

Patrick Wong takes the reins at the National Works Agency

Canadian trained Engineer, Patrick Wong has taken over the reins at the National Works Agency (NWA). Mr. Wong assumed the position of Chief Executive Officer of the NWA on May 1, following the end of the three year tenure of Milton Hodelin.

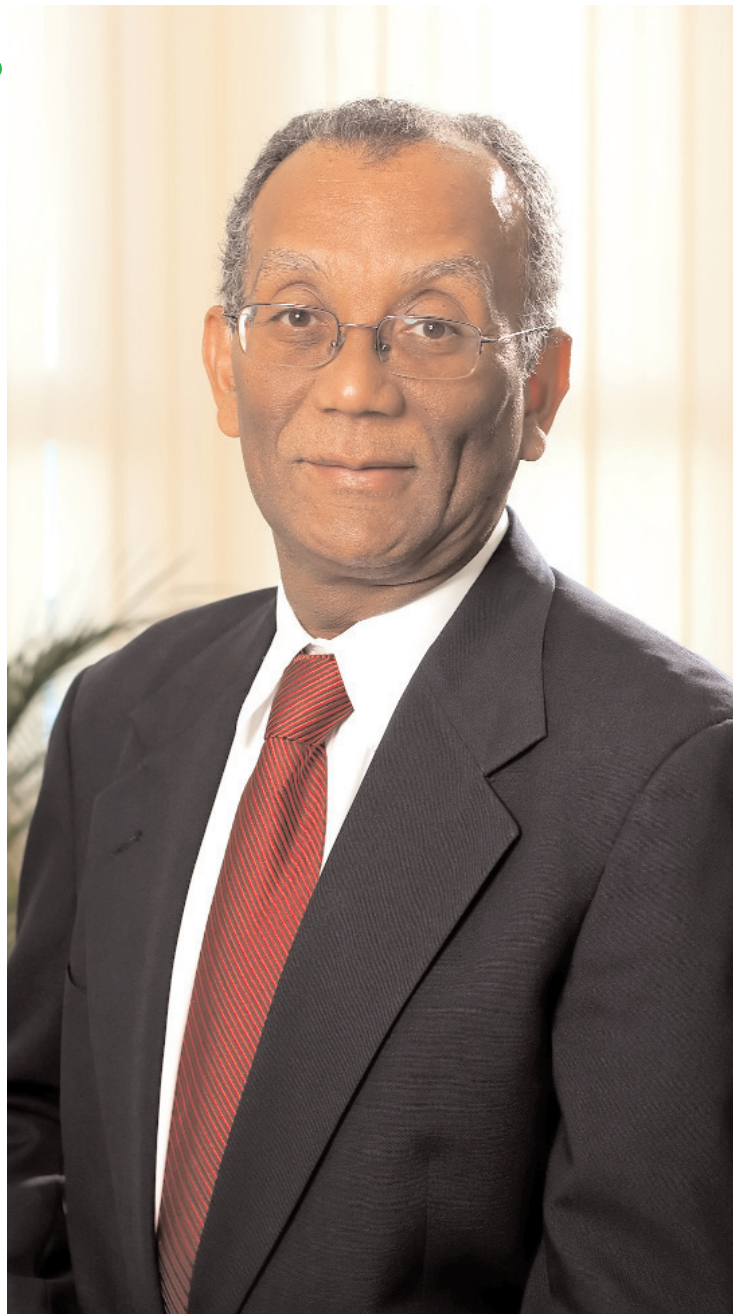
Mr. Wong brings to the NWA a wealth of experience, having served in several capacities in both the public and private sectors. His career path has seen him doing stints at Kaiser Engineers and Metropolitan Dade Transit Authority in the USA; Shell Jamaica Ltd; the Ministry of Housing, the former Ministry of Local Government, Community Development and Sport; the Kingston City Centre Improvement Project and more recently, the Ministry of Transport and Works.

Mr. Wong is a graduate of St. Georges College and McMaster University in Canada, where he obtained a Bachelor of Science degree in Civil Engineering. He has also engaged in professional courses at the University of New Orleans and the University of Miami.

Mr. Wong has been very busy since assuming his new position. Meetings have been convened with staff at all levels. He has also visited several projects in St. James, St. Ann, Clarendon and Portland.

He has expressed his appreciation for the high level of support that he has received from team members and stated his intention to give everyone an opportunity to perform at his/her best. Non-performers he said however, will not have a place in the Agency as the organisation moves forward.

Mr. Wong, who is a member of the Jamaica Institute of Engineers, stated that as a project management and executing organisation, capacity building to move projects from conception to completion will be a key feature of his stewardship. To this end, continuous training and retraining will be a major plank of the capacity building thrust.



