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Look who's driving now—Visual standards for driver licensing in the United States

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Abstract
The current visual standards for driver licensing of the general population in all 50 states and the District of Columbia are described. Minimum visual acuity standards range from 20/40 (73%) to vision less than 20/200 (Washington). The majority of states (92%) offer some type of restricted license which provide an opportunity for low vision drivers to keep their independence while at the same time affording society a high level of safety in the driving system. Tips for the ophthalmic nurse are provided.

Last fall, Newsweek magazine quoted a 73 year old man who drove a riding lawn mower 240 miles across Iowa to visit his sick brother. He explained his action by saying, "I can’t drive cars anymore because if I get going past 20 mph, I can’t even read the road signs." (Newsweek, 1994).

A week later, an Associated Press news release described an account of a legally blind woman from Annapolis, MD who was driving her children to school in a golf cart. The police officer ticketing the woman said, "It wasn’t just the fact [she] was driving a golf cart ... but the various complaints from people over the last year were about the reckless way she drives [the cart]." (The Daily Iowan, 1994).

These humorous but poignant examples concerning driving with poor vision illustrate how very dependent our society has become on automobiles—the principal mode of transportation in the United States. It’s interesting to note that in 1900 there were only 8000 motor vehicles in this country (Foster, 1983). At that time, the population wondered who would ever be able to learn to drive them. However, just twenty years later, the number of motor vehicles would grow to over 8 million (Foster, 1983). By 1992, the number of licensed drivers has mushroomed to over 173 million people (United States Bureau of the Census, 1994). In America, driving a car is not only a necessity but considered by most, an inviolable right (Lichter, 1989), a symbol of our freedom and independence (Odenheimer, 1993).

Visual function and driving ability
Vision is essential for safe driving. It is responsible for an estimated 90% of the total information input to the driver (Hills, 1980). A motor vehicle is operated in a visually cluttered environment. Primary and secondary visual demands as well as concurrent use of both central and peripheral vision make driving a highly complex behavior (Owsley & Ball, 1993).

Hills (1980) reported that often drivers are functioning at or near their visual limits while operating a motor vehicle. Due to the limitation in the small size of sharp central visual acuity and the swift rate of decreasing acuity toward the periphery, humans are by evolution, ill-equipped to drive. Mourant and Rockwell (1970) found the average driver capable of only three eye movements per second. So, being able to anticipate where to look and when is critical to safe driving.

In addition to visual acuity, other aspects of visual function such as field of vision, color vision, night vision, depth perception, glare recovery, and focusing ability are all important in the skill of driving (Colsher & Wallace, 1993). For example, a driver needs to be able to detect merging traffic from the periphery, distinguish the red, green, and yellow colors of traffic signals and road signs, and be able to judge the rate of oncoming traffic. Also, the driver must be able to quickly regain dark adaptation after on-coming headlight glare and be proficient at changing focus from the dashboard to the roadway and outside environment at a rapid pace.

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Decreased vision
Decreased vision is most common in the elderly population. Visual problems experienced by older drivers were reported in a survey conducted by Kline, et al., (1992). The most common complaints were of difficulty seeing with glare or haze on the windshield, problems judging the speeds of their own and oncoming vehicles, being surprised by other vehicles in their peripheral vision or when merging, and trouble reading signs in enough time to react to them.

Responsibilities for the ophthalmic nurse
Know the visual standards and regulations for your own and surrounding states. Counsel, advise, be a patient advocate, educate. Often just hearing the rules from a person of authority makes a lasting impression.

Collect a driving history. Allow patients to complete a self-administered questionnaire, then check reliability with a close family member. If patients sense their privilege to drive may be threatened, honest answers may not be recorded. With the loss of driving privileges, patients lose independence, feel isolated, or believe they will become a burden to those taking care of them.

Keep state driver license forms in your office. Many elderly patients may see well enough to pass the visual requirements but become apprehensive, nervous and unable to perform in the DOT station. Having a completed form to take with them for license renewal will ease their fears and give them confidence.

Point out that visual requirements are not definitive. Cognitive and motor capacity together with sensory abilities play an important role in the skill of driving. All three go hand in hand, a deficit in one area alone may technically pass the test but a deficit in two or more areas of ability can accumulate to create a patient who may not be a candidate for a license to drive.

Educate the patient about individual visual handicaps and impairments. Better informed patients with vision problems might voluntarily self-impose restrictions in their driving behavior thus reducing their crash risk (Owsley & Ball, 1993).

This information concurs with the findings of Keltner and Johnson (1987) who examined the types of accidents involving the elderly, state by state. Typically, the accidents included failure to yield the right-of-way, oncoming traffic collisions, trouble involving intersections and traffic signs, and accidents due to inattention. These types of accidents could most likely be due to visual field deficits, for which, the elderly population is at a greater risk and often unaware of the problem (Keltner & Johnson, 1987). Currently, only 33 states (65%) require visual field testing. Refer to individual state standards listing, Appendix A.

