Minister, DM and ADM Tour Port Mann/Highway 1

Ministry of Transportation and Infrastructure officials toured the Port Mann/Highway 1 Improvement Project, on March 31, getting a close-up look at the largest transportation infrastructure project in B.C. history.

Minister Blair Lekstrom, Deputy Minister Grant Main and Partnerships Assistant Deputy Minister Sandra Carroll, escorted by Transportation Investment Corporation CEO Mike Proudfoot, took in the construction from all sides. A Global TV journalist was along for the ride to report back to the public.

One of the key attributes of the 37-kilometre project is the addition of more than 15 kilometres of new high occupancy vehicle (HOV) lanes, extending the current HOV lanes to east of 200 Street in Langley. The project also includes a number of new dedicated HOV and transit on and off ramps, improving access, safety and efficiency for transit and HOVs.

Among the stops on the tour, was the site of new dedicated HOV on and off ramps at Grandview Highway. The new flyover ramps will provide priority access for HOVs, while at the same time reducing traffic weaving and improving safety in the Grandview-Willingdon corridor, the busiest section of the project.

In total, the project will replace nine highway interchanges and widen seven overpasses. The most complex of the interchange reconstructions is Cape Horn. Once complete, the new interchange will have a total of 15 structures, up from four. These new structures...

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Editor’s Note

It’s the big bridge issue of Road Runner!

Read on for details about the colossal Port Mann Bridge, new ways of inspecting bridges for erosion and a comprehensive training event for bridge staff.

A recent bridge tour taken by a Regional Corporate Services team deepened their appreciation of how they support major transportation projects. Employees and our consulting engineer partners are recognized for their outstanding work on bridges. And one employee has been serving as a bridge to Aboriginal youth and communities, linking them to potential opportunities with the ministry.

The quote below sums up the effect and elegance of bridges for me. Maybe it will connect with something in you too.

“Bridges become frames for looking at the world around us.”

– Bruce Jackson

Nancy McLeod, Editor

Road Runner 
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Road Runner is an internal and public communications tool of the public service.

To submit your story, please email: RoadRunner@gov.bc.ca

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The Road Runner is an employee newsletter, published four times a year.

We welcome your story submissions. Email your article as a Word document (approx. 500 words maximum) and your photographs as jpeg to: Road Runner@gov.bc.ca.

In the email for your story, please attach the text as a Word document and attach the graphics (photos, charts, etc.) as jpeg or pdf files. Please DO NOT embed graphics in the article – this compromises reproduction quality and the images may not be usable by our graphic artist.

You can check out the Employee Advisory Forum website for regular updates:
www.th.gov.bc.ca/EAF/home_intra.asp

For @Work – the Public Service Community Website, visit:
www.gov.bc.ca/

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Bridge Engineering Co-op Student Yuki Kishimoto at the Port Mann Bridge.
**Key Facts**

New Port Mann Bridge

- Total length: 2,020 metres
- Number of lanes: 10 (five in each direction)
- Number of cables: 288 (45 kilometres total length)
- Total width: 65 metres
- 50 metres of roadway (including shoulders)
- Five metre wide multi-user path, with three metres of clearance for pedestrians and cyclists
- 10-metre gap/median where pylons support the two bridge decks
- Tower height: 160 metres, including 42 metres of navigational clearance

**New Port Mann Bridge – An Overview**

Submitted by Joseph Adom, Structural Engineer-in-Training and Stephen Docherty, Transportation Investment Corporation Bridge Section Manager

The new Port Mann Bridge will be a 10-lane state-of-the-art connector to clear traffic congestion on a critical transportation link across the Fraser River. It will replace the existing Port Mann Bridge and will, when combined with Highway 1 improvements, reduce travel time by up to 30 per cent.

The new two-kilometre-long structure is comprised of a twin-deck cable stay bridge with precast concrete approaches. The bridge will have five lanes of traffic each way and a multi-use path. The north approach spans over United Boulevard and connects to Cape Horn area where more than 15 new bridges and flyovers are been built as part of Highway 1 traffic improvements. The south approach structure straddles the CN Rail yard and the new South Fraser Perimeter Road alignment.

The new crossing footprint is located downstream and parallel to the existing bridge. The alignment overlaps the existing bridge at both approaches. This constraint requires two phases of construction to reach the final ten-lane configuration, since part of the existing bridge must be removed to complete the 10 lanes. The bridge will initially open with eight traffic lanes and once phase two construction is complete, all 10 traffic lanes will open.

An outstanding feature of the bridge is its roadway configuration. It is the first major crossing in North America to have regional traffic (through traffic) separated from local traffic.

**Project facts**

- Highway widening – Vancouver to Langley.
- 37 kilometres – McGill Street (Vancouver) to 216 Street (Langley).
- Two new lanes in each direction east of bridge.
- Seven highway overpasses being widened.
- Nine highway interchanges being replaced.
- One new lane in each direction west of bridge.
- Five special purpose (truck/transit) ramps.
- 15 structures at Cape Horn Interchange.

**Minister, DM and ADM**

Tour Port Mann/Highway 1 ...Continued from Page 1

will provide direct connections between the new Port Mann Bridge and the many local and regional roads leading to and from the area. As part of the tour, the minister, Grant and Sandra viewed the work in Cape Horn, from a partially completed structure that, once finished, will link the bridge and Highway 1 directly to Lougheed Highway eastbound.

The final stop on the tour was at the Port Mann Bridge. Construction of the bridge recently reached a major milestone with the installation of the support cable stays. The group took in the 10-lane capacity of the new bridge and strolled the length of the south approach.

It was an interesting and enjoyable morning and the three ministry officials said they would be back for another look before too long. The same was true for the Global TV reporter, who covered the tour for the 6 p.m. news, giving viewers an up-close perspective.

**Continued on Page 4...**
New Port Mann Bridge – An Overview ...Continued from Page 3

commuter traffic by a barrier. Separating the through traffic from the Surrey-Coquitlam commuters vastly improves the flow, increasing the bridge’s capacity.

The bridge’s foundation is a combination of 1.83-metre diameter steel pipe piles partially filled with reinforced concrete and 2.5-metre diameter reinforced concrete drilled shafts. Drilled shafts are used in locations where new foundations are in close proximity to the existing bridge, to reduce excessive settlement. The average foundation depth is 53 metres at the north and 43 metres at the south. The north tower is supported on 63 piles, at an average depth of 75 metres, while the south tower sits on 46 piles at an average depth of 64 metres. The approach structures are mainly supported on hollow pier bents. However, lower sections of marine piers at the Fraser River high water level line are solid (vs. hollow) and heavily reinforced to withstand collisions from marine vessels. To minimize environmental impacts, only five piers are located in the river.

The cable stayed bridge has two towers from which the twin decks are suspended. The north tower is 163 metres high, while the south tower is 150 metres tall. The bridge pylons were slip formed – a first in North America. This means that the formwork for the concrete was moved at a rate of 250 millimetres an hour, versus advancing every eight days using conventional jump form construction. This resulted in significant time savings.

Each tower provides anchorage for 144 deck cable stays and eight transverse stays (transverse stays provide lateral support to the towers). The cable stay decks are constructed using a grid of steel beams to support precast concrete panels while the approach deck is constructed from precast box girder units.

As a critical emergency route, the bridge is designed to withstand structural damage and severe environmental impacts, with minimal damage. The bridge model was subjected to earthquake, wind tunnel, scour activity and vessel collision impact studies to determine how it would react in different conditions.

Fact sheet for the new Port Mann Bridge.

Bridge General Arrangement – Main Span
1. Deck Width: 58–65m (including 3–10m gap)
2. Superstructure: Steel beams supporting precast deck panels
3. Tower heights: North = 163m, South = 150m
4. Stay Cables: 304 cables per tower
5. Foundation: Piles
6. Navigational Clearance: Lateral = 201m, Vertical = 42m

Approaches General Arrangement
1. Deck Width: 50–54m
2. Superstructures: Precast Box Girder Segments
3. Piers: 3no. columns per bent
4. Foundation: Piles and drilled shafts
5. Span clearance provisions:
   i. United Boulevard Street
   ii. South Fraser Perimeter Road (SFPR)

Quantities
1. Concrete: 166,000m³
2. Rebar: 30,000 tonnes
3. Structural steel: 13,000 tonnes, 260,000 bolts
4. Precast Deck Panels: 41,000m²
5. Total Stay cable Length: 45km
6. Total Length of Piles: 15km
7. Total length of Shafts: 5km

Need help with Twitter?
Joey Alain provides video tutorials at 142.24.12.133/sircast

Topics include signing up, making your first tweet, Twitter on a Blackberry, following users and using the #hash command.
Winners and Finalists Chosen for Premier’s Awards
Submitted by Nancy McLeod, Road Runner Editor

The regional awards for the 2010-2011 Premier’s Awards for Excellence and Innovation have been presented, with one ministry team receiving a gold award, and three nominees placing as finalists. An additional award, from the Canadian Institute of Transportation Engineers was presented to a Lower Mainland finalist.

Gold Winner – Interior – Cross Government Integration:
Congratulations Highway 20 Team! A gold Premier’s Award in the cross government integration category was presented to the Highway 20 Response and Recovery Team.

Last fall, massive rainfall caused washouts, rock falls and flooding, and closed the only road leading to Bella Coola. Residents feared that they could be cut off from food, fuel and emergency services for months. With the cooperative efforts of many partnering agencies the highway was re-opened in only 17 days.

