

The West Virginia Turnpike: The Road to Opportunity
Written and directed by David Marcum:

	THE WEST VIRGINIA TURNPIKE: THE ROAD TO OPPORTUNITY—DURATION 48 MINUTES	
	VIDEO	AUDIO
	PROLOGUE	
1	<p>FADE IN:</p> <p>Vintage B&W footage from turnpike "Progress Report" film from 1953. We see images of West Virginia's winding roads of yesterday</p> <p>DISSOLVE TO:</p>	<p>VINTAGE NARRATION: This is the problem: In West Virginia there is some of the most beautiful scenery in the United States. It also has some of the toughest driving conditions on our national highways. Between Princeton and Charleston the hills are long and the grades are steep.</p>
2	<p>A VIGNETTE OF THREE INTERVIEW SUBJECTS give us preliminary thoughts on the origin of the Turnpike. The subjects are WPEDTA member, Dr. Joseph Marsh; Doug Johnson and former DOH Commissioner, Bill Ritchie</p>	<p>DR. JOSEPH MARSH: We were much aware of the criticism of the Turnpike from nowhere to nowhere, and the only two-lane turnpike—I guess—in the country instead being a divided four-lane highway.</p> <p>DOUG JOHNSON: You know at that particular time in '49, you know, how in the world do you build a highway on the mountain tops from Charleston to Princeton.</p> <p>BILL RITCHIE: I never did understand why they called it a road to nowhere. It was the best road we had in the state.</p>

4	INTERCUT TITLES WITH VINTAGE PHOTOS SUPERIMPOSE: CRITICS CALLED IT... DISSOLVE TO B&W PHOTO OF TURNPIKE DISSOLVE TO BLACK SCREEN SUPERIMPOSE: THE ROAD TO NOWHERE DISSOLVE TO B&W PHOTO OF TURNPIKE DISSOLVE TO BLACK SCREEN SUPERIMPOSE: BUT IT BECAME... DISSOLVE TO B&W PHOTO OF TUNNEL DISSOLVE TO BLACK SCREEN SUPERIMPOSE: THE ROAD TO OPPORTUNITY DISSOLVE TO B&W PHOTO OF OFF RAMPS DISSOLVE TO BLACK SCREEN SUPERIMPOSE: THE ROAD TO SUCCESS DISSOLVE TO B&W PHOTO OF YEAGER BRIDGE DISSOLVE TO BLACK SCREEN SUPERIMPOSE: THE ROAD TO THE FUTURE DISSOLVE TO: 	CUE MUSIC: TRIUMPHANT BRASS HERALDS THE OPENING SEQUENCE MUSIC: END
5	OPEN ON AERIAL FOOTAGE OF GREEN MOUNTAINS CROSS FADE TO: AERIAL FOOTAGE OF MODERN HIGHWAYS CLOSE IN ON CHARLTON BRIDGE	NARRATOR: Almost Heaven, West Virginia. Words captured in song describe the transcendent beauty of the state's famous mountains as they reach to the sky. In the 21 st Century travel through West Virginia's mountains is made easy by superhighways which connect all parts of the state, and connect the state to the North, South and Midwest.

6	<p>FOLLOW CARS ON TURNPIKE</p> <p>DISSOLVE TO:</p> <p>AERIAL OF STANDARD MOUNTAIN CUT & FILL</p> <p>DISSOLVE TO:</p> <p>YELLOW TILE BG FILLS SCREEN</p> <p>WEST VIRGINIA TURNPIKE LOGO CIRCA 1954 STAMPS INTO THE CENTER</p>	<p>NARRATOR: Though just as magnificent, the mountains have been tamed by modern highways which facilitated economic development and opportunity for West Virginia. But it hasn't always been this way.</p> <p>Today's superhighways, which cut bold swaths through mountain's majesty, can trace their heritage to a road that was not only a prototype for state highway building, but for highways around the nation: The West Virginia Turnpike.</p> <p>(LOUD THUNDER ECHOES)</p>
7	<p>OPEN NEW SEQUENCE WITH TURNPIKE FOOTAGE TAKEN ON GROUND LEVEL</p> <p>FOLLOW CARS THROUGH YEAGER BRIDGE</p> <p>DISSOLVE TO:</p> <p>AERIAL OF TURNPIKE TRAFFIC MOVING EFFICIENTLY</p> <p>DISSOLVE TO:</p> <p>NEW ANGLE OF TURNPIKE TAKEN AT GROUND LEVEL</p> <p>DISSOLVE TO:</p>	<p>NARRATOR: Stretching 88 miles from Charleston to Princeton, the Turnpike facilitates the flow of everything from commercial traffic to tourists looking for Mountain State diversions.</p> <p>Thanks to the benefits of this feat of engineering, four lanes of pavement wind their way through the heart of some of the state's highest and steepest mountains, connecting a region once isolated from the world.</p> <p>Travelers are understandably too busy enjoying the smoothness of their trip to realize the Turnpike is more than a road.</p>

	CGI OF WV TURNPIKE 50TH ANNIVERSARY LOGO APPEARS AND RESTS AT CENTER OF SCREEN FADE TO BLACK END PROLOGUE	NARRATOR: It is the father of all Appalachian highways which dared to dream of bringing opportunity to places disparagingly called "nowhere."
	CHAPTER 1	
	VIDEO	AUDIO
8	SUPERIMPOSE QUOTE: You see things and you say, Why? But I dream things that never were; and I say, Why not? -George Bernard Shaw SUPERIMPOSE CHAPTER TITLE: The Vision	CUE MUSIC: CLASSICAL STRINGS
9	FADE IN WITH IMAGES OF PROJECT PLANNING CROSSFADE VINTAGE FOOTAGE OF HIGHWAY CONSTRUCTION	NARRATOR: A Chinese proverb reminds us that a journey of a thousand miles must begin with a single step. Any dream must rise from humble beginnings to noble accomplishment. The West Virginia Turnpike was born of the idea that if the state was to rise with a booming post-war nation then it must provide access.
10	INSERT IMAGES OF AMERICA'S CHANGING NATION: <ul style="list-style-type: none"> • GENERAL EISENHOWER • PRESIDENTIAL CABINET • PROVINCIAL IMAGE OF FAMILY • TIMES SQUARE CIRCA 1947 • MODERN COUPLE • VINTAGE TRAIN CUT TO: MONTAGE OF VINTAGE CAR ADS	NARRATOR: The time was the 1940s. The U.S. and its allies had just won World War II. A nation which had begun the 20 th Century as a provincial cousin to the rest of the world was now thrust into the role of being a world power. America was growing up fast and in the second half of the century our nation was turning its back on trains and looking to the future with the automobile.

11	<p>CUT TO:</p> <p>B&W IMAGE OF LEADERS PLANNING TURNPIKE</p> <p>CUT TO:</p> <p>MAP OF GREAT LAKES TO FLORIDA HIGHWAY</p>	<p>NARRATOR: Any great project starts with a great vision. In this case the vision came from economic developers who dreamed of a superhighway which connected Cleveland, Ohio to Jacksonville, Florida, appropriately named the Great Lakes to Florida Highway.</p>
	<p>INSERT INTERVIEW:</p> <p>FORMER TURNPIKE MANAGER, GEORGE McINTYRE</p> <p>RE: Progressive attitudes of planners</p>	<p>GEORGE McINTYRE: In retrospect you can see that those people with those original thoughts of that highway--long before the interstate highway system--were very progressive people.</p>
	<p>CUT TO:</p> <p>MS OF 1940s WEST VIRGINIA HIGHWAY</p>	<p>NARRATOR: These were the days before the Interstate Highway System made auto travel quick and easy for everyone. Roads were still mostly difficult to traverse, especially in West Virginia.</p>
	<p>INSERT INTERVIEWS:</p> <p>SENATOR ROBERT C. BYRD GOVERNOR HULETT C. SMITH GOVERNOR GASTON CAPERTON</p> <p>RE: Difficult travel in pre-turnpike days</p>	<p>SENATOR BYRD: During the time it was being built I was going down to Charleston and I had to go down Coal River, down to Racine, and then turn there and go over to Charleston. It was easily two hours or two and a half hours, and there were trucks in front and trucks behind.</p> <p>GOVERNOR SMITH: All of us were looking for the quickest way to get to Charleston. In fact, my mother and all the others—they used to ride the train, and they'd spend all day and all night getting there.</p> <p>GOVERNOR CAPERTON: When we used to drive up to see our family in Slab Fork. It was a</p>

