The Italian Job:

Ministry Staff Manage Construction of British Columbia – Canada Place

Svein Haugen, Dave Gaddes and Mike Hallas spent a large portion of last year working on a rather unique assignment. They were asked to provide project management services for the construction of British Columbia–Canada Place in Torino, Italy.

British Columbia–Canada Place is a high profile, multi-media meeting place situated in Piazzale Valdo Fusi, in the centre of Torino, Italy. The Ministry of Economic Development’s BC Olympic and Paralympic Winter Games Secretariat funded the initiative to capitalize on the worldwide opportunity to promote British Columbia during the 2006 Winter Olympic and Paralympic Games.

Consisting of a newly constructed log house attached to an existing glass and steel structure, British Columbia–Canada Place is a state-of-the-art immersive exhibition space which combines the past and future, old and new, and high tech. It’s a one-of-a-kind environment for visitors to experience British Columbia as one of the best places on earth to live, visit, work and invest.

On January 3, 2006, British Columbia–Canada Place (www.bccanadaplace.gov.bc.ca/Content/Home.asp) opened to the public to showcase British Columbia and Canada. It was a focal point for British Columbia and Canadian athletes, dignitaries, businesses and media throughout the 2006 Winter Games.

Between January 22 and February 26, 2006 more than 75,000 people, more than 80 B.C. companies, more than 125 European companies, and more than 125 journalists from more than 20 countries visited the house. The house remained open throughout the 2006 Paralympic Winter Games and closed on March 20.

Our Ministry of Transportation group was part of a project team made up of people from the Ministry of Economic Development, BC Olympic and Paralympic Winter Games Secretariat, as well as contracted resources. The role of Svein, Mike and Dave focused on management of the log house construction, but also included project cost tracking and reporting, as well as overseeing construction of the exhibitory components throughout the Piazzia.

Designated and built by Sitka Log Homes of 100 Mile House, the loghouse was initially constructed at 100 Mile...
A note from the editor...

“Even if you’re on the right track, you’ll get run over if you just sit there.”
– Will Rogers

“If I have a clear picture of my preferred future and I am growing and developing toward that, the odds of my getting there rise dramatically.”
– Jim Clemmer

“I can’t change the direction of the wind, but I can adjust my sails to reach my destination.”
– Jimmy Dean

These quotes speak to the fact that each individual is responsible for the decisions they make and the future they create. We always need to be learning and adjusting our path to reach our goals. There’s lots of assistance at our disposal if we just avail ourselves of it. It will make the journey much easier and a whole lot more interesting.

– Cindi Trowbridge, Editor

SCR Group Photo

Minister Kevin Falcon together with South Coast Regional Director, Tracy Cooper recently paid a visit to the Lower Mainland District Office in New Westminster. The Minister shared with the staff some of the exciting transportation initiatives for the Lower Mainland and the rest of the province.
The Italian Job (continued)

House. It was then dismantled and shipped to Italy, where it was reconstructed and combined with an existing steel and glass structure donated by the City of Torino at the Piazzale Valdo Fusi.

The log house is constructed with the finest British Columbia building materials, to showcase the newest and most advanced British Columbia and Canadian technologies in a variety of sectors.

All of the timber used in construction of the house is beetle wood from B.C.’s interior pine forests and includes a lounge area, a full kitchen, meeting rooms, and a state-of-the-art multi-media system.

Other significant features in the house are the cedar post in the main entry, the carved front doors, and an arched staircase. A giant red cedar was salvaged from a beach near Bella Coola, stripped of its bark, and then used as the main support post for the main entry hall. The staircase was constructed from a single curved log which was then split lengthwise to create a dramatic arched staircase.

Svein travelled to Torino, Italy in September 2006 to oversee the start of house reconstruction. Svein’s trip involved coordinating with the Italian construction supervisor and meeting with legal counsel to ensure materials arrived on site.

The entire construction process, including the dismantling and reconstruction are documented in photos on Sitka’s website: www.sitkaloghomes.com.

The house was officially donated to the City of Torino on March 31, 2006. A transfer ceremony took place March 20, 2006, with Torino Mayor Sergio Chiamparino accepting a ceremonial key to the building.

For Svein, Dave and Mike the project was unique, challenging, and definitely different from our ministry’s traditional road and bridge construction projects.

Anyone interested in more information about their experiences working on the British Columbia – Canada Place is welcome to give them a call.

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A Fly on the Wall

Submitted by Jason Jackson, Project Supervisor
Paving, Field Services, Kamloops

It is not often you get to be a “fly on the wall” and hear what goes on at in meetings between the ministry’s Executive and Directors. In late February, I was afforded the opportunity as part of the Employee Advisory Forum (EAF). The Vision, Mission and Goals team, of which I am a member, approached the Deputy Minister about hosting a senior management workshop intended to allow senior management to have an open discussion about how to better integrate the ministry’s vision, mission and goals into our everyday operations. Every single one of us contributes each day toward the mission and goals of the ministry but we may not know exactly what those goals are nor do we always understand what the Executive’s vision of the future of MoT looks like. This ministry has a clear vision statement, like every other organization, but I was interested in digging a little deeper to find out what it really means. Turns out that the Deputy Minister jumped at the idea of the workshop we called 20/20: Our Vision for the Future and arranged to have the Executive and all of our senior management meet in Victoria for a focused one day discussion and as one of the organizers, I was invited to attend.

In a couple of days, we are all going to get a mass e-mail with the details of the 20/20: Our Vision for the Future workshop discussion, but I thought you might be interested in a few personal observations and impressions of the day. The workshop began with a 45-minute talk followed by a question and answer session by John Dyble about where he sees this ministry heading over the next two to five years and beyond. A couple of things caught my immediate interest. The first is that we are into an exciting time of expanding and improving our infrastructure with a very ambitious capital program over the next several years. The capital program is being thought out carefully taking into consideration the expansion in construction within the municipalities and private sector so we ramp up on one

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A Fly on the Wall (continued)

project as we ramp down on another and don’t overload the industry. A second thing that impressed me is that he sees no major organizational changes anywhere on the horizon. There is a realization and concern that the ministry demographics are about to present a major challenge and the competition for talent and the need to attract the right talent to our ministry requires more strategic thinking and action. Opportunity abounds if we are willing to apply ourselves. A third interesting observation was that Mr. Dyble challenged the Directors to think “bigger” and not self impose limits. He used the EIT program as an example. When the number of EITs requested for this year came to him his first reaction was “why not more”.

There is one other impression that I came back with regarding the character of the persons that comprise senior management. As a group I’m impressed by their openness. They are articulate, candid and quite approachable. Their task now is to bring the message back to staff and link the ministry vision to our day to day activities.

New Transportation Forms Database Launched

Submitted by Properties and Business Management Branch

On March 31, the new Transportation Forms database (http://gww.th.gov.bc.ca/forms) consisting of the ministry’s H-forms and some finance forms was launched.

The project was identified as one way for MoT to provide more citizen-centred, cost-effective and results-based services to our external clients. The project team has worked hard to make changes staff requested through internal consultations, including enhanced search features, reduced duplication of forms and straightforward procedures for creating new forms.

The forms on the new site are the most current version and the “My Forms” option will allow users to bookmark their favourite forms and to be notified when changes have been made to the form. An online user guide is available to assist staff in the process of creating a new form, revising an existing form or navigating the new site.

Subsequent phases of the project will incorporate feedback you provide on the project, as well as the inclusion of forms for the Commercial Vehicle Safety and Enforcement and the Passenger Transportation branches. The project team will be working closely on this process with the staff who manage these forms.

Your feedback on the database is important and will help future development. If you have comments or suggestions on the site itself, please use the feedback link to let the project team know what you think. Our initial feedback from user-acceptance testing has been very positive with over 80 percent of internal and external users finding the forms easily accessible and that forms change requests are straightforward.

If you need to have a form revised, please contact the forms content controller (FCC) directly - these contacts are listed with each form. The FCCs will be able to assess your business needs and help you request changes to an existing form or create a new one.

A dedicated team worked on this project - Gord Smith and Beverly van Druten-Blais of the Graphics Department, Elizabeth Horn of the Information, Privacy and Records Branch, our contractor Steve Burtch, and the Forms Content Controllers in each business unit, as well as Christine Boehringer, Donna Longley, Lois Parkes and Jane Hawksworth of the Properties and Business Management Branch.

Take a look: http://gww.th.gov.bc.ca/forms
A Wave of Staffing Changes at Vancouver Island District

Submitted by Peter Wightman, DMT

Vancouver Island District has started the biggest wave of staffing change in MANY years.

Dave Dick started it off with his late December vacation, rolling into retirement late winter.

A transfer brings Brian Barker back to his home territory later this spring, to be closer to home base and elderly family. He will be taking on Dave’s area manager duties, handed off from Acting AM Andy Newall, one of our CVSE scale supervisors. Andy has been doing a great job since Dave departed.

At long last, we were also able to fill the Saanich Operations Manager position, when Bob Webb won the competition. Bob had been acting in the position for many months and doing a fine job of it!

Bob’s vacated District Tech position has been the subject of a lateral transfer for Nanaimo Road Area Manager Doug Elliot. In May, he will assume those duties from acting Bill Hickman.

That brought us almost full circle, back to another Nanaimo Roads Area Manager posting, which has just closed. Maybe by press time, we will have another announcement on the successful candidate!

We’ve also found that good things happen in other unanticipated ways…

At long last through the out-of-service posting route, we’ve filled the district manager position. Okay, so it would be presumptuous for me to say that me getting the job was a good thing, but that wasn’t what I meant! Because we went out of service, Barb Thomas was also able to bid on the competition, and give me serious run for my money. In Tracy Cooper’s creative way, he offered Barb a new Assistant DMT opportunity, which she accepted, thereby bringing our average district age down radically!

We like that!

Reflecting back to our first meeting at the hand of Darcy Byers, I remember his words of encouragement upon assigning a task to me, to be ably assisted by Barb and by Melanie Perkins. He said that “There is good news and there is bad news. The good news is that there will be two young ladies to assist you on this project. The bad news is that they’re both smarter than you!” I still hate it when Darcy is right!

We expect the wave to continue as many of our tremendously talented and experienced folks pull the pin. Young folks in the ministry will see unprecedented opportunity within the public service in the coming years as the boomers move on. We will all have to be very creative in how we attract and retain skilled young folks, as the competition between private industry and the public service will also be unprecedented.

Dream on, and make them come true!

Haig Scale Adopt-A-Highway

Saturday, March 25th was Haig Weigh Scale’s first Adopt-a-Highway clean-up day. What a great day! With a setting like that it sure makes you want to keep it clean!

Now with over 365 active users, the Capital Program System (CPS) continues to deliver accurate reporting on project, program or branch expenditure and recovery.

With the user base having grown by 50% during 2005-06, further growth of 8% is anticipated during Q1 of 2006-07!

Recent changes with the CPS team include the addition of Donna Akers, formerly of SIR Regional Office as Testing Lead and Backup Support Analyst. Donna’s focus on testing is already paying dividends with far fewer bugs getting through into ‘CPS Production’. With Support Analyst, Laura Silva, now committed to the Gateway Program three days a week, Donna is also now providing frontline CPS support when Laura is away in Burnaby.

With OA Solutions providing CPS analysis and programming services for almost two years, the CPS Team has now ‘gelled’ into a versatile and highly effective unit. The team members with OA Solutions include:

- Joy Olesky, Technical Lead
- Sallie Cabrera, Business Analyst
- Ruth Adam, Programmer/Analyst

All of this, of course, under the direction of Project Sponsor, Svein Haugen and Project Manager, Keith Crockatt. On the horizon for 2006-07, the CPS Team are planning the following enhancements:

- A new module in support of the Transportation Investment Plan (TIP)
- A new module in support of Project Funding Agreements
- Project Status Reports to provide a ‘complete’ project picture – both qualitative and quantitative
- An ability to accurately report ‘Partnership Leverage’, where the resulting asset value exceeds the direct cost to MoT
- Improved reporting for rehab projects

CPS Sponsor, Svein Haugen has directed the team to reinvigorate a CPS User Group to ensure that these planned enhancements are developed with careful attention to existing business practices. To that end, the team is acquiring license to a Web conferencing tool provided by Bell Canada. More to follow...

http://www.th.gov.bc.ca/publications/roadrunners/index-roadrunners.htm
Submitted by Fort George District

What do you do when year-end is approaching and you still have money left in the budget? Well, either you use it or you lose it!

For Area Manager Chris Thornhill of the Fort George District, this seemed like an ideal opportunity to begin an investigation of an age-old problem affecting a section of Highway 16 east of Prince George. Known as the Sugarbowl slide, the name of this roadway depression may actually be a misnomer. Whether the problem is in fact a slide or if the base materials are slowly settling into the underlying soils, or if there’s a drainage problem has yet to be determined. Either way, it’s a continuous maintenance and road safety issue that will eventually require a permanent fix. By evaluating the problem now, corrective action can be incorporated into the next cycle of rehabilitation for this section of highway.

That’s where our in-house expertise and Geotechnical Engineer Heather Narynski come in handy. Teaming up with a local consultant drilling company, Heather jumped at the chance to get out into the field. “It’s a really nice break from the office,” she explained, “even if it’s raining.”

In order to devise a solution, one must first accurately assess the problem. Here, the problem is one underlying the road surface, so we need to get a picture of what the characteristics are down there. Drilling for soil samples (as deep as 20 metres) and then analyzing them is a way of getting to the root of the problem. In addition, slope indicators were installed to allow us to monitor movement along with a piezometer to measure pore pressure. Both instruments will deliver data leading to even greater understanding.

One of the biggest challenges was in getting the work done prior to the end of the fiscal year. Now, with the fieldwork completed, Heather and other geotechnical staff can build a profile of the problem area, and eventually make recommendations for a long-term solution.

