

ROADSTER



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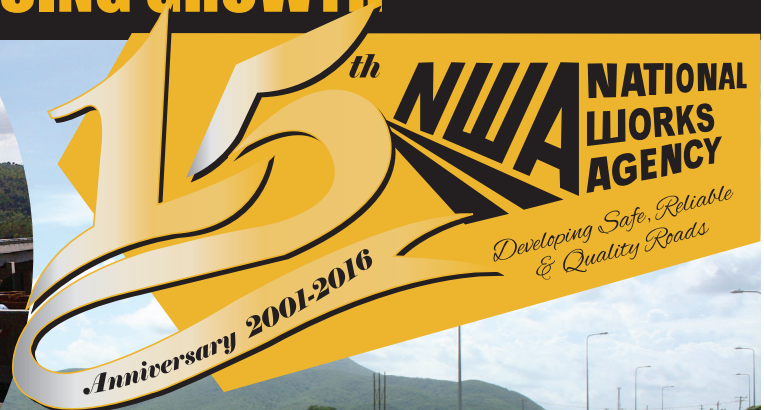
A Publication of the Communication
and Customer Services Department

"Paving the Way"

NWA - 15 YEARS OF DRIVING DEVELOPMENT AND ENHANCING GROWTH



WESTMORELAND BRIDGE, ST. MARY



YALLAHS BRIDGE, ST. THOMAS

On April 1, the NWA celebrates 15 years of existence. The Agency was among the first entities to be transformed into an Executive Agency and charged with the responsibility of Developing Safe, Reliable and quality roads.

The Roadster shows some of the imperative developments managed by the NWA over the last 15 years. These projects have contributed to growth and development across many sectors of the economy

ELEGANT CORRIDOR,
MONTEGO BAY, ST. JAMES

Marcus Garvey Drive getting
Billion Dollar Improvement
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Kúpius Bridge in
Clarendon ... pg 7

\$50 Million dollar Revetment
Works completed in
Falmouth Trelawny ... pg 13

DRY RIVER BRIDGE, ST. ANDREW



Widened with Improved Drainage -
EAST KINGS HOUSE ROAD, ST. ANDREW



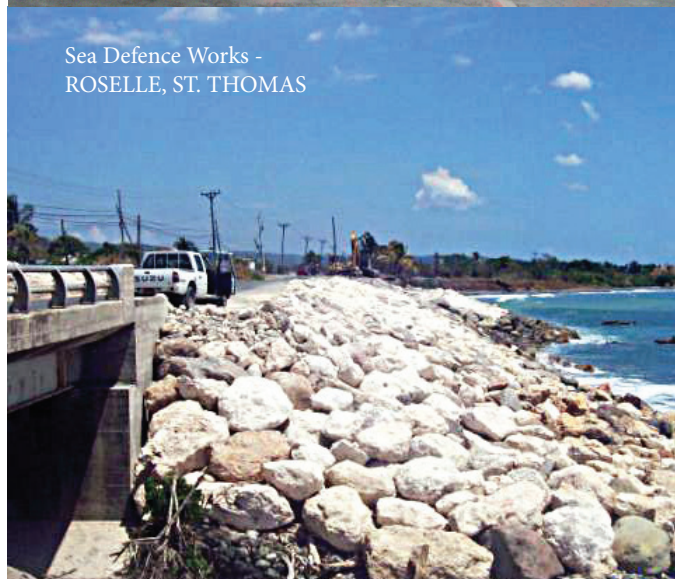
First Signalised Intersection -
OLD HARBOUR, ST. CATHERINE



Concrete Pavement -
BOG WALK GORGE, ST. CATHERINE



Sea Defence Works -
ROSELLE, ST. THOMAS



Marcus Garvey Drive getting Billion Dollar Improvement

The National Works Agency (NWA) has commenced the billion dollar reconstruction of Marcus Garvey Drive in St. Andrew. The 2.4 kilometer stretch between East Avenue and Harbour Street, Kingston, has become a work zone and will be for the a period of 12 months. The project got underway on March 21, 2016.

Among the benefits to be realised at the completion of the project will be the:

- Widening of approximately 2.44 km of the roadway, between East Avenue and Harbour Street. This will see the number of available lanes moving from four to six.
- Installation of sidewalks on both sides of the road;
- Construction of a median to properly separate eastbound and westbound traffic;
- Realignment of a section of the corridor to improve the transition into Harbour Street;
- Installation/upgrading of seven (7) traffic signals with pedestrian facilities;
- Widening of two box culverts/bridges to accommodate the additional lanes;
- Improvement of drainage infrastructure along the corridor;
- Addition of a new base layer and Asphaltic Concrete;
- Provision of street lights, and
- Installation of requisite signs and road markings.



Signed, sealed and delivered! Former Minister of Transport and Works, Dr. Omar Davies, hands over a copy of the contract for the reconstruction of 2.4 kilometers of Marcus Garvey Drive in Kingston to Project Manager of CHEC, Mr. Xiang Liu. Looking on are (from right) Former State Minister for Works, Richard Azan, former Permanent Secretary for Transport and Works, Mrs. Audrey Sewell. At back row, Town Clerk, Robert Hill, Mayor of Kingston and St. Andrew, Councillor Angella Brown Burke and Councillor for the Tivoli Gardens Division at the Kingston and St. Andrew Corporation, Donnavan Hamilton, also shared in the moment.

