Deputy Dan Retires

Over 250 friends and colleagues paid tribute to former Deputy Minister Dan Doyle at his retirement celebration at the Empress Hotel on April 22.

John Dyble, the ministry’s new deputy minister, acted as master of ceremonies for the farewell bash, and gathered together a stellar line-up of speakers who had worked closely with Dan as deputy minister.

Those who paid tribute to Dan included Transportation Minister Kevin Falcon, former minister Judith Reid, past deputy minister Vince Collins, Partnerships BC’s chief executive officer Larry Blain and Ken Dobell, a longtime colleague in the transportation field who’s now a special adviser to Premier Gordon Campbell.

“Dan epitomizes the ‘professional civil servant,’” said Minister Falcon. “He is honest and straightforward, and his years working in every part of this province provided me with advice that was always helpful and accurate.”

The minister joked: “He makes me look far better than I deserve to.”

Ken Dobell described Dan as “a public servant’s public servant, committed to his minister and the government of the day, co-operative, works like a fool, keeps his cool, and is sensible, creative and effective. He sees the big picture. There’s no better colleague.”

Showing Appreciation: Sea to Sky Highway Improvement Project

Submitted by Rick Hyde, Community Relations Manager

One of Dan Doyle’s last official duties as deputy minister of transportation was participating in an appreciation dinner for the 140 experts involved in evaluating proposals for the Sea-to-Sky Highway Improvement Project on May 19.

After the dinner, Doyle presented a Deputy Minister’s Award to Richard Fyfe, one of the key leads on the project, for his contribution to the Sea-to-Sky Highway Improvement Project and to the Ministry of Transportation.

Fyfe worked on the development of the Request for Qualifications and the Request for Proposals and

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Reminiscences About Dan Doyle...

Some of Dan’s earliest work with the ministry was as an engineer-in-training on the four-laning of the Patricia Bay Highway and the replacement of Sooke Bridge.

Dan’s reports from those days (1969 & 1970) show the young engineer was already thinking about ways to attract quality workers to the ministry. He also observed how ministry staff cooperated with contractors to find innovative ways to complete the projects, a relationship he promoted strongly throughout his career.

Learning early on from the ministry’s community work with local residents and First Nations, Dan also recognized that a ministry official needs to be part engineer and part diplomat, while always remaining a careful steward of the public’s investment in transportation.

Looking back now, it’s easy to see the Dan Doyle we know today has always been a progressive, visionary thinker who cared about the ministry and put the public first in “public service.”

Some early quotes from a future deputy minister . . .

“To say that I was satisfied with the training I got on Project 2043 (Patricia Bay Highway) would be an understatement. I was allowed to and did get involved in every aspect of the work from office work to field surveying. The most gratifying part of the training was that I was given a good deal of responsibility by Mr. Johnston. During his weekly trips to his

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A Career Dedicated to Public Service

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project on the mainland, I was left to look after the job. This was invaluable experience. Should I be given the chance, I would look forward to returning to the Construction Branch.”

- Dan Doyle, Engineer-in-Training
October 15, 1969

Dan Doyle: A Progressive, Visionary Thinker

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The compliments kept flowing as Vince Collins added his remarks.

“Great leaders must possess a sharp intellect, good judgment, excellent communications skills and tough mindedness, combined with empathy and very strong survival instincts,” he said. “Dan has all of these in abundance.”

Many of the speakers reflected on Dan’s impact on the ministry and transportation in British Columbia.

“One of the reasons the people of British Columbia can take their great road system for granted, as they do, is because of Dan’s excellent leadership and hard work,” said former minister of transportation Judith Reid.

Minister Falcon added, “Dan has successfully brought out a ‘can do’ spirit in the employees of the ministry. I am constantly complimented on the quality of ministry staff throughout the province. Dan is irreplaceable and his counsel will be missed.”

Over dinner, guests exchanged memories of Dan’s time with the provincial government and enjoyed a slideshow that covered his childhood in British Columbia’s Interior and 36-year career with the Ministry of Transportation.

Guests at the retirement ceremony took the opportunity to send Dan off with gifts, including surveying tools like those he would have used as

Cheers! All the best in your retirement, Dan.
Dan Doyle Retires (continued)

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Dan receives the coveted survey transit from Chief Engineer, Dirk Nyland.

a young engineer-in-training and works of art for him to enjoy in the years to come.

Mike Proudfoot summed up the ministry’s gratitude for Dan’s leadership in his speech.

“The staff at the Ministry of Transportation truly will miss everything that you bring to the job every single day,” Mike said. “We are proud to have worked with you -- worked for you -- and we will go forward a better staff, a better ministry, because of the time you have spent with us.”

Dan had a long history with the ministry having joined straight out of university in 1969. He served across the province in many capacities, with his last assignment being deputy minister for four years. Over his 36-year career, Dan definitely forged a legacy of transportation infrastructure for British Columbia and relationships for himself and the ministry.

All the best, Dan!

Field Services Recognizes Service Excellence

Field Services would like to thank Cuda Brown, Region 2 Financial Analyst, and the rest of the Finance & Contract groups for all that they do! Without their excellent services, we could not do what we do. From all of Field Services - Thanks!
Sea to Sky Highway Improvement Project

has been closely involved in contract negotiations with the successful proponent for the $600-million design, build, finance and operate (DBFO) project.

Proposals for the contract were submitted by the three selected groups in early January, 2005, and the evaluation process got underway on January 10. The target was to complete the evaluations by March 1 – a challenging goal, to say the least, since each proposal filled about 30 cartons.

Leading experts in various disciplines relating to highway design and construction from throughout North America were recruited to evaluate the proposals and, for seven weeks, they dedicated themselves to that task.

“The effort put in by everyone on the evaluation teams was just tremendous,” says Executive Project Director Peter Milburn. “Their hard work and long hours have resulted in the selection of a very strong proposal from the S2S Transportation Group which provides excellent value in safety, reliability and capacity improvements for the Sea-to-Sky Highway.”

Separate teams of evaluators scored the three proposals on such factors as safety and mobility, design and construction, environment, project and quality management, community consultation and communications, First Nations opportunities and finance.

All proposals and evaluation document were kept under tight security, and team members had to sign in and out of the evaluation room. A review of the sign-in sheets gives some indication of the dedication of the team members:

- Maximum number of evaluators in the room at any one time: 102.
- Earliest sign-in recorded: 4:50 a.m.
- Latest sign-out: 11:59 p.m., on a Saturday night.
- Longest time between signing in and signing out: 10 hours, without a washroom break.
- Number of sandwiches consumed by evaluators: More than 8000.
- Amount of coffee drank by evaluators: More than 100 pounds.

Improvements being made to the Sea-to-Sky Highway between Horsehoe Bay and Whistler include widening and straightening the road, improving sightlines, adding passing lanes and other design innovations to reduce hazards, shorten travel times and increase capacity. The work will be finished by late 2009.

Ministry Settles in With Familiar Faces and Welcomes CVSE Staff

The month of June heralded the winding down of spring and the beginning of the current government’s second mandate.

“It’s great to be back!” Transportation Minister Kevin Falcon declared in an e-mail to staff after learning he would be reappointed to the cabinet post he’s held since January 2004. “I want everyone in the ministry to know
Welcome CVSE Staff!

continued from page 5

how proud I am to have the opportunity to continue working amongst the most dedicated, capable staff in government.”

Minister Falcon is looking forward to the new term in government and to talking with British Columbians about ways of strengthening the province’s economy, including the use of initiatives such as the ministry’s Ports Strategy, Gateway Program, Heartlands Roads Program and more.

Fraser Randall has returned as Minister Falcon’s ministerial assistant. Sarah Andrews, the minister’s executive coordinator, and Lisa Grubesic, the minister’s administrative assistant, have come back as well to keep the minister’s office running smoothly.

New to the minister’s office is Rob MacKay-Dunn, who is coming aboard as the minister’s executive assistant. Rob hails from Vancouver, where he worked in public and community relations after completing his studies at the University of Victoria. Rob says he is “excited to be joining the Transportation team and looking forward to the challenges ahead.” Rob is also eagerly anticipating the return of the Canucks and enjoys skiing and snowboarding during the winter.

At headquarters, John Dyble has been appointed deputy minister, filling the place left behind by the retiring Dan Doyle. John had been an assistant deputy minister with the ministry for eight years, first for Planning and Major Projects, and then for Highways.

“I am very excited about becoming your deputy minister and working with you in that capacity,” John wrote after being appointed. “I believe we have exceptional people here at the Ministry of Transportation, and we work very well together as a team. The result is that we are able to deliver a great transportation system for the province.”

