

XXXVI

EMERGENCY DRIVING SKILLS, PART IV  
PREDICTING HAZARDS AND DECIDING UPON ACTION

ABSTRACT

This self-instructional unit is designed to present operators of emergency vehicles with information needed both to predict potentially dangerous driving situations as well as to decide upon the proper course of action. It also includes information on the probability and consequences of collisions.

BEHAVIORAL OBJECTIVES

Upon completion of this course the student will be able to:

- Identify the procedures for predicting the probability of hazards.
- Identify the concept of "minimizing" a single hazard.
- Identify the concept of "separating" two or more hazards.
- Identify the concept of "compromising" in real-world driving situations.

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## Self-Instructional Unit 36

### EMERGENCY DRIVING SKILLS - IV

#### I. PREDICTING HAZARDS

##### A. Introduction

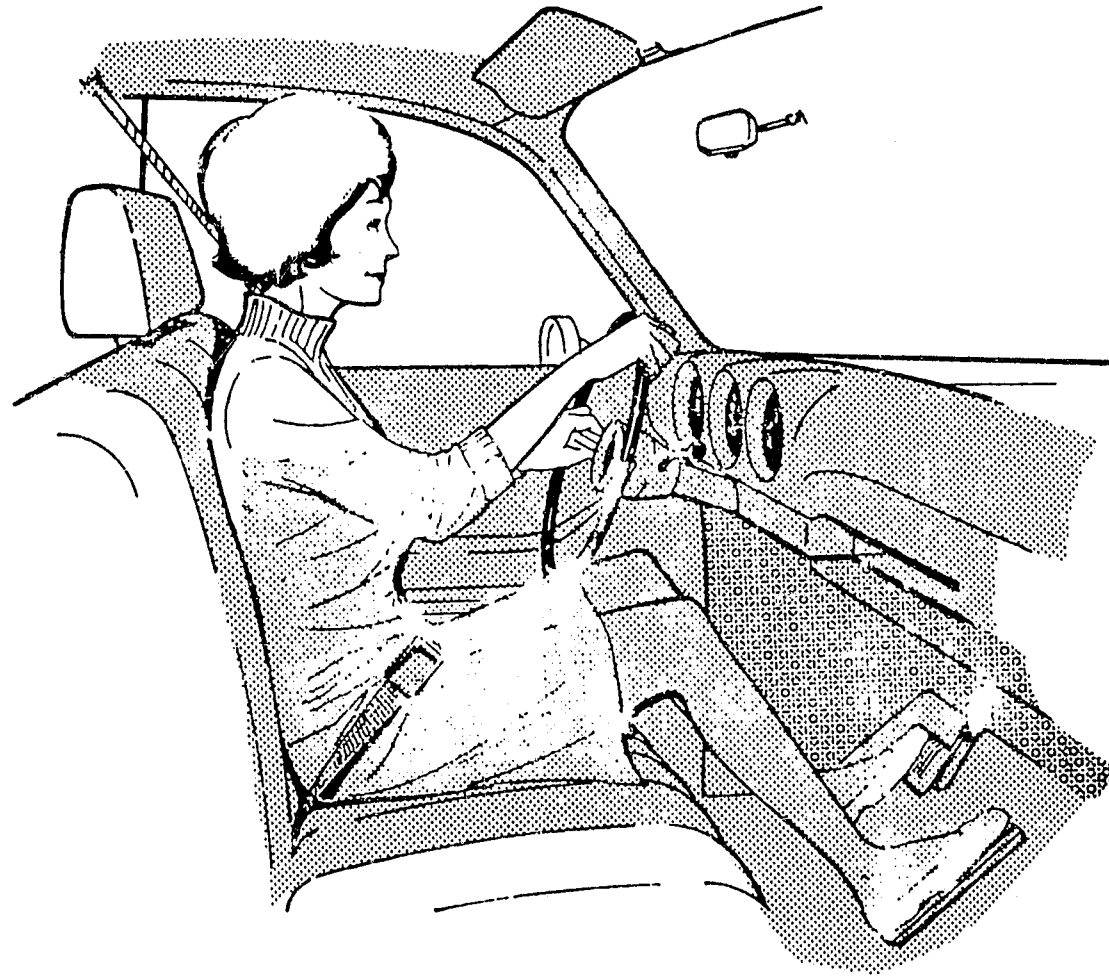
Up to this point, the I.P.D.E. System has dealt with the identification phase of the I-P-D-E sequence. During the identification phase, you should master techniques for establishing a projected path of travel, be able to identify hazards on the basis of their collision and closing potential, and be able to take into consideration those factors that can give a driver an advantage and those that can put him at a disadvantage.

Up to this point you have only been asked to IDENTIFY. Now a final characteristic of hazards must be considered. Not only must you identify the collision and closing potential of a hazard, but you must PREDICT the probability of the hazard closing (see Figure 36-1). With this concept in mind, you should consider the question, "Will it (the hazard) create a conflict by closing?" as representing a gross oversimplification. For example, one hazard can create a conflict simply by encouraging another hazard to close on your vehicle.

Hazards which you as a driver may encounter have a different level of risk depending on the collision consequences that it could generate (truck vs. VW), the rate at which it can close (car vs. bicycle), and

After You Identify A Hazard, You Must PREDICT:

**WILL IT CREATE A CONFLICT BY CLOSING?**



the probability that the hazard will actually close (the approaching drunk vs. sober driver). Once you have identified the collision and closing potential of a hazard and predicted the probability of its closing, then the hazard can be rated in terms of criticality. (See Figure 36-2.)

One further point needs emphasis. You should always assume that a hazard will close, even though the probability of such an occurrence is relatively low. If the assumption is made that a hazard won't close (the truck will not stop) and the hazard does in fact close (the truck does stop), then you are certain to be placed in jeopardy. You must completely reestablish your thinking and hope that you have enough time to avoid trouble.

