

Figure 4. Slope contribution to error in course length.

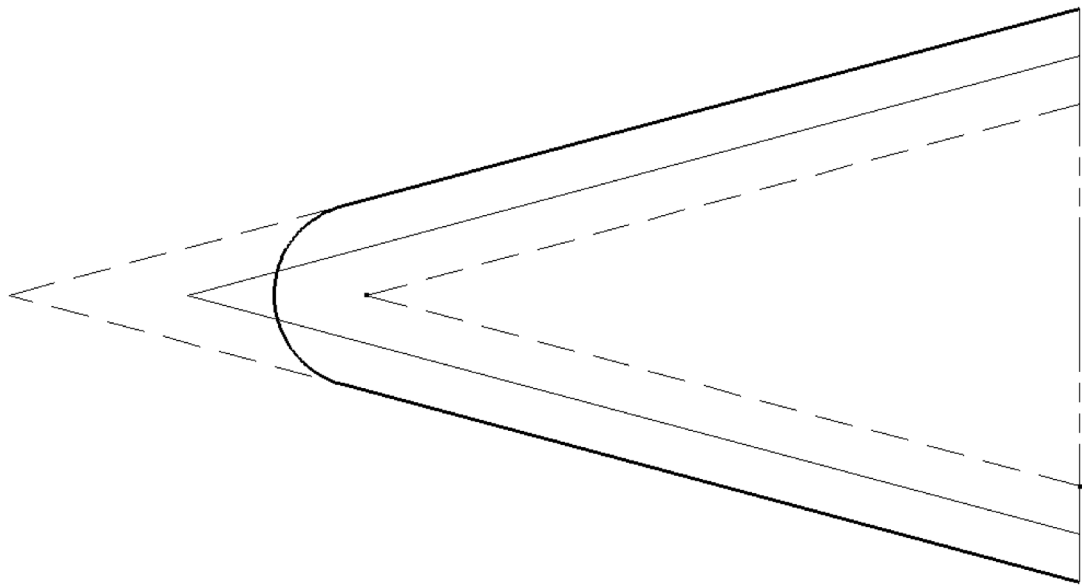


Figure 5. Minimum turn radius based on outside lateral boundary offset.

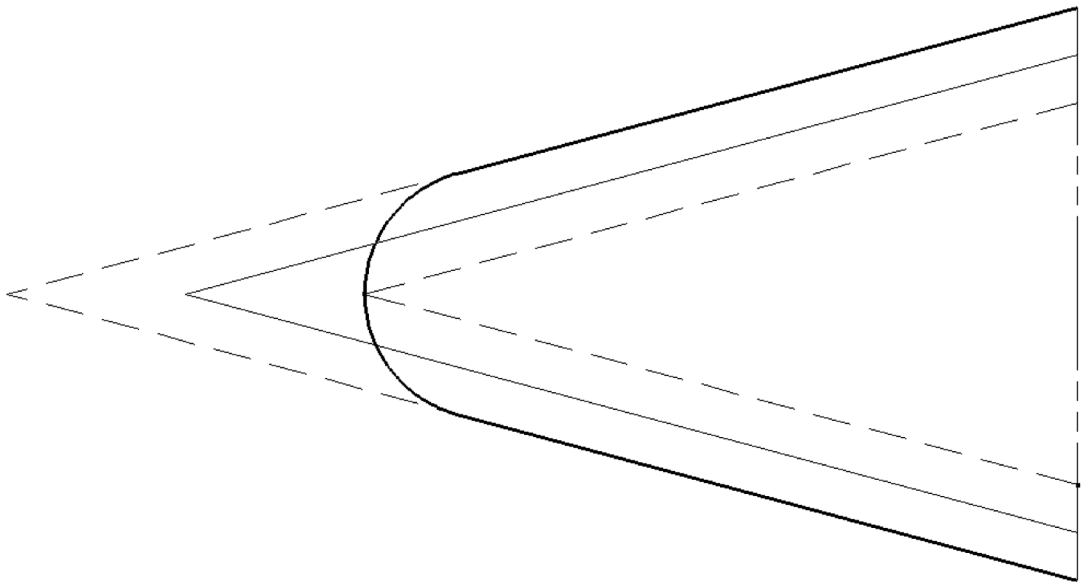


Figure 6. Maximum turn radius based on inside lateral boundary offset.

