

Winter Roadway Guide

- Winter Driving Tricky
- 2010 Key Projects
- Practice Chaining Up
- Keep Your Distance
- Invisible Danger - Black Ice



INTRODUCTION: 2010-2011 Winter Roadway Guide

Fellow Oregonians,

Welcome to another edition of the Oregon Department of Transportation's Winter Roadway Guide, your local source for highway construction news and winter driving information.

The 2010 construction season was Oregon's busiest ever with over 160 separate work zones throughout the state. In ODOT's Region 5, covering the eight county area of eastern Oregon, there were more than 50 active highway work sites this summer. By the end of the construction season, contractors and ODOT crewmembers in the region will have:

- Resurfaced nearly 700 lane miles of highway
- Repaired or replaced over 20 bridges and culverts
- Constructed over a mile of new sidewalk in Imbler, Pendleton, Boardman and other communities
- Installed or upgraded a half-dozen highway reader boards or snow zone signs
- Completed numerous other projects designed to keep traffic moving in a safe and efficient manner.

Because these transportation projects support family wage construction jobs and keep people and commerce moving, ODOT is proud to be able to help our economy while enhancing the livability for local citizens. Several local businesses such as Mike Becker General Contracting of La Grande, D. L. Edmondson of Summerville, Pioneer Construction of Pendleton and others have kept crews busy all summer working on ODOT projects. Supporting jobs while maintaining a safe and efficient transportation system is a key focus for the agency.

The busy construction season resulted in some traffic delays through our many work zones, so I would like to thank all highway travelers for their patience and consideration. Even though we had more projects than usual, traffic moved through eastern Oregon construction areas without major mishaps. All of us at ODOT know that traffic delays can be frustrating and we appreciate everyone slowing down and being extra cautious.

Included in this Winter Roadway Guide is information about a few projects that will continue to have some traffic impacts though the winter, so please take a look and be prepared for winter construction zones along U.S. Highway 395, Oregon Highway 19 and other locations. You will also find information on several projects specifically geared towards improving winter travel. This year we have installed new snow zone signs and highway reader boards along Interstate 84 and U.S. 95, added more snow fencing along I-84, plus constructed a new truck climbing lane along a steep grade of I-84 near Farewell Bend. Major improvements in downtown Pendleton, Boardman and Imbler will also help enhance pedestrian safety during the winter months and all year long.

With construction winding down, ODOT crews will soon be out in force plowing winter snow and working to help keep eastern Oregon highways as safe as possible. Please watch out for snow plows and other equipment on the highways and drive with extra caution during snowy or icy conditions. Also, don't forget to check TripCheck.com on the Web or call 511 for updated highway conditions before you travel.

More information and winter driving tips are included in these pages. I hope you find this year's Winter Roadway Guide useful and I encourage you to share it with other drivers in your family.

Wishing you a happy holiday season and safe winter travels,

Monte Grove
Oregon Department of Transportation
Eastern Oregon Regional Manager



Key projects completed in 2010

Travelers along eastern Oregon highways saw a lot of orange this summer as hundreds of construction workers and maintenance employees tackled dozens of major transportation improvement projects. From Boardman along the Columbia River to Basque Station near the Nevada boarder, and all parts in between, crews worked throughout the spring, summer and fall to preserve pavement, improve safety and enhance the livability for eastern Oregon residents.



At a Boardman Projects Completion Event in July key participants cut the ribbon on Main Street. From left is City Manager Karen Pettigrew, Crestline Project Manager Pam Jensen, ODOT Region 5 Manager Monte Grove, Boardman Mayor Chet Phillips, Anderson and Perry Engineer Jeremy Morris, and Morrow County Judge Terry Tallman. The projects upgraded the I-84 overpass bridge in background and a section of Main Street.

Prior to and during each of these projects, ODOT and consultant project teams looked for innovative ways to keep costs down while improving safety and providing the best possible project.

Along Oregon Highway 82 between Imbler and Enterprise, over \$700,000 in cost savings was realized through innovative engineering and careful planning on several projects. In the small community of Boardman, nearly two weeks was shaved off of a potential month-long Main Street bridge closure that rerouted traffic and hampered summer commerce due to needed repairs. Several major bridge replacement projects throughout eastern Oregon are also being completed a year ahead of scheduled, reducing overall impacts for travelers.

