The Fraser Canyon Highway Safety Corridor: BC’s First Designated Highway Safety Corridor

Submitted by Pam McDermid
District CVSE Inspector,
Fraser Valley

In 1997, the Fraser Canyon Traffic Safety Committee was formed to act as an advisory group to deal with safe transportation and obtain input from communities and agencies that work and reside along the Fraser Canyon. This group believed that one of the most significant causes of serious and fatal collisions was aggressive driving. A project team was formed to research methods of addressing traffic safety in the Canyon. As a result of the findings, the Fraser Canyon Watch program was established in 2000.

Early in 2004, the committee noted an increase in the crash rate and as a result, the Fraser Canyon Truck Crash Review committee (FCTCRC) was formed to review the available statistics. FCTCRC members conducted research in the Fraser Canyon and developed a plan to reduce the number of incidents, including improved engineering, increased and strategic traffic enforcement, and integrated education of the road users.

On June 6, 2006, the Fraser Canyon Traffic Safety Committee, the Fraser Canyon Truck Crash Review Committee and TruckSafe announced the inauguration of BC’s first designated Highway Safety Corridor. During a media event officiated by the Mayor of Hope, Wilfried Vicktor, and held at the Hope & District Recreation Centre, the unveiling of the new sign that will mark the beginning and end of the Safety Corridor, was conducted in partnership by The Honourable John Les, Minister of Public Safety and Solicitor General and the BC Trucking Association president and CEO, Paul Landry. Highlights of this event also included presentations by Minister John Les, Paul Landry, continued on page 3

Members of the Fraser Canyon Truck Crash Review Committee: The collaborative partners who created the Fraser Canyon Highway Safety Corridor. From left to right: Barry Eastman (MoT), Pam McDermid (MoT), Fergus Savage (ICBC), Mike Weightman (ICBC), Tracy Cooper (MoT), Al Stott (RCMP), Roberta Sheng-Taylor (Worksafe BC), Lance Labby (Human Resources and Skills Development Canada), Paul Landry (BC Trucking Association), Kathy Tull (Worksafe BC), and Greg Mulvihill (BC Trucking Association). Missing: Aileen Shibata (ICBC), Kevin Richter (MoT), Del Drew (RCMP), Bob Beaudoin (RCMP), and Warren Nelson (RCMP).
Editor’s Note...

“Nobody can go back and start a new beginning, but anyone can start today and make a new ending.”
– Maria Robinson

“If you could get up the courage to begin, you have the courage to succeed.”
– David Viscott

This is the time of year when we reflect on how fast the end of another year is approaching. We might question whether we’ve worked hard enough on our goals, or are whether procrastination and other things have sidetracked us. We can’t take back the time we’ve lost, but take courage, it’s never too late to start on the road to success.

– Cindi Trowbridge

Strathcona Parkway, Mount Washington in the Comox Valley, Vancouver Island in October. Photo by Wayne Janusson, Geotechnical Operations Manager, Nanaimo.
Fraser Canyon Highway Safety Corridor (continued)

Inspector Derek Cooke, OIC Lower Mainland Traffic Services, RCMP and Betty Pirs, Executive Director, Prevention Services, Worksafe BC. Displays were set up by ICBC, Worksafe BC, the RCMP and Commercial Vehicle Safety & Enforcement including the Air Care on Road program.

Highway Safety Corridor: An identified stretch of highway, of paved or non-paved roads, that experiences higher than average motor vehicle crashes, injuries or fatalities. These roads, because of their extreme topography and weather situations, require levels of driver attentiveness and experience to counter these undesirable driving conditions. Designated highway safety corridors are labelled with signs to warn drivers of the risks involved in driving on them and to inform drivers about increased efforts to enforce traffic laws and vehicle inspections.

Dan Doyle Leadership Award

Submitted by South Coast Region

The Dan Doyle Leadership award was created in 2005 to recognize the remarkable leadership demonstrated by Dan Doyle during his more than 36 years with the Ministry.

The first award was given to Dan himself on his retirement in April of last year. The award is to be presented annually to an individual, either a current or recent past Ministry of Transportation employee, who best demonstrates the attributes of a great leader.

A call for nominations was distributed in January of this year and a number of very heartfelt and worthy submissions were received from throughout the province. Each nominee exemplified what it means to be a great leader and each of them should be proud to have been recognized by their peers in this way. The nominees for this year's award were:

- Jay Dunbar – South Coast Region
- Jacques Dupas – West Kootenay District
- Lisa Gow – Victoria
- Dirk Nyland – Victoria
- Marilyn Wargo – Victoria

A panel consisting of six staff representatives from the administrative, technical and management areas from the three regions reviewed the submissions and in the end one candidate shone as a truly great leader. We are proud to say that this year’s recipient is Dirk Nyland.

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Dan Doyle Leadership Award (continued)

Dirk has dedicated over 30 years to the Ministry as field engineer, manager, Regional Director and now Chief Engineer.

Throughout his career he has proven his commitment as a leader and has gained the respect of peers and the engineering community.

To borrow from his nomination submission, “Dirk Nyl and embodies the spirit of leadership. He understands at his core that achieving a goal is a collective process, that no one succeeds alone and that the best outcomes are realized when teams of people are committed to a common vision. Dirk motivates people, brings them together and gives them the autonomy to do their best. He provides ongoing council and champions measures that support people to reach new heights and advance their own interests as well as those of our ministry”.

The award was presented to Dirk by Dan Doyle in a surprise ceremony in Victoria October 30, 2006. The event was well attended by many of his friends and colleagues as well as his wife Judy and children Sara and Adrian.

Congratulations Dirk on a job well done!

Joe Sam Retires After More Than 38 Years of Service

Submitted by Dianne Friend
Regional Administrative Clerk, South Coast

The ministry were pleased to honour Joe Sam, Sr. Geotechnical & Materials Technician on the occasion of his retirement on Wednesday, October 25th at the Eagle Creek Burnaby Mountain Golf Course. Guests came from far and wide to honour Joe’s more than 38 years of public service.

Joe began employment with the ministry in 1965 as a part time Design and Construction Estimator in Clinton. In 1966, Joe moved on to Big Bend as an Instrument Man. He then went to Ashcroft, Mica Creek and Salmon Arm as a Design Crew Chief & Surveyor. In May 1968, Joe became a full time employee as a Senior Paving Inspector, Surveying and Lab, setting up the new asphalt paving lab in Kamloops. Following graduation, Joe spent a summer on paving project in the Salmon Arm area acquiring field lab testing experience before returning to Kamloops to establish the paving laboratory and hire and train lab personnel to provide services to regional clients in construction, rehab and maintenance. These services included design and recommendations of asphalt mixes, sampling and testing of materials, material inspection and evaluations of new and existing pavements. Joe also supervised projects in the Fraser Canyon and 150 Mile House. In 1982, he was on loan to Surfacing Operations, Paving Branch to supervise the seasonal scheduled moving and operating of the ministry drum mixer producing asphalt plant mix for roadway resurfacing and patch mix for Prince George, Kelowna and Merritt.

In 1985, Joe was the successful candidate for the Regional Pavement Design Technician in Region 1, providing services and technical support. In 1988 Joe took over the position of Acting Senior Pavement Design Technician, providing consultation and mix design services to the Province. From then to 1994, he and his staff provided technical advice and guidance to the ministry and consultants, assisting in the administration of contracts with

continued on page 5
Joe Sam Retires (continued)

external agencies, consultants and ministry personnel.

From 1994 to the present, as Materials Engineering Technician, Joe and his staff have been responsible for asphalt laboratory and material inspection providing materials engineering services to the Province. In 2005, Joe received the Deputy Minister’s Award for developing the end product specification (EPS) for highway paving.

At his luncheon, Joe was presented with the Minister’s Meritorious Scroll, a letter from the Deputy Minister and the plaque for dedicated service together with his gift from ministry, staff and colleagues.

In his leisure time Joe enjoys travel, cooking, tennis, walking and stamp collecting. The staff of the Ministry of Transportation wishes Joe and his wife, Celine, a happy and healthy retirement and hope he will take time to come back for a visit. We will surely miss his expertise and dedication to the ministry and he takes with him a wealth of knowledge – shoes that will be hard to fill.

Let’s Lead the Way in Promoting ActNow BC!

ActNow BC aims to make our Province the healthiest jurisdiction ever to host a Winter Olympic and Paralympic Games by helping British Columbians live healthier lives by being more physically active, eating better foods, living tobacco free and making healthy choices in pregnancy. For more information and some great tips, visit: www.actnowbc.gov.bc.ca.

What better place to start than by encouraging all of us as civil servants to get behind this initiative by having folks in Ministries walk the talk on being healthy? The benefits to all of us in our home and worklife are considerable.

Recently, we celebrated Healthy Workplace Week, October 23 – 27, 2006, kicked off by our Minister, Kevin Falcon, in Victoria. Minister Falcon emphasized his personal commitment to an active, healthy lifestyle and expressed his strong support for the Ministry taking a lead in promoting this important issue.

To celebrate the week, we distributed daily e-mails to staff throughout the province providing healthy tips, and some business units complemented these with further information. Please take a moment to consider how you might fit some or more physical exercise into your routine, and how you might introduce a wide range of fruits and vegetables into your diet. Every little bit does make a difference!
2006 Deputy Minister’s Awards

Submitted by Human Resources Branch

The 2006 Deputy Minister’s Staff Awards were held on October 5th in Kamloops, October 19th in Prince George and November 10th in Victoria. This year, an exceptional number of teams received awards. By all reports, there were record numbers of ministry staff and family members that attended the ceremonies to support recipients.

Big congratulations to all staff, teams and individuals that received awards this year in recognition of their outstanding effort and contributions to the ministry and the public.

