

# ROADSTER



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A Publication of the Communication  
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*"Paving the Way"*

## Signed Sealed and Delivered...

### Contract in place to repair Forum Bridge



State Minister for Works, Hon. Richard Azan hands over a copy of the Contract for works to be undertaken on the Forum Bridge in Portmore, St. Catherine to the representative from contractors Quality Plus Contracting Company Limited, Mr. Sheldon Goulbourne. The bridge is to undergo repairs at a cost of \$26 million. Also in the picture are from left Chief Executive Officer, NWA, E. G. Hunter, Permanent Secretary for the MTWH, Audrey Sewell; State Minister for Local Government and M.P. for South Eastern St. Catherine, Hon. Colin Fagan, Director of Major Projects, NWA, O'Rielly Henry and Acting Mayor of Portmore, Councillor Leon Thomas.

Hellshire to Get  
New Bridge  
... pg 5

NWA Responds to Flood  
Damage in St. Thomas  
... pg 10

Richard Andrew McHargh  
-A Man for all Seasons  
... pg 18

## State Minister for Works, Richard Azan on tour



Contract being signed for rehabilitation of the 6 kilometres long Mountainside to Watchwell Parish Council Road, South West St. Elizabeth. Sitting, L-R Member of Parliament, South West St. Elizabeth, Hugh Buchanan Minister of Tourism & Entertainment Hon. Dr. Wykeham McNeill, Minister of State Ministry of Transport, Works and Housing, Hon. Richard Azan, Mr. Phillip Foote DR Foote Construction Company, Winston Edwards Construction Manager National Works Agency. Standing L-R Executive Director Tourism Product Development Company, Mr. Dennis Hickey, Major Projects Manager National Works Agency, Mr. Andrew Sturridge and NWA Parish Manager, St. Elizabeth, Norris Richards.



Contract being signed for construction of the new Pear Tree River Bridge, Eastern St. Thomas. L-R seated are former Minister of Health and Member of Parliament, Eastern St. Thomas, Dr. Fenton Ferguson, E.G. Hunter CEO National Works Agency, Junior Leslie Managing Director Alcar Construction and Haulage Company Limited, Mrs. Doreen Prendergast, Chief Technical Director, Ministry of Transport Works and Housing. Standing beside Mrs. Prendergast is O'Reilly Henry, Director Major Projects NWA. L-R standing Mayor of Morant Bay, Ludlow Mathison, Minister of State MTHW, Hon. Richard Azan.



Protective work being done within a river channel in Pennant, Clarendon. Sections of the gabion retaining wall had been undermined by flood rains.



Minister Richard Azan addressing residents of the Brown Town community at the official opening ceremony for the rehabilitated Cumberland Road (Brown Town Road) North West Clarendon. Looking on L-R are Mrs. Bridget Daley-Dixon, Denton Moore NWA Regional Manager Southern Region, Mrs. Josette O'Hara Stephenson JEEP Secretariat.



A completed section of a gabion retaining wall along the Spring Garden main road in St. Thomas. A second phase of the works is slated to take place during the next quarter of the financial year.

## *Major Infrastructure Development Programme making Inroads in the West*

It has been long recognized that a good road network is a vehicle to economic development. In recognition of this, the Government of Jamaica is currently embarking on a number of initiatives aimed at improving the road infrastructure across the western end of the island. One such initiative is the Major Infrastructure Development Programme (MIDP). Through the MIDP, approximately \$644 million has been devoted to five major projects in the West.

The MIDP is a multifaceted programme which targets roadways and bridges across the island with a view to improving the safety and ease with which these roadways and bridges are accessed. Funding for this programme is made available through the China Exim Bank and is executed by the China Harbour Engineering Company.

Work is now underway along several critical corridors. These include the stretch of roadway between Riley and Glasgow, the Green Island to Silver Spring (via Santoy) corridor and the Santoy to Orange Bay roadway in Hanover. In Westmoreland, the Sheffield to Silver Spring roadway is currently being rehabilitated. While in St. James the programme targets the Latium Bridge. In total some 32 kilometres of roadway are now receiving attention in the West through this programme.

These roadways have been a cause for concern for commuters who often bemoaned the deterioration of these corridors. Through the MIDP these roadways will receive a much needed overhaul. The projects been welcomed by residents and other stakeholders who now anxiously await the completion of these much needed road improvement projects.

Upon completion of these projects, significant benefits will accrue to all commuters who traverse these thoroughfares. These corridors are critical ones which are heavily used by the thousands of residents, business interests and other stakeholders. The corridor from Riley to Glasgow links the town of Lucea, Hanover to the neighbouring towns of Grange Hill and Savanna la Mar in Westmoreland. While the projects in and around the Santoy locale, serve



Base Formation - Green Island to Silver Spring roadway in Hanover



Drainage Works being undertaken along a section of the Riley-Dias-Glasgow roadway.



