

ROADSTER



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“Paving the Way”

Building Bridges, Keeping People and Communities Connected



Over the last 12 months, the National Works Agency has been targeting a number of areas for the rebuilding and refurbishing of bridges. Over \$250 Million is being spent on structures in several Parishes.

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Snippets Of Our End of Year Staff Social



Surprise, Surprise! Well, we weren't surprised. But, Groundsman Lebert Bennett was beyond words when he heard his name announced for Employee of the Year-Congratulations!!



A special Award for a special individual. The CEO's Award went to the South East Regional Manager- Sadiq Mahabeer



As part of our celebrations, we recognised those staff members who have retired. One such is Major Projects Manager - Horace Cotterell (left). He receives a gift from Major Projects Director - O'Rielly Henry



It was all about having fun with colleagues - from left: Administrative Assistant - Shackeina Clarke. Client Support Technician-Mboya Savoury and Acting Administrative Assistant-Carla Morgan



What would we do without these ladies? Waiting to be entertained are three of our Office Attendants (from left) Claudette Dixon, Doreen Brown and Vallerie Brown-Whitter



Happy to serve!
(from left) Administrative Manager-Ashiba Spence and Personnel Officer - Audrey Jones were all smiles at the registration booth

Building Bridges...keeping people and communities connected

The National Works Agency (NWA) as part of its mandate, continues to repair, replace and build new bridges across the island. Bridges are an important feature of the road network. The importance of such a structure is often forgotten, until there is an issue such as that which existed in Harbour View, St. Andrew in 2008, when the Dry River Bridge collapsed during the passage of Tropical Storm Gustav.

The NWA has on its books well over 750 bridges along the main road network. The majority of these structures are in good condition, but there are those that require some degree of maintenance, while others are to be replaced. During 2015, the NWA identified 12 structures for repairs or replacing.

Some \$250 million is being spent on these structures, some of which are nearing completion. Nearing completion are the Silent Hill Bridge which was 90% complete at the end of the year, having commenced in June. The two structures in the Rio Grande Valley referred to as Jacob River Bridge # 1 and #2 were also 95% complete at the end of the year. In St. James, the Latium Bridge which is valued at \$25.2 million was also 95% complete.

Work was completed on the bridge near Fontana Pharmacy along Barbican Road, where just under \$12.5 million was expended. Progress was being made on the Forum Bridge with traffic being rerouted onto a Bailey Bridge in order to facilitate work on the permanent structure. The structure at Woodhall is expected to be completed by the end of the first quarter of 2016, while the Hellshire Bridge is to be opened during the early part of the summer 2016.



A very dilapidated Harbour Head Bridge, St. Thomas



WESTERN

\$625 Million Improvement of the Belmont to Scotts Cove Corridor Now Complete



Belmont to Scotts Cove corridor in Westmoreland

Finally! This is the sentiment being expressed by the throngs of commuters who traverse the Belmont to Scotts Cove corridor. The much anticipated rehabilitation project was completed in December 2015, and was welcomed as an early Christmas gift for road users who had anxiously awaited the completion of this critical project.

The Belmont to Scotts Cove corridor is an important one as it serves thousands of residents across the communities of Black's Bay, Farm, Colluden and Whitehouse. It also links the parish of Westmoreland to the neighbouring parish of St. Elizabeth, and is the main arterial link used to access the island's capital, Kingston.

This much needed project initially commenced in 2012, but much to the disappointment and frustration of road users had to be put on hold for some time. This as there were several leaks, linked to faulty water lines below the road surface. As such it was prudent to cease the reconstruction of the roadway to focus on these faulty pipes, which would only compromise the road surface if the issue was not addressed.

By June 2015, the project was back on track, and was welcomed news to road users, especially for those who traversed the corridor daily.

The project was completed at a cost of \$625 million through funding secured from the Inter-American Development Bank. It involved the complete rehabilitation of 16.5 kilometres of roadway, to include significant drainage improvement and the reshaping and asphaltting of the corridor.

Phase 2 Of Negril Shared User Path Project now Complete

Residents and stakeholders in Negril, Westmoreland, and its environs, are heaping praises on the recently completed Shared User Path, constructed along the Norman Manley Boulevard in Negril, Westmoreland.

"It's one of the best things to happen to Negril, trust me" was the sentiment of Devon James, a resident who operates a business along a section of the Boulevard. Similar sentiments were issued by other residents and stakeholders who spoke of the benefit of having such a project being completed, along what may be regarded as the hub of tourism related activities in this coastal town.

