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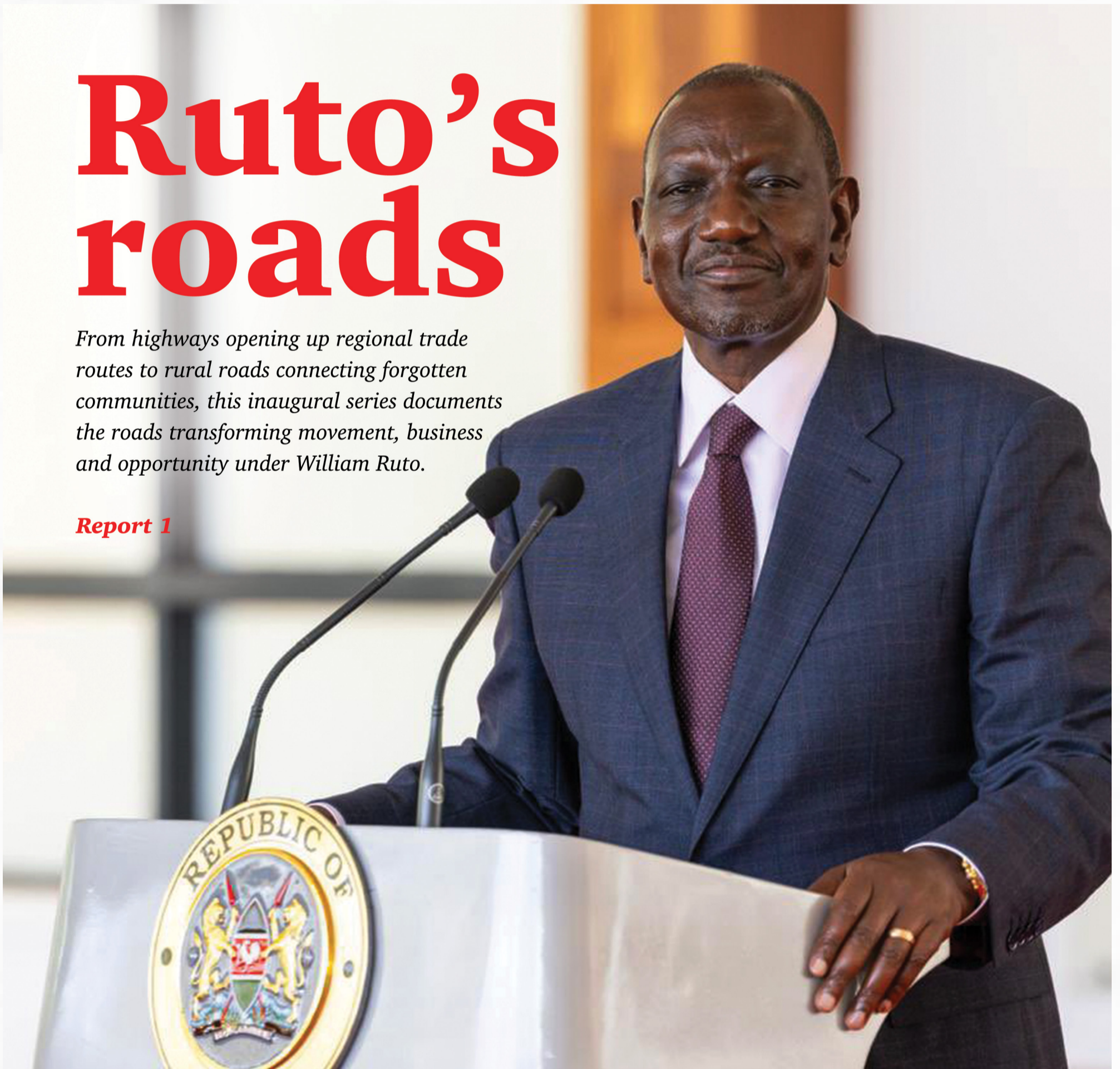
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KENYAN LEADERS' DEVELOPMENT RECORD ISSUE NO. 001

Ruto's roads

From highways opening up regional trade routes to rural roads connecting forgotten communities, this inaugural series documents the roads transforming movement, business and opportunity under William Ruto.

Report 1





The Nyamache Bridge - part of the Nyacheki-Riokibeni-Nyamache Box Culvert on Road C957 project in Kisii County on June 24, 2025. PHOTO | GDU

Kisii and Nyamira road projects transform transport in Gusii region

By Jalang'o Odidi

Massive road infrastructure investments in Kisii and Nyamira counties are gradually reshaping transport networks across the Gusii region, with completed projects already refining mobility while larger road corridors continue taking shape.

During his development tour to the two counties in April 2026, President William Ruto inspected several projects and also broke ground for the construction of the Etago-Ekona-Geteri-Nyamaiya road in South Mugirango.

Locals have shown optimism that these projects will be completed as they have already witnessed other previous projects having been fully completed and benefiting them.

For years, they have struggled with poor road connectivity, especially in rural areas where farmers depend heavily on road transport to move tea, bananas, milk and other farm produce to markets and processing factories.

In Kisii County, one of the completed projects

already making a difference is the Nyacheki-Riokibeni-Nyamache box culvert project in Bobasi constituency.

The KSh19 million project, which is now fully complete and operational, involved the construction of a box culvert, drainage systems, approach roads and guardrails aimed at improving road safety and reducing disruptions caused by floods.

REMOTE CENTRES

This project has transformed movement in the area, particularly during rainy seasons when sections of the road previously became impassable due to flooding.

Traders and farmers operating around Nyacheki and Nyamache can now have feel value for the resources injected in the project as improved crossing has reduced delays and transport costs.

Similarly, completed sections of the Kisii Bypass Phase II, covering more than 12 kilometres, are already improving transport and reducing

travel time between villages, markets and health facilities.

In neighbouring Nyamira County, the national government has rolled out one of the region's largest road upgrading programmes, with projects valued at more than Sh6 billion.

These completed projects are already reducing transport challenges in tea-growing zones and improving access to schools, hospitals and markets.

Residents in both Kisii and Nyamira say the road projects are already beginning to transform transportation across the region by improving the movement of agricultural produce and easing access to public services.

Tea farmers, traders and transport operators look forward to seeing the improved roads reduce vehicle operating costs and opening up remote trading centres that have long suffered from poor infrastructure.

