

ROADSTER



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"Paving the Way"

First Legacy Project Delivered: Improved Six Lane Marcus Garvey Drive Completed under MIDP



An aerial view of a section of the final 2.3 Kilometers of Marcus Garvey Drive, between East Avenue and Water Lane which is now a six lane corridor. Work to widen the road started in April 2016 through a US\$20 million agreement with Chinese construction firm, China Harbour Engineering Company (CHEC) Limited. The improvement works includes the installation of traffic lights, turning lanes and significant drainage improvement works. The road was officially opened by Prime Minister the Most Honourable Andrew Holness. [See related story on page 3](#)

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Less Travel Time –
Barbican Pg 6

Drain Cleaning in the
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Highlights - Official Opening of Marcus Garvey Drive



PM The Most Hon. Andrew Holness and Chinese Ambassador NIU Qingbao steals a moment to discuss the US \$20M Major Infrastructure Development Project.



A packed HEART auditorium, filled with government officials, stakeholders and community members attended the official opening ceremony of the new MGD.



The award-winning Tivoli Gardens High School dance troupe celebrates the occasion in its inimitable style.



PM The Most Hon. Andrew Holness congratulates NWA's CEO Mr. E.G. Hunter on successfully delivering the Marcus Garvey Drive Project.



The event's specially invited guests accompany a happy PM Holness on his walk from the HEART campus to the roadway to conduct the culminating ribbon-cutting ceremony.



Beneficiaries of the GOJ's Housing Opportunity Production and Employment Programme (HOPE) were also on hand to share in the celebrations.

PM Re-opens Brand New Marcus Garvey Drive



Prime Minister, the Most Honourable Andrew Holness about to cut the ribbon to officially declare Marcus Garvey Drive open. Sharing the moment from left are Mayor of Kingston, Delroy Williams, Chinese Ambassador to Jamaica NIU Qingbao, Permanent Secretary in the Ministry of Economic Growth & Job Creation, Audrey Sewell, opposition spokesman on Works Mikhail Phillips, Member of Parliament for Western Kingston, Hon. Desmond McKenzie, NWA Chief Executive Officer, E. G Hunter and Deputy General Manager at CHEC Dr. ZHIMIN Hu.

Work to improve the travelling experience along Marcus Garvey Drive has been completed. The US\$20 million works saw among other things:

- Widening of approximately 2.44 kilometers of the roadway, between East Avenue and Harbour Street. The number of available lanes has increased from four to six.
- Installation of sidewalks on both sides of the road;
- Construction of a median to properly separate eastbound and westbound traffic;
- Realignment of a section of the corridor to improve the transition into Harbour Street;
- Installation/upgrading of eight (8) traffic signals with pedestrian facilities;
- Widening of two box culverts/bridges to accommodate the additional lanes;
- Improvement of drainage infrastructure along the corridor;
- Addition of a new base layer and Asphaltic Concrete;
- Provision of street lights, and
- Installation of requisite signs and road markings.
- Controlled intersections with left in/left out manoeuvres reducing the number of conflict points along the corridor, therefore improving safety;
- Reduction of traffic on local roads thus increasing safety and quality of life in surrounding communities;
- Reduction in fuel consumption by vehicles operating on this corridor;
- Reduction in commuter frustration and
- Reduced vehicular emissions.

In February 2016, the government signed a contract with China Harbour Engineering Limited (CHEC) for the rehabilitation of Marcus Garvey Drive, between East Avenue and Water Lane. Surveys by the National Works Agency had shown that nearly 40,000 vehicles travel along Marcus Garvey Drive daily in both directions.

Prime Minister Andrew Holness who officially opened the road following a ceremony at the HEART Garmex facility urged that the newly upgraded corridor not be seen as an invitation to speed. He said that the government had invested in new technology that would be used to ensure greater compliance with the rules of the road. The NWA has installed cameras at several points along the upgraded corridor which are being used to monitor the flow of traffic.

IN GENERAL, MOTORISTS CAN EXPECT:

- A projected 30% improvement in the travel time along the corridor;

Mount Ogle Breakaway: The battle between Nature and Technology

The Nolan Hill to Border roadway, in St. Andrew, is one that is historically plagued with breakaways. Seemingly in keeping with this trend, a breakaway occurred in the vicinity of Mount Ogle in 2016 which reduced the roadway to single-lane access. The NWA team went out and did an assessment of the damage, at the time, and an estimate was prepared to do works while funding was sought.

