



Step Into My Shoes: A Day in the Life of a Telephone Operator at the National Works Agency ... continued from page 15

Other times people show up asking about work, as the organization is the National "Works" Agency. In such circumstances I have to educate those persons as to how the organization actually functions, explaining the meaning of Works from the agency's perspective. I have assisted individuals with job applications, many of whom returned to thank me wholeheartedly. Moments like these keep me motivated when my duties become tiresome. Seeing that I am able to greatly impact others with my assistance fills me with deep joy.

Major Project Manager, Alphonso Marshall addressing residents at meeting in Albion, St. Thomas. The meeting was called to addressed concerns regarding the Harbour View to Yallahs leg of the SCHIP

The more difficult aspect of my job comes with having to work alone. When this occurs, I sometimes find myself overwhelmed by everything that is happening simultaneously. Balance and proper time management are necessary in these moments. I have developed tactics to deal with my workload when managing the switch board and visitors. The members of the Property and Estate Department make my job somewhat easier by acting as escorts to visitors who may have to meet with staff. Helping guests in the Lobby while receiving calls from both internal and external customers can be a lot to deal with, but my experience has taught me how to pacify impatient customers while directing the incoming calls. This role is one that requires a high level of optimism, assertiveness, empathy and focus. I have obtained and developed many of these characteristics while operating as a receptionist.

Though it can be somewhat frustrating, as it is a learning process, at the end of each day I get a feeling of accomplishment. Every day, I am faced with issues and circumstances that have to be dealt with in a professional manner. At the end of the day, my aim is to make myself and especially the customers leave feeling satisfied with the outcome of our interaction.

As time progresses, I have grown to love what I do. Perhaps it is because I love to see the looks of gratification on each customer's face or such expression by those with whom I interact by telephone. It is truly refreshing knowing that I am able to help others, sometimes they are simple but very important things to these people. While there are times when frustration does set in based on particular situations, I believe that my interaction with customers has helped to shape my own outlook on life and the positive image of the agency, in the public sphere. This I believe is priceless and a boost to the NWA's mantra of "developing safe, reliable and quality roads" for the people of Jamaica. I am happy to be making my contribution in this regard.

ROADSWER

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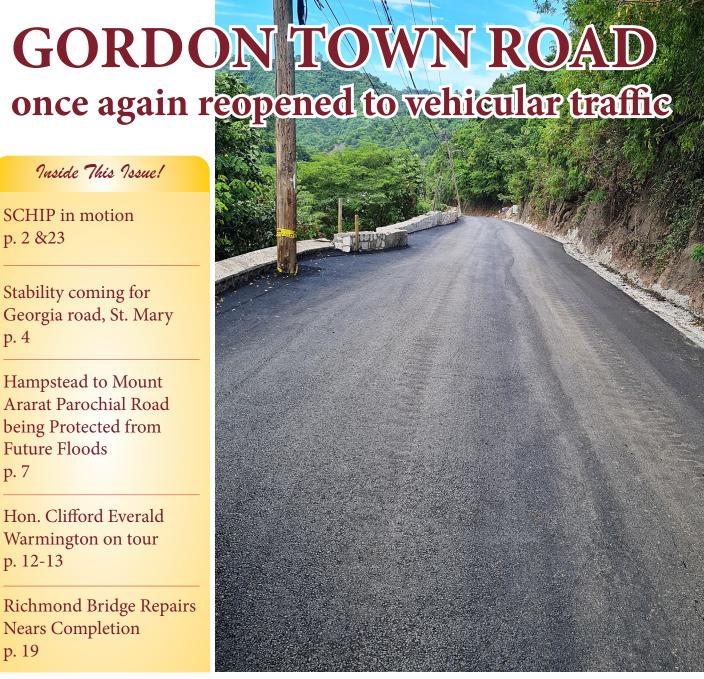
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Bridging the Bull Park River







At last, the Rehabilitation of Redgate to Washfoot Gully St Elizabeth ... continued from page 21

catch basins and the installation of HDPE pipe culverts.

Additional drainage features being done under the project include the construction of catch basins, concrete U and V drains, sub-surface or French drains and paved outlets.