More than 100 people and 50 pieces of heavy equipment worked to restore access on Highway 20 to the Bella Coola Valley.

Agencies inside and outside of the provincial government worked together to re-establish vital land links as quickly as possible, with the urgent needs of the communities at the forefront of everyone’s minds. The close cooperation of more than 14 partner agencies ensured the repair did not come at the cost of other important goals, including:

- environmental protection and monitoring
- respect for First Nations cultural and archaeological concerns
- protection of Tweedsmuir Park
- community involvement

Continued on Page 6.

Highway 20 Team in Kamloops - employees with the ministry, Interior Roads Limited, the Ministry of Forests, Lands and Natural Resource Operations and the Department of Fisheries and Oceans, were recognized for their contributions to restoring Highway 20. The award was announced at the regional Premier’s Awards webcast in Kamloops, on April 21.
Finalist – Lower Mainland/Fraser Valley – Leadership: David Chang is congratulated by Highways Assistant Deputy Minister Dave Duncan, on being a finalist for the Leadership Award. For more than 15 years, David Chang has been a leader on some of B.C.’s most complex and high-profile transportation projects. A diligent, accountable team-builder, he guides his teams to deliver high-quality work, on time and on budget.

Finalist – Lower Mainland/Fraser Valley – Partnership: Some members of the Olympic Transportation Planning Team: Joyce Chang, Amy Choh, Nasir Kurji, Brian Atkins, Perry Dennis and David Chang.

(Former) Highways Assistant Deputy Minister Mike Proudfoot and Gateway Program Executive Director Geoff Freer at the Lower Mainland Premier’s Awards, on April 28. Mike is a finalist in the upcoming provincial Premier’s Awards.

Finalist – North Region – Innovation: Derek Drummond and Renee Mounteney attended the Premier’s Award webcast in Prince George, on April 21. Derek, Renee, Kirk Handrahan and Doug Harms successfully worked with the Ministry of Education to secure funding for an innovative learning program for high school students. The program established an alternative to modular classrooms in the City of Fort St. John’s Enerplex Sport Centre, creating new community opportunities.

Coming May 31
Ministry Finalists for Provincial Awards

Stay tuned for the finale of the Premier’s Awards on May 31. Three ministry nominees have been chosen as provincial finalists:

- Skeena District Crash Reductions 1999-2009 – Organizational Excellence
- (Former) Highways Assistant Deputy Minister Mike Proudfoot – Legacy
- Highway 20 Response and Recovery Team – Cross Government Integration
Introducing Jacquie Dawes – Policy and Programs ADM

Jacquie Dawes is the ministry’s new Assistant Deputy Minister (ADM) for the Transportation Policy and Programs Department.

Jacquie has been with the B.C. public service since 1992, when she joined the Ministry of Finance. Her career has included progressively senior management roles across a number of ministries. She has served as school finance director with the Ministry of Education, Corporate Services ADM with the Ministries of Agriculture and Lands and Environment, and ADM with the ministry responsible for advanced education.

Within advanced education, Jacquie led the Skills and Labour Market Development Division responsible for government’s relationship with B.C.’s 14 public colleges and institutes, and the annual $66-million Labour Market Agreement.

Previously, Jacquie led the Students and Learning Division, where her responsibilities included student financial assistance, Aboriginal education, performance management, legislation, inter-governmental relations and a ministry strategic project management office. As executive financial officer, Jacquie was accountable for the ministry’s financial management and strategic human resources.

Jacquie is a certified general accountant and holds a diploma in financial management from the British Columbia Institute of Technology.

She has lived and worked in many areas of the province, and is married with a four-year-old son and two teenaged stepchildren.

Abu Dhabi Group Looks into Ministry Practices

Submitted by David Fisher, Development Approvals Manager

On March 14 and 15, the ministry’s Engineering Branch hosted a delegation from the Abu Dhabi Department of Transport that was touring the world in search of best practices in right-of-way management. We were one of four stops taken by this group that also visited New York, Singapore and Sydney, Australia.

Led by Dirk Nyland, Chief Engineer, our team of David Fisher (development approvals), Deborah Miller and Nancy Newland (Properties and Land Management Branch) and John Shaw (operations policy), briefed the delegates on our right-of-way ownership and control practices, with an emphasis on managing utilities within provincial public highways.

March 14 was spent at headquarters, followed the next day by a visit to the South Fraser Perimeter Road office and a tour of the project. If ever there was a project that demonstrated the close utilities coordination that goes on between district, region, HQ and project teams, this was it. The South Fraser Perimeter Road has it all: electric transmission lines, telecommunications, major gas and oil pipelines, and trunk water and sewer lines.

Thanks to the project team and the Lower Mainland District’s development approvals staff for their time, especially Mike Oliver, senior geotechnical engineer and tour guide.

We look forward to seeing the results of the Abu Dhabi Department of Transport research, and using it to stay in the forefront, in this area of our business.
Four years ago, Mike Feduk joined the bridge engineering team in Headquarters as a senior hydrotechnical engineer, bringing experience from the B.C. Ministries of Environment and Forests, and Alberta Transportation. Since that time, he has championed raising awareness and enhancing practices within the ministry, for hydrotechnical engineering issues and for addressing the risks to our bridges and other infrastructure from high stream flow and flood events.

According to the U.S. Federal Highway Administration, more than 50 per cent of bridge failures are due to scour issues – the erosion and loss of riverbank soil that supports bridge foundations. In B.C., we too have experienced washouts of our bridges due to scour and flooding over the years. In September 2010, the Bella Coola flood closed off Highway 20 and washed out several scour-susceptible structures.

As part of the ministry’s Enhanced Bridge Inspection Program, Mike initiated a Scour Risk Evaluation Pilot Study and Northwest Hydraulic Consultants (NHC) was contracted to complete scour evaluations at bridges in the south and central Vancouver Island areas. NHC produced detailed Scour Evaluation Reports, which assessed bridge scour susceptibilities and provided recommendations for plans of action. This information was used by the Vancouver Island District and the South Coast Region to re-prioritize bridge improvement works. Scour evaluations have also been done in the Central Kootenays and are being planned for other areas.

Mike proposed modifications to the ministry’s bridge inspection practices to enhance our ability to meet the objective of providing a safe and reliable transportation system. A hydrotechnical committee, led by Mike and a team of ministry bridge inspectors and engineers, investigated the feasibility of incorporating revised hydrotechnical aspects into our annual bridge inspections. The aim is to ensure proper emphasis is placed on hydrotechnical and stream flow issues during these condition inspections.

Yuki Kishimoto project-managed enhancements to the Bridge Management Information System (BMIS) inspection module, which were promptly implemented in January 2011 to accommodate the changing hydrotechnical practices.

Hydrotechnical inspections became the main focus of the full-day joint inspection exercise during the Provincial Bridge Meetings, in March 2011. Mike and Des Goold from NHC delivered a presentation on hydrotechnical inspection practices to provide guidelines for bridge

Continued on Page 9...
inspectors to follow during annual condition inspections. This is to ensure that hydrotechnical
engineers, who regularly access the centralized bridge database, receive and review high
quality data and are able to make sound recommendations for preserving the safety of
B.C.’s structures.

Field hydrotechnical inspections of three bridges and a culvert were performed by
bridge inspectors using the new guidelines. A hydrotechnical expert was available at
each site to provide insights into the stream flow issues and answer specific questions.
Additionally, NHC invited the ministry’s bridge team to view an educational demonstration of
various flow conditions and flood events on a scaled culvert model in their hydraulic laboratory.

We would like to thank the following people for a timely and successful project delivery
of enhancements to the hydrotechnical inspection procedures and the associated
additions to BMIS:

• Mike Feduk for championing the importance of hydrotechnical issues and initiating
  the project

• The Hydrotechnical Inspection Committee for providing their time and practical
  expertise: Bridge Area Managers Larry Ballard, Jurgen Lutter, Arn Von Maydell,
  Rod Mochizuki, Mike Odowichuk, Brent Scott and Stephan Anderson; Bridge
  Engineers Gary Farnden, Ian Sturrock, Allan Galambos, Wim Jellema and Jim
  White; Hydrotechnical Engineer-in-Training Dickson Chung; and Senior Provincial
  Inspector Terry MacKay.

• Heather Lehmann, Dave Marotto and the Information Management Branch
  Application Services group (Dave Godfrey, Rick Robertson and Geoff Munday) for
  developing the new BMIS functionality and providing technical support.

• BMIS Sponsor Brian Barker and BMIS
  Project Manager Ivana Mazuch

• Kevin Baskin, Reg Fredrickson and Rodrigo
  Disegni for funding the hydrotechnical
  project work and the Enhanced Bridge
  Inspection Program.
Bridge area managers and Headquarters and regional bridge engineering personnel came together March 8 to 11, in Coquitlam, for the 2011 Provincial Bridge Meetings.

The March 8 bridge inspection training event saw Headquarters staff and regional bridge engineers connect with area managers, for a valuable day performing bridge and culvert inspections. These inspections, in addition to supplying great stories about braving the Lower Mainland’s rain, allowed for new hydro-technical inspection components to be introduced and discussed. (see: Hydrotechnical Inspections Enhance Bridge Safety, Page 9)

Highlights of the following days included presentations, discussions and forums on topics related to design, construction, bridge program and project delivery, bridge maintenance and bridge asset management (and even zebra mussels, thanks to Crystal Wheeler).