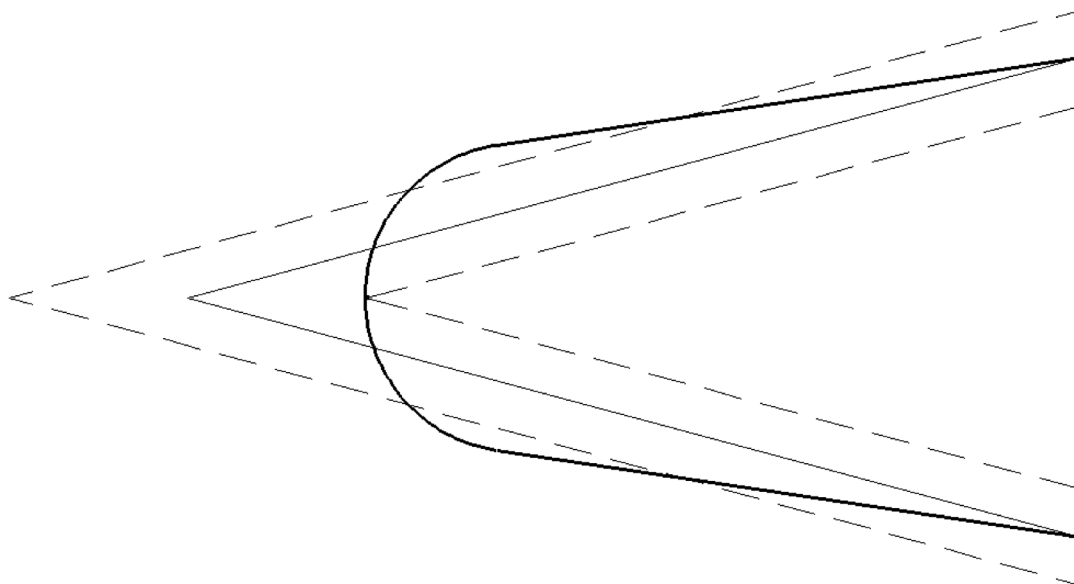


Figure 7. Vehicle exceeds the outside lateral boundary offset to make a turn.

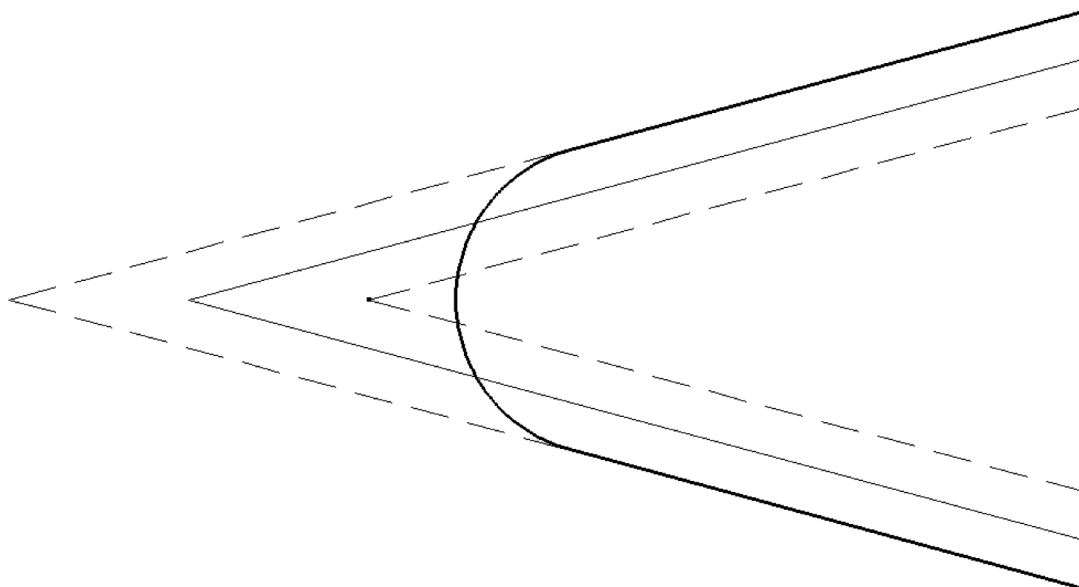


Figure 8. Vehicle exceeds the inside lateral boundary offset to make a turn.



Figure 9. 2004 GCE course superimposed on map view.



Figure 10. 2004 GCE course superimposed on map and satellite view.

