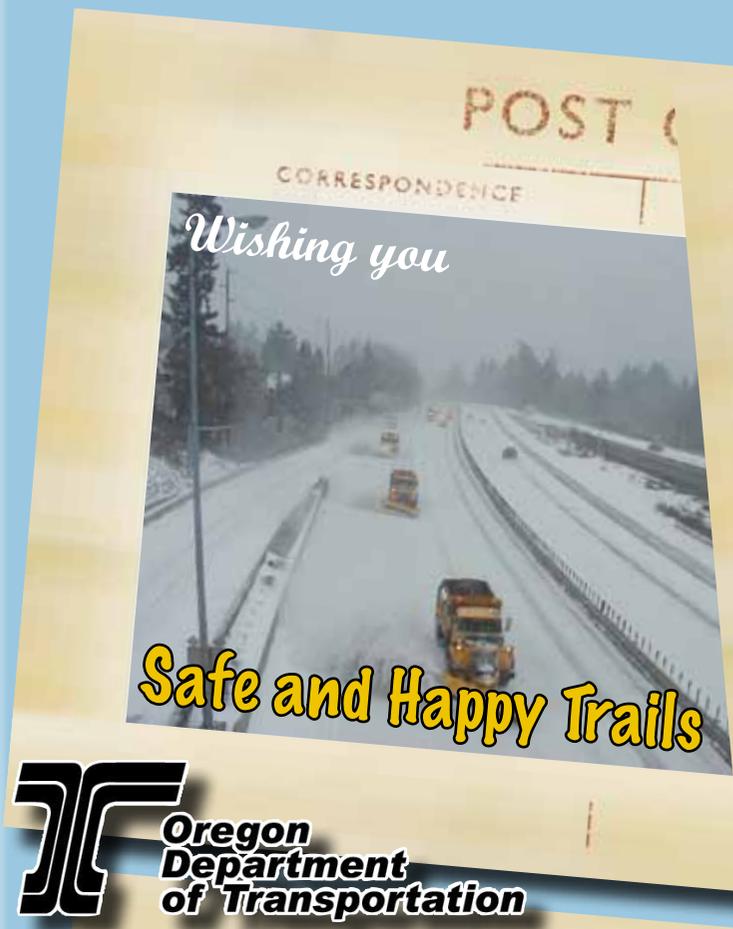


Winter Roadway Guide

NOVEMBER 2013



Inside:

- Highway Construction Updates
 - Drive less. Connect.
 - Winter driving can be tricky in Eastern Oregon
 - The scoop on Sno-Parks
 - Hells Canyon Scenic Byway welcomes you in winter
 - Winter Word Puzzle
- Plus pages and pages of Winter Driving Tips to help keep you safe*

THE OBSERVER

INTRODUCTION: 2013-2014 Winter Roadway Guide

Fellow Oregonians,

Welcome to our annual edition of the Oregon Department of Transportation's Winter Roadway Guide. This is our ninth year of working with local media to produce this newspaper insert that includes winter driving tips, safety messages and information about transportation projects in eastern Oregon. We appreciate the support of our newspaper partners and the many advertisers that make this publication possible. We also appreciate the users of eastern Oregon highways who are taking the extra time to drive safely, especially during the challenging winter season.

2013 Projects highlights

Safety is our main concern at ODOT and a primary component of highway construction projects. Safety enhancements built this year include upgraded guardrail sections along Oregon Highway 86 east of Richland and new snow zone signs, snow fencing and a variable message reader board along Interstate 84 in Baker County. Further north on I-84 a major three-year, \$47 million project began this summer between La Grande and the Kamela Interchange near Exit 246. The work includes repairing bridges, reducing rock falls, replacing concrete median barrier, resurfacing the freeway lanes and adding a third westbound lane at Spring Creek Grade, a critical bottleneck for slow moving trucks in wintertime. This and other projects are also adding or upgrading numerous truck chain up areas along the interstate between Pendleton and La Grande. Over the past several years ODOT has built or enhanced about a dozen truck chain up or chain removal areas throughout eastern Oregon. The upgrades provide safe places for big rigs to install or remove tire chains, reducing the number of trucks blocking highway lanes during the winter season.

Along with improvements to the interstate and highway routes, transportation funds are helping numerous eastern Oregon communities become safer and more efficient. In Wallowa County, a major project that realigned sharp curves and

rebuilt Hurricane Creek Road between Enterprise and Joseph was completed. The project included widening road shoulders which has improved safety for bicycle, pedestrian and farm traffic along this alternate route to Oregon Highway 82.