Below are some key project highlights.

BOARDMAN MAIN STREET & I-84 OVERCROSSING BRIDGE REPAIR:

Earlier this summer nearly fifty community members and leaders from the City of Boardman, along with representatives from ODOT and their contractors met to celebrate the completion of two Main Street construction projects. The work included nearly \$500,000 worth of Main Street pavement, sidewalk and

bridge upgrades. There was much to celebrate as the street improvements marked a continuation of several downtown enhancement projects the city has been working on over the past several years. In addition, the bridge project that was originally estimated to result in a month-long closure of the main route through town was completed in just 18 days. This was a huge relief to the community and local business owners who worried that a prolonged closure would greatly impact the small town's summer commerce.

"I can't tell you how happy the citizens and business owner of Boardman are that you have done such a nice project and in such a timely manner," said Boardman City Manager Karen Pettigrew.

PENDLETON INTERSECTION RECONFIGURATION AND PAVING:

In Pendleton, the Court / Dorion Intersection and Paving Project was completed this year. The multi-year project included reconfiguring Pendleton's most dangerous intersection, often referred to as miss-function junction where Westgate, Court and Dorion avenues converge next to an at-grade railroad crossing. Along with the intersection work, crews constructed sidewalk upgrades and paved two main routes through town,

(continued on page 11)



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Snow Zone signs tell you what's required

When you see a "Snow Zone" sign as you drive along Oregon's highways, you'll want to pay special attention: these signs provide valuable information during the winter months.

Snow zone signs let motorists know about the current requirements for using chains and traction tires. Lighted message signs or signs like these may be displayed throughout the winter months:

Carry Chains or Traction Tires

When signs say you must carry chains or traction tires, the chains or traction tires must be in or on your vehicle, and they must be the right size for your vehicle and of sufficient number to comply with the chain rules.

Chains Required on Vehicles Towing or Single Drive Axle Over 10,000 GVW (new condition added in 2009)

When this new message is displayed, you must use chains if your vehicle is:

- a single drive axle vehicle rated over 10,000 pounds gross vehicle weight (GVW), such as a delivery truck; OR
- any vehicle that is towing, regardless of weight, such as a pickup towing a boat, AND
- chains must also be used on the trailer or vehicle being towed.

Chains Required on Vehicles Towing or Over 10,000 GVW"

When this message is displayed,

vehicles towing or rated for more than 10,000 pounds gross vehicle weight must use chains. Chains must also be used on a trailer or vehicle being towed if it has a brake that operates while in tow.

Chains Required - Traction Tires Allowed on Vehicles Under 10,000 GVW

Vehicles towing or rated over 10,000 pounds GVW must use chains. Vehicles rated 10,000 pounds GVW or less and that are not towing must use chains or traction tires.

"Chains" include link chains, cable chains or any other device that attaches to the wheel, vehicle or outside of the tire that is specifically designed to increase traction on ice and snow.

"Traction tires" are studded tires, retractable studded tires or other tires that meet tire industry standards for use in severe snow conditions.

Tires designated by the tire industry as suitable for use in severe snow conditions are marked with a symbol of a three-peaked mountain and a snowflake on the sidewall.

"Retractable studded tires" are tires with embedded studs that retract to at or below the wear bar of the tire and project not less than .04 inch beyond the tread surface of the tire when

extended.

"Studded tires" are tires with studs that are made of a rigid material that wears at the same rate as the tire tread. The studs must extend at least .04 inch but not more than .06 inch beyond the tread surface. Studded tires are only legal for use in Oregon from November 1 through March 31.

When being towed, cars and light trucks must use chains on one tire on each side of the primary drive axle. Chains also must be on one tire on each side of one axle of a trailer or item being towed if it is equipped with a brake that operates while in tow.

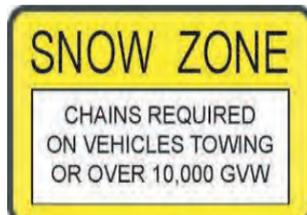
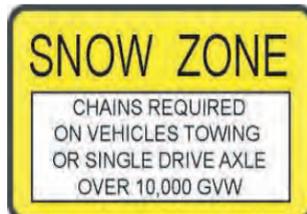
Traction tires may be used in place of chains when the car or light truck is rated less than 10,000 GVW and is not towing or being towed.

