FROM THE DEPUTY MINISTER

FROM THE MINISTER

As we welcome in the new year, our thoughts turn to family and friends and we’re reminded of how fortunate we are to live in British Columbia. We have hope in a bright future, knowing that this government is committed to bringing about improvements needed to provide a greater interconnection between transportation modes. As your new Minister, I’m delighted to join the people of this Ministry at such a momentous time of change.

We can all look forward to an active and exciting future. Early in this new year, our Transportation Plan will be announced. This plan will provide us with the challenge of anticipating our future transportation needs and satisfying those demands. This means that we’ll have more work on our plates than ever before.

Fortunately, we have an advance tendering process in place. In this, the second year of this program, there will be a much greater need to tender some of the work early in the year in order to be able to start construction as soon as weather permits.

1990 promises to be an extremely busy year. We have an enormous responsibility to the people of this province. I trust that you are all eager to contribute to the accomplishment of our many challenging tasks in the upcoming year.

The Honourable Rita M. Johnston
Minister
Transportation and Highways

FROM THE DEPUTY MINISTER

As we head into a new year, we look back on our many past experiences. This was a year of change. One of our goals was to provide our people in the field with more decision-making power. It was only right that a fair share of that control was in your hands because our regional and district staff are this Ministry’s link with the public.

Now that many positions are filled, it is on a firm footing that we can anticipate the challenge and excitement of this new year.

Here’s what’s in store for the Ministry in 1990. Access to the
new SkyTrain station in Surrey will be ready for a March inauguration. In the fall, the Okanagan Connector will be completed in the Kootenays, we can look forward to the completion of the West Trail Approach and the Cape Horn Bluffs. We can expect reconstruction on Highway 97 from Red Rock to 42 Mile to be completed. This year will see the initiation of the Nass Valley Highway project - a five year program of road improvements into the Nass Valley. We'll have the reconstruction of Highway 37, including paving on 14 kilometres north of Meziadin. Finally, work on the Vancouver Island Highway project will be in full swing.

These are only a few of the important developments we'll be involved with in 1990. We're looking at a busy year with the final objective of giving our travellers the freedom to move.

As the major portion of the Ministry's budget is now spent on contracted works or services, the administration of contracts has developed as a high profile activity. The Contract Administration Department of the Finance and Administration Branch in Victoria has been the traditional centre for this activity. They provide contract administrative services to headquarters branches and regional offices for hundreds of major construction contracts and consultant services agreements each year.

"Things are booming again as major projects such as the Cassiar Connector in Vancouver and the Island Highway Project are gearing up," says Dan Fields, Manager Contract Administration.

"To handle the increased volume of work, the Contract Administration Department has reorganized into three sections," says Dan. "These sections are Contract Disbursements, Consulting Services Documents and Construction Contract Documents.

The Contract Disbursement Section is headed up by Deb Legadyn. Deb also acts as Dan's right hand in the department. "This section handles all contract administration activities after contracts are awarded," says Deb.

Some of these activities include preparing progress estimate forms for field staff completion, receiving contractor insurance policies and ensuring they are kept current and paying contractors for work done." Deb's section also administers approximately 2,500 leases and agreements for railway crossings, gravel pits and other easements as well as permits under the Navigable Waters protection Act.

Deb Legadyn, Supervisor, Contract Disbursement Section.

The Consulting Services Documents Section, supervised by Sue Harrison, handles professional engineering and other service contracts up to and including the awarding of contracts. In addi-
As developers in the regional district of the Kelowna area, we wish to advise your Ministry of the excellent service our company has received from your offices in Kelowna and Kamloops. As you are aware, the activity level in this area seems to be at an all-time high, yet we seem to find your people are doing their utmost to expedite matters for us in regards to our approvals.

Again, we would like to thank you and your department, in particular Mr. Jordin Turner and staff in Kelowna and Mr. Lee Dodds and staff in Kamloops, for their patience, advice and service.

Yours truly,

John Kristensen
President
Can Terra Developments Inc.,
Westbank, B.C.
Nelson Electrical Branch Privatized

Left to right are: Dave Johnson, President Bel Power Inc.; Les Klein, Lead Hand Electrician; Dan Johnson, Truck Driver; Bob Wilson, General Foreman; Mike Patterson, Lead Hand Electrician; Todd Abbey, Journeyman Stockman; Mike Cormie, Electrician’s Helper.

Another of our Ministry’s former maintenance crews has taken the privatization route, and met with encouraging results. Members of the Electrical Branch crew for the Kootenays Region made the big change in mid-October, calling their new company “Bel Power Inc.”

“It’s been going great,” says Dave Johnson, former electrical foreman, now President of the new company. “We’ve been busy like you wouldn’t believe. We’re doing the same work as before, except that now we are able to bid on other projects that fall into our area of work.”

The Nelson-based company consists of seven people, five of whom were former Ministry employees. Four of the five are now the shareholders and owners of Bel Power. The company currently consists of four journeymen electricians, a stockman, a truck driver and a labourer.

Under the conditions of the contract with the Ministry, Bel Power Inc. is responsible for electrical maintenance in the Kootenays Region. The bulk of the work involves looking after traffic signals and highway lighting in the Nelson area.

Financial support from Bel Maintenance, the road contracting group that privatized a year ago, made the purchase possible. The shareholders of the employee group hold 51 percent of the shares; Bel Maintenance holds the other 49 percent of Bel Power.

