

# ROADSTER



Volume 11, Issue 33  
June 2014

A Publication of the Communication  
and Customer Services Department

*"Paving the Way"*

## \$1.2B

## Contract Signed

### for rehabilitation of road from Sour Sop Turn to Danks



Minister of Transport, Works and Housing, Dr. the Hon. Omar Davies peruses a section of the \$1.2 billion contract to rehabilitate the road from Sour Sop Turn to Danks, in Clarendon, before affixing his signature. Permanent Secretary in the Ministry of Transport, Works and Housing, Mrs. Audrey Sewell (left) and Minister without Portfolio in the Ministry of Finance and Planning and Member of Parliament for Northern Clarendon, Hon. Horace Dally (right) along with State Minister in the Ministry of Transport, Works and Housing, Hon. Richard Azan (standing) were all present at this historic Contract Signing ceremony.

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Over 44 thousand square  
metres of bad roads  
arrested ... pg 19



## On the roads with Minister Richard Azan



Minister Azan (2nd left) speaks to classmates of one of the twin brothers who drowned in St. James, during heavy rains in May, 2014. Member of Parliament for Central St. James, Lloyd B. Smith (right) and Councillors King (2nd right) and Reid looked on.



Minister Azan looking at damage along the Haughton Grove main road in Hanover.



Minister Azan on tour of a section of the road from Jacks River to Little Bay in St. Mary. This road, which was rendered impassable by flood rains earlier this year, has now been reopened.

*See related story on page 13.*



## ***\$1.28 Billion Contract Signed to Rehabilitate Sour Sop Turn to Danks Main Road in Clarendon***

Major infrastructural development works are about to begin in North Central Clarendon. A contract valued at \$1.28 billion was recently signed by Minister of Transport, Works and Housing, Dr. the Hon. Omar Davies. This contract paved the way for the reconstruction of the roadway between Sour Sop Turn and Danks.

These works represent Package One of two packages, incorporating the stretch from Sour Sop Turn to Trout Hall. Both packages comprise 22.5 kilometres of roadway. Package One is 10.5 kilometres in length. This project is jointly funded from proceeds of a loan from the OPEC Fund for International Development (OFID), in the amount of US\$20 million and GOJ counterpart funds of US\$7 million.

This project forms part of the Government's plan to upgrade the central corridor from the Capital, May Pen, Clarendon to Discovery Bay in St. Ann, covering 80 kilometres of roadway. When completed, travel time is expected to be significantly reduced and the installation of additional road furniture significantly improve the safety of motorists and pedestrians. A new wearing surface is expected to make commuting along this roadway more comfortable.

The contract, valued at US\$11.42 million, was awarded to a joint venture company involving Asphaltic Concrete Enterprise Limited and General Paving Company Limited, who will undertake the works.

The project's scope of works involves the following:

- Improvement to the line of vision by the reduction, or the "smoothing" out, of sharp corners through geometric realignment of the roadway.
- Road widening with the addition of 2.4 metres wide shoulders.
- Upgrading of the drainage system with a more durable conveyance.
- Reconstruction of the roadway with new base course, asphaltic levelling course and wearing course.
- Road markings, installation of road furniture and traffic control devices.

The project also includes the replacement of the 10.5 kilometre long water main along the corridor and the relocation of other utilities (Telephone, Electricity, and Domestic Cable Service).



MP Pernel Charles witnessing the signing of contract for rehabilitation of Sour Sop Turn to Danks roadway.

The scheduled time for completion is 18 months and a commencement letter was issued following the signing of the contract.

Minister Davies noted that the contract had been negotiated more than three years ago and that these developments represent a commitment to transparency by his Ministry. Pernel Charles, in whose constituency the project falls, said it was welcome and that it would go a far way in improving the lives of residents of the communities.

Also speaking at the signing ceremony was Permanent Secretary for the Ministry of Transport, Works and Housing, Mrs. Audrey Sewell who said that major projects such as the one to be undertaken from Sour Sop Turn to Danks, result in many opportunities for persons residing not only along the corridor, but from adjoining communities.

Minister Davies indicated that there was need to guard against the pattern of delays by some contractors and in this regard Parliament's Infrastructure Committee would now be tracking the progress of projects, from their start date to completion. Minister Davies expressed the desire to have the project completed in the stipulated time frame of 18 months.

Patrick Gordon, a Director of Asphaltic Concrete Enterprise Limited, speaking on behalf of the contractors, gave a commitment to efficient execution of the project. He said that the project represents the largest of its kind to be undertaken by the company in a handful of successful jobs done. He further stated; "We intend to finish the work on time" on behalf of the government, for the people of Jamaica.

## Flood Damage Reinstatement Works Reconnecting St. Mary Communities

In late January 2014, after several days of consistent rainfall across the country, photos and news stories alerted the nation to the havoc that was being created in the flood prone parish of St. Mary. For many, this was déjà vu, as just over a year before the parish was plagued by flooding in its capital Port Maria.

On this occasion the major devastation although caused by water, was not flooding. Severe scouring were created along the Oracabessa to Days Mountain and on the Springhead to Days Mountain roadways. Massive damage to drains and the road surface, made even pedestrian traffic difficult. At Grants Town, there was a breakaway that had left the road impassable resulting in residents who lived in the vicinity of the damage having to use a makeshift step carved in the embankment to get to their homes.

In the days following the disaster, there was much activity as authorities consulted with experts to determine the best way to remedy the damage.

After several weeks, it was announced that approximately \$130 million would be spent to effect repairs along the Spring Head to Days Mountain, Oracabessa to Days Mountain and Grants Town roadways in the parish. At both Spring Head to Days Mountain to Days Mountain to Oracabessa, rehabilitative works consisted of clearing and formation, drain cleaning, construction of and repair to U-drains, V-drains, culverts, and catch basins. Slab entrances are also being constructed to properties along the roadways as required.

