

EXHIBIT R

bulletin

Virginia Department of Transportation Employee Newsletter

VOLUME 71, No. 6

At annual RoadEO

NASCAR star serves the chow

Chris Basye, Warsaw Residency, Jeff Hart, Lebanon Residency, and David Brightwell, Lynchburg District shop, took top honors in the 18th Annual Statewide RoadEO competition in Richmond Oct. 13.

Basye placed first in the "truck individual" category. First- and second-runners-up were Lonnie Whetzel, NOVA interstate team, and Steve Brown, Dillwyn Residency.

Hart took first in the "backhoe individual" competition. First- and second-runners-up were George Brown, Bedford Residency, and Dennis Hayer, Amelia Residency.

Brightwell claimed the trophy in the "loader individual" event. First- and second-runners-up were Todd Nelson, Saluda Residency, and Frank Griffith, Martinsville Residency.

The RoadEO was highlighted with a luncheon address by NASCAR star Ward Burton. He talked about engineering safety into vehicles and equipment. He also thanked VDOT employees for making Virginia's roads safer.

Editor's Note: For more information about the RoadEO and other topics, see the online Bulletin at: <http://www.virginiadot.org/bulletin>

News Briefs

Madison Heights Bypass open

The 13-mile roadway, which passes through portions of Amherst and Campbell counties, as well as Lynchburg, has been a local desire for more than 30 years. Construction began on the first of the nine project-related contracts four years ago and the final touches -- guardrail, signage, and markings -- needed for opening were completed in early October.

The bypass was built to address traffic congestion along the old Route 29 corridor through Madison Heights. The new road will give local traffic easier access to area shopping, etc. and will reduce delays while allowing through traffic to travel more directly.



NASCAR driver Ward Burton (center) serves up some chow between Allen Williams, Salem District (left), and Blair Kinker, Asset Management Division.



Gene Phillips of English Construction, District Administrator W. T. Ramey, District Construction Engineer Dale H. Grigg Jr., Appomattox Residency Administrator Don Austin, and Amherst Residency Administrator Mike McCormack share a moment of triumph at the opening of the Madison Heights Bypass.

Three names added to VDOT Workers' Memorial

Three employees' names were added to the VDOT Workers' Memorial on Afton Mountain in November. Two were from decades past: Garfield Wrangelborg Jr., Equipment Depot, who died in 1953; and William Dewey Carter, Sandston Residency, who died in 1963. The third, Michael P. Hamilton, maintenance superintendent in Hillsboro AHQ, Leesburg, died Aug. 11 of this year when his state vehicle was struck by an oncoming vehicle in Chantilly.

If you know of an employee who died of work-related causes and whose name does not appear on the memorial, please contact VDOT's Office of Employee Safety and Health at 804-371-6859. To see the list of names engraved on the memorial, go to: <http://www.virginiadot.org/infoservice/is-worker-name.asp>

Piners Point Interchange completed

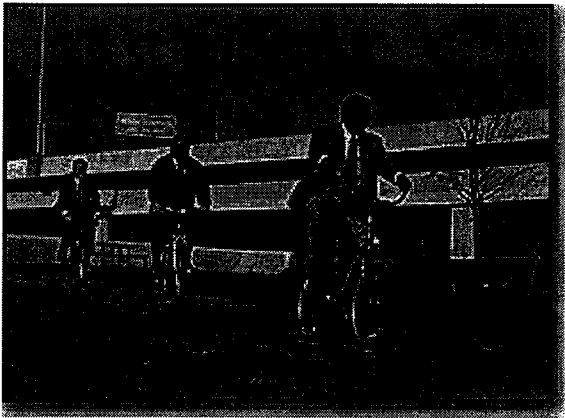


Photo by Tommy Saunders

Greg Whirley, VDOT commissioner, takes the inaugural ride on the new Pinners Point project bike paths along with Edwin McLaughlin, president of Tidewater Skanska Inc., and Pierce Homer, secretary of transportation.

A loud cheer was heard along the Western Branch of the Elizabeth River on Oct. 18 as a crowd gathered for the ribbon-cutting ceremony marking completion of the 2.5-mile Pinners Point Interchange in Portsmouth. Two new bike paths and a recreational park for the community were also part of the project.

The Pinners Point Interchange and Western Freeway Connector in Portsmouth joins the Virginia Route 164 Western Freeway to the Midtown Tunnel and the Route 58 Martin Luther King Freeway in Portsmouth. An average of 28,000 vehicles travel this area per day, with traffic volumes expected to reach 49,000 commuters and truckers over the next 20 years.

The Pinners Point Interchange removes more than 80 percent of traffic from the Port Norfolk neighborhood, provides a more direct route for industrial traffic to the Portsmouth Marine Terminal, and ensures easier access to the Midtown Tunnel, the busiest two-lane highway in Virginia.

I-81 study ready for public review

A major milestone in planning the future of Interstate 81 in Virginia was reached with the completion of the Tier 1 Draft Environmental Impact Statement (DEIS) in late November. This document identifies the current problems on I-81, anticipated future conditions and a range of possible solutions to keep people and commerce moving safely and efficiently along the corridor in the years to come.

