

ROADSTER



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"Paving the Way"

TEF and NWA partners to enhance Elegant Corridor over \$200 million to be spent on street lighting



Minister of Transport, Works and Housing, Dr. the Honourable Omar Davies (right) and Minister of Tourism and Entertainment, Honourable Dr. Wykham McNeil (2nd right) affixing their signatures to the contract for the installation of street lights along the Elegant Corridor (Sangster's International Airport to Iberostar Hotel), St. James. State Minister for Tourism and Entertainment, Honourable Damion Crawford (standing left) and State Minister for Works, Honourable, Richard Azan (standing 2nd left), looked on. Also in the picture are Calvert Mundle of contractors Y.P. Seaton and Associates (seated).

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South East Region
St. Catherine - Cedar Grove High School; Sidewalk construction



North Eastern Region
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The NWA and the TEF Lighting the Way... \$248 Million Street Lighting Project for the Elegant Corridor



The National Works Agency (NWA) and the Tourism Enhancement Fund (TEF) have once again forged a partnership with a view to developing areas which significantly contribute to the island's tourism product. This time, the partnership will see the two bodies working together to improve visibility along the Elegant Corridor, in St. James.

There have been many calls, from residents and other stakeholders, for the area to be fitted with street lights as there are presently none along this dual carriageway. As such the area is dark at nights, which does not auger well for the safety of pedestrians and motorists alike, especially as some motorists traverse the area at excessive speeds, despite posted speed limits.

It is against this background that the government has moved forward with the lighting of this corridor. It is a move which was given early consideration. However, due to numerous setbacks over the years, the contract was not able to be finalized. Those challenges have been surmounted and on July 18, 2014, the Ministry of Tourism and Entertainment and the Ministry of Transport, Works and Housing, signed a \$248-million lighting project for the Elegant Corridor.

This project involves the installation of energy saving, Light Emitting Diodes (LED) lamps along the 17-kilometre stretch of roadway between the Sangster's International Airport and the Iberostar Hotel. These lights are expected to reduce energy costs by fifty per cent.

Currently, the project is now in the preliminary stages, with work now taking place on procuring the necessary lights and fittings and preparing the site office. Work on the ground is expected to start in earnest before the end of October 2014. The project will start at the Iberstoar area of the dual carriageway and continue toward the Sangster's International Airport.

The project has a life of eight months, so the corridor should be fully illuminated before the end of the first quarter of 2015. However, these lights will be turned on in phases, so road users will not have to wait until the full completion of the project to begin to reap its benefits.

Funding for this project is being provided by the TEF and the work executed by local contractor, Y.P. Seaton and Associates, under the supervision of the NWA.

Ferris Cross to Mackfield Roadway... \$4-Million Patching Programme Targets Worse Affected Sections

Road users who traverse the Ferris Cross to Mackfield roadway, in Westmoreland, have recently received some level of reprieve from the deteriorating road condition that they have been experiencing. This, as the National Works Agency (NWA) recently completed a patching project, that addressed the worst affected sections of the corridor.

The Ferris Cross to Mackfield thoroughfare serves as an access to several residential communities including Ferris, Waterworks, Haddo and the neighbouring town of Savanna-La-Mar, Westmoreland. The roadway is also the main route used to access the city of Montego Bay for road users travelling from the Savanna-La-Mar direction. This corridor is heavily used and has, overtime, become deteriorated, making the daily commute for hundreds of road users a trying one. In September 2014, residents and



Workmen preparing sections of the Ferris Cross to Mackfield roadway for the application of Asphaltic Concrete

other road users were delighted to hear of the NWA's plans to improve the condition of this roadway.

The end of September saw the Agency on the verge of completing the Four-million dollar patching and drain cleaning project, it has undertaken along this corridor. Approximately 1,000 square metres of the Ferris Cross to Mackfield roadway is being patched under this project and is being executed by one of the Agency's Force Account teams

A view of a section of the Ferris to Mackfield roadway in Westmoreland. Here the roadway is being rolled with a Vibrating Roller, following the application of Asphaltic Concrete.



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



Multimillion Dollar Mitigation Programme in the Southern Region

The National Works Agency (NWA) has completed another phase of its island-wide Flood Mitigation and Drain Cleaning Programme, in the Southern Region. In June 2012, the Agency embarked on what represented a second phase of its Flood Mitigation and Draining Cleaning Programme, at a cost of \$100 million. This was complementary to the bushing and drain cleaning exercise which had begun in May 2014.