The Norman Manley Boulevard is located in the area of Negril, which is renowned for its seven miles of white sandy beaches. It is one of the main thoroughfares in this small tourist town, and is home to several large inclusive resorts, small boutique hotels, restaurants and other businesses linked to tourism.

In February 2015, the National Works Agency and the Tourism Enhancement Fund joined forces to undertake a multimillion dollar project, which saw the construction of a 2.5 km path, extending from the Grand Pineapple Hotel, to the Couples Resort.

The project represents the third phase of a targeted approach to improving pedestrian safety along the Boulevard. The earlier phases of the programme involved the construction of 1.5 km of sidewalk between the Negril roundabout and the Grand Pineapple Hotel; the construction of medians and the installation of pedestrian signals at critical points along the corridor.

The sidewalk will function as a shared path, with clearly demarcated areas to be used by both pedestrians and cyclists.



Mr. Horace Cotterell (second left), Major Projects Manager NWA, examines a section of the recently completed, Shared User Path in Negril. Also pictured are, from left, Mr. Lloyd Sterling - Sharecon Construction, Mr. Jomo Johnson - Tourism Product Development Company and Mr. Alston Brown - NWA



A view of a section of the recently completed Shared User Path in Negril.

JEEP...making inroads in the West

The Jamaica Emergency Employment Programme (JEEP) is having an overwhelmingly positive impact on the lives and livelihoods of residents across the several communities it has touched in the West. It has not only improved the road infrastructure in these communities, but it has also provided much needed employment for residents in the areas where these projects have been undertaken.

In 2015, the JEEP was in overdrive in the West, as seventy projects were undertaken in the fourth and fifth phases of the programme. By year end, the sixth phase of the programme was rolled out, with nineteen roadways being targeted.

This represents a total investment of approximately \$400 million in the road infrastructure across the western parishes of Westmoreland, Hanover, St. James and Trelawny.

The programme involves the rehabilitation of roadways to include, the bushing of verges, drainage improvement, the construction of retaining walls and the reshaping and asphaltting of roadways.

Among the roadways which have been completed are the Auldayr roadway in Westmoreland; the First Hill roadway in Hanover; the Carey Village roadway in St. James; the Freemans Hall to Litchfield roadway in Trelawny.

Currently, the sixth phase of the programme targets areas such as sections of the Whitehouse to Gordon roadway in Westmoreland; the Askenish to Rockfoot roadway in Hanover; the Butt Up Town roadway in Trelawny; and the Capital Heights roadway in St. James.

The latest phase of the programme commenced in December 2015 and is expected to be completed by the end of February 2016.



Base formation works underway along the Capital Heights roadway in St. James.



A view of the Carey Village roadway in St. James, which was recently completed under the fifth phase of the Jamaica Emergency Employment Programme.

NORTH EAST REGION

Ocho Rios Main Drain Undergoes Much Needed Repairs

The Ocho Rios Main Drain, in St. Ann, is a massive gully, often referred to as 'Jamaica Grande Drain'. This is because it runs beside the Moon Palace Jamaica Grande Resort and Spa in Ocho Rios, St. Ann, and borders several commercial entities in the tourist resort town of Ocho Rios. This drain is extremely important to the resort town as it is the main drain that carries storm water from Fern Gully, Mansfield, and other communities within the environs of Ocho Rios, to the sea.

It is not unusual to hear this drain mentioned whenever there is a drain cleaning exercise. This is due to its extensive span, which includes approximately 500 metres of paved area, plus earth drains and other tributary drains. What was often missed, however, was the fact that the invert of the paved sections of the drain was, in sections, severely damaged due to being washed-out. One reason this was not immediately apparent was the fact that the damaged sections were often hidden under water and shrubbery, so for some time the problem was not addressed.

In November 2015, the drain began to receive some much needed attention in the form of repairs to the invert. The budget for this programme is \$14.3 million and is being funded by the Tourism Enhancement Fund (TEF).

The project, which is being done in phases, will see a half of the drain being worked on initially, followed by the other half. The works include the creation of barriers to block off the water flow on the half that is being worked on, followed by the cutting and removal of the damaged areas of the invert, or base of the gully. The areas will then be backfilled with engineered fill, composed of free draining material, then covered with fibre reinforced concrete.