	CUT TO:	(CONTINUED) winding road through the mountains and it would take so much time to get there.
	FILM MONTAGE OF INDUSTRIAL ERA FOOTAGE DISSOLVE TO: B&W IMAGE OF STATE CAPITOL CROFADE TO:	NARRATOR V/O: The idea of the superhighway was to link the two strong economies of the industrial Midwest and the vital Piedmont region to create a prosperous corridor of synergy. At the center of this region was West Virginia, whose leadership saw the need to be a part of the system.
	MONTAGE OF AUTOMOBILE ADS, MAGAZINE ADS, COPY OF JACK KEROUAC'S "ON THE ROAD," ETC. DISSOLVE TO:	NARRATOR: America was developing a love affair with the open road, and a new economy was booming thanks to the advent of automobiles and trucks
	B&W PHOTOS OF PROVINCIAL WEST VIRGINIA CUT TO: CU OF VINTAGE PENNSYLVANIA TURNPIKE BROCHURE	NARRATOR: West Virginia had beautiful scenery and resorts as well as coal and heavy industry, but its access to other markets was extremely limited. The state needed quicker and easier transportation routes. West Virginia's leaders envisioned a superhighway that would open up the state and connect it with the opportunities of a burgeoning nation. Already they had their role model in the Pennsylvania Turnpike.
	DISSOLVE TO: FILM MONTAGE USING VINTAGE FOOTAGE OF PENNSYLVANIA TURNPIKE CONSTRUCTION AND SUBSEQUENT USAGE IN 1940s AND 50s	NARRATOR: Stretching across central Pennsylvania, and with plans to run from the Ohio Border to the New Jersey Border, the Pennsylvania Turnpike was the nation's predecessor to the Interstate highway.

	<p>DISSOLVE TO:</p>	<p>NARRATOR: Interstate Highway system was created. It made travel between the East Coast and Midwest a new experience in efficiency.</p>
	<p>B&W PICTURE OF FIRST WEST VIRGINIA TURNPIKE COMMISSION</p> <p>CROSSFADE WITH MAP OF GREAT LAKES TO FLORIDA HIGHWAY</p> <p>CUT TO:</p>	<p>NARRATOR: In 1947 the State Legislature created the West Virginia Turnpike Commission. Under the guidance of Governor Okey Patteson, the commission studied traffic patterns in the state, and sought to find the best and most financially feasible route for the Turnpike with an eye on the Great Lakes to Florida Highway corridor.</p>
	<p>INTERVIEW: GOVERNOR ARCH A. MOORE RE: Foresight of planning</p> <p>CUT TO:</p>	<p>GOVERNOR MOORE: Those of us that followed, that necessarily had to build upon this dream-- It was the most significant--at that point in time--highway program we had.</p>
	<p>CU OF MAP OF WEST VIRGINIA</p> <p>DISSOLVE TO:</p> <p>IMAGE OF INDUSTRIAL CHARLESTON AREA</p> <p>DISSOLVE TO:</p> <p>VINTAGE FOOTAGE OF MAP PLANNING</p> <p>CUT TO:</p>	<p>NARRATOR: A consulting firm from New York which had experience working on turnpikes in New Jersey, Colorado and Maine, was employed to help with the decision making. The traffic survey of the study also revealed that the planned four-lane highway would be cost prohibitive. The best route for the new Turnpike was determined between Charleston and Princeton.</p>
	<p>INTERVIEWS: PARKWAYS BOARD MEMBER, JOSEPH F. MARSH PARKWAYS BOARD MEMBER, THOMAS A. WINNER RE: The hope of the highway</p>	<p>DR. JOSEPH MARSH: Of course the people in that area were very pleased to have an easy way to go to Charleston, to go back and forth after it opened.</p>

	CUT TO:	THOMAS WINNER: I also remember how difficult it was in those early days. From Charleston to Bluefield took you three and a half hours. So, it was very exciting.
	MONTAGE OF B&W IMAGES OF HIGHWAY CUT TO:	NARRATOR: The new road would be built with two lanes first, with an upgrade to four lanes as traffic merited.
	INTERVIEW: SENATOR JOHN D. ROCKEFELLER IV RE: Concept of the future DISSOLVE TO:	SENATOR ROCKEFELLER: The turnpike was really important. The doing of that had everything to do with the sense and self-concept of West Virginia. Were we modern? Were we going to keep up with the rest of the country? We got it done. It was very expensive but we got it done.
	BONDS FLOATING ACROSS SCREEN CUT TO:	NARRATOR: Before even a shovel of dirt was turned on the project site much economic groundwork had to be laid. Bonds had to be sold to fund the massive undertaking. After the studies were completed in 1952 bonds were issued in the amount of \$96 million.
	INSERT INTERVIEW RUTH BONHAM, ASSISTANT TO 1 ST TURNPIKE COMMISSIONER RE: Contracts CUT TO:	RUTH BONHAM: I remember the people that came into the office who treated me royally were the bondsmen. Bear, Stearns out of New York. They gave me tickets to the shows in New York every year. Fifth row! And then of course we had to deal with the dynamite people. As you know there was more dynamite used on this road than any road in the world except South America, and that was a big, big contract letting.

	B&W PICTURES OF TURNPIKE CONSTRUCTION CUT TO:	NARRATOR: The contracts were let and prominent companies from around the country bid on them. The concept of building a superhighway through the state's towering mountains appealed to many construction companies. Construction on the turnpike began in September 1952.
	INTERVIEWS: SENATOR ROCKEFELLER FRED VANKIRK, SECRETARY OF TRANSPORTATION RE: Contracts and construction FADE OUT END CHAPTER 1	SENATOR ROCKEFELLER: People always assume--since it usually goes to an out of state contractor--that it's a massive hiring project for out of state people. And there's a lot of resentment about that, except that it's never true. SECRETARY VAN KIRK: In those days we didn't have the modern construction machinery we have today. And when the West Virginia Turnpike was completed back in the '50s it was called one of the engineering marvels of the world.
CHAPTER 2		CUE MUSIC: Busy strings
	SUPERIMPOSE QUOTE: The mountains, too, at a distance appear airy masses and smooth, but seen near at hand, they are rough -- Diogenes Laertius SUPERIMPOSE CHAPTER TITLE: Moving Mountains	
	FADE IN: AERIAL SHOT OF VERDANT MOUNTAINS DISSOLVE TO: VINTAGE PHOTOS OF MOUNTAINS	NARRATOR: In Appalachia it is an old joke: When a visitor drives through and asks for directions an old timer tells him "You can't get there from here."

	CUT TO:	NARRATOR: Any difficult journey is often described in metaphorical terms of crossing mountains. In West Virginia such terms are no metaphors as the mountains are quite literal. Creating a superhighway from Charleston to Princeton was not going to be the same undertaking as with other state turnpikes.
	INTERVIEW: RUTH BONHAM RE: Difficult proposition of building in West Virginia	RUTH BONHAM: Building a road in West Virginia was very expensive. Of course, the engineers, Howard, Neal, Tate & Bergoff, had been building roads in Florida. And they thought it was simple, you know. They thought you could just cut through a mountain, but, you know, the mountains would slide.
	CUT TO:	
	CROSSFADE B&W IMAGES OF TURNPIKE CONSTRUCTION MS OF MOUNTAIN PARTIALLY CARVED AWAY DISSOLVE TO: MS OF HIGHWAY IN PROCESS OF BEING PAVED TO SHOW CONCRETE DEPTH DISSOLVE TO:	NARRATOR: With ongoing construction carving away earth and rock to create the highway, it was no surprise when there were obstacles. Engineers encountered an unusual number of slides. Other problems arose as deposits of coal, oil and natural gas required decisions on value and true ownership. And costly Portland Cement Concrete—the gold standard of its day—was chosen for the nine inch thick and twelve-feet wide traffic and creeper lanes.
	B&W AERIAL OF MOUNTAINS	Sophisticated by design, the Turnpike had to make all terrain equally accessible.