In October, transportation stakeholders and community members gathered in Athena to celebrate the completion of a major Main Street enhancement project. Baker City will also celebrate the completion of its Resort Street Project in early November. All over the region, in communities like Heppner, Nyssa, Joseph, Enterprise, Ontario, Vale, Burns, Pendleton, Irrigon and others, roads and sidewalks received upgrades. While improving safety and livability for eastern Oregon residents, the millions of dollars invested in our transportation system are also supporting family wage jobs and helping rebuild local economies.

Safety behind the wheel

As we celebrate our successes, we are also reminded that there is more work needed to improve safety through construction projects and changing our behavior while on the road. One good thing is that more Oregonians than ever before are wearing safety belts. This is great to hear.

The sad news is that hundreds of people are killed or seriously injured every year on Oregon highways. **Distractions** and **speed** are major factors in most fatal crashes, so I urge everyone to put cell phones on mute, slow down and most of all, pay extra attention while behind the wheel. If you are a passenger, help the driver by keeping distractions to a minimum. If walking or bicycling, make sure you can be clearly seen during the day and nighttime and be extra mindful of the traffic around you.

With winter weather adding an additional set of transportation challenges, it's more important than ever to be ready for what Mother Nature throws our way. ODOT crews will be working day and night to help keep the highways open and as safe as possible, but snow and ice can be expected at times. One particular hazard during this time of year involves the use of cruise control on your vehi-

cle. If there is a potential for spots of ice, water or snow anywhere on the road, **disengage cruise control**. You're likely to lose control when cruise control is on during these conditions.

Another area to exercise caution is when approaching bridges or concrete highways. These surfaces are the first to freeze and may be slippery when the rest of the road surface is dry. Similar caution is needed when approaching shaded areas, especially on curves. Many ODOT projects are designed to reduce the number of shaded areas because of the cold weather hazards they create, but we will never be able to eliminate them all. Slowing down and shifting your driving habits to winter mode will significantly reduce the risks of travel during this time of year.

Enjoy the season with safety in mind

With friends and family gathering for the holidays, plus trips taken to enjoy winter wonders, this season can be a beautiful and joyous time of year. We want it to also be a safe time of year for you and your loved ones. That is why we put together this annual publication of driving tips and safety messages. Please take the time to read through and share the information with other drivers in your family, and keep it handy for future reference. Also, don't forget to get updated road and weather conditions, links to hundreds of roadside cameras and other information at TripCheck.com before you head out.

My team and I at the Oregon Department of Transportation are proud to serve you by keeping our transportation system as safe and efficient as possible. By planning extra travel time, slowing down and being prepared for winter weather, you will be doing your part in helping to keep the highways safe for everyone.

Wishing you a happy winter season,

Monte Grove

Oregon Department of Transportation
Eastern Oregon Regional Manager



2013 Transportation Construction Update

As another highway construction season comes to a close, it's good to look back and remember some of the key projects that were active during the spring, summer and fall months.

Sections of the interstate and most highways saw some construction activities that included over 200 lane miles of pavement patching and repairs, about 100 lane miles of pavement resurfacing (overlays and chip seals), hundreds of feet of guardrail upgrades, a half dozen new or upgraded chain up areas, snow fencing, snow zone signage, freeway variable message boards and a ton of other improvements. In all, over \$70 million worth of construction projects were being worked on in 2013 throughout eastern Oregon.

While freeways, highways and bridges need attention to keep them in good, safe working order, projects that improve city sidewalks and downtown areas are the ones that make the biggest impact.

Downtown and local street improvements like the ones completed this year in Echo, Irrigon, Athena, Baker City, Heppner, Pendleton, Enterprise, Joseph and other cities are helping to keep school children and local residents safe. At the same time these projects are enhancing the livability of community members, encouraging economic growth and revitalizing main streets all over eastern Oregon. Here are a few examples of this year's local district improvement projects.

Echo: Several years of downtown improvements were celebrated in Echo on June 13. ODOT Transportation Enhancement dollars, combined with donations and other funding sources helped pay for sidewalk upgrades that included bulb-outs, ADA ramps and brick pavers, plus

street lights and some very cool circular planter/benches. Additional rectangular planters were also installed at very down-to-earth prices. Make that six feet down, as the City purchased ready made concrete coffin vaults for planter boxes at a fraction of the cost quoted to fabricate similar units. Those cost savings helped pay for some of the aesthetic improvements that really raised the spirits of the community.

"This project has really awakened the town," said Echo Mayor Richard Winter.

Echo City Administrator Diane Berry said the community improvements are already attracting new businesses to town. An antique store and pub have moved in, plus a local vineyard has opened a wine shop and tasting room in one of the city's historic buildings.

