

ODOT seeks input on temporary closure of Hwy. 47

The Oregon Department of Transportation will hold a public meeting, August 7 at 7:00 p.m., at the Mist-Birkenfeld Fire Station, 12525 Hwy 202, to discuss work to install a new culvert on Oregon 47 at Messing Creek during the week of August 20.

Alternate route info

Public input at the meeting will be used to determine exact dates of the expected three-day closure of the highway, at a location just north of the

Hwy47/Hwy 202 junction. Alternate routes and detour information will also be discussed.

ODOT maintenance crews will replace the existing five-foot diameter culvert with one that is six feet high and nine feet wide. Highway 47 floods each year at Messing Creek because the old culvert is too small to deal with typical winter rainfall.

"The old culvert can't deal with the amount of rain this area receives during a normal

winter," said Ron Kroop, District 2A Maintenance Manager. "This new culvert has the capacity to deal with virtually all storm events that we typically see over a 50-year period."

Emergency response arrangements made

The Mist-Birkenfeld and Clatskanie Fire Districts have worked out an arrangement that will not restrict emergency services during the highway closure. The Mist-Birkenfeld

Fire Department will respond to emergencies south of the closure while the Clatskanie Fire Department will answer calls on the north end.

Hood to Coast not affected by closure

The work will be completed before the opening of elk hunting season August 25. That portion of Hwy. 47 is not on the route of the Hood-to-Coast Relay, which is scheduled August 24 through 26.

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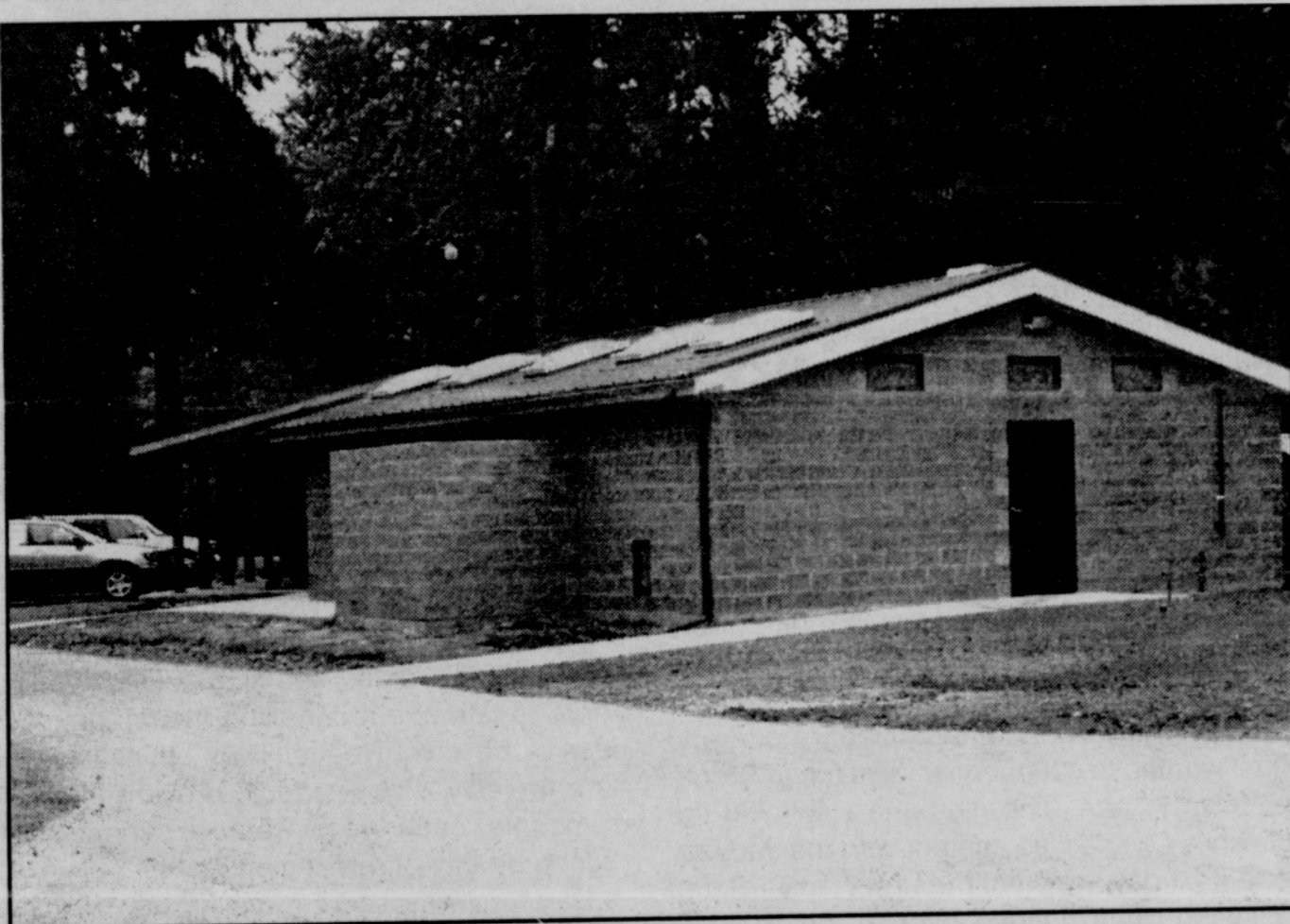
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Almost finished...



