

Winter Roadway Guide

NOVEMBER 2012

Inside:

- Highway Construction Updates
- ODOT's 100th Anniversary
- Drive less. Connect.
- Driveway Snow Can't Go On Road
- Pilot Project Uses Salt on US 95
- Winter Word Puzzle

*Plus pages and pages of Winter Driving Tips
to help keep you safe*

THE OBSERVER

INTRODUCTION: 2012-2013 Winter Roadway Guide

Fellow Oregonians,

Welcome to our eighth annual edition of the Oregon Department of Transportation's Winter Roadway Guide. As with previous publications, in these pages you'll find information on key transportation projects in the eastern Oregon area (ODOT's Region 5), updates on new programs to help improve highway conditions, and of course, a collection of winter driving tips to help keep you and others safe on the road.

Over this past year, local cities, counties and ODOT have worked together to build numerous projects that are enhancing communities and improving safety along our vast transportation system. Streets, sidewalks and pedestrian pathways were constructed or enhanced in Union, Hermiston, La Grande, Baker City, Vale, Nyssa, Ontario, Irrigon, Umatilla, Heppner and other communities. We've resurfaced over 600 lane miles of state highway and replaced or repaired over a dozen bridges. A recap of some key accomplishments, such as vintage street lights and new sidewalks in Union and the new safety turn lanes along U.S. Highway 730 in Umatilla County, is included in these pages. You'll also find a listing of key projects scheduled for 2013 and beyond.

Speaking of 2013, next year will mark the Oregon Department of Transportation's one-hundredth year of service. In celebration, we'll be sharing highlights about the movers, shakers and transportation makers on our ODOT Centennial website (www.oregon.gov/ODOT/pages/100Years.aspx) throughout the year. From early engineering pioneers like bridge designer Conde B. McCullough, through the building of the Columbia River Highway and the interstate system, you'll find quite a bit of information about how the Highway Department was created to "get Oregon out of the mud" way back in 1913, and how far we've come since then.

From its early beginnings a century ago, ODOT

has always placed a premium on safety. Here in eastern Oregon, winter is our most challenging season. That's why we are upgrading and expanding chain-up areas, constructing new snow fencing and realigning some hazardous curves. Starting next summer we will also be building a third lane on I-84 for westbound slow moving trucks at the Spring Creek grade, a well-known winter bottleneck 12 miles west of La Grande. New variable speed limit signs to account for weather and traffic conditions will also be tested in 2015 along the interstate north of Baker City, where crash rates increase dramatically during wintertime. The new signs have been proven to reduce crashes in other states with similar weather and road conditions.

Winter Safety and YOU

While we will continue to make improvements through construction projects, our primary resources for addressing highway safety here in Region 5 are ODOT employees and YOU. While dedicated crews will be out in force plowing snow, applying sand and deicer, or removing road hazards to help keep the roadways open and as safe as possible, we also ask for your support by keeping safety in mind at all times. Please take the time to read through the safety reminders in this publication and check out the referenced websites for more information. Readers with smart phones can easily access these sites by clicking on the various QR (Quick Reference) Codes scattered throughout the Winter Roadway Guide.

I encourage you to share these safety tidbits with new drivers and other family members, and to keep a copy handy during the challenging chilly season. Please also consider staying home during severe winter events. It is the easiest way to keep you and others safe when weather conditions create extreme driving hazards. By planning ahead, taking extra precautions and following the safety tips referenced in these pages, you'll not only be helping to keep you and your family safer, but also helping reduce the overall impact to all travelers. Don't forget to check www.TripCheck.com before you

head out the door. You'll have instant access to dozens of highway Web cameras, road and weather conditions and information regarding road closures and incidences throughout the state. You can even have highway closure information sent directly to your cell phone or mobile device.

Good and Bad News about Oregon Crash Rates

So far in 2012, the number of fatal crashes in Oregon is below the five-year average for the same period. The total number of serious crashes on Oregon highways has declined over the past several years and with your support, we will continue this trend.

Along with the good news about a lower, overall fatal crash rate, there is disturbing data that shows motorcycle fatalities are on the rise. Statistics show seven fatal crashes occurred this past year here in eastern Oregon. With higher fuel prices and good weather over the summer months, more people have been riding motorcycles. It's a wonderful way to experience the many scenic highways we have on this side of the state, but comes with additional challenges. Whether you are new to riding motorcycles or an experienced veteran, I encourage everyone to take extra care. Numerous motorcycle driving tips and information about safety training courses are available at the www.TeamOregon.org website. There may still be some good cycle riding days over the fall months, so keep safety in mind and talk about it with others in your group.

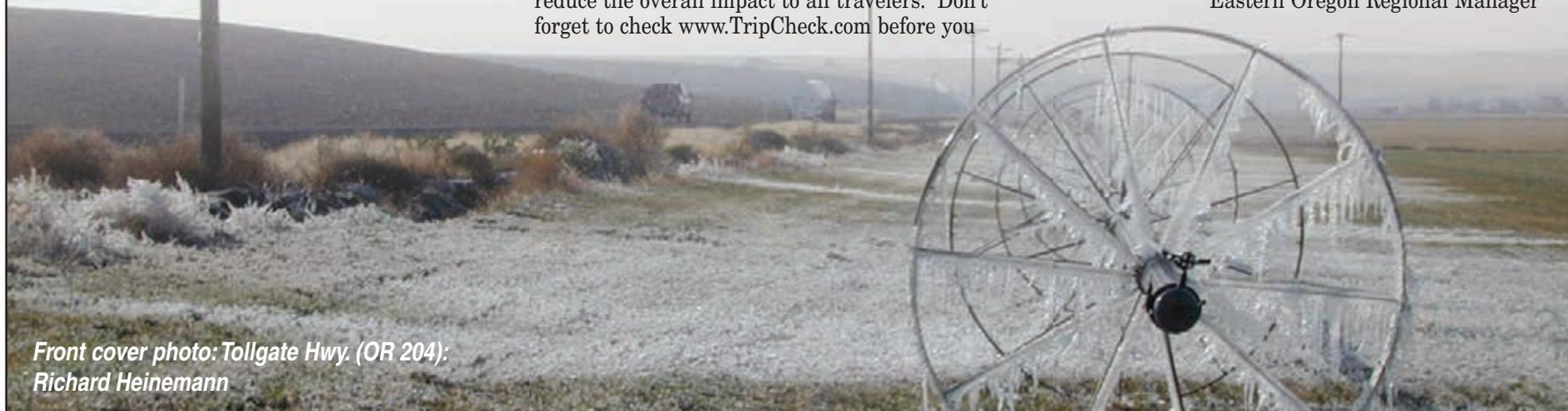
In closing, I want to thank everyone for your continued commitment to safe driving. We want everyone to enjoy what our eastern Oregon highways have to offer all year long, and to arrive safe at the end of their journey.

