



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1

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February 1, 2006

Former Governor Victor Atiyeh
519 S.W. Park Suite 208
Portland, OR 97205

FEB 08 2006
Governor Atiyeh

SUBJECT: Historic Columbia River Highway

Thank you for your letter of January 30. As requested, attached are the letter you wrote in 1981 supporting the Columbia River Highway Survey Project and a speech you gave to the Oregon Transportation Commission in 1983, supporting restoration of the Highway.

Yes, the rock from the Rocky Butte Jail was saved and used along the Highway. There are a few pieces left in ODOT and OPRD stockpiles. Thank you for requesting that the rock be saved. Rock like that is very difficult to find.

I thought you would also be interested in the enclosed information about the Historic Columbia River Highway.

Thank you again for your support of the Historic Columbia River Highway.

Sincerely,

Jeanette B. Kloos
Scenic Area Coordinator

Enclosures

An Official Statement on Behalf of the Columbia River Highway Survey
Project
Remarks, February 14, 1983
Executive Summary of HCRH Master Plan



AN OFFICIAL STATEMENT

In Behalf of

THE COLUMBIA RIVER HIGHWAY SURVEY PROJECT

FEB 08 2006
Governor Atiyeh



VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310
March 10, 1981

Oregon Columbia River Gorge Commission
P.O. Box 284 98648
Stevenson, WA

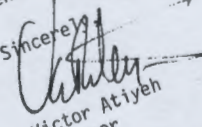
The first major paved roadway in the Pacific Northwest, the Columbia River Highway, was originally designed to provide public access to the scenic grandeur of the Gorge, to enhance tourism, and to strengthen commercial ties with the inland communities of Oregon and Washington. Today, although replaced as the Primary Gorge thoroughfare by a modern freeway, the old highway remains Oregon's most notable and important scenic parkway.

Upon its dedication in 1916, the highway was internationally acclaimed for its design and engineering. Graceful arching bridges, viaducts, intricate stone work, and dry masonry walls still stand as a tribute to skills and sensitivity of the highway's designer, Samuel Lancaster. Yet, the highway must also be viewed as a monument to the long-standing pride and respect which Oregonians have for the unique scenic beauty of the Gorge. This marvelous roadway could certainly never have been constructed if not for the tireless cooperative efforts by numerous civic and business leaders, among them Simon Benson, Sam Hill, John Yeon and Julius Meier.

The Columbia River Highway opened the Gorge for expanded recreation uses, spawned a string of state and Forest Service recreation sites and encouraged the construction of the Crown Point Vista House, the Multnomah Falls Lodge, and many other lodges and tourist facilities. For much of the twentieth century, millions of visitors have shared the excitement of a scenic drive through the Gorge.

Unfortunately, our stewardship of the highway has become too lax during recent years. Only a third of the original highway remains open for public use. The rest lies abandoned or destroyed. I am happy, however, to see interest in this important scenic and recreation resource growing.

The Oregon Columbia River Gorge Commission is currently attempting to organize a cooperative effort to document the highway's engineering and historical significance and to plan for its future use and care. I am further encouraged by the widespread interest shown in this project by governmental entities, civic organizations and private individuals. I strongly support these efforts and hope that both public and private interests will cooperate to ensure the project's success.

Sincerely,

Victor Atiyeh
Governor

**IN ALL THE WORLD, THERE IS NO OTHER
PLACE LIKE THE COLUMBIA RIVER GORGE!**

Along the Columbia River Gorge, there are miles and miles of every form of recreational participation, involvement and enjoyment. You name it, it is all here: rugged trails, joggers' paths, picnic grounds, museums and information sources, lodges, camping grounds, tourist attractions, year-around boating/skiing, resort accommodations, scenic exploring, sportsmans' facilities and equipage, historic sites, natural wonders, engineering achievements, architectural marvels, guides and tours, cycling, horseback riding, exhibits, and local, state and federal presentations.

A NATIONALLY ACCLAIMED HIGHWAY!

At the dawn of the auto age, the Columbia River Highway received national recognition for its engineering and design. It was championed by a group of "good roads" leaders, among them lumber barons John Yeon and Simon Benson, Sam Hill (builder of Maryhill Castle), and Julius Meier, Governor of Oregon in the 1930's.