Ruto's Coastal roads drive ends decades of isolation, fuels economic rebirth in East Africa

By Obed M Simiyu

For years, despite being Kenya's second largest City and most attractive, Mombasa County and the coastal region as a whole, has always found itself among the marginalised and least developed areas leading to many questions than answers.

For successive governments since independence, the island city has faced myriad challenges that at one point, the coastal region (now, Kwale, Kilifi, Lamu, Taita-Taveta and Tana-River counties) mulled breaking away from the rest of the country to form its own independent state.

Regional leaders, at that time, were pushing for Majimbo with a view that it was the only way they could realise the elusive development from the national cake.

However, this looks to be a thing of the past with the rate at which the Kenya Kwanza government under President William Ruto is pushing for development and opening up of the region's infrastructure.

It is worth noting that previous regimes have initiated a series of development projects, particularly roads, but the same have either stalled, been abandoned, or never took-off. While serving in the past regime as deputy president, President William Ruto was instrumental in inspecting such initiated projects that it earned him the moniker 'tanga tanga' (roaming person).

THE KSH10.4 BILLION PROJECT

One of the projects was the construction of the Mombasa-Mariakani (A109), Lot 1 Mombasa-Kwa Jomvu Road whose tender was awarded on September 23, 2016 and construction to commence on February 4, 2017.

The project was expected to be completed and opened for public use on October 29, 2021.

The African Development Bank (AfDB) funded project, was contracted to the The Third Engineering Bureau of China City Construction Group Co., Ltd. (CCCC) and implemented by the Kenya National Highways Authority (KeNHA).

Covering at least 11.3 kilometres, the contractor was tasked with reconstructing the roads pavement with Continuous Reinforced Concrete (CRCP), widening the stretch from 4-lane and 2-lane to the current 6-lane dual carriageway, and constructing three new interchanges with overpasses, underpass and slip roads.

According to AfDB, the project was meant to "increase trade and regional integration and to contribute to the Government of Kenya's social



Construction of the Changamwe Interchange in Mombasa. PHOTO | KeNHA

and economic development and poverty reduction efforts by providing a more efficient and effective transport system."

Consequently, it was meant to ease and improve the transportation of imports and exports as well as address passenger traffic along the major road.

Indeed, this has been achieved as it boasts of well designed and constructed drainage, junctions, pedestrian walks, street lighting and bridges.

This KSh10.4 billion project, according to the ministry of Roads and Transport, is a game changer as reduces travel time, costs of operation by motorists on the corridor and connects Kenya to the East Africa Community (EAC) member states.

MOMBASA PORT

Still in Mombasa, the upgrading of the 33-kilometre-KSh 4.1 billion Mteza-Kibundani road section to bitumen in Kwale comes in handy as it has offered employment to 1,800 locals since initiation.

Worth noting is that this project is part of the KSh24.2 billion Mombasa Port Area Road development which aims to boost the regions' economy as the bridge essentially addresses the perennial ferry congestion that has for years hindered smooth operations between Mombasa and Kwale counties, according to the Government Delivers Services (GDS).

This package 3 is the same as the Mombasa Port Area Road Development Project 2 of Mwache Junction-Tsunza-Mteza section.

The construction of this 8.96km long dual carriageway, each carriageway being 7metres wide with 2 metres shoulders cost about KSh24.2 billion.

KeNHA records indicate that it starts from the Mwache interchange, 4km from the A109 road and 5km from the New Container terminal at Kipevu, Mombasa Port. It then goes in the southern direction Mwache interchange for 4.0 kilometres before crossing the Mwache Creek and cutting through Tsunza and finally turns eastwards across the Mteza Creek.

With these projects now at 100% complete status, locals, business persons, tourists and visitors to the Island city have expressed satisfaction as they can smell the value of the money pumped in the ambitious projects.

And in neighbouring Kwale County, the President Ruto-led Kenya Kwanza administration has ensured the completion of the Lungalunga-Vanga/Jego-Majoreni/Kanana-Shimoni Road.

This KSh3.2 billion project of 70 kilometres is now ready to ensure that agricultural, tourism and fishing economic activities grow exponentially.

Similarly, the completion of this road has ensured that movement of people, business activities between the border of Lungalunga, Vanga and Shimoni is as smooth as envisioned.

DIANI AIRPORT

In the same vein, the Ruto administration has ensured that project ticks all the correct boxes in matters of environment what with warranting the road is constructed to withstand the heavy coastal rains and flooding that affects road networks in the region.

On November 14, 2023, the then Roads and Transport Cabinet Secretary (CS) Kipchumba Murkomen made a historic visit to the Diani

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Airport (formerly Ukunda Airstrip) to inspect and assess the progress of the construction of the concrete Turn pad, runway and runway strip, runway and runway strip and construction of new taxiway and expansion of the then existing one.

He also inspected the extension of the Apron all at the cost of KSh1.2 billion.

Mr Murkomen confirmed that the upgrade was complete and was impressed that the runway extension to 1.4 kilometres was now able to allow the Airport the capacity to handle 80-seat large aircraft.

What this meant was that with larger aircraft, the cost of flying would be reduced since operational costs would also be cut by almost half.

This in effect, directly addresses transport needs of those travelling to the coastal county be it business or social.

KILIFI HISTORIC MILESTONE

Kilifi County, one of the drivers of the coastal region's economic growth, has not been left out in enjoying the benefits of completed projects.

Residents of Malindi/Magarini areas have expressed their joy at the eventual completion of the 241-metre Baricho Bridge and Approach Roads.

The Baricho Bridge which cost KSh2.5 billion

and connects both sides of the River Sabaki easing access of approach roads on either side, was completed in November 2025. Directly, it connects Malindi, Sala Gate, and surrounding areas. With this, it has significantly reduced time wasted on the roads and in the process, injected more life in local trade besides boosting activities at the country's largest food security project at Galana Kulalu.

“The completion of the 241-metre bridge is a historic milestone as it is the first cantilevered box girder designed and supervised by Kenyan Engineers. The bridge provides critical connectivity across River Sabaki thus enhancing agricultural productivity, trade and security in the area,” the Kenya Urban and Rural Roads Authority (KURA) reported on November 7, 2025.

TANA RIVER TURNAROUND

The endemic poor road infrastructure in Tana-



The then Roads and Transport Cabinet Secretary (CS) Kipchumba Murkomen during a visit to the Diani Airport (formerly Ukunda Airstrip) to inspect and assess the progress of the construction of the concrete Turn pad, runway and runway strip on November 14, 2023. PHOTO | Onesimus Kipchumba Murkomen/CS/FB

River County is a near experience of the past as the Kenya Kwanza administration oversees the completion of road projects initiated in the past regime and new ones under the leadership of President Ruto.