Visual acuity
Since most states (73%) use 20/40 as the minimum visual acuity standard, the Department of Transportation’s (DOT) Bureau of Public Roads and the National Committee on Sign, Signals and Markings have standardized freeway control signs (Keeney, 1976). Using the 20/40 guideline, highway engineers design roadway and traffic signs with the intention that a driver with a vision of at least 20/40, while driving at an average speed under normal weather, road and vehicle conditions, would have enough time to see and interpret the signs, react and follow its instructions (Low Vision Committee of the American Academy of Ophthalmology, 1994).

If a driver is unable to reach a visual acuity of 20/40, it could be indicative of some type of ocular pathology (Keeney, 1993). In addition to protecting our society by ensuring a safer driving system, vision screening by driver licensing agencies can provide timely detection of early pathology. By referring an applicant to an eye care specialist at this point, otherwise unnoticed visual impairments and ocular disease could thereby be treated and possibly cured.

In 1994, the American Academy of Ophthalmology (AAO) outlined the capabilities required in the complex task of driving.

- Sensory—driver must recognize through vision and hearing, multiple changes at once in an environment that is constantly being altered.
- Mental—driver must rapidly discern incoming information from the environment and formulate appropriate decisions for a response.
- Motor—driver must act upon these decisions then respond by operating the motor vehicle accordingly.
- Compensatory factors—drivers must compensate for loss in any one or combination of the previously described areas (Low Vision Committee of the AAO, 1994).

Other factors
Many of the patients seen in ophthalmology are elderly. Age causes a general slowing of behavior. It takes longer to obtain information, process it, and follow through with a response. Traffic engineers use the term driver perception-reaction time (PRT) to describe this...
chain of events (Lerner, 1994). This is also taken into account when highway systems and traffic signs are designed.

Elderly drivers are medicine takers (Ray, Thapa, & Shorr, 1993). They often have restriction in their range of motion (Roberts & Roberts, 1993). They may have trouble with divided attention tasks, in addition to, reduced attention spans and memory loss (O'Neill, 1992). When driving, there are many factors besides vision that should be taken in consideration.

Memory and attention are mental capabilities or cognitive functions that are integral to driving. Recalling how to operate the motor vehicle, the meaning of road signs and signals, and how to get where the driver intends to go are just part of the whole driving scenario. Strict attention for safe driving is crucial to monitor traffic, highway, adverse weather, and vehicle conditions (Colsher & Wallace, 1993). While scanning the environment, decision making and problem solving skills such as, judging distances and speeds are essential mental functions.

Although, for most, driving can become an almost automatic process, as demonstrated by drivers carrying out other activities at the same time as driving (e.g., talking to other passengers, shaving, listening to the radio). However, there is always the possibility that something unexpected will occur, and when it does, direct and full attention is required at once.

With regard to motor function, drivers require flexibility and control over movement in the shoulder and neck (performing the head check motion when changing lanes of traffic), elbows and wrists (turning the steering wheel), hips, knees, and ankle joints (using the brake and/or manual transmission clutch pedals) (Colsher & Wallace, 1993).

Driving history and limitations
Driving histories may point out medications, motor handicaps, as well as visual disturbances. Periodically, a driving history for driving performance should be collected. See Figure 1. This self-administered questionnaire, or something similar, might prove to be the

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To provide patients with information on driving refresher courses and retraining programs available through the AARP, AAA, and NSC and to supply pamphlets from the AOTA on safe driving skills, contact the individual associations at the following addresses.

American Association of Retired Persons (AARP)
601 E Street, NW
Washington, DC 20049
(202) 434-2277

American Automobile Association (AAA)
1000 AAA Drive
Heathrow, FL 32746-5063
(407) 444-7000

American Occupational Therapy Association (AOTA)
1383 Piccard Drive
PO Box 1725
Rockville, MD 20849-1725
(301) 948-9626

When age groups are broken down to compare the rate of motor vehicle crashes and number of miles are taken into account, a U-shaped distribution is formed with teens and elderly at each end and 40 year olds in the center. Elderly drivers drive 30-50% fewer miles than younger drivers (Retchin & Anapolle, 1993). Taking fewer risks, they drive slower, over shorter distances, less at night, and avoid challenging driving situations such as adverse weather and rush hour traffic areas. But statistically, for the elderly population up to age 78, the leading cause of accidental death is due to motor vehicle crashes (MVC). After age 79, MVC are second only to falls (National Safety Council: Accident Facts, 1989).