	<p>B&W AERIAL OF CHARLESTON INDUSTRIAL BASIN</p> <p>B&W AERIAL OF MOUNTAIN TOP</p> <p>B&W IMAGE OF CONCRETE SILO WIPE WITH BONDS FLOATING TO REVEAL CONSTRUCTION CRANE</p> <p>VINTAGE CONSTRUCTION FOOTAGE USED IN A SERIES OF QUICK CUTS:</p> <ul style="list-style-type: none"> • Memorial Tunnel being dug • Charlton Bridge under construction • roadway being carved • concrete being mixed <p>CUT TO:</p> <p>"THE WEST VIRGINIA TURNPIKE COMMISSION PROGRESS REPORT"</p> <p>CUT TO:</p>	<p>NARRATOR: No small task since it would run from an elevation of 600 feet at Charleston to 3,400 feet at Flat Top Mountain between Beckley and Princeton, all without a grade steeper than five percent. This was to be accomplished with 76 bridges and one half mile tunnel.</p> <p>To meet these self-imposed requirements the Turnpike Commission found it necessary to float \$37 million more in bond issue in 1954. Work continued as the tunnel was dug, bridges were constructed, mountain passages became open and concrete laid claim to new territory.</p> <p>The Turnpike Commission had a film created to inform the state, the nation, and even the world that this great undertaking was taking shape in spite of what seemed insurmountable obstacles.</p>
	<p>INSERT "PROGRESS REPORT" DOCUMENTARY FOOTAGE</p>	<p>PROGRESS REPORT NARRATOR: The turnpike is to become the first link in a great interlocking chain of toll highways. It is a link connecting the Great Lakes region with the Carolinas, and will become the gateway to Florida in the South.</p> <p>Commissions in the border states of Ohio, Kentucky and Virginia are already hard</p>

	CUT TO:	(CONTINUED) at work on plans for their part of this long range project of regional toll highways. Mountains would have to be cut down and valleys filled in. A gigantic 30 million cubic yards of earth and rock would have to be dug and loaded into huge vehicles like this bottom dump wagon and hauled to the fills. It is the biggest job ever undertaken in West Virginia.
	INTERVIEW: DOUG JOHNSON RE: Envisioning a superhighway CUT TO:	DOUG JOHNSON: It's hard to imagine when someone out of the clear blue sky mentions the fact that someday there will be highway, and I think he mentions the word superhighway, all the way from Princeton to Charleston.
	CROSSFADE IMAGES OF HIGHWAY CONSTRUCTION DISSOLVE TO:	NARRATOR: Doubters who could not conceive a futuristic highway stretching through these age-old hills were astonished as they saw a dream become a reality. After the construction dust had settled the statistics of the West Virginia Turnpike astounded everyone.
	CGI: New York Times logo, 31 million cubic yards of earth DISSOLVE TO: B&W PHOTO OF PANAMA CANAL DISSOLVE TO:	NARRATOR: The New York Times reported that the 31 million cubic yards of earth excavated for the highway was three times as much as was removed in the (CONTINUED) building of the Panama Canal. Other figures were just as astounding.

	<p>B&W LS OF DYNAMITE BEING USED ON MOUNTAIN</p> <p>DISSOLVE TO:</p> <p>MS OF CEMENT BEING MIXED</p> <p>DISSOLVE TO:</p> <p>B&W PANORAMIC VIEW OF CHARLTON BRIDGE</p> <p>CUT TO:</p>	<p>NARRATOR: Used in the turnpike's construction were: Over 11 million pounds of dynamite and 1.6 million square yards of cement.</p> <p>(CONTINUED)</p> <p>In bridge construction alone, 85,000 cubic yards of concrete and 25 million tons of steel were used.</p>
	<p>INTERVIEW: FRED GAINER, FORMER TOLL AUDIT SUPERVISOR RE: Collapse of mountain before opening</p> <p>LS OF MOUNTAIN COLLAPSE</p> <p>RETURN TO FRED GAINER</p> <p>GOVERNOR UNDERWOOD RE: First user of Turnpike</p>	<p>FRED GAINER: The things was all finished. Everybody was all primed and ready to go. The mountain--Standard Mountain on the south end of where the tunnel was—you know you came out of the tunnel and crossed the bridge—that 'daggone' mountain slid in. Covered all the way across the turnpike</p> <p>Everybody went ballistic. The governor and all the turnpike commission was getting ready—I think in like within 48 hours—getting ready to have the grand opening and the 'daggone' mountain fell down on it.</p> <p>They hired our company and I think Nell-O'Teir and some other people; they worked up there 24 hours a day. I think it took them like 36 to 48 hours to get it open.</p> <p>And they got it open just eight hours before they had the grand opening. They got all the mud and stuff cleaned off of it.</p>

	before opening	GOVERNOR UNDERWOOD: When the turnpike was scheduled to open I had a conflict on the day of the opening and as a member of the legislature we were all invited to the opening. I was driving down South in the Carolinas for some business reason, and when I came back to Princeton I stopped to call Governor Patteson. I said "I can't be here for the opening. Is it all right if I drive a little stretch on it." He said "You can drive it all the way," and so I drove all the way from Princeton to Charleston. I think it was two days before the opening.
	LS OF TURNPIKE BEFORE OPENING FADE OUT END CHAPTER 2	NARRATOR: The stage was set for greatness, and the leading lady was ready to take her place.
	CHAPTER 3	
	SUPERIMPOSE QUOTE: There is nothing like a dream to create the future. Utopia today, flesh and blood tomorrow. - Victor Hugo SUPERIMPOSE CHAPTER TITLE: A Dream Realized	CUE MUSIC: BRASS BAND HERALDING NEW TURNPIKE
	FADE IN: OPEN ON MARCHING BANDS CELEBRATING THE NEW TURNPIKE. PULL BACK TO REVEAL smiling faces and revelers.	NARRATOR: An Islamic saying goes "If you can't bring Mohamed to the mountain, then bring the mountain to Mohamed." The West Virginia Turnpike managed to bring our state's glorious mountains to the world.

	<p>MONTAGE OF B&W IMAGES OF COMPLETED TURNPIKE</p> <p>VINTAGE FOOTAGE OF HIGH SCHOOL BANDS AND MAJORETTES</p> <p>CUT TO:</p> <p>VINTAGE FOOTAGE OF GOVERNOR PATTESON</p> <p>CUT TO:</p> <p>VINTAGE FOOTAGE OF GOVERNOR WILLIAM MARLAND</p> <p>CUT TO:</p> <p>VINTAGE FOOTAGE OF TURNPIKE RIBBON CUTTING</p> <p>CUT TO:</p>	<p>NARRATOR: On November 8th, 1954 the West Virginia Turnpike opened to grand fanfare and brought the state into a new era of superhighways and accessibility.</p> <p>While neighboring states languished behind with plans to build their own turnpikes, West Virginia was able to take the idea from drawing board to reality in just five years, and amazingly only two of those years were spent in construction.</p> <p>Local high school bands fêted the turnpike with music, as it overflowed with crowds eager to see the much talked about highway to the future.</p> <p>Governor Patteson had been succeeded by Governor William Marland who made Patteson the Turnpike's general manager. Both men were joined by other dignitaries to cut a ribbon made of rhododendron branches--the state's official flower--to officially open the turnpike.</p>
	<p>CROSSFADE B&W IMAGES OF COMPLETED TURNPIKE</p> <p>DISSOLVE TO:</p> <p>POSTCARD OF SOUTHERN BEACH</p> <p>CUT TO:</p> <p>VINTAGE FOOTAGE OF GOVERNOR</p>	<p>GOVERNOR MARLAND (Read as Governor Marland) It is plain that we have developed a middle link in what must be a ribbon of concrete stretching from the Great Lakes to Miami.</p>

	MARLAND AT OPENING CUT TO:	NARRATOR: The highway that connects the industry of the north with the vacation and agricultural lands of the south. Governor William Marland
	MONTAGE OF VINTAGE FOOTAGE OF OPENING DAY FOCUS ON CROWDS VINTAGE AERIAL OF TRAFFIC JAM	NARRATOR: If the Turnpike was the modern expressway of the future, it was hard for opening day crowds to fully grasp. After the bands and luminaries cleared the path, twelve thousand cars congested the turnpike, giving West Virginia's first superhighway its first traffic jam, with vehicles backed up for four miles in Beckley and Charleston.
	B&W VINTAGE PHOTOS OF OPENING DAY DISSOLVE TO: B&W PHOTO OF GOVERNOR PATTESON CUT TO:	GOVERNOR PATTESON (read as Governor Patteson) Everyone in southern West Virginia with a vehicle decided to try out the new toll highway on the same day. Governor Okey Patteson.
	B&W IMAGES OF NEWLY CONSTRUCTED TURNPIKE CROSSFADE WITH VINTAGE FILM FOOTAGE DISSOLVE TO: LS OF YEAGER BRIDGE DISSOLVE TO: LS OF CHARLTON BRIDGE DISSOLVE TO:	NARRATOR: After opening day traffic subsided users of the Turnpike were able to take in the engineering feats which made it heralded by so many. Of its 76 bridges, three stood out as modern marvels which were as easy on the eye as they were for traveling, and each was named for one of West Virginia's honored military veterans.