Wishing you a safe and happy winter season,

Monte Grove

Oregon Department of Transportation
Eastern Oregon Regional Manager

Front cover photo: Tollgate Hwy. (OR 204):
Richard Heinemann



2012 Transportation Construction Update

Ah, road construction. If you drove along any of the 19,128 lane miles of Oregon highway this summer you most likely ran into a couple of the state's 115-plus major construction work zones. While nobody likes to get stuck behind road work, it may be comforting to know that those interruptions to travel are necessary if we want to keep our Oregon highways safe and efficient for years to come. Road and bridge projects also help local economies by providing jobs to contractors, who stay at local motels, eat at local restaurants, rent equipment and buy supplies from local businesses.

As we head into the winter season, take a few minutes to read about some of the key eastern Oregon transportation projects that were constructed this past year. While you're driving along snowy roads and battling icy winds during the coming months, you may find yourself fondly reminiscing about those hot summer days behind the wheel, even when you had to wait your turn to pass through a highway construction zone.

520 Lane Miles of Pavement Chip Seal:

Over the summer ODOT crews chip sealed 134 lane miles of OR 86 in Baker County and 82 lane miles of OR 207 in Morrow County. Contractors working for the state chip sealed 22 lane miles of U.S. 730 and 42 total lane miles of OR 334 and OR 204 in Umatilla County. Contractors also chip sealed 110 lane miles of U.S. 95 in Malheur County, 60 lane miles of OR 78 in Harney County and 70 lane miles of OR 402 in Grant County.

A pavement chip seal is a low cost, effective way to extend the useful life of existing road surfaces. It includes applying emulsified oil and crushed rock, then rolling it out to create a solid, protective layer.

Note: One mile of two-lane highway equals two LANE MILES of road.

80 lane miles of Pavement Overlays and Concrete Repairs:

Along with all the chip seal applications, contractors constructed pavement overlays, inlays and concrete repairs along 32 lane miles of I-84 in several sections between North Powder and Pendleton, 24 lane miles of U.S. 730 between Irrigon and Umatilla and 20 lane miles of OR 11 between Athena and Milton-Freewater. In the Ontario area of Malheur County on U.S. 30, about four lane miles of roadway were also resurfaced.

"ODOT and its contractors resurfaced over 600 lane miles of highway this past year in eastern Oregon; that's the equivalent of a one lane road between La Grande and Redding, California," said ODOT Public Information Officer Tom Strandberg. "While 600 miles is a lot, it's still only about twelve percent of the total 4,987 lane miles of state highway in ODOT's Region 5, which covers all of eastern Oregon."

Over a dozen bridges repaired or replaced in 2012:

The historic U.S. 730 Umatilla River Bridge in Umatilla received extensive repairs and a new deck surface to extend the life of this circa 1924 structure designed by Oregon's premier bridge engineer Conde B. McCullough. Also in Umatilla County, ODOT crews replaced an aging, wooden bridge over the West Little Walla Walla Canal along OR 332 near Milton-Freewater. In Union County south of Elgin, the old two-lane Indian Creek Bridge along OR 82 was replaced with a three lane structure that extends the passing lane and improves mobility during extreme weather conditions. Also along OR 82 near Minam the Wallowa River Minam Bridge was repaired and the old half-bridge Minam Viaduct was removed and the road realigned to create a straighter, safer route along this steep grade. In south



Dearborn Street in Union received new curb, gutters, storm drains, sidewalks, road upgrades and vintage street lights.

Baker County along U.S. 30 the old steel truss Burnt River Bridge across the Union Pacific Railroad was removed and replaced using pre-cast, concrete deck panels, a new process (for ODOT) that enabled the work to be done in one construction season. The Dog and Dean Creek bridges in Grant County along U.S. 26 were also replaced with more efficient culverts. Further south, a half-dozen U.S. 95 bridges in Malheur County received repairs and deck sealing treatments.

Major Safety Improvements from Umatilla to McDermitt:

Along with the paving and bridge work, some projects were geared specifically towards improving safety, such as new dedicated turn lanes along U.S. 730 between Irrigon and Umatilla. Local residents helped identify the improvements along this section, which is a designated Safety Corridor due to a high crash rate. At the southeastern edge of Umatilla County along U.S. 395 between Ukiah and Dale, upgrades were made to improve safety for freight haulers. A sharp, hairpin curve near Dale was widened and sensor-activated warning signs added between mile posts 50 and 60 to alert travelers that long trucks are on the winding, narrow roadway.

Other safety enhancements were constructed in southern Malheur County, where the entire 121 miles of U.S. 95 received center line rumble strips. The new bumpy surface down the middle of the highway will help warn travelers along this remote route that they are crossing into the oncoming lane. Along U.S. 30 in the Ontario area, enhanced intersection safety was achieved through traffic signals upgrades that added video detection technology and turn lane improvements.

Pedestrians also saw safety enhancements, such as new sidewalks in Hermiston on U.S. 395 and in La Grande along OR 82. Local streets and sections of U.S. 730 in Irrigon also received sidewalk upgrades and a new school crosswalk flashing beacon. In the small community of Union, new sidewalks and vintage streetlights were added, along with fresh pavement on Dearborn Street, a popular pedestrian route that connects Main Street with the school's sports complex.

"Throughout the fall, ODOT crews and contractors were busy putting final touches on many of these projects, marking the end of another active construction season," Strandberg said.



Indian Creek Bridge along OR Hwy. 82 south of Elgin was replaced with a new three lane structure. Work on the three-year project was completed in 2012.

Keep a safe distance from plows and sanders

In a contest between a snowplow and any other vehicle, the snowplow will be the clear winner. Drivers who try to pass on the right when a snow-



plow is in operation run the risk of damaging their vehicles, hitting the snowplow, or even going off the road.

On state highways, passing a snowplow on the right is illegal. On most Oregon highways, snowplows have “wing” plows that stick out more than 8 feet from the right side of the truck. In addition, the snow being plowed or blown off the road can contain rocks and other debris damaging to vehicles.

Trying to pass a plow on the left also presents problems. The road behind the snowplow is in much better condition than the road ahead. If conditions are severe enough to require the attention of a snowplow, you should use extra care when trying to accelerate and pass other vehicles. Ruts in the snow can grab tires and icy conditions can make it difficult to control the vehicle at higher speeds.

Drivers should give winter maintenance vehicles such as plows and sanders a wide berth. They travel slowly but pull over periodically to let traffic pass. The best advice is to stay three car lengths behind and give yourself more time to get where you are going.

Mobile device users can view a 2.4-minute video on general ODOT snow removal maintenance practices by scanning this QR code.



Are You Driving Too Fast for Road Conditions?

Winter driving presents many challenges, but the biggest contributor by far for wintertime crashes is motorists who are driving too fast for highway conditions. Posted highway speed limits reflect the best driving conditions, so please keep an eye on your speedometer and slow down when fog, rain, snow, ice or other hazardous conditions exist.

