

A Nine-Year Dream REALIZED!



It is now officially open! State Minister in the Ministry of Transport and Works, Hon. Othneil Lawrence (right) cuts the ribbon to officially declare open, the 2.75 kilometers stretch from the intersection of Molynes Road and Washington Boulevard to the Dunrobin Avenue/Constant Spring Road intersection. The road has been rehabilitated through the joint effort of the Jamaican government and the Caribbean Development Bank (CDB) at a cost of over one billion dollars. The new road boasts six lanes, including two for buses, Light Emitting Diode (LED) Street Lamps, signalized intersections with pedestrian features, sidewalks and two new bridges. Also in the photograph are Chief Executive Officer of the National Works Agency (NWA), Patrick Wong (left), CDB, Project Coordinator, Mr. Daniel Best, Project Director for contracting firm, Surrey Paving and Aggregates Limited, Michael Archer and Director of Technical Services at the NWA, Roger Smith.

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Dream Realized

After decades of planning, nine years of the conceptual drawings being produced and 21 months of construction the dualisation of the Washington Boulevard/Dunrobin Avenue corridors up to its intersection with Constant Spring Road has been accomplished.

The government having completed the first phase of this dream in 2001, with the conversion of the section of Washington Boulevard, between Six Miles and Molyne's Road from two to six lanes had set sight on the stretch from Molyne's Road to Constant Spring Road, inclusive of Dunrobin Avenue. The early designs of this stretch date back to 2002. It was implemented in June 2007, following negotiations with the Caribbean Development Bank (CDB) for funding for what became the Washington Boulevard (fifth road) Improvement Project. The now enhanced corridor boasts six (6) driving lanes up from two (2), spanning a distance of 2.75 kilometres.

Speaking at the official opening ceremony for the corridor, Minister of Transport and Works, Mike Henry said that the improved corridor will bring relief to residents, motorists, pedestrians and business interests along Washington Boulevard, Dunrobin Avenue and neighbouring localities, who had suffered years of grave traffic congestion along the corridors, a situation which extended to many of the off leading roads.

Chief Executive Officer of the National Works Agency (NWA), Patrick Wong who also spoke at the ceremony said that "the Agency recognized the importance of widening the roadway in order to facilitate the efficient and effective movement of traffic. This WBIP was imperative to the National Works Agency's efforts at improving the flow of traffic within the Corporate Area and I am confident that we have delivered a product that will be beneficial and indeed enjoyable to all users/stakeholders."

TRAFFIC SAFETY...A MAJOR CONSIDERATION

The issue of motorist and pedestrian safety was a huge consideration of the WBIP. Project Manager, Alfonso Marshall told the Roadster that it was against this background that a number of traffic safety features were included. A total of eight (8) new traffic signals have been installed along the corridor, complete with pedestrian facilities which include pedestrian push-buttons and pedestrian crossings. Just under seventy (70) additional street lights have also been placed along the corridor, together with improved sidewalks on both sides of the main roadway and Drop Kerbs at pedestrian access points. Sidewalks have also been constructed along the Ramps of the Red Hills Bridge, as well as along the roadway of the Underpass.

The alleviation of flooding along the corridor during rainfall events was also a major consideration of the project. Mr. Marshall said that in this regard over 100 storm water manholes had been constructed.

INTERVENTION IN SCHOOLS

With the road being completed, the NWA has commenced a school intervention programme with a view to getting parents and children of the several schools within close proximity of the corridor using it safely. "We recognize that with the widening of the roadway from two to

six lanes, the attitude of motorists will change, they will be moving at a faster rate, yielding less to pedestrians. Pedestrians, and especially school children, would therefore need to adopt a more vigilant approach to traversing this new roadway in order to ensure their safety," said Mr. Wong. In this regard, the NWA has organized a series of intervention meetings with schools located along the corridor and its environs, deemed to be directly impacted by the enhancements undertaken.

Mr. Wong said that these interventions were geared at educating students and in some cases, parents/guardians on the proper use of the roadway and pedestrian facilities, including the observance of pedestrian safety signs, in order to ensure their safety along the corridor. The programme commenced in September 2011 and is expected to continue through to November 2011.

Nine year dream ... continued from page one



Road Safety Intervention in Schools: The Washington Boulevard/Dunrobin Avenue (Fifth Road) Improvement Project (WBIP). Above: Communication Officer, NWA, Havenol M. Douglas, making a presentation on the safe use of the enhanced Washington Boulevard/Dunrobin Avenue corridor. Below: lookin on, Parents, Teachers and Students of the Dunrobin Primary School during on of the Intervention Sessions.

Multi- Million Dollar Contract Signed to Rehabilitate Belmont to Scott's Cove Main Road in Westmoreland ...

Construct Retaining Wall at Roache Gully in St. Thomas

The long awaited rehabilitation of the Belmont to Scott's Cove main road in Westmoreland and construction of a Retaining Wall at Roache Gully, White Horses in St. Thomas are soon to become reality. Contracts were signed on Tuesday, October 4, 2011 by Minister of Transport and Works, Hon. Lester 'Mike' Henry at the Ministry of Transport and Works to undertake these projects. Both contracts are valued at just over \$302 million.

Speaking at the signing ceremony Minister Henry said that rehabilitation of the roadway is necessary as its present state makes the driving experience between St. Elizabeth and Westmoreland perilous. He said that the condition of the roadway was in very poor condition but that it had deteriorated considerably, since the passage of Tropical Storm Nicole in 2010.

Work on the 13.7 kilometres length of roadway is scheduled to begin within two weeks. These works include reconstruction of 4.1 kilometres of the roadway which will be scarified, reshaped and a base course layer of 150 mm thick crushed aggregate placed on it. Another 2.6 kilometres of the roadway will be patched, milled and regulated with Asphaltic Concrete. The entire corridor will be



Contract being signed for rehabilitation of the Belmont to Scott's Cove main road in Westmoreland. From left seated; Minister of State in the Ministry of Transport and Works Hon. Othneil Lawrence, Minister of Transport & Works, Hon. Lester 'Mike' Henry, Permanent Secretary in the Ministry of Transport & Works, Dr. Alwin Hales and General Manager of Asphaltic Concrete Enterprise Limited, Patrick Gordon. Standing from left are, Communication and Customer Services Manager NWA, Stephen Shaw, (partially hidden) Major Projects Manger, NWA, Keith Brown, Asphaltic Contrete Enterprise, Nicholas Gordon, and Major Projects Manager, NWA, Desrick Litchmore.

paved with Asphaltic Concrete as the final driving surface.