On the Spring Head to Days Mountain roadway 481 m<sup>2</sup> of U-drain is also being constructed, as well as 220 m<sup>3</sup> of retaining wall, 1.5 kilometres of this roadway will be completed with Asphaltic Concrete. On the Oracabessa to Days Mountain corridor, 788 metres of U-drain is being constructed and 14,248m<sup>2</sup> of roadway will be completed with Asphaltic Concrete. At Grants Town a Box Culvert and Gabion Wall are being constructed to allow the restoration of the roadway.

The Oracabessa roadway is now substantially completed while the Grants Town and Spring Head roadways should be completed by end July 2014.



Roadway being resurfaced with Asphaltic Concrete along the Spring Head to Days Mountain control section in St. Mary



Concrete being poured to construct the invert of an underground drain along the Oracabessa to Days Mountain (Canoe Pond and Airy Hill) roadway, St. Mary



A concrete slab, allowing access to a private property, placed across the concrete U-drain that is being constructed along the Spring Head to Days Mountain roadway in St. Mary



## JEEP Phase III Round Up

The Jamaica Emergency Employment Programme (JEEP) Phase III component of the Major Infrastructure Development Programme (MIDP) was launched earlier this year. An allocation of J\$10M has been made to each of the 63 constituencies for undertaking projects which include: minor road rehabilitation; bridge construction; flood mitigation; river training and protection; and the construction of retaining walls. The total allocation will be spent on the execution of works in each of the sixty three constituencies.

Since the launch of Phase III, works have been underway across the National Works Agency's four regions, in earnest.

### NORTH EASTERN REGION

**PORTLAND:** Four projects were proposed for this parish. These include Hot Mix patching, bushing, road rehabilitation and construction of a retaining wall. Two projects have been completed, one is at 25% and the other is not yet underway.

**ST. MARY:** The nine projects proposed for this parish include construction of Gabions, retaining walls, bushing; cleaning of side drains, Hot Mix patching and road rehabilitation using Double Surface Dress (DSD). Two projects are yet to get underway; the others are at various stages of completion.

**ST. ANN:** In St. Ann, twenty one projects were proposed. Four are complete; the others are at various stages of implementation. These projects include patching, road rehabilitation and sidewalk construction.

### WESTERN REGION

**ST. JAMES:** In this parish, twenty projects are to be undertaken. These

include construction of sidewalks, retaining walls, bushing, patching and road repair. Thirteen projects are practically complete while the others range between 5 and 40% completion.

**TRELAWNY:** One project is underway and this project is 40% complete.

**HANOVER:** Six projects are underway in Hanover. One is complete. The others range between 5 and 30% completion.

**WESTMORELAND:** Nine projects are in progress. They range between 5 and 40% completion.

### SOUTHERN REGION

**ST. ELIZABETH:** Nine projects have been identified for implementation. Five have been completed; the others are not yet underway.

**MANCHESTER:** Six projects are to be undertaken in this parish. Two are approximately 50% complete, the others have not yet started.

**CLARENDON:** Eighteen projects were proposed for this parish. These projects include road rehabilitation, construction of RR Walls, construction of a Block Wall, sidewalk construction and patching. Six projects have been completed, nine are between 30 and 60% completion and three are not yet underway.

### SOUTH EASTERN REGION

**ST. THOMAS: Western** – Four projects are to be undertaken. These include road rehabilitation and repaving of a school yard. Three of these projects have been completed and one is not yet underway

**Eastern** – Five projects are to be undertaken. These include sidewalk repairs, V-drain construction, pothole patching, road rehabilitation and

construction of a Block Wall drain on the premises of a hospital. None of these projects have yet started.

**KINGSTON & PORT ROYAL:** Three projects are to be undertaken in eastern Kingston. These include road rehabilitation and patching. None are yet in progress.

**St. Andrew: East Rural** – One Project, bridge construction, is to be undertaken. Construction work has, however, not yet started.

**North Central:** Three projects are to be undertaken. These include road rehabilitation and patching. Two are complete; there is no activity yet, on the third project.

**South Eastern:** There are four projects to be undertaken which includes road rehabilitation and patching. None are in progress.

**Eastern:** Three road patching projects have been identified for implementation. There is no activity on any of the proposed projects.

**North Eastern:** Eight road rehabilitation and patching projects have been completed.

**Southern:** Six projects identified for implementation, five of which are complete and the one in progress is 90% complete. The activities included road rehabilitation/patching, upgrade of a park, construction of a garbage skip, sidewalk construction and construction and installation of manhole covers.

**West Rural:** Four road rehabilitation and patching projects are to be implemented, one of which is in progress. The others are yet to get underway.

*See related stories on pages 6, 9, 10, & 12*



## *JEEP PHASE III..... Up and running in the Western Region*

The third phase of the government's leading job creating machinery, the Jamaica Emergency Employment Programme (JEEP), is up and running in the Western Region. Several roadways across the parishes of St. James, Trelawny, Westmoreland, and Hanover are now benefitting from much needed infrastructural work.

This programme targets some 42 roadways and is being executed at a cost of approximately \$120 million dollars, with roughly \$10 million being allocated per constituency. This programme is not limited to the main road network; but touches several community roads across the region.

The scope of works for these projects involve, among other things, road rehabilitation, drainage improvement, and the installation of sidewalks. Additionally, in St. James, the JEEP is facilitating projects such as the rehabilitation of a facility to accommodate a Basic School in Bogue, and the construction of a football field in Tower Hill.