The area, however, is one that experiences frequent rainfall and this reality, over time, proved to be quite problematic, especially in light of limited financial resources. Of course, nature is unpredictable but it was no surprise when, after heavy and continuous rainfall in April and May 2017, the breakaway worsened to the point where operators of some motor vehicles were afraid to use the roadway, and this was definitely the case for the state-run bus company, Jamaican Urban Transit Company (JUTC).



Workmen constructing one of the three walls that had to be built in order to restore the embankment that formed part of the Mount Ogle main road.

That decision, though it proved to be a great inconvenience for commuters, was a sensible one, as further assessments of the area in which the breakaway is located, proved that it was indeed extremely unstable. It was these findings that prompted the expediting of the works and by mid-June, when the reconstruction of the area began, the roadway had to be closed, completely, to vehicular traffic. The contract period was for three (3) months which would have seen the works being completed in mid-September, at a cost of just under \$34.5 million.

The design of the remedy, though at a glance seemed rather simple, proved to be one that was to be very time-consuming in the actual execution, and this was an issue that irked many residents and stakeholders of Mount Ogle, and by extension the Lawrence Tavern community. The scope of works included the removal of debris from the construction zone, excavation for wall foundations, drainage improvement and the construction of, at least, four retaining walls, as the depth of the project is great. Also, the fact that the breakaway was so massive and the soil so unstable, it is imperative that the solution is one that would stabilize the area and have adequate drainage solutions to prevent a re-occurrence.

Many hopes were rooted in this technology, on one hand, and on the other there was much skepticism, and so, for several weeks, the works progressed amidst unrelenting complaints. On at least one occasion, the NWA had to meet with stakeholders who complained that the project was taking too long, the area was unsafe and unlit and that alternative routes were not satisfactory. One of the main concerns was the nature of the area, as one which experienced much rainfall.

This concern was not unfounded as it was soon revealed when in early August, a section of the roadway that had remained and had been used by pedestrians gave way, forcing the roadway to be closed completely to all users. Shortly after, NWA through the Contractor, committed to working 24 hours a day to restore single lane access to the roadway. This goal was finally achieved in mid-September making the rehabilitation process less irritating for residents and the works have since continued, in earnest, amidst intermittent rainfall. Parapet construction is now in progress, and if nature allows, it is expected that the project should be delivered by early November.

Steady progress being made on Colbeck Road

Though getting off to a delayed start, the 79 million dollar Colbeck Road rehabilitation project just outside Old Harbour, St. Catherine has progressed steadily since work began along the roadway in early August.

Twenty-five percent of the works which is being financed from the Road Maintenance Fund (RMF) was complete when ROADSTER visited the project in mid-September.

On that visit we found mason Gilmore 'Gilly' Hibberts, a labourer from the neighboring district of Bannister, finishing up repairs to the last of four parapet walls along the roadway. Two new walls were also constructed as part of the drainage improvement component of the project. Project contractors Surrey Paving and Aggregates Limited had completed drain cleaning works on paved, earth and earth side drains and catch basins ahead of formation and base work, which was 90% complete at the time of our visit.

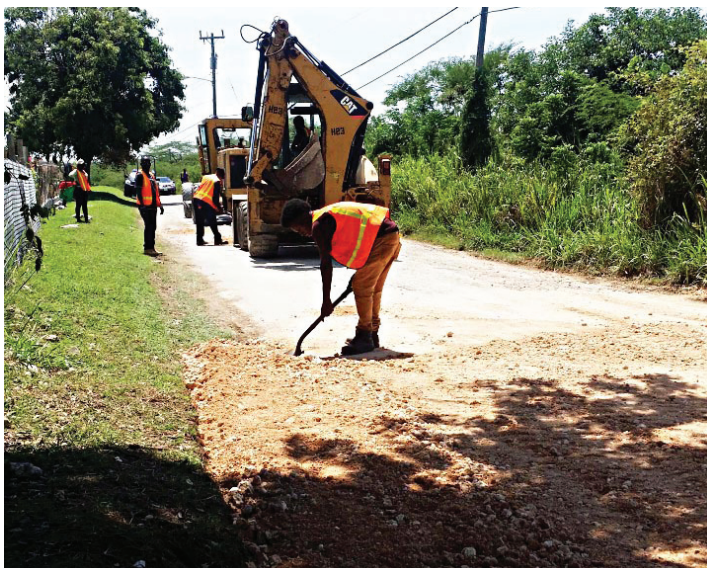
Some 4.4 kilometres of roadway is being rehabilitated under the contract which is expected to be fully performed by November. The road rehabilitation project is expected to either support or facilitate several development prospects in the community.