This project is being undertaken through the Transportation Infrastructure and Rehabilitation Programme, funded by the Government of Jamaica through a loan from the Inter-American Development Bank.

Minister Henry also indicated that the National Water Commission (NWC) will be undertaking work along the corridor. Among the reasons for the deterioration of the roadway is the presence of an NWC water line along several kilometers, which has been leaking. The pipe laying works are expected to be undertaken simultaneously with the road works through a separate contract.

The other contract was signed for the construction of a Retaining Wall at a breakaway which occurred at Roache Gully. This project involves the construction of a 1,060M3 Random Rubble Wall, approximately 50 metres in length to restore a section of the roadway and a breakaway which occurred during the passage of Tropical Storm Nicole. The project is scheduled to be completed within twelve weeks and cost just over \$23 million.

STRESS BUSTERS ... by Tim Clauss

"Therefore do not be anxious about tomorrow, for tomorrow will be anxious for itself. Let the day's own trouble be sufficient for the day." ... Matthew 6:34

As a college freshman at Valparaiso University, facing all the uncertainties of future academic and work life, I had the opportunity to meet with the president emeritus and chancellor. Audiences were rare. Sitting among a small group of nervous peers, we anxiously awaited the arrival of a man revered throughout the school, let alone the country and abroad, for his excellence in achievement and esteemed wisdom.

Dr. O. P. Kretzman arrived in a wheelchair, aging, with failing sight. You could have heard a pin drop. All too soon, the attention turned to us as he asked for questions from the group. Silence. I knew inside what an opportunity this was, so despite my fear, I got up the courage to break the ice and ask my question.

"What advice would you give new freshman as we face all the choices and uncertainties ahead of us?" His reply was simple and strong, "Take one bite out of the apple at a time." No more, no less. A perfect stressbuster for the moment and for all

the moments of my life to come. Now that I've been in the working world for 20 years, I've added a few more stressbusters to maintain a healthy life. Help yourself!

Change your priorities / Take stretch breaks / Step back and observe / Review your purpose / Get a massage / Leave five minutes earlier / See a comedy / Let go and let God! / Use affirmations / Organize your space / Share your feelings / Smell some flowers / Ask for acknowledgement / Listen to your intuition / Help someone else / Rub your feet and hands / Visualize positive outcomes / Take care of your health / Don't judge; bless / Work in the garden / Create a budget / Be empathetic, not overly sensitive / Be still and meditate / Use time-saving technology / Carpool and enjoy the ride / Set aside time for planning / Count your blessings / Don't forget, write it down / Simplify, simplify, simplify / Talk it out with coworkers / Eliminate destructive self-talk / Schedule play time / Fully express yourself / View problems as opportunities / Let go of "what ifs" / Be clear what's expected of you / Ask the experts / Do your best and then stop / Trust Divine timing and order / Develop patience / Breathe deeply ... continued in next issue

ARE ROAD MARKINGS IMPORTANT SAFETY FEATURES ON JAMAICAN ROADWAYS?

Road surface marking is any kind of device or material that is used on a road surface in order to convey information. Road surface markings are used on paved roadways to provide guidance and information to drivers and pedestrians. These markings on our roadways are there to do more than just show you where the middle of the road is. There are different line types, some of which the motorists may not cross. On approaching a major junction, there may be different lanes with their own road markings indicating the direction that each lane of the road should be used for. Correct lane selection and positioning is important to safety along our roads.

It is against the background of significantly improving the safety element of our roadways that the National Works Agency is embarking on a new drive to increase the number of roads with such markings, as well as to improve the quality of the driving experience.

The NWA, through its Traffic Management Unit assesses that road markings require urgent attention and should be done in a methodical and deliberate way. "In the past, road markings have been installed in an ad hoc fashion and have resulted in low priority roads being marked at the expense of high priority roads." This is the view of Director of Planning and Research, Patrick Rose.

He said that the importance of safety along the road network and the need for the proper streamlining of how the Agency goes about doing markings are among the reasons for the new thrust to address the issue. "The Unit has developed a road marking program which is based on the classification and service function of each road." The new strategy will see markings being done, using the following approach in ranked order.

- Center Line on A-1 Roads Island wide
- Corporate Area Center Line
- Stop bars, turning arrows and lane lines at every signalized intersection.
- Edge lines at specific locations



Road Marking Machine and Crew at work

where doing so will further assist motorists.

- Identifying locations for directional signs
- Signing of Round-a-bouts island wide
- Installation of Mast Arm Street Name signs
- Develop GIS database for markings and signs
- Black Spot

The unit's road marking capability has been greatly enhanced with the acquisition of state of the art road marking machine. This new road marking machine along with supplementary staff will increase the unit's road marking productivity. "The road marking crews will be able to install longer length of lines within a shorter time period. The quality of line installation is expected to improve with the use of this equipment," Mr. Rose said.

The need for road markings of all types has become increasingly important. It assists in controlling the position of moving traffic into orderly lanes and it shows the motorists where he can and should not be on the roadway. The new road marking machine provides the Unit with the ability to install several types of lines that were not avail-

able such as rumble strips and special patterns.

White lines are still the major part of road markings and continue to make significant and important contributions to road safety, particularly during the hours of darkness. In this context the ability of the line to reflect light from the vehicle back to the driver, i.e. retro-reflectivity, has become increasingly important. However one must not forget the very important properties of line durability, luminance ("brightness") and skid resistance.

The Unit will be using hot applied thermoplastic. In fact, thermoplastic retro-reflective road markings material is the most widely used today, because it offers excellent visibility during both day and night and displays superior durability and color retention. It also contributes effectively to instant lane recognition by motorists, greater safety and smoother traffic flows.

The importance of such markings on our roads in Jamaica cannot be over-emphasized. With a high incidence of poorly lit roads across the island, retro-reflective markings are a significant improvement for night travel in Jamaica.