To date, much ground has been covered, as several projects are completed, while others are in an advanced stage of completion. Many of these roadways have been neglected for quite some time, due to financial constraints. However, through the JEEP, road users are now looking forward to traversing the roadways, impacted by the programme, with much more ease. Already, road users have begun to reap the benefits from these projects in areas such as Vernon's Drive in St. James and Mt. Peto in Hanover where the road improvements slated for these areas have now been completed. Work continues on several other roadways, many of which are now in an advanced stage of completion. These include the Top Litchfield roadway in Trelawny and Rose Street in Savanna la Mar, Westmoreland.

The JEEP is also having a positive impact on the livelihood of many Jamaicans, in the very communities that have been targeted under the programme. Up to the end of June, approximately 570 labourers had been employed.

JEEP forms part of the government's US\$353 million Major Infrastructure Development Programme (MIDP), which is geared at the rehabilitation of roadways, over the next three years.



Rose Street , Savanna la Mar Westmoreland – The area is being excavated in preparation for the reconstruction of a concrete U drain



A section of the Top Litchfield roadway in Trelawny, where a retaining wall was constructed under the JEEP.



This retaining wall was constructed along a section of the Cambridge roadway, under the JEEP.



## *Multimillion Dollar Mitigation Programme Underway in the Western Region*



Cleaning of a section of the South Gully (Dome Street Silt Trap) in St. James

The 2014 Atlantic Hurricane Season, which is now upon us, has been forecasted to be a near normal or below normal one. According to the United States' National Oceanic and Atmospheric Administration (NOAA), there is a 70% likelihood of 8-13 named storms, and nine hurricanes, three of which are estimated to be major hurricanes.

The NOAA's research suggests that the El Nino phenomenon is the main driving force behind this year's outlook. It is felt that the phenomenon – El Nino, will result in strong winds which will reduce the number and intensity of storms. However even with such a mild forecast it is important that this season not be taken lightly, because it is not so much the number of storms, that dictates how an island like Jamaica may be affected. It in fact takes only one storm to make landfall to send Jamaicans into a tailspin, if we are not adequately prepared.

Despite the mild forecast, the National Works Agency is taking no chances and is encouraging Jamaicans to formulate their own disaster preparedness plans for the season. Our location makes us a prime target for these weather systems, hence the need to be prepared.

In June, the NWA commenced a multimillion dollar mitigation effort across the parishes of St. James, Westmoreland, Hanover and Trelawny. This latest effort, by the NWA is valued at approximately \$9 million and targets several critical drains. Among the areas that have been targeted are the South Gully in St. James; drains along the Paradise roadway in Westmoreland; the Venture Gutter in Hanover; and the Tilston drain in Trelawny.

These projects are far advanced and should be completed before the end of July. The programme is intended to augment a number of drainage improvement programmes which are being implemented in the Western Region through the Jamaica Emergency Employment Programme (JEEP).



## *Multimillion Dollar Road Rehabilitation project for the Gooden's River to Glasgow Corridor*



A view of a section of the Gooden's river to Glasgow roadway which is slated for rehabilitation

The Gooden's River to Glasgow corridor has been the source of much angst among residents and other road users who have become weary of its poor state. The situation has caused some unrest as residents and taxi operators have even taken to the streets to vent their frustration over the deteriorating road conditions.

This thoroughfare is a critical one, as it links the town of Savanna la Mar, Westmoreland to the neighbouring communities of Frome, Town Head, and Grange Hill. Additionally, the corridor is one of the main arterial links to the neighbouring parish of Hanover. The area's primary economic activity is that of sugar cane cultivation. There are a number of schools, churches, and business located along the corridor, as such the roadway is heavily trafficked.

In June 2014, the National Works Agency (NWA) announced plans to rehabilitate this critical corridor. News of this planned upgrade has somewhat appeased commuters who now anxiously await the commencement of this much needed road improvement project.

Currently the details of this project are being finalized, with work slated to commence in August 2014. This project will involve the rehabilitation and patching of sections of the 18.3 kilometre stretch of roadway, bushing of verges and cleaning of drains will also be completed as part of the scope of works.

The project is valued at approximately \$34 million and is being funded through the Sugar Transformation Unit of the Ministry of Agriculture. Once complete, the project will serve to increase the ease and safety with which road users traverse this corridor.



## Jeep III Cruising through Manchester

Ten projects valued at some 40 million dollars are being completed in the parish of Manchester, under the Jamaica Emergency Employment Programme (JEEP), Phase Three. The new phase of the programme which forms part of the multi-billion dollar Major Infrastructure Development Programme is impacting many lives in the targeted communities. Works have been undertaken in all four constituencies in the parish.

### SOUTH MANCHESTER

Two projects have been practically completed in the South. Rehabilitation took place on one kilometre of the Medsfield to Barry Hill Parish Council Road. Six million dollars was spent on this project. The Trinity parochial road also benefitted through the JEEP. Some 3.5 million dollars were spent on this corridor. The scope of works for the Trinity road included the construction of drains, strengthening of the road base, patching and a combination of Double Surface Dressing and Asphaltic Concrete as the final surface.

### CENTRAL MANCHESTER

In Central Manchester, four projects had been undertaken. Green Street parochial road was completed at a cost of two point four (2.4) million dollars. The scope of works included base formation and Double Surface Dressing. The Bashire parochial road has also been rehabilitated at a cost of three point five (3.5) million dollars. The scope of works included the strengthening of the road base, cleaning of outlets and an Asphaltic Concrete final surface. One point three (1.3) million dollars were spent on Edward parochial road, while two point six (2.6) million dollars were expended on the Woodlawn parochial road. Both corridors had potholes patched, road base strengthened and a combination of Double Surface Dressing and Asphaltic Concrete used as final surface.

