

ROADSTER



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“Paving the Way”

Multi-billion dollar widening of the Mandela Highway now underway ...road to be converted to a six lane highway



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Preparations and After Effects - Hurricane Matthew 2016



Cemetery Drain - Great River- Kew Bridge, Hanover (before)



Cemetery Drain - Great River- Kew Bridge, Hanover (after)



Stony Hill – Toms River, Brandon Hill, St. Andrew (before)



Copper Drain - Kew Bridge - Lucea (before)



Copper Drain - Kew Bridge - Lucea (after)



Harbour View – Bull Bay, 9 Miles, St. Andrew (before)



Lollypop Drain, Great River - Kew Bridge - Hanover (before)



Lollypop Drain, Great River - Kew Bridge - Hanover (after)



North Gully Silt Trap, St. James (before)



Red Hills, St. Andrew - blocked drain (before)



Red Hills, St. Andrew - blocked drain (after)



Fern Gully, St. Ann clean up

Rehabilitation Comes to Mandela Highway



Senior Director – Project Implementation, Earl Patterson (left) and Manager, Network Planning and Research, Rae Parchment discussing the approach being undertaken to lift a section of the road.

After many years of hosting a daily volume of thousands of vehicles, and being referred to as a 'national parking lot', the Mandela Highway is finally being rehabilitated. The project which got underway at the end of August is scheduled to last for two years.

Mandela Highway is a very important road in the nation's road infrastructure. It is estimated, based on statistics collected in 2015, to carry upwards of one and a half times more traffic than any other roadway in Jamaica. This is because it is the arterial link between Kingston and the northern, western and southern sections of the island.

Many of us who have to use Mandela Highway can attest to the fact that this roadway is usually congested and many delays are experienced by persons who have to use it. This contributes to a loss of production and results in tardiness for many Jamaicans.

Mandela Highway was last improved over fifteen years ago when a section of the roadway in the Plantation area was rehabilitated to address flooding issues. The highway, despite this effort, is still susceptible to flooding so as part of the project we will be looking to create solutions to this issue.

The rehabilitation and widening of Mandela Highway will see the corridor being widened from four lanes to six lanes between Six Miles and the Highway 2000 (East to West toll road) ramps. Sections of the roadway will be raised to reduce the risk of flooding. Currently, a new bridge is being constructed at Fresh River. This new bridge will have an increased flow capacity to allow for the passage of more flood waters and debris during storm events; the box culvert at the Duhaney River will be upgraded.

In addition, a service road will be constructed, parallel to the main roadway, along the north side from the Ferry Police Station to the Six Miles JPS Transformer Station. The groundwork for this service road is already underway. This service road will have two 3.5m lanes and sidewalks and will be accessed from several locations along the Mandela Highway.

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Sidewalk and Drain Improvement/Rehabilitation works underway in the KMR

Pedestrian movement in the Corporate Area can be a challenge even under normal circumstances. In some areas there are several obstacles seemingly "placed" to prepare, those who dare to challenge them, for entry into an Olympic Steeple chase race.

Issues arise from improperly placed utility poles, uncovered manholes, uneven curbs, broken pavements, collapsed drain structures to improper sidewalk width clearance. These challenges, some of which are a direct result of illegal practices by motorists and residents, sometimes lead to direct harm/injury or cause accidents and or near misses when pedestrians have to enter the roadway to avoid them.

These challenges have not gone unnoticed by the National Works Agency. In fact the Agency through the South-eastern Regional Office has embarked on a Programme to improve/remove these unsightly and dangerous obstructions. The effort which saw a number of heavily traversed areas being improved has been timely, as with the reopening of schools, large volumes of pedestrian traffic would come within close proximity to these defects.

The works were not specific to any area but were widespread and saw sidewalks along sections of Hope Road, Half Way Tree Road, Hagley Park Road, Maxfield Avenue and Lyndhurst Road being repaired under the Programme.



A section of a Sidewalk along Lyndhurst Road, before and after.



At left, workmen fixing a Manhole Cover along Lyndhurst Road. Right is the completed works.

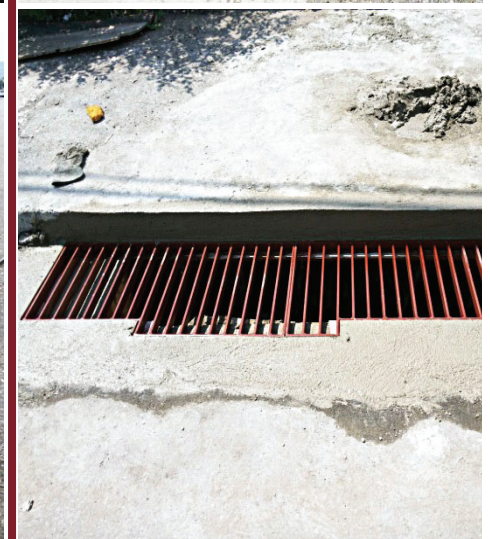
DRAIN IMPROVEMENT

A number of critical drains were also improved, and or rehabilitated, so as to improve on their efficiency and effectiveness. The infrastructure supporting the drainage system (ie grill frames, concrete support structures) can become compromised and affect its effectiveness. This in turn can contribute to flooding. With this in mind constant maintenance of the system becomes necessary.