To help remind travelers, some ODOT overhead variable message reader boards will display the message “Are Your Driving Too Fast for the Conditions?” when the sign is not needed for other notices. Please consider this question at all times and along all highways. With rain, ice or snow, Take it SLOW!



Wear safety belts every trip; no excuses

Safety belts and child safety seats save lives. Oregon Department of

Transportation’s Safety Division offers tips for using safety belts and child safety seats properly, and explains recent changes in safety seat laws. Buckle up. No excuses - it’s the Way to Go!

For more information and a link to a 3-minute video

explaining Oregon’s safety belt and child seat laws visit <http://www.oregon.gov/ODOT/TS/safetybelts.shtml>



Prevent drowsy driving this winter season

Driver fatigue can significantly increase the chance of a crash

Living in eastern Oregon typically includes a lot of travel time on state highways for: work; shopping; medical appointments; visiting friends and family; and just getting out to enjoy the beautiful region.

“Too much time behind the wheel without proper rest breaks, however, can lead to drowsy driving and tragedy,” says ODOT spokesperson Tom Strandberg.

ODOT offers the following information about preventing drowsy driving that may just save your life, or the lives of others.

According to the national sleep foundation, sleepiness or fatigue cause the following:

- Impaired reaction time, judgment and vision
- Problems with information processing

and short-term memory

- Decreased performance, vigilance and motivation
- Increased moodiness and aggressive behavior

Signs that should tell a driver to stop and rest:

- Difficulty focusing, frequent blinking, heavy eyelids
- Trouble remembering the last few miles driven, missing exits or signs
- Yawning repeatedly
- Drifting from lane to lane, tailgating, excessive slowness or speed
- Feeling restless and irritable

When taking prescription or over-the-counter medications, be sure to read all warning labels. Avoid driving if the medication label indicates it may cause drowsiness.

“While coffee is a stimulant, it should not be relied on to keep a driver awake,” Strandberg said. The caffeine jolt from coffee does not kick in until at least one-half hour after it is ingested. “Coffee might wake you up briefly, but the effects are only temporary and wear off quickly.”

ODOT suggests the following for long trips –

- Take along a companion to help keep alert and to drive if you become tired.
- Schedule rest stops every two hours. While stopped, get out of the vehicle, walk around and stretch. Make sure you are rested before heading back on the road.

Don’t take chances with drowsy driving. Know the signs of fatigue and get the rest you need.

Winter Driving Can Be Tricky in Eastern Oregon

Winter driving can be tricky and dangerous. Better roads, better cars, and better tires don't take the place of careful driving. Here are a few driving tips from the Oregon Department of Transportation.

Before your trip

- Give yourself plenty of extra time to get to your destination. Remember that the posted speed limits are set for perfect, dry conditions. Slow down in winter weather.
- Clear all windows of snow, ice, or fog before beginning your trip. Clear any snow off the hood; it may come loose and cover your windshield while you're driving.
- Be sure your tires have enough tread for traction in snow. Good tread also reduces the risk of hydroplaning (skidding on pavement because a film of water on the surface causes the tires to lose contact with it) in rain or puddles on the road. Putting extra weight in the trunk or truck bed may give you better traction, but it may result in some loss of steering control and longer stopping distance.

On the road

- Wear safety belts! Child passengers must be restrained in approved child safety seats until they weigh forty pounds or reach the upper weight limit for the car seat in use. Infants must ride rear-facing until they reach both one year of age AND twenty pounds.
- Children over forty pounds or who have reached the upper weight limit for their forward-facing car seat must use booster seats to 4'9" tall or age eight and the adult belt fits correctly.
- Drive with low-beam headlights in snow or fog. Keep your headlights, stoplights, and turn signals clean. Dirty headlights can cut visibility by 50 percent or more.
- Hold the steering wheel firmly and avoid making sudden turns. Use a light touch to correct a skid.
- Keep at least three times the normal following distance from vehicles in front of you on snow or ice. If you are being followed too closely, maintain extra distance behind the vehicle ahead so that you can slow down or brake gradually. Plan ahead when approaching intersections to brake smoothly.

- Do not blaze your own trail on unplowed roads or through snowdrifts. You may get stuck.
- When you see deer or other animals ahead, slow down and be ready to stop until you are safely past them.
- Watch out for snowplows and sanders as you round corners and curves. Slow down. Plows and sanders will pull over soon to let traffic by. It is risky to pass on the left of a snowplow because of blowing snow. You should NEVER pass a snowplow on the right because plows blow snow in that direction.

In case of trouble

- If you start to skid, ease your foot off the accelerator. If you have a manual transmission, push in the clutch. Keep your foot off the brake and steer in the direction the rear of the vehicle is skidding.
- Your owner's manual will usually recommend the braking technique most effective for your car. Information from the National Safety Council indicates that drivers with front- and rear-wheel-drive vehicles with disc or drum brakes should press on the brake pedal with a slow, steady pressure until just before they lock. When you feel them start to lock, ease off until your wheels are rolling, then squeeze again.
- If you hit an unexpected patch of ice, ease up on your accelerator and let your vehicle "roll" through the slippery area.

For more winter driving tips and links to related video messages, go to www.oregon.gov/odot/comm/pages/winterdriving.aspx.

Mobile device users can scan this QR code to link directly to a 2.2-minute video featuring ODOT winter maintenance crews.



<http://www.youtube.com/watch?v=Pfnnu27ZPUU>

PUZZLE FUN

Winter Driving Challenges

M J P X R E T A W H D T S S P
 Y L L A U D A R G E R R T S L
 K U R D S E R I T A A H O A O
 C F E G H S D C C I G T P N W
 I E C N A N E T N I A M H D S
 R R S I O P I N L H P Y P E Z
 T A L R X O C D G S R B L R R
 G C A E N D A N G E R O U S N
 W T N E M E V A P A R T D E E
 C U G T H D S P K T D S R L D
 H I I S R W I E N B T N I D D
 A C S I E L N O G E R O V D U
 I E F R S O C K W L E W I U S
 N T C N Z M O U N T A I N P M
 S J J C A U T I O N D M G O F

Can You Find These Winter Driving Related Words?