Once you become proficient in the identify-predict phases, you should be able to anticipate where and when you will be challenged by hazards. Once you add decision-making abilities to this sequence, you should be able to determine where and when the challenge will come from and be prepared for it in advance.

# Criticality Of A Hazard

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graph TD; A[Criticality Of A Hazard] --- B[COLLISION POTENTIAL]; A --- C[CLOSING POTENTIAL]; A --- D[PROBABILITY OF CLOSING]
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**COLLISION  
POTENTIAL**

**CLOSING  
POTENTIAL**

**PROBABILITY  
OF CLOSING**

## B. Potential for Danger

As discussed in the previous unit (#35), hazards can be classified primarily according to either their collision or closing potential.

### 1. Closing Movements

A closing movement can be considered any action or maneuvering of your emergency vehicle which may increase the potential danger of a collision. All closing movements, therefore, are potentially hazardous and care should be taken to minimize their results. Consideration should be given to the following closing movements which have a high potential for danger to your emergency vehicle.

#### a. Closing Upon a Lead Vehicle

Too rapid a closing upon a vehicle may create a situation in which you may be unable to pass or steer around it safely. If you are being tailgated, rapid deceleration can also create a strong potential for danger.

#### b. Vehicle(s) Pulling Into Your Path

Without much warning a vehicle may enter your path of travel from a driveway, an intersection, and a parked position.

c. Vehicles In a Passing Maneuver

Other vehicles can create either a head-on collision or a sideswipe potential. An approaching vehicle may pull out to pass the vehicle in front and not be able to pull back in time to avoid a head-on collision. A passing vehicle may pull in too soon into the lane in front of you causing a sideswipe of your vehicle. These situations presume a non-emergency situation since otherwise the likelihood of a vehicle passing your vehicle in an emergency situation with either lights flashing or siren sounding is remote, although not impossible.

d. Pedestrians Or Animals On the Roadway

Unanticipated movement of either pedestrians or animals onto the roadway presents a common potential for danger to the emergency vehicle. Even with warning devices operating, there is an ever-present danger of elderly or deaf persons of stepping into the path of your emergency vehicle. Such incidents may easily cause you to lose control over the vehicle.

e. Off-roadway Hazards

Various off-the-road hazards may contribute significantly to the potential for danger to your emergency vehicle. Trees or bushes, for example, which protrude far out onto the roadway may hamper your clear vision of an intersection or a driveway.

### C. Probability and Consequences of Collisions

Probability refers to the chances of a collision occurring and consequences refers to the results of a potential collision. These two concepts should be considered together since in reality they are two closely related aspects of the driving task. Consider the following example: On your right you are passing a fence bordering a field in which a farmer is driving a large tractor. The tractor is moving towards the fence in the direction of your vehicle. Also in the field are several young men on motorbikes practicing jumps and also moving in the direction of the fence along which you are driving.

Although the consequences of colliding with the large tractor are obviously great, the probability that the tractor would jump or crash through the fence are minimal. On the other hand, while the consequences of colliding with the motorbike may be less severe, the probability is greater.

Judgments regarding the probability and consequences of a collision are ever-present to the operator of an emergency vehicle. When faced with the need to make a decision in the face of potentially hazardous driving situation, that is, when the probability of collision is extremely high no matter which alternative is chosen, the situation involving the less severe consequences should be selected. In such instances when the potential for danger is absolute, you should try to avoid that collision which will incur the greatest degree of harm



to yourself and others. In many cases the choice may depend upon the fewer number of personal injuries which are likely to occur as a result of a particular decision. Real-world situations involve driving with multiple hazards at the same time. Hence, the emergency vehicle operator must become skilled at decision-making in the face of this reality.

TO CHECK YOUR PROGRESS PLEASE ANSWER THE FOLLOWING QUESTIONS.

Directions: Using your response sheet, circle the letter of the item which most correctly completes the following statements.

1. Hazards which you as a driver may encounter have a different level of risk depending on:
  - a. the collision consequences it could generate
  - b. the rate at which it can close
  - c. the probability that the hazard will not close
  - d. all of the above
  - e. a and c only
  - f. a and b only
  
2. Closing upon a lead vehicle can:
  - a. create a head-on collision
  - b. create a situation in which you may be unable to pass or steer around safely
  - c. both of the above
  - d. neither of the above
  
3. Off road hazards:
  - a. may contribute significantly to the potential for danger
  - b. may hamper your vision of an intersection or driveway
  - c. both of the above
  - d. neither of the above

4. Probability of collision refers to the:
  - a. results of potential collision
  - b. chances of a collision occurring
  - c. both of the above
  - d. neither of the above
  
5. When the probability of collision is very high you should select the alternative with:
  - a. the less severe consequences
  - b. the fewer number of personal injuries
  - c. both of the above
  - d. neither of the above

PLEASE CHECK YOUR RESPONSES WITH THE KEY ON PAGE 31 AND REVIEW THOSE ITEMS YOU MISSED BEFORE PROCEEDING.

#### D. Typical Driving Situations

There are many so-called typical driving situations which seem to offer greater potential for danger and also make greater demands upon the decision-making ability of the emergency vehicle operator.

##### 1. The Expressway

Expressways frequently assist the task of the operator by providing a rapid access to and from the emergency site. Depending on the traffic flow, however, expressways can contribute to the potential danger. Vehicles commonly accustomed to moving at the maximum speed and beyond, frequently do not appear to adjust quickly to the presence of a fast-moving emergency vehicle.

The problem is compounded during rush-hour traffic, holiday traffic, sports events traffic and the like. Traffic jams under these conditions increase the potential danger for operators, since drivers may be highly irritated, confused, and impatient. The probability of deviant driver reaction under such circumstances is greatly increased.