Assistant Parish Manager for the Kingston and Metropolitan Region (KMR), Sanjay Blake, told the ROADSTER that the works were necessary and forms part of a Programme to rehabilitate and enhance the aesthetic and functional profile of a number of critical corridors.

He explained that many times drainage systems are covered under sidewalks and roadways or are channeled in exposed drains covered by grills. These are usually made of steel, but it is not uncommon for other types of materials to be used depending on the nature of exposure to the elements and the weight that the device has to support. These devices become compromised over time due to a number of factors and require constant maintenance.

The presence of overweight trucks along many of the roads was cited as one of the main factors causing the systems to be compromised. The improper disposal of garbage along the roads, which then ends up into the drainage systems was also mentioned as a contributor to the failure of the systems.



Before and after pictures of sidewalk obstruction along Half Tree Way Road in the vicinity of The Ministry of Health's Nursing School.

Welding works being done to a drain at South Odeon Avenue/Eastwood Park Road intersection

Drainage rehabilitation along Rousseau Road

Harbour Head Bridge reopens ...Ward River Bridge to be demolished

The Harbour Head Bridge along the main road from Stokesfield to Plaintain Garden River in St. Thomas has been reopened. The bridge was closed in October 2010, after it collapsed under the weight of a truck laden with construction material. The structure had a weight restriction of 12 tonnes, which at the time was exceeded.

The new bridge was completed in September and forms part of the Major Development Infrastructure Programme (MIDP), which is valued at over US\$340 million. The bridge was rebuilt at a cost of just under J\$50 million dollars.



Director of Major Projects, O'Reilly Henry (centre) points to one of the Abutments to the new bridge. Also in picture are Major Project Manager, Edgar Llewellyn (left) and Clerk of Works, Brian Duquesnay.

The scope of the works included river protective works, construction of approach roads and the construction of abutments. The bridge which accommodates two lanes of traffic is 200 meters long.

In the meantime, the Ward River Bridge, which is located along the road from Morant Bay to Golden Grove is slated to be demolished. The bridge which was declared unsafe is to be rebuilt under the MIDP. A temporary detour has already been created for use by motorists. A two lane bridge, spanning 17 meters is to be built at a cost of 54 million dollars.



A section of the new Harbour Head Bridge in St. Thomas

Dawkins Drive Rehabilitation works underway

Rehabilitative work have commenced along Dawkins Drive in Portmore, St. Catherine. The corridor which is at the centre of one of Portmore's more popular business districts is being rehabilitated through a contract valued at 28 million dollars.

Among the scope of the works is the construction of sidewalks, the re-establishing of bus bays and the removal of the worn asphalt surface. A new Asphaltic Concrete surface will be laid.

According to Regional Manager for the South Eastern Region, Sadiq Mahabeer, the project was 70% complete at the end of September. He explained that the section of the road between George Lee Boulevard and the Toll Road was completely regulated and that the circle was approximately 90% regulated. Sidewalks are 90% complete, while work is underway on the bus bays.

Based on the high pedestrian and vehicle traffic in the area, the NWA and the contractors agreed to undertake some of the activities at nights and on weekends. The area has some of the more popular businesses in the Municipality. These include supermarkets, department stores and financial institutions.



A section of the new sidewalk being constructed as part of the rehabilitative works.

Drain cleaning in North Eastern Manchester

The National Works Agency (NWA), during the month of September, undertook an effort aimed at cleaning critical drains across North-eastern Manchester. The drain cleaning effort was undertaken as part of the ongoing drive to be prepared for the 2016 Atlantic Hurricane Season, as well as to reduce the numbers of possible mosquito breeding sites in the parish.

Approximately three million dollars was devoted to this effort. Drains were targeted in several areas of the parish. Among the road sections targeted were Shooters Hill to Caine's Shop, Caine's Shop to Highgate Hall, Clandon to Sedberg, Dump to Craighead, Caine Shop to Skull Point and the Christiana Development Road. This latest effort by the NWA is part of the f/y 2016/2017 Routine Maintenance -critical drain cleaning and de bushing programme.

This project, undertaken by the NWA Force Account teams, reduced the heavy and dense overgrowth in drains along the selected roads



Drain cleaning in Shooters Hill to Caine's Shop

Collapsed Sewer Line Forces Closure of Constant Spring Road



Failed section of roadway, as detected by passing motorists



Manager of Communication and Customer Services, Stephen Shaw (left), was early on the scene and talks with media personnel on site

With the passing of Hurricane Matthew, one would expect normal travelling conditions in and around the Corporate Area as Jamaica was once again spared from the ravages of this natural phenomenon. This was not to be. On Thursday, October 6, while Matthew was still on its path of destruction and heading for the shores of the United States, commuters experienced what could be considered as a "nightmare" along Constant Spring Road, St. Andrew.

This nightmare manifested itself by the backing up of traffic along many roads around the city of Kingston. The situation resulted from collapses within both the north and south bound carriageways of Constant Spring Road. The collapsed sections of road were caused by a rupture in a section of the National Water Commission's (NWC) sewer main. Once the situation became known to the relevant authorities, there was a flurry of activity as engineers from both the NWC and the National Works Agency (NWA) met to implement a plan of action.