Enterprise and Joseph: A local county road that serves the communities of Joseph and Enterprise, as well as other towns in Wallowa County received a \$4 million upgrade this summer. Hurricane Creek Road and a section of Airport Road were modified to meet the current transportation needs of the area. The road base was rebuilt in some areas, sharp curves were realigned and the overall width extended to add four-foot, paved shoulders. The new and improved surface has created a safer course for all travelers, including bicycle riders, pedestrians and farmers



Hurricane Creek Road project.



Echo project



Athena project.

who occasionally move large pieces of equipment along this rural route. With a backdrop of the beautiful Wallowa Mountains, it's no wonder this improved passage is more popular than ever.

Athena: Eastern Oregon has its share of historic communities and the little town of Athena is one of the nicest. Over the past two years a major Main Street Enhancement Project was under way that rebuilt the center route through town while upgrading water lines and storm drains. New bike lanes were added, sidewalks enhanced, school crossings upgraded and other safety features built. The work included installing concrete for the main travel surface and asphalt in the bike lanes and parking strips. The new concrete surface will serve the community for decades to come.

After suffering through two construction



Weston-McEwen Pipe and Drum Band.

Beacons at the First Street crossing of U.S. 730, which is also a designated school crosswalk. The use of Rapid Flash Beacons at non-signalized crossings has proven to reduce pedestrian vs. vehicle crashes throughout Oregon and around the nation. Over the past few years numerous pedestrian activated flashing beacon units have been installed in Burns, Baker City, Milton-Freewater, Cove and other cities.

Baker City: A major renovation and rebuild of Resort Street in Baker City was completed this fall that local residents and transportation stakeholders celebrated November 12. The project included water line upgrades, street and sidewalk improvement, trees, benches and other amenities to enhance this history-rich community. The work is just one of many projects that are raising the bar on the livability scale for local residents while revitalizing the core downtown district.

Check out the changes: These community enhancement projects represent only a few of the dozens of transportation improvements taking place every year throughout the greater eastern Oregon area. We encourage you to take the time to visit your neighboring cities to see what's new. By doing so, you'll be inspired while celebrating their hard earned achievements.

seasons, the community kicked up their heels October 23 to celebrate the project's completion. Over 60 people were in attendance, including about three dozen members of the Weston-McEwen Pipe and Drum Band, who provided Scottish bag pipe entertainment.

"These kinds of projects are creating safer highways and improved downtown areas across the state, while supporting family wage jobs for Oregonians," said Athena Mayor John Shafer.

Irrigon: Along the Columbia River and with U.S. Highway 730 running right through it, sits the small community of Irrigon. Safety for pedestrians and school children needing to cross the busy highway has always been a concern. A project completed this summer installed Rapid Flash

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.



Practice chaining up

In Oregon, there are times when you may be required to use chains on snowy or icy roads. It's important to learn how to install your chains before bad weather strikes.

Chaining up is good for both you and other drivers, especially on mountain roads. Travelers who wait until the last minute to put on chains can block lanes, delaying other drivers and making it difficult for crews to sand and plow the road. You'll do your part to keep traffic moving by putting your chains on early.

It's a lot easier to put chains on for the first time when you don't have to struggle to read the instructions alongside a snowy road. Practice installing your chains at home when the weather is fair. Then when road conditions require chains, you'll already know how to use them.

Here are some tips on chaining up and driving with chains:

- Check your vehicle operator's manual for the right type and size of chains to use. Then follow the manufacturer's installation instructions.
- Ensure chains are the proper size. Don't deflate tires to install chains.
- Don't wait until you lose control of your vehicle before chaining up.

- Pull over to a safe and level area to mount or remove chains.
- Carry a waterproof tarp or plastic sheet to help keep you dry.
- Keep children and pets safe in your car to avoid distraction and injury.
- Pull over in a safe place and retighten your tire chains after you have driven a short distance.
- Pull over and stop immediately if any part of your chain fails or comes loose.
- Don't drive faster than 30 miles per hour when using chains. Accelerate and deceler-

ate slowly. Avoid spinning or locking your wheels.

- Remember: you can slide even with chains, so drive carefully and slowly. Mobile device users – scan this QR code to go to a 10 minute video on chaining up. Check out all ODOT winter related driving tips and videos at <http://www.oregon.gov/ODOT/COMM/>.



PUTTING ON TIRE CHAINS

Get the right size!

Consult your owner's manual

Practice!

Know how to install your chains before you go

Pull over!

Choose a safe and level area that's away from traffic

Double check!

Retighten your chains after you drive a short distance

Slow down!