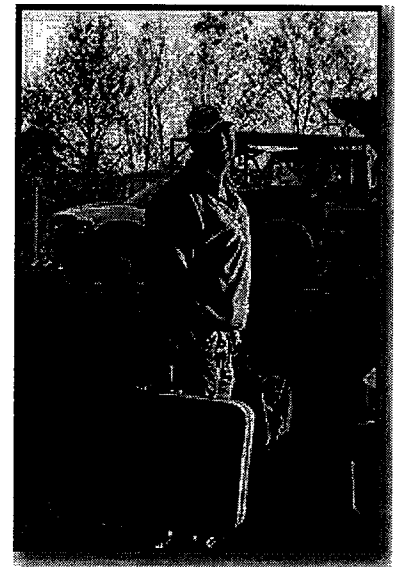
The document is posted on www.I-81.org, with facts about I-81 in Virginia. The Tier 1 DEIS is part of an I-81 Corridor Improvement Study being conducted by the VDOT in cooperation with the Federal Highway Administration. The next step is an invitation for public participation.

Project progress cited in monthly meeting

In this fiscal year, 88 percent (82 of 93) of construction projects are on time, Commissioner Greg Whirley announced in his November monthly staff meeting. That means that 56 percent of VDOT's construction projects for FY 05-06 had already been completed on time. That bodes well for the goal of completing 65 percent of projects on time.

Board approves new parkway locations

The Commonwealth Transportation Board (CTB) in November approved the location for new parkways in Northern Virginia and in Hampton Roads. The Northern



Neil Murray, Staunton District, headed to Florida in November for two weeks of 12-hour days installing and repairing traffic signals. Terry Kiser, Staunton District, Craig Bendle and Travis Flippen, Richmond District, were also part of the Tiger Team of signal crew members who helped out in the aftermath of Hurricane Wilma.

Virginia Tri-County Parkway is a 10.4-mile, north-south transportation link that will connect Manassas with the Dulles corridor.

The CTB also approved the location for the Southeastern Parkway and Greenbelt. The new 21.4-mile highway would provide an east-west connection between Virginia Beach and Chesapeake. Construction cannot begin, however, until permits are received from state and federal regulatory agencies.

At locations across the state

Traffic counting in a continuous fashion

DOT planners and project managers often ask questions like these:

"On which highways are vehicle capacities being exceeded?" "If I close lanes for a patching operation, how many vehicles can I expect to delay or detour?" "How many more vehicles now travel an important primary than five years ago?" "Is tractor-trailer traffic heavier on the interstates than in past years?"

Information to answer these questions is being collected daily by VDOT's traffic monitoring system, and it is available on an InsideVDOT site at <http://tedweb/tms/jsp/>.

That information comes from traffic counts collected at about 100,000 locations across the state, from the local secondary road network in Lee County to a busy city street in Virginia Beach to the high-volume Interstate 495 in Northern Virginia; 309 of these locations operate 24 hours a day, 365 days a year.

_____ These "continuous traffic count stations" not only count traffic volume, they can also categorize the kinds of vehicles in the count—whether motorcycles, passenger cars, pickup trucks, medium-sized trucks, tractor-trailers or others within the 13 different classifications. The stations also provide speeds of the counted vehicles.

Tech-Bytes

_____ This information can be broken down for each lane of a highway passing a station. Further, the data can be presented for every 15-minute interval during the day.

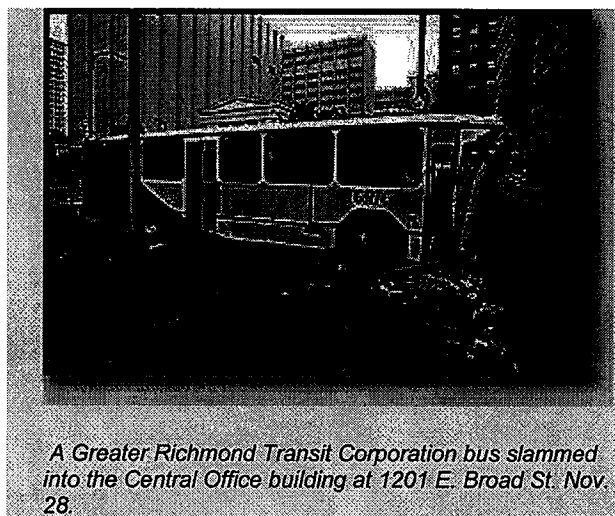
How recent is this information? As recent as yesterday. Daily, at 1 a.m., two computers in the Traffic Engineering Division's Traffic Monitoring Section call each of the continuous count stations on telephone lines, or in a few instances, using cellular technology. In approximately two hours, all the raw traffic data from the previous day has been downloaded to the Central Office.