The abutments of the Latium Bridge in St. James

## *Multi-Million Dollar Revetment Project for Rock Main Road, Trelawny*

The long awaited rehabilitation of the Falmouth to Rock main road in Trelawny is now underway. This has come as a welcome development for residents and other stakeholders, who have been lobbying for this situation to be addressed.

Overtime, sections of this roadway, located in the vicinity of the Falmouth Cruise Ship Pier, have been severely undermined due to coastal erosion.

In a bid to stem the erosion along this critical corridor, the National Works Agency, in mid-October, commenced a \$50 million Rock Revetment Project along this stretch of roadway. Rock Revetment prevents shoreline erosion by acting as a buffer between the sea and the coast, and in this instance the roadway. The project involves the systematic packing, of large boulders along 500 metres of the coast, extending 6 meters into the sea.

Additionally, the project involves the construction of retaining and parapet walls and the reinstatement of the affected sections of the roadway.

The project which is being executed by local contractor, Nakash Construction Limited is scheduled to be completed by January 2016.



Charles Manborde, Project Manager – Nakash Construction and Company Limited and Damian Townsend, Regional Manager, National Works Agency – West Region, examine works being undertaken along the Falmouth to Rock main road in Trelawny.



A view of a section of the Falmouth to Rock main road in Trelawny.

CENTRAL

## *Hellshire to Get New Bridge*



The old Hellshire Bridge in St. Catherine is now closed to vehicular and pedestrian traffic

It was during a routine inspection carried out by a National Works Agency Team, when it was discovered that a bridge located along the Hellshire Main Road in St. Catherine had deteriorated so badly that consideration should be given to its immediate closure and replacement.

The inspection team found that the slab within the bridge had failed through punching shear and it was restricted to single lane for several months. The structural integrity of the bridge was also compromised given the extent of deterioration of the steel reinforcement throughout the bridge.

The Hellshire Bridge serves as the only link to the population of Hellshire, which is home to approximately, 5000 residents. The National Works Agency has the responsibility to ensure that the citizens of Hellshire and surrounding communities who use the main road network have access to safe, reliable and quality infrastructure. Realizing that this bridge serves as the only link to Hellshire for these residents, the NWA saw it prudent in November of 2014 to take preventative action. The bridge was closed and a Detour Road constructed for use by vehicular and pedestrian traffic.

A new bridge is to be constructed at the location. Its length is fifteen metres, pre-stress placed on H-pile foundations. This new bridge has a design life of 75-100 years. The construction works include piling, cofferdam concrete works, installation of pre-cast beams and road reinstatement works. Construction of the new bridge began in earnest during July 2015. The old structure was demolished; National Water Commission mains have been relocated and Jamaica Public Service Company high tension lines are being relocated.

Construction is expected to be completed within six months at a cost of \$69 million.

## *Jacks Hill Road Breakaway Restored*



Jacks Hill Road Breakaway

In early March 2015 correspondence was received from a resident of Jacks Hill Road St. Andrew expressing grave concern about the condition of roadway which she had no choice in using in her daily commute between home and work. The resident explained that a breakaway had occurred during torrential rainfall and more than half of the roadway along Jacks Hill Road, between Sunset Avenue and Tavistock Terrace was missing. Although the affected section was cordoned off to protect motorists and pedestrians the resident stated that if urgent action was not taken to address the breakaway, the roadway could suffer further damage, endangering the lives of residents and become impassable.

A technical team visited the site and found major issues of concern. Among these was a sandy soil type which breaks easily if disturbed. A significant section of the roadway was damaged and undermined. The breakaway at the location was continuing, the roadway was still being undermined and National Water Commission mains had become exposed.

Based on the observations at the site, the technical team proposed emergency works to construct a retaining wall which would prevent the roadway from being totally cut off. In June 2015 a contract was awarded to Dwight's Construction Company to carry out restorative works. This included reinstatement of the roadway, patching of huge sections as well as reinstatement of pipelines. The project was completed in three months and cost \$22 million.



Jacks Hill Retaining Wall Under Construction



Rehabilitated road way along the Jacks Hill Breakaway

## *The Rehabilitation of Road Leading from Jacob Hut to Milk River Clarendon*

The road linking Jacob Hut to Milk River in Southern Clarendon is in constant use by mechanized agricultural vehicles especially with the dominance of sugar cane farms along the stretch. The surface of this major corridor within the cane belt had been deteriorating. Large potholes had developed along the roadway and it was in dire need of repair. There are several major roads that this corridor impacts. Among them are Jacob Hut to Foga, Mocho to Parnassus, Parnassus to Race Course, Crook Gate to Preddie, Alley to Rest and Milk River to Rest.

Rehabilitation of the main corridor, Jacob Hut to Milk River started on July 30 2015. It was completed by early September. The project was funded by the Road Maintenance Fund at a cost of \$9.7 million. Approximately 3,850 square metres of patching was carried out by the contractor Build Rite Construction.

This road rehabilitation project has impacted positively the lives of residents from York Town, Parnassus, Crooks Gate, Preddie and Milk River.



