**MISSION REPORT**

**Date(s):** 07-10 December 2010  
**Location(s):** Rumbek-Mvolo-Aluakluak-Rumbek, Rumbek-Yirol-Rumbek (All in Lakes State)  
**LC-WFP Participant(s):** Jose Emesto Gaviola, Muorwel Majok, Emmanuel Desire Taban, Gordon Mele  
**Duty Station:** Juba, Southern Sudan  
**Lead Agency:** Logistics Cluster- WFP Juba  
**Other Participating Agencies:** WFP-Rumbek  
**Security:** Phase 3, Level 2  
**Mode of Travel:** Road

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1 **Objectives of Mission**

I. Assessment of the reported damaged road and bridges from Rumbek –Mvolo-Yirol and back to Rumbek.  
II. GPS tracking of road and Bridges for updates.

2 **Summary of Findings, Recommendations & Follow-Ups**

**Findings:**

a. **Road Condition:**

Rumbek (A) - Mvolo (B) Road (green): A primary road approximately 127 Km route of murram-dirt surface type. A light vehicle can roughly negotiate this route with less than 40 kph speed (4-hrs and 15-min drive) as the inner 100 km stretch of the road is full of deep holes and ruts. The road is passable for all traffic and dry in its current state but there is no doubt that this road will be very muddy during wet season. (See picture below)

Mvolo (B) – Aluakluak (C) Road (brown): A secondary road connecting Mvolo to Rumbek-Yirol Road at Aluakluak junction. The road is approximately 55 Km route of dirt surface type. A light vehicle can smoothly negotiate this route in more than 40 kph speed (1-hr and 10-min drive) as the road is dry in its current state. The road is passable for all traffic. (See picture below)

Rumbek (A) – Yirol (D) Road (red): A primary road approximately 110 Km route of murram-dirt surface type. A light vehicle can roughly negotiate this route with less than 40 kph speed (2-hrs and 30-min drive) as the inner 85 km stretch of the road is full of deep holes, ruts and soft surface. Most of the time the shoulder (outer) lanes are the one being use rather than the inner lanes. The road is passable for all traffic and dry in its current state but this road will be very muddy during wet season. (See picture below)

b. **Bridges:**

There are three existing bridges and two culverts along Rumbek-Mvolo-Yirol routes.

The two culverts (1&2) approximately 3 x 4-meter span is located along Rumbek-Mvolo (17-km west of Mvolo center) road and are very much operational and in good conditions. (See picture below)

Mvolo Bridge (3): Is approximately 3 x 30-meter span bridge located 1.5km west of Mvolo center. It has a damaged plate of approximately 1meter square area and a potential hazard to traffic. The picture below will further described the condition of this bridge.

Naam Bridge (4): Is located at approximately 30-km southeast of Rumbek along Rumbek-Yirol road. One end is in merge of collapsing due to overloading. A diversion road was constructed and operational for all traffic. Moreover, it will be a problematic road during rainy season and will limit type of passing traffic.

Payi Bridge (5): Is located 12-km west of Yirol center. It is strongly built and very much operational. (See picture below)

**Recommendations**

a. Both Rumbek-Mvolo and Rumbek-Yirol roads requires leveling and compacting works as soon as possible to minimize further deterioration, improve travel time, and to prepare both roads during the wet season.

b. Clearing and grading of Mvolo-Aluakluak is recommended to serve as good connecting route to both mentioned primary roads.

c. Immediate repair of Mvolo Bridge while still passable and reconstruction of Na-am bridge while still having good passable diversion road.
3 Background

Logistics Cluster Staff went for a road assessment mission to investigate the road condition and the damage bridges along Rumbek-Mvolo-Yirol-Rumbek Road and the secondary road Mvolo-Aluakluak, all in Lakes State. The mission was conducted for two days.

4 Methodology

The team traveled by road using two WFP light vehicles from Rumbek to Mvolo, Yirol and back to Rumbek.

The two-day road assessments were devoted for general observation, filling SDI-T assessment form for road and bridges, taking GPS waypoints and photographs.

Road Map: Rumbek –Mvolo (green), Mvolo-Aluakluak (brown), and Rumbek-Yirol (red)
Rumbek-Mvolo Road

Mvolo-Aluakluak Road
Yirol - Rumbek Road

Rumbek-Mvolo Culverts (Coordinates N 06.09795, E 029.78003)

Mvolo Bridge (Coordinates N 06.03924, E 029.86583)
Payi Bridge (Coordinates N 06.54641407, E 030.03390678)

Naam Bridge and Diverison Road (Coordinates N 06.8060845, E 029.67767808)

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