Bus crashes into Central Office building

A building-shaking crash of a Richmond city bus into the Central Office's Old Hospital Building punched a hole in the wall of Marlene Cole's corner office Nov. 28. It sent debris flying into her first-floor work area a few feet from Broad Street. The mid-morning accident meant serious injuries for the bus driver, who had to be cut loose from the wreckage, and for the one passenger on board. Others in the vicinity, while shaken up, were left unharmed.

Cole, a program support technician in Administrative Services Division, was on vacation at the time. For Cyndi Ward, whose office adjoins Cole's, the crash also was well timed. She had just stepped out before the impact, which people in the fourth floor thought felt like an earthquake. Ward, acting Administrative Services Division administrator, had concluded a meeting in her office shortly before the crash.

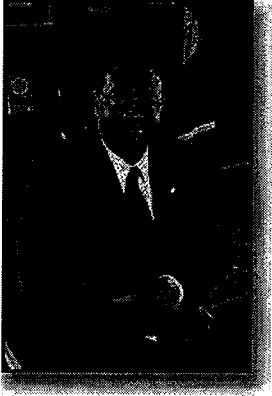
Pat Campbell, accountant senior, whose office is just beyond Cole's, saw papers, pens and eye glasses fly off her desk, and then smoke and dust billowing toward her. "I didn't know what it was. I thought maybe it was an explosion," she said. She got out quickly, unharmed.



A Greater Richmond Transit Corporation bus slammed into the Central Office building at 1201 E. Broad St. Nov. 28.

The bus smashed into the VDOT building, one of three in a row on Broad Street, after hitting a vehicle in traffic alongside the Patrick Henry Building located about a block west of VDOT. The bus then swerved onto the sidewalk, flattened a bus stop sign, chopped down a street light, grazed the Henry building and continued another 150 feet across 12th Street and into the Hospital Building. Normally several people are waiting for a bus in front of the building. If the bus had missed the corner of the building, they would have been in its path.

Engineers said the Hospital Building suffered no structural damage.



Greg Whirley

Commissioner's Column

We've had a good year by staying on track

We've had a good year at VDOT. As we finish 2005, there is real evidence of your hard work.

We have completed some major construction projects around the state, including Pinners Point, Route 17, Madison Heights Bypass, Clarksville Bypass, and Route 199. We also have made impressive headway on the mega-projects of the Woodrow Wilson Bridge and Springfield Interchange. We are getting close to our goal of completing 65 percent of our construction projects on time in fiscal year 2006. In many other areas of our business, we have made significant strides.

This success shows that you are paying attention to details, focusing on schedules and applying the persistence needed to make this progress happen. This is the kind of determination that will keep us on track.

Let me give you an example. Salem District had a contract for bridge deck repairs and overlay with a completion date of Oct. 31. When an unexpected problem developed, the contractor, Cleco Corporation, simply kept going hard, every day and into the nights. Project inspector Frank Bond, project manager Danny Cruff and area construction engineer Joe Hamed kept on it too.

On the final day of the contract, when it looked like the project would come in on time, a drill bit broke, and it couldn't be replaced right away. The team could have just gone home at that time, knowing that the job would be late and probably finished a few days later. But they didn't quit. The project team remained at the site until a new bit could be purchased early the next morning, and the contract was finished--only eight hours late. Since we have set a very high standard for "on time," this project will be noted in the record books as late. However, to me, the persistence and "never give up" attitude shown on this project is what is driving us forward as an agency. If we do this on every project, I am confident that we will meet our goals for this year and in the years to come.

That's just one instance. There were many this year in which you worked hard to make us successful. It was gratifying to me that at this year's transportation conference, discussions and debates centered on transportation "needs," rather than on VDOT failures. As we continue with this kind of resolve, we will continue to build the public's confidence in us.

I want to thank all of you for our success this year -- whether you are in an area of engineering, pre-engineering, programming, construction, maintenance, business, administration, public outreach, technology, research, organizational development or other specialties across the department. Together, we all make the VDOT team capable and committed.

In this holiday season, I hope there will be not only celebration and relaxation for you; but also much meaning, hope and peace for you and those you hold dear.

Greg

Greg Whirley, Commissioner

VDOTer –in-Profile

Says Jim Givens in Bristol:

'Always an affection' for Southwest Virginia

For many of us the idea of going home conjures up many different memories--maybe it brings to mind a familiar sound or scent, or maybe an unforgettable person or place. When some people tell their story of home, it's like you're right there experiencing it with them. Jim Givens, Bristol District administrator, is one of those people who can weave you right into his memories.

Ever since his return to the Bristol District in the summer of 2003, it has been obvious he has roots in this area and fondly remembers the people and places he has encountered.

"I've always had an affection for the region. When I left here 30 years ago, I took for granted the culture of the people, their values, and the natural beauty of the area," Givens says.

A native of Russell County, Jim and his two brothers were raised by their parents who were both educators in the Lebanon area. "I owe an invaluable debt to this region for the values I received in my youth. I hope I can repay a portion of that through my leadership at VDOT," Givens continues.