The programme was executed through a consultative effort between the NWA and the Members of Parliament, with regard to the identification of some of the critical locations that were targeted.

ST ELIZABETH

Pre-hurricane Flood Mitigation activities were carried out in St Elizabeth and all were completed. In the South-eastern section of the parish, earth drains were cleaned along the Pedro Cross to Lititz, Malvern to Southfield, Southfield to Portsea, Emmaus to Nain, and the Bellevue to St Mary roadways. In the south-west, the same was done along Luana to Tombstone, Luana to Scotts Cove, Brompton to Cotterwood and Black River to Pedro Cross. In north-western St Elizabeth, earth drains were cleaned along the Holland Bamboo, Lacovia to Vauxhall and Middle Quarters to Jacks Gate corridors.

In the north-eastern section, mitigation work was done along Union to Oxford and Tombstone to Gutters, in the vicinity of Pepper; Goshen, Rocky Hill and Santa Cruz. The total cost of mitigation activities undertaken in the parish was 2.9 million dollars. An additional 3.6 million dollars were spent in August 2014, on drain cleaning along the Wilton to Union, Santa Cruz to Malvern and Lacovia to Mountainside roadways.

CLARENDON

Following on the completion of the \$3.4 million flood mitigation programme, completed in Clarendon in June, an additional \$3.5 million has been spent to further improve the resilience of the infrastructure in the parish. Earth drains were cleaned in Croft Hill, Kelitts to Sandy River and Sink Hole in north Clarendon. In North - central Clarendon, additional drains were cleaned in communities of Rock River and Chapleton. Drains were also cleaned along the roads from Moravia to Silent Hill, Thompson Town to Smithville, Thompson Town to Belcarres, Belcarres to Banana Ground, Alston to Peckham and Richies to Copperwood.

MANCHESTER

The pre -hurricane Flood Mitigation Programme undertaken in Manchester, has been completed. In South Manchester, earth drains were cleaned along Gutters to Downs, Pusey Hill to St Jago, Restore to Pusey Hill, Pusey Hill to Newport, Mandeville to Rudd's Corner, Rudd's Corner to Rowes Corner and Williamsfield to Whitney Turn. In north-east Manchester, drains were cleaned in Christiana, Alston and Dump to Craighead. Earth drains were also cleaned along the Mandeville to Mark Post, Royal Flat to Old England and Clifton to Cedar Grove roads, in central Manchester. Mitigation activities also took place along the corridors from Williamsfield to Mile Gully, Skull Point to Craighead, Mile Gully to Johns Hall, Mile Gully to Oxford and Greenvale to Spur Tree in north-west Manchester.



Drain cleaning in Emmaus



A cleared drain along the Whitney Turn to Williamsfield road in Manchester

New Bridge for Latium, St. James



Existing Latium Bridge, St. James, slated to be replaced.

The rural, farming community of Latium, in St. James, will soon have the benefit of a new and improved bridge. The National Works Agency (NWA) has earmarked this structure for replacement under the Major Infrastructure Development Programme (MIDP).

The Latium Bridge, located off the Sign to Virgin Valley main road, has served the community for many years. It is now showing signs of wear, which has rendered it necessary to be replaced. Additionally, the structure has been identified as a source of flooding in the community. This is due to its narrow span of fifteen metres, as well as increased runoffs from the surrounding hills, which has now made the opening beneath the structure inadequate to carry excess storm water.

Major Projects Manager at the NWA, Horace Cotterell, in speaking with the *Roadster*, says that the original compact concrete structure will be replaced with a Bailey Bridge, with a span of 20 metres. As a result more water will be able to flow through the underside of the bridge, thereby mitigating flooding. Mr Cotterell pointed out that an important aspect of the new design of the bridge relative to old one, is that the new bridge will no longer be supported by a pier located at the mid-section of the bridge. Instead the new bridge will be supported at the abutments, increasing its capacity to carry storm water under the bridge.

Currently the project is in the procurement phase and work will commence as soon as this process is complete. It is expected that the new bridge will be completed and open to the public before the end of the 2014/15 financial year.