The Columbia River Highway was the first "modern" highway linking the interior and coastal regions, and the first permanent road through the Columbia Gorge corridor. President Woodrow Wilson dedicated the Highway in 1916, and leaders such as Theodore Roosevelt and George Geothals marvelled at the Highway's engineering. The bridges, viaducts, tunnels and stonework were lauded nationally; Moffett Creek Bridge (now abandoned) was the longest span of its kind in the world when constructed.

The Columbia River Highway opened up the Gorge for expanded recreation uses; spawned a string of state and Forest Service recreation sites; and encouraged construction of the Crown Point Vista House, Multnomah Falls Lodge, and many other lodges and tourist facilities. For much of the twentieth century, millions of visitors shared the excitement of a scenic drive through the Gorge.

Today about one-third of the old Highway is still in use in the two scenic loops over Crown Point and Rowena Crest. Two-thirds of the original roadway has been abandoned or destroyed between Warrendale and Mosier, with the construction of a low-level Gorge highway after 1949. Many miles of abandoned highway sections exist, with bridges, stonework and roadway intact but endangered. Between Hood River and Mosier, nearly five miles of highly scenic abandoned roadway exist. There is a great potential for reuse of these sections as trails or bikeways. Along the remaining roadway, there is little recognition of the Highway as an historic transportation project or a recreation resource.

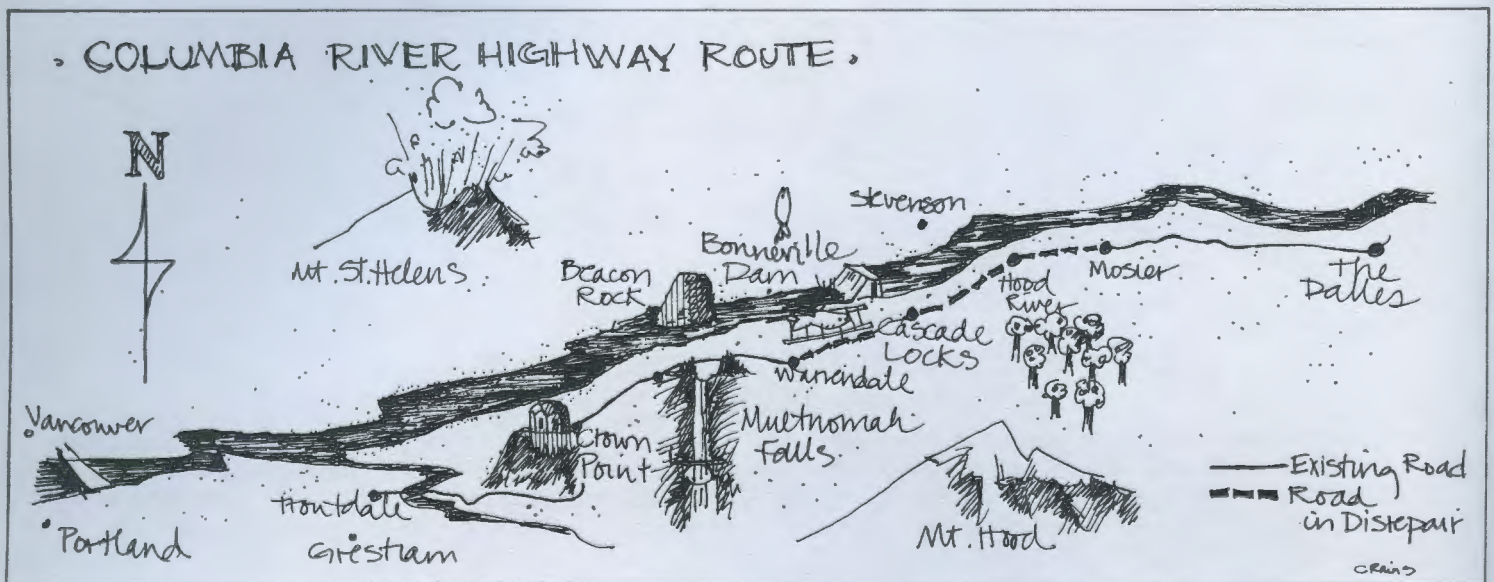
The Columbia River Highway is a unique expression of

its time and place, a parkway with a practical purpose. The Highway was designed with a strong sense of place for the landscapes of the Columbia Gorge. Among the northwestern states, there are no other historic parkways which compare to the Columbia River Highway in design quality, engineering, length, age, associated structures, natural setting or historic recreation use.