BRAKE CAREFUL CAUTION
 CHAINS CONTROL CREWS
 DANGEROUS DEER DRIFTS
 DRIVING FOG GRADUALLY
 HEADLIGHTS ICE LIGHTS
 MAINTENANCE MOUNTAIN OREGON
 PASS PASSENGERS PAVEMENT
 PLOWS PUDDLES RAIN
 SANDERS SEATBELT SIGNALS
 SLIPPERY SNOW STEERING
 STOP SUDDEN TIRES
 TRACTION TREAD TRICKY
 UNEXPECTED WATER WEATHER
 ZONE

Solution on page 6

Puzzle Fun Solution

from page 5

++P+R+E+T+A+W+D+T+S+S+P
Y+L+L+A+U+D+A+R+G+E+R+R+T+S+L
K+U+D+S+E+R+I+T+A+A+H+O+A+O
C+F+E+G+S+C+C+I+G+T+P+N+W
I+E+C+N+A+N+E+T+N+I+A+M+H+D+S
R+R+S+I+P+I+N+L++Y+E+
T+A+L+R+X+O+D+G+S+R+B+L+R+R
+C+A+E+N+D+A+N+G+E+R+O+U+S+N
+T+N+E+M+E+V+A+P+A+R+D+E+E
C+U+G+T+H+D+S+P+K+T+S+R+L+D
H+I+S+R+W+I+E+N+B+T+N+I+D+D
A+C+S+I+E+L+N+O+G+E+R+O+V+D+U
I+E+F+R+S+O+C++L+E+W+I+U+S
N+T+C+Z+M+O+U+N+T+A+I+N+P+
S++C+A+U+T+I+O+N+D+G+O+F

(Over, Down, Direction)

BRAKE (12, 7, SW)
CAREFUL (2, 8, N)
CAUTION (4, 15, E)
CHAINS (1, 10, S)
CONTROL (7, 13, NE)
CREWS (3, 14, NE)
DANGEROUS (6, 8, E)
DEER (4, 3, SW)
DRIFTS (6, 10, SW)
DRIVING (13, 9, S)
FOG (15, 15, W)
GRADUALLY (9, 2, W)
HEADLIGHTS (5, 10, NE)
ICE (2, 11, S)
LIGHTS (9, 6, NE)
MAINTENANCE (12, 5, W)
MOUNTAIN (6, 14, E)
OREGON (12, 12, W)
PASS (3, 1, SE)
PASSENGERS (3, 1, SE)
PAVEMENT (9, 9, W)
PLOWS (15, 1, S)
PUDDLES (14, 14, N)
RAIN (12, 2, SW)
SANDERS (14, 2, S)
SEATBELT (10, 7, S)
SIGNALS (3, 12, N)
SLIPPERY (5, 13, NE)
SNOW (12, 10, S)
STEERING (4, 11, N)
STOP (13, 1, S)
SUDDEN (15, 13, N)
TIRES (9, 3, W)
TRACTION (12, 1, SW)
TREAD (11, 11, S)
TRICKY (1, 7, N)
UNEXPECTED (2, 10, NE)

TripCheck.com a valuable resource for travelers

A quick visit to TripCheck.com before you start your journey can help you avoid traffic snags, work zones, and bad road conditions. So before you hit the road, jump online and find the best way to get where you are going. Need road conditions by phone? Dial 5-1-1, or (800) 977-6368 for the latest updates. Outside of Oregon dial (503) 588-2941.

Launched in May 2000, TripCheck.com has become a valuable resource for travelers in and around Oregon. Throughout 2010, we're celebrating its 10th Anniversary and looking forward to enhanced services, all aimed at making travel in Oregon a safe, enjoyable experience.

TRIP CHECK ON TWITTER

Twitter allows you to receive up-to-date information on highway conditions from TripCheck through a variety of mediums including text message to your mobile device. To learn more click the Twitter link in the upper right corner of the TripCheck home page. From there you can select the highway(s) you would like to follow.

Please remember that Oregon law limits the use of cell phones while driving. Put safety first. **Do NOT use this Twitter service while driving.**

TRIPCHECK.COM MOBILE

Oregon motorists already know how valuable the road condition and incident Web site, TripCheck.com is. It's also easy to access



from mobile communication units, such as cellular phones and Blackberries. Users can surf to the site and find:

- Traffic alerts, road closures
- Incident information, including shots from cameras within three miles of the incident
- Road and weather conditions
- Traveler services, such as hotels, restaurants and attractions, with direct links to phone numbers
- Cameras, including the ability to create a "camera favorites" page

The site also includes the Portland speed map. Give it a try!

ROAD SIDE CAMERAS

Before you leave, get an up-close look at conditions at www.TripCheck.com. From mountain passes to downtown interchanges, see what's happening before you head out the door. Use the 'custom cam' image page to customize a page of your favorite camera shots for quick, easy viewing.

Several new camera sites have been added

in eastern Oregon over past few years.

MORE WINTER DRIVING TIPS AND SAFETY VIDEOS ON THE WEB

For more information on winter driving safety, check out the ODOT Winter Driving Tips and Information Web page at <http://www.oregon.gov/ODOT/COMM/winterdriving.shtml>. You'll find over a dozen safety tips, plus links to videos on how to install tire chains, winter truck safety and more. The next time you're planning to go out in nasty weather, take a few minutes to check out these helpful hints, tips and videos.

LOOKING FOR ANSWERS TO TRANSPORTATION QUESTIONS?

Visit ODOT on the web: www.oregon.gov/ODOT

If you have an opinion, comment or question, or if you need personal assistance with an ODOT issue, we are very interested in hearing from you. Please feel free to email or call us at AskODOT@odot.state.or.us or 1-888-ASK-ODOT (888-275-6368).

Out here, every turn has its surprises.



Slow Down. The Way To Go.

Oregon Department of Transportation

Eastern Oregon Transportation Construction Projects: 2013 and Beyond

While the 2012 highway construction season is over, numerous projects are scheduled to begin in 2013, 2014 and beyond. Some of the major undertakings include new passing lanes along several highway sections, enhanced or expanded truck chain up areas, sidewalk improvements, more safety rumble strips for rural highways, guardrail upgrades and, of course, miles and miles of pavement resurfacing to help keep the roads in good working order. Below are just a few of the key projects that will provide family wage employment for a number of construction workers as they help preserve and improve our beautiful eastern Oregon highways.

Pavement Upgrades: Over a dozen miles of I-84 between the Kamela Interchange and La Grande will be repaved over the next few years, as well as a 10-mile section of interstate near Ontario, from North Fork Jacobsen Gulch to the Idaho state line. Also next year in Wallowa County, state transportation funding will go towards rebuilding Hurricane Creek Road and Airport Lane between Enterprise and Joseph. Over the next several years, additional highway sections throughout eastern Oregon will also get pavement resurfacing treatments.

Safety Upgrades: Included in the multi-year project along I-84 between Kamela Interchange and La Grande is the construction of a third lane for slow moving, westbound trucks at the Spring Creek Grade, about 12 miles west of La Grande. This six percent incline is a bottleneck for traffic where some big rigs have to slow down to get up the steep rise. Like the third truck lanes for eastbound traffic at Cabbage Hill near Pendleton and Three-Mile Hill south of Farewell Bend, the additional travel lane will help reduce the number of crashes, traffic jams and road closures, especially in wintertime.

In 2013, several sections of guardrail will be upgraded along OR 86, east of Richland in Baker County. In 2014 or later, new passing lanes will be constructed along OR 86 west of Richland and on OR 82 between Lostine and Enterprise, in Wallowa County. The dedicated passing lanes will create a safer location to pass slow moving vehicles along these highways.