Under the project, new sewerage pipes would have to be placed in an invert approximately 20 feet below ground. Once these pipes were installed and appropriately secured, the roadway was to be reinstated.

The work is being undertaken as an emergency work, which it is, and this is due mainly to the importance of the corridor, in relation to the volumes of traffic it carries on a daily basis. Also the roadway forms part of the access to the busy commercial district in Half Way Tree. It is also a roadway that is used by thousands to access their residences, place of work and school.



Assessment teams, including staff of NWA, National Water Commission, Jamaica Constabulary Force and other stakeholders gather to determine the way forward



Sewer replacement pipe being placed in excavated roadway

Pell River Roadway Receives well needed attention

Residents in the small rural community of Pell River are delighted that emphasis is now being placed on the road infrastructure in their community. This roadway has been neglected for some time, and made for an uncomfortable commute for road users.

"The road work going on good," said Davian Jones, a resident of the community. Mr. Jones added, "I would love to see even more of the road being done, but we are glad it is still."

Pell River is located approximately 14 km from the town of Lucea, Hanover. A section of the roadway is now receiving a major upgrade through a \$9.7 million road improvement contract which is currently underway. Approximately 1km of roadway has been targeted for attention. This project involves drainage improvement, reshaping of the roadway and asphaltting using Double Surface Dressing.

The project is being executed as part of the road component of the Housing Opportunity Prosperity and Employment (HOPE) programme and the Tourism Improvement Project (TIP).



Pell River – Workmen construct a drain along the Pell River roadway

Chapelton Township undergoing major changes through billion dollar project

The town of Chapelton, Clarendon is now undergoing significant changes through the billion dollar road rehabilitation project that is targeting the roughly 10 kilometers stretch from Sour Sop Turn to Chapelton. The road project is jointly funded by the OPEC Fund for International Development and the Government of Jamaica in the amount of J\$1.278 – billion.

According to Major Project Manager, Keith Brown, the scope of the overall project entails the widening of the entire corridor of just over 10 kilometres for better line of sight, improvement to drainage, and overall upgrade of all protection works.

The work which started in 2015 was at the end of September approximately 76% complete. This manifested itself in the substantial completion of all rock cuts and the completing of base and asphaltting works along six kilometers. Significant drainage works have also been done through the project.

Mr. Brown told the ROADSTER that the improvement works in the township of Chapelton include the replacing of defective pipelines, lane widening and an upgrading of the drainage infrastructure in the town. Efforts will also be made to create a facility to ensure the better utilization of space in the township for the parking of motor vehicles. Pedestrian facilities such as sidewalks and Pedestrian Crossings will also be done.

Rehabilitation Comes to Mandela Highway ... Continued from page 3

The rehabilitation of this very important roadway is expected to reduce traffic congestion, which will in turn reduce travel times and queue lengths. This will, in turn, increase productivity for many who will spend less time on their commute and more time contributing to the development of the country. Motorists should, also, see a reduction in fuel consumption. With the drainage improvements that will happen under the project, flooding will be controlled, so there will be improved driver and more efficient and reliable travel times on rainy days.

The project was implemented under the Major Infrastructure Development Programme (MIDP) and will see US\$64 million dollars being spent. The design life for the roadway is estimated to be twenty years. That means that it is designed to last, but most importantly, it is designed with the interest of Jamaica and the Jamaican people in mind. We intend to use materials sourced from within Jamaica, as far as is possible, to do this work. That means that Jamaican suppliers and labourers will benefit, in more way than one, from the rehabilitation of this highway, as well as the motoring public who will ultimately benefit from a more efficient and reliable roadway for many years to come.

HOPE Brings Hope In The Southern Region

The first phase of the road component of the Government's Housing Opportunity Prosperity Employment (HOPE) initiative, formerly known as the Jamaica Emergency Employment Programme (JEEP) was launched earlier this year. Work has started on a number of projects under this programme. Each constituency has been granted 10 million dollars to undertake prescribed projects. The projects have been selected with the input of the Members of Parliament, community representatives and the National Works Agency (NWA).

MANCHESTER

Three road rehabilitation projects are underway in the North-eastern section of the parish. Dunbar Road, Charlton Road and Bird Sucker Lane, are all being rehabilitated. The scope of work includes the construction of concrete V drains, reforming the road base, pothole and patch repair and Double Surface Dressing. At the end to September, the work was 50% complete. The works are being undertaken by construction firms M&E Construction Limited and S&G Road Surfacing Material Limited.

In Central Manchester, four projects are being done. Construction firm, Patrick A. Thompson Limited is executing the works, which have among its scope, rock excavation, reforming of base and Double Surface Dressing. Banana Ground Drive, Broken Hurst Road, Buena Vista Drive and Sunrise Crescent are those being targeted. At the end of September, each project had an overall completion of 30%.

The targeted roads in the constituency of North West Manchester have been completed. There was patch and pothole repair along the Somerset to Topsham Road; the construction of concrete cross drains and V Drains along the Lincoln to Huntley roadway, as well as similar work along the Coley Mountain School Road and the Litchfield road. The works were contracted to Dwight's Construction.

