

ROADSTER

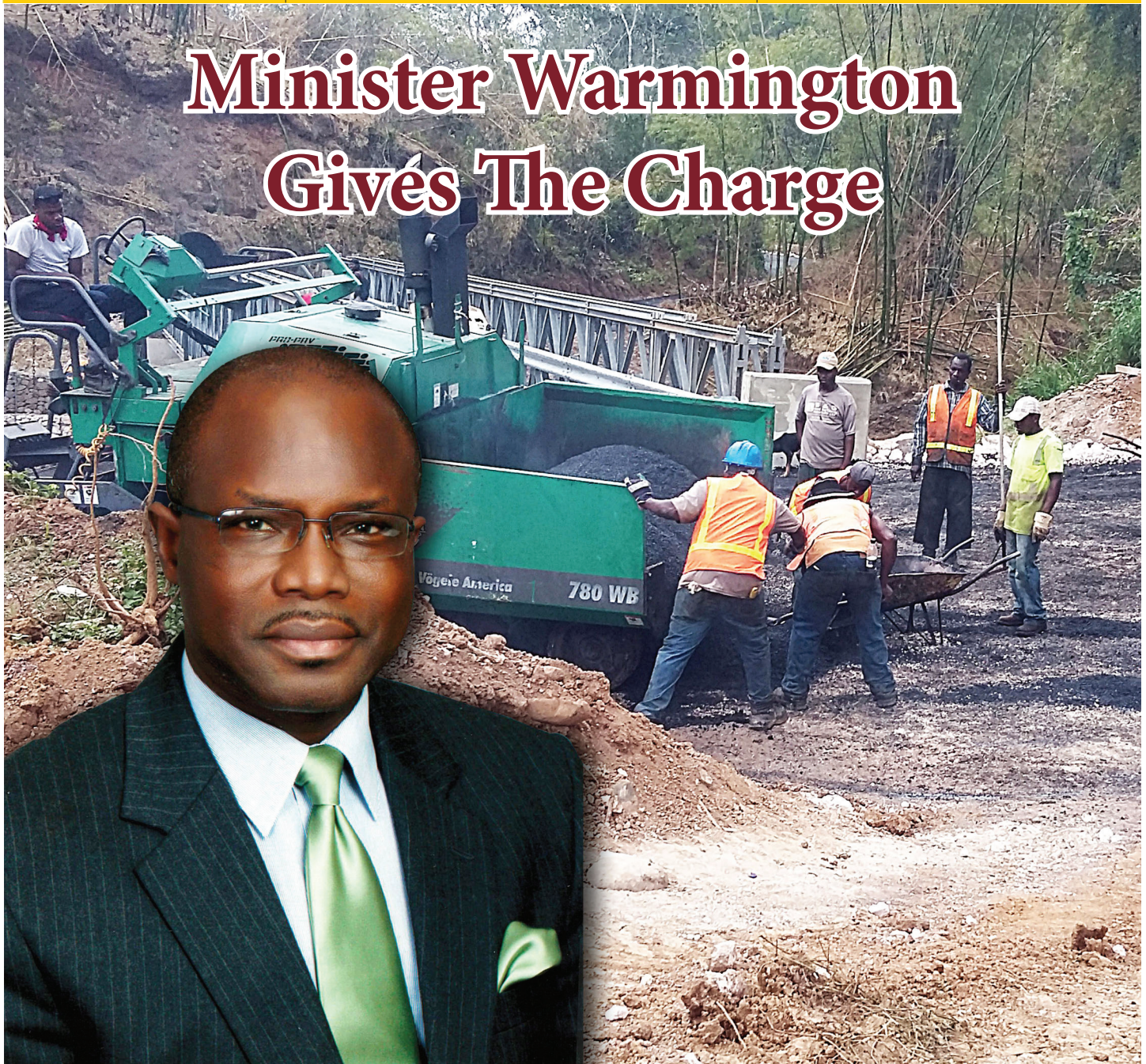


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"Paving the Way"

Minister Warmington Gives The Charge



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Minister Warmington on Tour



Minister Warmington pointing to culvert along one of the St. Catherine roads he toured in June. Also in picture from right are Member of Parliament for South Central, St. Catherine Dr. Andrew Wheatley, NWA Regional Manager, Sadiq Mahabeer, NWA Director of RISP, Varden Downer and Parish Manager Dwight Clayton.



Minister looking at an area that has been overgrown.



Minister Warmington makes a point to MP Andrew Wheatley in the presence of MP for West Central St. Catherine, Dr. Christopher Tufton (2nd right) and NWA officers Varden Downer and Dwight Clayton.



Minister Warmington shares a light moment with MP for Eastern Portland, Dr. Lynvale Bloomfield.



Minister Warmington being interviewed by members of the local media.



Minister Warmington looking at what was the swinging bridge in the Rio Grande Valley Portland. The bridge was washed away in flood rains.

Minister Warmington gives the charge



Minister Warmington making a point while speaking to Chief Executive Officer of the NWA - E.G. Hunter (right) and Deputy C.E.O. Earl Patterson at a recent meeting. Also in photograph (partially hidden) is Permanent Secretary for the Ministry of Economic Growth and Job Creation - Mrs. Audrey Sewell

State Minister in the Ministry of Economic Growth and Job Creation, C. Everald Warmington, has given the charge to the National Works Agency's senior management to be resolute in exercising their functions and to ensure that value for money is achieved in executing projects. Minister Warmington who is charged with the responsibility for the Works Portfolio under the Ministry of Economic Growth and Job Creation (MEGJC) was speaking recently at a meeting with the NWA's senior management team.

Minister Warmington said that the Works Portfolio was very critical as infrastructural development was key to Jamaica's developmental agenda. Roadworks he said was key to the movement of goods and services, as well as provided a major source for the employment of people.

Regarding the issue of tenders, Minister Warmington said that officers must ensure that the procurement guidelines are followed and there must be value for money in the execution of the contracts. A contractor, he stated, must not be paid more than what he is due and, alternately, ought not to be compensated for what is less than what was earned.

The minister also spoke to the issue of contract overruns, stating that these will not be tolerated under his stewardship. The works to be undertaken must have the benefits to the people as the central focus at all times, he urged.

In the meantime, Permanent Secretary in the MEGJC, Audrey Sewell who was also in attendance at the meeting stated that the executive team was prepared to deliver on the mandate of the government.

Chief Technical Director, Doreen Prendergast, said that the MEGJC will, in the ensuing months, be looking at enhancing the training for all its staff. Presentations were also made by the Road Maintenance Fund (RMF), and the JEEP Secretariat.