A crew from Geotech Drilling Services extract core samples from a problem section of Highway 16 east of Prince George. Coincidentally, one of the drillers is the son of Bruce Lintott, an area manager in the Kootenays.

Inset: Heather Narynski is joined by Eric Mohlmann of GeoNorth Engineering Ltd. for a preliminary look at the soil samples.
Minister’s Pride
In His Staff

The following is an excerpt from Minister Falcon’s closing comments during Estimate Debates in the Legislature on May 8th:

“I am very proud of the work that is being done in this ministry, and I do want to take a moment to recognize this reality - as much as I would like to believe that it has a lot to do with me as Minister of Transportation. The truth is that it’s the staff that deserve the credit in this ministry, and not only the senior staff that sit here with me today, but the staff that work in every office throughout this province. I can’t tell you how extraordinarily proud I am of those staff, how extraordinarily proud I am of the work that they do each and every day, and I want to say on the record, there’s not a single part of the province that I visit, where I don’t hear unbelievable, positive feedback on the work that our staff do each and every day. It is a tremendous testament. They make me look way too good. They make me look far too confident when I’m not anywhere near as good or confident as they make me look.

I do want to state for the record, how proud I am of the work that they do, how proud I am of the work that they do as public servants for taxpayers in the province, and how proud I am to continue to be Minister of Transportation and try and help them as they deliver what is, after all, a very aggressive, ambitious program to ensure that transportation will continue to be the backbone of a growing, strong British Columbia.”

On January 31, a loaded logging truck flipped and spilled its load south of Peachland on Highway 97. Grant Lachmuth, District Transportation Manager for the Okanagan Shuswap District, happened to be driving past scene soon after the accident occurred and jumped into action to assist in providing traffic control. Just goes to show how multi talented ministry management must in this day and age. Can you spot the blackberry strapped to his right hip? An example of multi tasking at it’s finest! Submitted by Jeff Wiseman, DOM, Penticton
Norm Fujino Has Retired!

Submitted by Art Caldwell
Approving Officer, Cranbrook

After 28 years with the Ministry of Transportation, Norm Fujino has decided to retire to a new life of relaxation and enjoyment. Norm has spent his 28-year career working in the Revelstoke District office as the Development Approvals Technician, serving the Revelstoke and Golden areas.

Norm was born, raised and schooled in Revelstoke. After high school he attended BCIT then worked with Fisheries and Oceans on the West Coast for a short period. Norm returned to Revelstoke and started as an auxiliary employee with the ministry in 1977 and as a full-time employee in May 1978.

Norm is looking forward to the ski season doing housework and cooking meals in his early retirement years (at wife’s request) and awaits the arrival of spring so he can enjoy golfing, fishing and cruising downtown Revelstoke in his 1977 Corvette (unless his son, Adam, is using it).

Norm resides in Revelstoke with his wife Dianne (who loves to have him home as he makes all the meals, does the laundry, etc.). His oldest daughter, Laura, is attending university in England, his son, Adam, is working as an electrician’s apprentice and youngest daughter, Cherl, is taking a Registered Nursing course in Kamloops. Of course as Dianne is still working and now supporting Norm’s retirement, his daytime companion is the family dog, Kenji (in Japanese means firstborn son).

Norm has provided a tremendous service to the people he has dealt with over the years and his years of experience and local knowledge are greatly missed.

All of us in the Rocky Mountain District wish Norm and his family all the best in the future.

Fossil Discovered in Okanagan-Shuswap District!

Submitted by Grant Lachmuth, DMT, Kelowna

The staff of Okanagan-Shuswap District were pleased to help Bill (-osaurus) Smith celebrate a recent birthday. There were plenty of cards, mugs and cake... and fun was had by all (mostly at Bill’s expense).

Who says that dinosaurs don’t have birthdays?

Happy birthday Bill!
Kicking Horse Canyon Project Phase 2 Progressing Rapidly

The new roadway begins to take shape well above the slide areas that threaten the old highway as construction proceeds on Phase 2 of the Kicking Horse Canyon Project. Trans-Park Highway Group (TPHG) began work last fall following a competitive process for a design-build-finance-operate (DBFO) agreement with the Ministry.

Under the agreement, TPHG will replace the Park (10-Mile) Bridge and upgrade 5.8 km of highway between Rafter’s Pullout and Brake Check to a 4-lane divided standard with a 100 km/h design speed. TPHG will also operate and maintain the entire 26-kilometre section of highway through the Canyon for a period of 25 years.

The capital cost, estimated at about $130 million, is shared with the federal government, which is contributing up to $62.5 million from the Canada Strategic Infrastructure Fund. In the photo above, Brake Check is located on the far right; the new Park Bridge will cross the Kicking Horse River at the far lower left, well west of the existing crossing. Phase 2 construction is scheduled to be completed by 2008.

Region Three Wins the Inaugural Road Rally

In recent times, the ministry has employed the services of BC Stats to administer an annual Employee Engagement Survey with the objective of increasing ministry understanding of workplace experiences and improving on areas that mean the most to employees.

It’s important for everyone to take part, and this year, a contest was staged to recognize the ministry team with the highest level of participation. Each of the four teams (Regions 1, 2, 3 & HQ) was represented by a car in a rally of 100 kilometres – the distance signifying 100% participation. The team closest to the finish line at the end of the survey (rally) would be the winner.

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Road Rally (continued)

This past March, a presentation was made to the staff of the Northern Region for having achieved the highest response rate to the fall 2005 survey. Eighty-five percent of Region 3 staff took time to respond to the survey, which was good enough to edge past the competition and capture the inaugural Road Rally trophy! Nicely done everyone!

The results of the annual Employee Engagement Survey enables both the ministry and staff, represented by the Employee Advisory Forum to take significant strides toward making our ministry the best place to work in government. The Forum is comprised of the following seven sub-committees: Careers (Team Road to Opportunity), Communications (Team Walk the Talk), Safety (Team Safety First), Leadership and Recognition (Team Excel), Manageable Workload (Team Balancing Act), Recruitment and Retention (Team R&R), and Vision, Mission & Goals (Team Momentum).

You can see the work being done by the various teams and comment by visiting http://gww.th.gov.bc.ca/Eaf/home_intra.asp.

Congratulations Frank Blasetti & Richard Fyfe!

Congratulations to Frank Blasetti and Richard Fyfe on winning a Premier’s Award for leadership! Frank, the Assistant Deputy Minister of the Partnerships Department, and Richard, who works for the Attorney General and provides MoT with legal advice and expertise in transportation law, received the award for their work on public-private partnerships on March 29th at a ceremony held at the Victoria Convention Centre. This is the second year in a row that MoT staff have won the Premier’s Award for leadership!
When Opportunity Knocks
Amy Answers!

Submitted by Amy Babtsov, PHCC, and Jackie Chambers, Project Management Technician, South Coast

Amy Babtsov with the Provincial Highways Condition Centre had an incredible opportunity to develop her career path. She jumped at the chance to get some training in area management in the Dease Lake Area Office, Northern Region.

Relationship building is a very necessary competency for employees of the Ministry of Transportation. Amy and I used our relationship skills to negotiate a compromise; she agreed to do a story about her experiences in the North for the Road Runner and I agreed to be on the South Coast Region Blog that she has developed. (See South Coast Region Blog story this issue)

The following are just a few questions that I asked Amy. If you are interested in more information, email Amy. Babtsov@gov.bc.ca

Tell us a bit about yourself (school, work, family etc.).

I grew up and went to school in Ladner. I took a Public Safety Communications course at Kwantlen College. My practicum was in the Provincial Highways Condition Centre at South Coast Region. I’ve been working in the PHCC for 6 years. I’ve been married to Dmitri for 5 years. My husband is apprenticing for his Commercial Transport/Heavy Duty Mechanic ticket

How did the opportunity in Dease Lake unfold?

Bill Maitland, Area Manager and Sueann Ciampichini, District Operations Technician were both going to be away and there was no one available to backfill. Steve Brushey, Assistant Snow Avalanche Technician knew about my desire to get into area management and told Bill of my interest. Bill and Sueann thought career training would be a good way to ensure their duties were being done while they were away, as well as provide an opportunity for development. I was successful at the suitability interview process that I did with varying people in the Bulkley Stikine District.

Is there anything funny that you would like to share?

One day I had to drive from Dease Lake to Terrace for an Enterprise Risk Management (ERM) workshop. I left early with plans to drive into Stewart, see Bear Pass and talk to the avalanche technicians. Not long after I’d left their office, I was pulling over to make a phone call and didn’t realize that the shoulder wasn’t as wide under the snow as it appeared to be. I got sucked into a “pigeon hole” and there was no way I could get out. So there I was, a big, yellow ministry vehicle with flashing lights, leaning up on its side in the ditch (thank goodness for the snow bank—no damage!) All I could do was laugh and wave back as the truckers honked, laughed and pointed as they drove by. After a quick call, Scott Garvin and Johann Slam, Avalanche Technicians, rescued me. Johann greeting me with a good laugh and “Welcome to the North, Amy!” Thanks to them for that!

Tell us about your most memorable experiences.

I was on my own in Dease for three weeks while Sueann was gone. I was able to observe, learn and ensure things

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were looked after. I had a lot of questions and the Lakes District Maintenance (LDM) guys helped me out with some of them. I got to drive to some of the most beautiful and remote areas of the province. I had the chance to take a helicopter to ‘One Ace Mountain’ with the radio technicians when they went to fix the repeater, and to tag along with Steve Brushey when he was doing case charging (avalanche control work). From an operations perspective, having to learn about the Maintenance Specifications, the Contractor’s Quality Plan (QMS) and the entirely different climate I was working in, made for a lot of learning. Even after 6 weeks, I still had so much more to learn! I really fell in love with the north, a lot more than I thought I would. The people and the tranquility of being there made me feel very much at home. The residents of Dease Lake are very warm-hearted and inviting which just added to the experience.

I would like to take this opportunity to thank all the staff in the Bulkley Stikine District office that made me feel at home and had to put up with all my questions. They spent a lot of time and effort in providing the training opportunity; involving and helping me learn what I needed to know.

Thanks to Steve Brushey for suggesting me to Bill in the first place; Bill Maitland for letting me use his truck and stay in his house; and Sueann Ciampichini for working those few weeks with me. Also, all the LDM guys who helped me out - showed me around and educated me a little more (from their perspectives). Also, to all those I met at the Terrace ERM session from outside the Bulkley Stikine District that gave me support in my future direction (and dinner). Also, thanks to Bob Corder, Regional Manager Corporate Services (Northern Region) for his support and belief in me, and of course those in the South Coast Region who supported me as well: Tracy Cooper, Director; Del Mecham, Manager PHCC; and Nash Jamal, Regional Manager, Corporate Services.

What is something that you learned from and can take with you?

I was able to apply my interpersonal skills as part of a team. From an “outsider’s” perspective, it sometimes seems that the maintenance contractors and the ministry have conflicting issues. Balance was the key in everything I did and how I related to external staff. At the end of the day, we’re all striving for the same mission: to maintain and improve the highway system, and to ensure the safe and efficient movement of goods and people. Issues will arise, but by working together we reach a common ground and in doing so a relationship of trust and respect is established.

Would you recommend other staff to apply for “like” positions? Do you have any tips for anyone considering a career change?

I would encourage anyone to “go for it”. The biggest thing is not to feel intimidated but to grab the opportunities. For someone who learns everything “hands on” in life, it took me a
Amy Babstov (continued)

little longer to find that opportunity but it was certainly worth waiting for. As for career changes, I am a person who looks forward to change. It’s harder when you’ve been working in the same area for a good portion of your life, but since life changes so frequently in this age, it’s almost impossible to avoid. It’s better to embrace it and welcome it because what may seem “scary” in the beginning can turn out to be fantastic in the end. Life is what you make of it.

How do you see T/As as opportunities for staff that may not necessarily have all the qualifications?

That’s the boat I am in. I have a limited post secondary education but my exposure in PHCC has provided a wide variety of knowledge that I was able to draw from. I’m quite observant so I took everything I became aware of there and saw it from a different perspective when I was covering Bill and Sueann’s positions. I think it would be great to see more T/A opportunities available to those of us who have not completed a secondary education; it gives us the opportunity to see if it’s something we really want to do so we can focus on building up our skills and qualifications. I may not be academically inclined but that doesn’t mean I can’t do what the others can - it just means I might have to work a little harder to prove myself.

Where do you see yourself 5 years from now?

By utilizing the Employee Performance & Development Plan (EPDP) in 5 years I plan to be permanently back up North – something I’ve wanted to do for several years. Area management is a job I’m very interested in and hope to succeed in. The BCIT Area Management Program that I plan to begin in September will help me achieve my goals. Being that it takes time to build strong relationships, I see that time spent in this career would be necessary in order to nourish the relationship with the maintenance contractor and other stakeholders. I had a lot of fun working with the people in the Bulkley Stikine District, and so it would be great to have the chance to continue working with them in the future.

If you would like to see what has caught Amy’s attention, check out the Ministry of Transportation, Northern Region intranet:

http://gww.th.gov.bc.ca/gwwr5/content/home/home.asp

It’s full of interesting facts about the area as well as some awesome pictures.

Ducks Unlimited Platinum Award

The Ministry of Transportation partners with Ducks Unlimited to preserve wetland and bird wildlife habitat. On March 2, Minister Kevin Falcon accepted the Platinum Legacy Award on behalf of the ministry. Ducks Unlimited President Peter Carton and past president George Reifel presented the award.

This award is recognition of MoT’s generous support in donating $500,000 over the past two years. With this funding Ducks Unlimited has been able to secure four high-priority preservation sites. These four sites are of important biological value and were under risk from development: Quintal Property near Osoyoos; Mud Bay in Surrey; Silverdale property in Mission and Silva property in Duncan.