## 2. Intersections

Intersections, whether one-way or four-way stops, present the greatest potential for danger to the emergency vehicle operator. The tendency for many operators under emotional stress is to proceed through intersections with little or no reduction in speed. Recalling the related concepts of probability and consequences, however, it should be obvious that both conditions are present under such circumstances, i.e., the high probability of another vehicle, motorcyclist, pedestrian, or animal entering the intersection and the enormity of the consequences as they affect the loss of life and property. It is for this reason that many jurisdictions prohibit emergency vehicles from moving through intersections without either a radical reduction in speed or, in some cases, stopping altogether before proceeding.

### 3. Left Turns

Turning left, whether from a one-way, two-way, or dual lane road presents a certain degree of potential danger for the operator of an emergency vehicle. The probability is strong that oncoming traffic in the opposite lane or cross-over traffic in the intersection will normally respond to the warning devices of the emergency vehicle and allow it to proceed. Nevertheless, the probability does exist that one or other drivers may not respond to the warning devices for reasons stated earlier, such as driver confusion, fear, old age, hearing impairment, nervousness, emotional instability, etc. Since the consequences of a potential collision under such circumstances are severe, it becomes imperative for the operator to exercise the utmost caution.

#### 4. Exit Ramps

Exit ramps, especially off expressways, are a major cause of accidents under normal driving conditions. The basic reason is that most frequently the driver must yield to traffic while at the same time attempting to enter the traffic flow. Commonly rear-end collisions occur as a result of drivers who are more concerned with the traffic flow and fail to notice the driver in front of them. For the emergency vehicle exiting from ramps, warning devices are important and necessary for safety.

TO CHECK YOUR PROGRESS PLEASE ANSWER THE FOLLOWING QUESTIONS.

Directions: Using your response sheet, circle the letter of the typical driving situation in Column II which best corresponds to that element of the Highway Traffic System in Column I.

Use each letter only once.

Column I	Column II
6. The Expressway	a. Probability exists that driver may not respond to warning signals
7. Intersections	b. Need to yield to traffic while at the same time attempting to enter traffic flow
8. Left Turns	c. Need to rapidly increase the speed of your vehicle
9. Exit Ramps	d. Present the greatest potential for danger
	e. Potential for danger caused by rush-hour traffic

PLEASE CHECK YOUR RESPONSES WITH THE KEY ON PAGE 31 AND REVIEW THOSE ITEMS YOU MISSED BEFORE PROCEEDING.