In Garsen, the maintenance of Kanagoni-Garsen road is 100 per cent complete bringing the much-needed relief to residents who had been yearning for improved commuter experience for years.

This KSh317 million project involved maintenance of the carriageway, installation of road infrastructure, reinstatement of its shoulder, upgrade to bitumen standard and protection works.

Another relief to residents of the area is the completion of the maintenance of the Garsen – Hola road (Mnazini-Hola) which now boasts of proper road markings, good surface, installed furniture and carriageway maintenance at a cost of KSh 327 million.

One of the key projects to open and connect the little county to the rest of the country is the KSh26 million bush clearing, grading and spot gravelling of the Masalani-Kotile-Gamba-Malindi Road.

The people of Tana-River, especially Tana North have all the reasons to celebrate the completion of the project as it connects them to Garissa and Kilifi Counties, thereby unlocking their potential to contribute to the growth of the nation.

It also connects Masalani to Malindi through Kotile and Gamba.

Additionally, the people of Bura, in Tana North can now go about their daily activities without the fear of being swept away by flood waters after, under the supervision of the KeRRA, the KSh38.5 million construction of Tula Box Culvert was completed.



An aerial view of a section of the 33-kilometre-Ksh4.1 billion Mteza-Kibundani road on February 19, 2026. PHOTO | Office of the Deputy President

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The then Deputy President William Ruto during the commissioning of the Kanana-Shimoni-Majoreni-Jego and Vanga-Lunga Lunga Road, Kwale County on June 11, 2018. PHOTO | William Ruto/FB

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This culvert has since been able to manage the flow of waters from the areas seasonal rivers thereby addressing the deadly flooding affecting road users.

Today, transport activities have become reliable even during rainy seasons and in the end, spurring the economic development of the region.

To make it long lasting, the culvert was built with rigid connections between the top and bottom slabs and the side walls so that they act as a single strong unit in what the experts term as monolithic structure.

The engineers ensured the culvert guides water flow by constructing wing walls while including aprons in a meticulous design to stop soil erosion at both ends of the culvert hence ensuring its durability, sustain heavy traffic and value for money.

PRIDE OF LAMU

In the county of Lamu, its key project that stands out is the KSh55 billion Lamu Port facility that not only benefits the locals but the whole of East African region.

These project features facilities to handle cargo such as godowns, tank farms, railway and lorry terminals, container freight stations.

The metropolis project also features modern facilities for workers who are not natives.

In essence, this facility has attracted skilled labour from across the country and beyond the borders making it one of the most precious facilities of the county.

Further, residents have reported improved economic activities following the completion of the maintenance of Mokowe Township roads billed at KSh 1,1 billion.

These roads have seen significant upgrades to bitumen standards giving locals, traders and motorists relief.



A section of the Kenya-Ethiopia Corridor (A2). PHOTO | KeNHA

Makueni-Kitui Highway offers relief for locals, opens region to rest of country

By Phillip Momanyi

It was doom and gloom in May 2019 after the surging waters from Semera River in Kitui South paralysed the Kitui-Kibwezi road, leaving hundreds of travellers, including students and traders, stranded and reeling from losses.

The road had been cut off at an intersection from Kibwezi to Kitui during that year's rainy season. At the time, the travellers lamented, calling on the contractor to fast-track the rehabilitation of the Kibwezi-Mutomo-Kitui to Migwani road. In 2023, a local was swept away by flash floods when attempting to cross, in addition to causing distress among traders when transport was paralysed.

Presently, however, road users are singing hymns, applauding the government for a job well done. At least Mwewe, Thiba, and Athi bridges are no longer causing distress to travellers and locals when it rains. Construction of the 192km Kibwezi-Mutomo-Kitui-Kabati-Migwani highway was launched by the then President Uhuru Kenyatta, alongside his deputy William Ruto, in December 2016, with works commencing in February 2017. The upgrading of the road to bitumen standard was delivered by December 2021.

RUTO UNVEILS HOPE

President Ruto officially unveiled the 'last mile'



A section of the Kibwezi-Mutomo/Kitui-Kabati-Migwani (A9/B64). PHOTO | KeNHA

section of the Kibwezi-Mutomo-Kitui-Kabati-Migwani-Mbondoni Road on October 16, 2025. The section involved the final 33-kilometre segment between Kwa Siku and Mbondoni in Kitui County, which had remained unfinished and abandoned after the main road was finished in 2021.

The work was carried out by Chinese firm Sinohydro Corporation Limited (SCL) at a cost of Ksh18.4 billion. The project was co-financed through a loan provided by the Republic of China via the Export-Import Bank of China, covering 85 per cent of civil works construction, including works consultancy supervision, while the Kenyan government financed 15 per cent.

The road was upgraded to significantly improve regional transport, link the Northern Corridor to the LAPSET corridor, and provide an alternative route from Mombasa to the Mount Kenya and Meru regions by offering a shorter route from Mombasa port to Northern Kenya and Ethiopia. It was further intended to improve the travel time between Kibwezi and Kitui town from six hours to approximately two hours, decongesting the Mombasa to Nairobi highway road.

The road also serves as an economic driver by facilitating coal exploration at Mui Basin in Mutomo and boosting tourism by providing easier access to Tsavo East National Park and Kitui South Game Reserve.

REASON TO SMILE

Makueni County is a county in the lower eastern part of Kenya, bordering Machakos to the north, Taita-Taveta to the south, Kitui to the east, and Kajiado to the south.

Roads in Makueni are not only needed for business exploration, but also to be able to reduce the cost of transporting farm produce as well as opening accessibility for tourism in regions near them.

The Kibwezi-Mutomo-Kitui to Migwani road is a highway system of roads designed to connect Makueni and Kitui. This road covers 78.4km of

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roads in Makueni and covers the towns of Kibwezi and Mutomo.

The road was designed to link the towns of Kibwezi, Kisayani, Ikutha, Mutomo, Ikanga, Kisasi, Kitui, Kabati and Migwani. The road includes approximately 18kms of internal roads for the towns of Kibwezi, Ikutha, Mutomo and Kitui. It also included a 7-metre-wide carriageway, 2-metre-wide shoulders and two interchanges at Kibwezi and Kitui towns respectively.

