

Texas Driver Education Classroom and In-car Instruction Model Curriculum

Module Three

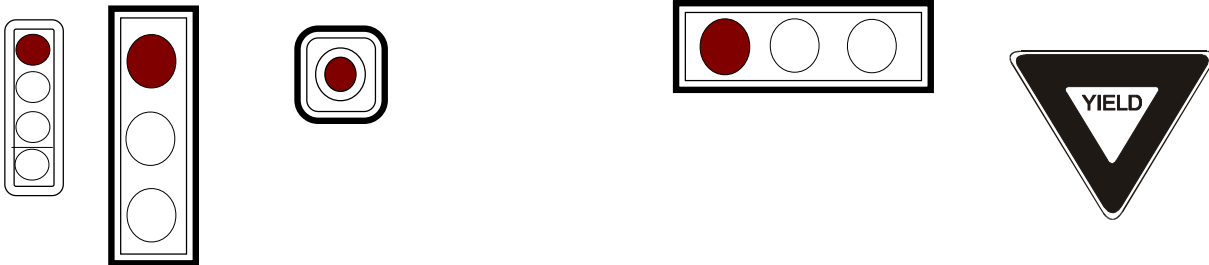
Basic Maneuvering Tasks:

Low Risk Environment

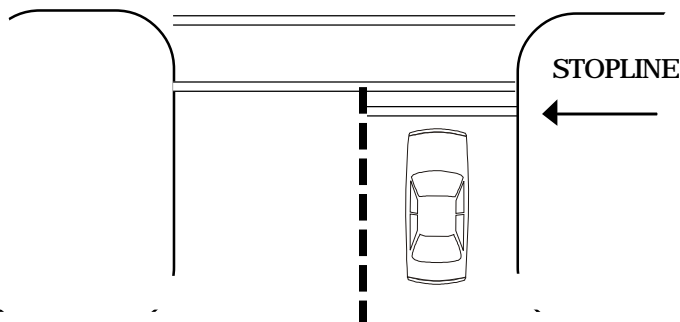
- **BASIC MANEUVERS**
- **VISION AND PERCEPTION**
- **CONTROLLING HIGH RISK SITUATIONS**
- **DEVELOPING GOOD DRIVING HABITS**

FACT SHEETS

TRC §545.151. VEHICLE APPROACHING OR ENTERING INTERSECTION. (a) An operator approaching an intersection: (1) shall stop, yield, and grant immediate use of the intersection in obedience to an official traffic-control device including a stop sign or yield right-of-way sign; and (2) after stopping, may proceed when the intersection can be safely entered without interference or collision with traffic using a different street or roadway. (b) An operator on a single-lane or two-lane street or roadway who approaches an intersection that is not controlled by an official traffic-control device and that is located on a divided highway or on a street or roadway divided into three or more marked traffic lanes: (1) shall stop, yield, and grant immediate use of the intersection to a vehicle on the other street or roadway that is within the intersection or approaching the intersection in such proximity as to be a hazard; and (2) after stopping, may proceed when the intersection can be safely entered without interference or collision with traffic using the paved street or roadway. (c) An operator on an unpaved street or roadway approaching an intersection of a paved street or roadway: (1) shall stop, yield, and grant immediate use of the intersection to a vehicle on the paved street or roadway that is within the intersection or approaching the intersection in such proximity as to be a hazard; and (2) after stopping, may proceed when the intersection can be safely entered without interference or collision with traffic using the paved street or roadway. (d) Except as provided in Subsection (e), an operator approaching an intersection of a street or roadway that is not controlled by an official traffic-control device: (1) shall stop, yield, and grant immediate use of the intersection to a vehicle that has entered the intersection from the operator's right or is approaching the intersection from the operator's right in a proximity that is a hazard; and (2) after stopping, may proceed when the intersection can be safely entered without interference or collision with traffic using a different street or roadway. (e) An operator approaching an intersection of a street or roadway from a street or roadway that terminates at the intersection and that is not controlled by an official traffic-control device or controlled as provided by Subsection (b) or (c): (1) shall stop, yield, and grant immediate use of the intersection to another vehicle that has entered the intersection from the other street or roadway or is approaching the intersection on the other street or roadway in a proximity that is a hazard; and (2) after stopping, may proceed when the intersection can be safely entered without interference or collision with the traffic using the other street or roadway. (f) An operator who is required by this section to stop and yield the right-of-way at an intersection to another vehicle and who is involved in a collision or interferes with other traffic at the intersection to whom right-of-way is to be given is presumed not to have yielded the right-of-way.



