

CONGRATULATIONS!

NWA CEO now Dr. Everton G. Hunter, CD, PE

Chief Executive Officer, Everton George Hunter was recently conferred with an Honorary Degree of Doctor of Technology Honoris Causa, by the University of Technology, Jamaica.

We reproduce here the Citation in recognition of this milestone achievement.

HONORARY GRADUAND



Mr. Everton G. Hunter

Mr. Everton G. Hunter, CD, PE, has led a distinguished career as a civil engineer dedicated to transforming Jamaica's infrastructure and strengthening the institutions that support its development. Since 2012, he has served as Chief Executive Officer of the National Works Agency (NWA), where his visionary leadership has guided transformative road expansion, coastal protection, and intelligent traffic management projects that have reshaped Jamaica's physical and economic landscape. Renowned for his emphasis on integrity and good governance, Mr. Hunter has championed accountability, transparency, and professional excellence throughout the agency's operations.

A registered professional engineer, Mr. Hunter previously spent more than 19 years with the National Water Commission (NWC), including 11 years as President. During his tenure, he spearheaded

major organisational reforms and oversaw extensive infrastructure projects along Jamaica's north coast, including water supply and distribution systems that supported the development of new Spanish-model hotels and bolstered the island's tourism sector. His leadership strengthened public utility services and improved the quality of life for communities across the country.

Among his notable achievements, Mr. Hunter was appointed by the Governor General of Jamaica in April 2019 as a Commissioner of the Public Procurement Commission, contributing to national policy and governance in public procurement. He has also served as a member of the University Council of Jamaica Ad-hoc Committee on Engineering Curriculum Development, and as a board member and chair of the Transport Authority's Audit and Finance Committees.

Mr. Hunter began his engineering education at the College of Arts, Science and Technology, (CAST) now University of Technology, Jamaica where he pursued a diploma in Structural Engineering. Mr. Hunter obtained BSc. and MSc. Degrees in Civil Engineering from the University of Michigan and an MBA from Monash University, Australia, earned on a Commonwealth Scholarship. In recognition of his outstanding service, he was awarded the Order of Distinction in the rank of Commander (CD) in 2016. He has also been honoured with the Outstanding Alumni Award from the Toronto Chapter of the Dintill Technical High School Alumni Association, as well as a similar award from the University of Technology, Jamaica Alumni Association. Mr. Hunter is the recipient of the distinguished Engineer of the Year award in 2023 from the Jamaica Institution of Engineers.



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Celebrating



Years

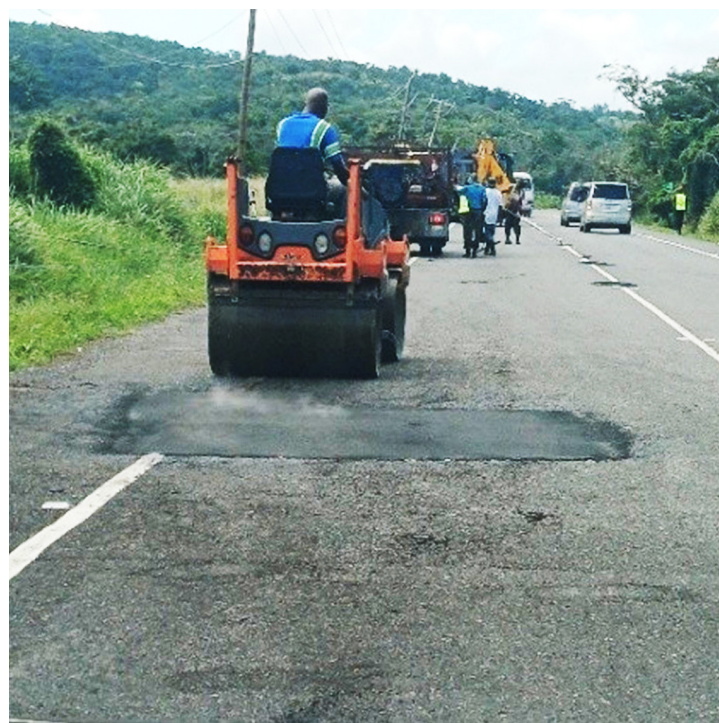


PUH ROAD!

POWERED BY THE NATIONAL WORKS AGENCY

St. Mary is a GO!

The Graded Overlay (GO) Road Rehabilitation Programme is upgrading sections of the parish, one patching at a time



Rehabilitative works along the Dover to Agualta Vale

The National Works Agency (NWA) continues to advance its mandate of developing safe, reliable and quality roads through a series of targeted rehabilitation works across the parish of St. Mary. These activities, were carried out under the Graded Overlay (GO) Road Rehabilitation Programme, a Post Hurricane Melissa response to restore critically affected corridors following the natural disaster.

The works, divided into two packages, allowed for the easier execution across this northeastern parish. The works under the two packages began in February. The selected corridors link schools, major town centres and healthcare services.

The GO programme is part of the Government of Jamaica (GoJ)'s response to the impact of Hurricane Melissa on the island. The scope of works included preparatory activities to ensure that the targeted areas were ready for the laying of Asphaltic Concrete. The works were done through a combination of sheet

patching and pothole patch and repairs.