### NORTH WEST MANCHESTER

In North-West Manchester, three projects were completed. All are roads on the Parish Council road network. The targeted roads were that from Silver Grove to Amby, the New Green Basic School road and the Hibernia Log stretch. The scope of works for the road from Silver Grove to Amby included the construction of V and U-drains, installation of culvert pipes and a combination of Double Surface Dressing and Asphaltic Concrete. Just over five million dollars were spent on this project. The road to the New Green Basic School was completed at a cost of one point four (1.4) million dollars, while the Hibernia Log road was done at a cost of just over three point five (3.5) million dollars.

### NORTH EAST MANCHESTER

One project was undertaken in North-eastern Manchester. The Far Enough parochial road benefitted from an injection of nearly 10 million dollars. The scope of works for the rehabilitation effort along the one-kilometre stretch included the construction of earth drains, drain cleaning and a combination of Asphaltic Concrete and Double Surface Dressing as the final surface.



Construction of V-drains on the Medsfield to Barry Hill PC Road



Asphalting Bashie PC road in Central Manchester



Construction of culvert on the Silver Grove to Amby PC road



Construction of V-drains on the Far Enough PC Road



## Jeep III Motoring Around Clarendon

The happiness in many Manchester communities regarding the completion of JEEP works is being shared by many in the parish of Clarendon where similar efforts have been undertaken.

### NORTHERN CLARENDON

Several projects have been undertaken in Northern Clarendon. In the community of Johns Hall, a Random Rubble Wall, costing over one point four (1.4) million dollars, was completed. The Crooked River Cemetery also received attention to the tune of one point seven (1.7) million dollars. Manhole Hill is also benefitting from an injection of two point four (2.4) million dollars for rehabilitative works. The scope includes the strengthening of the base and Double Surface Dressing. The 800 metres of rehabilitation is being done along the Carty Hill to Desire road, at a cost of \$4 million.



Retaining Wall at Johns Hall

### SOUTH EAST CLARENDON

In South-Eastern Clarendon, work has been completed on the Chesterfield to Rocky Point road. The scope of works included base formation, patching of potholes and Double Surface Dressing. The 935 metres of roadwork cost nearly \$10 million.



Double Surface Dressing on Sweeney Top Road

### NORTH CENTRAL CLARENDON

Several JEEP projects were completed in North-Central Clarendon. Four point seven (4.7) million dollars were spent to rehabilitate 1,845m<sup>2</sup> of the Summerfield to Blackwood road. Sweeney Top Road also benefitted through a two point nine (2.9) million dollar effort. The scope of the works included base formation and completion with Double Surface Dressing. Work was also completed along the Chatteau road. The MT Providence to Cross Path Road was about 60% complete at the end of June 2014. The scope of the work of this rehabilitation includes base formation, construction of V-drains and Double Surface Dressing.

### SOUTH WESTERN CLARENDON

Nine hundred and sixty (960) metres of road rehabilitation was completed in the community of Belle Plain. The scope of works included base formation, patching and Double Surface Dressing. Just under eight million dollars were spent on this project. Another two million dollars are being spent on the Havana Heights corridor.



Patching of the Belle Plain PC Road



## CENTRAL CLARENDON

The road from Evans Street to Denbigh received a one point three (1.3) million dollar improvement. Seventy three metres of road in the Bushy Park community also got a similar treatment at a cost of two point eight (2.8) million dollars. The scope of the works for both projects included base formation, patching and Double Surface Dressing as the final surface. Farm parochial road and Plaza Drive in May Pen are also undergoing repairs at a cost of two point two (2.2) million dollars each.

## NORTH WEST CLARENDON

Three corridors in the North-Western part of the parish have benefitted or are now receiving attention. Among the scope of works were the construction of U and V-drains, base strengthening and a combination of Double Surface Dressing and Asphaltic Concrete wearing surface. The work on the Cove parochial road cost nearly four (4) million dollars. The Lodge road had approximately 1700m<sup>2</sup> being repaired at a cost of three point nine (3.9) million dollars. The Windsor to Chocolate Material is getting attention through a disbursement of two point one (2.1) million dollars. Approximately 425 m<sup>2</sup> of the roadway are being done.



Cove Road prepared for Paving

**BIG UP  
TEAM NWA!!**

**North Street Seventh-Day Adventist Temple**  
56 James Street, Kingston, Jamaica, W. I.  
Telephone: 92-27440

February 24, 2014

Hon Richard Azan, MP  
Minister of State,  
Ministry of Transport, Works and Housing  
138H Maxfield Ave,  
Kingston 10

Dear Minister,

I write on behalf of the Pastor, Elders, other officers and members of the North Street Seventh-day Adventist Church to express gratitude to you, the Chief Executive Officer and relevant staff of the National Works Agency for the works done recently to correct problems at the entrance of the Church and the driveway

Our Church would also like to convey our thanks to the contractor who undertook the cost to do the work.

We are particularly impressed by and appreciative of your personal oversight of and interest in the project.

The work that was done has improved the aesthetics of the Church's property, created increased parking space and reduced the incidences of damage to motor vehicles entering and exiting the property.

We would like to take this opportunity to extend an open invitation to you and your staff to visit and worship with us anytime that is convenient for you.

We pray that God will continue to bless you as you offer quality service to this country.

