

Christmas Joy For Crossroad Early Childhood Institution in Clarendon

Christmas is a time for sharing, caring and exchanging gifts. Gift exchange isn't just between individuals; it's also about sharing with the groups to which we belong. At the National Works Agency, our stakeholders are wide and varied. In the Southern Region, however we especially value our very young children. So on December 5, 2018 staff members journeyed to Cross Roads, Chapleton in Clarendon to put on a Christmas Treat for the Cross Road Early Childhood School family. The activity was received with great appreciation by even members of the extended community.

The activity continues a twelve-year tradition where, each Christmas, the Southern Region's staff identifies an early childhood institution in either of the three parishes of Manchester, St. Elizabeth or Clarendon that could do with some assistance and then try to help in our little way.

The Cross Road Early Childhood School is a church-ran institution, which was started by the Chapleton Church of God in the 1960s. The principal, Miss Ruth-Anne Goulbourne, with the assistance of a teacher and a cook, educate twenty boys and fifteen girls between the ages of 2 and 5 years old. The students are from Mullet Hall, Summerfield, Cross Roads, Four Paths and Sangster Heights.

Cross Roads is a rural farming settlement along the Sour Sop to Chapleton corridor and most of the parents are subsistence farmers, with a few civil servants among them. The close proximity of the school makes it the ideal place, for particularly financially challenged families, to enrol their children. The school is in need of additional classroom space and meal preparation and dining facilities.

The staff members of the National Works Agency provided a warm lunch for the students, teachers and parents who showed up on the day we visited. The school was supplied with kitchen utensils while the children were treated with toys. In expressing her appreciation for the gifts, Ms. Goulbourne says, her next wish is for the school building to be extended to accommodate another twenty five students at least. She also hopes that the school will soon be in a position to take on another ancillary worker.



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"Paving the Way"

A MILESTONE YEAR OF PROJECTS: How the MIDP impacted the state of the Nation's Roads in 2018



More inside on Chesterfield Drive, Barbican Road and sixty-six other Road Improvement Projects which benefited hundreds of communities in 2018.

Snippets of our End of Year Staff Social

It was that time of year again when the National Works Agency feted staff with awards, prizes, surprises and of course food and drink. Even though the event was hosted at the Caymanas Golf Club in St. Catherine, staff from all over the island came out to support this once a year venture. Here are a few moments we happened to capture on film.



Sharon Beeput – Administrative Assistant, Southeast Region copped the Employee of the Year Award which she recieved from E.G. Hunter-CEO.



Brigette Stewart - Administrative Assistant receives Employee of the 4th Quarter Award on behalf of Kiel Brown - Assistant Parish Manager in St. James from Robert Francis, Regional Manager of the Western Region.



Joan Blair – Administrative Manager & Jody-Ann Carridice- Office Attendant receive Employee of the 4th Quarter (South Region) Award from Anthony Hughes, Parish Manager - Clarendon.



Winsome Thompson - Administrative Assistant, Na-Jay Tracey – Store Collection Clerk and Kaydian Gordon – Training and Development Officer shows off the popular 'bogle' dance.



Jerimiah Gordon-Driver/Operator, Robert Francis-Regional Manager, Wayne Cover – Parish Manager, Delbert Graham - Groundsman and Xavier Grace - Assistant Parish Managers partake of the festivities.



New kid on the block, Susan Abraham-Scott – Office Attendant patiently awaits the start of the evening's ceremony.



MC for the evening– Oral Tracey engages Sandra Burnett – Cashier with a question in order for her to win a prize.



Warren Wilson Telephone Operator, Eric Shaw-Electrical Artisan & Cyrus Daley -Retiree displayed their dancing skills in order to win a prize.



Recording Artiste "Bugle" who was special guest doing one of his popular songs.

A day not for lovers or leaping

Yes, it was just an extraordinary day when the Communication and Customer Services Department ventured out to the cool hills of St. Elizabeth to not only escape the office but to be captivated by the breathtaking view of the scenic Lover's Leap attaction. This departmental meeting with a difference, actually was a rare occasion for the co-workers, who are assigned in different locations, and some with strict work orders, hardly get to be in each other's company. As the saying goes 'a picture says a thousand words' and indeed a grand time was had, by all.