Kingston and St. Andrew Benefits from Hotmix Patching Programme

Each year the National Works Agency (NWA) gets numerous complaints, concerns and expressions of gratitude for roadways in the Corporate Area. This is because the parishes of Kingston and St. Andrew are areas traversed by thousands of Jamaican residents and visitors, every day, and in past years were the locations of choice to live, work and raise families.

Most corporate entities and government offices have offices in these two parishes, so one can imagine the high levels of demand for road repairs in these areas. Of course, the demand always seem to be higher than the resources can reach, but it is the mandate of the NWA to make travel, across the main roads of Jamaica, as tolerable as can be afforded.

To this end, a major hotmix patching programme was rolled out in the Corporate Area in April. Under this programme ninety-four roadways across Kingston and St. Andrew were targeted for patching, at a cost of over \$85 million dollars. The amount spent, though significant, could not address all areas, but some residents and travellers in the parishes have expressed gratitude for the work done in the areas they use. Also, as expected, there have been persons who have expressed concerns that their area was not included under the programme, however as time progresses, the plan is to have works done in as many areas as financially possible.

The current programme which is in its final stages addressed almost 30,000 square metres of roadway. The works are expected to improve traffic flow along the selected roadways, as well as lengthen the period of usefulness of the roads affected.

Some roadways included in the programme were Garden Boulevard, Maxfield Avenue, Moreton Park Terrace, Norbrook Crescent, Old Hope Road, Red Hills Road, Spanish Town Road, Elspeth Avenue and Queensberry Avenue. Other roads that were targeted include Wireless Station Road, Brooks Level Road, Golden Spring to Mount Airy, Harbour View to Bull Bay, Gordon Town Road, Lindo's Gap to Constitutional Hill and Cooperage to Guava Ridge.



Sheet patching along a section of the Lindo's Gap to Constitution Hill roadway



Workmen applying Hotmix to the Cooperage to Guava Ridge roadway



Patching being done along the Harbour View to Bull Bay roadway

\$32 Million Road Improvement Project for the Dunbar's River to Smithfield Roadway in Westmoreland



Site Inspection...Dunbars River to Smithfield Bridge

Pictured from left are, Auditor - Road Maintenance Fund, Dwight Myers, Assistant Parish Manager –NWA Westmoreland, Howard Ramsay; Parish Manager – NWA Westmoreland, David Clarke; Councillor- Savanna la Mar Division, Devon Thomas; Member of Parliament for Central Westmoreland, Dwayne Vaz.

Approximately \$32 million has been allocated to the much anticipated rehabilitation project along the Dunbar's River to Smithfield roadway in Western Westmoreland. The recent announcement by the National Works Agency (NWA) of the works to be undertaken came as welcome news to the throngs of commuters who traverse the corridor daily.

Member of Parliament for Central Westmoreland, Dwayne Vaz, speaking with the Roadster recently, expressed his appreciation for what he says is a critical project, based on the fact that it is one of the main routes used to enter the town of Savanna la Mar. The corridor is also the main link to the city of Montego Bay and the neighbouring towns of White House and other towns along the South Coast.

"I am happy that this project has commenced...it is a long awaited one and I look forward to its completion," Mr. Vaz said. He added that it is important that high quality standards be maintained in order to ensure the durability of this critical corridor. The project, which got underway on June 4, 2016, involves the rehabilitation of the 1.3 km stretch of roadway to include extensive drainage improvement and the reshaping and asphaltting of the road surface using Asphaltic Concrete Overlay.

Local contractor BF Pavements and Consultants Limited has been tasked with the execution of the contract which is being funded through the Road Maintenance Fund.

Old Tyres to be used in making roads better

Old tyres, which are usually sent to the various landfills across the island or dumped indiscriminately in areas such as back yards or gullies, causing exposure to certain types of diseases, are to be used in road repairs.

State Minister in the Ministry of Economic Growth and Job Creation, with responsibility for Works, Everald Warmington said that the use of the old tyres will form an important pillar of the government's thrust to arrest the deterioration of the main road network.



Rubberised asphalt, as it is called, contains regular Asphaltic Concrete, which is then mixed with the crumb rubber that comes from waste tyres. The process involves the removal of extraneous materials such as wires, fibre, dust, glass rocks etc. from the tyres which are then reduced into small pieces. The small pieces are then mixed with the asphalt and used as the final surface on the roads.

Minister Warmington, in an interview with the Roadster, stated that this new technology will present an environmentally friendly and feasible way of disposing of these tyres, noting that, waste from tyres pose a serious health and environmental risk. One of the most obvious ways is that it enables the breeding of mosquitos, which are known for being carriers of certain illnesses related to the Zik V and Chikungunya Viruses that are now affecting persons in Jamaica. Therefore, by using the tyres to build more resilient roads, the Minister argues that the government will "eliminate or at a minimum, significantly reduce the risk associated with tyres".

Minister Warmington said that the new approach to repairing selected roads will allow corridors to last longer, as crumb rubber has been "demonstrated to naturally retard aging". Also, he stated that this new technology will make roads "50 times stronger". In addition, it will increase safety through the reduction of hydroplaning, as well as ruts and cracks along the roads, which inevitable leads to potholes.

The Ministers also stated that the use of this new technology will assist in job creation. He said that the government plans to identify a suitable company with which to partner in this regard.

Efforts are now being made to procure at least one contract for the supply of the material. Minister Warmington stated that the government desires to enter into at least one framework agreement for the production and supply of the material, when the process is complete.

The government plans to start using the material this year in sections of Portland, St. Ann, St. Mary, St. James, St. Andrew, Clarendon, and St. Catherine.

\$14 – million drain cleaning programme completed in the Southern Region



A cleaned drain along the Spur Tree main road



Work in progress in Goshen St Elizabeth

A \$14 – million flood mitigation programme was recently completed by the National Works Agency (NWA) in the Southern parishes of Manchester, St. Elizabeth and Clarendon. The exercise, which was done via Force Account, sought to mitigate flooding in selected areas. It also had, as a major objective, the reduction of mosquito breeding sites. Under the programme, critical drains in the three parishes were targeted. These drains were, either, heavily silted or blocked by garbage and debris.

Blocked drains often cause ponding which leads to mosquito breeding. Mosquitos are the source of diseases relating to the Zika and Chik V viruses. Both viruses have led to persons losing their lives after contracting them.

MANCHESTER

In Manchester, earth drains, U – drains and culverts were cleaned along the Clandon to Sedburgh, Dump to Craighead, Williamsfield to Mile Gully, Williamsfield to Whitney Turn and the Melrose Hill Bypass. Outlets and Inlets were cleaned along the Greenvale to Spur Tree; Williamsfield to Greenvale (along the Winston Jones Highway); Clifton to Cedar Grove (Belair and Godfrey Lands Drains); and the Williamsfield to Mandeville corridor, in the vicinity of Royal Flats, and the Balvenie drains. Four million dollars was spent in Manchester.