In most winter conditions, four-wheel and all-wheel-drive vehicles are exempt from the requirement to use chains if the vehicle is not towing, has an unloaded weight of 6,500 pounds or less, is carrying chains, has mud and snow, all-weather radial or traction tires on all its wheels, is being operated to provide power to both the front and rear wheels, and is being operated in a safe manner.

Drivers who disobey the signs requiring chains or traction tires are subject to a class C traffic infraction. Additional information about Oregon's chain and traction tire laws is available at TripCheck.com.

Oregon travel information

Chain and traction tire information including minimum chain requirements and diagrams are posted on Oregon's travel information Web site, www.TripCheck.com. Road condition information is also available by phone. Inside Oregon, call 511 or 1-800-977-ODOT (6368). Outside Oregon, call 503-588-2941.



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X	J	L	O	H	Z	R	O	N	S	X	I	W	W	N

PUZZLE FUN

Can You Find These ODOT / Winter Related Words?

BLACK ICE
BLANKET
CABBAGE HILL
CHAIN LAW
COLD
CRUISE CONTROL
DEICER
FOG
ICY
LADD CANYON
ODOT

ORANGE
OREGON
PLOW
RAIN
SAFETY
SNOW BLOWER
TIRE CHAINS
TRIPCHECK
WING PLOW
WINTER

Words may appear up, down, diagonal or backwards. Solution on page 8.

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 decelerate slowly. Avoid spinning or locking your wheels.
- Remember: you can slide even with chains, so drive carefully and slowly.

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 snowplow 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.



Use headlights in winter

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

When natural light is low—at dawn or dusk, or when it’s raining, cloudy or snowing—your vehicle’s visibility will improve significantly with low-beam headlights on.

Lights also can be valuable when there is little contrast between the color of a vehicle and that of its background, such as a lightly colored car against snow or a green car against foliage. Small cars are harder to see at a dis-

tance, too. Headlights also contribute to safety on highways that have just one lane of travel in each direction.

Improved visibility helps prevent crashes such as head-ons and side-swipes, as well as collisions with pedestrians and cyclists. Tests conducted by the Society of Automotive Engineers determined that when drivers have headlights off, they can see oncoming cars an average of 2,074 feet away. With headlights on, that distance more than doubles to an average of 4,720 feet. So go ahead – turn your low-beam headlights on during daytime winter travel!

Wintertime Check List

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

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



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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Winter driving can be tricky, dangerous

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! Children younger than four years of age, or children who weigh 40 pounds or less, are required by Oregon law to be in child safety seats. Children up to the age of six or who weigh



60 pounds or less are required by Oregon law to be in booster seats.

- 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.

Use extreme caution if stranded along highways

ODOT, OSP remind motorists to stay safe along side of road

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 by both those on the side of the road and nearby drivers," 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.

Numerous times over the past few years Good Samaritans who have stopped to help at a crash scene have been seriously injured or killed on Oregon highways when other motorists have lost control of their vehicles on slick roads.

"It is a terrible tragedy when good people who are trying to help others end up worse off than those they are trying to assist," said Strandberg.

In some cases, especially during winter storms, the best way to help is to get to a phone as soon as possible and report the incident, giving clear directions so emer-

gency responders can arrive quickly. Just don't talk on a cell phone while driving.

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. 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.

(continued on page 8)

Traction tire options

Oregon state law allows motorists to use studded tires from Nov. 1 through March 31. Because studded tires damage Oregon highways, ODOT encourages drivers to consider using chains or non-studded traction tires.

Studless traction tires that meet Rubber Manufacturers Association standards for use in severe snow conditions carry a special symbol on the tire sidewall: a three-peaked mountain and snowflake. Research shows these tires provide better traction than studded tires on bare pavement.

Studded tire facts

You can use studded tires in Oregon from Nov. 1 through March 31. Driving with studded tires before Nov. 1 or after March 31 is a Class C violation and carries a \$190 fine.

Research shows that studded tires are more effective than all-weather tires on icy roads, but are less effective in most other conditions because they may reduce traction between the road and the tire.

Oregon spends more than \$11 million a year fixing roads and bridges damaged by studded tires.

When it rains, water collects in the pavement ruts caused by studded tires and creates dangerous driving conditions. In cold weather, that water can freeze and cause extra-slippery roads.

