KILIFI COUNTY GOVERNMENT

PRE-FEASIBILITY STUDY FOR UPGRADING OF KENYA POWER - SEAHORSE ROAD (1.KM) TO BITUMEN

March, 2021

1. INTRODUCTION

Roads infrastructure is the gate way through which the economy of a specific place flourishes. With good and accessible roads, producers of various products are linked to markets, workers to jobs, students to schools and the sick to hospitals. It is with this regards that the Kilifi Municipality, though the County Government of Kilifi carried out a pre-feasibility study for upgrading of 1. KM Kenya power - Seahorse road to bitumen.

2. STRUCTURE OF PRE FEASIBILITY REPORT

i. Project Introduction
ii. Project Description.
iii. Site Analysis
iv. Planning Brief
v. R&R Plan
vi. Project Cost and Cost Estimate
vii. Analysis of Proposal (Final Recommendations)

3. PROJECT DESCRIPTION

Kilifi Municipality is located within the Headquarters of Kilifi County Governemnt in Kilifi Town and is within Kilifi North Sub-county. The possible major adverse social impact of this project will be the acquisition of land while the foreseen environmental impact for this project will be the requirement for large volumes of construction material like gravel, stones and timber.

4. SITE ANALYSIS

4.1 Land Form, Land use and Topography:

The project influence area Land form and topography shows that most of the area is plane with sand domes and dry climatic conditions.

4.2 Analysis of alternatives regards to socio-economic and environmental consequences to each alternative and the cost attributed to it:

A feasibility study should be undertaken to enable the consultants to approach people for various aspirations of the local stakeholders.

4.3 Environmental Alternatives and Design Considerations:

The project offers some environmental alternatives in order to facilitate the decision making process. As usual the analysis of alternative should start with the customary 'with' and 'without' the project scenario. This is to justify the proposal of a widening alternative to no widening alternative. The project scenarios will, however occur, only if the recommendations provided for the construction stage are followed and all construction activities are carried out according to principles of Environment Friendly Road Construction.

4.4 Proposed Bypasses/Realignment

- Soil: The nature of the soil is generally sandy in nature which absolves water very first. The soil is well drained and occupy gently sloping terrains
- Climate: Kilifi Municipality falls under the Sub-tropical climate. The climatic conditions vary throughout the year. Kilifi weather is usually hot and dry and there are two distinct seasons in a year that is the rainy season that is between April to July and the dry season the rest of the year.

5. PLAN BRIEF

5.1 General:

The proposal for the proposed tarmacking of Kenya power - seahorse road (1.km) to bitumen includes the provision for the following major items:

- ✓ Geometric Improvements and realignments
- ✓ Pavement – strengthening and reconstruction
- ✓ Bridges and Cross-Drainage Structures
- ✓ Safety and Road Appurtenances
- ✓ Walk way
- ✓ Street lights- solar powered

5.2 Geometric design proposal:

The proposal for the improvement of the geometric elements of the existing highway includes:

- ✓ Improvement to cross-sectional elements
- ✓ Alignment Design

6. REHABILITATION AND RESETTLEMENT (R&R)

The Kenyan existing laws and regulations will be applied with regards to the implementation of the proposed project. It is imperative to analyze the existing Acts and bylaws to understand the legalities and procedures in implementing roads projects and identifying the gaps and area where there is a need for strengthening on resettlement and rehabilitation of project affected persons and indigenous population development plan.

7. PROJECT COST AND COST ESTIMATE

The proposed projects have been assessed on compliance with the UDG requirements, which include their reflection in the integrated development Plan; eligibility based on UDG project menu; minimum project cost; timeframe for implementation; and social and environmental screening. The estimated total cost of implementing this project is **KShs. 96,700,000**

8. ANALYSIS OF PROPOSAL (FINAL RECOMMENDATIONS)

Basically this is a class XXXXX road and environmental examination ascertains that it is unlikely to cause any significant environmental impacts. Few impacts were identified attributable to the project, most of which are localized and temporary in nature and easy to mitigate. Widening and improvement will be mostly accommodated within available land. Land acquisition is restricted for geometric corrections and in the stretches with inadequate right of way.

In conclusion its is recommended that this project can be undertaken its viable and its of no environmental risk