“Attitudes have changed for the better,” says Johnson. “Crew morale and quality of work has always been good, but these are exciting times for us, and everyone has responded with enthusiasm. We’re thrilled that the Ministry gave us this opportunity, and that Bel Maintenance backed us up. We don’t intend to let them down.”

“We have quite a few other projects on the go,” Johnson says, “and we will be going after more. We purchased all the equipment and electrical stock from the Ministry, but from now on, we’ll be buying as much as possible locally. With our increased activity, we will be needing more people, especially in the spring, which is a very busy time for us.

Adverting Standards

A new set of advertising design specifications has been developed by the Public Affairs Branch (in conjunction with Contract Administration) to help regional and district staff produce newspaper ads that are consistent throughout the Ministry.

A specifications guide, circulated earlier in December, includes sample advertising formats and instructions, indicating which ads are appropriate for different advertisements.

The ads are flexible and can easily be adapted to meet the mechanical specifications of any publication. Specific guides are also given as to how to use these Ministry ads, and four basic formats are provided, all of which can be expanded or reduced to accommodate the exact amount of copy required. Some formats include the Ministry’s “Freedom To Move” logo, while others have the B.C. Government flag logo.

The “Freedom To Move” logo will appear on all ads of a general nature such as tender calls or public meeting announcements.

The B.C. flag logo appears in employment ads, and all advertising related to road closures or temporary traffic flow restrictions.

Tender ad formats have also been provided, with the “Invitation to Tender” headline already in place.

Other guidelines cover type faces and sizes, the organization of copy and elements within ads, including hints about dealing with publications to ensure accuracy of advertisements.

For further information and ad format sheets, contact:

Director of Public Affairs, Headquarters
5B, 940 Blanshard Street
Victoria, B.C. V8W 3E6
Telephone 387-3198
Fax: 356-7706
Winter Is An Abrasive Time — Especially On Our Highways

“Winter is here, and so is the snow. Now is the time to dust off your winter boots, install the storm windows and put the snowtires on the car. But that’s not all. Winter also means changing driving habits and planning ahead to allow extra time to reach your destination safely.”

So begins the “Winter Road Show” brochure, published by the Ministry in late December for public distribution throughout B.C.

“We wanted people to know how and why we use abrasives on our highways system,” says Keith Bespflug, Regional Director of the Thompson-Okanagan Region. “We know that abrasives are somewhat inconvenient, and often cause minor damage to windshield and headlights. But the positive feature is that they provide valuable traction on the highways during winter.”

“There is a lot of public concern about our use of winter abrasives on highways, particularly the Coquihalla Highway,” says Bespflug. “Hopefully, this new brochure will head off some of the complaints we receive every year.”

The brochure explains that private contractors, responsible for maintaining the highways in each of the 28 contact areas of the province, perform year-round maintenance functions, working to strict guidelines set by the Ministry. Included in these standards is the proper and timely use of winter sand and de-icing agents.

Winter sand is a mixture of sand and fine gravel. The larger particles — which cause most of the damage — are necessary for traction. “The smaller ones won’t provide it,” said Bespflug. “They just don’t have the bite and depth, and tend to get blown off the road by the wind of passing trucks and other vehicles.”

The brochure states that “Winter sand, in actual fact, is a mixture of sand and fine gravel up to a particle size of about 1.25 millimeters (half an inch). On gravel highways, a slightly larger size of material is used. Angular particles are preferred to round pieces as they bite into the compact snow and are not easily blown off the road.

In response to public requests, the Ministry tested the use of different abrasives, finding that smaller particles were not heavy enough to be effective in maintaining safe roads. And of salt, the brochure states “Salt is a de-icing agent which is used to prevent initial build-up of snow and ice on a paved roadway. It is the most effective tool we have to keep pavement bare and safe. It forms a brine on the road surface that has a lower freezing temperature than water. Salt is also used to break up accumulations of ice and snow at temperatures down to about -6 degrees C.

The brochure concludes with these tips on winter driving:
• Reduce your driving speed. Even drops suddenly.
• Leave plenty of space between your vehicle and the one in front of you. Sand particles are kicked off by rotating tires and may damage windshields and headlights. Also, slow down when approaching or passing another vehicle.
• Keep well clear of sanding trucks. Regional and District offices should have received a supply of brochures. Contact Public Affairs Branch for further copies.

“We wanted people to know how and why we use abrasives on our highway systems.”
Region 5 — Advertising for Talent

British Columbia’s Super Natural Northwest

The Northwest Region of the Ministry of Transportation and Highways has a track record of achievement in the management of the provincial highway system. We are seeking ENGINEERS and TECHNICIANS for current and anticipated future opportunities for various locations within the Northwest Region in the following fields:

**Transportation and Planning Engineers and Technicians**

**Bridge Engineer**

**Geotechnical Engineers**

**Design Technicians**

**District Engineering Technical Staff**

To suitably qualified applicants who want to participate as members of a team committed to excellence, we offer a stimulating work environment and a competitive opportunity for career development. Our compensation and benefits package is competitive.

**Quality of Life:** Scenic and rapidly developing Northwestern British Columbia offers modern communities with quality educational, recreational and transportation facilities, as well as unparalleled outdoor recreation opportunities and adventures.

**Qualifications:** Professional Engineering candidates must be eligible for registration with the Association of Professional Engineers of British Columbia. Technical applicants should be technical institute graduates with several years experience in related (highway engineering) fields, or an equivalent combination of education and experience.

Please submit your resume and relevant information immediately quoting competition #TH890 to: Regional Personnel Officer, Ministry of Transportation and Highways, 460-4541 Park Avenue, Terrace, British Columbia, V8G 1V4

The ad that appeared in 15 newspapers across Canada.

