

Left Turns. On a left turn, make sure you have reached the center of the intersection before you start the left turn. If you turn too soon, the left side of your vehicle may hit another vehicle because of offtracking.

After you have completed your turn, move into the right most traffic lane when traffic is clear. See Figure 2-14.

If there are two turning lanes, always take the right-hand turn lane, as shown in Figure 2-15. Don't start in the inside lane because you may have to swing right to make the turn. Drivers on your left can be more readily seen.

Figure 2-14: Turn into the lane closest to the lane from which you came. Allow for offtracking if your vehicle is long. Return to right-most traffic lane when safe and traffic permits. Don't return to the right lane at or near other intersections.

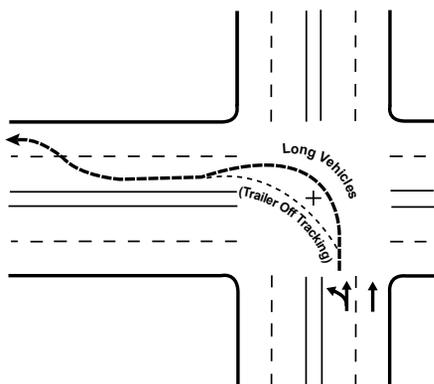
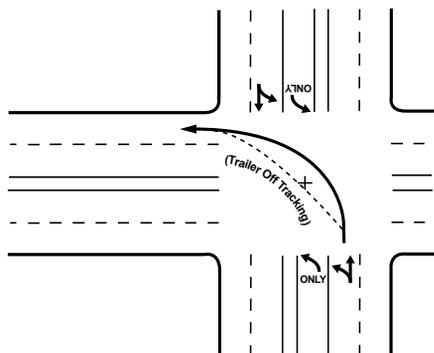


Figure 2-15: If there are two left turn lanes, use the right-hand lane.



CIRCULAR INTERSECTIONS

Roundabouts. Depending on the number of lanes, roundabouts are designed with an average outside diameter of 120'–250'. Roundabouts are designed to keep speeds low at all times: on entry, when circulating around the roundabout and when exiting.

- Single-lane entry is the simplest type, consisting of just one lane.
- Truck aprons are often part of single-lane entries to accommodate off-tracking of turning trucks or to allow oversize-overweight vehicles.

Generally, there are two types of pavement marking at the approach to a two-lane roundabout. (Figures 2.16 a-f on the next two pages)

Large traffic circles or rotaries. Typically found in the eastern part of the U.S., these larger circles are usually 600 to 800 feet in diameter.

Typical features:

- Signed and marked to require vehicles on the circle to yield to those entering the circle.
- Allow speeds of 35–50 mph.
- Allow large trucks easier entry and navigation around the circle.
- There may be a large park area in the center with some parking allowed on the inside edge of the circle.

Since they were originally installed, traffic volume has increased greatly, and large traffic circles have become more of a safety hazard. Some are being replaced with other types of intersection control like the smaller, safer, more efficient roundabout.

Small mini traffic circles. These are typically found in residential areas (neighborhoods) of a community.

Typical features:

- Rather small raised curb islands, 10–50 feet in diameter found in the middle of a 4-legged intersection.
- Stop signs usually found on two or possibly all four legs of the intersection.
- Very unfriendly for large trucks to make turns or go through the intersection or for full-sized snowplows.

Figure 2-16a: Single white pavement marking separating entry lanes. WIS 30 and Thompson Drive in Madison.



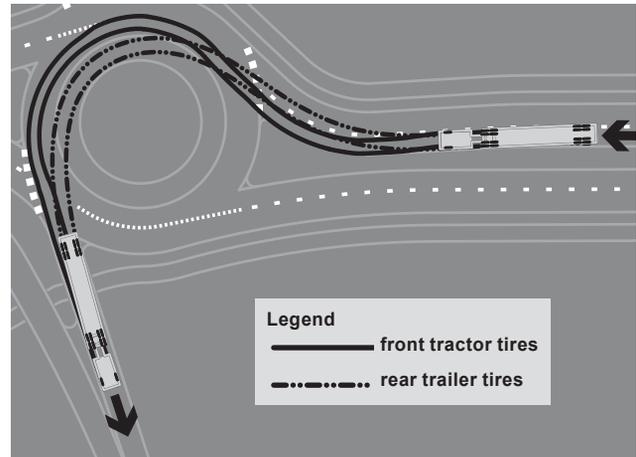
- A large truck is expected to straddle the lanes to make a right turn, a left turn or a through movement.
- Generally, truckers will protect the right side of their vehicle by not allowing other autos to drive on their right (blind) side.