Recognizing the Highway's regional importance, its endangered condition, and its recreational potential, the Columbia River Gorge Commissions have launched a cooperative project to document, survey and evaluate the old Columbia River Highway during the summer of 1981. A steering committee of cooperating local, state and federal interests has been formed to organize and supervise the survey project. The committee is headed by the Historic Preservation League of Oregon, a private, independent, state-wide organization.

The survey project has gained the support of many local groups and individuals. In its enthusiastic endorsement of the project, the Portland Chamber of Commerce noted that "... the old Highway was developed in 1916 with the dedicated support of the business community ... the Portland Chamber of Commerce views the old Highway as a valuable recreational asset to residents of the area. The demand for recreational opportunities within a short driving distance from Portland will significantly increase in the coming years with the completion of the I-205 bridge and the increase in fuel prices. We hope that the survey will open the door to new recreational opportunities for the City of Portland and surrounding communities."

There is no other highway like the Columbia River Highway ... miles and miles of every form of recreational participation, involvement and enjoyment! Your contribution and assistance are needed to make this project work.



IN ALL THE WORLD, THERE IS NO OTHER PLACE LIKE THE COLUMBIA RIVER GORGE!



This 1915 photograph is of the bridge at Sheppard's Dell.

YOUR SUPPORT WILL PROVIDE:

- A summer field survey team under the National Architectural and Engineering Record program.
- An historic and engineering inventory of the Columbia River Highway and associated buildings along its corridor.
- A driving/walking tour guide for visitors to the Columbia River Highway corridor.
- "Alternatives for the 1980's" report, which identifies recreation reuse and historic conservation opportunities for the Columbia River Highway and associated buildings.

... AND MAKE POSSIBLE THESE LONG-TERM OBJECTIVES:

- Conservation of historic Columbia River Highway bridges, stonework and structures.
- Recreational reuse of abandoned highway sections for trails and bikeways.
- Enhanced public opportunities to visit, enjoy and understand the Columbia River Highway.

About one-half of the needed project resources are now pledged from public agencies. Private contributions are needed now to make this project go during the summer of 1981. Contributions to the Historic Preservation League of Oregon will be tax deductible.

NEXT STEP ... THE SURVEY:

The Historic Preservation League of Oregon and a steering committee of local groups and public agencies will conduct the survey project under contract with an eight-person interdisciplinary team. Dr. T. Allan Comp, the project advisor, has led similar cooperative projects all over the United States, including recent surveys of Nevada's Comstock Lode area and Pennsylvania's Lehigh Canal.



This photograph taken shortly after construction of the Columbia River Highway, depicts the original craftsmanship of the Highway.



Overlooking the scenic Columbia River, the Vista House at Crown Point was dedicated in 1918.

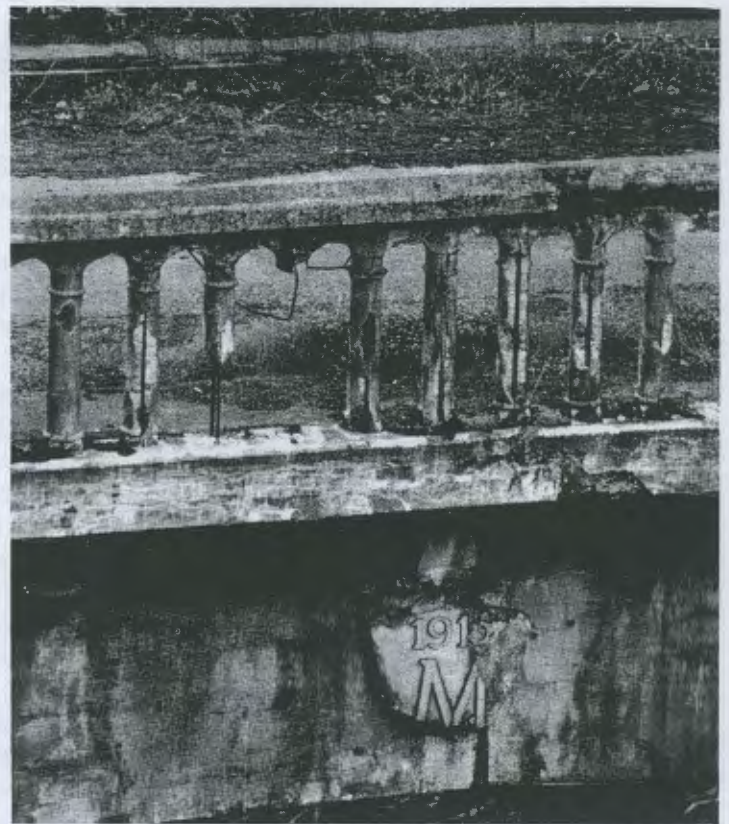
THE COLUMBIA RIVER HIGHWAY SURVEY PROJECT

