

1. PROJECT TITLE Roads Gravelling Project			2. PROJECT NUMBER 615-0168 615-0170	3. MISSION/AID/W OFFICE USAID/Kenya
5. KEY PROJECT IMPLEMENTATION DATES			4. EVALUATION NUMBER (Enter the number maintained by the reporting unit e.g., Country or AID/W Administrative Code, Fiscal Year, Serial No. beginning with No. 1 each FY) 615-83-06	
A. First PRO-AG or Equivalent FY <u>77</u>	B. Final Obligation Expected FY <u>77</u>	C. Final Input Delivery FY <u>84</u>	<input checked="" type="checkbox"/> REGULAR EVALUATION <input type="checkbox"/> SPECIAL EVALUATION 6. ESTIMATED PROJECT FUNDING A. Total \$ <u>12300000</u> B. U.S. \$ <u>9300000</u>	
			7. PERIOD COVERED BY EVALUATION From (month/yr.) <u>Sept. 30, 1982</u> To (month/yr.) <u>Dec. 31, 1982</u> Date of Evaluation Review <u>March 25, 1983</u>	

8. ACTION DECISIONS APPROVED BY MISSION OR AID/W OFFICE DIRECTOR

A. List decisions and/or unresolved issues; cite those items needing further study. (NOTE: Mission decisions which anticipate AID/W or regional office action should specify type of document, e.g., airgram, SPAR, PIQ, which will present detailed request.)	B. NAME OF OFFICER RESPONSIBLE FOR ACTION	C. DATE ACTION TO BE COMPLETED
<p>This summary sheet pertains to the Roads Gravelling Project No. 615-0170 and to the GBC (Gravelling Bridging and Culverting) portion of Project No. 615-0168. The main aim of this summary is to report on the results of spot improvement which was carried out during the period. The conclusion reached from spot improvement operation is that the roads must be built to an all-weather engineered standard before spot improvement can be effective. This is due to heavy rains and poor soils which would make road maintenance costs high.</p>		

9. INVENTORY OF DOCUMENTS TO BE REVISED PER ABOVE DECISIONS			10. ALTERNATIVE DECISIONS ON FUTURE OF PROJECT	
<input type="checkbox"/> Project Paper	<input type="checkbox"/> Implementation Plan e.g., CPI Network	<input type="checkbox"/> Other (Specify)	A. <input checked="" type="checkbox"/> Continue Project Without Change	
<input type="checkbox"/> Financial Plan	<input type="checkbox"/> PIC/T		B. <input type="checkbox"/> Change Project Design and/or	
<input type="checkbox"/> Logical Framework	<input type="checkbox"/> PIC/C	<input type="checkbox"/> Other (Specify)	<input type="checkbox"/> Change Implementation Plan	
<input type="checkbox"/> Project Agreement	<input type="checkbox"/> PIC/F		C. <input type="checkbox"/> Discontinue Project	
11. PROJECT OFFICER AND HOST COUNTRY OR OTHER RANKING PARTICIPANTS AS APPROPRIATE (Names and Titles)			12. Mission/AID/W Office Director Approval	
PRJ: JThuo <u>[Signature]</u> Engineer, Projects Div.			Signature	
PRJ: SShah <u>[Signature]</u> Chief, Projects Div.			Typed Name <u>CBH</u>	
RCrist <u>[Signature]</u> Program Officer			Allison B. Herrick	
JPastic <u>[Signature]</u> Gen. Engineer, Proj. Div.			Date <u>May 20, 1983</u>	

General Progress of the GBC Units:

During the current evaluation period the average construction rate has been about 5 km. per month per unit compared to the present revised target output of 15-20 km. per unit per month (original target was 30-35 km. per unit per month). The reasons for this low output have been frequent shutdowns due to cash flow problems, low machine availability and shortage of fuel during the last quarter of 1982 calendar year.

Spot Improvement:

During the period spot improvement was carried out on roads D214, D210 and E118. Inspection of these roads by Ministry of Transport and Communications staff and Project Officer showed that the efforts were not successful due to:

- (a) poor original road level and surface
- (b) poor storm water drainage on the unimproved sections

The conclusion reached was that the road geometry, drainage and surface should be constructed to engineered standards first for the entire road before spot improvements could be effective. Spot improvement, was found to carry heavy maintenance costs due to poor in situ soils and heavy rainfall of the area and has therefore been discontinued.

Spot improvement, however, has been considered for those roads with missing bridges or culverts or where repair of these structures is necessary. Construction and or repair of bridges and culverts have now commenced and it is anticipated that this exercise will greatly increase accessibility of greater areas, improve the output of total improved roads, and facilitate achievement of the final target.

PROJECT REVIEW AND EVALUATION
(Answers to questions in the guideline)

Roads Gravelling Project 615-0168 and 615-0170:

I. What constraint does this project attempt to overcome?

To provide isolated rural areas with all-weather road accessibility to public and private factors of production and social services.

II. What technology does the project promote to relieve this constraint?

Upgrading of rural roads system by equipment intensive method.

III. What technology does the project attempt to replace?

N/A

IV. Why do project planners believe that intended beneficiaries will adopt the proposed technology?

N/A

V. What characteristics do intended beneficiaries exhibit that have relevance to their adopting proposed technology?

N/A

VI. What adoption rate has this project or previous projects achieved in transferring the proposed technology?

N/A

VII. Will the project set in motion forces that will induce further exploration of the constraint and improvement to the technological package proposed to overcome it?

Technical Assistance

VIII. Do private input suppliers have an incentive to examine constraint addressed by the project and come up with solutions?

On-job training of management counterpart staff.

- IX. What delivery system does the project employ to transfer the new technology to intended beneficiaries?

Technical Assistance

- X. What training techniques does the project contemplate using to transfer the technology?

On-job training of management counterpart staff