The NWA expects that in general, on completion of the project, motorists should experience a 30% improvement in the travel time along the corridor, and controlled intersections with left in and left out manoeuvres thereby eliminating conflict points.

Sections of Marcus Garvey Drive, which carries up to 40,000 vehicles per day have regularly been impacted by flooding, and the project will also serve to have this mitigated with the improvement in the drainage infrastructure.

Additionally, the road will be lifted by as much as three feet in sections. A stabilised concrete base will also form part of the construction. This will further enhance the quality of the road, which will be constructed at a cost of US\$20.5 million.

The NWA will be keeping the road opened, while the project is being executed. Given the possibility of delays being experienced when using the corridor, the Agency has engaged the support of the police in order to manage the traffic flows. Several corridors are also slated to be improved in the short term in order to assist in minimising such delays. Chief among the corridors to receive attention is the section of Spanish Town Road between Three Miles and Darling Street. The NWA intends to patch sections of this road and improve safety features such as markings and signs.

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

In January, works commenced at the intersection of Portmore Municipal Boulevard, Passagefort Drive and Grange Lane, which once completed will see a much improved intersection in that area. With the development of the areas in close proximity to the intersection, it has, over time, become inadequate for the traffic that now needs to traverse that area.

As such, the project that is now underway is meant to improve and realign the intersection, which will be signalized to control traffic movements. The works are being undertaken in two Phases.

Phase One, which started in January and lasted until March 31, saw the realignment of the Grange Lane and Municipal Boulevard intersection, in such a way that it will now form a four way crossroads with Passagefort Drive. The carriageways have also been increased to seven (7) metres wide by 200 metres, and traffic signals have been installed at the improved intersection with right turning lanes for all approaches. This was done at a cost of \$35 million.

Phase Two, which is just about to get underway, will see the newly created intersection and approaches being paved with Asphaltic Concrete. Allowances will also be put in place for pedestrians, with the construction of sidewalks. The roadway will be completed with road markings and the required signs. This is to be done at a cost of 25 million dollars.

Both phases are being funded by the Road Maintenance Fund (RMF).



A view of a section of the recently improved, realigned intersection at Grange Lane and Passage Fort Drive



Grange Lane being realigned to form part of a four way crossroads



Newly installed traffic signals

A New Bridge for Rentcombe

The community of Rentcombe, near Harkers Hall in St. Catherine, has had to go without proper access for some time. This was largely due to the fact that there is a river that has to be crossed, and there was no proper physical structure by which to do so. As such, access was often breached, especially when it rained heavily. This has, sometimes, had crippling effects on this farming community, because although water is good for farming, too much of anything will always be problematic.

The problem of access is now being resolved as since mid-February, works got underway for the construction of a new bridge in the Rentcombe community. The construction

of this bridge will lead to easier transportation and is expected to facilitate increased agricultural output, as the costs of travel and trade decrease, and social cohesion and shared resources increase. After all, farmers not only need to be able to transport their produce to the market, but also to have the market or resources be able to come to them.

The project was implemented under the Major Infrastructure Development Programme (MIDP), and will cost just under \$35 million. This new bridge will be a compact modular bridge, the parts of which were procured from China. This type of bridge is a pre-fabricated steel bridge system that was designed for remote areas and requires a relatively small amount of large equipment, during construction. This would allow for a quicker construction period. The expected duration of the project is 120 days which should see a completed bridge, at that location, by June.

The bridge is designed for longevity. It will be a single-laned structure that can accommodate up to 30 tonnes vehicular loads. It will have a pier and two abutments made of reinforced concrete, designed in such a way as to accommodate hydraulic clearance for up to 100 year storm run offs. The design, also, proposes that both the piers and abutments are founded on rock formation in the river so as to reduce the risk of damage as a result of scouring. Society, therefore, can only benefit when it is provided with safe, long-term, and durable structures.

The benefits to the Rentcombe community are obvious: the transportation of goods and services will be a lot easier; there will be connectedness and cohesion within the community, as well as for the communities in close proximity. In addition, there is the prospect of employment for community members during the construction project, which will not only boost the economy of the community but would also create a skills base for the future.



Former Minister of Transport and Works, Dr. Omar Davies, breaks ground for the construction of a bridge to the community of Rentcombe in St. Catherine. The community has never had a suitable access, resulting in residents being marooned whenever it rains. Member of Parliament for North Central, St. Catherine, Natalie Neita Headley (2nd left), Councillor for the Above Rocks Division at the St. Catherine Parish Council, Judith Marriot, (left) and Senior Director, Project Implementation at the NWA, Earl Patterson shared in the symbolic breaking of the ground.

Projects in Central Manchester



Sheet Patching along Mandeville to Rudds Corner

The National Works Agency completed a hot mix patching programme, in Central Manchester, during the first quarter of 2016. The programme which was funded by the Routine Maintenance Fund (RMF) was undertaken by a Force Account Team.