Rehabilitative works along the Dover to Agualta Vale Under package one, the targeted corridors were Dover to Agualta Vale, Martins to Broadgate, and Broadgate to Tom's River. Package two saw to the corridors from White River to Martins, Highgate to Guys Hill, Guys Hill to Gayle, and Gayle to Rio Nuevo. These roadways are equally important, providing key connections across communities and facilitating the movement of goods and services.

The investment in these works totaled approximately \$71.7 million.

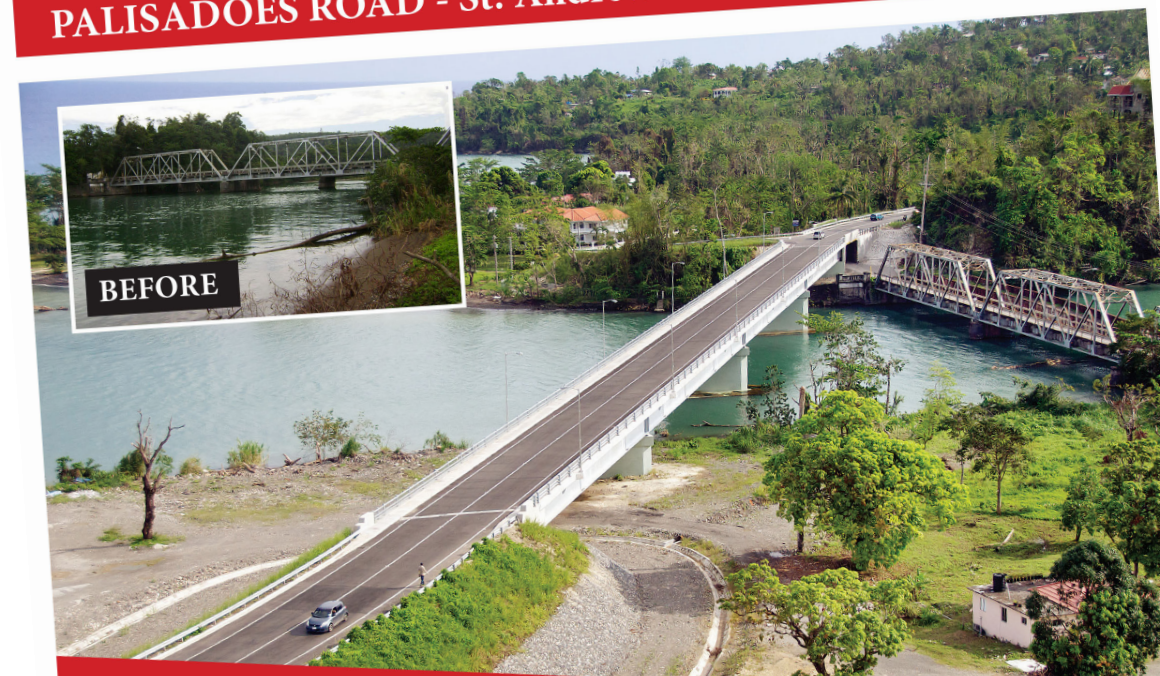
As of the end of March, the Dover to Agualta Vale Roadway stands at 100% completed while the White River to Little Bay roadway and other corridors under the Dwight's Construction Limited stands at 87% completed with a view to be 100% completed in short order.

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A BLAST FROM THE PAST



PALISADOES ROAD - St. Andrew



RIO GRANDE BRIDGE - Portland

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A BLAST FROM THE PAST

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Marcus Garvey Drive getting Billion Dollar Improvement

The National Works Agency (NWA) has commenced the billion dollar reconstruction of Marcus Garvey Drive in St. Andrew. The 2.4 kilometer stretch between East Avenue and Harbour Street, Kingston, has become a work zone and will be for the a period of 12 months. The project got underway on March 21, 2016.

Among the benefits to be realised at the completion of the project will be the:

- Widening of approximately 2.44 km of the roadway, between East Avenue and Harbour Street. This will see the number of available lanes moving from four to six.
- Installation of sidewalks on both sides of the road;
- Construction of a median to properly separate eastbound and westbound traffic;
- Realignment of a section of the corridor to improve the transition into Harbour Street;
- Installation/upgrading of seven (7) traffic signals with pedestrian facilities;
- Widening of two box culverts/bridges to accommodate the additional lanes;
- Improvement of drainage infrastructure along the corridor;
- Addition of a new base layer and Asphaltic Concrete;
- Provision of street lights, and
- Installation of requisite signs and road markings.

The NWA expects that in general, on completion of the project, motorists should experience a 30% improvement in the travel time along the corridor, and controlled intersections with left in and left out manoeuvres thereby eliminating conflict points.

Sections of Marcus Garvey Drive, which carries up to 40,000 vehicles per day have regularly been impacted by flooding, and the project will also serve to have this mitigated with the improvement in the drainage infrastructure.

Additionally, the road will be lifted by as much as three feet in sections. A stabilised concrete base will also form part of the construction. This will further enhance the quality of the road, which will be constructed at a cost of US\$20.5 million.