BELLVIEW TO QUEENSBERRY PAROCHIAL ROAD IN ST. ELIZABETH, REHABILITATED UNDER THE JDIP

The communities of Seaview, Corby, Potsdam, Flagaman, Southfield, Queensbury and Bellview in St. Elizabeth are set to "take off," and in the process practically manifest the benefits of a rehabilitated road driving growth and development. The areas are important farming communities in the Southern farming belt of St. Elizabeth, especially with the production of crops such as tomatoes, escallion, thyme, melon and carrots. For over two decades the challenge was the residents to get their produce to the markets, as motor vehicle operators either refused to enter or charge exorbitant fees to transport goods. The rehabilitation of the two kilometer stretch from Queensbury to Bellview is therefore, a source of celebration among the citizens of these quaint districts.

The restoration of this Queensbury road is one of three rehabilitation projects to be undertaken in South Eastern St Elizabeth



Section of the Bellview-Queensbury PC Road

through the Jamaica Development Infrastructure Programme (JDIP). The others are Leeds to Mount Plymouth and the Seaview to Queensbury. The stretch from

Queensbury to Bellview was completed at a cost of \$48,216,861. The scope of works included the bushing and trimming of banks, cleaning of outlets and culverts, construction of kerbs, V and U - shaped drains, Absorption Pits, and construction of rubble walls. Double Surface Dressing and Asphaltic Concrete were used as the final surface.

Guidance Counselor of the Ballards Valley Primary School, Mr. Gregory Myers who is a resident of the community, is pleased with the quality of the project. Mr. Myers stated that this district that consists of large families had serious drainage defects along the roadway over the past thirty years. He expressed that after any heavy rainfall the road is rendered impassable with potential expenditure surpassing the capacity of the St. Elizabeth Parish Council.

Member of Parliament for Southeast St. Elizabeth, Frank Witter said he too was extremely proud of the works undertaken and commended the project for providing a solution to a problem that had citizens protesting over the years. State Minister of Transport and Works, Hon. Othneil Lawrence while on a recent tour of JDIP projects in St. Elizabeth, stated the rehabilitated Queensbury road was a model to the rest of Jamaica.



State Minister in the Ministry of Transport and Works, Othneil Lawrence (left), Member of Parliament South East, St. Elizabeth - Frank Witter (2nd left), National Works Agency's CEO - Patrick Wong (3rd left), Co-ordinator for the JDIP - Gervais Lawrence (4th left), and St. Elizabeth's Parish Manager - Norris Richards (at back). They were at a recent tour of the newly completed Bellview road.

NWA Contributes to Downtown Kingston's Redevelopment *with the Infrastructural Overhaul of Several Roadways*

In times past, Downtown Kingston was the main trade and commerce area of the Kingston Metropolitan Region. This is because it is home to government offices, the Bank of Jamaica, and was the home of the nation's airline offices and the Shipping Association of Jamaica, craft market and other cultural and industrial organizations. It was, also, characterized by reasonably priced shopping and is home to the most popular market in the country, Coronation Market. Over time, however, commercial activity lessened as there was a decline in the economy. Persons started to view this area of Kingston as a volatile and highly risky area, as there was rampant poverty and crime, and due to a lack of maintenance of the physical infrastructure, it became known for derelict buildings and deteriorated roadways.

In recent times, there has been much development in Downtown Kingston beginning with the transformation of the public transportation system, the reconstruction of the Coronation Market, a section of which was destroyed by a fire, and subsequent renovation and construction of office buildings. This redevelopment is in keeping with a vision that will "create demand and expanded spending and consumption which will provide a basis for urban regeneration, economic growth and human development".

NATIONAL WORKS AGENCY'S CONTRIBUTION

The National Works Agency (NWA) is also contributing to this redevelopment by the rehabilitation of roadways in Downtown Kingston and Newport West with an injection of over one billion dollars. This is being done as a part of the Jamaica Development Infrastructure Programme (JDIP). Nearly 700 million dollars is now being spent on this effort on roads in the Downtown business district. Additionally, rehabilitative works also underway in New Port West, the shipping hub of the island. These works are valued at over 300 million dollars.

In the Downtown Shopping district, twelve corridors are being improved under the JDIP, all of which are over 70% complete. These are: Ocean Boulevard, which is along the waterfront; East, West, North and South Parade; Orange Street, one of the most heavily trafficked roadway in Downtown Kingston; Port Royal Street, the main thoroughfare westbound from Norman Manley Boulevard; Water Lane; Pechon Street, West Queen Street; Heywood Street and Harbour Street, another heavily trafficked corridor. Under the programme these roadways are benefitting from improved drainage, new Asphaltic Concrete wearing surface and in some instances sidewalks. Harbour Street is also expected to be extended by one kilometer. These rehabilitation projects are scheduled to be completed by December 2011.

Works began in Newport West on November 15, 2010 and is currently 80% complete. Under the programme of works in the area, 2.7 kilometres of roadways are being rehabilitated. These include First Street, Second Street, Sixth Avenue and Eight Avenue, link roads, parking bays, gateways and entrances. Significant improvement works are also being made to the drainage system.

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Orange Street



Ocean Boulevard

Chudleigh residents elated-

JDIP completes road works in Manchester community

"The repair work was done very well and I could not ask for more." This is the sentiment of Miss Yvonne Livingston as she expressed her view about the work recently completed on the roads in the Chudleigh Housing Scheme in Manchester.

The Chudleigh Housing Scheme, with its eight roads, is located six kilometers from the bustling town of Christiana. The Chudleigh property was once owned by Alexander George Heron who owned such estates as Williamsfield, Shooters Hill, Spitzbergen and Wigton. The scheme was developed in the late sixties and until the recent intervention through the Jamaica Development Infrastructure Programme (JDIP), little or no attempt at maintenance and rehabilitation had been done.

Rehabilitation of the two kilometers stretch of roads started on March 7, 2011 and was to be completed within a year by the sub contractor, Build Rite Construction. The scope of work for the scheme roads included drainage works (V and cross drains), sub base, base course, Asphaltic Concrete wearing surface and the construction of retaining walls. The project was completed in August 2011, well ahead of schedule and within the \$78 million budget.

