

## Barbican: Feedback, Q & A

### DAVID ELLIS, UNIVERSITY STUDENT

"I think it's quite accurate that the road's being fixed because I have seen some major improvements since lately, since the process has been going. The length of time it's taking to fix the road is fine because the road was narrower before, now it's much wider and everything is running quite smoothly."



### WARREN YAPP, BUSINESS OPERATOR, BARBICAN SQUARE

"So far it's kind of good because I know it's a lot of work and thing. It will improve the business and the place overall, you understand? And it is going to give it a good look and everything. I know when it's finished it's going to be a different look. But as I was saying you have to come to the people and tell them why it take so long."



**ROADSTER:** *The triple component Barbican Road Upgrade works was originally planned to last 6 months. However, upwards of 31 work days were lost on the project due to the unseasonal heavy rains during the months of October and November last year. The progress of pipe-laying works was also significantly stymied by the dense underground infrastructure including utility cables which exists in the area. Time had to be allowed during the life of the project for the relocation or repair to these, where needed. The project however continues in earnest and is not expected to go on much longer than the total time lost.*

### DAVID, TAXI OPERATOR, BARBICAN

"It alright, but it inconvenient. But I mean say yea if you want good you nose haffi run, don't it? I don't see them really put anywhere for me to stop and really pick up the people them. So mi don't know how that a go work out, because you have

to stop and pick up and let off fi mek a dollar. After it go four-way now, right, certain part of it a go still be two-way so it a go really go back into a bottleneck some point, somewhere up the line. It a go make sense?"



**ROADSTER:** *A bus bay will be built along East Kings House Road adjacent to the southbound lanes in the vicinity of Fontana Pharmacy. The facility will be 6 meters long and 2.1 meters wide and will be placed in the area where approved public transportation previously sat down and picked up passengers.*

*The performance of the overall road network will be impacted positively with the upgrade works along Barbican Road with the aim to optimize the entire network with the planned expansion of more critical corridors.*

### MICHAEL GAYLE, TAXI OPERA- TOR, BARBICAN - DOWNTOWN

"It's a good look 'cause right now how mi see di road a fix, it seems like wi nah go have too much traffic. So that's a good look fi wi the taximan dem weh a run di route from Barbican to Downtown. Everyday a pure traffic and we always in a traffic. So once we get the road set a way, we alright and a dat unno (NWA) a do. Thank unno fi a deal with the road. Unno big up unno self. We just want it to done. A when it a done? A how long we have fi get the road?"



**ROADSTER:** *The Barbican project is expected to be completed by the end of May 2018. This should allow enough time for the execution of finalizing works including the application of the last 2 inches of asphaltic concrete on the roadway and the installation of traffic signals and streetlights along the corridor.*

# ROADSTER

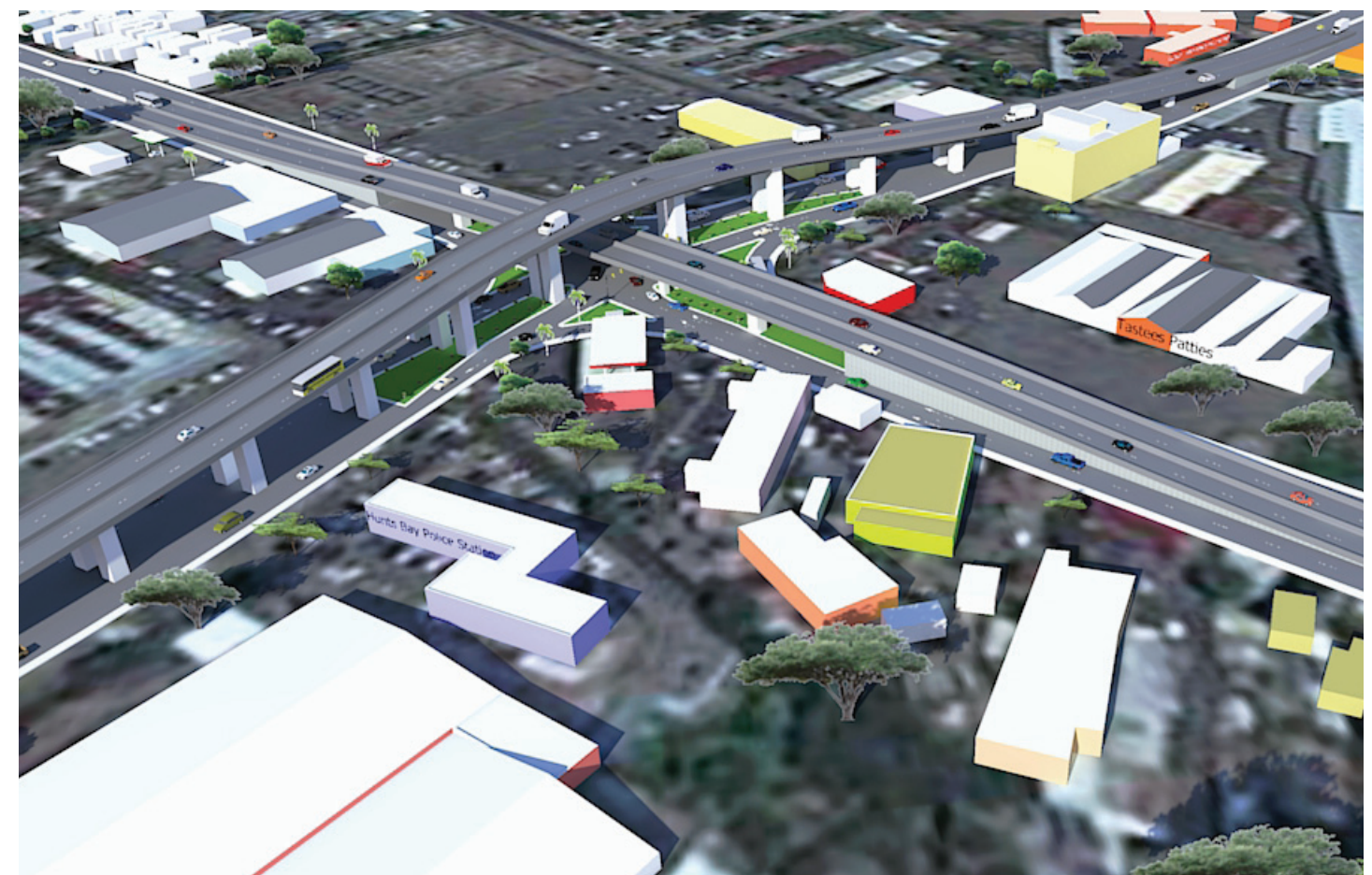
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"Paving the Way"

## ANTICIPATING THREE MILES BIG CHANGE

First Piles driven for Fifth MIDP Legacy Project - Hagley Park Road



As a major part of the US\$57M Hagley Park Road Improvement Project, the capacity and efficiency of the Three Miles interchange will be improved with the addition of two tiers of roadway, in the form of overpass bridges, seven and 15 meters high. Pile-driving activities are well underway in the project area, a precursory step in establishing the foundations for the piers that will support both structures. [See related story on pages 9 - 12](#)

Breaking the Gridlock: The NWA's freeing up traffic in the City ... Pg 4

Famous Comma Pen resident gives nod to local road rehabilitation project ... Pg 8

Working on Constant Spring Road in Blocks ... Pg 13



## Meeting the People where they are



Questions abound in relation to the Dawkins Pen – Lionel Town – Race Course Major Infrastructure Development Programme (MIDP) Project at a Community meeting held on March 8 at the Watsons Primary School to share details of the planned rehabilitation of a 6km section of the roadway valued at \$244 million dollars.