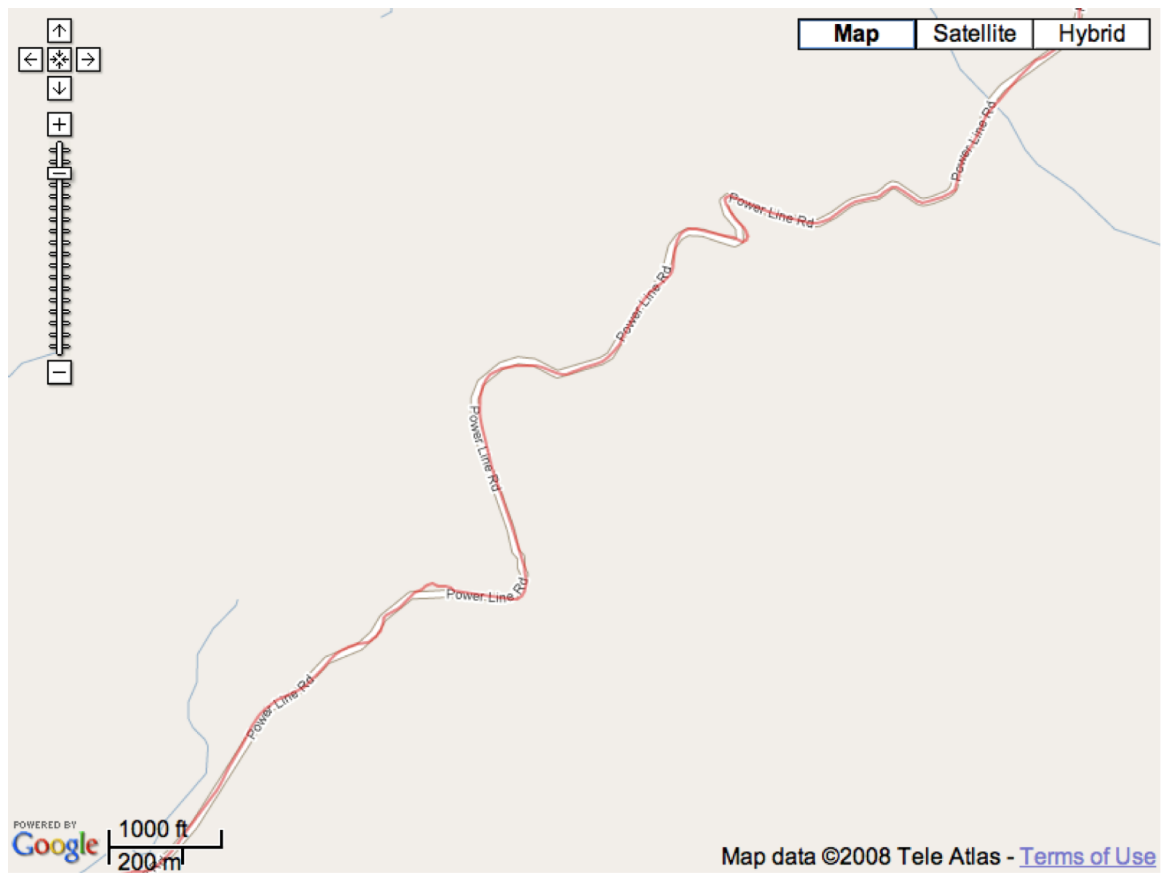


Figure 11. 2004 GCE course superimposed on map view (Powerline Road 1).

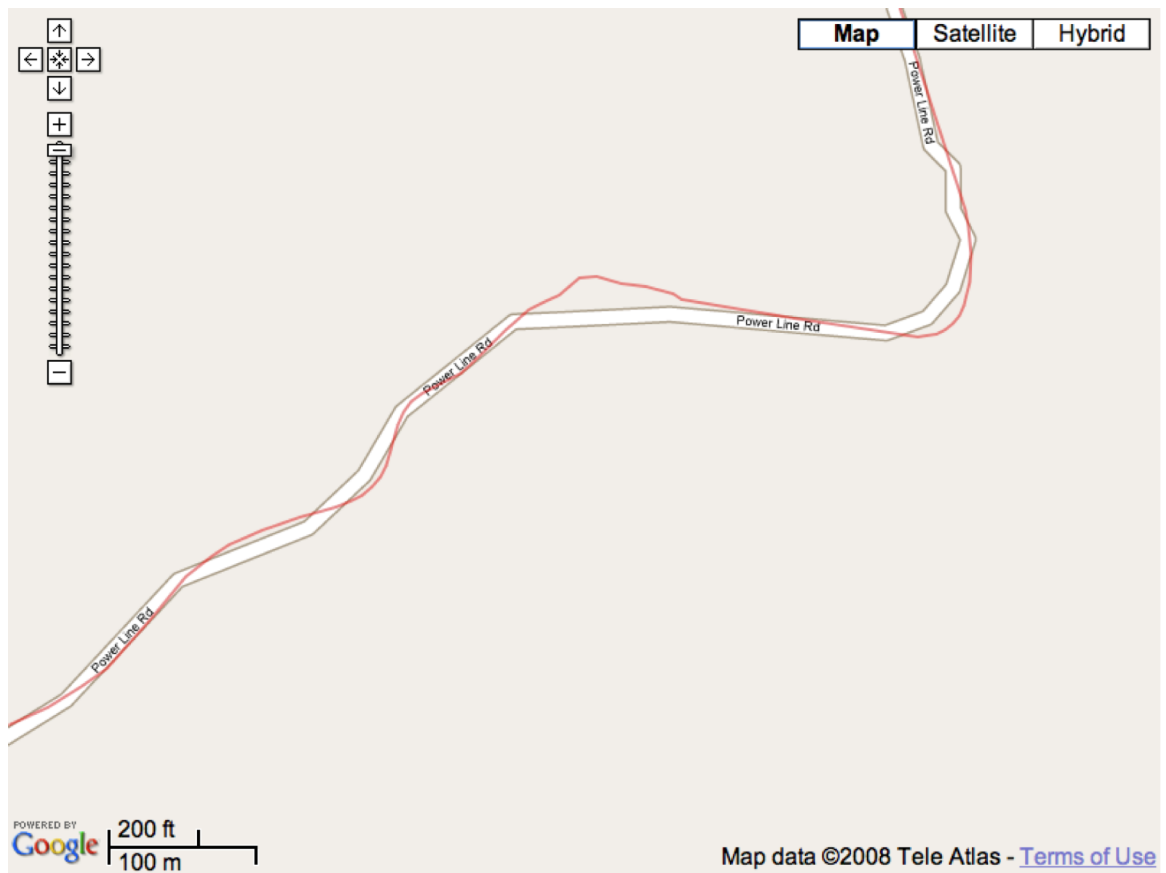


Figure 12. 2004 GCE course superimposed on map view (Powerline Road 1 at increased zoom level).