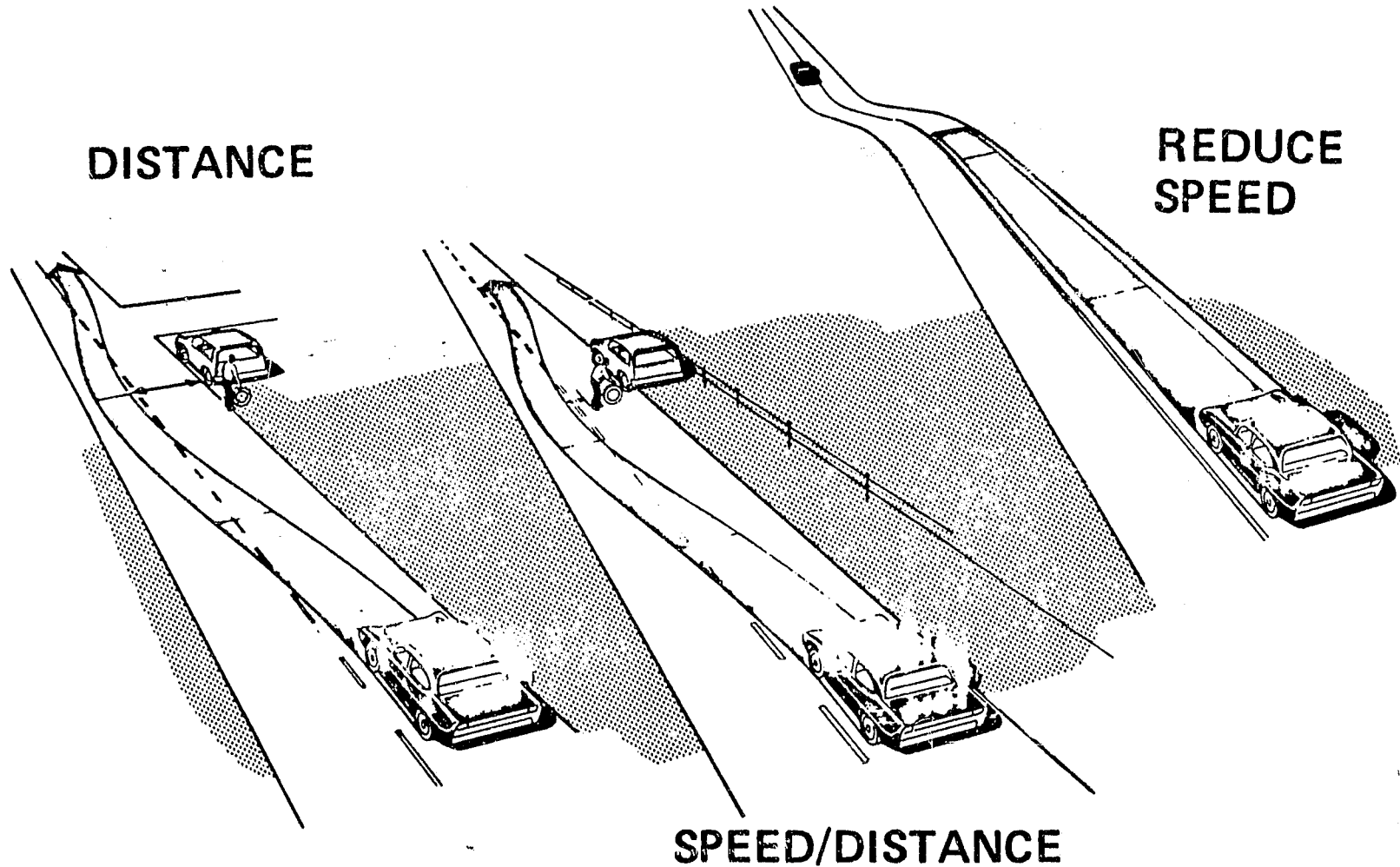
## II. DECISION-MAKING

### A. Minimize Single Hazard -Use of Time, Distance and Speed

The decide phase of the I-P-D-E sequence can be broken into three parts. The first part involves the manner in which the driver uses time-distance-speed relationships to deal with a single hazard. While driving decisions of this nature are somewhat infrequent (a driver reacting to only one hazard), the example does provide a means to better clarify the working relationships between time, distance, and speed, and how they affect one another. The illustration on the left side of Figure 36-3 shows a driver approaching a motorist who is changing a tire. Since the person changing the tire is off the road to the right and is rolling the spare tire to the right, the driver has assessed this hazard as having a "moderate" criticality. Since there is no oncoming traffic, the driver responds to this hazard by changing lanes to the left, while maintaining his speed. The decision was to minimize the hazard through the effective use of distance. Keep in mind that by using this distance (the lane change to the left) at the established speed, the driver has provided himself with more time to react to any unexpected change in behavior of the motorist changing the tire.

In the center illustration, the situation is almost the same, except that the same hazard is more critical (the driver must project his path of travel closer to the motorist in trouble). Since the

# MINIMIZE One Hazard By Using:



driver cannot establish the distance he would like between his projected path of travel and the motorist, he reduces his speed in combination with the lane change to the left. What the driver has to give up in time to react resulting from the narrow passing distance, he compensated for through an appropriate choice (reduction) of speed.

In the illustration to the right; the driver is confronted with a different type of hazard. He is approaching a hill and his line of sight is cut off at the crest. Since he cannot see the car coming toward him, he cannot estimate what distance he will be able to use to minimize hazards on the far side of the hill. When confronted with possible hidden hazards, a driver must use a reduction of speed as a means of minimizing. Effective use of distance can also be used to some degree in minimizing hidden hazards. If the driver is approaching a hidden drive on the right, he may want to maneuver his vehicle slightly left if conditions permit.

The three illustrations in Figure 36-3 deal with stationary hazards in relation to the driver's vehicle, or oncoming hazards that the driver decides to pass without stopping.

Another aspect of the minimize concept deals with hazards that the driver must stop for, or hazards that are moving with the driver's vehicle. In these cases, the rate at which the driver changes his speed will determine the distance that he is able to maintain from these hazards.

In Figure 34-3 , the immediate path of travel was illustrated. In the braking example, the driver must respond to the fixed hazard at a given point in time by reducing speed. The end result of that deceleration allowed the driver to minimize the fixed hazard with distance.

The same principle of using acceleration or deceleration to gain distance works with hazards that are moving with the driver's vehicle. In order for a driver to adjust his following distance, or to control the distance at which a driver to the rear is following, or to adjust the gap that he needs to merge or exit from an expressway, or to avoid driving beside a vehicle on a multiple-lane expressway, he must use acceleration or deceleration to gain distance.

The overall principle to keep in mind when applying the minimize concept is to maintain distance either through the effective use of distance and/or through an appropriate choice of speed.

## B. Separating Multiple Hazards

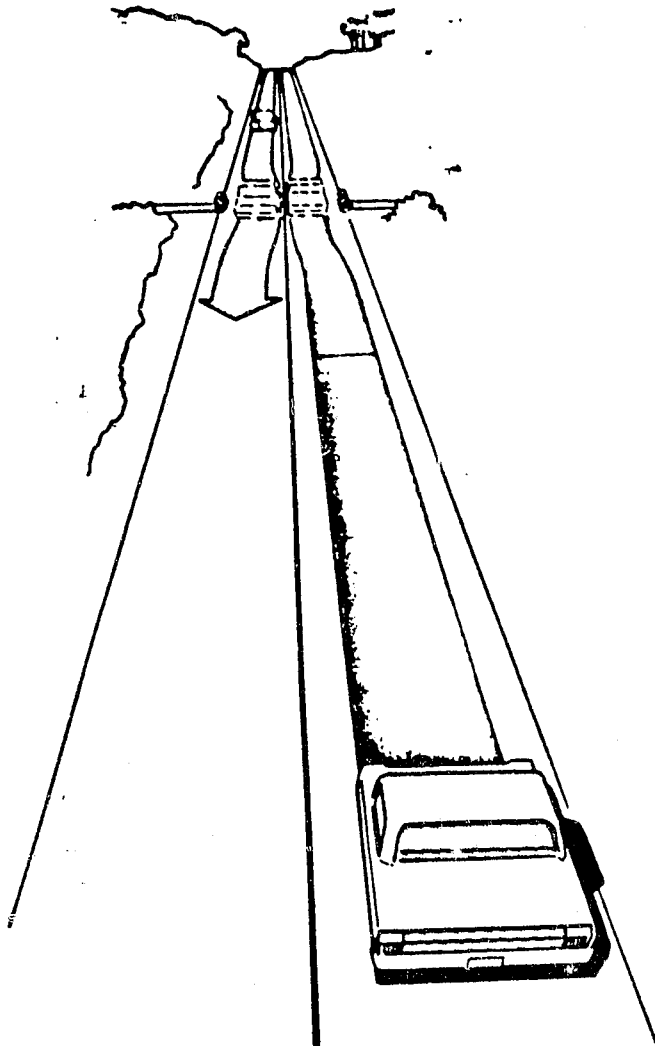
The second part of the decide phase in the I-P-D-E sequence requires the driver to decide on an appropriate speed in relation to more than one hazard. This speed adjustment enables the driver to encounter two or more hazards while the hazards are separated.