In Grant County, U.S. 395 will see curve realignment work in 2014, near mile posts 31 and 38 south of John Day, to help reduce slide offs and crashes.

In 2014 and 2015, several traffic signals are scheduled to be upgraded with video



I-84 Spring Creek Grade, looking west. A third westbound lane is coming soon.

detection technology to improve safety in and around the communities of Hermiston, La Grande and Burns.

Near the community of Umatilla, the U.S. 730 / Powerline Road intersection will be upgraded to create a safer, more efficient connection. This project is currently planned for 2014.

Transportation improvements geared specifically around wintertime safety are also scheduled for 2013 and beyond. These include new snow fencing and a variable message reader board north of Baker City, truck chain up site upgrades near La Grande and Ontario, plus new rotating snow zone signs along various highways. In 2015, new variable speed limit signs will be tested along I-84 between Baker City and North Powder, where driving too fast for highway conditions has contributed to a high crash rate during the winter season.

Downtown Upgrades: As part of a multi-year project, downtown Athena got waterline upgrades in 2012 and will receive several blocks of new concrete pavement, plus bike lanes, sidewalk and cross walk improvements next year.

“The City of Athena has been waiting for at least the last six to eight years for the street to be redone,” said Athena City Councilor Carol Speed. “The project is going to make a big improvement.”

upgrades in Baker City will be constructed along Resort Street and Best Frontage Road. Heppner’s Barratt Blvd. will be rebuilt with new curb, gutter and sidewalk, along with storm drainage system upgrades.

These are just a handful of the many transportation improvement projects planned over the next several years, aimed at keeping our part of the state beautiful and safe.



Pedestrian friendly improvements are planned for John Day sidewalks in 2014. (Canyon Blvd., looking south towards 1st Street).



DMV Online Services

Don't stand in line,
go online!

Conduct your DMV business online.

All customers can change their address and report the sale of a vehicle using DMV's online services, and most customers (if stated on the renewal notice) can renew their vehicle registrations online. Save yourself a trip and go online instead!

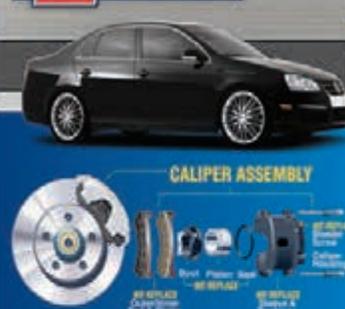
On the Web go to <https://www.oregondmv.com/online>.



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BRAKES

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CALIPER ASSEMBLY

- Do your brakes grab?
- Do your brakes squeal when you step on the pedal?
- Does your vehicle pull when you apply the brakes?
- Do you hear a grinding noise when you step on the brakes?
- Is your brake pedal spongy or maybe too hard?

REAR DRUM BRAKE ASSEMBLY

LES SCHWAB TRAINED TECHNICIANS

If you're experiencing **ANY** of these symptoms, stop by for a **FREE BRAKE INSPECTION**. We're proud to service domestic and import cars and trucks.

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Different vehicles require different cranking amps. We'll make sure the battery you get is the right one for you.

50 MONTH



50

MONTH WARRANTY

500-575 Cold Cranking Amps

XTREME POWER



84

MONTH WARRANTY

590-900 Cold Cranking Amps

XHD

REDUCED EVAPORATION, GASSING & CORROSION



72

MONTH WARRANTY

550-750 Cold Cranking Amps

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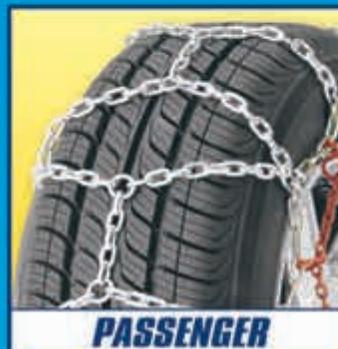
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LES SCHWAB'S WINTER CHECKLIST

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ODOT celebrates 100 years of service to Oregon

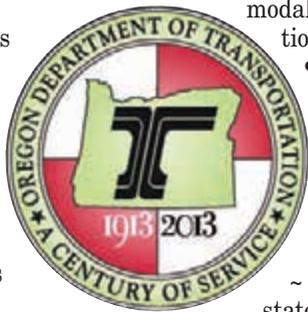
Overview

In 2012 and 2013, Oregon is celebrating the 100th Anniversary of the Oregon Department of Transportation, which began life as the "Oregon Highway Department" in 1913. Since the beginning, Oregonians have been leaders in transportation, creating award-winning bicycle and pedestrian programs, finishing cross-state highways ahead of others and, in its inaugurating effort: "Getting Oregon out of the mud."

We invite you to learn more about the history of transportation in Oregon at www.oregon.gov/ODOT/pages/100Years.aspx. We are also inviting those who have taken part in this history, know a story about Oregon transportation, or have other insight into the unique and innovative approaches Oregon is known for, to share that information with us and others by submitting a story. Of course, we all already know about our not-so-successful attempt to rid the Oregon Coast of a dead whale in the early 70s.

There are many accomplishments from the past century, and looking into the future, that we can be proud of supporting:

- Reaching new levels of safety on our roads
- Supporting a community-focused, multi-



modal approach to the transportation system

- Making unique advances in the industry that are continually used to set the high standard
- Creating leading-edge projects, programs and innovations such as:

~ **Gas tax:** Oregon was the first state to implement a gas tax to pay for roads (1919).

~ **Cathodic protection:** we use this on our coastal bridges to extend their lives.

~ **Bicycle and pedestrian infrastructure:** Oregon was one of the first states to devote one percent of the highway fund to development of footpaths and bikeways.

~ **Technology:** ODOT is one of the first state agencies to set up a computer system (1957).

~ **Solar highway:** we developed the first solar highway, where solar arrays are placed on right of way to generate clean, renewable energy (2008).

~ **Spencer Creek Bridge:** we returned the elegance and efficiency of Conde McCullough's arch to modern bridge design.



Experience transportation history by visiting the circa 1924 Upper Perry Arch Bridge Interpretive Site, five miles west of La Grande on the Old Hwy. 30 frontage road. Rehabilitated in 2009, the structure is one of two Conde B. McCullough bridges constructed in eastern Oregon. The interpretive site is handicap accessible with benches, a view point and informational kiosks.



Sharing the road - early 20th century style

~ **Transportation Building remodel:** we preserved an historic facility while updating it with modern, energy efficient systems, using a sustainable approach that included local/regional materials and businesses; built in 1951, it is now seismically retrofitted, safer and healthier for residents and visitors (2012).

By celebrating ODOT's first 100 years, we are seeking ways to further contribute to our mission of providing a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

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1913-1923: A time of historic "firsts"

In 1913, the Oregon State Legislature created the State Highway Department to "get Oregon out of the mud." The Oregon Highway Commission was created to oversee the department, and the first commissioners were Governor Oswald West, Secretary of State Ben Olcott and Treasurer Thomas Kay. The first State Highway Engineer was H. W. Bowlby.