<p>B&W PHOTO OF YEAGER BRIDGE AT KANAWHA CITY</p> <p>CROSSFADE WITH:</p> <p>IMAGES OF GEN. CHUCK YEAGER</p> <p>DISSOLVE TO:</p> <p>B&W PHOTOS OF FOOTAGE OF BRIDGE DEDICATION CEREMONY—Featuring Mrs. Yeager</p> <p>DISSOLVE TO:</p>	<p>NARRATOR: At Kanawha City, a distinctive hump-back design traversed the Kanawha River at a length of 2,166-feet. It was named after then Major Chuck Yeager, the legendary flying ace who broke the speed of sound and introduced the world to the jet age. Yeager, who was later promoted to General, could not attend the dedication, and so his mother did the honors on his behalf.</p>
<p>LS OF CHARLTON BRIDGE ON THE BLUESTONE RIVER</p> <p>CROSSFADE WITH:</p> <p>IMAGES OF SGT. CORNELIUS CHARLTON</p> <p>DISSOLVE TO:</p> <p>B&W PHOTOS OF FOOTAGE OF BRIDGE DEDICATION CEREMONY—Featuring Mrs. Charlton</p> <p>DISSOLVE TO:</p>	<p>NARRATOR: At the opposite end of the turnpike the arched Charlton Bridge rose 246 feet above the Bluestone River. It was named for Sergeant Cornelius Charlton, a World War II hero who was posthumously awarded the Congressional Medal of Honor. Joined by the Governor and military leaders, Charlton's mother christened the bridge in his honor.</p>
<p>LS OF STANLEY BENDER BRIDGE AND MEMORIAL TUNNEL</p> <p>CROSSFADE WITH:</p> <p>IMAGES OF MAJ. STANLEY BENDER</p> <p>DISSOLVE TO:</p> <p>LS OF BENDER BRIDGE</p> <p>DISSOLVE TO:</p>	<p>NARRATOR: Near the turnpike's center was the double accomplishment of the Memorial Tunnel and the Stanley Bender Bridge.</p> <p>At the time of its completion the Stanley Bender was the highest bridge east of the Mississippi, soaring 284-feet above Four Mile Creek. It was no small irony the bridge was named for Bender, another West Virginia World War II hero who was awarded the Congressional Medal of Honor for—among other things—capturing three bridges in LaLonde, France.</p>

	<p>VINTAGE B&W PHOTO—MEMORIAL TUNNEL ENTRANCE</p> <p>DISSOLVE TO:</p> <p>B&W VINTAGE PHOTO—TUNNEL INTERIOR</p> <p>DISSOLVE TO:</p> <p>B&W VINTAGE PHOTO—LOOKING OUT OF TUNNEL</p> <p>DISSOLVE TO:</p> <p>B&W VINTAGE PHOTO—Illuminated TUNNEL AT NIGHT</p> <p>DISSOLVE TO:</p> <p>VINTAGE FILM FOOTAGE OF ELECTRONICS, VENTILATION SYSTEM, AND WATER SUPPLY</p> <p>DISSOLVE TO:</p> <p>VINTAGE POSTCARD FROM TURNPIKE'S OPENING</p> <p>DISSOLVE TO:</p> <p>VINTAGE FILM FOOTAGE OF TUNNEL AND BRIDGE</p> <p>CUT TO:</p>	<p>NARRATOR: The bridge served the southern end of the half-mile tunnel which was a marvel in and of itself. Completed at a cost of five million dollars, the tunnel was by all standards a sleek and modern facility. Its interior was covered with thousands of ceramic tiles costing a dollar-fifty each, and specially treated to resist vehicle exhaust and grime.</p> <p>These yellow tiles had a reflective property which illuminated the tunnel with the limited use of fluorescent lighting.</p> <p>The tunnel was the first in the nation to be monitored by closed-circuit television, and it featured four 100-horsepower ventilating and exhaust fans. Its own water supply came from 10,000 gallon reservoir at the top of the mountain. It was named the Memorial Tunnel in honor of all West Virginians who had served or would serve in the military.</p> <p>With the drivers plunging into the Memorial Tunnel 600-feet beneath the mountain's top only to alight on the Stanley Bender Bridge almost 300 feet above the creek, the experience gave travelers the strange sensation of flying.</p>
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	<p>INTERVIEW: PARKWAYS BOARD MEMBER, M. ANNE BRADLEY RE: Childhood experience, riding through tunnel</p>	<p>ANNE BRADLEY: As a child we would travel to the South every summer to visit our relatives and one of the big parts of the trips was the tunnel mountain. And I don't know how the tradition started, but in our family my dad would announce that the tunnel was coming, and all the kids would hold their breath to see if they could hold it all the way through.</p>
	<p>B&W VINTAGE PHOTOS-TOLL BOOTHS DISSOLVE TO:</p>	<p>NARRATOR: Six toll collection booths serviced the highway at Charleston, Kanawha City, Chelyan, Mossy, Beckley and Princeton.</p>
	<p>MONTAGE OF B&W VINTAGE PHOTOS OF GLASS HOUSE RESTAURANTS VINTAGE GLASS HOUSE MENU FLOATS INTO TO TAKE CENTER ON SCREEN</p>	<p>NARRATOR: And dining services were provided at three stops, including a Glass House restaurant at Beckley and one at Princeton. The Glass House was part of a chain of restaurants which were predecessors to the Howard Johnson's franchise. Offering famously delicious meals, some folks drove the Turnpike just to enjoy a lunch or dinner at one of the Glass Houses.</p>
	<p>INSERT INTERVIEWS: PARKWAYS CONSULTANT, HAROLD T. "BUD" WHITE PARKWAYS TOLL MANAGER, PAUL POWELL RE: Glass House dining experience</p>	<p>BUD WHITE: People from here would drive to the Glass House to buy a meal. It was one of the best restaurants in the state. They had their own bakery downstairs with these little old ladies baking the goodies. They made some good ones—Mile High Pie. PAUL POWELL: A lot of people in towns close to the Glass Houses would go to a Glass House for dinner and all.</p>

	<p>DISSOLVE TO:</p> <p>B&W VINTAGE PHOTOS OF OPENING DAY</p> <p>CUT TO:</p>	<p>NARRATOR: The Turnpike was a success. Tourists came to see the marvel that tamed the mountains while cargo hauling trucks took advantage of the direct route it offered.</p>
	<p>INTERVIEWS:</p> <p>RE: Economic impact of Turnpike</p> <p>SENATOR BYRD</p> <p>FRED GAINER</p>	<p>SENATOR BYRD: We've seen wherever roads go business goes, jobs go, and the quality of life for the people is greatly improved. I can say that with regard to the turnpike.</p> <p>FRED GAINER: The biggest help financially was when the trucks started using it. You had a lot of freight moving from the Carolinas up North to Cleveland, Chicago—and they liked it. It saved them hours of travel time and hard pulling on their equipment. They loved it.</p>
	<p>INSERT ACTIVE MAP INDICATING FUTURE PLANS</p> <p>Dotted lines extend from Wheeling, New Martinsville, Parkersburg and Martinsburg extend to Charleston</p> <p>A dotted line extends through Virginia to indicate future turnpike</p> <p>Dotted lines extend from Wheeling to Chester and into Ohio, and from Charleston to Morgantown and into Pennsylvania</p> <p>CUT TO:</p>	<p>NARRATOR: The turnpike was a magic carpet and everyone wanted in on the act. Boosters from Wheeling, Parkersburg, New Martinsville and Martinsburg converged on Charleston to coax the commission to extend the turnpike to their communities.</p> <p>Virginia was in the process of connecting to it via their own Old Dominion Turnpike which would run to the Carolinas, and Ohio and Pennsylvania were in talks to get it connected to turnpikes in their states.</p>