Colbeck Road is an alternate route to Bartons through lush hillsides which is also home to the ruins of the once grandiose Colbeck Castle, a Jamaica National Heritage Trust historic site and attraction. The lands adjoining the Castle are earmarked for a major housing development project by the Government of Jamaica through the National Housing Trust and its partners.

Also lining the existing roadway are a number of large livestock and poultry farms which supply national broiler companies.



Mason Gilmore Hibberts repairing one of a number of parapet retaining walls along the roadway.



Completing base formation works along the Colbeck Road rehabilitation project



A brand new road will soon welcome residents and visitors to the community of Colbeck District, St. Catherine

Greater Carrying Capacity; Less Travel Time



Aerial view of the Barbican Road Improvement project's construction limit depicting expanded and improved roadways.

Project contractor, China Harbour Engineering Company (CHEC), is on course to deliver the \$4.4 million US dollar Barbican Road Upgrading project by the New Year barring any unplanned delays.

Significant road design changes are intended for sections of both Barbican and East Kings House roads with the aim to greatly improve traffic management and road safety.

For several years, motorists have become accustomed to travelling one-way along sections of either roadway and making a loop all the way around Barbican Square if they wish to go in an opposite direction.

The creation of much wider roadways, dual carriageways and signalized intersections will eliminate the need for this. These practicable solutions constitute just one aspect of the works to be undertaken during the four month contract.

Some 30 commercial and residential properties were acquired at a cost of approximately 300 million Jamaican dollars mainly along the southern boundary of the project to facilitate the extensive road expansion works.

The short contract period for the Barbican Road Upgrading project belies the scope of works to be undertaken. On completion, some 6 meters will be added to the existing width of the roadway to create a 13.4km-wide four-lane, dual carriageway between Russell Heights and Jacks Hill Road along Barbican Road and between Barbican Road and Barbican Circle along East Kings House Road.

Traffic heading from Jacks Hill Road, Birdsucker Lane and

East Kings House Road onto Barbican Road will now be able to make both right and left turns, a maneuver that is currently prohibited at Birdsucker Lane and East Kings House Road by the existing one-way arrangement. The movement of pedestrian and vehicular traffic in these intersections will be regulated by traffic signals.

Pedestrian facilities will be improved with the installation of 1.5 meter wide sidewalks, concrete median and LED streetlights which will enhance both pedestrian and driver safety.

When the ROADSTER visited the project in late September the widening of the Bustamante Bridge at the Jacks Hill Road intersection to accommodate four lanes of traffic was on in earnest. The deck of the bridge is being extended by a total of 10 meters with 3 meters reserved for sidewalks.



Ongoing works on casting one of two deck slabs on the Bustamante Bridge which will extend the structure by 6 meters on its northern side, including a 1.5 meter sidewalk.

No getting around Big Pond! US\$20M World Bank project to undertake flood mitigation works

Communications and Customer Services Manager at the National Works Agency, Stephen Shaw, delivered plans for a flood mitigation project for Big Pond, St. Catherine to gentle nods of approval and a light smattering of applause during a community meeting in July.

Though the roomful of residents who gathered at the Bannister Primary School welcomed the news of promised reprieve from the pond's marooning storm waters, the flood-weary group of about sixty was eager to challenge the effectiveness of the proposed measures. You see there's just no getting around Big Pond (especially when it rains).

Big Pond is a natural catchment area located along the Bartons to Old Harbour main road in St. Catherine. It is notorious for holding residents hostage for weeks following a major rainfall event due to flooding of residences and a low section of the main road.

The pond's flood waters often rise as high as two and a half meters forcing motorists to use the longer alternative route through Browns Hall resulting in increased travel time and vehicle operating costs.

The challenges with Big Pond often spills over to the Old Harbour Main Road, some five (5) kilometers away, which remains impassable for days after flood-producing rains.

Howard Prendergast, senior civil engineer at the NWA, tells the ROADSTER that at one time external consultants proposed building a whole new road around the pond just to avoid the swamping issue. But that plan was eventually shelved. What lie beneath the surface of Big Pond's recurrent flooding are these important facts, the results of several NWA studies conducted in the area.