The legislature appropriated an initial \$10 million for organization and operating expenses and directed the State Tax Commission to levy a one-fourth-mill tax on all assessable state property, with funds going to the Highway Commission.

Counties were responsible for improving their main highway routes; the department assisted in surveying and engineering construction operations.

That same year, in a speech to legislature, Governor Oswald West proclaimed ocean beaches from Columbia River to California state line, public highways. Construction of the Pacific Highway (now Interstate 5) began in Jackson County.

State highways become reality

By 1914, the department had its first "State Highway Plan." There were several dozen "roads" and proposed roads included in that first plan, including the Columbia River Highway, starting at Seaside and going north to Astoria and east along the Columbia to Pendleton, then northeast through Milton to the Washington state line.

The State Highway Department built thirty-one steel, reinforced concrete bridges in 1914 in Clackamas, Clatsop, Columbia, Multnomah, Yamhill and Marion counties. In 1915, the unpaved Columbia River Highway opened from Portland to Hood River (July 6); the Portland to Astoria section opened in August. In 1916, the first

traffic lines on an Oregon highway were painted on the Columbia River Highway curves to avoid driver accidents.

In 1917, the Oregon Highway Commission was reorganized by legislature, with top state elected officials replaced by voluntary and appointed citizens. The legislature also passed a bill directing all motor license fees (after expenses or "net") to go into State Highway Fund. Voters approved selling \$6 million of bonds to finance truck road building for Oregon, connecting populous centers of all counties.

Oregon enacts first gas tax, licensing laws

One of Oregon's most well-known firsts occurred in 1919, when the state enacted the nation's first gasoline tax of 1¢ per gallon. Over \$342,000 was raised in first year with tax collected from wholesale dealers. That same year, the Highway Department established a materials laboratory in Salem for testing samples of road building material and pavement.

In 1920, Oregon enacted its first driver licensing law. It required five-day's driving experience and 25-cent fee. Drivers signed a statement certifying they had the required experience, and the license was valid for life.

Maintenance offices, equipment join the agency

Also in 1920, the State Highway Department established a maintenance branch and opened district maintenance offices in Medford, Salem, Portland, The Dalles, Marshfield, Baker, Pendleton and La Grande. The next year, the state's first rest areas along highways appeared: if fresh water was available, drinking foun-



Trucks line up for a Highway project in 1943

tains were provided.

Funding for transportation was becoming more widespread, with the Federal Highway Act of 1921 and the Oregon legislature raising the gas tax from 1¢ to 2¢. In 1922, the State Highway Department purchased 11 snowplows to keep roads open, and by 1923, the department owned its first paving plant.

To wrap up its first decade of existence, the department completed construction of the Pacific Highway, making Oregon the first state west of Mississippi to have a paved highway the entire length of the state.

Learn more about other key eras and Oregon's transportation innovations at www.oregon.gov/ODOT/pages/100Years.aspx.

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Drive less. Connect.

Matching people with places.

Northeast Oregon can be a challenging place in the winter. Snow, ice, fog and closed mountain passes can and do occur in our region. One way to reduce some of the stress related to driving, during wintertime and throughout the year, is by locating a rideshare partner. A new, free service – Drive Less Connect powered by Drive Less Save More can help you connect with people going the same direction to school, work or play.

“Drive Less Connect gives you full control of your ride-matching options,” said Drive Less Connect Coordinator Cherie Kauser. “Once you find a potential ride match you can negotiate with your partner

your schedules, fuel costs and winter safety issues.”

For more information on how to register with the program, visit www.drivelessconnect.com. Local support can also be found at: dlc@ccno.org, or by calling 541-963-2877.

In addition to Drive Less Connect, don't forget to utilize your local transit programs. You'll find tons of information about bus, trolley, dail-a-ride and other transit options in your area by visiting www.TripCheck.com and clicking on the Transportation Options tab at the top of the page.

Use extreme caution stopped along highways

The Oregon Department of Transportation and the Oregon State Police advise travelers to be extra cautious when stranded or stopped along the side of the road, especially during poor weather conditions.

“Driving along Oregon highways in inclement weather can be challenging, but when people stop along the side of the road and get out of their vehicles for any reason, extreme precautions need to be taken,” said ODOT Region 5 Public Affairs Specialist Tom Strandberg.

There are times when travelers are compelled to stop along the side of a roadway: to repair a flat tire; put on tire chains; or assist a stranded motorist. Unfortunately, people are often seriously injured or killed while outside of their vehicles along state highways.

“People need to take the time to review all options before stopping and getting out of their vehicles, especially when icy roads or limited visibility create hazardous conditions,” Strandberg said.

Before you pull off the road

- If you have a flat tire or need to stop along the highway, check the following before pulling off of the road.
- Note mile markers and landmarks to provide to emergency service providers when calling for help.
- Make sure there is enough room along the road shoulder to pull completely off of the road.
- Never stop in the roadway or on bridges, avoid areas with narrow shoulders.
- If you are compelled to stop and help a stranded motorist during poor weather conditions, take careful note of the surrounding area, highway and weather conditions. It is often safer for the stranded motorists, other travelers and

yourself to call for help, rather than stopping in an area that could create more hazards. Just don't try to call while you are driving. Note the color of the vehicle, landmarks and mile markers to provide to 911 operators.

If you have to stop

If there is no option other than stopping along the side of the highway, consider the following tips.

- Pull as far off the right side of the road as possible, avoid stopping along the left side of the road or center median areas.
- Turn on emergency flashers. Check your mirrors and look to rear to make sure it is safe to get out of your vehicle. Face traffic when setting out flares or reflective triangles.
- Flares and other warning devices should be placed far enough away from the vehicle to give oncoming traffic time to react.
- Stay buckled up inside your vehicle and keep all passengers buckled if you are stranded.
- Turn and lock the steering wheel away from the travel lanes so the vehicle will not be pushed into traffic if struck from behind.
- Use extreme caution when outside the vehicle to put on chains, change tire, etc. If available, wear a reflective vest or bright clothing.
- Don't extend legs or body onto roadway while working on vehicle.
- Familiarize yourself with the surrounding area and note location of steep embankments, drop-offs beyond railings, water hazards or other dangerous conditions.
- When outside the vehicle, carefully watch the road and plan safe escape routes in case you need to move quickly to avoid out of control traffic.

Use fog lights correctly and safely

With increasing numbers of vehicles on the road with fog or auxiliary lights, state transportation safety officials are reminding people to use vehicle lighting correctly and safely.

“Fog lights are designed to be used at low speeds in fog, heavy mist, snow and other situations where visibility is significantly reduced,” said Michele O'Leary, ODOT Vehicle Equipment Standards Program Manager.

Front fog lights are generally aimed and mounted low to increase the illumination directed towards the road surface. However, after sunset and during other low visibility situations, fog lights are required to be turned off when an oncoming vehicle approaches. During normal visibility conditions, fog or auxiliary lights should be turned off. It is not appropriate to drive with fog or auxiliary lights left on all the time.