One of the biggest changes to the ministry is the addition of a new group of employees. The government returned responsibility for commercial vehicle safety and enforcement to the Ministry of Transportation. Most recently, CVSE has been operated under the jurisdiction of Ministry of Public Safety and Solicitor General.

The division has become accustomed to change. CVSE has moved through many ministries and has moved after

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every election since 1986. This is the third time they have been part of the Ministry of Transportation.

The Commercial Vehicle Safety and Enforcement group’s responsibilities include vehicle inspections, cargo securement, weigh scale operations and administering transportation-of-dangerous-goods regulations.

“CVSE’s vision, like our ministry’s, is one of improving road safety in British Columbia,” Deputy Minister Dyble explained. “We are all looking forward to the contribution they’ll make as part of the Ministry of Transportation.”

The CVSE group has won awards and been recognized by the premier’s office and top industry associations for innovations in management practices and working partnerships. With an approach like that, they should feel right at home with their new coworkers in the ministry.

New Group Gives Employees a Say in Creating a Healthy Workplace

Ministry of Transportation staff have a new group working on their behalf to make the ministry a great place to work.

The Employee Advisory Forum will be made up of some 40 ministry staff, comprised of a core group supported by subcommittees. With a chair, vice-chair and secretary, the terms of reference for this group include advocating a healthy work environment, promoting and demonstrating leadership throughout the ministry, enhancing communication around the workplace, and developing an annual action plan. The forum has evolved out of the ministry’s renewal initiative of the past few years and will capitalize on that program’s successes.

“Our people are famous across the province for their service and their pride,” says Deputy Minister John Dyble. “Our people are this ministry’s greatest strength.

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Employee Advisory Forum

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Advisory forum members, representing program areas throughout the ministry, will explore and make recommendations on how to improve the ministry’s work environment and programs. They’ll also act as a conduit between employees and the ministry executive, improving communication within the ministry.

“The ministry, like any organization, has to continually improve to meet the changing needs of its people,” Mary says. “The forum will make sure we find and listen to the best ideas out there in the ministry.”

Susan Ingram will be working with Mary, bringing with her extensive experience from the ministry renewal initiative.

“With this forum, we’re hoping to integrate renewal as part of the culture of the ministry rather than an initiative that stands alongside other programs,” she says. “Every employee has a role to play in creating a healthy and positive atmosphere in the ministry. We recognize that employees are seeking a balance between their work and personal lives, and the forum will be asked to play a key role in helping all of us create and sustain a healthy work environment.”

Deputy Minister John Dyble added: “We have to remember this process takes time. With steady and consistent steps, we will make the Ministry of Transportation a great place to work. Actually, it already is, in many ways, but I know we can do more, and this employee forum is a positive step in that direction.”

One of the forum’s first tasks will be to develop a new vision to guide health and wellness planning in the ministry. Other high priorities for the forum will be to develop an action plan and provide input into the strategic human resources plan.

The Employee Advisory Forum members, chair and vice-chair will be announced shortly. They’ll hold their first meeting this fall in Victoria.

A note from the editor...

Here’s a quotation that I recently came across that made me stop and think:

“How many of us do not set goals out of fear of failure, do not take risk out of fear of failure, do not cross the road or the room to introduce ourselves out of fear of rejection? Easy lives are shallow lives... get out there and live!”

– Ken Chisholm, Corporate Sales and Marketing Manager, Great Western Containers

I hope this quote prompts you to consider the importance of taking risks. Stepping outside our “comfort zone” brings personal rewards.

– Cindi Trowbridge

http://www.th.gov.bc.ca/publications/roadrunners/index-roadrunners.htm
Bike to Work Week: Participation is Encouraged!

Submitted by Jim Hester, Director
Highway Planning

May 30th to June 5th was Bike to Work Week, which encourages the use of bicycles as a fun, healthy, effective way to get to work. The Transportation Planning and Policy Department formed a team named “Bike Me” and was joined by cyclists from other departments. Special events were planned including daily treats and prizes, team photos, a potluck lunch, and a special cycle tour.

Ministry cyclists pose with Minister of Transportation Kevin Falcon on the steps of the legislature.

Sign of the Times...in Okanagan-Shuswap District

Submitted by Grant Lachmuth, DMT, Kelowna

Local residents of the District of Peachland, along with local Mayor Bob Harriman, had raised their concerns with the previous signing at the northern entranceway to their community that read, “Okanagan-Similkameen Welcomes You”. What raised the ire of local residents is that, although Peachland IS in the Okanagan, it is a long ways (geographically) from the Similkameen area.

The sign had originally been permitted by MoT and paid for and provided by the Regional District of Okanagan Similkameen. In resolving this issue, Jeff Wiseman, District Operations Manager and Stan Warkentin, District Sign Technician, worked with representatives of District of Peachland, Village of Keremeos, Regional District and several MLAs, to come up with a resolution that could be endorsed by ALL stakeholders. Credit goes to the creativity of Jeff Wiseman, who came up with the idea of replacing the existing sign with a new one, which reads, “Okanagan Wine Country Welcomes You” (see photo).

The new sign, which was unveiled on April 11, 2005 with Mayor Bob Harriman and Rick Thorpe, MLA, better represents the Okanagan wine areas and in fact matched the colour schemes of the Ministry’s recently introduced Wine Route Signing Program.

The new sign has been well received by all, with sincere thanks and appreciation to Jeff for his creativity and Stan for his hard work and diligence in getting the new sign in place, under very short timelines.

Great job everyone!
ATIS: A Real Intelligent Transportation System

Submitted by Abid Sivic, P. Eng; Electrical Systems Engineer, Electrical Engineering Centre, SCR-Burnaby

If you are heading to U.S you better check the ATIS website – it may help you save some time.

The International Mobility and Trade Corridor Project (IMTC) is a US – Canada coalition of business and government entities formed to jointly identify and pursue improvements to cross-border mobility in the Cascade Gateway. The goal is to better facilitate trade, transportation, and tourism with innovative improvements to infrastructure, operations, and technology. The Advanced Traveler Information System (ATIS) was one of the systems identified by IMTC as a project that will enhance the mobility of people and increase the efficiency of goods movement between Canada and the U.S. The ATIS project was a joint project between Washington State Department of Transportation (WS DOT) and BC MoT with cooperation from Canada Customs and U.S. Customs. The MoT’s part of the project was the southbound ATIS, and WS DOT was responsible for the northbound. The project was initiated in 2001 and completed in 2004. The total project cost was $2.6M and was jointly financed by sponsors: Transport Canada, Western Economic Diversification Canada, MoT, WS DOT and Whatcom Council of Governments.

Hwy 99 Peace Arch and Hwy 15 Pacific Highway are the two busiest border crossings between BC and WS. Although these two crossings are only two kilometres apart and readily accessible as alternative routes, motorists did not have any means of knowing which route will have shorter border crossing delay times. There was a need for a system that provides real-time traffic and delay information to help motorists to cross the border with less delay and also to balance and better utilize the two adjacent crossings. The project also included improvements to guide signing on Hwy 99 and Hwy 15.

The scope of the project was to design and build an ATIS that measures queues and estimates border delay times approaching from highways 99 and 15, including information to the traveling public in real-time using various media such as Dynamic Message Signs, Internet web site, and Interactive Voice Response telephone system.

The ATIS system was designed by prime consultant IBI Group as a, electrical sub-consultant PBA Engineering and signing sub-consultant Shaflik Engineering. The system consists of: a main computer system located on Hwy 15, eight Vehicle Detection Stations (VDS) on Hwy 99 and Hwy 15, two VDS on 8th Avenue, eight Advanced Traffic Controllers (ATC), four webcams, and two large Dynamic Message Signs (DMS). The DMSs continued on page 11
are on Hwy 99 and Hwy 15 well ahead of 8th Avenue to advise the motorists on border delays at each crossing giving them sufficient time to make a decision on which route to take. Each VDS, based on detection loops, collects vehicle volume, speed, and occupancy data. This information is locally processed by the ATC and sent to the main computer through fibre optic cable or a wireless communication link for further processing. Based on the VDS information, the main computer applies sophisticated algorithms and calculates: the queue length at Hwy 99, Hwy 15 and 8th Avenue, the travel time at each leg of the system, the arrival rate, and the discharge rate at the U.S. border. Using these values the system calculates border delays for each highway and displays the information on the ATIS website, DMS and provides Interactive Voice Response (IVR) telephone system delay information (604 542-4380). The delay time is rounded to the nearest five minutes and is frequently updated. Using available information, the system constantly updates a colour-coded area map on the ATIS website as shown on the picture on page 8.