Councillor for the Walderston Division, Mr. Leroy Mitchell is extremely pleased with the rehabilitative works. He stated that prior to the implementation of the project; the roads were in a deplorable state. He reflected that the road condition did not portray the true contribution to nation building of the residents as teachers, nurses, policemen, social workers and businessmen. He further emphasized that the work is so highly appreciated that the elderly and the returning residents are now using the roads as walking trails in the early morning.

There are over two hundred houses and a thousand residents living in the Chudleigh Housing Scheme.



A section of one of the roads recently completed



State in the Ministry of Transport and Works - Othneil Lawrence, Councillor Leroy Mitchell and NWA's CEO Patrick Wong having a discussion about the new roads

FRIENDSHIP ROAD *Repaired and Opened*



Minister of Transport and Works, Mike Henry about to cut the ribbon to officially open the Friendship Parish Council Road in Boston, eastern Portland. Looking on are (1st left) Councillor for the Fairy Hill Division, Derron Wood, (1st right) Gervais Lawrence, Implementation Coordinator for the Jamaica Development Infrastructure Programme and residents of the Friendship community.

A large gathering of residents from the Friendship community in eastern Portland cheered, hollered and hooted as Minister of Transport and Works, Hon. Lester 'Mike' Henry cut the black and gold ribbon stretched across the roadway to signal the official opening of the recently rehabilitated Friendship Parish Council Road.

The ceremony was scheduled to begin at 10:00 o'clock, however residents started gathering at the location as early 9:00 a.m. Friendship Parish Council Road is located in Boston, approximately 500 metres east of the Boston Jerk Centre off the main arterial road. Many persons, including returning residents who complained about the poor condition of the roadway, have established a vibrant retirement community in the area.

Another road was slated for repairs under the Jamaica Development Infrastructure Programme (JDIP), but the condition of this road was so bad and the representation of the residents so convincing that it was decided to rehabilitate the Friendship Parish Council Road instead. Consequently, a contract was awarded to YP Seaton & Associates Limited in January 2011 to undertake the project. The scope of works on this 1.1 kilometres length of roadway included bushing, trimming of banks, construction of drains, applying a 6-inch thick base course and paving the roadway with Double Surface Dressing wearing surface.

The Minister, Councillor, Officials representing the National Works Agency, guests and residents were welcomed by Colin Morrison, Senior Communications Officer at the NWA, who chaired the official opening ceremony. Prayer was offered by a resident of the

community followed by greetings from Derron Wood, Councillor for Fairy Hill, in whose Division Friendship Road is located. Mr. Wood remarked that there was a lot of skepticism when he informed residents that Friendship Road would be repaired. Each step of the way there was doubt expressed by the residents. However, when they saw the drains being constructed they realized that this road would be completed. Persons present interspersed sentiments and comments while he spoke which suggested what he said to be true. He also commended the sub-contractor to the sub-contractor on a good job and for completing the project without any problems with the community.

Minister Henry told the gathering that Councillor Wood had called him many, many times on the constituents' behalf and convinced him that this road needed to be repaired and should be given priority attention. He said because of this he, as the Minister, had to respond to this request and had accepted the invitation to attend and officially open the rehabilitated road. The Minister reminded the residents that the JDIP was a five year programme. "All roads can't be fixed at once," but he said that he would see how best he could address other roads in the division and others in the constituency. The Minister said from the reports he had received, the job was well done and smoothly implemented.

Resident of Friendship Ms. Gay Taylor spoke on behalf of the residents. She thanked the Councillor, the Minister and the NWA for the rehabilitated road and the work done to ensure its completion. The project was completed in July 2011, seven months after it commenced at a cost of just under \$20 million.

Retaining Wall to be Constructed at Roach Gully in St. Thomas



Roach Gully break away

The Roach Gully, which is located on the outskirts of the White Horses community in St. Thomas, has been a cause for great concern for many residents and motorists. This is because the Gully, which is located at the site of a stream, runs adjacent to the main road, which is the main thoroughfare joining Yallahs, and areas west of this town, to Morant Bay and beyond. For some time, residents had complained that the roadway was being undermined, and with the passage of Tropical Storm Nicole in late 2010, the road broke away and, as such, was accessible only to single lane traffic.

Over time, this breakaway became progressively worse as a result of intermittent rainfall, causing much distress for residents who feared that they would be cut off from Kingston, should this roadway continue to break. It was with much relief, and some amount of urgency, therefore, that they welcomed the news that the National Works Agency (NWA) would be embarking on a solution to this problem in short order.

The solution, which is being funded by the Inter American Development Bank (IDB), is a random rubble (RR) retaining wall that will be built at the site of the breakaway. The project that is expected to officially commence at the beginning of October 2011, will see the construction of a wall that will be 50 metres in length and is expected to add 1.5 metres to the width of the roadway. The base of the wall will be protected by rocks in concrete to safeguard against undermining by the stream at the bottom of the wall. The project which costs just over 23 million dollars is expected to last twelve weeks.

One resident, who inquired about the project after observing equipment on the site, lauded the effort that is being made to correct this problem. He lamented, however, that there were other areas in the vicinity of Roach Gully that needed attention but stated that this project was a step in the right direction.

Multi Million Dollar Road Repair Project for Parkway Crescent in Coral Gardens St. James



Parkway Crescent

The Parkway Crescent, located in the quiet residential community of Coral Gardens, St. James is receiving a well needed facelift. The National Works Agency (NWA) is undertaking a multi-million dollar road rehabilitation project aimed at increasing the ease with which persons traverse this area.

This roadway which is also referred to as the Half Moon Circle is the home of many commercial enterprises, which serves patrons from the Coral Gardens community and its environs. It is also home to the Coral Gardens Community Centre.

The roadway has overtime deteriorated, resulting in a heavily scoured road surface. This has caused some amount of distress to the persons who live and conduct business in this area. These persons have long advocated for an improvement of this and other such roadways in the community.

In response to this situation, the National Works Agency has targeted this roadway to receive attention under the Jamaica Development Infrastructure Programme (JDIP). The rehabilitation project is valued at approximately \$20 million and involves the scarifying and reshaping the roadway and overlay with Asphaltic Concrete. Additionally, emphasis will be placed on upgrading the drainage system along the stretch of roadway and the construction of sidewalks.