A new base will be laid, retaining walls built and Aphaltic Concrete overlay done as part of the final works under the project. At the end of September the project was 35% complete. The progress of the works was inhibited by Tropical Storms Ida and Grace. Massive landslides and fallen trees had to be cleared from the corridor.



Installation of culvert



Construction of retaining wall



\$45 Million Road Improvement Programme for Western Hanover



A section of the Dias -Davis Cove roadway which will be rehabilitated under the Maintenance of Secondary Roads Programme.

The road infrastructure in the hilly climbs of Western Hanover is receiving a well needed boost through a \$45 million dollar programme which will see the repair of three critical roadways. Among the corridors to be targeted are the Batchelor's Hall to St. Simon roadway; the stretch from Dias to Davis Cove and the road from Middlesex Bridge to McLaren Gate. These roadways link several rural communities to the township of Lucea and its environs.

News of the planned repair of these corridors have been welcomed by residents who had long complained about the deteriorating conditions. For these residents, this programme, though long in coming, is a virtual ray of sunshine especially as the nation grapples with the current global pandemic.

The roadways which have been targeted are a mix of main roads and parochial roads, with the St. Simon and Dias roadways being main roads. The Middlesex Bridge to McLaren Gate corridor is designated as a Parish Council roadway.

Drainage improvement will constitute a major component of the programme, with additional drainage features such as culverts, V drains and U drains being installed along critical sections of the corridor. Additionally, in the case of the Batchelor's Hall to St. Simon roadway, sections will be widened and retaining walls constructed to stabilize sections of the embankment. The projects will also involve the reshaping and asphalting of the selected road sections.

The projects which are being executed under the Maintenance of Secondary roadways programme are expected to be completed by the end of November 2021.

Stability coming for Georgia road, St. Mary

Work is to shortly get underway on a section of the Agualtavale to Broadgate main road, popularly referred to as "sink grung"! The area located just above the Westmoreland Bridge (heading towards Broadgate) has been the source of concerns for decades owing to the many embankment failures experienced.

The Government of Jamaica through the National Works Agency (NWA) has awarded a contract worth just over \$321 million to Surrey Paving & Aggregates Company Limited to carry out major repairs.

The Scope of works will include:

- Construction of a diamond shaped retaining wall;
- (MSE) wall.

Project Department. Major Project Manager, Lynval

• Rock protection, and • Construction of a Mechanically Stabilize Earth Picture showing site clearance activity at Georgia road, St. Mary. The project is being handled by the NWA's Major Ramdial explains that the construction of the diamond will serve critical purposes, including to assist in dissipating the

current when the river is in spate, as well as to hold the fill on which the road embankment will be rebuilt.

Rock protection will be done as an additional feature to bolster the wall that will be built from a combination of reinforced steel and mass concrete. The rocks are also expected to assist in dissipating the current in the Wag Water River that is known to cause at least one bridge to collapse some years ago when it was in spate.

Mr. Ramdial told the Roadster that the MSE wall is a further stabilization feature. This wall will be made from blocks which will be filled with earth and combined with geotextile material. This wall is also expected to play a critical role in mitigating the impact of any adverse weather situation in the area.

It is expected that the reinforced concrete diamond shaped wall will be the first aspect of the project to be undertaken. Once that is done, the protective works will be undertaken. Work to re-establish the embankment that will form the roadways should then follow and be completed with additional drainage features.

Mr. Ramdial said that at the end of September 2021, the contractor had been paid advanced mobilization costs and that it had started site clearance activities.

The project is expected to be completed within six months.



Diamond armour reconstruction and rock revetment at Castleton St Mary





Formation work

One does not hear the name Washfoot Gully all the time. You may however, from time to time hear references to Ginger Hill. These two communities have one thing in common in that they are close to each other and are now receiving much needed road reconstructive work.

Both corridors are in St. Elizabeth and form part of the road section listed at the National Works Agency (NWA) as Redgate to Washfoot Gully. Washfoot Gully actually spans the parishes of St Elizabeth and St James. This road is a major link to the city of Montego Bay, St. James and is travelled by residents of Pizgah and beyond, who take produce to markets on the northcoast. These residents had grown exasperated with the poor condition of this critical section of roadway.