	VINTAGE FILM FOOTAGE OF GOVERNOR PATTESON "RIDING INTO SUNSET" FADE OUT END CHAPTER 3	The honeymoon for the West Virginia Turnpike was in full swing, but as with all things, nothing lasts forever.
	CHAPTER 4	
	SUPERIMPOSE QUOTE: Hold fast to dreams for if dreams die, life is a broken winged bird that cannot fly. - Langston Hughes SUPERIMPOSE CHAPTER TITLE: A Troubled Existence	CUE MUSIC: OMINOUS AND PORTENTIOUS OF UPCOMING TROUBLES
	FADE IN: MONTAGE OF VINTAGE PICTURE POSTCARDS OF THE NEW TURNPIKE The brightly hued pictures are in stark contrast to the dire music playing, to set the tone of impending problems contrasting with a glorious past. CUT TO:	NARRATOR: The poet Alfred R. Ferguson warned us "nothing gold can stay," and such was the case with the halcyon days of the turnpike. Even in its planning the turnpike was sentenced to much scrutiny and controversy.
	B&W VINTAGE PHOTO OF GOV. MARLAND CUT TO: COMMISSIONER HUGH HUTCHINSON AND CHAIRMAN D. HOLMES MORTON AMONG OTHER COMMISSION MEMBERS CUT TO: VINTAGE FILM FOOTAGE OF GOVERNOR MARLAND ADDRESSING THE LEGISLATURE	NARRATOR: In July 1954, the summer before the highway opened, its commission was the subject of a raid by Governor Marland who dismissed commission member Hugh Hutchison and Commission Chairman D. Holmes Morton, a man many credited for quickly bringing the Turnpike to fruition. The Charleston Daily Mail reported that Marland felt the policies of the two men did not agree with those of his administration.

	CUT TO:	NARRATOR: He contended that he could dismiss any appointive officer at his will and pleasure unless specifically forbidden by law.
	INTERVIEW: GOVERNOR UNDERWOOD RE: Governor Marland's actions and behavior CUT TO:	GOVERNOR UNDERWOOD: In Governor Marland's term I was minority leader in the house during those four years. In fact he and I were rather close personal friends, and he loved to fight with the legislature-just picked a fight for no apparent reason at all. And as minority leader I often supported his programs more than the majority leader did.
	INSERT B&W VINTAGE PHOTOS OF MORTON AND HUTCHISON OVER AERIAL FOOTAGE OF STATE CAPITOL USED AS BACKGROUND DISSOLVE TO: VINTAGE FILM FOOTAGE OF GOVERNOR MARLAND DISSOLVE TO:	NARRATOR: Morton and Hughes took the issue all the way to the state Supreme Court which found in favor of Governor Marland. The court reasoned that the statutes which created the Turnpike Commission did not supersede those of a 1921 law giving the Governor such power.
	NEWSPAPER HEADLINE: "COURT UPHOLDS 2 PIKE OUSTERS" FLOATS LEFT TO RIGHT DISSOLVE TO: NEWSPAPER ARTICLE "TURNPIKE PURGE"	NARRATOR: While the governor had the final word, the issue did not sit well with others. The legislature began work to create a commission which could not be touched by the Governor.
	B&W VINTAGE PHOTO OF GENERAL EISENHOWER DISSOLVE TO: B&W MONTAGE OF IMAGES OF AUTOBAHN	NARRATOR: By the time the Turnpike opened in the 1950s, the vaunted General Dwight D. Eisenhower had become President. While fighting World War II in Germany, NARRATOR V/O: Eisenhower was impressed with

	<p>B&W VINTAGE PHOTO OF PRESIDENT EISENHOWER</p> <p>DISSOLVE TO:</p> <p>EISENHOWER INTERSTATE SYSTEM SIGN</p> <p>DISSOLVE TO:</p> <p>VARIOUS INTERSTATE HIGHWAY MAPS</p>	<p>the Autobahn, a multi-lane, high-speed highway which made access across the nation (CONTINUED) easy, especially for military needs.</p> <p>President Eisenhower contended that a nation as large and vast as the United States needed a similar structure. So he created the National System of Interstate and Defense Highways in 1956. This entity would develop superhighways running from coast to coast, north to south and east to west.</p>
	<p>INSERT MAPS</p> <p>INSERT IMAGE OF SATURDAY EVENING PRESS ARTICLE</p> <p>DISSOLVE TO:</p> <p>MS OF SATURDAY EVENING POST ARTICLE "TURNPIKE TO NOWHERE"</p> <p>CUT TO:</p>	<p>The plans for the Interstate system caused West Virginia's neighboring states to put their own turnpike plans on the back burner with the hopes of getting them built (CONTINUED) as part of the nation's Interstates. This left the West Virginia Turnpike between a rock and a hard place, almost literally. With no superhighways connecting it to the north and south, the Turnpike was being called by some "The Road to Nowhere."</p>
	<p>INTERVIEW: FORMER HIGHWAYS COMMISSIONER, WILLIAM S. RITCHIE RE: Interstates' impact upon Turnpike</p>	<p>BILL RITCHIE: So once you built the Interstates into Charleston then you had to upgrade the West Virginia Turnpike to four-lanes. There wasn't any question.</p>
	<p>INSERT ACTIVE MAP-BOLD BLUE LINES INDICATE THE PATHS OF THE NEW INTERSTATES</p>	<p>NARRATOR V/O: In the 1970s, the Interstate system brought both good and bad news to the turnpike. Interstates 64, 77 and 79 were connecting to its</p>

	CUT TO:	north end, and Interstate 77 was connecting from the south.
	INTERVIEW: GEORGE McINTYRE RE: Future of the Cleveland-Florida corridor CUT TO:	GEORGE McINTYRE: The state had talked with Ohio and Virginia and North Carolina to extend facilities from Charlotte from Cleveland. Essentially along the corridor of Interstate 77.
	MONTAGE OF ACCIDENT FOOTAGE CROSSFADE WITH NEWSPAPER HEADLINES CUT TO:	NARRATOR V/O: Drivers were coming off the Interstates spoiled by the newer modern standards, and failing to make adjustments for the Turnpike's 50s era design. Drivers, in a hurry to get to their destination, pushed the speed limits on the turnpike and too often the results were tragic.
	INTERVIEWS: PARKWAYS GENERAL COUNSEL, A. DAVID ABRAMS, JR. RE: The dire need to upgrade the Turnpike FORMER STATE TROOPER, BILL WOOD RE: Danger of the road GOVERNOR MOORE RE: Misuse of Turnpike speeds	DAVID ABRAMS: The West Virginia Turnpike was the best road in the state. Period. Head and shoulders (CONTINUED) above anything else. It stayed that way until they upgraded it to the Interstate standards in the 70s and 80s, and by that time the volume of traffic had gotten far larger than they had ever designed it to handle. BILL WOOD: I think really the biggest problems we had were on holiday weekends. You'd have one wanting to beat everything, trying to pass where you couldn't pass, and stuff like that. The road itself would carry the traffic. GOVERNOR MOORE: The Turnpike, by reason of its creation,

	CUT TO:	was not built to be a speedway. But there were a lot of us who used it as a speedway and the turnpike did obtain a difficult name.
	ON ACTIVE MAPS: PULL BACK TO INDICATE NEW INTERSTATE HIGHWAY SYSTEM DISSOLVE TO: SERIES OF TURNPIKE PHOTOS CIRCA 1970s REVEALING THE WEAR ON THE HIGHWAY; AGED GLASS HOUSE CUT TO:	NARRATOR V/O: Three decades after it was originally proposed, the Great Lakes to Florida Highway stretching from Cleveland to Jacksonville was fully realized in the form of Interstates 77, 26 and 95, and the West Virginia Turnpike was at the heart of it. In addition, the increased traffic was taking its toll on the roadway, and the service facilities—which had not been refurbished since they were open—were showing their age. The Turnpike was state of the art in the 1950s but was becoming antiquated in the new era.
	INTERVIEWS: GOVERNOR SMITH RE: Expansion funding needed DISSOLVE TO: B&W PHOTO OF 2-LANE TURNPIKE DISSOLVE BACK TO GOVERNOR SMITH	GOVERNOR SMITH: Well the only thing we always came across was trying to get enough funds to expand it to get it to come up to Interstate standards. We were all anxious then, as the other Interstate highways were completed to get this one equal in quality to the Interstate services from the Charleston to the Beckley area.
	SFX: RAINING MONEY A TURNPIKE BOND FADES IN AT CENTER SCREEN AND PULLS CLOSER TO REVEAL THE DATE, 1989. BOND DISSOLVES	NARRATOR V/O: Beyond the physical problems of the turnpike were serious financial concerns. The turnpike bonds issued in 1952 and 1954 were coming due in 1989. The Turnpike