The NWA will be keeping the road opened, while the project is being executed. Given the possibility of delays being experienced when using the corridor, the Agency has engaged the support of the police in order to manage the traffic flows. Several corridors are also slated to be improved in the short term in order to assist in minimising such delays. Chief among the corridors to receive attention is the section of Spanish Town Road between Three Miles and Darling Street. The NWA intends to patch sections of this road and improve safety features such as markings and signs.



Signed, sealed and delivered! Former Minister of Transport and Works, Dr. Omar Davies, hands over a copy of the contract for the reconstruction of 2.4 kilometers of Marcus Garvey Drive in Kingston to Project Manager of CHEC, Mr. Xiang Liu. Looking on are (from right) Former State Minister for Works, Richard Azan, former Permanent Secretary for Transport and Works, Mrs. Audrey Sewell. At back row, Town Clerk, Robert Hill, Mayor of Kingston and St. Andrew, Councillor Angella Brown Burke and Councillor for the Tivoli Gardens Division at the Kingston and St. Andrew Corporation, Donnavan Hamilton, also shared in the moment.

25 years of connecting communities across Jamaica through the CONSTRUCTION OF BRIDGES

The National Works Agency (NWA), over the years, has implemented numerous programmes targeting the construction, rehabilitation and maintenance of bridges across Jamaica. Some of the programmes included Mabey and Johnson, R. A Murray, Jamaica Development Infrastructure Programme (JDIP) and Major Infrastructure Development Programme (MIDP).

Bridges are an important structure in any community, space or country as it is literal design acts as a connector for people, places and business- an economic driver in itself. Our mandate at the NWA is not only to develop safe, reliable and quality roads, but the structures that contribute to this overall goal and one such structure is a bridge.

Under JDIP, a multi-billion dollar programme, the communities of Cassia Park and Queensborough in St. Andrew benefited from the upgrading of their individual

fords with service bridges. This process would take over 6 years as tender stipulations were not met. Approval for the construction of these two (2) bridges, in the amounts of J\$57,593,479.00 and J\$63,031,514.00, respectively, finally came but the then approved contracting firm withdrew its offer to undertake these works by failing to appear at the contract signing, on the grounds that, as stated by the contractor, the contracting firm was unable to implement works at the then agreed contract prices.

Due to lack of budgetary support the structures being in abeyance, until the advent of the JDIP in 2010, at which time the Queensborough and Cassia Park Bridge Projects were re-proposed for implementation. Under the JDIP, China Harbour Engineering Company (CHEC) was requested to offer pricing to construct both bridges. The NWA subsequently entered into a contract with CHEC for the construction of

the bridges. The Queensborough and Cassia Park bridges were being built at contract prices of \$J154-million and J\$183-million, respectively. Comparisons were made between the two bridges and the Bog Walk in St. Catherine.

These were the observations: Queensborough Bridge, St. Andrew vs. Bog Walk Bridge, St. Catherine

- The Bog Walk Bridge and the Queensborough Bridge compare due to their relative closeness in span (31.5 meters vs. 30 meters), hydraulic opening and piled foundations.

- The contract for the Bog Walk Bridge also had cost provision for relocation of a major NWC force main supply pipeline.

- The Bog Walk Bridge was constructed for USD\$1.79-million, which at current exchange rate is J\$152-million. By comparison, the estimate of cost for the



Horse Savannah Bridge, St. Thomas



Black River Bridge, Portland

25 years of connecting communities across Jamaica through the construction of bridges ... continue from page 3

Queensborough Bridge is J\$154-million.

CASSIA PARK BRIDGE, ST. ANDREW VS. BOG WALK BRIDGE, ST. CATHERINE

The Cassia Park Bridge, by comparison is a longer span bridge than the Bog Walk Bridge (and as well longer than the Queensborough Bridge), and compares similarly in relative cost. The cost of the Cassia Park Bridge was JAD\$183-million.

Another major undertaking of the NWA was the new Dry River Bridge in Harbour View, St. Andrew. A bridge that was created after

an entire community was cut off, leaving residents marooned following flooding. The project was executed through a contract valued at US\$8.9 – million. This design-build turnkey contract was signed on March 19, 2010 between the Ministry of Transport and Works and Kier Construction Limited. The new bridge was built to re-establish the vital transportation link between the capital city Kingston, and the Eastern corridor of the Island. The corridor was one of many that were affected by Tropical Storm Gustav in 2008. Traffic volumes were recorded in excess of 5,000 vehicles per day, across the old Dry River Bridge.

The new bridge comprised of four lanes, median and raised footpaths, a section of which was reserved for parapet posts. It was equipped with structural steel girders, reinforced concrete deck slab with Asphaltic Concrete wearing course, founded on piled foundations. Approximately 1.3 kilometres of a dual carriageway constructed starting from the Harbour View roundabout travelling eastwards along the Harbour View to Bull Bay main road.