\$625-million Road Improvement Contract Now Underway along Belmont to Scott's Cove corridor, Westmoreland



A section of the Whitehouse roadway in Westmoreland which is currently being rehabilitated

The island's South Coast is receiving a further boost to its road infrastructure, through a multi-million dollar effort aimed at rehabilitating 16.5 kilometres of roadway between Belmont and Scott's Cove, in Westmoreland. This follows closely on the heels of a \$497-million dollar project to rehabilitate the stretch from Ferris Cross to Belmont.

The Belmont to Scott's Cove corridor is one of the main arterial links which connects sections of the parish of Westmoreland to the South Coast and the North Coast. Communities such as Whitehouse, Culloden, Farm, and Black's Bay are all served directly by this stretch.

This project initially began in 2012 but was put on hold to facilitate necessary replacement of the National Water Commission's water mains. This exercise had become necessary as it was observed that the original waterlines were faulty, resulting in frequent leaks along the corridor and ultimately contributing to the erosion of the road surface.

In June 2014, the National Works Agency resumed work on this corridor. This was long awaited and came as welcome news to the many road users for whom commute along this roadway had become an arduous chore. The heavily pitted

road surface had made it increasingly difficult for commuters to traverse this roadway.

Initially the plan was to rehabilitate 13.5 kilometres of the corridor, while patching other sections. The new contract will now see the rehabilitation of an additional three kilometres, making a total of 16.5 kilometres slated for complete rehabilitation. This decision was made based on advanced disruption of the roadway associated with the pipe laying activities along the corridor, as well as the further deterioration of the roadway since the original contract award in 2012.

The present project involves bushing of verges, significant drainage improvement, reshaping of the roadway and overlay with Asphaltic Concrete. To date much ground has been covered as a significant section of the roadway has now been asphalted, facilitating a much more pleasant experience for the large number of commuters who traverse this corridor. Once completed, this project will complement the 5.5 kilometres of roadway which was recently reconstructed between Belmont and Ferris Cross. The Scott's Cove to Belmont Project is being funded through the Inter-American Development Bank, at a cost of \$625 million.

Rehabilitation on the horizon for roadways in the Rio Grande Valley but heavy rains continue to wreak havoc in communities

Residents and other stakeholders of the flood prone Grande Valley, in Portland, will in not such a distant time from now, experience better roads in that area. This as the National Works Agency (NWA) announces plans to effect repairs to eight kilometres of road in this historically and ecologically rich area. These works, although still in the administrative stages of the contract process, are expected to alleviate a lot of the issues with roadways and drainage systems in the Rio Grande Valley.

Through the planned works, the corridor from Fellowship to Moore Town will be rehabilitated. The works will include significant improvement in the drainage features, a new base and Asphaltic Concrete final surface. A contract for the works is expected to be awarded before the end of the year, having been tendered at the end of August. The planned works are to be done under the Major Development Infrastructure Programme (MIDP).

The Rio Grande Valley is one of the most historic sites in Jamaica. Home to the Windward Maroons, it is an area that is deemed to be rich in antiquity and beautiful naturalness and these attributes attract scores of local and international visitors every year. The area is also home to many ferns and indigenous plants and has been unofficially acknowledged, by many, as one of Jamaica's foremost locale for eco-tourism.

Nature, while showcasing its beauty in the Rio Grande Valley, also shows an ugly and often costly side. This is manifested in roadways being severely scoured or massive breakaways occurring after rain events. The most recent example of this was in early September 2014, when heavy rains resulted in massive breakaways along the Seaman's Valley to Millbank and Alligator Church to Bellview road sections. The rains added an approximately \$200 million cost to funds required to repair roads in the area.

Severe scouring, landslips, fallen trees and blocked drains also impacted the corridors. An estimated \$127 million is required to repair the roadway in Comfort Castle, while \$27 million will be needed for the road from Alligator Church to Bellview.

Massive breakaways are not new to the Rio Grande, which is on record as one of the areas of Jamaica that received the most rainfall. Over the years, millions of dollars have been expended ensuring that the residents remain connected to the town of Port Antonio. In fact, in 2009, a major breakaway in the community called "Friday," along the Seaman's Valley to Millbank control section, left some residents stranded for many months. This breakaway was remedied in 2011 at a cost of \$400 million. The Alligator Church Bridge, which was in danger of collapsing was also replaced in 2009.



Photos showing a major breakaway at Comfort Castle along the Seaman's Valley to Millbank control section



A landslide blocking a section of a roadway in the Rio Grande Valley



A badly scoured Breastwork to Windsor control section

Rehabilitation of the Silver Grove to Amby Roadway in Manchester

The recent rehabilitation of the Silver Grove to Amby roadway, in north-west Manchester, has not only made life less difficult for residents but, according to stakeholders, it has provided a platform for further redevelopment in the this farming community.