Residents and businesses operators in the area have expressed their delight at this latest effort which will undoubtedly have a positive impact on the community. These views were echoed at a recently held community meeting with representatives from the NWA, the sub-contractor, residents and other stakeholders. The meeting was held to apprise the relevant parties of the project and the impact it will have on the community.

Roland Desdunes - Structural Engineer

Affable, unassuming and likeable are what best describes Roland Desdunes, Structural Engineer at the National Works Agency (NWA). He has been assigned to the Major Projects Directorate since his employment at the Public Works Department (PWD) and later when he was employed by the NWA in April 2001. His area of expertise is in bridge building and retaining wall construction.

THE EARLY YEARS

Roland was born in Kingston and grew up in Allman Town with his parents, Percival and Claire Desdunes. From an early age, he was encouraged to focus on his school work and found little time for sports and other pursuits. "I was discouraged from participating in any form of sports and if I did I would get a good beating. So while I had an interest in football and cricket I did not participate in these or other sports due to the restrictions placed on me by my parents. And even today, now that I am an adult, I have no real interest in sports due to the direction in which I was influenced early in life". His hobbies are coin collecting (numismatics) and stamp collecting (philately).

The Allman Town native attended Allman Town Primary School from 1957, when he was three years old, then St. Aloysius Primary Boys School between 1963 and 1968. He then, in 1968, went on to Kingston Technical High School (KTHS) where he spent four years until 1972. At KTHS he studied building construction and came under the influence of Ms. Henry, his Mathematics teacher who was the owner of Modern Furnishing Company. She apparently recognized that he had a flair for Mathematics and encouraged him. As a result he developed a keen interest in the subject. During his high school years, he worked part time with Howard Humphrey & Sons, Consulting Engineers, as a Draughtsman on projects such as Naggo Head, Rio Cobre and Tulloch water supply schemes and the Jones Town sewage scheme projects, among others.

THE JOURNEY TO STRUCTURAL ENGINEERING

In 1972, he graduated from KTHS, with 'O' levels and enrolled part time at the College



Roland Desdunes, at work

of Arts Science and Technology (CAST) for one year. Not satisfied with how his academic work was progressing, between 1973 and 1976 he enrolled as a full time student. He was now able to pursue his academic work with more purpose. Roland pursued a Diploma in Structural Engineering in which he was successful. He graduated from CAST in 1976 and gained employment with Howard Humphrey & Sons, Consulting Engineers and later Earl & Associates, who bought the company, where he worked for one year. This was located on what is presently the National Water Commission's complex on Marescaux Road.

Roland Desdunes joined the Public Works Department (PWD) in March 21, 1977 as a site inspector on the arterial roads under the Major Projects Directorate, working with Louis Berger International (LBI), the organization that was responsible for the programme (Jamaica/World Bank Project). He remained in this position for six years until 1983.

By 1983, Roland was promoted to Senior Works Overseer. He was transferred to the Rural Road Improvement Project (RRIP) where he worked for eight years until 1991. Then in 1991 he was summoned by the then Minister of Works and assigned the

position of Chief Project Field Inspector on the Greater Portmore Urban Expansion Programme. He continued in this position until 1997. He resumed duties at the Ministry of Local Government and Works, which later became the Ministry of Transport and Works. Roland was promoted to Acting Senior Superintendent and worked with the Ministry of Transport and Works until 2001.

AN INTERESTING CAREER

Roland has over the past 33 years had a varied but interesting career, first with the Public Works Department and presently with the National Works Agency. His tenure can be divided into two distinct periods during which he focused on two main areas, Road Works and Culverts and the construction of Bridges and Retaining Walls.

The first period fell between 1972 and 2001 when he focused mainly on culverts and in particular road works. The most outstanding of these projects was his involvement in the Williamsfield Bypass in Manchester and the May Pen Bypass in Clarendon, the Garland to Niagara Road in St. James and the Troja Road improvement project in St. Catherine.

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SPRAY PATCHING:

NWA Undertakes a New Programme

The National Works Agency (NWA) has resumed its Spray Patching Programme. Phase I of its 2011 Programme commenced in September in the Kingston Metropolitan Region (KMR), and St. Ann. Three Units were assigned to work on roadways in the KMR region and came against the background of strong calls for its return and the high numbers of potholes on some corridors. Two were sent to St. Ann.

Approximately 10,000 m² of patching was carried out in the three parishes. In St. Ann the areas completed were Priory to Bamboo and Brown's Town to Stewart Town. Five thousand square meters (5,000 m²) of spray patching was carried out in that parish. In St. Catherine, Barrett Street in Spanish Town and a section of the Sligoville main road has been completed. In Kingston and St. Andrew, 19 roadways have been patched. These include Hagley Park Road, Molyne's Road, Red Hills Road, Constant Spring Road, Spanish Town Road, Windward Road and Whitehall Avenue.

BACKGROUND

Spray patching is a method of pavement intervention that has been around since the early 1980's. It has become a tool that is successfully used by the National Works Agency (NWA) for addressing potholes and other pavement repairs in communities and districts across the island.

HOW DOES THIS PROCESS WORK?

The spray patching process combines two materials, emulsified asphalt and aggregate. The Spray Patching equipment is either mounted to a trailer or a truck chassis. The truck mounted units carry both materials on one truck in separate compartments. From the cab of the truck, the operator controls a boom positioned on the front to do the following:

- Initially the area to be repaired is blown clean of dust and debris. This is done by the truck's high volume blower conveying air through the boom and down onto the pavement.
- Once the area is blown clean, a layer of tar is applied to the road

surface.

- This tack coating seals the area and bonds the patch to the road.
- Next, aggregate is conveyed through the aggregate line. As it is sprayed out of the boom it is coated with emulsified asphalt.
- The pothole is filled until it is level with the surrounding area.

Spray Patching has many advantages. Aggregate of different sizes are used which allows for the patching of small and large potholes. The Tack coat is applied to the pothole as well as the surrounding area. This seals the hole and any cracked or broken area around it which prevents water from re-entering the patch.

