



Company Name: _____ Job Site Location: _____

Date: _____ Start Time: _____ Finish Time: _____ Foreman/Supervisor: _____

Topic 204: Freeway Driving Techniques

Introduction: Freeways and interstate highways are designed to handle higher speed traffic safely. You need to be comfortable with driving at these speeds and with the special procedures below before you attempt freeway driving:



Entering a Freeway:

The key to entering a freeway smoothly is to accelerate on the entrance ramp/lane to match the speed of freeway traffic in the right lane. Then signal, check the traffic around you, and merge carefully. Drivers on the freeway should move left one lane to assist traffic trying to merge from the entrance ramp. Sometimes this does not happen however, and it is up to you to adjust your speed to merge.

Stopping while entering a freeway is dangerous. If you must stop, signal the vehicle behind you using hand signals or your brake lights.

Always leave enough room between you and the vehicle ahead of you on the entrance ramp, so if that vehicle stops, you can safely stop.



Lane Use:

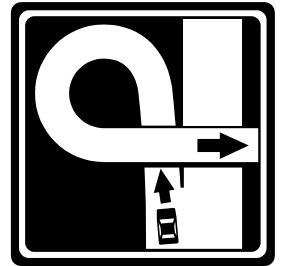
- **The right lane** is used for entering and exiting, and for slower traffic. The left lane is for higher speed traffic.
- **Avoid the right lane** of a freeway during rush hour. This will leave room for vehicles entering and exiting.
- **Be alert** for other vehicles attempting to merge into your lane. Use proper signals to let other drivers know if you are changing lanes.
- **Do not exceed** the posted speed limits. Avoid "tailgating" (following the car ahead of you too closely).

Restrictions - On the freeway you must not:

- **Drive over** or across any median or dividing section.
- **Make U-turns.**
- **Change lanes** without signaling.
- **Drive onto** the freeway, except at an on ramp.
- **Park or stop** on a freeway, except in specially provided areas (parking on the shoulder of the freeway is prohibited, except in the case of emergency).
- **Drive in any** High Occupancy Vehicle (HOV) lane unless there are 2 or more persons in the vehicle.
- **Drive over** or park in any part of the gore area. This is the area between a through roadway and an entrance or exit ramp.



No "U" Turn



Special Situations on the Freeway:

- **If you need assistance**, pull over onto the right shoulder as far as possible. Avoid stopping your vehicle on or near freeway ramps.
- **To signal for assistance** on the freeway, turn on your emergency flashers and tie a white handkerchief or scarf to the radio antenna, or raise the hood of the vehicle. To signal after dark, turn on your inside dome light and/or set out flares or portable warning signals. Wait for help. Do not walk along the freeway.
- **While driving** watch for disabled vehicles on the freeway. If you are the first motorist to approach a disabled vehicle, reduce your speed, turn on your emergency flashers, then proceed around the disabled vehicle with caution.



Exiting the Freeway:

Use your signals at least one-half mile before your exit. Most freeways will have deceleration lanes to assist you to exit. Use proper braking to allow for a smooth exit. Maintain adequate space between your vehicle and the vehicle ahead when exiting in heavy traffic.

Conclusion: Freeways are often the quickest route to your destination; however, freeways do present special challenges to you driving skills. Never relax your attention, or allow yourself to become distracted when driving on a freeway. Remember to always wear your seatbelt when driving on the freeway.

Work Site Review

Work-Site Hazards and Safety Suggestions: _____

Personnel Safety Violations: _____

Employee Signatures:

(My signature attests and verifies my understanding of and agreement to comply with, all company safety policies and regulations, and that I have not suffered, experienced, or sustained any recent job-related injury or illness.)

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Foreman/Supervisor's Signature: _____

These guidelines do not supersede local, state, or federal regulations and must not be construed as a substitute for, or legal interpretation of, any OSHA regulations.