The system uses a Cellular Digital Packet Data wireless system to communicate with the Dynamic Message Signs. The DMS on Hwy 99 is shown on the following picture. Four webcams, located in the queue forming area visually confirm traffic conditions, are updated every 30 seconds.

This system is fully automated and the first of its kind in North America. The system has been working reliably for one full year with minor problems mostly related to the other construction projects like 8th Avenue widening, Hwy 15 and truck crossing improvement. As reported earlier in the Road Runner, the project received an Award of Excellence from the Consulting Engineers of BC in March 2005.

The ATIS Project Team:
P.M.: Sandi Howe, Joyce Chang, and Valerie Fabick
Electrical Design Supervision: Abid Sivic and Brigid Canil
Advisory: Patrick Livolsi, Ed Miska and Peter Fu

http://www.th.gov.bc.ca/ATIS/

Heavy equipment rests beside Highway 10 construction as the sun sets over Surrey. The $210 million Border Infrastructure Program is widening Highways 10 and 15, and building two new interchanges and improving a third on Highway 91/91A.
1927 Cat G60: History Revisited

Submitted by Grant Watson, District Operations Technician, Skeena

Some of you may remember EXPO...you know '86! Well, I've had the recent pleasure to meet a retired highways employee from Prince Rupert, who was one of the mechanics that restored a 1927 Cat Gas 60 sent down to EXPO.

I was reviewing some old video tapes in our library, when I came across one made in 1985 titled “1927 Cat on Way to EXPO 1986”. While watching it, I saw an interview with a fellow named Jim Rennie. We have a road foreman in Prince Rupert now, with the same name! The next time I talked to Jim, I mentioned the video from 1986 and interview with someone with the same name. It was his Dad! He used to be the mechanic foreman for MoT in Prince Rupert. The next time I made a trip to Prince Rupert, I stopped in and saw Jim (Jr.) and he called Pete Chaprun, also a retired MoT mechanic, to come down to the shop to meet me. Jim had told him about the video-tape of the CAT and he was interested in getting a copy of it.

Jim Rennie (Sr.) and Pete Chaprun worked for the Department of Highways in Prince Rupert in 1985 as two of the main mechanics that extensively restored this 1927 Cat to running condition. Once restoration was complete, it was sent down south to open the Coquihalla Highway, then onto Vancouver as an exhibit for EXPO ’86. Once EXPO was over, the Cat was donated back to the City of Prince Rupert. It now resides in Prince Rupert as a historic attraction for locals and tourists.

After meeting Pete, he took me down to see the old Cat. He said it still runs great, and they fire it up every year. The Cat can be viewed in Prince Rupert at the Park Ave Campground, on the road to the BC/Alaska Ferry Terminal.


Pete Chaprun on Cat
Wedding Bells for Cathy Porter

Cathy Porter (though her Kootenays friends would know her better as Cathy Whitmore or Cathy Medina), HQ Financial Analyst and Greg Stone were married on May 14th. Cathy worked in the Nelson regional office from July 1977 to November 1996, then moved to Victoria and returned to work for MoT again in October 2000. She has recently started a new role as the main Financial Systems Helpdesk support person in our reinstated Financial Systems Section at HQ.

From the summer of 1989 to the summer of 1997, Greg worked in the Nelson MoT office as Regional Manager, Finance & Administration (and was Cathy’s supervisor). He then moved back to Victoria and worked in Finance & Admin. Branch at HQ until March 2002. Greg is currently working for Internal Audit (Ministry of Finance).

Although they had been getting to know each other as friends for about eight years prior, Cathy and Greg’s first “official” date was Greg’s 25-year Long Service Award dinner in October 2003, followed by a second date a week later at Cathy’s 25-year dinner…and things just progressed from there.

Congratulations Cathy and Greg…many years of happiness!

Dave Nadin, Kamloops Technical Student – Graduate

Submitted by Thompson Nicola District

Dave Nadin was hired by Development Approvals in the Thompson Nicola District-Kamloops into the Technical Student Program. Dave has extensive experience in the Forest Industry, having worked in Silviculture, Logging and owned/operated a Sawmill. Dave found that working 8 months a year was not enough to pay for 12 months of living, so decided to go back to school as a mature student. This was a big decision for Dave and his family, which includes two boys, 6 and 11 years old.

Happily, Dave graduated on June 10th, 2005 from Thompson Rivers University-Kamloops as an Engineering Technologist. One of Dave’s teachers told us that he was a hardworking conscientious student.

Dave’s plans include working in the land development sector, putting his education to use and eventually work towards completing a degree in Civil Engineering.

The Thompson Nicola District is very pleased to have Dave in the program and we all look forward to working with him this summer.

Congratulations Dave!!!
Emergency Planning Well in Hand

Submitted by Pat Cruickshank, Regional Manager, Programming, Partnerships and Planning

On Tuesday March 15 2005, South Coast Region held its first tabletop exercise in a number of years, to practice for Emergency Response. Committed to in our 2004/05 APA, this exercise was a milestone for the region, given the reorganization of the Ministry and the Region in recent years.

The exercise commenced when I arrived at the office Tuesday morning to receive a hand-written note from Tina Johnston, indicating that a large earthquake had occurred that morning on the island. This was followed by two phone calls from Bonnie Whipple – District Manager Transportation – describing preliminary damage assessments and injuries. Upon activating our EOC in our main floor boardroom, we learned that two earthquakes, 7.3 and 7.4 magnitudes, had occurred only minutes apart with epicenter beneath the island. The group engaged in a productive workshop environment, which included scenario “inputs” from Allan Galambos and provocative discussion from all attendees.

Organized by Martin Madelung, Patricia Wong and Allan Galambos, the exercise was a very enlightening and practical experience for all in attendance. All individuals learned more about their respective roles in an EOC, and we collectively understood that we still have more to learn.

This exercise followed a two-day course in October 2004 at the Justice Institute of BC (JIBC) on the EOC – attended by Region and District staff and management. Martin, with assistance of Tina Johnston, organized a second EOC training course delivered by the JIBC for April 20 and 21. This second course was well attended by staff from the Lower Mainland and Vancouver Island Districts.

Thank you Martin, Patricia and Allan for collaboratively building a strong Emergency Response Plan for South Coast Region. Together you are building a strong Emergency Preparedness plan for the entire South Coast Region.

...And no, the island did not sink.

A Stylin’ Project Manager from the Peace...

Jim Guthrie, Project Manager is trying to get into style for summer as he fashions himself after Hali Davenport, District Services Manager, in her summer capris! Or is he just preparing for the summer flood season!??


Front row, seated: Pat Cruickshank, Martin Madelung, Patricia Wong, Allan Galambos, Theresa Dhillon, and Jessie Bains.
On the Road Again

MoT’s 24-hour BC Lions Society Easter Seal Relay Team

Submitted by Sheila Smith, A/Grants Administrator Transportation Policy and Marine Branch

Ministry of Transportation team, On the Road Again, is in the final stages of training for the 24-hour relay on June 25 & 26.

Brenda Janke and Laura Silva) each team member will be required to run, walk or hobble (just kidding) a three-kilometre route. The goal is to keep the team moving for the 24-hour period.

The race benefits the Lion’s Society Easter Seals Camp Shawnigan, a specialized camp for children with disabilities from all over Vancouver Island. Camp Shawnigan costs exceed $1.5 million a year. The 24-hour relay is an integral contributor to make this vacation happen for these children.

So far, the team’s 28 members (ministry employees and their families) have raised over $3000 through a series of creative fundraisers, including:

- A Taste of Paradise Gourmet Dessert Luncheon ($2.00 per serving for a gourmet dessert made by On the Road Again Master Chefs).

The team also raised some cash by volunteering to work the back breaking, bleary-eyed course set-up (4:30 am – 9am) and the quick hands, traffic-avoiding course breakdown (2 pm-4 pm) shifts at the Bastion Square Cycling Grand Pix.

Thanks to all who have given generously.

Some members of the On the Road Again team

Chinese Engineers Visit BC

Submitted by Len Sielecki, Environmental Issues Analyst

In mid-May, a delegation of 16 senior government officials, bridge and tunnel engineers and engineering professors from the Peoples’ Republic of China toured Provincial highways on Vancouver Island, in the Lower Mainland and in the Southern Interior. The members of the delegation were from the Qinghai, Jilin, Yunnan and Shaanxi provinces and the Inner Mongolia Autonomous Region in China.