	<p>A NEW BOND FLOATS LEFT TO RIGHT ON THE SCREEN</p> <p>A B&W PHOTO OF A TURNPIKE BRIDGE FLOATS RIGHT TO LEFT</p> <p>CUT TO:</p>	<p>Commission owed \$45 million on the bonds, but unfortunately only had \$25 million with which to pay them. The full highway system which was needed to make the turnpike a success came too late to help with the current bonds.</p>
	<p>INTERVIEWS: PARKWAYS BOARD MEMBER ALAN L. SUSMAN</p> <p>COMMISSIONER RITCHIE RE: The need for bonds to upgrade</p> <p>CUT TO:</p>	<p>ALAN SUSMAN: We were past due on the interest payments on the bonds. And as far as equipment was concerned--the equipment out there--we were buying cabs to put on the trucks instead of buying new trucks.</p> <p>BILL RITCHIE: In order to be able to pay for the bonds but at the same time you had to have the money to upgrade the turnpike in order to increase the traffic. So it was around and around.</p>
	<p>MS OF HIGHWAY OF 70s ERA TURNPIKE SIGN</p> <p>CLOSE IN THEN DISSOLVE TO:</p> <p>MS OF DIFFERENT SIGN</p> <p>CLOSE IN THEN DISSOLVE TO:</p> <p>B&W PHOTO OF OLD TURNPIKE</p> <p>PAN AND THEN</p> <p>FADE OUT</p> <p>END CHAPTER 4</p>	<p>NARRATOR V/O: Without help the Turnpike Commission would default on the bonds, which would destroy the commission's bond rating. In addition to the embarrassment this would cause the state, it would inhibit future economic development activity on the highway.</p> <p>The West Virginia Turnpike was in need of an overhaul to bring a golden era dream up to the standards of an impending 21st century reality.</p>

	CHAPTER 5	
	<p>SUPERIMPOSE: One man scorned and covered with scars still strove with his last ounce of courage to reach the unreachable stars...</p> <p>...And the world will be better for this - Cervantes</p> <p>SUPERIMPOSE CHAPTER TITLE: A PROPHECY FULFILLED</p>	CUE MUSIC: LIVELY AND MODERN, CREATING A FEELING OF PROMISE
	<p>FADE IN: ON PHOTO OF MOUNTAIN BEING BULLDOZED</p> <p>DISSOLVE TO:</p> <p>B&W PHOTO OF OLD TURNPIKE IN PRISTINE STATE</p> <p>DISSOLVE TO:</p> <p>PHOTO OF THE TURNPIKE <u>DURING</u> TRANSFORMATION</p> <p>DISSOLVE TO:</p> <p>LS PHOTO OF THE INTERSTATES CONNECTING TO TURNPIKE</p> <p>CUT TO:</p>	<p>NARRATOR V/O: In the Bible, First Corinthians talks about having faith that can move mountains. West Virginians had that faith and moved mountains to create the turnpike, and now it would require more faith to transform it.</p> <p>With Interstates connecting to the Turnpike at Charleston and Princeton, the Interstate (CONTINUED) system was looking for a route to connect the two ends that may not include the existing turnpike</p>
	<p>INTERVIEW: COMMISSIONER RITCHIE RE: The option of building new Interstate in lieu of upgrade</p>	<p>BILL RITCHIE: There's where you got into the money. If you had built a new Interstate adjacent to the West Virginia Turnpike, the West Virginia Turnpike would have gone bankrupt and the state would have defaulted on the bonds. We looked at that option and we studied the cost of a new Interstate system or upgrading the West Virginia Turnpike.</p>
	<p>LS OF FOUR-LANE HIGHWAY</p> <p>DISSOLVE TO:</p>	<p>NARRATOR V/O: But it became evident to all authorities, both state and federal, that</p>

	<p>MS OF TURNPIKE DURING UPGRADE</p> <p>DISSOLVE TO:</p> <p>NEW MS TURNPIKE DURING UPGRADE</p> <p>DISSOLVE TO:</p> <p>LS OF TURNPIKE IN TRANSFORMATION</p> <p>DISSOLVE TO:</p> <p>MS OF GOVERNOR MOORE AT TURNPIKE CEREMONY</p> <p>DISSOLVE TO:</p> <p>MS OF GOVERNOR ROCKEFELLER AT CEREMONY</p> <p>DISSOLVE TO:</p> <p>LS OF TURNPIKE</p> <p>DISSOLVE TO:</p> <p>LS OF GOVERNOR MOORE AT TURNPIKE RIBBON CUTTING</p>	<p>upgrading the turnpike to four-lanes took care of the needs of the existing roadway as well as the Interstate system.</p> <p>This made it possible for the turnpike to get its four-lane upgrade with ninety percent of the funding to be paid by the federal government, with a ten percent match from the state.</p> <p>Under Governor Arch Moore the upgrade planning began in 1970 and the first contract was let in 1973. The upgrades continued with Moore's successor, Governor Jay Rockefeller, for the next two terms.</p> <p>Rockefeller was later succeeded by Moore, who was (CONTINUED) elected to a non-consecutive third term and who would see the difficult work come to completion.</p>
	<p>ON ACTIVE MAP OF WEST VIRGINIA</p> <p>LINES AND SIGNS INDICATING INTERSTATE 64 EXTENSION FROM BECKLEY INTO VIRGINIA FADES IN</p> <p>MONTAGE OF PHOTOS OF TURNPIKE DURING TRANSFORMATION</p>	<p>In 1988 the final section of Interstate 64 was completed from Beckley to the Virginia border. This gave the Turnpike east-west access and increased revenues by fifteen percent.</p> <p>During the original construction, the Turnpike Commission had the foresight to acquire all of the land needed for right-of-way when the existing two-lanes would become four. However, retrofitting the highway provided work just as</p>

	<p>DISSOLVE TO:</p>	difficult as the initial construction. Landmark bridges had to be replicated and parallel paths had to be carved, cleared and paved.
	<p>VINTAGE B&W IMAGE OF MEMORIAL TUNNEL</p> <p>MATCH CUT</p> <p>70s ERA VIDEO FOOTAGE OF TUNNEL</p> <p>DISSOLVE TO:</p> <p>NEW ANGLE OF TUNNEL</p> <p>CUT TO:</p> <p>NEW ANGLE OF TUNNEL</p> <p>DISSOLVE TO:</p> <p>MONTAGE OF B&W PHOTOS OF CUT AND FILL IN PROGRESS</p>	<p>The most important decision to be made during the upgrade dealt with the Memorial Tunnel.</p> <p>Memorial Tunnel was not up to Interstate standards, which meant two new tunnels would have to be created. However, engineering had come a long way since the 1950s and a new idea was proposed.</p> <p>Instead of two new tunnels, why not build a pathway with a huge cut and fill which would facilitate traffic far better?</p> <p>The two options were weighed, (CONTINUED)</p> <p>and the projected cost of the new tunnels would prove more expensive in the long run than the new cut.</p>
	<p>SECRETARY VANKIRK RE: The cost and logistics of the new cut</p> <p>DISSOLVE TO:</p>	<p>SECRETARY VANKIRK: One of the projects I remember most of course was the big cut that eliminated the Standard tunnel about halfway up the turnpike. At the time we awarded that project it was the largest project ever awarded by the highway department. Some \$37 million, it is only about three-quarters of a mile long but it contained over 10 million cubic yards of earth.</p>
	<p>VIDEO MONTAGE OF WORK ON THE CUT AND FILL</p>	<p>NARRATOR V/O: Like any worthwhile idea, the new cut through the mountains and its</p>

