



FRIDAY

I'LL FINISH THIS UP ON SUNDAY



SUNDAY





"I think I'll go do some work. I'm actually feeling goof-off fatigue."

FRIDAY

I'M JUST GOING TO MOVE ALL THESE MEETINGS TO MONDAY



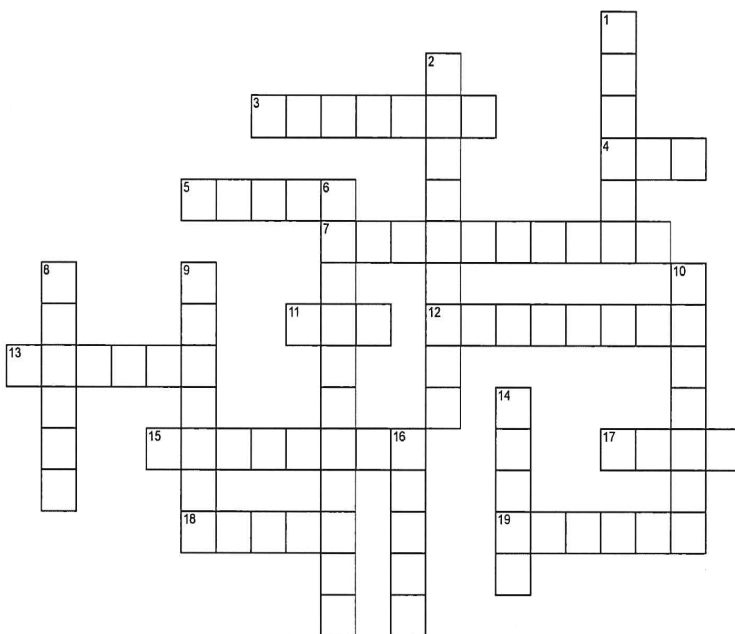
MONDAY

MY GOD WHAT HAVE I DONE



On Our Roads

And on to the NWA



ACROSS

3 Word often used in front of section

4 A short-span bridge, \_\_\_\_\_ culvert

5 These anchor bridges underground

7 The island's busiest intersection

11 How traffic is measured sometimes

12 Structural or civil, same trade

13 A less direct route

15 The Agency's late forty-year veteran structural engineer

17 That part of a bridge we drive on

18 Region in which St. Elizabeth is located

19 K name of Clarendon bridge commissioned in 2017

DOWN

1 Type of retaining wall random \_\_\_\_\_

2 Project Manager on Ferris Cross Major project

6 Often the face of the Agency

8 Third word in NWA

9 G name for bridge components used to construct Three Miles overpass deck

10 He heads the Western Regional Office

14 Second word in NWA

16 Surname of TS' main man


ACROSS

1. Rubble 2. Cotterell 6. Stephen Shaw 8. Agency 9. Girders 10. Francis

14. Works 16. Smith

3. Control 4. Box 5. Piles 7. Three Miles 11. VPH 12. Engineer 13. Detour

15. Desdunes 17. Deck 18. South 19. Kupius



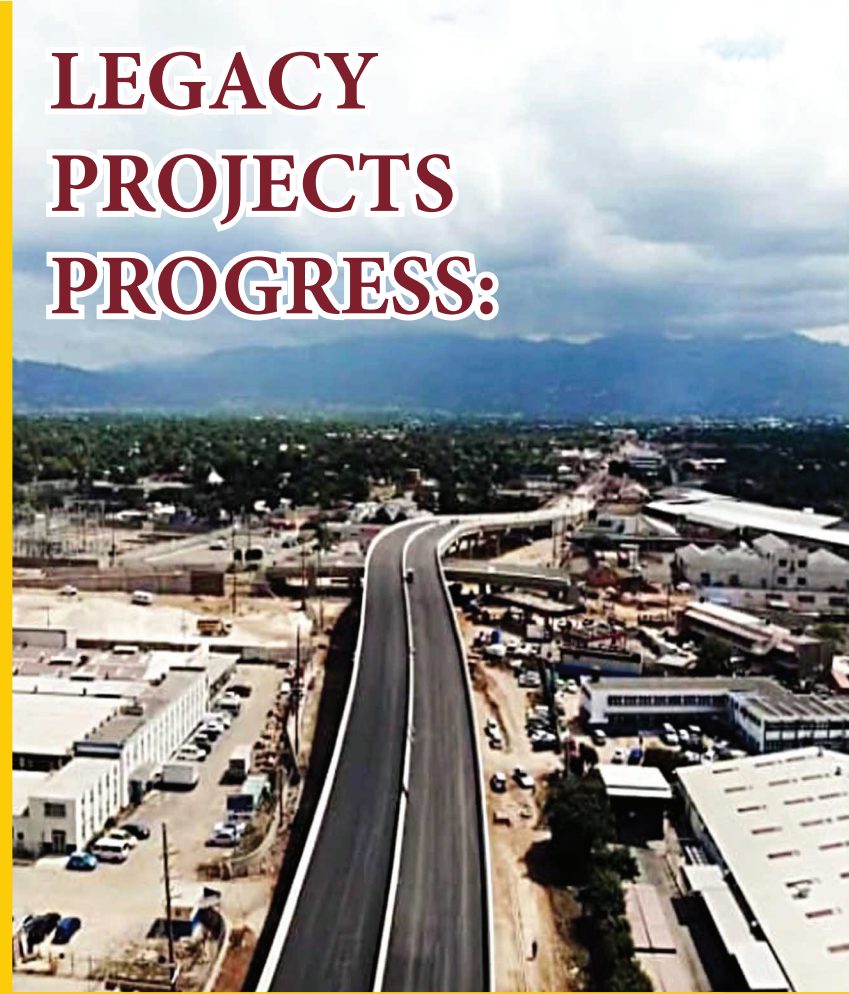
ROADSTER

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and Customer Services Department

"Paving the Way"



LEGACY  
PROJECTS  
PROGRESS:



OVER THREE-  
QUARTERS WAY  
THERE WITH MIDP  
ROAD WORKS

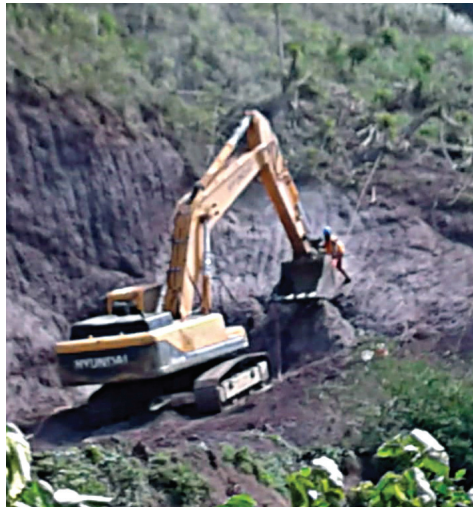
As at March 31, 2019 the Mandela Highway, Ferris Cross - Mackfield, Hagley Park Road and Constant Spring Road legacy projects were 96%, 80%, 70% and 67% complete respectively.

*See related stories on pages 8-12*



## Blasting...the way through the Junction



A section of stubborn rocks near Broadgate had to be removed with explosives in March so that works could continue on creating the right of way for the reconstructed Junction Road along the Broadgate to Agualta Vale control section in St. Mary.



Suitable material removed from the excavated hillsides is used to fill in sections of the roadway towards the end of the project at Agualta Vale, to create wider driving lanes.



Pavement at last! Asphaltting works started on a 400-metre stretch of the \$J570 million GOJ Road Rehabilitation Capital 'A' project near the Robert Schumann roundabout in March.