“When a car is using fog or auxiliary lights, it is visually distracting for oncoming drivers,” O'Leary said.

According to Oregon law, fog and/or auxiliary lights must be used like the high beam headlight system of your car. They must be turned off when within 500 feet of an oncoming vehicle and within 350 feet

when following another vehicle. The color of fog and/or auxiliary lights is also regulated. Fog lights may be either white or amber (yellow). Rules prohibit other colors such as blue.

If your car is equipped with auxiliary lighting, ODOT recommends knowing where the switches are and how to use them.

If you plan to install fog and/or auxiliary lights as an after market feature, it is important to know that Oregon has adopted federal rules that all manufacturers must meet. Products must be labeled; anything that is labeled “not for street use” cannot be used on public roadways. Fog and other auxiliary lights must have a separate switch. Fog lights may not be used in lieu of headlights.

For more information on vehicle equipment and standards, visit ODOT's Transportation Safety Web site, www.oregon.gov/ODOT/TS/Veh_Equipment.shtml, or see the Oregon Driver Manual on the DMV Web site, www.oregondmv.com.



See and Be Seen: Fewer daylight hours bring renewed emphasis on pedestrian safety

“See and be seen” is a piece of advice making its way around the state, especially now that darker, winter days are upon us. Pedestrians will want to wear bright or reflective clothing and drivers will want to be extra alert.

Between January and October 2012, 47 pedestrians were killed in Oregon in motor vehicle traffic crashes – that's the total pedestrian fatalities for all of 2011. Many factors contribute to these fatal incidents, including distractions, alcohol use and disregarding rules of the road – on the part of both drivers and pedestrians. That's why it's important that both take responsibility for being safe. ODOT's Transportation Safety Division offers these reminders about driver and pedestrian safety:

Pedestrians

- Enhance visibility when wearing dark clothes, such as bright or reflective clothing or shoes; drivers can't avoid what they can't see.
- Stay sober; walking while impaired increases your chance of being struck.
- Don't wear headphones or talk on a cell phone while crossing the street.

- Watch out for motorists' blind spots.
- When possible, cross with others; there truly is safety in numbers – drivers are more likely to see a group of people than individuals.
- Remain alert! Don't assume that cars are going to stop. Make eye contact with motorists before crossing paths.
- Use crosswalks and walk on sidewalks whenever possible.
- Look left, right and left again before crossing. Watch for turning cars.

Motorists

- Always have an eye out for pedestrians, especially during dark hours.
- When you are entering a popular pedestrian area, expect that you may encounter them and slow down ahead of time.
- Be prepared to stop when approaching crosswalks.
- Drive at cautious speeds in rainy weather and in low-light areas.
- Eliminate distractions such as cell phones so you can focus on driving.
- Remember, road conditions can impact your stopping ability, so be prepared.

Low-visibility conditions can happen any time of the day or night

Nighttime driving is more difficult because visibility is reduced. However, low visibility conditions often occur during the day, caused by heavy snowfall, downpours, thick fog and blowing dust or smoke. Follow these safety tips for driving in low visibility conditions:

- Slow down. Disengage your cruise control. Most accidents occur because the driver is going too fast for the weather conditions.
- Use your low beams. High beams will disperse in thick fog or snow, making visibility worse for you and other drivers.
- Turn on your rear fog lamps, if your vehicle is equipped. They greatly aid visibility for drivers approaching from the rear.
- Avoid entering an area if you cannot see a safe distance ahead.
- If you suddenly encounter a severe loss of visibility, pull off the pavement as far as possible. Stop, turn off your lights, set the emergency brake and take your foot off the brake to be sure the taillights are not illuminated. Turn on your emergency flashers.
- If you can't pull off the roadway, slow down, turn on your low beam headlights and sound the horn occasionally. Use the white fog line or roadside reflectors if necessary to help guide you.
- Never stop in the travel lanes.



Be seen: Use headlights in winter!

Turning on your low-beam headlights during the daytime in the winter months can help make your vehicle more visible to other drivers, bicyclists and pedestrians.

When natural light is low — at dawn or dusk or when it's raining, cloudy or snowing — you can improve your vehicle's visibility significantly by turning on your low-beam headlights. In fact, many newer vehicles come with daytime running lights so that anytime the vehicle is operating, the low-beam headlights are on to improve visibility.

Driving with your lights on during the day throughout the winter helps contrast your vehicle against buildings and other terrain features. Diminished visibility results when there is little contrast between the color of a vehicle and its back-

ground, such as a lightly colored car against snow or a green car against foliage. Small cars are harder to see at a distance compared to pickups and SUVs. Headlights also contribute to safety on highways with one lane of travel in each direction.

Improved visibility can help prevent crashes such as head-on collisions and sideswipes, as well as collisions with pedestrians and cyclists. Tests conducted by the Society of Automotive Engineers determined that with headlights off, drivers can see oncoming cars when they are an average of 2,074 feet away. With headlights on, that distance more than doubles to an average of 4,720 feet.

Also, remember to keep your car headlights clean. Get in the habit of wiping off your lights at the gas station; that way you're ready for low-visibility conditions.

Driveway snow can't go on the road

The state highway is not a good place to deposit snow from your driveway. In fact, it's against the law to deposit any object onto Oregon highways and highway right of way, including snow.

Placing driveway snow on the road or shoulder creates a hazard for other highway users and for ODOT's snowplow operators. Chunks of snow and ice form an uneven road surface that can surprise drivers and cause crashes.

When snowplows create berms of snow at the end of driveways, ODOT asks property owners to help by shoveling that snow to the sides of their driveways, rather than back onto the road or shoulder.

If you shovel snow onto the roadway,



you will be asked to clear it away. Or ODOT may remove the snow and bill you for the cost of doing so. In addition, you may be cited under Oregon law; violations are punishable as a misdemeanor under ORS 374.990.

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Car Care Critical for Winter Driving Safety

Instrument Panel Review

Every time you start your car they glow to greet you, but usually, after a few seconds of engine operation, they fade away—hopefully not to be seen again until the next engine start.

“Motorists need to be aware of the critical ‘big three’ warning lights, which include those that monitor engine oil pressure, engine coolant temperature, and vehicle charging system,” says Tom Strandberg, ODOT Public Affairs. “To reduce the chances of vehicle damage or a roadside breakdown, these warning lights require prompt

and proper action when they illuminate.”

When the ignition key is first turned to the ON position, all of the vehicle’s warning lights should illuminate. The “big three” lights typically remain on until the engine is started and running. If a warning light fails to illuminate at this time, have the related system checked out by an auto repair facility.

Once the engine is running, all the warning lights should go out within a few seconds. If any light remains illuminated, consult your owner’s manual.