	<p>DISSOLVE TO: LS OF CUT IN USE DISSOLVE TO: MOVING SHOT THROUGH THE CUT DISSOLVE TO:</p>	<p>subsequent grading proved to be a monumental task for a well-tested group of West Virginia engineers and highway builders.</p> <p>After three years of hard work cutting through the mountain and filling in the valley, the end result speaks for itself. Trucks carrying volatile substances no longer have to get off the turnpike to go around the tunnel, and travelers enjoy a smoother, more even-flowing journey.</p>
	<p>CU OF MEMORIAL TUNNEL POSTCARD MATCH CUT: VIDEO CU OF MEMORIAL TUNNEL- PRESENT DAY DISSOLVE TO: VIDEO MONTAGE OF TERRORISM STUDY INSIDE TUNNEL CUT TO:</p>	<p>Though rendered obsolete for highway travel, the Memorial Tunnel would not lay to waste.</p> <p>In October 2000, the Center for National Response worked in cooperation with the Adjutant General of West (CONTINUED)</p> <p>Virginia to acquire the use of the tunnel's unique controlled environment for a testing and training facility to study terrorism response.</p> <p>Inside the defunct tunnel experts play out different scenarios to test and improve reaction to the threat of terrorism.</p>
	<p>INTERVIEW: CONGRESSWOMAN SHELLEY MOORE CAPITO RE: The new use for the tunnel</p>	<p>CONGRESSWOMAN CAPITO: The West Virginia National Guard has done a magnificent job of setting it up for into a lot of different scenarios, whether it be a gas attack or a building collapse. And first responders are coming from all over, not only this country but from outside this</p>

	DISSOLVE TO:	country, to learn how to react and know how to be prepared.
	VIDEO MONTAGE OF TUNNEL IN ITS MODERN USAGE FOR ANTI-TERRORISM STUDIES, FEATURING FOOTAGE OF SECRETARY RIDGE'S VISIT	NARRATOR V/O: Since the tragedies of 9/11 the tunnel's newfound role has been thrust into a new spotlight. In Spring 2004, Homeland Security Secretary Tom Ridge paid a visit to the half-mile long tunnel.
	INSERT INTERVIEW: CONGRESSWOMAN SHELLEY MOORE CAPITO CONGRESSMAN NICK JOE RAHALL RE: The new use for the tunnel	CONGRESSWOMAN CAPITO: I think that was a high point in terms of giving a great stamp of approval, not only for a good use for the tunnel, but for the training the Guard has been doing there. CONGRESSMAN RAHALL: Seeing the training going on in that old tunnel truly brings an international spotlight to West Virginia and it's because of the Turnpike.
	ON VINTAGE POSTCARD OF MEMORIAL TUNNEL DISSOLVE TO: MONTAGE OF B&W PHOTOS OF STANLEY BENDER BRIDGE IN USE DISSOLVE TO: B&W PHOTO OF BENDER BRIDGE JUST BEFORE DEMOLITION DISSOLVE TO:	NARRATOR V/O: With the tunnel closed and the new cut serving the turnpike, the old Stanley Bender Bridge was no longer needed. The bridge, which was one of the nation's most impressive in its day, had been outmoded. Sitting idle, and without continuous maintenance, it would corrode and prove hazardous to the environment, and maintenance on an unused bridge would be a waste of state resources. So the bridge, which was once the highest east of the Mississippi, had to be demolished.

	SFX OF BRIDGE DESTRUCTION- EMPLOYING SERIES OF PICTURES DISSOLVE TO:	SOUND FX: EXPLOSION
	LS OF TURNPIKE DISSOLVE TO: B&W PHOTO OF GOVERNOR CAPERTON ON TURNPIKE DISSOLVE TO: NEW PHOTO OF GOVERNOR CAPERTON DISSOLVE TO: B&W PHOTO OF TURNPIKE COMMISSION HEADQUARTERS DISSOLVE TO: COLOR PHOTO OF REFURBISHED HEADQUARTERS DISSOLVE TO: WVPEDTA LOGO DISSOLVE TO:	The highway was not the only aspect of the turnpike to get an overhaul. In 1989 Governor Gaston Caperton saw the need to revamp and revise the Turnpike Commission. Caperton reasoned that since the Turnpike was built for the purpose of facilitating economic development, then the body which oversaw it should play the same role. So the State Legislature abolished the old Turnpike Commission and replaced it with a new entity: The West Virginia Parkways Economic Development and Tourism Authority. This new body, (CONTINUED) with new authority, funding and power, could now address the Turnpike's future and finances head on.
	BACKGROUND: PHOTO OF FOUR-LANE TURNPIKE. BONDS FLOAT LEFT TO RIGHT AND UP AND DOWN THE MISE EN SCÈNE DISSOLVE TO: AERIAL OF MODERN TURNPIKE CUT TO:	Immediately the Parkways Authority issued \$143 million in bonds which were key to funding the turnpike's many needs. The total cost of upgrading the Turnpike to four lanes was \$741 million, which meant the state's share being paid by the Division of Highways was \$83 million, which Parkways paid back to the DOH.
	INTERVIEW: GOVERNOR BOB WISE RE: Integrating Turnpike into	GOVERNOR WISE: When I was in Congress, Senator Byrd obviously worked so hard to

	Interstate system	get the funding for it, and Congressman Rahall—most of it goes through his district. But one of my jobs in the Transportation Infrastructure Committee was working with Congressman Rahall making sure we had the authority, and while it had not been billed as an Interstate it would be permitted to be and we would also be able to use toll revenues for that purpose. Interstate highways are not to have tolls on them. And there have to be exceptions granted by Congress. This was one of the limited exceptions.
	<p>AERIAL SHOT OF TURNPIKE</p> <p>DISSOLVE TO:</p> <p>NEW ANGLE: AERIAL SHOT OVERHEAD MOVING WITH TRAFFIC</p> <p>COLOR PHOTO OF TOLL BOOTH REMOVAL FLOATS LEFT TO RIGHT</p> <p>MOVING IMAGES OF TURNPIKE TOLL BOOTHES</p> <p>B&W PHOTO OF GLASS HOUSE</p> <p>MATCH CUT:</p> <p>COLOR PHOTO OF MODERN NEW TRAVEL PLAZA</p> <p>CUT TO:</p>	<p>NARRATOR V/O: With other funds from the remaining bond issue money the Parkways Authority paid off the original bonds from 1952 and 1954, and completed new (CONTINUED)</p> <p>construction projects, which included removing the side toll booths, widening the existing toll lanes and reconstructing the highway at the turnpike's south end.</p> <p>The Parkways Authority placed concession revenues in a fund to be used exclusively to promote tourism and enhance economic development.</p>
	<p>INTERVIEWS:</p> <p>PARKWAYS GENERAL MANAGER, GREGORY C. BARR</p> <p>RE: Benefits of new interchange</p>	<p>GREG BARR: We had, for years, we had a situation at our Beckley Travel Plaza—that it was only accessible for southbound traffic. And we started looking at that, and the fact there was sort of a dangerous exit from that plaza that created an</p>

	<p>objectionable merging of traffic. As they got onto the southbound roadway and some vehicles were wanting to get off the Harper Road exit and it created tensions and frictions there among the traffic. So by putting in a new interchange just one mile north of Harper Road, it not only added northbound and southbound access to that travel plaza, but it also eliminated that objectionable merge coming out of that plaza.</p> <p>GOVERNOR GASTON CAPERTON RE: Modernization of Turnpike facilities</p>	<p>GOVERNOR CAPERTON: So, when people came into West Virginia down that beautiful, beautiful turnpike you didn't want them to pull off and not have a wonderful facility. So that sort of came first.</p>
	<p>MS OF TRAVEL PLAZA ENTRANCE-PATRONS ENTER</p> <p>DISSOLVE TO:</p> <p>MONTAGE OF LOGOS OF TRAVEL PLAZA BUSINESSES</p> <p>DISSOLVE TO:</p> <p>MS OF TOLL BOOTHS</p> <p>DISSOLVE TO:</p> <p>AERIAL SHOT: APPROACHING TOLL BOOTH</p>	<p>NARRATOR V/O: The Parkways Authority placed concession revenues in a fund to be used exclusively to promote tourism and enhance economic development.</p> <p>Operational changes were made to the Turnpike which benefited local users.</p> <p>In 1990 a Commuter Pass system was established at the North Beckley Toll Plaza allowing for unlimited travel at the low cost of \$5 a year.</p> <p>In 1994 the Parkways Authority Commuter Program</p>