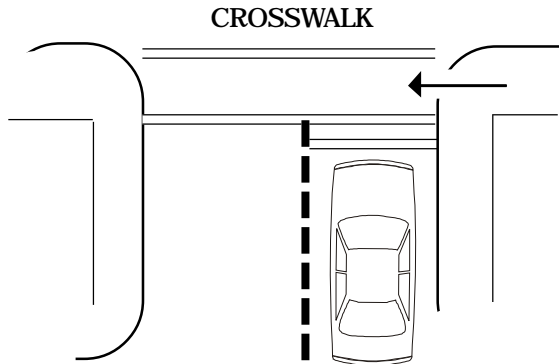
There are at least three places where a driver may be required to stop the vehicle at a given intersection whether going forward or backing up. These are the stop line, behind the crosswalk, or behind the curbline. The following are examples of each of those.



The **stop line** is a heavy white line from the curb to the center of the street or highway, and is at least six inches wide or wider. The stop must be completed with the front bumper (car, truck, etc.) or front wheel (bike, motorcycle) behind the stop line.

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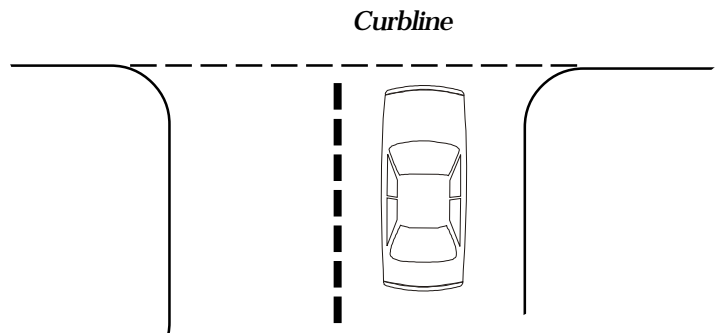
Fact Sheet F-3.1 WHERE TO STOP AT INTERSECTIONS



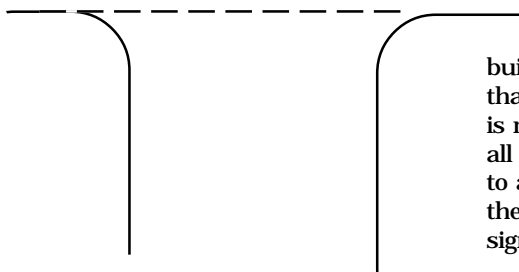
If there is a painted **crosswalk**, the vehicle must stop with the front bumper (car, truck, etc.) or front wheels (bike, motorcycle, etc.) **behind** the nearest crosswalk line.

Sometimes there is a crosswalk **and** a stop line. If there are both, the stop line must be obeyed first. On streets that have sidewalks but no painted crosswalks, remember that the crosswalks are still considered to be there. Handle these situations just as if the crosswalk **were** painted.

If there are no identifying pavement markings, and the sign or traffic control device says stop, the stop must be made with the front bumper (car, truck, etc.) or front wheel (bike, motorcycle, etc.) behind an imaginary line called a curbline, which stretches from curb to curb closest to the driver. If there are no curbs present, then it must be imagined where they would be, and the stop completed at that imaginary curbline. **Remember!** Your vehicle must not slow or impede the flow of traffic.



When backing up it is generally into or out of a driveway or alley. Therefore, the **rear** stops of your car will be at the crosswalk (usually unmarked but determined by the sidewalk or at the curb line).



Sometimes a driver will be leaving a driveway, alley, or building area such as a gas station or drive-in. It is required that the driver stop just as if there were a stop sign. The stop is made behind the sidewalk, and yielding the right-of-way to all persons approaching from either side on the sidewalk and to all approaching traffic is required. When the way is clear, the driver may turn left or right, unless pavement markings or signs prohibit such a maneuver.

Habits are defined as a behavior pattern required as a result of frequent repetition. Due to the frequent repetition and competence of performance, the behavior becomes involuntary. This is the basis of vehicle operation and why procedures are used to perform basic operational tasks. Judgment is defined as the process of forming an evaluation based on identifying situations and comparing risks of performance. While habits are the foundation of vehicle operational skills, judgment is the foundation of decision-making skills. Judgments are formed by the combination of learned responses and positive as well as negative experiences. Habits are formed by performing repetitive procedures in a timely and proficient manner. Driver behavior is based on operational skills combined with decision-making skills influenced by guided experiences. The driver must have consistent practice to form habits and a driving system designed to develop responsive decision-making skills. When good operational skills and good decision-making skills are combined with a courteous attitude, drivers will exhibit competent roadway behaviors.

A well thought-out system to search for problems, evaluate options, and execute decisions based on critical thinking, problem-solving, and knowledge can reduce risk of collisions in most situations. The Texas plan is "SEE IT" (Search, Evaluate, Execute in Texas). The system, or any other system, requires all drivers to drive at a good habit and judgment level. It has been observed that drivers perform at four levels:

- Habit level of awareness with an acceptable performance;
- Judgment level of awareness with an acceptable performance;
- Judgment level of awareness with an unacceptable performance; and
- Habit level of awareness with an unacceptable performance.

