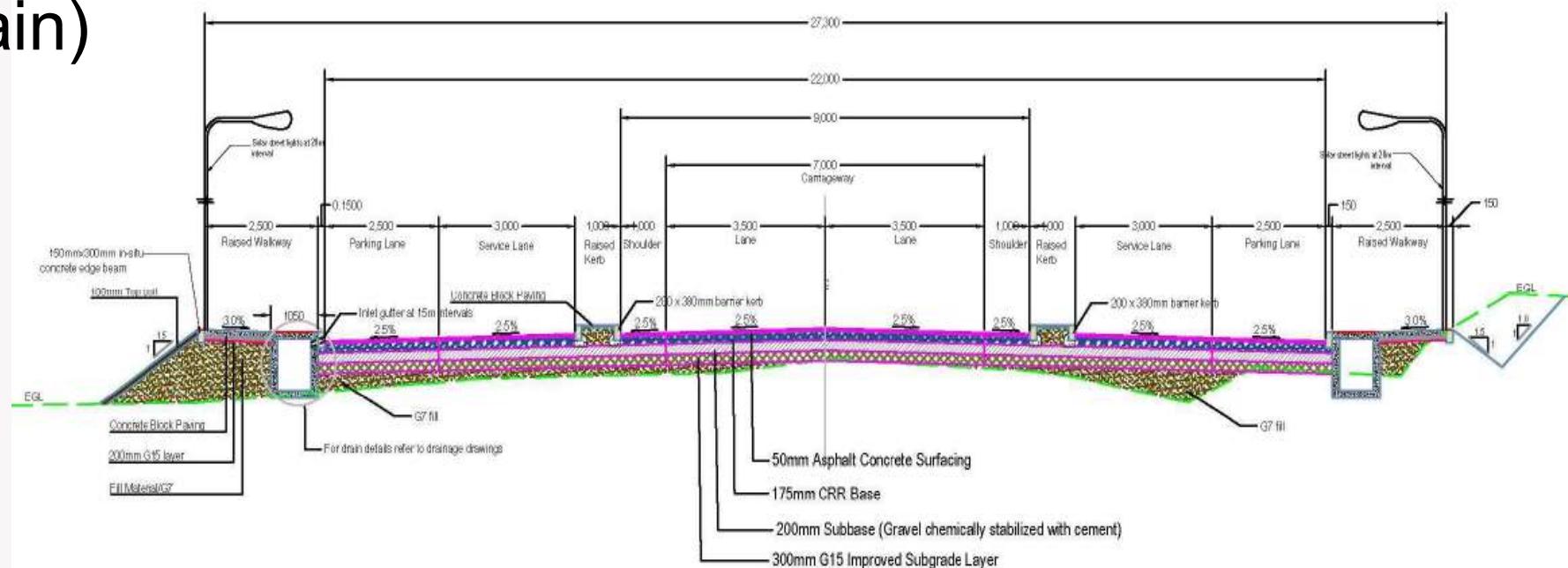


Figure 7-3: TCS – 3, Typical urban cross section (Major Towns)



4.6 Design: Drainage Summary

Hydrology and Drainage summary

Structure Size	Type	Barrels	No.
900mm	Concrete Pipe	1	143
1200mm	Concrete Pipe	1	8
1200mm	Concrete Pipe	2	9
3m x 2m	Box Culvert	1	6
4m x 2m	Box Culvert	1	2
5m x 3m	Box Culvert	2	1
BRIDGE	(to be retained) (new)		(2) (1)
TOTAL			168

*The new proposed Bridge >>> 30m span bridge (two spans @ 15m) at Baringa. The existing bridges at Koichi and Newa are to be retained.

Side Drainage:

- >> Trapezoidal (Grass) 151.4 KM
- >> Trapezoidal (Stone Pitched) 33.8 KM
- >> Trapezoidal (Concrete) 1.4 KM
- >> Rectangular (Concrete) 13.5 KM (Urban)



4.8 Financing Strategy

- A. Civil works to be financed by the World Bank through a grant.**

- B. ROW Land Acquisition (including Utilities relocation) – to be financed by Government of Uganda**



5.1 Procurement Strategy

Procurements Envisaged Include;

- i. Consultancy Services for the Design and Construction Supervision of the Project road.
- ii. Construction Works and Maintenance.

- Procurement shall follow: the World Bank Procurement Regulations for IPF Borrowers, July 2016 Revised August 2018.
- Project implementation shall follow established World Bank Policy on Environment and Social Safeguards.



**THANK YOU FOR YOUR POSITIVE
RESPONSE. WE ARE GRATEFUL**

**IT WILL GO A LONG WAY IN IMPROVING
US TO SERVE YOU BETTER**