Functional ability and performance

It should be emphasized that age-related changes in performance occur differently for each individual. Limitation and restrictions should be based on functional abilities and driving performance, not age or vision requirements (Keltner & Johnson, 1992). For example, in Washington, it can be acceptable to drive with a vision worse than 20/200. Take for instance, an applicant born with congenital cataracts that has only 20/200 vision. If during a special examination they are able to demonstrate acceptable driving ability, a license will be issued. And it could be issued with restrictions, if the applicant proves they are capable to drive without them.

Fonda (1989) concluded that some legally blind (20/200) people with a peripheral field of 120° can drive safely in the daylight hours while under 40 mph. However, this study used stationary sign recognition in determining ability to see well enough to drive safely. Would this vision permit the driver to spot the sudden darting of a child into the street? It’s being prepared to deal with the unexpected that creates a safe driver. Is 20/200 vision good enough for that? That’s something only a road test with an examiner can prove.

States differ

This highlights the need for states to offer restricted or graduated licenses based on capabilities, “because all 20/200 vision is not the same” (Lichter, 1989). Most states (73%) require a minimum of 20/40 vision to obtain a license with full driving privileges. However, 10 states will issue an unrestricted license with vision less than that with visual acuity ranging from 20/50 to 20/70. See Table I.

Restrictions or limitations on driving have a wide range from state to state. The most com-
mon restricted license recognizes a minimum visual acuity of 20/70 (27%), followed by 20/100 (18%). See Table II. Ordinarily, restrictions include some or part of the following limitations: time of day, specific area and speed, use of outside rearview mirrors, and type of road and vehicle driven. Seventeen states (33%) allow bioptic/telescopic lenses in driver licensing. Only four states (Hawaii, New Jersey, Rhode Island and Vermont) do not recognize a restricted drivers license. Refer to individual state standards listing, Appendix A.

Retraining
It may be helpful for your patients to have information available in your office for contacting driver retraining programs. Many older drivers have been driving for over 50 years and may never have had a driving lesson. They may be unfamiliar with new road and safety rules. Following my 77 year old grandmother while merging from an interstate on-ramp is a perfect illustration.

While looking back over my left shoulder, I accelerated to join the flow of traffic on the interstate, only to look in front of me—just in the nick of time—to avoid rear-ending her. She had come to a complete stop at the top of the on-ramp, and I'm sure, was unaware that she had done anything wrong. She is a cautious driver, however, a retraining program was just what she needed to remain safe on the current roadway system. There are several refresher courses available to offer your patients.

The American Association of Retired Persons (AARP) sponsors a two part, four hour session called “55 Alive/Mature Driving Program.” The National Safety Council (NSC) offers two types of courses, both called "Defensive Driving Course Program." One course is a four hour session, the other is an eight hour session with safe driving guidelines for Standards, Policies and Regulations. The pamphlet, “Able Driving is Safe Driving,” published by the American Occupational Therapy Association (AOTA) would also be handy to have available in your office to provide information on how driving skills may be affected by aging or illness (Hunt, 1993).

If you have any questions concerning the visual standards for driver licensing in your state, contact the individual state’s Department of Transportation (DOT). A complete listing of addresses and phone numbers can be found in Appendix B.

Table I. States Issuing Full Driving Privileges with Vision Less than 20/40

<table>
<thead>
<tr>
<th>Visual Acuity</th>
<th>State</th>
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<tbody>
<tr>
<td>20/50</td>
<td>Arkansas</td>
</tr>
<tr>
<td>20/60</td>
<td>Indiana</td>
</tr>
<tr>
<td>20/70</td>
<td>Michigan</td>
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<td></td>
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<td></td>
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<tr>
<td></td>
<td>South Carolina</td>
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<tr>
<td>20/70</td>
<td>Alabama</td>
</tr>
<tr>
<td></td>
<td>Florida</td>
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<td></td>
<td>Oklahoma</td>
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<td>Tennessee</td>
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References


### Visual Acuity

<table>
<thead>
<tr>
<th>Visual Acuity</th>
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<tbody>
<tr>
<td>20/50</td>
<td>Delaware, West Virginia</td>
</tr>
<tr>
<td>20/60</td>
<td>Kansas, Kentucky, South Dakota</td>
</tr>
<tr>
<td>20/70</td>
<td>Idaho, Illinois, Iowa, Maine, Massachusetts, Michigan, Mississippi, Nebraska, Nevada, Ohio, Oregon, Texas, Virginia, Washington, DC</td>
</tr>
<tr>
<td>20/80</td>
<td>Florida, New Mexico, North Dakota</td>
</tr>
<tr>
<td>20/100</td>
<td>Alaska, Colorado, Louisiana, Minnesota, Montana, North Carolina, Pennsylvania, Utah, Wyoming</td>
</tr>
<tr>
<td>20/161</td>
<td>Missouri</td>
</tr>
<tr>
<td>20/200</td>
<td>Connecticut, Wisconsin</td>
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<td>&lt;20/200</td>
<td>Washington</td>
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<table>
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<tr>
<td>&lt;20/200</td>
<td>Washington</td>
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Table II. States Issuing Restricted Licenses Showing Most Lenient Visual Standards

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**Bibliography**


### Appendix A - Driver’s License Visual Standards

#### ALABAMA

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU or in the better eye, with/without corrective lenses.