Figure 2-16b: Occasional entry with double white lines separating entry lanes. STH 35 and Hanley Road near Hudson.



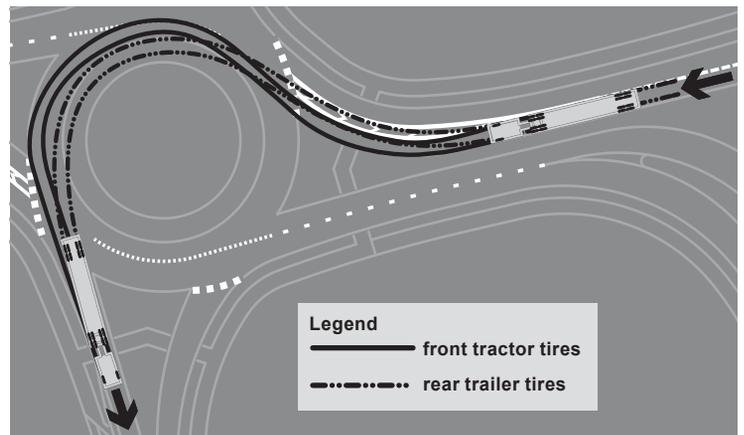
- A large truck is expected to stay in its lane when approaching the roundabout.
- Trucks turning right
 - » Should keep the tractor to the left of the double white lines and straddle the double white lines without crossing into the left lane. This allows off-tracking to the right side as the turn is completed.
- Trucks turning left
 - » Should keep the tractor to the far left side of the left lane and double white lines. As the tractor moves forward, the trailer will off-track to the right and use the space between the white lines. Moving into the roundabout, the tractor should stay in the left lane while the trailer will off-track onto the truck apron.
- Trucks making a through movement from the right lane
 - » Should keep the tractor to the left side of the double white lines at entry. As the truck pulls forward, drive the tractor to the far right or outside of the circle.
- Trucks making a through movement from the left lane
 - » Should keep the tractor to the left side of the left lane and allow the trailer to off-track into the double white line area at entry. As the truck pulls forward, keep the tractor within the inside lane and allow the trailer to off-track onto the truck apron.

Figure 2-16c: Lane separation, single line, left turn



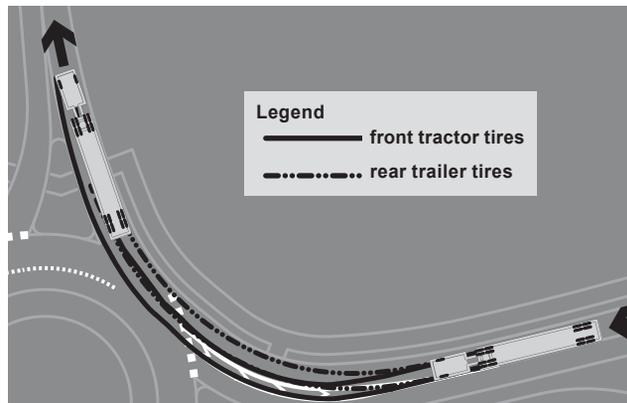
- Semi is traveling from right to left with a single white line between the lanes at entry.
 - » The semi makes a left turn by straddling the lanes or encroaching into the adjacent lane on the right.
 - » It does so at the entry and also while driving through the roundabout, using the truck apron for off-tracking.

Figure 2-16d: Lane separation, wide gore, left turn



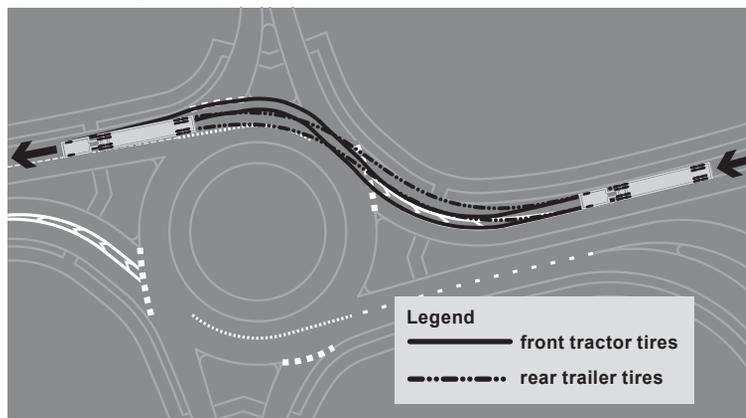
- Semi is traveling from right to left with double white lines between the lanes at entry.
 - » The semi makes a left turn by driving the tractor to the far left while staying in-lane.
 - » The semi trailer uses the area between the double white lines for off-tracking at entry; it uses the truck apron for off-tracking while driving through the roundabout.