For a list of all award recipients and photos go to:
http://gww.th.gov.bc.ca/Content/RecognitionAward/awardceremonies.asp

Team Radio (Innovation Category) with Minister Falcon and Deputy Minister John Dyble: Stuart Anderson (Communications Technician, South Coast Region), Steve Drew (Radio Electronic Technologist, Victoria), Brad Hannah (Radio Electronic Technologist, Victoria), Steve Kwok (Communications Technician, South Coast Region), Al Lindstrom (Communications Technician, South Coast Region), Doug Pearce (Communications Technician, Southern Interior Region), Hans Oelker (Communications Technician, Southern Interior Region), Mike McCooey (Retired), Jim Stainton (Retired), and Jason Wood, Manager Radio and Electronics Section, Victoria.

Glyn Brisco (Leadership Category) with Deputy Minister John Dyble and Asst. Deputy Minister Peter Milburn.

Deputy Minister John Dyble, ADM Peter Milburn and Regional Director Kevin Richter with SIR members of the Mountain Pine Beetle Team – Norm Parkes and Todd Hubner.
Career Development at MoT

Submitted by Barry Bertoli, Commercial Transport Inspector, Vernon Inspection Station

Webster’s Dictionary describes ‘career’ as “a general course of action or progress through life”. Career development opportunities within MoT are at an all time high and persons with a general course of action and motivation to advance are being given the opportunity to progress.

The ministry is now in a transitional state, due in part to retirement of many of its long-term employees, but also due to the high job demand by private industry. Ministry employees are well educated and highly trained and are being lured to private industry at a rate higher than retirement at this point. This is not going to change in the near future, with the economy booming, the Olympic Games in 2010 and the Gateway Project to name a few. It’s going to be challenging to fill all vacant positions in the ministry.

I have recently returned to scale operations within CVSE as I have been on two temporary appointments for the past summer. This involved working as an Area Vehicle Inspector. This is a high level position within CVSE. It involves: looking after all the school bus inspections in your area to ensure our children are safe on the way to and from school; inspecting vehicles involved in fatal collisions to report on there mechanical condition prior to the collision; inspecting and removing defective vehicles from the road; and looking after inspection facilities to make sure they are compliant with the industry regulations.

This is my career path, this is the job I want and management has made it possible for me to demonstrate my abilities in this position. I realize this is not the path for everyone, but it demonstrates the openness for career advancement within MoT.

As an EAF team member and with discussions with senior management on this topic, managers are committed to the career development path of all ministry employees. This combination of high turnover and career development is a recipe for advancement for all employees that want to travel this road. Now is the time to sharpen those EPDPs fellow employees! Temporary appointments abound in MoT. Technical and management training programs are available. Job shadowing is happening in all facets of the ministry. Employees, now is the time to move forward and stand out. The jobs are coming…are you ready?
Ingram Bridge: Extreme Makeover

Submitted by Greg Smith, Bridge Project Supervisor
Southern Interior Region

Ingram Bridge No. 0430 is located on Highway 3, approximately 10 km east of Rock Creek and 10 km west of Midway and carries traffic over the Kettle River and the former Kettle Valley Railway. The bridge, built in 1950, was known to all for a white knuckle 70-km/hr posted speed reduction on the east approach curve and its narrow bridge deck width.

Lesser known was the state of the concrete deterioration at the piers and abutment that was affected from a half century of salt and water leaking thru the sliding plate joints on the bridge deck.

The $3.4 M construction contract was awarded to Bileo Construction Ltd. of Winfield, BC on April 29, 2005. The work involved construction of a new east approach grade, removal of the entire east span of the bridge by converting a pier into an abutment to improve the alignment and raise the speed limit to 90 km/hr. In addition, the construction contract included widening the bridge deck and replacing deficient bridge rails with standard concrete parapets, restoration of the pier and abutment concrete, strengthening and painting of the steel trusses and steel stringers, replacing worn out roller bearings with new elastomeric bearings, replacing leaking open deck joints with new sealed deck joints and adding new deck drains and downspouts.

All work had to be done while maintaining a least one lane of traffic on the bridge. Traffic was reduced to single lane during the staged removal of the east span and construction of a new abutment below, and during the replacement of the bridge deck. A portion of the Trans Canada Trail, that uses the old Kettle Valley Rail line below the structure, was routed around the worksite with the cooperation of local property owners. Some unusual hazards around the worksite included summer temperatures above 40C, rattle snakes, cactus and black widow spiders.

This bridge rehabilitation project is somewhat unique due to the variety of the work done to the structure. The results demonstrate that a total structure replacement may not always be the only viable option. The refurbished Ingram Bridge should adequately service the area for many years to come at a fraction of the cost of a total bridge replacement.

A great deal of credit goes to ministry’s Southern Interior Bridge Engineering and Construction staff for the delivery of this complex project and for providing an enormous amount of expert assistance during the design and construction phases of this project.
France, Anyone?

Submitted by Pat Cruickshank
Regional Manager Programming, Partnerships and Planning

This past August, my son and I took a 4-week vacation together in France. After a week in Normandy, we travelled by TGV to southern France, in the department of “Drôme”.

Our week in Normandy centered about the city of Caen, approximately 2 hours train ride west of Paris. While there, we learned how strongly and proudly Normandy’s tourism industry is built up around their liberation by the Allied forces on June 6, 1944 and the months following.

After Normandy we rode the TGV (“Train Grande Vitesse”) to Valence, where we picked up our rental car – a solid and swift Citroen C diesel. This compact vehicle provided us with the independence that is so important to tour around southern France.

We drove through southern France in a roundabout fashion. In that country alone, it is estimated that over 20,000 roundabouts have been constructed. The French have ringed their country with these traffic circles, and in the small area of the southern countryside that we toured, we orbited through no less than 0 recently-constructed roundabouts. They improve safety and balance traffic flows at road intersections. But upon reaching a decent cruising speed only to decelerate to another roundabout – time and time again – I found myself muttering more than a few choice French tidbits (The nice thing about the French language – cursing can still sound poetic).

Near the end of our visit of France, we dedicated a full day for a trip to the longest bridge in Europe. Labelled the “Viaduc de Millau”, this 2.5 km-long structure is becoming one of France’s icons of national pride. The tourism office nearby this photo provided information and souvenirs on the bridge – and while you are here, why not see the rest of this region? A second information building beneath the bridge is dedicated to informing tourists of the bridge itself. This was built along Autoroute A75, part of a highway system that allows more direct land connection between Paris and Barcelona Spain. The bridge was opened on Dec. 16, 2004 and its builder, Eiffage, holds a concession contract to operate it until Dec. 31, 2079.

I will not detail the bridge construction – vast amounts of information abound upon the internet. For example, see the official (French-language) web site for the “Viaduc de Millau” (www.viaducdemillau.com). Or, read about it in English on Wikipedia (http://en.wikipedia.org/wiki/Millau_Viaduct) – this site includes numerous photos and external links. Finally, the concessionaire Eiffage displays excellent multimedia information on their web site (www.viaducdemillaueiffage.com/index.php?lang=EN). Driving over the bridge was a spectacular sensation – in particular the approach from the south, through the curving rock cut as the bridge makes a sudden appearance.

Overall, the France trip was worth the time we spent. We experienced local life, improved our French language skills, and enjoyed the friendly hospitality of the locals. We look forward to our next visit.
MoT History Contest Winner

Sacha Antifaeff with her prize as the winner of the history contest in the summer issue of the Road Runner, “When did our organization first come into existence and what was its name?”. Sacha’s answer: “I have discovered that the ministry’s origins date back to 1854 when three road commissioners were appointed to oversee spending on the construction of roads in the colony; however the commission was not named the Department of Lands and Works until 1858. We have had a few titles over the years!”

Several folks submitted the correct answer, but Sacha was the first to do so. Congratulations Sacha!

Premier Recognizes Kicking Horse Canyon Workers

Project Site 15 km east of Golden – Transportation Minister Kevin Falcon looked on as Premier Gordon Campbell acknowledged the contribution of the 250 workers involved in the Kicking Horse Canyon Project. Premier Campbell and Minister Falcon toured the second phase of the upgrade being done to improve the safety and efficiency of approximately 26 km of the Trans-Canada Highway from the junction of Highway 95 in Golden to the western boundary of Yoho National Park.

Fall Musings from Stan...

Submitted by Stan Kravetz, PHCC Operator

Sun and fun...fading now as the transition begins. First, there is fall. Next and hopefully before the temperatures drop and the song WINTER WONDERLAND comes to mind, that ever popular question to myself and fellow PHCC operators...what condition is the Coquihalla Highway in as we are planning a trip to the Interior? The addition of new webcams in multiple locations province wide has provided yet another tool for us to utilize in assisting motoring public, who may not have internet access or are mobile with no webcams in their vehicle.
MoT’s Commercial Transport Program Introduces Strategic System Initiative to Support Alberta Partnership and Citizen-Centred Reform

Submitted by: Doug Elliot, Manager Commercial Transport Program, Victoria

The BC Transport Permit System (BCTPS) project began in late 2004, when potential replacement systems for the Commercial Transport Management System (CTMS) were investigated. The CTMS Replacement Feasibility Study was completed in September 2005 and the BCTPS Project Charter was produced in November 2005. A detailed assessment of Alberta’s existing Transportation and Routing Information System (TRAVIS) was conducted, and the project team recommended customizing the TRAVIS package for use in BC. The BCTPS business case was approved by the Ministry of Transportation System Secretariat (MSS) in June 2006.

This successful implementation of the BC TRAVIS solution will position BC MoT to support one-stop shopping for the trucking industry in Alberta and British Columbia. Doug Elliot, BCTPS Business Owner, and his project team are working closely with Imants Krumin and the Alberta team. Alberta is a valued partner, who has demonstrated their support for this initiative by sharing their system and business expertise as well as their technology solutions with BCTPS.