According to the Kenya National Highways Authority (KeNHA), the Kibwezi-Mutomo-Kitui-Kabati-Migwani road (A9/B64) caused nightmares among travellers, who had to deal with, among others, flash floods, potential death when crossing sections of some of the bridges along the road, hindered access to markets, and destruction of property such as vehicles.

Fortunately, after more than 50 years of waiting, locals and other road users now have a reason to smile after the works were completed. The road is enhancing safety, accessibility, affordability and reliability of the transport infrastructure system, thereby promoting socioeconomic development of the region.

VALUE CHAIN

Under President Ruto's Bottom-Up Economic Transformation Agenda (BETA), the government is banking on attaining people-centric growth through the construction of 6,000 kilometres of roads, maintenance of rural roads and urban and highway roads. BETA is the country's agenda tailored for transforming the economy through a value chain model.

The Fourth Medium Term Plan 2023-2027, driven by the theme "Bottom-Up Economic Transformation Agenda for Inclusive Growth", indicates that the Urban and Highway Roads Maintenance Programme seeks to boost road movement and minimise the cost of transport.

"The project involves upgrading 101,755km of rural roads to gravel standards using 22 per cent and 10 per cent of the fuel levy allocation. It comprises 695km of reconstruction/rehabilitation, 1,060km of periodic maintenance and 100,000km of routine maintenance," the document states.

The government had a clear vision of how the country's local and regional well-being would be transformed incrementally through the improvement of road infrastructure.

The goals of the undertaking were alleviation of the socioeconomic level of Makueni and Kitui counties, reducing travel time and expenses incurred during vehicle maintenance and operation, boosting tourism, and bolstering the link between the regional transport corridors of Northern Corridor (A8), Kenya-Ethiopia Corridor (A2) and Thika- Garissa-Liboi (A3).

Feedback from residents before and after the project highlights the need to rally for solving

barriers by being informed by evidence-based local priorities, cultural contexts and present and forward-looking needs.

LOCALS SPEAK

One of the residents, during a media interview, congratulated the government for successfully completing the road, observing that it is now safer to travel on.

Another observed that the fact that time travel to Mombasa is faster, and that he can travel from Makueni to the Coastal region and return the same day, which he said was a plus for the State. Such ease of travel between different counties promotes domestic tourism, boosts cultural appreciation and interaction, and increases business opportunities and trade.

A boda-boda operator was joyful, pointing out that visiting the mechanic or replacing damaged motorcycle parts was minimal, at least not caused by the road.

As per the Report of the Auditor-General on Upgrading of Kibwezi-Mutomo - Kitui Road Project for the Year Ended June 30, 2022 – Kenya National Highways Authority – the scope of work included: engineering, procurement and construction of Kibwezi Kitui (145Kms) Road; engineering, procurement and construction of Kabati-Migwani direction (16.7 Kms); and related Township Road (Kibwezi Township Roads (3Kms), Ikutha Township Roads (3Kms), Mutomo Township Roads and Kitui Township Roads (8 kms).

The project also targeted Kibwezi and Kitui interchanges, rehabilitation of the Kitui-Kabati Road (12 km) and Kibwezi and Kitui Road social amenities.

More markets have been opened as a result of the highway, with one of the traders underscoring that business is now booming and that they spend less time during travel and incur low costs when transporting their produce to the market.

"Business has started to boom because of this road. Previously, we used to spend about eight hours on the road when heading to Nairobi to buy and sell our goods and supplies. But, now, the time spent on the road has reduced," a trader said.

Another trader added: "This road has helped us attract more customers, unlike before. We are able to provide food at home and other essential items. We thank the government. We are very happy we now have a tarmacked road. Now there is development, and we are hopeful it will progress.

Another key road is the Mbata-Mayuu-Manza-Ngunuuni-Athiani Road, which connects Kitise and Kithuki wards. The road was started in 2024 and completed the same year under the leadership of Makueni Governor Mutula Kilonzo Junior.

It has improved the drainage and made sure that the road is passable in all seasons. It has interconnected over 1,000 families, boosting access to more local markets for their goods.



Kibwezi-Mutomo/Kitui-Kabati-Migwani-Mbondoni Road. PHOTO | KeNHA



President William Ruto flags off machinery after launching the construction of 46-kilometre Narok–Ngoswani (B131) Road on May 7, 2025. PHOTO | PSCU

Nairobi redefined, transformed as sluggish Narok, Kajiado pick pace following major transport projects

By Jalang'o Odidi

President William Ruto's promise to modernise Kenya's transport infrastructure is increasingly becoming visible across Nairobi, Narok and Kajiado counties, where completed road and commuter rail projects are reshaping mobility, opening up trade corridors and easing long-standing transport challenges.

From the vast livestock zones of Narok to the fast-growing satellite towns surrounding Nairobi, residents and traders are already enjoying the benefits of roads and bridges that had stalled or remained neglected for years.

One of the flagship projects now fully complete is the 46-kilometre Narok–Ngoswani (B131) Road in Narok County. The KSh651.7 million road, completed under the supervision of the Government Delivery Unit (GDU), has significantly improved movement between Narok North and neighbouring areas.

For years, farmers and livestock traders struggled to transport produce during rainy seasons when sections of the road became impassable. Today, the completed blacktop road has reduced travel time,

lowered vehicle maintenance costs and enhanced the transportation of cereals, livestock and other agricultural products.

Another major promise fulfilled by the Kenya Kwanza administration in Narok is the completion of the 40-kilometre Kilgoris–Lolgorian Road in Trans Mara West. The KSh1.5 billion project has opened up remote areas near the Kenya-Tanzania border while strengthening trade and tourism activities.

Transporters and residents say the improved road has transformed access to markets and improved the movement of goods and services in a region that had for decades suffered poor connectivity. Security operations and emergency response have also improved due to the upgraded infrastructure.

NAIROBI-KAJIADO ACCESS

In neighbouring Kajiado County, President Ruto's administration has completed several strategic projects aimed at improving movement within the Nairobi metropolitan region.

Among them are the Oleusuyea–Kona Baridi

Bridge and the Maparasha Bridge, both of which are now fully complete. The bridges have ended years of disruption caused by overflowing seasonal rivers that frequently cut off villages from trading centres and schools during heavy rains.

School-going children, traders and farmers can now move safely and reliably throughout the year.

The government has also completed maintenance and safety enhancement works on the 17.5-kilometre Bomas–Kiserian (B19) Road at a cost of KSh514.1 million. The project has improved traffic flow along one of the busiest commuter corridors linking Nairobi to Kajiado County.