You can still slide with chains — don't drive faster than 30 mph



When installing chains...

Wear protective gear:

- A brightly colored jacket or a reflective vest
- A hat
- Warm gloves

Stay dry!

- Use a tarp or plastic sheet to protect yourself

Want to learn more?

Watch our YouTube video: www.youtube.com/oregondot



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OT Oregon Department of Transportation

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 your 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

Eastern Oregon Winter Travel

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BURNS	FOLLOW	OREGON	SNOWZONE
CAUTION	HEPPNER	PLOW	TRACTION
CHALLENGING	HIGHWAY	SAFETY	UNEXPECTED
COVE	ICE	SANDER	UNION
DEICER	INTERSTATE	SEATBELT	VALE
DISTRACTIONS	JOHNDAY	SIGNAL	WEATHER
DRIVE	LAGRANDE	SLIPPERY	WINTER

Solution on page 15

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>



Prepare for stormy conditions



Whenever there's a chance of stormy weather, the Oregon Department of Transportation encourages motorists to prepare their vehicles in advance and drive with extra caution.

Before traveling to areas that may have hazardous conditions, make sure your vehicle is ready:

- Ensure the heater and defroster are working properly.
- Test all lights. Carry spare light bulbs.
- Use antifreeze that's good to -25°F; check and fill washer and other fluids and make sure hoses aren't loose or brittle.
- Keep wipers clean and in good condition; fill the windshield washer tank.
- Make certain your battery is fully charged (also check battery age and make sure cables are not loose or corroded).
- Ensure your tires are in good condition and properly inflated for best traction, including your spare.
- Carry chains or use traction tires in winter.
- Keep an automotive safety kit in your vehicle.

If you are driving in areas that have ice or snow on the road, **adjust your driving to fit conditions** and remember these winter driving tips:

- Turn off your cruise control.
- If you lose traction and your vehicle feels like it's floating, gradually slow down. Don't slam on the brakes.
- Use caution when driving on bridges or concrete highways. These surfaces are the first to freeze and become slippery when the temperature drops.
- Slow down in advance of shaded areas, especially on curves. Shaded areas are cooler and may have ice that is difficult to see.
- Don't pass snowplows or sanders, and don't follow them too closely; they will pull over!
- Be prepared for slow traffic after a storm passes. It may take several hours to clear long lines of trucks waiting to cross a pass after a storm moves through the area. Also, it may take time to remove cars abandoned on the side of the road.
- Know your route. Some roads, like state highways, are regularly maintained. Other roads, such as forest service roads, are maintained less frequently.

- Be prepared to encounter more traffic if you are traveling the day before, the day of or the day after a holiday.
- Don't drive fatigued. If you're feeling tired, find a place where you can safely pull off the road and rest.
- Matches or lighter
- Battery jumper cables
- Ice scraper and snow brush
- Paper towels
- Extra washer fluid
- Chains or traction tires
- A full fuel tank

Make sure your vehicle is stocked with the following:

- Working flashlight (rechargeable or with extra batteries)
- Cell phone and charger
- Extra food and water
- Flares
- Tools: jack, lug wrench, shovel
- Road maps
- Blanket/sleeping bag(s)
- Extra warm clothes, boots, hat and gloves
- First aid kit
- Pocket knife

If you travel with an infant or toddler, pack extra food, warm clothes and blankets, toys and games, and extra diapers, just in case. Remember to use your child safety seat properly. Young children may also need more frequent rest stops.

Before leaving, tell a family member or friend of your planned route and when you anticipate arriving. Keep them updated on any major route or arrival changes.



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Eastern Oregon Transportation Construction Projects: 2014 and Beyond

With the cold climate closing in, many people would gladly trade their winter travel headaches for the warm weather delays experienced in a summer highway work zone. (You remember. Sitting in your vehicle on a bright sunny day with the AC on or window rolled down, calmly waiting for your turn to move through a construction site). To help get you through the current chilly season, here are a few 2014 and 2015 summer construction projects to dream about.

Pavement Upgrades: Nearly 30 lane miles of Interstate 84 west of La Grande will be repaved in 2014, plus another 24 lane miles in 2015. The pavement upgrades are part of a three-year, \$47 million project that includes other work. Also in 2014, 8 lane miles of interstate near North Powder will receive pavement resurfacing along with several miles of concrete repair work further south, between Huntington and Farewell Bend.

Nearly 300 lane miles along numerous non-interstate routes will get a chip seal make over next year. Sections of U.S. 20, U.S. 26, U.S. 30, U.S. 395, U.S. 730, OR 7, OR 203, OR 244 and OR 331 are among the highways to receive the resurfacing work that will help preserve and extend the useful life of the existing pavement.