- **Visual Field:**
  - 140° horizontal for both eyes.

- **Visual Acuity - Restricted:**
  - If one eye is worse than 20/100 = outside rearview mirror on the side corresponding to the eye with poor vision.

#### ALASKA

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU with/without corrective lenses.

- **Visual Field:**
  - Telecopic or compound lenses with field of <60° = no license unless vision is 20/40 without the lenses.
  - If visual field is between 60°-90° = outside rearview mirror.

- **Visual Acuity - Restricted:**
  - 20/200 OU or in the better eye, with corrective lenses must have bilateral outside rearview mirrors.
  - Vision worse than 20/40 but better than 20/100 = needs extra care.
  - After review, restrictions for time of day, speed, type of vehicle, specific area, and other limitations will be determined by DOT.
  - Vision worse than 20/100 OU = no license issued.

- **Other Restrictions:**
  - Progressive eye disease or condition such as cataract, glaucoma, iritis, nystagmus, or other disease affecting vision or visual fields will not be licensed unless physician states that the condition will not affect ability to drive safely.
  - Corrected vision must be 20/40 or better, with/without corrective lenses, not including telescopic lenses, providing vision is not less than 20/70 in the other eye.
  - 140° total temporal field binocular.
  - 20/30 - 20/40 OU without corrective lenses.
  - 140° horizontal.
  - 20/30 - 20/40 OU or in the better eye, with/without corrective lenses are referred to eye care specialist.
  - 140° horizontal.
  - Diagnosis of glaucoma or cataracts = need follow up reports annually.

- **ARIZONA**

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU or in the better eye, with/without corrective lenses.
  - Vision worse than 20/40 but better than 20/100 = needs extra care.
  - After review, restrictions for time of day, speed, type of vehicle, specific area, and other limitations will be determined by DOT.
  - Vision worse than 20/100 OU = no license issued.

- **Visual Field:**
  - 70° horizontal (plus 35° on opposite side of nose) in at least one eye.

- **Visual Acuity - Restricted:**
  - Binocular vision with correction of 20/50 at 20/60 = daytime driving only.
  - Restrictions of daylight driving with corrective lenses.
  - Vision worse than 20/40 but better than 20/100 = daytime driving only.

- **Other Restrictions:**
  - Vision worse than 20/40 but better than 20/70 = daylight driving only.
  - 20/40-20/50 = daylight driving only.
  - 20/70 OU = outside rearview mirror and daylight driving only.
  - 20/30 - 20/40 OU or in the better eye, with/without corrective lenses = restricted to daylight driving only.

#### DISTRICT OF COLUMBIA

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU or in the better eye, with/without corrective lenses.

- **Visual Field:**
  - 100° horizontal.
  - 120° monocular.
  - 90° horizontal.
  - Binocular vision = restricted to daylight driving only.
  - Monocular applicants need a report from an eye care specialist and a copy of their visual fields.

- **FLORIDA**

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU or in the better eye, with/without corrective lenses.
  - Vision worse than 20/50 OU or in the better eye, with corrective lenses are referred to eye care specialist.
  - 140° total temporal field binocular.
  - 20/30 - 20/40 OU without corrective lenses.
  - 140° horizontal.
  - Restrictions of outside rearview mirrors.
  - Diagnosis of glaucoma or cataracts = need follow up reports annually.
  - Bioptic lenses = need letter from eye care specialist stating applicant will not be of endangerment to others by driving with lenses.
  - Applicanth must pass all driving tests.

- **GEORGIA**

- **Visual Acuity - Full Driving Privileges:**
  - At least 20/70 in one eye, with/without corrective lenses, including biopic lenses.

- **Visual Field:**
  - 140° horizontal in each eye or 120° monocular.
  - Restrictions of daylight driving, no expressway driving, and has had a good driving record for the previous three years.

- **IDAHO**

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU or in the better eye, with/without corrective lenses.
  - 20/40-20/60 OU or in the better eye, with/without corrective lenses = possible to get unrestricted license depending on recommendation of eye care specialist.

- **ILLINOIS**

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU or in the better eye, with/without corrective lenses.

- **Visual Field:**
  - 140° total temporal field binocular.
  - 70° temporal and 35° nasal (105° total) monocular.

- **Indiana**

- **Visual Acuity - Full Driving Privileges:**
  - 20/30 - 20/40 OU without corrective lenses.
  - 20/50 OU with corrective lenses.

- **Visual Field:**
  - Not required.

- **Visual Acuity - Restricted:**
  - 20/30 - 20/40 in one eye and 20/100 through blind in the other eye = outside rearview mirror.