ST. ELIZABETH

Four million dollars was also spent in the parish of St. Elizabeth. Earth Drains were cleaned along the main roads from Black River to Pedro Cross, Pedro Cross to Lititz, Southfield to Malvern, Malvern to Santa Cruz, Scotts Cove to Luana and Brompton to Cotterwood. The high flood prone areas of Goshen, Pepper, Santa Cruz and Rocky Hill, along the Tombstone to Gutters roadway, as well as Holland Bamboo, Luana, Middle Quarters and New Holland, along the Tombstone to Luana, were the focus of the flood mitigation efforts.

CLARENDON

Six million dollars was spent on drain cleaning in Clarendon. The Chesterfield to Rocky Point corridor and the Whitney Turn to the Four Paths main road, in the vicinity of Jacks Gully were given special focus. Drains were also cleaned along the Spaulding to Cave Valley (Aeon Town sink hole) and the May Pen to Mineral Heights to Hayes main road. The North Central communities of Mocho, Chapleton and Rock River had significant mitigation work undertaken. Critical drains along the Free Town to Four Paths, Trout Hall to Grantham and the James Hill to Kellits (Mother Rob Drain) were also cleaned.

April Rains Cause Damage to Roadways in Portland

Some of us may remember the old English adage that says "April showers bring May flowers . . .", and those of us old enough, and who still have our memories intact, will remember years gone by when this was actually true. While the month of April has not brought much 'showers' (rain) in Jamaica in recent years, this April (2016) was not one of these.

From the onset of the month, rains fell intermittently across the island. Rain, of course, is always welcomed because of the many benefits that can be derived for agriculture, temperature control and water resources. In some areas, however, persistent rainfall can only be welcomed for one or two days. Such is the case in some northeastern parishes, and in particular Portland, where stories of flooding, landslips and breakaways are almost legendary. To be fair to the elements of nature though, these occurrences are far less frequent in recent years.

This April, rains fell on and off in Portland over several weeks, it was, however, the rains that fell during the period, April 21st and 24th that had the most negative impact. Residents report that rains started on Sunday, April 17, and many were glad for it. The rains continued until the following Sunday but by day four, most persons were tired of it. Incidentally, it was during the period commencing on April 21st that much damage, to roads and property occurred.

During the period there were reports of fallen trees, blocked drains, washed-down silt, landslips and scoured roadways. This was the case in St. Mary and St. Ann, as well, but it was Portland that recorded the most damages. In that parish sixteen roadways were affected. These included the Seaman's Valley to Millbank; Moore Town to Cornwall Barracks; Tranquility to Bangor Ridge; Fellowship to Berrydale and Alligator Church to Bellevue. There was also a breakaway in the community of Millbank in the Rio Grande Valley. The damage was estimated to be approximately \$64 million.

In the days following the event, there was a flurry of activity, as emergency response was kicked into high gear and roads and drains were cleared in an effort to restore normalcy to the roadways and its infrastructure. Much restoration was needed and the NWA responded by clearing affected roadways to, at least, single-lane access. This was followed by a drain cleaning exercise, which sought to reopen drains that were blocked and to improve the flow of storm water. These efforts were able to restore the parish to some amount of order, along their roadways, and facilitate the flow of traffic throughout the parish.

During the NWA's recent Customer Service survey in Portland, some residents lauded the emergency response efforts. Others felt that the emergency response is but a temporary fix until it rains again. In the interim, routine maintenance works such as hotmix patching activities, as well as flood mitigation activities continue.



Sections of Mill Bank to Bowden Pen was completely blocked by landslides and built up silt



Millbank to Bowden Pen after being temporarily restored

Mocha to Arcadia Corridor Receives Multimillion Dollar Upgrade



A section of the Mocha to Arcadia roadway which had broken away prior to the commencement of works.



A view of the section of roadway following the repair effort

Commuters who traverse the corridor between Mocha and Arcadia in Southern St. James are now reaping the benefits of an \$84 million investment in road infrastructure. This latest development in the Southern climbs of St. James has been welcomed by scores of commuters for whom this much needed improvement could not have come soon enough as they had become extremely frustrated with the deteriorating conditions along this corridor.

Many residents recounted the horrors of being stranded at nights as taxi operators would withdraw their service at nights based on the poor road conditions. This would force some commuters to walk as far as 3 miles to get to their destinations. For many it also meant an increase in taxi fares. The corridor is an important one as it serves several communities, including Johnson, Vaughnsfield and Niagra. It is a critical link to the city of Montego Bay for countless farmers, students and other residents. It also links these communities to the neighbouring parish of St. Elizabeth.

Additionally, it is used to access historical sites such as Accompong Town, a well noted Maroon settlement located in St. Elizabeth, and the popular Appleton Rum Tour, also in St. Elizabeth. Both are listed by Trip Advisor (an American travel website which provides reviews on travel related matters) as among the top things to do in St. Elizabeth, with the latter being awarded a Certificate of Excellence based on reviews by visitors.

The project which got underway in September was completed in March 2016. This project is a joint effort by the National Works Agency (NWA) and the Tourism Enhancement Fund (TEF). The NWA provided technical support and supervision, while the TEF provided funding. Approximately 7.4 kilometres of roadway was targeted to include drainage improvement, the construction of retaining walls and the reshaping and resurfacing of the road surface.

The NWA and the TEF, seeing the need for additional works outside of the contract area are now executing a follow on contract, targeting the Flamstead to Mocha corridor. This project got underway in May this year and will target the worst affected sections of that roadway. The project involves drain cleaning, patching and local rehabilitation. August has been set as the deadline for the completion of these works.

Major Infrastructural Development Programme (MIDP) to be Ramped Up

The Government will spend US\$100 million this financial year on major road development projects through the Major Infrastructural Development Programme (MIDP).

The MIDP is a programme managed by the National Works Agency (NWA) with the aim of improving roads through projects geared towards the widening, rehabilitation and realignment of roads.

The five year programme valued at US\$354 million has been in progress for the past two years with its main contractor being the China Harbour Engineering Company (CHEC). State Minister of the Ministry of Economic Growth and Job Creation, Everald Warmington, says that little work has been done over the last two year period, but that this will change.

The Minister who addressed senior officers of the National Works Agency (NWA) recently said that the programme's project execution rate will not only increase, significantly, but that every cent spent will be value for money.

The government intends to undertake a number of major projects during this fiscal year. These include works along the stretch from Constant Spring Road to Manor Park and the Mandela Highway.



Mandela Highway (file photo)

CONSTANT SPRING

Motorists often face difficulties getting from Old Stony Hill Road and passing the turn off to Clifton Boulevard, popularly known as Cassava Piece. Minister Warmington said that the programme will begin improving the corridor from Old Stony Hill Road to the intersection of West Kings House Road and Constant Spring Road.