From left: Stephanie Green - Telephone Operator, Janel Ricketts - CRO for Western Region, Howard Hendricks - CRO for Southern Region, Natalie Bloomfield - Communications Officer, Stephen Shaw - Manager, Communication and Customer Services Department, Samantha Brooks - Telephone Operator, Althea Cole-Martin - Administrative Assistant, Susan Webb - Graphic Designer, and Warren Wilson - Telephone Operator.



The topic of discussion was indeed hilarious it seems.



WOW! to be young and free and out of the office.



Even Mr. Shaw broke out in song ... but, where is the dancing pic?



Central and Western Region enjoying the moment

MIDP Local Component: Southeastern Region: St. Catherine & St. Thomas

Over the last year, newly asphalted roadways have brought a sense of pride, relief and comfort to the residents of several rural townships and villages strewn across the parishes of St. Catherine and St. Thomas. Little nooks and crannies have been paved, retaining walls and bridges built and river flows channeled properly into rehabilitated culverts. The works were undertaken at twenty-three project locations and benefited over one hundred communities. Some \$2.1 billion dollars was allocated to support the works in both parishes under MIDP, with more than half having been delivered and five still in the early stages of construction.



Brethren Town, St. Catherine



Hamwalk - Bagbie, St. Catherine



Port Morant - Bath, St. Thomas



Wakesfield-Savannah, St. Catherine



Whitehouse Road, St. Catherine



Yallahs-Lowe Mountain, St. Thomas

Badge of Honour Awardee Horace Cotterell

October 2018, was a proud moment for Major Projects Manager, Horace Cotterell, as he accepted his Badge of Honour for Meritorious Service, in the field of Engineering and Public Service. The award is most fitting for this dedicated civil servant who has devoted 38 years of his life to public service. Mr Cotterell is one of three National Award recipients from the National Works Agency (NWA), the others being Lincoln Simpson and the late Roland Desdunes. A total of 206 persons were recognized for their stellar contribution to nation building at last year's ceremony at Kings House.

The **ROADSTER**, caught up with the beaming awardee, Mr. Cotterell, recently. A humble man, this award came as a complete surprise, one for which he is indeed very grateful. For Mr. Cotterell, the award was the proverbial 'icing on the cake' of a long and rewarding career. The moment was made even more special as it was indeed a family affair, with relatives and friends travelling from near and far to celebrate with the Badge of Honour Awardee.

Horace Cotterell is a son of St. Andrew, who has made the tourism mecca of Montego Bay, St. James his home. In his early years, he was drawn to the Sciences and had a love for activities that were 'hands on' and involved construction. He initially had thoughts of pursuing medicine, but eventually settled on Engineering and enrolled in the College of Arts Science and Technology (now UTECH), following his graduation from Ardenne High School in St. Andrew. There he pursued a diploma in Structural Engineering.

Having completed his Diploma, Mr. Cotterell gained employment as a foreman for a housing development company. He worked there for three years, before jetting off to Trinidad and Tobago, to pursue a degree in Civil Engineering. It is there that he would meet and fall in love with his wife, Beverly.

In 1981, Horace returned home to Jamaica and joined the now defunct Public Works Department (PWD) Engineering department. He moved quickly through the ranks and after successive appointments rose to the rank of Chief Engineer. However, family commitments would lead him to the West, where he took up the post of County Engineer. Following the transformation from the PWD to the NWA, in April 2001, he was employed as Major Projects Manager, a post which he currently occupies.



Horace has certainly made his mark in the West as he has contributed to the development of the Region through his management of several major projects.

CAREER HIGHLIGHTS

\$US 24.9 Million Ferris Cross – Mackfield Road Improvement Project

\$J 272 Million Elegant Corridor L.E.D Lighting Project

Major Infrastructure Development Programme: Sign Virgin Valley, St. James; Bogue Hill, St. James; Point – Garlands, St. James; Orange Bay – Santoy, Hanover; Green Island Silver Spring, Hanover Jamaica Development Improvement Programme: Johns Hall, St. James.