ONE,

The catchment has gradually become unable to hold the increasing volume of storm water that flows naturally to it from some 2,050 acres of surrounding land after a bout of



Part of Big Pond which drains an expansive surrounding area of 2,050 acres

heavy showers such as the five-day flood event in May of this year.

TWO,

This is due, in part, to the obstruction of a naturally-occurring earthen drain which empties the catchment since unwittingly the waterway has been dumped to facilitate the expansion of the housing stock as well as to create new access roads to these developments.

THREE,

The problem is compounded by the reduction in the effectiveness of another of the pond's natural drainage features, sinkholes. Their efficiency in emptying the pond has been reduced by prolonged silting and heavy debris build-up.

In July, NWA engineers who have been studying the drainage challenge at Big Pond for nearly eight years visited the community of Bannister to share its flood mitigation solutions with members of affected communities.

They propose that under the Big Pond Drainage Improvement Project the pond area will be dredged as much as two meters deep in some sections to increase its holding capacity.

No getting around Big Pond! ... Continued from page 7

A section of the roadway, one kilometer-long, which is now susceptible to flooding, will be raised 1.8 meters at the highest point so that rising pond water can be channeled into a concrete/HDPE overflow pipe, 1.1km long, before reaching the roadway. The overflow will then be transferred into Mytons Gully, a connecting earthen drain.

The pond's sinkholes will also be rehabilitated and the Myton Gully itself will be upgraded with pavement in some sections. The flood mitigation works at Big Pond will be enhanced by the widening of two box culverts at Church Pen, along Old Harbour Road, a project which will be executed under a separate contract.

It makes good engineering sense too that the drainage improvement work downstream be undertaken simultaneously or even before works on the pond itself begin. As Howard Prendergast explains the NWA does not intend to release a large volume of water downstream before improving the capacity of the infrastructure to handle the increased flow.

The Big Pond Drainage Improvement Project and the related upgrading of the Church Pen box culverts will be financed by a US\$9.6 million dollar World Bank loan to be administered through the Jamaica Social Investment Fund (JSIF) under the National Jamaica Disaster Vulnerability Project, a World Bank initiative aimed at reducing the country's vulnerability to flooding.

The NWA has a unique role to play in the implementation of the project having designed the works, supplied the bill of quantities and will importantly also monitor the works as soon as the project gets underway, which is planned for April 2018.

The US\$4.7 million dollar Port Royal Street sea defense and shoreline protection project is the third National Jamaica Disaster Vulnerability project.



Drain with Trash Rack in front of sink hole near Big Pond, an existing but inadequate drainage feature



A sink hole at Big Pond which will be rehabilitated as part of the flood mitigation works

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Multimillion Dollar MIDD Nearing Completion in the West

In April 2017, the National Works Agency announced that five infrastructural projects would be undertaken in the West through the Major Infrastructure Development Programme.

Fast forward to September 2017 and several of these projects are now complete, while others are in the final stages of completion. The projects are expected to meet the October 2017 deadline for completion.

The projects are being executed at a cost of approximately \$736 million and include the rehabilitation of the Wirefence to Highgate Hall corridor in Trelawny; the Lethe to Copse roadway in Hanover; the Sign to Virgin Valley, Guava Walk and Williams Street to Flower Hill roadways in St. James.

The projects are currently well advanced, with the Wirefence to Highgate Hall and Williams Street to Flower Hill projects, now being listed as substantially complete. Work continues in earnest on the remaining projects which have been impacted by inclement weather. Efforts are now being intensified to ensure that the projects are completed within the specified time.

Residents who have already begun to enjoy the benefits of these projects, have given these efforts their stamp of approval. Additionally, the projects have received positive media coverage. One recent Gleaner article, published on September 13, 2017, lauds the Wirefence to Highgate Hall project for the 'professional' way it was executed and the importance placed on drainage improvement.

These projects involve complete rehabilitation to include drainage works, the reshaping and asphaltting of roadways and in some instances the construction of retaining walls.

Funding for the programme is made available through the China Exim Bank and is being executed by the China Harbour Engineering Company, under local contract.



A section of the Wait-A-Bit roadway which was recently upgraded under the Wirefence to Highgate Hall MIDD programme.