The main roads that were patched included: Williamsfield to Whitney Turn; Old Greenvale Road; Mandeville to Rudds Corner and Mandeville to Spur Tree via Swabys Hope. The total cost was \$13,424,993 and covered 5,600 m² of patching. The work impacted commuters in the community of Knockpatrick, the town of Mandeville and its suburbs, Melrose, Belfield, Newport and Williamsfield, and will assist with the reduction of the deterioration on vehicles and quicker travel time.

Drainage improvement works were also done along the corridor from Williamsfield to Greenvale. The work which was valued at \$2.8 million was completed in March. The work being completed, it is expected that flooding, that is experienced in area, will be significantly mitigated.



Preparatory work on the Mandeville to Spur Tree via Swabys Hope corridor



Compacting along the old Greenvale Road

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The Construction of the Kupius Bridge in Clarendon

After standing tall for one hundred years and facilitating hundreds of millions in trade and commerce, the Kupius Bridge in upper Clarendon is to be replaced. The structure, though liked by many for its historical value, has for years being cited as a weak point along the corridor linking May Pen to the North-coast. With over 1.2 billion dollars being spent to rehabilitate the road from Sour Sop Turn to Chapelton and plans to rehabilitate the corridor from Chapelton to Trout Hall, the replacement of the bridge was imperative.

This is to be achieved as part of the Major Infrastructure Development Programme (MIDP), under which nearly 700 million dollars will be expended for the new structure. The bridge is one of the major projects under the MIDP to be undertaken directly by China Harbour Engineering Company (CHEC), the main contractor for the implementation of the programme.



Old Kupius Bridge

Work, on the bridge, started on January 9, 2016 and should be completed in 14 months. The scope of work includes the construction of a two span 62 meters long pre-stressed concrete bridge to accommodate two lanes of traffic and two sidewalks for pedestrian use. There will also be the construction of 640 metres of approach embankment for the bridge, scour protection, the installation of street lights, road signs and road marking. The bridge will have a design life of 75 years. When complete the \$700 million bridge will span the Rio Minho, one of Jamaica's longest river, which runs north to south across Clarendon.

Work, on the bridge, started on January 9, 2016

Prior to the start of the construction, a community meeting was held to inform stakeholders and to garner their input. Those at the community meeting, held at Prayerline Church of God in the community of Pennants, heard that the bridge project fitted into a comprehensive plan to improve travel in the area. Manager of Communication and Customer Services of the NWA, Stephen Shaw, stated that the long-term plan of the government is to have a suitable corridor from May Pen, Clarendon to Discovery Bay, St. Ann.

Member of Parliament for Northern Clarendon, Horace Dalley, who was also present at the meeting, said that persons from the various communities were happy to have had the project underway, especially as it was the largest amount to be expended on a single project in that part of the island.

North-Central Clarendon Member of Parliament Parnel Charles used the event to remind residents that they would have to be of good order since they would have to be interfacing with the Chinese counterparts and would learn much from their guests, both in terms of progressive working habits, as well as skills

Clarendon Roads Benefitting from upgrading works

More works are being done on road sections in the parish of Clarendon. The parish, which has a very wide network of corridors, does have its fair share of uncomfortable roads, but the NWA through funding from varying sources continues to improve the situation.

The latest areas to be benefitting from improved road and drainage infrastructures are the corridors from May Pen to Sevens, Summerfield to Thompson Town, Crooked River to Broad Leaf, the Milk River main road and Georges Street. The stretches from Alley to Rest and Osbourne Store to Ramble also received attention.

Road rehabilitation works started on January 26, 2016 on the May Pen to Sevens Road. This section was in a deplorable condition with multiple potholes. The scope of work includes formation, Base course; cleaning of earth drains and side drains and Double Surface Dressing.

This project is being funded by the Road Maintenance Fund's Routine Maintenance Road Rehabilitation 2015-2016 Programme at a cost of \$32,617,250.00. The project, which is located in Central Clarendon, is contracted to Chins Equipment Rental and Construction and is slated to be completed by June 1, 2016.

This 6.3 km of road impacts commuters from May Pen, Sevens Heights and Sevens Estate. Work from the same source costing \$1,641,490.00 was completed along Georges Street on January 10, 2016. This patching exercise was completed by JAC-DEN Enterprise Ltd.

The RMF Routine Maintenance 2015-2016 was, also, very prominent in patching other roads in Clarendon. The Summerfield to Thompson Town road, in the vicinity of Smithville, was patched by an NWA Force Account team at a cost of \$10 million. The Crooked River to Broad Leaf road was patched by another Force Account team at a cost of \$5 million and drainage improvement works completed along the Milk River main road by Britalex Construction costing \$3,284,400.00

The Tourism Enhancement Fund (TEF) also assisted by providing critical funding for patching in South West Clarendon. A Force Account team patched the corridors of Alley to Rest and Osbourne Store to Ramble. Some \$4,900,000.00 was spent on each corridor.



