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Welcome to this year’s Winter Roadway Guide

Hello fellow eastern Oregonians and visitors, and welcome to this year’s edition of the Oregon Department of Transportation’s Winter Roadway Guide. This is our annual publication to share information about key transportation projects we completed over the past 12 months, construction activities that will be gearing up in 2019, and some important winter driving tips to help keep you safe on Oregon highways.

Completed projects

This past year ODOT crews and contractors completed dozens of important projects designed to maintain our current transportation system, improve safety and make it easier for you to get around. Over 400 lane miles were resurfaced and another 120 lane miles received repair treatment along sections of Interstate 84, U.S. 26, U.S. 30, U.S. 395, OR 7, OR 11, OR 82, OR 237 and other routes. Over a dozen bridges and culverts were replaced or renovated. We also constructed safety upgrades such as the new bike lanes in the towns of Echo and Joseph, new traffic signals in Hermiston, and road striping changes along OR 11 through Milton-Freewater to make the community safer, especially near the new grade school. In Grant County we modified a short section of Canyon Creek adjacent to U.S. 395 to reduce the potential for long highway closures during flooding events. These are just a few of the many construction activities our crews and contractors successfully completed this year.

New work starting 2019

2019 will be a banner year for safety improvements on eastern Oregon routes. Major undertakings include the Minam Curve Project on OR 82 which will cut through solid rock to replace the dangerous 25 mph hairpin corner west of Minam to a safer, 50 mph alignment.

On I-84 two multi-year projects will begin. The first will construct a third lane for eastbound trucks climbing the Ladd Canyon grade east of La Grande. This has been a major bottleneck for decades due to slow moving or spun out trucks blocking traffic in wintertime. Another benefit is to remove the Exit 271 interchange bridge that was often a problem area with deck icing. A rigid frame box within the new embankment section will continue to allow vehicles to access I-84 westbound. The project will also include enhancements to Brush and Ladd Creek to improve fish passage; and new asphalt between La Grande and Ladd Canyon.

The other major I-84 project starting next year is our Snow Zone Safety Improvement Project between La Grande and Pendleton. This work will add dozens of new variable message and curve warning signs, highway cameras, freeway ramp gates, lighting and other enhancements to inform people of hazardous conditions. About 10 miles of power cables will also be added in some areas to support these and future upgrades. Much of this work falls under our Intelligent Transportation System program that takes advantage of technology enhancements to help improve safety. Similar to variable message signs linked to road and weather sensors installed in the

Burnt River Canyon and Baker Valley areas in recent years, the upgrades between La Grande and Pendleton will provide motorists with real-time information about the road ahead.

Fatal crashes on the rise

While our projects result in better conditions for motorists (smoother pavements, upgraded bridges and guardrail, new traffic signals, interactive signage, etc.), one thing we haven’t been able to do is reduce the overall number of fatal and serious injury crashes along Oregon highways, which have been on the rise in recent years. Preliminary numbers for 2017 show there were 1,908 such crashes on Oregon state routes, compared to 1,689 in 2012 and 1,526 in 2013. This past August there were a dozen fatalities here in eastern Oregon in just seven days. During that tragic week eight people died in one two-vehicle crash on Oregon 78 in Harney County and three lives were lost in separate incidences on I-84 in Baker County, on U.S. 95, and OR 201 in Malheur County. The twelfth person killed was a flagger directing traffic at our Oregon 11 work zone in Umatilla County. Speed, distractions, inattentive driving, and driving while under the influence played a part in these terrible crashes.

Please take a moment before getting behind the wheel to think about what you can do to stay safe on the road. Always buckle up, slow down and drive according to the conditions of the road. Put cell phones and other distractions away. Stay focused on the task of driving. Drive rested, and never drive while under the influence of drugs or alcohol. Think about your family, friends, loved ones and fellow motorists. It only takes a split second to change your life, or the lives of others, forever.

Winter safety

Last year we added five new tow plows and five dual wing plows to our winter maintenance arsenal. These monster trucks can clear two lanes of freeway in one pass, which helps us move more snow with the same staff. We also expanded our winter salt program in 2017 to include I-84 and I-82 from Boardman to the Idaho border. Because there’s no telling what Mother Nature has in store for us, crews will be on the road 24/7 to help keep the roads as safe as possible through the winter months.

We can’t do it alone, however. We need you to drive like your life depends on it, because it does. That’s why every year we put out this publication full of project information and winter driving related tips. We hope you will find it useful and that you’ll keep it as a handy reference throughout the season.