An additional highlight was an engaging and informative tour of Northwest Hydraulic Consultants’ (NHC) hydraulic modelling laboratory, in North Vancouver. Des Goold of NHC led the group through a fascinating scale-model demonstration of how differently-sized culvert structures respond to changes in water level and flow patterns created by two, ten and 200-year flooding and debris effects, and gave a detailed presentation that touched on NHC’s work with the new Port Mann Bridge piers. Members left NHC delighted and slightly envious of the “bath-time fun” associated with advanced hydraulic physical modelling.

Site tours of the Port Mann Bridge and the Cape Horn Interchange concluded the fourth day with fantastic opportunities to see, firsthand, the immensity of the work underway by ministry bridge engineering departments and their partners. Thanks to Ed Gohl of TI Corp and his team for organizing the tour!

Kevin Baskin, who did an outstanding job planning this highly successful conference, extends his thanks to Sarah Johnson, Ron Mathieson, Gary Farnden, Allan Galambos, Terry MacKay, Brian Barker, Mike Feduk, Dickson Chung, Ivana Mazuch and the Bridge Management Information System team. This group helped with the event’s organization and planning.

Thanks are also due to the many contributors who shared their expertise and enthusiasm during the seminars and group discussions, and to the regional directors, Chief Engineer Dirk Nyland and the ministry’s executive, for their support. These meetings provided a great forum for training, information sharing, networking and identifying and prioritizing issues, and are very much valued and appreciated.
Career Profile: Joan Brickwood, Provincial Approving Officer
Submitted by Karen Andrews, EAF Road to Opportunity Team

A demand for provincial approving officers, due to past and upcoming retirements, was identified in the February 2011 Road Runner. The EAF’s Road to Opportunity Team, which focuses on employee career development, responded with the article below to profile the qualifications and experiences of a provincial approving officer. See also, “Sr. Development Tech Offers Career Advice” following this story, as that position links to the provincial approving officer role.

Since joining the provincial government in 2001, Joan Brickwood has had seven different jobs.

For the last three years, she has been a provincial approving officer and she notes, “This is the first job where I am not looking for the next one. This job is interesting, challenging, and I learn something new almost every day.”

Joan works out of the Thompson-Nicola District office, in an Order-in-Council appointment, under the Land Title Act. This means that she has been appointed by the Lieutenant Governor in Council on the recommendation of the Minister of Transportation and Infrastructure. The Land Title Act and a number of other acts grant her the authority, in rural areas outside municipalities, to determine whether legislative requirements have been met and subdivisions can be approved.

With a background in real estate sales, Crown land adjudication, facilitating multi-agency developments and development approvals, Joan says she believes the provincial approving officer position “fit my skill set to a ‘tee’.”

“It’s a quasi-judicial position so I get to use my legal background, as well as my technical knowledge. I work independently as a statutory decision maker, but at the same time work with a team of development approvals techs. It’s really the best of two worlds.”

Joan wanted the position from the time she started with the ministry’s development approvals and worked to improve her understanding of the role and legislation. She expressed interest in the position to her supervisor and received mentoring to prepare her for the work. However, her background certainly assisted her in succeeding.

Joan’s father is a civil engineer specializing in municipal subdivisions, and she grew up going into the field with him, surveying, reviewing subdivision plans and as-built drawings. “I feel very much at home working with developers, surveyors, engineers and lawyers. I am passionate about assisting the development community to complete subdivisions that are also in the public’s best interest.”

Joan has a college and university education. However, it is more her on-the-job training and the specialized courses that she has taken over the years that have built the knowledge foundation most beneficial to her work. Some examples of Joan’s specialized courses and training include administrative justice for decision makers, real estate law, geotechnical hazard assessment and road construction.

Joan says, “You definitely need strong client service and negotiation skills for the provincial approving officer position.” As well, a provincial approving officer needs some formal education in natural resources, technical fields associated with road construction, land use planning, surveying and interpreting legislation.

“I love the independence and the ability to make my own decisions. I enjoy having a team to work with but no staff to supervise. No subdivision is exactly the same, and I get to tackle new challenges regularly. The best thing – I have never had a boring day!”

Joan encourages anyone interested in a provincial approving officer position to contact her.

For more about Provincial Approving Officer Joan Brickwood, and the work of other employees, see Career Profiles at: gww.th.gov.bc.ca/eaf/csi/profiles.asp.
Sr. Development Technician Offers Career Advice
Submitted by Max Walker, EAF Road to Opportunity Team

When asked about the path that brought him to this moment in his career, Senior District Development Technician Patrick Hill responded “I have always been interested in the built environment and urban and rural planning issues. As a planner for municipalities, I was drawn to the ministry’s responsibilities and authority over development, including subdivision control in the rural areas.”

He joined the ministry in January 2007 as an area development and operations tech in the Lower Mainland District. Previously he worked as a development planner with the District of Sechelt on the Sunshine Coast and as a planning technician with the City of Surrey.

Working in the ministry’s New Westminster District Office of the Lower Mainland District, he now oversees the development approvals function in the Squamish, Sechelt and Powell River sub-offices. His assigned geographic area of responsibility includes the North Shore, Howe Sound and Sea-to-Sky country past Whistler and Pemberton, as well as the entire Sunshine Coast up to Powell River.

He has been in his current position for close to three years and enjoys being involved in and contributing to urban and rural developments, as well as the added responsibility of building and leading a team of development technicians.

Patrick has a bachelor’s degree in geography from UBC and a diploma in urban and rural planning from Langara College in Vancouver.

And although a liberal arts education represented by a bachelor’s degree often gets a bad rap, he says “I feel it offers a person a good well-rounded education needed in development approvals where you have to be generalist, taking in and coordinating information from various fields and specialities.” So what made the difference for Patrick? “My land use development training and knowledge of municipal planning have been extremely beneficial in understanding the issues that local governments face.”

When asked to give some words of career advice, Patrick gladly notes that to be successful in the work world, “I would emphasize any training and education program that focuses on written and verbal communication skills in the workplace your job prospects will be challenged.”

He also recommends taking leadership-oriented training programs to gain a greater understanding of working with and supervising people.

For anyone specifically interested in the development approvals field, he encourages gaining an understanding of the issues and regulations around land development, highway construction and operations.

What actions did Patrick take to help carve out his career path? He accepted acting positions for an area manager and an operations manager, he completed leadership courses and he took the time and effort to speak with other supervisors.

Development approvals encompasses a broad range of ministry business, including property management, policy planning and partnerships, operations, projects and gravel/resource management. So what is it about this role that keeps Patrick engaged? “In a unique and busy district, I like the challenge of facing something different every day and meeting people from diverse backgrounds.”

For more about Senior District Development Technician Patrick Hill, and the work of other employees, see Career Profiles at: gww.th.gov.bc.ca/eaf/csi/profiles.asp.

Did You Know?
FACTS ABOUT PAY AND BENEFITS – HOTEL DISCOUNTS FOR VACATION TRAVEL
Brought to you by the EAF’s Team Appreciation

As a B.C. government employee, you are eligible to receive discounts on your personal leisure travel accommodation, from the properties listed in the Business Travel Accommodation Listing. For more info go to: www.pss.gov.bc.ca/csa/idir_govt_only/accommodation/search/
Email Overload Part 1
Tips and Tricks to Ensure Your Emails Get Attention
Submitted by Team Balancing Act

One of the biggest technological challenges today is managing our email. Effective email management can reduce stress and workload. Here’s some tips and tricks.

**ADDRESSING**

- To... Indicates the content of the email requires an action or reply.
- Cc... Indicates the content of the email is typically for information only.

**SUBJECT LINE TO START WITH A KEYWORD**

- Action by <insert date>:
- Question:
- Heads Up:
- FYI:
- Answer:
- Follow Up:
- Phone Message:
- Request:
- As Promised:
- Work/Life:
- As Requested:
- Thank You!

The subject line should also clearly indicate topic. Eg. Follow Up: Article for Next Road Runner

Finally, before writing an email, ask yourself:
Is Email the Best Choice? ♦

Next Issue: Tip and Tricks for Creating Rules to Manage Your Incoming Messages

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Run or Walk Marathon for Healthy Workplace Month
Submitted by Sharon Goddard, EAF Team Balancing Act

October seems like a long way off but we want you to join the EAF’s Team Balancing Act and participate in the Victoria Marathon, on Sunday, Oct. 9. You can run or walk the full marathon, the half marathon or participate in the eight-kilometre race. Most of Team Balancing Act is committed to walking the half marathon!

It’s the Thanksgiving weekend, so encourage your family and friends to participate too and burn off some of those turkey calories with you. The website runvictoriamarathon.com/index.php has a training plan which recently began, so don’t delay.

Contact Team Balancing Act at Sharon.Goddard@gov.bc.ca for information on joining our marathon team.

Stay tuned for updates on how to register to walk or run the full or half marathon, or the eight-kilometre road race, as part of a ministry team, and for information on more Healthy Workplace Month initiatives from the EAF Team Balancing Act! www.healthyworkplacemonth.ca. ♦

Sarah Duggan and Ryan Spillett train for their participation in the Victoria Marathon.
Bones are the foundation of our bodies and they are generally ignored when one thinks about fitness. We concentrate a lot of time on our muscles, including our hearts, but little consideration is given to our joints which are the parts of our bodies where two bones join.

How do we keep our joints in good working condition? We must ensure that they do not wear out prematurely by keeping them lubricated with joint lotion (also known as synovial fluid). We all have it in us! But in order to apply the lotion you have to have the motion... all of the connections in your skeleton need to move every day.