An advantage of Spray Patching is that it can be applied to a range of pavement problems. These range from very thin cracks to deep erosions. It can, also, be used to address potholes, surface raveling, alligator cracking and utility cuts. Any repair that can be addressed with asphalt, concrete or stone can be repaired with Spray Patching. Using this method of repair to damaged pavements is one method of

extending its life without major outlay and there is minimum disruption to traffic during the process.

One obvious disadvantage is that the Spray Patching equipment does not dig holes. There are some repairs that need to have the material removed due to the base problems and the based fixed before the area can be repaired.



A typical pothole that has been prepared for Spray Patching



Spray Patching in Progress along Hagley Park Road in Kingston

Roland Desdunes ... Continued from page 10

The second period covers 2001 to the present, when his focus was on bridges. He worked on the Sandy Gully Bridge by Market Place in St. Andrew, Fort George Bridge in St. Mary, Montego River Bridge in St. James and Alligator Church Bridge in Portland. Of course there were many other programmes and projects with which he was associated during the past 33 years.

A WEALTH OF KNOWLEDGE AND EXPERIENCES

Roland describes both organizations, the PWD and the NWA as a school/university, where he has gained great experience over the years. He is grateful to all those who assisted him on this 33 year journey in the various technical areas. Individuals like Joseph Shako, who inspired him and assisted in honing his road building skills. Earl Patterson, who he said has helped him, in general, to deal with the management of projects. Ron Brown, a former Director of Major Projects, who was responsible for, "my involvement in the designing of siphons. He allowed me to do my own design and construct one of these". A siphon is a culvert used for irrigation purposes. He has, also, designed and constructed a massive retaining wall, adjacent to the Glenmuir Road Bridge in May Pen, Clarendon. According to Roland, "It was Ron Brown who gave me this opportunity".

He considers his major achievements to be the in house management and construction of four bridges, namely Boswell in St. Andrew, Wakefield and Springfield in St. Catherine and Salt Gully Bridge also in St. Catherine. He is also very proud of and regards very highly his long service award medal received from Governor General, Sir Howard Cooke on November 19, 2003 as a major accomplishment.

FRIENDS AND FAMILY

Roland has made solid acquaintances along the way and formed firm friendships. Among these persons whom he speaks very highly of are, Joseph Hibbert, Lincoln Simpson, Gervais Lawrence, Alton Fisher, Desrick Litchmore and Desmond Robe.

Roland grew up as a devout Catholic but attends and worships at the May Pen Baptist Church. He is happily married to Marcia, his wife of over fifteen years and the union has produced two boys. The elder son, Orlando, was born in 1984 and the younger Aldronie was born in 1993. Both boys attended Denbigh High School in May Pen, Clarendon. Orlando graduated from the University of Technology in 2008 with a degree in Business Administration and is presently pursuing a Masters in Business Administration. He is married, has a daughter and resides in Grand Cayman, where he is an Assistant Administrator for the University of the West Indies Open Campus. The younger son is preparing himself for tertiary education by re-sitting Mathematics, which he needs in order to read for a degree in Business Administration at the University of the West Indies.

Roland says he has no regrets. He has enjoyed working at the PWD and NWA. He is satisfied with his tenure of 33 years and would not do anything different. Roland Desdunes is a true PWD man.

NWA contributes to Down Town ... Continued from page 6

New Traffic signals

Traffic movements have long been an issue in the Downtown business district. This fact is also being dealt with under the billion dollar effort. Six new traffic signals have been erected in the area and will be commissioned into operation shortly. The signals have been erected as follows: at North Parade, one was erected in the vicinity of the Ward Theatre; at West Parade, one each was placed at West Queen Street, Haywood Street, and Beckford Street; at East Parade, a signal was erected at East Queen Street; and at South Parade, one was placed at King Street.

To accommodate the operation of these traffic signals, conduits have been installed along Orange Street from its intersection with Harbour Street to North Parade. Conduits have also been installed along East, West, North and South Parade. The signals will be linked to the NWA's Traffic Management Center at its Corporate Office in order to facilitate real time interventions when the need arises. These interventions include modifying the green time for particular streams of traffic if the need arises.



North
Parade
Bus
Bay

Big Up! TEAM NWA



To: MR S. A. SHAW
MR P. WONG

FOR A JOB WELL DONE

My very warmest thanks to you!

From: L HYDE

REF. # 035.01

Multi Million Dollar Investment in the Infrastructural Development in the parish of Trelawny.

For motorists, residents and other road users travelling through the picturesque parish of Trelawny, it is immediately apparent that there are numerous road improvement projects underway. These projects are being undertaken by the National Works Agency through the first phase of its Jamaica Development Infrastructure Programme (JDIP).

This project is the first of its kind in Jamaica, and represents a major investment in the development of the road infrastructure of the country.

Currently six major rehabilitation projects are underway in the parish of Trelawny, which is home to the new cruise shipping pier, located in the parish capital of Falmouth, and several other tourist attractions. The parish is also renowned for its contribution to the production of a variety of cash crops for both the domestic and international markets.

Among the roadways which are currently being rehabilitated under the JDIP are the stretches of roadway from Martha Brae to Kinloss, and Martha Brae to Peru in Northern Trelawny. In the

Southern end of the Parish, construction activities are now underway along the Wait-A-Bit to Joe Hut, New Hope to Lodge, Warsop to Thompson Town and Clarks Town to Hyde roadways.

These projects are being executed at a cumulative cost of approximately \$293 million and involve the reshaping and resurfacing of roadways, significant improvement of drainage systems, and the construction of retaining walls. To date, significant ground has been covered in the execution of these projects, which are expected to be completed by January 2012.

In addition to these road improvement projects which are now underway, several other roadways in the parish have benefitted from the periodic maintenance component of the JDIP, which was undertaken earlier this year. This aspect of the project saw several critical corridors within the parish being patched and locally rehabilitated. Some of the roadways which were targeted are the main road between Falmouth and Springvale and the stretch of roadway from Hampden to Wakefield in the parish.