Segment 2 and 2A of the North Coast Highway

Segment 1 A North Coast Highway

Signalization of Montego Bay City Centre

Negril Shared User Path (phase 1 and 2)

North Gully (major drain in Montego Bay St. James)

South Gully (major drain in Montego Bay St. James)

He is well-known and respected for his work ethic, his Christian principles, his philanthropic efforts and his welcoming personality. Additionally, he is also famous for his exploits in the field of Karate and is still lovingly referred to as Sensei by many who associate him with his time managing a successful Karate Club. He speaks fondly of the club's participation in the Pan-American Games and the Caribbean Championships. He has now put down this hat and focuses more, he says, on philanthropy and Bible Study. Mr Cotterell is happily married with three adult children.

Small but very important Communities benefit from MIDP in the Western Region

A number of smaller communities in the West were beneficiaries of the \$724 million dollars put into road repairs and drainage improvement under the Local Component of the Major Infrastructure Development Programme (MIDP) last year. As many as sixty communities-here and there-in Bogue, Mt. Salem, Smithfield, Norwood, Grange Hill, Comfort Hall, Coral Gardens, Salt Spring and Ironshore received a facelift with newly resurfaced roadways. All tolled some 37 kilometers of parochial and main roads were redone across the parishes of St. James, Westmoreland, Hanover and Trelawny. The works in the West included fifteen project locations, three of which have been delivered with the remaining projects being, on average, 87% complete to date.



Quebec Avenue, Home Hill - Ironshore, St. James



Valencia Drive, Mt. Salem, St. James



Johnson Hill, St. James



Smithfield Main Road, Hanover



Flower Hill, St. James



Comfort Hall - Wire Fence, Trelawny



Felicity, Norwood, St. James



Flower Hill - Torado Heights, St. James



Fort George - Springvale, St. Mary



Whitehall - Clermont, St. Mary

MIDP Local Component: Northeastern Region

Residents of rural hamlets along the northeastern hinterlands and coastline believe they have been gifted 'highways' with the \$751 million dollars dedicated, over the last year, to make some of the most scenic thoroughfares in the island, that more comfortable to traverse. Seven roadways totaling thirty

kilometers in length, a bridge among them, were improved in the parishes of St. Ann, St. Mary and Portland as part of the Local Component of MIDP. All but one project has been delivered to thousands of grateful road users.



Alexandria - Brown's Town, St. Ann



Middle Street, St. Ann



Rio Nuevo - Lambkin Hill, St. Mary



Tranquility, Portland

NWA Bridges: Condition and Maintenance - Continued from page 15

Out of the annual inspections, recommendations are made by the technical team for bridges to be replaced or repaired. These recommendations are often assessed and approved at the highest level and once funds are allocated, then the necessary works are done. In cases where the work to be done is considered minor, for example replacement of handrails, sandblasting and painting, then this type of work can be performed under routine maintenance programmes implemented by the Agency.

NWA does not have a set budget for the maintenance of bridges and bridge works are normally undertaken with funds approved by Cabinet (Capital 'A'). Bridge works have also been undertaken as part of multimillion dollar programmes funded by national loans, grants or disbursements, such as in the case of emergencies.



Westmoreland Bridge, St. Mary

The five-year old Westmoreland Bridge in Chovey, St. Mary was officially put into service on Tuesday, August 27, 2013 following the completion of a 18-month US\$18 million-dollar contract to replace a previous structure which was destroyed during the passage of hurricane Gustav in 2008. The bridge spans a section of the Wag Water River.



Cod Pen Bridge, St. Thomas

Designs for a new structure to replace the defective Cod Pen Bridge in Llandewey, St. Thomas was complete last year. The estimates to construct the triple cell box culvert is currently being undertaken with a view to implement the works as soon as funding becomes available.

No More Speculation: Hodges Road is fixed!

We have taken out the guess work for residents of Speculation, Black River, Sandy Ground and Hodges in South West St. Elizabeth by improving the driving surface at the entrance to the Silica Quarry in the vicinity of Hodges Aggregates and Powder Limited. Some \$29 million dollars has been spent on the project under the ongoing 2017/2018 'Capital A' Flood Damage Programme. Before the commencement of works, the roadway was heavily pitted and has deteriorated overtime, due to leakage of broken underground pipes and the movement of heavy equipment to and from the Silica Quarry.