The NWA has ushered in works to not only improve the commuters' driving experience but also the drainage features. The drains are critical to this corridor as the road is located in an area with very high volumes of rainfall.

Cyril Green a farmer from nearby Catadupa in St James stated that he cannot wait for the work to be completed since the road wanted some attention. He now hopes that he will be able to transport his banana, cocoa and breadfruit to Santa Cruz market in North Eastern St Elizabeth. Once completed the project will serve to increase the ease and safety with which road users traverse this corridor

The works are being done through a contract valued at just over \$37 – million. The scope of work includes the bushing and trimming of banks; cutting of overhanging trees; removal of landslides; cleaning of side drains, blocked drains, as well as

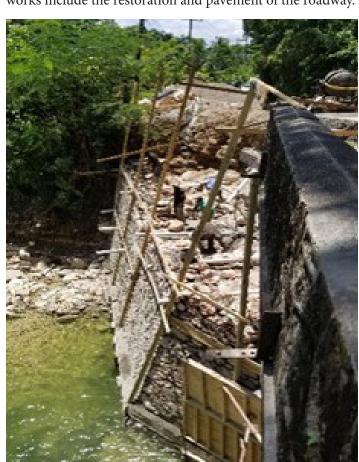
Richmond Bridge Repairs Nears Completion ... continued from page 15

ROADSTER

A contract was therefore signed for the reconstruction and protection of the damaged invert. That contract, which saw boulders being strategically placed within the river channel was completed in November 2020 and represented a spend of \$19.8 million. The road remained closed as the funding could not have facilitated work to rebuild the retaining wall that had failed.

A second phase of works was therefore undertaken in July 2021. This targeted the retaining walls and the approaches. The works included the construction of a reinforced concrete column to support the bridge; the construction of a rubble masonry retaining wall to support the section of the bridge that was affected by the breakaway; the protection of the abutments with the use of boulder packing; soil modification with the use of pressure grouting concrete (to provide a more stable foundation); the backfill of the area with river shingle and approved engineered fill and the restoration of the road surface with asphaltic concrete.

The works, which are being undertaken at a cost of \$20.5 million, was 75% completed as at the end of September. Outstanding works include the restoration and pavement of the roadway. The works are expected to be completed by early November.





Finishing touches being put on retaining wall along the Richmond to Highgate roadway

Do something today that your future self will thank you for.





After several months of closure the bridge that spans the Tiber River in St. Mary and provides a vital link between Fontabelle and Lambkin Hill is now being repaired. The southern abutment to the bridge failed after one of the flood events of 2019, forcing the National Works Agency (NWA) to advise of its closure. The closure impacted persons travelling between Oracabessa and the rural town of Gayle and forced scores to use alternative routes that added more than an hour to their travel times.

The NWA was put into funds and a contract was earlier this year procured for the works to be undertaken. Prime Minister, Most Hon. Andrew Holness on July 15, broke ground for the restoration of the Bridge. The restorative work is to being done at a cost of just over 95 million dollars. A further eight million dollars is being spent to maintain the road and a Ford, constructed close to the bridge. The Ford is to assist persons to cross the river, without having to journey an additional hour to get to destinations beyond Oracabessa or Gayle.

According to Senior Clerk of Works, Leslie Pickersgill, the proposed scope of works include, but is not limited to:

- The jacking of the bridge for the demolition of the failed abutment.
- The construction of a Ford and installation of culverts for normal flows from the river. Two such culverts have been installed. Pedestrian facilities have also been included in the activities.

Tiber River Bridge on stream to be delivered before Christmas ... continued from page 5



New beam seat and additional protective work to the southern abutment of the bridge

Pickersgill explains that the Ford is to be maintained for the period of the works.

He further went on to clarify that the demolition aspect of the contract was later modified to reflect a more permanent solution. The hoisting of the bridge was carried out and held in position by 10 piles. A new beamseat was constructed and structural adjustment to the abutment was done. Adjustments were also made to the approach road.