Kind regard,

*[Signature]*  
Norris Crooks  
First Elder

Copy to: Mr Everton Hunter, Chief Executive Officer, National Works Agency



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Michelle Taylor, JP

Danah Johnson

June 2, 2014

Mr. Patrick Rose  
Director of Planning and Resources  
National Works Agency  
140 Maxfield Avenue  
Kingston 10

Dear Mr. Rose,

**King Street Beautification Project – Thank You!**

On behalf of the Board of Directors and the 40<sup>th</sup> Anniversary Planning Committee, many thanks to you and your team for assisting us in our King Street Beautification Project that took place on Friday May 23, 2014.

Your team members were really helpful and gave key guidance that contributed to the successful execution of the project.

Of note, Miss Judi-Kay Grant was exceptional in providing information and assistance to the volunteers.

We look forward to working with you again in the future.

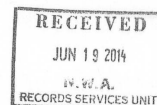
Again, our sincerest thanks.

Yours sincerely,  
**KINGSTON BOOKSHOP LIMITED**

*[Signature]*  
Shadna Fuller Clarke  
Director of IT & Special Projects and  
Chair, 40<sup>th</sup> Anniversary Planning Committee

c. Steadman Fuller – Chairman & Managing Director

cc: CEO







New concrete drain at Highgate Primary and Junior High



Gabion Retaining Wall being constructed at Pear Tree Grove in St. Mary

## *JEEP (Phase 3) moving through the Northeast*

Phase Three of the Jamaica Emergency Employment Programme (JEEP) began in earnest, in the northeastern parishes of Portland, St. Mary and St. Ann, in May 2014. Under this phase of the programme, roadways are being rehabilitated and maintained; drains and retaining walls are being constructed; and some drains are being cleaned.

Roads that have already benefitted under the programme include: the Wakefield to Hardwar Gap and Land settlement Road in Portland; Golden Grove to Epsom and Claremont to Orange Hill in St. Mary; Alexandria to St. D'Acre, Aboukir to McKenzie and Shelly Road in St. Ann.

Residents, pedestrians and motorists alike have expressed gratitude for the works done, as many of the areas addressed were well in need of repairs.



Hamstead roadway in St. Ann newly rehabilitated with Double Surface Dressing



A section of Carlton Mountain in St. Ann that was patched under the JEEP, Phase three



## *Licencing fees impacting Clarendon Communities...*

A third of the motor vehicle licencing fee goes to the Road Maintenance Fund (RMF), through which the National Works Agency (NWA) receives financing for road projects island-wide. Several communities in the parish of Clarendon continue to benefit from these funds. Among the latest to have received attention are communities located along the road from White Shop to Banana Ground and the corridor from Spalding to Frankfield. The NWA recently undertook a total of 3,800 square metres of patching along these corridors. The works valued just over 10.3 million dollars.



NWA's Patching crew at work

The scope of the works which was completed over a month included the squaring of potholes, filling same with granular material after which Asphaltic Concrete was applied to the sections of the 13 kilometres of road that were targeted.

Of the 10.3 million dollars, five million were spent on the stretch from White Shop to Banana Ground, where

approximately 1,800 square metres of the six-kilometre stretch received attention. The communities of Richies, Smithfield and Sanguinetti were among those that benefitted. Five point three million dollars were spent along the seven kilometre section of road from Spalding to Frankfield, where 2,000 square metres of road were patched.

## *Little Bay Main Road Reopens...*

The main road between Jacks River and Little Bay in St. Mary is once again open to vehicular traffic. The corridor was rendered impassable in January this year, after flood rains resulted in the nearby river breaching the bank that formed the road. The government responded with a special programme valued at over 150 million dollars.

Under this programme, some 19 million dollars were spent to carry-out some 60 metres of river training works that facilitated the reinstatement of the corridor. The river training works involved the recreation of the embankment; construction of Tear Drops and the planting of wild canes, which should help to keep the recreated embankment in place.



Little Bay Main Road, St. Mary

With this corridor being reopened, several residents of Jacks River, Little Bay and surrounding communities now have a more reliable access to their areas. The residents had been experiencing great difficulties in getting from Jacks River to Little Bay.

The completion of the project aside, several residents from the Jacks River community were also employed on the project. These persons were employed to excute works including the packing of stones, construction of the Tear Drops and the planting of Wild Canes.



## *The All Weather Alternative Route to the Bog Walk Gorge Substantially Complete*



A section of the rehabilitated Sligoville roadway

The Jamaican public has become increasingly sensitive to the impact of a road made impassable which results from a natural disaster, traffic accident or an emergency which restricts the free movement of traffic. Diverting traffic to another roadway identified as an alternative route is an effective response by the NWA and facilitates continued mobility and reliability. Alternative routes must be able to accommodate diverted traffic as well as the regular traffic which uses the route. Putting in place viable alternative routes is an important traffic management strategy for minimizing the effects of an impassable corridor on traffic flow.

An alternative route plan, properly implemented results in continued efficiency of traffic flow and limited disruption of our roadway operation when motorists are prevented from using a main corridor due to occurrences such as accidents, inundation or land slippages. Secondly, if the restrictions are prolonged, the capacity to move traffic will not be affected and the diversion of traffic to the alternative routes will not have undue impact on surrounding communities or the motorists.

In light of the need for a suitable, all weather alternative route to the Bog Walk Gorge, the Jamaican Government took a decision to undertake major rehabilitation along the 22.5 metres long corridor between Red Hills in St. Andrew and Bog Walk in St. Catherine.

It was in response to a letter from the Planning Institute of Jamaica (PIOJ) with respect to the extensive damage from a series of rain events, that a mission from the Inter-American Development Bank (IDB) visited Jamaica to negotiate a facility to carry out emergency road repairs. The heavy rainfall affected the entire country, and caused severe infrastructural damage, mainly in the eastern end of the island. The negotiation included the replacement of the Dry (Hope) River Bridge that was washed out as a result of Tropical Storm Gustav in 2008.

