

In this study finely shredded paper (referred as FSP) is utilized in combination with hydrated lime as an additive of stabilization of Kasaoka clay soil. The study focuses on the improvement of the engineering properties of soil with the addition of different content of additives both the FSP and hydrated lime. For this purpose, a series of laboratory experiments treated soil increases as the curing period increases from 7, 28, and 60 days. In addition, X-ray Fluorescence (XRF) and Scanning Electron Microscope (SEM) are conducted to understand microscopic characteristics of the stabilization process where the formation of flocculation is clearly observed as the curing period increases. The combination of FSP fiber and hydrated lime creates new cementitious material between clay particles which creates a stiffer soil matrix that changes the properties of treated soils.

Utilization of fine shredded paper with hydrated lime for subgrade stabilization of soft soil can be used as a sustainable and cost-effective method of improvement where it can be used for rural road maintenance.

Keywords: Fine shredded paper, Hydrated lime, Kasaoka clay, Unconfined compressive, Strength

Rural Community Road Access and its Effects on Staple Crop Production: Special Reference with Ensete Production and Market Activities in Three Villages, South Ari Woreda, South Omo Zone Ethiopia

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In this workshop, I would like to present the first round of fieldwork data that I collected from thirty-two households from early June 2022 to late August 2022 in three study sites namely Woset, Billi, and Arki villages, and to get comments and advice from the workshop participants for the upcoming fieldwork from November 1st, 2022.

During the fieldwork data was collected through semi-structured interviews, observations, and market surveys. My fieldwork data revealed findings such as 1) interview results of 32 heads of household indicated that household heads family sizes and their enset landholding are positively associated 2) market survey in three villages showed that the road construction created price and amount variations of kocho 3) the construction of roads in woset and billi kebeles contributed to decreased the required time to go to market and might have facilitated the increment of 21 household heads frequency of market visits 4) interview with 21 household heads in woset and billi villages implies that after the households connected with roads the cash they obtain from enset product selling at the market is improved and the covers their household expenses than before the construction of the road 5) the inaccessibility of the road in arki limited households means of transport to be head portage and horses as compared to woset and billi households 6) majority (29 out of 32) of household heads replied that enset cultivation in the study site is challenged by enset diseases.

Keywords: Rural road access, Rural community, Enset, Sustainability, Local knowledge



Road Construction History in The Highlands of South Ari Woreda, Southern Ethiopia: The Case of Shangama Woset Kebele

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The main purpose of this presentation is to describe the road construction history in the highland area of South Ari woreda namely Shangama Woset kebele based on the field data collected from the site between 6th June 2022 and 23rd August 2022. Primary data was collected using semi-structured interview and field observation and secondary data was collected from different government offices. The researcher directly communicated with six informants who were purposely selected from different Limat Budins, which is a local association organized for the community road construction and other developmental activities, in the kebele and the coordinate points of natural and human induced factors affecting the Gazer-Woset Road quality were recorded by using Global Positioning System (GPS). The primary field data reveals that the study site have short state led road construction history, twelve years. Due to the lag of the state led road construction in the kebele the community constructed two major roads by human labor for four years, 2002-2005, to access transportation service between Gazer town and Woset village. After the universal rural road access program (URRAP) constructed the Gazer-Woset Road in 2010, which connected Gazer town and Woset village, the traveling time on foot between Gazer town and Woset village was reduced approximately by 60 percent. However, the Gazer-Woset Road construction by Universal Rural Road Access Program was started twelve years ago and the road was reconstructed two times by different governmental organizations namely Universal Rural Road Access Program and Southern Nation Nationalities and Peoples Region Rural Road Office, it couldn't serve the public transportation serving vehicles. Based on the secondary data, it was found that budget for rural road construction and maintenance shouldn't only come from the government treasury it should be supported by rural community.

Keywords: Road history, Road disasters, Rural community, URRAP and region rural road