Compaction in progress Jacob Hut to Milk River



Hotmix Patching at Jacob Hut to Milk River

**NORTH EAST REGION**

## *JEEP 5 Moves Towards Completion in Northeastern Parishes (a Pictorial)*

Phase Five of the Jamaica Emergency Employment Programme (JEEP) has, in the past three months, maintained a bevy of activities in the northeastern parishes of Portland, St. Mary and St. Ann. This latest phase of the programme began in earnest in late August and saw, to date, a total of thirty-two projects being initiated. The scope of the projects covered a gamut of activities which include the total reconstruction of some roadways within the Arcadia

Housing Scheme in St. Mary; pavement improvement in the form of Hotmix Patching, Asphaltic Concrete Overlay and Double Surface Dress (DSD); Drainage Improvement was also done, such as the construction of kerb and channel and the cleaning of side drains. In addition retaining walls were constructed to stabilize and rehabilitate roadways and the bushing of side verges was also done. At the end of October over 90% of these projects were completed.

### **ST. ANN JEEP 5 PROJECTS**



Asphaltic Concrete Overlay along the Backstreet to Great Pond roadway in North Eastern St. Ann



Double Surface Dress being applied to Sturge Town roadway in North Western St. Ann



A section of the Goshen roadway in South Western St. Ann where sheet patching was done



Sheet patching along the Grierfield to Moneague roadway

**JEEP 5 IN PORTLAND**



A section of Pompey Lane in Portland that was double surface dressed



A resident of Compound Road in Hector's River, Portland directs traffic during rehabilitative works along that roadway

**JEEP 5 IN ST. MARY**



Photographs above: depict the previous state of the roadways within the Arcadia Housing Scheme in St. Mary



Although the roadway is still under reconstruction, a resident enjoys the improved surface



Base course already in place along a roadway within the Arcadia Housing Scheme in St. Mary

**NORTH EAST REGION**

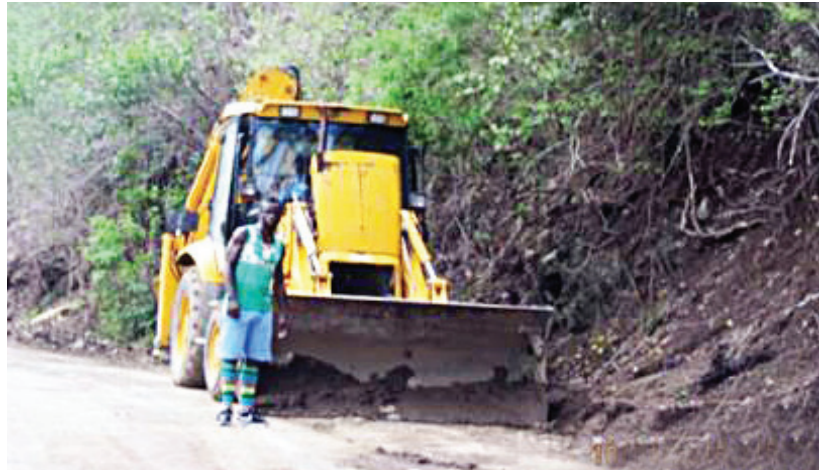
## *NWA Responds to Flood Damage in St. Thomas*

Heavy, but intermittent rainfall in St. Thomas, between October 4 and 31, 2015 resulted in numerous and continuous land slippages and major disruption to traffic movement. This was especially the case in the Hagley Gap area of the western section of the parish. The flood rains caused considerable damage to many road sections.

Damage to roadways, blockages and interruptions to traffic movement occurred in other areas as well. These areas included Mahogany Vale to Windsor Forest, Llandewey to Windsor Forest, Morant River Bridge to Trinityville, Trinityville to Cedar Valley and Windsor Forest to Bethel Gap.

These are communities that were affected by land slippages, fallen boulders and trees, scoured pavements as well as flooded roadways and blocked drains. The National Works Agency carried out temporary and emergency repairs to maintain and restore commuting along the thoroughfares in these communities.

Work teams worked assiduously to have these roadways cleared or reopened. Despite these efforts, due to the long drought, many of the sections continued to experience the slippages before the roads were eventually cleared and some semblance of normalcy returned to the communities.



Section at Ramble District (Mud Flow and blocked drains)



Blocked drains that caused inundation and scouring to road surface

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



**NORTH EAST REGION**

## *Multimillion Dollar MJD Projects in Rio Grande Valley (Portland) Make Residents Believe*

Eight years ago, I was part of a field trip of University of the West Indies students who travelled, from the valley of the Mona campus, to the cool climes within the hills of the Rio Grande Valley, in Portland, to do linguistic research. Spirits were high, we were all excited, because we were going to "Maroon Town" (Moore Town) to share results of an earlier research that we had conducted within the community.

That first trip, a little over five years before, was for many of us more than a memory, but what stood out most for those who were on that first excursion, was just 'how bad the road was'. So while we were looking forward to the warm welcome we were used to, in Moore Town, and the snippets of history and mystery that would greet us there, we were not looking forward to the journey.