Figure 13. 2004 GCE course superimposed on map and satellite view (Powerline Road 1 at increased zoom level).



Figure 14. 2004 GCE course superimposed on map view (Interstate 40).



Figure 15. 2004 GCE course superimposed on map and satellite view (Interstate 40).

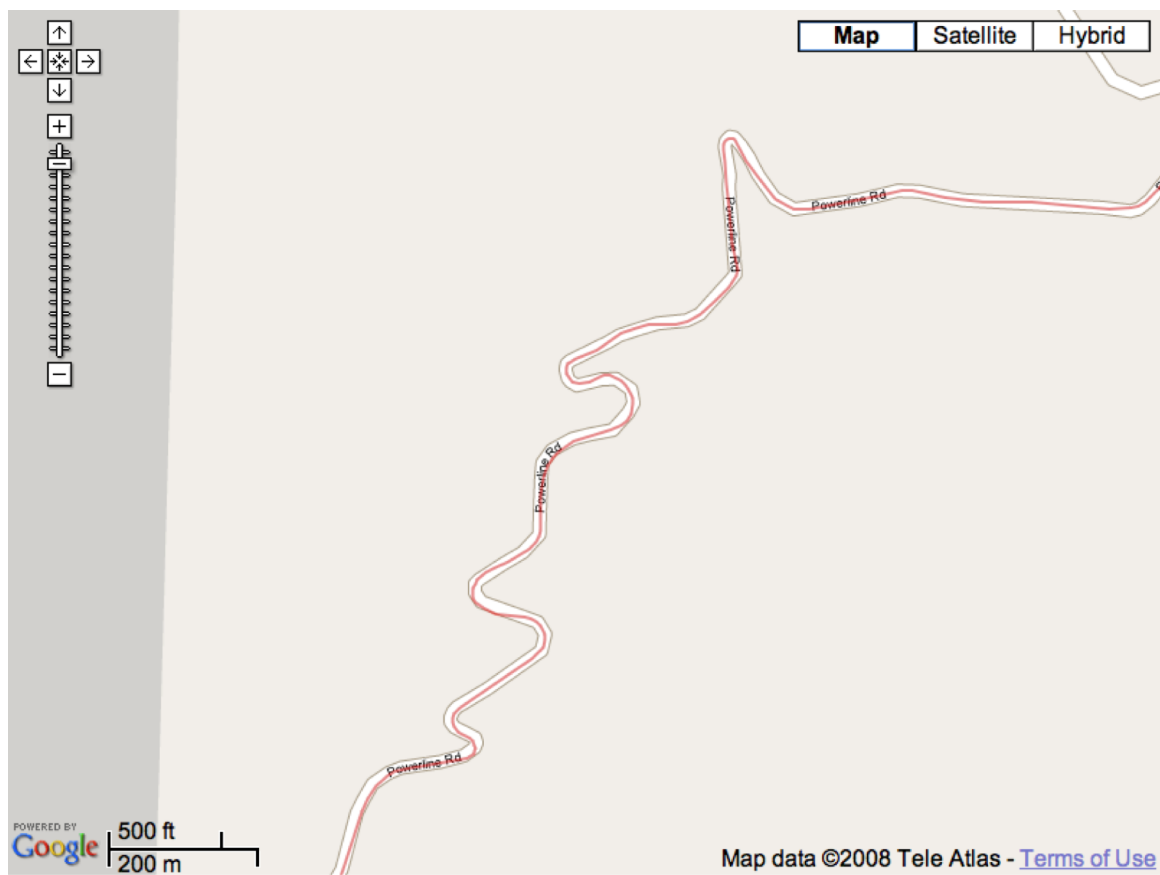


Figure 16. 2004 GCE course superimposed on map view (Powerline Road 2).



Figure 17. 2004 GCE course superimposed on map and satellite view (Powerline Road 2).