Moving our joints and stretching assists in our everyday activities, decreases wear and tear, decreases our chance for injury and increases blood flow which aids nutrient delivery and waste removal. It helps you move with less discomfort and may prevent some pains as you get older. Exercises to keep your range of motion as wide as possible are important because if you don’t use it – you lose it!

There are several websites that show you simple movements to keep your joints in motion. Here’s a few websites:

www.healthyworkplacemonth.ca/sites/healthyworkplacemonth.ca/files/Stretch_Break.pdf
www.centre4activeliving.ca/workplace/trr/tools/stretch-at-desk.html
www.capitalhealth.ca/EspeciallyFor/HeartSchool/RoadtoRecovery/Motion_Exercises.htm

Take a look at these or other sites, and come up with a set of movements that work for you. By doing these, you will be applying lotion to all of your joints. Perform these movements daily, and you will be good shape to move all your joints everyday for the rest of your life.

So take four minutes out of your day – stand up at your desk during a break, or make the time at home, and move your bones!

For more information, connect with the Physical Activity Line at 1-877-725-1149, www.physicalactivityline.com or info@physicalactivityline.com. Fact sheets available include: Stretching Exercises – Upper Body, Stretching Exercises – Lower Body, Precautions For Flexibility Activities and How To Exercise Safely.

Special thanks for additions for this article go to Marc D. Faktor, MSc., CSEP Certified Exercise Physiologist, Physical Activity Line (PAL Project), CSEP Health & Fitness Program of B.C.
Cone Travels **the West Kootenay**

Submitted by Robbie Kalabis, EAF Road to Opportunity Team

The Own the Cone recognition initiative has been given a new twist by employees in the West Kootenay District.

In a district that covers a wide geographic area and has offices in Nelson, Nakusp, Trail, Grand Forks and Creston, it’s no wonder little Cone #16 has taken to the road and travelled all over this mountainous wonderland. Along the way the cherished cone changed names.

The cone was launched on its journey by Robbie Kalabis of the Employee Advisory Forum, who presented it to Darrell Gunn for his help adopting a gorgeous three-kilometre section of Highway 3A along the waterfront of Kootenay Lake’s West Arm. As an official Adopt-a-Highway group, the employees from the Nelson voluntarily keep the roadside trail clear of garbage. Accompanied by Darrell, The Little Cone that Could made its way from Nelson to Trail, and all the way up to the top of Red Mountain Ski Resort!

From the slopes of Red, Cone One-Six made its way back to Nelson along the snowy Highway 3 corridor, when Darrell recognized Catherine Littlewood for her timely help whenever Darrell needed it, and her commitment to delivering service excellence to ministry staff and the public.

Catherine then passed the cone just down the hall to Bridge Area Manager Arn von Maydell. She wanted to recognize Arn’s infectious passion for his work, and his willingness to share his knowledge and insights about managing the numerous structures in the West Kootenay District.

Sweet Sixteen then co-piloted its way from Nelson to Grand Forks where it was handed by Bridge Area Manager Arn to Bridge Area Manager Larry Ballard. Larry’s appearance may change when he’s in the field (see image at right), showing his dedication to maintaining the safety of the structures along our district’s highways is super human!

With only four members of the ministry family in Grand Forks, it was just a matter of time before the WTC (Well Travelled Cone) made friends with one of Larry’s colleagues. Larry gave the cone to Stephanie Gillis, for her exemplary service, which consistently exceeds expectations. He praised Stephanie for responding to customer concerns with optimal service, championing road funding requests, assisting other ministry staff and skilfully administering the road and bridge maintenance contract.

Own the Cone was introduced by the EAF’s Team Recognition last fall. With 50 cones circulating in the ministry, the West Kootenay District is proud that our treasured Cone #16 (aka The Little Cone that Could, Cone One-Six, Sweet Sixteen, and the Well Travelled Cone) has travelled so far and to so many! ✨

Darrell Gunn and Cone #16 have a peak experience at Red Mountain.

Catherine Littlewood was recognized for timely service to ministry clients and staff.

Larry Ballard’s “self-portrait” as guardian of bridge safety.

Larry Ballard chose Stephanie Gillis as a worthy recipient of the cone.
Recognition Cones on the Move
Submitted by Shelley Keddy, EAF Team Recognition Lead

There are 52 cones in circulation, with cone #48 in HQ’s Partnership and Project Development Branch leading the way in peer recognition – moving a total of seven times! Check out the statistics for each cone, and help rescue a cone from inaction if you can.

Also, due to popular demand we have decided to start publishing where the cone travels.. Where’d that cone go? Kudos to everyone for involving themselves!

Remember, we need your help to keep track on where the cone is going. Fill out the Cone History Form when you pass your cone along. Only people whose names are entered in the cone history form are eligible for the quarterly draw.

Congratulations to the winners of the first quarterly draw in December! Sam Casler, and Tahna Neilson were recipients of cone number #46, and both are in the Information Management Branch, in Victoria. Sam and Tahna each won an elegant glass and brass desk clock. The next quarterly draw is coming this month.

Let’s keep the cone moving in recognition of all our fabulous, fun, talented and dedicated co-workers!

Sticker falling off? Use your glue stick! More serious cone repairs needed? Send it to Shelley.Keddy@gov.bc.ca or 250-387-7822. Also, contact Shelley if your business unit would like to get involved in this fun initiative, or if you need help locating a cone.

Cone Recognizes Contributions of Many
Submitted by Kristina Haugen, GIS and Documentation Analyst

Kevin Baskin and Rodrigo Disegni wanted to thank a group of employees who made an extra effort in providing data and Bridge Management Information System support in a professional and timely manner within the tight timelines of the Bridge Funding Needs Analysis.

Not everyone could be there for the big moment the cone was passed on. Unavailable were: Rodrigo, Terry MacKay, Willem Jellema, Jeff Siemens, Anna Pretorius, Ryan Wirth, Haisam Abdelmoniem and Heather Lehman.

This may be the biggest group of employees to receive a cone yet! ♦

Extraordinary efforts were acknowledged as Kevin Baskin presented a recognition cone to a group which included Brian Barker, Doug Wilson, Ivana Mazuch (accepting cone), Sajedur Rahman, Gary Farnden and Zbigniew Radzimowski.

Congratulations to Murray Smith for joining the Thompson-Nicola District Conehead Club! Click here for more on this and other Own the Cone success stories.
Roundabout Education Required
Submitted by Jeff McConnell, Partnerships Department

As Victoria Times Colonist writer Jack Knox stated in a recent article: “We learned how to program our PVRs, put quarters in shopping carts and use the downtown parking meters. Surely we can drive in circles.”

This quote makes light of the apprehension that some south Vancouver Island drivers feel about using roundabouts. Roundabouts are becoming increasingly common as an alternative to conventional intersections; however many drivers have had limited experience or education in using them properly.

Roundabouts have been proven to improve safety by helping to regulate speeds and eliminating high-severity “T-bone”-type collisions that can occur at conventional intersections. Roundabouts also help reduce greenhouse gas emissions through reductions in idling, and allow for improved traffic flow as compared to signalized intersections.

Increasingly the ministry and municipalities around the province are utilizing roundabouts in their project designs. Examples include the re-built McCallum and Clearbrook Interchanges that are nearing completion, in Abbotsford. On Vancouver Island, the McTavish Interchange near Victoria International Airport incorporates three roundabouts into its design. All three interchanges became operational last month.

Education of drivers, bicyclists and pedestrians on the proper use of roundabouts, was promoted in the months leading up the interchange openings. The ministry’s website, advertising and media spots will continue to be used to improve public awareness and reduce anxiety over the proper use of roundabouts. In addition, the ministry will use its DriveBC and TranBC Twitter accounts to update people about the new intersections, and provide links to more information.

The campaign will emphasize the simple rules of using roundabouts:

**Entering the Roundabout**
- When approaching the roundabout, follow the lane designation signs and choose your lane, slow down and yield to pedestrians in the crosswalk.
- Look to the left. Traffic in the roundabout has the right-of-way.
- Approach the yield line and enter the roundabout when there is an adequate gap in the circulating traffic flow.
- If another car is waiting at the yield line ahead of you, do not stop in the crosswalk. Keep the crosswalk clear for pedestrians.
- Bicyclists are permitted to ride within the roundabout and will be riding in the lane just as other vehicles do. Do not pass a bicycle in the roundabout.

**Exiting the Roundabout**
- Once you have entered the roundabout, proceed counter-clockwise to your exit. You now have the right-of-way.
- As you approach your exit, turn on your right turn signal.
- Exit the roundabout, yielding to pedestrians in the crosswalk.

Ministry staff in areas where new roundabouts have been introduced, may receive a higher than usual volume of public inquiries about how to navigate these intersections. It is expected that once drivers become more familiar with roundabouts their comfort level will increase. For roundabout education materials, see: [www.th.gov.bc.ca/roundabouts/index.html](http://www.th.gov.bc.ca/roundabouts/index.html).

**McTavish east roundabout, near Lochside Drive, will improve traffic flow to Victoria International Airport.**
Aboriginal Intern Builds Relationships
Submitted by Lenora Fillion, Regional Manager, Business Services

Each year, the B.C. Public Service Agency recruits Aboriginal youth age 29 and under, from across the province, to the Aboriginal Youth Intern Program. The internship involves a nine-month placement in a government ministry, followed by a three-month assignment in an Aboriginal organization.

The Northern Region submitted an application for this program and was fortunate to have been successful in receiving an intern. Violet Shorty has been working with the Regional Office Administrative Team, in Prince George, since September 2010.