For years after that, the road condition in the Rio Grande Valley became almost a staple in news headlines, time and again – whether because of tragedy or devastating flood damages or rehabilitative efforts. The limited resources available could never be matched to the magnitude of what was necessary, and amidst it all were the intermittent damages caused by periodic rainfall. One such damage was the collapse of the Lime Bush Bridge, in the community of Millbank, and the ensuing media frenzy, that surrounded the closure of the roadway, exacerbated the desperation of residents.

Hopes were raised and dashed, over the years, so in June 2015 when it was announced to residents that the road, from Windsor to Moore Town, was to be rehabilitated, and the Lime Bush Bridge and Jacob River Bridge, both in Millbank, were to be replaced, there was skepticism. In fact, even when residents saw trucks hauling material, to be used on both projects, their disbelief was not swayed. One resident commented, "mi si more dan dat 'appen before, an' road still no fix. Mi naa believe til mi si road done".

Despite a mood of underlying skepticism, though, residents have begun to finally accept and celebrate that these projects are a reality. It would have been hard not to, because "seeing is believing" and between



Bridge number one, hours after being launched, facilitating the passage of a heavy equipment on the site



A workman preparing Gabion Baskets

**WESTERN REGION**

## *JEEP V ... Up and Running in the West*



A completed section of the Rosemount roadway in St. James

The Jamaica Emergency Employment Programme (JEEP) is now in its fifth phase and continues to have a tremendous impact on several communities across the Western parishes of St. James, Trelawny, Hanover and Westmoreland.

Since its inception the programme has been known for its focus on the rehabilitation of community roadways, many of which have not received attention for some time. The programme is also credited for its role in job creation, as many Jamaicans across the West have secured employment through the programme. This fifth phase of the JEEP is indeed continuing with what has been a great programme, especially for small rural communities.

This latest phase of the JEEP began in earnest in September 2015 and targets 24 critical roadways across the West. Approximately \$120 million has been devoted to this effort. The projects involve road rehabilitation, drainage improvement and the construction of retaining walls.

To date much ground has been as more than half of the roadways which were targeted are now complete.

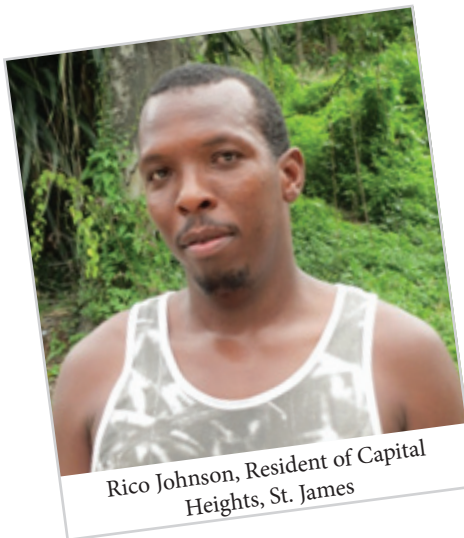
Among the roadways which are now complete are the Aulday and race Course roadways in Westmoreland; and the Rosemount road and Clarke Avenue in St. James. Work continues on Peele Street in Trelawny; the Over River to Hurlock roadway in St. James and the Mt. Simon roadway in Hanover.

The projects are expected to be completed by the end of November 2015.

**WESTERN REGION**

## ***\$14 Million Dollar Upgrade for a Section of the North Gully***

The National Works Agency is now in the final stages of completion of a \$14 million project aimed at increase the carrying capacity of a section of the North Gully. This project targets the section of the Gully which runs through the Capital Heights community in Central St. James.



Rico Johnson, Resident of Capital Heights, St. James



Steel Reinforcements – Capital Heights Gully

This project is an important one, as there has been a persistent problem of flooding in the area. The major source of the flooding has been determined to be the undercapacity of the gully, which at points, is unable to control the flow of storm water, and often overflows its bank.

August 2015, marked the commencement of this much anticipated project. This latest effort by the NWA represents the the second phase of a targeted approach to mitigating flooding in the area and involves the construction of a 30 metre concrete channel. This will augment the 60 metre concrete channel which was completed in 2013, at a cost of \$27 million doallrs.

Prior to the intervention of the NWA in 2013, the extent of the flooding in the area was quite disconcerting for residents and other stakeholders in Capital Heights, Green Pond and surrounding areas. However the first phase of the project has greatly reduced the instance of flooding. This second phase of the project is an extension of the earlier phase, and it is anticipated to greatly aid in this effort.

The Roadster visited the project recently, and received an overwhelmingly positive response from residents in the area.

"A good project, because the gully often overflow. We glad fi it and hope it can extend even further," said Rico Johnson, a resident of Capital Heights. "It create a lot of job opportunity for the youth dem from the area," he added.