Good Driving on a Habit Level

A driver will be an efficient operator of the vehicle if a well-thought-out system for operational tasks based on controls, size, weight, and balance of a motor vehicle within operating spaces is developed. Unfortunately, many drivers never attain this level of driving but assume they are capable because they can efficiently maneuver the vehicle.

Good Driving on a Judgment Level

A well-thought-out system of the action to take based upon the condition of the areas around one's car can make one an efficient and precise user of time and space. Like the professional athlete or driver, one will seem to instinctively know what to do without hesitation and often on a judgment level of awareness. All drivers can learn how to become efficient and precise. The more often the appropriate experiences take place, the more likely a correct response will be initiated with the least amount of evaluation time used for assessment. Driving does not need to rely upon luck, fate, or maneuvering skill.

Fact Sheet
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Fact Sheet F-3.3 LEVELS OF PERFORMANCE

Which of these levels would most likely lead to a crash? You are correct if you said the habit level of awareness with an unacceptable performance; but why is this the most dangerous level? How many drivers may operate on this level and feel that there is nothing wrong with their performance?

Many driver actions are made on a habit level of performance. They could be at fourth level with an unacceptable performance, or they could be at first level with an acceptable level of performance. You may ask, "What is considered an acceptable performance?" That is what procedural tasks are all about. When the driver can manipulate the vehicle within the procedural standards, the acceptable level of habit with acceptable performance is met.

Most driver actions are made on a judgment level of performance. They could be at third level with an unacceptable performance or they could be at second level with an acceptable level of performance. You may ask, again, "What is considered an acceptable performance?" That is what the "SEE IT" is all about! The system gives standards for very specific moments that can be assessed as being either acceptable or not acceptable. That is what levels 2 and 3 are used for; they are the levels at which we learn. In order to learn, it is necessary for us to receive feedback of what we do well or what we do that is not done well.

Getting Feedback for Acceptable/Unacceptable Performances

Use an example of a driver driving into a hillcrest situation or a curvature which creates a **sightline and travel path** area change, at approximately 15 mph over the speed limit with the radio playing loudly, having fun with a few friends. What level of performance feedback did the driver receive? Did the driver **feel anything was wrong?**

We often get acceptable performance feedback for unacceptable performance situations. For the previous situation, what would have happened if a sudden stop was required while coming over the hillcrest? What would have happened to the passengers? The vehicle security should have been improved by the securing of the occupants of the car. The area 1 which was closed due to the sightline problem created by the hillcrest, should have been improved by the proper management of speed.

The driver who is habitually programmed to maintain a set speed or position may not be mentally prepared to make a judgmental adjustment until the potential hazard develops to a point where it cannot be ignored. With a **forced action** created by ignoring the early developments of the situation, the driver is placed into a surprise situation that becomes less controllable and certainly more stressful than it needs to be.

Some of the options available in this hillcrest or curvature situation using the Texas Space Management System are: to alter the intended travel path (lane position), make an adjustment in speed control, or establish some form of communication with others at a time prior to that which would demand an action be taken.

Coping with area changes is rarely difficult when a response is initiated early enough. Failing to recognize the area changes or closures, therefore delaying a corrective response, could place greater stress on the driver and the vehicle, making it more likely to exceed the limitations which could result in a failure.

Suppose a driver does something that the Space Management System and he/she identifies as being unacceptable — that is that person's judgment! That person is cursed with the plague of bad decision making. How can that poor judgment be changed? How long does it take to change habits or judgment? How can that internal resistance to change be overcome? **Practice! Practice! Practice!** In order to become the best driver an individual is capable of becoming, it will take practice. The Texas Space Management System allows a driver to have **meaningful and appropriate practice** which enhances experiences and creates acceptable habits and judgments.

The novice driver will need to understand that two levels of driver performance are intended to be developed. Habit levels of performance are skills and techniques used to perform tasks in sequence without thinking about which to do first. The reason for training procedural tasks is to perform these tasks without thinking about each step as the driver becomes experienced. An example would be starting the car or keeping it in lane position 1. Judgment levels of performance are tasks which need decision-making to change speed and position of the vehicle based on changing circumstances. Developing a driver process or system allows the driver to become efficient in making timely decisions affecting speed and position, and reduces the risk of collision with another vehicle, person, or object.

Good Driving on a Habit Level

A well-thought-out procedure for operational tasks based on controls, size, weight, and balance of a motor vehicle within operating spaces can make an individual an efficient operator of the vehicle. Many drivers only get to this level of driving and assume that they are capable because they can efficiently maneuver the vehicle.