Two years ago, David Morris, Immediate Past President of the Black River Chapter of the St Elizabeth Chamber of Commerce, wrote a letter to the National Works Agency outlining the poor condition of the road. He stated then that "urgent attention needed to be paid to the dilapidated and dangerous road condition on the Black River to Sandy Ground road adjacent to Hodges Aggregate. It is not only unsightly," he pointed out then, "it [also] creates an impossible situation made even worse by the heavy traffic of trucks". Today he feels proud that he had a hand in the timely rehabilitation of the road section.

The improvement on the road surface and drainage along this busy corridor allows for the freer movement of traffic



Sub base work - Hodges Road

and ease of access to major communities such as White House, Treasure Beach, Bluefields, Crawford, Black River, Font Hill and Savanna-la-Mar.

Some 600 metres of roadway and drainage has been rehabilitated along this section of the Black River to Scott Cove main road to include the construction of headwall, French drains and culverts as well as drain cleaning and final pavement works. The project started on August 20, 2018.



Excavation to facilitate the laying of pipelines



Application of wearing surface

MIDP Local Component helping to make Southern Region flourish

From capital towns to vibrant farming villages, the Local Component of the Major Infrastructure Development Programme (MIDP) gave rural folk in Clarendon, Manchester and St. Elizabeth hope. With better roads they believe that they can now truly sustain their livelihoods in several small, communities dotting the hills and plains of the agriculture-dependent parishes. \$1.34 billion dollars was spent on improving road surfaces and drainage features along a combined 45 kilometres of roadway across the southern region. Despite some challenges, during implementation, good roads now see pineapple farmers, in one parish, for example, smiling all the way to the bank, as transportation costs have been reduced to a mere fraction of overheads.



Dawkins Pen - Lionel Town - Bustamante - Race Course, Clarendon



Macknie - Douglas Castle, Clarendon



Lititz - Comma Pen, St. Elizabeth



Mark Post - Mile Gully, Manchester



Whiteshop - Banana Ground, Clarendon



Springfield - Pispah, St. Elizabeth (BEFORE)



Springfield - Pispah, St. Elizabeth (AFTER)

NWA Bridges: Condition and Maintenance

The National Works Agency (NWA) has responsibility for all bridges on the Main Road Network (MRN), except for those on Highway 2000 which has not yet been handed over to the Jamaican Government. There are, roughly, 740 bridges along the NWA's network and some of these are centuries old. Every year the NWA's technical team do a bridge inspection, targeting a minimum of seventy-five (75) bridges. However, in the last decade, no less than 120 bridges have been inspected each year, with the number going up to 200 in some years. What this

means is that not every bridge is inspected each year. The average timeframe for a bridge to be inspected is five (5) years, but a bridge may be inspected more often based on several factors, including age. Older bridges are inspected more often than newer bridges.

There are times when special inspections are conducted on a structure. A special inspection may be triggered by a complaint, natural disasters or whether during the last inspection, a structure was found to have been compromised, for example by erosion or unusual wear, in which case it is more closely monitored over a shorter period of time.

Once the inspection is completed each year, a condition rating is assigned to each bridge. This score is reached through the assessment of each part of the bridge, for example abutments, piers, girders, deck, rails, sidewalks, span, etc. with the more critical components of the bridge being deemed more important. A formula is then used to rate the bridge's condition, in percentage. A new bridge will most likely have a score of 100% with this decreasing over time with age and use of the structure. If, however, a new bridge has been compromised by erosion or a natural disaster, for example, then the condition rating would have decreased.

The NWA's database classifies bridges as serviceable or defective. Approximately 89% of the bridges in the database are serviceable while, at last inspection, just over 11% was classified as defective.

Serviceable bridges are those that are adequately serving the function for which they were created. Defective bridges are those that require major rehabilitation or replacement and are the ones that are often closed, or recommended for closure. Older bridges that are geometrically dysfunctional are also classified as defective, and included in the noted number of defective bridges. For example, single lane bridges, on major corridors, that were built a long time ago and which cannot adequately accommodate large trucks and or trailers would fall into this category.