The Environmental Impact Assessment and Management Training Group was organized by TTA Technology Training Associates Ltd., a subsidiary of the British Columbia Institute of Technology (BCIT). The tour was continued on page 16
Ministry Provides Technical Training to Chinese Officials

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a component of the group’s environmental cross training for the Canadian International Development Agency (CIDA) China Western Roads Development Project. The Ministry has been working with TTA to provide technical training and assistance to Chinese officials, managers and engineers working in the transportation sectors to support CIDA projects in China since the mid-1990s.

The delegation’s program included a visit to Ministry Headquarters where the delegation was introduced to the highway environment process in BC and Canada. The Headquarters presentations were followed by guided tours of the Vancouver Island Highway, the Sea-to-Sky Highway, the Trans Canada, the Coquihalla Highway and the Okanagan Connector. The delegation inspected the fish habitat projects, wildlife exclusion systems and avalanche control structures located along these highways. The Vancouver Island segment of the tour was guided by Mike Kent, the Ministry’s Chief Environmental Officer. Sean Wong, the Ministry’s Environmental Coordinator at Ministry Headquarters provided detailed information on the fisheries achievements of the Vancouver Island Highway Project. Leonard Sielecki, the Ministry’s Environmental Issues Analyst guided the group in the Southern Interior. Cultural highlights of the tour included visits to the Revelstoke Dam and the Summerhill Pyramid Winery in Kelowna. In addition to the natural beauty of British Columbia and the engineering and environmental achievements of the Ministry, the group was very impressed with BC’s wines and hospitality.

If you subscribe to the theory that “a clean desk is the sign of a sick mind,” then you’ll have to agree that this employee is among the healthiest in the ministry! If a client were to enquire, he could honestly say: “I’ve got that file right in front of me!” Just make sure you give a few days advance notice if you want to actually see a particular document!
Achieving the Improbable in the West Kootenay

Submitted by Arn Von Maydell, Bridge Area Manager, Nelson

From the Heart of the Kootenays the ministry and maintenance contractor is asked to do the improbable…repair Gerrard Bridge on the Lardeau River outside the environmental windows in a world-class spawning channel restoring a vital link of the local economy. The maintenance contractor, YRB (Kootenay Lake) and the ministry didn’t panic.

The maintenance contractor found damage to the downstream mid-span support on a 240’ continuous Acrow bridge. The following day a joint team from the ministry and YRB bridge crew inspected and load posted the structure to 5 tonnes restricting usage to passenger vehicles only. Since the fateful day in early May, a team of people from maintenance personnel and ministry officials have been meeting, discussing and organizing themselves to keep the public informed, monitoring the situation and liaising with other ministries to expedite repairs on the structure.

Safety for the job is another critical factor for success. YRB hired a consultant engineer to provide documentation and procedures for the bridge lift. “I’ve been to the site three times to make myself comfortable with the site and the bridge foreman has check every aspect of the pier”, says Kevin Higgins. To underscore the message Kevin added, “We are revising two steps based on yesterday’s visit.”

“A local quipped when told about the location of the bridge stated, “On a scale of 1 to 10 the Gerrard is a 15.” A consultant, retained by the contractor, developed a comprehensive environmental containment plan specific for the Gerrard. Ministry officials are meeting to expedite approval of the plan with the environmental agencies.

To be continued.

Terry Murphy Reports Employee Development Success…

As I head off to new challenges with the Cariboo District, I would like to point out that employee development is alive, supported and working within Provincial Field Services. About a year ago I sat down with my supervisor, Ron Chadwick, and manager, Barry Bergstrom, to discuss my future with the organization. I wanted a change but wasn’t sure what I wanted or how to tackle it. So, an EPDP later I was well on my way to setting my new course. I identified district operations as a goal, established a partnership agreement with my manager to support pursuing the Area Manager certification, enrolled in school, contacted the West Kootenay District, Jacques Dupas and Fred Hughes to determine if I could access a Temporary Appointment (TA) or job shadow, and was supported during the winter season by Field Services and the District in pursuing this TA. Through the support of management both within Field Services and the West Kootenay District, I was successful in winning the Area Manager position in 100 Mile House - proving that career development works!

To those of you remaining in Field Services, it’s been fun and all the best in where ever your goals may lead you. To the staff of the West Kootenay District thank you all for helping make the transition from Field Services to the district an easy one.

Sincerely,
Terry Murphy, Area Manager, 100 Mile House
Brian Horel Retires After 35 Years With MoT

Submitted by Julian Malinsky, District Business Manager, Thompson Nicola

Brian Horel was born and raised in Ganges on Saltspring Island and left the island after high school graduation. In 1968 his career with MoT began, working with construction Branch as an engineering aide. He took some time off to travel to Australia and returned to the ministry in 1972 as a regular employee.

Brian continued working as an engineering assistant on Vancouver Island through the 1970s in places such as Sayward, Port Hardy, and Cortez Island. In 1979, Brian worked in Revelstoke, relocating the road to Mica. In 1980, he moved on to Prince Rupert to work on the Meziadin Highway and the Queen Charlottes, working with folks such as Dan Doyle, John Ryan, Dough Kirk and Dave Cuncliffe. While there, he was commended for his “unselfish effort” for working long hours to reopen the highway at Bear No. 1 Bridge in Stewart.

In 1984, Brian was appointed engineering assistant in Penticton working for Brian Hunter and remained there until moving to Nicola in 1988. After two years, he won the area manager competition in Merritt.

Throughout the 1990s he acted on many occasions as district manager in Nicola and was commended for his analytical approach and proactive problem solving. In 2002, Brian received his full area manager certification and then assisted with tendering the new maintenance contracts.

The ministry will miss Brian’s extensive knowledge of construction and maintenance. He has been commended many times for his work ethic.

The Thompson Nicola District staff recently celebrated Brian’s retirement at a Greek restaurant in Kamloops. Some of Brian’s plans include continuing to live in Merritt, drive to Alaska, buy a boat, complete some projects, get a Corgi dog and catch up on some well-earned sleep.

All the very best, Brian, we will miss you!
Knowledge, Leadership, Dedication and Enthusiasm - Hallmarks of Dale Jeffrey’s 35½ years with MoT

Submitted by Bob Penner, Manager Field Services

Dale Jeffrey has retired after 35 ½ years with MoT.

Dale’s work history has certainly taken many interesting twists over the years. In 1969, he started as a junior survey aide, and moved upward to an Engineering aide position in 1972 in the Nelson regional lab. A promotion in 1981 saw Dale become an engineering assistant.

A move to Terrace came with a promotion to engineering technician to run the Regional Pavement Design Centre in Terrace until 1988. Dale accepted the challenge of change and opportunity when he went to the Quesnel District as an area manager, roads until 1992. Leaving this, he went to Victoria to help set up and run the new asphalt section of the central lab, until 1995.

In 1995, Dale had the opportunity to accept the position as a senior project technician/acting project manager, which he held for the next four years in the Lower Mainland. In 1999, Dale went back to operations with the district office in Chilliwack as a district technician until 2002 when he returned to fieldwork as a project supervisor with Field Services in Kamloops.

Dale made so many stops in the province, between all the towns and cities; we could not begin to name them. He has served the ministry well by accomplishing every task within the district operations and construction field with dedication and enthusiasm.

The ministry will miss Dale’s incredible asphalt design knowledge, leadership ability, his ability to work in challenging circumstances and the dedication displayed as project supervisor.

We wish Dale the very best in his future endeavours!

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Customer Service: West Kootenay District Style

Submitted by Tracy Cooper, Regional Director, Southern Interior

The following email exchange recently took place and is a good example of customer service West Kootenay District style.

Hello:

I would like to submit a letter to you for your files.

This letter was written by my 8 year old son on the subject of Grohman Narrows and the proposed access change.

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Dear Government:
Why would you want to disturb the turtles? Can you imagine if someone tried to disturb your habitat? It’s the same thing, and why would the guy across the street rather have Grohman move their road? Is it just money? I would rather see him move his road.

Tyler, Age 8

The Response:

Dear Tyler:
Thank you for taking the time and interest to ask questions about important issues in your community. I hope you continue to remember to always ask “why.” You asked 4 questions that I will answer in the order you asked them.

1. Why would I want to disturb the turtles? I don’t want to disturb the turtles. That is why we asked a professional biologist to inspect the park and advise us if we should allow the access to be moved and if it could be moved when would be the best time to do it. To make sure the turtles and all park habitat can continue with a safe and healthy life the new access will be constructed of dirt that the turtles like to build there nests in. The biologist told us they like nice clean small gravel that’s easy to dig in. Right now some of the turtles are building their nests outside the park on highway lands. The new access built of stuff the turtles like will give the turtles a new protected home inside the park. The new access will also have 2 pipes under it so the turtles can still get to their old nests if they want to. The old park access will be removed and made to look like a park.