The road serves thousands of motorists and public service vehicles daily, particularly residents of Ongata Rongai, Kiserian and surrounding satellite towns.

Drainage improvements, road repairs and safety installations have significantly reduced accidents and travel delays.

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A section of the 17.5-kilometre Bomas–Kiserian (B19) Road at Multimedia University of Kenya (MMU) which cost KSh514.1 million. PHOTO | Dr Raymond Omollo, PS Interior/FB

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Perhaps the most transformative project completed under President Ruto in the region is the KSh8.2 billion Riruta–Ngong/Kiserian–Rongai Meter Gauge Railway commuter line.

SEVERE CONGESTION

The 12.5-kilometre commuter rail project, together with four operational stations, has introduced an alternative transport option for thousands of commuters travelling into Nairobi every day.

The commuter rail service is already easing pressure on Magadi Road and Ngong Road, corridors that for years experienced severe traffic congestion. Residents are also benefiting from lower transport costs and shorter commuting times.

Within Nairobi City County itself, the rehabilitation of the 3.6-kilometre Kasarani–Mwiki Road has brought relief to motorists and residents living in one of the city’s fastest-growing residential zones.

The Sh270.1 million project has improved movement between Kasarani and Mwiki while easing traffic delays that had become common along the corridor. Business owners say improved accessibility has increased customer traffic and boosted economic activity.

During a development tour of Nairobi in February alongside Governor Johnson Sakaja, President Ruto reaffirmed his administration’s commitment to transforming the capital into a world-class city through infrastructure investments.

VISIBLE EVIDENCE

“This is the capital city; we must raise it to the standards of a global city. We are addressing lighting, roads, affordable housing, and classrooms. As promised, today you can see the results. We shall be judged not by what we say, but by what we deliver,” said President Ruto.

The completed projects across Nairobi, Narok and Kajiado now stand as visible evidence of that delivery agenda. For traders, farmers and commuters, the impact is already being felt through reduced travel time, lower transport costs and improved access to markets, schools and hospitals. The infrastructure upgrades are also expected to attract more investment, strengthen tourism and enhance regional trade across the rapidly expanding Nairobi metropolitan corridor.

Nyanza sails to top EA's logistics hub, reaps from major transport projects under Ruto's seal



President William Ruto and former Prime Minister, the late Raila Odinga take a walk at the Homa Bay Pier. PHOTO | PSCU

President William Ruto's administration is increasingly leaving its mark on the Nyanza region through the completion of major road, maritime and transport infrastructure projects aimed at boosting trade, mobility and the blue economy.

Across Migori, Homa Bay, Kisumu and Siaya counties, residents, traders and transport operators say the completed projects are already transforming economic activities and improving connectivity within the region.

Among the largest completed projects is the 75-kilometre Isebania-Ikerege-Kehancha-Ntitaru-Gwitembe-Ang'ata-Lolgorian Road in Migori County.

The KSh3 billion road has significantly improved connectivity between Migori and Narok counties while strengthening trade activities near the Kenya-Tanzania border.

For years, traders and farmers operating along the corridor struggled with poor roads, high transport costs and long travel times. Today, the upgraded road is easing transportation of sugarcane, maize, bananas and livestock from rural farming zones to markets and processing centres.

Cross-border traders at the Isebania border point also say the completed road is enhancing business between Kenya and Tanzania.

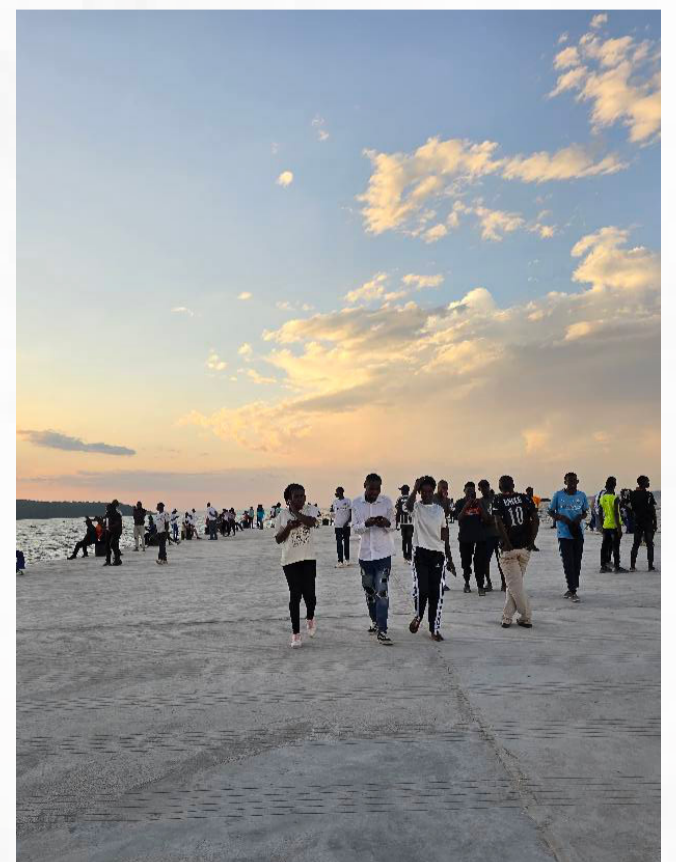
REGIONAL TRADE

In Homa Bay County, one of the most visible success stories under the Kenya Kwanza administration is the completion of the Homa Bay Pier rehabilitation and construction project. The KSh495 million investment has revived maritime activities around Lake Victoria while opening up new opportunities for fishermen, traders and tourism operators.

When commissioning the project in 2023, President Ruto said the government's mission was to provide efficient and competitive port services capable of supporting regional trade within East Africa.

In May 2025, the President returned to inspect progress at the facility and announced additional plans to expand port infrastructure to Sio Port in neighbouring Busia County, Muhuru Bay in Migori as well as Kendu Bay, Sori Karungu and Mbita. By April 2026, the Homa Bay Pier had been fully completed, marking a major milestone in the government's broader blue economy agenda.

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The Homa Bay Pier has provided opportunities for income generation for locals while it also serves as a tourist destination. PHOTO | Gladys Wanga/Governor, Homa Bay

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Residents say the completed pier is already revitalising water transport and commercial activities around the lake region.

Kisumu County is also benefiting from major investments under the Kisumu Port revitalisation programme.