Much of the work has already been done but the project was greatly hampered by rainfall for much of December and was halted as a result. Works are scheduled to resume on January 18, 2016.

So far, the cutting and removal of damaged sections have been completed and the area backfilled along one half of the drain. The next phase of the project will see the area being prepared for the pouring of the concrete.



A Jamaica Observer file photo from September 18, 2011, shows what is considered, a 'regular view' of the Ocho Rios main drain.



A section of damaged invert under repairs.



A backhoe transports stones which will form part of the engineered fill, used to backfill the areas being repaired.

More Communities Benefit as JEEP 6 Continues in Northeastern Parishes

At the end of November 2015, JEEP Phase 6 was implemented in the northeastern parishes of St. Mary, Portland and St. Ann. Under this phase of the programme, over \$91 million dollars is being spent in 22 communities across the three parishes. The scope of works are varied and include the cleaning and construction of drains; the construction of kerbs; patching; the construction of stone (random rubble) retaining walls; construction of steps and the paving of roadways with Double Surface Dressing. At the end of December, works had been 60% completed.

As per the mandate of the programme, scores of persons have been employed on the projects in various roles such as labourers; skilled trademen and flagpersons. Most residents have expressed gratitude for the work done, while others lament that more works are needed. In some cases, the improved road sections are plagued with new problems such as speeding, but overall, the benefit to the communities is undisputed.



Before and after photographs of a section of the Keith community (St. Ann) that is now complete and is to be officially reopened in January 2016

MIDP Projects in Portland Nearing Completion

In July 2015, two critical projects were implemented under the Major Infrastructure Development Programme (MIDP) in the Rio Grande Valley in Portland. These two projects were 1) the replacement of the Jacob River and Lime Bush bridges in Millbank and, 2) the rehabilitation of 7.63 kilometres of roadway from Fellowship to Moore Town. At the end of December 2015, the bridges were substantially complete while the road rehabilitation project was over 85% completed.

THE BRIDGE REPLACEMENT PROJECT

In early 2015, the Lime Bush Bridge, in Millbank, collapsed and the Jacob River Bridge, which is in its immediate vicinity, was closed. As a result, residents resorted to travelling through the river as there was no alternate route. Both bridges were replaced with Compact 200 Bailey Bridges, at a combined cost of \$32.5 million dollars, complete with abutments and approach roads.

FELLOWSHIP TO MOORE TOWN REHABILITATION

The Fellowship to Moore Town roadway is the main roadway, just outside Port Antonio, that leads to all the communities in the Rio Grande Valley. This roadway was in disrepair for some time but is currently being rehabilitated. The project includes 1.3 kilometres of patching with Asphaltic Concrete and total reconstruction of over six kilometres of the corridor, leading to Moore Town.

Drainage works are a major component of this project as there was the cleaning and construction of drains, and the installation of culverts and French drains. In addition, three (3) retaining walls will be repaired; barriers, such as guardrails, will be constructed at critical points; there will be road markings and relevant road signs.

The project was scheduled to be completed in December 2015 but rains in November and December impeded the progress of the works. Despite the delays, the paving of the roadway is almost complete. The drainage infrastructure is also nearing completion. Guardrails, road markings and signs are left to be done, along with the completion of other aspects of the work such as an additional amount of Asphaltic Concrete overlay from Port Antonio to Fellowship. The revised scope will increase the cost of the project to over \$221 million.



AFTER: The completed Lime Bush Bridge



BEFORE: Photos showing the Lime Bush Bridge after it collapsed and was closed

CENTRAL REGION

Mineral Heights to Dawkins Pen road Rehabilitation going well



One lane of Asphaltic Concrete



Paving of the corridor

The rehabilitation of May Pen to Hayes roadway, along the Mineral Heights to Dawkins Pen control section in Clarendon, was just under 80% complete at the end of December 2015. The road is one of the major projects being undertaken as part of the first phase of the major works component of the Major Infrastructure Development Programme (MIDP). The work area is approximately 10 kilometers in length and carries, on average, 11,834 vehicles per day to communities such as Lionel Town, Hayes and Vere.

The scope of works includes bushing, removal of old Asphalt (milling), excavation of soft spots, construction of sidewalks and drainage improvements. A limited amount of base replacement also forms part of the scope, so too is the widening of some curves and the placing of 75mm thick Asphaltic Concrete as the final surface. The project is being executed at a cost of \$268 million.