*Continue on page 15*



*All Weather Alternative Route ... continue from pg 14*

The Government of Jamaica had prior to this, addressed some of the problems through a \$US10m loan facility, (2007 Atlantic Hurricane Season Loan #1959/OC-JA). Some immediate and urgent road network repairs at critical locations were done with that facility including the rehabilitation of sections of the Bog Walk Gorge using Portland Cement.

The Transport Infrastructure Rehabilitation Programme loan of US\$50 million is a second stage IDB response to the problem. This new facility is, in effect, a follow on arrangement to a previous loan to facilitate the short to medium term restorative and rehabilitative work on the network.

In order to satisfy the Banks Policy of ensuring that member countries of the IDB can bid on projects financed by the bank, the entire route had to be treated as one project to ensure member countries of the IDB got an opportunity to bid on this project. The NWA advertised to prequalify international contractors, however no international contractor applied and no local contractor could prequalify. It was therefore agreed to break up the project in sections. The sections agreed on were:

- a. Red Hills – Santa Maria - 6.5km
- b. Santa Maria – Sligoville - 6.8km
- c. Sligoville – Bog Walk - 9.2 km

Red Hills to Santa Maria was seen as the worse section at that time. As well, there was a lot of pressure from the citizenry to treat with that section first. Work on that section started in June 2012 and took eight (8) months to complete. The works included curve straightening, widening of sections of the roadway, patching, regulation and overlay with Asphaltic Concrete. Two (2) pedestrian crossings were installed and 800 metres of sidewalk were constructed in the Red Hills community.

Sligoville to Bog Walk was then seen as worse than the section from Santa Maria to Sligoville and therefore was the section to be addressed next. The works included drainage improvements, repair and overlay of scoured areas, construction of retaining walls, construction of V-Drains/Kerb and Channel, widening of a few areas along the corridor, improving the radius of at least two vertical curves, patching and overlay.



Truck depositing material in preparation for paving of the Sligoville roadway

The scheduled construction period was seven months. Work on the project commenced on August 7, 2013 and was scheduled to be completed by March 2014. Variations to the scope of works resulted in the official 'taking over' of the project in early June 2014.

The Santa Maria to Sligoville section is 6.8 kilometres in length. The works included drainage improvements, repair to scoured areas and overlay, construction of retaining walls, construction of V drains/Kerb and Channel, widening of a few areas along the corridor, improving the radius of at least two vertical curves, patching and overlay.

A Town Meeting was held on January 13, 2014 to inform residents who reside along the corridor and its environs about the project to improve the roadway. Construction commenced on January 14, 2014. The project progressed well and all the major items of works have been satisfactorily completed.

Both of these projects were handed over to the National Works Agency in June 2014. They were completed within budget or an amount of J\$495 million.



## *NWA and the 2014 Atlantic Hurricane Season*

Many persons have been wondering how prepared is the NWA for the 2014 Atlantic Hurricane Season and how would NWA respond in the event of a tropical storm or hurricane. These are reasonable questions that deserve reasonable answers. So, how does the NWA prepare? The preparation is continuous and begins long before the beginning of the hurricane season on the first of June each year.

The Agency finalised its internal preparations during May and contingencies were put in place. Meetings were held with contractors who undertake projects for the NWA, to discuss the Agency's expectations and the Contractors obligations during the hurricane season. Over time the NWA has become able to identify flood prone areas and will check and preposition equipment close to these locations if the need arises, during each season.

Meetings were also held with the Office of Disaster Preparedness and Emergency Management (ODPEM) and other state agencies like the Police, Fire Brigade and Red Cross who are first responders.

In the event that the country will experience a hurricane or tropical storm, it will be necessary for the Agency to activate its Emergency Operations Centre (EOC). This involves developing:-

- a) *A roster of officers to work on shift if necessary,*
- b) *Media link;*
- c) *Telephone link with regions and parishes (to channel and monitor events, give direction, receive reports, deploy personnel, keep in contact with Government).*

The Agency were also involved with external preparations. This included a Flood Mitigation Programme of \$31 million which was allocated for drain cleaning islandwide. In addition critical drains, culverts and catch basins have been cleaned. Minor patching and road rehabilitation have also been done. This exercise carried out by the Agency, is especially meaningful for the north-eastern parishes of Portland, St. Thomas, St. Mary and St. Ann, a areas characterized by heavy rainfall and usually the first to experience the impact of a tropical storm or hurricane.

### **WORKS UNDERTAKEN**

In recent years, the NWA has constructed several bridges in perennial problem areas affected by flooding, resulting in pedestrians unable to use the roadway and long delays for motorists. These bridges are located at:



Dover Castle Bridge

**KMR – Cassia Park & Queensborough Bridges, Kintyre Bridge.**  
**Portland – Rio Grande Bridge, Craig Mill Bridge.**  
**St. Mary – Eden River & Fontbelle Bridges, Box Culvert Robins Bay.**  
**Westmoreland – Stony Bridge Box Culvert.**  
**St. Catherine – Dover Castle.**  
**Clarendon – Crooked River, Dawkins Pen, Southwood.**

Gully works was one of the important mitigation measures undertaken by the Agency as part of its 2014 Atlantic Hurricane Season preparations. The NWA has undertaken significant repairs in the Sandy Gully to inverts and retaining walls. The damage was considerable in several areas and these have been addressed.

Cleaning of both the North and South Gullies in Montego Bay has also been done. River Training has been carried out at Yallahs in St. Thomas and the Hope River, Harbour View, St. Andrew. Additional revetment works have been carried out at Roselle in St. Thomas. The Palisadoes shoreline Protection and Rehabilitation Revetments that were being built have been completed and the road level has also been raised.