Peter Carton (right) and George Reifel (left) of Ducks Unlimited Canada flank Transportation Minister Kevin Falcon and Environment Minister Barry Penner.
Ken Usipiuk to Ride with Cops for Cancer

Submitted by Jill Powers, Supervisor, Nordel Weigh Scale

Ken Usipiuk, a Commercial Transport Inspector at Nordel Weigh Scale for 2.5 years, has been invited to ride with the Sept 22-30, 2006 Canadian Cancer Society Cops for Cancer Tour de Valley. This is a personal milestone for Ken and knowing he has support will help a great deal along the way.

To date, Ken has been fitted for his bike and will be paired with his “little buddy”.

We’re extremely pleased and proud of Ken for taking on this life changing commitment. His volunteering of time away from his family to train and do the 700km ride itself, along with fundraising for this great cause is truly inspiring.

To make a pledge on line, go to www.cancer.ca and click on British Columbia/Yukon. In search bar type “Cops”.

Next click on Cops for Cancer event information. Scroll down to Fraser Valley Team and you’re there! Thank you for your support.

www.cancer.ca/ccs/internet/stan-
dard/0,3182,3278_367929__langId-en,00.html

We’re sure to hear more about Ken’s participation in the future.

Farewell Dewis!

Submitted by Finance and Management Services Department

Colleagues from throughout the ministry, and many former colleagues now in other walks of life, came to say goodbye to Dewis Rozell at a rousing retirement party at the Princess Mary in February in Victoria. Well really, it was a roast, what else would one expect for a wonderfully eccentric character like Dewis?! Dewis has been regaling people in the ministry with his philosophies of life and wonderful sense of humour for the past 37 years. What a loss! How many of us are going to miss his wonderful fireside chats about how life is - or isn’t?! Our own Philosopher Prince is off to a new life and we all wish him well.

Peter Brett, well known for all his work in Bridge Engineering before he retired and moved on to consulting, was Master of Ceremonies for a cast of 114 people. This exceptional turnout was testimony to the respect and affection that Dewis has earned, and to his hard work behind all the humour. Since he has been gone, the common phrase around the Finance Department is “Gosh, we really didn’t appreciate just how much Dewis took care of all of us.” All the best to you Dewis!
Micro-Surfacing Tested on British Columbia Highways

Submitted by Michael F. Oliver, Chief Geotechnical, Material & Pavement Engineer

Micro Surfacing (MS) has been tried and tested on several projects around the Province of British Columbia.

Micro-surfacing is a thin polymer modified asphalt emulsion-based overlay with excellent skid resistant and rapid setting properties. It is a technically demanding process. All ingredients in the formulation interact and must be carefully selected. Highly trained crews and specialized equipment are required for application. The system is well developed and used extensively in Europe and the USA. In conjunction with consultants, contractors and the ministry, British Columbia has now developed the process and industry to suit local needs.

Starting in 1998 the Ministry of Transportation initiated an extensive field evaluation of MS technology. Between 1998 and 2004 thirteen sites with total area of 381,000 sq. m were chosen and constructed. To provide a good test, all climatic conditions were chosen such as the cold Mackenzie region, the hot and semi-arid Okanagan Valley and the high altitudes of the Coquihalla Highway. The product was assessed for its suitability to withstand intense winter maintenance operations. It was also constructed on major high traffic volume highways or in local urban environments. Results from the program are very encouraging and educational, as they have defined the advantages and limitations of the process. Micro-surfacing has been established by BC MoT as a suitable technique to supplement dusty sealcoating in residential areas, for use in rut filling and as a preventive maintenance to rehabilitate deteriorating asphalt pavement surfaces. An in-house technique for the treatment of concrete bridge deck with MS was also developed. Project information indicates that micro-surfacing is a practical and economical process, which is cost competitive with graded aggregate seal applications. This experience enables the BC MoT to effectively and successfully employ this process on future projects on British Columbia’s Highways.

The following, present and ex-ministry employees were involved in the test program:

Ludvik Mazuch, Senior Materials Scientist and principal investigator; Managers, Rick Meidinger, Tony Bennett, Monty Frederiksen and Al Brown also Project Supervisors Patrick McFarlane, Bob Pearson and Stefano Condotta.

A paper called “Micro-Surfacing Projects Conducted by the British Columbia Ministry of Transportation 1988-2004” by Ludvik Mazuch and Michael F. Oliver and was presented at the Canadian Technical Asphalt Association Conference (CTAA) held in Victoria in November, 2005.
Road Hopper of Rocky Mountain District has Retired!

Submitted by Art Caldwell, Approving Officer, Cranbrook

The district’s “Rocky Mountain Redneck” retired in January after 34 years of dedicated service.

Rod commenced his career in 1972 with the Construction Branch at Birch Island, north of Kamloops, where he was responsible for surveying construction projects on the Yellowhead Highway. In 1978, he transferred to the Kamloops District providing surveying, design and construction on district projects. After 12 years in Kamloops, Rod moved on to 100 Mile House District in 1990 where he was the Engineering Assistant supervising the Engineering/Survey section and designing and constructing district roads and projects. Restructuring placed Rod in the Nelson District in 1997 as the Project Technician and in 2002 he moved into the development approvals field. In January 2003, Rod transferred to the Rocky Mountain District in Cranbrook as the Senior District Development Technician. Rod spent three years in the district overseeing the district development approvals function and many complex large developments in the district, such as the Fernie Alpine Resort, Kicking Horse Resort and Windermere Connector Partnership Project.

Rod’s extensive construction and project management knowledge will be greatly missed. His immediate plans see him and his wife, Linda, relaxing at their Kootenay Lake residence at Harrop, north of Nelson.

The Rocky Mountain District staff wish Rod and Linda all the best in the future!

Stephanie Livingstone – New CVSE Recruit

Submitted by Grant Lachmuth, DMT, Okanagan-Shuswap

“You’ve heard the saying about, ‘Walking a mile in someone’s shoes...well, how about, “Spend a day in a pair of coveralls, under a truck!” Stephanie recently spent the day at the Kaleden weigh scale, just outside Penticton with CVSE staff, to learn a little bit about their job and the vehicle inspections that they do. To ensure that a truck is mechanically safe, often requires staff to “get dirty” and crawl underneath the vehicle, through the dirt, grease and oil and undertake a visual inspection of the mechanical components. A credit to Stephanie’s positive attitude...she didn't just want to hear about what the CVSE staff do on a daily basis, she wanted to participate.” Many thanks to Julia Krepps, Scale Supervisor and the rest of the Kaleden Scale staff for “initiating” Stephanie, into the wonderful world of CVSE. Way to go Steph...and welcome to Okanagan-Shuswap District!
Spot the Violation: Results
Submitted by Kim Knott, Supervisor
Haig Weigh Scale

Did you spot the violation in this CVSE photo from the winter 2005/06 issue of the Road Runner? Here are the guesses that were submitted:

Lois Parkes, Project Information Coordinator, PBMB: It's a new cost-savings measure that gives new meaning to the term “semi-trailers”.

Nancy Priddle, A/Electrical Operations Coordinator, Lower Mainland: The violation is truck shrinkage due to washing immediately prior to picking up a load of long pipe!

Patrick Egan, Reg. Project Manager-Design. Northern Region: I believe the violation is no dangerous commodity placards for the missiles!

Mike Zakus, CVSE AVI, Fort St. John: It appears the truck had its rear trailer stolen. The investigation should be focused on the theft of the trailer!

I liked all of this month’s submissions so much that you are all winners!

Spot the Violation E-Mail: Kim.Knott@gov.bc.ca

New Photo
Here’s CVSE’s new photo for this issue’s contest:

Can you spot the violation in this photo? Here’s one to get you started: This is what we at CVSE mean when we say a van is a reducible load! (Just look how that bridge is cutting the load down to size!)

Submit your ideas to: Kim.Knott@gov.bc.ca. We’ll choose the most humorous response(s) for the next issue of the Road Runner.

Douglas Archibald, Inspector at Yahk Inspection Station, reached his 5-year milestone on March 5th and is presented with his long-service award plaque and a BC coffee mug by Steve Desjardin, Supervisor of Yahk Inspection Station.
Kamloops was selected as the location of a pilot project of the Integrated Land Management Bureau to provide a one stop, client-first, service delivery centre. The intent was to provide clients of natural resource management ministries, the “dirt ministries”, with one office to access all authorizations and/or technical requirements.

When our District Transportation Manager, Sherry Eland, first approached us with the idea of providing training to the FrontCounter BC (FCBC) staff, well our initial reaction was less than positive to say the least! With our ever increasing workload, what was the benefit to us in Development Approvals? How could we find the time to train six new staff on the intricacies of Dev Apps subdivision and permit processes?

After we got our initial grumbling out of our system, we sat down as a business unit to determine what information, and how much detail FCBC staff would need in order to effectively inform the public. A training plan was developed, with Pat Holt and Dave LaBar providing the majority of the training, with support from Larry Macko and Tina Kulchyski for the S&A program and DAS respectively. Three half-day training sessions were provided, covering permits, subdivisions and DAS.

The training has paid off! The public is now utilizing the FrontCounter office as a point of contact for “Government”. The FCBC Service Representatives can sit down with a client and explain the ‘how and why’ of a controlled access permit application or a subdivision. The staff takes the time to help the client put together adequate maps and information so that their subdivision application can be processed immediately. In the past, if a package was incomplete, Dev Apps staff would have to spend time phoning or writing the client seeking to fill the information gap. FCBC service is of particular assistance to the “mom & pop” developer who doesn’t know how the process works, or has access to something we take for granted – the internet!

As of mid-September the gang at FCBC was open for business! As of the end of February, they have assisted the public with 10 permit applications, four subdivisions and one road closure request plus answered 46 MoT related enquiries. The initial effort put into training by MoT has more than paid off. The FCBC staff now refer out our subdivision applications (in conjunction with MoT staff), and ensure permit applications are submitted to us with sufficient detail to allow for a quick response. All we need to do now is get more of the public aware of their services, giving Dev Apps staff additional time for technical and field review.

In fact, not only do we at the District think the program has been a success, the FrontCounter BC Project was just awarded the Premier’s Award for Cross Government Integration. I would like to think that our District played a role in assisting FCBC in receiving this distinction.

The program has been a win-win from our perspective. The client is getting improved access to knowledgeable staff and resources, Dev Apps is reducing the time responding to counter calls, and FCBC is becoming more widely used by the public. I would encourage more districts to get to know their FCBC staff and take advantage of a program that benefits all.
Energy-saving lights have become popular in the last few years. Now thanks to a freshly inked road deal with the Ministry of Transportation, the Hupacasath First Nation is using a solar-powered, pedestrian crossing light on River Road in Port Alberni.

Solar powered lights use LED technology. While they look almost indistinguishable from a regular traffic beacon, the energy-efficient technology has lots of benefits over the hard wire system. The low maintenance battery, good for five years, charges for weeks even under overcast conditions, and the installation does not require any external power or cabling. Even better no additional roadwork is required, and a new light can attach to an existing standard or new post within an hour.

Two international suppliers in Victoria provide lights made of highly efficient electronic and solar panels. Advances in technology have produced smaller solar arrays on successive models, allowing installation on top of a traffic beacon where they are virtually unnoticeable.

The environmentally friendly crossing light (1 of the first 3 installed by MoT) is one of the safety benefits included in the settlement agreement completed with the Hupacasath First Nation to resolve long-standing issues over Compton Road.

The transaction involved the ministry taking parcels of land traditionally used by some of the Hupacasath Elders. To gain the Elders’ support for the road deal, ministry negotiators had to offer something of value to the Elders rather than cash. As it turned out, MoT took the opportunity to solve one of their major safety concerns on River Road.

Heavy traffic through Hupacasath’s main residential reserve, Ahahswinis IR 1, has made it difficult for Elders having trouble getting safely across River Road to access their traditional-use sites near the river. MoT and Hupacasath agreed the solar powered pedestrian-crossing light is just what was needed to resolve their concern.

Chief Judith Sayers and the Elders are elated about the new installation and other safety features built into the compensation package for Compton Road. Not only are the innovative lights in keeping with the values of the Hupacasath First Nation for environmental sustainability, all the Elders have to do is press a button, and the yellow flashing lights are activated to alert drivers to their presence.

Chief Sayers commented, “The Hupacasath First Nation through their community energy plan have set out objectives to use alternative energy where possible. Having solar powered traffic lights fits perfectly within our plan. We are excited to be the first in Port Alberni to have these solar powered lights. The installation of these lights will significantly reduce the danger of crossing a very busy highway for our members and visitors.”

For the details of this successful Section 35 transaction with the Hupacasath First Nation, call Nick May at the Properties and Business Management Branch at (250) 356-8780.

Also look for upcoming news about road deals for the Sea-to-Sky Highway, and other agreements with First Nations from Canoe Creek, Boston Bar, and Williams Lake.
SCR Employee Blog

Submitted by Amy Babstov, PHCC

My original intention was to speak a little more about the employee blog at the SCR meeting that took place on March 23rd, but with being short on time then I figured it would be best to save all the background information about my creating this for the Road Runner so people could read it at their leisure.

Some thoughts were brought up at the meeting that extends into why I created this. Overall it would seem that people have a desire to be recognized for their part in the ministry as well as the individuals they are. We are all unique and as such, have a need to work and be related to in differing ways. Originally, I created the blog before Christmas of last year and due to some great turn of events was able to spend 6 weeks up north in Dease Lake filling in for Bill Maitland (Area Manager) and Sueann Ciampichini (District Ops Tech) in a “hands on” learning period towards my future career direction. While up there, I learned so many things, but learned more about the art of listening and how much of a great importance that is when doing business and developing work relationships. This solidified my thoughts on the idea that some might welcome profiling the SCR employees in a laid-back fashion. Knowing people for who they are and not just the job they do can go a long way in building the understanding and respect needed to keep employees motivated and happy. It was suggested to profile employees within the SCR and what they do at the meeting, and this blog will do that directly.