China: *Through the eyes and lens of the C.E.O.*



Logistic Center in Shanghai



Unique Building - Beijing



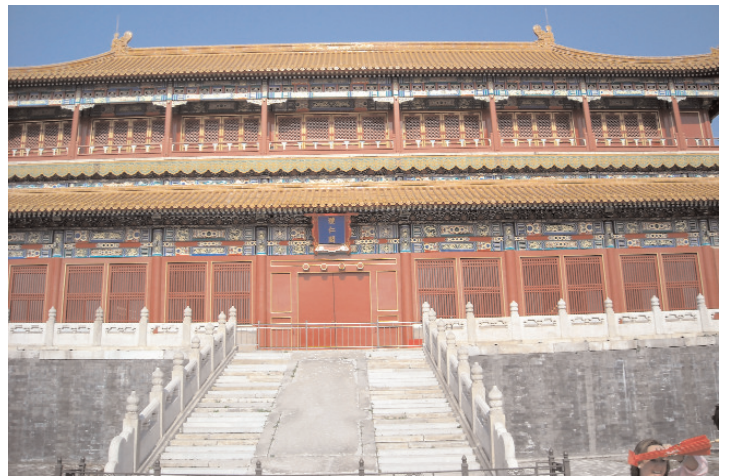
Great Wall of China



View from Shanghai



36 Km 6 lane Bridge to the port for Shanghai



Forbidden City - Beijing

Chief Executive Officer, Patrick Wong recently visited China as a member of a Jamaican delegation

Caribbean Development Bank Commends NWA

The Caribbean Development Bank (CDB) has lauded the National Works Agency on the successful implementation of the Kingston Metropolitan Area Drainage Rehabilitation Project. The project was implemented last year, following major damage to drains occasioned by the passage of Tropical Storm Gustav in August. In a letter to the Planning Institute of Jamaica (PIOJ), the bank noted that "the project appears to be well managed and a good example of implementing a CDB-financed NDM (National Disaster Mitigation) Rehabilitation project."

The Caribbean Development Bank is a regional financial institution which was established by an Agreement, signed on October 18, 1969, in Kingston, Jamaica, and entered into force on January 26, 1970. The bank came into existence for the purpose of contributing to the harmonious, economic growth and development of the member countries in the Caribbean and promoting economic cooperation and integration among them.

Following Tropical Storm Gustav, the CDB facilitated the works through a loan agreement valued at US\$30 million. Through the loan, over 50 breaches to the Sandy Gully network were corrected. The breaches had threatened many lives and properties.

The multimillion dollar project was implemented through the Special Projects Unit with George Knight being the Project Manager. Mr. Knight who is now the Director of the newly created Special Projects Directorate said given the level of damage and the issue being an imperative of the government his team had to move quickly.

Acting on instructions from the Minister of Transport and Works, Mike Henry, the Special Projects Unit used the months of October and November 2008 to procure and organise the works to be done. This took place while the island was still experiencing rains. Contracts were issued and works started in December, at the end of the hurricane season.

Mr. Knight said being aware that his team had only six months before the next hurri-



Upper Norway Terrace, Sandy Gully - Before



Upper Norway Terrace, Sandy Gully - After

cane season and the importance of rehabilitating the drainage system before then, contractors were asked to work over-time to complete the works. The support was received and works were done at nights and on week-ends.

The CDB in its letter to the PIOJ said that its "staff was impressed with the speed of project implementation. All project components are expected to be completed by the end of July 2009, ahead of the schedule developed during project appraisal."

The project also allowed for the employment of many skilled, semi-skilled and unskilled persons in the affected communities along the Sandy Gully network. The CDB noted that "community benefits (resulting from the project) are likely to exceed appraisal expectations."

According to Knight, "This is an example, that the NWA is equipped to execute any type of project, of the highest quality, within any specified period of time once human and financial resources are made available in a timely manner."

Karl Orrett

Structural Engineer - Technical Services

Affable. Jovial. It is surprisingly easy to engage this gentleman in conversation. He has been a public servant in excess of four decades. Looking at him one would never imagine his wealth of experience, his travels and the contributions he has made in the various areas of the public sector. Very unassuming, this six-footer towers over you. Speaking with him, you are left with the unmistakable impression that he has led a full and happy life and that he is satisfied with his many achievements. Who is Karl Orrett?

Born on 26 October 1929, Karl becomes an octogenarian this October. He attended Kingston Technical High School and graduated in 1948, with the Royal Society of Arts Certification. Later, he attended Brixton School of Building between 1953 and 1958. During this period, he also worked with Richard Costain and Norman & Dawbarn, who were architects and consulting engineers for the University of the West Indies campuses. A local branch was then stationed in Jamaica on the Mona Campus.

Karl pursued studies in the National Certificate in Building and passed the requisite examination in January 1960. This qualified him to be exempted from all parts of the Associate Membership Examination Institute of Structural Engineers, except the final "Design" examination which he passed in 1962. This success qualified him as an Associate Member of the Institute of Structural Engineers.

Karl Orrett joined the Architectural Branch of the Public Works Department (PWD) in 1949 and remained there until 1953. He assisted the architects in the department and produced drawings for the construction of the Morant Bay Hospital. A youngster just out of school, he also worked on drawings for the very building in which the Technical Services Directorate of the National Works Agency is now housed and the location of this interview is one of the offices that were a part of that big plan. In 1953 he left Jamaica to attend Brixton



Karl Orrett on the job

School of Building in England.

On his return to Jamaica in 1961 he went to work with Norman & Dawbarn until 1964 when he again left Jamaica for Africa, where according to him, "I went in search of adventure." He found this at that University of Technology in Kumasi, Ghana, working as a Structural Engineer and helped to develop the physical structure of the University. During this period, Karl also gave "guest lectures" at the University. His forthrightness and straight-talk attitude did not sit well with some in authority. This eventually resulted in him 'falling out' with the Vice Chancellor and his contract was terminated.