## "Running, Walking, talking up a storm"

NWA staff members were very busy last quarter, getting fit, supporting causes and facing off in verbal battles with worthy opponents. The ROADSTER wishes them best of luck in achieving their fitness goals and winning subsequent wars of words.



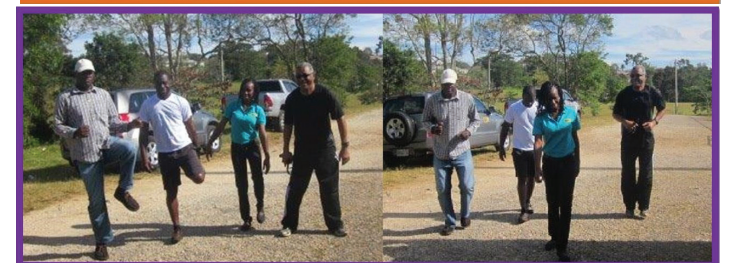
Denise Peart, NWA's Environmental Engineer, explains why and how the Agency cares for the natural environment as much as we do at the Annual World Environment Day commemoration at the Mason River Reserve in Clarendon.



Go verbose Dionne, Miguel, Kadian, Kemar and Messian as the team reps the Agency in the Public Sector debate series!



Corporate, Western and Southern regions kept fit last quarter through the HR Department's 'Walk Out' initiative.



They strutted, walked, jogged and ran for over 400+ at this year's Sigma Corporate Run. Well done!



## Clearing Camp Gate - Continued from page 12

So many important national institutions will be impacted positively by the US\$2.2 million-dollar project. Together with the JDF's headquarters, Camp Road is the site of a number of prominent early childhood, primary, secondary and tertiary institutions. It is also the address of the head offices of the Nurses Association of Jamaica, the Boys' Brigade, the Jamaica Federation of Women, Jamaica Business Development Corporation, the Social Development Commission and the Corporate Area Parish Court Traffic Court Division.

The project is another of the major works being undertaken under the Major Infrastructure Development Programme (MIDP).



The 2.2 million US-dollar MIDP Project also includes the construction of an imposing and state-of-the-art sentry and administrative building to complement the much-improved JDF entrance.

## NWA marches on with major works all the way to Mackfield -Continued from page 9

Over the past year, commuters and residents along the corridor have witnessed a total change of the physical landscape and continue to witness these changes as work proceeds at a rapid pace and new sections of the roadway are realigned. The corridor is known for its many corners and works under the contract seeks to eliminate these, making for a safer commute for all road users, especially for articulated vehicles that regularly traverse the roadway and have a challenge navigating some sections of the roadway.