Drain Cleaning is another important component of the Agency's preparation. Deposits which restrict flow, particularly when the river is in spates have been removed in several areas. This restriction can lead to flooding of the roadways and result in major traffic delays.



## *A Closer look at how the National Works Agency prepares for the Hurricane Season*

In preparing for the Hurricane season, the National Works Agency (NWA) undertakes activities such as the inspection, maintenance and repair of the storm drain system in the public right-of-way and in drainage easements. This is usually done in collaboration with other government agencies such as the Parish Councils, which also have responsibility for some drains. Months in advance of the start of the period, local NWA officers identify critical drains in the network of storm drains that may need to be repaired or maintained. In some instances assessments reveal that additional drains may need to be constructed and this is also taken into account in the preparation for the hurricane season.



Drain cleaning exercise in progress within one of the targeted Channels

Critical drains can be defined as those drainage structures that pose the most danger to life and property, if not maintained. These drains are then targeted, depending on the availability of funds, for maintenance. Activities include clearing, removal of debris, and repairing damaged drainpipes or culverts.

Storm drains are designed to handle normal water flow, but occasionally during heavy rains, flooding will occur. One of the goals of the National Works Agency is to limit the occurrences of flooding incidents by keeping the drains clear with proper maintenance and cleaning.

Another activity that is ongoing and that contribute to the mitigation programme is the training of rivers to prevent or stem damage to lives and property. Under this programme, natural waterways are reinforced in their channels and, in some instances, these channels are adjusted to accommodate the volume of water that is expected to use these routes, especially in an emergency situation. This kind of activity also provides protection for structures such as bridges.

In keeping with this preparation technique, the National Works Agency is currently undertaking a Pre-Hurricane Season Mitigation Programme. This programme commenced in June and will see critical flood water systems maintained.

In the Northeastern Region, which consists of Portland, St. Mary and St. Ann, just over \$9.2 million are currently being spent to clean more than fifty-four drains. This programme is expected to aid in the prevention of flooding events in the region, which falls within Jamaica's most flood prone area.

### **HOW CITIZENS CAN HELP THE FLOOD DAMAGE MITIGATION PROGRAMME**

Residents are asked to help the NWA to keep inlets and catch basins free of debris. This can be done by not dumping your waste into these drains, culverts and gullies. Never block any part of the drainage system by putting leaves, dirt, or any materials in ditches, culverts, or drains as this can cause flooding. There are also other unhealthy practices, such as the slash and burn method often used in agriculture that negatively affects our drains and natural waterways, such as rivers. This is because trees and plants with strong root structures help prevent soil erosion which essentially is detrimental to our rivers and drains. As such, residents are urged to practice less hazardous agricultural practices.

Once we work together to maintain our drains and flood water systems, there will most likely be less occurrences of flooding, even in flood-prone areas.





## *Rehabilitation of George Lee Boulevard in St. Catherine, Kings Way St. Andrew Completed*

The rehabilitative works carried out along George Lee Boulevard in St. Catherine and Kings Way in St. Andrew have transformed both corridors. Both of these aging roadways had experienced major deterioration of pavement, drains and sidewalks over the last five years.

### **GEORGE LEE BOULEVARD**

General Paving Company Limited completed the first phase of the project to repair the Boulevard named in recognition of George Lee's work as a Councillor and first Mayor of Portmore. Phase One of this project is the section of roadway between Bayside Roundabout and the intersection adjacent to the Portmore Heart Academy. Phase Two of this project will continue from the intersection adjacent to the Portmore Heart Academy to Waterford. When Phase Two is completed the repairs will include the 2.6-kilometre length of roadway between Bayside Roundabout and Waterford.

The works involved clearing the project site, drain cleaning and construction, shoulder repairs, laying of kerbs, milling of the road surface and paving with Asphaltic Concrete. Phase One was substantially completed at the end of June 2014. During that period of work traffic was diverted along soft shoulders and the one way rotary traffic cycle at the Portmore Mall was changed temporarily to accommodate the repairs.



Paving in progress along George Lee Boulevard in Portmore, St. Catherine



A section of the 'brand new' Kings Way, St. Andrew

### **KINGS WAY**

Residents of the Kings Way communities in St. Andrew and motorists who use the roadway as a "Bypass" will breathe a sigh of relief because after three months of National Water Commission's pipe laying and road repairs, the project was substantially completed in June. The single lane usage, temporary closures, dust nuisance and noise are at an end.

These residents are now able to return to their normal life and after three months, motorists, once again, have unrestricted access to a "brand new" roadway.

The Kings Way works involved rehabilitation of 700 metres of roadway, inclusive of kerb walls and sidewalks. The road works also included complete base course works and paving with Asphaltic Concrete. The project was completed for an amount of \$15.5 million by contractor Surrey Paving and Aggregates Limited.



## *Over 44 thousand square metres of bad roads arrested*

The National Works Agency earlier this year dispatched its Force Account Teams across the island. The mission was to arrest the deteriorating condition that existed on several corridors. These teams were armed with Spray Patching units and this signalled the commencement of another phase of Spray Patching. After 120 days, beginning in February, of working in 10 parishes, the teams were able to complete 44 thousand square metres of patching along 28 road sections, at a cost of 63 million dollars.

Spray Patching Jamaican roads offers significant benefits over other repair methods. It is perfect for use on asphalt pavements. It can last longer than alternative patching methods. It restores the structural integrity of roadways and no marking or cutting of the pavement is usually required for patching.