He ended his sojourn in Africa as Chief Advisor in a consulting firm in Accra, Ghana. They were the first African Consulting Engineering Firm and as Senior Engineer, he directed other engineers in engineering design.

He moved back to England with his wife

and three children for a brief period in 1968; however he returned to Jamaica the same year and began working with Rutowski Bradford as Field Engineer. This Company was originally Norman & Dawbarn which later became APEC. During the next three years he supervised the World Bank and Government of Jamaica project for the construction of 50 Junior Secondary Schools across the island.

In 1972 he joined the Urban Development Corporation (UDC) where he spent twenty five years. This service was broken after fifteen years by a hiatus when he 'experimented' with the Kingston and St. Andrew Corporation (KSAC) as Chief Planning Officer, for one year. This, he said, was to ensure that the building department at the KSAC 'got a grip' on development in the City. "That was really dangerous. My wife and daughter however convinced me to go back to UDC." At the end of this "brief experiment" he returned to the UDC for another fifteen years until his retirement in

contd on pg 9

Completion of Segment Three of the North Coast Highway in Sight

It was December 15, 2005 at Llanrumney in St. Mary, when former Prime Minister P.J. Patterson broke ground for construction of Segment Three of the Northern Coastal Improvement Project. Almost 44 months later, the completion of the project is in sight.

The objective of this project was to foster economic diversification and growth. This would be achieved through the improvement of the coastal road network between Ocho Rios and Port Antonio, thereby encouraging investments.

Segment Three was financed through a European Union grant of J\$6.5 billion and a Government of Jamaica contribution of \$2 billion. The project is being implemented by contractors E. Pihl and Son A.S. of Denmark. Design and construction supervision was provided by the Irish firm of Nicholas O'Dwyer. There are several important features along the 96.7 kilometre length of roadway.

The pavement between Ocho Rios and Buff Bay has a design life of 14 years and that between Buff Bay and Port Antonio, 20 years. It is anticipated that the traffic flow between Buff Bay and Port Antonio will be far less than that between Ocho Rios and Buff Bay. For the purposes of construction monitoring, the project was divided into five sections.

Considerable emphasis was placed on drainage. Consequently eight new bridges have been constructed and 16 existing structures repaired. All existing pipe and box culverts were replaced, improved or new ones added to ensure the provision of adequate drainage along the corridor.

Acquisition of land was necessary to facilitate construction. One thousand parcels were acquired, 570 structures relocated and all fences removed due to land acquisition, were replaced by the contractor. Over 1,500 Cable & Wireless and Jamaica Public Service Company utility poles were relocated. Additionally, approximately 33 kilometres of water lines belonging to the National Water Commission (NWC) were also relocated. This improvement in the water infrastructure should minimise damage to the network caused by leaks.



New bridge and river training works on the North Coast Highway Segment Three at Llanrumney, St. Mary

There are already tangible benefits being derived from Segment Three. The benefits include a reduction in travel time and vehicle operating costs; mitigation to flooding, drainage improvements, thereby minimising the potential for flooding in some areas; and improved safety features. The project also facilitated the employment of hundreds of persons from communities located along the newly improved roadway and construction related works for local businesses.

The project was managed through the Northern Jamaica Development Project Unit (NJDP). Project Director, Desmond Malcolm has expressed confidence that the project objectives will be met, as evidenced by the benefits derived from Segment One, Negril to Montego Bay and Segment Two, Montego Bay to Ocho Rios. He commended the efforts of the NJDP Unit, team members, the various Project Directors and Agencies who have been involved in the design and construction of a first class roadway from Negril to Port Antonio.

FLOOD DAMAGE MITIGATION IN THE CENTRAL REGION

The month of May signalled the beginning of the National Works Agency's (NWA's) \$280M, 2009/10 Flood Damage Mitigation Programme in the Central Region. Drain cleaning activities began in all four parishes, where over 100 drains were identified for attention. Mitigation works in Clarendon were focused on traditionally flood-prone areas such as Four Paths to Free Town, Guinep Tree, Trout Hall, Lionel Town, Rocky Point and Portland Cottage at a cost of just under \$50million.

In St. Elizabeth, \$8M was earmarked for cleaning 23 drains. Over the past three years, sections of this parish have suffered from flooding whenever there is prolonged rainfall. To mitigate this, drains were cleaned in Goshen, Pepper, Emmaus to Nain, Southfield, Washfoot Gully and Pedro Cross to Littitz. Special

attention was paid to Santa Cruz during the Labour Day week-end. Old culverts across Main Street in the vicinity of Hayles Plaza were replaced. The main drain network which takes excess water from Santa Cruz via New River to the Black River Morass was also cleaned.

Drain cleaning in Manchester was carried out on 32 drains, including those along Decarteret Road, Williamsfield to Mile Gully and Porus at a cost of just under \$14 million. These mitigation works were acknowledged by members of the Manchester Parish Council. They expressed appreciation for the quality of work, thereby indicating confidence that the Parish would not be adversely affected by flooding during the Hurricane Season.