Portmore, St. Catherine
At the end of 2018, the NWA's bridge construction project to reconnect Portsmouth Drive and the Dyke Road in Portmore, St. Catherine was 80% complete. The new structure is a major improvement on a previous box culvert which was compromised by overpowering flood waters in late 2017. The link road should be reopened to vehicular traffic in the last quarter of the 2018/2019 financial year.



A view of the underside of the deck showing a complete span consisting of eight concrete girders.

The original target was to complete the launching of the girders by the end of the first quarter of the 2019 calendar year. The exercise however, having gotten off to quite a nifty start, means that the deck could be all in place ahead of schedule. The girders will be welded together and ten inches of concrete poured over the interconnected T-Beams, following which four inches of asphalt will be applied to complete the driving surface.

The Chesterfield Projects ...Continued from page 9

costs, the Chesterfield projects are comparative in the value they add to the immediate project locations and surrounding communities. Despite the challenges, extra attention and mixed public sentiments that accompanied the projects in 2018, they are simply at the core of what the NWA does, that is, maintaining reliable access to the country's Main road network for all road users.



A resident of Chesterfield, St. Mary employed to the bridge works, sits atop steelwork observing another worker tying steels in preparation to bring the bridge's centre pier above its foundation.



The 1.5km US\$1M Chesterfield Drive, St. Andrew, now fully in service is used primarily as a direct route to Downtown or even to Half-Way-Tree via East and Maxfield Avenues. The roadway is popular among operators of large units.

ALL RETAINING WALLS



Brandon Hill, St. Andrew

A 13-meter-high, 25-meter-long composite mass concrete/random rubble masonry retaining wall installed along the Coakley to Mt. Airy roadway to stabilize the embankment and safeguard passing motorists and pedestrians.



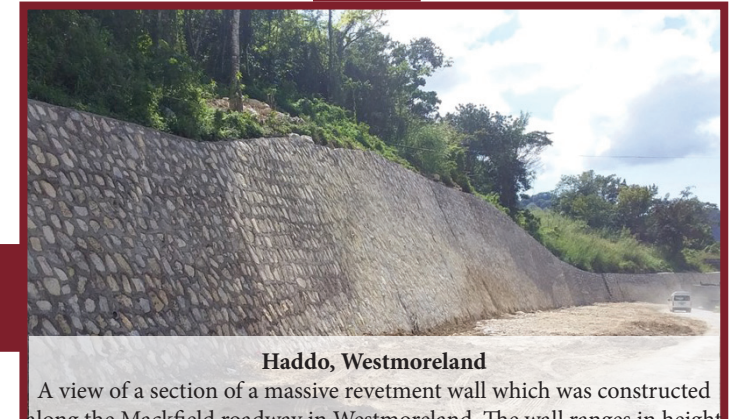
Marcus Garvey Drive, St. Andrew

A retaining wall runs for approximately 100 meters from just below Ashenheim Road to Little Bell Road rising gradually from grade to meet a 6-metre-high abutment. A similar wall, on the opposite side, has also been built to hold the fill for the approach road to the overpass bridge at Three Miles.



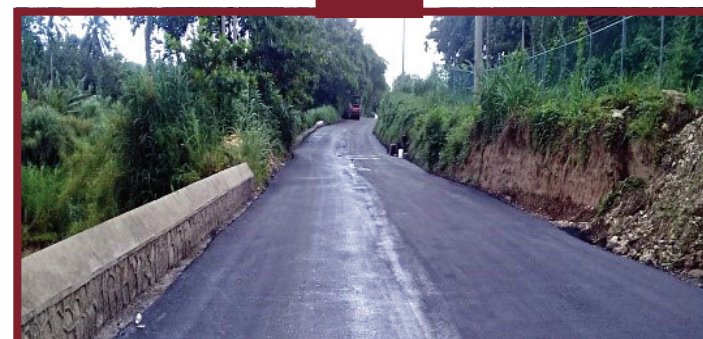
Flower Hill, Westmoreland

A view of a retaining wall which was constructed under the Capital A Flood Damage Programme. This wall was completed under a \$17 million dollar contract which involved the repair of sections of the Hertford to Flowerhill roadway in Westmoreland.