For those who don’t know, a blog is short for “weblog” and is an online journal that is personalized by the author. Readers of the journal can post thoughts and photos, as well as comments, which makes this interactive for everyone. Since it is published on blogger.com, the amount of information or detail given is solely up to the person volunteering their information. As I had mentioned at the meeting, I created this because I had enjoyed the Social Committee’s employee profiles they had done in the years previously and wanted to see that continued. With having the blog online, it is accessible by everyone in the SCR – be it on Vancouver Island, the Lower Mainland or Fraser Valley offices – wherever. Jackie Chambers was chosen (and kindly volunteered) in a “passing of the torch” fashion as she had been doing profiles for the Social Committee previously.

The blog is located at: http://southcoastregion.blogspot.com

I am taking it upon myself to publish everyone’s profiles and photos to it and moderate it as well. Please be advised that this is a private blog (unlisted to the public) but using a free blog source on the internet. If you have any questions regarding the blog or would like to have the questions emailed to you, please contact me: amy.babstov@gov.bc.ca

Tim Bits are back! If I receive two profiles, a Tim Bit day will be held at the SCR office as was done before.

Thank you – I look forward to reading about you!

Don’t Run Out of Gas!

Cam Williams, on the left, (acting Supervisor, Williams Lake Portable Scale) and myself were on our way back to Quesnel from a meeting in Williams Lake. Now if you look at the photo you will be able to figure out what happened. For those travelling from Williams Lake to Quesnel please keep in mind that when your gas gauge says 1/4 tank you will not make it to Quesnel. Victor Johnson, Inspector Portable Weigh Scale on the right, came to our rescue. Submitted and photo by Brad Emslie, Commercial Transport Inspector, Quesnel Weigh Scale.
A Meeting to Remember

Submitted by Raj Gill, Quality Management Assistant on behalf of the Field Services Management Team

Provincial Field Services held their annual business unit meeting from March 27th to March 30th. It has been two years since this group has been together. The meeting gave us all an opportunity to hear from many ministry areas about the interesting things happening around us, to share lessons learned from the past two seasons, and to plan for our upcoming season. It is something we don’t do often, and is critical to our goal of continual improvement.

We would like to thank everyone who attended. We know your time is scarce so we greatly appreciate you giving it to us. Also, much appreciation to those of you that “held down the fort” while the rest of your crew attended. We look forward to seeing you next year.

We would also like to thank all those that helped organize and who presented. Special thanks to: Alan Schmidt, Raj Gill, Leon Johnson, FS Management Team, Jason Jackson, Bob Petho, Peter Milburn, Kevin Richter, Sarah Adams, Frank Daicho, Bill Rose, Jay Dunbar, Wayne Fraser, Paul Squires, Alex Martinez, Gary Stanford and Mike Johnston, Bob Gourley, Ken Cullen, Deborah Newby, Bonnie McFadden, Shirley Fisher, Renee Mounteney, Teresa Bepple, Jim Turner, Mike Oliver, and Rodney Chapman.

One last thanks to all our clients for their support of our meeting last week. We know timing was difficult with year end and we appreciate your efforts to wrap up fiscal reporting prior to our meeting. We’re confident we will be better, as a group and as individuals, for having had this time together.

Until next year...have a great season!

Mike Newton Retires

After 34 years with the Ministry of Transportation, Mike Newton has retired. Mike’s illustrious career began in 1972 as an Engineering Aide in the Construction Branch. In 1986, Mike was successful in being awarded the Project Supervisor position. In 2002, Mike became the Manager, Field Services (Grading, North) and managed all grading projects in Northern BC and Vancouver Island, including those along the Cariboo Connector, from Cache Creek to Prince George. Mike’s leadership skills, people skills, and financial management skills proved him to be a success in the Manager, Field Services position. Mike has travelled extensively throughout the province and has worked on various projects, such as the Highway 3B/22 West Trail Approach, Brilliant Intersection, Highway 3/22 Interchange Improvements, Kootenay Pass, Moyie Bluffs, and Phases 1 and 2 of the Coquihalla. He has managed many projects in the Northern Region such as the South Peace Hill at Taylor and on Vancouver Island from Misty Lake by Port McNeil to the Circle Route from Port Renfrew to Lake Cowichan. A special thanks to Mike’s devoted wife Pam, daughters Angela and Amy who were committed to moving around the province with Mike during his career with the ministry. We’re sure you’re daily commute will be more tolerable on the Island. You’ll be missed but we wish you well in Port Alberni.
George Massey Tunnel is a Construction Site?

Submitted by Jay Porter, Project Management Technician, South Coast

That is the response you would get from many of the 93,500 commuters that use this vital link each day. Aside from the lighting and curb improvements, most commuters are unaware of the extent of construction. Areas that have been jack hammered and reinforced would be a blur to most as they are travelling at 80 km/hr, and that is a good thing because it means the traffic is flowing.

Obviously a top priority when this project was initiated was that it have little impact on traffic as possible. To achieve this Mainroad Contracting closes a tube 6 nights a week from 11:00pm – 5:25am and initiates counterflow in the other so that construction can take place. To date, this has been well received by the travelling public and without incident.

So in order to really see if work is being done on this project, you would need to go to the site at about midnight and take a look, which is exactly what we did.

In early March, David Mintak, George Massey Tunnel (GMT) Project Manager, arranged a nighttime tour of the tunnel which included Connie Nicoletti, Senior Rehab, Construction & Paving Project Manager, Martin Madelung, Manager, Rehabilitation and Maintenance, myself and of course Keith Kazakoff who is the Project Supervisor for this project and our tour guide for the night.

At slightly past midnight we make our way outside Keith’s office trailer located on the north bank of the Fraser River, past the GMT’s new control centre and into the north end tower; which houses a giant fan for blowing air down the tower then through the air duct, and we start our way down the flights of stairs. This is an old structure, in fact the tunnel opened in 1959, so the stairwells are narrow and poorly lit. The old control centre located a few flights down, is a small cramped concrete room with single-pane glass windows overlooking the traffic. I can picture someone sitting in a chair all day, looking out of the window, waiting for something to happen. The work crews are using this room as a place of solitude to get away from the noise and have a snack and a coffee. We descend past the old generator that has been replaced by a superior aboveground generator, an electrical room and finally the air duct. At the bottom of the stairs Keith opens a heavy sliding door and we all step into the southbound tube of the tunnel. In the tunnel the noise has nowhere to go so it is loud and the new lighting has not been fully installed in this tube so the light is a dull orange. Further down the tunnel we can see sparks flying and that is the direction we walk as we descend below the Fraser River.

George Massey Tunnel Profile

Above: Cross section of the tunnel shows the two tubes and air ducts on each side. At its lowest point the roadway is 25m below sea level.
George Massey Tunnel (continued)

Looking down the tunnel: counterflow is in progress while construction is being done on the other tube, note the two windows of the old control centre and the sliding doors on the left that give access to the air duct.

Keith’s hired hand; John Warmenhoven from Sargent & Associates Engineering who oversees the project at night, comes over to greet us, hops on his quad and takes off down the tunnel. Considering that the tunnel is made of six 104-metre long pre-cast units, is 629 metres in total length and that there can be between 35 to 60 workers at various locations within the tube and air ducts, the quad enables John to effectively supervise the entire project.

The construction of the GMT from 1957 to 1959 was a great engineering achievement, each section was floated out into the Fraser River and sunk into place, sealed then pumped dry, in conditions of zero visibility and tricky currents. But back in the 50s, little consideration was given to the possibility of an earthquake; therefore, in 2004 the Province announced plans to make seismic and structural upgrades to the tunnel. The basis of this undertaking was to strengthen each joint so that each section would act as one whole structure in case of a seismic event.

Kenaiden Contracting Ltd from Mississauga Ontario is the contractor for this project and has been faced with many challenges. Due to the unique undertaking, the unforeseen, which is not uncommon with old structures like the GMT, and the tough environment they are working in, Kenaiden has had to use a lot of resources and time to overcome many obstacles to stay on track.

As we walk past each crew doing various jobs, Keith fills us in on what they are doing, what it is they are trying to achieve and the challenges they are faced with. One crew is working at a joint they jackhammered out to reinforce with steel connector plates, which will be embedded into the roadway. Further down at the next joint, two workers on a scissor lift are preparing the ceiling for more connector plates that will be glued and bolted to the ceiling (a connector plate looks like a butterfly bandage; it is 7m long and made of 25mm steel). Along the entire tunnel are various crews working on the reinforced curbing. Along the walls near the ceiling are more crews locating and marking rebar locations using a ground radar system, followed by workers drilling holes with a 30 lb drill, eventually a continuous steel plate will be bolted along the length of the tunnel. Finally, even more workers are using scissor lifts to install the new sprinkler and lighting systems.

Midway through the tunnel Keith opens another sliding door that leads back into the air duct. The air ducts are cramped, very drafty, sometimes windy, cold, and dark; I’ve never been in a coal mine but I thought there might be some similarities. This section of the air duct has six workers forming rebar, drilling, inserting and testing dowels in preparation for the shotcreted reinforced slab on the ceiling and the reinforced concrete slab poured on the floor. It is treacherous walking due to the people, equipment, work lights, scaffolding, rebar and the dowels sticking out of the floor.

The floor of one of the air ducts that being readied for concrete. The piping is for drainage, which has been upgraded with better pumps.
Correction

Notice:

Remember the masked man on page 38 of the winter issue of the Road Runner? The masked man is not Phil Best, it’s Roy Johnson in the old geotech lab in Nelson.

Nick Antifaeff submitted the correct guess. Sincere apologies to Phil, Roy and Nick.

– the Editor

Provincial Field Services: Long in the Tooth

During March’s annual meeting, a number of people within Field Services were recognized for their years of hard work and dedicated service.

Those congratulated by Peter Milburn, ADM, Highways Department were:

10 Years
Bill Ogmundson

15 Years
R.B. (Bob) Biagioni
Thomas Murphy

20 Years
Barry Bergstrom
Don Shaw
Doug MacKay
Rick Hundt
Melvin Smith
W.P. (Wes) Yuckin
W. Dave Solberg
Steve Szabella
Rhonda Haslett
Jason Jackson
John McKenzie
Ugo Porco

Dale Ramsey
A.R. (Al) Jones
Michael Johnston
Gary Watkinson
Dan Voykin
Al Scharien
John Reddin
Rolf Kortegaard
Don Ware

30 Years
B. (Brad) Rikley

Honorable Mention
Len Romanow - 42 years!

Thanks to you all!

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Thanks to you all!
Can’t Get to the Workshop? Get the Workshop to You!

Submitted by Jackie Chambers, EAF-Career Development & Training

There are a number of courses available through BC Public Service Agency, but often the challenge to participate is in justifying to ourselves the time and expense (especially for a ½ day workshop). A couple of courses caught my attention: “Writing Effective Competency-Based Resumes – How to Bring Your Resume to the Top of the Pile” and “Preparing for Today’s Behavioral Event Interview”. With the support of Marilyn Wargo, Director Human Resources, we arranged for the facilitator, Mike Walker, to provide the workshops at the South Coast Regional office in Burnaby. With the establishment of the competency-based model for recruiting, it only made sense to respond to the new employment situation in government by providing the practical information, tools and various resources available through these workshops.

To prepare for the recruiting process and to effectively market ourselves, we need to have a resume that emphasizes how our knowledge, experience and skills match the position we are applying for; a one-size resume DOES NOT fit all. A resume is always a work in progress and the primary purpose of a resume is to get an interview. Getting an interview can be worrisome and intimidating but being prepared will increase your level of confidence and competence.

Both workshops were well attended and staff took away with them the tools to establish an effective resume and the resources to help make a good first impression. If you would like to see these workshops in your region, talk to your manager. I’m also available to point you in the right direction – upward!
Argo Provides Safety Demonstration for School Kids

Children playing along the road rights-of-way can be a safety concern to operators when performing their maintenance activities. Most operators that perform road maintenance have one or two stories about close calls with children when removing snow.

The Chase and Celista road crews approached Argo management about putting on safety demonstrations at the schools in their area. Argo pursued the matter and put on a safety demonstration at the Celista Elementary School on Feb. 13. Doug McLean, Road Foreman for the Celista, brought a grader to the school. Jerry Prescott, Road Foreman for the Chase, brought a tandem plow truck to Chase. Rick Kovacvich, Operations Manager for Argo and Ray Heaton, Road Superintendent for Celista and Chase areas participated in the safety demonstration as well.

One-hundred and thirty students from the Celista Elementary School attended the safety demonstration where Argo personnel showed the students how the equipment works and gave safety tips to the students to prevent any mishaps during maintenance activities.

Peter Gooch, area manager for MoT, contributed colouring books and decals that were handed out to students. The students and staff at the Celista school enjoyed the event and the Argo personnel had a great time interacting with students.

Argo put on a second safety demonstration for the Chase Elementary students on Feb. 24.

The pro-active cooperation of all the stakeholders concerning the safety of children on roadways is a positive example of what can be done when people work together.

Question: How many people does it take to change a flat tire?

Answer: Bev Propp (far left): Overall operation supervisor, Marty Gordon (Geo Plan Opus), RISP selected consultant: Jacking operation inspector, Glen Olleck: Flat tire removal operation inspector, Cam Shearer: Spare tire operation inspector, Gord Chudleigh: Entry level jack operator, Dan Cumming: Lug nut inspector, Jack Bennetto: Flat tire dust remover, Jeremy Zanderbergen: Spare tire air pressure checker, Owner of the truck: Art McClean (not in picture as he was off chatting with the girls).