Bill Maitland has lived in the Dease Lake area for 15 years, ever since he moved from Richmond. He says that some people use the region as a stepping stone to get ahead in the Ministry, and don’t stay for a long time. He believes the outdoor aspect of the advertisement will encourage applicants who appreciate nature. “It’s a pretty big country and there’s lots to do. If you’re into the outdoors, it’s the place to be.” Maitland mentions kayaking, canoeing, white-water rafting and his own interests: trapping and keeping horses.

Burgess says “The scenic quality is outstanding. For anyone who loves the outdoors and a good community spirit, this is a great area.”

Burgess also emphasizes the career opportunities. “People get valuable experience here; they tend to compete elsewhere with good success. It’s an excellent place to move your career along, and work in a positive team atmosphere.”

The ads also portray the modernity of the North West’s communities. Burgess says they were trying to get away from the usual stereotyping about this part of the country as a kind of undeveloped frontier. Those impressions are rooted in old, outdated images and myths. Our towns are very modern and most are well-equipped with up-to-date hospitals, colleges and rec centres.”
The Latest Word in the Avalanche Industry

“By 1979, it was apparent that there was a need for better communication between people in the avalanche business.”

Peter Schaefer has been the editor since the newsletter’s first issue. He works at the Institute for Research in Construction, in Vancouver’s National Research Council of Canada. His job with the NRC entails “assisting anyone in the avalanche business in Canada who needs technical information and consulting.” He is also heavily engaged in organizing training programs for the C.A.A. for people such as Highways avalanche staff, people in mining or forestry, B.C. Hydro staff, ski guides and others.

Schaefer emigrated to Canada in 1957 from Switzerland, where he was trained as a civil engineer, and intensely involved in skiing and mountain climbing. His first major assignment was to design and manage avalanche control in the Rogers Pass area from 1957 to 1961, when the highway was built.

“By 1979, it was apparent that there was a need for better communication between people in the avalanche business in Canada,” he says. “We had organized meetings for years to enable people to get together and exchange information. But this was a rather slow and expensive way to communicate, so we decided to do a newsletter. The Ministry of Transportation and Highways was kind enough to offer to print and mail it --- a great service, much appreciated!”

Recent issues of the Avalanche News cover a wide range of topics. Some examples include:

* Summaries of papers presented to an avalanche conference in Norway, among them commentaries on avalanche motion, snow stability evaluation, risk analysis and avalanche hazard zoning.

* Listings and descriptions of professional avalanche courses on topics such as avalanche safety
for transportation and industry, avalanche safety for ski operations and avalanche control.

- Avalanche courses offered by various organizations and individuals for the general public and recreational skiers on basic avalanche awareness and hazard evaluation.
- Listings of avalanche resource agencies and reviews of recent publications.
- Statistics and descriptions of avalanche accidents in Canada.

The Avalanche News carries no paid advertisements. Any suppliers who wish to draw attention to their products are asked to send information to the editor who will publish a note when the equipment has value in avalanche work and safety.

The Avalanche News is usually issued three times a year in February, June and October. There is no subscription fee.

Schererer welcomes contributions, and will print "all reasonable comments and discussions." The articles reflect the view of the authors, and only when it is specifically stated do they represent the opinion of the Canadian Avalanche Association.

For further information on the Avalanche News, please contact:

Jack Benetto
Manager, Snow Avalanche Programs, Headquarters
940 Blanshard Street
Victoria, British Columbia, V3W 3E6
Telephone: (604) 387-6361

A new type of underpass has been successfully installed as part of the Okanagan Connector.

"For this type of underpass, we usually use a soil/steel structure," said Project Director Gregg Singer. "One of our suppliers, Reinforced Earth, told us about a new alternative they had developed called Techspan, a pre-cast concrete arch, a slightly different design from some that we had already installed along the Coquihalla.

Singer says that the new type of underpass has several advantages, the primary one being that it is very easy to install. "It's simple to set up with a crane from two footings. It's then attached at the top and backfilled - and there you have it. It goes together fast and easy."

In comparison, Singer said, "The soil/steel structures are more fussy and complex to put together and install. Another advantage is that it doesn't require as much structural backfill."

Construction, supervision and installation costs of the Techspan arch are significantly lower, although the cost of materials is slightly higher. "When it comes down to submitting tenders," said Singer, "the difference was negligible."

The new underpass -- 48.5 metres long and 12 metres wide -- is now in place and backfilled on the Okanagan Connector near the Brenda Mines area, in the Trepanner Valley.

The Okanagan Connector connects the Coquihalla Highway to the Okanagan at Merritt. The highway is in its final construction stages, and will be officially opened next fall.
Al Hepp has all winter to invent some new clubs that might improve his golf game now that he's officially retired from his position as District Highways Manager for North Cariboo.

One never knows what Al might pull out of his bag of tricks when he hits the links. On the tee, for instance, he may choose the deadly "high whip" driver, which reportedly is capable of really packing an extra punch if (and when) he can time the swing just right. Al has also gone to great lengths to have the club faces offset to compensate for a wicked slice that has haunted his game for years. You have to wonder though, if all this extra effort and expense is worthwhile when you consider Al's scores.

Even more curious to some, is Al's uncanny ability to always come up with the perfect lie. That probably relates to Al's fairway philosophy that "you can improve your lie in the rough as long as you can roughly lie that you didn't move the ball." Despite his ingenuity (although his opponents use a different term), Al still shoots in the 80s.