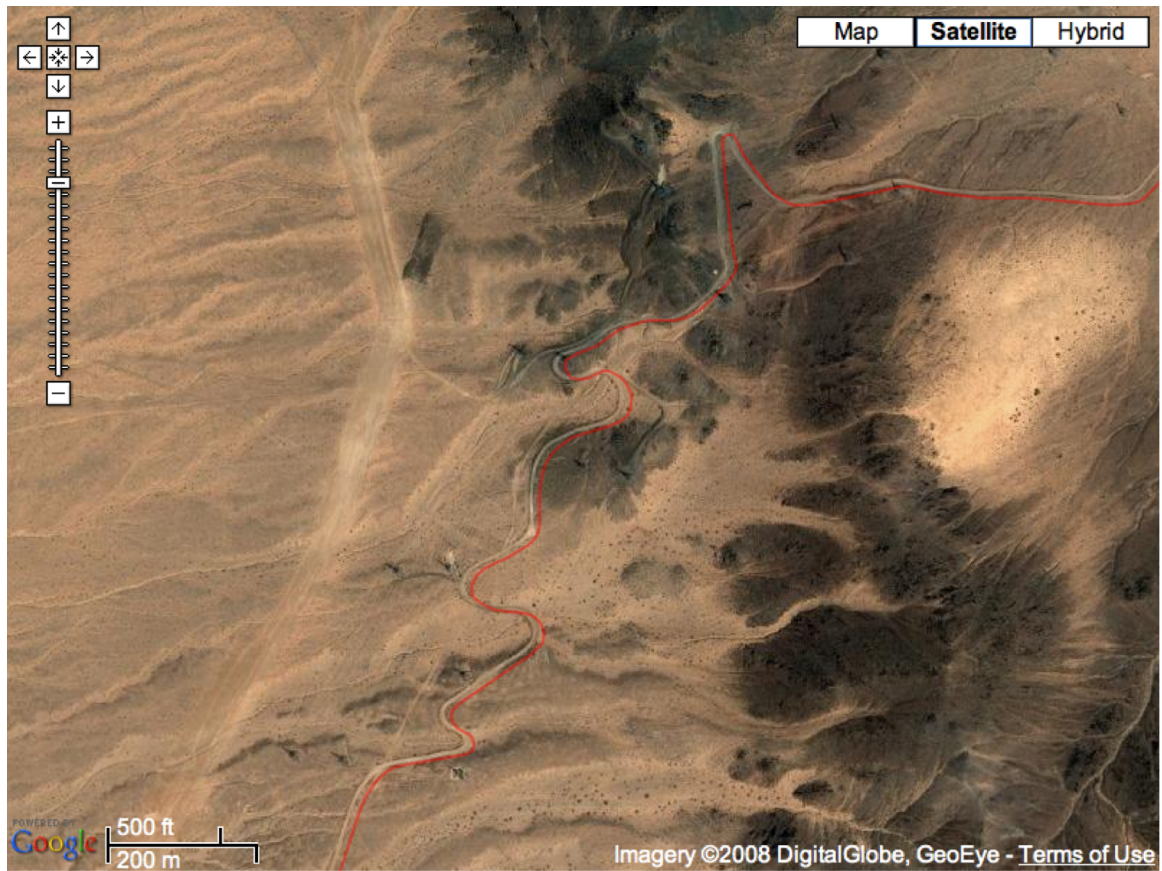


Figure 18. 2004 GCE course superimposed on satellite view (Powerline Road 2).