PREPARING FOR THE HURRICANE SEASON IN NORTHEAST

The Atlantic Hurricane season is upon us and as atmospheric scientists predict below-average activity for this season, the National Works Agency (NWA) is taking no chances with the weather. As such, the NWA's annual Flood Damage Mitigation Programme, which sees critical drains, culverts and catch basins being cleaned and minor road rehabilitation being done in anticipation of the hurricane season, is currently underway.

This exercise is especially meaningful in the north eastern parishes of St. Thomas, Portland, St. Mary and St. Ann, as this region is characterised by heavy rainfall and issues associated with such weather throughout the year. It is imperative therefore that drainage structures are cleaned periodically to avoid flooding and flood damage.

This year's programme began in May and at the end of June was 80% completed. This includes mitigation projects at forty-seven (47) critical locations across the four (4) parishes. These works are being done at a cost of \$64.5 million dollars. The start of the programme, in fact, coincided with the national Labour Day holiday and saw projects such as the patching with Asphaltic Concrete of the Hospital Road in St. Ann's Bay and the replacement of two culverts along the Junction main road in St. Mary, being undertaken on that weekend. Other areas that have already benefited under the programme includes the Port Morant drains and Browns Gully in St. Thomas, Folly road and Buff Bay drains in Portland, Ocho Rios, Moneague, Brown's Town and Cave Valley drains in St. Ann and the Epsom and Annotto Bay Drains in St. Mary.



Earth drain on Folly Road in Portland that was cleaned during Flood Damage Mitigation Programme

NWA IN FINAL STAGES OF COMPLETION OF DISASTER MITIGATION PROJECTS IN THE WESTERN REGION

The National Works Agency is now in the final stages of completion of its disaster mitigation programme in the western parishes of St. James, Trelawny, Hanover and Westmoreland. This programme commenced in the west in May ahead of the 2009 Atlantic Hurricane season which began on June 1, 2009.

The mitigation programme is valued at approximately \$22.7 million and forms part of the Agency's ongoing efforts to provide an efficient flood control system. This latest effort involves the cleaning of critical drains and gullies across the four parishes. In so doing the main road network in these areas will be better able to withstand the flood rains which are normally associated with this time of year.

Among the drains that have been targeted under this programme are the North Gully in St. James; the Granville Gully in Trelawny; the Venture Gutter in Hanover

and drains along the Georges Plain main road in Westmoreland.

The effort of the NWA to have these critical drains cleaned has been met with approval by the citizens across the Western Region. The effort has also been recognized in the media. Acknowledgement of this effort was highlighted in the editorial of the May 27, 2009 issue of the Western Mirror, a popular local newspaper. The newspaper praised the Agency for its approach to this Hurricane season. According to the editorial: *"Already the National Works Agency has taken a proactive stance in pursuing road works including the cleaning of drains and gullies, kerb and channel repairs as well as improvements to road surfaces."*

The editorial went on to urge other state agencies, businesses and individuals to take a similar approach in their preparation for the Hurricane season.



A section of the North Gully in St. James being cleaned ahead of the 2009 Atlantic Hurricane season. This is just one of several critical drains and gullies that are being targeted under the NWA's Flood Mitigation Programme.

Travel Improvements

in the Central Montego Bay Business District by August

Motorists and commuters travelling within the central business district of Montego Bay, St. James will by the end of August 2009 see a vast improvement in the flow of traffic in that city. This, through a new traffic management system, valued at over \$40 million that is now being implemented in the Western City.