2. The guy across the street did try to move his access but it was very expensive, almost $200,000. He had to put his access in a place that was safe so drivers could see properly and not have an accident. He asked Parks if he could move the park access and they said yes. They said yes because the parks people saw that the new access would be made of turtle nesting stuff they like and they would be building their nests in the park and be protected. The parks people also said yes because they knew that the guy across the road would have to build a special safety lane on the highway where school buses and other people going into the park could wait until it was safe to cross the highway and go into the park. All the government people thought these were 2 really good things for the park. More safety for the turtles and the people.

3. It’s not just about money but money was one of the important things we considered. Because money was saved, the guy building the access will have some money left over and he will be able to build the safe turn lane on the highway for school buses and make a better nesting home for the turtles.

4. It would have been good if he would move his access but remember that if he moves his access there won’t be any safety lane on the highway for cars and school buses going into the park and some of the turtles will still build their nests in unprotected areas outside the park and won’t get a nesting home built special for them. The area where the new access is supposed to be is way away from the pond in the little corner beside the parking lot.

I want you to know that the park is very important to me too. When I was your age I visited the park with my school. I went to the park many times and again with my grade 10 science class. I now have 2 children of my own and I’ve gone to the park with them many times. I’ve also gone to the park with them during some of their school science classes to look at the turtles and study all the different bugs and stuff. My kids are all grown up now an in university and I still go there just because I like it. I think that the new park access will make the park better for all the people and the turtles and way more safe.

Thanks again and send me another email if you want more information.

Phil Best, Sr. Development Technician
A View From the Top

Submitted by Mike Odowichuk, Area Manager Bridges, Fort St. John

It’s a “view from the top” photo taken during the major inspection of the Hudson’s Hope Bridge. It was taken from a man-basket supported by a crane with a 100-foot boom. Most bridge managers receive training to climb on structures, but especially for this inspection the crane provided more efficient and safer access to those “hard to reach” places. Here we are hanging alongside the north tower looking south along Highway 29. The bridge receives a detailed inspection like this every five years, plus routine inspections each year.

This inspection was done jointly between MoT and the maintenance contractor YRB, who used the access to perform maintenance work including checking and tightening of the upper bolts, which secure the hanger cables.

The First Month in the Work Life of a Technical Student in West Kootenay District

Submitted by Nam Nguyen

Things are off to a very good start in the first month of a four-month position as a technical student in the West Kootenay District office in Nelson.

I am an engineering student working to gain experience in various areas, including traffic engineering and learning about the MoT work environment. Both have proved to be a positive experience.

What have I done so far? Under the guidance of my mentor and supervisor Ryan Oakley, District Engineer-in-Training and Danny Voykin, Regional Paving Technician, I’ve worked on a rumble strip project including assisting with determining rumble strip site locations based on recent paving projects and accident history. Using HAS data and information from paving project files, I mapped possible locations and then went into field to confirm sites.

On the public consultation side of things, I’ve worked on interpreting results of a public questionnaire response from a community safety group with Ryan, Area Manager Brent Bailey and District Manager Jacques Dupas.

Guardrail has been another project. I’ve been assisting with guardrail design and visiting pre-determined sites for installations to determine length and locations of guardrail. I’ve made drawings of worksites before and after installations, as well as checked guardrail design standards and made changes to drawings where necessary.

On to RIMS/GIS with John Hand, District Operations Tech, updating the RIMS database and gaining some experience with ArcView GIS Software.

Yes, and traffic engineering too with Graeme Cross, Traffic Engineer. We went in the field to look at traffic concerns brought up by public, road area managers and RCMP in the West Kootenay District.

I am from Vancouver and working In the Nelson office has given the opportunity to see and experience the beautiful Kootenay region while gaining valuable work experience. The work atmosphere exceeds that of my past co-op/work placements. Everyone from both the regional and district staffs have been more than willing to take some of their time to help me out when needed. Aspects of the job I particularly enjoy are the variety of projects I get to work on and the opportunity to work.

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both in the office and field.

My first month in the Nelson MoT office has been thoroughly enjoyable and the experience has me thinking of taking some traffic engineering courses to round out my Integrated Engineering degree.

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### Ashnola Bridge Sees Red…Again!

**Submitted by Grant Lachmuth, DMT, Kelowna**

The Ashnola (Red) Bridge-Q2191 was built in 1911, originally as a railway bridge. It was abandoned by the railway in the early 1950’s and was initially used for logging truck traffic crossing the Similkameen River, approximately 5 km west of Keremeos, in the Okanagan-Shuswap District. The Ministry of Transportation took over responsibility for the bridge in 1961, at which time “cladding” was added to the structure to keep it dry and prolong the life of the structure. The Ashnola Bridge remains one of the very few “cladded” bridges in the Province and is considered a historic landmark by local residents. In fact, the Village of Keremeos municipality has adopted this bridge as a tourist attraction, with local residents forming the “Red Bridge Heritage Committee”, who have been meeting with Ministry representative Mike Woodcock, Bridge Area Manager to review future plans for rehabilitation.

The Ashnola Bridge has been through a lot over the last 95 years and most recently the ice-jams of January 20, 2005, which had the bridge locked in the grips of a two-kilometre ice-jam, causing damage to a number of the bridge piles as a result. Mike Woodcock reports that if it had not been for the “heavy duty” construction of this bridge originally as a railway bridge, it might surely have been lost completely during that ice event. This same ice-jam event caused severe damage to an adjacent commercial greenhouse operation and also flood damage to Highway #3 at Chopaka Bridge, some 18 km downstream. This event had portions of the Village of Keremeos on evacuation alert as flooding occurred within the community.

Due to the quick actions of District staff, the Ashnola Bridge and Highway #3 flood damage was repaired in a very timely manner. Minister Kevin Falcon and Assistant Deputy Minister, John Dyble (photo #3) visited the sites in Keremeos on January 22nd, with Minister Falcon later sending a letter of thanks to District staff, which read in part:

“I am writing to offer my heartfelt thanks for all your hard work in late January in dealing with the ice jams and flooding in the Keremeos area… My recent tour of the area served to remind me of the winter conditions and weather extremes you deal with on a regular basis. I’m proud of all of you for working around the clock…”

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*Ice-jams of January 2005*
Minister Praises Okanagan-Shuswap District Staff

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Bill Sparkes for their exemplary leadership and communication, Mike Woodcock and Chris Keir for their onsite work, and Ian Pilkington for his geotechnical expertise. These individuals really went the extra mile.

As part of a team, all of you made a real difference to the people in the Keremeos area, and I know they appreciate your help.

Sincerely,

Kevin Falcon
Minister

Moving Forward

Since the ice-jams of January, the district has moved forward with plans to redeck and also reclad the Ashnola Bridge. Mike Woodcock has worked closely with local residents and the Heritage Committee to receive their input into the planned rehabilitation, which has seen the residents actively participate on the project with the donation of materials and ultimately the repainting of the cladding materials before they are installed on the structure. Any guesses on what colour it will be painted? If by chance you picked “red”, you would be absolutely correct.

District staff in Okanagan-Shuswap formally recognized Mike Woodcock, for his great work with local residents in the delivery of rehabilitating the Ashnola Bridge…great customer service Mike!!

Grant Lachmuth, District Manager, Transportation wishes to also extend his sincere thanks and appreciation to ALL staff members involved in the ice-jam events of January and the preservation of a local landmark…the Ashnola (Red) Bridge.

Farewell to Larry Brown

Submitted by Rocky Mountain District Staff

Larry Brown, Rocky Mountain District Operations Manager, is leaving the Ministry of Transportation for a position with the Nelson School District. Larry made his announcement shortly after district staff helped him celebrate his “No, I’m not 50 yet” birthday last month; however, he states that the two events were not necessarily related.

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BMIS/RIMS Integration Brings Smiles to Peoples’ Faces

Submitted by Brian Barker, Manager, Asset Condition Evaluation, and Ivana Mazuch, BMIS Project Manager

Recently the Bridge Management Information System (BMIS) successfully integrated with the Road Inventory and Maintenance System (RIMS) eliminating duplication and increasing the quality of location information for major highway structure (bridges, culverts, tunnels, retaining walls and signs).

With the latest release, structures are entered and easily located via BMIS by the RFI (CASHH) linear referencing method and are retrieved by the RFI, DSA, LKI or Arterial linear referencing methods. Now, data is collected once, entered once, retrieved by both applications and consistent throughout!