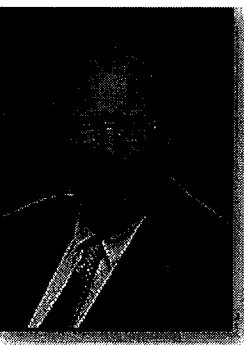
Within two weeks of receiving his diploma from Emory and Henry College in 1965, Givens married his wife, Fran, and joined VDOT as a right of way agent. He stayed in the Bristol District for eight years, then made a big move to Richmond. During his three decades in the Central Office, Givens served as right of way program coordinator, assistant budget officer, state secondary roads engineer and director of the Local Assistance Division. As director, Givens championed the new Rural Rustic Roads Program. He worked on it with resident engineers and county officials and communicated the concept to the General Assembly, which approved it. As a result, millions of dollars have been saved in paving rural roads.

"In my years with the department I have learned that we are a diverse organization that touches many aspects of life for every locality and each citizen," Givens reflects. "Economic development, emergency services, recreation, education, utilities, agriculture and the homes of many people are among those areas we serve. I am proud to lead the Bristol District, which is providing transportation services in so many ways to people in Southwest Virginia."

Living half his life in Southwest Virginia and half in Richmond has served as a very interesting contrast, Givens muses. "While the experience in Richmond was truly wonderful, it is just unbelievable to have the opportunity to come back 30 years later and see some of the things I took for granted," he says.

Away from VDOT, Givens cherishes his free time with his family, and especially with his two grandchildren, Kate and Abby. One of their favorite family activities is supporting University of Virginia sports. He and Fran also enjoy camping. -- by Michelle Earl

Names in the News

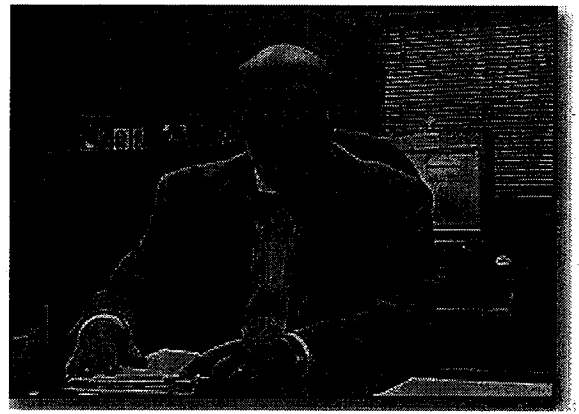


Rick Walton

Walton is policy chief

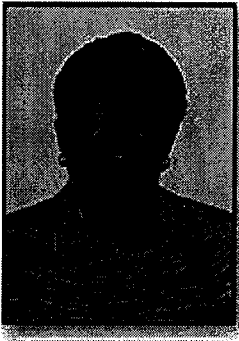
Richard "Rick" L. Walton Jr., senior assistant attorney general, will become VDOT's chief of policy, planning and the environment Dec. 12. Walton has led the transportation team in the attorney general's office for almost 20 years, and for his work there he received both the Distinguished Service Award and the Meritorious Service Award.

At VDOT, Walton will oversee the environmental program, long-range transportation planning and legislative and regulatory affairs. Commissioner Whirley said, "I selected Rick for the job because of his extensive knowledge and experience in representing all facets of VDOT's operations....He's a leader and he's a doer, and that's what you need to run a transportation business."



Jim Givens

Cheatham heads Administrative Services



Linda Cheatham

Linda Moye Cheatham has been named director of the Administrative Services Division and will manage VDOT's statewide procurement, records management, capital outlay and general services programs. She will begin at VDOT Dec. 10.

Cheatham has more than 20 years of state, local, and federal public service in Virginia and Washington, D.C. She currently serves as the director of administration for the U.S. Department of Commerce's International Trade Administration (ITA). She oversees the day-to-day administration and financial operations for ITA's 2,300 employees and \$350 million budget. She has led efforts in performance measurement, budgeting, procurement, human resources, and community and business partnerships.

A Richmond native, Cheatham is a graduate of Wheaton College, Norton, Mass., and has completed graduate work at both Harvard University and Virginia Commonwealth University.

All in the Family Central Office

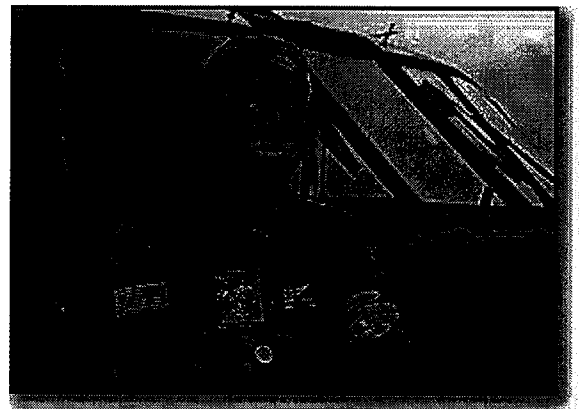


The "Court" on Customer Service Day

"The Royal Treatment" was the theme of the annual Customer Service Day in the Central Office. The theme was carried out with all the props and regalia of a king and his court, from serfs and dungeon inmates to ladies-in-waiting and princesses. The event was hosted by the Information Technology Applications and Operations Division. Pictured (from left) are Jean East, Karen Blaha, Brenda Taylor, Diane Brent, Nellie Tunstall, Ken Ruhf, Jonna Brooks, Debbie Payne, Kelly Fields, Maxine Keeton, Katie Fields, Susan McCoy, Alice Lin, Dot VanMetre and (front row) Donna Ornduff.