The NWA commenced repairs to this roadway in June 2014. It was completed in mid-July, under the Jamaica Emergency Employment Programme (JEEP), Phase Three, which forms part of the Major Development Infrastructure Programme (MIDP). The scope of works included: 450m² of bushing; relaying of the marl base; 40m³ of rock excavation as well as priming, scarifying and reshaping of the roadway. The road was completed using a combination of Double Surface Dressing and Asphaltic Concrete. One hundred and fifteen square meters (115m²) of Asphaltic Concrete work was completed in sections. Under the project V-drains and U-drains, catch basins, headwall and culverts were also completed.

The rehabilitated road will serve the communities of Lincoln, Maidstone, Huntley, St Paul, Hatfield, Mile Gully and Balaclava. The Silver Grove to Abbey Project was completed at a cost of approximately \$5.15-million.

ROAD OPENING CEREMONY

The rehabilitated stretch of road was officially opened on September 2. Speaking at the ceremony, Member of Parliament for North-west Manchester, Mikael Phillips said that the road will make it easier for residents to travel and transport their produce to the various markets. State Minister for Transport, Works and Housing, Hon. Richard Azan, urged residents to help in protecting this 776-metre stretch of infrastructure, improved by the NWA. The Minister said that residents should resist the urge to speed on the newly reconstructed stretch, as this practice could lead to death or injury, which were not in the contemplation of the government when the project was undertaken.



Picture Showing Pouring of Concrete to Construct V-Drain



Road compaction in progress: Silver Grove to Abbey, Manchester

Billion dollar works now underway from Soursop Turn to Chapelton, Clarendon

After Several years of awaiting relief from the poor state of sections of the main road between Frankfield and May Pen, Clarendon is now destined for success. This, as the National Works Agency, in mid-September 2014, began the first phase of a multi-billion dollar push to improve critical north-south links. Work on the 10.5 kilometre stretch of road from Soursop Turn to Chapelton is now underway.

The roadway represents one section of the access corridor linking the central areas of the island to the North Coast by way of May Pen to Trout Hall, through Cave Valley to Discovery Bay. The improvement works is expected to enable

a reduction in travel time, improve road safety and spur an increase in economic activity along the newly aligned corridor. This project, which falls under the OFID/GOJ Rural Road Rehabilitation Project Phase Two, is slated for completion in eighteen months, at cost J\$1.28-billion.



A section of the audience that attended the community meeting held at Clarendon College in Chapelton, Clarendon on August 28, 2014. The meeting was organized by the National Works Agency to discuss the \$1.28 billion proposed rehabilitation improvement works along the Sour Sop Turn to Chapelton roadway in north central Clarendon. Seated in the second row second left is former MP Laurie Broderick. At right, inset, is Minister of State, Ministry of Transport, Works & Housing, Hon. Richard Azan addressing the meeting.

THE SCOPE OF WORKS INCLUDE:-

- widening of the existing roadway to accommodate 2.4 metre shoulders;
- realignment of the roadway to include straightening at some points, in order to improve motorists' line of sight;
- improvement to the existing drainage system, with the installation of new surface and subsurface drains;
- replacement of kerbs;
- reconstruction of sidewalks;
- Pavement enhancement, via the increase of asphalt thickness;
- Pedestrian safety facilities.

COMMUNITY SENSITIZATION

On August 28, 2014, the National Works Agency hosted a Community Meeting which was attended by over 300 residents and business interests. Speaking at the meeting, State Minister of Transport, Works and Housing, the Hon. Richard Azan assured those in attendance that the design for the road is expected to significantly enhance the road safety of road users.

Member of Parliament for North Central Clarendon, Parnel Charles, who was also present at the meeting expressed his appreciation for the work which was about to get underway. That several persons were expected to be employed, he said, is a welcomed change for many in his constituency. Principal of Clarendon College, Mr. David Wilson, also expressed hope that commuters, especially children, will be able to travel along the road with greater ease, upon completion of the project.

Breakaway at Knollis, St. Catherine, being repaired

Motorists using the Natural Bridge to Bog Walk main road, in St. Catherine, should shortly have one less concern, as work is now in progress on a major breakaway that occurred in the community of Knollis.