The progress and completion of the existing contract for the hoisting of the bridge was delayed due to the challenges faced with the transporting the piling and jacking equipment to the site. The road to Tiber River is narrow in sections and winding in others. Both features proved difficult for articulated vehicles to readily transport the materials to the site.

Additionally, sections of the road from Fontabelle to Lambkin Hill had to be rehabilitated as they were in serious disrepair.

Director of Major Projects, Richard McHargh explained to The Roadster, that works on the Tiber River Bridge is now 95% complete and that focus will now be placed on getting the back fill to the approach done by the end of October.

Mr. McHargh further explained that, barring any unforeseen situations, the roadway will be opened to vehicular traffic in November of this year, which will be well ahead of the contracted timeline.

The six months project started on August 3, 2021 with an end date of January 2022.



Richmond Bridge Repairs Nears Completion

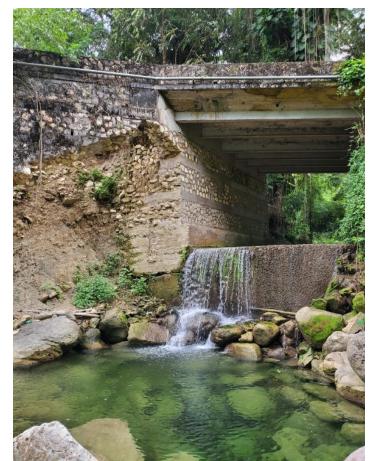




During and after views of the parapet wall construction

The Richmond to Highgate main road in St. Mary was closed (in the vicinity of the Old Boxing Plant) on March 12, 2020 due to a collapsed bridge abutment. At the time of the closure, the roadway was one of the designated detour routes for the Junction Road.

The damage that caused the closure of the bridge was two-fold. There was a failing retaining wall and there was the invert that was significantly eroded. The decision was taken to effect repairs in relation to the latter.







View of failure of roadway as a result of damage to retaining wall

Multimillion Dollar Repairs for the Wakefield to Deeside roadway in Northern Trelawny



Finally!! This is the overarching sentiment of residents and stakeholders in North Trelawny in response to the government's announcement that some five kilometres of the Wakefield to Deeside roadway will be rehabilitated through a \$218 million dollar road rehabilitation project. The roadway is one of four roadways that are being targeted for improvement under the first phase of a robust road rehabilitation programme. This programme will also target several other roadways across Northern Trelawny to include the stretch of roadway between Deeside to Dromily; the Rio Bueno to Jackson Town main road and the Salt Marsh to Kent roadway.

For many residents this has been a 40 year wait, which has certainly not made for an easy commute and was certainly a daily exercise in patience. Over the years residents have vented their frustration through numerous protests, especially as it relates to the Wakefield to Deeside corridor. There have been several interventions over the years, however none have been of the magnitude to adequately address the problems along this critical corridor. This coupled with the continued deterioration of the road surface has been a vexing issue for residents and other stakeholders who traverse this critical corridor.

This roadway is a critical one which not only serves residents of Wakefield, Deeside, Dromily and other surrounding communities. It is also the main access point to the parish capital, Falmouth, and is a critical link road to the neighbouring parish of St. James.

The project, which is scheduled to commence following the completion of the required procurement process, will involve the complete rehabilitation of the targeted section of the roadway. This will involve significant drainage improvement works, including the installation of additional drainage features and the raising of sections of the roadway to allow for better drainage. Additionally, this project will involve the reshaping and asphalting of the roadway.



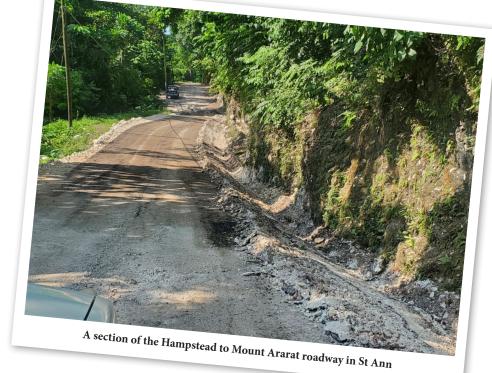
AGENCY

Hampstead to Mount Ararat Parochial Road being Protected from Future Floods

At the end of September 2021, the National Works Agency (NWA) commenced rehabilitative works along the parochial road that commences at Hampstead in St. Ann to Mount Ararat. For the biblical pundits – no, it's not the famous Mount Ararat in Turkey. For the not so biblical ones among us, Mount Ararat is the mythical resting place of Noah's Ark in the Bible after the Great Flood. It is located in the far eastern part of Turkey, Armenia, near the border of Iran.