This project succeeded in a very short timeframe, due to the dedication and cooperation of all involved. Extra credit is due to Heather Lehmann, the Oracle Developer that completed the required programming in less than eight weeks.

Our thanks goes to the Development Approvals System (DAS) and Rock Hazard (RHZ) integration project teams for sharing the benefit of their experience, and the ISB Application Services for their guidance in approach and development of best practices. Special thanks to the BMIS/RIMS Integration Project team consisting of Bridge Area Managers and District Operation Technicians for their expertise, thorough attention to detail while developing BMIS/RIMS Business Requirements, and full out effort throughout the project.

On behalf of the users and development team, we would like to extend our thanks to Gary Farnden, P. Eng., Chair of the BMIS/RIMS Committee, Connie Nicoletti, P. Eng., Sponsor for BMIS projects, and Reg Frederickson, Sponsor of RIMS project for excellent leadership during the integration initiative.

Wedding Bells in the Peace!

The Peace District has seen three of their co-workers enter into the world of wedded bliss this summer! First was Johnny Miller, Area Manager Roads from Dawson Creek. John and Val were married on May 21st in Dawson Creek. On June 4th, our receptionist Kim Blais married Dean, and on June 25th Neil Wood, Area Manager Roads from Fort St. John, married Stacy in Jasper.

We wish them all the best – and don’t worry, it’s not as bad as we lead you to believe! Congratulations from all us!
Kicking Horse Canyon

Material excavated in Phase 1 work east of the new Yoho Bridge…

…is placed a few hundred metres further east for the future (Phase 2) new Park Bridge approaches…

Announcing: The EIT Website
Have you checked out the new EIT website complete with photos and profiles?
Take a look:
http://gww.th.gov.bc.ca/eit/home.asp

…while geotechnical investigations are undertaken in preparation for future improvements to Golden Hill (Phase 3).
Talk About a Tight Squeeze!

Submitted by Patrick Livolsi, Regional Manager, Engineering, Burnaby

Two new Vancouver Port Authority cranes are transported by ship under the Lions Gate Bridge. The modified ship had to wait for a very low tide to ensure a clearance of just 6 feet with our bridge. The new cranes were shipped across the Pacific Ocean from Asia and will allow the port to simultaneously load/unload two shipping containers per crane. The cranes come on the heel of two other large cranes that just barely passed under the Alex Fraser Bridge and were destined for the Surrey docks.

Woods Overhead Fish Habitat Restoration – If You Build It They Will Come

Submitted by Brent Persello, Environmental Services Manager

In August 2004, the Woods Overhead and Approaches project on the Trans Canada Highway approximately 20 km west of Revelstoke was completed. The project involved the re-alignment of 2 km of the highway, ancillary frontage road improvements and construction of a new bridge over the Canadian Pacific Railway and Eagle River. Due to the sensitive nature of the area, several environmental enhancements were undertaken as part of the project including the construction of two large off-channel ponds draining into the Eagle River and the lengthening of a fish bearing tributary stream by 200m through de-activation of the old highway roadbed.

The Eagle River is home to some 14 different species of fish including rainbow trout, Kokanee, bull trout, and Coho, sockeye and Chinook salmon. The improved tributary stream and new off channel ponds are providing important rearing habi-
nel ponds and tributary stream foster ideal conditions for swimmers clad in fins, scales and slime. Other frequent visitors to the site include mule deer, moose, black bear, beaver, muskrat, and a variety of songbirds and waterfowl. The elusive and rare tiger salamander has also taken up residence in the east off channel pond situated directly below the new bridge.

The ministry will be closely monitoring the new habitats over the next few years to ensure they function as intended, however initial biological sampling results suggest we are well ahead of schedule with respect to numbers and range of species utilizing the new enhancements.

Outdoor enthusiasts passing through the area are encouraged to stop and look over some of the newest and most productive fish habitat enhancements in the Columbia-Shuswap area.

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Best viewing locations are from Victor Main Road, just west of the new bridge and from an unmarked access road just east of the structure. All those involved in the design and construction of the restoration works should take a great deal of pride in the end result proving that...if you build it, they will come.

A late addition...

In the Spring 2005 issue of the Road Runner there was an article on page 4 introducing the Claims Unit entitled “The Ministry’s claims unit possesses wealth of specialized experience”. The following information about an important member of the staff, Marc Daubner, is an addition to that article. Apologies to Marc.

Marc Daubner – Manager, Claims

Marc is responsible for developing and establishing policies and procedures, operating guidelines, management information and reporting systems, as well as audit, resource and support mechanisms to ensure accountable and efficient operation of the claims processing function. He also advises the Director, Construction & Maintenance on large financially risky litigations and produces a report on this for Ministry Executive on a yearly basis. Marc must also ensure that the Ministry’s Maintenance Contractors receive refunds of monies recovered for their repair work on damaged government property. He supervises four permanent employees.

Mountain Skills Training
Skeena District Avalanche Programs

Submitted by Steve Brushey,
Assistant Snow Avalanche Technician, Terrace

Staff from the two avalanche programs in the Skeena District – Bear Pass and Northern Region – participated in a three day Mountain Skills Program at the end of April. Johan Slam, Mark Austin, Scott Garvin, and Steve Brushey flew into an ice field west of Terrace with Mountain Guide Dave Scott of Revelstoke.

The training program covered various skills including crevasse rescue, glacier travel, terrain evaluation, route planning, and group management. The mountain skills training program complimented the various skills and training regimes that are used throughout the course of the winter by the two avalanche programs.

Each day began with a group discussion on the day’s objective and completion of the route plan based on the days weather and snow stability forecast. Flexibility within the plan allowed the group to manage the various objective hazards encountered along the way. With the warm weather, the field days began early and ended in early afternoon. Once back in base camp, the days decisions were evaluated and individual opinions discussed. Additional skills such as toboggan evacuation, map and compass reading, group dynamics were reviewed and a route plan for the next day was developed.

The three days passed too quickly. The weather was great and the training area was superb. Team synergies grew, further enhancing a positive work environment.
Snooper Crew in Action

Submitted by Janice Meier, Manager, Business Analysis

One might think that this is the slogan for the upcoming summer – get trim so you look good on the beach. Or one might think this is an ad campaign for a fitness or dietary product. It might even be the catch phrase for a lawn mowing service!

But for the ministry, “Get TRIM” is the calling card of the TRIM Context Implementation Project team members. For those of you have not yet heard about TRIM or wonder what it is, TRIM Context is the new document management solution to be implemented across the ministry.

TRIM Context is the software tool selected as the government standard for electronic document and records management. The ministry is one of the early adopters of the package and is leading the way in using TRIM Context to manage both electronic documents and physical records.

The product will provide for the management of business documents currently on the LAN and business related email messages, and will replace the CRMS and QRMS systems.

The TRIM Context project is pleased to have Kathie Miller as Executive Sponsor and Peter Smith as sponsor. Under the project management guidance of Cliff Edwards, EDS, the team consists of Beth Pitblado, Janice Meier, and Kim Anderson.

The Sea to Sky project office is currently using TRIM in a production environment, with the Gateway project office soon to follow. The Information, Privacy and Records branch is next on the list. The Information Systems Branch is reviewing its LAN documents in preparation for a TRIM rollout. Other offices will follow as the project schedule and implementation plans are finalized.

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So what will the TRIM product do for you? It will provide you with the technology to manage your electronic documents in compliance with government regulations and requirements – an area where most of us fall a little short of the mark in our current practices. Instead of saving a document on the LAN, you will save it in TRIM. Documents will be filed and managed without a requirement for you to know ARCS and ORCS. Documents will also be more easily shared - no more searching through layers of directories on the LAN or email folders. You will use TRIM’s powerful search engine to find your document or other documents on the same subject. TRIM will allow you to email a link to a document’s location in TRIM rather than send an attachment, thus providing some relief from the full mailbox syndrome. And everyone doesn’t need to keep a copy, as it will remain accessible via TRIM.

And just what will you need to do to prepare for the TRIM rollout in your office? The project team will work with staff in each area to help you prepare for the rollout of TRIM in your office. This preparation will include cleaning up old files, eliminating duplicate files, and deleting records that are past their usefulness. There will be information management awareness sessions and TRIM training sessions for you to attend. More information is available on the TRIM website at http://gww.th.gov.bc.ca/gwwfoi/content/TRIM/TRIMhome.asp

And who knows, you may even lose a little weight!

The Changing Face of Field Services

Submitted by Shanna Mason, Director

One thing is for sure in Field Services; things never stay the same for too long. Below is the most recent up-date on who has left, who has joined and who is still here but doing something different.