Delton Hall, another redident, echoed similar sentiments, "we like the work on the gully, we hope it will continue all the way to Farm Bridge." The project is expected to be completed before the end of November 2015.

## *Rehabilitation of the main road from Clarks Town to Shooters Hill Manchester*

For years residents of the Kendal community in Central Manchester have complained poor state of the main road. The complaints did not fall on deaf ears. They are now witnessing rehabilitation of this important corridor. The Kendal main road forms a critical part of the route from Christiana to Mandeville. This Kendal road is in a unique situation. There are three Members of Parliament and three councilors sharing the road in North East, North West and Central Manchester.

Rehabilitation of the Kendal to Shooters Hill section of the corridor commenced in mid-October and was scheduled for completion in four weeks. The project is funded by the Road Maintenance Fund and it is contracted to Omara Paving and Construction Company Limited at a cost of \$7.4 million. The scope of work includes bushing and trimming of banks, grading, shaping and rolling, clean side drains and outlets, base works and overlay with Asphaltic Concrete. At the end of October 2015 the project was 10% complete. This project was followed by the rehabilitation of the Kendal to Shooters Hill section. The National Works Agency has contracted the 3.4 kilometres of the Clarks Town to Kendal section to S & G Surfacing Material Limited at a cost of \$31 Million.

The scope of work for the project includes Site clearance, construction of kerb and channel, cleaning of side drains, outlets, pothole patch and repair and Asphaltic Concrete overlay. The official startup date for the project was scheduled for April 20 2015; this was deferred due to work along the corridor to be completed by the National Water Commission. The physical work was restarted on May 27 2015 and it is about 98% complete at the end of September 2015. This section is awaiting road markings to complete the project.



Asphaltic work in progress-Kendal to Shooters Hill



Resurfaced Kendal to Clarks Town road

## *The NWA and the TEF Partner to Repair the Mocho to Arcadia Roadway*



Over the years, the National Works Agency and the Tourism Enhancement Fund have forged a successful partnership which has seen the implementation of a number of road improvement initiatives in the West. The most recent being the rehabilitation of the Mocho to Arcadia main road, which is now underway.

This much needed road improvement project got underway on September 26, 2015, following the signing of an \$84 million dollar contract in August.

Nestled within the hilly interior of Southern St. James, the Mocho to Arcadia roadway serves several rural communities including Mocho, Arcadia, Johnson and Niagra in St. James. This corridor also serves as a link to the neighbouring communities of Elderslie and Maggoty in St. Elizabeth.

Additionally, the corridor is used to access historical sites such as Accompong Town, a well noted Maroon settlement located in St. Elizabeth. This roadway is also used to access the Appleton Estate distillery, which has become a popular tourist attraction, through its guided 'Rum Tour'. Here visitors are given a peak into the production of Appleton Estate Rum, and the history behind this industry in Jamaica.

The project involves the rehabilitation of approximately 7.4 kilometres of roadway to include drainage improvement, the construction of retaining walls, and the reshaping and resurfacing of the roadway.

Funding for this project is made available through the TEF. The project, which is being executed is being executed by local contractor, S & G Road Surfacing Materials is scheduled to be completed by January 2016.

## *Work in progress along the Chapleton to Soursop Turn road in Clarendon*

At the end of October 2015, the multi-billion dollar major infrastructure development works underway between Soursop Turn and Chapleton in Clarendon, was approximately thirty five percent complete. It is jointly funded from proceeds of loan from the OPEC Fund for International Development (OFID) and the Government of Jamaica.

The objective of the project is to improve one section of the access corridor linking the central areas of the island to the north coast by way of May Pen, Trout Hall through Cave Valley and Discovery Bay.

This project, when completed, forms part of the Government's plan to upgrade some 80 kilometres of roadway. It is expected that on completion, travel time will be significantly reduced and the installation of additional road furniture will considerably improve the safety of motorists and pedestrians and induce an increase in economic activity along the newly rehabilitated roadway.

Work is in progress along the first 7 kilometres of this 10 kilometres section of the roadway. Realignment and widening of the entire road section has been done with the cutting of 54,000 cubic meters of rock and 15,000 cubic meters of soft material to expand lane width, shoulder, sidewalks, surface and subsurface drains. Some 18, 900 mm pipe culverts have been laid and 11 retaining random rubble masonry walls have been constructed. Forty boundary Fences have been relocated and approximately 900 metres of 100 mm and 50 mm water mains has been laid by the National Water Commission where 40% have been tested and passed.



U-Drain under Construction

The scope of works comprises the widening of the existing roadway to accommodate 2.4 metres shoulders, realignment of the existing roadway to improve line of sight by taking out some of the corners, improvement to the existing drainage system with the installation of new surface and subsurface drains, the pavement, by increasing thickness of the asphalt and road surface features.

The project which began rehabilitation activities on September 8, 2014 is expected to be completed in the next 18 months. The 10.5 km of roadway has a projected cost of J\$1.28 billion is a joint venture contracted to Asphaltic Concrete and General Paving Company Limited.