The roadway that runs from Hampstead to Mount Ararat in Jamaica is located close to, and can be accessed from, the community of Salem in St. Ann. It is a roadway that has suffered from severe surface deterioration, over the years, and which also needed a major drainage overhaul. That is what this current project seeks to do as it not only rehabilitates the

corridor but improves the drainage infrastructure so that surface water can run off and arks are not needed to traverse this thoroughfare.







Base course being laid and compacted

Hampstead to Mount Ararat Parochial Road being Protected from Future Floods ... continued from page 7

The project got underway in the last week of September and is scheduled to be completed by the beginning of November. As part of the undertaking, side drains and drainage outlets will be cleaned, v-drains and cross drains will be constructed, in addition to the construction of a fifteen metres long concrete u-drain.





Prime Coat application to the road surface at Hampstead to Mt. Ararat

So far, the works have progressed steadily as the contractor makes good use of the rainless days and has, already, prepared the formation, laid the base course and applied the prime coat. Excavation for the construction of v-drains is now underway to supplement the works already done, at the end of which other drainage works will be completed and a rubble masonry retaining wall with foundation will be built. The road surface will be treated to 5,760 square metres of asphaltic concrete overlay as well as 100 square metres of pothole patch and repair.

The NWA technical team has estimated that the works already done accounts for 65% of planned works. The project which costs just under \$18 million is, therefore, on track to be completed within the project timeframe, as long as the weather cooperates.



Excavation for installation of drains



TER "Paving the Way"

Residents of Marchmont Westmoreland, to benefit from Multimillion Dollar Repair of the Marchmont to Retrieve roadway in Eastern Westmoreland.



A section of the Marchmont to Retrieve roadway in Central Westmoreland. The roadway is to be rehabilitated under a multimillion dollar road improvement contract.

We want roads! This has been the consistent appeal of residents of Retrieve, Marchmont and surrounding communities in eastern Westmoreland, who have become increasingly weary of the poor road conditions. This corridor from Marchmont to Retrieve has also been the scene of numerous protests, with angry residents mounting several roadblocks, with the latest demonstration in June 2021, leaving throngs of commuters stranded, over a period of several days.

Following the June demonstration a team from the NWA's Regional Office, including Regional Manager, Robert Francis and Community Relations Officer, Janel Ricketts met with residents in a bid to update and reassure them as to the ongoing efforts of the agency. It was explained that a major contract to repair the roadway was at the procurement phase.

Fast forward to October 2021, and residents are now cautiously optimistic as the contract is now in the final stages of the procurement process. The contract which is expected to commence before the end of 2021, involves the complete rehabilitation of the roadway to include significant drainage improvement, the construction of retaining walls, and the reshaping and asphalting of the corridor.

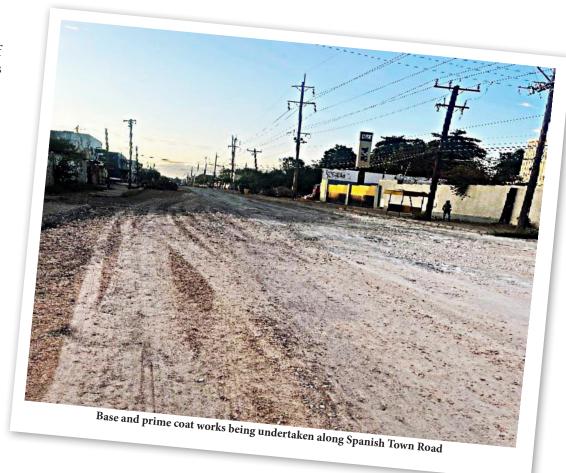
Upon completion, the project is expected to increase the ease and safety with which commuters traverse the roadway, which connects several rural communities and is a critical arterial link to neighbouring cities and towns such as Montego Bay in St. James and Whitehouse and Savanna la Mar in Westmoreland.