- Don Wharf has moved on from Field Services to the bright lights and fast pace of the Gateway Project. Keith Callander was successful in winning the position of Manager, Paving South.

- Dale Jeffries, Paving Project Supervisor has recently left us for greener retirement pastures. Gerry Allen was successful in winning this vacancy and will do an excellent job filling Dale’s shoes.

- Terry Murphy has been successful in winning an Area Manager Roads position in 100 Mile House and will be leaving us shortly. Best of luck Terry!

- Dan Templeton and Rob Sylvester were both successful in winning the Construction Consultant Supervisor positions reporting to Don Shaw.

- Al Jones, Rick Matthews, Bob Neville and John McKenzie have all been recently successful in winning permanent Project Supervisor positions.

- John Ross and Gary Stewart were both successful in winning permanent Project Assistant positions.

- Wijaya Widyaratne and Peter Dzugus both completed their TELP period and became permanent Project Assistants.

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Field Services Appointments

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• We’ve hired four Youth Employment Program participants. They are Raymond Chan, Harnek Nijjar, Moncef Dif and Paul Bourdon.

• Lastly, we have posted and are currently screening for a Quality Management Technician position that we are hoping to have filled by the end of June.

Congratulations to all and best of luck to you all in your new roles!

Human Resources Branch Welcomes Paul Squires!

Submitted by Marilyn L. Wargo, Director, Human Resources

Paul recently joined the HR Branch in Victoria as a Manager, HR Planning and Development. He comes to us from the Strategic HR Branch at WLAP and SRM, where he worked as a planning analyst. Paul will be taking the lead on the Ministry Orientation Program as well as the Corporate Orientation Initiative being sponsored by the BC Public Service Agency. He will also be involved in a project with the Leadership Centre to examine ways of better utilizing technology in the training and development field. We are thrilled to have Paul with us and hope that you will soon have the chance to meet him in person. In the meantime, he can be reached at (250) 356-9660.

Other New Appointments

Roundup of other new permanent appointments since March 2005:

• Ken Aura: Senior Project Manager, Prince George

• Valerie Bell: Residential and Commercial Property Administrator, Land Management, Partnerships Department, Victoria

• Jean Bergman: Regional Administration Clerk, Prince George

• Denise Bollinger: District Operations Manager, Quesnel

• Jo-Ann Clar: Administrative Assistant, Transportation Policy, Victoria

• Sarah Dennis, P.Eng.: Senior Geotechnical Engineer in the Geotechnical Section of Engineering Branch, Victoria

• Catherine Deol: District Clerk, Fort St. John

• Rampal Dulay: Senior Project Manager, Kamloops

• Valerie Fabick: Senior Project Manager, Burnaby

• Donna-Marie Falat: Environmental Services Technician, Kamloops

• Frankie Fu: EIT, Design, Prince George

• Jim L. Guthrie: Senior Project Manager, Fort St. John

• Lina Halwani, P.Eng.: Senior Traffic Operations Engineer/Regional Traffic Engineer, Burnaby

• Terry Harbicht, P. Eng.: Manager, Geotechnical and Materials Engineering, Southern Interior Region

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Appointments (continued)

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- David Hernon: Insurance and Bonds Officer, Corporate Procurement and Avalanche Programs, Victoria

- Wayne Hoover: Commercial Transport Inspector, Kamloops

- Gregory Keehn: Commercial Vehicle Inspector, Burnaby

- Greg Lawrence: Senior Project Manager, Kamloops (Nelson)

- Reg Lawrence: Senior Project Manager, Kamloops

- George Lomas: Senior Project Manager, Terrace

- Kenedee Ludwar: EIT, District Operations, Nanaimo

- Shawn Matthews: Commercial Vehicle Inspector, Burnaby

- Terry K. Murphy: Senior Project Manager, Nanaimo

- Hyat Niazi: EIT, Bridge Engineering, Victoria

- Ian Pilkington: Regional Project Manager, Kamloops (Kelowna)

- Russell Roberts: Area Manager, Roads, Williams Lake

- Stewart Turner: Regional Project Manager, Victoria

- Jeannie Wong: Regional Financial Clerk, Burnaby

Do You Remember?

George & Cynthia Woodward

Submitted by Bobbie Mitchell, Director’s Secretary, Construction & Maintenance Branch

Staff at HQ will remember these two smiling people. George & Cynthia Woodward operated The Daily Grind coffee cart in the courtyard for five years to December, 1998 when they left us and moved to Vancouver. They will be remembered not only for serving great coffees, treats and other beverages, but also for making us feel more like friends than customers. Here’s what they’re doing now – Cynthia is the Executive Assistant for the CEO of a large law firm and George is back at his first love operating a flower cart where his infectious smile, warm greetings, personal service and fresh flowers have made him very popular. George & Cynthia now have three flower carts in the city, and George has been the subject of several flattering newspaper articles, so there are a lot of lucky commuters and visitors able to purchase wonderful flowers and we envy them! George & Cynthia send their greetings to all of you and asked me to say that they miss you.
What is Schedule 2 Fencing?

Submitted by Dan Gould, Manager of Engineering, Southern Interior

Schedule 2 highways are those listed in Section 19.08 of the Motor Vehicle Act Regulations. Under Section 19.08:

"Except as authorized by a permit issued by the Minister of Transportation and Highways, no person, being the owner of

or having control of any livestock as defined in the Livestock Act, shall permit the livestock to be upon any highway

named in Schedule 2, except for crossing the highway from one place on a farm to another place on the same farm; but nothing in this section applies to an animal being ridden upon, led or driven in harness upon a highway."

To lessen the financial impact to livestock owners affected by the Schedule 2 highway designations the Schedule 2 Fencing Program was established. The fencing program ran from the early 1970's to the mid-1990s. At its peak the program was funded to $3,000,000 per year but due to budget pressures in the early 1990's funding was continually reduced until finally in 1996 the fencing program was cancelled.

Today, British Columbia has almost 6800 lineal kilometres of Schedule 2 highways. Many of these highways pass through large grassland areas that support active livestock operations. Many of the fences along these increasingly busy highways are over 20 years old and significantly deteriorated.

There are also pressures from the RCMP and ICBC to have more highways designated as Schedule 2 due to increasing livestock/vehicle collisions. The pressures to maintain existing fences and build new fences have created financial burdens for livestock owners who are already reeling under the impacts of the mad cow incidents in recent years.

On November 18, 2004 Kevin Falcon, the Minister of Transportation, and Mark Nairn, the President of the BC Cattlemen’s Association, signed a Memorandum of Understanding to delivery a new Schedule 2 fencing program. The new program creates a partnership between MoT and the BCCA to repair and construct fences along Schedule 2 highways. To deliver the program MoT is providing $8,000,000 over three fiscal years (2005 to 2007) and the BCCA is providing administrative and technical support. The creation of the new Schedule 2 Fencing Program is a result of the hard and persistent (some might say tenacious) work of Tracy Cooper, Regional Director, SIR.

As David Borth, General Manager of the BCCA has said:

Whether you consider the new fencing program to be a government obligation or not, the end result is the same. Highway fences in B.C. are finally going to receive major upgrades and new fences will be built via a 3-year program. Livestock owner’s risks are being reduced. The traveling public will be safer.

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A thank you event was held on March 1st at the Salvation Army Belkin House in downtown Vancouver for all volunteers and coordinators in the Lower Mainland. Dan Doyle, Honorary Chair for PECSF, presented awards to various ministries. We were surprised and pleased here in the MoT South Coast Region to have been awarded a beautiful framed print (Jane Needham Print - Indian Canoes) for the “Most Improved - Large Entity”.

Congratulations to all MoT staff who participated in PECSF to make this happen!
Westside Road and William R. Bennett Bridge: A Work in Progress

Submitted by Paul Shul, Project Supervisor

As shown by these photos taken in May, work is well underway on the Westside Road and William R. Bennett Bridge (formerly known as Okanagan Lake Bridge) in Kelowna. Ministry Field Services crew on this project includes Lionel Lafrance and Paul Shul.
MoT Staff Recognition

Brad Hannah Recognized for Personal Contribution

Brad Hannah of the Radio and Electronics section, Construction & Maintenance Branch, has received a Staff Recognition Award. Rodney Chapman, Director of Construction and Maintenance, presented Brad with a letter of commendation and a gift at a ceremony recently held in Victoria.

Brad has devoted much time and effort into making survey transits into memorable gifts to retirees. This has involved obtaining the transits, sending them out for polishing and mounting, and having personalized engraved plaques made that have transformed the transits into presentation pieces, ensuring recipients are well honoured. Brad’s personal contribution to our ministry is very much appreciated.