As at the end of December 2015, bushing, base improvement, repaving, and the construction of sidewalks were completed. Outstanding works include the installation of Raised Pavement Markers (cat eyes), guardrails and road markings.

Based on the government's overall strategy to use the roads to drive economic development, it was essential that this corridor be rehabilitated. Benefits to be obtained include enhanced safety, reduction in vehicle operating cost and travel time. Persons from large communities such as Lionel Town, Alley, Portland Cottage, Rocky Point and Vere rely on this corridor for both business and pleasure.

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



Watchwell PC Road, St Elizabeth getting \$100 - million improvement

After much wait and persistent lobbying, work is set to start on the Mountainside to Watchwell Parish Council road in South Western St Elizabeth. The six kilometres long road has been in a deplorable condition for some time, and is to be the beneficiary of the joint efforts of the National Works Agency and the Tourism Enhancement Fund (TEF). Though a parochial road, the stretch is important in that it takes traffic from the central regions of the parish (Santa Cruz) to the southern areas such as Treasure Beach and Pedro Cross.

The contract for the works was signed in November and will see works getting underway in early January. The project has been contracted to DR Foote Construction Company Limited at cost of just under \$100 – million and is to be completed within six months.

The scope of work includes the bushing and trimming of verges and cutting of overhanging trees; installation of new drains; the cleaning of existing drain; reshaping of the roadway; construction of kerbs and sidewalks as well as the strengthening of the road base.

Speaking at a ceremony for the signing of the contract, Member of Parliament, Hugh Buchanan said that the corridor was vital to the economic fortunes of many persons in the area, especially as it is one of the roads that allow access to the growing community of Treasure Beach, as well as to leading tourism attractions such as the Jamaica Zoo, Holland Bamboo, YS Falls, Apple Valley Park, Accompong and the Appleton Estate.

Tourism Minister Wykeham McNeil, who was also present at the ceremony said that in making a determination to have the corridor rehabilitated he was pleased with the level of consensus among members of the political directorate, and that the area between Lacovia and Treasure Beach should be a priority for developmental efforts. The road project with its nearly 100 million dollar price tag was a significant step in the right direction.



The badly scoured Ridge Pen PC Road



Tourism Minister Dr Wykeham McNeil speaking at the Contract Signing Ceremony

The Construction of a Retaining Wall in Ginger Hill, St. Elizabeth

The National Works Agency, in collaboration with the Tourism Enhancement Fund, has completed the Construction of a retaining Wall in Ginger Hill St Elizabeth. This breakaway was created during Hurricane Ivan along the Wash foot Gully to Red Gate corridor, near the border with St James. The Agency in 2007 had spent over \$20 million to rehabilitate another major breakaway along the adjoining Ginger Hill to Pizgah main road, which was also created by the effects of Hurricane Ivan.

The scope of work for this project includes bushing, excavating, splash pad, the construction of rubble and parapet wall, gabion wall, granular backfill and pothole and patch repair. The project was undertaken by MAE Construction Limited at a cost of over six million dollars. The project started on October 20 2015 was completed by December 3 2015.

The South Coast Resort Board is proud of their advocacy for the funding of this project from the Tourism Enhancement Fund. Mr. Anthony Freckleton, the Chairman of the Board, stated that busloads of tourists travelling from Montego Bay, via Montpelier and Marchmond Road, will have easier access to travel to the infamous YS Falls. He stated that he will appeal for funding for bushing of the corridor from Washfoot Gully at the border of St James to the Falls in St Elizabeth.



The danger that existed along the roadway



A section of the retaining wall



The completed roadway and retaining structures

KMR and St. Andrew-Project summary for October to December 2015

Santa came early for many residents of the Kingston Metropolitan Region with the combined efforts of the National Works Agency NWA, under the Jamaica Emergency Employment Program (JEEP) and the Tourism Enhancement Fund (TEF), which saw major improvements to a number of critical corridors. The main beneficiaries were East and West Rural St Andrew and sections of Kingston.

WEST RURAL ST. ANDREW

In West Rural St. Andrew the (TEF), through the NWA, financed rehabilitative and beautification works at a cost of \$2-million along the Stony Hilly to Tomo River as well as roads in Burnt Shop and Cacy communities.