Good Driving on a Judgment Level

A well-thought-out strategy of what action to take based upon the condition of the areas around the car can make a driver an efficient and precise user of time and space. Like the professional athlete or driver, one will seem to instinctively know what to do without hesitation and often on a judgment level of awareness.

All drivers can learn how to become efficient and precise. The more often the appropriate experiences take place, the more likely a correct response will be initiated with the least amount of evaluation time used for assessment.

Driving does not need to rely upon luck, fate or maneuvering skill. A well thought-out plan to watch for problems, evaluate options and act on decisions for modifying speed, position and communication can reduce risk of collision in most situations.

Four Levels of Driver Performance

- Habit level of awareness with an acceptable performance;
- Judgment level of awareness with an acceptable performance;
- Judgment level of awareness with an unacceptable performance; and
- Habit level of awareness with an unacceptable performance.

Discuss the Following Concepts

Which of these levels would most likely lead to a crash? The correct response is the habit level of awareness with a unacceptable performance; but why is this the most dangerous level? How many drivers may operate on this level and feel that there is nothing wrong with their performance?

For more information refer to Mottola, F. R. 1999. "Empower Yourself with Zone Control Driving." Interactive Driving Systems, Inc. Cheshire, CT.

Texas Driver Education Classroom and In-car Instruction Model Curriculum

Module Three

Basic Maneuvering Tasks:

Low Risk Environment

- **PROCEDURAL TASKS**
- **VISION REQUIREMENTS**
- **INTRODUCING “SEE IT” SYSTEM**
- **DEVELOPING GOOD DRIVING HABITS**

WORKSHEETS

W-3.1 Basic Maneuvering Tasks

Name _____

Date _____

List Seven Entering Roadway Tasks

1.

2.

3.

4.

5.

6.

7.

List Seven Moving to the Side/Curb Tasks

1.

2.

3.

4.

5.

6.

7.

List Fifteen Backing Tasks

1.

2.

3.

4.

5.

6.

7.

8.

9.

10.

11.

12.

13.

14.

15.

W-3.2 Introducing Vision Skills

Name _____ Date _____

List the seven vision and perceptual requirements for driving

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.

Explain the type of visual information gained in each visual area

- A. Focus area:
- B. Central (inner fringe) area:
- C. Peripheral (outer fringe) area:

List four visual problems associated with speed

- A.
- B.
- C.
- D.

Explain why a four second following interval is a safer choice than a two second following interval when driving:

W-3.3 SEE IT Driving System

Name _____ Date _____

List what the acronym SEE IT stands for in this driving system

S

E

E

I

T

Explain two of the searching concepts in the SEE IT system

- A. Looking for high risk situations:
- B. Gaining information:

Explain three evaluating concepts in the SEE IT system

- A. Recognizing High Risk Situations:
- B. Preventing High Risk Situations:
- C. Controlling High Risk Situations:

Explain three executing concepts in the SEE IT system

- A. Speed Changes:
- B. Lane Position Changes:
- C. Controlling Space:

List the three basic lane positions and explain their use

- A. Position 1:
- B. Position 2:
- C. Position 3:

W-3.4 Intersection Approach

Name _____ Date _____

Briefly describe what the driver is doing for each performance listed below.

Step 1

Identify Intersection _____

Identify Controls _____

Check Center Rear Area _____

Adjust Speed _____

Adjust Lane Position _____

Step 2

Search Open Frontal Areas _____

Adjust Speed _____

Maintain Lane Position _____

Step 3

Search Closed Frontal Areas _____

Look for Changing Frontal Areas _____

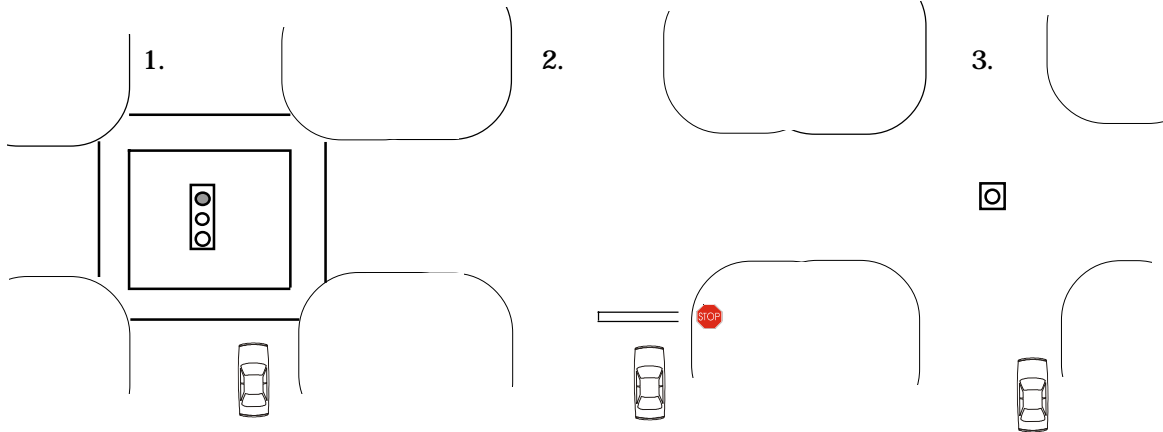
Proceed Through Open Path of Travel _____