Congratulations, Brad, this recognition is well deserved!

Julia Krepps Recognized for Writing Brochure on Use of Winter Tire Chains

Julia Krepps was recently recognized for her initiative in taking the lead on developing an informational brochure regarding the proper use of winter tire chains.

Last year, in a meeting with supervisors Julie found that there was not a set of guidelines clearly describing the various types of chains available and their proper use. Based on her experience as a scale supervisor at the Kaleden Scale south of Penticton, Julie had also noticed that commercial drivers had varying knowledge of proper chain use, particularly drivers from outside the province.

Seeing a real need for this information, Julie set to work consulting her peers, researching the Internet and spending time with Argo Road Maintenance’s mechanical foreman, Marty Taylor, to become familiar with all aspects of proper tire chain selection and applications.

The end result? A five-page brochure, “Winter Safety Tire Chains”, that will hopefully be published by next winter in time for “chain-up season”.

If anyone would like information about the brochure, Julia would be happy to respond to inquiries at: Julia.Krepps@gov.bc.ca.

Great work, Julia! continued on page 37

Farewell to Larry Brown

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Larry has been with the Ministry of Transportation since 1989, when he started as a Contract Area Manager in the West Kootenay District out of Nelson. Larry acted as District Manager of Transportation on a number of occasions before moving to Cranbrook in 2003 to assume the District Operations Manager position. Over the years, Larry has been involved in a number of significant projects for the Ministry, including Steamboat Hill, Nelson Bridge, and a variety of rest area restoration projects.

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Staff Recognized for Efforts

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In the photo, from left to right are, Bill Smith, Gwyn Laybourne, Joanne Hipkiss, Melva Gordon, Audrie Henry, Vicki Martin and Grant Lachmuth.

Okanagan-Shuswap District Recognizes Remarkable Staff

Submitted by Grant Lachmuth, District Manager, Okanagan-Shuswap

At the May 12th staff meeting in the Okanagan-Shuswap District, a number of staff were formally recognized for their outstanding contributions to the administration and financial “caretaking” of the district.

Grant Lachmuth, District Manager, Transportation and Bill Smith, Project Director, Okanagan Valley Corridor, stated at the meeting, “These staff have done such a remarkable job throughout the year of supporting staff, delivering Ministry programs and providing superior customer service to everyone that they deal with on a day-to-day basis. The district simply could not function properly without them and the great job that they do”.

Real Teamwork on the Queen Charlottes

Submitted by Don Ramsay, DMT, Skeena

Queen Charlottes Area Manager Stephanie Gillis has been more than impressed by the dedication and goodwill of Field Services staff Brad Scott and Pete Dzugas. Brad and Pete have just completed a major Skeena District shore erosion project. They placed almost 28,000 cubic metres of 700kg class riprap over 10 different Queen Charlotte locations seriously damaged in a Christmas Eve storm a year and a half ago. If that were not enough, Brad and Pete saw a need one evening after supper and volunteered three hours of their own time to give Stephanie a hand with a survey she needed to get done in a hurry.

That’s another great example of the spirit that makes this the best ministry in government.

Good works recognized…Terry Murphy (A/Road Area Manager for Creston, formerly of Field Services, soon to be Road Area Manager for 100 Mile House) being congratulated by John Kettle, Director for Regional District of Central Kootenay for a lighting safety improvement. Submitted by Jacques Dupas, DMT, West Kootenay
Bravo and a Big Round of Applause!

...to Mike Odowichuk, Area Manager Bridges in Fort St. John! Not only is Mike kept busy managing the bridges in the North Peace area, being a husband and father of two girls, he is also a fantastic musician and now an aspiring director in the world of theatre.

Mike got the acting bug back in high school. When he joined the Ministry of Transportation Construction Branch he made friends in the communities he was working in by joining the local theatre groups. Since moving to Fort St. John about 10 years ago, Mike has been an active member in the local theatre club. Performing in close to 20 plays, such as Arsenic & Old Lace, One Flew Over The Cuckoo’s Nest and Taming of the Shrew, lead Mike to think of directing his own play.

All that experience and hard work provided Mike with the skills he needed to take his play to win the North Peace Zone Theatre Festival held in Fort St. John in May. Not only did the play win “Best Production” it also won; “Best Actress”, “Best Supporting Actress”, “Best Set Design”, “Best Sound & Light Design” and the coveted “Best Director”.

The cast of 10 will now be off to the provincial competition “Mainstage” being held in Nanaimo between July 2nd and 9th. It would be well worth checking out!

The winning performance, called “The Specter”, is a parody of the movie “The Blair Witch Project” and the classic radio show of the 1930s, called “The Shadow”. Mike adapted the play to include the behind the scene workings of a radio production using handmade props for the sound effects, such as a hand-turned wind machine. Costumes, sound-effect tools and commercials from the 1940s made up the prize winning set design and sound design. This provided the audience with a behind the scenes look at the production of a radio show in the 1940s. A time before there was a television in every home!

Mike compares directing to managing a project. Trying to keep everyone busy, happy, on-schedule and on-budget. Not an easy task! Lots of hard work and dedication obviously paid off and we wish Mike and his cast all the best in the Provincial competition. The Peace District staff is very proud of your success. Once again – BRAVO MIKE!

Farewell to Larry Brown

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One of Larry’s goals for the last two years has been to live in the same city as Joyce, his wife. Joyce works with the Ministry of Forestry out of Nelson, although she is currently working temporarily in Victoria. Larry is definitely moving in the right direction. To assist with his commute – and have some fun – Larry recently purchased a motorcycle.

Larry’s time and accomplishments with the Ministry were celebrated at a farewell barbeque party on June 28, 2005. He rode off into the sunset out of the Rocky Mountain District on June 30th.
Celebrating Success in SCR

Submitted by Linda Malo, Regional Administration Clerk

The Management Team at South Coast Region heated up the BBQs on April 26th to celebrate the team effort that contributed to Early Tender Success. The staff was served up a veritable feast of hamburgers and hot dogs complete with all the fixings.

As evidenced by the pictures, the staff enjoyed a beautiful hour on the patio and thoroughly enjoyed the pampering.

Left to right: Nash Jamal, Regional Manager F&A, Pat Cruickshank Regional Manager Programming, Partnerships and Planning and Dave Byng, A/Regional Director

Left, front to back: Andrew Hind, Don Garnier, Henry Lew
Right, front to back: Giesila Decker, Dave Mintak and Gar Lee
Safari to South Africa

Submitted by Ramona Holota, First Nations Coordinator, Kamloops

On May 4th, my boyfriend Merle and I set off from Vancouver to South Africa, flying 9.5 hours to Amsterdam, waiting three hours for our connecting flight to Johannesburg, and flying another 10.5 hours, arriving just before midnight local time.

We started our safari on May 6th at 6:30 a.m. We were with a group of 11 other people from all over: New Zealand (two 70+ year-old sisters who were in very tip top shape and could out walk any of us), Germany, Britain, England, Holland and us two Canucks. We traveled south-east from Johannesburg to Kruger National Park for a two-day camping and safari excursion.

Kruger Park is almost the size of Vancouver Island, is fenced and has armed guards. All campsites had tall chain fences with razor wire on top and had electric back up. We saw practically all animals possible except for the big cats like lions, leopards and cheetahs – too bad. But the wildlife was spectacular at the watering holes and around the park area. The washrooms had warning signs to not feed baboons and monkeys as they can get dangerous. Boy are hyenas’ large animals from what we see on TV!

From Kruger Park, we traveled through the independent Kingdom of Swaziland, saw parts of Zululand and headed up into the Drakensberg Mountains where we stayed in chalets within the National Park, venturing on walks to view the scenery and wildlife. From there we arrived on the white sandy beaches of the Wild Coast and oh what scenery we saw there – just miles of white sand and lava rocks and no one in sight.

We then made our way down to the Cape of Good Hope, the most southerly point on the African continent. We saw the Indian and Atlantic oceans. We saw the Hollywood of South Africa in Cape Town – and what spectacular homes on the beach! The money exchange was approximately $1 Cdn/$6 Rand. There is much poverty, sad in such a beautiful land, and much extravagance for a select few people. We stayed three days in Cape Town before flying for 12 hrs. to Amsterdam and home the next day. We did have a few hours to view some sights in that city.

The whole trip was a combo of tenting, chalets and low budget hotels – no towels or soap – so we got a mix of accommodation for sure. I would do the trip again but think next time I would be brave enough to go it alone and not with a tour group. In 17 days, we covered almost 5000 km. Great experience!