To date 7 of a total of 13 kilometres have been paved. This

spans the section of the roadway between Ferris Cross and Withorn and Mackfield to Tobey Hole. In addition, 7 out of a total of

9.5 kilometres of pipelines have been replaced. Work now continues to complete the remaining components of the contract. The programme is being executed through the Major Infrastructure Development Programme (MIDP) and is the only major legacy project being undertaken in rural Jamaica.



A Paver is used to apply base course to a section of the Ferris to Mackfield roadway

## Thanks To The NWA, We Can Now Cross It!

Nearly two years ago in May 2017 heavy rains brought on devastating floods in certain parts of Clarendon lasting over three days. Homes and yards were inundated while bridges and other road infrastructure were damaged after the flood was through with the mid-island countryside. A culvert beneath the main road into Dykes Hill in Northwestern Clarendon crumbled during the rains, creating a huge cavern and almost splitting the roadway in two save for a narrow, treacherous strip of asphalt, a few inches wide.

Today, the residents are happy for the rehabilitation of the Dykes Hill Bridge and the reconnection of their community to the main road. Miss Lorna Nevers, a teacher of Edwin Allen Comprehensive High School, is especially thankful for its replacement.

She explained that children from Dykes Hill who travel to Edwin Allen High, Alston High, Spaulding High, Knox College, Christiana High and Sanguinetti Primary schools had to walk down into the river on stones to get to and from school. Mrs. Mildred Davis, a farmer, recalled that she had to use the same route to get to church. Now, she is able to take her farm produce to the market in Spaulding's safely via the reinstated roadway. She along with other residents are happy that the culvert was replaced as the National Works Agency (NWA) had promised.

Back in July 2017, citizens from surrounding communities had started to complain bitterly about the absence of the bridge. Taxi operators were demanding up to a 400 percent increase in fares and it was difficult to transport goods to market. Frankfield and Spaulding are the closest towns to Dykes Hill and the journey which would normally take about 15 minutes when they travel through Sanguinetti, now took upwards of an hour when they used the alternative route through Coffee Piece, Ritchies and White Shop.

The NWA started the reconstruction of the box culvert on September 18, 2017 and it was completed almost a year later on October 4, 2018. The project cost some \$40 million dollars. Laborers from the community, including women, worked on clearing the site, excavating the area, filling with gravel, demolishing the existing structure and completing the necessary concrete works, weep holes, rubble masonry retaining parapet wall and road pavement to bring the project home.

This 'Capital A' project is significant to the many neighboring communities which had been affected by the collapsed culvert including Sanguinetti, Banana Ground, Coffee Piece, Smithfield, Nine Turns, White Shop and Frankfield. Farming is of great importance to the local economy, where crops such as sugar cane, coconut, citrus and yam are grown for market. The road is of great economic value, since it normally facilitates the transport of food crops and supplies. The lives of Dykes Hill's residents have now return to normalcy thanks to the NWA.



Lush, wild Bamboo plants form the backdrop for the recently-completed Dykes Hill box culvert in Clarendon



An eager motorist makes first use of the culvert even while final grading works were ongoing



## No Longer Rock Solid

Word about the planned closure of the Rock Bridge near Falmouth spread like wildfire among the residents of northeastern Trelawny. The bridge's closure, which was scheduled for midnight on Wednesday, February 27, 2019, evoked a range of reactions from locals. A number of them were overcome with nostalgia at the thought that the iconic structure soon would no longer serve them. They reminisced on the days when they went by foot across the century-old bridge on their way to and from school. Or when they would stand on its deck and toss their fishing lines in the pristine waters below, hooking snooks, snappers, drummers, shads, jacks and tarpons.

Others, however, breathed a sigh of relief that the bridge, which was the site of several road accidents, some fatal, was to be finally decommissioned. But there were still those who believed that the announcement of an indefinite closure was unreasonable and requested that a timeline for the erection of a new structure be given. For them, simply providing alternative routes for motorists to continue accessing the town of Falmouth was not sufficient to offset the inconvenience of travelling an extra four kilometers west via busy intersections and congested City streets. They even argued that in the past the Rock Bridge served an alternative route when sections of the North Coast Highway were impassable.

They called for the signalization of a number of areas along the Highway such as at Bogue Gate, Stonebroke, Hague and Glistening Waters to assist with better managing the increased number of vehicles that was expected to continue along the A1 roadway. However, in response to the growing needs of the rapidly-expanding tourism town, the National Works Agency already has, as part of its plans, the signalization of some key junctions along the North Coast Highway in the vicinity of Falmouth. The requisite preliminary works are now being undertaken with the view to install the first of these at the junction with the main road to Daniel Town.

While the Rock Bridge served as a faithful, convenient access for motorists travelling from east of Falmouth, it is no longer a safe route for them to continue to do so. Components of the 100-year-old steel bridge are showing signs of significant wear which has compromised the structure, placing motorists and pedestrians at grave risk. So, in the interest of public safety, the National Works Agency was duty-bound to restrict access to the Rock bridge indefinitely, until a new structure is designed and constructed.