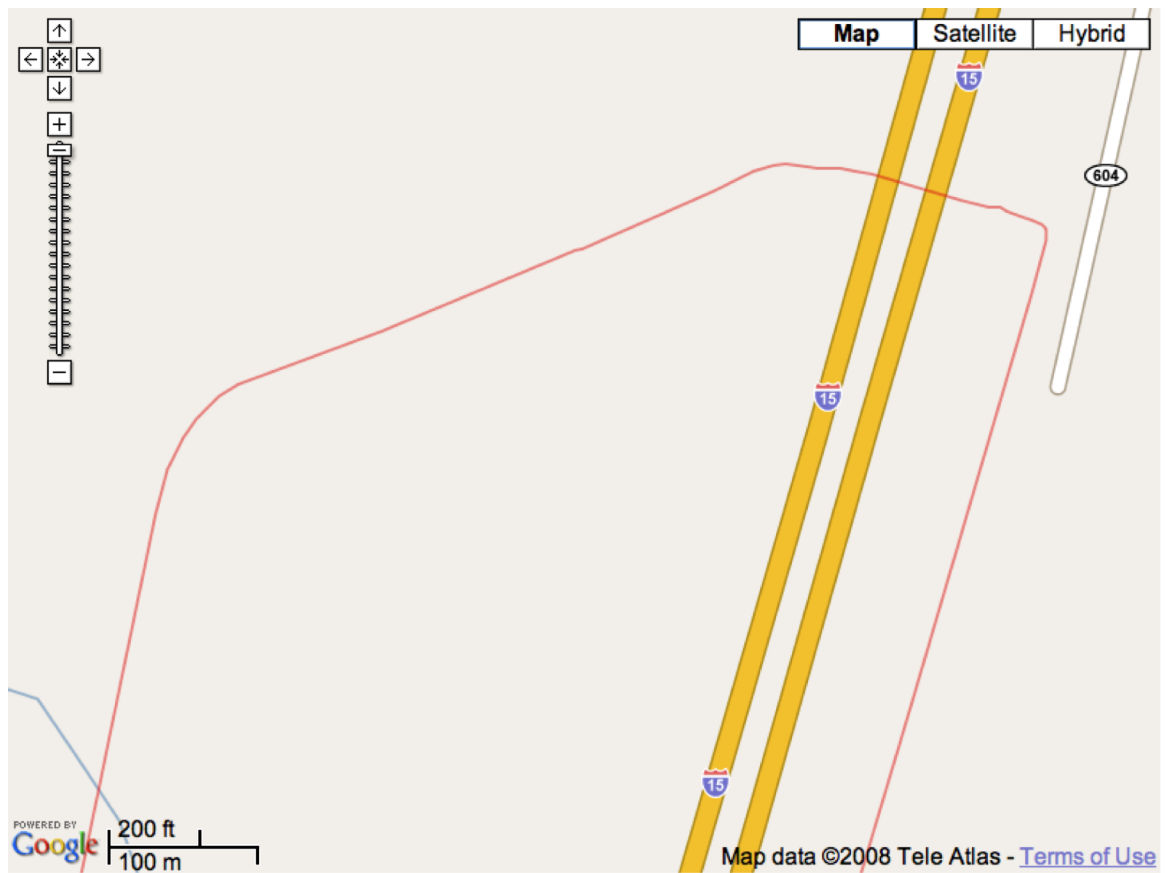


Figure 19. 2004 GCE course superimposed on map view (Interstate 15).



Figure 20. 2004 GCE course superimposed on map and satellite view (Interstate 15).

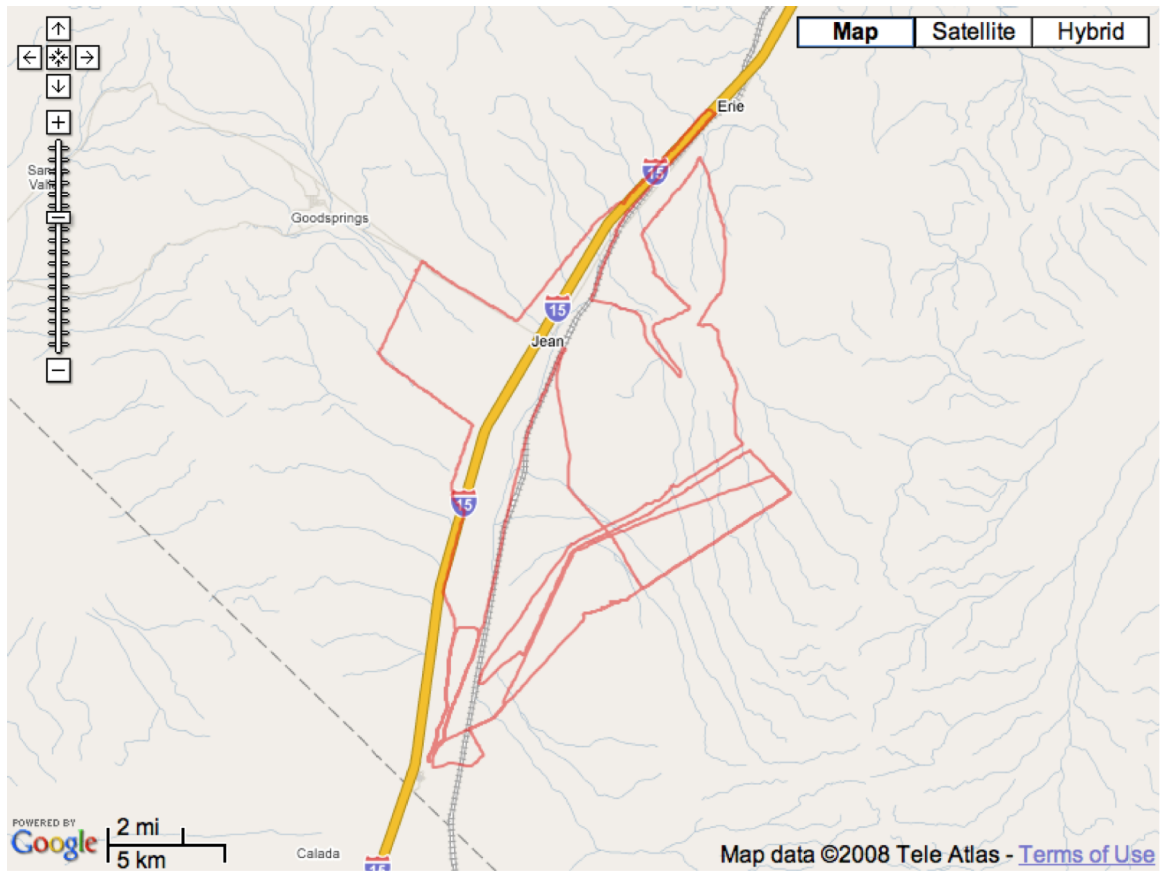


Figure 21. 2005 GCE course superimposed on map view.