Photo taken March 20th during a tour of the Kicking Horse Canyon project. Submitted by Richard Voyer, Geometric Standards Engineer
2005 Customer Service Award Champions

Submitted by Lois Park, Project Information Coordinator, PBMB

The “No Parking” sign in this picture is especially apt for this group of people – they haven’t been parking – or for that matter even stopping – in the past year. The Peace District staff are the recipients of the Highest Customer Satisfaction results for the Ministry’s 2005 Customer Satisfaction Survey. An astounding 92 per cent of ministry customers feel the Peace District treats them fairly, answers questions, concerns and requests courteously and that staff are helpful. Congratulations! You’re a shining example of why we can be proud of our people and our ministry.

Fort George District staff are the recipients of the Most Improved District Award for the 2005 Customer Satisfaction Survey. This group of dedicated staff worked hard this year and achieved a 7.8 per cent improvement over last year’s results.

Highlights of their service reported by customers include fair, courteous and helpful staff with 83 per cent of customers reporting that the district staff have a good understanding of their business and are knowledgeable about all elements of their jobs. Congratulations to Rick Blixrud, Laura Nordquist, Jean Bergman, Violet Risch, Sylvia Patterson, Neetu Parmar, Glyn Briscoe, Ron Blight, Linda-Lee Schell, Adrian Vander-Velden, Karen Andrews, Ron Marshall, Chris Thornhill, Larry Rowe, Ron Schifo, Pat Preston, Dennis Rejman, Mike Frazier, Cathy Melenka, Lucille Green, Tom Lupton, Danny Morris, Ashok Bhatti, Elexis Elliot, Stephanie Livingstone, Darlh Paley, Tanya Wilson, Cindy Adams, Terry Deacon, Robert Herbert, Stephen Larkman, Gordon Leatham, Ivor Marriott, Stephen Opp, Carol Juba, Bill Murphy, Greg Bruce, Thomas Beeson, Eric Buck, William Crandall, Philip Folz, Eric Ruotsalainen, George Anthony, Kari Allan, Barry Dawson, Val Hunsaker, Michael Kiessling, Nicholas Leatham, Andrew Newcomb, Margo Sheehan and Glenn Winther. Keep up the good work!
Submitted by Patrick Livolsi, Regional Manager, Engineering, South Coast (and daily cycling commuter)

It’s that time of year when many of us start to think about dragging our bicycles from the garage and seriously considering commuting to work by bike or just simply getting out there and having some two-wheel fun. Cycling is a great way to get into shape, stay healthy and save money on commuting costs.

I wanted to take this opportunity to reflect on the ministry’s role in ensuring we provide cyclists with a transportation system that accommodates their needs.

Many of you are probably aware that the ministry has had a cycling policy in place since February 2000. The policy states that “It is the goal of the ministry to integrate bicycling by providing safe, accessible and convenient bicycle facilities on the province’s highways and to support and encourage cycling. Cycling supports the ministry’s mandate to provide British Columbians with an integrated multi-modal transportation system.”

Furthermore, the policy states that provisions for cyclists will be made on all new and upgraded provincial highways with any exceptions to this Policy subjected to a thorough evaluation procedure. The ministry will also involve cycling interest groups and local government officials responsible for cycling in all highway planning consultations.

Though the policy focuses mainly on new and upgraded infrastructure, the requirement to accommodate cyclists also applies to the operation and maintenance of our roadways. For motorists, the condition of the roadway surface is important; for cyclists the condition of our paved roadway shoulders is key. As drivers, we sometimes forget about the shoulders. Winter abrasives tend to collect on the shoulders making cycling difficult if not impossible in certain areas. On roadways that have SRS (shoulder rumble strips), the cyclists have less shoulder to travel on making it even more critical that the shoulders are cleaned as soon as possible after the last possible snowfall. Keep in mind that a lot of cyclists use “skinny” tires, and any significant debris on the shoulder could lead to flat tires or loss of control.

Traffic management in work zones is also an area that sometimes leads to difficulties for cyclists. How many times have we seen contractors place temporary signing right on the shoulder of the roadway forcing cyclists into the travelled lane. A simple wise choice in sign placement would have avoided the creation of the safety concern and the negative public relations from the cycling community. If the work zone involves any detouring of the cyclists, the detour route needs to be well marked. Motorists expect that we provide them appropriate guidance for changed traffic patterns – cyclists are roadway users and expect the same level of service.

A Provincial Advisory Cycling Committee (PACC) was established in 2000 to support the implementation of the cycling policy. The PACC brings together public and private sectors through the participation of government ministries, local government, cycling coalitions, and other groups interested in addressing the concerns of cyclists in the Province of British Columbia. The Committee’s purpose is to provide a central review/vetting function for cycling issues that are provincial in nature. Kathie Miller, ADM, Transportation Planning and Policy Department is the co-chair with Peter Stary, Cycling BC. Alan Callander, A/Manager, Municipal Policy is currently the secretariat to this committee and provides advice.
on the Cycling Policy for the Ministry. Alan also administers the ministry’s Cycling Infrastructure Partnership Program, a 50/50 cost-sharing program with local governments to assist them in constructing their cycling networks.

In South Coast Region, a South Coast Cycling Committee (SCCC) was also established in 2002. This committee consists of South Coast Region engineering and operations staff, as well as various bicycle advisory association and TransLink members. The purpose of this group is to review the technical issues/challenges associated with cycling infrastructure on ministry roadways in the Lower Mainland area. Patrick Livolsi is the current chair of the SCCC. The committee has a wealth of experienced professionals on board that can assist in providing your project with appropriate guidance. We would encourage that designs be passed through the committee to confirm that cyclists are being adequately accommodated on your projects and that the Cycling Policy is being followed.

And last but not least, I would like to encourage every employee to get out there and cycle to work. Cycling has been proven to be good for your health, results in higher productivity at work and is easy on the pocketbook. Many municipalities have implemented or are in the process of implementing cycling networks which usually consist of less congested streets or segregated pathways. I’m sure most of you would find that there is a convenient local cycling route not that far from your home and workplace. It’s a great way to start the day!

For further information on the cycling policy, the PACC, the SCCC or just general cycling information, please contact Alan Callander or myself at any time. The ministry’s cycling policy, Cycling Infrastructure Partnership Program and other cycling information can be found at [http://www.th.gov.bc.ca/popular-topics/cycling/bicycle.htm](http://www.th.gov.bc.ca/popular-topics/cycling/bicycle.htm).

Happy biking!
Congratulations Tami Lawes!

Submitted by John Sitch, Senior Manager, Financial Management

Tami Lawes, Finance Department, has been officially presented with the Province of British Columbia’s Financial Management Certificate at a convocation on December 2, 2005, at the Hotel Grand Pacific in Victoria. This represents the successful completion of thirteen courses under the Certified General Accounting (CGA) designation. Congratulations Tami - this certificate represents a lot of hard work and dedication!

Tami’s certificate represents the highest level of the provincial government’s Financial Management Certificate Program (FMCP) which was launched in 1982 to improve financial management with the introduction of the Financial Administration Act. As part of the same initiative, all ministries were required to appoint a Senior and an Executive Financial Officer, and clear accountabilities were assigned through the introduction of the Financial Officer series. The FMCP, administered by the B.C. Public Service Agency and sponsored by the Office of the Comptroller General, endorses a course of studies for government employees which:

- Provides training in the government system of financial management and control.
- Encourages and recognizes upgrading of professional accounting qualifications.
- Establishes a recognized paraprofessional standard for junior and intermediate financial and audit officer positions.

Any ministry employees presently performing or interested in performing financial management or auditing duties in government may want to look into this program if they don’t know about it already. It is aimed at employees following or planning to follow studies leading to a professional accounting designation. Anyone interested in pursuing this program is encouraged to contact their manager to see if they are eligible to be sponsored by the ministry…or start by calling Tami (250) 365-7976 and asking her all about it!

Steve Anderson

Apparently, there is a new project manager on the William R Bennett Bridge in Kelowna. This is what happens when people escape from “the Rock”…they find out that the work we do out here is fun! Pictured with Steve Anderson, Executive Director, PBMB (left), is Jay Sutton, P.Eng with Westmar Engineering, Owner’s Engineer. Come again, Steve.
South Coast Region Fundraising Events – Participate!

Submitted by Loretta Carlson, Development Approvals Assistant, Lower Mainland District

The Highway Coneheads are once again riding the Big Bike for Heart and Stroke this year. Last year, we raised $2,780.00 and would love to surpass that this year. This is the 8th year for Highways Coneheads to participate on May 8th. Thanking you all for your support and legs in this fundraiser.

The South Coast Region Golf Tournament has hit its 20th year. What a great accomplishment! The 20th annual tournament will be held at the beautiful Swan-e-set Bay Resort and Golf Club in Pitt Meadows on September 19th. It is a great time filled with camaraderie, networking, reconnecting with old friends and most of all, fun. Please try to make it for this monumental event as we like to see more MoT staff. Please contact Lorna Leslie at 604-660-9701 or e-mail at Lorna.Leslie@gov.bc.ca for more details. If you would like to volunteer to help out, please call Lorna as well.

Hope to see you there!

We Did it Again!

Submitted by the Finance and Management Service Department

February always brings a sigh of relief from our department as we get the ministry’s Service Plan and budget out the door successfully! We want to thank everyone in the ministry who helps us pull these important assignments together - we couldn’t do it without you. We’re a fun bunch and will take any opportunity to celebrate our successes with cake - and so for this event we marked the occasion with a Service Plan Cake (chocolate) and a Budget Cake (vanilla) and a good time was had by all! If you want copies of these documents, or want to have someone walk you through them, just give us a call or stop by and we will pleased to do so.
Highway Rollers – Under Construction

This year Crystal Chenier, Secretary, Finance and Administration gathered two teams for SIR’s Strikes for Tykes and collected $1012. Way to go! The team members are: Team 1 – Mark Collins, Crystal Chenier, Susan Ingram, Corinne Chartrand, and Penny Radies. Team 2 – Tom Freeman, Tanya Prest, Ryan Oakley, Susan Randle, and Shawn Grant.

Next year, the Highway Rollers Crew are planning on exceeding all prior year totals by sending out a challenge to all staff in the ministry to donate $1.00 in support of this great event. Watch for the e-mail in February 2007!
Grant Lachmuth Recognized for Community Contributions

Submitted by Lynda Lochhead, District Development Technician, Kelowna and Jeff Wiseman, District Operations Manager, Penticton

In a recent publication of “Okanagan Life Progress - 2006 edition” the main article features people in the Okanagan that have contributed to the growth and life in the Okanagan. The front cover headline is “The Force 50”, a tongue-in-cheek reference to the powerful force driving the rebels in their quest to defeat the evil Darth Vader in the hit Star Wars movies.

Mr. Grant Lachmuth, District Manager, Transportation, Okanagan Shuswap District is listed as number 6 in The Power 15, “an elite circle of outstanding people who continue to shape the Okanagan in many unique and valuable ways.” Grant has worked tirelessly to ensure that the community and all the key stakeholders are informed regularly of the progress of not only the new William R. Bennett Bridge but all the other major projects under way or planned for this valley. His philosophy of communication and information has no doubt earned him recognition in this article. Although the picture in the article shows a somber Grant, we at the District know him as the “King of Pranksterdam” – yes, Grant, we know the picture was staged! All kidding aside, the staff of the Okanagan Shuswap District congratulate Grant on his accomplishments and know that he will continue to contribute to the Ministry, the Province and this valley with his unique style.

His area extends from the border to Salmon Arm, Kamloops to Sicamous. Besides the Bennett Bridge, his projects include Westside Road, tourist route signs, Swan Lake interchange in Vernon, upgrades to Highway #97 and #33, and others – a total of $230 million in transportation projects to keep the Okanagan moving.
Intersection operations, specifically at Main Street, Fern Street, and Mountain Highway at the north end of the Ironworkers Memorial Second Narrows Bridge in North Vancouver, continue to degrade due to high traffic volumes and outdated interchange configurations. Movement of goods and people through this area is seriously impeded, with distinct impact to Vancouver Port Lynnterm facilities.

A comprehensive traffic impact assessment identified six general areas for improvement:

1. Mt. Seymour Parkway/Seymour Boulevard Intersection;
2. Mt. Seymour Parkway/Riverside Drive Intersection;
3. Seymour Boulevard/Dollarton Highway Ramp and Main Street Intersections;
4. Main Street/Mountain Highway Intersection;
5. Mountain Highway/Fern Street Intersection and Highway 1 Off-ramp; and
6. Mt. Seymour Parkway/Lillooet Road Intersection.

On March 22, 2005, Minister Kevin Falcon and local MLAs Daniel Jarvis and Katherine Whittred announced a $7-million investment in North Vancouver to implement short-term supporting road upgrades and access to Seymour Creek Village. The Ministry of Transportation is also initiating a comprehensive analysis and study to consider options for long-term improvements. This $1-million study will support the Province’s goals of assisting economic development.

A team led by Jay Dunbar, Regional Manager, Project Delivery, has considered many options with stakeholder input before arriving at what is now being called the North Shore Improvements Project. On October 12, 2005 an open house was held to reveal the design plans and study parameters of the project. This project will address the problems at the six above mentioned intersections with priority given to those needing an upgrade due to safety concerns.

Of particular concern is the Mt. Seymour Parkway/Lillooet Road Intersection because not only is there weaving but there is also an uncontrolled crosswalk at this location. Pedestrian access is limited because there is an un-
controlled crosswalk so as part of the project a completely controlled crosswalk will replace the existing one. There is also a proposal to have a pedestrian overpass a little further east. This will alleviate the pressure of increased vehicle and pedestrian traffic due to the retail shopping centre that will be constructed in the near future which will benefit the local population as traffic will flow more freely.

Cyclists will be happy to know that their needs and concerns were taken into account in the early planning stages of this project. The team was able to determine by polling riders and bike groups what would work best for them. The project will incorporate the most popular ideas from those people that will be using the new bike routes. Improvements are going to be made to existing bicycle routes to provide easier access between the Second Narrows Bridge and Capilano College. Newly constructed bicycle paths will allow riders to avoid the heavier traffic areas as much as possible.