One project was completed in Southern Manchester. The road from Old England to Woodstock was repaired at a cost of just over nine million dollars. The scope of work included replacing both the sub-base and base of the road, pothole and patch repair as well as Double Surface Dressing. The project was completed by Pryce Construction.

CLARENDON

Projects were completed in South Eastern Clarendon. These



Marling of road in Broken Hurst



Sheet Patching at Topsham



Concrete U-drain being built along the Leeds to Santa Cruz Road

HOPE Brings Hope In The Southern Region ...Continued from Page 10

included drainage work and road rehabilitation of Content Street in Portland Cottage, Hunts Pen Road and Rose Hall Heights. Similar works were done in North West Clarendon. Road rehabilitation and drain cleaning works were done on Orange Valley road, while patch repairs were done along Cow Pen Road. The works in both constituencies were contracted to C&C Construction Limited.

In Northern Clarendon, patching and pot-hole repairs were completed along the Pedro and Shooter to Macknie main roads. The thoroughfare in the Crofts Hill Housing Scheme was rehabilitated. Britalex Construction executed the works.

Down in the South Western Clarendon, the Gravel Hill Road was rehabilitated. The scope of the works included bushing and trimming of trees, replacing the base and the putting down of Double Surface Dressing as the final surface. The other project in this constituency is the rehabilitation of the Osbourne Store to Rock Road. Chins Equipment Rentals and Construction Limited completed the works.

Varying types of works are being undertaken in Central Clarendon. Dillion Construction Limited completed drainage and road rehabilitation work in Seven Heights, and Chateau Road to Dumba Gully. Allison Construction Enterprises Limited is undertaking the rehabilitation of the May Pen Primary School road, while MAE Construction completed drainage work along Reynold Avenue. The rehabilitation of Oliver Place and Adelaine Street were completed by JAE DAN Enterprise Company Limited

Work is expected to start in early October in North Central Clarendon. Patching will take place along the New Ground Road. Double Surface Dressing will be done along the Padlay and Sauney Road, while drainage and other rehabilitation work will be done along the Mammee Gully Road. These projects have been contracted to C&C Construction Limited.

Two major projects are being done in North Eastern St. Elizabeth. The road from Santa Cruz to Leads and the stretch from Lovely Point to Emmaus are getting the benefits of the programme.

Construction of culvert and the rehabilitation of the Santa Cruz to Leeds is 25% completed.

The scope of works includes bushing of embankments and the trimming of trees, rocks excavation, cleaning of earth side drains, construction of Concrete V Drains, installation of culverts, construction of a U drain, and paving with Asphaltic Concrete. This project is contracted for just over 7.4

million dollars.

Along the Lovely Point to Emmaus road, pothole and patch repair will be done. Pryce Construction is undertaking both projects.

Works are expected to start in South East St. Elizabeth early in the next quarter (October to December). The two projects selected are the rehabilitation of the Bull Savannah to Ballard's Valley and the Southfield to Portsea main roads. Brighton Engineering Limited is expected to execute the works.

Work is also expected to start in the next quarter on three roads in North West St. Elizabeth. The roads are Maggotty Pass PC road, Woodlawn PC road and Prospect to Mocho road. These projects will also be undertaken by Brighton Engineering Limited.

Three projects are to be done in South Western St. Elizabeth. There will be pothole and patch repairs on the Lacovia to Mountainside road, while Latonia Drive in New Town, Black River is being rehabilitated. This project at the end of September was 30% complete. The road from White Hall to Giddy Hall is also slated to be rehabilitated. The scope of the works for this corridor includes bushing of embankments, cleaning of paved drains, base reformation and paving with Asphaltic Concrete. These projects are contracted to Asphalt Construction and Paving Solution.

Team NWA
let your voice be heard!

**We welcome your articles,
poems, inspirations,
quotes, etc**

send to:
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HOPE Up and Running in the Western Region

Work is now in high gear along several road sections in the Western parishes of Westmoreland, Hanover, St. James and Trelawny as the government embarks on a raft of road improvement projects. These projects are being executed through the Government of Jamaica's Housing Opportunity Prosperity Employment (HOPE) Programme.

HOPE targets some twenty four road sections, in the region, and

involves the bushing of verges, drain cleaning, drainage improvement and the rehabilitation of roadways.