Hugh Adams, who flew Army helicopters in the Vietnam War in the late 1960s, is heading to Iraq to fly them again. Adams, a program

supervisor in the Local Assistance Division, will deploy with an aviation battalion of the Virginia National Guard after some training stateside. Adams, a chief warrant officer, says he is the "old man" of the unit--called "Pops" and other affectionate appellations. His platoon leader is younger than Adams' two sons. He feels that his age has value to the unit: "The younger pilots think, 'If the old guy can do it, we can.'" Adams, who is 61 and has two grandchildren, had to get an extension from the Army in 2004 to stay in the Guard as a pilot. Why did he want one? He's been flying helicopters in the Guard since 1973, and "it's a personal challenge to stay in as long as I can. Plus, I love flying multi-million dollar machines and getting paid for it." He has been deployed to Bolivia and Bosnia, and was activated for Desert Storm, which ended before his unit could deploy. How does he feel about going to Iraq? "It's an adventure. It fascinates me to see new places." He adds that he doesn't want Deane, who married him in 1967, to think he's "too excited" about it. And, since mandatory retirement age for Army pilots is 62, he says, "It's a big-bang finish to my career."



Hugh Adams

Culpeper District

District Office: Sonya Rice, financial specialist, recently completed the requirements of the American Payroll Association to become a certified payroll professional.

Louisa Residency: Berlie Botkin, engineering technician, was honored with a reception by coworkers upon becoming certified as a VDOT construction inspector. He earned his credentials through the VDOT Learning Center.

Fredericksburg District

Bowling Green Residency: Congratulations to James Whitmer, engineer technician II, on his promotion to senior permit and subdivision specialist.

Fredericksburg Residency: Kenneth Beason has assumed the duties of transportation operations manager III, in charge of coordinating traffic-related issues. Beason, a 40-year veteran of the department, was formerly the superintendent of Chancellor AHQ.

Scott Shropshire, assistant residency administrator, and his wife, Michelle, are the proud parents of new baby girl, Macy Caitlin, born Nov. 18.

Hampton Roads District

District Office: The Administrative Services Section welcomes Theresa Saunders, who comes from Suffolk Residency. She has responsibility for the district's mail and supply rooms.

Monitor Merrimac Bridge Tunnel: Welcome to Tara Parson, who transfers from Frederick AHQ. Parsons will be an administrative and office specialist III.

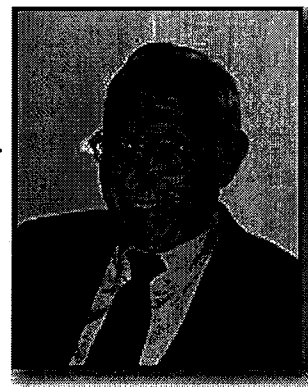
Richmond District

Jack Easter retires; career spans 51 years

November 15, 1954, predates the birth of many employees. But Jack Easter, district materials engineer, remembers it well. It was the day he began working for the department. His first job was as a materials technician in Central Office in the soils laboratory.

From 1957 to 1966 (except for two years in the Army), he led the soils survey party at work on I-81 from Salem to the Tennessee line. He remembers that it took a lot longer to travel from Roanoke to Bristol before the interstate was built. He continued to increase his technical knowledge, and in September 1966, he was transferred to the Richmond District to be in charge of laboratory testing as a materials technician supervisor.

In 1974, through an apprenticeship program, he acquired an associate's degree in civil engineering technology from John Tyler Community College. "This helped open the door for me to be promoted to assistant district materials engineer around 1981," Easter recalls. In 1984, he was promoted to his current position of district materials engineer. Now, after an impressive career, he has earned retirement. Best wishes, Jack, and thanks!



Jack Easter



Salem District

Salem District employees donated 'sweat equity' when they helped Habitat for Humanity build four new houses to be sent to Hurricane Katrina victims in Louisiana.

It's great to see our employees pull together to assist in this worthy cause and help others," said Pete Sensabaugh, district construction engineer.

Participants included Mike Allen, Buddy Buchanan, Laura Bullock, Rob Cary, Richard Caywood, Aleta Collins, Leo Davis, Sue Fazio, Joe Hamed, Paul Jenkins, Jimmy Kingery, Clyde Landreth, Duane Mann, Tim Martin, Jack Orr, Bobby Phlegar, Kathy Phillips, Tony

Quesenberry, Gary Reeves, Mike Russell, Pete Sensabaugh, Pat Simmons, Linda Stull, Bert Sumpter, Allen Williams and David Wright.