W-3.5 Where to Stop at Intersections

Name _____ Date _____

Directions: You are the driver of the white car in each situation. Where would you stop? Write the letter of the correct answer for each situation below:

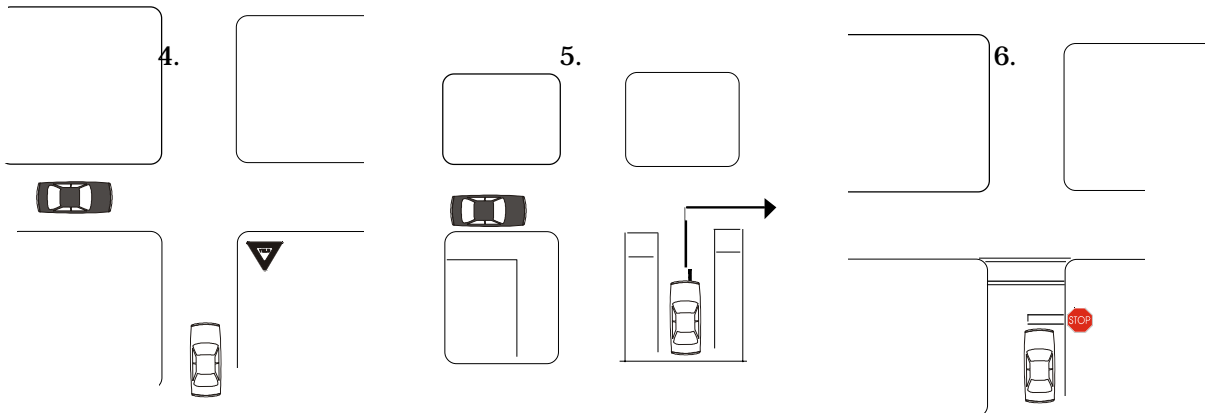
1. ____ 2. ____ 3. ____ 4. ____ 5. ____ 6. ____



- A. Under light
- B. At curb line
- C. Behind crosswalk
- D. At stop line

- A. At stop sign
- B. At curb line
- C. Behind crosswalk
- D. At stop line

- A. Under light
- B. At curb line
- C. Behind crosswalk
- D. At stop line



- A. At yield sign
- B. At curb line
- C. Behind crosswalk
- D. At stop line
- E. You are not required to stop

- A. Sidewalk
- B. At curb line
- C. At light
- D. Both A & B
- E. You are not required to stop

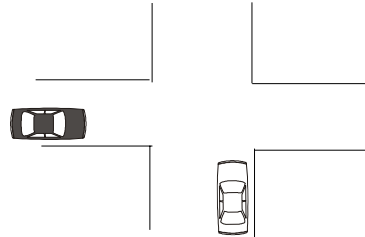
- A. At stop sign
- B. At curb line
- C. Behind crosswalk
- D. At stop line
- E. At B, C, or D

W-3.6 Yielding Right of Way

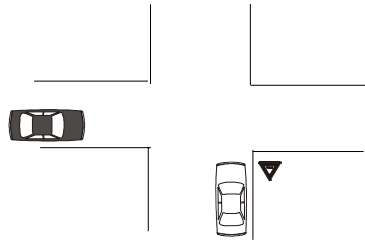
Name _____ Date _____

Directions: Write the color of the highway user's car that should yield the right of way on the line provided and explain why.

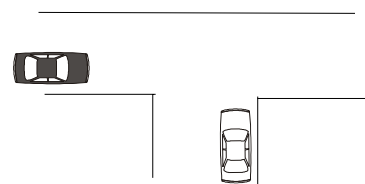
1. Who should yield? _____ Why?



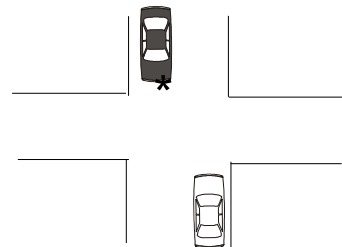
2. Who should yield? _____ Why?



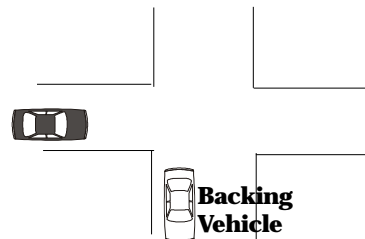
3. Who should yield? _____ Why?