The BC Transport Permit System (BCTPS) Project Kick-Off was held on October 18th in Richmond with over 75 representatives from government and industry. Key messages were delivered by (from left to right): Greg Gilks (BC MoT Director CVSE), Imants Krumin (Alberta Infrastructure & Technology – Travis Business Manager), and Peter Milburn (BC MoT ADM Highways).

The kick-off closed with a solution overview that demonstrated the basic business process of requesting a permit over the web, through to its approval at a provincial permit office and the routing system that will facilitate the planning of safe routes for our clients. The audience was invited to participate in real-time demonstrations where they could ask questions and learn more about specific components of the BC solution. The BCTPS project team was thrilled that the vast majority of the audience took advantage of this opportunity and the resultant sessions were a lively, informative dialogue.

Thank you to our speakers, to Alberta, and to all the participants who made this a very successful and informative event!

Happy Birthday Al!

Submitted by Field Services

Happy 58th birthday to Al Jones, Project Supervisor, Field Services who celebrated his birthday alongside the highway at Gray Creek, North of Creston on Sept 12, 2006. Al blew out the candles on his birthday cake with Kipp Demmings, Geordie Robertson, Daryn Yonin, and Barry Bergstrom.
What Are LCVs & RMDs All About?

Submitted by CVSE

The BC Trucking Association (BCTA) has had many discussions with CVSE (formerly the Motor Vehicle Branch, MVB) regarding their members’ Commercial Transport Permit requests to operate the Longer Combination Vehicles (LCVs) between Kamloops and the Lower Mainland in the past twenty plus years. Recently due to the high fuel prices and increasing traffic congestion in the Lower Mainland, BCTA once again approached CVSE on the advantages of LCVs, with their focus directed towards one variant of LCVs, i.e., the Rocky Mountain Doubles (RMDs) LCVs. LCVs are perceived to be fuel efficient and may reduce the fleet traffic volume. The RMDs LCVs currently under consideration are double trailer A-trains. Their maximum overall length is 31 m which exceeds the existing maximum overall length limit for A-trains by 6 m. However, the maximum allowable axle weights and the Gross Combination Vehicle Weight (GCVW) will remain the same as legal A-trains. Therefore, these combinations are meant to move household goods and low bulk density commodities. Only carriers with exemplary safety records and drivers with unblemished driving abstracts will be allowed to operate the RMDs.

On September 27, 2006, staff from MoT CVSE and Traffic Engineering facilitated BCTA members in conducting a RMD Demo Run running from Burnaby to Kamloops. While a similar LCVs Demo Run was conducted in July 1990, the September run allowed newer MoT staff and stakeholders to update and refresh their experiences with the RMDs LCVs. A conventional A-train was also used in the run to facilitate a comparison between the two trains. Various manoeuvres were performed by the RMDs on the highways, including checking for road clearances in the two interchanges in Merritt. The run was successfully completed without incident and gained support from all stakeholders including the RCMP. Logistics for the run were designed and arranged by MoT CVSE Senior Vehicle Engineer: Samuel Lam, P.Eng. The actual run was man... continued on page 13

Photos show the RMDs on the day before the Demo Run and a group picture at the marshalling area in the client’s yard (with most of participants) during the preparation stage of the Demo Run.

Above and below: Rocky Mountain Doubles RMDs

Demo run participants from left to right: MoT Senior Traffic Engineer Jerry Froese; CF drivers Bill Mihalchean, Heintz Beeler, CF Manager Don Chapman, MoT Inspectors Sean Kelly, Robert Scott, Ron Sanderson, missing are Samuel Lam, Janelle Yardley and Doug Elliot.
aged by MoT Senior Traffic Engineer Jerry Froese, P.Eng., assisted by MoT EIT Janelle Yardley and CVSE Manager, Commercial Transport Doug Elliot. Traffic control was managed by Portable Inspectors from the Lower Mainland area Sean Kelly, Ron Sanderson, and Robert Scott.

To all the folks in the field, dealing with these challenges everyday – we thank you. You are an amazing group to work with.

The management team of Provincial Field Services would like to say thank-you for all you have done this past season and all you are still doing. This has been a tough year for project delivery. We have faced a large program, a number of unplanned retirements, escalating construction costs and some very personal losses of people due to tragic circumstances. Without the dedication and support of all our staff in MoT, we could not have persevered through.

To all the folks that help support Field Services - from those who work to improve and interpret policy, planning and property acquisition, project management, engineering, district ops, CVSE, human resources, finance and contracts and administrative support - thank you as well. We couldn't build roads and rehab pavement if we didn't have the support of each and everyone of you!
Minister Visits Headquarters

Submitted by Tracy Cooper, Regional Director

On Oct. 4th, Minister Kevin Falcon toured Headquarters at 940 Blanshard Street, meeting and talking with staff. He frequently commended staff for their hard work and contribution to the success of the ministry's programs.

I’m CVSE and I’m Proud!

Yes you are, and you know it! If you’re not, then maybe this section of the Road Runner is for you. We want to encourage all staff, not just CVSE, but any MoT staff that may have witnessed an interesting story concerning CVSE and the job they do, to write in and share it with all our readers. We should all have a sense of pride that the job we do has a positive impact on the safety of our highways and benefits the public that drives those highways.

CVSE staff stop trucks on a regular basis and often through the course of their every-day work come across drivers driving without the correct license, insecure loads, dangerous goods not correctly placarded, vehicles that are barely roadworthy… the list goes on and on. CVSE should take pride in that fact. Share your experiences with our fellow MoT members so they too can feel that sense of pride. We work for a ministry that can and does make a big difference to road safety in BC. I will be looking forward to receiving comments and input from you all!

– Kim Knott, Assistant Area Manager Roads, Hope (Kim.Knott@gov.bc.ca)
Accolades for a Job
Well Done!

Submitted by Tracy Cooper, Regional Director, South Coast

Hi Matt (Choquette):

I’ve been meaning to contact you sooner, sorry for delay.

Early last week the guys came by and installed a culvert pipe and some gravel. Like Mike (Farynuk) warned, “it ain’t pretty”, but it works and we’re satisfied. We can’t thank you enough for not only looking after this for us, but so quickly and with superb treatment. In fact, as I mentioned to you on the phone, we have been really impressed with the service we received right from the first phone call I made to the Ministry of Transportation in Victoria. The lady was polite and gave me the regional number, and whoever answered the phone at the second number (your area) again was helpful and polite. You then called me back, on your day off yet and have been great in attending to our concern, and following up on a regular basis to ensure the work is getting done. Next we spoke to Mike, who followed up quickly and efficiently.

Just one last thing. We’re wondering if you can confirm for us that we will be able to keep this same access when the second phase of the highway is completed; that we do not need to worry about having it confirmed in writing, because having the culvert installed with current access assures us that proper arrangements will need to be made by the Ministry in the future.

Matt, thank you again. We really appreciate the work you have done for us.

Gary and Linda Bendickson
Mission

Long Service Awards

The Long Service Awards reception and ceremony were held in Victoria on October 11th. Congratulations to our 2006 honourees!

25 Years

Denis Barrette
Murray Campbell
Bob Corey
Dorothy Gillespie
George Lomas
Peter Muirhead
Bob O’Brien
Linda Sayers

Gordon Bell
Sam Casler
Mark DeVoss
Robert Herbert
Margaret Lovell
Jay Northcott
Bill Ransford
Peter Seelig

Valerie Bell
Leona Constantineau
Will Geary
Les Klein
Michael McGrenere
Courtney Ryan
Udo Sommer

35 Years

Gerry Allen
Ken Cullen
Jerry Gerrard
Gordon Jagdeo
Gordon Pickles
Ron Schiff

Dennis Crate
Wayne Dawson
Al Goddyn
Wayne Nordstrom
Mike Skands
Mike Woodcock

40 Years

John Thompson
Tito Zannella

James Thrift
Wes Wiebe

Eileen Carlson
Peter Derbyshire
Mark Hallam
Percy Parent
Robin Storkey

Glyn Briscoe
Pete Davies
Howard Hunter

Interested in the career paths of MoT employees? See their profiles on the EAF’s CSI website at: http://gww.th.gov.bc.ca/EAFcsi/profiles.asp
Spot the Violation: Results

Submitted by Kim Knott
Assistant Area Manager Roads, Hope

Did you spot the violation in this CVSE photo from the Summer 2006 issue of the Road Runner?

Jay Northcott, Senior Area Vehicle Inspector, had some suggestions:

- “I know it’s safe because I built it!”
- “Why can’t I have two trailers? Big trucks do.”

Thanks Jay!

Enhancing the View

Submitted by Larry Griffith, Area Manager/Operations Technician, Victoria

A suggestion by the Saanich Rest Area Rangers of 2005 has finally been put in place.

The Trans Canada Highway’s Malahat Lookout (Split Rock) on Vancouver Island has always been a favourite place for tourists and locals to view the Saanich Peninsula, Gulf Islands and Mt Baker. Their main comment to the Rangers was, “A beautiful view, but what am I looking at?”

The suggestion was made, a picture was taken, Gord Smith and Beverly van Druten-Blais of HQ Graphics added points of reference and Brent Scott, working with this year’s Rangers, installed the picture. Now the tourists have points of reference when enjoying the view.

The crowds clustered around the picture tell us it’s a huge hit.
South Coast Region Update

Submitted by Tracy Cooper, Regional Director

Joyce Chang: I can’t begin to tell you how pleased we are to have Joyce Chang back with our family. Joyce did a short stint with the City of Richmond helping out with some of the big projects they had there including the Canada Line. As of Sept 5th, Joyce is now back with us as Project Director with the Sea to Sky Project Team working on a number of high profile and important items related to traffic and she will be our point person with VanOc. Joyce, because of her previous work with the Sea to Sky project and her intimate knowledge of the players, was the perfect choice for this key role. We are incredibly fortunate to have a person of Joyce’s talent and dedication back with the Ministry. Welcome back Joyce!!! One person who was ecstatic over this appointment as I was, was Wayne Keiser, our previous Regional Director, and good friend to the Region. Many of you may be unaware that since mid-August, Wayne has been Vice President of Transportation and Logistics for VanOc. Some of you will be working closely with both Joyce and Wayne on traffic and logistics issues as we move forward towards a successful Olympic Games. I cannot overstate how important our role will be in making this world class event a success. Please extend Joyce and Wayne every co-operation as we march forward towards 2010.