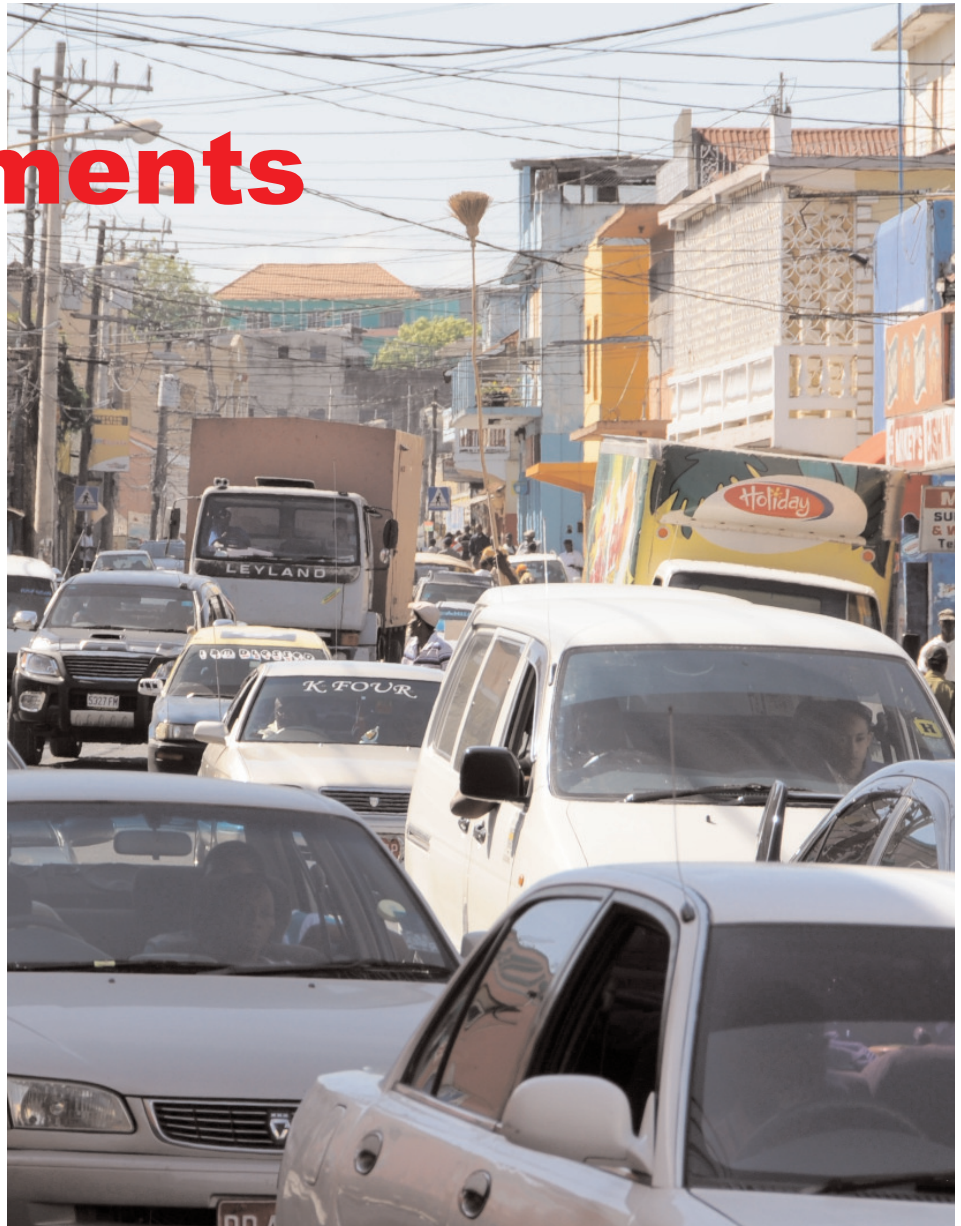
This new traffic management system is expected to reduce the level of congestion in Down-town Montego Bay, which is the hub of the city's business district. The project is being funded through the Tourism Enhancement Fund and is being implemented by the National Works Agency.

The Second City has been plagued with the growing problem of heavily congested roadways. Overtime the city has experienced significant development which has brought with it a larger number of vehicles competing for the limited road space. This situation is exacerbated by among other things, the indiscipline of motorists.

Michael Saunderson, Intelligent Transportation System Specialist at the National Works Agency, explained that,:

"Road user behavior such as illegal parking, excessive stopping on busy roadways, pedestrian traffic, route taxi and bus operations as well as, the lack of a municipal bus service and the lack of traffic signals at closely spaced and busy intersections, have all contributed to the increase in congestion in the town centre which spreads outwards and affects external corridors."

The National Works Agency in recognition of these factors has devised a multi faceted system to reduce the problem. According to Mr. Saunderson, "The new system will address the problems at the intersection level, by using traffic signals operating in



Congestion along the Barnett Street in St. James

groups to provide a 'Green Wave' operation along each roadway." The provision of multiple green displays (Green Wave) will reduce the number of stops between intersections and increases the capacity of the roadway. Improved intersection control translates into fewer interruptions to traffic flow on major roadways which reduces the incidence of congestion, Mr. Saunderson said.

The new traffic management system consists of: An Intelligent Transportation System (I.T.S.). Central to this system is a Traffic Management Centre (T.M.C.), and an Incident Management System. The

TMC will be the site at which all the communication between traffic signals and Close Circuit Television (CCTV) cameras take place.

The Incident Management System is aimed at improving the matter of traffic enforcement. This system through various strategically placed video cameras will allow for quick identification of the causes of bottlenecks, and in the process facilitating the appropriate response. The information will be shared with other government agencies such as the Transport Authority, the Parish Council and the police in order to improve traffic enforcement activities.

Traffic changes

for Waterloo Road in St. Andrew



Effective Thursday, July 2, 2009 the National Works Agency (NWA) will be implementing major traffic changes along Upper Waterloo Road in St. Andrew. The changes come as the NWA starts the construction of a multimillion dollar bridge to replace the Ford along the corridor.

Manager of Communication and Customer Services at the National Works Agency (NWA), Stephen Shaw says the changes will see the implementation of a one way system. Vehicular movement within the vicinity of the Ford will also be managed by electronic signals.

Starting tomorrow, single lane traffic will be accommodated at the Ford as follows; there will be one way movement for southbound traffic (motorists heading from the direction of Shortwood Road/Grants Pen), between 7 a.m. and 10 a.m. Mondays to Fridays. The alternative route for northbound traffic during this period is west along West Kings House Road, north along Constant Spring Road, then east along Shortwood Road.

Northbound one-way movement across the Ford will be allowed during the afternoon peak period, between the hours of 3:00 p.m. and 8:00 p. m., Mondays to Fridays. The alternative route for southbound traffic during this period is west along Shortwood Road, then south along Constant Spring Road.

Two way movement across the Ford will be allowed during off peak periods. This movement will be controlled by the traffic lights.