The sturdy deck of the Rock Bridge belies what really lies below.



Structural steel support installed a decade ago showing advanced stage of corrosion

## 18 Bays, 57 Meters

By the end of April 2019, the residents of Chesterfield, St. Mary should no longer have to use makeshift structures to access their community across a section of the Wag Water River. Fifteen of eighteen bays of Chesterfield's brand-new 58-meter-long Compact Modular 200 driving bridge are already assembled. At the end of March, works were underway to clear an area from which cranes will operate to launch the superstructure, a half at a time.





## Two Large-Scale Constructions – Mandela Highway & Constant Spring Road ... Continued from page 8

At present, asphalt works are underway on the western side of Constant Spring Road between Olivier Road and Hillman Road, while base works are being undertaken between Hillman Road and Mary Brown's Corner. Asphalt works are also scheduled to commence shortly along the section



Section of roadway between Olivier Road and Constant Spring Post Office paved with first layer of asphalt

of roadway between Shortwood Road and Grants Pen Road. Sewer works are undertaken at nights.

The project is expected to be substantially completed by July 2019.



Completed bridge structure at Manor Park

## Is SCHIP Really Coming? ... Continued from page 7

our obligations going forward. The Government has always had an interest in starting the works and the NWA is committed to making it happen.

Now that the start of physical works is ever so closer, the residents of St. Thomas are being called upon to own the project and help shape the St. Thomas they want. Perhaps as the island's premiere rustic, unspoilt destination, who knows? Any positive development can result from this landmark road infrastructure development project.



Whitehorses, St. Thomas

## NATIONAL WORKS AGENCY

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## Mulgrave Deserves Good Roads Too and getting it!

St. Elizabeth is certainly poised for even further development especially in light of the government's continued effort to invest in the parish's road infrastructure. This commitment is immediately evident as one travels throughout the parish and observes firsthand the numerous active road improvement projects as well as those which have been recently-completed. These projects also serve to improve the overall safety and ease with which persons can traverse the various corridors.

The National Works Agency has begun works on rehabilitating the Mulgrave to Redgate roadway along the Red Gate to Elderslie road control section in Northwestern St. Elizabeth. The sleepy town of Ipswich is located within the vicinity of this corridor. Up until the 1990s Ipswich was a thriving community with a rail service running daily. The cessation of all passenger rail services in Jamaica in 1992 however, had a devastating impact on the town. Since then there was, for all practical purposes, no road in the community save a rutted pathway with white marl, which was only navigable at a very careful crawl.

The rehabilitation of the road through Ipswich started on January 28, 2019 and the project is expected to be completed over a four-month period. The scope of work for the 2-kilometer-long project includes bushing, cleaning of blocked culverts and catch basin outlets as well as the constructions of V-drains. The work also entails preparation of formation, base course, prime coat and asphaltic concrete overlay. The project, which is being financed under the Maintenance of the Secondary Roads recurrent budget for 2018/2019, values some \$30 million. The works were 50% completed as of March 25, 2019.

The Ipswich Caves once described as the second largest cave system in Jamaica will now get a chance again to provide employment as a tour attraction. This is the opinion of resident, Clinton Samuels. He further stated that in all his living years he did not foresee that there would be good road between Mulgrave to Red Gate. He along with the residents are proud and thankful of the rehabilitation works that will once again put their village on the world map. The Red Gate to Elderslie road serves the Elderslie, Mulgrave, Merrywood, Ipswich and Ginger Hill farming communities.



Base compaction-work in progress



Application of Prime Coat to Base Course



Pipe laying in progress with Able Edwards, Site Supervisor (left), Steven Lowers, Clerk of works (center) and Clinton Samuels, a community member (right)



## Improvement of the Irish Town Road Makes Travelling Much Easier

The rehabilitation of the Irish Town main road, in St. Andrew, started in 2011 with a retaining wall programme that was implemented under the Jamaica Development Infrastructure Programme (JDIP). That programme, although necessary, barely scratched the surface of what was needed to rehabilitate this roadway, which is shaped by mountains and precipices. The area is often blessed with rainfall, and though good for other aspects of the economy, wreaked havoc on the surface of the roadway which deteriorated into a corridor riddled with holes and breakaways.

In 2017, a rehabilitation programme was implemented and saw \$289 million being spent to rehabilitate a section of the roadway. This project was implemented as part of the Major Infrastructure Development Programme (MIDP). Thirteen kilometers of the roadway, which is just under 24 kilometers in total length, was reconstructed to include new and improved drainage structures, retaining walls, safety features and a renewed pavement. The works targeted the section of the roadway starting just outside Papine Square and ended almost one kilometer before getting to Redlight Square.

Residents were very appreciative of the project, although some bemoaned the fact that the entire roadway could not have been rehabilitated. However, several months later, in early 2018, funds were identified to complete the reconstruction of another kilometer of the roadway. In this second phase of works, \$26.8 million was spent on drainage improvement to include the cleaning and construction of drains, the construction of additional retaining walls and the paving of the roadway.