A farmer of Lloyds District stoutly defends her call for improved farm roads suggesting funds allocated for the rehabilitation of the Yallahs to Lowe Mountain roadway under MIDP be redirected to that project. She was one of over a hundred residents who attended a community meeting in relation to the project on February 20, 2018 at the Lloyds New Testament Church



NWA Communication and Customer Services Manager, Stephen Shaw (left), in discussion with Myrtis Boothe (right), at a town hall meeting to discuss the Hagley Park Road Improvement Project, at the Holy Cross Catholic Church Hall in St. Andrew on March 15. Works under the US\$57M major road improvement project started on March 12, 2018. (Photo credit: JIS)



"Making new friends is always a good thing .... especially when they are so cute" so said Susan Webb, National Works Agency's Graphic Designer. This little Bunny Rabbit was part of an exhibit by the College of Agriculture, Science and Technology (CASE), who were exhibitors at an Exposition put on by the Yallahs High School held on March 12, 2018. The NWA were also exhibitors at the Expo.

(Left) Southern Trelawny MP, Marissa Dalrymple Philbert addresses residents at a community meeting held to discuss the rehabilitation of the Wire Fence to Comfort Hall roadway under the MIDP. Seated (from L-R) NWA Project Manager, Caswell Whyte and Projects Director at Surrey Paving and Aggregates Ltd., Michael Archer.

## With the End in Sight – The Works Continue



Concrete works on the Barbican Project including sidewalk, manhole and Jersey Barrier construction.



Efforts being made to ensure the safety of commuters and lessen the inconvenience on the motoring public through public sensitization, wetting of the roadway and traffic management.



Pavement works along a section of the 1.1 km project limit between East Kings House and Jacks Hill Roads.



Some of the colourful characters and road users we met along Barbican Road, who requested we ensured they were documented as being a part of the transformation in Barbican



## An additional \$184 Million Dollars In Patching for Western Parishes

There is a buzz of activity across the Western Region as a \$184 million hot mix patching programme is now underway. The programme targets some ninety roadways across the parishes of St. James, Hanover, Trelawny and Westmoreland.

The programme which involves patching and local rehabilitation targets the worse affected sections of roadways for repair works. Among the roadways selected are the Adelphi to Kent corridor in St. James; the Wakefield to Friendship Main Road in Trelawny; the Withorn to Darliston roadway in Westmoreland and the stretch from Askenish to Kew Bridge in Hanover.

This latest effort by the National Works Agency (NWA) forms part of a \$1 billion island wide hot mix patching programme. The programme will augment earlier efforts to patch roadways across the Region under a local rehabilitation and drainage improvement programme implemented across all parishes valued at approximately \$1.35 billion programme. This programme targeted roadways which were ravaged by flood rains and got underway, in some locations, in December 2017.



Road patching works underway along a section of the Reading to Anchovy corridor in St. James

One Commuter's Experience using the Mandela ... continues on from 14

I am also suggesting those motorists who travel on the Mandela Highway who have access to Google Maps (or any equivalent) use the map to have an idea where the traffic is. The information will allow for better decision-making including prompting diversions where needed.

### Response

*The placement of traffic on the 3.4 km raised section of the Mandela Highway, is a transitional and temporary arrangement to remove traffic from the northern and southern sections of the project area so that critical road improvement works can be completed. Currently some 40,000 cement columns are being driven in the soil on the southern side of the project area to strengthen the sub-base in preparation for the raising and widening of the westbound carriageway which will comprise three lanes.*

*The fact is all of Mandela's traffic, 70,000 vehicles per day, is using what will serve as only the eastbound carriageway, following the completion of the project. The Carriageway consists of three standard 3.5 metre-wide lanes and a soft shoulder. It was anticipated that retrofitting the section to serve as a four-lane dual carriageway would present challenges for road users, the NWA and the Contractors.*

*However road construction activities continue in earnest to deliver the project by year's end. But in as little as another three months an additional three lanes will be completed and made available to westbound motorists at which time the users of the Mandela Highway, not least of whom, Lenworth Clarke, will start to benefit from the improved capacity of a six-lane dual carriageway.*

## Tribute to Earl Patterson

For over 15 years the National Works Agency (NWA) has had the benefit of one of the brightest minds to have worked in both the Mining and Works fields on the island. Earl Patterson, for these years, filled the position of Senior Director, Project Implementation-a post which effectively made him the Deputy CEO-a role he played and as some would say, took to heart.

Having arrived at the NWA from Alcan where he held several senior positions, Earl was to be the sheet anchor to the person who many still refer to as 'Mr. NWA' - Ivan Anderson -for the pivotal role he played in setting the Agency on course to several seminal achievements.

Work along Segments two and three of the North-Coast Highway were done with Earl playing more than a passing role. He fully immersed himself in Segment 2A of the Project, which saw the improvement of the road from the Sangster International Airport, Montego Bay to Greenside, Trelawny. Earl was also involved with the Ocho Rios to Port Antonio road improvement project, under which the NWA upgraded 96 kilometers of roadway.

During the challenging days of the Jamaica Development Infrastructure Programme (JDIP), the Agency needed a steady hand. Earl was to be that person. He was not the kind of Deputy, who would sit in his office, put his feet up and read the newspapers. His position was that the NWA was too much of an important institution not to get infrastructural things right. He also recognized the value of employees in the Agency accomplishing its goals and was one of the strongest supporters of staff activities.

More recently, Earl led the NWA team

through negotiations with China Harbour Engineering Company in implementing the over US\$340 - million Major Infrastructure Development Programme (MIDP). Bridges were built, roads rehabilitated and many persons employed through this work.

Earl's vast experience was also shared in his serving as the NWA's representative on the National Contracts Committee and Chairman of the Internal Review Committee (IRC), established to deliberate on Subdivision and Development applications circulated to the NWA by the Local Planning Authorities and NEPA for comments/recommendations.

Earl's role included a directive to transform the perception of the NWA's role in the Development Approval Process. He implored members and participants of the IRC to always act in a professional manner to dispel any notion that an applicant's financial or social status, political clout or relations are of material consideration for recommendations.

Michele Pryce was the Recording Secretary for the IRC for many years. She would have recorded several rigorous discussions, led by Earl. "Mr. Patterson insisted that policies and guidelines be formulated or revised so that our stakeholders know that the recommendations made by the NWA are grounded on statutory requirements." Out of this, a number of policies and guidelines were drafted or revised by the IRC and submitted to NEPA for its endorsement including The Guidelines for Preparing Hydrologic & Hydraulic Design Reports which was accepted by all parties.