Haddo, Westmoreland

A view of a section of a massive revetment wall which was constructed along the Mackfield roadway in Westmoreland. The wall ranges in height from 7.5 metres to 5 metres and spans approximately 300 metres. This revetment wall serves as 'slope protection' which will mitigate erosion and falling rocks. It is one of several retaining structures which is being constructed as part of the \$US 24.9 Million Ferris Cross to Mackfield MIDP road rehabilitation project.



Riversdale, St. Catherine

A 54-metre rubble retaining wall, installed to prevent further slippage of a failed embankment along the roadway through Riversdale, St. Catherine. The wall is of varying heights and was completed in May of last year.



Rural Hill, Portland

A 50-meter long retaining wall constructed along a section of the Muirton - Fair Prospect Main Road in Eastern Portland. The wall which was completed in November of last year also parallels the beautiful Long Bay Beach.

Roadways in the Sky: Portia Simpson Miller Square Bridges Raising the Road

The announcement, last year, that double-tiered overpass bridges would be constructed at Portia Simpson Miller Square in Three Miles, generated much public interest. This was partly due to the fact that structures of this type would be a first for the island, and there were, also, persons who were skeptical that a three level road was even possible at that location. Now that works are progressing on the bridges, persons are even more intrigued by the massive undertaking.



An aerial view of overhead bridges being constructed at Portia Simpson Miller Square in St. Andrew. At upper left hand side of photo are retaining walls for bridge approach road along Spanish town Road.

The bridges at Three Miles are being constructed as part of the Hagley Park Road Improvement project, which is one of six legacy projects being implemented under the Major Infrastructure Development Programme (MIDP). Currently various activities are taking place on the structures and as the works progress, skepticism is now turning into awe.

On the Marcus Garvey Drive / Hagley Park Road Bridge, concrete girders for the bridge deck are now being placed and secured into place. The girders are constructed off-site and transported to the location. They will support the roadway that will eventually be placed on top of it. This is the highest bridge and will take traffic through Portia Simpson Miller Square to either Marcus Garvey Drive or Hagley Park Road.

Works are also underway on the deck of the bridge that will run along Spanish Town Road. This deck is being constructed on site and as at mid-January, the formwork for the bridge deck was being placed. Retaining walls for both bridges are also under construction. These retaining walls are what will support the approach to the structures.

A box culvert is also being constructed at the location in the vicinity of the Hagley Park Post Office. This structure which will run beneath the retaining walls of the roadway and is expected to help in the drainage of stormwater from the improved roadway and environs.

Overall, the progress of these structures is within the timeframe given and the contractor expects that, notwithstanding any unforeseen events, the bridges will all be completed by the end of March 2019. ***On pages 12 and 13, the Roadster takes a more in-depth look at what goes into the launching of the girders.***

Retaining walls for both bridges are also under construction.



A single girder is towed across the busy Toll Road, down a section of lower Marcus Garvey Drive and up a ramp on a peculiar 20-wheeler vehicle without a bed or a cab. The concrete bridge component is however safely anchored with metal harness to its transport.

The process of transporting the girders to the site began on Sunday, December 30, 2018. Sections of the Portmore Toll Road and Marcus Garvey Drive are closed two times per day to allow for the safe passage of the T-beams. The mode of conveyance is also very interesting, capturing the attention of many road-users.



The placement of girders by a Gantry crane photographed here, will progress to a height of 18 metres above grade level.

The launching of girders is a slow, precise and well-calculated exercise. Never mind the fact that it is also quite risky. Gaps appear between the placed girders, which are then joined by welders and masons on site. The aim is to transport and place four girders per day. At this pace it will take only two days to complete each bridge span with the placement of eight girders.

Connecting Girders, Building a Deck



One hundred and four girders are to be lifted and carefully shifted into place to form the deck of the higher, longer overpass at Three Miles, St. Andrew. This is literally the icing on the cake of robust bridge works, which started a little over eight months ago, to upgrade the busy interchange. The overpasses are being constructed to create three separate levels of traffic which is a critical traffic management feature of the larger Hagley Park Road improvement project.

The lower level and upper level bridges will facilitate the uninterrupted movement of through traffic. That is, motorists having no need to stop at locations in the vicinity of the interchange will simply be able to fly over it all.