Rehabilitative works were also done along the Brandon Hill to Mount Airy and Mount Airy to Coakely roads at a cost of \$3.75M. The scope of works included bushing, drain cleaning, preparation of base and patching with Asphaltic Concrete in selected sections of the 11 kilometer roadway. Beautification works were done to Stony Hill Square at a cost of \$250,000 and saw the painting of curbs and cutting of overhanging trees and embankments.

Residents of Longley were also treated as one million dollars was spent on improving the access road to the Longley Great House. The Great House provides much economic benefits for the people of the community and was the main reason behind the TEF financing the works. The scope of works also included bushing and drain cleaning. The project is 100% complete.

EAST RURAL ST. ANDREW

The partnership between the NWA and the TEF brought great benefits to residents of Harbour Heights who, along with their Member of Parliament, Damion Crawford, saw improvements to the access road that leads to the Fort Nugent Tower. The tower is the centerpiece of the community's heritage tourism drive. The project was completed at a cost of \$6.8M.

SHOOTERS HILL

Emergency drain cleaning work was done along the Bull Bay main road where it intercepts the road to Shooters Hill. The work became necessary after heavy rains caused blockage of the main drain that takes storm water under the road to the sea. Additional work is slated to be done in the area and will include repairs to a random rubble (stone) wall and rehabilitative work to a section of the road that was damaged.

COLIS ROAD, KINGSTON



Colis Road before



Colis Road after

KINGSTON

In Kingston, over 21 million dollars was spent to improve the condition in Pelican Parade, Colis Road and Binns Road. Residents of Pelican Parade were particularly happy after seeing the 10.3 million dollar project underway. The scope of the works include the laying of curbs, cleaning of drains and paving with Asphaltic Concrete. The project was approximately 40% complete at the end of December.

While, the residents of Pelican Parade were delighted with the moves being made, those from the Colis and Binns Road were even more happy, during the period, as the 11.5 million dollar effort to rehabilitate their roads was completed. Among the new features were curbs, new drains and an Asphaltic Concrete surface.

HARBOUR HEIGHTS REHABILITATION, EAST RURAL, ST. ANDREW



Base preparation for Double Surface Dressing (DSD)



Base Preparation



Rolling of DSD



Completed DSD

PELICAN PARADE



Pelican Parade before



Pelican Parade during

New Era Dawns in Traffic Management Operations in the Corporate Area

A new era in traffic operations has arrived with the National Works Agency (NWA) now utilizing Fiber Optics to better manage the flow of traffic along critical corridors around the Corporate Area.

The hard working and highly skilled team of the Traffic Management Unit, headed by Michael Saunderson, have completed the first phase of an effort where real time decisions can be made from the NWA's Traffic Management Centre. This traffic management process began many years ago with the NWA installing Fiber Optic and Visual equipment at many critical road intersections for the purpose of monitoring, controlling and managing the traffic flow.



Traffic Signal at Half-Way-Tree Road and Sutherland Avenue (file photo)

The installation of a Fibre Optic Network in the Corporate Area has brought with it many other benefits beyond counting the numbers of vehicles at intersections. Through its visual data gathering applications, other service providers such as the Office of Disaster Management, the Jamaica Constabulary Force, the Kingston and St. Andrew Corporation (KSAC) and the Jamaica Defence Force are able to get critical information.

As part of the phase recently completed, the NWA has outfitted its Traffic Management Control Centre (TMCC) with monitors and with the aid of the Fiber Optic network has established Satellite locations at the agencies that it now partners with, to share in this data so as to improve their enforcement and information gathering capabilities.

The Agency is continuing to roll out the system and it is against this background that additional areas are being outfitted with the necessary equipment for data gathering, monitoring and better traffic management. Seven new locations and five existing ones are currently in varying states of completion with an estimated overall cost of approximately \$70- million.

The Programme is being funded by the Road Maintenance

Fund (RMF) and the Ministry of Transport Works and Housing (MTWH).

THE SEVEN NEW LOCATIONS ARE:

Golding Avenue/UWI entrance,
Old Hope Road/Eureka Road,
Spanish Town Road (Saint Andrew Technical High School)
Grange Lane/Municipal Boulevard
Old Hope Road/Retreat Avenue
Wellington Road/Munroe Avenue
Old Hope Road/University of Technology entrance.

THE LOCATIONS WHERE UPGRADING IS TAKING PLACE ARE:

Oxford Road/Half-Way-Tree Road
Waterloo Road/Hope Road
Old Hope Road/Oxford Road
Charles Street/Dukes Street
Retreat Avenue/Old Hope Road.