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### Multimillion Dollar MIDP Projects in Rio Grande Valley (Portland) Make Residents Believe ... Continued from page 11

July and October, residents have seen the Lime Bush and Jacob River bridges, in Millbank, replaced with Compact 200 bailey bridges. They have also seen, and participated in, the construction and cleaning of French drains and culverts, drainage outlets, catch basins, v- drains, and concrete u-drains. They have seen the sub-base and base material laid, and the roadway oiled and prepared for paving - - some motorists, in fact, have seen so much and have become such believers that they have started to steadily increase their speeds prompting occasional warnings to desist.

The two projects currently underway within the Rio Grande Valley form part of the Major Infrastructure Development Programme (MIDP) funded by the China Exim Bank and the Government of Jamaica at a combined \$175 million. Under the programme 7.83 kilometres of the Windsor to Moore Town main road is being rehabilitated and the formerly defunct Lime Bush and Jacob River Bridges have been replaced. The bridge replacement project is almost completed as the approach roads are now being finalized, while the road rehabilitation project is just over 70% complete.

## *Emergency Repairs carried out along Mandela Highway*

Continuous rainfall in St. Catherine during the weekend of Friday, October 02, 2015 resulted in flooding, major scouring and numerous potholes developing along the east bound lane of the Mandela Highway. The damage to the roadway was concentrated between the Ferry Police Station and Six Miles.

This damage to the roadway impeded the normal flow of traffic along the corridor and resulted in the delay of traffic for several kilometres along this heavily traversed roadway. Motorists were caught up in the traffic snarl for several hours.

A team from the NWA's Parish Office was dispatched to the location, to assess and make recommendations for the necessary emergency works to be carried out.

Following the visit, emergency repairs commenced on Monday, October 05, 2015. These works included the removal and replacing of base material, regulation and overlay with Asphaltic Concrete. The earth drain located adjacent to the roadway was also cleaned.

These emergency works were completed within four days by one of the Agency's Force Account Teams. This enabled traffic to return to normal flow along the corridor.



Base course completed along the damaged section of Mandela Highway



Repaving of damaged section of Mandela Highway

### Major Infrastructure Development Programme making Inroads in the West ... Continued from page 3

residents of several communities and can be used as a detour route, during the annual Reggae Marathon which is staged in Negril. The Marathon, Half Marathon and 10K typically start at the Long Bay Beach Park located along the Norman Manley Boulevard in Negril. The course extends from the Negril town centre towards the Town of Green Island.

The projects involve road rehabilitation, drainage improvement and the construction of retaining walls. Additionally, in the case of the Latium St. James project, a

bridge is being built. The community was served by a bridge which was no longer structurally sound; as a result the original structure has been demolished to make way for the construction of the new bridge. This project will also involve the building of Gabion retaining structures, the construction of the abutments for the bridge, and the assembly of bridge parts and the launch of a compact Bailey Bridge.

Works are now in high gear with a view to meeting the December 2015 deadline for the completion of these projects.

## **NATIONAL WORKS AGENCY**

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## **RICHARD ANDREW MCHARGH**

### *- A Man for all Seasons*

It is said that 'wise men' come from the east and it was this wisdom that guided Richard McHargh to join the then Public Works Department (PWD) as a civil engineer in 1987, fresh out of University. The years rolled by and the young Civil Engineer proved himself in different spheres and departments and as a result he has served the government for a total of twenty eight years of unbroken service to PWD/NWA. Richard has developed into a well-rounded professional with expertise in civil engineering design, contract administration, project management, road maintenance management, procurement and disaster management.



Richard Andrew Mchargh

Dedication, diligence and dependability are some of the qualities to describe this civil servant who can be relied on to achieve outstanding work with a smile.

#### **THE EARLY DAYS – STAR “BALLER” AMONG OTHER THINGS**

Richard was born on April 4, 1964 and is the younger of two boys. He grew up in Harbour View and attended the Harbour View Primary School where, in 1975, he was successful in his Common Entrance Examination. Excelsior High School was the next stop, where he spent 5 years, first to fifth form after which he left for Campion College for his sixth form education.

Harbour View, at the time, was the Mecca for football in Jamaica. This was not lost on Richard, whose footballing skills were recognized and he soon developed into a star goal keeper and went on to captain the Harbour View Senior Football team. The nation also benefitted from his skills as he represented Jamaica at the under 17 level. Football was however, not his only interest. While at Excelsior he proved to be an all-rounder and represented the school in football, athletics, cricket and table tennis.

Mr. McHargh from early displayed a love for the sciences

and always had a passion for Engineering. His dream of becoming a Civil Engineer, was realized when he attended the University of the West Indies, St. Augustine, Trinidad in 1980's. His contemporaries at the time included Roger Smith and Patrick Rose. Having obtained his B.Sc. in Civil Engineering in 1987, Richard was able to achieve a MaSc. in Civil Engineering from the University of Waterloo, Canada in 1994 through a grant from the Canadian Infrastructure Development Agency (C.I.D.A.).