Violet is Saulteau and Northern Tutchone. She was born and raised in Vancouver, and although she has family connections in the north, Violet had never lived anywhere else. Upon arriving, she told me that she was excited about spending her internship in the north. Winters are a challenge at times for northerners, so arriving in a year with a record snowfall has been eye-opening for Violet. Over the last couple of months, several times she has asked, “Is winter ever going to end?”

Violet has been successful in her assignment of building relationships with local First Nation communities and youth by making them aware of potential opportunities within the ministry. She has made contact with communities and high schools in Prince George, Smithers and Terrace areas, and had sessions and meetings around Fort St. John and Dawson Creek.

Violet’s term with our ministry ends in May. She has become a valued member of our administrative team and has been a pleasure to work with. We will miss her contributions, smiling face and daily sneezing frenzy.

Violet Shorty presents at a career planning class at South Peace Secondary School, in Dawson Creek. Bridge Technician Colleen Davis, from the Northern Regional Office, joined Violet.

From here, Violet’s assignment will be with the Tsleil-Waututh First Nation as an economic development intern. Her role will be to help in the development, marketing and operations of Tsleil-Waututh community-owned businesses. She will also be assisting with department administration such as project proposal development, organizing and attending meetings with government ministries, working on communications to the Chief and Council, and helping out with public and community relations. Her experience with our ministry will be applied with community youth, through work with Takaya Tours employees.

The Aboriginal Youth Intern Program, now in its fourth year, was created to develop leadership capacity among Aboriginal youth in B.C., and to build new relationships between government, and Aboriginal people and communities. The Aboriginal Youth Internship Program aims to develop the interns’ professional skills, and assist in closing the socio-economic gaps between Aboriginal people and other citizens of the province.

I encourage others to consider this development program for their areas, and if you have any questions to please give me a call.

Submit your stories and photos to RoadRunner

If you want to submit articles, send your Word files and photos to: RoadRunner@gov.bc.ca.

To ensure the best quality possible, please email your photos as JPEGs and do not embed them in your article. Please limit your article to 500 words or less.
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REWARD Camaraderie & PRIDE

CONTACT BERNIE BOLTON
SHERIFF RICHARD ROBERTS & DEPUTY DARREN KENNEDY

MORE INFO IN APRIL
Roads and Toads Workshop Offers Protection Strategies
Submitted by Leonard Sielecki, Environmental Issues Analyst

As part of its ongoing commitment to environmental stewardship, the ministry co-hosted the Herpetofauna and Roads Workshop, at the Vancouver Island University, in Nanaimo, from Feb. 22 to 23. The other co-hosts were the Ministry of Environment, B.C. Frogwatch, the northwest chapter of Partners in Amphibian and Reptile Conservation, the Association of Wetland Stewards for Clayoquot and Barkley Sound and the Biology Department of Vancouver Island University.

The workshop was the brainchild of Elke Wind, E. Wind Consulting; Dr. Barb Beasley, Wetland Stewards for Clayoquot and Barkley Sounds; and Dr. Purnima Govindarajulu, Environmental Stewardship Division, Ministry of Environment. Elke, Barb and Purnima saw a growing need to bring scientists, environmental managers and engineers together to examine the potential impacts of transportation corridors on amphibians and reptiles and discuss approaches to mitigate them.

As the workshop’s lead organizer, Elke arranged for a very impressive line-up of plenary speakers: Dr. Miklos Puky, a leading European amphibian expert from the Hungarian Academy of Sciences; Kari Gunson of Eco-Kare International, one of the top five finalists in the inaugural ARC International Wildlife Crossing Infrastructure Design Competition, in 2010; and Dr. Bruce Kingsbury, the director of the Center for Reptile and Amphibian Conservation and Management at Indiana-Purdue University.

The workshop was well attended and the Vancouver Island University campus was a great venue for the event. More than 100 people participated, including representatives from municipal, provincial, state and federal natural resource and transportation agencies in British Columbia and Washington State; universities across Canada and the U.S.; leading environmental non-government agencies; prominent local, national and international environmental consulting firms; and major resource industries and utilities. The workshop was well organized and extremely constructive. The presentations and group exercises were highly informative and gave a compelling overview of the plight of amphibians and reptiles and provided approaches and strategies for protecting these creatures. Despite an unexpected blizzard, the atmosphere at the workshop was warm and inviting. The social events and poster presentations provided an excellent opportunity for participants from all fields and interests to meet and speak with leading researchers in an informal setting.

In addition to supporting the workshop, the ministry’s senior headquarters and regional environmental staff also participated. A/Chief Environmental Officer Greg Czernick, Southern Interior Region Environmental Services Manager Brent Persello, and Northern Region Environmental Services Manager Daryl Nolan shared their knowledge and experience with the workshop participants. Together they provided perspectives on the issues and solutions to challenges faced by the ministry, and transportation agencies, globally. Brent gave a comprehensive presentation on the ministry’s ongoing efforts to protect amphibians and reptiles on Highway 97, near Osoyoos. The workshop was a great opportunity to showcase the ministry’s work and its commitment to the environment.
Get on the “NextBus” – Emerging Transit Technology

Submitted by Jean Bishop, Transit Analyst

Is this you? Running for the bus...you think you are on time...but as usual you never know exactly when your bus will arrive.

Sometimes it’s early, rolling by before you have the chance to even cross the street. Then there are the times that you get there with a sigh of relief because you made it on time. Then you wait. And while you stand there, you wonder, "Did I miss it? Why isn’t it here yet?"

Both situations can be frustrating for even the most patient, laid back and seasoned transit user. You ask yourself, "Why can’t the bus just be on time?"

There is an answer and it’s on the way. It’s called NextBus technology.

Imagine standing in your kitchen, having that last sip of morning coffee, knowing you have an extra few minutes before you have to dash out. How do you know? You can see the whereabouts of your bus in real-time. You see on the map shown on your mobile device that your bus is still several stops away from your place. In fact, it’s almost five minutes late. Phew!

How is this possible? NextBus technology! NextBus is a combination of satellite technology (GPS on each bus) and advanced computer modeling to show the actual position of a bus on its route. This is done with a high degree of accuracy by looking at intended stops and typical traffic patterns. It is updated constantly in real-time.

For Metro Vancouver, this is almost a reality. TransLink will be introducing an update to their NextBus service toward the latter part of the year. TransLink already has a Short Message Service (SMS): text messaging that provides riders with the six next scheduled bus arrival times at each stop. The future version of NextBus will build upon the SMS application to provide either the real-time location of the next bus, the expected arrival time at each stop, or possibly both!

Time for another cup of java!

TransLink’s NextBus (pictured here) will soon offer either the real-time location of the next bus, the bus’ expected arrival time at each stop, or possibly both.

Transit Branch Staff Update

We would like to welcome Erica Simpson, who has been recently added to our team and will be working with Stacey McGaghey Jones as another Public Affairs Bureau transit specialist.

We would also like to wish Sean Owens good luck in his new position at TransLink. He recently accepted a position as a Transportation Planner in the Forecasting and Monitoring section.

Another staff update will appear in the next edition of Road Runner, once the successful applicants have been chosen for the financial officer and research analyst positions.
Highway Volunteers Take on Invaders
Submitted by Josie Jones, Business Coordinator

You may not be aware, but there is a quiet invasion going on out there! And that’s why the ministry has included invasive plant management in our Adopt a Highway program. The introduction of invasive plant management puts B.C. ahead of the curve, when compared to similar programs in other jurisdictions, including Ontario, New Brunswick, Washington and New Zealand.

Adopt a Highway is a roadside maintenance and enhancement program that encourages local stewardship of public highway rights-of-way. It offers non-profit and for-profit organizations the opportunity to have a hand in aesthetic — and now environmental — improvements to the medians, boulevards, interchanges and general right-of-way areas alongside highways in their communities. This is the first time that spotting and reporting invasive plants has been part of the program, now in its eighth year.

In the past, the program focused on litter pickup, beautification and general weeding. In the future, volunteers will be spotting and reporting invasive plants and may even choose to remove non-toxic invasive plants from their stretch of adopted highway. The safety of participants is the primary consideration.

The ministry is working with the Invasive Plant Council of B.C. and regional weed committees throughout the province, to deliver invasive plant recognition training to Adopt a Highway groups during the upcoming season. The Adopt a Highway program has hundreds of volunteers all over the province. Groups commit to “adopt” a section of highway for at least two years.

For more information about the Adopt a Highway and Invasive Plant Programs see: www.th.gov.bc.ca/adopt-a-hwy/adopt-a-hwy_home.htm and www.th.gov.bc.ca/invasiveplant/

For more information on invasive plants, contact Crystal Wheeler.

Oxeye daisy infestations decrease local plant biodiversity and food for wildlife.
Automated Weather Analysis-to-Sign System 

a First in B.C.

Submitted by Tim Clements, Assistant Environmental Electronics Technician

While travelling on B.C. highways, you may have seen changeable message signs overhead, and weather stations (inside chain-link fenced compounds) alongside some routes. Now, after nearly two years of research and development, the ministry’s Weather Network Program and the South Coast Region Project Delivery Group have devised a way to link the road weather station data with the changeable message signs.

* Intelligent transportation systems are defined as the application of advanced and emerging technologies (computers, electronic sensors and communication devices) in transportation to save lives, time, money, energy and to protect the environment.