At approximately 10:05 am on March

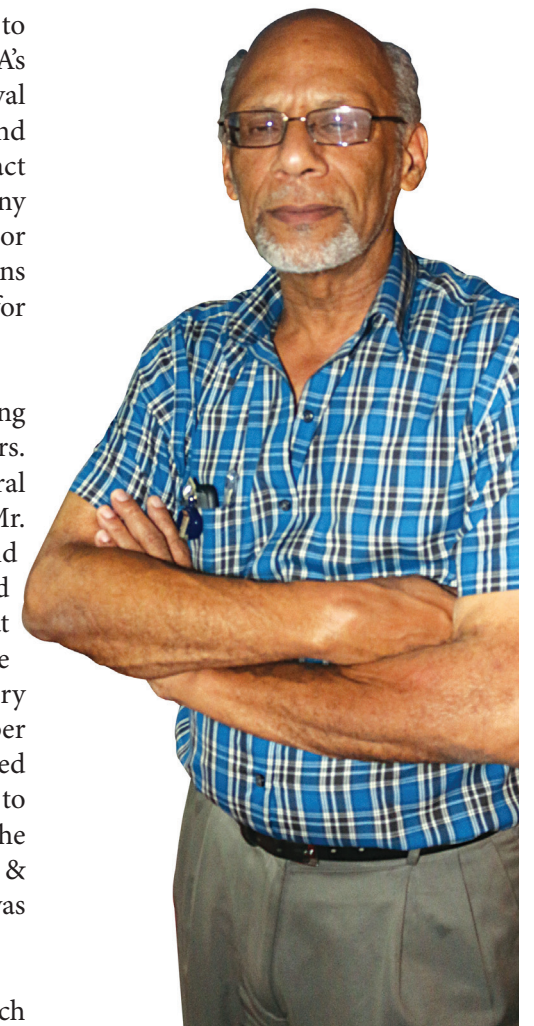
23, 2018, Mr. Earl Patterson called his final IRC Meeting to Order. His Opening Remarks were similar to those uttered in February 2013, at his first meeting.

*"We must be guided by principle."*

*"Document the bases of our decision to show consistency."*

*"Let the policies and guidelines inform our decision and revise them as the need arises, for planning to remain relevant."*

With that the NWA team bid farewell to its first Senior Director, Project Implementation. The Agency is certainly stronger for his self-less contribution for over a decade.





## Breaking the Gridlock: The NWA's freeing up traffic in the City

It is a well founded fear that 'gridlocked city' may soon rival 'tourism mecca' as the designation for St. James' capital, and in a bid to avert this, the National Works Agency (NWA) is taking steps to address Montego-Bay's traffic woes. As part of the efforts, Operations Manager at the NWA, Michael Saunderson, is currently leading a project to bring some reprieve to the commuters of the City.

As he explained to the **ROADSTER**, the NWA is seeking to address traffic congestion in Montego Bay by establishing greater interconnectivity by synchronizing the traffic signals throughout the City. Central to the operation of the system is its connection to central monitoring centres in St. James at the Municipal Corporation building and in Kingston at the Corporate Offices of the NWA. Operations at the Centre will be aided by the 'eyes' of ten traffic monitoring cameras which are to be installed. This should result in a smoother flow of traffic through the City since signal operators will be able to make real time adjustments to green time based on the volume of traffic flowing through an intersection at a particular instance.

Mr Saunderson explains that prior to the system coming fully on stream, an extensive study of traffic patterns will be undertaken over a two week period, following which adjustments will be made to the timing of the signals. This is to be followed by a second evaluation, to identify areas for possible improvements. All the traffic signals within the City Centre will be interlinked. This will be completed under the second phase of the programme.

So far, the project team has installed underground cables and ducts between the Reading Main Road and the Ironshore roadway with further plans to route the signals from the cables to the two monitoring centres. The snarl of traffic through the City of a hundred and ten thousand has resulted in the loss of valuable man hours since commuters suffer lengthy delays just trying to navigate the saturated roads in and around the City Centre en route to work. The problem worsens on 'ship days' when Cruise Ships call at the Port and is especially frustrating when it rains.

Perhaps the situation would have been even worse hadn't it been for the NWA's previous interventions, to improve traffic flow within the City. The signalization of a number of intersections and changes to the flow of traffic in the City centre in 2007 have indeed made for easier commute. Later developments such as the dualization of the Bogue and Rose Hall corridors also provided greater ease of movement.

As Montego Bay continues to develop rapidly however, the increased number



NWA Signal Technician Orlando Lawson (right) in discussions with workmen laying cables along a section of the Elegant Corridor in St. James.

of vehicle owners has simply outstripped the capacity of the roadways within the City Centre. Driver indiscipline does not help either. This has led to calls from various sectors, for the situation to be addressed promptly.

However, the solution to Montego Bay's battle with traffic requires a multifaceted approach which involves not only the current improvements to signalization, but also plans for the construction of a bypass for the City centre as well as the widening of critical intersections.



Traffic in Sam Sharpe Square, St. James

The road works will not come between us ... continued from page 16

Southeast Clarendon communities such as Lionel Town, Alley, Portland Cottage, Rocky Point, Vere, Race Course, Mitchell Town and Race Course to the parish capital, May Pen. It facilitates essential daily commute to Schools such as Vere Technical and health facilities such as the Lionel Town Hospital, Sea Ports, Jetties and industrial facilities such as the Jamalco Alumina Refinery and the Monymusk Sugar

Knowledge Transfer a part of the Legacy ... continues from page 7

really know what is steel float and how fi get a place pon a level, how fi even lay block. A really right yah so mi come, come learn all of this in the little time.'

**ROADSTER:** How long have you been working here?

**Dominic:** 'Mi a work roughly about one five month now. Mi nah tell you no lie, since mi deh yah with them (The Chinese) we have ups and downs but them good. Them can work with, you know weh mi a say? Yea them understandable. True say more time you no really understand weh them a try say in a English. Mi like work with them even though them maybe a wonder where mi deh yah now still.'

Dominic interrupted the conversation at this point to ask if we would explain to his supervisor he was in fact with us during the period he would have been absent from his work area. We assured him we would, which naturally led us to ask this next question.

**ROADSTER:** How are the Chinese with timing and discipline?

**Dominic:** "Them very, weh you would a call it now? When it come on to them timing, them skeptical, you haffi deh deh pon time. You haffi work hard and you haffi dedicate yourself to the job. So once you deh round them, you haffi work hard cause them work hard. From you nah work, it no mek sense. Them no wah you come and a sit dung and a look. Cause mi a tell yuh say when you lef yah so too, if you willing fi learn, you a go have a whole heap a things in a yuh head."

**ROADSTER:** What do you plan to do with the skills you have acquired?

**Dominic:** "Well whenever them stop, me know fi sure me have to deh deh pon a site and maybe mi a go lay some block. Maybe mi a go flash some wall, maybe me a granite (rendering of manhole). You see weh mi a say? You never can tell cause them put yuh in a working position. Them put you inna the working world. So all a dem ting weh you learn from them you just have to catch onto one that you love so you can go out in a di working world go practice pon that and go catch on pon that to the fullest."

Factory.

With a high percentage of motorists who use the roadway operating heavy duty vehicles it was essential that the corridor got the necessary attention to enhance safety, reduce vehicle operating cost and travel time for motorists. The project was 35% completed as at the end of March 2018.

Second Phase of MIDP Works in the West ... continued from page 15



A view of the Bogue Hill roadway in St. James

roadway. As such Ms. Rowe says they are forced to take the long trek uphill, on foot, along the heavily pitted roadway to their homes which usually comes at a high fee if they were to hire persons to take on the task.

Residents, though happy with the new developments, have also expressed disappointment at the length of time taken to fix some of these roadways. Speaking at a recently held community meeting in Garlands, St. James, Ivy Grizzle bemoaned the length of time it has taken to have the roadway fix. "I tell you every time I drive on the road (Flamstead-Garlands) me body pain up and mi have to tek mi bed the following day. By the time mi husband poor pick up shake me up on the road I am so frustrated and tired." She added that the road should have been much sooner as so many persons traverse the roadway daily.

These projects involve complete rehabilitation to include drainage improvement, road widening the reshaping and asphaltting of roadways and, in some instances, the construction of retaining walls. Funding for the programme is made available through the China Exim Bank and is being executed by the China Harbour Engineering Company, under local contract. The projects, which are at varying stages of completion, are all expected to be completed by October 2018.