Cleaning of earth drain along the May Pen to Sevens Road



Alley to Rest main road being patched



Sheet patching along the Osbourne Store to Ramble road.

Replacement of the Harbour Head Bridge in Port Morant, St. Thomas



Workmen welding Piles for the new Harbour Head Bridge

In August 2015, the National Works Agency concluded preparations for the replacement of the Harbour Head Bridge in Port Morant. The existing bridge that, residents would tell you, was over a hundred years old, had long outlived its intended lifespan. In fact, the structure was a single laned steel plate girder bridge that was constructed in 1889. The bridge was in a dire state with structural defects and as such needed to be replaced.

The bridge, though, was somewhat a historical relic that harboured stories of crocodiles and or spirits, depending on who you talk to. Nestled between fields of cane in a seemingly isolated area, this structure was often the site chosen by young boys and men, in the surrounding communities, to improve their fishing skills. It provided access to towns such as Morant Bay, Port Morant and Golden Grove. It will be replaced with a Compact 200 bailey bridge.

The project is being funded from the Capital 'A' budget for the financial year 2015/2016 at a cost of \$49,552,000. The works which got underway in early September 2015, saw the construction of a detour route adjacent to the old structure and the demolition of the existing bridge structure. The replacement works will include piling works, the construction of bridge abutments, the assembling and launching of a bailey bridge, scour protection works, limited base construction and asphaltic concrete pavement. Wing walls and approach roads will also be constructed.

The works which were originally scheduled to be completed by end March 2016 was fraught with challenges in the early stages which have pushed its expected completion date to the end of May 2016.

Ward River Bridge to be demolished

As the National Works Agency (NWA) moves to improve the quality of bridges on the main road network, yet another structure in St. Thomas is to be demolished. This time the NWA will be taking out the Ward River Bridge, which is located along the corridor from Morant Bay to Port Morant.

Under the Major Infrastructure Development Programme (MIDP) some \$57.6 million will be spent on replacing the bridge. The scope of the works include the demolition of the old bridge, driving of piles, river protected works and the construction of approach roads. A detour road is also to be put in to facilitate the movement of traffic once the project is underway.

The project, which at the end of summer will see a new 17 meters long bridge in place, got underway at the end of March. The new bridge will facilitate two lanes of traffic and will also provide for safe passage through sidewalks for pedestrians.

In the meantime, the NWA is also gearing up to replace the Leith Hall Bridge, which is also in a state of disrepair. Negotiations are far advanced for this structure to be replaced. Work continues on the Harbour Head Bridge, which was taken out of service last year, after it partially collapsed.

ZIKA Virus Vector Control Programme in Northeastern parishes

In early February, the National Works Agency (NWA) unveiled an island-wide Vector Control programme to deal with the eradication of breeding sites of the *Aedes Aegypti* mosquito, which had been charged with the spread of the Zika virus. The programme targeted critical drains, in what were dubbed 'high risk communities' across the island. As such, communities most at risk, and critical drains in each parish were identified for cleaning. An allocation of \$2 million dollars per constituency was made available to do these works. The works were implemented under the Jamaica Emergency Employment Programme (JEEP).

NORTHEAST JAMAICA

In the northeastern parishes of Portland, St. Mary and St. Ann, over 50 communities that were identified as high risk were targeted. As such the most critical drains in these communities were cleaned. The budget for all three parishes was \$18 million. In Portland, these communities included: Sherwood Forest, Long Bay, Bay View, Dragon Bay, Nonsuch to Port Antonio, Hope Bay, Rio Grandie to Cuffie's Head, and Mount Pleasant.

In St. Mary drains were cleaned in Annotto Bay, Enfield, Baxter's Mountain, Gully Road, Cox Piece, Hamilton Mountain, Mango Valley, Castleton, Highgate, Port Maria, Islington, and Hampstead. In St. Ann, Brown's Town, Bamboo, Discovery Bay, Dunbarton, Cave Valley, Aboukir, Benning, Mount Maria, Moneague, Parry Town, Ocho Rios, Exchange, Steer Town, and St. Ann's Bay all benefitted under the programme.

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



The Rehabilitation of the Watchwell PC Road, St Elizabeth

Preliminary work has started on the Mountainside to Watchwell Parish Council road in South Western St Elizabeth. The project is 15% completed, as of mid-March 2016, with bushing, trimming of banks, cutting of overhanging trees and the cleaning of outlets and drains completed.

The six kilometres long road was in a deplorable condition and in urgent need for rehabilitation. It forms part of the road network that takes traffic from the central regions of the parish (Santa Cruz) to the southern areas, such as Treasure Beach and Pedro Cross. Due to the significance of this roadway to tourism and the parish of St. Elizabeth, the Tourism Enhancement Fund (TEF) joined forces with the NWA in the rehabilitative effort.



Earthwork along the Watchwell Parish Council Road

The badly scoured and potholed Ridge Pen Road connects Mountainside to Watchwell. In recent years, the low lying roadway has mostly been a tortuous drive on the verge of being impassable. Attempts at marling and resurfacing have provided only temporary relief until the next series of heavy rain.