Drainage Issues Addressed along Spanish Town Road

in Kingston

Spanish Town Road is one of the main corridors that carries travelers between Downtown Kingston and the Three Miles junction and beyond. Since 2020, a section of that road's surface, particularly in the vicinity of Kidd Lane and Waltham Park Road, had deteriorated to such an extent that it created chaos and discomfort for both motorists and pedestrians.

The issue was as a result of the drainage facilities in the area being inadequate for the volume of water they were expected to carry. What this did was create pools of water along the roadway whenever it rained, which stayed in place for hours even after the rains had ceased. Over time, this resulted in damage to the road's surface which became unbearable for



motorists who complained bitterly to the National Works Agency (NWA) especially following weeks of rains in October and November 2020.

Surveys and assessments of the damage revealed that the capacity of drainage facilities in the area needed to be increased and, after months of planning and strategizing, NWA was put in a position to address the situation. Works commenced to improve the drains in the vicinity of Kidd Lane and Waltham Park Road in July 2021. The works included the excavation of the damaged portion of the existing road surface, to the original ground level, which was then refilled with an approved base material and eventually paved with an asphaltic concrete overlay.

A major component of the project was drainage improvement and, as such, a HDPE pipe culvert (900mm in diameter) was installed across the roadway. Concrete v-drains were also constructed as well as a concrete catch basin for the pipe culvert. These were all complemented by the construction of a block wall u-drain with concrete base and blinding. Twenty square metres of sidewalk was also constructed to facilitate pedestrians.

The project, which was substantially completed at the end of September 2021, was met with gratitude by motorists. One minibus driver appeared so overjoyed to the point where he overtook an entire line of traffic as he careened between bus stops on his commute to Downtown Kingston. Other motorists expressed satisfaction that the section of roadway was now traversable and their "front ends and undercarriages were not at risk", while others bemoaned the fact that the entire corridor – from Six Miles to Downtown Kingston - was in need of reconstruction.

Overall, the effects of the project appears positive as the drainage issues have not manifested since the start of the project. The works were undertaken at a cost of just under \$10 million.



Rehabilitative Works Started In Central Manchester

Sections of Manchester are now getting increased focus as the government through the National Works Agency seeks to reduce bad driving experiences, owing to poor road conditions. Communities in the Central part of the parish, including Mandeville are the target of this latest effort which is valued at approximately \$60 million dollars.

Roads included in this latest programme are:

- Royal Flats to Old England,
- Mandeville to Rudds Corner and
- Williamsfield to Cumberland.

The roads were recently toured by Minister without Portfolio in the Ministry of Economic Growth and Job Creation, Honourable Everald Warmington, along with a technical team from the NWA, MEGJC and Member of Parliament Rhonda May Crawford.



At the time of Minister Warmington's visit the procurement process had been close to be completed. The works therefore were imminent and have since got underway.

Work has progressed steadily on the stretch from Royal Flats to Old England. This project is being done at a cost of just over \$19 million. The scope of works incudes the bushing and trimming of banks, cleaning of side drains and paving with Asphaltic Concrete.

At the end of September, the project was 50% complete. This fact made at lease one resident – Miss Zelda Henry extremely pleased. "I am very happy for the attention that the road is receiving. I hope that more will be done and that it will last for a long time," she told the ROADSTER.



Royal Flat Square

Rehabilitative Works Started In Central Manchester ... continued from page 9

ROADSTER

Work on the stretch from Mandeville to Rudds Corner is moving at an even more impressive pace and was 70% complete at the end of September. The scope of work includes mainly the relaying of the Asphaltic Concrete surface. The NWA has, however, paused the rest of the project as the National Water Commission has indicated that it wants to improve its pipeline infrastructure along the section of the road with the outstanding works. The NWA has therefore decided to hold off on the rest of the activities until the pipeline works have been done. This project is also expected to be completed at a cost of just over \$19-million.