A section of the Lethe - Copse roadway in Hanover. The roadway is being rehabilitated through the MIDD.

Trelawny gets \$236m road upgrade

Leon Johnson
Gleaner Writer

WESTERN BUREAU:

MOTORISTS IN several communities in southern Trelawny should be breathing a collective sigh of relief as thanks to a whopping \$236-million road improvement programme, which is nearing completion, they now have better roads to drive on.

According to Janel Ricketts, the community relations officer for the National Works Agency (NWA), the project should be completed by the end of October. "The project covers a distance

of 12 kilometres between Wire Fence and Highgate Hall. It is substantially completed with a few areas yet to be finished. We expect that this will all come together by the end of October," said Ricketts.

The scope of work includes base excavation and the removal of soft spots along sections of the roadway.

"It also included the construction of retaining and parapet walls. What is needed now, among other things, are road markings and signage," said Ricketts.

Businessman Hugh Dixon, who is bringing substantial

investments into the area through projects such as the Cockpit Country Adventure Tours, which is operated through the Southern Trelawny Environmental Agency, is quite pleased with what he has seen so far with the road improvement project.

PROFESSIONAL WAY

"It has been a long time that I have not seen road work done in such a professional way," said Dixon, who is also a noted yam farmer and environmentalist. "I drove along the corridor while it was raining and the water was running in the drains and not across the road, as is usual."

Cassandra Campbell, a resident of Albert Town, is also quite pleased with the road repair because, according to her, it will significantly cut down on travel time from Trelawny to the neighbouring parish of Manchester, where many south Trelawny residents do their commercial business.

"It is already cutting down on the travelling time between Albert Town and Christiana. We don't have to be skipping potholes, which was the case for a long time," said Campbell. "It is much better than what we had before."

A September 13, 2017 Gleaner article highlighting the positive impact of the \$236M road upgrade works in Southern Trelawny

\$120 Million Dollar HOPE programme for Western Parishes



Base Formation – Cockburn Pen Trelawny.

Residents of several communities across the Western parishes of St. James, Trelawny, Hanover and Westmoreland are now anxiously awaiting the completion of a number of road improvement projects which are currently being undertaken. The projects are being executed through the Government of Jamaica's Housing Opportunity Prosperity and Employment Programme (HOPE).

Approximately \$120 million dollars have been devoted to this effort which targets 19 roadways across the Western Region. The programme is focused mainly on community roadways, many of which have not received attention for some time. Among the roadways receiving attention are the Cambridge to Catadupa roadway in St. James; the Pentecostal Lane in Westmoreland; the Bunkers Hill roadway in Trelawny and the Ginger Hill roadway in Hanover.

The programme seeks to address a range of problems along the targeted roadways. In some instances the roadways have overtime deteriorated resulting in heavily pitted and scoured road surfaces, making for difficult commute. In these instances emphasis is placed on drainage improvement, the construction of retaining walls and the reshaping and asphaltting of roadways. While some projects seek to improve pedestrian safety through the construction of sidewalks, as is the case with the Bethel Town, Westmoreland, and the Knockalva, Hanover projects.

Bunkers Hill resident Cleveland Grant in a recent interview with the Roadster approved the project, "It is a relief to see something finally happening on this road. This road is used by many people going to areas like Dromily and Deeside, and for years we have been complaining."

Mr. Grant added that he hopes to see other roads such as the Hampden roadway, also in Trelawny, being addressed. These projects are expected to be completed by December 2017.

Multi-Million Dollar Road Rehabilitation Programme for the Albert Town to Allsides roadway in Southern Trelawny

The Albert Town to Allsides roadway in southern Trelawny is set to benefit from a \$9 Million dollar road improvement contract to be implemented by the National Works Agency.

This roadway which is nestled in the cool hills of Trelawny is used to access several residential properties as well as farms. The community is primarily a farming one, with the main cash crop being yellow yams. In its current state, the roadway makes it difficult especially for farmers to get their produce from their farms to markets. Vehicles, laden with produce, often find it challenging negotiating the section of roadway targeted for repairs.

The project will improve a 500 metre stretch, which is considered to be one of the worst affected sections of the roadway.



A view of a section of the Albert Town to Allsides roadway in Southern Trelawny

Works on this roadway is scheduled to commence in October 2017 and involves bushing of verges, drainage improvement, the reshaping and resurfacing of the corridor using Double Surface Dressing and Asphaltic Concrete. Upon completion, farmers as well as other residents will find it much easier to navigate this roadway.