The road works will not come between us

Sandwiched between the two southern-most Clarendon constituencies, a six kilometer section of the roadway from Dawkins Pen through Lionel Town to Alley Square, Race Course is now being rehabilitated by the National Works Agency (NWA). The roadway serves a number of large farming and fishing communities on the vast Vere Plain.

One and a half months into the project, the NWA hosted a Community Meeting at the Watonton Primary School in Lionel Town which facilitated lively exchanges between the residents and the two Members of Parliament whose constituencies the roadway connects, Mr. Rudyard Spencer of South East Clarendon and Mr. Noel Arscott of South West Clarendon. The people were mainly interested in finding out how employment would be shared between skilled and semi-skilled labourers from both constituencies. The Members of Parliament expressed the desire for political unity in order to facilitate the timely and successful completion of this major local project.

Work on the Dawkins Pen to Race Course roadway started on January 23, 2018 and is expected to be completed within six months. It is one of five medium-sized works currently being executed under the Major Infrastructure Development Programme (MIDP) in Clarendon and is being implemented at a cost of 250 million dollars. Together with road rehabilitation and drainage improvement works, the installation of sidewalks and the painting of pedestrian crossings along sections of the project are important components of the works since the roadway, which passes through one of the parish's major towns, Lionel Town, borders a number of early childhood and primary schools as well as the only major health facility in the area.

Sasha Gaye DaSilva, is a happy resident now that the rehabilitation of the road is taking place especially in the vicinity of the local schools. She was concerned however about the need that may now arise for greater vigilance in the policing of speeding taxis along the brand-new, pothole free corridor after the works are complete. The six kilometer section of the Dawkins Pen to Race Course Main Road which has been earmarked for repairs under the current programme of works was deemed to have been neglected. Residents had even expressed the sentiment that the road was seemingly forgotten by the government but now this perception is certain to change.

The Dawkins Pen through Lionel Town to Race Course Main Road is the main arterial roadway ferrying traffic between



South-east Clarendon MP Rudyard Spencer addressing residents of Lionel Town et al. at the Dawkins Pen – Race Course MIDP community meeting while South-west Clarendon MP Noel Arscott listens attentively



A view of a section of the Dawkins Pen to Race Course roadway before the start of the \$250 million road rehabilitation works under MIDP



Labourers actively engaged in bushing the verges along a section of the roadway in preparation for the road rehabilitation works to begin

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St. Bess Gives Green Light to New Traffic Signals

Improved traffic signals were commissioned at the intersection of Main Street and the Santa Cruz By-Pass in St. Elizabeth on March 14, 2018. The previous traffic signals had been out of service for three months due to damaged underground signal cables.

The National Works Agency (NWA) took the opportunity to upgrade the overall traffic signal apparatus with the installation of new Mast Arm poles, pedestrian indicators and vehicle sensors. The ROADSTER took to the streets of St. Elizabeth to get the views of residents on the new and improved traffic signal, which form part of the NWA's ongoing 44 million dollar programme to improve traffic management island-wide.

VERNON BOURNE-MUSICIAN AND HOTELIER-KOOL ROOMS SANTA CRUZ

*"The street lights bring back a semblance of order in the traffic flow across Santa Cruz. The lights will reduce the large amount of accident at that crossing near to Manifest House"*



MATTHEW HENDRIKS-STUDENT

*"There is no equity between the two stoplights in the town. The stoplights in the eastern section of the town are on poles. Those new ones are way up in the air. This must be confusing to motorists and those on foot. If I was a visitor in the town I might not have noticed the lights way up in the air. The town needs the same type of stoplight and the old ones should be removed"*



ROYAN KING-COMPUTER TECHNICIAN

*"The new traffic lights make crossing the road safer as pedestrians. Before the stoplights few pedestrians would ever consider crossing that area. The lights will again reduce the speeding as the traffic approaches the town."*



New and improved traffic signals being re-installed at the intersection of the Santa Cruz By-Pass and Main Street in St. Elizabeth. The lights were turned on three months after work started on repairing damaged underground signal cables and ducts saw the intersection being without the traffic management device for quite some time.



ELIZABETH SANDERSON-COMMUNITY DEVELOPMENT OFFICER -SDC

*"This is indeed sustained development for Santa Cruz. This will help to maintain good traffic flow in the town especially on Thursday, Fridays and Saturdays. Let me hope that lights will now reduce the amount of accidents at this road junction"*

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## Cane River in St. Andrew gets routine desilting

Cane River, located in Nine Miles Bull Bay is best known for its 'Falls', which is a local attraction where many find relaxation in its cool, cascading waters. The river, though, while a source of food and water for some, has throughout the years been a major source of displacement and terror for residents of communities in its environs.

This is because the river, which flows from the hills around the Blue Mountain peak, is very wide in some areas and carries much debris and silt which is deposited along the riverbed. This oftentimes causes flooding and damage to properties. The issues are further compounded by the growth, and in some areas, overgrowth of vegetation within the river that holds debris, as well as the occurrences of dumping that are done by persons within the community.

Desilting works, as a result, are staple activities that must be carried out, periodically, to ensure that lives and property are protected. In March, one such desilting activity commenced and is expected to last for one month at a cost of \$10 million dollars. As part of these works, excessive build-ups of dirt, debris, as well as vegetation will be removed from the river bed from as far back as the community known as "Bobo Hill" towards the sea.

These activities are expected to mitigate or decrease the potential for flooding, especially with the impending North Atlantic Hurricane Season. Once completed, it is expected that the waterway will once again function in a way that is not immediately hazardous to the community.



An aerial view of Cane River showing the populous area through which it passes



A heavily silted Cane River bed with overgrown vegetation



An excavator undertakes clearing activities within the river bed.

## Second Phase of MIDP Works in the West to make life easier for the people

'We want roads!', this is a common cry for many residents across the western end of the island and in fact Jamaica on a whole. Though over time much has been done to improve the road infrastructure in several communities across the West, it is a call that has not abated as the need is in fact great with several roads in need of repair.

The Government of Jamaica is currently undertaking a raft of road improvement projects across the Western Region, aimed at improving the lives and livelihoods of the residents in these communities. The projects are being executed through the Major Infrastructure Development Programme (MIDP). Under this phase of the programme, fifteen roads are slated to receive attention. The western parishes are to benefit from works valued altogether at approximately \$722 million, which targets both main and parochial roadways. In many instances some of these 'community' roadways have not received attention for some time.

Residents of several communities across the West are expressing appreciation at the sight of the commencement of works on some of the projects. "It is so good that the Works Agency come back to continue the road. The piece from Highgate Hall up to Wire Fence really good and make life so much easier. Mi can just imagine how the road going to nice when it barber green all the way up to Comfort Hall," Espie Clarke, a resident of Wire Fence, Trelawny told the ROADSTER.