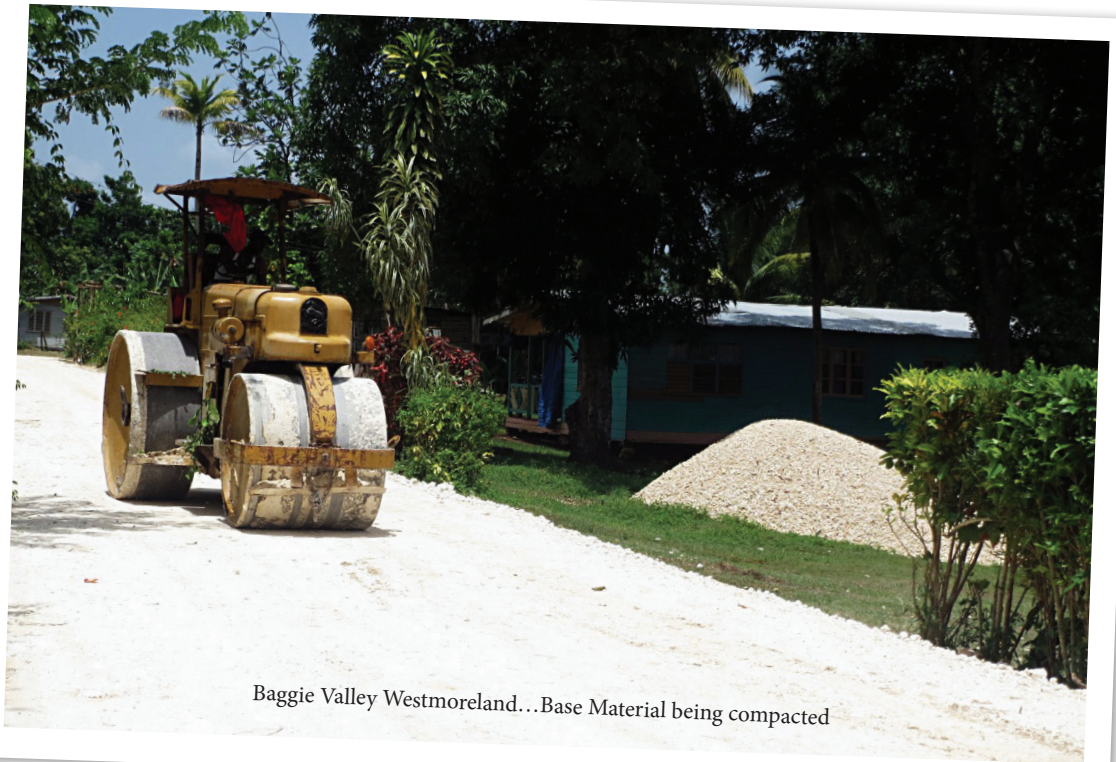
Among the areas which are now receiving attention are the Baggie Valley roadway in Westmoreland; Solas Lane in Hanover; the Allsides to Dry Land corridor in Trelawny; and the Farm roadway in St. James. These projects are at varying levels of completion.

Residents have welcomed the HOPE which is giving well needed attention to community roadways, some of which have not received attention for some time. Baggie Valley resident Una James expressed her delight with the project which is now underway in her community. "Mi feel so nice mi can't even explain....mi heart is overjoyed to see what happening here," Ms Gray said. She added that the road was in a poor condition for some time now and the move to rehabilitate the roadway was a pleasant surprise to her.

Similar sentiments were expressed by other residents who were all elated with the latest development. "I look forward to not having to take off my shoes, when I am going out. Wi used to have to walk with two pairs of shoes, because of how the road was bad, especially when it rained, wi shoes would be so muddy," said Claudette Gayle, another resident of Baggie Valley. Ms Gayle added that it was hard to secure public transportation to venture into the community, as most taxi operators were turned off by the condition of the roadway.

While expressing appreciation for the road works, she says more has to be done especially by members of the community to maintain the roadway. She made special mention of the Cane Carts or Formals that traverse the area. She says this, as well as other practices, will have to be eliminated to ensure the long life of the roadway.

These projects are being undertaken at a cost of approximately one hundred and twenty million dollars. The projects are expected to be completed before the end of the year. The HOPE replaces the Jamaica Emergency Employment Programme (JEEP).



Baggie Valley Westmoreland...Base Material being compacted

Retaining Wall For Juno Gully Road In Clarendon

After many years of wait, work is now underway along a section of the main road from Palmers Cross to May Pen in Clarendon. Through funding made possible by the Road Maintenance Fund (RMF), the National Works Agency (NWA) is constructing a series of retaining walls along the road. These are being done in the community of Paisley.

According to Project Manager, Errol Hunter, the section of road had for some time been reduced to single lane resulting from a series of failures in the embankment that formed the road. This was significantly impeding the flow of vehicular traffic along the corridor.

The work is being done in two phases. The first phase commenced in June and approximately 700 m³ of retaining wall valued at just 20 million dollars is being built through this effort. Mr. Hunter explained that following an inspection of other structures in the area, it was determined that they too had signs of significant failures, hence the decision to implement a second phase of the works. Roughly 12 million dollars is being spent to implement this phase of the works. At the end of September the project was 75% complete overall. Several persons from the May Pen area, including Juno Crescent, Palmers Cross and Paisley have been employed on the project.



A partially completed section of the retaining wall



Workmen busy erecting a section of the wall, which will be backfilled to allow for the safe passage by motorists who use this busy road.

Improved safety for road users in Bogue, St. Elizabeth

The road in the vicinity of the Bogue Primary School in St. Elizabeth has been made safer for all road users. The area recently received a significant injection of cash through the Tourism Improvement Project. Under this \$2.4 – million effort, repairs were undertaken to the roadway, a boundary wall constructed and sidewalks done. Contracted to MAE Construction Limited, the scope of work included the evacuation for wall foundation, backfilling of wall, steel reinforcements, Asphaltic Concrete Sheet Patching, sidewalk construction, installation of kerbs and the erection of a chain link fence.