These improvements will include the widening of the corridor from Clifton Boulevard to Norbrook Drive (approximately 1km) from two lanes to four lanes. There will also be installations of new traffic signals in various areas such as the Manor Centre intersection, Olivier Road intersection, and Grosvenor Terrace intersection.

Mr. Warmington says most of the project's design had been completed.

MANDELA HIGHWAY

The Mandela Highway project will change the corridor from four to six lanes as it carries the most traffic per day. This, Mr Warmington says, will make Mandela Highway a more efficient carriageway. There will also be sections of the roadway elevated to help reduce the risk of the corridor becoming flooded and consequently damaging the road infrastructure. The bridge structure over the Fresh River and the Box Culvert at Duhaney River should be completed during the first phase of the project.

Mr Warmington advises that there is a budget of US\$64 million to be spent on the entire Mandela Highway project, which will span two fiscal years (2016/17 and 2017/2018). Plans are also in gear to complete the work now underway along Marcus Garvey Drive and to commence work on a one kilometre stretch of road from Russel Heights to Jacks Hill Road in Barbican, St. Andrew. This corridor is to be widened to accommodate four lanes of traffic.

Installation of Improved Pavement Marking and Traffic Safety Features.



Technical officer, Michael Long, preparing the Thermoplastic sign for the application of the heat.



Director of Planning and Research, Patrick Rose (right) using the heat machine, which is used to bond the Thermoplastic to the Asphalt

With safety and ease of access being major concerns of the National Works Agency (NWA), keeping up with industry advancements, aimed at improving these deliverables is a key part of the strategy to fulfil its mandate.

To many, the installation of Asphaltic Concrete surface is the ultimate as it facilitates easier movements and certainly save on costs, especially as it relates to vehicle maintenance. Though treated in the main as the final step, the putting down of the final surface is really part of the preliminary stage in the construction of a safe and functional road surface. To complete a road surface for practical purposes, lines to delineate directional movement, as well as signs and symbols to assist with flow should be done.

Road markings become worn and faded, over time, as a result of heavy volumes of traffic. To reduce the likelihood of fading the switch from high volume traffic marking paint to heated thermoplastic, which is more durable, has become standard industry practice. Thermoplastic works perfectly for road marking operations but can be costly, time consuming and cumbersome. This, as the application requires large amounts of material and tools and is labor intensive, not to mention the time and effort required to clean the tools for the next application.



Directional arrow being installed along Constant Spring Road

Everald Clifford Warmington... Construction Professional, Politician and Philanthropist

A straight talker, one who is not afraid of taking positions that many see as controversial and one who is deeply loyal to whatever cause he aligns with. This is Clifford Everald Errol Warmington, construction professional, politician and philanthropist.

Born a decade before the independence of Jamaica on February 20, 1952, he has an unbridled passion for service and leadership and the pursuit of excellence in the development of self. This is exemplified by his early bid to contribute by becoming a member of the Jamaica Labour Party at the age of 17.

An over achiever in many regards, Everald has applied the law of purpose and focus to his life and, as such, is an accomplished leader in many aspects in the field of engineering and construction management.

Ever since his early years at Brown's Hall Primary, his interest in knowing how things worked and how to build them was sparked and this continued and grew with him through his sojourn at the various educational institution that he attended during his formative years.

The spark of interest he had, in how things work, ignited into a flame at the illustrious St. Andrew Technical High School (STATHS), where under the watchful eyes of the institution's noblest custodian - SW Isaac-Henry, the young Warmington blossomed into the construction engineer he is today, and ultimately the State Minister with responsibility for Works in the Ministry of Economic Growth and Job Creation.

As a result of his drive and determination to succeed, he was named Head Boy at STATHS and while this was his first prominent leadership role, it was just a precursor of what was to come. With his strong work ethic, dedication and his willingness to serve, the role of Vice president of Student Council at the College of Arts Science and Technology (CAST), now University of Technology, would be his next assignment at leadership, and with party loyalty running deep, he was also serving as Vice President of Young Jamaica.

In 1978 the term multi-tasking may not have been coined, but



Minister Warmington (left) listening to Director of Regional Implementation and Special Projects-Varden Downer, regarding the design for a retaining wall that is to be built along one of the NWA's main roads in Portland.

this did not stop Everald from juggling these voluntary assignments and completing his studies receiving a Diploma in Quantity Surveying and Construction Management.

He later went on to earn a Bachelor's Degree with honors in Construction Management from Pratt Institute in 1987, and this was another block raised, on the wall of achievements by this pragmatic proactivist.

Accustomed to service since his days at school, the progression to community service led him to become an active member of the Jamaica Labour Party (JLP), as early as 1969 at the young age of nineteen years old.

Young Warmington showed his dynamism from a young age in successfully "juggling" going to school with extra curricular activities, including being Headboy, while being an active party member.

Not a bench warmer, "Warmie" as he is called by many, has over the years served as a Member of the JLP's Central Executive, the Standing Committee and Chairman of the South West St. Catherine Constituency Executive, as well as Chairman of Area Council two.

Everald Clifford Warmington...Construction Professional, Politician and philanthropist- Continued from Page 11

With a win at the polls for the JLP in 2007 and being successful in his candidacy for Member of Parliament for Southwest St. Catherine, he was asked to take on the position of Minister of State in the Ministry of Water and Housing under the Bruce Golding led administration.

While well known in the circles of politics, what is less known is that there is a strong humanitarian side to him. As a matter of fact, he has served as President of the Governing Council for UN-HABITAT, the United Nations Programme for Human Settlement.

His training in Architecture, Construction Management, Construction Law, Engineering, General Construction and Urban Planning would have made him supremely qualified for his stint as President for this international organisation during the period, 2009 – 2011. He served with distinction in this role and assisted the organisation with its commitment to building houses for the less fortunate and to “promote socially and environmentally sustainable towns and cities to provide adequate shelter for all.”

These experiences render the now Minister of State for Works sufficiently capable of bringing knowledge, skills and attitudes necessary to bring stability and growth in this new role in the Ministry of Economic Growth and Job Creation.

Seemingly tireless in his commitment to service, the Member of Parliament has over the period from 2008 to present served in a number of various capacities, serving as Chairman for the Parliaments’ Constituency Development Fund Committee from 2008 to 2011. A member on the Parliamentary Constituency Boundaries Committee, Parliamentary Standing Orders Committee, Parliamentary Public Administrative and Appropriations Committee, Parliamentary Economic and Production Committee, Parliamentary Public Accounts Committee and Member of Parliamentary Infrastructure and Physical Development Committee.