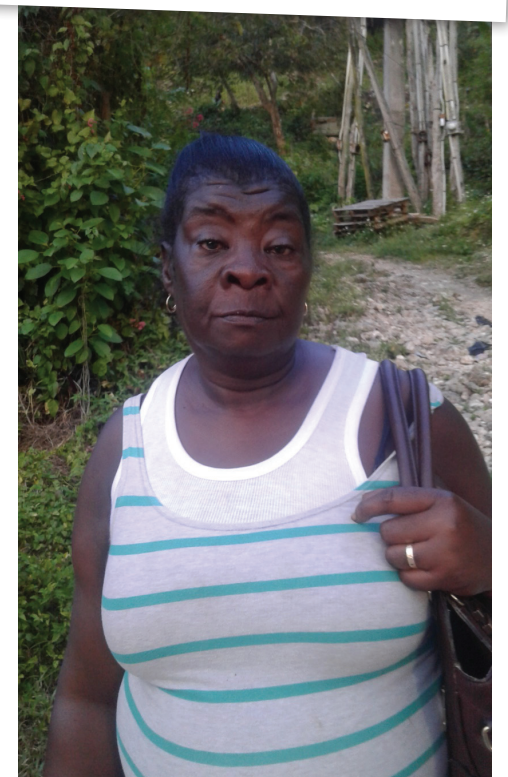
Some 11 kilometres of the Wire Fence to Comfort Hall roadway is being rehabilitated at a cost of just over \$186 million dollars, and is a continuation of repair works done from Highgate Hall to Wire Fence under the first phase of the MIDP.

Bogue Hill Resident, Desrene Rowe also speaking with the ROADSTER expressed satisfaction with the project. "I am happy to see something being done for the road, is a long time we waiting for something to be done for this road. Is forty years now we no see nutten on this road. Yes dem marl it sometimes, but it no last long."

She added that it is very challenging getting furniture or groceries to their homes as taxis and delivery vehicles are unable to negotiate a section of the



Excavation works in progress along a section of Felicity Road, St. James. A narrow 1 km section of the roadway is being widened to comfortably provide two driving lanes under the Local Component of the MIDP.



Bogue Hill resident, Desrene Rowe whose 40 year plea for a new road at Bogue Hill is finally coming to an end under MIDP



## One Commuter's Experience using the Mandela Highway after the Switch of Traffic

A section of the new 3.4 km stretch of the Mandela Highway where traffic has been diverted. The new stretch is part of the eastbound carriageway which has been divided to allow westbound traffic. The new westbound carriageway is now under construction.

*The National Works Agency takes the concerns of road users seriously and values their feedback on road improvement projects. Not counting the countless numbers, conveyed during site visits, in traffic or while going about our personal business, the NWA's Customer Services Department, officially recorded in excess of one hundred comments, complaints and commendations in the last quarter, Lenworth Clarke's among them.*

*He called a few times during the unseasonal rains of December and January to register his concern about his discomfort of travelling westbound along the Mandela Highway due to a rutted road surface. His frustration was allayed by the eminent switch of traffic to the new section of the Mandela Highway between the Highway 2000 East/West Off Ramp and Tom Cringle Drive. Here's what he told the Roadster about his experience after the 'switch'.*

**The Experience:** Overall travel time and driver comfort on the recently opened 3.4 kilometres of newly constructed road along the Mandela Highway is satisfactory; however, getting there, is tough. I use the new section of the Mandela Highway almost every day since the recent switch of traffic primarily during morning and evening peak hours. My experience varies whether I am travelling in an easterly or westerly direction and the time of day.

I live in Spanish Town which is some 20 kilometres from my place of work. Before the switch, it would take me anywhere between 45 minutes to an hour to get to work. Now, it takes, on average, an hour and 40 minutes to complete the same distance.

My return trip however has been much improved; I have seen anywhere between a 20-25 minute reduction in my travel time on any given day. An advisory to motorists using Washington Boulevard to get onto the Mandela however, that route will take you ten to twenty minutes more.

### SUGGESTIONS

The major factors contributing to the traffic challenges on the Mandela Highway, I think, are the loading/unloading of Public Passenger Vehicles at sections of the new roadway, rubbernecking by motor vehicle operators, unruly motorists, accidents and impatient pedestrians. The instructions of flag persons could also improve.

To ease some of these challenges, especially in the mornings, I am suggesting that the ramp at the Ferry Police Station and the old road be paved for use by Public Passenger Vehicles, Emergency Vehicles and Police Service ONLY. These vehicles would exit at Tom Cringle Drive. This will help reduce the risk of traffic accidents, protect pedestrians and provide for more space for freer movement. Greater police presence is needed especially at the bridge and the access to the North/South Highway. At this spot, a lot of motorists have no regards for the Road Traffic Act. Unruly motorists drive on the soft shoulder then onto the median, bullying other motorist to merge with the traffic.

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## Knowledge Transfer, a part of the Legacy 'Catching on to the fullest'

Only three out of every 10 workers employed on major road infrastructure improvement projects currently being undertaken by the National Works Agency (NWA) across the Corporate Area are Chinese. Some 68 Jamaican workers are employed on the four active Major Projects under the Major Infrastructure Development Programme (MIDP), 20 of whom are engaged on the US\$4.4M Barbican Road Upgrade Project.

When the ROADSTER visited the project ahead of the Easter weekend recently, we found the workmen, most of whom are residents of nearby communities, hard at work, completing a number of tasks including placement of curb, masonry works and formwork for the Jersey Barriers.

It was then we met Dominic Lewis, with shovel in hand, happy to talk to us about his experience working on the project, but equally eager to get back to his work station as quickly as possible should his Chinese supervisor Joe Boss (name assigned on site) begin to wonder what had kept him away so long.

Here's the interesting, insightful perspective Dominic shared with us about his new job opportunity:

**ROADSTER:** What are some of the tasks workers are employed to do on the Barbican project?

**Dominic:** Well we do a variety of things, it all depends. More time you a lay curve (curb) wall, you a lay pipe. You know weh mi a say? (It's) a whole heap a things, a no just one thing. Whole heap a things dem have wi a do. You learn the steel float. You learn fi flash; you learn fi render, you learn to level.'

**ROADSTER:** What is a steel float?

**Dominic:** Steel float is like when you don't let the water leak back through the block dem. When you dig out the manhole dem, you have the steel float inside because the steel float prevents the water from soak back through the block dem. So that is steel float.'

**ROADSTER:** Did you know some of these techniques before?

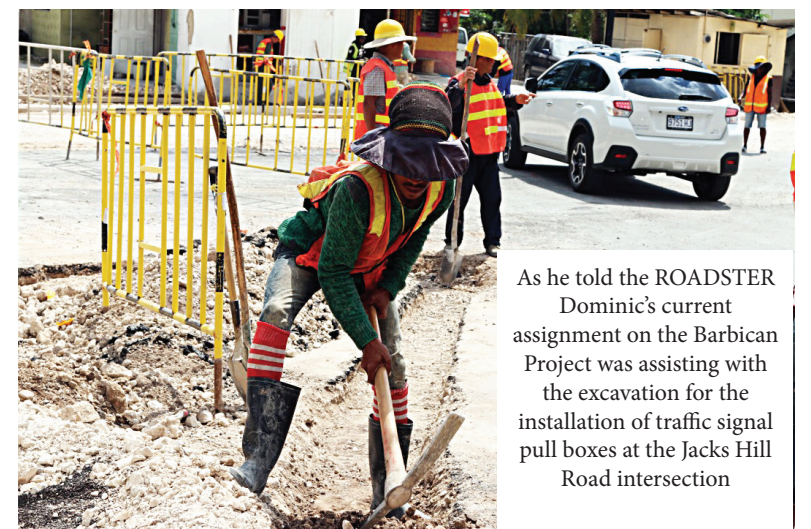
**Dominic:** 'Really to tell you the truth, no. A since mi come here mi learn it basically. You see me? Mi never



Dominic Lewis, a labourer, stops briefly to strike a pose for our cameras as he hurried back to his work station along the Barbican Road project after having lunch.



A group of five Jamaican workers assembling the formwork for the pouring of concrete for Jersey Barriers along the Barbican Road Improvement project. 700 meters of Jersey Barriers are being constructed as part of the project for traffic management and safety purposes.