EA LOGISTICS HUB

Among the completed projects is the Marine School Phase II safety training facility constructed at a cost of kSh247.4 million.

The facility is expected to improve maritime safety standards and strengthen the training of personnel working within the transport and shipping sectors around Lake Victoria.

The government has also completed MV Harambee II, a vessel that will enhance maritime transport and cargo movement across the lake.

Together with the revival of Kisumu Port, the projects are part of broader

efforts by President Ruto's administration to position Kisumu as a major transport and logistics hub within the East African region. In Siaya County, the completed installation of steel girders on the Nzoia Bridge has improved safety and connectivity across key river crossing points.

The improved bridge infrastructure has eased movement between villages while reducing disruptions caused by flooding during heavy rains.

While several larger projects across the region remain under construction, the completed infrastructure projects are already stimulating economic activity and reducing transportation challenges.

They are playing a major role in unlocking the blue economy by improving trade and cargo movement between Kenya, Uganda and Tanzania. Business owners across Nyanza say improved roads, ports and maritime facilities are already lowering transport costs, improving access to markets and attracting investment opportunities.

These milestones represent a fulfilment of President Ruto's commitment to use infrastructure development as a driver of economic transformation and regional integration.



Income-generating opportunities such as photography and youth talent development are now thriving at the Homa Bay Pier. PHOTO | Gladys Wanga/Governor, Homa Bay

Milestone Badge: A new dawn in documenting what Kenyan leaders have delivered

In every election cycle, Kenyans are flooded with promises. Manifestos are launched, pledges are repeated, and ambitious development plans dominate political communication. Yet years later, citizens are often left asking a simple but powerful question: What was actually done?

That question sits at the heart of Milestone Badge - a groundbreaking Kenyan platform designed to systematically capture, verify, document, and communicate completed development achievements by leaders across the country.

Instead of amplifying political rhetoric, the platform focuses strictly on outcomes that citizens can see, verify, and measure.

Its philosophy is direct and uncompromising: If it is not completed and verifiable, it does not appear on Milestone Badge.

That principle alone distinguishes the platform in an era where political communication is increasingly shaped by projections, announcements, and promises rather than completed delivery.

Milestone Badge is not built around speculation. It does not publish campaign pledges, planned projects, or proposed reforms. Instead, it serves as a digital archive of completed roads, hospitals, schools, electricity projects, housing programmes, business infrastructure, technological advancements, employment initiatives, and public welfare reforms delivered across Kenya since 2013.

At its core, the platform is designed to help citizens clearly connect leadership with measurable impact on the ground.

Using advanced artificial intelligence systems, Milestone Badge captures, analyses, verifies, and documents development achievements across sectors and regions. The information is then transformed into structured, standardized reports published every two weeks. These reports are distributed directly to citizens through downloadable digital formats and WhatsApp, ensuring accessibility beyond traditional media channels.

This direct-to-citizen approach is one of the platform's most disruptive features. By delivering reports straight to mobile devices, Milestone Badge minimizes distortion, eliminates gatekeeping, and places verified information directly in the hands of the public.

Equally significant is the platform's audience segmentation capability.

Reports can be distributed according to specific regions such as Rift Valley, Western, Coast,



or Nairobi, as well as county-level or even constituency-level and custom audience targeting. This ensures citizens receive information that is directly relevant to their local realities and development context.

The platform's reporting structure revolves around key development pillars that shape everyday life in Kenya. These include physical infrastructure such as roads, stadiums, schools, hospitals, boreholes, and housing projects; electricity and renewable energy; digital and technological infrastructure; jobs and employment; business and trade infrastructure; human development programmes; and broader development impact indicators.

In many ways, Milestone Badge represents an evolution in public accountability. It shifts political evaluation away from speeches and narratives toward documented evidence and completed outcomes. For citizens, researchers, institutions, and voters, it creates a centralized and searchable repository of development records that can be referenced long after political campaigns end.

The platform also introduces continuity into development communication. With bi-weekly publication cycles and organized digital archiving, Milestone Badge gradually builds a long-term chronological record of national progress and leadership performance.

Importantly, this initiative arrives at a time when trust in information ecosystems is increasingly under pressure. The rise of misinformation, polarized political discourse, and fragmented digital narratives has made verification more critical than ever. By combining AI-powered analysis with structured verification systems, Milestone Badge positions itself as a credibility-first platform in Kenya's development reporting.

Its model reflects a broader global shift toward data-driven transparency and evidence-based public engagement. Citizens no longer want to hear only what leaders intend to do; they want to understand what has already been accomplished, where it was done, who benefited, and whether the results are tangible.

Milestone Badge responds to that demand with clarity and structure.

By focusing on verified outcomes rather than political noise, the platform is not merely publishing reports - it is helping redefine the relationship between leadership, accountability, and public information.

In a country where development stories are often debated, Milestone Badge seeks to ensure they are also documented, verified, and accessible to every citizen.



Makutano-Lokitaung Junction on the South Sudan link road. PHOTO | KeNHA

How Ksh30 Billion infrastructure push breathes new life into Turkana economy

Reduced travel time, insulation from floods, improved road safety, and increased local and regional trading markets, and better access to amenities are the key end products of completed road projects – and Turkana County can recite this song confidently.

By Phillip Momanyi

Following the successful construction of one of the five sections of the South Sudan link road from Loichangamatak to Lodwar (lot 1), the transformation of the county is breathtaking. The 50-kilometre stretch links Lodwar Town and the larger Turkana County to the rest of the country via Kitale. It is also part of the A1 Road corridor connecting Eldoret to Juba.

With roads billed as arteries of national and regional growth, this section is one of the arteries. The project has helped to optimise the tourism industry of the county, thereby improving the local economy. Specifically, it has eased access to Eliye Springs located on the shore of Lake Turkana and cultural sites in Lodwar and Kakuma towns.

The Loichangamatak-Lodwar section enabled travellers, business people and residents to cut back travel time and travel costs from approximately 10 hours to five and costs from

KSh3,000 to KSh1,500 from Kitale Town (Trans Nzoia County) to Lodwar.

According to the World Bank (WB) highlighting the transformative impact of the road projects on the community road in 2025, the project has led to better scenery of the area and environment, promoted road safety, enhanced local business, and improved safety within the area.

One of the residents told the WB that: “Before (the road construction), women were delivering on their way to hospital, people were dying on their way to hospital; and now, because of the good roads, that is no longer the case, thanks to the World Bank.”