- **Visual Field:**
  - 20/30 - 20/40 OU or in the better eye, with/without corrective lenses = restricted to daylight driving only.
  - 20/70 OU = outside rearview mirror and daylight driving only.

- **IOWA**

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU or in the better eye, with/without corrective lenses.

- **Visual Field:**
  - No guideline. If not full, medical board reviews case. Then applicant must demonstrate ability through a driving test and examiner determines licensing.

- **Visual Acuity - Restricted:**
  - Vision worse than 20/50 but at least 20/100 OU or with the better eye, with/without corrective lenses = restricted to daylight driving only.
  - Vision less than 20/50 but at least 20/70 OU with the better eye, with/without corrective lenses = restricted to daylight driving only, except speed not exceeding 15 mph.
  - If 05 less than 20/100 = left outside rearview mirror required.

- **KANSAS**

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU or in the better eye, with/without corrective lenses.

- **Visual Field:**
  - No guideline. If not full, medical board reviews case. Then applicant must demonstrate ability through a driving test and examiner determines licensing.

- **Visual Acuity - Restricted:**
  - Vision worse than 20/100 but 20/60 = refer to medical review board for restrictions.
  - No biopic or field cut (hemianopsia) allowed.
  - Board can restrict to daylight driving, 25 mile radius from home, no interstate driving, etc. There is no law, only a recommended policy, that could be followed.

- **KENTUCKY**

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU or in the better eye, with/without corrective lenses.

- **Visual Field:**
  - At least 70° horizontal in each eye.

- **Visual Acuity - Restricted:**
  - Vision worse than 20/100 = refer to medical review board for restrictions.
  - No biopic or field cut (hemianopsia) allowed.
  - Board can restrict to daylight driving, 25 mile radius from home, no interstate driving, etc. There is no low, only a recommended policy, that could be followed.

- **LOUISIANA**

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU or in the better eye, with/without corrective lenses.

- **Visual Field:**
  - At least 70° horizontal in each eye.

- **Maine**

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU or in the better eye, with/without corrective lenses.

- **Visual Field:**
  - A 150° horizontal binocular without corrective lenses.

- **Nebraska**

- **Visual Acuity - Full Driving Privileges:**
  - 20/40 OU or in the better eye, with/without corrective lenses.

- **Visual Field:**
  - A 140° horizontal binocular or monocular with corrective lenses.
lenses.
• Visual field of less than 140° horizontal, noting 120° at 20/40 OU, or at least 110° horizontal OU or OS.

MARYLAND
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- 140° horizontal

Visual Acuity - Restricted:
- Night blindness.
- Visual field less than 20/40 OU but at least 20/70 in one eye, and 20/40 in the other eye = daylight driving only.
- 20/40 OU eye and blind other eye = bilateral outside rearview mirror.
- Totally blind one eye, vision less than 20/40 but better than 20/70 other eye = daylight driving only.
- Must have had acceptable level of vision for 90 days prior to licensing.
- Biopic lenses are acceptable if applicant has 20/40 in one or both eyes without field expanders.

MASSACHUSETTS
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- 120° horizontal

Visual Acuity - Restricted:
- Vision worse than 20/40/20/70 in either eye and horizontal visual field at least 130° = daylight driving only.
- At least 20/40 through a biaxial telescope, 20/100 through carrier lenses for the biaxial telescope, 20/100 through the lens without the biaxial telescope, and at least 120° horizontal visual field = daylight driving only.
- A road test can be taken at night to test daylight only restriction, if individual feels restriction is unjustified.

MICHIGAN
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye with/without corrective lenses.
- Also, vision worse than 20/40 but including 20/50 with 140°-110° peripheral visual field with statement from eye care specialist.

Visual Field:
- Binocular 140° peripheral
- Monocular 130° peripheral
- +110° but <30° = outside rearview mirror and must pass driving test

Visual Acuity - Restricted:
- Vision worse than 20/50 but better than 20/60 with recognizable progressive abnormalities affecting vision = daylight driving only.
- Vision worse than 20/50 but better than 20/70 with no recognizable progressive abnormalities affecting vision = daylight driving only. Also, a road test is recommended.
- Must have at least 20/100 in one eye and better than 20/50 in the other eye to be licensed.
- Telescopic lenses permitted with statement of eye care specialist if road test is failed.

Other Restrictions:
- Progressive abnormalities such as cataracts, glaucoma, retina pigment, or macular degeneration, or a malignancy warrant close attention and require annual review.

MINNESOTA
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- Horizontal visual field are not checked but if found to be deficient by the eye care specialist, license will be denied.