At the end of December the works ranged from 10% to 95% completed. The systems are to be commissioned into service before the end of March.

NWA and TEF Shaping Lives, Improving Communities, Building Jamaica



The Negril roadway in Westmoreland which is currently being rehabilitated through funding made available by the TEF

Jamaica, with a size of 4,411 square miles, is said to have one of the most dense road networks in the world. In conjunction with the year round summer like conditions that the country has, including heavy rainfall at times and budgetary constraints, the issue of inadequate or poorly maintained infrastructure is always on the minds of many.

Budgetary constraint has been the single most impeding factor as it relates to the quality of the road network. It is in this context that the partnership between the National Works Agency (NWA) and the Tourism Enhancement Fund (TEF), is to many, like a match made in heaven. The TEF has been a key source of funds on projects that have been managed, or implemented, by the NWA over the last 12 months.

Among the accomplishments was the improvement to a section of Howard Cooke Boulevard that had failed, leading to a dangerous situation existing for road users. Some \$12.7 – million was spent on this project. Of note, too, was the near \$250 million spent to light up the Elegant Corridor. The stretch, which is some 13 kilometers long, had been without street lights since it was completed some years ago.

The partnership has also seen a significant push at improving signage and safety along busy corridors. Approximately \$14 – million dollars has been spent to replace or install new guardrails in areas along the North-coast. Street signs have also been replaced as part of this effort.

As it relates to road rehabilitation, the partnership has facilitated work on the road from Sheffield to Negril, where \$255 – million is being spent. The road to Hollywell, St. Andrew, is also benefiting with just under \$40 –million being expended on the effort. In St. James, work is now taking place on the road from Mocho to Arcadia at a cost of nearly \$100 – million.

The NWA/TEF partnership is also now gearing up to make significant improvement to the driving experience of persons in Kingston and St. Andrew with a \$250 – million plan for Windward Road and Mountain View Avenue. Under the plan, both areas will be improved similar to the Elegant Corridor in St. James. Improvements will include removal of zinc fences; which will be replaced with perimeter walls, installation of sidewalks, where not presents and improvements where none is in place; planting of flowers and rehabilitation of selected sections of the roadways.

Chief Executive Officer of the NWA, EG Hunter said that the partnership with TEF is a win-win situation as both entities strive to improve economic and social conditions in Jamaica. He says the ultimate winners are the people of Jamaica who continue to see improvements through better roads, improved signage, more economic activities and greater opportunities for self-development.

NWA Responds to Freak Flooding of Port Antonio and its Environs

Portland, in times past was known for high levels of rainfall. In 2015, though, Jamaica (including Portland) experienced what is being said to be one of the worst droughts in the island's history. People begged for rain but they were not prepared for what was to come.

From the beginning of November 2015, Portland experienced rainfall almost every day. At first it was a welcomed phenomenon but after about three weeks it began to become really too much. December 1 began like any other day, in the sleepy northeastern town, with some sunshine, some clouds, and the promise of rain. By 3:00 o' clock that afternoon the rains came. It was a mere two hours later that it became apparent that this rain was quite unlike any rain Portland had experienced, at least in a long while. Persons rushed to leave the town when they saw water rising beyond levels that they considered to be normal. By 10:00 pm the entire township of Port Antonio was flooded from Folly in the East to Bryans Bay in the West, and everywhere in between. Hilly areas were spared from the floods but damage from the rainfall was widespread.

STONY HILL AND BOUNDBROOK ROAD INTERSECTION WAS FLOODED AND HEAVILY SILTED



Photos showing the intersection of Boundbrook Road and Stony Hill where a ford in the area was completely flooded, forcing motorists to drive through an adjoining property



At left: Spring Bank to Stony Hill roadway is buried under mounds of dirt; At right: Equipment work to clear the roadway to single lane access.

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NWA responds to Freak Flooding ... Continued from page 17

Calls started coming in from everywhere, and National Works Agency (NWA) local officers responded, from as early as midnight, to requests for them to come out and assess damage. By early morning, while the water receded, it was apparent that there was massive collateral damage in the aftermath of this "freak flood." Some of the issues that resulted were landslides, fallen trees, blocked drains, silted and /or flooded roadways, as well as scoured road surfaces. NWA teams worked feverishly to restore some sense of normalcy to the communities and within forty-eight hours most of the affected roadways were returned to at least single laned access.

