

**INTERIM REPORT OF THE
DEPARTMENT OF MOTOR VEHICLES ON**

Low Vision Study

**TO THE GOVERNOR AND
THE GENERAL ASSEMBLY OF VIRGINIA**



SENATE DOCUMENT NO. 15

**COMMONWEALTH OF VIRGINIA
RICHMOND
1993**



COMMONWEALTH of VIRGINIA
Department of Motor Vehicles
2300 West Broad Street

DONALD E. WILLIAMS
COMMISSIONER

MAIL ADDRESS
P. O. BOX 27412
RICHMOND, VIRGINIA 23269

INTERIM REPORT
on
LOW VISION STUDY

December 1992

To the General Assembly:

As required by Senate Joint Resolution 3, I am submitting the attached interim report on the Low Vision Study being conducted by the Department of Motor Vehicles. It includes a basic explanation of terms used to describe various components of vision, as well as information on the process to be used to select a sample of individuals to participate in the study. Also included is an explanation of the methodology that will be used to conduct the study and compile the results. A final report containing the results of this study will be submitted to the 1994 General Assembly.

Sincerely,

A handwritten signature in cursive script that reads "Donald E. Williams".

Donald E. Williams
Commissioner

DEW/reb

Attachment

SENATE JOINT RESOLUTION NO. 3

Requesting the Department of Motor Vehicles to study the licensing of low-vision drivers.

Agreed to by the Senate, February 11, 1992

Agreed to by the House of Delegates, February 21, 1992

WHEREAS, licensing of drivers using bioptic telescopic lenses (BTL) has been proven to be successful; and

WHEREAS, the current vision standards require that individuals with visual acuity of between 20/40 and 20/70 be restricted to daylight driving; and

WHEREAS, the vision standard for BTL drivers is up to 20/200 through the carrier lens and is correctable to 20/70 through the bioptic telescopic lens; and

WHEREAS, the Department of Motor Vehicles has had five years of experience in testing and licensing BTL drivers; and

WHEREAS, the members of the Medical Advisory Board to DMV have been unable to locate substantive documentation for the current vision standard of 20/40 for an unrestricted license using corrective lenses; and

WHEREAS, there is no documentation for the vision standard of 20/40 through 20/70 for a restricted license for daylight driving using corrective lenses; and

WHEREAS, currently, there is no known analysis on vision standards being performed nationwide; and

WHEREAS, the Medical Advisory Board endorses the development and implementation of a pilot program which would test the driving ability of individuals with low vision (20/40 through 20/200); now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the Department of Motor Vehicles, with the assistance of the DMV staff physician and the Medical Advisory Board, be directed to design, conduct and evaluate a test of low-vision drivers (20/40 through 20/200); and, be it

RESOLVED FURTHER, That the drivers considered for participation in this test be individuals who until recently had been licensed to drive but were denied the privilege solely due to their visual acuity; and, be it

RESOLVED FURTHER, That DMV seek at least 50 individuals to participate in the test group; the standard for evaluation be the licensing test criteria used for BTL applicants; and testing be conducted by selected license examiners trained or experienced in dealing with low-vision applicants; and, be it

RESOLVED FURTHER, That the examiners document each individual's skill and ability in backing, steering, following, paying attention, passing, stopping, heeding traffic signs, negotiating intersections, yielding or executing rights-of-way, making left or right turns, merging, and using corrective lenses; the examiners shall provide their documentation to the Medical Advisory Board for review; and, be it

RESOLVED FURTHER, That an evaluation of the gathered information be conducted by the licensed physicians of the Medical Advisory Board; the results of the evaluation and recommendation of the Board shall then be submitted to DMV management to determine what action should be taken; and be it

RESOLVED FINALLY, That the Department of Motor Vehicles submit an interim status report to the Governor and the 1993 General Assembly; the Department shall submit a final report of its findings and recommendations to the Governor and the 1994 Session of the General Assembly.

Both the interim and final reports shall be submitted as provided in the procedures of the Division of Legislative Automated Systems for processing legislative documents.

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INTRODUCTION

The purpose of this study is to determine whether visual acuity, visual field, or both should be used as criteria for determining whether an individual has adequate vision to operate a motor vehicle safely.