One common affliction of new retirees is that they become busier than ever, although the pressures formerly associated with the job are suddenly relaxed. Over the years, Al has acquired a variety of land and business interests in the Quesnel area, as well as a farm on the prairies, and he could now find himself more actively involved in property management and real estate. Still, he hopes to reserve enough time to indulge in his other favorite recreational pursuits of curling and playing bridge.

Yes, after a distinguished career spanning 34 years, Al Hepp has opted for early retirement from the Ministry and a head-start on a more relaxed lifestyle. Reviewing the career of our former DHM is much like taking a history lesson. Al's long-term involvement with Highways began more by chance than by deliberate planning. Working as a summer student for the Saskatchewan Highways Department, Al quickly discovered his niche and happened to be in the right place at the right time. In 1956, when a company called Gillardi and Jones came in search of engineers and technicians for the B.C. Government, Al was quickly recruited to the Construction Branch where he worked for the next two years. At that point, he transferred to Geotechnical Branch where he tackled a variety of jobs in several locations over the next ten years.

It was near the end of 1972 when Al made the move from Burnaby to Quesnel as District Technician. Four years later, he became District Highways Manager - a position he held until his retirement on October 31, 1989.

During his tenure as the head man for the North Cariboo District, Al has generously shared his expertise and nurtured the professional development of many employees. In fact, many District Technicians who trained under Al (including Dan Stead, Rick Harrison, Bill Stanley, Arnold Willekes and Larry Fransson, among others), have gone on to become DHMs themselves.

Commenting on his long career, Al summed it up very succinctly by saying: "It's been fun." He added "The Ministry has always been good to me."

The Ministry of Transportation and Highways recognizes and appreciates Al's contributions over the years. All of his friends and colleagues join in extending their best wishes as he embarks down the road of his new-found lifestyle.
Jim Zurowski:
 Bird Photographer Extraordinaire

I was delighted that they chose one of my images,” says Tim Zurowski. His photo of B.C.’s official bird, the Steller’s Jay, was chosen to grace a poster recently produced by the Ministry of the Environment.

Zurowski is a Municipal Programs Officer in Victoria with the Ministry of Transportation and Highways. He is also an outstanding wildlife photographer and an enthusiastic “birder” (or “birdwatcher” as most of us say).

In fact, Zurowski has become Victoria’s resident “birder” photographer. He has about 15,000 slides of birds in his collection at home and has published bird photos in some very prestigious publications, including “Audubon’s Field Guide to Birds of North America” and “Water Birds of the World,” as well as “American Birds” (a scientific publication), “Exotic Birds of the World,” and books on hummingbirds and Canadian wildlife.

“Birds are very challenging to photograph,” Zurowski comments, “especially when they’re small and active. You have to be very patient and move slowly. I use a blind most of the time. I’ve learned a lot about bird habitats and behavior, just through concentrated observation.

“Birding is a great sport, constantly growing. There are millions of birders in North America. The image of the bespectacled little old man or lady with binoculars tramping through the bush is just a myth.”

At his semi-rural home on the outskirts of Victoria, Zurowski has built a waterfall bird bath and bird feeders. It is here that he takes many of his photographs. The
The goal is to deliver improved services to the users and make good, sound business decisions for the Ministry,” says Miles Webster.

Webster is the interim Chairman of a new Board of Management which will take over responsibility for the Technical Stores Department in April.

The department is responsible for the acquisition and distribution of technical engineering equipment and supplies in the areas of survey, drafting, safety, snow/avalanche, materials testing (in regional labs), field work, bridge stock, marine uniforms and other miscellaneous areas of activity involving Ministry personnel.

“The establishment of the board represents an attempt to get the management of the operation into the hands of the users in the regions, districts and headquarters-based operations,” says Webster. The seven members of the Board represent the Ministry’s six regions and headquarters.


4. “It represents the embryo stage of the new operation. We will set the terms of reference for the conduct of business and will consider many options.”

Dave Clarke, Technical Equipment Manager of Technical Stores, notes that currently, the department doesn’t charge for any supplies or services. “But this will probably change,” he says. “In the future, costs may be recovered through rentals of major equipment and sales of supplies.”

“In addition,” he says, “user specification committees will be telling us what to buy, and their influence will be growing. Now, the Purchasing Commission does our buying and selling. It’s not always possible to satisfy every request for a particular equipment attribute, but we’re trying to meet the most economically effective goal. The Purchasing Commission and the executive exert a lot of control over expenditures. Privatization has presented some challenges as well. It’s been hard to plan and buy equipment, especially for major expenditures such as computer systems. But it’s settling down now.”

The Technical Stores Department sees to the redistribution, storage or disposal of all supplies and equipment returned from the regional, district and headquarters crews. “We warehouse and distribute it,” says Clarke. “We look after getting it serviced and dispose of it through the Purchasing Commission when it’s no longer needed.”

The department has an impressive $600,000 inventory of supplies, including $250,000 of instruments and equipment. “Control of our inventory is critically important,” says Clarke. “We are the custodians of a public asset, and must act accordingly.”

Demands vary with the seasons. “From mid-September to Christmas,” Clarke explains, “there is a big push on for snow/avalanche rescue equipment—flares, backpacks, blankets, ski equipment, lamps, ‘pieps’ (transceivers for search and rescue) and meteorological monitoring equipment. In January, there is heavy
lab upgrading in preparation for asphalt and aggregate season.
The Summer is primarily survey-oriented.