Over a year ago, heavy rainfall in that section of the parish resulted in the collapse of retaining walls at three (3) locations along the Bog Walk to Natural Bridge main road. The National Works Agency (NWA) immediately reduced these sections of the roadway to single-lane access, while it sought funding to repair these breakaways.

In July of this year, an allocation provided by the Road Maintenance Fund (RMF), enabled the NWA to undertake the repair of one of the three breakaways along this corridor. Work on the breakaway, which is located approximately 1.4 kilometres from the Knollis Square got underway on September 1, 2014. This project is being executed by Chin's Equipment Rentals and Construction Company Limited, at a cost of \$9.2-million.



Concrete being poured for the Retaining wall foundation at Knollis, St. Catherine

SCOPE OF WORKS

The scope of works includes:-

- earthworks;
- construction of three tiers of Random Rubble Wall, ranging from 9m high by 5m long, to 6.5m high by 1.5m in length;
- construction of a Parapet Wall;
- Reinstatement of the roadway, to include patching and overlay with asphaltic concrete.

PRESENT STATUS

Repair of the road breakaway at Knollis is approximately 60% complete. Two of the three tiers of retaining wall have already been constructed. The foundation for the third tier has been laid. Completion of the project is expected in November 2014.



Workmen excavating the foundation of the wall- Knollis, St. Catherine

School Zones made safer by the NWA



Alpha Infant School; Elletson road (before)



Alpha Infant School; Elletson road (after)

A major push by the National Works Agency (NWA) to improve the safety of school zones across the island is nearing completion. The NWA, in August 2014 commenced this effort ahead of the 2014/2015 school year that started on September 1. The programme targeted some 90 pedestrian crossings in the vicinity of schools for repainting. Two hundred signs were also to be erected or replaced.

Director of Planning and Research, Patrick Rose told the **Roadster** that the targeted numbers have been exceeded, as 103 crossings were done up to the end of September 2014 and 206 signs erected or replaced.

Mr. Rose said that the programme which is valued at just over four million dollars was done through a combination of small contracts and Force Account crews. The crews had a heavy community presence, as person from the various communities joined the Agency teams in having the signs erected and markings done.

Mr. Rose said that all the parishes, except for Hanover had signs and markings done. Hanover was excluded as the parish is receiving similar attention through the Inter-American Development Bank's (IDB) Road Improvement Programme, under which signs, road markings and pedestrian crossings are being done.

In underscoring the importance of the programme, Chief Executive Officer of the NWA, E.G. Hunter said that more than 10 children had so far been killed this year in vehicular accidents, six of whom were pedestrians. He said it is of extreme importance that sections of roads in the vicinity of schools be made safer in order to reduce the likelihood of fatalities in these areas.



Roadway in the vicinity of Central Branch All Age (After)



Roadway in the vicinity of Allman Town Primary, Heroes Circle (after)

Remembering Ethnie Reid Wright- ... an Angel among us

It is unfortunate but often times true, that we appreciate those extraordinary qualities of an individual when they depart from this life. It is at that time that we begin to reflect, with others or by ourselves, how truly that person impacted our lives, whether positively or negatively. Much to say, but none negative is what most encountered from the response of staff that had the privilege of working with Mrs. Ethnie Reid Wright.

Personally, Ethnie was one of the most positive persons I have ever met. Though not close, I honestly never heard her having anything negative to say about a person or a situation. Ever smiling and as the saying goes "smile and the world will smile back at you," to say the least, she always made me smile.



When asked to name one word or sentence to describe Ethnie, co-workers had this to say:

Angelic; A sweet young lady who sees the good in everyone; Fun!; Always smiling; Joyful; Pleasantly Serious; Welcoming but discerning; A friend; Personable; Nice; Always full of life; Nice personality; Approachable; Understanding; Jovial; Articulate; Calm; Well spoken; Patient; Excellent person; Welcoming; Never a dull moment; Always smiling; Compassionate; Loving; Phenomenal; Classy; Helpful; Honest, excellent listener; counselor ... just to name a few.

An individual with a reputation for any one of these virtues is in itself a good fortune, for one person to have so many is indeed special. Gone but never forgotten. Her voice remains that which greets customers through the NWA's Automated Telephone Operator System. Though she sleeps, her personality, through her voice remains; constantly reminding all customers that "your call is important to us." Beautiful voice, wonderful personality!