Based upon DMV's experience of licensing drivers who use a Biotopic Telescopic Lens (BTL) device, the Medical Advisory Board feels that visual field may be more critical in driving than visual acuity. The basis for this opinion is that most BTL drivers have a visual acuity within the 20/100 to 20/200 range (without the BTL device). The BTL device can only be used to identify a specific object or to read a sign, and cannot function over a wide field of vision. After careful consideration, the Medical Advisory Board requested that a test sample of drivers with low vision (in the 20/70 to 20/200 range) be studied to determine their ability to safely operate a motor vehicle. Such a study needed a resolution from the General Assembly to authorize the testing of the sample.

The Medical Advisory Board and DMV developed the Vision Resolution (SJR-3) which allows DMV to conduct and evaluate a skills test of drivers with low vision to determine if current vision standards for motorists in the Commonwealth are too stringent. Based on the results of the study, it may be recommended that the current visual acuity standards be altered.

Vision is a complex physical process. Likewise, the terms used to describe vision can be equally complicated. The following descriptions, therefore, are offered to facilitate understanding of the processes detailed in this report.

◆ "20/20"

Most people are familiar with this measurement of vision, but do not know what it means. "20/20" is an arbitrary standard of measurement set up several decades ago, in which persons with "normal" vision were asked to identify objects 20 feet away. Their observations then became the benchmark by which the vision of others was measured.

The first number represents eyesight of the person being tested, and the second number represents "normal" vision. For example, John's vision is being tested, and he can identify an object when it is 20 feet away. A person with "normal" vision, however, can identify the same object when it is 200 feet away. Therefore, John has "20/200" vision.

◆ Visual Acuity

Visual acuity is the component of vision which is measured by the "20/20" comparison described above. Tests for visual acuity (including the ubiquitous eye chart) require a person to use the macula, a tiny portion of the retina which is only millimeters in diameter. The macula of each eye is the "focal point" of a person's vision. Individuals use their maculae to read, or examine details of an object. The rest of the field of vision serves to alert a person to possible items of interest occurring outside the focal point. For example, a person is reading a book when they catch something moving "out of the corner of their eye". Noticing this movement stimulates the person to turn their head and aim the maculae at the source of the movement to obtain further detail.

◆ Visual Field

Visual field refers to the entire range of an individual's vision, and is measured in degrees. It has two dimensions; horizontal and vertical. To understand how a person's visual field is measured, imagine sitting in a chair, facing forward, with your eyes focused on a spot in front of you. There is a person standing behind you to your left, about two feet away, holding a pencil vertically adjacent to the back of your head.

On command, the person begins to slowly move the pencil forward towards the front of your head. You are staring at the spot in front of you, waiting for the pencil to enter the left edge of your field of vision. When it does, you notify the person with the pencil and they stop. This process is repeated on your right side. Your total horizontal visual field will be determined by how much you can see from the edge of your left field of vision to the edge of your right, without moving your eyes away from the spot on which they are focused. A "standard" (such as 20/20) does not exist to describe the visual field of a person with "normal" vision. Individuals have been examined whose horizontal visual fields exceeded 180 degrees; however, at least 100 degrees of horizontal visual field will be required for participation in the study.

Vertical visual field (how much you can see above and below you, without moving your eyes) can be similarly determined. However, as vertical visual field is rarely used in driving, only horizontal visual field will be measured in this study.

BACKGROUND

Approximately two percent of Virginia's driving population have some type of physical condition which may affect their driving performance. These conditions range from mild problems, like nearsightedness, to more complicated ones, such as epilepsy. To be able to fairly assess the driving ability of all individuals with medical conditions, DMV enlists the aid of Dr. Howard McCue, who acts as staff physician. Dr. McCue examines the histories of individuals with medical conditions who have applied for licensure to determine which ones need to be forwarded to the Medical Advisory Board. He also serves as a liaison between DMV and the Medical Advisory Board.

The Medical Advisory Board is composed of seven physicians who meet regularly to discuss DMV medical policy, and to review cases of individuals who have requested a license. The board provided guidance during the establishment of the Bioptic Telescopic Lens (BTL) program at DMV, which allows individuals whose uncorrected visual acuity is between 20/100 and 20/200 to use a BTL.

A bioptic telescopic lens is a small telescope-like device which is affixed to a pair of glasses. It functions like the macula, the tiny portion of the retina used to read or examine detail. The BTL is used by the individual to pinpoint specific objects for identification, or to read a road sign - it does not "read" their entire field of vision. BTL wearers undergo a more lengthy testing process than average drivers, and specially trained DMV examiners conduct the tests.