Aside from Miles Webster, the board consists of Walter Kloeble, Regional Manager F&A from South Coast; Brent Draper, Project Manager, Paving, from Region 2; Dan Williams, DHM Central Kootenay, Region 3; Don Shaw, Manager Highway Design and Construction, Region 5; and Mike Bishop, Project Manager, Paving, Region 6. Larry Thornton, Manager of Materials and Equipment, represents Headquarter Operations.

The whole focus of our way of doing business has shifted,” says Health and Safety Committee member Dave Grant.

Now, because of the broader changes that have taken place in the Ministry, Grant says we have “a safer workplace for employees, greater productivity because there is less lost time due to accidents, and a more cost-efficient operation.”

“In the past, with so many employees in the high-hazard areas of maintenance, our program focused on people at risk,” said Grant, Manager of the Health and Safety Section of the Personnel Branch. “Now that our employees are no longer involved directly in that kind of work, we are focusing more on people involved with contract administration and project supervision.”

Other changes have come about because of federal and provincial legislation that has forced a larger emphasis on compliance with regulations.

Now, a new Health and Safety Committee has been established to review all safety policies and standards and make representation to the executive for implementation.

They meet a minimum of four times a year to review all policies, including those related to vehicle safety. The committee also looks at statistics to see if there are trends that need to be addressed. They review the circumstances of any major accidents, and establish the requirements the Ministry must meet in dealing with contractors, according to the regulations of the Workers’ Compensation Board.

The committee is made up of a cross-section of senior Operations Managers from districts, regions and branches, and includes representatives from headquarters.

The committee consists of Gordon Hogg, Chairman of the committee and ADM, Administrative Services, Bill Robertson, Health and Safety Officer, Personnel Programs, Headquarters; Peter Brett, Director, Bridge Branch; Orlando Tisot, Director, Maintenance Branch; Ritchie Harold, District Highways Manager, South Island District; Seated, left to right, Dave Grant, Manager, Health and Safety, Personnel Programs; Barry Wilton, Director, Personnel Programs; Sandy Lukinuk, Secretary of the Committee and Health and Safety Assistant, Personnel Programs; Gordon Hogg, Chairman of the Committee and ADM, Administrative Services.
IN THE FIELD

NEW APPOINTMENTS AND PROMOTIONS To November 15, 1989

REGION 1
SOUTH COAST-REGIONAL OFFICE
Janis Dale, Office Assistant 2, 89 90 01
Larry Koper, Design, 89 10 16
Brian Lytton, Reg Br Design & Construction Engineer, 89 09 25
Mike Skands, Project Supervisor, 89 11 01
Carol Smith, Reg T&D & Construction Engineer, 89 09 01
Maria Swan-Scalay, Sr Trans Plan Engineer, 89 10 02

HOWE SOUND
Mike Mason, Project Supervisor, 89 11 01
Elaine Owens, Finance and Administration Officers, 89 11 01
Colleen Werenka, Clerk 3, 89 09 03

REGION 2
THOMPSON-OKANAGAN-REGIONAL OFFICE
Ross Dalpore, Asst Reg Prop Agent 5, 89 08 31
Lee Dods, Reg Approv Officer, 89 08 31
Bryan James, Agg & Terr Analyst, 89 08 21
Marie Johnston, Office Assistant 2, 89 09 07
Phil Jopp, Engineering Aide 3, 89 09 03
David Kneeshaw, Sr Trans Plan Eng, 89 11 01
Al McLeod, Geotech Ops Tech, 89 09 01
Connie Mang, Geotech Asst, 89 09 26
Fred Menu, Appraisal Officer, 89 09 08
Jim Richardson, Trans Prog Eng 89 10 30

NICOLA
Jon Jensen, Dist Tech, 89 09 05
John Philp, Finance and Administration Officers, 89 09 01
THOMPSON
Dave Schleppe, District Tech, 89 10 02
SOUTH CARIBOO
Gerald Irving, Oper Assistant, 89 10 29

REGION 3
CENTRAL KOOTENAY
Phil Best, Regional Plan, Program Technician, 89 10 10
Larry Brown, Area Manager Bridge, 89 11 02
Dwaine Garner, Reg Trans Officer, 89 10 01
Greg Lawrence, District Technician, 89 08 21
Greg Simmons, Administration Officer 4, 89 11 06
Cliff Smith, Engineering Assistant, Field Crew, 89 10 05

EAST KOOTENAY
Roy Frawe, Engineering Assistant, Field Crew, 89 10 05

Jack O'Bryan, District Technician, 89 09 28
SELKIRK
Brian Ahearn, District Technician, 89 10 02
Bud McMann, Area Manager, 89 08 15

REGION 4
CENTRAL/NORTH EAST-REGIONAL OFFICE
Ron Blight, Engineering Assistant, Engineering, 89 09 05
Dennis Davis, Regional Manager Planing, 89 08 28
Alain Forbes, Geotechnical Engineer, Road Design, 89 10 30
Phil Froment, Services Supt, 89 09 18
Michelle Garvock, Assistant Regional Prop Agent, 89 09 01
Sheldon Harrington, Agg & Terr Analyst, 89 09 05
Fred Hughes, Regional Finance Officer, 89 08 17
Dave Peet, Engineering Assistant, 89 10 30

NEW VANCOUVER ISLAND HIGHWAY OFFICE OPENS From left. His Worship, Mayor George Percy of Comox, the Honourable Stan Hagen, Minister of Regional Development and MLA for Comox, and His Worship, Mayor George Cochrane of Courtenay cut the ribbon to officially open the Vancouver Island Highway office in Courtenay on November 4.
IN THE FIELD

1989 Provincial Employees Community Services Fund Canvassers (Victoria Offices). Front row, left to right: Barb Harrison, Brad Blaney, Shirley Duncan. Back row, Glenn Church, Bob Buchanan, Lynn Gallagher, Linda Betiott, Ann Tully, Russ McDonald. Dewis Rozell. Missing from the photo are Fred Falkner, Tammy Sexton and Tom Waring.