Less travel time – Barbican ...Continued from page 11

Pipe-laying had also started within the virgin or newly-acquired section of the road construction boundaries as Surrey Paving and Aggregates Limited has been contracted to expand and improve Barbican's water supply and sewerage collection systems under a separate \$131 million Jamaican dollar contract.

Both the road improvement and pipe-laying works are being aligned to ensure that the project makes the most efficient use of time and money.

When CHEC satisfactorily completes the works and the road is taken over by the NWA, the improved Barbican/East Kings House Roads will be the second of six major legacy projects delivered under the Agency's US\$353 million dollar Major Infrastructure Development Project (MIDP), the six lane upgraded Marcus Garvey Drive being the first.

These road improvement projects are part of a larger plan the government of Jamaica has to improve the reliability of the main road network in the Corporate area.

Drain Cleaning in the Treasure Beach Canal in St Elizabeth



The Double Cell Box Culvert at Women Centre and Marblu Hotel

The National Works Agency embarked on the cleaning of the canal in the eco-tourism community of Treasure Beach, St Elizabeth. The community relies on this major drainage infrastructure for swift relief from storm-water.

The drain was unable to satisfactorily alleviate flooding during the May 18 and 29 major flood events.

Residents in the community were fearful that the next shower of rains would flood their homes and even damage their property. They worried that their livelihood would be significantly impacted if the canal remained uncleaned.

It was evident that the drainage infrastructure which is approximately half a kilometer long and an average of 3.5 meters wide was in need of drain cleaning as there was evidence of overgrown bushes and shrubs and a buildup of solid waste while sections of the channel retained water.

The cleaning of the channel begun on September 7, 2017, as a project executed under a Force Account contract and was

at 90% completion when ROADSTER visited the project on September 25.

The scope of work included cleaning of the earth drain, removing silt and debris from the channel and shaping the earth drain to allow for the free flow of storm water. The cost to the National Works Agency for the works was \$3.3 million dollars.

BRIEF HISTORY OF THE TREASURE BEACH CANAL

The \$26 million dollar Treasure Beach Canal is the keystone of the seaside community's drainage network.

The excavation of the Treasure Beach canal started on May 7, 2006 on land donated by Ralph James. The first phase was the creation of an earth drain approximately 500 metres long between the Great Pond and the Women's Centre on the Tranquillity Bay Road.

The contract for the works was put to tender and won by D.R.

Continues on page 15

The Tombstone To Gutters Road St Elizabeth Nears Completion

The road rehabilitation and drainage works along the 22.4 kilometer-long Tombstone to Gutters main road in North East St. Elizabeth is nearing completion. This pothole-riddled roadway is the major thoroughfare linking the South Coast to Kingston and is traversed by thousands of vehicles daily.

The road section from Santa Cruz to Gutters was notorious for flooding after heavy rainfall. The National Works Agency (NWA) therefore undertook the complete rehabilitation of the roadway inclusive of extensive drainage improvement and repair works.

The project is being executed under the Major Infrastructure Development Programme (MIDP) at a cost of \$431,790,040 Jamaican dollars. The work which is contracted to S & G Road Surfacing Limited started back on August 8 of last year and as at September 25 this year the project was 94% complete. When the ROADSTER last visited the project, only road markings and the testing for bumps was left to be done.

The first phase of the work focused primarily on the section between Tombstone and Santa Cruz. Bushing and trimming of verges and overhanging trees was done in preparation for the major works. Drainage improvement works including drain cleaning, construction of drains, kerbs and absorption pits, as well as the placement of grills over catchpits have been completed.

Also among completed works are the construction of random rubble retaining walls and sidewalks, reshaping and asphaltting of the roadway with Asphaltic Concrete, installation of pedestrian crossings, road markings and Raised Pavement Markers (Cat Eyes).

A pedestrian crossing has been installed in the vicinity of Park Mountain Primary School and the intersection of the Santa Cruz Bypass and Main Street has been widened in the vicinity of Manifest House.

Since the repairs, vehicles have been moving along this section with relative ease. The works however have been met with several delays. Work was stalled for weeks at a number of locations within the project, as contractors awaited the



The completed road in the vicinity of the Rocky Hill Community

completion of pipe-laying works by the National Water Commission.