Wishing you safe winter travels,

Craig Sipp
Eastern Oregon Regional Manager
Oregon Department of Transportation
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. With ODOT’s new dual-wing plows and tow plows, passing on the left can also lead to disaster.

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. With dual-wing trucks a plow blade could also be in the left lane. In addition, the snow being plowed or blown off the road can contain rocks and other debris damaging to vehicles.

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 decelerate 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

Traction tires: you have 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.

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.

Know Before you Go: Visit www.TripCheck.com, Oregon’s travel information Web site, for up-to-the-minute road conditions and more information on Oregon’s chain law and chain requirements. You can also get the latest in road conditions by calling 511.
New multi-use path between Joseph and Wallowa Lake improves livability

If you have every visited the small north-eastern Oregon town of Joseph in Wallowa County you know that, when it comes to livability, this community gets it.

Located at the foot of Wallowa Lake and the majestic Wallowa Mountains, Joseph is known the “Little Switzerland of America.” It and the other small communities along picturesque Oregon 82 rely on seasonal visitors to the lake, the Eagle Cap Wilderness, the Hells Canyon Scenic Byway and other natural attractions for economic vitality.

Arts and healthy hearts

Over the past several decades Joseph has changed its image from a farming and ranching community to a town that showcases the arts and welcomes visitors. The turn-of-the-century buildings, wide brick-paved sidewalks, numerous bronze statues and other public art displayed along the streets, combined with the breathtaking vista of the Wallowa Mountains encourages local residents and visitors to get out of their cars and walk the streets as they visit the many unique shops and restaurants.

This summer, the community saw another amenity added that ratchets up the livability standpoint, because the lake is a natural attraction year around, but especially during the summer months,” said Joseph Mayor Dennis Sands. “The new path is a benefit to local citizens and visitors. A lot of people go to Iwetemlaykin State Heritage Site, which has a parking lot adjacent to the new bike path. People like to walk that far, and then take a hike through the park.”

The benefits this new trail provides reach far beyond just a safe place to walk and ride. It also promotes a healthier lifestyle for all users and helps boost the local economy by encouraging visitors to spend more time (and money) in the area.

Good for citizens, good for business

“We're a destination location, out at the end of the road,” said Wallowa Lake State Park Manager J.R. Collier. “The more opportunities we can provide that encourages people to extend their stay, from three days to five, or six days, that means they are spending more for groceries, buying supplies, and visiting local shops and restaurants.”

The new bike/ped path also shows businesses who are looking for places to expand that this community values its citizenry, their health and wellbeing.

“Having good bike and pedestrian paths really helps sell the community,” Sands said.

“If you are actively going out and looking for a small business to come to a place like this, what they look at is what kind of amenities you have,” said Wallowa County Commissioner Susan Roberts. “They look at hospitals, they look at schools, and they also look at those other things, because it isn’t just about going to work, going to school and getting sick. Walking paths, anywhere in the state, they’re a huge thing.”

Ying Kissinger couldn’t agree more as she enjoyed a walk on the new path in late September, with temperatures in the mid-seventies.

“It’s a little breezy, but a beautiful day,” Kissinger said. “It takes about 25 minutes walking from my house to the lake. I just take my time and watch the wildlife, the deer, squirrels and all.”

As she strolls past the Chief Joseph Memorial site and the last curve before the pathway ends, the image of the Wallowa Mountains with the lake below fills her field of vision.

“When I get down to the lake I see people paddle boarding, kayaking, and the ducks, just a beautiful view.”

Cycle Oregon checks out new bike/ped path

Over 1,500 bike riders had an opportunity to test out the new pathway on September 11 when Cycle Oregon patrons left their overnight campsites at Wallowa Lake State Park and headed through Joseph. Some folks stayed on the highway and others opted for a smoother ride on the path. Unfortunately, they didn’t have much time to spend in town as they continued down the road another 60 miles that day to spend the night in Elgin. As they rode out of sight, several vowed to return for a more leisurely stay.

Future path expansion

The new path is the first phase of a more comprehensive plan that includes extending a safe route for pedestrians and bicycles all the way to the state park, at the south end of the lake. While that segment is currently unfunded, the completion of this first one-mile stretch should help keep the dream moving forward.

“I’ve been in conversation with local ODOT folks as they pursue funding opportunities, construction plans and ideas on how to further that path,” Collier said. “That’s the next section that really needs to be looked at and we’re one-hundred-percent behind it. If people choose to ride around the lake to the park they are riding along with two lane traffic, which can be a conflict. The sooner we get that project done, the better.”