Staunton District

District Office: Business manager Faith Mitchell remarked that in her 25 years of working with VDOT's inventory compliance, this is the first time she has known of a residency to have no significant findings at any of their IMS stock locations. "This is outstanding!" she added, noting the great amount of teamwork and coordination required at each location for such success.

Edinburg Residency held a recognition reception for inventory managers and storekeepers for completing fiscal year 2005 with zero significant finding for non-compliance with the Inventory Management System (IMS) review. The IMS team includes (front row, left to right) Erin Pugh, Tina Davis, Carolyn Pugh, and Jo Ann Grim;(back row) Eric Dehaven, Charlie Whittington, Greg Hoffman, Fred Helsley and Rita Strosnider. Not pictured are Ellie Bowman and Bill Stover.

Best Practices

Right of way units prepare for senior staff departures

The wheel is just one of many things that can be reinvented, according to Maureen Hammer, director of VDOT's Knowledge Management Division. Within VDOT, an unknown number of how-to's learned by senior VDOT employees over the decades might need to be reinvented--if they are not captured soon.

With a sizable percentage of employees eligible for retirement, Hammer sees a major challenge just ahead: capturing the knowledge of senior staffers before they leave--or more specifically, asking them how they got the department's work done and its projects completed.

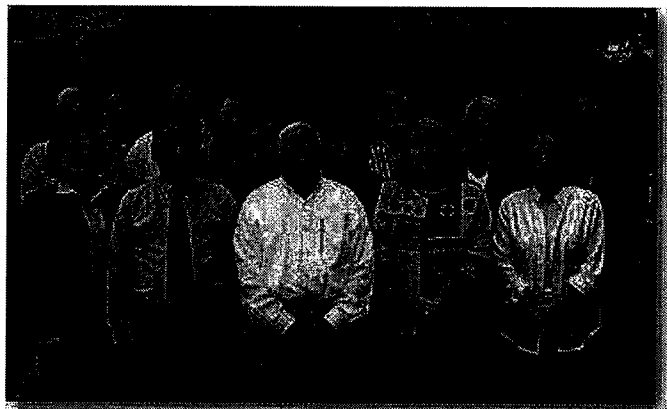
The urgency of the task is illustrated by the seniority of right of way (ROW) employees in the districts and the Central Office. About 40 percent of staff members and 90 percent of managers are eligible to retire. Their expertise is not easily hired in a consultant group, Hammer notes. It depends on a combination of certification, training and field experience, and it takes years to develop.

To offset that loss of experience, knowledge management and right of way personnel across the state have piloted a concept called "community of practice."

In a community of practice, employees meet, share expertise, identify work issues and collaborate on solutions. That's what right of way professionals have been doing for the past year. After acknowledging that many of their coworkers will retire, they identified critical skills that will be lost. Then, with help from human resource managers, they are developing a plan for retaining or developing talented staff in the right skill sets, timeframes and numbers.

Senior right of way professionals want to prevent a knowledge drain, observes Katherine Clark, project manager in the Knowledge Management Division. "They want to leave VDOT as strong as it was when they were here," Clark says.

Communities of practice have important purposes. They enable professionals separated by geography to strategize about getting projects done, allocate resources for those projects and combine expertise. Knowledge gaps also can be bridged together. In changing work environments, this sharing becomes more valuable.



We're a "community": Members of the new community of practice include right of way and human resources professionals. They are (first row, from left) Bob Ryder, Curt Jackson, Lori Snider and Katherine Clark; (second row) Shelley Baker, Jeffrey Fowler, Fannie Mae Printz, Virginia Johnson and Lance Kaeberle; (back row) Jack Orr, David Schneider, Brian O'Sullivan, Tom Blackstock, Brian Costello and Tommy Morrison.

Meeting quarterly for a "project day" is a key event for the ROW community of practice. "Project days are an important tool in creating a culture of innovation," observes Hammer.

The knowledge management team coordinates the community's activities, facilitates discussions, collects and organizes the community's knowledge and develops ways it can be shared across the agency. Participants in the community are emphatically positive about the team's assistance. Stuart Waymack, Right of Way and Utilities Division administrator, said, "I'm very pleased with the results. Our managers have concentrated in the community meetings on working out some important issues, particularly making our practices and procedures more consistent across the state." Meanwhile, Clark praised Waymack for his support: "Stuart has been terrific. He's been very open to this concept and very supportive." She added that the District Administrators' Council also has been very supportive.

"We don't tell them what to do; they're the experts," comments Hammer. "They come up with solutions to problems, and we make sure the solutions get a hearing by administrators in the districts or the divisions. We don't guarantee that a solution will be accepted by administrators, but we will get it up there so that a decision will be made," assures Hammer.

The number of communities of practice is growing rapidly. In July there were 10; now there are 15, and the growth is expected to continue. Disciplines with new communities of practice include land development, construction quality, project management and smart traffic centers. In the meantime, the right of way community of practice is expected to be a pilot for how the agency will address the issue of retirements in other divisions.--By *Chuck Armstrong*

Humor--It's always close to the centerline (the heart) of VDOT

Who was the turkey anyway?