Steering Committee:*

- Historic Preservation League of Oregon (Chairman) (The League was formed as a private, independent, non-profit organization. Its purpose is to encourage and support the advancement of historic preservation through education, planning, and legislation.)
- Columbia Gorge Commissions
- Multnomah County
- State of Oregon (State Parks Division and State Highway Division)
- United States Forest Service Region Six (Mount Hood National Forest)
- Oregon Historical Society
- Portland Womens' Forum

* The organizations listed will provide direct and indirect assistance at four levels: local, state, regional, and national. Their contributions and responsibilities may be one, many, or all of these following essentials to a successful project:

Administration	Fiscal Agent
Assessment and Advocacy	Fund Raising
Construction Material/Services	Government Liaison
Coordination	Support Services
Direct Contributions and Funding	Technical/Engineering Counsel
Financial Planning	Volunteer Assistance



Illustrating the disrepair of sections of the Highway, this is a current photograph of the Moffett Creek Bridge.

FOR FURTHER INFORMATION
CALL OR WRITE:

HISTORIC PRESERVATION LEAGUE OF OREGON
Attn: Mr. Carl Abbott
P.O. Box 40053
Portland, Oregon 97240
(503) 229-4015

Brochure layout and design donated by
SUSAN PARSLEY-WHITE

Photos courtesy of
OREGON HISTORICAL SOCIETY and RICHARD N. ROSS

235-8194

Cut on dotted line and return to the COLUMBIA RIVER SURVEY FUND

COLUMBIA RIVER HIGHWAY SURVEY FUND
HISTORIC PRESERVATION LEAGUE OF OREGON
P.O. BOX 40053
Portland, Oregon 97240

PLEDGE CARD

- I wish to support the COLUMBIA RIVER HIGHWAY SURVEY PROJECT by pledging a total dollar amount of:
TOTAL \$ _____ (Amount paid _____ Balance due _____ By _____.)
- I wish to volunteer my services (list): _____

PLEASE PRINT
NAME: _____ DATE: _____
ADDRESS: _____
CITY: _____ STATE: _____ ZIP: _____
WORK PHONE: _____ HOME PHONE: _____

YOUR PLEDGE AND OFFER OF ASSISTANCE WILL BE ACKNOWLEDGED
Contributions to the Historic Preservation League of Oregon will be tax deductible.

FILE

FEB 14 1983

REMARKS, GOVERNOR VIC ATIYEH
OREGON TRANSPORTATION COMMISSION
FEBRUARY 14, 1983 2:30 P.M.

PREPARED TEXT

MR. CHAIRMAN AND MEMBERS OF THE COMMISSION...

I ASKED FOR THIS OPPORTUNITY TO SPEAK WITH YOU TODAY BECAUSE OF MY STRONG CONCERN FOR PRESERVING THE SCENIC VALUES AND HISTORY OF THE COLUMBIA RIVER GORGE. AS YOU KNOW, TAKING ACTION TO PRESERVE THE GORGE FOR FUTURE GENERATIONS IS ONE OF THE TOP PRIORITIES OF MY SECOND TERM AS GOVERNOR OF THIS STATE.

I WANT TO ASSURE YOU THAT GOVERNOR SPELLMAN AND I HAVE BEEN WORKING TOGETHER CLOSELY AND VIGOROUSLY IN RECENT WEEKS ON THIS MATTER. WE HAVE WORKED THROUGH KEY STAFF TO HAMMER OUT A JOINT GUBERNATORIAL POSITION THAT WE INTEND TO FINALIZE AND BRING BEFORE THE CONGRESS AT THE EARLIEST POSSIBLE DATE.