SMOOTH ACTIVITIES

For instance, at the section, three bridges, including Turkwel Bridge, were constructed to

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A view of Lake Turkana from Southern Island. PHOTO | Doron/UNESCO

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improve movement during floods. Transport in the area was often disrupted when the rivers overflow with water when it rains. Presently, that is not the case. Additionally, the bridge supports two-way traffic unlike before.

Construction was done by China Railway No.5 at a cost of KSh6.7 billion from 2017 to 2021, with financing catered for by Kenya with support from the World Bank through the Eastern Africa Regional Transport Trade and Development Facilitation Project (EARTTDFP).

The deal also included the upgrading of Kainuk Bridge at KSh1.5 billion. This included upgrading the road from gravel to a seven-meter-wide bitumen standard carriageway with two-meter-wide shoulders.

Kainuk Bridge, along the Kitale-Lodwar highway, was prone to flash floods that caused deaths and destroyed businesses. In October 2017, 40 passengers escaped death narrowly after their bus was toppled over.

A month later, a section of the bridge collapsed, putting a strain on food transportation, resulting in losses for traders dealing in perishable goods.

According to the then Deputy Project Coordinator of EARTTDFP (2015-2022), Engineer Julius Mac'Odero, construction of the road was done meticulously and forward-looking to smoothen human and vehicular movement.

DISABILITY FRIENDLY

“We ensured that we end up with an urban cross-section where traffic proceeds uninterrupted and then you introduce service roads on either side of the roads so that local traffic and loading and offloading of goods can without interfering with traffic,” Eng Mac'Odero said.

In terms of socio-economic shift, movement within the urban area has improved following the construction of a footbridge that is also disability-friendly.

Other social amenities to come out of the development include construction of a truck parking, ICT hub, renovation of a health centre and improvement of Loturerei Secondary and Nakimat Primary schools in Turkana South. The road also included laying 600km of high-capacity fibre optic cable that has improved internet reliability and reduced the cost of internet by 60% in the region.

This is a major development given that access to internet connectivity is a critical component of President William Ruto's Bottom-up Economic Transformation Agenda (BETA). The Fourth Medium Term Plan 2023 – 2027 indicates that the Last Mile County Internet Connectivity Programme (Phase IV and V) aims to improve access to ICT services through broadband connectivity as an enabler of Inclusive Growth (People-centred).



The Kainuk Bridge along the South Sudan Link Road has played a vital role in enhancing Kenya's regional integration with Northern neighbours through South Sudan. PHOTO | KeNHA

Turkana County is found in the northwestern part of the country. It is the largest county by landmass. It is bordered by West Pokot County to the southwest, Baringo County to the south, Samburu County to the southeast, and Marsabit to the east. It also borders Uganda to the west, South Sudan to the north, and Ethiopia to the northeast.

IMMUNE TO FLOODING

Other key sections of the A1 Road corridor include Lodwar-Lokitaung Junction, Lokitaung Junction–Kalobeyei River, and Kalobeyei River-Nadapal (Nakodok) stretch.

The Lodwar to Lokitaung Junction covers an 80km stretch of the highway. The road was upgraded from a gravel road to a 7-meter-wide bitumen standard with 2-meter-wide shoulders. It also included replacing seasonal bridges with permanent ones.

The contract was awarded to the Third Engineering Bureau of China City Construction Group Company. The cost was KSh8.3 billion, which was financed through the World Bank. The road was launched in 2017 and completed in 2021.

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Section between Lokichar-Loichangamatak of the South Sudan Link Road. PHOTO | KeNHA



Section between Loichangamatak-Lodwar of the South Sudan Link Road. PHOTO | KeNHA

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It was also installed with a 600km high-capacity fiber optic cable to enable connectivity. The road resulted in the construction of some 25 health facilities and schools and water pans.

The third section is between Lokitaung Junction and Kalobeyei River, stretching 80 kilometres. This contract was awarded to Chongqing International Construction Corporation (CICO) for KSh8.4 billion.

Also financed by the World Bank, the road was improved from gravel to a 6-meter-wide 1.5-meter-wide shoulder bitumen standard accompanied

by Kalobeyei bridge that is immune to rainy seasons, enabling year-round access between Kenya and South Sudan. It is equally installed with 600km high-capacity cable.

The Kalobeyei River-Nadapal (Nakodok) section is 88 kilometres long and worth KSh7.4 billion. The road project was launched in 2018 by then-Deputy President William Ruto, with completion done three years later.



A completed section of the seven kilometres Kanjuki-Kathwana-Makutano Road in Chuka. PHOTO | KURA

Relief at last as decade-long wait for Kathwana-Kanjuki Road ends

By Obed Simiyu

A sigh of relief can be felt across the Chuka-Igamba Ngombe in Tharaka Nithi County after residents finally started enjoying the benefits of a good road network after waiting for over 10 years for the completion of the construction of Kathwana-Kanjuki road.

The road is important as it links Makutano, Kajiampau and Kathwana towns.

After the long wait, the government has completed 6.8 kilometres of the road saving residents and road users from heavy dust as it is now under tarmac improving transport activities.

This road part of efforts by the Kenya Urban Roads Authority's (KURA) to upgrade road networks across the country and in this case, to improve accessibility between Kathwana market and the County Assembly.

This project is a win for locals as KURA withstood immense pressure from political actors who used to fight each other curtailing the progress of the projects but with the entry of the Kenya Kwanza administration, everything was settled.

OPTIMAL CONDITION

In Kitui County, motorists using the Kanyonyo/Embu Junction-Mwingi Road of the Thika-Garissa Lot 2 are a happy lot after the surface of the facility was restored to optimal condition.

Drainage has been improved, repairs localised and now the road is periodically maintained by the KeNHA.

Long transportation hours that had become synonymous with the road have become a thing of the past.



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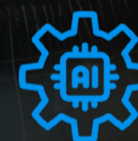
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The real estate industry has witnessed a major boom, with property value in towns previously deemed as rural such as Wangige, Ndenderu, and Ruaka rising. PHOTO | Peter Obuya

Kiambu reaps economic windfall from landmark Ksh 17.3B Western Bypass project

By Phillip Momanyi

The Western Bypass highway has been the much-needed shot in the arm for Kiambu County since its completion almost four years ago.

The highway, traverses Kiambu County from Gitaru to Ruaka, where it terminates and joins the Northern Bypass, has brought a barrel of social and economic benefits to the area.