In the months to come, DMV will administer a skills exam to a test sample of low vision drivers. Results will be reviewed by the Medical Advisory Board, which will determine what measurements of visual acuity, field of vision, or some combination of both should be the criteria used to determine whether or not an individual should be licensed to operate a motor vehicle.

SAMPLE SELECTION

DMV anticipates that the study group will consist of 100 to 150 individuals who will volunteer to participate in the study. DMV will attempt to locate these volunteers through the following methods:

- ◆ Distribute a letter (Exhibit A) and a Vision Study Participation Guidelines Form (Exhibit B) to customers in branch offices who fail the current vision examination, which is as follows:
 - The licensee must demonstrate visual acuity of 20/40 in one or both eyes with or without corrective lenses; and
 - He must demonstrate a horizontal visual field of at least 100 degrees in one or both eyes;

OR

To receive a restricted license permitting the licensee to drive only one-half hour after sunrise to one-half hour before sunset, the licensee must;

- Demonstrate visual acuity of 20/80 in one or both eyes with or without corrective lenses; and
- Demonstrate a horizontal visual field of at least 70 degrees, unless the licensee has vision in only one eye, in which case he shall demonstrate a temporal horizontal field of vision of at least 40 degrees, and at least 30 degrees of nasal horizontal field of vision.

Vision standards vary for individuals applying for a commercial driver's license (CDL), and for individuals who must use a Bioptic Telescopic Lens (BTL) to drive.

- ◆ Mail a letter (Exhibit A) and a Vision Study Participation Guidelines Form (Exhibit B) to individuals denied a license due to low vision; and
- ◆ Distribute a letter (Exhibit C) to eye care practitioners asking them to advise appropriate patients of this study.

Each individual who volunteers to participate in the study must meet the following requirements:

1. Visual acuity and horizontal field of vision must be within the following ranges, and must be substantiated by an eye care practitioner:

Uncorrected Visual Acuity	Corrected Visual Acuity	Horizontal Visual Field
20/80 - 20/200	20/80 - 20/200	100 degrees or better

2. Each participant must have been previously licensed and know how to drive.
3. Each participant must provide a vehicle to be used for testing.
4. DMV will use the BTL testing process as a model for this study. Each participant must agree to undergo the same type of skills test currently administered to BTL applicants. No written test will be given. Each applicant will be made aware of the amount of time needed to complete the testing process (up to two hours may be necessary).
5. Each participant will be informed that no driver's license or learner's permit will be issued as a result of completion of the test. Participation in the study is dependant upon acceptance of this fact.

METHODOLOGY

In order for a volunteer to take part in this study, they must first have a Vision Study Application Form (Exhibit D) completed by their eye care practitioner. If the volunteer does not wish to see an eye care practitioner, DMV will test their visual acuity and visual field to insure that the person's vision meets the study requirements. Once this is completed, it will be mailed to DMV. The Department will review the information on this form to insure that the individual meets the standards necessary to participate in the study. If the individual does meet the study criteria, an appointment will be scheduled for the volunteer to be tested by one of five DMV Driver License Examiners who have been trained to conduct the exam.

The volunteer will arrive at the DMV branch office at the appointed date and time. The Driver License Examiner will first ask the volunteer a series of questions regarding the individual's vision and its effect on his driving history. These questions can be found on the Vision Study Participant Questionnaire Form (Exhibit E). Next, the examiner will administer the standard vision exam via use of a Snelling Eye Chart. The examiner will then test the applicant's horizontal field of vision.

Two examiners will be necessary for the first phase of the skills portion of the test. In the pre-skills portion of the test, one examiner will drive a DMV vehicle, and the volunteer will sit in the front seat on the passenger side of the vehicle. The second examiner will sit in the back seat and observe. Examiner #1 will drive the vehicle along a predetermined route while the volunteer identifies as many items along the route as possible. Items to be identified include street signs; pedestrians; moving vehicles; parked vehicles; etc. Examiner #2 will record observations during this portion of the test on the Vision Study Screening Evaluation Form (Exhibit F). If Examiner #2 is satisfied that the volunteer's vision is sufficient to allow them to operate the vehicle, the next phase of the test will begin. If not, the examination will be terminated.