The Statewide Comprehensive Outdoor Recreation Plan identifies community paths and walking as one of the biggest recreation opportunities that people do in their communities.

“That’s what they want to do and they need safe access to these opportunities,” Collier said.

They’re not going to do it if it’s right next to a really busy highway. They need a safe opportunity to be able to walk, or ride their bikes at different skill or mobility levels. It just encourages people to be more healthy, to be outside more. These walking and bike paths fits right in line with that.”

The city estimates they get about 400,000 visitors a year, with a good portion of those bringing bicycles to ride around the park.

“There are very few that venture beyond the park during their stay,” Sands said. “But, if we had a path all the way around the lake, it would be a real boon to Joseph and the business community. I know it’s an expensive project, but I would really like to see it proceed.”

ODOT is working with the local community, the Oregon State Parks department and others on ways to maintain the new path and secure funding for future expansions.

“Working with ODOT has been great,” Collier said. “They are people looking to find solutions to problems and assist. We’re working on our master plan and ODOT is already proactively offering assistance with that process.”

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
Icy conditions: what you should know

Bridges and overpasses are the most dangerous parts of the road in the winter, but ice can show up anywhere, unannounced — in a shady corner or under a canopy of leafless trees. Ideally, you’d never drive on ice: Ice on the road prevents tires from gripping, so steering is difficult, stopping is harder and driving is unpredictable.

And when conditions are icy, even having a four-wheel drive vehicle won’t help much — unless you have chains on the tires. Chains or other gripping devices are the best way to travel on ice, if you have to travel. But even with chains, stopping distance is still several times greater than on dry pavement with ordinary tires.

Black ice can fool you

It gets even more challenging when black ice appears. Also called glare ice or clear ice, black ice is a thin layer of ice on the roadway and it is particularly hazardous 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.

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 and parts of the road where traffic isn’t traveling. Bridges and overpasses are danger spots: Since they don’t 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.

If you have to go out during times when roads and bridges are icy, remember these tips:

- Turn off your cruise control, be alert and drive cautiously to avoid ice on the road ahead.
- Slow down and keep your distance from vehicles in front of you. Continue to adjust your speed for the conditions.
- Allow about three times as much space between vehicles.
- 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.
- Do not drive through snow drifts: They may cause your vehicle to lose traction.
- When signs say “Chains required,” you must put chains or other approved devices on your vehicle.

ODOT will stop traffic in the closest community downstream from the initial closure location. This is done to prevent travelers from becoming stranded in areas without access to appropriate services (gas stations, restaurants, motels, etc.). Unfortunately, this may also prevent local residents from getting home if they live in an area that is between the community-location closure and the actual incident site.

Example: Westbound freeway is closed at MP 230 due to crash near Meacham. Freeway is closed at Exit 265 in La Grande to prevent travelers from becoming stranded on freeway.

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.

Shift mental gears to winter driving

Driving in winter isn’t the same as driving at other times of the year. Conditions can change dramatically in just a short period of time or within just a few miles — or even just around the corner. Here are some important things that you can do as a driver to be better prepared.

- Focus on driving. Conditions can change quickly, so it’s important to focus on the road ahead. Put away distractions like cell phones, tablets and other electronic devices. Keep your hands on the wheel and your mind on the road.
- Drive sober. There are many reasons to celebrate over the holiday season and beyond, but if you’re driving, it’s critical that you be sober and clear-headed. You can become impaired by things other than alcohol, too: marijuana or prescription drugs — even over-the-counter medicines — can affect your driving behavior. Throw in winter weather, and the results could be tragic.
- Be rested. It’s tempting to drive straight through to grandmother’s house, but it’s better to get there late than not at all. If you’re feeling tired, take a break — before it’s too late.
- Prepare ahead of time. Check road conditions before you head out by visiting TripCheck.com or calling 511. Make sure your travel kit is stowed in the trunk, and tell someone where you are going and what route you are taking. Storms can occur without warning, so be prepared.
- Watch out for each other, on and near the road. You may have great driving habits, and you may be prepared... but that doesn’t mean it’s true for everyone else. Be diligent and drive defensively in bad weather; watch for pedestrians and bicyclists who may be obscured by heavy rain or snow.
In early 2018 the Oregon Department of Transportation finalized its Interstate Corridor Management Plan that suggests key safety improvements for the freeways through eastern Oregon. We are now ready to construct the first project based on recommendations listed in the plan, known as the I-84: NE OR Snow Zone Safety Improvements Project. It will be constructed during 2019 and 2020, and it focuses on the challenging freeway section between Pendleton and La Grande.