Regional Personnel Assistants met for a conference in Richmond on September 28 and 29. In the back row, left to right: Cindy Dinter, Victoria; Debbie Nelson, Kathy Butler, Burnaby; Susan Harrison, Prince George; Caroline Lamont, Kamloops. In the front row: Linda Denton, Victoria; Sandy Lukinak, Victoria; Cathy MacDonald, Nanaimo; Ray Johanson, Victoria; Gay McDonald, Terrace.

Rob Shaw, Engineering Aide 3, Field Crew, 89 08 21
Chris Thornhill, Operating Assistant, 89 10 20

CENTRAL CARIBOO
Bob McFadden, Engineering Aide 3, Field Crew, 89 08 21
Russ Roberts, Operating Assistant, 89 10 29
Maurice Lefrancois, District Technician, 89 09 11

NORTH CARIBOO
Phyllis Friesen, Office Assistant 2, 89 10 16
Lawrence Yorontoff, Engineering Aide 3, Field Crew, 89 08 21

ROBSON
Richard Blixrud, Engineering Assistant, Operation Assistant, 89 10 30
Helen Burchnall, Office Assistant 2, 89 09 18

SOUTH PEACE
Stan Beaulieu, District Technician, 89 09 05
Janice Keller, Engineering Aide 3, Field Crew, 89 08 21

NECHAKO
Colin Turner, Operating Assistant, 89 10 30

REGION 5

NORTH WEST-REGIONAL OFFICE
Hardy Bartle, Geotechnical Engineer, 89 08 28
Bruce Hugman, Br Project Supervisor, 89 09 05
Marilyn Marrson, Regional Manager, Finance & Administration, 89 08 15
Laurie Stein, Regional Financial Officer, 89 08 17

LAKES
Joey Bryant, District Technician, 89 08 21
Don Legault, Area Manager, Road, 89 08 21
Candice Little, Finance & Administration Office, 89 08 23
Lisa Sackney, Office Assistant 2, 89 08 28

BULKLEY NA S S
Linda Flynn, Office Assistant 2, 89 09 01
Steve Uyesugi, District Technician, 89 08 14
Doug Wilson, Engineering Aide 3, Avalanche Aide, 89 11 01

SKEENA
Dwayne Hornland, District Technician, 89 08 15

Earl Nygaard, Area Manager, Road, 89 09 11
Susan Pelletier, Office Assistant 2, 89 10 04
Randall Penner, Area Manager, Bridge, 89 09 03

HEADQUARTERS-VICTORIA
David Bachynski, Sr Policy Advisor, 89 09 25
Andrew Bailey, Clerk 3, 89 08 31
Jack Bennett, Manager, Avalanche Prog, 89 09 25
Joe Beuming, Laboratory Chemist, 89 10 23
Sharon Boerkemp, Office Assistant 2, 89 08 21
Sam Brandt, Policy Analyst, 89 09 11
Gail Burrows, Office Assistant 2, 89 09 11
Katherine Chinery, Clerk 3, 89 08 24
Ross Coates, Director, Major Projects, 89 09 07
Marin Fetterkus, Clerk 3, 89 10 24
Barb Fowles, Clerk Stenographer 3, 89 09 11
Mike Hallas, Clerk 3, 89 10 24
Douglas Hecker, Maintenance Stenographer, 89 09 04

Lorne Holowachuk, Director, Highway Safety, 89 10 01
Darius Kanga, Manager, Research & Development, 89 10 02
Jean Kink, Clerk Stenographer, 89 09 05
Royce Kikloke, Photo Technician 2, 89 11 01 32
Kent Lee, Graphic Technician, 89 10 02
Earl Lindsay, Ctrct Qual Assr Tech, 89 09 10 24
Hugh MacDonald, Operating Technician, 89 10 10
Jacqueline McKay, Clerk 3, 89 09 06
Brenda Nicolson, Field Technician, 89 10 23
Bill Robertson, Health & Safety Officer, 89 10 02
Kirk Rockerbie, Policy Analyst, 89 10 02
Caroline Scheck, Office Assistant 2, 89 10 23

REGION 6

ROBSON
Richard Blixrud, Engineering Assistant, Operation Assistant, 89 10 30
Helen Burchnall, Office Assistant 2, 89 09 18

SOU TH PEACE
Stan Beaulieu, District Technician, 89 09 05
Janice Keller, Engineering Aide 3, Field Crew, 89 08 21

NECHAKO
Colin Turner, Operating Assistant, 89 10 30

Lorne Holowachuk, Director, Highway Safety, 89 10 01
Darius Kanga, Manager, Research & Development, 89 10 02
Jean Kink, Clerk Stenographer, 89 09 05
Royce Kikloke, Photo Technician 2, 89 11 01 32
Kent Lee, Graphic Technician, 89 10 02
Earl Lindsay, Ctrct Qual Assr Tech, 89 09 10 24
Hugh MacDonald, Operating Technician, 89 10 10
Jacqueline McKay, Clerk 3, 89 09 06
Brenda Nicolson, Field Technician, 89 10 23
Bill Robertson, Health & Safety Officer, 89 10 02
Kirk Rockerbie, Policy Analyst, 89 10 02
Caroline Scheck, Office Assistant 2, 89 10 23

REGION 7

ROBSON
Richard Blixrud, Engineering Assistant, Operation Assistant, 89 10 30
Helen Burchnall, Office Assistant 2, 89 09 18

SOUTH PEACE
Stan Beaulieu, District Technician, 89 09 05
Janice Keller, Engineering Aide 3, Field Crew, 89 08 21

NECHAKO
Colin Turner, Operating Assistant, 89 10 30
Ray Meeks of Chase was recently presented with a plaque from his colleagues at VSA. Ray is retiring after 28 years as foreman -- 27 with the Ministry and one with VSA. We wish you the best, Ray.