As he told the ROADSTER Dominic's current assignment on the Barbican Project was assisting with the excavation for the installation of traffic signal pull boxes at the Jacks Hill Road intersection

Continues on page 17



## Famous Comma Pen resident gives nod to local road rehabilitation project

Popular crooner, Noddy Virtue, should have a smoother ride to his home on his motor bike when rehabilitation works are completed on a section of the Lititz – Comma Pen parochial road in Southeast St. Elizabeth under the Major Infrastructure Development Programme (MIDP).

Virtue, who is a resident of the farming community of Comma Pen, says he is delighted he now has a decent road to drive home on. His is a sentiment shared by the large community of farmers along the parish council road, which is a vital link between South Manchester and South East St. Elizabeth.

This section of the food basket parish is renowned for its year on year bumper crop of carrot, cabbage, tomato, chocho, sorrel, thyme and scallion crops. Two food processing plants are also located in close proximity to the roadway, which is 5.7 kilometres in length.

The National Works Agency (NWA) started rehabilitation works on the Lititz to Comma Pen Parochial road on January 22, 2018. The scope of work for this project include bushing, trimming of banks, the cutting overhanging trees, cleaning of side drains, earth drains and outlets and the construction of Asphaltic Concrete cross drain and V-drains.

Final works will include scarifying, grading, preparation of formation, base course and prime coating to be followed by Asphaltic Concrete overlay. The works should be completed with the installation of sidewalks, road markings and the installation of road signs. The project is sub-contracted to Build Rite Construction Company at a cost of \$179 million dollars and was about 40 % completed as at the end of March 2018.

The rehabilitation of the Lititz to Comma Pen road will impact thousands of commuters in South East St. Elizabeth and South Manchester including residents of New Forest, Downs, Prospect, Nain, Bull Savannah, Cheapside, Red Bank, Gazeland and Junction. Councillor Cetany Holness of the Junction Division suggested that the rehabilitation works is a sign of victory after tremendous advocacy. Shopkeeper Nadeen Simpson stated that if drainage issues are solved the road will be the greatest thing to ever happen to Comma Pen while award-winning entrepreneur and food processor Debbie Turner relishes in the idea that soon it will be easier for raw material to access her food processing factory.



Noddy Virtue gives two thumbs up to the improvement works being carried out on the roadway.



Cleaning of side drain and grading along a section of the project



The completion of grading and scarifying phase of the project

## Working on Constant Spring Road in Blocks

The construction phase of the Constant Spring Road Improvement Project began in earnest on February 12, 2018. This project was first brought to the fore in 2016, after the Minister of State with responsibility for Works in the Office of the Prime Minister, Mr. C. Everald Warmington, mentioned it in his Sectoral Debate speech. Since then, much was done in preparatory and preliminary works and now persons who use that roadway will see significant changes being made, at some sections of the thoroughfare, as they journey along this very important corridor.

The project boundaries are from the intersection of Red Hills Road/Eastwood Park Road, in the south to the intersection at Norbrook Drive/Constant Spring Road, in the north. If one is familiar with this section of roadway, then they know it is quite a stretch – four kilometres, if you are measuring. For ease of implementation, therefore, the project was divided into three blocks:

- Block One – Eastwood Park Road/Red Hills Road to Dunrobin Avenue
- Block Two – Hillman Road to Olivier Road
- Block Three – Olivier Road to Old Stony Hill Road

This does not mean that the works will be confined to one block at a time, what it means is that steps were taken to ensure the least amount of inconvenience to users, at any one time, by the coordination of activities for maximum efficiency. Currently, activities are underway simultaneously in Block Two, where pipe laying/sewerage works are being undertaken, and in Block Three where a Bailey Bridge is being launched as a temporary access, while a more permanent structure is being constructed, to replace the current bridge at Grovesnor Terrace.

Works scheduled for the first quarter of the upcoming financial year include the removal of billboards within the construction zone; the removal of boundary fences at locations where land has been acquired with the construction of permanent boundary solutions; pipe laying and sewerage works under an adjunct contract by the National Water Commission (NWC). These activities account for a small percentage of the overall works to be done under the contract which is scheduled to be substantially completed by the end of March 2019.

The Constant Spring Road Improvement Project is one of six Legacy Projects being undertaken by the Government of Jamaica and forms part of the Major Infrastructure Development Programme (MIDP). It is being implemented at a cost of US\$19 million.



Boundary Relocation and leveling works



Excavation being done for sewerage and water pipeline along the boundary of the project



Temporary Bridge being assembled on location in Manor Park



When the works ramp up: ... Continued from page 11

Motorists who travel from locations such as Spanish Town will have the option of turning on to Simon Taylor Road from Spanish Town Road, before getting to Three Miles and connect with roadways like Olympic Way and Henderson Avenue to exit on Waltham Park Road then onwards to final destinations of Half Way Tree or Downtown Kingston (as in Map 2). Alternative routes have also been identified for motorists wishing to get on to Spanish Town Road from Marcus Garvey Drive and the reverse.

The NWA does not anticipate the transition to be a major humbug for motorists as regular users of Spanish Town Road routinely avoid Three Miles by using one of several side roads currently being considered as alternative routes.

## HOW HIGH WILL WE GO?

With the vertical expansion of the roadway, the carrying capacity of the Three Miles Interchange, which distributes upwards of 5,000 vehicles per hour, will be significantly improved with uninterrupted traffic movement from Half-Way Tree to Marcus Garvey Drive along Hagley Park Road and Six Miles to Downtown Kingston along Spanish Town Road. The uppermost road level at Three Miles will rise to a height of 15 meters or just about 56 feet above the existing road level.

The higher, longer overpass will be constructed along Hagley Park Road and Marcus Garvey Drive and the second overpass, 7 meters high, will be built along Spanish Town Road. The 520 metre long Hagley Park Road overpass, will begin its climb between Ashenheim and Little Bell Roads and return to road level at the Mahoe Drive junction along Hagley Park Road.

The Spanish Town Road overpass, 160 meters long, will leave grade level in the vicinity of the Three Miles Market and return to grade at Bell Road along Spanish Town Road. The NWA's Senior Highway Engineer, Kurt-Vaughn Clarke, says the new facilities should result in fewer traffic delays.

His forecast is grounded firmly in the numbers as the overpass bridges will be used by more than half of the morning peak through traffic which was previously controlled by traffic signals at the existing road level, allowing these motorists to travel freely towards their final destinations. Only a quarter of motorists, who will be making right turns, will be controlled by traffic signals at the existing road level.

The remaining motorists will have the facility of exclusive left turning lanes and will not conflict with the flow of traffic



A profile view of the 7m and 15m high overpass bridges from the Three Miles Market along Spanish Town Road where they cross each other at the Three Miles intersection

coming from any other direction.