4. Who should yield? _____ Why?



5. Who should yield? _____ Why?



W-3.7 Habit Formation

Name _____ Date _____

What are the three levels of good driving performance

- A.
- B.
- C.

List the four levels of driver performance and behavior

Awareness level	Performance level
A.	
B.	
C.	
D.	

List the top five novice driver errors listed in a crash study for new drivers.

- 1.
- 2.
- 3.
- 4.
- 5.

List fifteen good driving habits to develop.

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.
- 12.
- 13.
- 14.
- 15.

W-3.8 Self-Assessment of Skills

Name _____ Date _____

Off-Set Alley Exercise

- A. Areas in which I was able to perform well were:

- B. Areas in which I felt confused or unable to perform were:

- C. Areas in which I will make additional efforts to perform are:

Tracking Exercise

- A. Areas in which I was able to perform well were:

- B. Areas in which I felt confused or unable to perform were:

- C. Areas in which I will make additional efforts to perform are:

Constant Curvature Exercise

- A. Areas in which I was able to perform well were:

- B. Areas in which I felt confused or unable to perform were:

- C. Areas in which I will make additional efforts to perform are:

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Module Three

Basic Maneuvering Tasks:

Low Risk Environment

- **BASIC MANEUVERS**
- **VISION AND PERCEPTION**
- **CONTROLLING HIGH RISK SITUATIONS**
- **DEVELOPING GOOD DRIVING HABITS**

EVALUATIONS AND ASSESSMENTS

MA 3.1 Multiple Choice Questions

1. Which of the following steering is correct when backing?
 - A. Steer in the same direction you want to move the car.
 - B. Steer right on the wheel to make your car go left.
 - C. Steer in opposite direction you want the back of the car to go.
 - D. Turn your wheel twice as much.

2. After starting the engine, but before shifting into drive you should
 - A. shift from NEUTRAL to PARK.
 - B. release the parking brake.
 - C. keep your foot on the brake pedal.
 - D. pump the accelerator several times.

3. What is the chief reason you should know the shape and color of each of the five main shapes of traffic signs?
 - A. To recognize the meaning to pass your driver licensing test.
 - B. To recognize the sign at night or under other conditions.
 - C. To recognize the signs easily as you pass them.
 - D. To recognize the meaning before you are close enough to read them.

4. Right-of-way laws are written
 - A. as guidelines for determining legal fault.
 - B. in terms of who has the right-of-way.
 - C. in terms of who must yield the right-of-way.
 - D. to allow one driver automatically to go ahead.

5. You should begin a right turn at an intersection
 - A. where the curb begins to turn.
 - B. when sightline and travel path area is open.
 - C. when the rear wheels are even with the curb.
 - D. not important where you begin the turn.

6. A pennant-shaped sign means
 - A. no passing zone.
 - B. school crossing.
 - C. do not enter.
 - D. yield.

7. What is the primary meaning of a broken white center line on a street?
 - A. A one way traffic flow.
 - B. A 2-lane and 2-way street.
 - C. No lane change permitted.
 - D. Passing zone ahead.

Evaluation and Assessment

8. Which of the following should be avoided when you are in doubt about whether or not the engine is running?
- A. Check the generator light.
 - B. Engage the starter switch.
 - C. Push down the gas pedal.
 - D. Listen for engine noise.
9. What does a round yellow sign mean?
- A. Hospital zone ahead.
 - B. Warning zone ahead.
 - C. Rough road ahead.
 - D. Train crossing ahead.
10. Passing is allowed on a two-lane, two-way road marked with
- A. a broken yellow line.
 - B. a broken white line.
 - C. a solid yellow line.
 - D. double solid yellow lines.
11. When should you release the parking brake?
- A. Just prior to moving from parked position or curb.
 - B. After the engine is started but before shifting to DRIVE or REVERSE.
 - C. After starting the engine and shifting to proper gear.
 - D. Before adjusting the seat and fastening your seat belt.
12. Which is the best position to take when waiting to make an unprotected left turn in heavy traffic?
- A. Remain standing behind the crosswalk.
 - B. Your position depends on weather conditions.
 - C. Wheels pointed left while part way into intersection.
 - D. Car wheels straight while close to the intersection.
13. What is a meaning of a red 'X' above a lane?
- A. This lane is closed.
 - B. Pedestrians must not walk.
 - C. A stop sign is ahead.
 - D. A railroad crossing is ahead.