TODAY, I WANT TO REPORT TO YOU OUR STRONG HOPE THAT WE CAN WIND UP OUR WORK AND BRING TO YOU AND THE CITIZENS OF BOTH STATES A SOLID WORKABLE PROPOSAL BEFORE THE END OF MARCH. AT THE SAME TIME, I WANT TO ASK EACH OF YOU PERSONALLY, AND AS A COMMISSION, FOR ASSISTANCE AND SUPPORT AS OUR EFFORTS APPROACH THIS CRITICAL PHASE.

SPECIFICALLY, I APPEAR BEFORE YOU THIS AFTERNOON BECAUSE OF YOUR DIRECT AUTHORITY OVER ONE OF THE MOST PRICELESS FEATURES OF THE GORGE: THE OLD COLUMBIA RIVER SCENIC HIGHWAY.

THAT HIGHWAY IS NOT ONLY ONE OF THE GREATEST ENGINEERING ACHIEVEMENTS IN OREGON, IT IS AN IRREPLACEABLE SCENIC AND HISTORIC ATTRACTION THAT WILL -- THROUGH OUR EFFORTS -- PLAY A CRITICAL ROLE IN PROMOTING TOURISM AND MAKING CERTAIN THAT THE TREASURES OF THE GORGE ARE PRESERVED AND ACCESSIBLE TO ALL.

THE COLUMBIA RIVER SCENIC HIGHWAY, AS YOU KNOW, WAS THE FIRST MAJOR PAVED ROADWAY IN THE PACIFIC NORTHWEST. AT THE DAWN OF THE AUTOMOBILE AGE, IT RECEIVED NATIONAL RECOGNITION FOR ITS ENGINEERING AND DESIGN. IT WAS CHAMPIONED BY SOME OF THE GREATEST FIGURES OF OREGON HISTORY; INCLUDING JOHN YEON, SIMON BENSON, SAM HILL, AND GOVERNOR JULIUS MEIER. IT WAS DEDICATED IN 1916 BY PRESIDENT WOODROW WILSON, AND PRAISED ENTHUSIASTICALLY BY THEODORE ROOSEVELT.

THE ORIGINAL HIGHWAY WAS PUT TO USE TO ACHIEVE MANY OF THE SAME GOALS WE SEEK TO ACHIEVE -- ON A BROADER SCALE -- TODAY. IT PROVIDED PUBLIC ACCESS TO THE SCENIC GRANDEUR OF THE GORGE, ENCOURAGED MANY DIFFERENT TYPES OF RECREATION USES, ENHANCED TOURISM, STIMULATED CONSTRUCTION OF MANY LODGES AND FACILITIES, AND STRENGTHENED THE COMMERCIAL TIES OF THE INLAND COMMUNITIES OF OREGON AND WASHINGTON.

FOR MOST OF THIS CENTURY, MILLIONS OF VISITORS HAVE BEEN DRAWN TO THE SCENIC EXCITEMENT OF THE GORGE THROUGH THE OPPORTUNITY PROVIDED BY THIS BEAUTIFULLY DESIGNED ROADWAY.

UNFORTUNATELY, AS YOU KNOW, ONLY A THIRD OF THE ORIGINAL HIGHWAY NOW REMAINS OPEN FOR PUBLIC USE. MUCH WAS ABANDONED OR DESTROYED AS FREEWAYS AND LOWER-LEVEL GORGE HIGHWAYS CAME INTO USE AFTER 1949.

TWO YEARS AGO, I WROTE A LETTER TO THE OREGON COLUMBIA RIVER GORGE COMMISSION VOICING MY STRONG SUPPORT FOR A COOPERATIVE EFFORT THAT WOULD DOCUMENT THE HIGHWAY'S SIGNIFICANCE, AND MAKE FIRM PLANS FOR ITS FUTURE PRESERVATION, USE, AND CARE.

THE COMMISSION HAS UNDERTAKEN AND COMPLETED A COMPREHENSIVE SURVEY PROJECT THAT HAS IDENTIFIED HISTORIC STRUCTURES, MADE RECOMMENDATIONS FOR RECREATIONAL USES OF ABANDONED HIGHWAY SECTIONS, AND IDENTIFIED RESTORATION AND CONSERVATION OPPORTUNITIES ALONG MANY PARTS OF THE OLD HIGHWAY.