Another \$19-million is to be spent on the stretch from Williamfield to Cumberland. This project has been procured, however, it is yet to commence. The scope of work includes the bushing and trimming of banks, the installation of a HDPE Pipe culvert, construction of a catch basin and concrete V-drains, base improvements and Asphaltic Concrete overlay.



A traffic management system is also in the pipeline for the town, which continues to grow, resulting in significant snarls, especially when it rains.

Member of Parliament, Rhoda May Crawford who spoke after the Minister Warmington's tour with the ROADSTER said that she was delighted to have these activities undertaken in Central Manchester and that these major investments will bring great rewards for her constituents and Jamaica.

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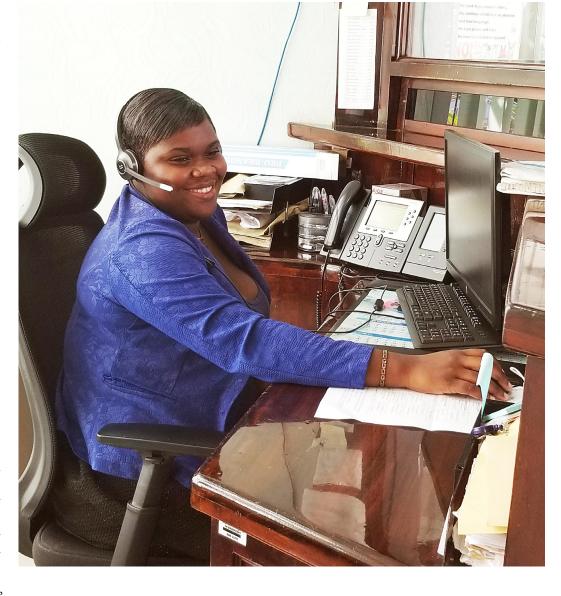
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Step Into My Shoes: A Day in the Life of a Telephone Operator at the National Works Agency

The door opens, someone steps inside and the phone rings, someone is either trying to reach an officer or an officer needs to be connected with a service provider. Whatever the nature of the transaction, either scenario may require empathy, compassion, patience and understanding. Sometimes you require them all, at other times you might have to lean on one or two. Such is the world of work as a Receptionist/Telephone Operator at the National Works Agency (NWA).

I have always described my role as Receptionist/ Telephone Operator as "mothering the agency". This is because the approach needed for my role is founded in patience, understanding, kindness and a super-human level of multi-tasking. Work commences at 8:30 am each day. It is my responsibility as the Receptionist to ensure that the station is fully operational to begin the daily duties. These tasks include screening visitors and records,



dispatching all the incoming correspondence, receiving all incoming calls and dealing with all other customer enquiries.

Being the agency's Receptionist isn't an easy task. As the first point of contact for our customers, I become the face and voice of the agency to those who come to the Corporate Office physically or choose to call via telephone. This means that I have to maintain a high standard of professionalism, while displaying the agency's values on customer service at all times. I consider myself a gifted conversationalist and adept at making people feel comfortable, acknowledged and assured. These qualities help me with executing my job efficiently.

Many individuals come through the doors of the NWA Corporate Office to seek assistance with a vast array of issues that do not align with NWA's functions. Some people seek a listening ear while they vent about family matters. Others stop by to request assistance for matters relating to the justice system. This I believe happens based on our close proximity to the St. Andrew Parish Court (Half Way Tree Court House). Sometimes, I find myself speaking to customers about solid waste.

NWA's Norman Tai - 2021 Chevening Scholar ... continued from page 11

One of the persons employed in this unit is Norman Tai. Norman is one of several persons selected to be recipients of 2021 Chevening Scholarships. Tai, who has been a Transportation Planner at the NWA for the past six years is no stranger to copping awards as he was a winner of the NWA's employee of the year award for 2019.

"Come see me, come know me, a two different thing!" This expression could easily be used to describe the shy reserved Norman Tai who can explode and become a human dynamo of productive endeavour when faced with a challenge.

His inititave, drive and desire for excellence have seen him take on and conquer major projects critical to the continued development and maintenance of the NWA's infrastructure. He has single handedly taken on and completed projects ahead of schedule that have and continue to have a positive impact on the activities of thousands of comuters daily.