14. Which line is used to mark the outer edge of a road?
- A. Broken yellow line.
 - B. Broken white line.
 - C. Solid yellow line.
 - D. Solid white line.
15. Which question should a driver answer first when coming to an intersection?
- A. Where does the cross street intersect?
 - B. Where should I begin to brake?
 - C. Are there any traffic controls?
 - D. How good is sight distance at the sides?
16. Which of the following should be the first step when starting any car with an automatic transmission?
- A. Check oil pressure.
 - B. Put selector in DRIVE position.
 - C. Set the parking brake.
 - D. Release the parking brake.
17. What must you do at a flashing red light?
- A. Slow down and proceed with caution.
 - B. Be ready for traffic light ahead.
 - C. Stop and wait until light stops flashing.
 - D. Stop and proceed only when clear.
18. Why should you adjust the mirrors after you have adjusted the seat?
- A. Changing the seat position usually requires mirror adjustment.
 - B. Adjusting the seat may cause mirrors to vibrate out of position.
 - C. It does not matter which is done first.
 - D. It will be easier to reach the mirrors.
19. Before moving a car in reverse (R), safe drivers
- A. Avoid use of the left foot on the brake pedal.
 - B. Straighten the front wheels to prevent side movement.
 - C. Shift into reverse (R) after the parking brake is released.
 - D. Check to see that the area behind the vehicle is clear.
20. After you have stopped at the curb to park your car, the last of these things you should do is
- A. Shift to park (P).
 - B. Set parking brake.
 - C. Turn off radio and lights.
 - D. Remove key from ignition switch.

21. The two colors that are used for recreation and motorist services are
- A. blue and brown.
 - B. red and green.
 - C. brown and black.
 - D. green and blue.
22. If you are backing and want the rear of the vehicle to go left, turn the
- A. top of the steering wheel to the right.
 - B. bottom of the steering wheel to the left.
 - C. top of the steering wheel to the left.
 - D. left side of the steering wheel to the right.
23. How can the general meaning of a traffic sign first be identified?
- A. Location
 - B. Color
 - C. Shape
 - D. Size
24. SEE is an acronym for the following driving process
- A. Searching for changes.
 - B. Evaluating open and closed paths of travel.
 - C. Executing in an appropriate manner.
 - D. All of the above.
25. The response to a flashing red light is the same as to a
- A. red arrow pointing upward.
 - B. steady red light.
 - C. stop sign with no other controls.
 - D. yield sign and flashing yellow light.
26. When an officer holds the palm of his hand toward you, what does he mean?
- A. Slow down.
 - B. You are next.
 - C. You may turn but not go straight.
 - D. Stop.
27. You see a sign on which there is a red circle with a red line going from left to right across the circle. What does this mean?
- A. Caution must be taken in making the maneuver shown on the sign.
 - B. Drivers may not make the maneuver shown on the sign.
 - C. One should avoid the hazard shown on the sign.
 - D. Drivers making maneuver shown on the sign.

28. A double yellow line down the center of a two-way street indicates.

- A. no passing in either direction.
- B. the roadway is on a hill.
- C. two-way left turn lane.
- D. no turns except at intersections.

29. When two vehicles arrive at an uncontrolled intersection from different streets,

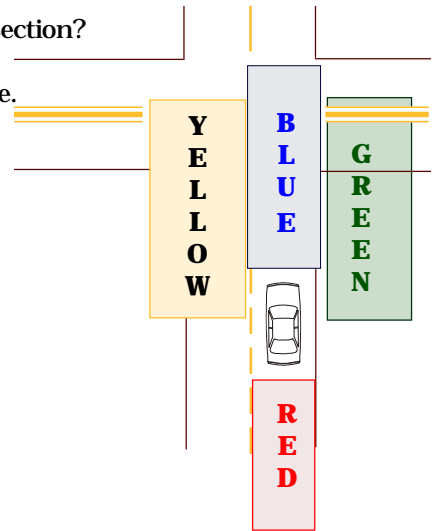
- A. driver on the right shall yield to the vehicle on the left.
- B. driver on the left shall yield to the vehicle on the right.
- C. both vehicles must stop.
- D. neither vehicle must stop.

30. You are the first in line when the light turns green. What should you do before you begin to move ahead?

- A. Clear areas to the rear.
- B. Check both left and right for openings.
- C. Check the blind spots for vehicle.
- D. Clear areas to the front, left and right.

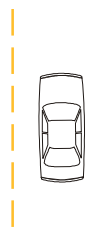
31. What is the best way to check for openings at an uncontrolled intersection?

- A. A longer look at the yellow side and a quick look to the green side.
- B. One long look in each direction.
- C. Clear the open areas in yellow, blue or green; then, the closed areas in yellow, blue or green.
- D. Look to the yellow side, then the green side, then quick looks in both directions on entry.