Warsop - Thompson Town - Gabion Retaining Wall under construction



Wait-a-bit - Joe Hut Excavation work in progress for the construction of a Retaining Wall



Martha Brae to Kinloss - Base course material being rolled

Dry River Bridge at Harbour View in St. Andrew nears Completion

Dry River Bridge at Harbour View in St. Andrew nears Completion On Sunday September 11, 2011, Minister of Transport & Works, Hon. Lester 'Mike' Henry officially opened the two southern lanes of the new Dry River Bridge in St. Andrew for the diversion of traffic. This is a clear signal that this bridge construction and road improvement project is nearing completion. It also means that in the event of Jamaica experiencing a storm or hurricane during the present Atlantic Hurricane season, motorists and commuters from the eastern parish of St. Thomas and its environs would have access to Kingston, the Norman Manley Airport and areas as far north as St. Ann, provided other areas along the road are passable.

In October 2008 the Government of Jamaica entered into a loan agreement with the Inter-American Development Bank (IDB) to provide funding for the execution of the Transportation Infrastructure Rehabilitation and Improvement Programme (TRIP). Its general objective is to contribute to the restoration of Jamaica's transportation system which allows for the re-establishment of adequate operating conditions. This would be occasioned through the rehabilitation of vital portions of the primary road network that have been damaged by storms or hurricanes. It is hoped that this action would assist in stimulating economic activity and improve the quality of life for Jamaicans.

This project is being executed through a contract valued at US\$8.9 – million. This design-build turnkey contract was signed on March 19, 2010 between the Ministry of Transport and Works and Kier Construction Limited. The bridge comprises four lanes, median and raised footpaths a section of which is reserved for parapet posts. It is designed with structural steel girders, reinforced concrete deck slab with Asphaltic Concrete wearing course, founded on piled foundations. Approximately 1.3 kilometres of a dual carriageway has been constructed which starts from the Harbour View roundabout travelling eastwards along the Harbour View to Bull Bay main road.

At the end of September 2011, the overall project was 89% complete. Construction of the bridge was at 80% completion. The programme of activities that are in progress includes: concreting of sidewalks; construction of a storm water drainage system; installation of street light conduits, pole and fixtures; construction of approaches to the roundabout and installation of handrails on the bridge. In addition, a retaining wall will be constructed along Reel Avenue; a boundary wall will be constructed at the east abutment approach as well as a riprap at one storm water drainage outlet.

Consequent on the construction of the bridge and widening of the road from two to four lanes of traffic, pedestrian and vehicular movements will be modified at some locations. The NWA convened a community meeting on Wednesday September 15, 2011 at the Seaview Basic School in east Harbour View to address the matter.



Opened - two southern lanes of the new Dry River Bridge in St. Andrew



Residents of Harbour View at the Town Meeting held at the Seaview Basic School

MORE WORK BEING UNDERTAKEN WITHIN THE SANDY GULLY

Drainage Network Rehabilitation Project kicks off

The National Works Agency (NWA), has commenced another round of work within the gully network in Kingston and St. Andrew. The 1.4 billion dollar effort, dubbed the Tropical Storm Nicole Drainage Network Rehabilitation Project is being funded by the Caribbean Development Bank (CDB). It will see the removal of silt and debris from channels that make up the Sandy Gully Network, as well as the demolition and removal of failed sections of the walls and inverts. Overhanging trees will also be trimmed followed by the construction of approximately 28,063 m² of gully invert and 926.33 m³ of wall. The inverts and walls will be constructed with reinforced concrete.

Nine locations are being targeted under this round of the programme. Repairs which started in September are being carried out in the vicinity of the following locations: Sandy Gully Seventh Day Adventist, New Haven; Washington Court Apartments; AZmart to Barbican Way; Cherry Gardens – Upper Carmel; Cariwina Avenue; Red Hills Boulevard / Renfield Drive; Sherlock Drive to Roehampton Close; CVM to the Trade Centre on Constant Spring Road; Pricemart. The repairs are expected to cost just over \$649 million dollars and is scheduled to be completed in six (6) months.

Director of Regional implementation and Special Projects George Knight who is in charge of the implementation of the programme said that reinforced concrete is being used for the inverts and walls as it was found to be more reliable, for this type of construction, than the traditional Random Rubble (RR) Wall. He explains that reinforced concrete walls are durable and saves time, especially as there is always a likelihood of water affecting the construction.

Following the passage of Tropical Storm Gustav in 2008, the NWA implemented a major restoration effort within the Sandy Gully Network, valued at nearly two billion dollars. Reinforced concrete was the preferred approach and Mr. Knight said that the targeted areas have all stood up under strong pressure from flood waters.

The Sandy Gully scheme is an extensive network of major and minor channels that take storm water from most of St. Andrew to the sea in the vicinity of Hunts Bay. It is a channel that has been the focus of many news stories, especially during the Atlantic Hurricane Season that runs from June to November. This is because many homes are situated along the banks of the gullies, some of which have fallen into the channel during times of heavy rainfall, taking the lives of several citizens.



Workmen erecting Form work in preparation for the pouring of concrete for a section of the gully wall underway near Price Mart on Red Hills Road



A section of the Gully Wall and Invert that are being re-established near the Washington Courts Apartments, St. Andrew

NEW BRIDGE FOR ENFIELD IN ST. MARY



A Truss Bridge similar to that being replaced in Enfield

Enfield, a farming community nestled in the plains of south east St. Mary is about to get a new landmark. A contract valued at \$38 million was awarded to Ashtrom Building Systems Limited to construct a new Twelve Bay Compact Modular 200 Bridge. This will replace the existing steel Truss Bridge, constructed in the late 1950's or early 1960's. This bridge conformed to construction standards and met the needs of the community. However, while it was maintained over these years, this bridge carried ever increasing traffic loads. It was never upgraded to handle this increase and so due to its poor structural state and corrosion over its many years of existence; it is being demolished and replaced.

The contractor has four months to complete the construction. In order to meet this deadline construction activities began in late September. A detour road has been constructed around the bridge that is to be demolished and is now being used by residents. The steel for the abutments is being prepared and the pouring of concrete for both abutments is to be completed by the end of October. This project also involves demolition of the old Truss Bridge, con-

struction and launch of the Twelve Bay Compact Modular 200 Bridge, River Training works using Gabion Baskets and reconstruction of the damaged approach roads to the bridge. The new bridge has been designed to include a pedestrian walk way on one side. This will welcome news to many parents whose children use the road daily to get to and from the three schools in the area.