Gregg Singer: Long-time Project Director extraordinaire, announced his retirement on Sept 8, to join the consultant world after a long and distinguished career with the Ministry. I had long advocated that the talented and hard folks in this Region could play a stronger role in delivering some of the big projects occurring within our borders. Peter Milburn, our ADM, agreed and with the retirement of Gregg, I am pleased to announce that John Bodnarchuk will take over the Project Director’s role for the Border Infrastructure Project. I have the honour of becoming the Executive Director for this project and hope to continue the tradition of successful delivery that Gregg Singer has so competently established. With the assistance of many others in the Region and District teams, I am confident that we take on this challenge and deliver the remainder of this exciting project. Despite what Gregg might have led you to believe (wink) he didn’t deliver this project entirely on his own. I’d like to take this opportunity to welcome Craig Hilborne and Suzanne Fitzpatrick to our team. While they reside in headquarters, they have been instrumental in keeping the difficult project management and finance sides of this suite of projects on track. Nash Jamal will be taking on the role of overall financial reporting for BIP and am totally confident that with his skills, we will see this project through to completion with a full and complete financial accounting.

I reported in my last update that Stewart Turner and John Bodnarchuk had more closely aligned themselves with the Region by moving their offices into the Nanaimo District Office. By all accounts the transition has gone well and they are settled into their new digs. With John’s new role in Border Infrastructure, Stew has agreed to play a larger role in delivering some of the important projects that John and Stew having been working on over the past couple of years. In case you have been sleeping in a cave for the past two years, you should be aware that John and Stew have been working very diligently on a number of exciting projects, not the least of which is the Malahat study currently beginning Phase 2 of the public consultation stage. John will be transitioning out during this next phase of consultation, while Stewart will be taking on more of a leadership role. The long and short of it, is that Stew has now joined our Regional Project Management team under the able direction of Val Fabick. With a second dedicated regional project manager on Vancouver Island, this should take some of the pressure of our own hard working Terry Murphy.

WANT TO RECOGNIZE SOMEONE FOR THEIR EFFORTS?
Checkout these websites:
http://www.th.gov.bc.ca/gwwhr/Content/Home/ERP/erp.asp
http://www.bcpublicservice.ca/awards/saa/saa_index.htm
http://www.th.gov.bc.ca/ERF/RecognizingEmployeesTeams_Intra.asp
Recovering a Stolen Truck: All In A Day’s Work

Submitted by Ben Taylor, CTI, Hunter Creek Inspection Station

CVSE’s inspectors encounter a variety of challenges as they travel the province’s roads ensuring safe practices by commercial vehicles. This experience is one example.

On Sept. 1st, portable Air Care CTI David Touhey was on duty in his patrol car in the Hope area. Near noon he got a call from fellow inspector Les Unrau at the Laidlaw Weigh Scale that an orange dump truck with Oregon license plates had failed to stop for him and was coming his way.

As David was travelling westbound on Highway 3, he spotted the truck going past him eastbound. He turned on his emergency equipment, made a u-turn and pursued the truck. The truck pulled over at the last eastbound Hope exit.

When David approached the driver and told him he had stopped him because he had failed to stop for the inspector at the weigh scale, the driver said, “I missed that.” Further questioning revealed that the driver did not have a BC license, saying “I lost it at the truck stop.” The driver reported that he was just coming up for a load of gravel and going right back. David requested the driver to go back to the weigh scale to sort things out.

David followed the truck into Hope and as they were going down the Old Hope Princeton Way, he pulled in front to show the driver the way. The driver made an abrupt right turn and by the time David turned around to go after him, he was gone.

What to do now? David called 911, requesting police assistance and continued patrolling around Hope looking for the truck. He found the truck a few minutes later and called 911 again. The police came and although the truck was running, the driver was gone. People in the area provided a description of the driver. David, as well as the police aided by a search dog, continued looking for the missing driver.

The search was called off about an hour later. At about 3:40 pm as David was going about his regular duties and driving down Kakawa Lake Road in Hope, he spotted the driver walking up the road towards the lake at Kettle Valley Road. David once again turned on his emergency lights and through his car window told the driver to sit on the grass. David then called 911 for assistance and two police constables showed up within two minutes and arrested the man.

The dump truck had been stolen the day before in Oregon.

Adams River Sockeye Salmon Run near Chase in October. Photo by Ryan Oakley, Traffic E.I.T., Kamloops.
Creating Opportunities from Experience:
Two Former Ministry Employees Do Good

Admittedly, learning that the ministry would be contracting out drilling services wasn’t the best news for two long-time middle-aged employees, Patrick Mayne and Mike Smallwood. Their last day of work as government employees was March 31, 2004. However, there was an opportunity to be seized and they haven’t looked back.

Mike worked for MoT’s Geotechnical Drilling Section for 27 years as a fieldwork technician. Patrick had worked as a the section’s support technician for 21 years. Both also have experience in the mineral exploration mining business.

With being the successful bidders on three ministry drills and assorted equipment in April 2004 – a B-53 truck-mounted drill, a Boyles bbs-37 helicopter portable diamond drill and a Boyles x-ray coring drill – Mike and Patrick were in business for themselves in May that same year as “Sea to Sky Drilling Services Ltd”.

Patrick and Mike have provided work opportunities for others too. They’ve hired some ex-ministry staff on a part-time basis to assist with various drilling projects. In September 2004, they hired Chad Brown a 5-year drilling section employee, on a full-time basis. With his enthusiasm and drilling expertise, Chad is a tremendous asset to the company’s success and has become an integral part of the Sea to Sky Drilling team. Ian Brown has also recently joined the crew.

The success of Sea to Sky Drilling is evident.

Sea to Sky Drilling has completed over 75 drilling projects over the last two years for clients such as: Ministry of Transportation; Trow Consulting Engineers; Golder Associates; Focus Corporation; Amec; Thurber Engineering; EBA Engineering; Kiewit & Sons and CPR. They’ve worked on familiar projects such as the Sea to Sky Highway; Kicking Horse Canyon; Pennask Summit; Scotch Creek and Adams bridge sites; Highway 99 bridge sites;
Creating Opportunities (continued)

the Highway 97 Kelowna UBCO Flyover; Hedley, Celista and McIntyre bridge sites; and the Callaghan Valley. The crew appreciates their working relationship with ministry staff such as Geotechnical Engineer Brent Beattie, Manager, Geotechnical and Materials Engineering Terry Harbicht and Geotechnical Engineer Tom Kneale in Kamloops.

Sea to Sky Drilling started operations in Burnaby, working out of a small part of a leased warehouse. In February 2006, they relocated to a Coquitlam warehouse providing about 9,000 square feet of space.

The company has earned more than $2-million in revenue over the last two years and has built up an inventory of equipment capable of servicing all of their clients drilling requirements.

The Ministry of Transportation wishes Sea to Sky Drilling continued success! It is an excellent example for all of us in recognizing the value of our experience.

Hwy 29 Slide Repair Complete

Submitted by Reid Drummond, Project Manager, Fort St. John

We did it! The initial response to the slide was reported in the Fall 2005 Road Runner and I am pleased to announce that the work is now complete.
Ministry Wins Prestigious National Environmental Achievement Award

Submitted by Len Sielecki
Environmental Issues Analyst

At its 2006 Annual Conference and Exhibition held in Charlottetown, PEI, in September, the Transportation Association of Canada (TAC), presented its Environmental Achievement Award to the Ministry for the Environmental Enhancement Fund (EEF).

The TAC event is largest annual gathering of transportation professionals in Canada. It is attended by hundreds of representatives from the public and private sectors, and from universities and colleges across the country. The coveted Environmental Achievement Award is national recognition by TAC of the importance and need to continue protecting and enhancing the environment.

Accepting the award on behalf of the Ministry, was Mike Kent, Chief Environmental Officer. As part of the acceptance, Mike presented the paper Environmental Enhancement Fund, Achieving Environmental Sustainability for Transportation Infrastructure.

The EEF was conceived in 2004, by the Ministry’s Executive, to promote environmental stewardship in the Ministry and foster partnerships with outside agencies. The program was developed by Mike Kent and is managed by Sean Wong, the Ministry’s Senior Environmental Biologist.

With the EEF, Ministry Regional and District Staff have been working closely with non-government organizations (NGO’s) including the Nature Trust, Ducks Unlimited and the Land Conservancy of BC, and private landowners, in over 100 projects throughout the Province. On Vancouver Island, Sean Wong administers the EEF projects, while Greg Czernick, Manager, Environmental Services, in Vancouver, oversees those in the Lower Mainland in Region 1, Brent Persello, Manager, Environmental Services, in Kamloops manages those in Region 2, and Daryl Nolan, Manager, Environmental Services, in Prince George supervises the ones in Region 3.

The projects include fish passage restoration to improve fish passage to underutilized habitat upstream of highway stream crossings; habitat restoration through the construction and the improvement of fish and wildlife habitats; wildlife accident mitigation; and habitat acquisition to secure and protect environmentally sensitive areas in perpetuity.

Although the fund has only been in existence for three years, it has developed an outstanding reputation, receiving considerable praise and accolades from provincial and federal agencies, the Pacific Salmon Foundation and Ducks Unlimited.

