



LAUNCH OF THE CONSTRUCTION OF THREE (3) INTERCHANGES ALONG A104 AT NYAHURURU TURNOFF, NJORO TURNOFF AND MAU SUMMIT AND CONSTRUCTION OF OL JORO-OROK – DUNDORI (C83) ROAD TO BITUMEN STANDARD (33KM)

CONSTRUCTION OF THREE (3) INTERCHANGES ALONG A104 AT NYAHURURU TURNOFF, NJORO TURNOFF AND MAU SUMMIT

The Government of Kenya, in partnership with the World Bank and with the Kenya National Highways Authority as the implementing agency, has embarked on a project to construct three grade-separated interchanges along the busy Northern Corridor. The interchanges (“flyovers”) are situated at the following locations in Nakuru county:

- Nyahururu Turnoff, where the Nairobi – Nakuru road intersects with the Nakuru – Nyahururu road
- Njoro Turnoff, where the Nakuru - Eldoret road intersects with the Nakuru – Njoro road
- Mau Summit, where the Nakuru – Eldoret road intersects with the Mau Summit – Kericho road.

The rationale for construction of this new infrastructure is to resolve the safety and congestion concerns that arise when large traffic flows need to cross in each other.

These concerns are particularly relevant when a significant proportion of the intersecting traffic streams comprise heavy commercial vehicles. The interchanges will drastically reduce the numbers of accidents and will support and boost economic development due to the reduced time spent on the road.

SALIENT FEATURES OF THE THREE (3) INTERCHANGES

Nyahururu Turnoff Overpass

At the Nyahururu turn-off junction,

- An overpass, four-span Bridge, elevates the traffic on A104 above B5 and provides a wide opening for a four-lane under-passing roundabout accommodated within the two middle spans.
- The design uses a space-saving layout that minimizes land requirements.

Njoro Turn-off Overpass

At the Njoro turn-off junction;

- An over-pass bridge will elevate the traffic on C56 above A104.
- The bridge is designed to provide a wide opening and adequate sight distances to provide for safe passage of the vehicles on the main A104 carriageway.
- It is a four-span structure with the under-passing lanes accommodated within the middle two spans and pedestrians in the outer spans.
- In case of future widening of the under-passing highway (A104), the interchange can be reconfigured to accommodate extra lanes within the first and last spans of the bridge.

Mau Summit Junction Overpass Bridge

At Mau Summit,

- An overpass bridge elevates the traffic on B1 above A104.
- The bridge is designed to provide a wide opening for safe passage of the vehicles on the main A104 carriageway. It is a three-span structure with the under-passing lanes accommodated within the middle span and pedestrians in the outer spans.
- The wide opening and haunched beams are provided to enhance the aesthetic properties of the bridge. In case of future widening of the under-passing highway (A104), the interchange can be reconfigured to accommodate extra lanes within the first and last spans of the bridge.
- Due to the high commercial activity at Mau Summit, a pedestrian underpass is included to eliminate any possible conflict between pedestrian and vehicular traffic. The structure comprises a three-cell box culvert.

CONSTRUCTION OF OL JORO-OROK – DUNDORI (C83) ROAD TO BITUMEN STANDARD (33KM)

The Ol Joro Orok - Dundori Road (C83) traverses Nyandarua County in Central Kenya. The project road starts at the intersection of C83 with the Nyahururu - Ol Kalau - Gilgil(C77) road near Ol Joro Orok Centre and traverses in a south westerly direction to end where C83 intersects the Lanet –Dundori –Ol Kalau (C69) road at Dundori.

This project is entirely financed by the Government from its own resources while the Kenya National Highways Authority is the implementing agency.

The total length of the project roads is approximately 33km, including service roads at Gwakiongo and Dundori market centers.

Construction of the Ol Joro Orok-Dundori Road is taking place in an area vastly endowed with agricultural activities, mainly milk and potato production, and is part of our country’s key food basket regions. The road will facilitate timely and cheaper transportation of important agricultural produce to the market around the country.

The road has been designed with the safety of both non-motorised traffic and motorists in mind, and has a cross section that includes adequate shoulders.

