

## Irrigon news

•Francis Rose Wilson •922-3352

Columbia View Fellowship members held a potluck dinner Sunday morning, following the morning service and annual business meeting. The ladies enjoyed the convenience of the newly completed kitchen with the large area of counter space. At the business meeting, the members voted to retain Rev. John H. Kenney and Rev. Gene Stith as interim ministers. The ministers rotate, with Rev. Kenney preaching the first and third Sundays, and Rev. Stith preaching the second and fourth Sundays of the month. Columbia View Fellowship is an interdenominational church made up of believers from many different backgrounds, but with a common goal of bringing people to a

personal relationship with Jesus Christ. At the present time, the church is actively engaged in a building program. Currently, meetings are conducted in the basement, but plans are made to complete the sanctuary by early summer. The social committee of Columbia View Fellowship sponsored a sweethearts banquet the last of February. The ham dinner was followed by a musical program, with Mick Tolar emceeing the evening. Besides group singing, special music was provided by Rick Bateman, who played a trombone solo, and Vicki Gale who sang several vocal numbers. The ladies on the social committee are Carol Tolar, Marilyn Stewart, Karen Mc-

Call and Vera Cooley.

A new business, just recently begun, is being developed in Irrigon. It should contribute materially to the economy of the city's commercial strata. D.C. Sales is located at 110 1st. on Highway 730, at the west city limits. It is operated by Don and Barbara Weivoda, who moved to Irrigon two years ago and built a home at 9th and Washington.

The couple presently has about 25 vehicles on the lot, ranging from a 1926 Dodge coupe through a 1935 Chevy coupe to various current models. They anticipate featuring antique type cars as they become available to them.

The business will also be expanded to include recreational vehicles and trailers and will range into farm equipment and other saleable merchandise that may be in demand. A permanent sales office will be constructed on the site to replace the trailer

presently being used for that purpose.

The Weivodas came here from Yakima, where they operated a propane dealership for several years. They were also involved in a propane dealership in Boise for two years.

The Irrigon Lioness club met at Margaret Jorgensen's home on Thursday, March 8, to play pinochle. There were eight players. High was won by Pat McKenzie, low by Shirley Matthews. The pinochle prize was taken by Myrna Miller, five nines by Eunice Weems.

The Lioness meet each Thursday afternoon. Next Thursday they meet at Isobel Jonese Home.

### Anita Davidson to graduate from Seattle U.

Anita Davidson, a 1975 graduate of Heppner High School, has completed studies for a B.A. in Community Services from Seattle University. She attended school a year each at Whitman College and the University of Oregon before completing her degree at Seattle University. She is a member of Alpha Sigma Nu, the national Jesuit Honor Society, and will formally graduate Summa Cum Laude in ceremonies this June.

Anita is presently employed by King County Parks Special Services in work with the developmentally disabled.

Anita is the daughter of Mr. and Mrs. Robert Davidson, who recently moved from Lexington to Boardman.

## Bad highways a statewide problem following winter of 1978-79

Unusual freezing and thawing, heavy rains, and flooding have all combined to deal Oregon's aging highway system a severe blow this winter, according to Fred Klaboe, director of the Oregon Department of Transportation.

Weather conditions have resulted in innumerable potholes in road surfaces across the state. Highway Division road crews are working, in some cases around the clock, to repair the damage and keep the highways open to traffic, Klaboe said.

The situation is extremely bad this year, Klaboe said, because early thawing of deep frozen ground, heavy rains, and flooding have all combined to deal the highway system a major blow. It has been particularly bad in central Oregon, where it has been necessary to place load limits on some of the roads for the first time since 1968.

"It is still too early to place a price tag on the damage right now," Klaboe said, "because more severe damage could occur if we experience the usual heavy rains of March and April, in addition to quick thaw. Roughly, we are looking at several million dollars, money not readily available."

The Highway Division has warned of the deteriorating condition of its highways for several years, emphasizing the "alligatoring" that was appearing. Alligatoring is tiny cracks that appear in the road

surface, the first signs of deterioration of a highway, that may be imperceptible to the human eye. Alligatoring permits water to seep beneath the road surface, and eventually results in road breakup. Potholes are one of the major signs of road breakup to the average motorist. They are caused primarily by a freeze thaw and water intrusion of the road surface.

Highways are built like a sandwich. The top layer varies in depth from 5 to 24 or more inches. It is normally composed of asphalt, cement, rock aggregate or other materials to form a solid surface. The road is usually built on a solid subgrade that is dry and smooth.