According to Craig Wightman, Manager, Salmon and Steelhead Recovery Programs, Ministry of Environment, “The Environmental Enhancement Fund has been a critical part of successful instream fisheries restoration projects in the Fraser and Greater

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Environmental Achievement Award (continued)

Restored Habitat at Morrison Creek, Vancouver Island

Georgia Basins. This includes the 2006 remediation of Stoltz Slide on the Cowichan River, a multi-partnership project to help restore the health and fish populations of this world famous river and the largest habitat restoration project under the inaugural Living Rivers Program.”

In November, 2005, Fisheries and Oceans Canada (DFO) presented industry awards to 14 BC MoT staff involved with highway fish passage restoration projects in the northwest. The ministry award winners were: Skeena District's Stephanie Gillis, Al McKean, Randy Penner and Geoff Phillips; Bulkley Stikine District's Rob Blackburn and Steve Uyesugi; Northern Region’s George Lomas, Tony Bennett, Nini Long, Rick Wiese and Daryl Nolan; and Field Service’s Brad Scott, Rick Matthews and Bob Neville. Bruce Shepherd, Habitat and Enhancement Chief, North Coast Fisheries and Oceans (DFO), stated, “DFO appreciates the personal commitment to improving fish habitats and the leadership in environmental stewardship of the Ministry of Transportation staff in Northern Region. Through their efforts, they are proving that there are more fish-friendly ways to work—an excellent example for other industries, utilities and contractors.”

This praise is echoed by Mel Sheng, DFO’s South Coast Habitat Restoration Biologist, who indicated “The Ministry of Transportation’s Environmental Enhancement Fund is an instrumental program used for restoring wild pacific salmon stocks. The key to the success of this program is involvement of community partners that include stewardship groups, First Nations and gov’t agencies. The full support and involvement of this group of partners has lead to the construction of several on-the-ground habitat restoration projects focused on increas-

ing or enhancing habitat for wild salmon. Thanks to the intensity and passion of environmental stewardship partners that advocate protection and restoration of the streams within their communities, several successful projects have been completed and many more are currently being constructed this field season on Vancouver Island.”

Earlier this year, the Pacific Salmon Foundation (PSF), BC’s leading non-profit society dedicated to restoring salmon stocks through private, corporate and government partnerships, held fundraising dinners on Vancouver Island to support the EEF. The dinners were attended by about 600 people. At the PSF’s 2005 Nanaimo Fundraising Dinner, before almost 300 people, Dr. Paul Kariya, the foundation’s executive director, announced “the Pacific Salmon Foundation is sincerely appreciative of the BC Ministry of Transportation's Environmental Enhancement Fund. This valuable program is used for funding on-the-ground environmental restoration and enhancement projects all over BC.”

Last year, Ducks Unlimited presented its most prestigious award, the Platinum Award, to the ministry for environmental mitigation land donations associated with ministry projects, such as the Vancouver Island Highway Project.

During the Minister’s recent visit to the Engineering Branch at Headquarters, Minister Falcon was presented the TAC Environmental Achievement award by Dirk Nyland, Chief Engineer. Minister Falcon was very enthusiastic to receive it, and said “the award is a very significant achievement for the ministry as it recognizes the ministry’s ongoing commitment to the environment and the importance of the Environmental Enhancement Fund’s accomplishments at a national level.” The success of the EEF confirms the value of the ministry’s continued efforts to support the Province’s goal “to lead the world in sustainable environmental management, with the best air and water quality, and the best fisheries management, bar none.”
Minister Falcon Visits Vancouver Island District

Submitted by Barbara Thomas, Asst. District Manager, Nanaimo

The Vancouver Island District was graced by the presence of Minister Falcon on Monday, September 18th for a lunchtime barbeque. We covered our bases by renting a big white tent, but the weather held out for us and we were able to enjoy our outdoor burgers without rain. We had 37 attendees who travelled from all our offices on the island to meet in Nanaimo. Minister Falcon flipped a few burgers and chatted amicably with people one on one and in small groups. We had many laughs, as Minister Falcon is a lively individual who, like the rest of us, appreciates good transportation humour.

On November 24th, Minister Kevin Falcon and Deputy Minister John Dyble toured the Olympic Nordic events area in Whistler with former MoT Deputy Minister Dan Doyle, now VNOC’s Executive Vice President, Construction.
CVSE: It’s All In A Day’s Work

Commercial Vehicle Safety and Enforcement (CVSE), which joined all the rest of us in the Ministry last year, includes 5 program areas:

- **Commercial Transport**, which establishes transportation policies and safety standards regarding weights, dimensions, load security and vehicle configurations;
- **Vehicle Inspection and Standards**, which establishes safety standards and inspection criteria for private and commercial vehicles, including school buses;
- **National Safety Code**, which establishes minimum safety standards for commercial vehicles and drivers;
- **Transport of Dangerous Goods**, which promotes safety in British Columbia in conjunction with the federal TDG Program; and
- **Commercial Vehicle Safety Alliance (CVSA)**, a program that establishes minimum safe operating criteria for commercial vehicles. BC is a founding member of the CVSA, an association of state, provincial, and federal officials responsible for the administration and enforcement of motor carrier safety laws in Canada, the United States and Mexico.

These programs are delivered through field offices and weigh scales within districts throughout the province and through the CVSE Head Office in Victoria. Want more information? Visit the CVSE website at www.th.gov.bc.ca/CVSE.

CVSE is called upon by various agencies to assist with any number of things, some of which may surprise you! For example, in response to a special request from the Greater Vancouver Zoological Centre, a somewhat younger Perry Dennis (left) and Bruce Bernier (right) set up the portable weigh scales for Tina, the Centre’s Asian elephant, to determine if she was overweight. She weighed in at a svelte 9,281 pounds, putting her a mere 750 pounds overweight. As a result, she was put on a diet of high fibre, low protein hay and sent to a 15-acre apple farm for a month for some extra exercise. It’s all part of a day’s work for the CVSE inspectors – an exceptional commitment to providing outstanding excellent customer service, even if it’s a bit outside of the normal call of duties.

You Just Never Know What You’ll See...

David Sabyan, Senior Area Vehicle CVSE, came upon this happy travelling companion while working in the Westbank area last year.

If you come upon any interesting sights in your travels around the province, please submit them to the Road Runner!
SCR Employee Advisory Forum Presentation

By Jackie Chambers
Project Management Technician
and EAF Road to Opportunity Team

During Canada’s Healthy Workplace Week (October 23-29), the Regional Occupational Health & Safety Committee provided a healthy choice luncheon for the staff at regional office. It was the perfect opportunity to do a brief presentation about the Employee Advisory Forum. Thanks to Linda Malo for coming up with the great idea!

We asked the staff to grab their lunch and come to see what the EAF has done and what they’ll be doing. Linda, Patrick Livolsi and myself, reviewed each of the teams as well as Human Resources, and their accomplishments to date. We also took the opportunity to go into the EAF website and walk through what’s available for staff on their site.

Besides having a healthy lunch, staff were given some great information about the forum that is working for them.

A gorgeous late September sunset at Lac La Hache in the South Cariboo. Photo by Terry L. Murphy, Area Manager Roads, 100 Mile House
Northern Region: Setting the Bar For Giving

In 2005, the Northern Region’s regional office and Fort George District gave generously to the Provincial Employees’ Community Services Fund (PECSF). By donating $4,782 through payroll deductions, one-time donations, etc., they set the bar for the rest of us outside the lower mainland. Way to go! Please give generously during the 2006 PECSF campaign.

Properties & Business Management Branch

On Oct. 12th, in what has become an annual PECSF fund-raising event, the cowpokes of Properties and Business Management Branch (PBMB) held a BBQ hotdog sale, selling out in record time and raising more than $325. This year, Minister Kevin Falcon was a special guest, taking his turn as BBQ chef in the courtyard at 940 Blanshard Street.

Headquarters: 2006 PECSF Kick-off

Submitted by Dale Eklund, MoT PECSF Coordinator

On Oct. 5th, the 2006 PECSF staff fundraising kick-off was held at 940 Blanshard Street. It was sponsored by MoT with donuts and cookies from Country Grocer Royal Oak and coffee from Cairo Coffee Merchants Ltd. A representative from the Heart and Stroke Foundation came out to provide information about their services. Let the donations and participation begin!

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Kick-off Activities in Prince George

Submitted by Judy Gunderson, Regional Management Administrator and Fraser-Fort George PECSF Co-chair

The two-day PECSF kick-off event in the Prince George Regional Office building foyer raised almost $800. The annual event included all ministries in Prince George and took place during coffee breaks and lunch hours. Tim Horton’s donated the coffee and there was a bake sale, craft sale, silent auction, 50/50 draw and book sale. The funds raised will be donated to a charitable organization in Prince George.

The Ministry of Transportation regional and district office had a pumpkin carving contest on October 31st. We raised $32.50 and the winning carver (Denis Barrette) donated his winnings back to PECSF. The total collected was $55.00. MoT will designate to a local charitable organization. Dave Duncan was the office judge.

The Northern Region also had an evening of Texas Holdem following a recent RMT meeting in Smithers. We raised $165.00 for the Community Service Fund. A portion ($80.00) is going to the Smithers PECSF and $65.00 with be donated in Prince George.
Vehicle Inspector’s Conference

Submitted by Tito Zanella, Manager, CVSE, Thompson Nicola District

On November 7-9, 2006 Thompson Nicola District hosted a Provincial CVSE Area Vehicle Inspectors’ conference in Kamloops. 28 Area Vehicle Inspectors representing the entire province converged on Kamloops along with three CVSE Field Managers. The main theme of the conference was “training”. The Inspectors received school bus construction, motor coach and ABS brake training over the three days.

This was a joint venture working with a local passenger transportation company and CVSE.

CAN YOU GUESS WHO THIS IS?
SEE IF YOU’RE RIGHT BY CHECKING PAGE 33!
Boo-tiful People!