Safety Upgrades: Constructed as part of the Kamela Interchange to La Grande project listed above will be a new, third lane for slow moving trucks on westbound I-84 at the Spring Creek Grade, about 12 miles west of La Grande. This five percent incline is a bottleneck for traffic where some big rigs have to slow down to get up the steep incline. Like the third truck lanes for eastbound traffic at Cabbage Hill near Pendleton and Three-Mile Hill south of Farewell Bend, the additional lane will help reduce the number of crashes, traffic jams and road closures, especially in wintertime. This major construction program scheduled to be completed by the end of 2015 will also add or improve truck chain up areas, upgrade the concrete median barrier, reduce rock fall hazards and repair several bridges along the project limits.

Sections of U.S. 20, U.S. 26, U.S. 395 and other highway routes in Malheur, Grant and Harney counties will receive rumble strips next year. Similar safety upgrades will be constructed on additional highways throughout the region in 2015. Rumble strips are proven to reduce serious crashes that result when errant drivers drift outside their travel lane.

In 2014 a new passing lane will be constructed along OR 86 west of Richland in Baker County. The dedicated lane will create a safe location for travelers to pass



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

slow moving vehicles along this remote highway section.

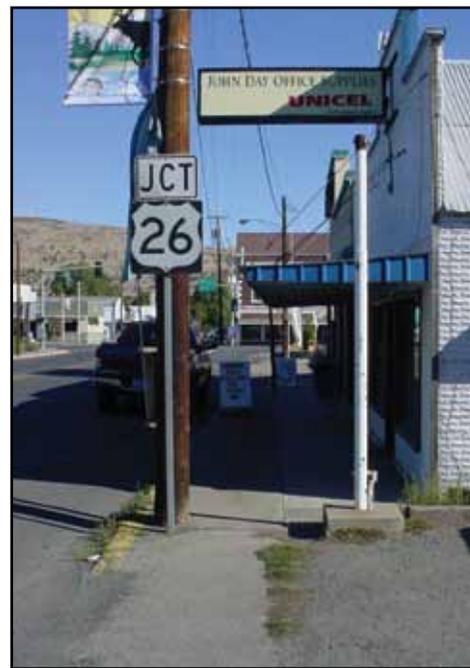
In Grant County U.S. 395 will see curve realignment work south of Seneca in 2014 near mile posts 31 to help reduce slide offs and crashes in that area.

Just east of La Grande, a new traffic signal will be installed next year at McAlister Lane were it crosses the RR tracks and connect to U.S. 30. Some existing traffic signals in La Grande, Hermiston and Burns are also scheduled to be upgraded with video detection technology over the next two years to improve safety in those communities.

Near the town of Umatilla, the U.S. 730 / Powerline Road intersection will be upgraded in 2015 to create a safer, more efficient connection. This will greatly improve the safety and traffic flow along the busy highway.

Transportation improvements geared specifically around wintertime safety are also scheduled over the next few years. In 2014 more snow fencing will go up near North Powder and in 2015 ODOT will begin testing new variable speed limit signs along I-84 between Baker City and North Powder. Driving too fast for highway conditions in this area has contributed to a high crash rate during the winter season. The new adjustable miles-per-hour signs will help slow traffic in the area when weather or highway conditions warrant a lower travel speed. Adjustable speed zones signs are being tested in other areas of the state as a potential tool for reducing crashes on Oregon highways.

Downtown Upgrades: John Day will receive street and sidewalk enhancements



Pedestrian friendly improvements are planned for John Day sidewalks in 2014. (Canyon Blvd., looking north towards Main Street/U.S.26).

in 2014 to improve safety between the downtown area and the local school. The work, funded through the Transportation Enhancement Program will include relocating some overhead utility lines, installing vintage streetlights and constructing other improvements along Canyon Blvd. (U.S. 395) and Main Street (U.S. 26). "The new street lighting and sidewalk upgrades will not only create a safer environment for pedestrians, bicyclists, and motorists, but also enhance the overall visual aesthetics

Learn about transportation projects during STIP Meetings

Interested in learning how transportation projects are prioritized and funded? Later this winter ODOT will be hosting meetings throughout eastern Oregon to roll out the draft 2015-2018 Statewide Transportation Improvement Program, or STIP. The STIP is the document that lists which projects will be funded within a given four-year period. Representatives from local cities, counties, ODOT and other transportation stakeholders have been working together for months to priorities projects that will benefit communities and users of eastern Oregon's state and local transportation system.