At the end of September 2011, the overall project was 89% complete. Construction of the bridge was at 80% completion. The programme of activities also included: concreting



Cassia Park Bridge, St. Andrew



Angels River Bridge Clarendon



Martha Brae Bridge Trelawny



Milk River Bridge, Clarendon

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A BLAST FROM THE PAST

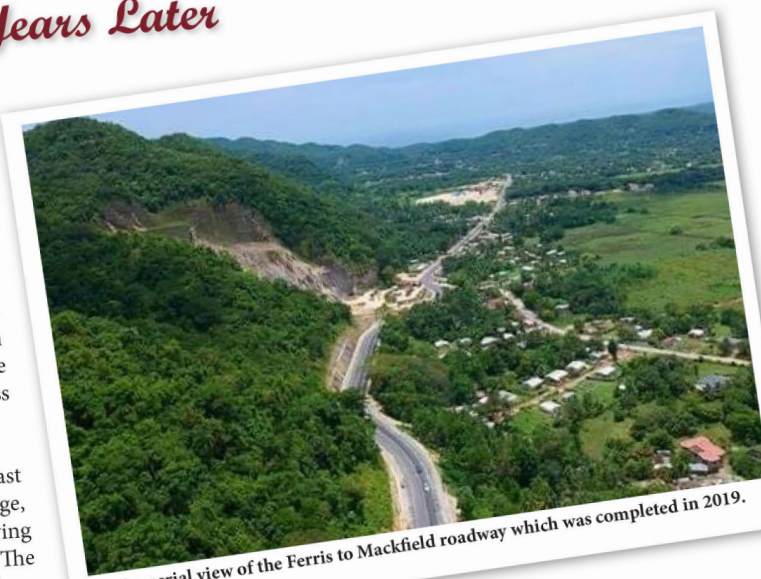


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NWA West ... 20 Years Later

Twenty Years! A milestone year for the National Works Agency. It has been a period of many wins, but also one fraught with several challenges. One thing, however, reigns supreme ... the landscape of the Western Region has definitely changed over the past twenty years. There have been a number of road improvement projects over the years which have had an overwhelmingly positive impact on the lives and livelihoods of the citizens across the West.

Segments 1 and 2 of the North Coast Highway extending from Bengal Bridge, Trelawny to Negril, Westmoreland is a living legacy of the stewardship of the NWA. The highway has greatly improved travel along the North Coast. Since the construction of the highways the Agency has continued, in this vein, with works to upgrade roads along the south coast, including the Ferris Cross to Scott's Cove Bridge roadway, as well as the repair of several roadways across the West under various routine maintenance and other targeted road repair programmes.



An aerial view of the Ferris to Mackfield roadway which was completed in 2019.

In recent years, the US\$24.9 million construction of the Ferris to Mackfield road in Westmoreland is another enduring example of the legacy of the Agency. This roadway is a critical component of the North-South link, in the parish, taking residents to the city of Montego Bay, St. James; the town of Savanna La Mar, Westmoreland and the neighbouring parish of St. Elizabeth. Other enduring legacies include the installation of the first traffic signal in Falmouth Trelawny in 2019.

Over time, there has also been a significant push towards rehabilitating community roadways, some of which have been in a state of disrepair for some time. Among the roads which have received attention in recent times are the Flankers roadway in the hills of South Trelawny; Ika Lane in St. James; the stretch of roadway from Askenish to Coldspring in Hanover; and the Orange Hill roadway in Western Westmoreland. These projects have received overwhelmingly positive feedback from residents and other stakeholders in these communities.

The NWA has also boosted its capabilities through the construction of a state of the art materials testing laboratory in Flankers, St. James. 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. This facility serves the western parishes of Trelawny, St. James, Hanover, Westmoreland and St. Elizabeth.



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

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A BLAST FROM THE PAST

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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.

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25 years of connecting communities across Jamaica through the construction of bridges ... continue from page 4

of sidewalks; construction of a storm water drainage system; installation of street light conduits, pole and fixtures; construction of approaches to the roundabout and installation of handrails on the bridge. In addition, a retaining wall was constructed along Reel Avenue; a boundary wall at the east abutment approach as well as a riprap at one storm water drainage outlet as well as new LED traffic lights. Pedestrian crossings were also installed at three (3) locations: Caribbean Terrace; the vicinity of the Donald Quarry High School and the other at Lunar Avenue.

Consequent on the construction

of the bridge and widening of the road from two to four lanes of traffic, pedestrian and vehicular movements were modified at some locations. Members of the community were consulted to ensure that all modifications benefited its residents.

The Rio Grande is located in the north-eastern parish of Portland is another big ticket item undertaken by NWA. The river is fed by torrential rains from both the Blue Mountains and John Crow Mountains at an elevation of over 1000m. The bridge that spanned the Rio Grande failed in July 2005. It was on July 7, 2005, during the passage of Hurricane

Dennis, that the old Rio Grande Bridge became non-operational as a result of extensive damage to its centre pier, which left Portland residents stranded on both sides of the bridge. This was because the bridge, due to its instability, was inaccessible to vehicular traffic. The decision was then taken to reinstate the old railway bridge, that had not been in use since the early 80s, which ran adjacent to the failed structure, to restore a free flow of traffic through that section of the parish. Traffic lights were installed at both ends to facilitate safer passage of motorists.