The I-84: NE OR Snow Zone Safety Improvements Project includes:

- Over a dozen new variable message signs (VMS) at various mile points (MP). The new VMS will consist of lighted message boards mounted above the interstate, similar to the speed limit signs in the Baker Valley area. Some will be linked to road/weather sensors to display safety messages and real time information, which could include temperature, presence of ice or low visibility/fog, chain requirements, and more.
- Ten road/weather sensors.
- A dozen curve warning signs with flashing beacons in the Grande Ronde River Canyon (west of La Grande).
- Nine miles of cable barrier between eastbound and westbound lanes at two locations to prevent crossover crashes (MP 229.2-237.6 and MP 249.20 to MP 250.16).
- LED lighting along Cabbage Hill westbound curves. Power and infrastructure will be installed initially with additional lighting added, as funding allows. The LED illumination will help delineate the westbound lanes through the curves as you are driving down the hill.
- New road camera (westbound MP 247.4), snow zone sign (eastbound MP 220.6), and ramp gate (westbound Exit 224).
- Over a dozen miles of yellow reflective markers attached to guardrail in Cabbage Hill area.
- Over 10 miles of buried power line (to support these enhancements and future upgrades).

Projects continued on page 8
Projects continued from page 7

The estimated $15.6 million project is partially funded with $4 million allocated from the 2017 Keep Oregon Moving Transportation Bill.

Ladd Canyon changes

The Ladd Canyon Freight Improvement Project will add a third lane for eastbound trucks in Ladd Canyon, east of La Grande. The multi-year project will start next year, with completion in 2021. This challenging freeway section has been the site of numerous closures in the past due to trucks spinning out and not enough room for traffic to get around disabled vehicles. Work will include upgrading Brush and Ladd Creek culverts, plus replacing the existing Exit 271 Interchange Bridge with a concrete box culvert. The new structure will provide room for the extra lane and reduce winter icing issues that occur on the existing overpass bridge.

Another major safety project

As mentioned in the 2018 project highlights article, the Minam Curve Project on OR 82 near the Union and Wallowa county lines will give the corner a major face lift. The hillside will literally be blasted away to change the 25 mph, ninety degree corner to a more gradual 50 mph alignment. Some preliminary work began in 2018, with major construction occurring in 2019 and completed by the end of the year.

Past freeway safety projects

Although the Corridor Plan is new, constructing safety improvements is not. Major eastern Oregon freeway projects built over the past couple of decades include adding the third lane for westbound trucks at Spring Creek grade east of Meacham in 2015 and a third eastbound truck lane north of Ontario at Three Mile Hill in 2009. In 2006 the Burnt River Canyon area south of Baker City received curve corrections, curve warning signs with flashing lights, variable message boards and radar speed signs that have greatly reduced the number of crashes in that area. We’ve learned a lot from those improvements and will be adding similar signs and advisories next year through the twisty Grande Ronde River Canyon, west of La Grande.

Since 2005 we’ve built or enhanced more than a dozen I-84 truck chain up areas, added several stretches of new snow zone fencing, and installed numerous highway cameras and variable message reader boards between Boardman and Ontario.

Ideally we’d implement all the safety improvements on our wish list right away, but like everyone else, we have to prioritize based on available funding and resources.

In the meantime, we count on all motorists to pay extra attention during the unpredictable winter season. Slow down and be prepared for dense fog, wind, rain, ice, snow and other challenging eastern Oregon weather conditions. For current highway information, access to road cameras and more, check TripCheck.com.
Whew, this past year was another busy one for ODOT crews and their contractors, with nearly 50 projects completed throughout the eight-county eastern Oregon region that includes Umatilla, Morrow, Union, Wallowa, Baker, Grant, Harney and Malheur counties. Numerous communities such as Hermiston, Echo, La Grande, Canyon City, Milton-Freewater, Joseph, Long Creek, Baker City, and Ontario saw pavements upgraded, bridges and culverts repaired or replaced, new traffic signals installed, and new bike lanes constructed.