Each girder or T-beam is 100 feet in long and weighs a heavy 150 tonnes. The weighty bridge component is carefully harnessed and hoisted, one at a time, atop pier heads that are as much as 18-metres high. It can take anywhere from thirty-five minutes to three-quarters of an hour to put a single girder in place.

Above: Captured by drone on November 30, 2018, bare pier heads (a total of thirteen plus two abutments) awaits the launch of some 104 girders or T-beams to complete the bridge deck of the longer, higher overpass at Three Miles, St. Andrew.

Below: ROADSTER was on hand to capture the moment the first girder was launched just before midday on Sunday, December 30, 2018.



The Chesterfield Projects

The jury is still out on whether it is a mere coincidence or just a serendipitous headline that two of the infrastructural projects that rose to national prominence in 2018 were being implemented in communities bearing the same name.

The construction of a driving bridge in the district of Castleton, St. Mary, better known locally as Chesterfield will continue into 2019 while the extension of Chesterfield Drive through the community of Seaview Gardens, in St. Andrew was the last major project delivered in 2018.

The Chesterfield bridge works is designed to provide safe, dry access to a rural farming community, for the first time. While the St. Andrew-based Chesterfield roadworks was intended to resolve, at least in part, a major traffic management challenge in the Corporate Area.

Works started at the St. Mary site in mid-summer. However during periods of inclement weather, progress on the structure was hampered by the floodwaters of the Wag Water River. Despite the challenges, at year-end, the bridge's footing was almost out of the water.

President of the Castleton and Chesterfield Citizens Association, Derrick Edwards says the commencement of works on the Chesterfield driving bridge fascinates him. "That was the only aim and objective of my life, to get a bridge across the Wag Water River into Castleton," he explained.

Mr. Edwards says the interruptions of the rainy season has not deterred his hopes once, that his long-held dream would in fact come true. "The rain will let up. I tell persons not to give up. We have faith in the project, faith in the NWA and faith in the Prime Minister. I do not have words to describe how the bridge will help. The bridge no done yet and it already begin to help."

St. Andrew's Chesterfield project commenced two months



NWA's CEO Everton Hunter accompanied Prime Minister the Most Honorable Andrew Holness on a tour of the roadworks in its final phase on Friday, November 23. The new roadway was opened shortly after to motorists on Monday, December 2, 2018.

later, in September. Though missing the original six-week deadline, the 1.5km-long roadway was still delivered in record time and couldn't be put into service any sooner than it was on Sunday, December 2, 2018. "It's a good look," was how one motorist described the new roadway.

"First me a tek dah route yah still, but everything alright so far, yea man, better, more convenient," remarked another, following his maden experience using Chesterfield Drive.

Motorists shared more benefits of using the smooth two-lane corridor, "More quicker way fi get through and go through, you know? I just feel like a fi di good, you know."

"This meka world of difference right yah now because normally me would a go cross Portmore and come back round yah so," remarked another. The feedback of motorists endorsed the purpose the NWA sat out to achieve by constructing what is a more direct, less congested route around major roadwork sites to key locations in the Corporate Area.

No less than the Prime Minister himself, took keen interest in both projects. Though of vastly different scales and

YEAR IN REVIEW: How we ‘do road’ in 2018



The Agency started 2018 responding to a spate of rain-related emergencies in almost all parishes. January brought unusual heavy rains. Landslides, flooding and falling boulders impacted roadways in familiar places like the Rio Grande Valley, Portland and Junction Road, St. Mary. While places less common, like Matty Hole in Bourbon, Portland was left submerged.



While we worked on draining Matty Hole, major rehabilitation works began along Constant Spring Road, St. Andrew. The US\$20 million dollar Major Infrastructure Development Programme (MIDP) project which involves roadway reconstruction as well as water supply and sewerage improvement, between Eastwood Park Road and Manor Park, is scheduled to be delivered by summer 2019. At year-end works were 40% closer to this target.



In early March, exploratory geotechnical activities got underway at the Three Miles Bridge construction site, softly launching the US\$56.5 million Hagley Park Road MIDP Project, a significant feature of which is the construction of two overpasses to facilitate the uninterrupted movement of through traffic at what is Jamaica's busiest intersection. The corridor will also be improved similarly to Constant Spring Road between the new Chesterfield Drive Extension and Upper Maxfield Avenue.