Later that year in October 2005



Rio Grande Bridge, Portland



Overpass Structure, Three Miles, St. Andrew



Westmoreland Bridge, St. Mary



Yallahs Bridge, St. Thomas

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25 years of connecting communities across Jamaica through the construction of bridges ... continue from page 5

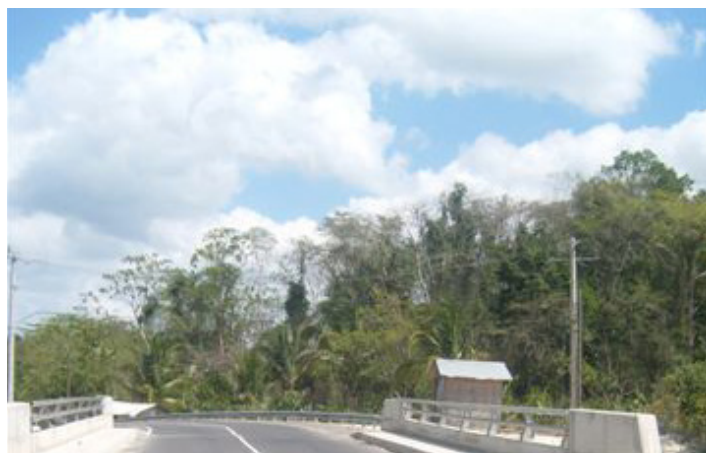
the Government of Jamaica signed a contract with the European Commission to finance the reconstruction and rehabilitation of segment three of the North Coast Highway Improvement Programme (NCHIP). Segment three consists of the 97km portion of the highway that runs from Ocho Rios to Port Antonio. However, the reconstruction of the Rio Grande Bridge was not included in the works.

The former minister responsible for the works portfolio travelled to England to observe the fabrication process of the parts that would be used in the construction of the bridge. Prior to damage sustained during Hurricane Dennis, in early 2004 a Pre-Feasibility Study was completed for the Rio Grande Bridge and in 2007 designs were completed for supply of the structural steel beams for the bridge. These were fabricated and delivered to

Jamaica under the Jamaica Priority Bridge Programme. The project was funded by the Jamaican Government and implemented under the Jamaica Development Infrastructure Programme (JDIP). CHEC was awarded a contract in October 2010 in the amount of US\$28.3M. The project was completed on time and within budget.



Worthy Park Bridge, St. Catherine



Seven Rivers Bridge, St. James



Johnson River Bridge, St. Thomas



Banbury Bridge, St. Catherine

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\$100 Million Road Repair Project for the Montpellier Roadway in St. James ... continue from page 18

The Montpellier roadway is a critical corridor linking commuters traveling from neighbouring towns in South St. James, as well as neighbouring parishes such as Hanover, Westmoreland and St. Elizabeth to the city of Montego Bay. The corridor serves thousands of commuters daily. For these commuters the road conditions have made it increasingly difficult to traverse. This was exacerbated by rains associated with the passage of Hurricane Melissa. The result has been increased travel times and an overall frustrating commute.

A major pipeline installation project is now nearing completion along the corridor. This project, which is being implemented by the JSIF, seeks to improve the distribution of potable water to some 10,000 residents in areas such as Anchovy, Shettlewood, Montpellier and Roehampton. The project has created inherent challenges for road users as the roadway had to be cut to facilitate the installation of the necessary transmission lines. This coupled with the damage brought on by Hurricane Melissa led to a deterioration of the road surface, resulting in increased travel times as commuters navigate the heavily scoured corridor.

For these commuters there is now light at the end of the tunnel as repair work has commenced along the corridor. The road surface has been reshaped and graded. The works to asphalt the roadway will commence as soon as the pipe laying activities have been completed.



Minister Robert Morgan (second left) leads a discussion on works to repair the Montpellier roadway with (from left) Member of Parliament for South St. James, Nekeisha Burchell, Chairman of the St. James Municipal Corporation and Mayor of Montego Bay Richard Vernon and Councillor for the Cambridge Division Javin Baker.



During a recent tour of the Montpellier roadway in St. James, Minister Robert Morgan as well as other members of the touring party observed works to construct a V-drain along a section of the corridor



Construction of a V-drain along a section of the Montpellier roadway in St. James.

\$100 MILLION ROAD REPAIR

Project for the Montpellier Roadway in St. James

Relief is coming for commuters who traverse the section of roadway between Anchovy and Shettlewood, St. James. This was recently announced by Minister without Portfolio with responsibility for Works in the Ministry of Economic Growth and Infrastructure Development, Hon. Robert Morgan.

The National Works Agency is partnering with the Jamaica Social Investment Fund (JSIF) to repair the corridor. Approximately \$100 million has been devoted to this effort, through the Government of Jamaica's \$1.7 Billion Graded Overlay (GO) Road Rehabilitation Programme. The project, which is now underway, focuses on some four kilometres of roadway; with particular emphasis being placed on the section of the corridor between Mount Carey and Montpellier. The targeted area represents the worst affected section of the roadway. Once completed, road users will be able to navigate the corridor with much more ease and comfort.