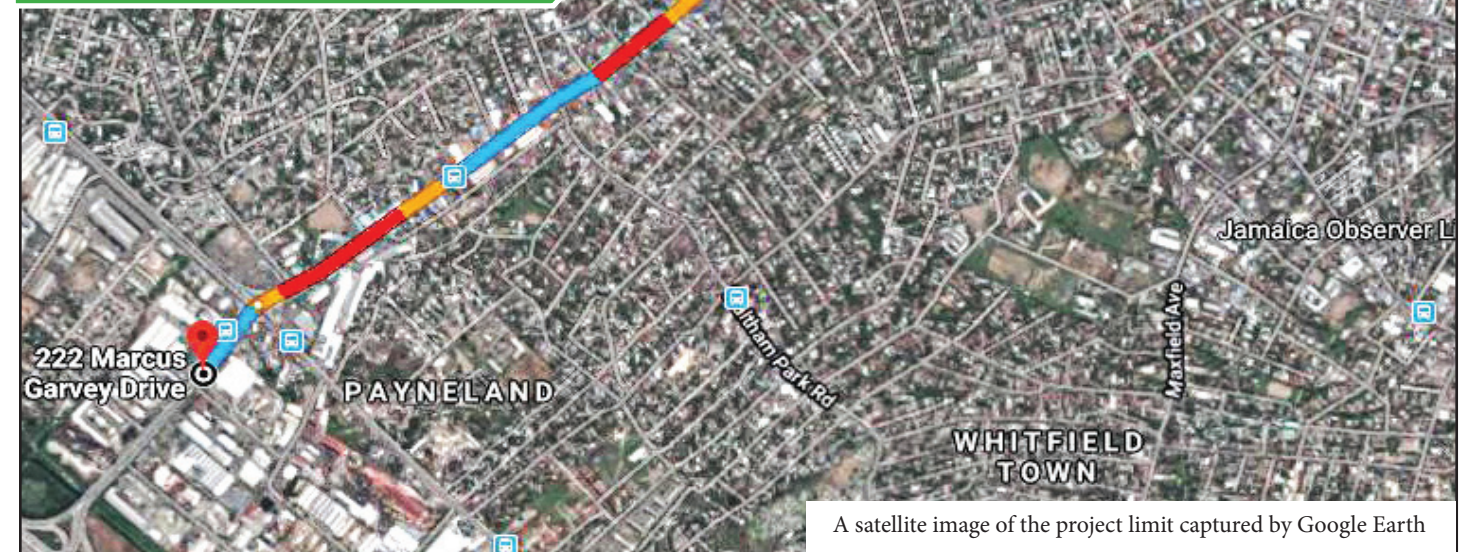
## WHAT ELSE WILL BE DONE?

Admittedly, the overpasses at Three Miles are the most-anticipated component of the Hagley Park Road improvement project and will no doubt be the defining feature of the completed road works. However the 56 million US dollar Legacy Project will introduce several other improvements along critical points of the corridor to aid in the safe, efficient movement of traffic between Bell Road and Maxfield Avenue. The number of improved, signalized intersections along the corridor will be increased from three to seven with the Hagley Park Preparatory School pedestrian crossing, the Keesing Avenue, Omara and Margaret Villa Road junctions to benefit from new traffic signals.

The existing traffic signals at Waltham Park Road, Woodglen and Maxfield Avenues will be improved to include the installation of License Plate Recognition (LPR) cameras, which will assist with ensuring that motorists use the much-improved four-lane dual carriageway safely. Exclusive left and right turning lanes will be provided at some critical intersections.

The 3.7 km-long roadway will also be separated by raised concrete Jersey Barriers and lit with LED lights. Six foot-wide sidewalks will be constructed on both sides of the roadway to allow for safe pedestrian access. The project will be completed with significant drainage improvements with the installation of 600mm, 900mm and 1200mm high-density polyethylene (HDPE) and concrete pipes along the corridor.

## Work Begins on Hagley Park Road



Works, associated with the Hagley Park Road Improvement Project, have commenced in the vicinity of Portia Simpson Miller Square, located at Three Miles in Kingston. This development has been in the making for some time and is one that is expected to positively impact the efficient movement of not just traffic, but also goods and services in this area. The boundaries of the project are from the Maxfield Avenue intersection in the east to just beyond Little Bell Road on Marcus Garvey Drive in the west.

Hagley Park Road is one of two main links for motorists travelling from the west, primarily from St. Catherine, to enter the city. No significant upgrade has been done on the corridor for over thirty (30) years and over that period there has been a considerable increase in the volume of traffic, currently measured to be in excess of 30,000 vehicles per day (2017) on some sections of the roadway.

Hagley Park Road serves a multiplicity of functions. It is firstly a major collector or distributor thoroughfare as one, it meets with several local and major streets and two, it has an abundance of private and public businesses with direct access to the roadway. Secondly, it is a major arterial road which links commercial and residential centers. In light of all this, there are significant traffic delays along this corridor, throughout the day, and with its current configuration, it is susceptible to minor crashes or incidents which can easily double travel times or force the closure of the roadway. In addition, the corridor tends to flood when it rains as a result

of inadequate drainage features. The current improvement project is meant to address all of these issues.

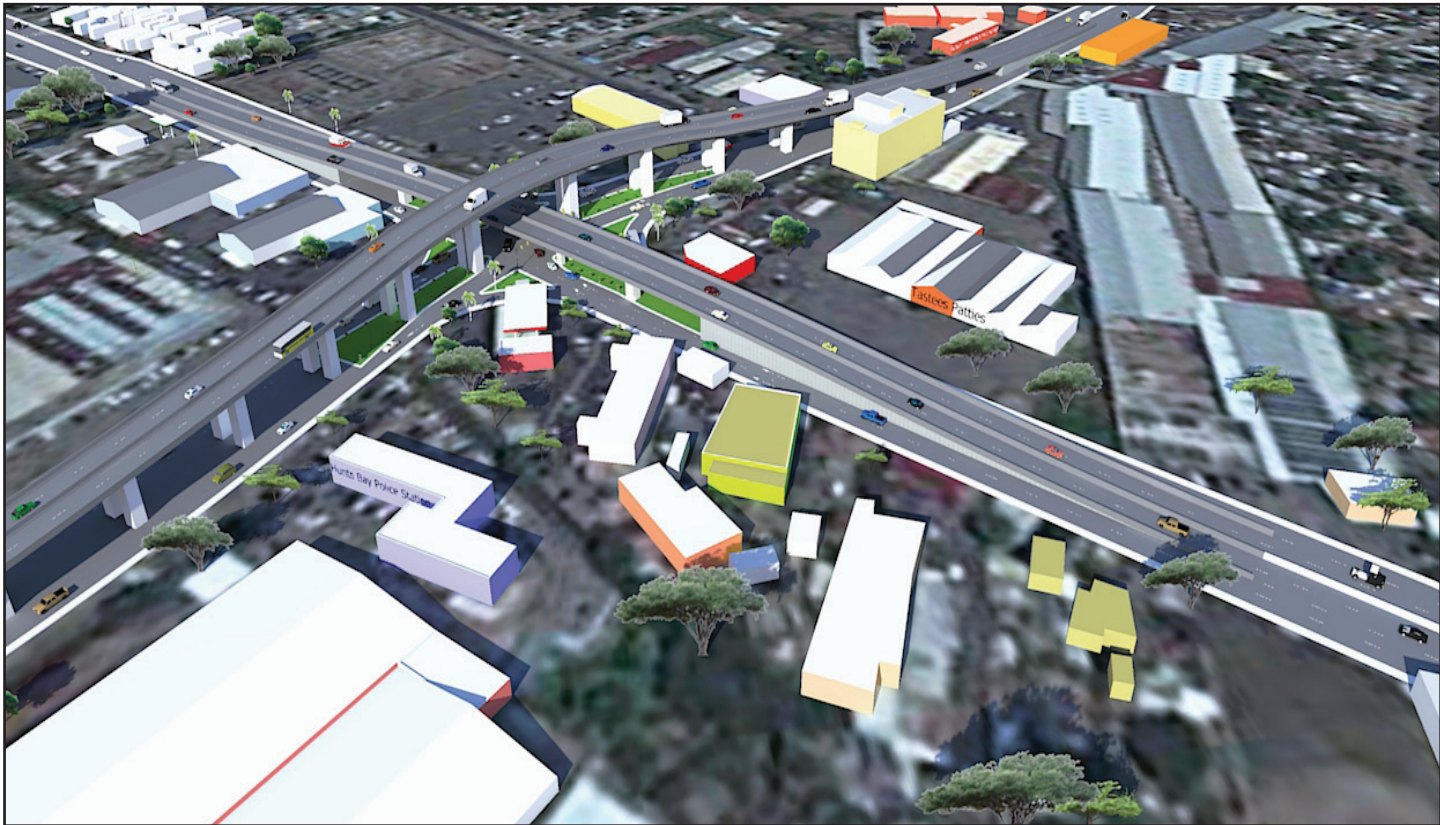
The intended purpose of the improvement project is to remove a major bottleneck which is a major contributor to congestion on the main road network. This upgrade is expected to increase the capacity of this corridor by at least 60%, address pedestrian safety and improve traffic management and vehicle separation. The planned works include the widening of approximately 3.7 kilometres of roadway with the construction of two tiers of overpass bridges at Three Miles. The works should also include sewerage and water pipe installation works as the thrust is to collaborate with the utility providers on these major projects, to lessen or eliminate the need to disrupt the road surface or infrastructure after the works have been completed.