In phase two, the volunteer will operate their vehicle (not the DMV vehicle) in a prescribed off-road area, such as a driving range or parking lot. The DMV examiner will sit in the passenger seat. The volunteer will be asked to perform specific driving maneuvers, such as right turns; left turns; U-turns; stopping, backing up; and parking. The examiner will note observations on the Vision Study Pre-Road Skills Test Check List (Exhibit G). If the examiner is satisfied with the volunteer's performance on the second phase of the test, the third phase of the test will begin. If not, the examination will be terminated.

In phase three, the final portion of the test is administered. The volunteer and the examiner remain in the same positions they occupied during phase two, and the volunteer operates their vehicle on the road along the same route which was used in phase one (the pre-skills portion) of the test. The examiner records observations on the Vision Study On-Road Skills Test Checklist (Exhibit H). If the volunteer's performance is not satisfactory, this portion of the test can be terminated at any time.

At whatever point the test is concluded, the volunteer will be able to receive an oral summation of his performance on each portion of the test. The examiner will also answer any questions the volunteer might have regarding this study. Last, the examiner will express appreciation for the volunteer's willingness to participate in the study.

Once the examiner has completed all forms pertinent to the testing of a particular volunteer, the forms will be sent to the Medical Control Unit at DMV. The results from each test will be entered into a computerized database program that will generate the test results. For purposes of comparison, the results of these tests will be compared with results of BTL examinations. The Vision Study results, BTL comparison results, and the forms from each test will be submitted to the Medical Advisory Board for review. The Board will make recommendations regarding vision testing in the Commonwealth. These recommendations, along with test results and other pertinent data, will be contained in the final report to the 1994 General Assembly Session.

EXHIBITS

NOTE: None of the forms in this section are shown at their actual size - they have been reduced to allow ample margins within an 8 1/2" x 11" format.

Exhibit A

DEPARTMENT OF MOTOR VEHICLES

Richmond, Virginia

October 8, 1992

C
O
P
Y

Dear . . :

The Virginia Department of Motor Vehicles constantly strives to provide all Virginians with an equal opportunity for driving privileges, provided they demonstrate that they can drive safely and responsibly. DMV is about to embark on a Vision Study that may change the vision requirements for a driver's license and make you eligible to be tested for a driver's license in the future.

Our records indicate that you may be a candidate for the Vision Study. Beginning October 1, 1992, DMV will begin a study of persons with a visual acuity of between 20/80 and 20/200 and a horizontal field of vision of at least 100 degrees. The Vision Study will evaluate the role of visual acuity in the safe operation of a motor vehicle.


Enclosed is an information package which consists of: Vision Study Participation Guidelines; Vision Study Application; and a copy of Senate Joint Resolution #3, authorizing DMV to conduct the study.

We encourage you to participate in the Vision Study. To do so, please fill out Sections A and B of the Vision Study Application and have your eye care practitioner fill out Section C and return it to DMV. We will schedule an appointment with you at your convenience.

The results of this study will be presented to the Virginia General Assembly and may result in DMV revising current vision standards. Your test results will be kept confidential and your performance on the exam can in no way be held against you. Your participation in DMV's Vision Study is very important to DMV in accurately measuring vision for safe driving.

Please give us your support in this endeavor.

Sincerely,


Dan Byers
Driver Services Administration

DB/dbm

Vision Study Participation Guidelines



Effective October 1, 1992, the Virginia Department of Motor Vehicles will begin conducting a study of persons with a visual acuity of between 20/80 and 20/200 and a field of vision of at least 100 degrees. The purpose of the Vision Study is to evaluate the role that visual acuity plays in the safe operation of a motor vehicle. DMV is seeking individuals who meet the following criteria to participate in the study:

Screening Criteria

In order to accurately assess the impact of visual acuity on driving performance, study participants will need to meet the following screening criteria:

- 1) The participant must have been previously licensed and must provide the date and state in which the license was issued.
- 2) The participant must provide the results of their most recent eye examination on the enclosed Vision Study Application form and meet the vision criteria outlined below.

Vision Requirements

VISUAL ACUITY	must have 20/80 to 20/200 vision in one or both eyes, corrected or uncorrected.
HORIZONTAL VISION	must be 100 degrees or better.

Vision Study

The Vision Study consists of a three-part test. Participants must successfully complete each part before advancing to the next part. The entire test will take approximately two hours to complete.