Minister without Portfolio in the Ministry of Economic Growth and Infrastructure Development with responsibility for Works, Hon. Robert Morgan (third left), addressing a journalist during a tour of the Montpellier roadway in St. James, on February 11, 2026. Also pictured are (from left) Managing Director Jamaica Social Investment Fund, Omar Sweeney; Member of Parliament for Southern St. James Nekeisha Burchell; Chairman of the St. James Municipal Corporation and Mayor of Montego, Councillor Richard Vernon; and Councillor for the Cambridge Division Javin Baker

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NWA Rolls Out Multi-Million Dollar Video Detection System to Improve Corporate Area

TRAFFIC MANAGEMENT



An example of a congested section of a Corporate Area road

The National Works Agency (NWA) has embarked on a major technological upgrade aimed at improving the management of traffic across the Corporate Area. The upgrade will see the rollout of a multi-million-dollar Video Detection System at several critical signalized intersections.

This initiative comes at a time when traffic congestion within the Corporate Area, particularly across Kingston and St. Andrew that continues to pose significant challenges for commuters, businesses, and emergency services. Major corridors such as Washington Boulevard, Constant Spring Road, Waterloo Road, and Marcus Garvey Drive are frequently affected by high traffic volumes, especially during peak hours.

Recognizing the urgency of these challenges, the NWA is modernizing its traffic management systems to better respond to real-time conditions. To this end, the old technology where electro-magnetic fields were used to assist with traffic flows at intersections is being replaced with the Video Detection System.

Traditionally, signalized intersections have relied on electro-magnetic fields—thin wires embedded in the asphalt—



A Traffic Signal in Half Way Tree, St. Andrew

to detect the presence of vehicles. Once triggered, these systems regulate traffic flow based on preset timing sequences. While effective in principle, these embedded systems have proven vulnerable in practice. Frequent roadworks by utility companies, along with general wear and tear caused by potholes and heavy vehicular use, often damage the wires. This results in malfunctioning signals, reduced responsiveness, and ultimately, poor congestion management. In a busy environment like the Corporate Area, where traffic volumes can fluctuate rapidly throughout the day causing delays not just at individual intersections, but along entire corridors. The inability of the current system to adapt in real time has therefore been a key hinderance.

NWA's Manager of Operations, Michael Saunderson told the ROADSTER that the newly introduced Video Detection System is designed to overcome these challenges. "By utilizing cameras strategically mounted above roadways, the system is able to monitor traffic patterns in real time. This allows for more effective signal control, with traffic lights responding more accurately to actual vehicular demand rather than relying solely on fixed timing cycles," he said.

This move represents a major advancement in traffic management technology. Unlike electro-magnetic fields embedded in the road surface, the camera-based system is less susceptible to damage from roadworks or environmental wear and tear. This is expected to result in lower maintenance costs and more consistent system performance over time.

The current phase of the project targets several of the Corporate Area's busiest and most critical intersections. Along Washington Boulevard, upgrades will be carried out at the following locations:

- Washington Boulevard / Duhaney Drive
- Washington Boulevard / Molyne's Road
- Washington Boulevard / Weymouth Drive
- Washington Boulevard / Patrick Drive
- Washington Boulevard / Ken Hill Drive
- Washington Boulevard / Headley Avenue

Saunderson said that these intersections are key nodes along a corridor that serve as a major artery connecting residential communities to commercial hubs, making efficient traffic management essential.

This latest effort by the government has been welcomed by commuters across the western region, with many only expressing appreciation for the works, and the desire for the works to continue, especially with repairing sections of roadways that have been undermined, some being reduced to single lane access.



Patching works along a section of the North Coast Highway in Trelawny in the vicinity of the Greenside community.



Barnett Street, St. James

Relief for Hurricane Damaged

ROADWAYS IN THE WEST



Patching works along a section of the North Coast Highway in Trelawny in the vicinity of the Greenside community.

Hurricane Melissa left a trail of devastation and despair that the nation continues to grapple with. The road infrastructure in the western parishes of Trelawny, St. James, Hanover and Westmoreland suffered significant damage. As the nation continues to pick up the pieces, commuters across the western region are now seeing that a major effort is now underway to repair these hurricane ravaged roadways.

The National Works Agency (NWA) is undertaking a \$328 million patching and local rehabilitation programme in the western region. The programme targets the worst affected sections of the selected roadways. Among the roadways which have been targeted for repairs are roadways in and around the city centre of Montego Bay, St. James; the Highgate Hall to Stettin main road in Trelawny; the Norman Manley Boulevard in Negril, Westmoreland; and sections of the Shettlewood to Chester Castle main road in Hanover.

The Programme forms part of the Agency's \$1.7 Billion islandwide Graded Overlay (GO) Road Rehabilitation Programme.