The Kennedy Lake intelligent transportation system* on Highway 4 consists of three connected elements: one road weather station and two changeable message signs. The overhead signs are located about 10 kilometres apart along Highway 4 at Kennedy Lake between Port Alberni and Ucluelet (also known as the Pacific Rim Highway). The Kennedy Lake section is a narrow, winding corridor subject to frequent heavy precipitation, dense fog, heavy snowfall and icy road conditions. The overhead signs alert the travelling public to the road conditions in the corridor.

The Kennedy Lake station collects and measures weather data with the aid of various electronic sensors. This information includes air temperature, humidity, wind speed and direction, precipitation amounts, snow depth, pavement temperatures and pavement condition. Once the data is collected, the station’s data logger analyzes it and updates the message on the signs, using spread spectrum radio communications.

The messages indicate the severity of the weather that is sensed by the weather station. For example, if there is a significant amount of precipitation on a certain day, the station will detect this, determine the appropriate message, and load “WATER PONDING NEXT 10 KM USE CAUTION” onto each sign. In the event of an emergency, the message on the signs can be manually overridden by the Provincial Highways Condition Centre in Burnaby.

The Kennedy Lake project was built through a partnership between the Ministry of Transportation and Infrastructure and ICBC.

The interfacing of the two major components required a significant amount of in-house data logger code writing, in order to correlate

Continued on Page 24...
Social Media, TranBC and BC MoT – Ready to Engage
Submitted by Russel Lolacher, Social Media Director

We’ve got a story to tell. Actually, scratch that. We’ve got stories upon stories to tell and the ministry’s new Social Media Branch wants to share them.

Through social media tools, we can engage the public, inform staff and increase our online presence. Currently, we are using Flickr (a photo sharing website), YouTube (a video sharing site) and two Twitter accounts: @TranBC and @DriveBC (for instant updates). We plan to add more tools in the not-too-distant future.

But why? What is social media? I get asked that quite often and I’m always happy to have that discussion. Most people get their information today a lot differently than they used to, whether it’s a Google search or asking those they trust. Every day, whether through a “tweet” or a Facebook status update or a blog, people are talking online about issues and projects related to our ministry. Sometimes their information is correct, sometimes it’s not.

Social media provides us an opportunity to get into those online conversations or to start them, to provide up-to-date accurate information, or to answer questions. Through this engagement, we can build lasting relationships so they can see us as we are – a leader in highway construction, expansion, safety and maintenance.

The Social Media Branch is looking forward to working with all parts of our ministry from across the province, to share your stories with the public and each other. One way we are doing that, beyond the social media tools already mentioned, is on the TranBC website. Visit www.tranbc.ca and please let us know what other stories we should be telling. ◆

Automated Weather Analysis-to-Sign System a First in B.C. ...Continued from Pag 23

Specific weather parameters to their appropriate message. This extensive effort has now provided the ministry with a system that can be deployed anywhere in the province where rapidly changing road conditions are an ongoing challenge to highway safety.

Some quick facts about the ministry’s Weather Network Program:

- The Weather Network Program staff maintain and operate 178 electronic weather stations throughout the province.
- Stations include 61 road weather stations, 54 remote avalanche weather stations and 63 frost probe stations.
- Data is used for monitoring road conditions, avalanche forecasting, road weather forecasting and determining seasonal strength loss and load restriction implementation.

Special thanks go to the following:

- Snow Avalanche and Weather Programs staff
- ICBC
- HQ Highways Department
  - Engineering
- South Coast Region
  - Programming, Partnerships and Planning staff
  - Project Management staff
  - Electrical Engineering staff
  - Traffic Engineering staff
- Vancouver Island District
- Provincial Highway Conditions Centre
- BC Hydro
- Raylec Power Ltd.
- Emcon Services

The Social Media Branch is using new tools to communicate with the public. Team members are Wendy Grant, Russel Lolacher, Samantha Eburne, Gavin McLeod, Nancy McLeod, James Penner, Kyla Kelch and Gord Smith.

RoadRunner
May 2011
Video Offers New View on Region’s Goals
Submitted by Paula Cousins, Manager, Rehabilitation and Maintenance

The annual performance agreement is a document created by business units that articulates the contributions we will make to the ministry’s service plan goals and objectives. The unit then reports on the delivery of these contributions quarterly.

In an effort to communicate these objectives in a creative, meaningful way, Joey Alain has produced a 38-minute video that highlights staff from across the Southern Interior Region explaining their role in assisting the ministry to reach its goals.

From CVSE school bus inspections, to delivering the resurfacing program, to ensuring our projects are delivered on time and on budget, all of these objectives are showcased by the dedicated staff who work hard every day to meet their goals. The video is being viewed at team meetings across the region and has been getting “thumbs up” reviews.

To see the video, go to the region’s sirCast website at 142.24.12.133/sircast/ and select “APA 2010-2011.”

Kudos to Joey and all the regional stars in the production!

On-Line Permit Strategies Shared
Submitted by Jeff Monty, Manager Commercial Transport

Management from Commercial Vehicle Safety Enforcement and the Provincial Permit Centre met in Red Deer on Feb. 6, 2011 with their counterparts from Alberta and Saskatchewan, to discuss their online permit system offerings, and strategies to encourage industry usage of self-permit functions.

Attending from the B.C. Ministry of Transportation and Infrastructure were CVSE-HQ Manager Commercial Transport Jeff Monty, Information Management Branch Project Analyst Greg Sutton and Acting Provincial Permit Centre Manager Chantelle Gergley. At the gathering, each jurisdiction demonstrated its online system, and strengths and areas for improvement were discussed.

The Alberta TRAVIS routing system, based on Google maps technology, was investigated by the B.C. staff and we have been permitted to test access to that system, to examine it more thoroughly.

What a fantastic learning experience! Sharing experience, knowledge and technology between the three western provinces, and building networks with them, will help us all move toward greater efficiencies in the work we do every day.
Come Cycle with Us!
Submitted by Leeanne Jones, Research Officer

It’s that time of year again – time to take your bicycle out of storage, dust it off and show it some love.

Bike to Work Week is coming to a community near you! The program encourages and promotes cycling as an alternate form of transportation. Bike to Work Week will take place in more than 18 communities including Prince Rupert, Prince George, Kitimat, Revelstoke, Victoria and Vancouver.

Challenge your co-workers and start a team! Registration information is available on www.biketowork.ca. This year, the special week will take place in late May or early June, depending on your location. Check out the website to get exact dates for your community. There are also excellent resources for finding out what events are occurring in your community, and educational materials such as brochures, maps and posters.

During the week, some communities offer safety training courses to new cyclists or people who want to refresh their cycling skills, and host celebration stations. Here in Victoria, my favourite part of the week is the Commuter Challenge, where a car and bicycle travel to a celebration station, from different parts of the city. Most times the bicycle wins. When the car wins, there is good-natured speculation that they have bent the rules a bit by running red lights or double parking.

Headquarters employees Ian Pilkington, Guy Cookson, Dave Byng and Nancy Bain competed in the 2009 Commuter Challenge, completing their route at a celebration station downtown on Broad Street. This year, let’s hope Ian pedals faster or chooses another route, so he can win! (Ian and Dave travelled down Highway 17, from Royal Oak Drive.) Cyclist Guy was the victor when he and Nancy left from the Crystal Pool.

The province is a proud sponsor of Bike to Work Week and endorses the health, environmental and social benefits of cycling. Stay tuned for more details on events.

Home and Business Continuity
- Protecting Critical Information
Submitted by Josie Jones, BCP Advisor

I recently went on holiday and I lost my address book. But, after moaning and groaning about it for a while, I realized that most of my important phone/text/email addresses were not contained in the address book; the information was programmed into my phone!

Then, I thought, “What if I lost my phone?”

There are many potential hazards around us, including fire, tsunamis and earthquakes, to name only a few. The consequences of these events can have serious consequences for you, your family, and your workplace!

What if technology lets us down? The message here for all of us is: Lose the phone, Blackberry or computer means lose the information. This is pretty basic stuff, and pretty obvious when it’s pointed out.

Protecting Your Information:

- Make copies of your essential information; keep it with you or store it on a USB.
- Store paper copies in a locked cabinet or at different locations; scan or compress/password protect CDs, or use USB drives.


Hey, you never know.

Cyclists Ian Pilkington and Guy Cookson took on motorists Chief Operating Officer Dave Byng and Finance and Management Services Assistant Deputy Minister Nancy Bain, in 2009.
On Jan. 26, the Consulting Engineers of British Columbia (CEBC) and the ministry held their annual one-day conference focusing on transportation and climate change, followed by the evening presentation of the Deputy Minister’s Awards for Consulting Engineers. The theme for this year's conference was “Roads to Change,” and for the first time TransLink was featured as a conference partner.

The day began with a tour of the Centerm Marine Container Terminal on Vancouver’s waterfront. Participants were treated to a behind-the-scenes tour of equipment and environmental programs in place at the terminal. The Centerm tour guides got rave reviews from all the attendees for their enthusiasm and knowledge about the many issues involved with operating a modern port facility in the middle of an urban area.

The lunch program featured three speakers – Minister of State for Climate Action John Yap, Pacific Carbon Trust CEO Scott MacDonald, and ministry Chief Operating Officer Dave Byng. Their presentations provided an overview of work underway across government that link transportation programs and climate action. Dave Byng’s presentation highlighted a number of ministry initiatives, including the Provincial Transit Plan, Pacific Gateway Program and a range of highway infrastructure programs, all of which contribute to a transportation system that improves safety, supports B.C.’s economy and contributes to the province’s greenhouse gas emission reduction goals.