Though by appearance the Minister seems unapproachable and void of sensitivities he is quite reflective and contemplative finding time to serve as a member of the Order of the Pearl of St. Jago since 1982 and has over time elevated to the rank of Grand Senior Deacon of the Jamaica District Grand Lodge number two (2).

With so much on his “plate” this sixty-four year old former Doctoral Student and holder of a Master’s Degree in Development and Finances from Columbia University would be expected to be slowing down, however not “Warmie” as his drive and passion keeps him focused to his earliest school motto of “Honor Diligence and Service”.

Installation of Improved Pavement Marking and Traffic Safety Features - Continued from Page 11

ENNIS-FLINT TO THE RESCUE!

A traffic safety solutions company, Ennis-Flint, has developed what it describes as a revolutionary method in the application of thermoplastic to asphaltic concrete pavements. The company, as part of its marketing efforts, demonstrated the usefulness of its product recently at the NWA’s Corporate Office in Kingston.

This new method was demonstrated on June 8, 2016 with the installation of a disabled parking feature bringing the space allotted for disabled parking to two. A straight directional arrow was also installed in the Half-Way-Tree area, adjacent to the Rainforest Seafood Restaurant on Constant Spring Road.

Regional Sales Manager for Central America and the Caribbean at Ennis-Flint, Cristian Arevalo carried out the demonstration which saw members of the Planning and Research team headed by Director Patrick Rose participating. The method of application involves a pre-fabricated reflective glass beaded thermoplastic template of the required feature being placed in the desired position and then heated with a light weight hand held heat gun to activate the bitumen in the asphalt and the template which creates an attachment between the two resulting in a permanent bond. The light weight hand gun is energized using Liquid Petroleum Gas (LPG). No other tools are required in the bonding process.

Director of the Road Safety Unit in the Ministry of Transport and Mining, Kenute Hare was among the persons who watched the demonstrations. He said that he saw the move as a step in the right direction as it serves to improve the safety of Jamaica’s roads. “Anything to improve the safety for all road users is necessary, especially as we have lost over 160 persons in roughly the same number of days, through motor vehicle accidents since January 2016.”

Improved safety for road users in Bogue, St. Elizabeth

The road in the vicinity of the Bogue Primary School in St. Elizabeth has been made safer for all road users. The area recently received a significant injection of cash through the Tourism Improvement Project. Under this \$2.4 – million effort, repairs were undertaken to the roadway, a boundary wall constructed and sidewalks done. Contracted to MAE Construction Limited, the scope of work included the evacuation for wall foundation, backfilling of wall, steel reinforcements, Asphaltic Concrete Sheet Patching, sidewalk construction, installation of kerbs and the erection of a chain link fence.

The Bogue Primary School is adjoining to the New Eden Moravian Church. This church is the first Moravian Church established in Jamaica. It was built in 1754. This heritage site and monument is of great significance to the community's tourism. Miss Alicia Ashley, a teacher at the Bogue Primary School stated that she is overjoyed to see the construction of the wall. She feared that after heavy rains, a monument which was erected on the compound of the church could topple on one of the passing children if the soil is saturated and sheer erosion had taken place. The project she says was welcomed by all interests in the community.



Work in progress at Bogue in St. Elizabeth - Flower Box and installation of kerbs



Section of the metal fence on a the concrete foundation



Completed wall and sidewalk

Progress Being Made on the New Kupius Bridge in Clarendon

Started in January with a 14 month completion timeline, the Kupius Bridge in Clarendon is now 35% complete. This was at the end of June 2016. Among the tasks completed to date is the ultrasonic test for one of the two abutments, as well as one Pier. Steel work for the beam seat, wing walls and back walls is now in progress. The bridge will have a design life of 75 years.

The construction of this new bridge is being done by China Harbour Engineering Company (CHEC), under the Major Infrastructure Development Programme (MIDP) at a cost of just under \$700 – million.

The scope of work of this project includes the construction of a two span 62 meters long pre-stressed concrete bridge to accommodate two lanes of traffic and two sidewalks for pedestrian use. Construction of 640 metres of approach embankment for the bridge, scour protection and the installation of street lights, road signs and road marking.

When completed the bridge will span the Rio Minho, which is one of Jamaica's longest rivers that runs north to south across Clarendon.

The new bridge will replace a 100 year old single lane steel structure which was visibly corroded and increasingly vulnerable, especially because of truck loads as heavy as 45 tonnes.



Construction of Pier at the new Kupius Bridge



Construction of Abutment at the new Kupius Bridge

Routine Maintenance key to making roads more reliable

Government has spent some \$180 million on patching activities, since February of 2016. Patching is a key component of Routine Maintenance and is crucial to the life of the island-wide main road network. The funds came through the Road Maintenance fund (RMF) and saw some 72, 000 square meters of road being patched.

The government intends to spend some \$1.110 - billion through the RMF on routine activities during this fiscal year. The works will include drain cleaning, river training and patching of selected corridors.

Regarding the patching of roads, State Minister for Works in the Ministry of Economic Growth and Job Creation, C. Everald Warmington says that the long turn-around time between the preparation of roads and the patching of the areas will be addressed. The government intends to hold contractors to an agreement to have prepared areas patched within 48 hours, as exposure to potholes can result in serious accidents and financial losses to government in the form of damages.

Minister Warmington has telegraphed his intention to have a revolving fund in place to treat with small routine

matters in each of the four regions of the NWA. He said that the provision of this fund which will commence with \$14 – million will make it possible for small things such as the repairing of a manhole cover to be done without too much delay.

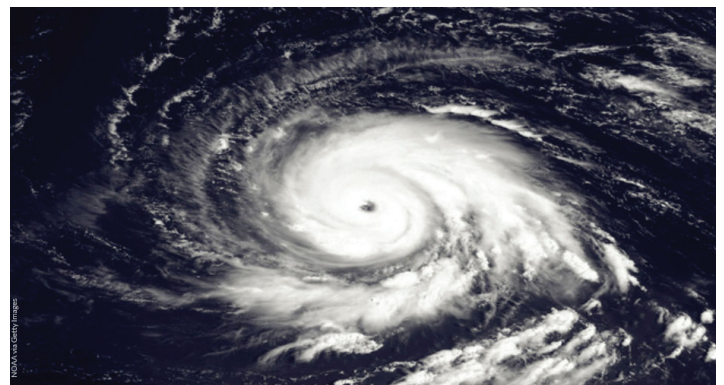
Additionally, the State Minister says that he would be pushing for the ceiling on the procurement of small contracts to be lifted from \$500 thousand to \$1.5 – million. Under the current system, contracts valued at under \$500 thousand can be awarded without going through the usual process, which involves public tendering or the request of quotes from approved entities.