Figure 36-4 illustrated a common situation where this type of speed adjustment would be appropriate. In the illustration on the left, the driver maintains his speed and meets the oncoming car on the bridge. The bridge represents an object or obstruction and/or an area of limited space. (Note close proximity of vehicle silhouettes at bridge. Fixed objects close to the edge of the road tend to cause drivers to adjust lane position toward the center of the roadway.)

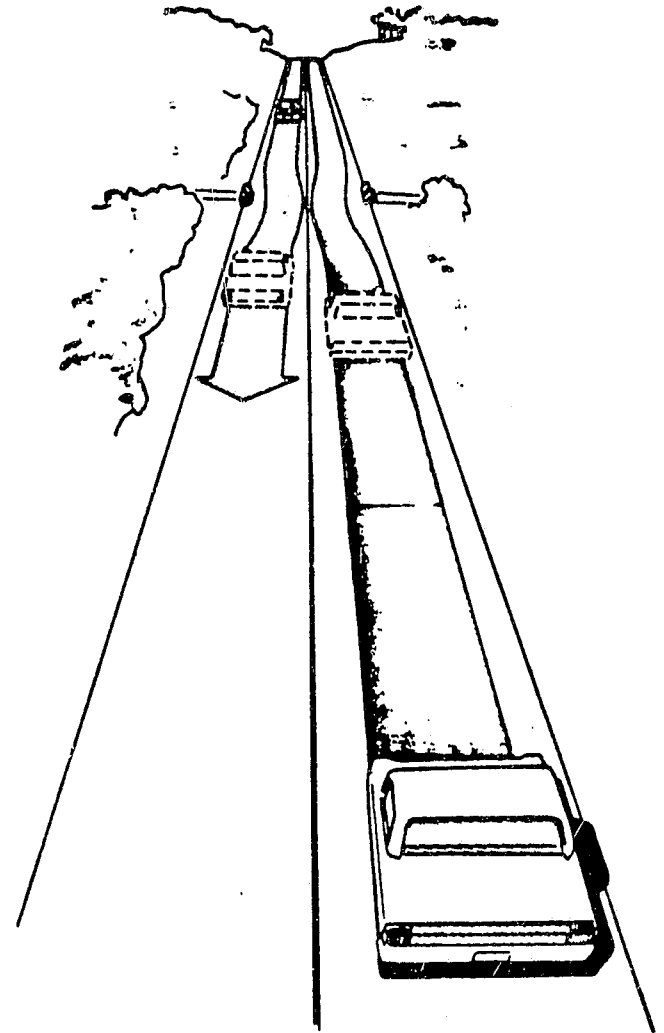
In the illustration on the right, the driver decides to reduce his speed, allowing the hazards (the oncoming car and the obstruction created by the bridge) to separate. He is now in a position to minimize the hazard of the oncoming car when he meets it and minimize the hazard of the bridge when he gets to that point.

The key to separation lies in the difference between the rates at which hazards close upon your vehicle. In this illustration, the oncoming car has a closing rate that is markedly different from the bridge in relation to your vehicle. One can allow a pedestrian and a moving car to separate, the same is true of a car approaching from the left while a car is passing you. Almost any fixed object and a moving hazard can be allowed to separate.

# Moving Hazards Can SEPARATE



**IF YOU MAINTAIN SPEED**



**IF YOU CHANGE SPEED**

Another aspect of the "separate" concept acts in the reverse of allowing hazards to separate from themselves. In this case, the driver increases his speed so as to encounter one hazard before it closes on another hazard (while they are still separated). A driver may be traveling beside another vehicle on an expressway or four-lane highway. By increasing his speed slightly, he can pull ahead of that vehicle. By pulling ahead before encountering a merge situation where a third vehicle might enter the roadway, the conflict potential of that situation is reduced. Caution should be used when presenting this aspect of the separate concept. When a driver increases his speed to insure encountering hazards at different points in time, he automatically lowers his ability to minimize each individual hazard. The rule is, if you can't minimize hazards effectively after increasing your speed to separate, then do not use an increase of speed to separate.