With several aspects of the project taking place around and sometimes on Squamish Nation land, the ministry has made sure to involve them in the decision-making process. The Squamish Nation is in the planning stages to build a shopping centre on a 43-acre site within IR #2, the Seymour Reserve. Completion of the shopping centre will cause an increase in traffic in that area, as well as on the Main Street-Dollarton Highway corridor. This development would not be possible without a second access which will be located on the south side near the entrance to Highway 1 at Dollarton. When asked how the project will impact the Squamish Nation, Byron Joseph, Co-Chair for Squamish Nation Chiefs and Council, replies “There has been a real good spirit of cooperation and respect from Wayne Keiser and Jay Dunbar which reflects the dedication of the ministry to adhere to the agreement signed in 1982; we see nothing but positives regarding this project.”

Environmental concerns were also taken into account during the planning stages of the Seymour Creek Project because Seymour Creek runs right through it. A concern for stakeholders is that the project must not violate or impede the creek itself or negatively impact the surrounding environment. A wide variety of animals and plants depend on the creek for their survival so it is important not to disrupt the ecological system. Byron Joseph adds, “The combined efforts of the Nation and the ministry for this project, as well as our own retail centre project, have left us more than satisfied that all environmental concerns were addressed.”

Phase 1 of the project was tendered during the second week of April 2006, with Phase 2 following in the Fall of 2006. Additional details are available on the ministry's website at: http://www.th.gov.bc.ca/highwayprojects/Highway-1_North-Van/north-van.htm

Stride for Heart

On March 18th, Samuel Lam and Ryan Truant of CVSE, along with friends and family, participated in the 18th Annual, Shopper Drug Mart Stride for Heart. Participants gathered in the Hillside Mall early that Saturday morning to register and donate their pledges. Participation T-Shirts were handed out, and of course, free coffee was available to all those who needed that early morning kick to get started. At 8am, friendly volunteers and organizers rallied the crowd of participants, and led the group through a pre-walk stretch and warm up. With muscles loose and limber, the walk began, and the many participants took to the marked course that weaved its way through the mall. While the walkers completed their laps, organizers read out raffle prize winners over the mall PA system. When all laps were completed, and prizes claimed, Samuel, Ryan, and company, headed over to the Apple Tree restaurant for a nice hearty breakfast. All the proceeds from the Stride for Heart were donated to the Heart and Stroke Foundation to go towards vital cardiovascular research.

Samuel Lam, Erin Keller & Ryan Truant.
Okanagan–Shuswap District Staff Recognized and Appreciated!

On April 3rd, the following Okanagan-Shuswap District staff were presented with Ministry Service Pins and/or Staff Recognition:

- Ron Stratton – 35-year pin
- Dennis Crate – 35-year pin (CVSE)
- Danny Morris – 30-year pin
- Robyn Clifford – 25-year pin
- Dave Swales – 25-year pin
- Kurt Edmunds – 25-year pin
- Jim Thrift – 25-year pin (CVSE)
- Ron Domanko – 15-year pin
- Denis Doyle – 15-year pin (CVSE)

The following employees received Staff Appreciation Awards:

- Kurt Edmunds – Development Approvals Customer Service
- Bill Sparkes – Development Approvals Customer Service
- Terry Jones – Development Approvals Customer Service
- Tom Chernenkoff – Development Approvals Customer Service
- Warwick, John – Development Approvals Customer Service
- Dave Swales – Outstanding Customer Service on Hwy #6 issues with local residents
- Chris Keir – Great Customer Service with Kaleden Community Group (Resolved drainage issue)
- Jim Helgeson – Recognition for Emergency Response Services within his assigned area
- Melva Gordon – Recognition for her assistance to Finance & Admin as Acting Clerk
- Ron Domanko – In recognition of his problem-solving of issues at Siwash Bridge (Princeton)

Grant Lachmuth (L) and Ron Stratton (R), who just returned to work after 2 1/2 years of successfully battling cancer. Ron is a cancer survivor and achieved one of his main goals of returning back to work after his successful fight with cancer. Ron did return to work and retired April 1st.

Jeff Wiseman, was awarded an Employee Recognition Certificate on March 22, 2006, for his great work during the Ice Jam Event of January 2005.

Jeff was recognized for his leadership and effective working relationship with the Lower Similkameen Band, during the response and recovery to the Ice Jam Event affecting the Chopaka Bridge and adjacent Band lands, east of Keremeos. Jeff was very proactive in involving the Band members in his planned work and the restorative/protective works were very well received and much appreciated by the Band. The district and region received a number of compliments from the Band regarding Jeff’s communicative style and consultative approach during this event. Great work Jeff! Presenting the award to Jeff, are co-nominators, Norm Parkes, Regional Manager, Planning & Partnerships and Grant Lachmuth, DMT.
CVSE Inspections Go Into High Gear

Submitted by Julia Krepps, Supervisor, Kaleden Weigh Scale

For three days, April 4-6, CVSE in conjunction with the Delta Police conducted commercial vehicle inspections at seven locations throughout Delta. A total of 43 CVSE inspectors from various parts of the province, with approximately eight Delta Police members took part in this endeavour. The focus of the truck initiative was primarily the container hauling industry, secondly long haulers from outside the Lower Mainland and one-ton cube vans, which have also been found to have issues regarding mechanical deficiencies.

At the debriefing on the third day, we were informed that more than 600 inspections had been conducted, more than $2,000.00 worth of violation tickets had been issued and almost 30% of trucks checked were found to be “out-of-service” – which means they have to have repairs done right then and there —cannot continue; or they have to be towed to another location to have the necessary repairs done.

At the end of the third day, the Delta Police showed their appreciation for the hard work CVSE had done on this initiative by inviting the inspectors to the Riverhouse Pub in Delta. They had a number of door prizes for the staff, from hats and T-shirts to power tools and coffeemakers.

There was a special award for Ron Sanderson, who received the “Biggest Whiner” award.
It’s Not Too Late to Earn Your Cycling Badge

Submitted by Team on the Road Again

No, it wasn’t an April Fools Day joke...On April 1st, Mary Koyl successfully completed the requirements for her cycling badge.

Joining a group of all-weather exercise enthusiasts on the April 1ST Spitfire Spin event, Mary rode her bike from downtown Victoria to meet up with others from HQ for breakfast at the Spitfire Grill— that’s out by the Victoria airport! This was Mary’s first time on a bike in 38 years and she gamely joined other regular cyclists despite the rain. Congratulations also go to seasoned cyclists Rick Thomson and Dennis Chow who also rode from town and back – over 50 km.

After walking, cycling, running or going to aerobics, 20 people met up at the Spitfire Grill for good food and great laughs. Why do we have these events? It’s all about getting out of the office, getting some exercise and of course, the food reward somewhere along the way! Some months we go hiking; other months it’s cycling or entering a team in a running event. It doesn’t matter what the activity is, we’re sure to share a lot of laughs along the way and we use a good old Ministry saying...“Whatever happens on the road...stays on the road”.

Mary Koyl cycles for her badge.

CVSE Welcome to HQ

HQ welcomed CVSE home and to the 3rd Floor at 940 Blanshard on April 11th with a meet and greet plus cake. Pictured is the poster made for the occasion and Brenda Larkin, Executive Administrative Assistant Highways Department and Greg Gilks, A/Director CVSE cutting the cake. You can tell who was more popular by the size of the pieces! Submitted by Brenda Larkin, Executive Administrative Asst., Highways Department.
Annual Highways Department Meeting

Submitted by Lois Parkes, Project Information Coordinator, PBMB

The annual Highways Department meeting was held on March 8th and 9th in Richmond – gathering staff from around the province. A key focus of the meeting this year was people. The people in our ministry – what we do, how we are attracting and recruiting new people to the ministry and our strategies for succession planning.

The busier we are, the more it’s reinforced that our success derives from our people. The Highways Department team spans the entire province and interacts with the public on a day-to-day basis. Getting all the managers together in one room provided an excellent opportunity for people to connect and swap stories, as well as meet some of the “do-ers” of the ministry. People like Scott Garvin, Avalanche Control, who gave an excellent presentation on the Bear Pass Avalanche Control. You may not know that each year, more than 2,000 natural and/or controlled avalanches are recorded either above or on provincial highways throughout B.C. Bear Pass is just one of those avalanche areas.

Another topic showcased Emergency Response. The ministry has had several major slides to deal with over the past few years. The slide on Highway 16 near Terrace, the recent closure of Highway 12 due to the “Texas Creek Slide” and of course the slides in 2005 in Kelowna and on Highway 29. How we manage our response to these disasters is critical and is something our ministry can be proud to say we’ve done well. For example, our responses to the Westside Road slide and the Highway 29 slide last June were nominated for the Premier’s Awards for Service Excellence.

Grant Lachmuth, District Manager for the Okanagan Shuswap, gave a great presentation on how they handled the response and took the term “thinking outside of the box” to a whole new level when a landslide involving Westside Road in Kelowna severed access for 1700 local residents to and from the City of Kelowna. His staff worked around the clock to help the community and set up a temporary ferry service to shuttle the residents across the lake so they could get to where they needed to go. Likewise, Jim Guthrie, Acting District Manager in the Peace District, outlined the work that was done to quickly implement our emergency response on June 13th, when a significant landslide on Highway 29S between Chetwynd and Tumbler Ridge caused the entire highway to drop approximately 15 to 20 metres over a length of 250 metres closing the highway.

Other key presenters included Lori Sutton who spoke on the HR Management Plan that addresses workforce planning, work environment, and current and future succession needs, Sarah Adams from BC Stats who explained our Employee Engagement Survey results and Lisa Gow, who gave an extremely informative overview of the new Pacific Gateway Branch.

Thanks again to all the presenters at this meeting – and thanks to the attendees for their participation, insights and the pride they show in our ministry. If anyone is interested in seeing the presentations, they are all available on the Intranet at http://gww.th.gov.bc.ca/gwwpbm/Content/Home/Home.asp
Why We Need Spring Load Restrictions...

Above: Damage done by one truck on April 6th at the 100 Mile House theatre parking lot under municipal jurisdiction. The truck was legal at 100% loading weight. Submitted by Tracy Cooper, Regional Director, South Coast.

UBC’s Bureau of Intelligent Transportation Systems and Freight Security

Submitted by Simon Leung, Manager, Program Development and Monitoring

The Bureau of Intelligent Transportation Systems and Freight Security (BITSAFS) was established at the University of British Columbia last June with joint federal and provincial funding. The bilateral agreement provides funding to support research and development activities until March 2007, with the expectation that the Bureau will progress to self-sufficiency by the third year. Federal funding ($500,000) is provided under the Strategic Highway Infrastructure Program (SHIP). Provincial funding comes from a consortium of BC ministries, led by the Ministry of Transportation. External partners provide the remaining funding to fully match the federal fund. Federal Transport Canada website: http://www.tc.gc.ca/mediaroom/releases/nat/2005/05-h160e.htm

BITSAFS is located in the Sauder School of Business at UBC. Dr. Garland Chow, the Bureau’s Director, is a well-respected international expert in transportation and supply-chain logistics. Starting this month, UBC’s School of Applied Science joins BITSAFS to form an integrated research team. The engineering component is led by Dr. Tarek Sayed, a Professor and Distinguished University Scholar with the Department of Civil Engineering. Many of us have worked with Dr. Sayed in various engineering, highway safety and ITS projects. The synergy of the two schools will much enhance the Bureau’s research capability. BITSAFS website: http://www.freightsecurity.ubc.ca/main.cfm

Goal, Objectives & Governance

The sheer bulk of increasing security and trade regulations affect mobility and the efficient operations of the ports, borders, highways and inter-modal facilities. Secu...

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rity always has the priority. The main purpose of the Bureau is to study freight security and mobility issues and to develop mitigating business processes and ITS solutions, thus advancing governments’ objectives and strategies such as: improving the mobility and transportation efficiency for freight and people, within BC and to markets beyond; ensuring BC’s ports, airports and border crossings are gateways for economic growth and development; promoting modal integration; and supporting Pacific Gateway initiatives. Over time, the Bureau’s goal is to develop a base of expertise in BC, a collaborative network, and a research agenda in partnership with government and industry that will lead to a sustainable long-run program beyond the initial seed funding.

The research direction is guided by a Consultative Committee of representatives from industry, different levels of government, and ports and inter-modal facility operators. An Advisory Committee of Transport Canada and BCMoT staff manages the agreements. To ensure broad base support of the research program, all project proposals require discussion and recommendation by the Consultative Committee prior to being reviewed by the Advisory Committee.

BITSAFS has hosted several seminars in the last few months, as well as co-sponsored with ITS-Canada a workshop on “Goods, Ports, Borders and Corridors” at the end of March. The workshop was attended by about 100 representatives from different levels of government from both sides of the border, port authorities and operators, industry, shippers, carriers and universities. Our ministry had eight attendees participating in presentations and sessions on ports, border crossings, priority corridors, bi-national co-operation, ITS, intelligent freight technologies, and freight security/mobility, followed by freight facility tours to Vancouver International Airport and the Port of Vancouver. Please refer to the Program Development & Monitoring Branch website for BITSAFS and events information: http://gww.th.gov.bc.ca/gwwpdmbl/Content/ITS/ITS.asp

Next Steps

The next phase signals the start of joint engineering/business research initiatives. Proposed projects include the development of freight data in-
Road Runner Spring 2006

Remote and base mapping system; Weigh-in-Motion monitoring and data collection system and benefit analysis; the development of an evaluation methodology for freight movement strategies at border, and setting up an ITS lab, etc. It represents a transition from foundation studies to a more application-oriented research activities, and will be more directly relevant to our operation and decision making requirements. An informal ministry ITS Forum is being organized to develop a more integrated plan to coordinate, guide and prioritize the development and implementation of future ITS initiatives. An immediate task is to provide input and guidance to assure BIT-SAFS’s research is supportive of ministry’s and provincial priorities.