The National Works Agency expects that construction will be complete and the new bridge in use by the end of January 2012 barring any unforeseen occurrences such as the vagaries of the weather. An important aspect of this project is the fact that the NWA came up with a solution that will save taxpayers money while at the same reducing the negative impacts to the community of not having a bridge. The choice of bridge allows for speedy construction and reduces construction costs.

This bridge is one of 17 that the NWA recently acquired from China through the Jamaica Development Infrastructure Programme (JDIP).



Dunrobin/ Constant Spring Road Intersection



Lindsay Crescent Intersection



Intersection by State Gardens



Intersection by Cowper Drive



Intersection by Michi Super Centre



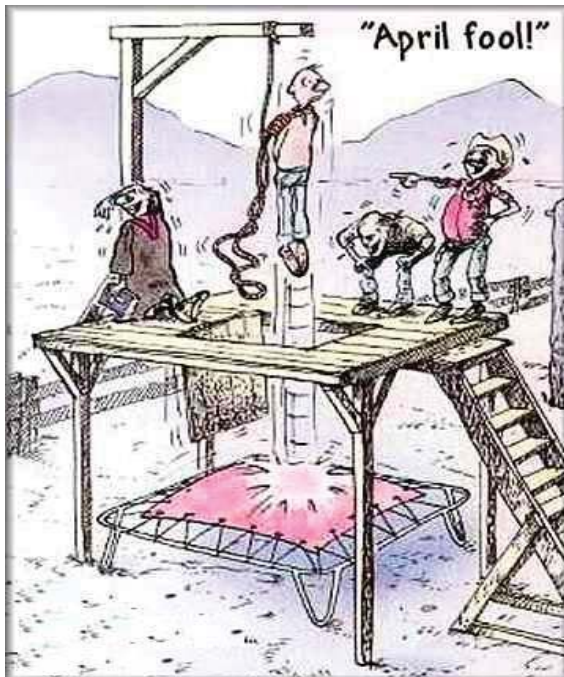
Red Hills Overpass

JOKES

Ha HA Ha!



Casual Friday for the Telecommuter



6 Rules to Good Nutrition

We've shown that simple food swaps can save you hundreds of calories in one sitting, which helps you keep off (or even lose) 10, 20, or 30 pounds in the course of a year. Another tried and true **Eat This Not That** lesson: Eating healthfully doesn't have to be a chore. In fact, small changes in your daily routine can mean huge gains in health and fitness levels - no calorie counting necessary. We've mined the latest and most relevant nutrition research.



6. Never Skip Breakfast

Yes, mornings are crazy. But they're also our best hope at regaining our nutritional sanity. A 2005 study synthesized the results of 47 other studies that examined the impact of starting the day with a healthy breakfast. Here's what they found:

People who skip breakfast are more likely to take up smoking or drinking, less likely to exercise, and more likely to follow fad diets or express concerns about body weight. Common reasons cited for skipping were lack of time, lack of hunger, or dieting.

Bad news. Sure, it would seem to make sense that skipping breakfast means eating fewer calories, which means weighing less. But it doesn't work that way. Consider:

People who eat breakfast tend to have higher total calorie intakes throughout the day, but they also get significantly more fiber, calcium, and other micronutrients than skippers do. Breakfast eaters also tended to consume less soda and French fries and more fruits, vegetables, and milk.

Breakfast eaters were approximately 30 percent less likely to be overweight or obese. (Think about that—people who eat breakfast eat more food, but weigh less!)

5. Snack With Purpose

There's a big difference between mindless munching and strategic snacking. Snacking with purpose means reinforcing good habits, keeping your metabolic rate high, and filling the gaps between meals with the nutrients your child's body craves.

Combat portion distortion by eating healthy snacks: Peanut butter; string cheese; a sandwich bag filled with homemade popcorn; or that classic of kid's snacktime nourishment, ants on a log.

4. Beware of Portion Distortion

Snack portions aren't the only things that have increased wildly in size. Since 1977, hamburgers have increased by 97 calories, French fries by 68 calories, and Mexican foods by 133 calories, according to analysis of the Nationwide Food Consumption Survey.

One easy way to short-circuit this growing trend? Buy smaller bowls and cups. A recent study at the Children's Nutrition Research Center in Houston, Texas, shows that 5- and 6-year-old children will consume a third more calories when presented with a larger portion. The findings are based on a sample of 53 children who were served either 1- or 2-cup portions of macaroni and cheese.

3. Drink Responsibly

Too many of us keep in mind the adage "watch what you eat," and we forget another serious threat to our health: We don't watch what we drink. One important strategy is to keep cold, filtered water in a pitcher in the fridge. You might even want to keep some cut-up limes, oranges, or lemons nearby for kids to flavor their own water with. A UK study showed that in classrooms with limited access to water, only 29 percent of students met their daily needs; free access to water led to higher intake.

Another important strategy: Be extra careful about the juice you purchase. Too many "juices" are little more than sugar water masquerading as the real thing. Ocean Spray Cran-Raspberry, for instance, has just 15 percent real fruit juice. The other 85 percent? High-fructose corn syrup and water. Make sure the juice you buy says "100 percent Fruit Juice" on the label, and try to choose one made from a single fruit, not a mix of high-sugar fruits like white grapes, which are commonly used in fruit juice blends.

2. Eat More Whole Foods and Fewer Science Experiments

Here's a rule of healthy eating that will serve you well when picking out foods for your family: The shorter the ingredients list, the healthier the food. According to USDA reports, most of the sodium in the American diet comes from packaged and processed foods. Naturally occurring salt accounts for only 12 percent of total intake, while 77 percent is added by food manufacturers.

1. Set the Table

Children in families with more structured mealtime's exhibit healthier eating habits. Among middle- and high-school girls, those whose families ate together only once or twice per week were more than twice as likely to exhibit weight control issues, compared with those who ate together three or four times per week.

Of course, the notion of a 6 p.m. dinnertime and then everyone into their pj's is a quaint one, but it's hardly realistic in a society

Team NWA
let your voice be heard!

We welcome your
articles, poems,

inspirations, quotes, etc

send to: susanwebb@nwa.gov.im