In the afternoon, the conference featured two technical sessions. Speakers in the first session focused on climate change mitigation — how to reduce the amount of greenhouse gases being emitted into the atmosphere. The second session focused on climate change adaptation — addressing the impacts of climate change on our infrastructure.

The event culminated with the award ceremony. Assistant Deputy Minister of Highways Dave Duncan kept the show running smoothly as the master of ceremonies, while Dave Byng and (then) Minister of Transportation and Infrastructure Shirley Bond handed out the awards.

The award categories included design and contract preparation (one category for roads and one for structures), construction management and supervision services, and specialized engineering services. Top honours this year went to Buckland & Taylor Ltd. and R.F. Binnie & Associates Ltd., which each won two awards.

In fact, Buckland & Taylor received two awards in the same category (design and contract preparation – structures). After being recognized as a finalist for their work on the Carney Mill Road Bridge, they ended up as the winner for the Capilano River Bridge replacement. And for those of you who may not know about this bridge move yet, it’s really an amazing feat of engineering, and you can view time-lapse footage of the move online at: www.th.gov.bc.ca/highwayprojects/Old_Capilano_Bridge/video.htm.

Coverage of all the award winners is available on the ministry’s Celebrating Excellence website at: www.th.gov.bc.ca/celebratingexcellence/engineers.htm.

ADM Congratulates SIR Group

Southern Interior Regional Director Norm Parkes, Regional Operations Manager Wayne Fraser, Rehabilitation and Maintenance Manager Paula Cousins and Highways ADM Dave Duncan pose with a highly treasured recognition plaque. The plaque congratulates the Southern Interior Regional Corporate Services and Operations Team for being named one of the 10 Best Places to Work in the B.C. Public Service. (See February 2011 Road Runner)
Top Work Unit Tactics Revealed: SCR – Regional Corporate Services

Submitted by Tracy Houser, Manager of Engagement Initiatives

The South Coast Regional Corporate Services team was recently named one of 88 Top Work Units in the BC Public Service. We asked them a few questions to uncover their secrets.

1. Why would others want to work in your work unit?

It’s fun! We work hard, take pride in our accomplishments, and the environment and people make it a great place to come to work.

We:
- allow flexibility around core work hours (our managers value and apply the principles of work/life balance);
- are a dynamic team that jumps in when a co-worker needs extra help;
- celebrate our successes;
- contribute to each others’ individual causes and charities;
- are a fun, quirky family and truly enjoy our work; and we
- dress in business casual, but polish our image for meetings and important visits.

2. What was the last group learning or developmental activity that your work unit participated in?

We had a team-building day with personality testing that taught us how to interact effectively with our team members. We also recently toured a bridge in its construction phase to see how our work directly impacts the many work units that depend on us. The tour showed us that the efficiency of our contracting and financial processes literally paved the way to maintain the budgets and timelines that directly impacted our ministry’s mandate.

3. Do you have a process for welcoming new employees into your work unit?

We include new employees immediately into our traditions. We celebrate birthdays, weddings, new babies and charities. We have a sign out board; however, anyone who forgets to sign out receives a ‘cookie penalty’ and must bring the whole unit cookies. The cookie penalty has built a sense of camaraderie and healthy competition in our unit.

Thank you to the South Coast Regional Corporate Services team for sharing this with all of us. Cookie anyone?

Connect with us on Twitter

DriveBC @DriveBC

@TranBC

This team is a “fun, quirky family” which truly enjoys its work.
Top Work Unit Tactics Revealed: Northern Region Engineering
Submitted by Tracy Houser, Manager of Engagement Initiatives

The Northern Region Engineering team was recently named one of 88 Top Work Units in the BC Public Service. We asked them a few questions to uncover their secrets.

1. **Why would others want to work in your work unit?**
   The Engineering group works in a team environment and makes a significant contribution to the delivery of the program. Engineering managers allow flexible work schedules and where possible, have accommodated requests to work outside of Prince George. Employees get the opportunity to participate in projects from inception to completion and can see the tangible results of our efforts.

2. **Are there any distinctive features of your work unit’s primary location? Have you done anything to personalize your work environment?**
   During the most recent renovations, we were given the opportunity to provide input into the layout of our floor space and office configuration and most were also allowed to select office locations. Senior employees, previously working in open cubicles, were provided enclosed offices that provided quiet work environments. All work spaces are well lit with natural light.

3. **How does your work unit express the ministry’s vision, mission and goals?**
   At a regional staff meeting held on Oct. 14, a video illustrating what services the engineering group provides was shown. The video took a humorous approach that received many positive comments.

4. **How do managers/supervisors within your top work unit encourage suggestions from employees about how to improve the way things are done?**
   Business units within the work group hold staff meetings where new ideas are discussed. Our Highway Design group has made an effort in recent years to visit construction sites during and after construction to learn what techniques worked and what could be done to improve highway designs. Managers and supervisors encourage the team to be innovative and to consider new ideas.

5. **Do you have a process for welcoming new employees into your work unit?**
   We make it a practice to take new employees around the office to be introduced to all staff and to acquaint them with the office layout. An electronic “employee orientation manual” is easily accessed through the Northern Region home page (www.th.gov.bc.ca/gwworientation/Content/home.asp). It is a great tool that can provide answers to many questions and new employees are highly encouraged to take the time to review it.

Thank you to the Northern Region Engineering team for revealing their tactics to all. Now let’s check out the online employee orientation manual – bet we all learn something new! ♦
Highway Rollers Bowl for Charity
Submitted by Crystal Chenier, Secretary

The Highway Rollers bowled to raise funds for Big brothers and Big Sisters, on March 12, in Kamloops. They generated $1,622 in the annual Strikes for Tykes event. This is the ninth year the South Interior Region group have donned their reflective vests and my zany collection of wigs, to have some fun and contribute to the cause. 

Back row: Shawn Grant, Bernadette Aura, Jeanne Reeves, Ken Aura, Gail Duffy, Deb Luison, Bill Richards, Elaine Shibata, Corinne Chartrand, Maurice LeFrancois and Tom Freeman.
Front row: Bonnie Cameron, Crystal Chenier, Michelle Adams and Penny Radies.
Retired Employee Sets Record Straight
Submitted by Nancy McLeod, Road Runner Editor

February 2011 Road Runner indicated that provincial approving officers Howard Hunter, Glyn Briscoe, Dale Jeffs and Art Caldwell all retired after 45 years of service. Retiree Howard Hunter alerted Road Runner to some errors in that information, and provided us with accurate data about who served for how long.

It turns out that Howard is the only provincial approving officer who had a total of 45 years with the public service. Glyn Briscoe retired with more than 43 years, Art Caldwell retired with 40 years and Dale Jeffs retired after 35 years. When combined with the service put in by Rob Howatt, Bruce Craig and Dave Labar, the cumulative total for all this experience is a whopping 274 years.

Howard, who started with the ministry in 1962, as a summer student building the Yellowhead Highway, went on to become a provincial approving officer. He says the job was often demanding, and that he found working with developers while protecting the public’s interest to be highly rewarding. One of Howard’s big projects was working on the development of the Furry Creek golf course and community, off Highway 99, south of Squamish. For Howard, flying over or driving past the area brings back happy memories of how he saw the developer’s dream and helped it unfold.

Last year, Howard retired. While he misses working as a provincial approving officer, he is enjoying spending more time with his four grandchildren: Soleina and Matayo Hunter, who live in Aldergrove; and Jeremy and Tavia Hunter, who live in Victoria.

Bike to Work Week
May 30 – June 5

The BC Public Service is one of many around the world which participates in this two-wheeled phenomenon. Across not just this continent, but also Australia, Italy and Indonesia, people will be discovering the joy of biking to work.

Exciting events are planned around our province.
To register and to find out what is happening in your community, please visit: www.biketowork.ca/

Bike to Work BC is a registered non-profit society governed by a board of directors.
VISION: To experience the joy of an ever increasing number of people safely commuting by bicycle.
MISSION: Encourage more people in all B.C. communities to commute by bicycle through Bike to Work initiatives.
District Manager Gets His Hands Dirty

Submitted by Graeme Cross, A/Regional Traffic Engineer

A District Manager’s work is never done, as you can see from this photo of Murray Tekano. The district manager for the Okanagan Shuswap District removed a large rock that had fallen onto Old Hedley Road, near Princeton, on Jan 18. We were there to monitor flooding onto the road, due to ice jams damming the Similkameen River.

“Model” Models T-Shirt

Database Administrator Raynier Pipke (right) wears a T-shirt displaying the ministry’s yet-to-be-posted sasquatch warning sign. Some employees believe that Raynier served as the model for the sign design, but only sign creator Kathy Macovichuk can say for sure.

Traversing the slopes of Mt. Washington Ski Resort seemed like the ideal way for the alleged sign model to show off the distinctive shirt. Bridge Engineering Co-op Student Yuki Kishimoto is pictured here with Raynier.

The Southern Interior Region went green for St. Patrick’s Day. Doughnuts and emerald-hued head garb topped off the March 17 celebration.
On April 2, Kamloops held its second FemSport competition at the Tournament Capital Centre, with women from all over B.C., Alberta and Saskatchewan competing. FemSport is a women’s all-strength and fitness challenge.

One of the Thompson Nicola District’s finest participated over the weekend. Senior Development Approvals Technician Tracy LeClair performed impressively and placed second in the novice division. At 5’4” and 123 pounds, Tracy is a compact person with a lot of muscle.