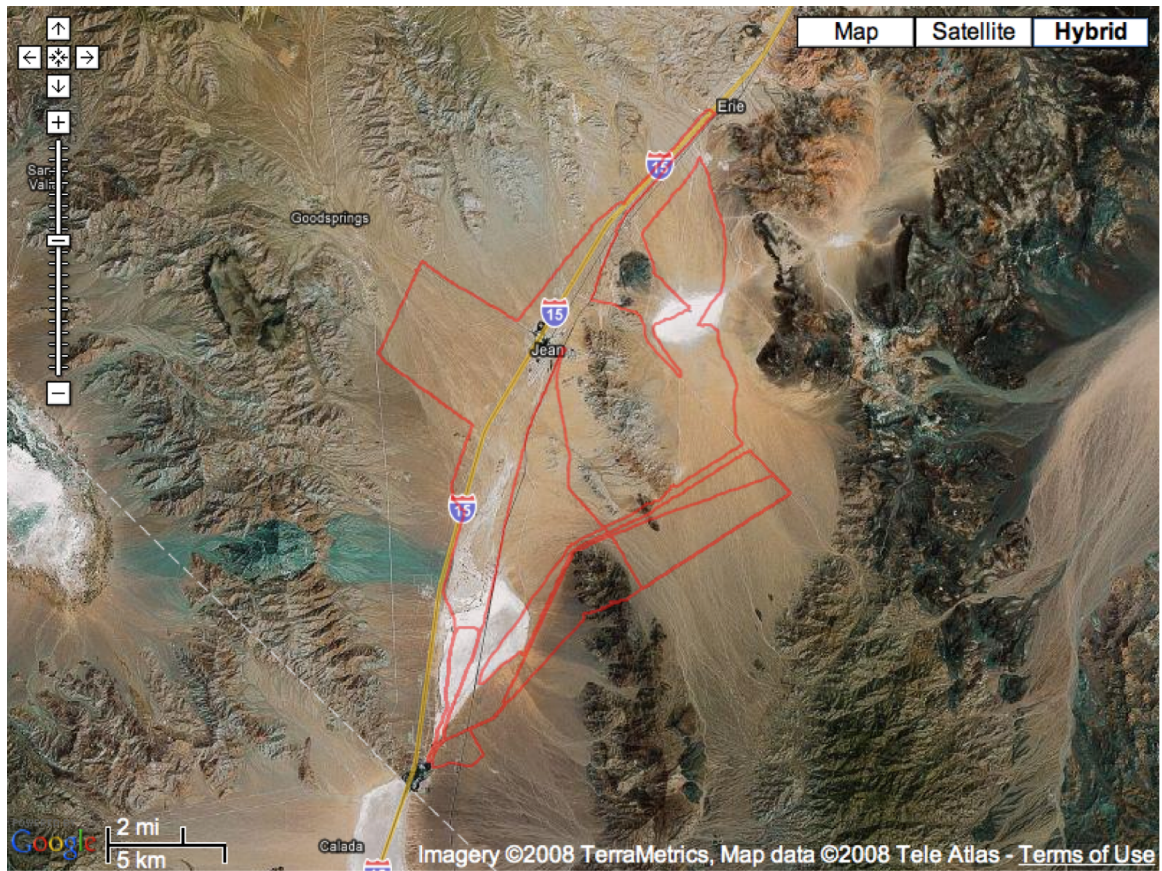


Figure 22. 2005 GCE course superimposed on map and satellite view.