At present another \$60.8 million dollars is being spent to rehabilitate the roadway all the way to Hollywell, meters away from the Portland/St. Andrew border. The works which commenced in early March was initiated to facilitate the Jamaica Blue Mountain Coffee Festival. It goes without saying, therefore that this roadwork will prove extremely beneficial to the farming community and by extension the larger economy.

As part of this latest phase, just under twenty thousand square meters of the roadway will be overlaid, in sections, with asphaltic concrete. The works are now approximately 65% completed. It is expected that once these works are completed, travel on the Irish Town main road will be vastly improved, as the surface of the roadway, the drainage infrastructure and safety features are now far better than they were previously.



A section of the improved Irish Town Road



A section of retaining wall being constructed as part of the 2nd Phase of Works

## St. James benefits from Robust Flood Mitigation Programme

In a bid to mitigate flooding in flood-prone zones, the National Works Agency (NWA) is now undertaking a \$38-million-dollar drain cleaning exercise across the parish of St. James. These drains are heavily silted, some blocked by debris and overgrown vegetation.

This exercise forms part of the Agency's ongoing flood mitigation efforts as well as that to eradicate potential mosquito breeding sites in critical sections of the parish. For several residents and stakeholders, including those with interests in the thriving commercial district of Montego Bay, this is welcomed news as sore areas such as the North and South Gully, two main drains in the city, have been cleaned and will therefore be able to better handle storm water. Among the other drains that received attention under the programme are the People's Arcade drain, sections of the Main Drain along the Elegant Corridor, the Rose Heights Gully, and the Melbourne drain.

Works under the programme, which commenced in March 2019, will complement efforts under a series of drain cleaning and road rehabilitation projects which have been undertaken in recent months as drainage improvement was a major component of these works. These include the replacement of a collapsed culvert along the Norwood Boulevard as well as the construction of additional drainage features along Middle Street, Irie Road and the Belmont and Blue Hole roadways. Additionally, through the Major Development Infrastructure Programme (MIDP), significant investments have been made in improving the drainage infrastructure along several other roadways across the parish.



The cleaning of a section of the Providence drain in Flankers, St. James



## 2 Kilometers of New Road from Farm to Windsor

Residents of Southern Manchester have complained constantly of a lack of sustained effort to improve the road network in this section of the parish. Residents have often said that the area was seemingly forgotten by both the National Works Agency (NWA) and the municipality. However, this perception was changed recently when the Windsor to Farm PC Road was identified for rehabilitation under the 2018/2019 Maintenance of Secondary Road Recurrent Programme.

The rehabilitation of this 2-kilometer-long corridor started in late January and it was completed two months later. The scope of work for this project included bushing, drain cleaning, patching and asphaltic concrete overlay. The works were undertaken at a cost of \$18,571,250.00. Residents, like Mrs. Vivian Francis of the NWA, are very grateful for the project. She stated that the road was in a terrible state prior to its rehabilitation. She pointed out that movement of pedestrians and motorists were inhibited.

Some of the potholes were like trenches where pools of water settled whenever it rains. Pedestrians often had to evade being splashed or even hit by cars maneuvering the poor road surface. Now, since the road has been resurfaced, pedestrians are more worried about speeding vehicles than a rocky ride. The restoration of the road surface impacts the farming communities of Lancaster, Restore, Newport, Plowden, Asia, Old England, and Victoria.



Cleaning of side drains, a preliminary activity under the \$18.5 million project



Base material being compacted



Scarifying of the existing deteriorated road surface

## Is SCHIP Really Coming?

The short answer to the headline's question is YES. The go-ahead to commence works on select sections of the 135.5-kilometer-long road construction project came in the last quarter. Opening the debate on the Second Supplementary Estimates in parliament on January 15, 2019,

Finance Minister, the Honorable Nigel Clarke, announced that civil works on the South Coast Highway Improvement Project (SCHIP) were scheduled to start early in the next financial year.

This announcement set things in motion at the National



Works Agency as efforts were advanced to commence the procurement process in relation to five segments of the mega US\$195.5-million-dollar road construction project. No work is expected to begin, at the outset, on the much-anticipated segment from Harbour View, St. Andrew to Albion Crossing, St. Thomas. As the NWA has explained repeatedly, the improvement works proposed for this segment are highly technical and extensive. A number of important matters related to engineering and design details has to first be finalized in relation to this section.

As was told to a conservative gathering of the St. Thomas Ministers' Fraternal in February, land acquisition is one such very engrossing matter. As it now stands, in excess of 600 properties could be impacted by the proposed alignment of the widened, 16 kilometer stretch. Notwithstanding this technicality, by the end of this calendar year, the product of works along five separate segments of the project-in St. Thomas and Portland-should become more evident. All that has gone on in relation to the project up to now was very important in getting us to this point, where well-built, new roads will soon take us to some of the most picturesque and breath-taking scenes in the island.