Alternatives to studded tires Chains and chain-like devices

Chains are more effective than studded tires and are becoming easier to use.

Link chains may not be recommended for use on some types of vehicles; check your owner's manual.

Other traction tires

Traction tires, other than studded tires, provide increased traction in winter conditions.

They work about as well as studded tires on ice, but work better than studded tires or regular tires in most other winter conditions. These other traction tires cause no more damage to road surfaces than regular tires.

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REAR DRUM BRAKE ASSEMBLY

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

- 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?

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TREAD MAY VARY FROM PHOTO - SOME SIZES AVAILABLE ONLY IN B/W

MOUNTAINCA

ECONOMICALLY PRICED

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TREAD DESIGN MAY VARY FROM PHOTO

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WINTERCAT RADIAL SST

OUR BEST WINTER RADIAL SUV/PICKUP TIRE

PINNED FOR STUDS

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

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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W401

The Winter Trax is a quality traction tire with a modern tread design. Pinned for studs for safe winter driving.

TREAD DESIGN MAY VARY FROM PHOTO

FREE WARRANTY

MUD TERRAIN RADIAL SXT

PINNED FOR STUDS

- OUTLINED WHITE LETTERS • STEEL BELTED CONSTRUCTION

- Great looking white letters.
- A deep traction tread design.
- Steel belted radial construction.
- Pinned for studs for winter driving.
- Siping for greater wet weather traction.
- Rugged open lugs for great off road performance.

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OBSERVE THE ALL

SNOW BITING

When driving, stopping, and turning, the sipes are applied to the tire, the sipe edge road surface as shown in the illustration a high resistive force and EXCELLENT ICE TRACTION.

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BIGHORN TRACTION STEEL RADIAL

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\$50.01 - \$100.00	\$15.00
\$100.01 - \$250.00	\$25.00
\$250.01 - \$500.00	\$50.00
\$500.01 - \$1,500.00	\$75.00
\$1,500.01 - \$2,500.00	\$150.00
OVER \$2,500.00	1/3 OF BALANCE

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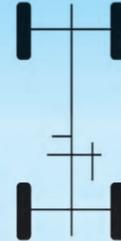
**STANDARD
ALIGNMENT**

28⁵⁰



**THRUST
ALIGNMENT**

56²⁵



**4 WHEEL
ALIGNMENT
(SHIMS INCLUDED)**

83⁵⁰

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TREAD DESIGN

turning forces are
edges bite into the
illustration, creating
EXCELLENT SNOW

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for excellent traction without tire studs.

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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.

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CHOICE!**

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STARTING AT

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PASSENGER CHAIN RETURN PROGRAM

If you don't use your passenger car chains, return them for a full refund after the last legal date for studded tires.

(Does not apply to the Spikes Spider traction device)

LES SCHWAB'S WINTER CHECKLIST

SIPING



**WIPER
BLADES**



TRACTION TIRES

SNOW WHEELS

BATTERIES

CHAINS

STUDED TIRES

SHOCKS

FOR A SMOOTHER RIDE



Our Most Popular
SUV and Mini
Pickup Shock
(2WD and 4WD)

**MOUNTAIN
RYDER II**
35⁹⁵
each



Our Most Popular
Full Size Truck
Application

**MOUNTAIN
RYDER XT**
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High Pressure
Nitrogen Gas and
Floating Piston
Technology combine
to create the
fastest responding
shock ever

**RMX
MONOTUBE**
79⁹⁵
each

Shock
Installation
Extra



EXTREME CAUTION

(continued from page 5)

- 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 sur-

rounding 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.



"ODOT Maintenance employees like Ukiah crew coordinator Paul Howland spend countless hours day and night working to keep the state highway system passable throughout the winter season."

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."

(Over, Down, Direction)
 BLACKICE (10, 8, NW)
 BLANKET (2, 7, NE)
 CABBAGEHILL (12, 11, N)
 CHAINLIFT (14, 11, N)
 COLD (11, 8, N)
 CRUISECONTROL (13, 13, NW)
 DEICER (4, 8, E)
 FOG (15, 4, S)
 ICE (7, 12, SE)
 LADDACANYON (13, 2, S)
 ODOT (5, 9, E)
 ORANGE (5, 1, SE)
 OREGON (15, 10, S)
 PLOW (11, 14, NW)
 RAIN (7, 15, NE)
 SAFETY (6, 13, W)
 SNOWBLOWER (1, 11, E)
 TIRECHAINS (1, 10, NE)
 TRIPCHECK (11, 2, SW)
 WINGPLOW (11, 10, W)
 WINTER (6, 1, SW)

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

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Invisible danger: black ice. Be aware!