Ray, in the center, is joined by: Alan Rhodes, VSA Foreman in Salmon Arm; Brian Daniels, Area Manager; Will Vandermeer, New Foreman; and Eric Engel, VSA Operations Manager.
IN THE FIELD

NORTH WEST REGION EMPLOYEES RECEIVE “LIVING PROOF” AWARD

Here is “Living Proof” that seat belts work. Using seat belts may have saved the lives of Martin Parkes and Dennis Griffiths when a two tonne boulder struck the front of their truck and caused severe damage.

On May 8, Parkes and Griffiths were driving to Stewart in a Benkleman Beam Truck. At Bear Glacier, a boulder struck the truck and damaged steering and brakes. The truck managed to travel 200 metres before it left the road and rolled over. The heavy rollover cab protector prevented the cab from being crushed. Parkes, an operator, and Griffiths, a swampier, were not seriously injured.

The two men were commended for using their seat belts at an I.C.B.C. presentation of “Living Proof” awards on October 23, 1989.

Parkes and Griffiths both work for the Professional Services Branch in the North West Region.

FISH STORY

Ann Free, Secretary, Maintenance Branch in Headquarters, with the one that didn’t get away.

THE FINE ART OF TELEPHONE ETIQUETTE

Virginia Clark (right) with a customer, Personnel Programs, Headquarters

Ministry staff who are first line contacts with the public now have an opportunity to brush up on their telephone skills this winter when they can take part in a one-day seminar on “Telephone Techniques”.

“One goal of re-organization placed the front line employee in Regional and District offices as our first link with the customer,” said Virginia Clark, Staff Development Officer in the Employee Planning and Development Section of Personnel Programs Branch in Headquarters.

“This course will help new employees and is an excellent refresher for those who have been with the Ministry for sometime.”

Course content includes customer service, active listening skills and message clarification.

Staff from Regions 1 and 4 have already taken the course. Personnel from Regions 2 and 3 are scheduled for February and from Region 5 and 6 as well as Headquarters for March.

“The course is offered through Phone Power, a subsidiary of B.C. Tel,” says Virginia “and should be quite helpful to those staff who deal directly with the public.”
The following projects and contracts were awarded between September 1 and December 6, 1989.

**REGION 1**

- **$1,274,900** Paving 13.8 km on Duffey Lake Road between Mt. Currie and Lillooet was completed Oct. 15, 89.
- **613,665** Construction of the New Miller Creek Bridge 5 km north of Pemberton was completed Nov. 15, 89.
- **2,351,570** Widening 200th Street in Langley between 64th and 72nd Ave. to five lanes will be completed Mar. 1, 90.
- **536,582** Installing corrugated steel median barriers on Highway 99 between Alderbridge Way Overpass and the Oak Street Bridge was completed Oct. 20, 89.
- **251,081** Drilling and blasting rock on Hwy 101 between Secret Cove and Wood Bay on the Sunshine Coast will be completed Jan. 31, 90.
- **426,404** Sealcoating 9 km on the Lillooet-Pioneer Road was completed Oct. 6, 89.
- **183,711** Reconstructing the intersection of Highway 13 (264th St.) and 16th Avenue in Langley will be completed Dec. 15, 89.

**REGION 2**

- **$617,353** Widening a section of Highway 97 through Okanagan Falls was completed Oct. 31, 89.
- **7,223,000** Widening of Highway 97 at Winfield from Beaver Lake Road to Woods Lake is scheduled for completion July 31, 91.
- **368,175** Construction of the Brookmere Bridge which spans the Coldwater River near the junction of Coldwater Road and the Coquihalla Hwy near Kingsvale was completed Oct. 31, 89.
- **3,743,446** Paving 18.9 km on the Okanagan Connector from Aspen Grove to east of Pothole Creek and repaving of designated sections of Highway 5A between Merritt and Aspen Grove will be completed Sept. 1, 90.
- **481,134** Installing wildlife fencing on the Coquihalla Highway between Upper Clapperton Creek and Desmond Lake was completed Dec. 22, 89.
- **276,986** Paving Bonaparte River Bridge Approaches and the junction of Leon Lake Road on Highway 97 near Cache Creek was completed Oct. 15, 89.
- **447,395** Widening, upgrading and paving Exeter Station Road in 100 Mile House was completed Oct. 7, 89.