Watch for media notices in December and January announcing STIP Meeting locations, dates and times. Or, contact ODOT Public Information Officer Tom Strandberg for more information at 541-963-1330 (email: Thomas.m.strandberg@odot.state.or.us).

You can also find more information about the 2015-2018 STIP at <http://www.oregon.gov/odot/td/stip/Pages/default.aspx>.

of the core downtown area," said John Day City Manager Peggy Gray."

The City of Nyssa is also scheduled to receive sidewalk and pedestrian upgrades along U.S. 20/26 that link to their school campus. The project has been in the development stage and will be constructed next spring and summer.

Bridge and culvert work: The Wallowa River (Deer Creek Road) Bridge in Wallowa County is scheduled to be replaced in 2014 and work on the Umatilla River (Hinkle) Bridge in Umatilla County along OR 207 will begin. Replacement work on the Hinkle Bridge, located near Hermiston will take at least two years to complete. The extended project time is needed to build the new structure in stages and keep traffic moving through the area.

Additional activities along rivers, streams and creeks include Columbia River bank stabilization work next to sections of U.S. 730 in 2014 and several culvert replacements throughout the region to improve fish passage, reduce flooding and mitigate erosion issues.

These are just a handful of the many transportation improvement projects planned for the near future that will help keep people, goods and services moving safely throughout beautiful eastern Oregon.

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PASSENGER



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THEY TAKE THE WORK AND FRUSTRATION OUT OF USING TIRE CHAINS. THEY GO ON AND OFF QUICKLY AND FIT RIGHT TO PROVIDE EXCELLENT TRACTION DURING TOUGH WINTER DRIVING CONDITIONS.

LIGHT TRUCK

PINNED FOR
STUDS

W409

TRACTION
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- HIGH DENSITY LATERAL SIPES FOR SNOW AND ICE TRACTION.
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Computer designed stud hole placement for reduced noise. Designed for all around traction in all adverse conditions.

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SNOW BITING TREAD DESIGN



HIMALAYA

WS2

PINNED FOR
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Tests have verified that the Himalaya WS2 demonstrated outstanding performance that far exceeded the requirements of the North American Rubber Manufacturer's SSS rating (Sever Snow Service). In addition, it bears the Alpine Symbol and M+S marking.



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STUDS

BIGHORN TRACTION STEEL RADIAL

- Taller sizes for lifted applications
- Great traction & great looks
- Outlined white letters

FREE
WARRANTY

EARLY BIRD
SALE PRICES



OUR BEST
WINTER
RADIAL
SUV/
PICKUP
TIRE

WINTERCAT

RADIAL SST

- HIGH TRACTION TREAD DESIGN
- M & S RATED
- SMOOTH QUIET RIDE

FREE
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The intricate tread pattern balances winter traction and a smooth quiet ride. The deep lateral and notched circumferential grooves provide excellent evacuation of water and slush.

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SALE PRICES



PINNED FOR
STUDS

LES SCHWAB'S WINTER CHECKLIST



TRACTION TIRES



CHAINS



SNOW WHEELS



STUDED TIRES

WIPER
BLADES



BATTERIES



TIRE
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CALIPER ASSEMBLY



- WE REPLACE Outer/Inner Pad & Plates
- WE REPLACE Boot
- WE REPLACE Piston Seal
- WE REPLACE Bleeder Screw
- WE REPLACE Caliper Housing
- WE REPLACE Sleeve & Bushings

- 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



- WE REPLACE Primary Shoe Return Spring
- WE REPLACE Secondary Shoe Return Spring
- WE REPLACE Primary Shoe
- WE REPLACE Shoe Hold-Down Parts
- WE REPLACE Adjuster Lever Spring
- WE REPLACE Wheel Cylinder Assembly
- WE REPLACE Secondary Shoe

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ODOT's 100 years of service

Throughout 2013 Oregon has been 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."

Please visit <http://www.oregon.gov/ODOT/Pages/100Years.aspx>

Learn more about the history of transportation in Oregon at this site and read



about the building of Oregon's scenic byways, famous bridge designers and the infamous exploding whale. You'll also find links to numerous videos and historic photos, so check it out and test your knowledge of Oregon's transportation legacy.

Share your transportation story with others: 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. Check out how by visiting the above website.



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Thank You For Your Business

Hells Canyon Scenic Byway Welcomes You in Winter

While best known as one of the nation's top scenic byways during spring, summer and fall, the Hells Canyon Scenic Byway in the northeast corner of Oregon has much to offer in *winter months, as well. Travelers can enjoy amazing scenery, friendly rural towns and a wide range of winter recreation along and adjacent to the byway year-round. Downhill and cross-country skiing, boarding, and snowshoeing can be accessed at Ferguson Ridge Ski Area (www.skifergi.com) and nearby Anthony Lakes (www.anthonylakes.com) and Spout Springs (www.spout-springsskiresort.com) Ski Areas when snow conditions allow.