Black ice, also called glare ice or clear ice, is a thin layer of ice on the roadway. Any ice is dangerous to drive on, but black ice is worse because the road looks wet, not icy. Black ice isn't really black; it's so thin and transparent that the darker pavement shows through. It often has a matte appearance rather than the expected gloss. Ice on the road prevents your tires from gripping, so steering is difficult and stopping is harder. That means four-wheel drive vehicles won't help much. Ordinary snow tires are designed for snow, not ice. Chains are the most helpful device for gaining traction on ice. But even with chains, stopping distance is still several times greater than on dry pavement with ordinary tires. Black ice is most common at night and very early in the morning, when temperatures are typically their lowest. It is usually thin enough that it melts soon after sunlight hits it, but it can last much longer on shaded areas of roadways. Bridges and overpasses are danger spots: since they do not receive as much heat from the ground and lose more heat to the air, they can drop below freezing even when the rest of the roadway doesn't. Ice forms on the road when the road surface temperature drops below freezing. The ground cools more slowly than the air and warms back more slowly as well, so even if the air tem-



perature is above freezing, the roadway may still be frozen. This discrepancy between temperatures can lull drivers into a false sense of security: they hear the temperature on the morning news and think all's well, when the road is still frozen. To avoid slipping on icy bridges and roads, remember these tips:

- Slow down and keep your distance from vehicles in front of you. Allow about three times as much space.
- Turn off your cruise control, be alert and drive cautiously to avoid ice on the road ahead.
- Look for signs of ice other than on the

roadway: on windshield wipers, side view mirrors, road signs, trees or fences. If ice has formed on any of these things, it may be on the road.

- If your vehicle feels like it's floating, gradually slow down; don't slam on your brakes or you may skid out of control.

Safety Alert: Watch for ice on bridges and overpasses. Bridges and overpasses are the most dangerous parts of the road in the winter. They are the first to freeze and the last to thaw because they're built of concrete, which doesn't retain as much heat as other materials. There is no land beneath the structure to

provide warmth, and wind passes both above and below bridges, keeping them chilled. To be safe, when driving on roads that may be icy, remember the following:

- Turn off your cruise control, be alert and drive cautiously.
- Roads that are wet or have fresh snow, packed snow, or ice have varying degrees of traction. Adjust your speed to match road conditions.
- Increase your distance from vehicles in front of you. Allow about three times as much space as usual.
- If your vehicle suddenly feels like it's floating, gradually slow down. Don't slam on your brakes.
- Changes in elevation can drastically affect road and weather conditions. Watch for icy spots, especially in shaded corners.
- Avoid driving through snowdrifts — they may cause your vehicle to spin out of control.
- Blowing powder or dry snow can limit your visibility, especially when approaching or following trucks or snowplows. Keep your distance to avoid being blinded by blowing snow.

After a storm has passed, you should remain cautious, especially on bridges and overpasses. Maintenance crews will be out to clear roads as soon as possible, but the snow and ice may not melt right away.

Power failures can affect highway systems, signal lights

When coming upon an intersection with signal lights flashing or out, it's important to follow basic rules to keep yourself and other drivers safe. Traffic crashes and winter storms can cause power failures that affect signals. Here's what to do when traffic lights are not properly working:

Treat the intersection as an all-way stop: Come to a full stop. Look both ways for other traffic and no pedestrians;

when it is safe, drive cautiously through the intersection.

If there is other traffic, common courtesy requires that the driver who stops first goes first.

If in doubt, yield to the driver on your right.

The most important thing to remember is to be courteous and careful. Never insist on the right of way at the risk of a crash.

Be alert at railroad crossings

Power outages also can affect railroad crossings. Railroad crossing signals have built-in backup battery power and should continue to operate for a short time during power outages. During a long-term power outage or other problem, railroad-crossing arms will automatically move to the "down" position. Railroad companies have standard pro-

cedures for these situations. Never drive around railroad-crossing arms in the down position. A train may be coming.