Along Marcus Garvey Drive—another heavily trafficked corridor that supports industrial and commercial activity—the system will be installed at:

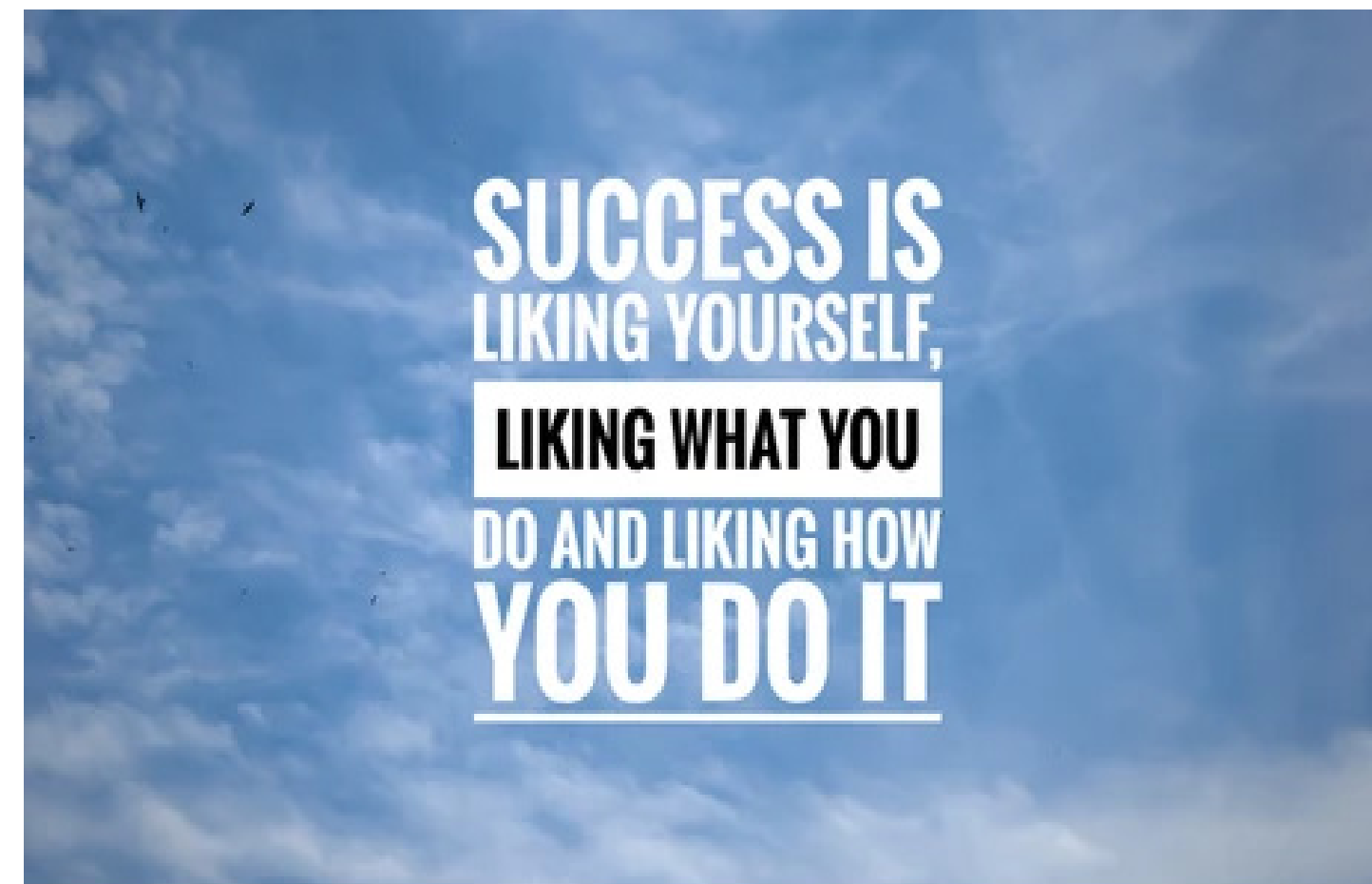
- Marcus Garvey Drive / Ninth Avenue
- Marcus Garvey Drive / Fourth Avenue
- Marcus Garvey Drive / Industrial Terrace
- Marcus Garvey Drive / Gate Three

- Additional upgrades will take place along Constant Spring Road, including the intersection of West Avenue / Oakland Apartments, as well as along Waterloo Road at the intersections of:
- Waterloo Road / West Kings House Road
 - Waterloo Road / Hope Road
 - Waterloo Road / South Avenue

Further improvements are also scheduled for Dunrobin Avenue / Dukharan Avenue, Hope Road / Kingsway, and the Trafalgar Road intersections—areas known for high traffic activity and frequent congestion. The implementation of this phase of the Video Detection

System is being carried out at a cost of just over \$21.3 million. While this represents a significant investment, it underscores the NWA's commitment to leveraging modern technology to address longstanding traffic challenges.

Importantly, this initiative is not a one-time upgrade but part of a broader, long-term strategy. The NWA currently manages over 300 signalized intersections across Jamaica, and there are plans to upgrade all systems over time. As additional intersections are modernized, the overall impact is expected to significantly improve traffic flow across the network. As Kingston and St. Andrew continues to grow and urbanize, the demand for smarter, more adaptive traffic management solutions will only increase. Through the deployment of the Video Detection System, the NWA is positioning itself to meet this demand, ensuring that Jamaica's road network is better equipped to handle the constant urbanization of the Kingston and St. Andrew Metropolitan area.