Ethnie departed from this life on July 31 of this year. This was a major shock, as she was ill for only a short period. She will remain in our hearts, our history and will forever be loved and missed.



Jeep.... Improving Roads in your Community

A section of the recently rehabilitated Camel Hill roadway in Western Hanover. The roadway was targeted under the third phase of the Jamaica Emergency Employment Programme at a cost of approximately \$2.4 million. This project involved drainage improvement and the resurfacing of 1,800 square metres of roadway.

Detour Road for defective bridge being constructed along the Hellshire main road, St. Catherine



The section of the Hellshire main road from which traffic will be re-routed

The concern of many in the Hellshire community of Portmore, St. Catherine has been allayed. Many residents had raised concerns with the National Works Agency (NWA) about a bridge linking their community to the greater Portmore communities. The structure was flagged by technical officers at the NWA as one to be taken out of service.

On September 8, 2014, the National Works Agency, through its Major Infrastructure Development Programme (MIDP), commenced civil works on the construction of a detour road to bypass a defective bridge located along the Hellshire main road, in St. Catherine, approximately one kilometre from the Breaton intersection. The NWA had, earlier this year, reduced traffic on this bridge to single-lane access, due to a subsurface failure which impacted the bridge deck. This failure warranted a full closure of the bridge.

The detour road spans approximately 250 metres in length and is located parallel to the bridge. Construction of the detour forms part of plans to build a new bridge to replace this defective bridge, and is being carried out by Dwight's Construction, at a cost of \$13-million.

The scope of works for the detour road involves:-

- The construction of a rock embankment to accommodate single-lane traffic;
- A pedestrian walkway, on one side of the road;
- The installation of a drainage facility: the construction of culverts using 1.5mm diameter pipes;
- The installation of guard rails;
- Double Surface Dress wearing surface.

Construction of the detour road is now substantially completed. The road is presently being oiled in preparation for application of the wearing course. Full completion is expected in October 2014.

Grant's Pen, Charlton Fords Approach Roads Repaired and Reopened ahead of Schedule

Rehabilitation of the approach roads for two Ford's located in St. Andrew were completed and reopened ahead of schedule. The Ford's are Charlton, located off Charlton Road and Grants Pen which connects Constant Spring and Shortwood Roads.

Motorists who use the roadways along which the Fords are located have complained about their state of disrepair. The Fords and approach roads have suffered major damage over time from torrential rainfall resulting in heavy storm water flows and the residue of water from the tyres of motor vehicles.

Responding to the concerns raised by motorists and residents about the poor condition of these Fords, NWA personnel visited the sites earlier this year. A report of the damage was prepared and estimates for repairs submitted. Funding was approved and two contracts in the amount of \$10 million awarded. A decision was also taken to replace the Asphaltic Concrete approach roads with concrete pavements.

Concrete pavements are increasingly being used worldwide. Historically Jamaican engineers have been constrained to use the cheapest first options in developing the dense national road network. However, in recent years it has



A section of the newly concrete paved Grants Pen road

become necessary to consider the long term use as well as the maintenance costs and benefits of alternative pavement types.

Modern concrete pavements have been improved and these pavements now provide significant road user benefits as well as the traditionally recognized advantages of great durability and lower maintenance costs.

The approaches to the Fords had deteriorated considerably. Huge potholes were located along the roadway. This resulted from the breakdown of the Asphaltic Concrete surface, caused by water, carried on the tyres of motor vehicles that travel through the Ford. The rehabilitation works included expansion of the fibre concrete section of the roadway by an additional 80 metres. The scope of works also included excavation of the rutted sections of the corridor and the construction of expansion joints.

Traffic changes had to be introduced at both locations to facilitate the repair works. According to Construction Manager at the NWA, Sherwin Dennis, the use of fibre concrete wearing surface to replace Asphaltic Concrete at the approach roads will reduce the maintenance costs as fibre concrete has a greater tolerance for water than Asphaltic Concrete.



A section of the newly concrete paved Charlton Ford



Constant Spring to Stony Hill (before)



Constant Spring to Stony Hill (after)

NWA Undertakes Multi-million Dollar Patching Project

A multi-million dollar Hot Mix patching programme was carried out by the National Works Agency along thirty five major corridors in the Metropolitan Region of Kingston and St. Andrew during September 2014.

Among the corridors patched in Kingston were the Harbour View to Bull Bay main road, Sir Florizel Glasspole Highway, Victoria Avenue, Michael Manley Boulevard and Windward Road.