Use headlights for tunnels and bridges

It may be more difficult to see tunnel entrances and bridge approaches if there is a power outage. Use your headlights whenever there is reduced visibility and use caution.

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Oregon motorists already know how valuable the road condition and incident Web site, TripCheck.com is. Now, it's 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. 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.

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 ODOT.comments@odot.state.or.us or 541.388.6180.

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.

Potential Contractors, Take Note

Numerous transportation projects are being funded at the federal and state level to help Oregon's economy grow. The federal American Recovery and Reinvestment Act (ARRA) and the Oregon Jobs and Transportation Act (HB 2001) are creating job opportunities for thousands of workers over the next several years. Contractors interested in bidding on ODOT projects, or working as a subcontractor for those who are awarded state contracts, are encouraged to go on-line to view contract and bidding information.

Visit the ODOT Procurement Office (OPO) Web sites at www.oregon.gov/ODOT/CS/CONSTRUCTION/ and www.oregon.gov/ODOT/CS/CONSTRUCTION/Bid_Award.shtml or contact the Contractor Plans Office at (503) 986-6936.

Small Contracting Program

The Small Contracting Program is part of ODOT's Small Business Initiative. The goal is to increase the number of small businesses that are awarded ODOT contracts by developing new processes that give small firms more opportunity to do business with the agency.

There are two separate programs: one for Professional and Technical Services; and another for Construction Contractors. For more information about these programs visit ODOT's Small Contracting Program Web page online at: www.oregon.gov/ODOT/CS/CIVILRIGHTS/small_business.shtml

Some Project Work Zones May Continue Through the Winter Months

A few major highway projects currently in construction may include traffic impacts through the winter months. Motorists can expect temporary traffic signals controlling single lane travel, plus occasional flaggers at the following bridge replacement work zones. Drive with extra caution and always obey temporary signals, even if the road ahead looks clear. THANK YOU for your patience.

- **U.S. 395:** Camas Creek Bridge: Near mile post 60.9-B, 10
- **OR 19:** Goose Rock Bridge: Near mile post 119.6, 11 miles west of Dayville.
- **U.S. 26:** John Day River (Coles) Bridge: Near mile post 155.8, one mile east of Mt. Vernon. (should be opened to two way traffic by end of Nov.)