Mr. Shaw says the new bridge, which is being built at a cost of just over one point nine two million US dollars (US\$1.92) will be constructed to accommodate four lanes of traffic at a time.

He says the construction of the new bridge will be undertaken in two phases. Phase one is expected to be completed by the end of August and will see the creation of two lanes on the eastern side of the Ford.

Mr. Shaw says upon completion, traffic will be allowed to use these lanes, during which time phase two of the project will get underway. Phase two of the project will see the construction of the other two lanes to the west of the current Ford and should be completed by the end of December 2009.

Travel improvement... contd from pg 7

The Traffic Changes that will be implemented are as follows:

BARNETT STREET AND HOWARD COOKE BLVD

The existing one-way on Barnett Street will be extended to Howard Cooke Boulevard. Presently, Barnett Street branches off into a two-way flow after its intersection with St. James Street. The change will result in the entire corridor along Barnett Street becoming one-way heading from its intersection with Cottage Road up to the Barnett Street and Howard Cooke Boulevard intersections.

In addition no right turning movement will be allowed from Howard Cooke Boulevard unto Barnett Street. The intersection of these two roads will be signalized.

ST. JAMES STREET AND BARNETT STREET

The one-way movement on St. James Street will be extended to Barnett Street. Currently St. James Street is one-way travelling south towards Creek Street. This one-way movement ends at the intersection of Barnett Street and Creek Street which faces a one way movement coming from the opposite direction, towards Creek Street. With the new traffic management system this conflicting movement will be eliminated.

MARKET STREET, HARBOUR STREET AND STRAND STREET

The one-way movement on Strand Street will be reversed to compliment the one-way movement along Creek Street. Currently Strand Street is one-way heading north, from its intersection with Creek Street, towards Market Street. As such it will become one way travelling south from Market Street towards its intersection with Creek Street where the one-way movement will continue, east along Creek Street, then onto Cottage Road.

In addition Market Street from its intersection with Harbour Streets to Howard Cooke Boulevard, which is presently two-way, will become one-way, travelling east from Howard Cooke Boulevard to the intersection of Harbour Street and market Street.

HART STREET AND McCATTY STREET

The one-way movement along both the Hart and McCatty Street will be reversed from its present south-easterly direction to a northwesterly direction, from the intersection of McCatty Street and Cottage Road to the intersection of Hart Street and Creek Street. This intersection will be signalized.

UNION STREET AND CHURCH STREET

Union Street is now a one way from its intersection with Harbour Street and King Street. The new system will see this corridor becoming entirely one-way travelling in a westerly direction. This corridor will run in the opposite direction of Church Street which will run in an easterly direction.

Karl Orrette... contd from pg 4

1997. Karl started out at the UDC, as an Engineer and retired as an 'in-house' Consultant. He oversaw plans for all the development areas throughout the island including the Kingston Waterfront. "I fought many battles with all and sundry and man, I won most of them."

While at UDC he started a programme to teach prisoners at the General Penitentiary skills such as building construction and many others trades (plumbing, electrical installation, painting etc). He did this one morning each week, between 9 a.m. and 12 noon for four years. A number of those paroled ended up being employed by the UDC and other public organizations.

He was invited by the University of Technology (UTech) to develop a course for the teaching of structural engineering to architectural students at the under graduate and graduate levels. He ably developed the course and taught architects the principles of designing so that when the engineers were brought on board "their work would be a success rather than failure." For example, he taught the students that "their job is not to put steel into buildings; that is the job of an engineer."



Karl Orett on the job.

According to Karl, he "was not creating engineers." His purpose "was to turn a professional who when associated with an engineer would find it complimentary to the concept of what he was creating." He is quite passionate about this point of view. "Architects create buildings, engineers cre-

ate bridges and the architect must know space requirements in terms of structural elements, working between limits, minimum and maximum." Karl says that "geniuses know this, but ordinary mortals must be taught these concepts."

He retired in 1997, took some well-deserved rest and engaged in relaxing activities. As a parting gift the young engineers at UDC gave him what he considers to be "a well engineered accessory" a Rolex men's watch, one of the leading brands in luxury watches and a pre-eminent symbol of prestige.

Karl felt the urge to work again and made efforts to rejoin the public service. He had a yearning to be as good at building bridges as he was at designing buildings. In 2004 he went back to work and joined the National Works Agency (NWA) as a Structural Engineer. He was enthusiastic, since he relished the prospects of working more closely with engineers. He had spent his entire working life with architects. He affirms that he is quite happy at the NWA, dealing with structures and designs. However, he says, "The rigors out in the bushes can be rather demanding. Perhaps I am not as young as I think I am."

TEAM NWA!



Meadowbrook High School

(founded 1958)

2 Meadowbrook Avenue,
Kingston 10
Jamaica W.I.

Telephone: 904-2631
929 5925
929 3253

May 28, 2009

Mr. Stephen Shaw
Manager
Communication & Customer Services
National Works Agency
140 Maxfield Avenue
Kingston 10

Dear Mr. Shaw

Kindly accept gracious thanks on behalf of the Meadowbrook High School's family. Your contribution to our annual Career Day Exposition was highly appreciated and welcomed by all.

Our students benefited tremendously from your presentation and talks because they are more cognizant of the many career choices available to them.