### C. Compromising in Real-World Driving Situations

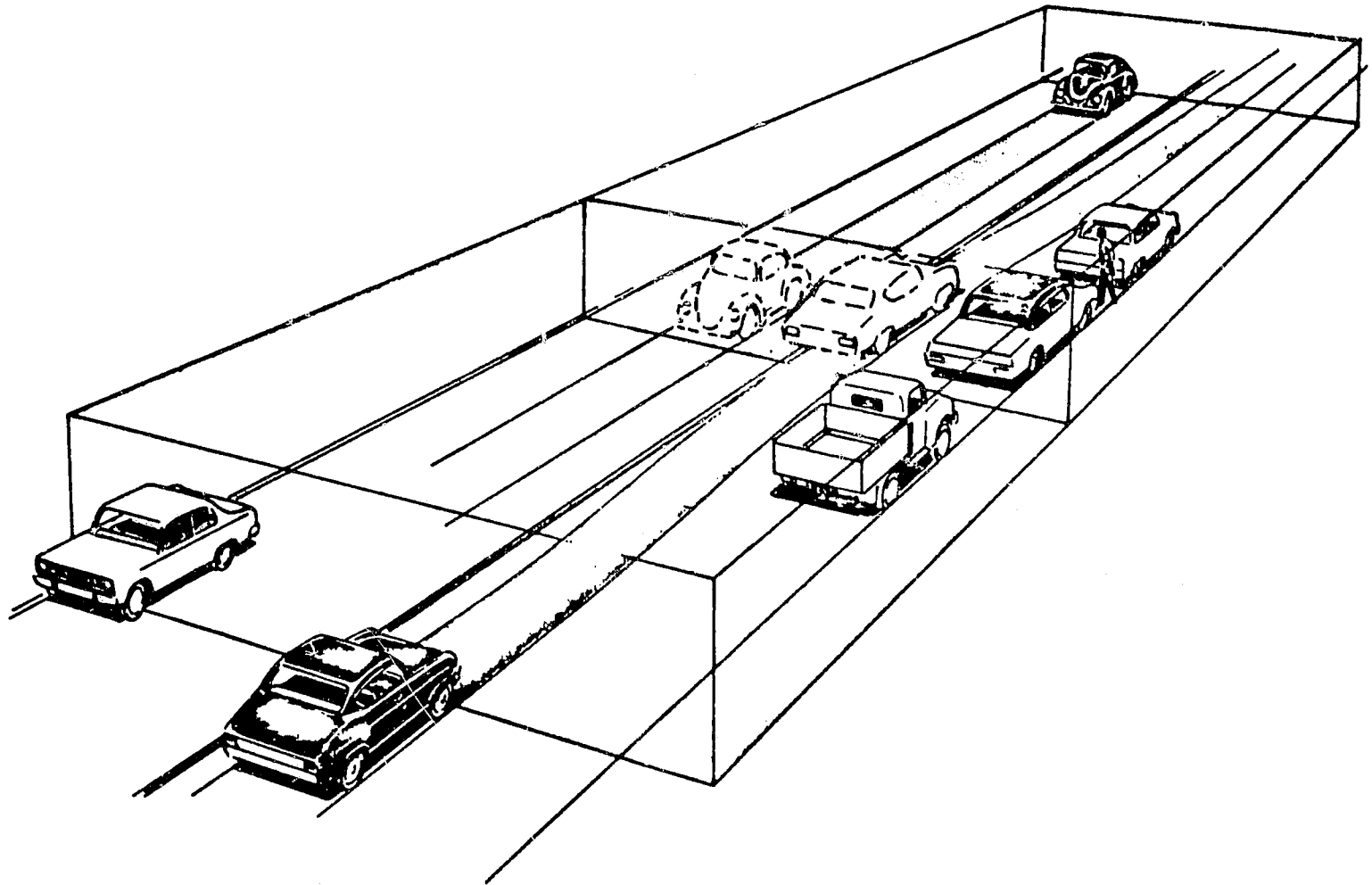
While driving decisions can be based on the concepts of minimize and separate, most "real-world" driving situations force the driver into making compromise decisions. The third part of the decision in the I-P-D-E sequence deals with those driver decisions that require him to make a compromise between more than one hazard or level of risk.

In figure 36-5, a situation is illustrated in which the driver will have to contend with more than one hazard at the same time. He would like to minimize the hazard of the oncoming VW by moving to the right. At the same time, he would like to minimize the hazard of the pedestrian by moving to the left. Since he cannot execute both decisions at the same time, he is forced to make a compromise decision. In this situation, the driver decides to position his vehicle slightly left and reduces his speed in relation to the distances he will have between himself and the two hazards.

Once instruction progresses through static situations to dynamic situations, an additional aspect must be added to the compromise concept. This added aspect is called an "area level of risk." In Figure 36-5 two primary areas are presented as blocks on and adjacent to the immediate path of travel. The reason for illustrating these blocks is to emphasize those areas in which the driver is most likely to



# Most "Real World" Driving Is A COMPROMISE



encounter critical hazards. When analyzing a Highway Traffic System situation, you will want to include the four basic areas as illustrated in Figure 36-6. Once these areas have been defined, a level of risk can be established for each area.

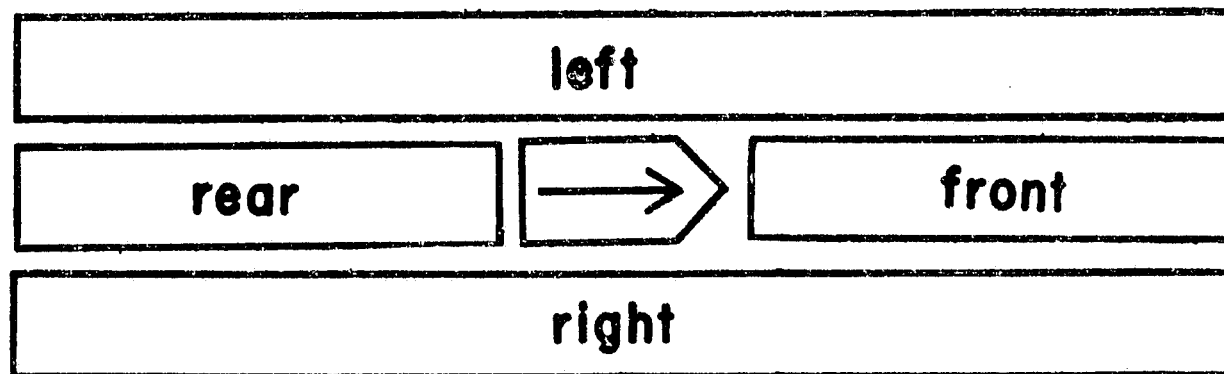
To determine the level of risk associated with each of these areas, the driver must be aware of the vehicle's speed and projected immediate path of travel in relation to:

1. NUMBER of hazards that he might have to respond to within that area.
2. CRITICALITY of the hazards within that area.
3. DISTANCE that will be between his vehicle and those hazards.

Going back to the illustration in Figure 36-5, the driver might analyze the situation in this manner. Area to the left: Number of hazards = 1 (the oncoming VW); Criticality of the hazard = moderate (the VW has a lower probability of closing than the pedestrian); Distance = the projected vehicle position to the right of the center line is good.

Area to the front: Number of hazards = none; Criticality = none; Distance = none.

Area to the right: Number of hazards = 4 (three parked cars and the pedestrian); Criticality of the hazards = high (the pedestrian has a greater probability of closing than the VW); Distance = best possible solution, move close to, but not across, center line.