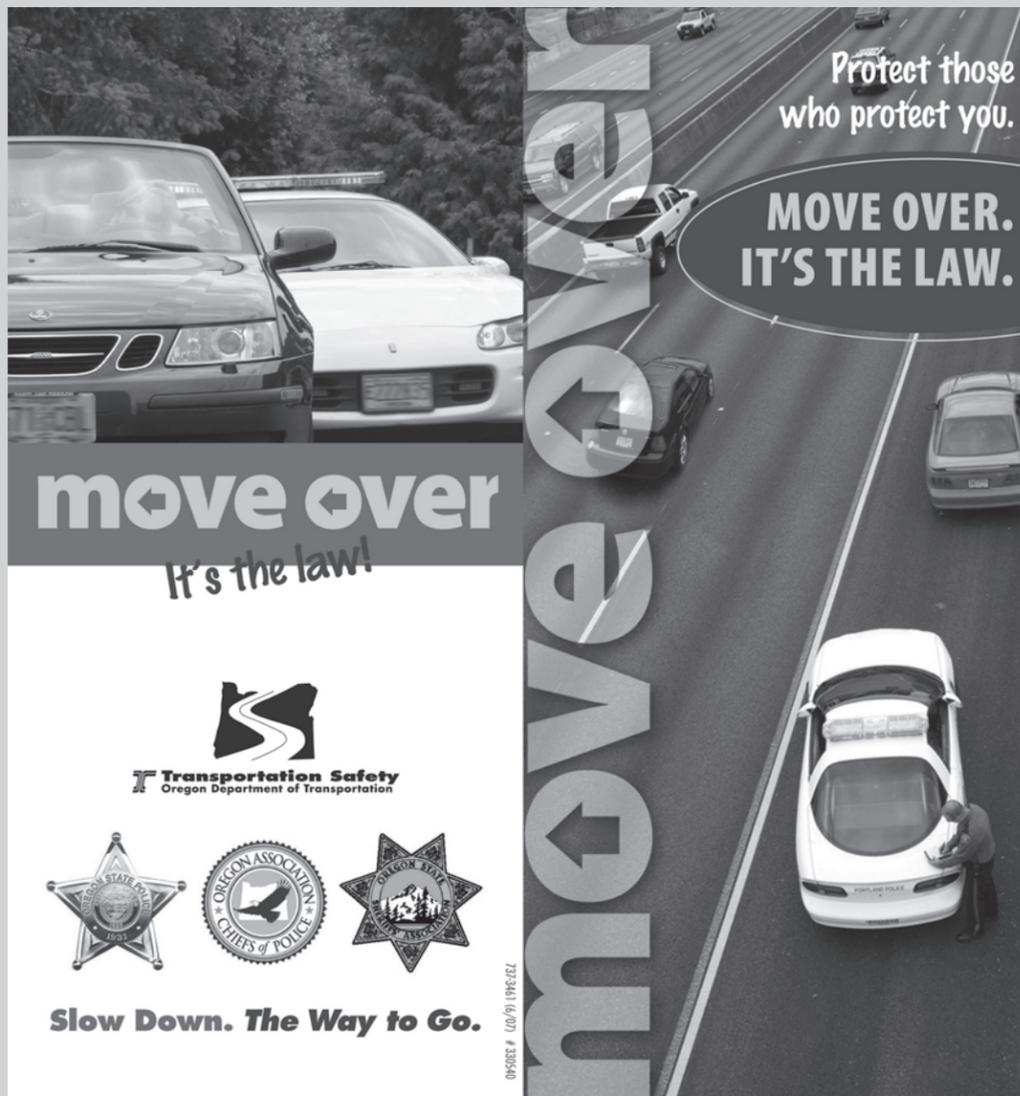
MOVE OVER LAW

When approaching the rear of a stopped emergency vehicle which is on the roadside with emergency lights activated, Oregon Law requires drivers to move over into another lane if one is available.

Law enforcement, highway workers and emergency responders know all too well of the dangers of working along the side of the road, especially during an emergency.

"Police officers understand these dangers because highway-related incidents are taking more officers lives than ever before," says Oregon State Police Lieutenant Gregg Hastings. "That is why Oregon is one of many states that has a 'Move Over' law to help protect emergency responders working on our highways."

If you can not move over into another lane safely (or if you are on a road with only one lane in each direction), you must slow down and give the emergency vehicle as much room as is safely possible. The fine for this violation is currently between \$287 and \$400.



Protect those who protect you.

MOVE OVER. IT'S THE LAW.

move over
It's the law!

Transportation Safety
Oregon Department of Transportation

OREGON STATE POLICE

OREGON ASSOCIATION OF CHIEFS OF POLICE

Slow Down. The Way to Go.



The reconfigured Westgate / Court / Dorion Avenue intersection next to the Round-Up grounds in Pendleton includes new bike lanes, sidewalk, landscaping and other upgrades. The changes create a safer environment for all travelers and a fresh clean look for this gateway route to downtown.

PROJECTS

(continued from page 2)

Court and Dorion avenues. The intersection, paving and sidewalk work was completed in time to help showcase the town during the Pendleton Round-Up's 100th year celebration in late September.

IMBLER DOWNTOWN ENHANCEMENTS:

All summer long the community of Imbler has been inundated with construction activity. Contractors have upgraded the town's storm water drainage system, resurfaced Oregon Highway 82 through town and added new sidewalk and other enhancements. Some local streets were also upgraded as part of the \$2 million project being constructed by Mike Becker General Contractor based in La Grande. The work in Imbler is scheduled to be completed by the end of November.

"The new sidewalks connect with Imbler schools and are providing a safer route for children, as well as everyone else in town," said ODOT Public Information Officer Tom Strandberg. "The walkways, with brick pavers and other enhancements not only look great, but will help remind motorists they are driving through a community and need to slow down."

OR 82 PROJECT COST SAVINGS:

Along with the downtown enhancements in Imbler, travelers on Oregon Highway 82 saw other construction activities this year, including a major chip seal application completed in August between Imbler and Wallowa Lake. Two additional projects on the highway that will continue through next year include the \$4.3 million replacement of the Indian Creek Bridge located about two miles southwest of Elgin and the \$3.8 million Minam Bridges Project.