Because the project will be financed in large part by a loan from the China EXIM Bank, the Government of Jamaica has to do all that is required to ensure that the terms and conditions of the funding arrangements are not onerous and that we can fulfill



## Two Large-Scale Constructions – Mandela Highway & Constant Spring Road

In recent times, sections of Kingston and St. Andrew have been dubbed construction zones, as several major road and infrastructure improvement projects continue. As with any major development, there are mixed reviews and reactions as persons grapple with the inevitable changes, and inescapable effects, of large-scale construction occurring in tandem with everyday life.

For the most part, persons await with great anticipation the final products as these promise - in addition to better road surfaces - shorter travel times, better sewer and water systems, better drainage infrastructure and improved intersection and pedestrian facilities. Two of the most anticipated roadways are the Mandela Highway and Constant Spring Road as both are major arterial corridors leading into the City. As we enter a new financial year, both are progressing apace with one being measured as more than 50% completed and the other in its final stages.

### MANDELA HIGHWAY

Mandela Highway, probably the most anticipated of all the Legacy Projects, commenced almost two and half years ago. It registered the highest daily count of vehicles, upwards of 70,000, as it serves as the main east – west corridor connecting every parish west of St. Andrew to the Corporate Area.



View of a section of the newly paved service road with installation of guardrails underway.



View of Overpass Bridge with backfilling works taking place behind the wing walls.

At present, the improvement works along this corridor is 96% completed, with all six driving lanes being paved and box culverts and bridges completed. Works are still underway to finish up the overpass bridge that will link entities on the left side (heading towards Kingston) with the main roadway. Outstanding works include the construction of ramps, safety infrastructure, sidewalks and road markings, as well as the installation of median barriers along the main corridor.

### CONSTANT SPRING ROAD

Works along Constant Spring Road are also progressing steadily, with the water supply improvement and sewer installation component of the project being 78% completed and roadworks 67% completed. The water supply component, which is being undertaken in conjunction with the National Water Commission (NWC), was significantly impacted by the inaccessibility of the area above Olivier Road up until the Constant Spring Market was removed in March. This also affected the roadworks which have since accelerated.

Continued on page 16

## “Everything Irie”.... Neglected Roadway in Norwood St. James gets Facelift

‘Irie’ is an apt description for the atmosphere in Irie Road, a small community nestled in the hills of Norwood St. James. Residents are elated with the developments along their community road, as the National Works Agency makes steady progress in the much-needed rehabilitation of the 450 metre stretch of roadway in the community.

This roadway has been in a state of disrepair for several years, and has gotten worse overtime, with it being battered by successive storm events. The compromised drainage features along the roadway, only served to accelerate its deterioration. This resulted in a heavily-eroded surface, which forced residents to take the steep uphill trek by foot, as the roadway was not readily accessible to small vehicles. Residents claim many taxi operators would refuse to take them along this route.

Resident of Irie Road, Kerron Burrell, says that he is happy to know that the road is now formally being fixed. “As youths, we used to do a little thing with cement from time to time, but now we getting the road done officially, we really feel good,” said Mr Burrell. He was, however, quick to point out that he is concerned for his children as already motorists have begun to drive recklessly along the roadway

Works to repair this roadway commenced in March 2019, and is already far advanced, as sections of the roadway have now been asphalted, while other sections are now being prepared for asphaltting. The project involves repairs to existing drainage systems, as well the construction of additional drainage features such as V drains and Cross drains. The roadway is being reshaped and asphalted using Asphaltic Concrete Overlay.

The project is scheduled for completion in May 2019.



A recently-paved section of Irie Road, Norwood St. James.



A resident of Irie Road (second from left) discusses his concerns regarding this storm water drain with NWA Project Manager, Caswell Whyte and Contractor Odell Allen.



A view of a section of Irie Road, prior to the commencement of upgrade works on the road section



## Clearing Camp Gate



A 3D rendition of Up Park Camp's new Canon Ball Gate entrance (looking on from Arnold Road), which is located directly opposite.

The National Works Agency has finalized designs and stakeholder consultations for yet another important project to improve a section of the Corporate Area road network. In February, the Agency gave contractors China Harbour Engineering Company (CHEC) the nod to commence works on the dualization of 600-meters of Camp Road between Tom Redcam Drive and just beyond Arnold Road, in St. Andrew.

That section of the roadway constricts right at the Jamaica Defence Force's main entrance. The steady volume of traffic accessing the national facility often conflicts with the heavy stream of vehicles travelling along the busy corridor. Therefore, motorists familiar with Camp Road knows all too well that during peak hour traffic they may be delayed at the location.

At the end of March, contractors CHEC would have taken over the Camp Road project site, which includes the existing roadway, the road reserve on the eastern side of the corridor and areas within the JDF's property itself. During the ensuing six months, works will be carried out on relocating and upgrading the Camp's perimeter wall, widening of the roadway to a four-lane dual carriageway, improving drainage features and upgrading and signaling the Arnold Road/Camp Road intersection. At the end of the project, Up Park Camp will also get a brand-new, state of the art sentry and administrative building.