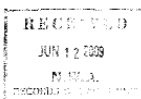
Kindly accept best wishes for the future.

Yours truly

MEADOWBROOK HIGH SCHOOL

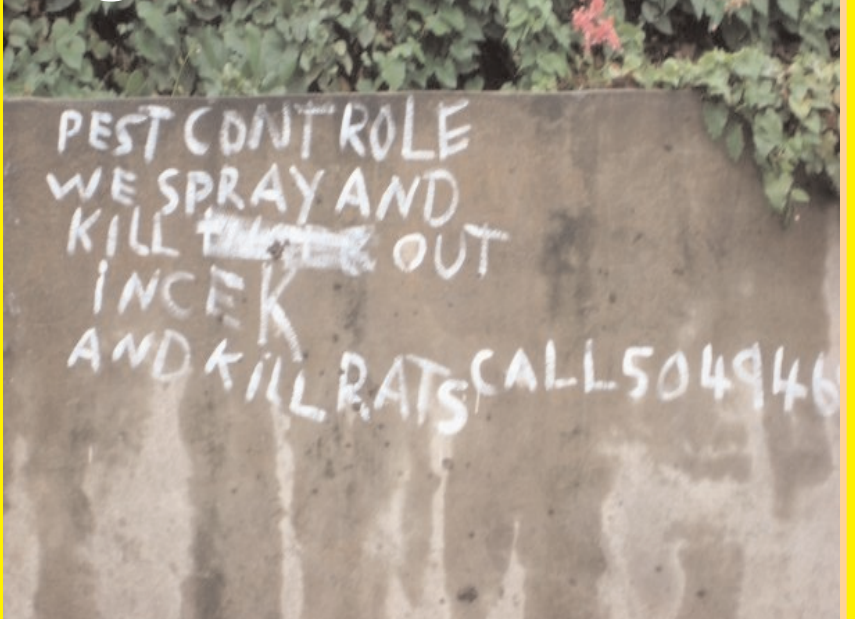
Winona Reid (Mrs.)
PRINCIPAL

Ophelia Carr (Mrs.)
GUIDANCE COUNSELLOR



Sponsored by United Church in Jamaica and the Cayman Islands.
(Congregational, Disciples of Christ, Presbyterians)

Sights Seen...



Have you captured any interesting 'sights' recently while traveling along the road?
If you have, send them to us today at susanwebb@nwa.gov.jm

New Perspective -

A healthy way forward...

written by: Samira Christian

While I was casually surfing the net, I stumbled upon some information that caused me to be overcome with trepidation. To my shock and dismay, I learned that lifestyle diseases are Jamaica's No.1 killer despite the fact that our murder rate per capita is among the highest in the world. At first glance, I thought the information was an exaggeration of fact, but as I continued to browse the internet I realized the sad reality before me.

One of my co-workers saw an advertisement in the daily newspaper and made a suggestion. It was at this point that I decided to enlist myself in a body mass index regime. The program took the form of a competition which in itself has fuelled my inner drive to succeed. After assessing my own potential health risk and taking into account my family history I decided that it was no longer in my best interest to procrastinate. I was therefore anxious to see how much weight I could lose.

A group of us from the office decided to organize ourselves into a team. Each member was mandated to ensure that each individual in the group would successfully complete the program. Each week since the inception of the competition we have met and discussed the challenges being experienced, as well as how to mitigate common problems we may be facing. We have also provided words of encouragement to boost the morale of each person and have made an effort to expose each other to healthy culinary taste.

During the first week of the competition, I struggled with the burden of exercising by going to the gym and working out at least three (3) hours a day. My body was cast into a sea of constant aches and pains, a signal of how unfit I have been. However, as the weeks progressed my body started to adopt a new rhythm and I started to notice tremendous improvement in my daily life. Thanks to this competition my health IQ has increased exponentially. I

have become more aware of the nutritional values and importance of particular food items and have incorporated this knowledge into how I organize my own lunch pack. Late night bingeing habits are gradually disappearing and I am making a conscious effort to read food labels also.

There needs to be more competitions of this kind so that other individuals can become more health conscious. While, the competition is not yet finished, the added value that I have received is enough to motivate me to continue on this path.

In concluding, while we labour under the illusion that living healthy is very expensive; the price is not too high for a prolonged life. It is better than the short cuts we have implemented in our lifestyle. So be empowered, encouraged and excited to be a part of the healthy crew.



Here and Now - Daily Inspiration

Too many people miss out on getting the most out of living their lives. Most people spend so many of their waking hours agonizing about the past and worrying about the future that they miss the wonder of living in the present. If you're like a lot of people, things in the past didn't work out as you would have liked, and things in the future will not be as you imagine; that's just the rhythm of life. Therefore, the now becomes a much more exciting and meaningful place! When you think about it, the now is really the only place where life can truly be lived. The past is over and the future is yet to be, so it's only in the present fleeting moment that living actually happens.

With that in mind, I simply ask that you consider the concept of the present in a more serious way. Take change, for example. If you want to change something about your life, you can only do that in the present moment. After all, what you do in this moment sets the stage for moments to come. For me, this bit of mental reframing always makes me appreciate the wonder, value and opportunity in the present! When you think about it that way, now is the only time that you can get anything done!