“Boo-tiful people” celebrate Halloween in the West Kootenay District office. Kim Rowan, Jan McCarthy, Rajeeja Bains, Jesse Morwood, Arn Von Maydell, Hugh Eberle, Earl Lindsay, and Erin Moxon.

"Treat people as if they were what they ought to be, and you help them to become what they are capable of being."

– Johann Wolfgang von Goethe

The Changing Face of Field Services

Carmone Allen, Craig McLeod, Tom Haggard, Sue Doddridge, and Frank Carpino have all secured permanent Engineering Assistant positions with Field Services.

Tracy Wynnyk has joined us in her new role as Occupational Risk and Safety Advisor.

Good luck to Richard Ninaus in his future endeavours.

Congratulations to Randy Fowler on his retirement.

"One of the most important lessons that experience teaches is that, on the whole, success depends more upon character than upon either intellect or fortune."

– William Edward Hartpolelecky
It’s More Than Just Weather Data!

Submitted by Ted Weick, Avalanche and Weather Systems Manager and Simon Walker, Weather Services Specialist & Maintenance Weather Technician

You’ve seen them on the side of the highway at interchanges or near mountain passes. You may have seen them by looking carefully towards the ridge in avalanche areas across the province. You may have seen them near the webcams as you drove by. They are weather stations – but these weather stations do not just provide weather data. They provide information that feeds to road and bridge maintenance contractors, ministry staff, weather forecasting agencies, researchers and other clients throughout government and in the avalanche business. This translates to enhanced levels of safety through better road maintenance and timely avalanche forecast decisions. They have also helped to provide MoT with funds from Transport Canada for new sensor technology and numerous webcams installed in the past year.

We still have more than 150 stations, however the vast majority are electronic and report hourly information to users for a variety of purposes via an automated component of the Snow Avalanche and Weather System (SAWS). MoT maintains three types of station networks. One network is comprised of Road Weather Stations (RWS) located at road level. These provide weather information to maintenance contractors, including pavement surface temperature, condition, and the freezing point of any liquid that may be present on the surface. Contractors can then use this data to assist in operational decision-making such as anticipating formation of black ice.

Weather stations have been a part of MoT for many years. When the Avalanche and Weather Program started 30 years ago, our mandate was to maintain safe and open roads and minimize risk to the travelling public in avalanche prone areas on the provincial highway network.

From the small beginnings of 2 or 3 manual weather stations, with the introduction of road and bridge maintenance contracting the network grew to 150 manual stations in the late 1980s. These 150 stations were installed to help the MoT monitor the performance of the maintenance contractors and the twice-daily observations provided data in exchange for local forecasting services from Environment Canada at their now defunct local weather offices.

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Weather Data (continued)

A second network – the Remote Automated Weather Stations (RAWS) - located at road level, mid-elevation and ridge-top sites assists district and regional avalanche programs in their daily avalanche hazard forecasting operations. These stations are placed in areas similar to the start zones of avalanche paths, becoming the technician’s eyes in a storm. The information from one station is analyzed in combination with data from other stations to provide the technician with an overall picture of what is happening during a storm event. Depending on conditions, proactive control procedures can be implemented or a preventative closure is put in place (as under a high avalanche hazard).

A third network of ground temperature sensors (frost probes) is used by geotechnical and district staff in their local seasonal strength loss programs (SSLP). Sub-surface temperature data is used to accurately forecast changes in the strength of the pavement. With this decision-making tool, the duration of load restrictions can be minimized, reducing the economic impact and protecting the road from damage during the spring thaw cycle.

All data is sent to the Avalanche and Weather Program’s SAWS and disseminated through a variety of portals, including MoT’s Road Weather Information System (RWIS at https://saw-rwis.th.gov.bc.ca) and a number of other venues – some explicitly for avalanche operations, others for key clients and users of the data – from web to PC based and even in a text-to-voice based application (Forecast Broadcast System, available via MoT’s radio system or by telephone).

The data elements measured can include some or all of air temperature, relative humidity, snow depth, precipitation amounts and / or occurrence, atmospheric pressure, wind speed and direction, pavement conditions, and sub-surface temperatures. This season we have installed the first pavement sensor in a bridge deck at the Quartz Creek Bridge east of Glacier National Park. We are also experimenting with the latest in optical road surface sensing devices at the same location in partnership with the Rocky Mountain District. Communications to the stations is supported through radio, network (IP), telephone and satellite communications.

The weather stations are maintained by a specialized team of Environmental Electronics Technicians (EETs) including Andy Cooke (Victoria), Brant Benum (Revelstoke), Paul Heikkila (Nelson), Bill Golley (Prince George), and Paul Hadfeild (Smithers). This team is managed by Nic Seaton and assisted by Steve Portman in Penticton, who provides sensor installation and other maintenance support for the stations. In addition, the local avalanche program that requires the data supports routine station maintenance. The team is further rounded out by Simon Walker (Weather Services Specialist) in Victoria who is often seen in district and con-

A Road Temperature and Condition Forecast (January 18, 2006 – Bradner Road) from MoT’s RWIS website. The graph compares the forecasted road temperature (blue line) with the actual measured temperatures (Red line) and allows the road maintenance operators to make proactive decisions on chemical applications.

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tractor offices providing training on the use of weather information in general and data from RWIS in particular. Systems support for collecting, collating and getting the data out to the users is provided by Ted Weick and Patti Sandham (Victoria) and by John Fornasa of the ISB.

Aside from the core group of users within MoT and maintenance contractors’ operations, the weather data is used by Ministry of Environment for flood forecasting, Ministry of Forests to aid in fire weather forecasting and research and other ministries. We provide data to researchers to aid in development of real-time weather forecasting models at UBC and University of Washington. We also provide weather data for litigation cases (primarily winter highway accidents), a number of reports for MoT (for example, the debris torrents near Terrace 4 years ago) and other geophysical research. Research programs have included everything from understanding decay rates of pigs (as a substitute for humans) in colder bioclimatic zones, potential for wind-generated electrical power, ongoing research in weather forecasting and climatic studies, as well as impacts of global warming. Data is also provided to the Canadian Avalanche Association as part of an industry-wide information exchange for avalanche forecast practitioners. In the past, we have also had data-sharing agreements with heliski companies.

In the last two years, the stations and the data they provide also gave MoT the opportunity to enter into a Federal-Provincial Data-Sharing Agreement. The development of this agreement allowed MoT to obtain funds from Transport Canada that assisted in the installation of rural webcams across the province, the deployment of new sensor technology (precipitation detectors), and obtaining AC power at selected weather stations on the national highway system. Costs of this project were shared equally between MoT and Transport Canada.

We are now looking at future funding from Transport Canada to assist in expanding the network, and an expanded data-sharing agreement between Alberta, Yukon, and the state of Alaska for the mutual benefit of those travelling the interconnected highways and roads. This project will eventually grow into a North America-wide Road Weather Information Network, and will contribute to the 511 system of weather and travel information.

So the next time you see a weather station on the side of the road – keep in mind that station provides more than
Weather Data (continued)

just weather data! It provides a mechanism to help the ministry and our maintenance contractors keep the roads safer for the traveling public and much more.

Photo left: Rob Hemming, Assistant Avalanche Technician, cleaning a weather station above Revelstoke.

DID YOU GUESS WHO THIS IS?

IT’S JEFF WISEMAN, OPERATIONS MANAGER, OKANAGAN SHUSWAP DISTRICT! SCARY, EH?

PBMB Hits the Road

In late October/early November, four people from the Properties and Business Management Branch job shadowed MoT staff in districts around the province.

As part of the annual Customer Satisfaction Survey, Christine Boebringer, Josie Jones, Kathleen Patterson and Nancy McLeod were visiting 10 communities to hear from people in the trucking, resource and passenger transportation industries. This mission provided us with the valuable opportunity to get into communities we rarely visit, and spend time alongside ministry staff.

By getting away from our base in Victoria, and out into the regions, we got to see and experience the everyday triumphs and challenges of MoT staff who focus on the highway system. This experience broadened our understanding of the ministry and deepened our appreciation of our colleagues and the work they do around the province.

Read on to find out about how the fortune cookie crumbles for a PG area manager, the completion of the new Nisga’a Highway, how district staff and little dogs rule in Cranbrook and Courtenay, and the signs and sights of Kamloops.

Submit your photos online at:
gwww.th.gov.bc.ca/ImageGallery/home.aspx

Nisga’a Highway Pride

By Nancy McLeod

My workday starts with a friendly welcome from District Manager Don Ramsay and Area Manager Roads Larry Proteau at the Skeena office in Terrace. Larry’s mission for the day is to helicopter into Ignouk weather station, high atop a mountain in Nisga’a Lands, to do maintenance on some equipment. I’m excited at the prospect of joining Larry on this assignment and rush back to the hotel for my snow boots, heavy mittens, scarf and hat.

However, on my return, clouds have begun to shroud the mountains, putting into doubt a successful helicopter landing. So Larry and I drive around the area near the airport as we wait to hear about the helicopter flight. Along the way, Larry points out a chain up area and outlines the summer and winter road classification systems for me. He calls the airport and finds out that we can’t fly into the weather station.

So instead we head up the Nisga’a Highway – numbered 113 for the years that it took for the Nisga’a people to secure a treaty.

The picturesque Nisga’a Highway travels alongside Kalum Lake, Lava Lake and the Nass River, and is nestled among

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PBMB Hits the Road (continued)

Road Runner Fall 2006

snow-capped mountains. For 32 km, it ambles through a wide stretch of lichen-covered lava rocks and boulders that remain from a volcanic eruption about 250 years ago. The lava flow destroyed two villages and about 2,000 Nisga’a lost their lives. Today, signs mark a self-guided auto tour for what has become Nisga’a Lava Beds Memorial Park.