Visual Acuity - Restricted:
- At least 20/50 restricted to speeds no greater than 55 miles per hour.
- 20/40 restricted to speeds no greater than 50 miles per hour.
- 20/30 restricted to speeds no greater than 45 miles per hour.
- 20/80 restricted to 100 mph. A chief executor can issue license with the restrictions which are necessary to ensure that the applicant does not pose a great risk to himself or others.

MISSISSIPPI
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- Not required.

Visual Acuity - Restricted:
- If 20/40 in one eye and blind in the other = outside rearview mirror.
- Vision worse than 20/50 in one eye, 20/60 in the other eye and blind in the other eye with/without corrective lenses = daylight driving only, 45 mph restriction on speed, and re-examine before renewal is necessary.
- 20/70 OU with corrective lenses = daylight driving only.
- 20/70 OU, corrective lenses will not improve vision = daylight driving and restricted to speeds no greater than 45 mph.

MISSOURI
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- 55°OU or at least 85° in one eye if the other eye is <55° = unrestricted license.
- 85° OU, defined as the left = outside rearview mirror.
- 90° in OS and unknown in right = right outside rearview mirror.
- 50° OU = daylight driving only, speeds not exceeding 45 mph, and left and right outside rearview mirrors are required.
- 50° OS, 70° OD = daylight driving only, 45 mph, and outside rearview mirrors.
- 20/40 OU with corrective lenses.
- Combined horizontal visual field must be at least 70° otherwise, license is denied.

MONTANA
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- 60°-90° horizontal

Visual Acuity - Restricted:
- If one eye is worse than 20/40 but left outside rearview mirror.
- Vision worse than 20/40 = road test before restrictions of daylight driving, speed limit, and inclement weather are given.
- 20/40-20/60 OU or in the other eye = left outside rearview mirror.
- 20/70-20/100 = may request special investigation on need/hardship basis. May test in area where persons need, i.e., to the grocery store, church, medical needs. License good only to meet special needs.

NEBRASKA
Visual Acuity - Full Driving Privileges:
- 20/40 OU or at least 20/40 OU and 20/40-20/60 OS with/without corrective lenses.

Visual Field:
- For monocular licensing, the vision must be at least 20/50 with/without corrective lenses.

Visual Acuity - Restricted:
- 140° horizontal = no restrictions.
- 120°-139° = right and left outside rearview mirrors.
- 100° -119° = right and left outside rearview mirrors, must operate vehicle within a specified geographic area designated roadway, daylight driving only and specified speed limit.
- <100° = license denied.

Visual Acuity - Restricted:
- 20/70 OU or in one eye and not blind in the other eye = right and left outside rearview mirrors, daylight driving only and under specified speed limitations.

Other Restrictions:
- Graduated licenses are offered which contain one or more of the following limitations:
  a) Must wear spectacles (lenses), contact lenses, or biopic or telescopic lenses.
  b) Must have right and left outside rearview mirrors on any vehicle driven.
  c) Must have automatic turn indicators on any vehicle driven within a specified geographic area or designated roadway only.
  d) Must operate a vehicle only during daylight hours.
  e) Must not operate a motor vehicle on public streets marked for one-way traffic or marked for travel in one lane of a multiple lane direction.
  f) Must drive equipped with specified controls for operating the steering, brakes, and/or speed functions of the vehicle only.
  g) Must operate a vehicle only with specified speed limitations.

NEVADA
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- Not required.

Visual Acuity - Restricted:
- 20/40 OU or in the better eye, with/without corrective lenses.
- In the case of progressive abnormalities or diseases of the eye:
  a) 20/40 = unrestricted license.
  b) 20/40-20/60 = daylight driving only.
  c) Vision less than 20/60 + no license issued.
  d) One eye worse than 20/100, and the other eye is at least 20/50 = daylight driving only.

NEW HAMPSHIRE
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- Not required.

Visual Acuity - Restricted:
- Restriction of daylight driving only may be recommended by eye care specialist if a road test is passed.

NEW JERSEY
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- Not required.

Visual Acuity - Restricted:
- Restriction of daylight driving only may be recommended by eye care specialist if a road test is passed.

NEW YORK
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- Not required.

Visual Acuity - Restricted:
- #cvision at least 20/80 medical advisory board will determine limitations such as daylight driving only, speeds restricted, area, and no highway driving with yearly renewal review.
- All drivers 75 years or older are issued one year licenses.
- Plan to draft written standards. Later in 1995.

NORTH CAROLINA
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- Not required.

Visual Acuity - Restricted:
- #cvision at least 20/80 medical advisory board will determine limitations such as daylight driving only, speeds restricted, area, and no highway driving with yearly renewal review.
- All drivers 75 years or older are issued one year licenses.
- Plan to draft written standards. Later in 1995.

NORTH DAKOTA
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- Not required.

Visual Acuity - Restricted:
- 140° horizontal (without the use of expanders in the case of telescopic lenses with corneal).