The relocation of the JDF's existing ingress to Canon Ball Gate is one of the project's primary objectives as in so doing the ideal four-way intersection will be created with Arnold and Camp Roads, which will facilitate a more efficient distribution of traffic all around the intersection with exclusive left and right turning lanes into Up Park Camp.

Arnold Road too, will benefit in a meaningful way from the programme of works. Not only will drainage be improved along the roadway, but 120 meters of new pavement will be laid up to the Camp Road intersection.

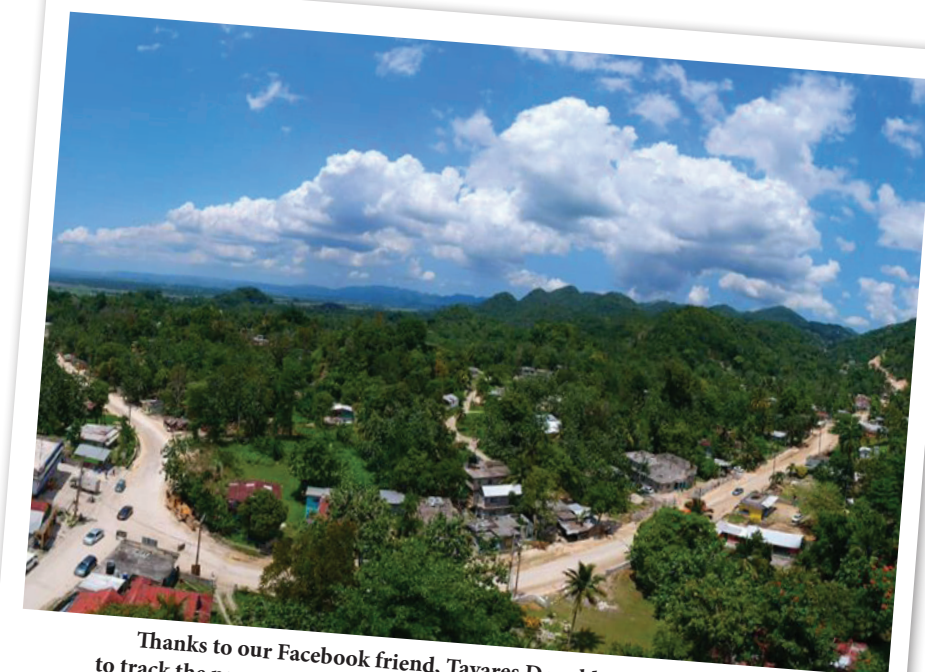
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## NWA marches on with major works all the way to Mackfield

Commuters who traverse the Ferris to Mackfield corridor are now seeing the proverbial 'rainbow behind the clouds', as works to upgrade the 13 kilometre stretch of roadway is far advanced. The US \$24.9-million-dollar project is now approximately 80 percent complete.

The Ferris Cross to Mackfield corridor forms part of the north-south link, connecting the parish of Westmoreland to the neighbouring parishes of St. James and St. Elizabeth. It also serves several residential communities including Haddo, Lindoes Hill and Withorn.

This major road reconstruction project, which commenced in April 2018, is being executed by the China Harbour Engineering Company Limited (CHEC), who, under the supervision of the National Works Agency, is working towards an October 2019 deadline. The project will see a complete transformation of the corridor to include road widening and realignment, significant drainage improvement, the construction of retaining walls, the replacement of domestic water lines and the construction of 2400 metres of shoulders where practical.



Thanks to our Facebook friend, Tavares Donaldson, we were able to track the progress of the Ferris Cross - Mackfield legacy project from a very distinct and picturesque vantage point.

The project has not been without its challenges, which can be expected as this is a heavily-used corridor and there are several complexities associated with the contract, especially as it relates to land acquisition and the relocation of utilities. These challenges are being addressed and worked through even as activities go on in earnest.



A paved section of the reconstructed Ferris to Mackfield corridor in Westmoreland.