Along the way, Larry talks about his career path that lead to being an area manager. Larry is just the person you want in charge of road maintenance. He’s been a snowplow driver, come up through MoT maintenance (including work on the night shift), and has been a surveyor with the engineering department. With that kind of experience behind him, no contractor is going to pull anything over on Larry. Efforts to evade or obfuscate are useless. Larry’s done the work, and he knows how the roads should be.

Larry carefully observes conditions as he cruises along. He’s scouting for gravel on the shoulders, potholes and waves or dents in the road. Shortcomings are recorded and Larry says he conducts weekly audits with the contractors, where they must demonstrate through their books or reports, how they are meeting the terms of the contract.

Larry says that he also takes photos to document areas needing attention, which back up his weekly monitoring reports. He speaks with contractors, to discuss what needs to be done. He lets them know that the terms of the contract must be met. Larry says, “I tell them: ‘Just stick to the terms of the contract,’ or they will not get any bonuses and will receive a non-conformance report.”

Nobody, it seems, wants a non-conformance report.

The previous evening I had volunteered at a Halloween event at Terrace’s Heritage Park Museum. When the other volunteers found out I worked at the ministry, they told me about their desire for a “Cranberry Connector.” Some local government representatives and the tourism association want the ministry to upgrade and pave an 85 km forest service road. The road would link the Nisga’a Highway, with Cranberry Junction on the # Cassier Highway, creating a circle route with Highway 16.

I ask Larry about the route and he says he’s well acquainted with the proposal. He says that costs to upgrade would be high, given the current narrow route’s sharp turns and steep grades, that new bridges would be needed, and that the current volume of traffic would not merit the expense.

Dealing with public expectations for road maintenance is the most challenging part of the job, says Larry. I ask him what the best part of the job is. He continued on page 35
Ocean has been chip sealed and will be paved this summer. Up until 2003, Gingolx could be reached only by air or water. Now all four Nisga’a communities are connected.

We head toward Gitwinksihlkw and come upon construction at Ksi Andegwaalee Bridge (also known as “No Name” bridge). The bridge had been washed out by flooding, which is a common concern in the area. Much of the highway is in valley, and beavers abound on the many waterways.

Larry and I eat lunch at the bridge to Gitwinksihlkw, which is framed by four ornately carved 25 foot tall totem poles. I gaze down the Nass River at a 400-ft. suspension walking bridge. Only 11 years ago, this was the sole way for goods and people to enter the community.

On our way back to Terrace, we investigate the area reported to be damaged by heavy equipment. I can’t see anything unusual but Larry’s sharp eyes can pick out slight indentations on the road. He scrutinizes the markings and ascertains that they were caused by an excavator. Likely the machine had been working on the ditches and turned around on the highway. The concern is abated – this is not the kind of damage that would be caused by a caterpillar.

Larry says he’s surprised that the person who reported the marks was able to spot them. This attention by the Nisga’a lands manager spoke to me of the Nisga’a peoples’ appreciation of the new road. I also thought it expressed the Nisga’a pride that seemed evident everywhere – in the tidiness and beauty of New Aiyansh, the abundance of totem poles, the delicious smell of a lunch being served in the cafeteria of the Nisga’a government building, and the crisply printed logos on the sweatshirts worn by staff at the Nisga’a convenience store.

The new Nisga’a Highway and its good upkeep are clearly a huge benefit to people living here. The work of ministry staff like Larry, Don and everyone else in the Skeena District is making transportation in the Nass Valley safe and reliable. This work is strengthening connections between Nisga’a and their neighbours, bringing tourists to this breathtaking wilderness area, and opening new pathways to opportunity.

How the Fortune Cookie Crumbles in PG

By Josie Jones

PG (Prince George, a city formerly known as “Prince”) looks a lot different with a fine dusting of snow. It’s been several years since I’ve visited this city (during a warmer time of year), and I was delighted to witness a shift to a community that has many of the bells and whistles associated with larger communities. I heard that affordable house prices and high disposable incomes result in a better
PBMB Hits the Road (continued)

The PG Airport Authorities have just agreed to extend and upgrade the runway to enable bigger planes to come into PG. More hangers will be built to house the planes. This airport growth is aimed at increasing trade with Asia. In addition PG, linked by rail to Prince Rupert, is the natural base as a container “port” for redistribution of goods to the rest of the province. This will help defuse bottle-necking in and around the port of Vancouver and equip PG to become a true hub city in the northern part of the province.

What I found saddening in PG was the forested areas where the Mountain Pine Beetle infestations make the landscape look like a bad haircut. The beetle started with the lodgepole pine and is now trying to take out the spruce and fir trees. Tree loss has caused water table problems in some areas because there’s more moisture there than before and there is a problem with tree stability bordering the highways and roads. Our highways and collector roads are taking a hammering with the increased logging in the area. Larry tells me that “Bug Money” has been secured through Treasury Board to try and maintain and improve the transportation network in this area.

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There is lots more to say about this trip to PG but I mostly want to say it was good to meet some of the staff in the district office. They included Sylvia Patterson who provided a warm welcome and Pat Preston who proclaimed, “My quest - I want to replace every wooden bridge before I retire.” Rick, Alexis, Adrian and Ron: thanks for taking the time to meet with me.

The strangest thing that happened during my visit was the opening of Larry’s lunchtime fortune cookie. The message inside read: “The road to success has many potholes and boulders but with perseverance you will succeed.” Pretty good prediction for an area manager!

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**PBMB Hits the Road (continued)**

**Christine’s Courtenay-Cranbrook Journal**

By Christine Boehringer

October 30 - Courtenay

I joined up with Doug Wright, Road Area Manager in Courtenay, who told me about the work he does to monitor contractor performance. This includes reviewing vast spreadsheets of data summarizing work the contractor has performed. It also includes meeting with contractors, like the contractor representative who checked in with Doug to discuss issues that were previously brought forward, and those that might become future public concerns.

Doug also met with a member of the public at the counter. The man said his wife had recently suffered a stroke and was finding the condition of their road to be causing her great stress. As her reaction was also affecting the people who provided care for her, the couple wanted the ministry to smooth the road.

Next, Doug organized his route for the day to address these and other outstanding or newly arrived customer complaints, or requests for information. Once out on the road, I was struck by the wide range of knowledge that road area managers must have. This is a job that requires experience in so many things.

During our commute between stops of concern, Doug provided information about how crack sealing, potholes, line painting and snow removal are handled.

We checked road conditions along the route deemed to be too rough by the stroke patient’s husband. Doug determined that the few potholes could be filled, and gravel put at the base of the couple’s driveway. But the real issue for the couple seemed to be that the road isn’t perfectly smooth like a highway. Doug assessed that the cost to resurface could run in the range of $5,000, and that this wasn’t necessary to meet the question of safety or access.

Next up, was a look into a request from the RCMP. BC Ferry users at Comox are parking along the roadway, causing congestion, reducing sight lines and experiencing break-ins, while the relatively inexpensive parking area has plenty of room. Doug’s resolution was to install more “no parking” signs along the roadway and move a concrete barrier to make parking less accessible.

Next, Doug reviewed the possibility of removing brush from a ditch along one road, in response to customer complaint. The area is becoming more populated and the road may be upgraded from a class 8 to class 6 in near future.

Then we were off investigating a complaint that a business on the Island Highway was operating without proper access or signage. Doug determined the property had appropriate access and safe visibility to highway traffic. No further action was needed.

A long, narrow, winding secondary road was our next destination, to view work done by the maintenance contractor to stabilize a barrier. The barrier prevents vehicles from going over the bank into the homes below the road. However, one homeowner felt the barrier impeded access to their property and interfered with placement of their garbage cans on pick-up day. The barrier was determined safe and appropriately placed.

Road, Doug examined and agreed to remove two danger trees. He spoke with a nearby property owner to ensure there would be access for a subcontractor to cut the trees. Doug also recommended topping an old-growth tree on the property to reduce possible future damage. Topping was chosen as an option that would provide some safety while preserving the tree.

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The final mission of the day had us looking at a crossing signal control along the Island Highway in Campbell River. The signal button was difficult for wheelchair users to reach, so the maintenance contractor was asked to move the control to provide better access.

October 31 - Courtenay

Doug Wright showed up at the office with Billy, his Shih-Tzu dog. It turns out that Billy (not somebody like me from PBMB) usually rides along with Doug. It was wonderful to greet the lively little canine, as I was missing my own two dogs, Apollo and Mandy.

Following my bonding time with Billy, I joined up with Rod Mochizuki, Area Manager Bridges. I couldn’t spend the whole day with Rod, because I had to catch a flight to Cranbrook for my next job shadowing assignment. But we made the most of the time.

Rod described his current role as having two significant elements. The first is coordinating between the Department of Fisheries and Oceans, BC Parks and Ministry of Environment, and the maintenance contractor. The second is monitoring the state of all structures within the bridge manager’s assigned area. Structures include bridges, approaches, retaining walls, railway underpasses and culverts with spans greater than three metres. He is required inspect these structures annually, and to conduct a detailed inspection every five years.

Mount Washington Ski Resort is also in Rod’s area. Here he audits the contractor’s efforts to remove snow and maintain roads, and coordinates between the mountain’s owner, BC Hydro and BC Parks.

Rod explained that one of the challenges of coordinating major work on bridges, is the short time frame available. Work must be planned so it does not interfere with fish spawning and use of the waterway.

Then we embarked on an annual bridge inspection, which requires a visual check of structure condition. We looked at the condition of all piles, piers and stringers under the bridge. We examined the underside of the bridge deck and Rod took a hammer to the topside deck and guard rails to sound out the number of rotten planks and posts requiring replacement.

All the information collected was entered directly into a rugged laptop “Toughbook” that Rod carries with him. The information would later be uploaded directly into the Bridge Inspection Remote Data Entry (BIRDE) system, when Rod returned to the office. During our outing we saw a river otter. It was delightful for me, the nature lover, to see the otter swimming around and crawl out on the bank. My day out with Rod could only be described as a peaceful, welcoming experience.