Visual Acuity - Restricted:
- Eye care specialists will make individual recommendations for qualifications and limitations determined on a case by case basis.

MARYLAND
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- Not required.

Visual Acuity - Restricted:
- #cvision at least 20/80 medical advisory board will determine limitations such as daylight driving only, speeds restricted, area, and no highway driving with yearly renewal review.
- All drivers 75 years or older are issued one year licenses.
- Plan to draft written standards. Later in 1995.

NEW YORK
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses.

Visual Field:
- Not required.

Visual Acuity - Restricted:
- #cvision at least 20/80 medical advisory board will determine limitations such as daylight driving only, speeds restricted, area, and no highway driving with yearly renewal review.
- All drivers 75 years or older are issued one year licenses.
- Plan to draft written standards. Later in 1995.
Visual Acuity - Full Driving Privileges:
- 20/40 OU or at all times, with/without corrective lenses

Visual Field:
- At least 70° temporal in each eye = unrestricted license.
- <70° temporal in both eyes, and at least 70° temporal and 45° nasal in the better eye (monocular vision) = right or left outside and inside rearview mirror and referred to eye care specialist for horizontal field test results.

Visual Acuity - Restricted:
- 20/50-20/70 OU or each eye separately with/without corrective lenses.
- 20/60-20/80 in the better eye and visual field of at least 90° horizontal and vertical, above and below fixation, in each eye = limited license.
- 20/70 or better in each eye = driver's license to operate vehicles weighing no more than 10,000 pounds. No motorcycles, driving within a predetermined area only. A DOT, with annual review of accident and violation history conducted by the DOT
- 20/80 in each eye - driver's license with restrictions.

Telescopic lenses are not allowed unless the individual meets the minimum visual requirements with the carrier lens.

OREGON
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses

Visual Field:
- At least 120° horizontal
- 90° total visual field = no license issued.

Visual Acuity - Restricted:
- 20/50-20/70 in the better eye and visual field of at least 120° for both eyes, unstable pathology and limited visual field with annual review for license renewal.
- 20/50 in the better eye and visual field of at least 120° for both eyes, stable pathology = speed and area limitations with annual review for license renewal.
- 20/60 in the better eye and visual field of at least 120° for both eyes, stable pathology = speed, area and time of day restrictions as recommended by eye care specialist.

Telescopic lenses are not permitted.

VERMONT
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses

Visual Field:
- 150° horizontal
- 180° horizontal

VISUAL ACUITY - FULL DRIVING PRIVILEGES:
- 20/40 OU or in the better eye, with/without corrective lenses

Visual Field:
- At least 120° horizontal and 90° vertical

WASHINGTON
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses

Visual Field:
- At least 110° horizontal visual field in one or both eyes.
- <110° horizontal visual field = day driving only.
- 20/40 OU or in the better eye, with/without corrective lenses = daylight driving only.

Telescopic lenses are not permitted.

WISCONSIN
Visual Acuity - Full Driving Privileges:
- 20/40 OU or in the better eye, with/without corrective lenses

Visual Field:
- At least 110° horizontal visual field.
- 20/40 OU or in the better eye, with/without corrective lenses = daylight driving only.