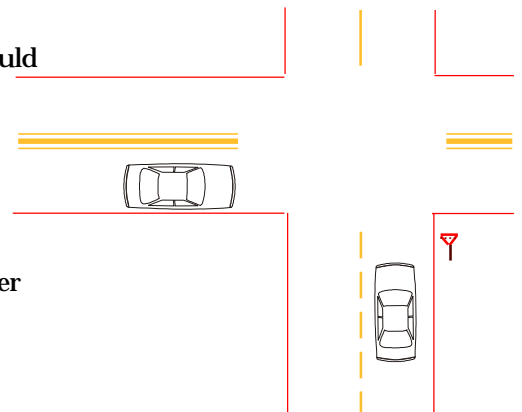
32. Which standard lane position is illustrated here?

- A. Lane position 4.
- B. Lane position 3.
- C. Lane position 2.
- D. Lane position 1.



33. Whenever you approach a yield sign at an intersection, you should

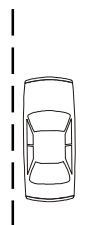
- A. stop if you are going straight ahead.
- B. allow oncoming cars the right-of-way.
- C. stop if vehicles are approaching the intersection.
- D. react as if it were a warning sign.



34. You are planning to cross or turn at an intersection. Do not enter

- A. without signalling your direction of travel.
- B. without taking time to stop, look, and listen.
- C. if the traffic signal is stale green.
- D. unless complete passage through is available.

35. The three major groups of traffic signs are
- Hazard, regulatory, and construction.
 - Warning, regulatory, and restrictive.
 - Route markers, warning, and services.
 - Regulatory, warning, and guide.
36. In order to maintain a four second following time, a driver must adjust
- speed and position constantly.
 - speed as needed.
 - position as needed.
 - to four car lengths behind vehicle.
37. What is the last thing a driver should do just before entering traffic from the curb?
- Check side view and rear view mirrors.
 - Release the parking brake.
 - Check the side mirror blind area.
 - Shift selector to Drive.
38. The purpose of a diamond-shaped yellow or lime yellow sign with black markings is to
- remind drivers of intersections.
 - warn of hazards ahead.
 - provide route information.
 - indicate a lower speed limit.
39. Where should you look when you are backing in a straight line?
- Continuously to the target area and reference point, unless stopped.
 - In the inside mirror, using a target, until stopped.
 - To the rear with occasional glances forward.
 - Straight ahead and move very slowly.
40. If, while driving, you decide the seat needs to be readjusted,
- remove your foot from accelerator and make the adjustment.
 - place one foot on the brake as you adjust the seat.
 - pull off the road, stop the car, and then adjust the seat.
 - steer with one hand and adjust with the other.
41. Which lane position is illustrated here?
- Lane position 4.
 - Lane position 3.
 - Lane position 2.
 - Lane position 1.



MA-3.1 Answer Sheet

Name: _____

Date: _____

Score: _____

1. _____

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41. _____

MA-3.1 Answer Key

- | | | | | | |
|-----|---|-----|---|-----|---|
| 1. | A | 18. | A | 35. | D |
| 2. | C | 19. | D | 36. | B |
| 3. | D | 20. | D | 37. | C |
| 4. | C | 21. | A | 38. | B |
| 5. | B | 22. | C | 39. | A |
| 6. | A | 23. | C | 40. | C |
| 7. | A | 24. | D | 41. | C |
| 8. | B | 25. | C | | |
| 9. | D | 26. | D | | |
| 10. | A | 27. | B | | |
| 11. | C | 28. | A | | |
| 12. | D | 29. | B | | |
| 13. | A | 30. | D | | |
| 14. | D | 31. | C | | |
| 15. | C | 32. | B | | |
| 16. | C | 33. | C | | |
| 17. | D | 34. | D | | |

Texas Driver Education Classroom and In-car Instruction Model Curriculum

Module Three

Basic Maneuvering Tasks:

Low Risk Environment

- **BASIC MANEUVERS**
- **VISION AND PERCEPTION**
- **CONTROLLING HIGH RISK SITUATIONS**
- **DEVELOPING GOOD DRIVING HABITS**

CLASS LESSON PLAN FORMATS

GRADE: **HS** MODULE: **THREE** TOPIC:
TOPIC ACTIVITIES

TOPIC RESOURCES

Knowledge and Skills

The Student is expected to:

The Instructor:



Module Three. Basic Maneuvering Tasks: Low Risk Environment. The student develops and applies tasks for performing basic driving maneuvers, understands how driving information is gained visually, gains basic information about the Texas driving system, and understands and applies habits that become a critical part of the driving task.

LESSON CONTENT (Instructor Support Information)

Texas Essential Knowledge and Skills: § 110.42. English I (b) (4) The student uses writing as a tool for learning. (B) to discover, organize, and support what is known and what needs to be learned. (14) The student listens attentively for a variety of purposes. (A) focus attention on speaker's message.



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TRANSPARENCIES