

SAFE DRIVING RULES

1. Operators must be in top mental and physical condition. Get adequate sleep and exercise. Avoid or use care and moderation in consuming tobacco or alcohol. Be aware of the effects of prescribed or over-the-counter medications. Federal regulations and state law prohibit a driver from possessing, using, or being under the influence of any drug or other substance likely to adversely affect the ability to drive safely.
2. Maintain firm control of your emotions. It is easy to get upset at inconsiderate drivers or abusive citizens. If you can't handle that stress, it is likely to cast doubt on your ability to control heavy, powerful equipment.
3. If you aren't thoroughly familiar with the roads in your area, it would be wise to carry maps. Besides helping you do your job more efficiently, they could help you provide information to answer a citizen's question.
4. Courtesy can be critical. Your courtesy behind the wheel and on the job can help create a positive public opinion. It is the public whose taxes pay our salaries, and it is good to keep them as happy as we can. The orange trucks and MDOT logo let unhappy folks know where to complain.
5. Be sure of your footing and hand-holds. Try to use a three-point stance when climbing—two hands and one foot or two feet and one hand. Before changing the position of a hand or foot, make sure you have a firm, stable position. Remember that steps, handles, gratings, and other surfaces can become **extremely** slippery from the accumulation of oil, water, mud, or ice. Use extra caution in poor weather.
6. Make allowances for poor weather. Reduce speed when your visibility or traction is limited by fog, rain, snow, ice, etc. It is very hazardous to stop or turn sharply on slippery road surfaces. Try to anticipate what lies ahead and take your foot off the accelerator to slow down gradually rather than suddenly stabbing the brakes. Most authorities recommend that in an absolute crisis situation you either brake hard or steer evasively. Doing both often results in complete loss of control.