Minister Warmington says that since the last increase some years ago, the Jamaican currency had devalued by between 65% and 70% and therefore it was challenging to get some simple works undertaken in reasonable time, as the procurement process is sometimes not completed fast enough to save time, money and even lives.

NWA West Region Gears Up For 2016 Atlantic Hurricane Season

The 2016 Atlantic Hurricane Season has been forecasted to be a very active one. It is anticipated that over the period we are likely to experience above average activity, unlike that which has been experienced in recent years. The National Works Agency is undertaking a multimillion dollar drain cleaning effort which will target critical drains across the parishes of Westmorland, St. James, Hanover and Trelawny.

Approximately \$14 million dollars has been allocated towards this effort. Among the drains that are being targeted are drains along the Shettlewood main road in Hanover; the Margaret Gutter in Westmoreland; the North Gully in St. James; and the Troy Drain in Trelawny.



Here is a look at the 2016 Atlantic hurricane season

This latest effort by the NWA will complement extensive drainage improvement projects which have been undertaken throughout the Region since the start of the year. These drain cleaning activities form part of the Agency's island wide Disaster Mitigation Programme.

<http://www.news4jax.com/weather/2016-atlantic-hurricane-season-fast-facts>

NWA and TEF partner to Improve Negril to Sheffield Roadway in Westmoreland



A section of the Sheffield roadway in Westmoreland which was rehabilitated under the Negril to Sheffield road improvement contract.

"A welcome change," these sentiments were recently expressed by Cliff Reynolds, Chairman of the Negril Resort Board in response to the \$279 million rehabilitation effort along the Negril to Sheffield roadway in Western Westmoreland.

In February 2015 the National Works Agency (NWA) and the Tourism Enhancement Fund (TEF) commenced a major effort to repair this critical corridor which links the tourist town of Negril to the nearby town of Savanna La Mar and its environs. This project is now substantially completed with the remaining components of the project set to be finalized by the end of July 2016.

The project involves the complete rehabilitation of the stretch of roadway between the Negril round-a-bout and the Sheffield and Springfield intersection. This entails significant drainage improvement, especially at three critical areas (Red Ground, Nonpareil Road, and in the vicinity of the Negril Hills Golf Club) which were prone to flooding. Additionally, the project entails the creation of soft shoulders on both sides of the carriageway and the construction of sidewalks.

The completed works include paving and the most significant drainage components of the project. Local contractor, Surrey Paving and Aggregates Limited, is now focusing their efforts on completing the remaining drainage features, sidewalks and the marking of the roadway. These activities are expected to be completed by July 2016.

Mr Reynolds also lauded the effort to improve pedestrian safety through the construction of sidewalks, and the effort to have these sidewalks appear uniform to the sidewalks which were recently constructed along the Norman Manley Boulevard. The latter were completed under a separate contract, also through the TEF. This, he says, gives a more cohesive look to the town. While happy with the latest developments Mr. Reynolds went on to add that he anxiously awaits further improvements such as lighting of the corridor.

Safe Again! Silent Hill Road Repaired

Citizens of Silent Hill in Northeast Manchester, and other users of the corridor are now benefitting from significant investment in a retaining wall, drainage and road rehabilitation. This is after a major breakaway had left the corridor dangerous to traverse, resulting in its closure to vehicular traffic. This latest effort by the National Works Agency (NWA) represents part of its mandate to provide a safe and reliable main road network.

The rehabilitation of the Dump to Moravia roadway, in the vicinity of the breakaway at Silent Hill, started on March 30 2016. The project which is being funded by the Road Maintenance Fund was 70% completed at the end of June 2016. This project is contracted to C & C Construction Limited and will cost over twelve million dollars to be completed.

The scope of work includes bushing and site clearance, excavation and removal, rubble masonry retaining wall, rubble masonry parapet wall and coping, granular backfill and preparation of formation. The work also includes base course, prime coat, and Asphaltic Concrete (sheet patching), construction of 600 mm diameter concrete U drains, rip rap cross drains, and concrete block wall and channels.

Project Manager, Joseph Rose, said that based on the accomplishments to date, the project should be completed by the end of July. This will facilitate the complete reopening of the corridor to motorists. Since the beginning of June, motorists have been allowed limited access to the corridor.



The Parapet of the retaining wall along with base material



New Retaining Wall at Silent Hill, Manchester

Big Up Team NWA!!!!

"Round-the-Bend"
 Redlight, Newcastle Road
 St. Andrew

(Mailing)
 P.O. Box 235, Mona
 KINGSTON 7

June 15, 2016

Mr. E.G. Hunter
 Chief Executive Officer
 National Works Agency
 140 Maxfield Avenue
 KINGSTON 10

Dear Mr. Hunter,

COMMENDATION AND THANKS!!

REHABILITATIVE WORK AT DANGEROUS BREAK- AWAY ALONG MAIN ROAD AT
 BELCOUR LODGE, NEWCASTLE ROAD, ST. ANDREW

We refer to our exchange of correspondence over the period October 30 and December 22 2015 and to our follow-up telephone calls to your offices as we sought to track the progress relating to plans for rehabilitative work to be carried out at the location we have called the "Yellow Tape Break-Away" at Belcour Lodge on the Newcastle Road in St. Andrew.

We commend you for your success in identifying and securing the funds necessary to carry out the work at the location as we know that more often than not there are competing infrastructure projects all requiring urgent attention (Ref. Your letter of November 27 2015). The fact that this was a very dangerous situation on a road heavily used by vehicular traffic was clearly recognized by the NWA.

You should know that, starting on the day that the work team assembled at the location and material was deposited for building the wall, there have more smiles than usual on the faces of many residents in that rural part of St. Andrew who must travel on that road daily. I must tell you also that we heard from one of our neighbors that on that first work day, on seeing the team members and material, she leapt out of her car and hugged all the workers!!!

Security Post
 Jamaican Foundation for Lifelong Learning (JFLL)
 47B South Camp Road
 Kingston 4

June 21, 2016

The Executive Director
 National Works Agency
 Maxfield Avenue
 Kingston 10

Dear Sir/Madam:

Good day to you and the staff of your organization.

I am Arnold Dennis and I work at the Jamaican Foundation for Lifelong Learning (JFLL) for almost twenty-eight (28) years. On Monday, June 20, 2016 I called the National Works Agency office to report a section of South Camp Road (beside my workplace) that was dug up and marl placed in it. The dust is a real nuisance to me, as I work at the security post which is near the gate.

I called your office and spoke to Mr. Warren Wilson, he assured me that he would investigate the matter. He took the details and to my surprise a few minutes later I was contacted by Mr. Wilson reporting that there is a problem with the factory that supplies the asphalt.

I am very impressed with the way he handled the matter and wish to put on record how pleased I am. It is not very often you get such prompt response from a government agency.