	<p>DISSOLVE TO:</p> <p>COLOR PHOT OF SIGN ADVERTISING E-Z PASS</p> <p>DISSOLVE TO:</p> <p>COLOR PHOTO OF TOLL BOOTH OPERATOR-TILT DOWN</p> <p>CUT TO:</p>	<p>was created to provide frequent non-commercial users a savings on tolls of up to 85% at all toll booths.</p> <p>In 1999 the Turnpike instituted the use of EZ Pass, an innovative system which allows travelers to pay tolls with a transponder from their vehicle without stopping.</p> <p>After 50 years of toll collection some patrons questioned their continued usage. However, West Virginians receive the greatest benefits from them.</p>
	<p>INTERVIEW: GOVERNOR WISE RE: Tolls benefit West Virginia</p> <p>DISSOLVE TO:</p>	<p>GOVERNOR WISE: The reality is that eighty-two percent of the revenue that comes, comes from out-of-state or commercial traffic. This road (CONTINUED) is largely paid for by out-of-state travelers. Indeed we are able to do the kind of upgrades to this road only because of the tolls. If we didn't have this, then we would have to be taking millions of dollars from other parts of the state that desperately need road improvements, too to put them to the turnpike. I think the better idea is to let 82% of the revenue come from out of state. And that is guaranteed to the citizens all over the state, including those areas not served by the turnpike--that they won't have to pay for the turnpike.</p>
	AERIAL SHOT OF TURNPIKE	NARRATOR V/O: During this

	<p>CUT TO:</p> <p>renaissance of the Turnpike, authorities were looking for other opportunities to expand its economic horizons. With available property in Beckley, many ideas were bandied about, including a horse park.</p> <p>The winning idea was an artisan's center at which West Virginia's famous craftsmen could ply their trade and sell their wares.</p>
	<p>INTERVIEWS: GOVERNOR CAPERTON RE: The need for an artisan's center</p> <p>CUT TO:</p> <p>GOVERNOR CAPERTON: And I thought if we could have one place that was really outstanding that the artisans could sell their goods and then they could be sold from a central place. Then the artisans could be artisans. And they'd be able to work all the time, whether they were potters or basket-makers (CONTINUED) or furniture makers, and they could spend all of their time doing what they do best; probably better than any place in this country, and probably anywhere in the world.</p>
	<p>AERIAL SHOT: COMING OVER THE CREST OF THE HILL ON WHICH THE ARTISAN'S CENTER SITS</p> <p>CROSSFADE WITH:</p> <p>ARCHITECTURAL RENDERING OF ARTISANS CENTER</p> <p>MATCH CUT WITH:</p> <p>AERIAL SHOT OF COMPLETED ARTISAN'S CENTER (TAMARACK)</p> <p>NARRATOR V/O: The 59,000 square-foot center would be named Tamarack: The Best of West Virginia. The tamarack is hearty tree most often found in northern climates, but which grows in West Virginia's resplendent mountains. The name is fitting since the tamarack tree is famous for the versatility of its usage.</p> <p>With architecture as bold as</p>

	<p>DISSOLVE TO:</p> <p>AERIAL SHOT: MOVING COUNTER-CLOCKWISE AROUND TAMARACK</p> <p>DISSOLVE TO:</p> <p>INT. TAMARACK, as patrons view the wares</p> <p>DISSOLVE TO:</p> <p>MOVING SHOT OF ARTS AND CRAFTS</p> <p>DISSOLVE TO:</p> <p>MS OF ARTISAN AT WORK</p> <p>DISSOLVE TO:</p> <p>MS OF GREENBRIER CHEFS</p> <p>DISSOLVE TO:</p> <p>LS OF PATRONS AT TAMARACK</p> <p>DISSOLVE TO:</p>	<p>its ambition, the Tamarack Center was designed to resemble an Appalachian quilt pattern brought to life.</p> <p>Representing the heart and soul of West Virginia, tourists get a first hand look at the finest the state has to offer in cultural experiences ranging from arts and crafts to cuisine prepared by The Greenbrier Resort.</p>
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	COLOR PHOTO OF TAMARACK CONVENTION CENTER CUT TO:	In 2004 Tamarack added a new 22,000 square-foot conference center.
	INTERVIEW: PARKWAYS BOARD MEMBER, DAVID L. DICKIRSON RE: Tamarack as educational and cultural center DISSOLVE TO:	DAVID DICKIRSON: Part of the mission was to have an education center and at the same time we were developing the conference center. The Tamarack foundation was put together and that foundation is to simply carry out the mission of education, apprenticeships and cultural preservation
	CU OF ARTISAN AT WORK	NARRATOR V/O: Guests have come from all over the nation

	<p>DISSOLVE TO: MS OF TAMARACK'S CENTER COURT & FOUNTAIN DISSOLVE TO:</p>	to see the innovative center, and study how they can replicate it in their own states.
	<p>INSERT INTERVIEW: GOVERNOR SMITH RE: OTHER STATES WISHING TO REPLICATE TAMARACK FADE OUT END CHAPTER 5</p>	GOVERNOR SMITH: It's amazing to see how many people come by and stop, and they want to learn how you did it because they want to have one in Indiana, they want to have one in all these surrounding states. And we tell them what we can but we don't divulge any secrets.
	EPILOGUE	
	<p>COLOR PHOTO OF TAMARACK DISSOLVE TO: B&W RENDERING OF GLASS HOUSE DISSOLVE TO: AERIAL SHOT OF TURNPIKE DISSOLVE TO: NEW AERIAL SHOT OF TURNPIKE DISSOLVE TO: COLOR PHOTO OF TURNPIKE DISSOLVE TO: VINTAGE B&W FOOTAGE OF TURNPIKE CONSTRUCTION DISSOLVE TO: AERIAL FOOTAGE OF MODERN TURNPIKE CONNECTING WITH OTHER HIGHWAYS CUT TO:</p>	<p>NARRATOR V/O: Thomas Jefferson once remarked "I like the dreams of the future much better than the history (CONTINUED)</p> <p>of the past." The West Virginia Turnpike continues to dream of the future as it will never be completed.</p> <p>New opportunities will arise and economic development will continue. In its fifty year history over one billion people have traveled the Turnpike in 500 million cars and 100 million commercial vehicles.</p> <p>The great dream of a superhighway through the mountains has been realized, and what was once called a road to nowhere has proven itself to be a road to</p>

		opportunity.
	<p>INTERVIEWS: RE: Accomplishments of the present, looking to the future</p> <p>CONGRESSWOMAN CAPITO</p> <p>GOVERNOR WISE</p>	<p>CONGRESSWOMAN CAPITO: I think we need to look at southern West Virginia not just as a pass-through corridor but a reason to stop and stay.</p> <p>GOVERNOR WISE: We're going to have to expand the turnpike, we're going to have to add new lanes, we'll probably have to do new bond issues in the future for it. And our administration has already begun the planning for that, and the next administration will be able to carry that out. But the (CONTINUED) turnpike--in order to be competitive and affective-- it will have to continue upgrading, as it always has.</p>

	CONGRESSMAN RAHALL	CONGRESSMAN RAHALL: The turnpike is a vital economic development tool for our area. Not only does it bring in and take out the many tourist that come to our Region--it being the major artery that it is, running north/south--but it means a lot to our people who live here. It means jobs.
	SENATOR BYRD	SENATOR BYRD: When we lift one ship we create a tide that raises all the boats. What we are doing for West Virginia we are doing for the rest of the country.
	DISSOLVE TO:	
	LS OF MODERN TURNPIKE	NARRATOR V/O: We can't know what's in store for the

	<p>DISSOLVE TO:</p> <p>LS OF WEST VIRGINIAS UNIMPEDED MOUNTAINS</p> <p>PULL BACK TO REVEAL:</p> <p>Turnpike weaving through mountains.</p> <p>DISSOLVE TO:</p>	turnpike or for our great state, but one thing is certain: No mountains are too high to keep West Virginians from their dreams.
	MUSICAL MONTAGE: Images are of modern highway are juxtaposed with historical pictures	MUSIC CUE: JOHN DENVER'S "COUNTRY ROADS, TAKE ME HOME"
	ROLL CREDITS FADE OUT THE END	