Kenny Robinson, Verona Residency administrator, remembers the holiday season during his first year at VDOT:



"Back in the 1970s when I came to work, it was not unusual for new employees to be the butt of practical jokes.

"I started as an hourly employee on the survey party in November 1977. The day before Thanksgiving it was raining, and the crew stayed in the office to catch up on paperwork.

"Ed Holmes, who was the party chief, sent me over to the district warehouse to pick up everybody's free turkey. Dallas Thompson, the warehouse manager, was in on the joke; so when I asked for the turkeys, Dallas gave me a chewing out worse than any Sergeant Carter ever gave Gomer Pyle.

"I returned to the survey office without the turkeys and received another chewing out from Ed for not bringing back the turkeys. I was told to 'Go back and get those turkeys or I was fired.' So back I went. Mr. Thompson gave me another good dressing down and told me to tell Ed Holmes that 'not only don't you get a free turkey this Thanksgiving, the survey party will not get a Christmas ham.'

"I returned for the second time empty-handed, and ready to start job hunting. Ed finally had pity on me and let me in on the joke. State employees don't get a free turkey, but they know how to make a new employee look like one."

But, coincidentally, and perhaps **with a rare turn of justice**, this is the latest: Robinson just won a "Name the Statewide Multimodal Corridors" for VTrans2025, the Commonwealth's Long-Range Statewide Multimodal Transportation Plan. He submitted the name "Chesapeake Bay Corridor" for Route 13, which traverses the Eastern Shore. His reward for winning--a turkey just in time for Thanksgiving.



1961-1980 Arterial system added to interstate

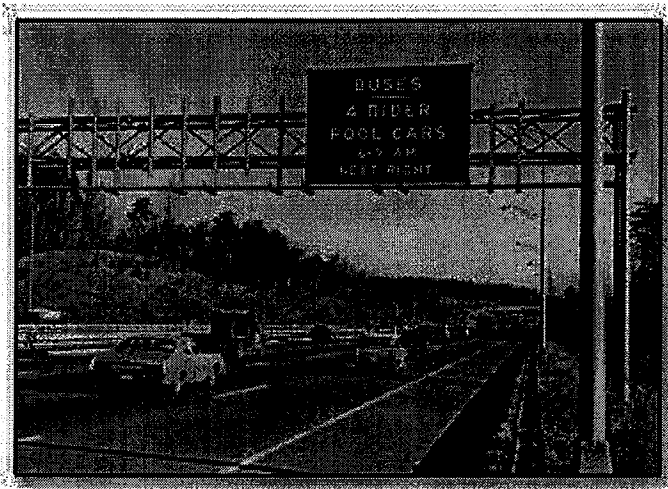
The Virginia Department of Transportation is celebrating its centennial next year. In honor of that anniversary, the Bulletin is featuring a series of stories recognizing our contributions to Virginia and to the nation in transportation excellence. This is the fourth of the series focusing on the decades leading up to 2006.

It was evident during the interstate construction boom that interstates alone would not be enough to handle Virginia's burgeoning traffic. A study commission appointed in 1962 and led by state Sen. William F. Stone reviewed every aspect of the state's highway program and recommended a new "arterial" network of roads to supplement the interstate system.

The arterial road system, in conjunction with the interstate system, would connect every city within the Commonwealth of 5,000 people or more and nearly every town having a population of 3,500 to 5,000. An arterial route also would be within a 40-mile radius of every town in Virginia, the study commission decided.

The network comprised 1,700 miles of roadway that were to be developed chiefly by building new two-lane roadways parallel to existing two-lane primary routes. This created four-lane, divided highways. Within seven years after its authorization, the new arterial network was half-finished. It became a model for many other states' highway expansions. Since the mid-1950s, Virginia's multi-lane divided highways had grown from only 300 miles to more than 3,000 miles.

Also, during the 1960s, the Virginia legislature established the Urban Street System as a separate entity for the distribution of highway funds. The new system included extensions of the state's primary routes within cities and towns and other appropriate streets. Routes improved through the arterial program included routes 13, 23, 29, 33, 211, 301, 360 and 460. The network included more than 70 bypasses of cities and towns to free local streets for local traffic.



HOV Lanes were introduced during this period

Transportation in 1974.

One innovation in people-moving was the designation of special lanes on I-95 (now I-395) for express buses on the old Shirley Highway. It was the nation's first such effort, and many motorists got on board. Meanwhile, the concept of "high-occupancy vehicles" was introduced to allow a vehicle with at least four occupants to use the special lanes. Mass transit of all types and HOV lanes soon became an important part of the urban traffic scene.

Between 1960 and 1970, travel on the state's highway systems increased more than 65 percent, and on an average weekday, motorists drove 75 million miles in Virginia. While Virginians came to expect adequate roadways for millions of vehicles, they also had become quite conscious of their environment.