We're sure you encountered a few traffic delays as you traveled to work, drove the kids to practice, or took that long-awaited vacation. Similar to death and taxes, you can't escape summer highway work zones. For all those times you waited behind a flagger this summer, we apologize and thank you for your patience. If you smiled and waved at the construction crews working to make our transportation system more efficient and safer, you are a rock star!

Pavement preservation
Throughout the region over the past several months our contractors and maintenance crews resurfaced over 80 lane miles with new asphalt or concrete paving on I-84, U.S. 395, U.S. 730, OR 11, OR 204, OR 331 and other routes. Protective chip seals were applied to over 340 lane miles along U.S. 395, U.S 30, U.S 95, OR 7, OR 19, OR 82, OR 205, OR 237 and OR 201. Cracks in over 120 miles of asphalt were sealed to prevent damage from the elements, and dozens of miles of highway shoulders were repaired. After all that, our striping crews visited just about every state route in the region to reaply painted lines and legends. Over 69,000 gallons of highly reflective, glass bead enhanced paint was sprayed onto the roads using high-tech paint trucks.

Bridges and culverts
Over a dozen bridges and culverts were repaired or replaced this summer and fall. Work included completing the replacement of the Birch Creek Road Bridge near Milton-Freewater in Umatilla County. East of John Day the aging and undersized Little Pine Creek Culvert beneath U.S. 26 was replaced. Bridge repairs and upgrades also took place along I-84 at the Union and Wolf Creek Interchange bridges in Union County, and on a half-dozen interstate bridges in Baker County. Several other I-84 bridges between Boardman and Baker City received new screening to help protect motorists and pedestrians. On U.S. 395 the Five Mile, Long Creek and Canyon Creek bridges received needed repairs in Umatilla and Grant counties.

Highlights continued on page 12
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.

**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.

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

**TRUCK TRACTOR SEMI TRAILER**
Two tires on each side of any axle.

**SET OF DOUBLES**

- One tire, either side, either axle.
- Two tires, one on each side of any axle.

**TANDEM-DRIVE AXLE "B" & "C" TRAINS**
If both axles are powered by the drive line: one tire on each side of each drive axle.
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.
- See the Be Prepared checklist below.

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, or not at all.
- Don’t blindly follow GPS navigation directions if they detour you off main highways.
- 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.

Be prepared for stormy driving conditions

Plan ahead – stay home if road conditions are bad
Routes can be blocked for many hours by crashes, hazardous material spills or severe weather conditions. Think about the items you may need if your trip comes to a standstill on a remote section of road.

Pack food, water, extra clothes and blankets in case you get stuck in stalled traffic. If you travel with an infant or small children bring some toys, 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.

If conditions are too severe, or you don’t feel comfortable driving, don’t go. Save yourself the frustration and postpone your trip until conditions improve.

Winter Travel Checklist
Before you travel, check your car to make sure it’s in good working order.

![Winter Travel Checklist](image)

Know before you go.
Signs and signals

2018 saw the completion of a multi-year project along U.S. 26 and U.S. 395 in Grant and Umatilla counties between John Day and Ukiah that replaced dozens of aging and deteriorating highway signs. Along I-84 three variable message signs (reader boards) near Pendleton, La Grande and Baker City received upgrades to extend their functional life. In the town of Hermiston, two new traffic signals were installed to improve safety along OR 207 at the Orchard and Elm intersections.

Pedestrian and bicycle pathway

Multi-use pathways were constructed in the communities of Echo and Joseph this year to provide safer opportunities for local residents and visitors to walk and ride bikes. In Echo the new path follows alongside OR 320 (Thielsen Street) from Main Street to the north city limits. In Joseph, the new mile-long path runs adjacent to OR 351 between College Street at the south end of town and the north side of Wallowa Lake (see separate story in this publication).

Safety upgrades and bling treatments

Work on OR 82 began this summer on the notorious, 25 mph, hairpin Minam Curve. The project that will be completed in 2019 will blast through the hillside to create a safer corner. Local residents and visitors to Wallowa County and the Hells Canyon area have been looking forward to this project for a long time.

On I-84 several miles of old concrete freeway received a special bling treatment via diamond grinding between Cabbage Hill and Meacham in Umatilla County. The work should greatly improve safety and reduce noise by smoothing out pits and wheel ruts where pooling water or ice can create hazardous conditions. In Grant County, ODOT and forest service crews worked together to fell over a thousand hazard trees damaged by the 2015 Canyon Creek Complex Fire. Other safety improvements included guardrail, rumble strips and durable striping upgrades along OR 11 between Pendleton and Milton-Freewater. The work was incorporated into a paving project on the route.