Potential Short and Long-Term Benefits to the Ministry

Global supply chain is a complex system operating in evolving international and national regulatory frameworks; involving many levels of government and agencies; affecting the efficient operations of port, border and transportation systems; impacting the productivity and economic bottom-lines of shippers, carriers, truckers and inter-modal facility operators. The research activities will lead to a better understanding of the present system. The findings will be of assistance to appreciate our changing roles and responsibilities as a modal integrator of transportation systems within the global supply chain in trade facilitation and economic development. This understanding can better position ourselves in the development of strategies and plans with other levels of government and external stakeholders and partners to provide efficient, safe, and secure movement of goods in the global supply chain, and the movement of people.

Later on, the research will result in models and tools to support benefit/cost evaluation of technology options, programs, regulations and policies, and to support option analysis and decision making. Well-conceived ITS deployment and coordinated business process improvements can lead to more efficient operations of the gateway system, improve productivity and bring about cost reductions to the gateway portion of the supply chain, enhance our competitiveness, and maximize BC’s strategic advantage as Canada’s Asia-Pacific Gateway to support economic growth in BC, western provinces and Canada.

TELP, I Need Somebody!
TELP, Not Just Anybody!

Submitted by Lori Sutton, Manager, HR Planning and Development

Who are these people? Is this the cast of a new reality TV show?

Not quite, but it is a group of very talented individuals we are very happy to introduce as the 2006 Technician Entry Level Program (TELP) candidates (keep an eye out – you’ll be seeing them around the ministry):

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<tr>
<th>TELP Name</th>
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<th>Location</th>
<th>Mentor</th>
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<td>Alipasha Larijani</td>
<td>Design</td>
<td>Burnaby</td>
<td>Jessie Bains</td>
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<td>Cameron Dodd</td>
<td>Project Management</td>
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<td>Mike Proudfoot</td>
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<td>Sheila Chan</td>
<td>Project Management</td>
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<td>Julie Martin</td>
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Wow! That's a lot of new hires. You might be wondering how we ended up hiring 19 candidates for TELP.

We knew we needed somebody, probably lots of somebodies, when we started the TELP program. It all began back in 2004 with the recruitment of six participants. At that time the program was a pilot and only required 6 months of work experience to graduate to the STO 18 level. Also, the business units needed to provide the funding, FTE and vacancy (often hard to identify up to one year in advance). Although the business units were all happy with their TELPs, at the end of 2005 we realized we needed to make some changes.

Armed with our demographic data and a proposal to increase the program length to 2 years, we went cap in hand to the Executive to ask for 6 FTEs and some associated budget money. Were we surprised when we left the meeting continued on page 46
with instructions to hire a minimum of 9 TELPs for 2006! The executive support for the program was impressive and we had our work cut out for us. Even more surprising was the number of calls we got requesting TELPs from various business units. Turns out lots of people were excited by this opportunity and we ended up with requests for 10 more TELPs!

We formed a TELP Advisory Board and started work visiting universities and technical schools over December and January. We spoke directly to the classes wherever possible and had some great turnout for our presentations. The response was amazing. We had 80 applicants and interviewed 45 of them over a 2-week period.

In order to keep them all straight, we took pictures of the candidates – a stroke of brilliance as it sure helped to trigger our memories when it came time to select the candidates!

We were very happy with the calibre of these young people who all want to work for the ministry. Over the next few months we will be working towards developing training plans, orienting the new employees and meeting with their mentors.

Although we know that the TELP program won’t solve all of our succession issues, we feel that we are definitely off to a good start. If you have a TELP starting in your area, we encourage you to meet them and take an interest in their development. I’m sure you can all remember when you started your first job and the difference it makes to have people take the time to provide some guidance, or just to say hello.

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**Career Tips**

**Brought to you by the Road to Opportunity Team of the Employee Advisory Forum** (Holly Adems, Greg Bruce, Jackie Chambers, Amy Choh, Ramona Holota, and Bob Petho)

Hi everyone! Thinking of planning your career? Take action now with these websites at your fingertips.


3. Human Resources – Career Development: [http://gww.th.gov.bc.ca/gwwhr/content/careerdev/careerdevtools.asp](http://gww.th.gov.bc.ca/gwwhr/content/careerdev/careerdevtools.asp)

Welcome to the Ministry of Transportation’s Career Development Tools and Programs Website. It is the creation of a suite of Career Development Tools to help our employees careers grow within the Ministry.

- Career Pathing
- Career Planning Tool from Achieve BC
- (NEW!) Skills Inventory Management Development Program
- Mentorship Information
- Other Related Links

**Career Pathing:** This tool will help employees identify anticipated future employment opportunities that best fit their individual values, attributes and limitations. This information can then be integrated into an Employee Performance and Development Planning (EPDP) Session. [http://gww.th.gov.bc.ca/gwwhr/content/cp/login.asp](http://gww.th.gov.bc.ca/gwwhr/content/cp/login.asp)

**Skills Inventory:** This tool allows employees the opportunity to identify skills that they possess and wish to utilize on projects within the organization. Managers and supervisors can then search for employees with the skills that they are looking for when selecting a project team or work group. [http://gww.th.gov.bc.ca/gwwhr/content/si/login.asp](http://gww.th.gov.bc.ca/gwwhr/content/si/login.asp)

**Management Development Program (MDP):** This program provides participants with training and practical work experience while continually increasing responsibilities and complexity of assignments over a 2-4 year period. Participants are exposed to a variety of management projects both in regional and headquarters settings that continued on page 47
provide a solid career foundation in both operations and policy. http://gww.th.gov.bc.ca/gwwmdp/

Mentorship Information: This site provides guidelines on mentorship including responsibilities of the mentor and protégé, and tips on establishing an effective mentoring relationship. http://gww.th.gov.bc.ca/gwwmentor.

Other Related Links

- Employee Performance and Development Plan (EPDP) BC PSA website – http://www.bcpublicservice.ca/performance_management.htm#epdp
- Employee Performance and Development Plan (EPDP) MoT-specific – http://gww.th.gov.bc.ca/gwwhr/content/home/MoT_EPDP_1page.doc
- Employee Performance and Development Plan (EPDP) MoT-specific – http://gww.th.gov.bc.ca/gwwhr/content/home/MoT_EPDP_2page.doc
- Government Competencies – http://gww.bcpublicservice.gov.bc.ca/competencies/
- Job Postings – http://www.bcpublicservice.ca/postings/
- Resume Writing – http://gww.th.gov.bc.ca/gwwhr/content/workadjust/relatedresources/resumewriting.asp
- BC Leadership Centre – http://www.leadershipcentre.gov.bc.ca/
- Skills Inventory - Brochure – http://gww.th.gov.bc.ca/gwwhr/content/careerdev/ Skills Inventory Brochure.pdf
- Career Pathing - Training Booklet – http://gww.th.gov.bc.ca/gwwhr/content/cp/Career Pathing Training Booklet.ppt
- More to come…

Northworks

Submitted by Steve Lopston, EIT, Prince George

Elexis Elliott, a member of the Youth Employment Program, Glen Winther, an employee of Commercial Vehicle Safety and Enforcement, and myself, an engineer-in-training in highway design, took on the challenge of attending to the booth at the 2006 Northworks Career Fair. We had a great time. The display supplied by headquarters had already been prepared to target the four programs the Ministry is actively recruiting for: Youth Employment, Management Development, Engineering in Training, and Technical Entry Level programs.

A steady stream of onlookers visited our booth, where Elexis and Glen happily answered their questions.

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There was a lot of interest in the ministry’s programs this year. In previous years, word had spread regarding summer and technical entry-level positions, and this led to students approaching us with specific questions rather than just asking what we do. Between Elexis, Glen, and myself, we did our best to answer all of them. We also had help from Chris Thornhill, Neetu Parmar, James Luo, Jin Oh, and Lenora Fillion.

This year, we spoke to approximately 200 people. It was noted that many of the surrounding recruiters offered considerably more in the area of SWAG1; in the years to come we hope to find other items to give away as conversation openers with the attendees. While we offered only pads of paper and pamphlets, we were still very popular with the students. We took the time to collect samples of possible items from all of the other booths at the Career Fair, some of them more than once.

I feel we did an excellent job this year, and hope that we can continue to draw on our past experiences and improve in the years to come.
The Changing Face of Field Services

Brian Twiname was recently successful in being awarded the Manager, Field Services (Grading, North) position. Brian will continue to work out of the North.

Bob Petho will be taking on Brian’s Project Supervisor, Paving position.

Gary Stewart was successful in winning the Construction Consultant Supervisor position and John Ross in the Assistant Project Supervisor position.

Raj Gill has joined Field Services as a Quality Management Assistant, working alongside Alan Schmidt.

We would like to wish all the best to Ross Bain and Mike Newton in their retirement. Congratulations!

MoT Support for PECSF in 2005 – Bigger Than Ever!

Submitted by Kenna Bilek, PESCF Committee

2005 – the 40th anniversary of PECSF – was a very good year for community support! The huge generosity of provincial employees as a whole was made abundantly clear raising a total record-breaking amount of $1,662,826. Ministry of Transportation staff contributed considerably to the success of this year’s campaign results with a province-wide MoT total of $60,826. We showed an increase in both participation and total amount raised over last year, largely due to an increase in involvement from our regions! Way to go everyone!!

A big heart-felt thank you goes to Frank Blasetti, ADM Partnerships Department, who went above and beyond to enthusiastically support PECSF as our Executive Representative.

Here are some photos of some of this year’s PECSF events at Headquarters.
"The Boys in the Bright White Sports Car" came away with the trophy for the fastest time. (Steve Drew, Lori Sutton, Jason Wood, Mark Pratt, and Bev Propp).

Greg Gilks, Director CVSE, was the Remote Control Car Rally Traffic cop on hand to issue traffic violation tickets for unsafe driving practices.

Phil Christie shaved all facial hair for the cause, helping to raise $1,500 through pledges.

Ministry of Transportation, lead by Janelle Yardley, raised $606.96 in the multi-ministry Cookies for a Cause Event and claimed Top Cookie Seller status!

The Community Fund Prize Winner was a Ministry of Transportation employee - Colleen Yee of the Commercial Vehicle Safety Enforcement Branch won the PECSF Weekend Spa Getaway to the Galiano Inn and Spa, oceanfront resort. The Community Fund staff, Colleen's entire branch and Samuel Lam (Canvasser) were on hand when Stephanie gave her the news last November.

PECSF fund manager Stephanie Bacon presents a very surprised Colleen Yee with the Spa Getaway prize!
People Power the Gateway Program

Submitted by Jesse Morwood, Provincial Program Assistant, Gateway Program

On January 31, 2006, Premier Gordon Campbell approached the podium at the B.C. Transportation Summit and made it official: British Columbia would proceed with the single largest infrastructure project in the Lower Mainland’s history: The Gateway Program.

The Province newspaper celebrated the Gateway Program launch in an editorial the following day. “The B.C. government’s long-awaited – and arguably long-overdue – plan to ease Lower Mainland traffic congestion appears to be sensible, well-researched and worthy of wide public debate,” said the newspaper on February 1st.

Minister Falcon calls the Gateway Program, “a generational investment in lower mainland transportation infrastructure.” An avid cyclist, Falcon is particularly proud that Gateway will include the largest expansion of cycling infrastructure in provincial history.

The Gateway Program is the Ministry of Transportation’s plan to meet the needs of B.C.’s growing economy, increasing Asia-Pacific trade, and a growing population. There are three major projects within the program: The North Fraser Perimeter Road, the South Fraser Perimeter Road and the Port Mann Bridge/Highway 1.

Premier Campbell and Minister Falcon together released the Gateway Program Definition Report at the B.C. Transportation Summit. The Program Definition Report (PDR) presents plans to address congestion in the three priority corridors that comprise the Gateway Program.

Congestion now costs British Columbia’s economy up to $1.5 billion per year, up significantly from a decade ago. Beyond the staggering economic cost, congestion has an increasingly negative effect on the environment, communities and resident’s lives.

Gateway is multi-modal. Each project will improve the movement of people and goods in and through the region, improve safety and reliability of the existing road network and improve access to key economic gateways through improved links between lower mainland ports, industrial areas, railways, Vancouver International Airport and border crossings.

Gateway Program Executive Director Mike Proudfoot need only look out the window of his Burnaby office to see that Gateway is needed, and why the Ministry of Transportation is best suited to deliver this major government initiative.

“Greater Vancouver is choking on congestion,” says Proudfoot. “The Gateway Program stitches together work done by the Ministry and its partners over 25 years, producing a cohesive plan for current and future transportation needs.”

The Gateway Program met its first major milestone when Premier Campbell released the Program Definition Report. The milestone was met at the same time as the ministry developed and moved forward with many other major projects, including the Sea-to-Sky Highway Improvement Project, the Kicking Horse Canyon Improvement Project, the William R. Bennett Bridge and the Border Infrastructure Program.

During program development, Proudfoot worked with a small team of ministry staff, including Project Directors Don Wharf and Garry Dawson, Project Managers Ron Lepage and Gerry Fleming, Finance and Administration Manager Julie Martin, and Program Assistant Qingyu Wang. From Partnerships BC, Eva Hage is the Director of Business Transaction and Procurement. On the team from the private sector, international engineering firm Delcan Corporation is the Program Engineer, CH2M HILL is Technical Advisor, and Pam Ryan of Lucent Strategies leads program development.

The team built on existing studies from the 1990s, including the Lower Mainland Highway Systems Outlook Report, produced by the B.C. Transportation Financing Authority in 1997 and Transport 2021, jointly authored by the ministry and the Greater Vancouver Regional District in 1993.