The Bogue Primary School is adjoining to the New Eden Moravian Church. This church is the first Moravian Church established in Jamaica. It was built in 1754. This heritage site and monument is of great significance to the community's tourism. Miss Alicia Ashley, a teacher at the Bogue Primary School stated that she is overjoyed to see the construction of the wall. She feared that after heavy rains, a monument which was erected on the compound of the church could topple on one of the passing children if the soil is saturated and sheer erosion had taken place. The project she says was welcomed by all interests in the community.



Work in progress at Bogue in St. Elizabeth - Flower Box and installation of kerbs



Section of the metal fence on a the concrete foundation



Completed wall and sidewalk

Major works underway along the Tombstone to Gutters main road in St. Elizabeth

Road Rehabilitation and drainage improvement works have started on the Tombstone to Gutters main road in St Elizabeth. This road, which goes through the communities of Pepper, Goshen, Santa Cruz and Lacovia, was riddled with large potholes, and is part of the main thoroughfare between Kingston and Negril. Thousands of vehicles traverse this road daily. The section of the road between Santa Cruz and Gutters is renowned for flooding, due to inadequate drainage features and the heavy storm water flow in those areas. The National Works Agency is focused on the complete rehabilitation of the roadway to include extensive drainage improvement and repair.

The project started on August 8, 2016 and will see the rehabilitation of 22.4 kilometres of the roadway. The works form part of the Major Infrastructure Development Programme (MIDP) and being done at a cost of just under \$432 million. The work is contracted to S & G Road Surfacing Limited, which is expected to have the corridor completed by the end of May 2017.

The scope of works for this elaborate project includes the bushing and trimming of verges and overhanging trees. Drainage improvement will include drain cleaning, construction of drains and kerbs, construction of Absorption Pits and placement of grills over catchments. The project also



Paving of road at Tombstone to Gutters main road in Santa Cruz

includes the construction of random rubble retaining walls, construction of sidewalks, reshaping and asphaltting with Asphaltic Concrete, installation of pedestrian crossings and road markings with Raised Pavement Markers (cat-eyes).

The work is in its first phase focusing from Tombstone moving in an easterly direction towards Santa Cruz. As at the end of September, 2016 the project was 19% complete.

Residents have already started to express their appreciation for the work, as they now feel a sense of security as they prepare for the torrential rains which are associated with the period June to November – the hurricane season. Secretary of the ST Elizabeth Chamber of Commerce Miss Maureen Thompson told the ROADSTER that she found the rehabilitative work timely, especially after the town of Santa Cruz was dug up by the National Water Commission (NWC) to install new pipes. The road she said was left unfinished and had a negative impact on businesses.

Another, businessman, Mr Joel Brown from Santa Cruz, stated that he would give the project full marks for the quality of work so far. He fears loss of life, however, as there will no longer be potholes and he envisions that there will be speeding, along the thoroughfare once it is completed, especially by taxi drivers. He is hoping that the traffic rules and regulations will be rigidly enforced to save lives



Consruction of sidewalk Santa Cruz

Five Years and Counting....

NWA Western Laboratory...Serving Testing Needs in the West.

February 2011, marked five years since the Materials Testing and Evaluation Unit (MTEU) of the National Works Agency opened the doors of its Western Laboratory to the public.

The facility was borne out of the need to provide ease of access and speedier processing times to clients in the Western end of the island, who prior to the construction of the western facility had to depend on the MTEU's Kingston branch for their testing needs. The MTEU has been in existence for some 46 years.

Currently eighteen tests are conducted at the laboratory. These tests are carried out on soils, and other engineering materials, in a bid to ensure that quality and best practice standards are met. Testing is a requirement on all road contracts administered by the NWA, this includes contracts executed by our Force Account Teams as well as that which is carried out by independent contractors.

Senior Soils and Materials Technician, Glendon Brown, oversees the operation of the unit, with the support of Laboratory Technician, Donovan Bryan. The demand on the Western Lab has grown in recent years due to a greater number of projects being undertaken in the West.

Managing Director of Asphalt Construction and Paving Solutions, Marlon Symister, says the decision to establish the western facility was an excellent one since it makes it easier for contractors in the Western Region to have access to laboratory facilities. He says it lends a level of ease and convenience in the administration of projects. While appreciating the functioning of the Unit, Mr. Symister pointed out that the facility is overburdened and needs to be expanded to meet the growing demands of its clientele.

Manager of the MTEU, Vivian Blair, says plans are in the pipeline to expand the facility, as it is recognized that there is a need for increase in personnel and equipment. This he says should come on stream in short order.



A view of the Material Testing and Evaluation Western Laboratory.

TESTS CONDUCTED AT THE WESTERN LAB	
Concrete	Compressive Strength Test Cubes; Compressive Strength Test Cylinders; Concrete Cores
Soils	Gradation(Sieve Analysis); Atterberg Limits (Liquid and Plastic) California Bearing Ratio (C.B.R); Specific Gravity; Moisture Density Relationship (Proctor); Field Nuclear Density (compaction).
Aggregates	Los Angeles Abrasion; Specific Gravity/Absorption; Gradation; ACV Aggregate Crushing Value; Flakiness/Elongation.
Asphaltic Concrete/Paving	Marshall Stability/Flow; Bitumen Extraction; Aggregate Rate of Spread; Bitumen Rate of Spray.