Of course this event has spurred other mitigation activities, but by the end of December 2015, flood damage works were over 70% completed.

HOSPITAL ROAD WAS BLOCKED BY MASSIVE LANDSLIPS IN THREE DIFFERENT LOCATIONS



Sections of the Hospital Road during clean-up works following heavy rains and flooding of Port Antonio between December 1 – 2, 2015.



A section of Hospital Road after it was cleared of debris

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poems, inspirations,
quotes, etc
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Intelligent Transportation System Project Update



Signal Technician-Dane Lawrence (left) and Network Administrator-Judy Watson at work in the new Traffic Management Centre

The National Works Agency's Traffic Management Unit has made steady progress in its implementation of the country's Intelligent Transportation System (ITS). The ITS project aims to use transportation technology to automate the operations of traffic signals; improve the ability to detect and respond to incidents, such as disabled vehicles and to improve coordination between the traffic management and traffic enforcement agencies. The ITS project has been divided into seven phases.

PHASE ONE - TRAFFIC SIGNAL CONTROLLER EQUIPMENT UPGRADE.

Under Phase One of the project, all traffic signal controller equipment were upgraded from electrometrical to computer based. Phase One has been successfully implemented with all traffic signal controller equipment in Jamaica fully upgraded.

PHASE TWO - TRAFFIC MANAGEMENT CENTER (TMU)

The Center which is located at the NWA's Corporate Office in Kingston has been completed. It is the focal point where all field devices such as traffic signals, road sensors and cameras are connected to specialized software to provide monitoring and control of traffic flow along major roadways.

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Intelligent Transportation System Project Update ... Continued from page 19

PHASE THREE - COMMUNICATION SYSTEM

The ITS project requires a communication system to connect field devices such as traffic signals and cameras to the TMC. The NWA over several years has managed, through partnering with local private telecommunication operators, to construct a dedicated communication infrastructure based on fiber optic technology. The fibre optic cable plant currently covers 80% of the main road network in Kingston and extends to Bull Bay, St. Andrew, as well as Spanish Town and Portmore, St. Catherine.

PHASE FOUR – TRAFFIC SIGNAL INTERCONNECTION

The focus for the period 2016 -18 is to link traffic signals along the major corridors of Kingston. A total of 80 traffic signals and 30 Cameras are expected to be connected to the TMC in 2016. The following corridors will have their traffic signals linked to the TMC, so that their operation can be synchronized to reduce stops between signals:

- Constant Spring Road to Half-Way Tree Road
- Old Hope Road to Hope Road to Hagley Park Road
- Upper Waterloo Road to Waterloo Road to Trafalgar Road
- Oxford Road
- Knutsford Boulevard

PHASE FIVE - TRAVEL TIME SURVEYS

Travel time surveys will be conducted along every major roadway to measure travel times at different times of the day. This is an important task that must be done to measure the performance of each corridor before and after the traffic signals are retimed. The travel time and delay survey is also used to identify bottleneck intersections, so that the TMU can focus special attention at these locations with regards to improvement options.

PHASE SIX – TRAFFIC SIGNAL RETIMING PROGRAM

Currently, the green times at each traffic signal is fixed regardless of the changes in traffic demand. The non-responsive operation of traffic signals causes an increase in congestion as adequate green times are not provided when it is needed. The data collected from the travel time surveys will be used in special traffic signal timing modeling software to determine the optimal green times for different times of the day. All traffic signals in Kingston will be retimed.

PHASE SEVEN – TRAFFIC SIGNALS IMPROVEMENT PROGRAM

The final phase of the signal improvement program involves the identification of intersections in need of traffic signals, and the rehabilitation of existing systems to add capacity to respective roadways. With funding support in the amount of \$66 million from the Ministry of Transport, Works and Housings and an additional \$92 million from the Road Maintenance Fund, the NWA will be installing new traffic signals at the following locations:

- Old Hope Road/Eureka Avenue
- Old Hope Road /UTECH main entrance
- Golding Avenue/ University Hospital main entrance
- Old Hope Rd/Retreat Avenue
- Munroe Rd/Wellington Avenue
- Spanish Town Bypass/ John's Road
- Spanish Town Bypass /Job Lane
- Spanish Town Bypass/Brunswick Avenue
- Municipal Blvd/Passage Fort/Grange Lane
- Spanish Town Rd- St. Andrew Technical High School Entrance

SIGNAL REHABILITATION:

A number of existing traffic signals have also been identified for rehabilitation in order to improve their operation. The rehabilitation targets those signals with high incidences of maintenance due to faulty wiring, equipment failure, poor visibility and missing pedestrian signals. The following signalized intersections have been rehabilitated.