In St. Andrew twenty six corridors were patched. These included Arthur Wint Drive, Barbican Road, Constant Spring Road, Camp Road, Deanery Road, Maxfield Avenue and Spanish Town Road.

Patching of the roadways was undertaken by the National Works Agency's Force Account Teams at a cost of \$10 million. The project was funded by the Road Maintenance Fund. These Teams undertook 3,500 square metres of patching and completed the patching of these roadways in thirty days.



Constant Spring road (before)



Constant Spring road (after)

Malvern Well to Claremont Main Road to be Reconnected

After being closed for some three years, the section of the Claremont Park to Malvern Well corridor in St. Elizabeth is set to be reopened soon. The road was closed in the Big Woods community, after a deteriorating culvert buckled under the pressure of flood waters. The National Works Agency (NWA) closed the road and since then motorists have been forced to use the much longer route through Fullerswood and Mountainside.

The Claremont Park to Malvern Well control section is 7.89 kilometres in length and is categorized as secondary roadway (Class C road). This thoroughfare is heavily used by the travelling public. Residents from the communities of Santa Cruz, Lacovia, Middle Quarters, Southfield, Pedro Cross and Junction all use this corridor. The closed roadway has impacted many travellers, including students of Hampton High School, Munro College, Black River High School and Lacovia High School.

The NWA has been making attempts to have the breach in the roadway corrected. These efforts are, however, to date, being stymied by funding inadequacies. Through the 2014/15 Road Maintenance Fund (RMF) support, work is slated to commence on the project soon. A contract valued at \$10 million has been let, which will see the construction of a Box Culvert at the location.

The works will include the removal of the collapsed drain, construction of a box culvert, installation of guard rails, patching of sections of the roadway, as well as Asphaltic Concrete paving in other sections. The project is expected to be completed within two months of the start of construction.



The section of road which collapsed following heavy rains in St. Elizabeth three years ago. It left the road impassable in the Big Woods community.

never give up.
there is no such thing as an ending.
just a new beginning.



Repairs at Grants Town Breakaway Nears Completion

Flood rains in the Oracabessa and Port Maria communities during January 2014 left a massive breakaway along the road from Little Bay to Spring Head in the community of Grants Town. Culvert pipes were dislodged and approximately fifteen metres of the roadway width was destroyed. Residents in the communities of Days Mountain, Mason Hall and Kidland were marooned.

State Minister for Transport, Works & Housing accompanied by Technical Services personnel toured the site days later to view the damage. Following the tour a decision was taken to rehabilitate the roadway. Works commenced in earnest, shortly after, on a box culvert and a Gabion Retaining Wall. The project was fraught with challenges that resulted in several delays and disgruntled residents.

Despite the challenges, the box culvert and Gabion Wall are now complete. A second phase of the works will see the rehabilitation of 1.8 kilometre of the roadway. A contract was recently let valued at over \$30 million for these works. It will include the bushing of embankments, clearing of sink holes, excavation of soft spots, replacment of base and paving with Double Surface Dress. The roadway provides access to the world renowned Firefly attraction in St. Mary.

VILLA ROAD REHABILITATED

Villa Road, the only access road leading to the Grants Town community, was also extensively damaged during the flood rains of January 2014. There was extensive scouring of the road surface and damage to drainage structures. The social and economic life of residents was also impacted.

The roadway had to undergo major repairs in order that the daily activities of residents could return to normal. A special programme of works was developed for these areas that were affected by the flood rains in January 2014. The package of works included temporary and permanent restoration of the roadway, drain cleaning and the installation of kerb and channel. The project is expected to be completed in October 2014.



The completed box culvert and gabion retaining wall at Grants Town in St. Mary



The Villa Road in St. Mary as at January 22, 2014, after being badly damaged by flood rains



Reinstatement works underway along the Villa Road, leading into the Grants Town community in Central St. Mary