On June 30, 1967, Virginia became the third state in the nation to enter into an agreement with the Federal Highway Administration on standards for control of outdoor advertising signs along interstate and federal-aid primary highways. On primary routes, the restrictions are somewhat more relaxed.

As a period of urbanization began in the 1970s, the Department of Highways staff became concerned with moving large numbers of people as well as vehicles. Consequently, the agency was renamed the Department of Highways and

Retirements

RONALD W. ANDREWS, land acquisition agent II, Richmond District, 34 years of service.

AUBREY R. CLORE, transportation operator II, Culpeper District, 32 years of service.

JON C. DUFRESNE, architect-engineer II, Central Office, 28 years of service.

CHARLES E. EADES, equipment repair manager I, Bristol District, 26 years.

WENDY D. EALDING, scientist manager I, Central Office, 28 years.

C. W. FRYE, engineering technician III, Williamsburg Residency, 36 years.

CHRISTOPHER S. GOFORTH, engineering technician III, Bowling Green Residency, 28 years.

JOHN A. HITCHENS JR., engineering technician III, Fredericksburg District, 32 years.

GERALD L. IRVINE, transportation operator II, Lexington Residency, 32 years.

ROBERT T. MAYS, transportation operations manager II, Lexington Residency, 32 years.

TAYLOR L. MEADOWS, transportation operator II, Chatham Residency, 27 years.

W. B. MARICLE, equipment repair manager I, Ashland Residency, 29 years.

VIRGIL L. ROBEY JR., transportation operator II, Richmond-Petersburg Toll Road, 16 years.

G. E. SHEETS, engineering technician III, Bristol District, 40 years.

JOHN H. STOUT JR., engineering technician III, Hillsville Residency, 42 years.

ROSE K. WILLIAMS, administrative supervisor-coordinator I, Central Office, 13 years.

Obituaries

Editor's Note: If you know of the death of a retiree or an active employee, please notify the Bulletin editor. We particularly need to know about retirees' deaths because we are not notified of them by the retirement system. E-mail notices to the editor at Chuck.Armstrong@VDOT.Virginia.gov or write to The Editor, The Bulletin, Public Affairs Office, VDOT, 1401 E. Broad St., Richmond, VA 23219.

Ricky L. Allison, 46, supervisor, Hillsboro Residency, died Sept. 30; had 27 years of service.

Jane E. Arrington, 77, clerk D, Personnel Division, died Nov. 18; retired in 1984 with 36 years of service.

Bobby Monroe Batchelor, 65, supervisor, I-81 rest areas, died April 25; retired with 20 years of service.

Delmar Cecil Bolt, 64, specialty crew member, died Oct. 30; retired in 1999 with 29 years of service.

Lewis E. Brett Jr., 79, Richmond district engineer, died Nov. 28; retired in 1989 with 40 years of service.

Stephen E. Brewer, 52, contract administrator, Security and Emergency Management Division, died Oct. 14; he had 30 years of service.

Francis R. Brown, 69, crew member, Dillwyn Residency, died Sept. 6; retired in 1997 with 12 years of service.

Hamlet Harrison Harding, 65, transportation inspector, Franklin Residency, died Sept. 1; he had 13 years of service.

Billy C. Haskins, 74, equipment repair supervisor, Rocky Mount Residency, died Oct. 7; retired in 1993 with 26 years of service.

Raymond T. Jones, 80, equipment operator A, Amherst Residency, died Sept. 25; retired in 1990 with 38 years of service.

Paul D. Kersey Jr., 75, cartographer, Cartography Section, Public Affairs, died Sept. 9; retired in 1995 with 39 years of service.

Mae F. Layne, 66, Human Resources Division, died Oct. 14; retired in 2000 with 11 years of service.

Maurice "Bo" Pollard, 73, project engineer, Franklin Residency, died Sept. 13; retired in 1991 with 29 years of service.

Maurice K. Townsend, 78, fiscal assistant, Halifax Residency, Sept. 18; retired in 1992 with 19 years of service.

Samuel E. "Rabbit" White, 74, equipment operator A, South Hill Residency, died Nov. 21; resigned in 1970 with 10 years of service.

The Bulletin is published bi-monthly, online at www.VirginiaDOT.org for active employees and in print for retirees. Send correspondence to: Editor, Public Affairs Office, VDOT, 1401 E. Broad Street, Richmond, VA 23219 Telephone: (804) 786-4243

Commissioner: Gregory A. Whirley
Chief of Communications: Lynda South
Editor: Charles M. Armstrong
Web Coordination: Cynthia Brown, Greg Brown
Photo Coordination: Tom Saunders
Video Coordination: Lenny Tierney
Contributing Writer: Sande Snead, Wayne Scarberry

RESORTED
STANDARD
U.S. POSTAGE
RICHMOND, VA
PERMIT NO. 1347

Virginia Department of Transportation
Richmond, VA 23219
Forwarding and Return Postage Guaranteed
ADDRESS SERVICE REQUESTED