Senior Soils and Materials Technician, Glendon Brown, conducts a California Bearing Ratio Test at the Western

Road markings helping to make our roads safe



NWA's road marking crew at work

The safety of all road users is one of the main pillars on which the National Works Agency (NWA) is built. In order to deliver on this aspect of its mandate, the agency employs varying types of safety features along the main road network. Road markings, which include center lines, edge lines, rubble strips and stop bars are among the menu of features used to enhance the safety of road users.

According to Manager, Network Planning and Research, Rae Parchment, while signs, traffic lights and eye level markings are the primary means of conveying information and instructions to road users, these are used in conjunction with road surface markings to improve and assist the safety of customers.

Mr. Parchment explained that road surface markings range from center lines to lane lines and/or directional symbols. The lines provide information and guidelines for motorists and pedestrians and in the case of rubble strips, serve as noise generators, which alerts motorists to anything that could prove inimical to their safety. The strips are often used to keep motorists alert. Mr. Parchment told the ROADSTER that the center line is the most important of markings along a corridor, as it divides and separates vehicular traffic moving in opposite directions. Lines can be continuous or broken.

As the lines form part of the regulatory framework that governs vehicular movement, these must be gazette. The Jamaica Gazette informs that "the center line separates traffic travelling in opposite directions. A continuous center line and lane line shall mean that vehicles are not permitted to cross in order to overtake or straddle the line and, concerning center lines, that vehicles are not permitted to travel on the side of the line allocated for oncoming traffic."

Very often the question that is faced by officers of the NWA is why certain areas have unbroken center lines and others that might be similar in nature have broken lines. Mr Parchment explains that where long distances can be seen, the center line is usually broken while maintaining shape, function and integrity. On curves or corners and areas where visibility is a challenge and safety becomes critical, the center line is continuous and unbroken to improve and increase safety.

We are quite prepared...



Prime Minister, Andrew Holness being briefed by NWA's CEO, E. G. Hunter (centre) and Manager, Communication and Customer Services, Stephen Shaw (2nd right) about the organisation's level of preparedness for the passage of Hurricane Matthew. Prime Minister Holness visited the NWA's Emergency Operations Centre as part of his mission to ascertain the level of preparedness by key organisation for what was then the imminent passage of the Category 4 hurricane. The hurricane did not make landfall on Jamaica, however, some flooding and sea surges were experienced in areas along the coast of eastern parishes. Also in the picture is Director of Regional Implementation and Special Projects, Varden Downer (1st right).

Big Up Team NWA!!!!



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ORGANIZED
APRIL 24, 1996

CHARTERED
JULY 13, 1996

MEETING
1st & 3rd Mornings at
9:30 p.m.
The Reef
MacMasters Centre
Portmore, St. Catherine

OFFICERS:

President
Don Smith
876-270-9431

Secretary
Julaine Lumsden
876-322-3298

Immediate Past President
Lloyd Jones

President-Elect
Alderson Campbell

Vice President
Dr. Janice Smith

DIRECTORS

Tracy Ann Scott

Shirley Tennant

Ronnette Moniz

Christine Morgan

Armarie Jackson

September 3, 2016

Mr. E. G. Hunter
 Chief Executive Officer
 National Works Agency
 140 Maxfield Avenue
 Kingston 10

Dear Mr. Hunter

On behalf of President Don Smith and the Kiwanis Club of Central Portmore, I write to express our sincere gratitude and appreciation to your team headed by Ms. Judy-Kaye Grant who supervised and assisted with the painting of the pedestrians crossing on Saturday August 27, 2016 in vicinity the Cumberland High School for the safety of the children and the community.

They have shown us the utmost respect and professionalism in dealing with this project. It was a pleasure working with the team and we sincerely look forward to working together on other projects in the future.

We wish for you and staff Gods' riches blessings.

Yours in Kiwanis Service,
KIWANIS CLUB OF CENTRAL PORTMORE

Julaine Lumsden

Julaine Lumsden
 Secretary



Kingston & St. Andrew Corporation

Office of the Town Clerk,
 24 Church Street
 Kingston, Jamaica
 Tel: 922-867-8, 922-4120
 967-4195, 967-0585
 Fax: (876) 967-5072

October 5, 2016

Mr. E. G. Hunter
 Chief Executive Officer
 National Works Agency
 140 Maxfield Avenue
 Kingston 10

Dear Mr. Hunter:

On behalf of Her Worship the Mayor, Deputy Mayor, Councillors, my Management team and staff, I wish to express sincere gratitude for your able partnership and assistance in preparation for and working through the Hurricane Matthew.

Whereas we cannot thank the Almighty enough for sparing us, we certainly worked assiduously to ensure that our integration was seamless and efficient as it could have been.

Once again, we thank you for very kind and valiant effort.