I AM HERE TO PETITION YOU TO DO EVERYTHING POSSIBLE TO JOIN IN THIS EFFORT. I ASK THAT YOU JOIN TOGETHER WITH ME AND COUNTLESS CONCERNED OREGONIANS TO RESTORE AND PRESERVE AS MUCH AS WE CAN OF THAT GREAT PRICELESS SCENIC HIGHWAY -- ONCE CONSIDERED ONE OF THE MAN-MADE WONDERS OF THE WORLD. I REGARD OUR SCENIC HIGHWAY RESTORATION EFFORTS AS A KEY PART OF MY OVERALL STRATEGY TO PRESERVE AND PROTECT THE GORGE AS A WHOLE.

YOU KNOW AND I KNOW THAT APPROPRIATE RESTORATION WILL BE A LENGTHY PROCESS. AND WE KNOW ALL TOO WELL OF THE SEVERE FISCAL CONSTRAINTS THAT THE AGENCIES INVOLVED -- THE PARKS AND HIGHWAY DIVISIONS -- ARE CURRENTLY UNDERGOING.

SO THE FIRST PRIORITY IS TO BEGIN NOW TO LOOK FOR EVERY POSSIBLE SOURCE OF SPECIAL FUNDS, OR OUTSIDE SOURCES OF REVENUE, THAT COULD BE MADE AVAILABLE FOR THIS VITAL EFFORT.

I EXPECT THAT YOU WILL WORK CLOSELY WITH OUR CONGRESSIONAL DELEGATION IN THAT SEARCH FOR FINANCIAL ASSISTANCE.

IN THE MEANTIME, OUR OVERALL GOALS SHOULD BE KEPT STRONGLY IN MIND WHEN MAKING IMPROVEMENTS IN DAILY MAINTENANCE OF THOSE PORTIONS OF THE HIGHWAY STILL IN USE.

ANY WORK WE UNDERTAKE ON THE BEAUTIFUL ARCHING BRIDGES, THE VIADUCTS, THE INTRICATE STONE WORK AND DRY MASONRY; SHOULD BE UNDERTAKEN IN THE CONTEXT OF REVITALIZING THE HIGHWAY AND PRESERVING THE UNIQUE HISTORIC VALUES THE HIGHWAY REPRESENTS.

WE SHOULD LOOK AT REOPENING SOME OF THE OLD TUNNELS. WE SHOULD REEXAMINE THE ALTERNATIVES AVAILABLE TO US FOR PRESERVATION AND USE OF THE MANY MILES OF ABANDONED ROADWAY BETWEEN WARRENDALE AND MOSIER. SCENIC WAYSIDES, TRAILS, PICNIC AREAS AND BIKEWAYS -- THE POSSIBILITIES ARE BEFORE US IF WE HAVE THE IMAGINATION AND THE WILL.

I KNOW THAT OUR STATE CAN RELY ON THE KNOWLEDGE, SKILLS, AND EXPERIENCE WE ALREADY HAVE ON THIS COMMISSION, AND WITHIN THE DEPARTMENT OF TRANSPORTATION AS A WHOLE. YOU WILL KNOW BEST THE PRIORITIES TO SET, THE METHODS TO ACCOMPLISH OUR GOALS, AND THE PROPER WAYS TO PROCEED.

WHAT I AM ASKING THIS COMMISSION TO DO, MR. CHAIRMAN, IS TO MAKE A PUBLIC COMMITMENT HERE AND NOW TO RESTORE AND PRESERVE AS MUCH OF THE OLD COLUMBIA RIVER SCENIC HIGHWAY AS IS POSSIBLE WITHIN OUR ABILITIES. AND I ASK YOU TO MAKE A BEGINNING, TODAY, TOWARD THAT GOAL.

BY RESTORING WHAT WE CAN OF THE HIGHWAY, WE WILL IN TURN ADD GREAT MOMENTUM TO OUR OVERALL EFFORT TO PROTECT AND PRESERVE THE COLUMBIA RIVER GORGE AS A WHOLE. I VIEW OUR COMMITMENT TO THE HIGHWAY AS A KEY ASPECT OF OUR COMMITMENT TO THE OVERALL STRATEGY WHICH GOVERNOR SPELLMAN AND I WILL SOON ARTICULATE.