A segment of the byway known as the FS 39 Road or Wallowa Mountain Loop Road, which connects Joseph, Enterprise and Wallowa Lake to the north end of the byway with Baker City, Halfway and the Snake River to the south end, closes when the snow stacks up and becomes a popular snowmobile route over the Wallowa Mountains. Anchoring this section at the

north end, the Salt Creek Summit SnoPark provides access to groomed trails and back country winter recreation. Scenic Halfway is the jump-off town at the south end. Communities dotting the byway are open for business all year, providing the full range of visitor services (lodging, restaurants, retail stores and attractions) to winter as well as warm month byway travelers. Go to www.hellscanyonbyway.com for information about road conditions, byway recreation and attractions and links to a full array of visitor information and service providers.

*Enjoy the byway in segments all year or as a loop from June through October.

Get a visual taste of the Hells Canyon Scenic Byway by viewing the short YouTube video at this site. <http://tinyurl.com/hellscanyon-video>



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The scoop on Sno-Parks

From Nov. 1 — April 30 in Oregon, parking in a Sno-Park requires a valid permit displayed on your vehicle's windshield. There are about 100 Sno-Parks throughout the state located in all mountain passes and at most recognized ski, snowmobile and snow-play areas. A list of Sno-Parks is available at TripCheck.com under "Travel Center."

The Sno-Park program, established in 1977, helps pay for snow removal in these designated winter recreation parking locations. There are three types of Sno-Park permits:

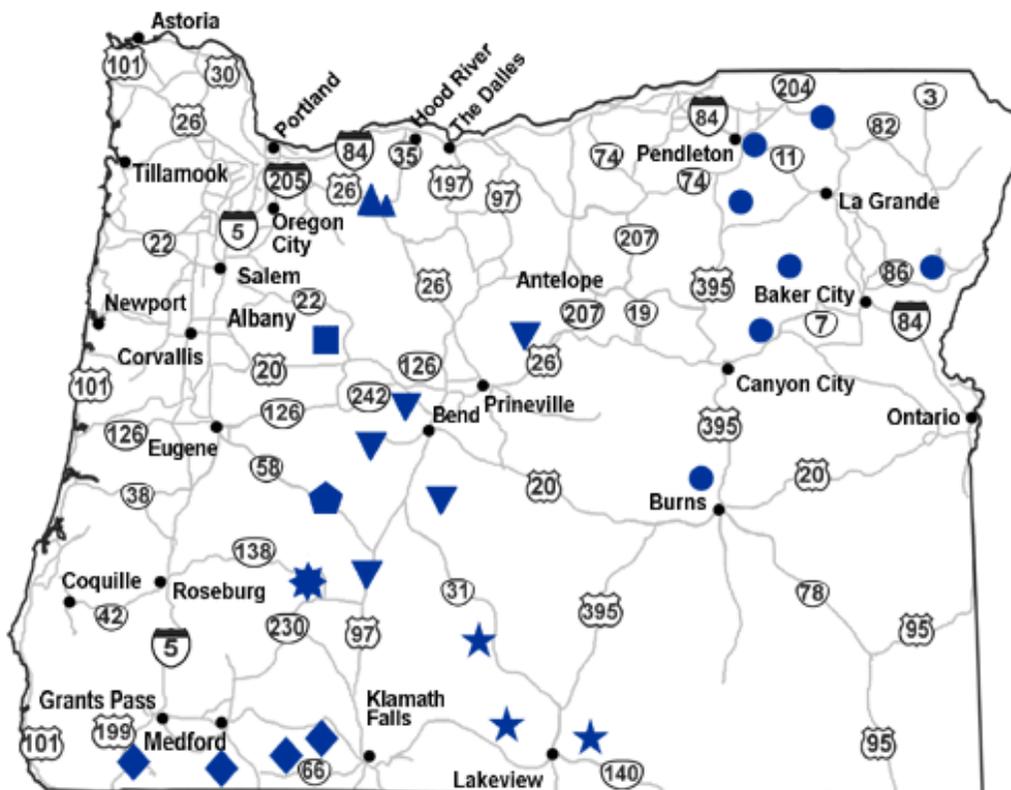
An annual permit is \$25.

A three-day permit (valid for three consecutive days) is \$9.

A one-day permit is \$4.

