

REMARKS, GOVERNOR VIC ATIYEH
I-205 OPENING LUNCHEON
THUNDERBIRD INN, JANTZEN BEACH
DECEMBER 15, 1982

PREPARED TEXT

WITH THE OPENING OF THE GLENN L. JACKSON MEMORIAL (I-205) BRIDGE, A LONG-STANDING DREAM HAS COME TRUE. THE RIBBON I TIED WITH GOVERNOR SPELLMAN SYMBOLIZES THE HISTORIC LINKS BETWEEN OREGON AND WASHINGTON. HERE, IN THE MOST BEAUTIFUL CORNER OF THE UNITED STATES, TWO NEIGHBORS WITH A COMMON CLIMATE, GEOGRAPHY, AND NATURAL RESOURCE BASE NOW SHARE A VITAL NEW TRANSPORTATION LINK. THIS NEW BOND WAS FIRST VISUALIZED NEARLY FOUR DECADES AGO.

IN 1943, THE ROBERT MOSES REPORT ON PORTLAND'S HIGHWAY NEEDS RECOMMENDED AN EASTSIDE BYPASS OF THE CITY. MANY CITIZENS AT THE TIME COULD SEE LITTLE NEED FOR SUCH A HIGHWAY.

AS TIME PASSED, THE CITY GREW AND THE NEED BECAME APPARENT. A BRIDGE WAS A FREQUENT TOPIC AT PLANNING MEETINGS ON BOTH SIDES OF THE RIVER.

IN THE LATE '40s AND EARLY '50s, THE FEDERAL GOVERNMENT BEGAN PLANNING ITS SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS. THE STATES WERE ASKED TO SUBMIT THEIR PLANS FOR PORTIONS OF THE SYSTEM WITHIN THEIR BOUNDARIES. THIS CALLED FOR DETAILED PLANNING AND COORDINATION BY ALL THE STATES. OREGON AND WASHINGTON PLANNERS AND TRANSPORTATION OFFICIALS WORKED TOGETHER ON INTERSTATE 5, 205, AND 82, WHICH LINKED THE TWO STATES ACROSS THE COLUMBIA RIVER.

I-205 WAS PLANNED TO PROVIDE THE LONG-AWAITED EASTSIDE BYPASS OF PORTLAND AND VANCOUVER. BOTH CITIES WERE EXPERIENCING SEVERE GROWING PAINS. CONGRESSIONAL APPROVAL FOR THE SYSTEM WAS RECEIVED IN 1956.

THE ORIGINAL LOCATION OF THE FREEWAY WAS FAR DIFFERENT FROM WHAT IT IS NOW. EARLY PLANNERS PUT IT IN THE VICINITY OF 33RD AVENUE -- BUT STRONG OPPOSITION FROM PORTLAND FORCED A MOVE. SEVERAL OTHER SITES WERE CONSIDERED, BUT AGAIN RESIDENTS OF LAKE OSWEGO AND LAURELHURST DID NOT WANT IT IN THEIR BACKYARD.

A LONG SERIES OF HEARINGS WAS BEGUN IN 1965. ALL TYPES OF GROUPS AND AGENCIES WERE INVOLVED. THERE WERE SEVERAL LAW SUITS. CONSTRUCTION OF THE FREEWAY WAS BEGUN IN 1968 WITH THE INTERCHANGE AT I-5, NEAR TUALATIN.

TODAY, WE ARE PART OF THE CULMINATION OF THIS CONSTRUCTION PROJECT. AN ESTIMATED \$480 MILLION WAS SPENT IN OREGON ALONE, AND THOUSANDS OF JOBS HAVE BEEN PROVIDED.