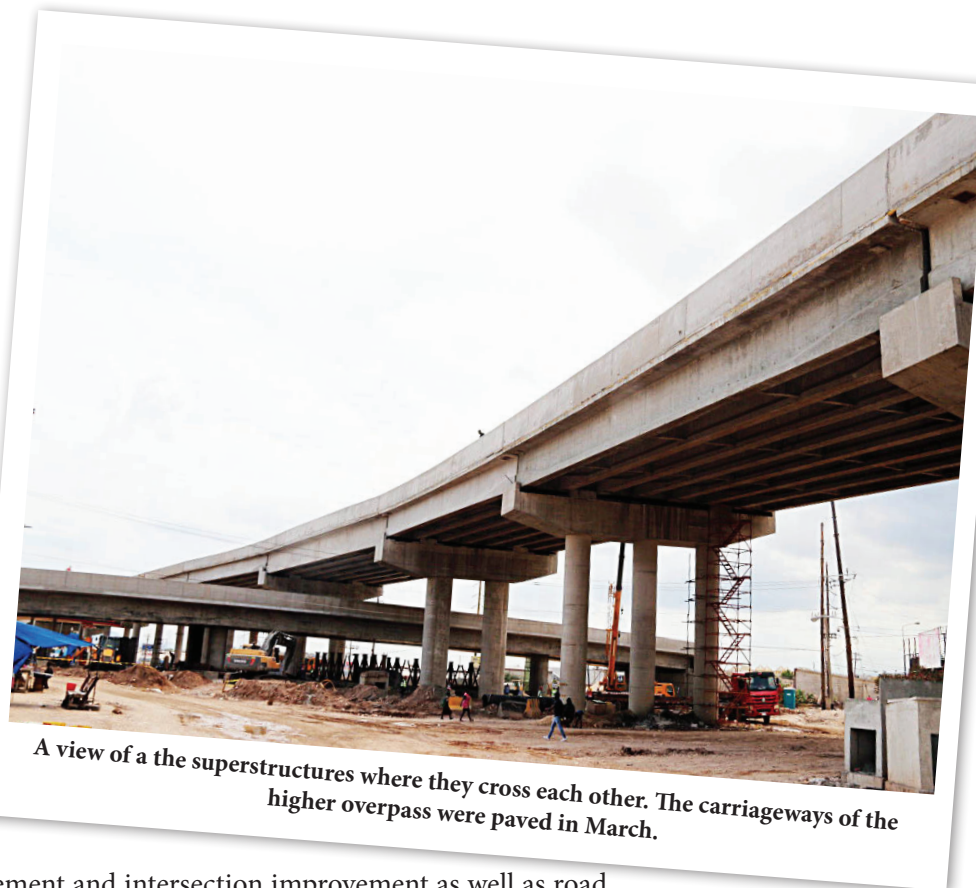
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## Hagley Park Project takes shape with Fast-Moving Bridge Works

The Hagley Park Road Improvement Project, like the four current Major Infrastructure Development Programme (MIDP) legacy road works, is a multi-dimensional and simply mega undertaking. The Ministry of Economic Growth and Job Creation has aligned the work programmes of the National Water Commission with that of the National Works Agency to improve the synergies between infrastructure development programmes. This has resulted in more expansive road improvement projects.

The Hagley Park Road legacy project involves six separate components, that could easily be treated as stand-alone items. These include bridge construction, drainage improvement, potable water supply improvement, sewer works, traffic management and intersection improvement as well as road widening and reconstruction.



A view of the superstructures where they cross each other. The carriageways of the higher overpass were paved in March.

Three different types of water pipelines totaling 9,000 meters; 7,484 meters of storm water culverts; a total of 5,968 meters of sewer lines; 84 manholes; a box culvert, two overpass bridges, spanning 90 and 400 meters respectively and 425 meters of retaining wall are part and parcel of the Hagley Park Road Improvement Project.

The project, is now at a stage where, most of the physical activities involve trenching for pipe-laying works, often viewed as a humbug by road users. While the NWA regrets the inconvenience this phase of the works would have caused, they are necessary to providing the benefits of a more efficient water supply as well as a central sewer disposal, for the first time, to the Hagley Park Road community.

To date, the project's underground infrastructural work is advancing satisfactorily. 65% of the water pipelines have, so far, been laid; 96% of the sewer mains have been installed while 86% of the drainage improvement works is now complete. In fact, pipe-laying works are fully done along a few sections of the roadway, where base material is now being laid and compacted, kicking off the long-awaited road construction phase of the project.

This first bit of road works is most evident over a one kilometer section between Waltham Park Road and Carpenter Road. Concrete median barriers, which are being installed at the same time, stretches as far as Elspeth Avenue.

As for the bridge construction works at Three Miles, this is indeed the fastest-advancing component of the US\$59-million-dollar road project. Two overpass bridges are being constructed at what is the island's busiest intersection. They are expected to greatly improve traffic flow with uninterrupted vehicular movement at all sides of the interchange. The decks of both bridges are now fully complete with pavement works starting at the end of March. The mega Hagley Park Road Improvement major

Continued to page 11

Hagley Park Project takes shape with Fast-Moving Bridge Works Continued from page 10



A partial view of completed bridge structures at Portia Simpson Miller Square

road and legacy project is contractually due to be completed in June 2019. The NWA is now nearly three-quarters of the way towards this target as 70% of the works have been done thus far.

When completed over 35,000 motorists will return to a fully reconstructed, four-lane, separated dual carriageway. The brand-new 3.7 km roadway, which will run from Chesterfield Drive to Maxfield Avenue will be signalized at the Keesing Avenue, Omara Road, Hagley Park Preparatory

and Margaret Villa Road intersections, for the first time.

A word of warning however, to the eager motorist, the new roadway shouldn't be taken as an invitation to speed as it will be outfitted with License Plate Recognition cameras that will be able to capture your infractions instantly. With three months remaining under the Hagley Park Road Improvement Project contract, we certainly are looking forward to the end of summer.



Rolando Parkes (right), NWA's quality assurance officer, has a chat with Mr. Gao, CHEC Project Manager, atop one of the bridges' deck, a scary ten meters above ground.