The project was contracted to DR Foote Construction Company Limited at cost of \$99,701,205. The project commenced on January 10, 2016 and should be completed in six months. The scope of work includes the bushing and trimming of banks and cutting of overhanging trees, cleaning of outlets, cleaning of earth drains, construction of rip rap cross drains, construction of a U drain, scarifying, grading, shaping, rolling, construction of kerbs, installation of side walks and Asphaltic Concrete overlay.



Councillor of the Mountainside Division Derrick Sangster speaking at the Contract Signing Ceremony

Major Development Infrastructure Programme Impressing Western Jamaica Residents

In July 2015, the Government of Jamaica rolled out the Major Infrastructure Development Programme in the western end of the island with the commencement of five projects. These projects, which are being undertaken at a cumulative cost of approximately \$644 million, are well underway with three of these projects now nearing completion.

These are the Santoy to Orange Bay project in Hanover, the Sheffield to Silver Spring roadway in Westmoreland and the Latium Bridge in St. James. Work is also being undertaken on the Riley to Glasgow corridor in Hanover, as well as the Green Island to Silver Spring roadway, also in the parish of Hanover.

Residents have welcomed these projects, and are already reaping the benefits from these much needed projects.

"Much improved...the road noh bad at all." These sentiments were expressed by Paul Gray, a resident of Orange Bay in Western Hanover, in response to the government's effort to rehabilitate the just over 2km stretch of roadway between Orange Bay and Santoy in the parish. He added that the project has given the community a well needed lift.

Similar sentiments were expressed by Natalee Brown, another resident of the community, who stated that the roadway was now much improved and made her commute, which is mainly by 'bike taxis' (a popular phenomenon in the West), a smoother and safer one.

Ms. Brown said her only complaint was now the excessive speed at which motorists and motor cyclists now traverse the roadway.

"When the road did bad dem use to sail, now it good a fly dem a fly...wi need some speed bump along the road fi stop dem," said Ms. Brown.

The Green Island, Santoy, Sheffield and Latium projects are now substantially complete. Work continues on the Riley to Glasgow project, which is now far advanced, and is expected to be completed before the end of the financial year.



A completed section of the Orange Bay to Santoy roadway in Hanover.



A section of the Sheffield to Silver Spring roadway in Westmoreland.



A view of the Green Island to Silver Spring roadway in Hanover, which was recently completed under the MIDP.

\$50 Million dollar Revetment Works completed in Falmouth Trelawny

A view from a section of the Falmouth main road



"Long overdue!" These words were expressed by the Acting President of the Trelawny Chamber of Commerce, who spoke with the Roadster recently, following the completion of a \$50 million effort aimed at stemming erosion along the Falmouth main road in Trelawny.

The corridor, which is in close proximity to the Falmouth Pier, had for some time, been affected by wave action, resulting in sections of the roadway being undermined.

In October, the National Works Agency commenced work on the worst affected section of this roadway. This project saw Rock Revetment works being executed along 500 metres of the coast line. Rock revetment prevents shoreline erosion by acting as a buffer between the sea and the coast, and by extension nearby roadways. The project involved the systematic packing of large boulders, along the coast extending 6 metres out into the sea.

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

Mr. Christie, though expressing satisfaction with the completed project, expressed a desire to see the project being continued along the full length of the coast/roadway.

"The entire roadway needs to be protected, especially with the rumoured plans to expand the area to accommodate larger ships," he said.

In the meantime, an extension to the project is now in the pipeline. There are now plans to add another 150 metres of revetment works. The project is expected to get underway in short order.



Flooding of a section of Creek Street in Montego Bay



Cleaning of the South Gully in St. James

NWA's Responds to Flood Rains in the West...

Saturday February 27, 2016 is a day that will certainly not soon be forgotten by many persons in the parishes of St. James and Hanover as it brought with it torrential rainfall and flooding unlike that which has been experienced for some time.

The parish of St. James was particularly hardest hit, especially within the city centre. The nearby South Gully which was cleaned only two weeks prior, overflowed, flooding several businesses along areas such as Creek Street and St. Clavers Avenue, and littering the corridors with debris. This left many proprietors in a quandary as they rushed to salvage what they could, and have their businesses cleaned.

Traffic was reduced to a snarl along several roadways, while others were rendered impassable. Such was the extent of the flooding that it is reported that a motorist had to be rescued by firefighters along a section of the Sign main road in St. James, after his vehicle stalled due to rapidly rising flood waters.

The parish of Hanover also suffered some amount of damage as areas such as a section of the Sandy Bay main road was blocked by washed down debris. Additionally, landslips were seen along several corridors across the parish.

National Works Agency response teams were out in full force, working to ensure that all roadways were passable and blocked outlets cleared. Normalcy was restored within a few days of the flood event.



Flooding of a section of the Creek Street in Montego Bay



Washed down bamboos in the Riley River

NWA Undertakes Multi-Million Dollar Drain Cleaning Programme in the West

Amid concerns regarding the Zika Virus, the National Works Agency (NWA), in February 2016, undertook a \$10 million effort aimed at clearing potential mosquito breeding sites and the cleaning of critical drains across the western parishes of St. James, Hanover, Westmoreland and Trelawny.