Figure 2-16e: Lane separation, wide gore, right turn



- Semi is traveling from right to left; double white lines separate the lanes at entry.
- Semi is making a right turn by driving to the left side of the double white lines, staying in-lane to swing wide and make the turn without running over the outside of the curb.

Figure 2-16f: Lane separations, wide gore, through movement.



- Semi is traveling from the right toward the left; double white lines separate the lanes at entry.
- Semi is making a through movement from the right lane, so it must drive to the left side of the double white lines at entry, while staying in-lane.
- As the semi pulls forward, the driver should drive to the far right – outside of the circle. This will reduce off-tracking into the left lane.
- Some roundabout designs have an outside lane wide enough to allow the truck to stay in-lane.

2.7.7 SPACE NEEDED TO CROSS OR ENTER TRAFFIC

Be aware of the size and weight of your vehicle when you cross or enter traffic. Here are some important things to keep in mind:

- Because of slow acceleration and the space large vehicles require, you may need a much larger gap to enter traffic than you would in a car.
- Acceleration varies with the load. Allow more room if your vehicle is heavily loaded.
- Before you start across a road, make sure you can get all the way across before traffic reaches you.

2.8 Seeing Hazards

2.8.1 IMPORTANCE OF SEEING HAZARDS

What is a hazard? A hazard is any road condition or other road user (driver, bicyclist, pedestrian) that is a possible danger. For example, a car in front of you is headed towards the freeway exit, but his brake lights come on and he begins braking hard. This could mean the driver is uncertain about taking the off-ramp. He might suddenly return to the highway. This car is a hazard. If the driver of the car cuts in front of you, it is no longer just a hazard; it is an **emergency**.

Seeing hazards lets you be prepared. You will have more time to act if you see hazards before they become emergencies. In the example above, you might make a lane change or slow down to prevent a crash if the car suddenly cuts in front of you. Seeing this hazard gives you time to check your mirrors and signal a lane change. Being prepared reduces the danger. A driver who did not see the hazard until the slow car pulled back on the highway in front of him would have to do something very suddenly. Sudden braking or a quick lane change is much more likely to lead to a crash.

Learning to see hazards. There are often clues that will help you see hazards. The more you drive, the better you can get at seeing hazards. This section will talk about hazards of which you should be aware.

Move-over laws

The incidents of law enforcement officers, emergency medical services, fire department personnel and people working on the road are being struck while performing duties at the roadside are increasing at a frightening pace. To lessen the problem, move-over laws have been enacted that require drivers to slow and change lanes when approaching a roadside incident. Signs are posted on roadways in states that have such laws.

When approaching law enforcement or other emergency vehicles stopped on or near a roadway in Wisconsin and using flashing emergency lights, you must proceed with caution and yield the right of way by making a lane change into a lane not next to that of the emergency vehicle(s) until you have safely passed the stopped vehicle(s), if safety and traffic conditions permit. If a lane change is unsafe, slow down and proceed with caution until you have safely passed the stopped vehicle(s).

2.8.2 HAZARDOUS ROADS

Slow down and be very careful if you see any of the following road hazards:

- **Work zones.** When people are working on the road, it is a hazard. There may be narrower lanes, sharp turns or uneven surfaces. Other drivers are often distracted and drive in an unsafe manner. Workers and construction vehicles may get in the way. Drive slowly and carefully near work zones. Use your four-way flashers or brake lights to warn drivers behind you.
- **Drop-off.** Sometimes the pavement drops off sharply near the edge of the road. Driving too near the edge can tilt your vehicle toward the side of the road. This can cause the top of your vehicle to hit roadside objects (signs, tree limbs). Also, it can be hard to steer as you cross the drop-off, going off the road or coming back on.