The real estate industry, for instance, witnessed a major boom, with property value in towns previously deemed as rural such as Wangige, Ndenderu, and Ruaka rising. To capitalise on the urbanisation, developers have built luxurious high-rise apartments and commercial malls to satiate locals' desire for new trends and lifestyles.

The project was launched in February 2019 when President William Ruto was the deputy president in the Jubilee regime and completed in July 2022 by China Road and Bridge Company for KSh17.3 billion. The financing was jointly by Exim Bank of China, who footed 85% of the cost, and the Kenyan government the remaining 15%.



A foot bridge along Western bypass in Kiambu county on May 10,2026. PHOTO | Peter Obuya

The Highway was upgraded to a four-lane dual carriageway passing along several major towns in the county, namely Wangige, Kihara, Ndenderu, and Rumingi. The project also included 17.7km of service roads and seven major interchanges at

key junctions of Gitaru, wangige, Kihara, Lower Kabete, Ndenderu Rumingi, and Ruaka.

The road provides connectivity by linking to the

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southern bypass and A104 highway in Gitaru and the northern bypass via Limuru Road in Ruaka, while also aiding public transportation through a dedicated bus park at Wangige to reduce congestion.

KENYA TO THE WORLD

By connecting to the Northern Bypass through Ruaka it completed a ring road of four bypasses (Western, Northern, Eastern and Southern) around Nairobi.

According to the Report of the Auditor-General on Nairobi Western Bypass for the Year Ended 30 June 2022 – Kenya National Highways Authority (KENHA) – the goal was to catalyse social and economic development of the local communities near the project. “Improve trade and regional integration and contribute to the Government of Kenya’s social and economic development,” the report states.



Motorists using the Western bypass in this picture taken on May 10, 2026. PHOTO | Peter Obuya

Wangige have led to improved safety and convenience for public transport and pedestrians.

NO LONGER MUDDY, MESSY

By reducing congestion in the Nairobi metropolitan area and easing movement of people and commodities, the Western Bypass fits right into the Bottom-up Economic Transformation Agenda (BETA) framework for being aligned with the infrastructure sector programme, which among others, rallies for expansion of road and transport network.

As per the Fourth Medium Term Plan 2023-2027, the government instituted the Decongestion of Nairobi Metropolitan Area (NMA) and Kenya Urban Mobility Improvement projects to boost mobility and reduce travel time within NMA in addition to advancing city mobility services in the country with “resilient and green transport infrastructure development for advancing economic and social development”.

The Western Bypass has been complemented by the 1.7-kilometer Red Nova-Indian Bazaar-Posta Road in Kiambu Town. Works on the road built by the county government began in January 2021 and concluded in June of the same year.

It was built to decongest the town by diverting public service vehicles and offering an alternative route to the bus park and county headquarters.

The report adds that by reducing time travel between Gitaru and Ruaka, it will enhance efficient movement of people, goods and services within the Nairobi metropolitan area as well as between Kenya and Rwanda, Burundi, South Sudan, Eastern Congo, and Uganda.

True to the project’s objective, farmers are in a festive mood given that market access was expanded and better and reliable transportation routes for their goods provided.

During construction, more than 6,000 workers raked on a living, giving them an opportunity to uplift their families and add impetus to the growth of the local community and the nation. The road has improved accessibility of social amenities such as schools and hospitals, which has helped to improve the productivity of the locals.

The introduction of a foot and cycle track and a dedicated bus park at

Feedback from the residents has been heart-warming with one saying, “This is one of the best constructed roads in Kiambu.” Another added that “the road was muddy and messy. It was difficult transporting goods to the market.”

In efforts to spur socio-economic development and decongest Kiambu town, the Indian Bazaar to Posta Road has been expanded and upgraded to bitumen standards. The upgrade has eased public transportation within the town and to and from Nairobi, Kikuyu, Banana, and Thika.

Funded by the county government under the Governor James Nyoro administration, the project included the construction of 2-meter-wide walkways and non-motorized transport facilities to ensure safety for cyclists and pedestrians. The economic impact has been immense due to improved urban mobility.

HEAVY TRAFFIC

The wellbeing of the residents was also taken into consideration, with the route providing faster and convenient access to health facilities such as Kiambu Level Five Hospital. With an upgraded drainage system, flooding has been combated and general hygiene improved.

The project has also fostered social integration following the construction

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A foot bridge on the Western bypass in Kiambu county on May 10, 2026. By reducing congestion in the Nairobi metropolitan area and easing movement of people and commodities, the Western Bypass fits right into the Bottom-up Economic Transformation Agenda (BETA) framework. PHOTO | Peter Obuya

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of a footbridge that links previously ‘divided’ neighbourhoods.

Similarly, the Thika Bypass, stretching 15km, has decongested Thika Town by connecting Thika super highway to Garissa Road. The road was undertaken by Tosha Holdings Limited under KSh1.8 billion funding from the national government.

It links four counties: Kiambu, Machakos, Nyandarua, and Muranga. The project started in June 2019 and ended in 2022.

The road starts at the BAT junction in Thika town and terminates at Del Monte Junction on Thika superhighway. It included the upgrading of the road from BAT to Kiganjo and an extension through Athena and Witeithie to link with the superhighway. The road was upgraded to a two-lane single 7-meter-wide carriageway with

bitumen standard for heavy vehicles.

The bypass brought about efficiency by enabling companies like BAT and Del Monte to access the superhighway without passing through Thika Town, resulting in fuel efficiency and minimal vehicle operation costs.

HORTICULTURE FARMERS

The bypass also transformed Witeithie, Kiganjo, and Athena, making them vibrant with the growth of real estate to accommodate increasing population. Along the road, more businesses such as fuel stations, warehouses and hardware stores have sprouted, boosting job creation and social transformation. Installed with floodlights, businesses are able to operate for longer hours due to increased safety.

Additionally, the Wangige-Nyathuna road project is important, as it connects the busy Wangige

market to Nyathuna horticulture farmers. This project was launched in July 2019 and completed in 2023. It was launched under the ROADS 2000 projects.

It links to the Nairobi-Nakuru highway at Rironi. The site was handled by three contractors, namely: Nariana Enterprise Limited, Elkar Enterprises, and Pejom contractors.

The road has been beneficial to horticulture farmers from Nyathuna, Kirangari, and Muguga by reducing post-harvest losses suffered from transportation challenges on their way to the market in Wangige.

The road has also increased the real estate value along the route, through improved mobility within the area and accessibility of social amenities, thus attracting more investors in both residential and commercial value.



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