But once those issues were resolved work continued apace on the project and today, life is easier for motorists on the once badly scoured Gutters to Lacovia main road which is a critical part of the island's arterial network. Miss Beverley Page of Grills and Frills Restaurant on the Santa Cruz Bypass says she is happy with the removal of the embankment near Manifest House. She observed that trailers will now have easier access to the Bypass rather than having to drive through the town.

She however, expressed concern about the removal of the traffic lights at the intersection of the Santa Cruz Bypass and the newly rehabilitated roadway. But the ROADSTER assured her that the traffic lights were removed for repairs and will be upgraded from the standard pole to overhead signals.

Another resident of Nation Road, Mr. Gibb Samuels is joyous about the project. He is happy that there are no more potholes but worries about the high speed of road users along the corridor particularly taxi drivers. He is recommending that mirrors be installed at the Nation Road and Beadles Boulevard intersections which should improve visibility since both roads abut the main at high banks.

Projects of Hope in the South Region September 2017

CLARENDON

Housing Opportunity Prosperity and Employment Programme (HOPE) projects are nearing completion in North West Clarendon. The Coffee Piece and Long Fearon Parochial roads are presently being rehabilitated. The scope of work includes bushing and trimming of banks, drain construction, preparation of formation, prime coating and double surface dressing.

While work has just started in Central Clarendon. There projects to be undertaken include the patching of the Bushy Park Phase II road to be undertaken by Chin's Equipment Rentals and Construction Limited and bushing and trimming of overhanging trees and the construction of a U-Drain at the Glenmuir Housing Scheme by Allison Construction Enterprise.

Double surface dressing work is also taking place at Bucknor and the construction of U drains and the cutting of overhanging trees have already been done at Paisley Avenue.

The Macknie and St John to Crofts Hill roads in Northern Clarendon are contracted to Britalex Construction Company and are to be rehabilitated at a cost of over nine (9) million dollars. Work has just started in neighboring North Central Clarendon where the Post Road to Cocoa Piece Road is being rehabilitated.

In the south of the parish, patching was recently done on the Jacob's Hut to Milk River, as well as the Rhymesbury roads at a cost of nearly nine million dollars. The works were contracted to Chin's Equipment and Construction Limited. Meanwhile, in South Eastern Clarendon the Nineteen Miles road was rehabilitated with Asphaltic Concrete by C and C Construction Limited.

ST ELIZABETH

HOPE projects have been completed in North East St. Elizabeth. A new sidewalk was constructed along Coke Drive in Santa Cruz. The Marlborough and Top Aberdeen Parochial Roads were patched and a rubble retaining wall constructed along the latter. These three projects were contracted to SM Quality Construction.



Base material being put down along Long Fearon PC Road

Work has just started in South West St. Elizabeth. The single project there is the rehabilitation of the Slipe Crossing to Timber Bridge PC Road. At the end of September, the project was 35% complete and is been done by Pryce Construction Limited.

Work is yet to commence in the other two constituencies. Plans are however well advanced in respect of the Maybole and Brighton PC Roads, which will be patched. The Reading PC road in North West St. Elizabeth is to be rehabilitated. The contractor will be Brighton Engineering Company Limited.

Meanwhile in South Eastern St. Elizabeth, the Ivor Cottage to Malvern Road and the Exton to Morning Side PC roads will be rehabilitated. These projects will be contracted to Brighton Engineering Company and Stone Plus Limited respectively.

MANCHESTER

Work has started in North Eastern Manchester. Over \$4 million dollars will be spent to complete the rehabilitation of the Ticky Ticky to Charlton Avenue stretch. A similar amount is slated to be spent to rehabilitate the Sawmill Road to Mud Lake. Both projects are over 40% complete and contracted to Pavecon Limited. Four projects have started in North Western Manchester including the patching of the

Cleaning the Treasure Beach Canal ... continued from page 12

Foote Construction Limited to build a three-cell box culvert costing approximately six (6) million dollars. An easement was created as a detour to Tranquillity Bay during the three months of construction.

The second phase of the canal leading from the Women Centre to MarBlu Hotel and then onto the sea was delayed for months due to the protracted land acquisition process. After this hurdle was crossed excavation continued to the sea.

A second box culvert at the MarBlu Hotel was constructed four months later under a \$9 million dollar contract by D.R. Foote Construction and KAM-H Construction and Associates. Progress on this phase of the project was interrupted by the passage of Hurricane Dean. However the project was restarted shortly after the September 2007 event and was completed within six months.