THE NEWLY-OPENED FREEWAY OPENS UP INDUSTRIAL AND DEVELOPMENT SITES ON BOTH SIDES OF THE RIVER. WE HAVE ALREADY SEEN SOME OF THIS NEW GROWTH. MUCH MORE IS FORECAST FOR THE FUTURE. MANY JOB-CREATING ECONOMIC PROSPECTS HAVE BEEN ANXIOUS TO LOCATE IN OUR STATE, BUT HAVE BEEN WAITING FOR HIGHWAY DEVELOPMENT IN THEIR DESIRED AREAS. THE OREGON TRANSPORTATION COMMISSION, I KNOW, IS WELL AWARE OF THIS NEED. THEY ARE MAKING EVERY EFFORT, WITH LIMITED FUNDING, TO DEVELOP THE NECESSARY HIGHWAYS.

AS YOU KNOW, WE CANNOT OPEN THE ENTIRE STRETCH OF FREEWAY TODAY, BUT WE ARE MAKING VIGOROUS EFFORTS TO DO THIS AS SOON AS POSSIBLE. COMPLICATIONS INVOLVING ROCKY BUTTE JAIL REMAIN -- BUT WE ARE WORKING HARD TO CLEAR THEM UP.

WE WOULD BE REMISS IF WE DID NOT PAUSE TO REMEMBER TODAY THE GREAT OREGON CITIZEN AFTER WHOM THIS BRIDGE IS NAMED. GLENN L. JACKSON DEVOTED MOST OF HIS 78 YEARS TOWARD MAKING OREGON A BETTER PLACE IN WHICH TO LIVE. HE GAVE TWENTY OF THOSE YEARS TO THE DEVELOPMENT OF OREGON'S TRANSPORTATION SYSTEM. HE JOINED OUR HIGHWAY COMMISSION IN 1959, AND BECAME ITS CHAIRMAN THREE YEARS LATER. HE HELD THIS POSITION WHILE OREGON ORGANIZED ITS NEW DEPARTMENT OF TRANSPORTATION -- AND HE WAS NAMED CHAIRMAN OF THE NEW TRANSPORTATION COMMISSION IN 1973. HE HELD THIS POSITION UNTIL I ASKED HIM TO ASSUME THE POSITION OF CHAIRMAN OF THE ECONOMIC DEVELOPMENT COMMISSION IN 1979.

MR. JACKSON DIED ON JUNE 20, 1980, BEFORE THE BRIDGE NAMED IN HIS HONOR WAS COMPLETE. BUT WE KNOW HE WOULD BE VERY PROUD TO HAVE HIS NAME ASSOCIATED WITH THAT MAGNIFICENT STRUCTURE. WE ARE VERY PLEASED THAT MRS. JACKSON AND MRS. FORD COULD BE WITH US TODAY FOR THIS OCCASION.

THIS "BUILDERS DAY" LUNCHEON HONORS EVERYONE INVOLVED IN THE CONSTRUCTION OF THE BRIDGE. I MUST COMMEND YOU FOR THE REMARKABLE JOB YOU HAVE ACCOMPLISHED. THERE ARE MANY UNIQUE AND INNOVATIVE ELEMENTS BOTH IN THE ENGINEERING AND CONSTRUCTION PHASES OF THE BRIDGE. NEW TECHNIQUES NEVER BEFORE TRIED IN AMERICA WERE USED, SUCH AS CANTILEVER CONSTRUCTION TO KEEP THE SHIPPING LANES OPEN. THAT THE BRIDGE IS NOW COMPLETE WITHOUT ANY MAJOR ENGINEERING OR CONSTRUCTION PROBLEMS IS A TRIBUTE TO ALL INVOLVED.

I KNOW THAT THE SUCCESS WE HAVE SEEN IN THE PLANNING AND CONSTRUCTION PHASE WILL CONTINUE FAR INTO THE FUTURE. AND I KNOW THAT TREMENDOUS NEW ECONOMIC GROWTH WILL RESULT -- GROWTH OF IMMEASURABLE BENEFIT TO BOTH OF OUR STATES.

OREGON AND WASHINGTON STAND UNITED ONCE AGAIN THROUGH THE BOND OF THE GLENN JACKSON BRIDGE.

I AM PLEASED AND HONORED TO JOIN WITH GOVERNOR SPELLMAN TO WITNESS AND CELEBRATE THIS HISTORIC OCCASION.

THANK YOU.

#