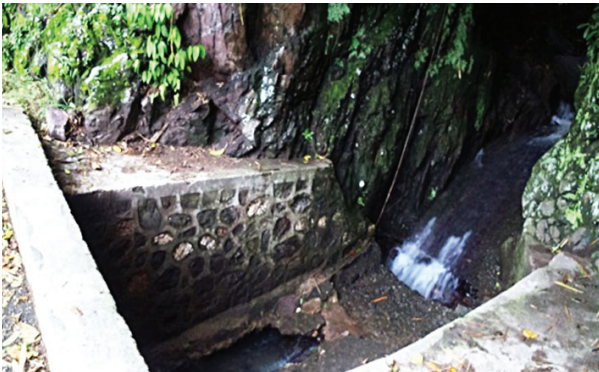
Yours respectfully,
Baron H. P. 10th J.P.

TOWN CLERK

C. *Hon. Desmond McKenzie, C.D., J.P. - Minister of Local Government & Comm. Dev.*
Her Worship the Mayor, Dr. Angela Brown Burke, J.P.
Mr. Denzil Thorpe, Permanent Secretary, Min. of Local Government & Comm. Dev.



Preparations and After Effects - Hurricane Matthew 2016



Stony Hill – Toms River, Brandon Hill, St. Andrew (before)



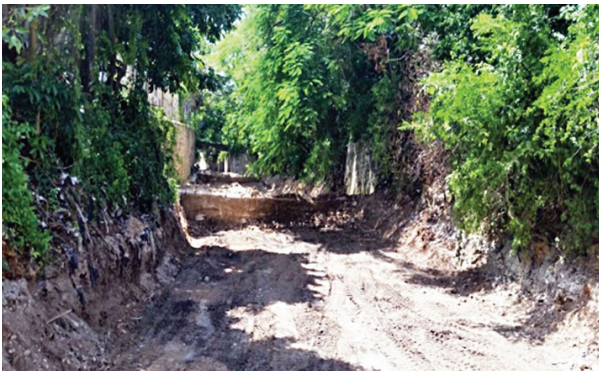
Gordon Town, St. Andrew - breakaway



Harbour View – Bull Bay, 9 Miles, St. Andrew (before)



Leith Hall, St. Thomas



North Gully Silt Trap, St. James (after)



Oracabessa – White River, St. Mary

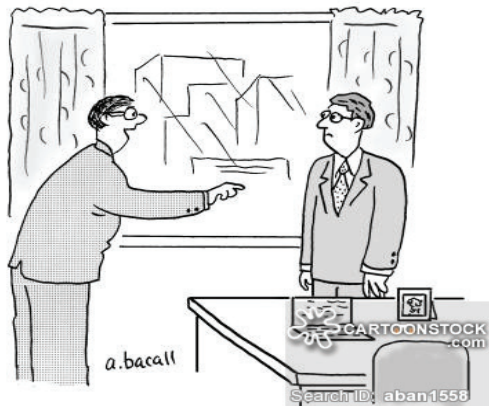


Mammee Bay, St. Ann Round-a-bout clean up



Gayle – Guys Hill, St. Mary

LveLove Laugh



"Your office window has a view of the unemployment office, which should serve as motivation to work hard and keep your job."



"I'M TERRIBLY SORRY, BUT YOU MISREAD OUR AD... WE'RE LOOKING FOR A WORKAHOLIC."



"We give all our new hires these forms to fill out and a copy of our mission statement on converting to a paperless office."

FIVE PRACTICAL TIPS TO AVOID OVERSPENDING THIS CHRISTMAS

Christmas is just around the corner and it's easy to overspend or rack up credit card debts if you don't watch your budget.

If you're prone to overspending, here are 5 tips to help you trim your expenses and still enjoy the holidays like there's no tomorrow!

1. PLAN YOUR BUDGET NOW AND WRITE A LIST

If you haven't already started, set aside some time today and work out how much money you plan to spend between now and Christmas. Next, list out everything you want to buy and don't forget to include special family dinners and travel plans. More importantly, stick to your plan!

2. LOOK FOR DEALS BUT NEVER BUY ON IMPULSE

As you search for that perfect gift, try to find the best deal on that item. But if you come across a gift shop that promotes holiday "deals", you might be tempted to buy more items than you need just because they are available at discounted rates. Be mindful of your budget and decide if that something extra is necessary and worthy of your purchase.

3. MAKE YOUR OWN GIFTS

People are always touched by the fact that you put time and effort to do something nice for them. Instead of exceeding your budget on expensive gifts, why not be creative and give your friends something handmade? You could design bookmarks, bake cookies or simply invite them over for a delicious homemade dinner.

4. PAY CASH

At the height of the shopping season, many of us tend to be carried away easily with our purchases, especially for credit card owners. Wherever possible, pay for everything by cash instead of credit card. This will help you avoid all the fees and interests that are charged to your card – and avoid the surprise of finding out that you actually spent more than you should when your credit statement comes in.

5. ORGANIZE A POTLUCK MEAL

Instead of buying everyone dinner, suggest a potluck meal where everyone is encouraged to bring a dish. Not only will it be an enjoyable time that everyone can remember, it will also save you from having to cover the expenses of a multi course meal all by yourself!

<https://www.srpl.net/5-practical-tips-to-avoid-overspending-this-christmas/>