#### **THROUGH THE YEARS**

Through the years the various departments of the PWD as well as the NWA has benefitted from his expertise not only in Civil Engineering but also in Management. He began his tenure in the Technical Services Department PWD, as a design engineer and was primarily involved in the design of bridges under the C.I.D.A funded island-wide bridge building programme. During that period he was reassigned for ten months on “Work attachment at the Ministry of Transportation, Ontario, Canada”. His duties included bridge design, static and dynamic load testing of bridges and the inspection and evaluation of various types of bridges (structural steel girders, pre-stressed concrete and rigid frame bridges).

Following his stint in the Technical Services Department Richard went on to work as a Senior Project Officer in the Construction Department of the PWD under the supervision of Mr. Gladstone Senior – Chief Engineer. For the next five years his primary assignment was to manage the construction of a number of bridges island-wide under the C.I.D.A. bridge building programme.

Richard was transferred in 1999, to the Maintenance Directorate, headed by Mr. Milton Hodelin, having been selected to be the County Engineer for the Surrey Region. This move prepared him for a smooth transition to be the first Regional Manager for the North East Region at the advent of the National Works Agency in 2001. Richard's leadership abilities, human relation skills and work ethic were recognized by the Jamaica Association of Secretaries and Administrative Professionals (JASAP) when he was selected as the Portland, Boss of the Year in 2004.

In 2005, Mr. McHargh was given a special assignment to replace an external consultant in managing the US\$20 Million IADB/GoJ funded Emergency Reconstruction Facility. The programme involved the reconstruction of main roads damaged in five parishes designated as disaster zones as a result of the May-June 2002 flood rains and the construction of retaining walls island-wide under the Hurricane Ivan Retaining Wall Programme. The NWA was specially commended by the IADB for the successful management of this programme.

His career took a significant turn when in 2006, Richard was promoted to the position of Director of Regional Implementation NWA, replacing Mr. Milton Hodelin who had assumed the position of Chief Executive Officer. His duties included the management of the approximately J\$ 1 billion IADB/GoJ funded National Road Services Improvement Programme (NARSIP), which was a three year routine maintenance of main roads in five pilot parishes.

## THE PRESENT

By 2009, his career took a new twist when Richard was reassigned to the position of Senior Project Manager, and has since successfully managed the construction of the Christiana Development Road and Fern Gully Restoration and Rehabilitation Projects under the Jamaica Development Infrastructure Programme (JDIP). He is presently involved in the management of the rehabilitation of the Fellowship to Moore Town Road, Portland under the Major Infrastructure Development Programme (MIDP). The important Junction Road corridor has been identified to receive his expertise in road construction and supervision. He is presently involved in Pre-construction activities related to the Kuwait/GoJ

funded Toms River to Aqualta Vale improvement works and Southern Coastal Highway Improvement Project (SCHIP). He has, over the years, represented the NWA in National and Regional Disaster Management Workshops and Conferences and was a part of Jamaica's Disaster Response Team that went to Haiti in the aftermath of the 2004 Haitian earthquake. He is a Project Management Professional (PMP) and lectures in project management at the Management Institute for National Development (M.I.N.D.).

Richard is a member of NWA's Procurement Committee and has been designated as the NWA's Senior Procurement Officer to oversee the adoption of electronic Government Procurement (e-GP).

Mr. McHargh is indeed a man for all seasons. His commitment to results, humility, friendliness and integrity is directly related to his relationship and deep faith in God. He is an Elder at the Harbour View Gospel Chapel.



Mr. McHargh busy at the photocopier



### **'BLESSINGS'**

Major Project Manager, Edgar Llewelyn uses water from the Rio Grande to "bless" Manager, Communication and Customer Services, Stephen Shaw, while Director of Major Projects, O'Rielly Henry looks on. The trio was part of a team on tour in the Rio Grande Valley of Portland where the NWA is now undertaking significant works including the rehabilitation of nearly 10 kilometres of road and the replacing to two bridges.

**Team NWA  
let your voice be heard!  
We welcome your articles,  
poems, inspirations,  
quotes, etc  
send to:  
[susanwebb@nwa.gov.jm](mailto:susanwebb@nwa.gov.jm)**

Major Project Manager in charge of Flood Control, Edgar Llewelyn having a discussion regarding severe scouring to the Abutment of a Bailey Bridge in the community of Pennants, Clarendon. The NWA had to undertake emergency repairs to the structure which was in imminent danger of collapsing.



## State Minister for Works, Richard Azan on tour



Minister Azan about to cut the ribbon to officially open the rehabilitated Cumberland Road "Brown Town Road" JEEP Phase Five Programme. Also in the picture from L-R Winston Edwards Construction Manager National Works Agency, Councillor Kevin Shirley, Josette O'Hara Stephenson JEEP Secretariat, Persha Mahabeer Assistant Parish Manager NWA, Ms. Merriam Richardas resident Brown Town and Councillor Trevor Gordon.