The team that worked in Portland covered six major corridors and carried out over 2,500 square metres of patching. In the Western Region, approximately 3,300 square metres of spray patching were undertaken along four roadways in St. James, while in Trelawny the team working there carried out 4,200

square metres of patching. The road sections in Trelawny included Wakefield to Friendship, Salt Marsh to Kent, Stettin to Highgate Hall and Albert Town to Troy.

Over in the Garden parish of St. Ann, the team carried out patching along the Breadnut Hill Road (an alternative route to the Fern Gully roadway), the heavily trafficked "Truck Route" - Davies Town to Golden Grove and Bonneville to Troy. Another 2,325 square metres of patching were carried out along these roadways.

Roadways in the parishes of Hanover and Westmoreland were also patched. Corridors such as Seaford Town to Marchmont, Ferris to Georges Plain, Green Island to Glasgow, Riley to Bushmouth and Hopewell to Haughton Grove were among the eleven corridors in both parishes where deteriorating conditions were arrested. Eight thousand seven hundred and seventy square metres of patching was completed in the two parishes.

The Spray Patching programme was funded by the Road Maintenance Fund.

## *May Pen Bridge safer for Pedestrians...*

Two months after being closed and the expending of some 13 million dollars, the pedestrian walkways along the May Pen Bridge have been reopened. The Walkways which were closed due to their severe state of disrepair, were repaired through funding made available by the Road Maintenance Fund (RMF).

The bridge which is owned by the Jamaica Railway Corporation was retrofitted some years ago to facilitate vehicular traffic. Wooden planks were used as part of the construction method for the installation of the walkways. Due to continuous exposure to the elements these wooden members rotted causing serious risks being posed to pedestrians. The importance of the Walkways was drawn into sharp focus as pedestrians and motorists competed for the very limited space that the Rail Bridge allowed.

According to Regional Manager for the South, Sadiq Mahabeer, the repairing of both Walkways was completed using both wood and sheet metal. Concrete was also used as part of the methodology and fencing done for the safety of users.



A pedestrian making her way across the May Pen Bridge along the newly refurbished walkway. The two walkways were fixed and new rails put up to improve the safety of persons.





**"DOING ROAD" -**

*Sights,  
Scenes and  
Community  
Relations*



Praises, praises and more praise! for life, family, friends and all who are in need. This time it was for team member Jennifer Fuguson who became critically ill. Other team members saw a need and filled it with organising a Gospel Concert in the Agency's Parking Lot, on her behalf.



Jennifer Ferguson, on the night of the concert, being comforted by team members, family and friends.



Gospel at its finest! As the saying goes; when praises go up, blessings come down. Although this particular blessing may seem to some as ironic. The NWA's prayers was for, if not recovery, then at least better health and to raise funds to financially assist Miss. Ferguson. But a higher power had other plans. Miss Fuguson departed from this life the very next day after the concert was held. We however raised funds of over \$300,000.00. Well done Team NWA!



## On the roads with Minister Richard Azan



Minister Azan at site where twin boys fell fatally into drain, St. James.



Azan comforting Principal of Green Pond Primary School following the death of the twin brothers.



Minister Azan looking at the damage done to a section of the North Gully.



CEO, E.G. Hunter talks with Project Manager, Horace Cotterel (right) and Director, RISP, Varden Downer (left) while on tour of the Sandy Bay to Montpelier project.



Paving machine at work along the Sandy Bay to Montpelier roadway, Hanover.



NWA's CEO, E.G. Hunter makes a point while on tour with Minister Azan and Member of Parliament for Eastern Hanover, D.K. Duncan. The team on was tour of the works along the road from Montpelier to Sandy Bay.



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## 20 hot tips to stay cool

By NATASHA COURTNEY-SMITH and CHARLOTTE DOVEY, *Daily Mail*

As temperatures soar and thousands head off on holiday to make the most of the long, hot summer days, we discover 20 ways to keep your cool in the heatwave:

Eat small meals and eat more often. The larger the meal, the more metabolic heat your body creates breaking down the food. Avoid foods that are high in protein, which increase metabolic heat.

Run your wrists under a cold tap for five seconds each every couple of hours. Because a main vein passes through this area, it helps cool the blood.

Eat spicy food. Although this may be the last thing you fancy in hot weather, curries and chillies can stimulate heat receptors in the mouth, enhance circulation and cause sweating, which cools the body down.

Take a tepid bath or shower just below body temperature, especially before bedtime. Although a cold shower might sound more tempting, your body generates heat afterwards to compensate for the heat loss.

If you have a basement, use it during the hottest hours of the day when the sun is highest. Basements are usually 10-15 degrees cooler than the upstairs part of the house.

Wear lightweight, light-coloured cotton clothes. Heat is trapped by synthetic fibres, but cotton absorbs perspiration and its evaporation causes you to feel cooler. The light colours reflect the sun's radiation.

You may be longing for a cold beer or a chilled white wine spritzer. But you should avoid alcohol because it dehydrates the body. You are better off with mineral water or low-sugar fizzy drinks. Also, avoid drinks with caffeine such as coffee and colas. These increase the metabolic heat in the body.

Slow down and avoid strenuous activity which will stimulate your body and raise its core temperature. If you must go jogging, do it during the coolest part of the day, which is usually before 7:00 a.m.

Sleep on a feather or down pillow with a cotton pillowcase. Synthetic pillows will retain heat.

Ditch your duvet and sleep under a sheet instead. Even better, put your sheets in a plastic bag and stick them in the fridge a couple of hours before going to bed. As we fall asleep our body temperature lowers, which is why it's difficult to sleep in hot weather. Cold sheets straight from the fridge should help you sleep better.

Sit back, close your eyes and picture snow. Research has shown that the body reacts to these daydreams, reducing its overall temperature.