The day started off with the kettle bell race, in which the women had to carry and place weights, that progressed from 44 to 70 pounds, on different levels of a staggered platform. The next event was inverted rows where the participants maintained a diagonal, rigid position raising their chests to a bar above, then lowering themselves. They repeated this as many times as they could in 60 seconds. Then it was onto 50 timed jumps straight up onto a box that stood about two feet high. Participants were also required to flip a 250-pound tire five times. Tracy is dynamite in a small package, but it was still pretty amazing to watch her lift up that towering tire and take ownership of it!

The final event was an obstacle course that ended with each athlete pushing a Jeep ahead 50 feet. There were some exceptional feats of strength, agility and endurance during the eight-hour competition, as well as sportsmanship. Tracy trained for four months, five days a week, getting to the gym at 6 a.m. She was so dedicated, she didn’t let a vacation interrupt her training – instead the vacation worked around the training.

Congratulations Tracy!  

A smiling Tracy with her prize.

Weight and muscles combine to move the jeep ahead.

Tracy LeClair takes hold of a 250-pound tire, to flip it five times.

Submitted by Pam Grosjean, Provincial Sign Program Clerk
On Feb. 5, we celebrated the 40th anniversary of the Southern Interior Region Two-Ender Bonspiel, at the Kamloops Curling Club. This event has been a long-standing social event that brings staff, retirees and associated family and friends together for an afternoon and evening of fun.

First place went to the Ken Kobayashi rink that included Marj Higgins, Reid Drummond and Wendy Cumming. They were followed in second place by Ken Aura, Wayne Fraser, Harleen Price and Carmone Allen. The third place team was Norm Parkes, Gail Hinch, Cheryl Scott and Brian Henderson. Plunger awards (last place) went to Reg Lawrence, Luci Tremblay, Carol Kennell and Michelle LeFrancois.

Outstanding performances resulted in the following individual awards:

- The Hog Rocked Award – Corinne Chartrand
- Achievement Award – Al Scharien, for coming back after 31 years
- Best Presentation Team (Viking Hats) – Sally D’Angelis, Jim Vigna, Bob Haywood and Peter Malone
- Fancy Footwork - Genevieve Pelletier
- Skip Behind the Glass – Luci Tremblay
- “MVP” (Most Valuable Partier) – Crystal Chenier: also chief photographer and 50-50 draw host!

"MVP" Award: Crystal Chenier receives the most valuable partier prize from Kathy Strobbe.

Plunger award winners: Michelle LeFrancois, Carol Kennell, Reg Lawrence and Luci Tremblay.

First place: Marj Higgins, Wendy Cumming, Ken Kobayashi and Reid Drummond.

Second place: Wayne Fraser, Carmone Allen, Ken Aura and Harleen Price.

Third place: Norm Parkes, Gail Hinch, Kevin Parkes, Brian Henderson and Cheryl Scott.
Rusty Rides Off to Retirement
Submitted by Lynda Lochhead, District Development Technician

Rusty Hewitt, long-time district program manager for the Okanagan Shuswap District, decided to hand over his spreadsheets and project lists, and trade in his laptop for a fishing rod and his boat, the SS STOB!

Rusty’s last working day was Feb. 28. The formal celebration was held on March 19, at the Penticton Lakeside Resort and Casino – and, oh what a celebration that was! Sorry, Rusty, didn’t mean to make that sound like we were so glad to see you go!

The evening events recognized, thanked and congratulated Rusty on his 35 years and all that he contributed to the ministry. There was the formal presentation of the coveted “iceberg” (engraved plexiglass recognition item) and a gift bag of fishing gear, including a flashy new reel and deep sinking line. Rusty was also presented with a jacket from Argo Road Maintenance.

District Operations Manager Jeff Wiseman had a backpack full of handy equipment for various recreation activities – such as three six-packs of Budweiser, a fishing net suitable for a small child, oversized sunglasses, and a shovel, fold-away fishing rod, large bottle of Pepto-Bismol, small hatchet, hammer, fish bonker and roll of duct tape.

Next on the agenda was a video presentation, produced, directed and edited by District Clerk Audrie Henry. In STOB News, Sandy Centreline (Audrie Henry) and Norm No-Post (Development Technician Blaine Garrison) interviewed district staff who had many words of wisdom, advice, memories and thanks, including some rather colourful best wishes from Rusty’s twin brother “Mouldy” (also known as Avalanche Technician Nic Seaton)!

Rusty’s parting words of wisdom: “If it doesn’t make sense, remember to ask ‘why’?”

Rusty’s twin brother, “Mouldy” (also known as Nic Seaton) offered his best wishes.

Rusty hangs onto some of his goodbye gifts, which included beer, a fish bonker and duct tape.

Rusty rides off into retirement.
## Staff Roundup

The following employees have recently joined the Ministry of Transportation and Infrastructure. Please welcome them to the ministry!

<table>
<thead>
<tr>
<th>Name</th>
<th>New Position</th>
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<tbody>
<tr>
<td><strong>Headquarters</strong></td>
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</tr>
<tr>
<td>Trina Kuiack</td>
<td>Corporate Contract Analyst, Construction and Maintenance Branch</td>
</tr>
<tr>
<td>Grace Sherratt</td>
<td>Senior Claims Adjuster, Construction and Maintenance Branch</td>
</tr>
<tr>
<td>Brian Murray</td>
<td>Director, Commercial Vehicle Safety Enforcement</td>
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<tr>
<td>Christopher Rabbit</td>
<td>Engineer in Training, Commercial Vehicle Safety Enforcement, Commercial Transport Department</td>
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<tr>
<td>Carla Lewis</td>
<td>RISP System Administrator, Engineering Branch</td>
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<tr>
<td>Carolyn Parkinson</td>
<td>Executive Administrative Assistant, ADM of Finance and Administrative Services</td>
</tr>
<tr>
<td>Anjit Basi</td>
<td>Budget Analyst, Finance and Administration, Highways Department</td>
</tr>
<tr>
<td>Lee Burton</td>
<td>Research/Policy Analyst, Finance and Management Services Department</td>
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<tr>
<td>Sandra Toth Nacey</td>
<td>Director, Business Management Branch</td>
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<tr>
<td>Russel Lolacher</td>
<td>Director, Social Media Branch</td>
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<tr>
<td>Kristen Reimer</td>
<td>Researcher/Writer, Social Media Branch</td>
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<tr>
<td>Warren Alexander</td>
<td>Litigation Administrator, Properties and Land Management Branch</td>
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<tr>
<td>Sierra Brown</td>
<td>Administrative Assistant, Pacific Gateway Strategy</td>
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<tr>
<td>Michael Kramar</td>
<td>Licensing and Client Services, Passenger Transportation Branch</td>
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<tr>
<td><strong>South Coast Region</strong></td>
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<tr>
<td>Jonathan Tillie</td>
<td>Operations Manager, Vancouver Island District</td>
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<tr>
<td>Chad Siemens</td>
<td>Project Technician, Project Management Services</td>
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<tr>
<td>Banafsheh Rahmani</td>
<td>Engineer-in-Training, Project Management</td>
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<tr>
<td><strong>Southern Interior Region</strong></td>
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<tr>
<td>Neil Farber</td>
<td>First Nations Coordinator, Property Services</td>
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<tr>
<td>Alicia Kosolofski</td>
<td>Safety Advisor Assistant, Field Services</td>
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<tr>
<td>Alex Masun</td>
<td>Area Develop and Operations Technician, Cariboo District</td>
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<tr>
<td>David Turner</td>
<td>Sr District Development Technician, Okanagan/Shuswap District</td>
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<tr>
<td>Blake Dixon</td>
<td>Area Manager, Roads, Okanagan/Shuswap District</td>
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<tr>
<td>Ken Squarebriggs</td>
<td>Senior Area Vehicle Inspector, Golden Inspection Station, Rocky Mountain District</td>
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<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>David Wright</td>
<td>Commercial Transport Inspector, Kamloops West Inspection Station</td>
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<tr>
<td>Jeff Ferguson</td>
<td>Area Manager Roads, Rocky Mountain District</td>
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<tr>
<td>Stevan Sobat</td>
<td>Area Manager Bridges, Rocky Mountain District</td>
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<tr>
<td>Shelley Landis</td>
<td>Commercial Transport Inspector, Golden Inspection Station, Rocky Mountain District</td>
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<tr>
<td>Brian Smith</td>
<td>Commercial Transport Inspector, Golden Inspection Station, Rocky Mountain District</td>
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<tr>
<td>Warren Appler</td>
<td>Commercial Transport Inspector, Sparwood Inspection Station, Rocky Mountain District</td>
</tr>
<tr>
<td>Bobby Chahal</td>
<td>Commercial Transport Enforcement Officer, Yahk Inspection Station, Rocky Mountain District</td>
</tr>
<tr>
<td>Trevor Kosloski</td>
<td>Commercial Transport Enforcement Officer, Yahk Inspection Station, Rocky Mountain District</td>
</tr>
<tr>
<td>Ashref Irhuma</td>
<td>Commercial Transport Inspector, Yahk Inspection Station, Rocky Mountain District</td>
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**Northern Region**

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<thead>
<tr>
<th>Name</th>
<th>New Position</th>
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<tbody>
<tr>
<td>Steve Dowling</td>
<td>Area Manager Roads, Peace District</td>
</tr>
<tr>
<td>Andrew Barrett</td>
<td>Aggregate Management Technician, Engineering</td>
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Business Management Branch Director Sandra Toth Nacey with gear from the Adopt a Highway Program, overseen by the branch.