Contract being signed for rehabilitation of the Forum Bridge, Portmore, St. Catherine: L-R Mr. CEO National Works Agency, Mr. E.G.Hunter, Minister of State, Ministry of Transport, Works and Housing, Hon. Richard Azan, Permanent Secretary, Ministry of Transport, Works and Housing, Mrs. Audrey Sewell JP, Representative of contractors Quality Plus Contracting Company Limited, Mr. Sheldon Goulbourne, Minister of State Ministry of Local Government and Community Development, Hon. Colin Fagan, Acting Mayor of Portmore, Councillor Leon Thomas. Standing L-R Manager Communications and Customer Services NWA, Mr. Stephen Shaw, Director Major Projects, NWA, Mr. O'Rielly Henry.



Contract signing ceremony, construction of the Azmart Box Culvert, Barbican Way, St. Andrew: L-R Managing Director Alcar Construction and Haulage Company Limited, Mr. Junior Leslie Manager Communications and Customer Services NWA, Mr. Stephen Shaw, Permanent Secretary, Ministry of Transport, Works and Housing, Mrs. Audrey Sewell JP, Director Major Projects, Mr. O'Rielly Henry, Minister of State, Ministry of Transport, Works and Housing, Hon. Richard Azan Major Projects Manager NWA, Mr. Lynval Ramdial, Member of Parliament North Eastern St. Andrew Mr. Delroy Chuck.



Preparatory work underway for another phase of works within the North Gully in the community of Capital Heights, St. James. Fifteen 15 million dollars is being spent to execute the current phase of the works.

# Live Love Laugh



"Ms. Jennings, have you seen my 'ORGANIZATION IS THE KEY TO SUCCESS' poster?"



Okay, Mr. Collins, let's see how that old heart of yours is doing.

WOULD EVERYONE PLEASE JOIN HANDS FOR A MOMENT? I'D LIKE TO TRY JUMP-STARTING THIS MEETING!



## Office Etiquette: Do You Know The Basics?

Etiquette. The word alone has the power to dredge up childhood memories of dinnertime reprimands: Elbows off the table! Napkin in your lap! Excuse yourself before leaving the table! Most of us likely have mastered table manners by now (or at least know not to talk with a full mouth). But what about office etiquette?

Vicky Oliver, an expert on the subject and author of 301 Smart Answers to Tough Business Etiquette Questions, says most workers get a B-minus when it comes to practicing good workplace behavior. The grade would improve, she says, with better training.

"We are tested on our manners daily, and yet most of us are never taught them. By learning just a few basics we can distinguish ourselves at work and position ourselves for more responsibility with clients," she says.

### PRETEND THERE'S A WALL

For the most part, the days of private offices and high cubicle walls are gone. But does an open workplace mean personal space is a thing of the past? No, Oliver says. You should pretend that the walls are still there. Send an e-mail to see if someone is available to chat, rather than just barging into their space, Oliver suggests.

At the very least, she says, don't sneak up behind someone, announce yourself as you approach and knock on the edge of their desk when you arrive. You should "bend over backwards" to respect co-workers' personal space, Oliver says.

### FOR WORKPLACE FASHION, GO WITH THE CROWD

To dress up or dress down, that is the question. The answer: Dress to fit the workplace. "You want to blend in," Oliver says. "Fit in with those around you." Use the boss as a gauge, she says. If the boss comes in in khakis and a short sleeve shirt, that's a good indication that casual dress is appropriate for the office.

And remember, Oliver says, dressing too formally in a casual workplace is just as bad as dressing too casually in a formal workplace. If you have questions about a company's culture, ask employees who already work there or research the company online.

### GOSSIP ON YOUR OWN TIME

Don't be the source of gossip in the office — whether it's about your life or someone else's — or a participant in it, Oliver says. Gossip distracts people from their work and can create an unprofessional environment. That's not to say you have to quit gossip cold turkey. Oliver suggests deflecting gossip in the workplace — saying you're too busy to chat, for example — and moving the conversation to a personal space, such as meeting for a drink after work.

### KEEP THAT PHONE CALL TO YOURSELF

That call may be important to you, but chances are it's not vital your co-workers hear it as well. Just like gossip, loud phone conversations in the office can distract people from their work. Oliver says phone conversations in the workplace should be kept down to a "polite murmur." And if it's a personal call, take it elsewhere. Also, she says, don't use speaker phone (unless, of course, it's necessary for the call).

### BELIEVE IT OR NOT, YOU CAN STILL LEARN SOME THINGS

No one says you're not great at what you do. Likely, you wouldn't have been hired if you weren't. Confidence is good. Arrogance, on the other hand, is not. "Sometimes people feel like they don't have to pay their dues...like they don't have to learn from those who came before them," Oliver says. Don't hold back your good ideas. But have respect for what people already have done at the company, even if you would have done it differently.

Visit: <http://www.careerealism.com/office-etiquette-basics/> for the full article