**FOUR PRIMARY  
AREAS FOR ASSESSMENT  
OF RISK**

Area to the rear: Not illustrated.

In this analysis, the driver has assessed the area to his right as having the highest level of risk. He in turn gives the pedestrian more distance than the oncoming VW and adjusts his speed in relation to the NUMBER, CRITICALITY, and DISTANCE of the hazards present. (See Figure 36-7.)

How much speed adjustment and how much distance in feet should the driver allow? Every driver will probably have a different answer. The important thing is to have each instructor and student working from a common rationale.

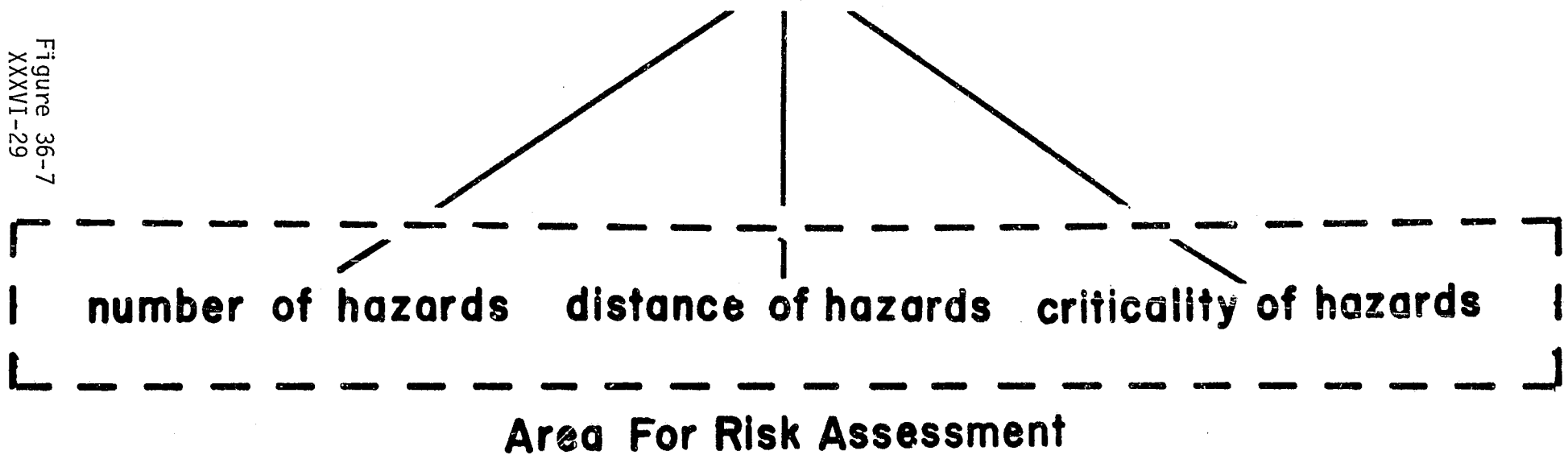
In the end, what appears to be smooth driving is really an effective use of speed control and lateral distance (compromise) on the part of the driver, that will allow him time to adjust to levels of risk created by hazards within any Highway Traffic System situation.

TO CHECK YOUR PROGRESS PLEASE ANSWER THE FOLLOWING QUESTIONS.

**Vehicle Speed Should Be Determined By  
Making Three Assessments Within An Area(s)**

***SPEED***

Figure 36-7  
XXXVI-29



Directions: Using your response sheet, circle the letter of the item which most correctly completes the following statements.

10. In order to minimize a single hazard, and to gain distance, you should use:
  - a. acceleration or deceleration
  - b. acceleration only
  - c. deceleration only
  - d. both acceleration and deceleration
11. In order to separate multiple hazards you may:
  - a. increase your speed
  - b. decrease your speed
  - c. both of the above
  - d. neither of the above
12. Compromising in real-world situations requires that you:
  - a. deal with one hazard at a time
  - b. execute one decision at a time
  - c. both of the above
  - d. neither of the above
13. An area for risk assessment refers to:
  - a. the area of greatest compromise
  - b. the area in which the driver is most likely to encounter critical hazards
  - c. both of the above
  - d. neither of the above

PLEASE CHECK YOUR RESPONSES WITH THE KEY ON PAGE 31 AND REVIEW THOSE ITEMS YOU MISSED BEFORE PROCEEDING.

Unit 36

KEY TO EMBEDDED QUESTIONS

		Refer to Page XXXVI-
1.	f	3-4
2.	b	6
3.	c	7
4.	b	8-9
5.	c	8-9
6.	e	12-15
7.	d	12-15
8.	a	12-15
9.	b	12-15
10.	a	19-20
11.	c	21-23
12.	d	24
13.	b	24-26

Unit 36  
Pretest/Posttest

Use your response sheet for all answers.

Directions: Circle the one item which best completes each of the following sentences:

- 36.1 Hazards may have a different level of risk (critically) depending on:
- a. The collision consequences it could generate
  - b. The rate at which it can close
  - c. The probability that the hazard will actually close
  - d. all of the above
- 36.2 A closing movement can be considered as any action or maneuvering of your emergency vehicle which may:
- a. increase the potential danger of a collision
  - b. decrease the potential danger of a collision
  - c. render neutral the potential danger of a collision
  - d. all of the above
  - e. none of the above



Directions: Before each number in Column I, place the letter of the type of action or circumstances in Column II which best corresponds to the type of Closing Movement listed. Each letter may be used only once.

Column I		Column II
36.3	Closing up on a lead vehicle	a. Unanticipated action
36.4	Vehicle (s) pulling into your path	b. Too rigid a closing
36.5	Vehicles in a passing maneuver	c. Trees or bushes
36.6	Pedestrians or animals on the roadway	d. Loose gravel on shoulder
36.7	Off-roadway hazards	e. Driveway, intersection, parked position
		f. Sideswipe potential

Directions: Circle the one item which best completes each of the following sentences.