THAT IS WHY I ASK YOU TODAY TO JOIN WITH ME IN THIS EFFORT -- TO RESTORE AND ENHANCE THE HIGHWAY WHEREVER POSSIBLE, AS A PART OF OUR PRIMARY GOAL OF PRESERVING AND PROTECTING OUR PRICELESS COLUMBIA RIVER GORGE. BY PUTTING OUR HEARTS AND HANDS TO THIS TASK TODAY, WE WILL LEAVE A LEGACY THAT WILL LAST FOR MANY TOMORROWS TO COME.

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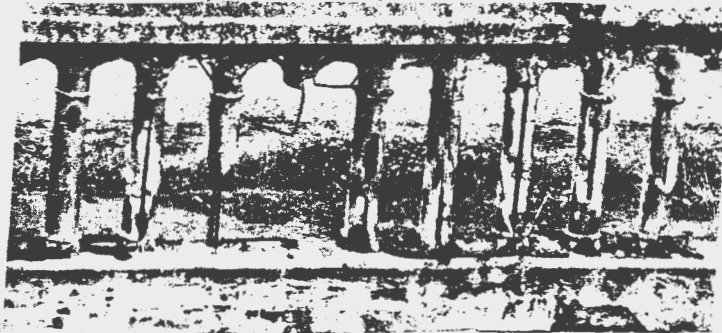
BIKE TOUR: Abandoned Section, Hood River to Mosier
 SATURDAY, June 18, 1983: 9AM to 1 PM
 MEET AT: Columbia Gorge Hotel, West Hood River Exit, I-84, Hood River, Oregon

TOUR LEADER: Richard N. Ross, for Historic Preservation League of Oregon
 SPONSORED BY: Friends of the Columbia Gorge
 TOUR NOTES: 12 miles round trip, easy grades, carry water, snacks, camera.

OPTIONAL LUNCHEON: Informal discussion of Bikeway Options for the Old Highway
 Lunch at the Columbia Gorge Hotel, following tour

A. BIKE TOUR ITINERARY *****
Hood River East (via Columbia River Highway)

1. Columbia Gorge Hotel (1921)
 -Spanish, Italianate style by Morris Whitehouse
 -Built by Simon Benson
 -Highway Style landscaping
2. Hood River Downtown
 -Spring Grove Auto Park (1925)
 -Oak St. Houses (1890's- 1920's)
 -First Interstate Bank and Clock (1900)
3. Hood River Bridge (1918- 1982)
 -Reinforced concrete deck, 3-arch bridge, longest on CR Highway, 404 Ft.
 demolished, JUNE 1982
4. Hood River to Mosier Twin Tunnels Section (c. 1918-20)
 -Longest intact abandoned highway section, 4 miles
 -Many walls destroyed, tunnels and road intact
5. Original Mile Marker 70 (c. 1918-20)



B. ON YOUR OWN *****
Hood River West (via Interstate 84)

- | | |
|------------|--|
| West bound | <ol style="list-style-type: none"> 6. <u>Ruthton Point Viaduct (1915)</u> -railings partially destroyed (Ruthton Pt. Exit) 7. <u>Mitchell Point Tunnel Site (1915-1952)</u> (Eastbound Exit, Seneca Fouts Park)
 -Site of 390 ft. 5-window rock tunnel 8. <u>Old Military Road- Shellrock Mt. (1872-82)</u>
 -displaced by railroad through Gorge 9. <u>Moffett Cr. Bridge (1915)</u> (Westbound pulloff past Bonneville Exit)
 -Longest 3-hinge concrete arch span in the world in 1915 (170 ft)
 -Longest flat arch bridge in US in 1915 |
| East bound | <ol style="list-style-type: none"> 10. <u>Tooth Rock Viaduct (1915)</u> (Eastbound pulloff past Bonneville Exit)
 -Reinforced Concrete Deck Girder viaduct, 224 ft long, 3rd longest on Highway
 -220 ft above Columbia River 11. <u>Bonneville Dam (1937, 1981)</u> 12. <u>Eagle Cr. Bridge (1915)</u> (Eagle Cr. Exit)
 -One of the last remaining observatories on the Highway
 -Rustic masonry semi-circular arch built on concrete deck
 -First National Forest campground in US nearby 13. <u>Overlook Park (Eagle Cr. Exit)</u>
 -WPA picnic ground in the Highway Style
 - Site of Eagle Cr. sawmill, oregon portage railroad (1860's) |