- Waterloo Road /Hope Road
- Old Hope Road/Oxford Rd/Tom Redcam Road
- Oxford Road/Half-Way Tree Road
- Duke Street/Charles Street

Snippets Of Our End of Year Staff Social



Office Attendant (left) - Malvia Mcpherson receives the Award for Employee of the fourth Quarter, on behalf of a team of three including Claudette Bailey and Yola Ingleton. Presenting was Administrative Manager-Ashiba Spence



The main attraction - 'Daddy' Pinchers stole the show! Thrilling the team with nostalgic hits of *Champion Bubbler*, *Bandelero*, and *I am Don*, just to name a few. He certainly was well received.



Want to put some names to faces? Please meet three members of our Communication and Customer Services Department. From left: Community Relations Officer - Natalee Bloomfield (North East Region); Customer Service Representative - Warren Wilson and Communications Officer Havenol Schrenk



Beauty with a purpose ... Clerical Officer - Jessica Gordon was all work and no play. As part of the Team, she ensured that all our invited guests were well feted with food and drinks



Of course the favorite spot for most of the male staff, namely (from left) our Application and Database Specialist-Alman Fearon and Information Technology Supervisor, Cornwall Williams - both from the IT Department



What a coincidence that our Assistant Office Manager - Desmarie Campbell shared Birthday with our invited host Oral Tracy ... and they were both wearing blue! Was it planned?



Resolution List

Eat Healthy
 Be Nicer
 Quit Smoking
 Drink Less
 Lose weight
 Spend Less
 Save More
 Exercise More
 Tomorrow

Why is it if someone says that they are not going to make New Year's resolutions, isn't that a resolution?



Six Reasons Why Planning Ahead Matters

Alan Lakin said, "Planning is bringing the future into the present so that you can do something about it now." This is the essence of why planning ahead matters. Many argue that plans do not normally work especially in this fast-paced world where everything is changing so quickly. Proper plans, however, when they are formulated ahead of time help leaders and organizations to execute projects, reach their goals, and fulfill their vision. The Chinese philosopher, Confucius said, "A man who does not plan long ahead will find trouble at his door." Successful people and organizations are aware of this concept. Those who are successful have planned ahead, finding many benefits, including the following six points.

1. Assessing risks and opportunities

Taking risks is necessary for growth, expanding the comfort zone, and achieving success. Planning ahead gives us confidence to take the risks that others may not take and so it moves us ahead without worrying about competition. Leaders who are not willing to take risks may never fulfill their vision and their success may be short lived. However, if not identified ahead of time through proper planning, taking risks may result in loss and adversity.

By planning ahead, we can identify the associated risks, weigh and categorize them, prioritize and create a response plan. In this way we can transform risks to opportunities and experience the rewards of taking them. Unfortunately, many organizations do not succeed, especially during hard times, because they don't anticipate risks or, if they do, they do not plan how to respond to them.

Planning ahead helps you and your organization become assertive in taking risks and saying no to either conservative or aggressive approaches.

2. Becoming proactive

Without proper planning we would not be ready to respond to challenges. Hence we become reactive. Planning ahead helps you become proactive. By becoming proactive, you will be able to take the right action in the face of challenge and adversity. As a result, you welcome change because you are ready for any type of challenge. When you are proactive, you respond to situations rather than reacting to them.

3. Improving performance

In his book, *Encore Effect*, Mark Sanborn noted, "Thorough preparation creates tremendous performances." In fact, there is a direct correlation between the level of your preparation and the level of your performance. Routine plans and preparation lead to routine performances. Good plans and preparation lead to good performance. Remarkable plans and preparation lead to remarkable performance.

Planning ahead helps to improve your performance and that of your organization. By improving your performance through good planning and preparation, you will be clearer about what to do next. You will also experience less stress, be more productive, provide better service, deliver higher quality products, create a more joyful environment to work in, and become a more effective and influential leader.

(to be continue is the next issue)

<http://www.dreamachieversacademy.com/planning/>