Highways Department staff including Chief Bridge Engineer Kevin Baskin, South Coast Region’s Man-
ager of Bridge and Structural Engineering Allan Galambos, and Lower Mainland District Area Development Technician Jeff Moore provided frequent support to the team in meeting the demands of a very tight timeline.

Proudfoot is particularly proud that Gateway is serving as an incubator for Management Development Program Trainees and Technical Entry Level Program candidates. “We have on our team some of the Ministry’s next generation of leaders and specialists,” he says. “I really want to thank Lori Sutton and Paul Squires for providing the Program with these great people.”

Management Development Trainee Jesse Morwood has been an enthusiastic participant in the Gateway Program. “What a great experience on a massive project,” says Morwood, who will soon depart Gateway for some day-to-day experience in Southern Interior Region’s Nelson District Office. “Gateway has been a profound learning experience.”

The Gateway Program is a testament to the expertise that resonates within the Ministry of Transportation. DM John Dyble and ADM Frank Blasetti have provided vision to the project and were instrumental in getting the Program to its successful launch. Their guidance is ever-present as the Program moves forward.

Dyble was quick to recognize the Gateway Program team’s accomplishments, noting Gateway’s importance to the Government’s strategic direction. He praised the team for a job well done on the ministry’s biggest ever undertaking at a recognition lunch following the release of the PDR.

The Gateway Program stretches across 11 municipalities in the Lower Mainland, with tentacles into all the others. At literally hundreds of meetings, the team has worked closely with local and regional governments and TransLink to build a comprehensive goods and people movement plan.

The PDR reflects the most comprehensive traffic and population modeling and forecasting. Over the last year and half, the Program has received input from members of the public at open houses and in small group meetings on each component project. That input combined with expert data and studies helped shape the PDR.

The Gateway Program bridges many of the tasks that staff across the ministry do everyday. The ministry’s Writing Services Unit, for instance, has responded to more than 300 Gateway letters – almost 10% of the letters written so far this year – since January. “Writing Services provides exemplary support in dealing with the huge volumes of correspondence generated by such wide community interest in the Program” said Proudfoot. “Hats off to Gloria Valle and the WS team.”

Gateway has an extremely high public profile.

Minister Falcon has delivered more than 10 major speeches on the Gateway Program to groups as diverse as the Consulting Engineers of British Columbia, the Fraser Valley Real Estate Board and numerous chambers of commerce since the PDR was announced and speaks to media on an almost daily basis about the Program.

From program development through procurement and program implementation, and from public and media relations to project costing and controls, the Gateway Program is multi-faceted.

The Gateway Program has now moved solidly to implementation. The first of many implementation milestones was reached April 5th when a Request for Qualification to design and build the Pitt River Bridge/Mary Hill Interchange closed.

The Gateway Program project team is now growing and benefiting from skilled staff within the ministry.

Richard Fyfe has assumed the role of Chief Operating Officer at the Gateway Program. For the work they did on the Sea-to-Sky Improvement Project, Fyfe and Partnerships ADM Frank Blasetti were recently presented with the Premier’s Award for Leadership.

Gregg Singer is shifting from the Border Infrastructure Program to become Director, Technical Services on the Gateway Program. Fyfe and Singer are joined by Angela Buckingham as Director, Environmental Services and Svein Haugen as Director, Project Management Support Services.

Working with Haugen and Julie Martin on financial control and project...
delivery systems, Mike Hallas, David Gaddes, and Laura Silva have joined the team from ministry headquarters in Victoria.

Over the next 18 months, program activities will change dramatically, including continued pre-design consultation on Port Mann Bridge/Highway 1 and South Fraser Perimeter Road projects, development of MOUs with municipalities and other key stakeholders, environmental assessment review and procurement. In addition, the Pitt River Bridge project will move to Design-Build construction.

More information on the Gateway Program, downloadable copies of the Program Definition Report, a schedule of public consultations, artist renderings, graphics and maps are available online at www.gatewayprogram.bc.ca.

About The Gateway Program

North Fraser Perimeter Road (NFPR):

A series of upgraded roads and bridges forming a continuous route across the Pitt River and along the north side of the Fraser River from Maple Ridge to New Westminster. The provincial component of the NFPR includes a new seven-lane high level bridge across the Pitt River, replacing the two existing swing bridges and a new interchange at the Lougheed Highway and the Mary Hill Bypass. The design includes bike lanes across the bridge, and the bridge will be engineered to accept mass transit at a later date.

- The project began its environmental assessment in August 2005 and the Canadian Environmental Assessment Agency project screening report is being reviewed by participating agencies.

- The federal Pacific Gateway Strategy has committed up to $90 million for the construction of the Pitt River Bridge/Mary Hill Interchange.

South Fraser Perimeter Road (SFPR):

The SFPR is a new four-lane, 80 km/h route along the south side of the Fraser River extending from Deltaport Way in southwest Delta to the Golden Ears Bridge and Highway 1 on the Surrey/Langley border. The SFPR will provide a needed, continuous and efficient route to serve the important freight and service industry along this key economic corridor.

- The project is currently in the pre-application phase of its environmental assessment.

- The federal Pacific Gateway Strategy has committed up to $2 million for the environmental assessment of the SFPR.

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Port Mann/Highway 1 (PMH1):

The project includes widening Highway 1 to four lanes in either direction from Vancouver to Langley, upgrading interchanges, improving access and safety, twinning the Port Mann Bridge and extending HOV lanes to Langley. The pre-design concept includes bike lanes on the new bridge and overpasses; measures allowing TransLink to re-introduce transit over the Port Mann Bridge and engineering the new bridge to accommodate future mass transit.

Additional congestion-reduction measures include HOV lanes and commercial vehicle priority access to Highway 1. Bridge tolling is being considered to reduce congestion, limit growth in traffic demand and generate revenue to fund the improvements.

- Pre-design consultations on the project started in February and the project will enter the pre-application stage of its environmental assessment later this year.
A Little Northern Zaniness

Submitted by Ron Wiebe, Project Information Officer, Prince George

“People rarely succeed unless they have fun in what they are doing.”
– Dale Carnegie

Taking this adage to heart, Northern Region has taken steps to strengthen the esprit de corps amongst its staff with the recent introduction of Work Theme Days.

Advance notice is provided, and on the first Wednesday of the month, all regional office employees are challenged to participate. Prizes are awarded to the funniest and most creative, and everybody enjoys a few laughs. So far, there have been three Work Theme Days, with the level of participation increasing with each and every one.

Adding a measure of levity is purported to have positive implications for the workplace. Undoubtedly, it’s a contributing factor that fuels our reputation as the best region in the ministry.

“Western” was the initial theme day in Northern Region, bringing out a handful of participants including: (l to r) Pat Egan; Bob Corder; Rick Potter; Ron Blight; Rob Struthers; Ron Wiebe and Larry Rowe.

Ladies who donned the western garb included: (l to r) Judy Gunderson; Wendy Herring; Mary Laing; Maria Braden; Karen Westlund and Laura Nordquist.

A few more of the cowgirls from Western Day in Northern Region: (l to r) Deanna Ramsey; Heather Narynski; Helen Evans; Linda-lee Schell and Crystal Maclean.

Violet Risch; Norm Schien; Karen Westlund and Deanna Ramsey.

The Crazy bunch from Geotech: (l to r) Darrel Norstrom; Bill Eisbrenner; Heather Narynski; Gerry Hofmann and Gord Hunter.

Ken Aura; Pat Egan and Ron Wiebe.

Dongqing Mao; Steve Loptson and Denis Barrette.

Deanna Ramsey; Linda-lee Schell; Cathy Melenka; Crystal Maclean and Mary Laing.
South Coast Region Staff Meeting – Paving the Road to Success

Submitted by Viki Vourlis, Regional Management Administrator, South Coast Region

What do you get when you put over 200 South Coast Region employees together...information exchange, innovative ideas for the future and a great respect and understanding for each other’s roles and a commitment to our ministry vision.

The March 23rd staff meeting was the venture of our new Regional Director, Tracy Cooper. Tracy has a vision and passion to make our organization the “Best Place to Work!” Tracy believes it is important to bring everyone together and place the focus on employees of the South Coast Region.

Peter Milburn attended our meeting and talked about our Service Plan, Mission, and the future direction of the ministry. Mike Proudfoot presented an exciting presentation on Gateway and what it means to the future of British Columbia’s economy. Marilyn Wargo was able to give us up to date information regarding contract negotiations. Paul Squires communicated the innovative changes that the Employee Advisory Forum is working on and various programs available to the staff of MoT, including the Management Development Program.

The main focus of the day was to make the South Coast Region the best place to work and in order to do this we explored the key indicators of job satisfaction. Susan Ingram and Mary Koyl outlined the indicators and the Employee Engagement Results for the South Coast Region as well as the areas for improvement.

Some of the areas discussed were: work/life balance; recognition in the workplace; succession, career planning and training; communication; local leadership; regional management leadership; executive management leadership; and compensation.

The identified areas for improvements will be reviewed and as changes are implemented they will be communicated to all staff.

One of the outcomes from the meeting was “Ask the Director”, which is a communication tool where staff can ask Tracy a question and he will share the response to all South Coast Region employees. This is a way to share information, as well as direct access to Tracy.

Jay Northcott from CVSE gave an excellent impromptu outline of the great work completed by CVSE staff and invited all employees for a ‘ride-a-long’ to better understand the work that CVSE is responsible for.

Amy Babtsov’s presentation on the blog was well received and we are looking forward to the opportunity to dialogue.
A very big thank to Patrick Livolsi for taking us through our day and keeping us focussed! Thanks for all your hard work, Patrick. Thank you to all of the group facilitators, Amy Choh, Linda Malo, Valerie Fabick, Jackie Chambers, Holly Adems, Mary Koyal, Marilyn Wargo, Susan Ingram and Paul Squires, for their assistance.

I would also like to thank everyone for all the support I received during the planning process including; Linda Malo, Dianne Friend and Karen Orrell (who found such a large venue to accommodate all of us), as well as the support throughout the region including Don Kanski and Glenn Callander who contributed to making the day a success!

Amy Babstov & Holly Adems

Brad Grunberg, Jay Dunbar & Bob Webb

Cory Lawton, Ben Taylor, Gary Li, Rick Phillbrick & Anne Hazelwood

Larry Park, Sue Pauwels, Holly Adems & Doug Elliott

Group discussion

Photos continued next page

http://www.th.gov.bc.ca/publications/roadrunners/index-roadrunners.htm
WANT TO RECOGNIZE SOMEONE FOR THEIR EFFORTS?
Checkout these websites:

http://gww.th.gov.bc.ca/gwwhr/Content/Home/ERP/erp.asp
http://www.bcpublicservice.ca/awards/saa/saa_index.htm
http://gww.th.gov.bc.ca/EAF/RecognizingEmployeesTeams_intra.asp
Youth Employment Program

Submitted by Properties and Business Management Branch

Our Youth Employment Program provides work experience and the opportunity to act as ambassadors at ministry rest areas around the province. We are known for our highly dedicated staff, our “can do” attitude and our excellent customer relations. Our people make our ministry what it is and ensure the success of our programs and projects. Each summer the ministry hires a team of outgoing and motivated YEP students who are able to perform such duties as painting, weeding, general maintenance and mowing lawns to enhance the customer service in our provincial rest areas. These teams are a first contact for many travelers on B.C.’s highways and have the opportunity to reflect our pride in what we do. Enhancing services at rest areas will also encourage motorists to stop more frequently and in doing so will increase highway safety during increased summer traffic.

This program is administrated in three ways. The Manager, Business Services, Properties and Business Management Branch at Headquarters coordinates and oversees the program on a provincial basis. The Human Resource Branch provides a recruitment package to assist the supervisor in hiring students. Once the students are hired, a staff member from each district supervises the crew(s) working within the district. District staff also maintain quality control through regular inspections of the students’ work. For summer 2006, 96 students have been hired across the province.

For more information on this program, please visit: www.th.gov.bc.ca/recruitment/youth_employment.htm

Provincial Employees Fitness Society

Submitted by Tami Lawes
Certified Group Fitness Instructor

Exercise: Getting Started

It has probably happened to you at one time or another: In spite of your best intentions, your new fitness or healthy eating plans have begun to fade after only a few weeks or months. Your walking partner has dropped off, your bike broke down, one meeting after another detains you at work, or an injury forced you to take a break from your workouts and you never started again!! Before you knew it, you had slipped back into unhealthy habits and had to begin all over again!!

The journey to a healthy, balanced active lifestyle is not known for its “easy terrain”! Most people fail to maintain lifestyle changes because they get so focused on the outcome that they forget the process. They want the results, but they do not spend enough time thinking about what it will take to achieve them.

Our main reason for incorporating fitness into our everyday schedules should be for health benefits, and not to get the “perfect body” that we see in today’s media.

To avoid the drop-out syndrome, you need, firstly, instruction on setting effective goals and, secondly, assistance in designing a programme to achieve these goals. You need to create a lifestyle defense plan – one that anticipates the obstacles ahead and protects your new habits while they are still unfamiliar and vulnerable.

Having access to a great fitness centre can help you achieve your goals. The Provincial Employees Fitness Society (or P.E.F.S.) is a non-profit organization that was established, for the use of government employees, contractors, adult family members/partners, and retirees, in April, 1997. The Provincial Employees Fitness Society’s mission is to enhance the fitness and wellness of its members and potential members through education, communication and participation in fitness and wellness activities.

The three Provincial Employee Fitness centres are located at 1515 Blanshard Street (Health Building), 539 Superior Street (Physical Activity Centre or PAC), and 4000 Seymour Place (ITSD).

More information and a complete schedule involving these three centres can be found at each Centre or on our website: www.pefs.gov.bc.ca.