- 36.8 Probability refers to the:
- a. results of a potential collision
  - b. chances of a collision occurring
  - c. both of the above
  - d. neither of the above
- 36.9 Judgments regarding the probability and consequences of a collision are:
- a. rare
  - b. ever-present
  - c. occur occasionally
  - d. infrequently

Directions: Before each number in Column I, place the letter of the driving situation listed in Column II which best corresponds to the potential driving hazard listed in Column I. Each letter may be used only once.

Column I		Column II
36.10	Expressways	a. One or other drivers may not respond to warning devices
36.11	Intersections	b. Commonly results in rear-end collision
36.12	Left Turns	c. Traffic pattern changes are unpredictable
36.13	Exit Ramps	d. Proceed with little or no reduction in speed
		e. Problem is compounded during holiday and rush hour traffic

Directions: Circle the one item which best completes each of the following sentences.

- 36.14 In order to minimize a single hazard, the operator of an emergency vehicle should minimize the hazard through the effective use of:
- a. time
  - b. distance
  - c. speed
  - d. all of the above
  - e. b and c only

- 36.15 When confronted with possible hazards, a driver should:
- a. use reduction of speed as a means of minimizing
  - b. use acceleration as a means of minimizing
  - c. both of the above
  - d. neither of the above
- 36.16 Separating multiple hazards requires the driver to:
- a. move away from the path of oncoming traffic
  - b. decide upon an appropriate speed in relation to more than one hazard
  - c. both of the above
  - d. neither of the above
- 36.17 Separating multiple hazards can be accomplished by:
- a. increasing speed to encounter one hazard before it closes on another
  - b. decreasing speed and allowing hazards to separate
  - c. both of the above
  - d. neither of the above
- 36.18 Compromising in real-world situations involves:
- a. contending with more than one hazard at the same time
  - b. an element of serious legal risk
  - c. both of the above
  - d. neither of the above

36.19 An area for risk assessment refers to:

- a. An additional aspect added to the compromise concept
- b. The area in which the driver is most likely to encounter critical hazards
- c. both of the above
- d. neither of the above

36.20 To determine the level of risk, the driver must be aware of the vehicle's speed and projected immediate path of travel in relation to:

- a. number of hazards
- b. criticality of hazards
- c. distance between vehicle and hazards
- d. all of the above
- e. a and b only
- f. c and d only

Unit 36  
EMERGENCY DRIVING SKILLS IV  
Pretest/Posttest Key

Refer to  
Page XXXVI-

36.1	d	2-4
36.2	a	6
36.3	b	6-7
36.4	e	6-7
36.5	f	6-7
36.6	a	6-7
36.7	c	6-7
36.8	b	8
36.9	b	8
36.10	e	12-15
36.11	d	12-15
36.12	a	12-15
36.13	b	12-15
36.14	d	17-20
36.15	a	19-20
36.16	b	21
36.17	c	21-23
36.18	a	24
36.19	c	24
36.20	d	26-29

Name: \_\_\_\_\_

Unit 36

EMERGENCY DRIVING SKILLS, PART IV

PRETEST RESPONSE SHEET

1.     a     b     c     d
2.     a     b     c     d     e
3.     a     b     c     d     e     f
4.     a     b     c     d     e     f
5.     a     b     c     d     e     f
6.     a     b     c     d     e     f
7.     a     b     c     d     e     f
8.     a     b     c     d
9.     a     b     c     d
10.    a     b     c     d     e
11.    a     b     c     d     e
12.    a     b     c     d     e
13.    a     b     c     d     e
14.    a     b     c     d     e
15.    a     b     c     d
16.    a     b     c     d
17.    a     b     c     d
18.    a     b     c     d
19.    a     b     c     d
20.    a     b     c     d     e     f

Score: \_\_\_\_\_/20

Name: \_\_\_\_\_

Unit 36

EMERGENCY DRIVING SKILLS, PART IV

POSTTEST RESPONSE SHEET

- |     |   |   |   |   |   |   |
|-----|---|---|---|---|---|---|
| 1.  | a | b | c | d |   |   |
| 2.  | a | b | c | d | e |   |
| 3.  | a | b | c | d | e | f |
| 4.  | a | b | c | d | e | f |
| 5.  | a | b | c | d | e | f |
| 6.  | a | b | c | d | e | f |
| 7.  | a | b | c | d | e | f |
| 8.  | a | b | c | d |   |   |
| 9.  | a | b | c | d |   |   |
| 10. | a | b | c | d | e |   |
| 11. | a | b | c | d | e |   |
| 12. | a | b | c | d | e |   |
| 13. | a | b | c | d | e |   |
| 14. | a | b | c | d | e |   |
| 15. | a | b | c | d |   |   |
| 16. | a | b | c | d |   |   |
| 17. | a | b | c | d |   |   |
| 18. | a | b | c | d |   |   |
| 19. | a | b | c | d |   |   |
| 20. | a | b | c | d | e | f |

Score: \_\_\_\_\_/20

Name: \_\_\_\_\_

Unit 36

EMERGENCY DRIVING SKILLS, PART IV

Embedded Questions Response Sheet

- |     |   |   |   |   |   |   |
|-----|---|---|---|---|---|---|
| 1.  | a | b | c | d | e | f |
| 2.  | a | b | c | d |   |   |
| 3.  | a | b | c | d |   |   |
| 4.  | a | b | c | d |   |   |
| 5.  | a | b | c | d |   |   |
| 6.  | a | b | c | d | e |   |
| 7.  | a | b | c | d | e |   |
| 8.  | a | b | c | d | e |   |
| 9.  | a | b | c | d | e |   |
| 10. | a | b | c | d |   |   |
| 11. | a | b | c | d |   |   |
| 12. | a | b | c | d |   |   |
| 13. | a | b | c | d |   |   |