Telescopic lenses are not permitted.
| State of Illinois | Secretary of State  
| 2701 South Dirksen Parkway  
| Springfield, IL 62723  
| (217) 782-6612 |
| State of Indiana | Bureau of Motor vehicles  
| 100 North Senate Avenue  
| Indianapolis, IN 46204  
| (317) 232-2899 |
| Iowa Department of Transportation | Office of Driver Motor Vehicles  
| Park Fair Mall  
| 100 Euclid Avenue  
| P.O. Box 9204  
| Des Moines, IA 50306-9204  
| (515) 237-3079 |
| State of Kansas | Department of Revenue - Vehicle  
| Director's Office  
| Topeka, KS 66626-0001  
| (913) 296-3601 |
| State of Kentucky | Division of Driver Licensing  
| State Office Building  
| Frankfort, KY 40622  
| (502) 564-6800 |
| Louisiana Department of Public Safety and Correction | Office of Motor Vehicles  
| P.O. Box 64886  
| Baton Rouge, LA 70896-4886  
| (504) 925-6335 |
| State of Maine | Secretary of State  
| Bureau of Motor Vehicles  
| 101 Hospital Street  
| Augusta, ME 04333  
| (207) 287-5468 |
| State of Maryland | Motor Vehicle Administration  
| 6601 Ritchie Highway, N.E.  
| Glen Burnie, MD 21062  
| (301) 729-4550 |
| The Commonwealth of Massachusetts | Registry of Motor Vehicles - Medical Affairs  
| 1135 Tremont Street  
| Boston, MA 02120  
| (617) 351-9222 |
| Michigan Department of State | 7064 Crouser Drive  
| Lansing, MI 48918  
| (517) 322-1166 |
| State of Minnesota | Department of Public Safety  
| Driver and Vehicle Services Division  
| 395 John Ireland Blvd.  
| Transportation Building  
| St. Paul, MN 55155  
| (651) 296-2001 |
| Mississippi Department of Public Safety | Driver Services Bureau  
| P.O. Box 958  
| Jackson, MS 39205  
| (601) 987-1212 |
| Missouri Department of Revenue | Drivers License Bureau  
| P.O. Box 200  
| Jefferson City, MO 65105-0200  
| (314) 751-2730 |
| State of Montana | Department of Justice  
| Motor Vehicle Division  
| 303 North Roberts  
| Helena, MT 59620-1419  
| (406) 441-3292 |
| State of Nebraska | Department of Motor Vehicles  
| P.O. Box 94789 - State Office Building  
| Lincoln, NE 68509  
| (402) 471-3861 |
| State of New Hampshire | New Hampshire Department of Safety  
| Division of Motor Vehicles  
| 10 Hazen Drive  
| Concord, NH 03305  
| (603) 271-2371 |
| State of New Jersey | Division of Motor Vehicles  
| 225 East State Street  
| Trenton, NJ 08666  
| (609) 929-6500 |
| New Mexico Motor Vehicle Division | Driver Services Bureau  
| P.O. Box 1028  
| Santa Fe, NM 87504-1028  
| (505) 827-2214 |
| State of New York | Department of Motor Vehicles Call Center  
| Swan Street, Room 310  
| Albany, NY 12228  
| (800) 225-5368 |
| State of North Carolina | North Carolina Division of Motor Vehicles  
| Attn.: Driver License Section  
| 1100 New Bern Avenue  
| Raleigh, NC 27697  
| (919) 733-1032 |
| North Dakota Department of Transportation | Drivers License and Traffic Safety Division  
| 608 East Boulevard Avenue  
| Bismarck, ND 58505-0700  
| (701)328-2600 |
| Ohio Bureau of Motor Vehicles | 4300 Kimberly Parkway  
| Columbus, OH 43266  
| (614) 752-7500 |
| Oklahoma Department of Public Safety | Medical Desk of Driver Improvement  
| P.O. Box 11415  
| Oklahoma City, OK 73136-0415  
| (405) 425-2059 |
| Oregon Department of Transportation | Motor Vehicle Division  
| Attn.: Drivers Safety Case Management  
| 1905 Lana Avenue N.E.  
| Salem, OR 97314  
| (503) 945-5086 |
| Pennsylvania Department of Transportation | Bureau of Driver Licensing, Room 321  
| P.O. Box 68687  
| Harrisburg, PA 17106  
| (717) 783-6246 |
| State of Rhode Island | Division of Motor Vehicles  
| Licensing Division  
| 286 Main Street  
| Pawtucket, RI 02860  
| (401) 277-2970 |
| State of South Carolina | Department of Public Safety  
| Driver Improvement/ Classified License Program  
| P.O. Box 100178  
| Columbia, SC 29202-3178  
| (803) 737-1236 |
| South Dakota Department of Commerce and Regulation | Drivers Licensing  
| 118 West Capitol Avenue  
| Pierre, SD 57501  
| (605) 773-6883 |
| State of Tennessee | Department of Safety  
| Attn.: Driver Improvement  
| 1150 Foster Avenue  
| Nashville, TN 37210  
| (615) 251-5317 |
| Texas Department of Public Safety | Drivers Licensing and Control Services  
| 3805 N. Lamar Blvd.  
| Austin, TX 78703-0001  
| (512) 465-2086 |
| Utah Driver License Division | P.O. Box 30560  
| Salt Lake City, UT 84130-0560  
| (801) 965-4437 |
| State of Vermont | Agency of Transportation  
| Department of Motor Vehicles  
| 120 State Street  
| Montpelier, VT 05603-0001  
| (802) 828-2000 |
| Commonwealth of Virginia | Department of Motor Vehicles  
| P.O. Box 27412  
| Richmond, VA 23269-0001  
| (804) 567-0538 |
| State of Washington | Department of Licensing  
| Highways Licensing Building #14  
| P.O. Box 9030  
| Olympia, WA 98507-9030  
| (360) 902-3900 |
| State of West Virginia | Division of Motor Vehicles, Building 3  
| 1800 Kanawha Boulevard East  
| Charleston, WV 25317  
| (304) 538-3536 |
| Wisconsin Department of Transportation | Bureau of Driver Services  
| 4802 Sheboygan Avenue, Room 351  
| P.O. Box 7920  
| Madison, WI 53707-7920  
| (608) 266-2237 |
| Wyoming Department of Transportation | 5300 Bishop Boulevard  
| P.O. Box 1708  
| Cheyenne, WY 82003-1708  
| (307) 777-4800 or (307) 777-4810 |