- 1) Vision Screening- a vision screening examination will be administered to substantiate visual acuity.
- 2) Screening Evaluation- as a passenger in a DMV vehicle, the participant will be asked by the license examiner to identify objects.
- 3) Skills Test- the participant must provide a vehicle for the on-street skills test. The license examiner will ride as a passenger and instruct the participant on where to drive and what maneuvers to perform.

Results of Study

A summary of the study findings will be presented to DMV's Medical Advisory Board. The Medical Advisory Board will review the report and make recommendations to the 1993 session of the Virginia General Assembly regarding the re-evaluation of vision standards.

For additional information or assistance, please call DMV's Medical Control Unit at (804) 367-6203.

Exhibit C



COMMONWEALTH of VIRGINIA
Department of Motor Vehicles
2300 West Broad Street

DONALD E. WILLIAMS
COMMISSIONER

MAIL ADDRESS
P. O. BOX 17412
RICHMOND, VIRGINIA 23268

October 14, 1992

Dear Dr. _____ :

The Department of Motor Vehicles began conducting a study of previously licensed drivers with a specific visual acuity on October 1, 1992. The purpose of the study is to determine if DMV should revise the visual acuity test portion of the driver's license exam.

The Vision Study will evaluate the role that visual acuity plays in the safe operation of a motor vehicle. We are asking for your help in locating persons who meet the following criteria: 20/80 to 20/200 vision in one or both eyes, corrected or uncorrected; a horizontal field of vision of at least 100 degrees; must have held a valid driver's license in the past.

Please review your patient files and the enclosed package of material. We realize the importance of the confidentiality of your patient files- that is why we're asking you to contact your patients on our behalf. Please forward a copy of one of the enclosed information packets to those patients who meet the above criteria.

The DMV Medical Advisory Board hopes to present the results of the Vision Study to the 1993 General Assembly. The study may change the way DMV measures vision and may allow some of your patients to obtain a driver's license in the future.

Thank you for your assistance with this important study.

Sincerely,

Howard M. McCue, M.D.
Staff Physician

HMM:bbg



VISION STUDY APPLICATION

A. PERSONAL INFORMATION: Please print the following information.

Full Name (Last, First, Middle)			
Social Security #	Date of Birth	Sex	Daytime Telephone
Street Address			
City	State	Zip Code	

B. DRIVING HISTORY: Please answer the questions below.

Have you ever held a driver's license? _____ If so, in what State? _____

Has your driving privilege every been suspended or revoked? _____

If so, why? _____

C. EYE EXAMINATION RESULTS: Please have your eye care practitioner record the results of your last eye examination below.

	RIGHT EYE	LEFT EYE	BOTH EYES
VISUAL ACUITY WITHOUT CORRECTION	20	20	20
VISUAL ACUITY WITH CORRECTION	20	20	20
HORIZONTAL VISION FIELD			
Do you have any visual defects that would affect your ability to operate a motor vehicle? _____			
If yes, please explain _____			

Do you have a specific eye disease? _____ If so, what is the disease _____			

Eye Exam Date		Eye Care Practitioner's Name	
Street Address		City	State Zip Code
Eye Care Practitioner's Signature			

Please return this application to DMV-Medical Control, P. O. Box 27412, Richmond, VA 23269.

Exhibit E

*****PARTICIPANT QUESTIONNAIRE*****
VISION STUDY

How long were you driving before the loss of your driver's license?

Have you had the opportunity to do any driving since the loss of your license?

What was your driving history like before you lost your license?

What impact did your vision have on your driving?

If you were to get your license back, what type of driving (store, church, try to determine distance) would you use your license for?

Under what circumstances would you be comfortable driving at night?

Under what circumstances would you not be comfortable driving at night?

Under what circumstances would you be comfortable driving on the interstate?

Under what circumstances would you not be comfortable driving on the interstate?

Were you referred from an agency? If so, which one?

How did you hear about the study?

What are your thoughts about DMV conducting a study like this?

VISION STUDY - SCREENING EVALUATION

PARTICIPANT'S NAME				SOCIAL SECURITY NUMBER	
DATE OF BIRTH	SEX	DATE	TIME	<input type="checkbox"/> AM <input type="checkbox"/> PM	WEATHER AND LIGHT CONDITIONS
TRAFFIC CONDITIONS		OBSERVER'S NAME		EXAMINER'S NAME	

VEHICLE STATIONARY			
STATIONARY OBJECT	DIST.	TIME	
1.			
2.			
3.			
4.			
MOVING OBJECT	DIST.	TIME	
1.			
2.			
3.			
4.			