(Just over a week later, it was great to see Rod receive a Deputy Minister’s Recognition Award for team’s role in developing and implementing BIRDE. During my time with Rod, I learned he was providing his two children with every

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opportunity to challenge themselves in sport and academic pursuits. Rod is a strong believer in the family, and it was heartwarming to see his wife, son and daughter at the ceremony. Together the foursome beamed proudly for their photo.)

November 1 - Cranbrook

During my morning with Rocky Mountain District Manager Jack Bennetto, he walked me through the boundaries of the district on a map and provided an overview of the terrain, weather and maintenance issues.

I sat in on a meeting with a local businessman working to develop appropriate access to his storage facility, while respecting the ministry’s right of way requirements and the needs of other local land owners. Property access for this customer has been in the works for approximately one year and although consultation was undertaken with surrounding land owners, a final agreement seemed tenuous. Our ministry’s issues included cost to the ministry, public access, safety, and mobility at the intersection and along the access road. Throughout the meeting I was most impressed by Jack’s ability to maintain tempo and steer the discussion to an equitable outcome for everyone.

Later, Area Manager Roads Dan Cummings toured me through part of the district. Dan brought his miniature poodle, “Mister”, with us. Naturally, I delighted in the company of both Mister Cummings.

We drove out to the weigh scale east of Cranbrook at Sparwood. Along the way, Dan discussed many aspects of road development and management, including how roads are crowned to encourage drainage off the road surface, how applying gravel during a snowfall can actually hamper efforts to keep the road clear as the snow can attach itself and begin buildup, how crack sealing is handled and the effect of not investing quickly enough in the sealing process. Dan also talked about recent brush clearing alongside the roads, to reduce wildlife fatalities by improving visibility for drivers.

At the weigh scale, I was awestruck by the sheer volume of trucks passing through, while Weigh Scale Supervisor Art Mortimer talked about the challenges staff experience. The weigh scale staff not only monitor vehicle loads to protect infrastructure, but work to protect and educate drivers about vehicle safety and standards.

Art showed Dan and me a few artifacts pulled from trucks deemed to be in unsafe condition. They included a badly worn air brake line and photos of unsafe equipment. There was also a transport truck’s wheel hub housing, which with its signs of extensive wear, may have caused the truck to lose its wheel on the highway.

November 3 - Returning Home

As I traveled back, I pondered my experiences with different MoT staff and offices. I considered the vast amount of knowledge and breadth of experience held by our district managers, road and bridge managers and weigh scale staff. This, combined with staff’s continued commitment, is a major part of what makes MoT a blue chip ministry.

The Signs and Sights of Kamloops

By Kathleen Patterson

After an introduction to the staff and a tour of the sprawling South Interior Regional office in Kamloops, I met with Sherry Eland (Thomson Nicola District Manager) who gave me some background to the office composition.

The office is home to the provincial sign shop, bridge and road staff, CVSE, development approvals, inland ferries – just to name a few
PBMB Hits the Road (continued)

things. Once the building under construction next door is complete, the office will move there, bringing regional and district staff together in one location.

The original plan was for me to job shadow a bridge area manager, but Sherry decided a slight change of plan was in order. She thought that hanging off a 600 foot high bridge, in the cold, may be a little too daunting an introduction to life in the Thompson Nicola District. So, instead, I tagged along with District Development Technician Shawn Clough for most of the day.

Our first stop was Tobiano. This is a large scale, high end resort development that has taken 12 years to happen. When complete, it will take advantage of some spectacular scenery just outside of Kamloops on the TransCanada Highway.

Along the way, we talked about how we both came to join MoT – Shawn from the Ministry of Forests, and me from private industry in the energy sector. We also discussed what it meant to be in Development Approvals and the challenges involved in ensuring the correct balance of everyone’s needs.

One of the first things to catch Shawn’s eye as we drove the construction site, was a missing shoulder at the side of the road. A chat with the foreman was in order to find out what was going on and how quickly the repair work was going to be completed. Pictures were taken to document the violation, and the spot was noted to ensure a follow up was done soon.

After a quick stop to see one of the rest areas that youth employment staff had been maintaining over the summer, we were off again to view the progress of work scheduled to begin in a subdivision. We arrived to see the work hadn’t started, and so another follow up would be necessary to ensure compliance with the permit.

Soon it was time to head back to the office for the opportunity to spend time with Larry Macko at the Provincial Sign Shop. After an overview of the sign shop history, I was introduced to the vast inventory of signs the shop is responsible for and how they have changed over the years. The signs range from small stop signs to the huge overhead signs guiding traffic through Horseshoe Bay to Whistler. This team of talented individuals creates signs from concept to finished product, while maintaining the high safety standards people expect. You see their work everywhere – at event announcements, ministry awards, and the everyday signs on the highways around the province.

I now have a far greater appreciation for the multitude of signs produced by the shop, how they are tracked in the system to ensure consistency, and where each sign is posted throughout the province.

All too soon, Shawn collected me from the design team and we were off again to visit Sun Peaks. Shawn wanted to see if work had been completed to address previous violations. Along the way to the resort, he pointed out where the 2003 fires had started and told me that he had been the person to report the first fire. Even now, you can see the destruction from the fire and the after effects. Pine beetle infestation is also a major concern for people in this area where logging a large part of the local economy.

At Sun Peaks, Shawn was constantly eyeing things that had or hadn’t been completed from the last visit. He had a checklist to tick off – like ensuring paving was re-done to ministry standards, measuring road length on both sides so it could be added to the road inventory list, checking the snow plowing and making note of where mud and dirt was tracked off a construction site.

Just before leaving the area, Shawn gave me a quick tour of some of the new construction at the resort. As we went up one road, we came across a spot where water flow had created an icy river. Just as Shawn was taking a closer look at where the water was coming from, the local homeowners came out to talk about maintenance concerns. Again, more pictures were taken and notes were made. Then it was time to head back to the office, where Shawn would start following up on what we had seen in our travels during the day.

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PBMB Hits the Road (continued)

I have definitely gotten a clearer picture of what goes on in the district office and met some great staff members. They are a very friendly group of hard working individuals that step in to help wherever required. Thank you for a great day!

Fall Perspectives:

Fallen leaves and pumpkin patch photos by Paul Squires, Manager, HR Planning & Development, Victoria.

Scary!

Halloween dress up day in the Southern Interior Region’s Kamloops office:

From left to right: Kevin Richter, Gail Duffy, Dan Bader, Penny Radies, Teresa Bepple, Susam Ingram, Tracy Wynnyk, Shirley Fisher, Bonnie Fadden, and Corinne Chartrand. Front row: Crystal Chenier, Kathy Strobbe, Deborah Newby, Deb Luision, and Dave Hawksworth.

From left to right: Maurice Lefrancios, Dave Hawksworth, Deborah Newby, Kathy Strobbe, Crystal Chenier, Dan Bader, Gail Duffy, Sue Pare, Bonnie Fadden, Tracy Wynnyk, and Tom Freeman.
Staff Roundup

Who’s doing something new?

The following folks not mentioned elsewhere in the Road Runner have received new assignments between August 1 and November 1:

**South Coast Region**

- Jatinder Hayer, P.Eng., LSO3, Electrical Engineering
- Dean Hills, CTI, Courtney
- Jim MacMillan, Area Vehicle Inspector, Burnaby
- Bob O’Brien, District Operations Manager, Courtney
- Carl Steele, CTI, Laidlaw Weigh Scale, Hope

**Southern Interior Region**

- Dino Covaceuszach, CTI, Kamloops

**Northern Region**

- Robb Anderson, Avalanche, Stewart
- Sacha Antifaeff, Area Manager Roads, Fort St. John
- Harpeet Aulakh, CTI, Fort St. John
- Stan Beaulieu, District Technician, Dawson Creek
- Nicole Folk, Regional Financial Analyst, Prince George
- Jim Guthrie, District Manager Transportation, Fort. St. John
- Mike Hovde, Regional Manager, Operations, Prince George

**Headquarters**

- Mike Hallas, Manager, Estimating Services, Project Management Support Services
- Jacques Dupas, Project Manager, Succession Strategies, Human Resources

Who’s New At MoT?

The following folks not mentioned elsewhere in the Road Runner are new to MoT since August 1:

**South Coast Region**

- Mark Carey, CTI, Laidlaw Weigh Scale, Hope
- Richard Clark, CTI, Laidlaw Weigh Scale, Hope
- Eva Crabb, Operator, PHCC, Burnaby
- Martyn Holliday, Financial Analyst, Burnaby
- Hans Lehrke, Area Manager, Bridges, Nanaimo
- Carl Lutz, Bridge Area Manager Asst., New Westminster
- Otto Sehmid, Operator, PHCC, Burnaby
- George Symons, CTI, Hunter Weigh Scale, Hope

**Southern Interior Region**

- Mitch Benke, District

**Northern Region**

- Lyn Ashcroft, Permit Centre Clerk, Dawson Creek
- Kim Bedell, Clerk, CVSE, Dawson Creek
- Steven Burke, Manager, Property Services, Prince George
- Cindy Giles, District Clerk, Fort St. John
- Catherine Seel, Property Acquisition Co-ordinator, Prince George
- Janet Wiedeman, Permit Clerk, Dawson Creek Inspection Station

**Headquarters**

- Rosemary Barnewall, GIT Program Officer (EIT), Engineering
- Nick Davies, Senior Manager, Lands, Pacific Gateway
- Tiffany Ma, Budget Analyst, Finance & Administration, Highways Dept.
- Anne Murphy, Financial Clerk, Gateway Program
- Joy Sengupta, P.Eng., Senior Highway Safety Engineer, Engineering
- Dylan Van Der Merwe, VIP Data Entry Clerk, CVSE