Jeep Phase III Making a Difference in Communities



Southern Region
Clarendon- Belle Plain; Road Rehabilitation



Southern Region
Clarendon- Carthy Hill (Desire Road); Cleaning of Earth Drain



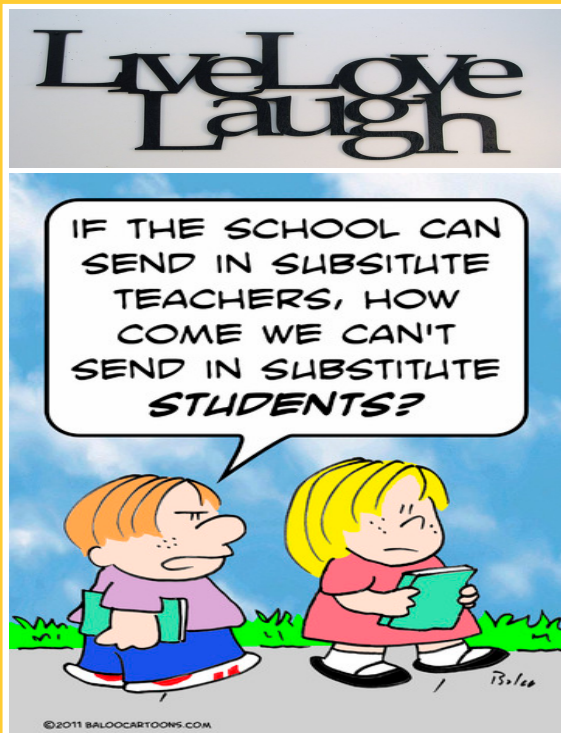
South East Region
St. Catherine - Brivate Road;
Road Rehabilitation



South East Region
St. Catherine - Armarda Courts; Removal of collapsed pavement and reconstruction

8 Things Every College Professor Hates

- 1. Don't use unprofessional correspondence.** Your instructors are not your friends. Correspond with them as if you're in a workplace, because you are. We're not saying that you can't ever write like this, but you do need to demonstrate that you know when such communication is and isn't appropriate. You don't wear pajamas to a job interview, right? Same thing. **2. Don't ask the professor if you "missed anything important" during an absence.** No, you didn't miss anything important. We spent the whole hour watching cats play the theremin on YouTube! Of course you missed something important! We're college professors! Do the reading, get notes from a classmate (if you don't have any friends in class, ask the professor if they'll send an email to help you find a partner to swap notes with), read them over, and drop by office hours to discuss anything you didn't understand.
- 3. Don't pack up your things as the class is ending.** We get it. The minute hand is closing in on the end of class, there's a shift in the instructor's voice, and you hear something like "For next time..." That's the cue for the students to start putting their stuff away. Once one person does it, it's like an avalanche of notebooks slapping closed, backpack zippers zipping, and cell phones coming out. Don't do it! **4. Don't ask a question about the readings or assignments until checking the syllabus first.** It's easy to send off an email asking your instructor a quick question, but that person put a lot of effort into the syllabus for a reason. Remember, each professor has dozens or hundreds of students. What seems like a small thing on your end can add up to death-by-a-thousand-paper-cuts on our end. Make a good-faith effort to figure out the answer before you ask the professor. **5. Don't get mad if you receive critical feedback.** If an instructor takes a red pen and massacres your writing, that's a sign that they care. Giving negative feedback is hard work, so the red ink means that we're taking an interest in you and your future. It's counterintuitive, but lots of red ink is probably a sign that the instructor thinks you have a lot of potential. **6. Don't grade grub.** Definitely go into office hours to find out how to study better or improve your performance, but don't go in expecting to change your instructor's mind about the grade. Put your energy into studying harder on the next exam, bringing your paper idea to the professor or teaching assistant in office hours, doing the reading, and raising your hand in class. That will have more of a payoff in the long run. **7. Don't futz with paper formatting.** Paper isn't long enough? Think you can make the font a teensy bit bigger or the margins a tad bit wider? Think we won't notice if you use a 12-point font that's just a little more widely spaced? Don't do it. We've been staring at the printed page for thousands of hours. We have an eagle eye for these kinds of things.
- 8. Don't misrepresent facts as opinions and opinions as facts.** Figure out the difference. Here's an example of how not to represent a fact, via CNN: Considering that Clinton's departure will leave only 16 women in the Senate out of 100 senators, many feminists believe women are underrepresented on Capitol Hill. Wait. Feminists "believe"? Given that women are 51% of the population, 16 out of 100 means that women are underrepresented on Capitol Hill. This is a social fact, yeah? Now, you can agree or disagree with feminists that this is a problem, but don't suggest, as CNN does, that the fact itself is an opinion. This is a common mistake, and it's frustrating for both instructors and students to get past. Life will be much easier if you know the difference.



"My teacher says little girls can grow up to be anything they choose! Why did you choose to be an old lady?"