VEHICLE MOVING				
STATIONARY OBJECT	SPEED	DIST.	TIME	
1.				
2.				
3.				
4.				
MOVING OBJECT	SPEED	DIST.	TIME	
1.				
2.				
3.				
4.				

GENERAL COMMENTS AND OBSERVATIONS

VISION STUDY/ON-ROAD SKILLS TEST CHECK LIST

PARTICIPANT'S NAME	SOCIAL SECURITY NUMBER
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ON-ROAD TEST RESULTS

	SKILLS		VISION			SKILLS		VISION	
	GOOD	POOR	GOOD	POOR		GOOD	POOR	GOOD	POOR
BACKING	Checks for traffic				PASSING/OVERTAKING	Checks for following/oncoming traffic			
	Checks clearance					Uses mirrors, checks blind spots			
	Looks over shoulder					Signals intentions			
	Backs smoothly, in stright line					Makes sure vehicle is clear			
	Speed control					Cuts back in smoothly, safely			
	Direction control					Speed control			
	COMMENTS					Direction control			
FOLLOWING	Maintains safe distance (3-second rule)				TRAFFIC SIGNS/SIGNALS	Obeyes Signs/Signals			
	Does not impede traffic					Stops behind crosswalks			
	Speed control					Smooth stop and start			
	Direction control					Checks for traffic			
	COMMENTS					Speed control			
					Direction control				
					COMMENTS				

	SKILLS		VISION			SKILLS		VISION	
	GOOD	POOR	GOOD	POOR		GOOD	POOR	GOOD	POOR
STEERING	Maintains proper position in lane				STOPPING	Stops where required (Signs/Signals)			
	Does not lane hop					Stops before entering street			
	Does not straddle line					Stops for pedestrians/school bus			
	Does not get too close to shoulder					Stops behind crosswalk			
	Speed control					Stops smoothly, safely			
	Direction control					Speed control			
	COMMENTS					Direction control			
AWARENESS/ATTENTION	Observes traffic/allows enough time to react				RIGHT-OF-WAY	Yields to pedestrians			
	Follows instructions					Obeyes signs, signals			
	Keeps eyes, attention on road and traffic					Stops behind crosswalks			
	Maintains awareness of traffic conditions					Yields when necessary			
	Observes pedestrians, animals surroundings					Takes right-of-way yielded by others			
	Anticipates changes in traffic patterns					Speed control			
	Speed control					Direction control			
	Direction control					COMMENTS			
COMMENTS									

ON-ROAD TEST RESULTS

		SKILLS		VISION			SKILLS		VISION		
		GOOD	POOR	GOOD	POOR		GOOD	POOR	GOOD	POOR	
INTERSECTIONS	Checks for traffic					RIGHT TURNS	Signals intent to turn				
	Yields right-of-way when necessary						Waits for traffic to clear				
	Stops behind crosswalks						Yields to oncoming traffic, pedestrians				
	Reduces speed on approaching						Makes turn from proper lane				
	Looks both ways before proceeding						Reduces speed when making turn				
	Speed control						Does not make turn too wide				
	Direction control						Does not make turn too short				
	COMMENTS						COMMENTS				
LEFT TURNS	Signals intent to turn					RIGHT TURNS	Signals intent to turn				
	Waits for traffic to clear						Waits for traffic to clear				
	Yields to oncoming traffic, pedestrians						Yields to oncoming traffic, pedestrians				
	Makes turn from proper lane						Makes turn from proper lane				
	Reduces speed when making turn						Reduces speed when making turn				
	Does not make turn too wide						Does not make turn too wide				
	Does not make turn too short						Does not make turn too short				
	Speed control						Speed control				
Direction control					Direction control						
COMMENTS						OVERALL COMMENTS AND OBSERVATIONS					
COMMENTS											
	Slows for merge										
	Checks oncoming traffic										
	Matches speed to traffic										
	Accelerates smoothly										
	Enters proper lane										
	Speed control										
	Direction control										
COMMENTS											

DID THE PARTICIPANT DRIVE ON THE INTERSTATE?

YES NO If yes, how did he/she perform. _____

TERMINATE TEST

Accident

Dangerous action

Serious violation