

## KENYA INVESTMENT AUTHORITY

### KIRINYAGA COUNTY ROADS Project Profile

Please fill the questionnaire to enable KenInvest understand the details of the investment Opportunity and return by email to [profiling@investmentkenya.com](mailto:profiling@investmentkenya.com) .

*Note that this is a summary sheet and in no way does it constitute a business plan. It is a first point of contact aimed at collecting initial project information before the project is reviewed. As such information should be given in summary and preferably in point form.*

#### A. ADMINISTRATIVE AND CONTACT INFORMATION

Organisation Name	COUNTY GOVERNMENT OF KIRINYAGA
Street address	ACK BUILDING, KUTUS
City	KUTUS
Telephone	+254202582237
Fax	
E-mail	<a href="mailto:finance@kirinyaga.go.ke">finance@kirinyaga.go.ke</a>
Website	<a href="http://www.kirinyaga.go.ke">www.kirinyaga.go.ke</a>
Type of Organisation	COUNY GOVERNMENT

#### Contact Person

Title	HONOURABLE
Name	MURIMI MURAGE
Position	COUNTY EXECUTIVE COMMITTEE MEMBER & HEAD OF THE COUNTY TREASURY
Telephone	+254 729 320 103
Mobile	AS ABOVE
E-mail	<a href="mailto:finance@kirinyaga.go.ke">finance@kirinyaga.go.ke</a> and <a href="mailto:murimi.murage@gmail.com">murimi.murage@gmail.com</a>
Working languages	English, Kiswahili

#### Project Snap shot

Sector	TRANSPORT & INFRASTRUCTURE
Private Sector engagement required	FINANCIAL – CAPITAL RAISING TECHNICAL – DEVELOP & CONDUCT FEASIBILITY STUDY, DESIGN AND PROJECT SUPERVISION
Cost estimate of the project	KSHS 3 BILLION
Stage of project readiness	CONCEPT PAPER READY. SITES IDENTIFIED
County government Incentive	WHERE APPLICABLE, COUNTY LEGISLATION WILL GIVE INVESTMENT INCENTIVES DEPENDANT ON SCALE & LEVEL OF INVESTMENT

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### B. PROJECT INFORMATION

#### 1. Overview of the Project

*Summary /Key highlights of the project including a brief description of the economic and social benefits*

Kirinyaga County comprises of four Sub-counties which are; Gichugu, Mwea, Kirinyaga Central and Kirinyaga West.

The Ministry of Transport, Roads and Public Works is a department of County Government of Kirinyaga that handles both transport and infrastructural issues. In this regard, the department is mandated with provision of access and mobility to motorized and non-motorized traffic and pedestrians in the entire County.

Under the mandate of the county government is the construction and maintenance of a road network that is defined as class D and below by the Fourth schedule of the Constitution of Kenya, 2010. Implementation of this task across all the four sub-counties of Kirinyaga would help a lot in opening up areas for agricultural and other enterprises - with the ripple effect of creating job opportunities and uplifting the standard of living of the residents.

#### **Problem Statement**

The topographical nature of Kirinyaga-characterized by hilly terrain in some areas eg. Gichugu, Kirinyaga West, and Kirinyaga Central and poorly drained lowlands in others eg. Mwea poses a major challenge to road infrastructure development. These topographical challenges account for the low level all-weather road connectivity.

On average, Kirinyaga County's income from the national Equitable Share averages at less than Ksh 3 billion. With personnel emoluments consuming an average of 1.9 billion, the shared balance leaves each of the county departments with an average of Ksh 100 million. This amount is barely enough to do a 2 km paved road in a financial year.

#### **Rationale.**

At the very minimum, the construction of a 20 Km paved road in Kirinyaga would mean that the road consumes the entire development budget of the county for a full financial year leaving nothing for key sectors like health, agriculture, water, and education. Under this circumstance, any meaningful development of the county's road infrastructure may only be practically possible through a mutually agreed partnership model with external development agencies.

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### **Benefits.**

The pole-positioning of Kirinyaga county in terms of centrality in Kenya, favourable physical environment and considerable high human capital defines a potential whose harnessing is primarily hindered by the poor condition of its roads network. Worst affected is the agriculture, which is the backbone of the county economy. The provision of good roads would therefore not only provide access to high potential agricultural areas but also spur growth in multiple sectors of the economy, including commerce and tourism. Other expected benefits are associated improvements in the social environment in terms of education, security and employment.

### **Project Objective:**

The main objective is to identify and upgrade key roads, under the county government's mandate, to paved condition.

The target priority roads in this case are:

E612A: Kagio-Kiandai-Thiguku

E608: Riakiania-Kiaragana-Kiangai

E614: Gakoigo-Kiandieri-Gitumbi

E1641: Kerugoya-Kiaritha- Kaaraini-Gitumbi

D455-D460: Mutithi-Kandongu-Mwea-Nguka-Kagio

E611: Kimbimbi-Ndomba-Kutus

E659: Kiumbu-Mahigaini-Ngucui-Mururi

D458: Mururi-Mbiri-Kianyaga

E624-: Muthigiini- Kamutugu

E618: Muchagara-Karumandi-Gatugura



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### **Project Implementation and Management Plan**

In compliance to the PPDA, Kirinyaga county government's department of Transport, Roads and Public Works will use the normal procurement process to contract the works. The roads would then be contracted to independent firms and supervised by county Engineers; while the post-project maintenance would be the responsibility of the county government, upon the lapsing of the defects period.

### **Project Budget:**

The projected cost for paving the listed roads is estimated at Ksh 3 billion. This is based on a cost estimate of doing a kilometre of a low volume road at about Ksh. 50,000,000.00. This amount covers the detailed studies, designs work, project management (office and field) and the construction aspects of the projects.