Keep up the good work.

Sincerely,

Arnold Dennis
 Arnold Dennis



Residents at a recent town meeting in Morant Bay, St. Thomas where plans to rehabilitate the main road from Harbour View to Port Antonio was discussed. About 300 persons came out to the meeting which was held at the Anglican Church Hall.

Intersection Improvement works completed at *Grange Lane, Municipal Boulevard and Passagefort Drive in Portmore*

The 60 million intersection improvement work at the intersection of Municipal Boulevard, Passagefort Drive and Grange Lane in St. Catherine has been completed. The traffic signals were commissioned into service at 10:00 am on Monday, June 20.

Manager, Communication and Customer Services at the National Works Agency (NWA), Stephen Shaw, says that the project which was implemented in two phases resulted in the carriageways being increased to seven (7) metres wide. Some 200 metres of the corridors was rehabilitated and traffic signals installed. Right turning lanes for all approaches were also constructed.

Facilities were also constructed to facilitate easier access for pedestrians. These include sidewalks and a push button system to allow safer crossing of the intersection.

The improvement work at the intersection of Grange Lane and Municipal Boulevard forms part of the NWA's overall traffic management strategy targeting several areas across the country. Under this programme, traffic signals have been installed at the entrances to the University Hospital and the University of Technology and changes made at the Oxford Road/ Half Way Tree Road intersection.

As part of the 2016/17 programme of works, the NWA intends to install traffic signals at another three intersections in St. Catherine. Sixty million dollars has been included in the budget for such works. The areas to be targeted in the parish are:

- St Johns Road/Spanish Town Bypass, and
- Job Lane/Brunswick Avenue



A mason putting final touches to a median along Passagefort Drive. The median will help to restrict conflicting movements in the vicinity of the intersection.



NWA road marking crew putting in lane markings prior to the traffic signals being commissioned into service.

More work coming for North South corridors

The thrust to improve the South/North linkage through Clarendon and St. Mary is slated to be further enhanced over the next few months when work is expected to be completed on one project and another set to get underway. The road from Sour Sop Turn to Chapelton has been under construction through funds made available via the OPEC Fund. This project which is being done at a cost of over one billion dollars is expected to be completed during the third quarter of the 2016/17 fiscal year.

This corridor from May Pen to Trout Hall has been divided into three sections. The first section spans roughly 10 kilometers from May Pen to Sour Sop Turn, the second section from Sour Sop Turn to Chapelton and the third section from Chapelton to Trout Hall.



Section of the Sour Sop Turn main road where paving works have commenced

At the end of June, works had significantly advanced to the point of the paving component getting underway. Significant drainage works had already been completed and base material was being laid along the near eight kilometre stretch.

Government will also commence work this year on the Junction Road in St. Mary. This corridor from Toms River to Aqualta Vale has been the source of much delays and fear for members of the travelling public. Landslides, fallen trees and dislodged boulders, especially when it rains have been cause for concern along this 18.4 kilometers stretch. This year the government intends to start work on the first 4.8 kilometers from Aqualta Vale to Broadgate.

According to Senior Major Project Manager, Richard McHargh, much of the way has already been cleared for this project to start. He says that the contractor has been recommended, so too the consultants for the project. The financing is in place and Cabinet will shortly sign off on the project.

**The project is
expected to last
some 14 months**

The project is expected to last some 14 months and will be funded through funds being made available by the Government of Jamaica and the Kuwaiti Fund for Arab Economic Development. Approximately \$598 – million has been received through a loan from the Kuwaiti Fund for the project. This money represents 65% of the project cost. The GoJ is expected to underwrite the remaining 35%.

In meantime, McHargh said that the completion of the project will see among other things improvements in the geometric alignment of the road, a more reliable drainage system and a better quality final surface, which should help to make the corridor safer for road users.

EMERGENCY – Flood Rains Wreak Havoc on St. Thomas

If one says that the parish of St. Thomas has traditionally borne the brunt of the effects of inclement weather over the years, chances are they may very well be correct, at least up to about 2008, when Tropical Storm Gustav impacted the country. While the storm dumped a lot of water on some sections of the island, St. Thomas did not suffer too badly, even though the newly constructed Yallahs Bridge was tested during the passage of the storm.

The parish, therefore, would have been enjoying a respite from bad weather for some time now. That was until Labour Day – May 23, when the skies opened up, dumping a lot of water on the parish, especially the eastern section, resulting in damage and death. In fact, it rained for three days and in the process left residents from the communities along several road sections uncomfortable and in one case mourning the death of school girl.

The affected road sections were:

- Pamphret to Morant Bay,
- Morant Bay to Port Morant,
- Port Morant to Pleasant Hill,
- Pleasant Hill to Hector's River,
- Golden Grove to Dalvey,
- Hampton Court to Foot Bridge,
- Hampton Court to Rocky Point,
- Bath to Barrett's Gap, Bath – Bath Fountain,
- Airy Mount to Hampton Court,
- Phillips Field to Old Pero,
- Morant River Bridge to Potosi,
- Morant Bay to Wilmington,
- Style Hut to Centre Cut and
- Port Morant to Bath.

MORANT BAY TO PORT MORANT



PORT MORANT – PLEASANT HILL 2



PAMPHRET TO MORANT BAY



MORANT BAY



GOLDEN GROVE - DALVEY 2BAY



These areas have traditionally been prone to land slippage, mud flows and flooding. It was therefore no surprise that the NWA team in the parish had to deal with land slippages, washed down silt, fallen boulders, blocked drains and scoured roads in the aftermath of the rains. In addition to the number of roads that were totally blocked by landslides, rock fall, mud flows and fallen trees, there were cases of inundation and scouring of the road surface that made some roads impassable to vehicular traffic.

The NWA St. Thomas Parish Team swiftly responded to the event in accordance with the emergency policy and were able to provide access to residents within 48 hours.

PAMPHRET TO MORANT BAY

This road section runs through the township of Morant Bay. It was flooded due to restriction in the flow of storm water. The flooding brought traffic to a complete halt and also flooded the compound of the St. Thomas Parish Court, resulting in matters being suspended. Ironically, the source of the problem was a perimeter wall and drain erected with safety features for the court. This issue was dealt with following consultations between the NWA and officials of Court Management Services (CMS).

NWA Parish Manager for St. Thomas, Robert Francis, explained to the Roadster that a relief drain that runs through the court yard was blocked by debris. A steel cage had been installed at end of the culvert that runs at the back of the court yard and this acted as a trap for the debris. This cage was removed by the NWA to allow free flow of storm water.



A farmer in Trelawny with one of the fruits of his labour - a pumpkin weighing 80 pounds. The farmer who was walking along the Allsides Road in South Trelawny said the pumpkin would be taken to the market.