**REGION 3**

- **$1,747,291** Repaving 36 km of Highway 33 between McAlloch Road and McKenzie Road in Kelowna will be completed June 30, 90.
- **447,809** Construction of Jones Creek Bridge on the Lillooet Pioneer Road 67 km west of Lillooet will be completed at the end of June, 1990.
- **832,290** Improvements to the Big White Road east of Kelowna is scheduled for completion Jul. 30, 90.
- **311,657** Installing new roadway lighting and traffic signals on Highway 97 between 15th Avenue and 43rd Avenue in Vernon will be completed Mar. 31, 90.
- **10,759,997** Reconstruction of the Yellowhead South Highway 5 from Kamloops to Heffley Creek is scheduled for completion Jun. 30, 91.
- **238,449** Construction of Deadman Creek Bridges No.6 and No. 7 & 183,088 located on Deadman Viadette Road west of Savona, were completed Nov. 15, 89.
- **102,830** Rock stabilization work on the Trans Canada Highway 1 near Savona is scheduled for completion by Dec. 15, 89.
- **105,445** Wildlife fencing section on the Okanagan Connector was completed Dec. 15, 89.
- **275,000** ATAP Grant was provided to the Cariboo Regional District for the installation of electronic navigational aids at 108 Mile Airport.
- **221,852** ATAP Grant was provided to the newly incorporated District of Sicamous to assist in maintaining their road systems.

- **$433,199** Construction and paving of McInnis Hill and repaving of Johnny "D" Corner, Tunnel Passing Lanes, junctions of Highway 3 and 93 and the junction of Highway 3 and Galloway Mill, all of which are located on Hwy 3, were completed Sept. 30, 89.
- **191,190** Construction of the Beaver Creek Bridge No. 3 on Champion Park Road near Fruitvale is scheduled for completion Mar. 31, 90.
- **999,862** Resurfac ing 25 km of Highway 3B is scheduled for completion Aug. 90.
IN THE FIELD

REGION 4

$20,000
ATAP Grant was provided to the Village of Kaslo for paving the airport runway.

370,250
Construction of Porcupine Bridge north of Salmo will be completed by Mar. 31, 90.

3,290,027
Construction of the West Trail Approach is scheduled for completion in the Fall of 1990.

REGION 5

$213,400
Construction of a new Devoin Bridge in Smithers was completed Oct. 31, 89.

325,984
Realignment and construction of a 1.4 km section of Highway at Crieder's Corner, located between Telkwa and Smithers on the Yellowhead Highway 16, was completed Sep. 30, 89.

1,198,210
Construction of the Blue River Bridge 31 km south of the Yukon Border on the Cassiar Highway 37 will be completed at the end of September, 90.

2,186,700
Improvements from Wakefield Road to Hungry Hill Road on the Yellowhead Highway 16 east of Smithers will be completed June 30, 90.

2,714,444
Rehabilitation of the Hagwilget Bridge at New Hazelton is scheduled for completion Sept. 22, 91.

487,638
Reconstruction of Five Corners Intersection in Prince Rupert was completed Nov. 1, 89.

3,147,547
Construction of the Esker Overhead and Approaches on Highway 16 west of Terrace are scheduled to be completed Aug. 31, 90.

283,000
ATAP Grant was provided to the Village of Masset to pave the 1220 metre airport runway.

REGION 6

$1,872,114
Construction of the Marble River Bridge on the Port Alice Road near its junction with Hwy 19 is due for completion Nov. 15, 90.

394,978
Repaving 25 km on Highway 28 between Gold River and Campbell River was completed Oct. 15, 89.

54,499
Cleaning and painting on Coombs Bridge was completed Sep. 28, 89.

1,763,220
Construction of the Kegon River Bridge, located on Highway 19 near its junction with Port Alice Road, will be completed Feb. 28, 90.

667,108
Curb and gutter within the Village of Lake Cowichan between Stanley Road and Old Lake Cowichan Road was completed Nov. 17, 89.

614,338
Construction of the Webb and Tennison Bridges near Courtenay will be completed Dec. 22, 89.

733,080
Resurfacing Highway 19 between the Eve River Bridge and the Tsitsika River Bridge was completed Oct. 31, 89.

760,814
Reconstruction of Sayward Rd is scheduled for completion Mar. 31, 90.

257,700
Harris Cove Bridge rehabilitation is scheduled for completion Feb. 28, 90.

250,000
ATAP Grant was provided to the Town of Qualicum.

HALLOWEEN CAPERS

Personnel Programs Branch in Headquarters took Halloween seriously this year.

Michele Parenteau, Employee Planning and Development
IN THE FIELD

LONG SERVICE RECOGNIZED

Long-time employees with the Ministry were invited for a dinner in their honour at the Lieutenant Governor's house in Victoria on Thursday, December 3. In attendance were: 15 government employees celebrating 25 years of service and three employees celebrating 35 years of service. Also present were the Minister, Ministry Executive and Personnel Programs staff.

FLOOD DAMAGE IN FRASER VALLEY

A span was lost on the Forestry (Tamahi) Bridge on Chilliwack Lake Road on November 10. An 80 foot drawbridge was constructed to replace the lost span and the bridge was reopened to traffic on November 14.

Region I felt the onslaught of Winter in early November. Throughout the Fraser Valley, heavy rains and run-off caused flooding, mud and debris, slides, washouts and structural damage. There were numerous road closures as a result of the damage, and crews are busy rebuilding and cleaning.

CAPE HORN BLUFFS

This project to widen Highway 6 to two lanes at Cape Horn Bluffs is underway. Cape Horn Bluffs is located between Sicamous and Silverton. The road traverses a cliff 185 metres above Sicamous Lake, while the bluffs rise 220 metres above the road. More than 400,000 cubic metres of rock will be cut to widen the one-lane section. In all, more than a million cubic metres of rock and other material will be removed from the site.

Cape Horn Bluffs