The most common vehicle deficiencies

include weak batteries, worn or damaged wiper blades, clogged air filters, low washer fluid, dirty or low motor oil, and low anti-freeze levels.

“Breakdowns are most often preventable by simply ensuring that your vehicle is regularly maintained,” Strandberg said.

“The state of health and durability of things like batteries, fluid levels, and tire conditions all come into question especially during the winter season when extremely cold temperatures can put even the most reliable devices to the test.”



WINTER CAR CARE

The Winter Car Care 12-point inspection includes:

- Battery check for loose cables and corroded terminals
- Anti-freeze check for strength in the radiator overflow reservoir
- Oil level check with the vehicle’s dipstick
- Brake fluid level check
- Power steering fluid level check
- Automatic transmission fluid level check
- Inspection of all belts and hoses
- Inspection of the air filter
- Windshield washer fluid level check
- Inspection of windshield wipers
- Light and turn signal inspection
- Inspection of tire tread wear and inflation if necessary

Wintertime Check List

Use this handy checklist to make sure you’re prepared every time you take a trip in Oregon’s winter wonderland.

- | | |
|--|--|
| <input type="checkbox"/> Tools: jack, lug wrench, shovel | <input type="checkbox"/> Extra food and water |
| <input type="checkbox"/> Chains or traction tires | <input type="checkbox"/> Blanket/sleeping bag(s) |
| <input type="checkbox"/> Flares | <input type="checkbox"/> Paper towels |
| <input type="checkbox"/> Extra warm clothes, boots, hat and gloves | <input type="checkbox"/> Pocket knife |
| <input type="checkbox"/> Ice scraper and snow brush | <input type="checkbox"/> Extra washer fluid |
| <input type="checkbox"/> Cell phone and car adaptor | <input type="checkbox"/> Highway Map |
| <input type="checkbox"/> Rechargeable flashlight | |
| <input type="checkbox"/> First aid kit | |
| <input type="checkbox"/> Matches or lighter | |
| <input type="checkbox"/> Battery jumper cables | |



Pilot Projects to use salt on U.S. Highway 95 in Oregon between Idaho and Nevada

ODOT is launching two pilot projects that would use salt in limited weather and roadway conditions to help make two specific highway segments safer.

The two pilot projects focus on areas adjoining neighboring states that use salt on their parts of these highways; travelers crossing the state border expect similar roadway conditions across the state border, but run into vastly different conditions.

Wash Vehicle after Traveling Salt Pilot Project areas

ODOT reminds motorists to wash their vehicles to help remove salt residue after traveling along either of the two pilot project highway areas of U.S. 95 in south eastern Oregon or the short section of I-5 near the California border.

"While ODOT's salt use will be limited, it's always good practice to wash your car or truck after traveling on any highway section that may have been treated with salt or other chemical deicer products," said ODOT Public Information Officer Tom Strandberg.

This increases the likelihood of crashes and injuries.

Both Nevada and Idaho use salt to reduce snowpack on U.S. 95, which runs for about 120 miles through the southeast corner of Oregon. At the two state borders, travelers entering Oregon experience very different roadway conditions, moving from slush to hard-packed snow and ice.

These border areas experience more crashes. Using salt in limited conditions could help improve roadway surface consistency, reducing dangerous driving conditions and reducing crashes and injuries.

California uses salt to reduce the build-up of snowpack on Interstate 5 in the Siskiyou Pass. Oregon's side of I-5 often experienced packed snow; Oregon has to impose chain conditions, requiring travel delays or road closures.

ODOT wants to investigate the use of salt in limited conditions on an 11-mile stretch of I-5 at the border, to match driver's expectations of similar highway surface conditions.

ODOT recognizes that salt is very corrosive. Maintenance crews are taking precautions to protect the environment and highway infrastructure. And crews will only use salt in limited weather and road-



During the summer of 2012, about a half dozen bridges along U.S. Hwy. 95 received special upgrades, including this orange colored sealant to help reduce corrosion caused by wintertime salt applications.

way conditions; liquid deicer and sanding material remain our primary tools.

ODOT will conduct these pilot projects for five years, to assess whether the limited use of salt can help reduce crashes and injuries and meet driver's expectation across state borders.

ODOT does not have any plans to use salt anywhere else. For more information, visit the ODOT Winter Driving Tips and Information Web page at www.oregon.gov/ODOT/COMM/pages/winterdriving.aspx and click on the Salt Pilot Project link.



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Snow Zones Ahead

Know and follow Oregon's Minimum Chain Requirements

Chart shows minimum chain-up configurations for when "Chains Required" signs are displayed
(per Oregon Administrative Rule 734, Division 17)

For more information, go to TripCheck.com on the Web

LIGHT DUTY VEHICLES

One tire on each side of the primary drive axle.



Rear-Wheel Drive



Front-Wheel Drive

TOWING

Chains must be on one tire on each side of one axle of a trailer that is equipped with a brake.



One tire each side.



One tire each side.



One tire on each side of one axle.

MEDIUM DUTY VEHICLES



Single Drive Axle: One tire on each side of the drive axle.



Tandem drive axle with one powered by the drive line: Two tires on each side of the primary drive axle.



If both axles are powered by the drive line: one tire on each side of each drive axle.



One single-wheel axle and one dual-wheel axle: must have chains on one tire on each side of the dual wheel axle

SOLO COMMERCIAL VEHICLES



If both axles are powered by the drive line: one tire on each side of each drive axle.



Tandem drive axle with one powered by the drive line: Two tires on each side of the primary drive axle.



Single drive axle: one tire on each side of the drive axle.

TRUCK TRACTOR SEMI TRAILER



Two tires, one on each side of any axle.

TRUCK TRACTOR SEMI TRAILER



Two tires, one on each side of any axle, Two tires on each side of the primary drive axle.

TRUCK TRACTOR SEMI TRAILER



Two tires, one on each side of any axle. If both axles are powered by the drive line: one tire on each side of each drive axle.

TRUCK TRAILER



TRUCK TRAILER



One tire, either side, either axle. Two tires on each side of the primary drive axle.

TRUCK TRAILER



One tire, either side, either axle. If both axles are powered by the drive line: one tire on each side of each drive axle.

SET OF DOUBLES



Two tires, one on each side of any axle.

SET OF DOUBLES



One tire, either side, either axle. Two tires, one on each side of any axle. Two tires on each side of the primary drive axle.

SET OF DOUBLES



One tire, either side, either axle. Two tires, one on each side of any axle. If both axles are powered by the drive line: one tire on each side of each drive axle.

TANDEM-DRIVE AXLE "B" & "C" TRAINS



Two tires, one on each side of any axle. Two tires, one on each side of any axle.

TANDEM-DRIVE AXLE "B" & "C" TRAINS



Two tires, one on each side of any axle. Two tires, one on each side of any axle. If both axles are powered by the drive line: one tire on each side of each drive axle.

Don't Take Chances - Chain up and Travel Safely

The Way to Go — Oregon Department of Transportation