Norman has made a positive impact and has significantly contributed on projects previously completed such as the Major Infrastructure Development Programme (MIDP), Jamaica Development Infrastructure Programme (JDIP), Savannah Cross, Clarendon signalization-school children safety project, Tourism Product Development Company (TPDCo)/Tourism Enhancement Fund (TEF) Traffic and information signs project, Jamaica National (JN)/UNICEF Pedestrian Crossing Campaign Road Safety Programme Island-wide.

His latest achievement is the conceptualization and design of the far-reaching multibillion dollar Capital Expenditure Programme (CAPEX), which was designed out of the need to improve transportation ease, time and efficiency.

The varying projects under the CAPEX programme comprise different rationales for their implementation. However, the common thread that binds them is the need to improve transportation time with ease and efficiency.

The increased traffic volume due to expansion in the domestic housing stock and commercial activities coupled with the deteriorated road over the Kingston-Metropolitan Region (KMR) forms part of the rational that the CAPEX programme has been identified to mitigate.

Six projects fall under the CAPEX 2021/22 programme which commenced with the start of the Dualization of Grange Lane, St. Catherine. This project starts at the I-95 and continue to Madrid Lane.

The programme which is slated to last for two years will see five other projects being undertaken.

- The widening of the Braeton Road and Hellshire Main Road;
- Dualization of East Kings House Road and Lady Musgrave Road;
- Installation of a three-lane bridge on Washington Boulevard;
- Construction of a new entry to Portmore from the Mandela Highway; and
- Widening of Arthur Wint Drive.

At present the Arthur Wint Drive portion of the CAPEX programme is scheduled to begin in the 2021/2022 financial year and has passed the design funding and consultancy stage.

Not one to be comfortable with past achievements and accomplishments, Mr. Tai is currently at the University of Leeds in the UK writing for his Master of Science Degree in Transport Planning and Engineering, a field critical to a nation's economic and productive development and which Norman is passionate about.

As a current member of the Jamaica Institution of Engineers he has worked diligently and tirelessly to facilitate and encourage NWA's involvement culminating in a much valued 2020 presentation at the JIE's March conference on "ENGINEERING DRIVEN BEHAVIOR".

So much could be said of this bright, passionate, forward thinking intellectual, but in his own words, "all economic activity depends on TRANSPORTATION", and this is what drives his passion for leadership and national development.

Let's join him on his journey as he transports himself, the NWA and the nation into a charted, planned and engineered future!





In any modern society, the movement of people, goods and services is of critical importance. The life blood of any metropolitan cosmopolitan community is its road network and its efficiency in its flow and movement.

The entity tasked with the mandate to create and maintain the island's road network system is the National Works Agency (NWA). The entire transport network depends on the roads, bridges, fords and all the component features of the network to complement and enhance the infrastructure.

In the execution of its mandate, the NWA has always attracted and retained the most competent of professionals capable of performing, in keeping with said mandate.

The Planning and Research Department of the NWA is the department charged with the responsibility of planning and designing the road network in tandem with the overall goals and objectives of the Government of Jamaica. In performing its functions, the department relies on a number of units to achieve critical deliverables. This includes the Network Planning and Research Unit which houses the Transportation Engineer/Planner.

HON. CLIFFORD EVERALD WARMINGTON ON TOUR



Minister Warmington inspects a failed section of a corridor in North West Clarendon



MP Phillip Henrique discussing a point regarding a breakaway on the road to Frankfield



Minister Warmington (4th left) discusses work to be done on one of the many breakaways in Northwest Clarendon. Member of Parliament Phillip Henriques (3rd right) is also engaged in the discussion, while officers from the NWA and MEGJC looked on



Minister Warmington viewing a section of the Old England to Royal Flat main road in the company of MP for Central Clarendon, Rhoda Crawford



MP Rhoda Crawford makes a point while the Minister listens in the company of NWA PM Cuthbert Thomas



NWA Parish Manager Philip Clarke explaining the drainage issue faced along the Perth Town main road, Trelawny. MP Tova Hamilton and Minister Warmington listens.