"On both of these projects ODOT has been able to reduce the project costs," said

ODOT Bridge Manager Mark Hanson. "By looking for creative solutions to construction challenges, we eliminated the need to construct a temporary bridge at Indian Creek that will save taxpayers over \$400,000. For the Minam Bridges Project, our engineering team designed curve realignments that eliminated the need to replace the half bridge viaduct on the Minam Grade. Also, by eliminating the viaduct structure the long term maintenance costs are significantly reduced. This creative solution saved over \$300,000 while making the route safer for all travelers."

As with the Imbler Project, the Indian Creek Bridge Project is being constructed by a local contractor, D.L. Edmonson, Inc. of Summerville.

"We are not only saving money through creative engineering, but when local contractors are awarded local jobs, more money stays in the community," Strandberg said.

BRIDGE PROJECTS COMPLETED AHEAD OF SCHEDULE:

Throughout eastern Oregon, several bridge projects are being completed ahead of schedule. In Umatilla County the U.S. 395 McKay Creek Bridge Replacement Project near Pendleton was completed this fall, about a year ahead of schedule. On November 4th a time capsule will be dedicated at the McKay Elementary School. Local school children created time capsule projects that will be sealed in the bridge for the next 50 years.

Further south on U.S. 395 the North Fork John Day River (Dale) Bridge at mile post 63-B will be completed this year, as will the U.S. 26 John Day River (Coles) Bridge near the Clyde Holiday State Park. Both structures were originally scheduled to be finished in 2011. The early completion will eliminate the need for another year of single lane travel across the structures due to construction activities.

SAFETY IMPROVEMENTS INSTALLED ON I-84:

Motorists driving through the Burnt River Canyon area 20 miles south of Baker City may notice a half-dozen new freeway reader boards and interactive curve signs installed this year between mile points 328 and 342 to help improve safety. Four of the new signs advise of sharp curves ahead and use radar detection equipment to alert motorists who may be driving too fast. The new signs will also help warn travelers of hazardous road conditions or traffic delays along the interstate. In addition to the new reader boards, two sharp curves in the area were realigned in 2008 and 2009. The twisting freeway through the Burnt River Canyon area has a high crash rate, mainly due to excessive speeds.

"Although these projects are designed to help reduce crashes, travelers are reminded to slow down and use extra caution through this challenging area, especially during winter weather," said Strandberg. "No amount of signage or curve correction will take the place of safe, attentive driving."

Additional freeway reader boards and

snow zone signs are being installed or upgraded at the foot of Cabbage Hill near mile post 216 east of Pendleton, and east of La Grande at the foot of Ladd Canyon near mile post 269. These upgrades will help keep travelers informed of winter highway conditions on these two challenging mountain passes.

Along with these safety enhancements, a new truck passing lane was constructed this year on I-84 south of Farewell Bend between mile post 357 and 360. This steep grade, known locally as Three-Mile Hill is a frequent bottleneck for trucks climbing the grade. The third lane will help keep traffic moving efficiently through the area, especially during winter weather conditions.

"Overall, hundreds of construction workers and engineers were kept busy this year on nearly 50 different work zones in eastern Oregon," said Strandberg. "Each one was doing their part in repaving roads, realigning dangerous curves and intersection, rebuilding or repairing bridges, and in general working to keep the transportation system we all rely on safe and efficient."



Imbler downtown enhancement project is nearly complete with new storm water system, street resurfacing, sidewalk with brick pavers and planting areas.

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Snow Zones Ahead



DON'T LOSE CONTROL

Know Oregon's chain requirements, OAR 734, Division 17*

Watch for and obey all snow zone and chain-up signs

Make sure you have appropriate chains for your vehicle

Slow down, drive according to conditions of the road

Trucks: Use designated chain up areas to install chains

If weather conditions are bad, don't drive

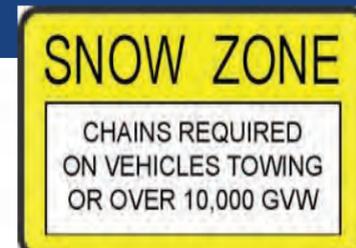
Visit TripCheck.com for chain requirements/road info

Call 511 or (800) 977-6368 for road conditions (outside Oregon, call (503) 588-2941)

**Oregon Revised Statute 734*



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