Wishing You Great Health,
Dr. John H. Sklare
www.innerdiet.com

NWA stages community sensitization meetings on upcoming multi-million dollar **Washington Boulevard Project**



Major Projects Manager, Alfonso Marshall (left) addressing residents at one of the Community Meetings held regarding the upcoming Washington Boulevard Project

The National Works Agency has convened a series of meetings, relating to improvement works along Washington Boulevard in St. Andrew. The meetings got underway in April and to date nine information sessions have been held. These meetings targeted individual community groups: Neighbourhood Watch groups; Citizens' Associations; Community Development Committees; and Parent-Teacher's Associations. Meetings have been held as follows:-

1. Monday, April 27, 2009	The Hughenden Community.
2. Saturday, May 2, 2009	Executive Members of the Zadio/State Gardens Community Development Committee (CDC).
3. Saturday, May 2, 2009	Pleasanton Citizens Association.
4. Sunday, May 3, 2009	Washington Gardens Citizens' Association.
5. Tuesday, May 12, 2009	The Half Way Tree CDC.
6. Wednesday, May 13, 2009	Dunrobin Preparatory School (PTA).
7. Sunday, May 17, 2009	Zadio/State Gardens CDC.
8. Sunday, May 24, 2009	Red Hills CDC.
9. Thursday, July 2, 2009	United Basic School

BACKGROUND

The Washington Boulevard Improvement Project was implemented a little over two (2) years ago (on June 1, 2007). The planned works along the 2.75-kilometre stretch of roadway extending from the Dunrobin/Constant Spring Road Intersection to the Washington

Boulevard/Molynes Road Intersection in St. Andrew, are geared toward reducing overall road transportation costs; improving highway safety; reducing congestion along the corridor; and assisting the Government of Jamaica with the establishment of a Vehicle Weight Enforcement Programme. On completion, the roadway will be improved from two (2) to six (6) lanes of traffic at a time.

Already land acquisition is completed and utility relocation activities have begun. Presently the Agency is awaiting Cabinet's approval for the award of the contract to begin civil works. This US\$23.39-million project promises to be a successful endeavour. The Agency, however, believes that it is important to sensitize the communities and business interests along the project corridor and within its environs, about the intended changes, particularly as they relate to traffic changes. The meetings have also been used to get feedback from the residents on other aspects of the Agency's operations.

GENERAL FEEDBACK FROM COMMUNITIES

Communities unanimously welcomed the idea of improving the Washington Boulevard/Dunrobin Avenue corridor. Likewise members expressed appreciation of NWA's efforts to engage discussions with them before commencement of major works along the corridor. Some communities admitted having had preconceived ideas/fears about how the impending changes might impact their travelling routine and other areas of their lives. They stated at the end of these meetings that many of these fears have been allayed by the information imparted to them by the Agency.

A general concern of the communities however, is the poor state of some of the community roads which they believe are likely to be used as detour routes, while improvement works are in progress. This concern was also addressed by the NWA team. In the meantime, plans are now being made to engage business and other interests in the Bronstroph Commercial Centre during the month of July. A major town meeting is also being planned.



Pineapple and lychees with palm sugar caramel

This is a delicious combination devised by Neil Perry more than a decade ago. For an elegant dinner party dessert, try adding a scoop of coconut ice-cream.

1/2 pineapple, thinly sliced
10 lychees, peeled
1 mango, peeled and cut into pieces
2 tbsp toasted almond or coconut flakes
120g dark palm sugar
2 tbsp water
4 kaffir lime leaves*
1/2 cup coconut cream

Make a salad from the fruit. Arrange on individual plates and sprinkle over the almond or coconut flakes.

Grate or chop the palm sugar into a saucepan and set over a medium heat with the water and lime leaves. Cook, stirring, until dissolved (you may need to crush any lumps), then add the coconut cream and simmer for about 5 minutes, until slightly thickened. Cool and drizzle over fruit salad.

This syrup can be made and kept in the fridge for a few days and brought back to room temperature before serving. If it becomes too thick, just warm with a touch of water or more coconut cream.

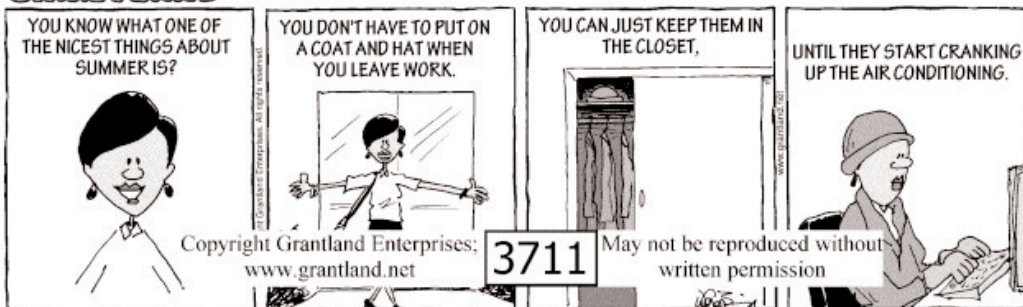
* Asian supermarkets stock fresh or frozen kaffir lime leaves.

JOKES

Ha HA Ha!



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