Works are underway on the project since March 12, 2018 and is expected to last for 18 months. The works began with drilling at Three Miles as investigations are being done to determine the stability of the area in preparation for piling works for the construction of the piers for the two bridges. The project is part of the Major Infrastructure Development Programme (MIDP), which is jointly funded by the China Ex-Im Bank and the Government of Jamaica. It is being implemented by the contractor, China Harbour Engineering Company (CHEC) at a cost of US\$56.4 million dollars.





**BEFORE:** Captured for posterity, an aerial shot of Three Miles, St. Andrew taken by a drone flying eastbound along Marcus Garvey Drive in the vicinity of the Hunts Bay Police station. The intersection is earmarked for significant transformation as part of the larger US\$57M Hagley Park Road Improvement Project.



**AFTER:** A graphic artist's rendering of what the improved three-grade level interchange that will replace the existing signalized intersection at Three Miles as part of the US\$56M MIDP and Fifth Legacy Project will look like following the eight-month construction period.

## When the works ramp up: What's the Alternative?

When I first learnt there were plans to close down my favorite lunchtime spot, naturally my first question was ‘Why?’ After all I had really enjoyed their offerings over the years; but more importantly, I had just simply gotten used to going there for lunch every single day. My lunchtime trek to the little restaurant had become like second nature. So, whenever noonday hunger began to set in, without thinking, I would grab my purse, get up from my desk and make a bee line for the restaurant. My order was pretty standard too.

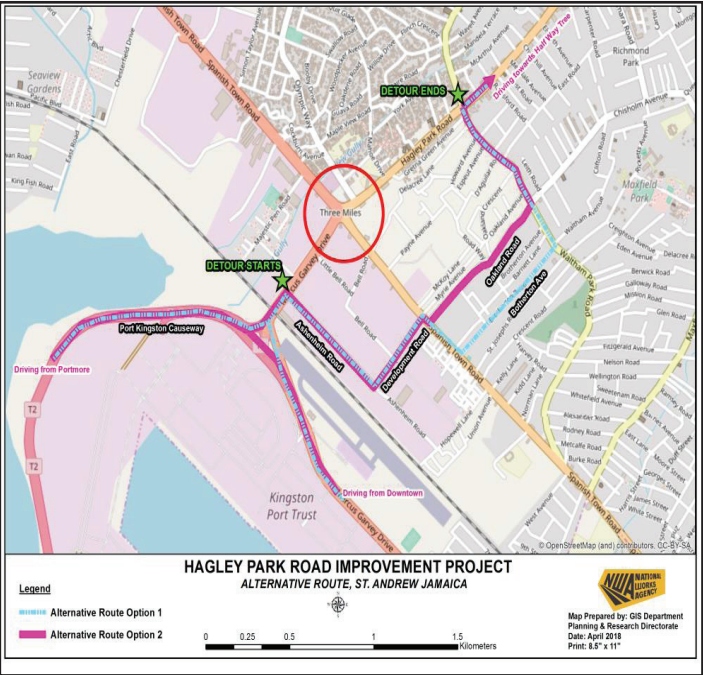
So as ‘S’ day drew closer, I grew more and more anxious. Where would I go now? I had to quickly decide on an alternate lunch-time eatery or even alternatives, which offer the same kinds of food I was used to having at my former restaurant. Going too far out of my way was never on the table either; lunch is staple after all, it shouldn’t be too much of a hassle to source.

When something becomes routine, the effort one commits to it is almost instinctive. Change will require forewarning, ample information and time. It is very much the same way that motorists for whom Three Miles is an important link in their daily journey to and from Portmore, Spanish Town and locations further west will be required to make some adjustments to their travel routine in another few weeks.

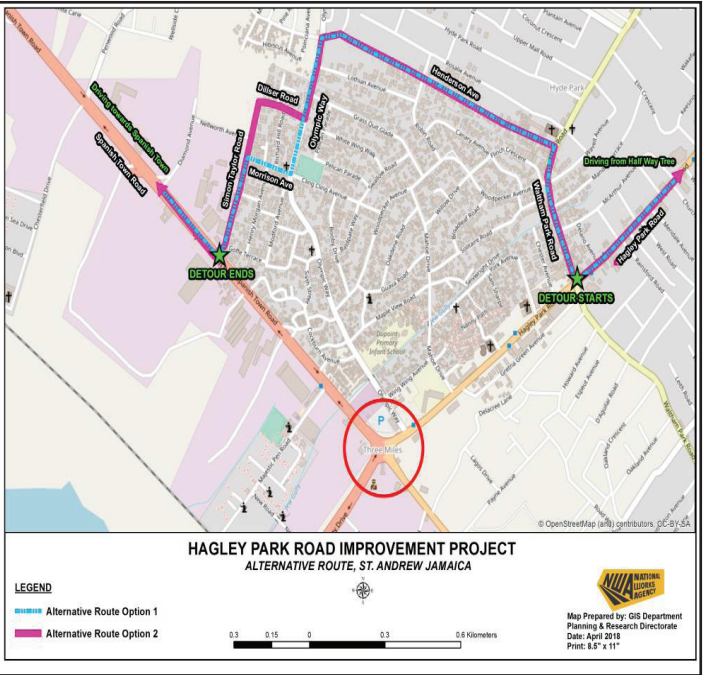
Three Miles is to be upgraded by the National Works Agency (NWA) to a major interchange under the Hagley Park Road Improvement Project. Two additional road levels will be added at the intersection with the construction of overpass bridges. As has already begun to happen, construction works on the structures will restrict the normal movement of through-traffic in the area, and as such when work on the project intensifies, motorists will be encouraged to use a number of alternative routes to get to the typical morning destinations of Half-Way-Tree and Downtown Kingston and the return locations of Portmore, Spanish Town and beyond in the evenings.

The NWA’s transportation planners are considering Waltham Park Road to serve as the main link in the alternative route options with the large majority of Three Miles traffic being redirected to the roadway at some point.

It is proposed, for example, that motorists, who make the daily return trip from Portmore to Half-Way-Tree, will be able to avoid the Three Miles area by using Ashenheim Road onto Development Road, continue along Spanish Town Road and via a number of link roads including Oakland Road to connect with Waltham Park and subsequently Hagley Park Road (as in Map 1).



Map 1 showing Portmore to Half Way Tree alternative route options



Map 2 showing Spanish Town to Half Way Tree Downtown alternative options