The National Works Agency's Summer Internship Preparing Youth for the Future.

The National Works Agency (NWA) Summer Internship began in 2012 and continues to shape our youth with the right work attitudes and provide them with the necessary skills to prepare them for their career paths. Manager of Personnel and Industrial Relations, David Knight describes the programme as, "an opportunity for members of the organization to share their skills and expertise with the interns each year". This he referred to as the demonstration of the NWA's "social corporate responsibility".

The internship this year began on June 13 and will last for six weeks. The organization has accepted over 50 interns from various high schools and universities to participate in its annual programme. This programme caters for a range of disciplines from the Arts to the Sciences, and students are placed based on their field of interest.

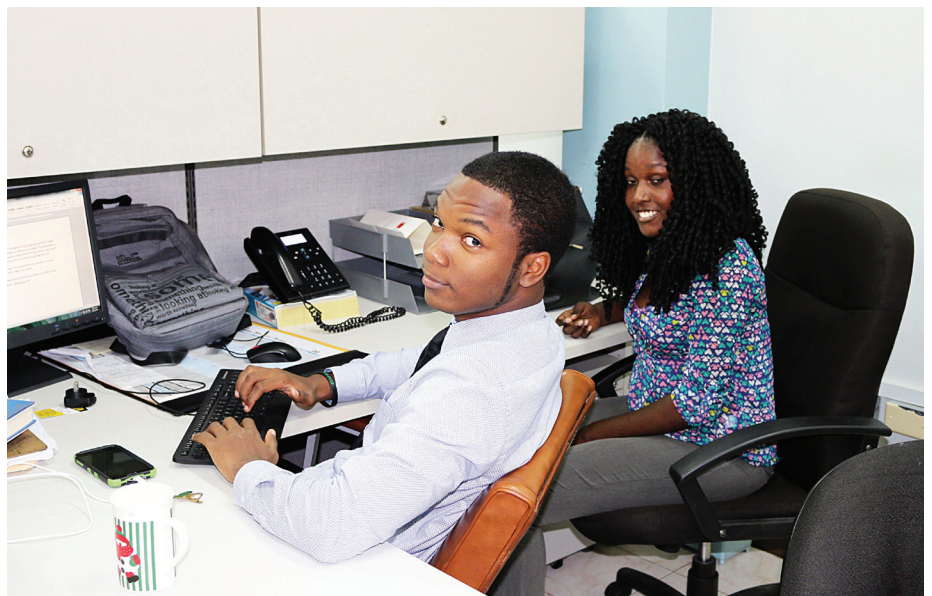
It is designed to give students practical experience in the work place. Projects are given to the technical students for example, which they will present at the end of the programme, showcasing what they have done. There is even a culinary arts student working in the kitchen on a daily basis.

The NWA has even facilitated a sponsored internship programme with organizations such as Tourism Enhancement Fund (TEF), National Youth Service (NYS) and the Petroleum Corporation of Jamaica (PCJ) who send their interns to work with the agency.

The programme ends with a function where students are awarded certificates for their participation. The feedback each year on the internship is positive and students have often times expressed their interest in working at NWA in the future. Interns have in fact been given permanent jobs based on their commendable performance.



Jhenelle Christie, Summer Worker in the Communication and Customer Services (CCS) Department, hard at work and learning some valuable filing skills



Ajani Domville and Aleshia Smith, also Summer Workers of the CCS Department, are busy writing a feature story for our Roadster



Sack Race



Staff members taking a dip



Training Manager,
 Michele Nesbeth
 Deans hanging out
 with a pal.

Bounce-A-Bout



Administrative Assistant, Sharon Douglas (seated),
 Personnel and Industrial Relations Officer - Audrey
 Jones and Telephone Operator - Stephanie Green, on
 the green green grass



Information Technology
 Manager -Wade Brown ...
 striking a pose



Assistant Parish Manager - Shamouli Graves, Acting
 Assistant Parish Manager - David Walton and St. Thomas
 Parish Manager - Robert Francis enjoying the day

Live Love Laugh

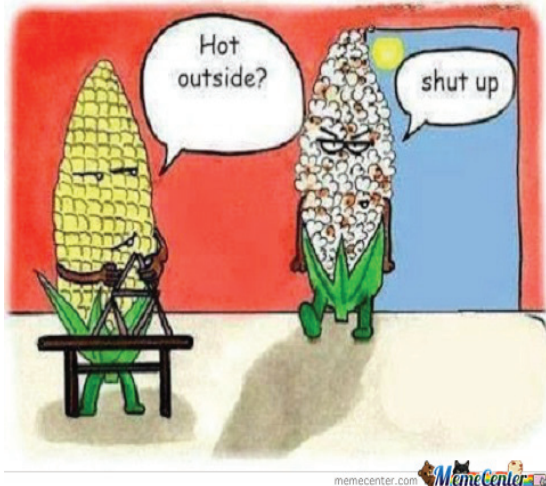
What it looks like...



What it feels like...



MemeBlender.com



memecenter.com MemeCenter



FunnyOnlinePictures.com

Six Reasons Why Planning Ahead Matters

(continued from September 2015 issue)

Alan Lakin said, "Planning is bringing the future into the present so that you can do something about it now." This is the essence of why planning ahead matters. Many argue that plans do not normally work especially in this fast-paced world where everything is changing so quickly. Proper plans, however, when they are formulated ahead of time help leaders and organizations to execute projects, reach their goals, and fulfill their vision. The Chinese philosopher, Confucius said, "A man who does not plan long ahead will find trouble at his door." Successful people and organizations are aware of this concept. Those who are successful have planned ahead, finding many benefits, including the following six points.

4. Enough time to develop teams

Team development is vital to success, projects, and the organization as a whole. Teams suffer without plans. Unfortunately, many organizations do not plan for team development. After a while, teams experience internal and external conflict, which results in confusion, low productivity, less creativity, dissociation and failure. By planning ahead, you and the team leaders in your organization will have enough time to develop your teams. When the right plan is designed for the right team, assigning tasks to the team members can be done quickly and confidently.

5. Time for revising and updating the plan

Effective plans are revised and updated regularly. In fact, our original plans can and should evolve over time so we can stay on the right track and get to the destination. By planning ahead we give ourselves time to revise our plans based on updated information on risk, quality, resources, stakeholders, assumptions, and constraints.

6. Rewarding

By planning ahead we plan for success. As explained earlier, remarkable plans lead to remarkable performances, which lead to remarkable rewards. Therefore, spending enough time in making remarkable plans and preparing for a remarkable performance will pay off with extraordinary rewards.

<http://www.dreamachieversacademy.com/planning/>

**"Keeping Drains and Gullies
Debris-Free
May save
the life of
you and me"**