Approximately twenty four million dollars was devoted to this effort. Among the drains that were targeted are the Catherine Hall drains and the North Gully in St. James; the Solace Lane Drain and the Sandy Bay Gully in Hanover; the Petersville and Georges Plain drains in Westmoreland. While in Trelawny, the Agency will be targeting areas such as Troy and Albert Town.

This latest effort by the NWA formed part of an island wide drain cleaning programme.

Additionally, the NWA and the Tourism Product Development Company (TPDCO) joined forces to clean the outlet of the South Gully, which is one of the main drains in the city of Montego Bay, St. James.



Cleaning of the Railway Lane drain in St. James



Cleaning of drain in Georges Plain

Remembering Theos Blake

Sunrise: December 20, 1985 - Sunset: March 27, 2016

It is always hard to say goodbye to someone who has touched your life and your heart, and it is especially hard not to miss someone who has proven to be one of the best persons you'll ever know. This was what Theos Blake was to so many persons who got the opportunity to meet him, and know him – a genuinely nice person.

This young man, only thirty years old, seemed to have lived far beyond his years when you hear his coworkers, friends and family speak of him. He was humble, he was kind, he was dependable, he was hardworking, he was jovial and he was always pleasant – the quintessential coworker.

As a native of Little Park, which is approximately 14 miles from Santa Cruz in St. Elizabeth, Theos Blake attended Munro College (Class of 2002) and the University of Technology (Class of 2008), where he completed a Bachelor of Education (B.Ed) TVET programme in Industrial Technology, with first class honours. He came to the

National Works Agency (NWA) in 2008 as a Patching Supervisor at the Kingston Metropolitan Regional Office (KMR), and from the outset, demonstrated a work ethic that was truly impressive. A year later, he relocated to St. Thomas as an Assistant Parish Manager working from the Morant Bay Office, a position he held for over five years, until he was promoted to Parish Manager of St. Ann in January 2015.

Theos once described himself, in an interview, as an "ardent worker who is driven by achievement, efficiency and teamwork", and one can easily attest that this was indeed true. While in St. Thomas, he established himself as a formidable force in construction and emergency management, and was often the first source to be contacted when there was need for information. This work-ethic was carried with him to St. Ann, where he quickly gained the love and admiration of his staff, and it was truly heartwarming to experience the level of camaraderie that was shared among this team.



Despite his young age, Theos had a wealth of experience and that, coupled with his friendly character, greatly enhanced the relationships he shared with his peers and supervisors. "I am a strong believer in personal and professional development, not just for myself but also for those who I supervise and work with," he once said.

A reserved and unassuming individual, Blake managed to gain the respect and admiration of all he has worked with and has been described by former supervisors and team members as a "hard worker . . . with a positive approach to work . . . who gets along with everybody". One team member also lauded his work ethics as "impressive" and described him



Theos at different stages of work and play

Theos Blake - Continued from page 16

as a "unique personality, who is punctual, organised, flexible and eager to learn, plus he doesn't mind "getting his hands dirty (manual labour).

On a Personal note . . .

Theos is the father of two daughters, Tiana and Theona, who he loved dearly. In fact, he described his children as his "key motivators". He felt that they were the reason he did everything that he did. He, not only, wanted to be a positive role model for them but felt that he had to remain focused and motivated in order to make the necessary sacrifices for them.

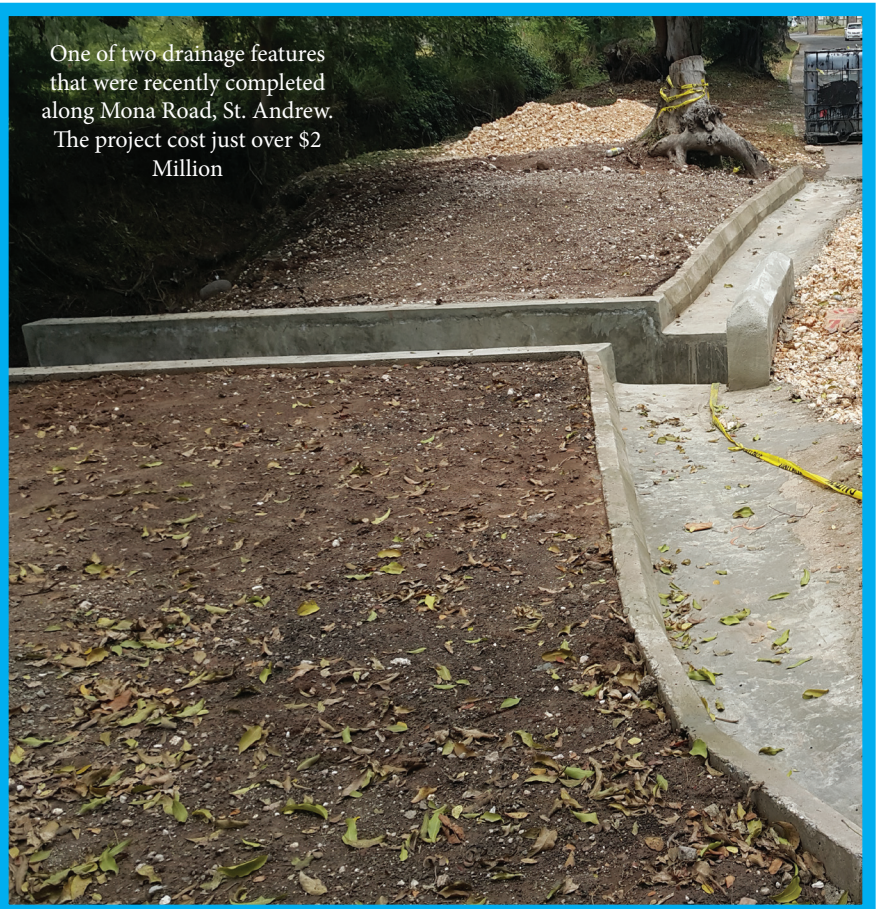
Lastly, Theos was an avid motorcycle stuntman. This was a passion as far back as he could remember, so much so that up until his second year at University one of his life's ambitions was to be a mechanic. This was because he could work on, and modify bikes. This love transcended into his desire to learn how to manipulate these vehicles – an activity he actively participated in until his untimely transition.