Work on the 70 meter-long section of the canal between Marblue Hotel and the sea started in January 2009 and was completed five months later in May. Over \$11 million dollars was spent to construct the sides and invert of the open canal.

The contractor, V.O. and J Heavy Equipment, undertook major works under this phase of the contract by replacing boundary fences mainly by the Honeygan property; removing waste from the channel and paving the section of the drain between the two existing box culverts at Marblue and the Women's Centre.



Backhoe cleaning earth drain

Hope in the South Region September 2017... continued from page 14

Wilderness to Bath road. Asphaltic Concrete Overlay is being done on the grounds of the Hatfield Junior High School and along the Greenvale Community Centre Road. Nearly three million dollars will be spent on the rehabilitation of Church Road.

Work is 10% completed in Central Manchester. A Random Rubble retaining wall be constructed at Johnson Town and patching done along the Cedar Gardens Road. Bushing

and the trimming of banks and overhanging trees will take place along the Bombay to Ginger Hill Road. Work was 5% completed as at the end of September in Southern Manchester. There will be the construction of sidewalks in the Porus Town Centre. Asphaltic Concrete overlay will be done along the Newport to Pusey Hill road. Over \$4 million dollars will be spent on the construction of drains and the rehabilitation of the Far Enough PC Road.



Base Course Sliepe to Timber Bridge PC Road



Excavation along Church PC Road North West Manchester

*NWA keeping
 in touch with the
 people ...
 Keeping our eyes
 on critical
 drainage features*



NWA officers 1st and 2nd left in discussions with team members of the JUTC and MP for West Rural St. Andrew, Juliet Cuthbert-Flynn, near the Mt. Ogle breakaway. The road has since been reinstated.



Blocked! Some of the discarded household waste responsible for the blockage of this catch basin along a main road in Trelawny



Residents who gathered at the Bannister Primary School, St. Catherine on July 27, 2017 to hear about the NWA's designs to mitigate the perennial flooding at the notorious Big Pond. The drainage capacity of the natural catchment is earmarked for improvement under a US \$20M flood mitigation project.



Some of the residents who turned out for the community meeting in Ocho Rios, St. Ann. The meeting was to inform residents of upcoming works.

On Course: Gabion Protective Works in three parishes



Mended: Fixing the breakaway with Gabion and Parapet Wall at Above Rocks, St. Catherine



Training the river; cutting out the bend in the Otrum River, St. Mary



Controlling the channel; regulating storm water flow to the Sulpher River, St. Thomas

Simple Christmas Card Idea for the whole family



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"IT LOOKS LIKE EVERYONE WILL BE GETTING WHAT THEY WANT THIS YEAR... SOMEBODY POSTED MY CREDIT CARD NUMBER ON THE INTERNET!"



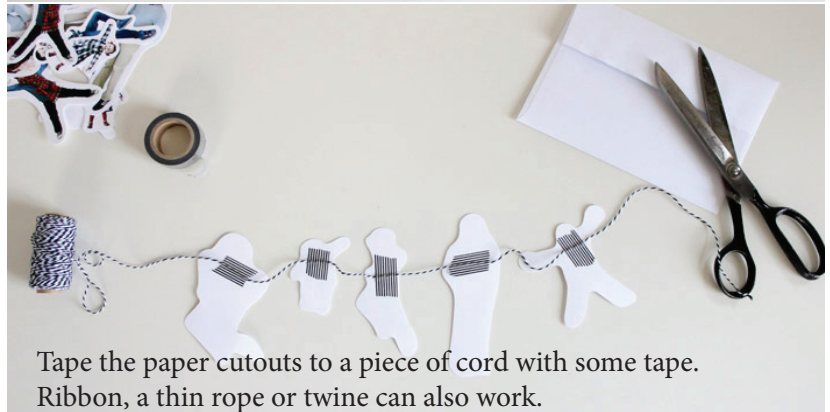
The wish lists kept coming, no matter how far he got from the office.



"I see you're banned after that performance last year!"



First, take individual photos of your family.
Cut out each picture.



Tape the paper cutouts to a piece of cord with some tape.
Ribbon, a thin rope or twine can also work.



Ta-daaa!

Print and cut out appropriate words to include with your cutouts and print it. Get an envelope and you are all set!