After the Battle, the Reward



Some volunteers at the EOC Corporate office in Kingston

In the face of Hurricane Melissa, when Jamaicans were not sure how the natural disaster would impact the country, a group of dedicated National Works Agency (NWA) team members stepped forward—volunteering several hours in the Emergency Operating Centre (EOC). Their exceptional service has now been formally recognised under the Agency's Rewards and Recognition Programme, as they were presented with the prestigious CEO's Award for their contributions.

As the hurricane affected all fourteen parishes, the EOC became the control centre of the Agency's response efforts. It is important to note that the EOC took on an inter-agency approach, collaborating with the Office of Disaster Preparedness and Emergency Management (ODPEM), Jamaica Public Service Company (JPSCo) Limited, National Water Commission (NWC) and the two major telecommunications companies, Digicel and Flow.

Volunteers from the different departments within the agency answered the call, working extended hours to ensure that reports of blocked and damaged roadways were accurately logged and promptly addressed by parish managers and NWA personnel on the ground across the island.

These individuals played a key role in maintaining a flow of communication between the public, field officers, and the government at large. From taking calls and recording incidents to coordinating updates and supporting decision-making processes, their efforts ensured that the Agency remained responsive and effective throughout the crisis. Their presence in the EOC not only strengthened our own efficiency but also reinforced public confidence in the NWA during and after the hurricane.

What made this initiative particularly impactful was the spirit of collaboration that defined it. Volunteers stepped outside of their traditional roles, bringing with them skill sets and a shared commitment to service. Whether assisting with data entry, managing communications, or supporting logistics, each person contributed meaningfully to the success of the operation.

The CEO's Award served as proof to each volunteer's dedication. Recipients were presented with certificates of recognition of their outstanding service. This gesture not only celebrates individual excellence but also spoke to the importance of teamwork and working in a national crisis as front line workers. 47 individuals who worked at the corporate, 20 persons from the Southwestern region and 19 persons out west were presented certificates and a plaque for each region. Beyond the awards, the Rewards and Recognition programme highlights a broader culture within the NWA—one that values proactive service and cross-functional collaboration, with no role being able to work without the next. The success of the EOC during Hurricane Melissa was not solely due to systems established by the Geographic Information System (GIS) Department or from any other unit, but to the people who gave their time, energy, and expertise when it mattered most.

"The National Works Agency proudly commends all awardees for their remarkable service. Your efforts did not go unnoticed—and more importantly, it made a difference" Mr. Hunter said.



Director, Quality Assurance Mrs. Orlene Nembhard-Rowe offered remarks during the ceremony



Regional Manager- Western Region, Mr. Robert Francis gives his response on behalf of EOC volunteers in the western section of the island

NWA CEO, Everton G. Hunter hands over a plaque to Administrative Assistant, Mrs. Althea Cole-Martin. Mrs. Cole-Martin received the plaque on behalf of volunteers who worked in the NWA's EOC before and after the passage of Hurricane Melissa.

25 YEARS HIGHLIGHT

2001-2026

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1. Contract Signing, Southern Coastal Highway - 2012
2. Contract Signing, Palisadoes Road Rock Revetment Works - 2010
3. Contract Signing, Kupius Bridge, Clarendon - 2015
4. Opening of Banbury Bridge, St. Catherine - 2007
5. Cul Cha Yard Eat and Talk - 2012
6. Directors Retreat - 2007
7. Prime Minister P.J. Patterson (left) shakes hands with Managing Director of Surrey Paving and Aggregates Limited, Leslie Chang, after the signing of multi-billion dollar road improvement contract at Jamaica House - 2002
8. Launch of Adopt-A-Roadway Ceremony - 2004
9. Contract Signing Mandela Highway - 2016
10. Tour of road breakaway, Mount Ogle, St. Andrew - 2013
11. Portia Simpson Miller cuts the ribbon to signify the opening of the Kintyre Bridge in St. Andrew - 2013
12. Minister of State, Ministry of Transport and Works, Hon. Dr. Fenton Ferguson presenting the Employee of the Year Award to operator Jeremiah Gordon, NWA - 2005
13. SCHIP tour, St. Thomas - 2024
14. Contract Signing, Sandy Gully Repairs and Road Rehabilitation - 2009
15. The opening ceremony of Marcus Garvey Drive - 2017
16. Tour of SCHIP works, St. Thomas - 2022
17. Portland tour - 2016
18. Prime Minister Andrew Holness visits the NWA's EOC during the passage of Hurricane Matthew - 2016
19. A section of the Rose Hall main road, St. James - 2006
20. NWA staff manning the Emergency Operating Centre - 2008
21. Bailey Bridge, Harbour View. Launched following the collapse of the Dry River Bridge during the passage of Hurricane Gustav - 2008

20



25 YEARS HIGHLIGHT

2001-2026

1



2



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25 YEARS HIGHLIGHT

2001-2026



25 YEARS HIGHLIGHT

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