Theos , a Great Leader, a Great Friend, Great Teacher, a Great Father and Brother. Theos was our boss and most of all, our friend. He was Selfless, Kind, Loving, Compassionate, Genuine, Humble, Ambitious, Hardworking, Jovial and Pleasant. Theos had a warm and pleasant personality which drew everyone to him. All who came in contact with Theos showed great amount of respect, loyalty and admiration. He loved and lived for his daughters (Tiana & Theona), Nickesha (Theona's mother).....ohh and his son - his Yamaha R6 bike.

Words will never be able to completely describe Theos and there are no words to describe the pain and grief that the Parish of St. Ann is going through and will be going through.

God is the master and He has His plan.

- St. Ann Parish Team-



Roadhouse to Whitehouse roadway in Ewarton St. Catherine gets much needed rehabilitation

Just outside Ewarton square, in St. Catherine, the National Works Agency is currently rehabilitating the Roadhouse to Whitehouse parochial road. The works, which commenced on January 5, will see just over four (4) kilometres of this six (6) kilometre roadway being reconstructed.

The project is peculiar in that the final surface for this roadway will be Micro-surfacing, which in this instance was thought to be the better solution, when compared to Double Surface Dressing. The works also included the reshaping of the roadway; drainage improvement and the installation of kerbs and channels.

Base works have already been completed and the contractor, Microsurfacing Limited, is now working to complete the drainage infrastructure, approximately 40% of which had been completed at the end of March. Application of the microsurfacing material has also started.

The works which are being funded by the Road Maintenance Fund at a cost of \$54.9 million is about 70% completed, as at the end of March.

Residents have expressed gratitude for the project and are looking forward to the completion of the roadway. There are however, concerns about speeding, once the roadway is finished. Residents have also asked that the remaining 1.9 kilometres of roadway be addressed in the near future.



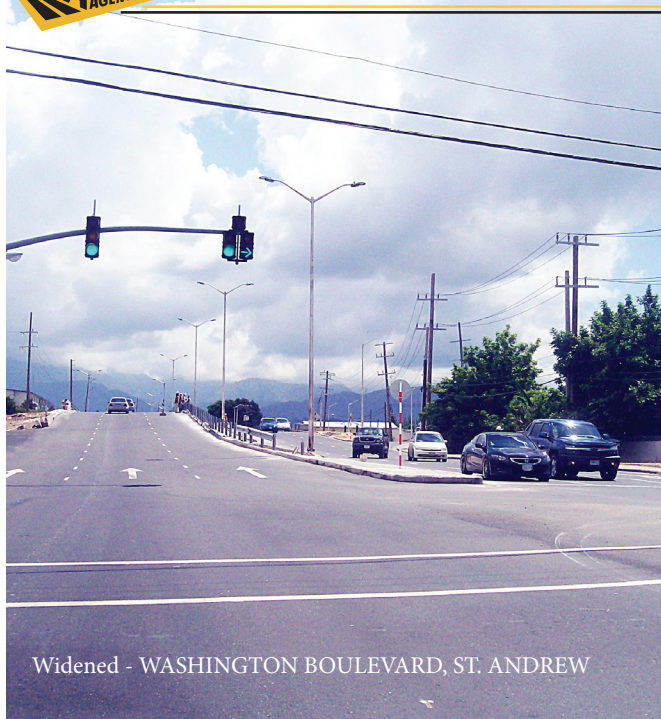
A section of the Roadhouse Whitehouse roadway after the laying of the base course