Since this photo was taken, about 10 days ago, of the new shower/restroom building in Anderson Park, paving and landscaping have been added, most of the RV sites have also been paved and a great new children's play structure has been erected. Dedication of the new facilities will be on Friday, August 3 at 1:30 p.m.

GM will bring new models to Vernonia

General Motors Corp. and its Chevrolet Motor Division will be hosting 40-45 automotive journalists from the Western U.S. July 31-August 2 in the greater Portland area to introduce two new truck models – the Avalanche Ultimate Utility Vehicle and the TrailBlazer SUV. Two waves of media will come to the Portland area for the three-day event. The program will be split into two waves, each beginning in the evening and concluding the following afternoon. Each wave features an evening reception for the journalists, along with presentations by GM engineers, followed by dinner the day of arrival.

Day Two of the program features breakfast, marketing presentations by GM Brand Team members and members of the Vehicle Line Executive teams,

a ride and drive through downtown, suburban and rural Portland and Columbia County, a lunch stop in Vernonia, concluding with an afternoon ride and drive back to the River-Place Hotel in Portland.

The lunch stop on Wednesday and Thursday, August 1 and 2, will be at The Scout Cabin in Vernonia. Lunch will be catered by Simply Delicious Catering, of Vernonia. Lunchtime entertainment for the media will be provided by Colum-

Linear trail extension and Vernonia Lake will be closed for seal coat

Vernonia Lake Park and the Linear Trail Extension from Vernonia Lake to Anderson Park will be closed to the public from August 6 to 8 in order to seal coat the pedestrian/bicycle pathways in these areas.

The seal coat process requires surface preparation before application of the asphalt-like seal coat, and time for it to cure. The areas will be open for public use on August 9.

bia County Commissioner Tony Hyde and Bill Woolsey, chairman of the upcoming Vernonia Jamboree Logging Show, who will present a twenty-minute logging demonstration in the park both days. Woolsey and Hyde will demonstrate axe throwing, different types of cuts and furniture making, as well as demonstrating a brand new, state-of-the-art power saw that can cut a 30-inch log in 1.5 seconds. The motor for the saw is built by General Motors.

Engineers explain schools' problems

Following a long-range facilities study, the Vernonia School District Board of Directors has recommended total replacement of existing school buildings. Because this is a very large undertaking, *THE INDEPENDENT* is presenting a series of articles on elements of the study, specific recommendations and reasons for the recommendations, in an effort to help district residents understand the proposal.

As part of the long-range facilities planning process, the Vernonia School District Board of Directors contracted with Walker/Diloreto/Younie, Inc. (WDY), consulting engineers, to conduct an assessment of the existing school buildings' ability to withstand an earthquake. This report is included in the Long Range Facilities Planning Report available for review in the district office. It is important to note that the scope of the report is based on a cursory walk-through of Washington Grade School and Vernonia High School, study of building plans and the company's experience with similar buildings constructed during similar periods.

Construction now very different

Construction methods from the early part of the last century concentrated on ensuring that buildings would stand up and remain standing with a lot of snow on top of them. This type of construction considers only what is known as vertical load, i.e. the weight of the building itself and anything that might collect on top of it such as snow or rain. Vertical load is not the only load a building is exposed to, however.

The force of wind and, more devastatingly, earthquakes, produce side-to-side and up-

and-down motion, or stresses known as horizontal load. Since the 1960's, engineers have been studying the effects of horizontal load and how various elements of construction enable buildings to survive horizontal loads, particularly earthquakes.

Ground movement a consideration

Every time a major earthquake or windstorm occurs, engineers gather from all over the world to survey the damage. Weight and motion from a building must be transferred to the ground and engineers have determined that an interconnected system of bracing that connects vertical and horizontal surfaces is necessary for buildings to survive earthquakes. Unbraced connections between walls (vertical) and ceilings (horizontal) become hinges – similar to those on a door, gate or piano – and in the event of an earthquake allow the two surfaces to come together. As Dave Soderstrom, the district's contract architect, explains it, "If the ground moves and the building does not, the building falls down."

The study conducted by WDY revealed the extent of the problems with both the grade and high school buildings. Constructed in 1930 and 1950 respectively, neither building benefited from any consideration of horizontal load. It simply was not part of standard building practice or building code of the time. Since 1967 local design codes have required that buildings be able to withstand a reasonable amount of wind pressure and earthquake motion for the area in which they are constructed. While code requirements for wind pressure

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