In mid-April work to rehabilitate approximately 13 kilometers of roadway started along the Ferris Cross to Mackfield corridor, in Westmoreland under a US\$24.9-million-dollar contract which, in the main, involves the widening of the corridor and the smoothing out of its many hairpin bends. The main road forms part of the critical North-South link between St. James and Westmoreland and is expected to boost the traditional economic activities of the area. Some 38% of the MIDP project is complete to date.



Overnight on May 8, heavy island-wide rains severely impacted roadways in St. Andrew causing the collapse of a pipe culvert along Sir John Golding Road and forcing the closure of the roadway. The early-May inclement weather, also triggered landslides which blocked several corridors in St. Thomas, St. Elizabeth, Westmoreland, Hanover and Trelawny. Gabion wall construction and drainage improvement works at the Sir John Golding site is estimated to cost some \$84 million.



Prime Minister Andrew Holness ended his tour of the Major Infrastructure Development Programme (MIDP) projects in Barbican Square, St. Andrew on the afternoon of Friday, June 1, 2018. The US\$4.4 million-dollar project was practically completed and was the second of six legacy projects set to be delivered under the US\$220 million-dollar Major Works component of MIDP. 1.1km of improved roadway was put into service while work continues to improve another 200 metres between Russell Heights and Garth Road.



The long-awaited and much-talked about installation of a Modular Compact 200 driving bridge got underway in Chesterfield, St. Mary to a collective sigh of relief. The \$59 million dollar project also involves the construction of western and eastern abutments and a centre pier. Rainy weather however stymied progress which inched slowly towards 40% at year end.



The National Works Agency provided the general public a week's notice of the planned closure of the Junction Road in St. Mary, which was effected at 9:00 a.m. on Monday, July 30, 2018. A section of the roadway between Broadgate and Aqualta Vale had to be made sterile to facilitate the excavation of shale embankment to create the right of way for the \$598 million dollar road improvement project. The road was reopened at 3:00 p.m. each day. The alternative routes were through Grandie Hole/Richmond or via the North coast.



With three days to go in August, a tour of the alternative routes prepared for the imminent Redistribution of Traffic from the Three Miles intersection in St. Andrew was undertaken along with the media. They were introduced to the main improved detour routes and were informed of how they would work during the closure of the intersection.



Emotions ran high in the month of September, but tempers eventually subsided, as Corporate Area road users grew accustomed to the new routes, some much-improved and better controlled, implemented to mitigate challenges that were to arise with the incremental closure of the Three Miles intersection on May 9, June 13, September 2 and 9. While the Agency made every effort to mitigate the challenges motorists faced, the closure solidified the need for the ongoing major road improvement projects in the Corporate Area.



Later in September, Prime Minister Andrew Holness signed the contract for the Chesterfield Drive extension project. The new 1.5 kilometer roadway was to serve as a by-pass to a section of Spanish Town Road and assist with the movement of traffic around major road construction sites. The US\$1M dollar project would serve, in future, as a critical feature of the planned build out of the Caymanas Special Economic Zone.



Work on the last major structure of the Mandela Highway Road Reconstruction Project began in mid-October. This had to be facilitated by a major traffic change in the vicinity of the Spanish Town Road/Washington Boulevard junction. New Traffic signals were commissioned and westbound traffic rerouted onto a temporary Bailey Bridge. The construction of one-half of a new box culvert at the location was completed in the time announced.



A month later, motorists along Constant Spring Road got a little taste of what the widened and improve dual carriageway promises when they were switched to the first stretch of newly-laid asphalt between Hillman and Olivier Roads. The traffic change facilitated continuing pipe-laying works, a critical component of the legacy project.



The 50kmh Chesterfield Drive extension was officially put into service on Sunday, December 2. The road opening provided a more direct route to Downtown and Half Way Tree for the traffic-weary motoring public and finally ended the constant checks on its planned delivery. 71% of first-time users described their maiden experience as 'smooth sailing and quick' in a Facebook poll. The route runs a full 2.2 kilometres between Spanish Town Road and Marcus Garvey Drive.