Sno-Park permits are sold at all Driver and Motor Vehicle Services offices and by permit agents at many sporting goods stores, winter resorts and other outlets. Businesses authorized by DMV to sell the permits may charge an additional service fee for each permit they sell.

More Sno-Park information is available at TripCheck.com under the TravelCenter heading



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.oregon-dmv.com/online>.



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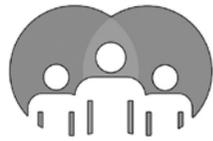
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Northeast Oregon can be a challenging place in the winter. Snow, ice, fog and closed mountain passes can and do occur in our region. One way to reduce some of the stress related to driving, during wintertime and throughout the year, is by locating 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 Roy Gomez.

“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 ext. 4.

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



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



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.

Maintenance minimizes impacts on natural resources

ODOT's winter highway maintenance practices reduce costs and limit impacts on natural resources while maintaining high standards for **public safety — our No. 1 priority**. ODOT's natural resource-friendly maintenance practices during snow removal include:

- Reducing plowing speeds in sensitive areas.

- Minimizing snow blowing into sensitive areas.

Sanding material is sometimes applied on roads and bridges to provide better traction for safer driving. ODOT's practices minimize effects on natural resources by:

- Reducing application rates and frequency of sanding when weather and traffic conditions allow.

- Minimizing sanding in areas with air-

quality problems or near waterways and other sensitive areas.

Placing barriers to capture sanding material along sensitive waterways.

The use of deicers is a valuable and effective way to provide a reasonably safe road surface during winter conditions. Deicer products can be used as an anti-icer before a storm to help prevent ice and snow from bonding to the road, and as a deicer after a storm to help break the bond between ice and road. Use of these products helps reduce the use of sand — and that limits impacts on air quality, water quality and aquatic habitat. ODOT uses:

- The lowest application rate necessary to achieve desired road conditions.

- Environmentally safe products that meet the strict specifications of the Pacific

Northwest Snowfighters, a consortium of western states and provinces.

There is growing evidence that low levels of **road salt**, used in combination with the snow-fighting tools we already use, may improve highway safety and mobility with minimal impact to the environment. ODOT is conducting a five-year pilot project on two highways to test this. We do not plan to expand the use of salt into other areas of the state at this time. The two test areas connect Oregon with other states that already use salt on the same highways:

- U.S. 95, in southeastern Oregon, runs about 120 miles between Nevada and Idaho, which both use salt. ODOT is experimenting with using salt in limited situations on this highway except in an area

near a city water supply.

Interstate 5 over the Siskiyou Pass connects Oregon with California, which already uses salt on the Interstate. ODOT is experimenting with using salt in limited situations on 11 miles of this highway.

We believe protecting the environment while providing a safe transportation system is a smart move. Plowing, sanding and using deicers do not, however, make the road completely safe. Always drive at speeds appropriate for road and weather conditions.

ODOT's winter maintenance practices may not reflect the practices used on county or city roadways. Contact your city or county for that information.

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 background, 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.

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 | |



Puzzle Fun Solution

from page 5

36 of 41 words were placed into the puzzle.

Solution

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

(Over, Down, Direction)

- BAKER (14, 8, SW)
- BRIDGE (15, 2, SW)
- BURNS (12, 12, W)
- CAUTION (10, 11, NW)
- CHALLENGING (15, 1, SW)
- COVE (6, 4, NW)
- DEICER (9, 1, E)
- DISTRACTIONS (7, 1, S)
- DRIVE (8, 2, E)
- ELGIN (2, 10, E)
- FOG (11, 13, E)
- FOLLOW (6, 12, W)
- HEPPNER (1, 11, NE)
- HIGHWAY (2, 1, S)
- ICE (5, 10, N)
- INTERSTATE (13, 10, NW)
- JOHNDAY (15, 15, W)
- LAGRANDE (8, 14, W)
- MOUNTAIN (15, 3, SW)
- ONTARIO (1, 15, E)
- OREGON (2, 11, E)
- PLOW (4, 9, SW)
- SAFETY (14, 14, W)
- SANDER (8, 12, NE)
- SEATBELT (14, 12, N)
- SIGNAL (7, 3, E)
- SLIPPERY (15, 4, S)
- SNOW (8, 7, SE)
- SNOWTIRE (3, 8, NE)
- SNOWZONE (8, 7, SE)
- TRACTION (3, 4, E)
- UNEXPECTED (10, 13, W)
- UNION (10, 13, NW)
- VALE (10, 5, NE)
- WEATHER (1, 10, N)
- WINTER (3, 7, N)

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.

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).

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



One tire, either side, either axle.

TRUCK TRAILER



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. Two tires on each side of the primary 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. 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