Public outreach

Along with these key construction activities, we also held an online open house in July to share information about several key projects beginning construction in 2019. The I-84 Safety Improvements virtual open house included information about: the I-84 Corridor Safety Plan which identifies future enhancements for I-82 and I-84 in eastern Oregon; the Snow Zone Safety Improvement Project; the Ladd Canyon Freight Improvement Project; and plans for replacing the 65-year-old Meacham Maintenance Station. Several hundred people visited the internet-based open house; participants were invited to take a survey, ask questions and leave comments. Although feedback is no longer being accepted at this site, you can still review the details about these key projects by visiting http://openhouse.oregondot.org/i-84-safety-improvements.

We completed a lot of important projects this past year, but the work is never ending. You’ll see a new crop of orange cones and construction signs next spring and summer. Watch for our Summer Construction Map on the Web at oregon.gov/odot in May. Don’t forget to visit TripCheck.com throughout the year for current road and weather impacts along Oregon highways.
A crash is no accident

Over 94 percent of all motor vehicle crashes are related to operator error. When it comes to impaired driving, there is no such thing as an “accident.” These crashes are 100 percent preventable. The word “accident” by definition is an event that was unexpected or unintentional. Allowing this perception to continue in the world of impaired driving removes the accountability for the choices we make as drivers and motorcycle riders.

Our decisions have consequences... for ourselves, our families and for every other person on the road. By calling a crash a crash, we are describing what it is, without motive and without blame – but also without the implication that a person who may be responsible simply had no control or intent to cause harm, when, in fact, their choices, decisions and actions were the direct cause. This holiday season and every day of the year, please celebrate responsibly.
Plan ahead with TripCheck

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) 977-6268 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 cell phones. Users can surf to the site and find:

- Traffic alerts, road closures
- Incident information
- Road and weather conditions
- Cameras, including the ability to create a “camera favorites” page

The site also includes traffic speed information. 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/pages/winter-driving.aspx. 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).

Puzzle Fun Solution

from page 13

The Oregon Department of Transportation is an Equal Opportunity Affirmative Action employer. ODOT does not discriminate on the basis of disability in admission or access to our programs, services, activities, hiring and employment practices. Questions: 1-877-336-6368 (EEC-ODOT) or call statewide relay at 7-1-1. The information in this publication is available in alternative formats upon request. Please call Tom Strandberg at 541-963-1330, or call statewide relay at 7-1-1.
Use common sense when GPS navigation detour routes are given

When roads are closed and your GPS navigation system is directing you onto a detour route, keep in mind that the devise you count on for guidance could instead guide you into trouble. Most navigation tools don’t take into consideration current road or weather conditions. They may direct you onto remote and un-serviced roads that are not maintained or passible in all weather conditions.

Navigation systems and similar smart phone apps are great tools, but travelers may need to verify the identified detour route is appropriate given current conditions and the vehicle they are driving. Here are a few tips to consider:

What you can do
• Be aware that the app on your phone or in your GPS device might not have the latest information – don’t follow it blindly!
• Use TripCheck.com (on your computer and on your phone) to get the latest on state road conditions.
• Remember, in winter conditions (as in summer’s fire season conditions), roads can be impassable, so USE COMMON SENSE.
• If you are not familiar with an area and current road conditions, stay on state roads and don’t attempt detours onto roads you don’t know.
• Alter your travel plans. If you are not 100 percent sure of the route and road conditions your GPS devise is directing you to, ask local folks for information and consult a map. It is better to stay the night in town, rather than be stuck on a remote road in the middle of nowhere.

What we will do
• ODOT crews continually work to keep state highways safe, but during certain conditions, such as blowing snow and freezing temperatures, you may want to avoid travel altogether.
• ODOT will issue media flash alerts if roads are closed and these will be updated continually on TripCheck.com.
BE READY FOR ANYTHING.

LT/SUV TIRES

HIMALAYA SUV

AS LOW AS

$129.99

P215/60TR-17XL

ENHANCED GRIP
SPECIALIZED RUBBER

Your size in stock. Call for size & price.

WINTERCAT SST

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STUDLESS WINTER SUV TIRE

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Your size in stock. Call for size & price.

OPEN RANGE A/T

AS LOW AS

$179.00

P235/75TR-15XL

SUPERIOR BRAKING
QUIET RIDE

Your size in stock. Call for size & price.

PRICES GOOD THROUGH JANUARY 31, 2019