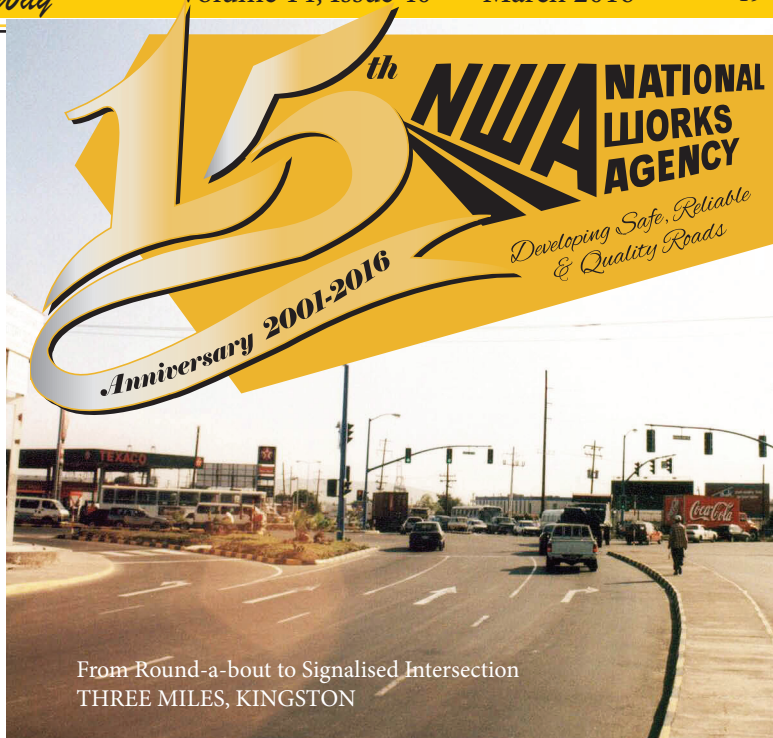
Excavation for the construction of kerbs and channels



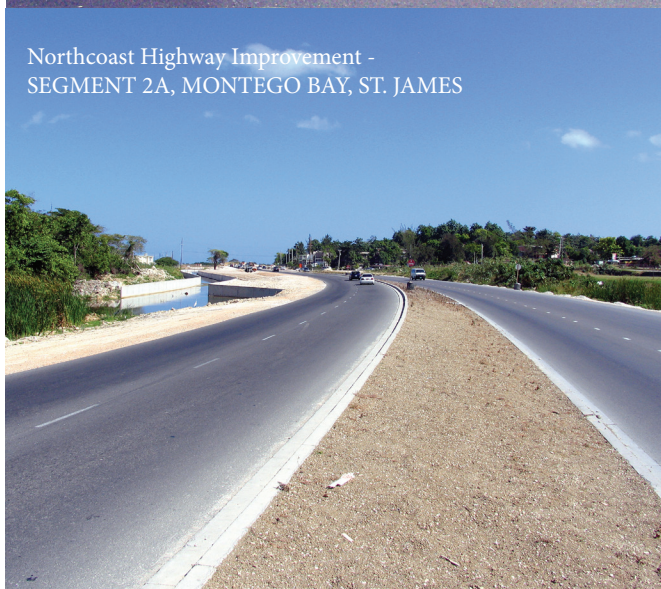
A section of the Roadhouse Whitehouse roadway primed in preparation for microsurfacing



Widened - WASHINGTON BOULEVARD, ST. ANDREW



From Round-a-bout to Signalised Intersection
THREE MILES, KINGSTON



Northcoast Highway Improvement -
SEGMENT 2A, MONTEGO BAY, ST. JAMES



River Training
SHREWSBURY, PORTLAND



Northcoast Highway Improvement -
PORT MARIA, ST. MARY



Traffic Management -
NEW KINGSTON, KINGSTON

BOX JUNCTION
HAGLEY PARK ROAD AND MAXFIELD AVENUE



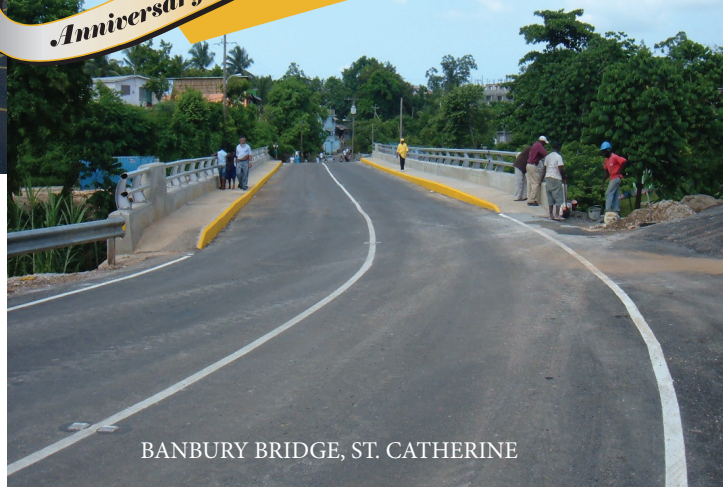
BARBICAN ROAD,
ST. ANDREW



BLACK RIVER BRIDGE,
PORTLAND



BANBURY BRIDGE, ST. CATHERINE



CASSIA PARK BRIDGE, KINGSTON



PORT ROYAL STREET, KINGSTON