During the summer, the various layers of the surface can withstand heavy loads without noticeable movement up and down unless the particular area has been subjected to very heavy amounts of moisture.

During the winter months, the sub-base becomes frozen solid, which is fine as long as the roadway stays frozen. The problems emerge during the spring thaws, lasting normally from February to May. As the frozen sub-base thaws, the frost line moves downward. Between this line and the fairly thin highway surface, a moist mass of flexible earth, mud, gravel and other material appears.

In most cases, the average vehicle can drive on the

roadway without appreciable damage to the surface. In the case of heavy trucks, the flexible thawing mass between the pavement and the frost line can not support the weight and pavement breakup occurs. This is what has happened in central Oregon.

Interstate highways and many of the more recently constructed arterials have thicker sub-bases and overlays. They can withstand better the rigors of a bad winter. Unfortunately, Klaboe said, the department does not have the money to build all roads to these standards. Many roads on the highway system were turned over to the state by the counties in the 1920s, were poor at the time, and have not been improved since, except for an infrequent overlay, he said.

To properly repair a pothole requires several steps, Robert Schroeder, assistant state highway engineer maintenance branch, said. The hole must first be cleaned and smoothed out. Next, the sides must be made vertical. The hole then must be coated with

liquid asphalt and new paving material put into it. Finally, it must be rolled. Schroeder said a major problem has been finding weather conditions which permit proper patching.

In many cases, merely repairing the potholes is not the answer, Schroeder said. A complete rebuilding of the highway is often necessary. He cited a section of the Lexington-Echo Highway, which has experienced extreme difficulties this winter, as an example. The road has a thin asphalt mat and base. To put it in proper shape, approximately 10 miles of the roadway should be removed and replaced, at a cost of approximately \$500,000 per mile, or \$5 million.

Schroeder said the department does not have this kind of money. Estimated cost to resurface one mile of a normal two-lane highway, without any other work is \$200,000. Many highways across the state need this treatment to prevent winter breakup, but the money is simply not available, Schroeder said.

### PUBLIC NOTICE

STUB

To be torn off by one of the Board Members

## SAMPLE BALLOT

### TAX LEVY OUTSIDE THE CONSTITUTIONAL LIMITATION

City of Heppner, Oregon

Wednesday, March 28, 1979 from 8:00 A.M. to 8:00 P.M.

In the Heppner City Hall Building

Mark a Cross (X) or a Check Mark (✓) in the voting square after the word "YES" or after the word "NO" for the answer voted for

### PROPOSAL

Shall the City of Heppner, Oregon be authorized to levy for the fiscal year 1979-80, the sum of \$60,656.00 outside of the 6% limitation set forth in Section II, Article XI of the Oregon Constitution?

### EXPLANATION OF BALLOT QUESTION

Currently the tax base of \$46,612.00 is inadequate for the general operation of the City. If the tax levy is approved, the operating budget to be financed by local taxes for the fiscal year 1979-80 will be \$63,294.00 greater than the operating budget financed by local taxes for the current fiscal year.

The reasons for increasing the levy are: Two additional employees, plus employment salaries, payroll taxes, spiraling costs of materials and supplies, all necessary for the betterment of the operation and maintenance of the City of Heppner.

I VOTE FOR THE TAX LEVY

YES

I VOTE AGAINST THE TAX LEVY

NO

STUB

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## SAMPLE BALLOT

### WILLOW CREEK DAM

City of Heppner, Oregon

Wednesday, March 28, 1979 from 8:00 A.M. to 8:00 P.M.

In the Heppner City Hall Building

Mark a Cross (X) or a Check Mark (✓) in the voting square after the word "YES" or after the word "NO" for the answer voted for

For an opinion whether or not you are in favor of Willow Creek Dam

### EXPLANATION OF BALLOT QUESTION

Presently the City of Heppner is extremely vulnerable to floods. Are you in favor of the Willow Creek Dam to reduce the Flood Plain level in the City of Heppner, Oregon?

YES  I AM IN FAVOR OF THE DAM

NO  I AM NOT IN FAVOR OF THE DAM

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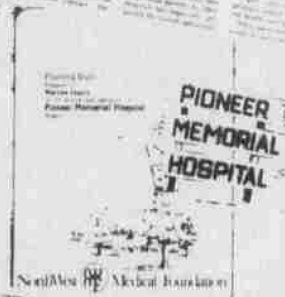
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