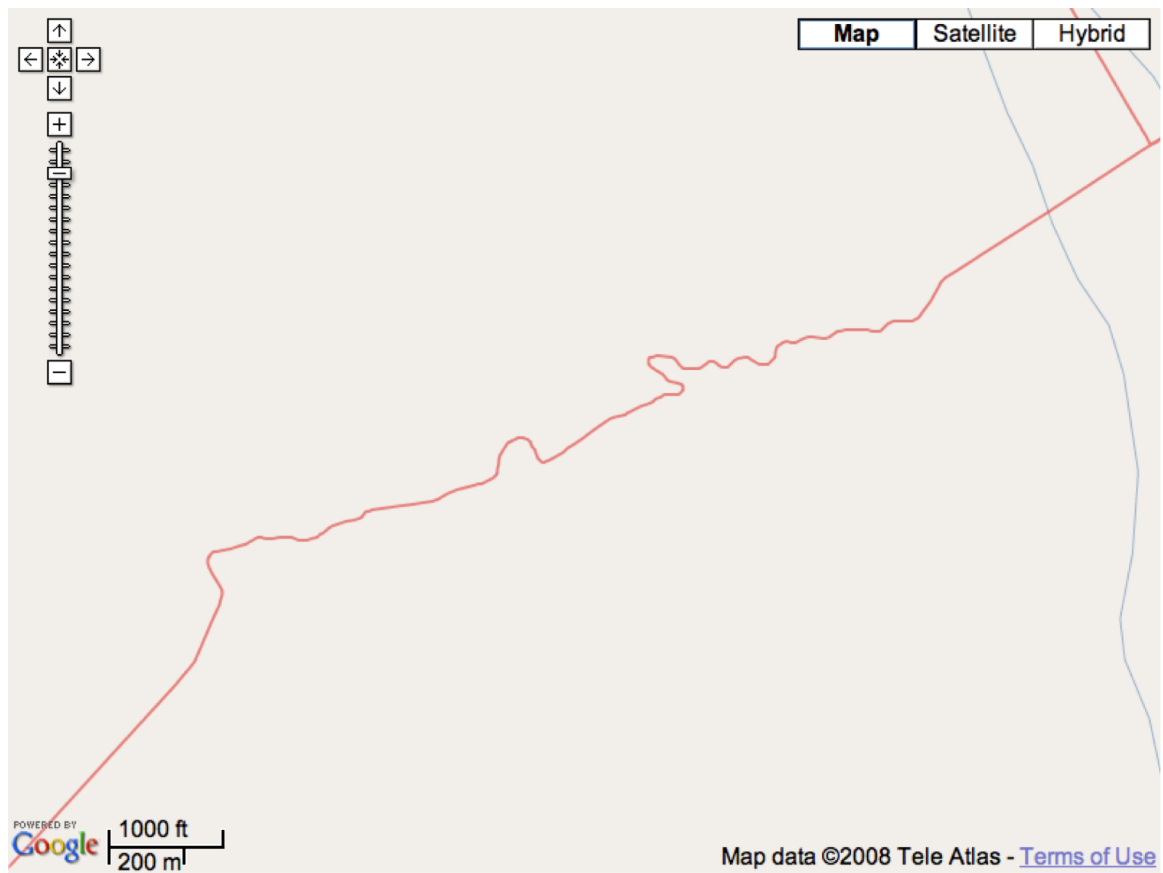


Figure 23. 2005 GCE course superimposed on map view (unnamed road).



Figure 24. 2005 GCE course superimposed on map and satellite view (unnamed road).



Figure 25. 2005 GCE course superimposed on map and satellite view (unnamed road at increased zoom).



Figure 26. 2005 GCE course superimposed on map view (Sandy Valley Road).



Figure 27. 2005 GCE course superimposed on map and satellite view (Sandy Valley Road).



Figure 28. 2005 GCE course superimposed on map view (Interstate 15).



Figure 29. 2005 GCE course superimposed on map and satellite view (Interstate 15).

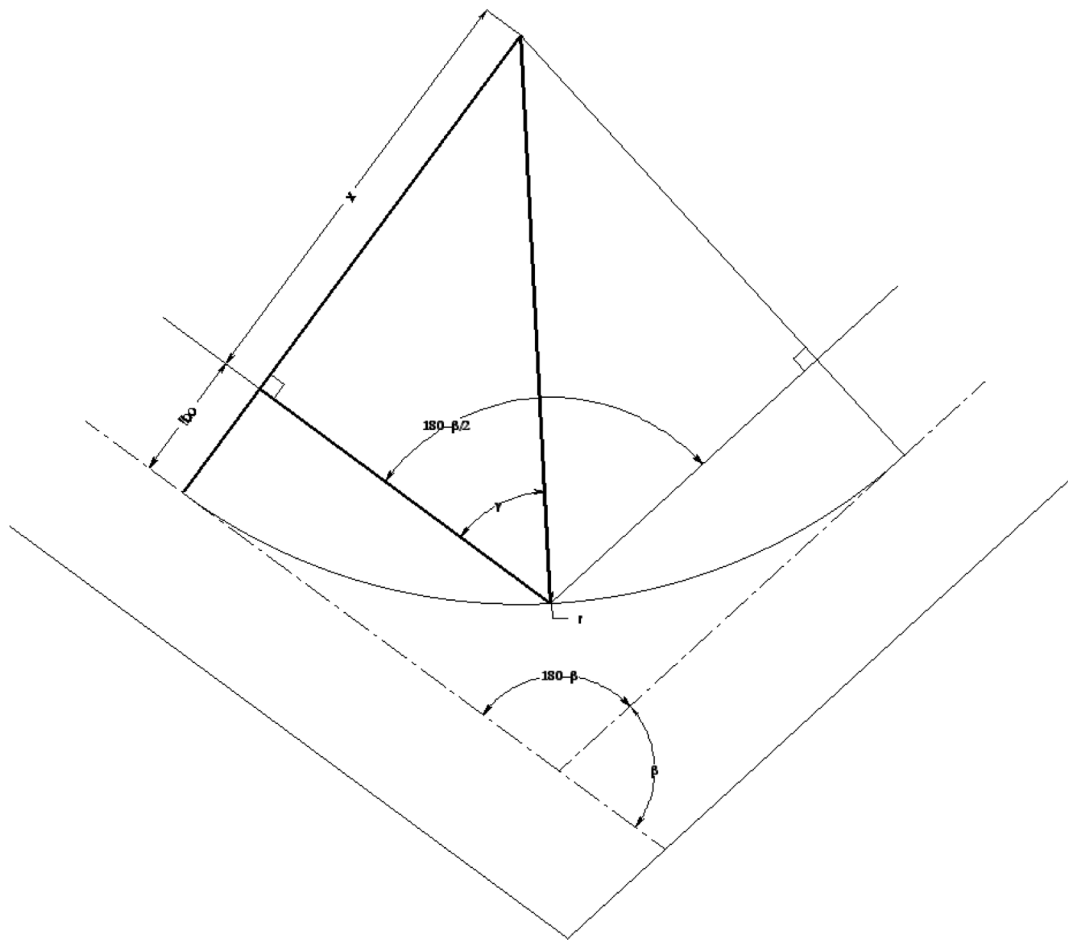


Figure 30. Calculation of minimum allowable turn radius based on change in bearing and lateral boundary offset.

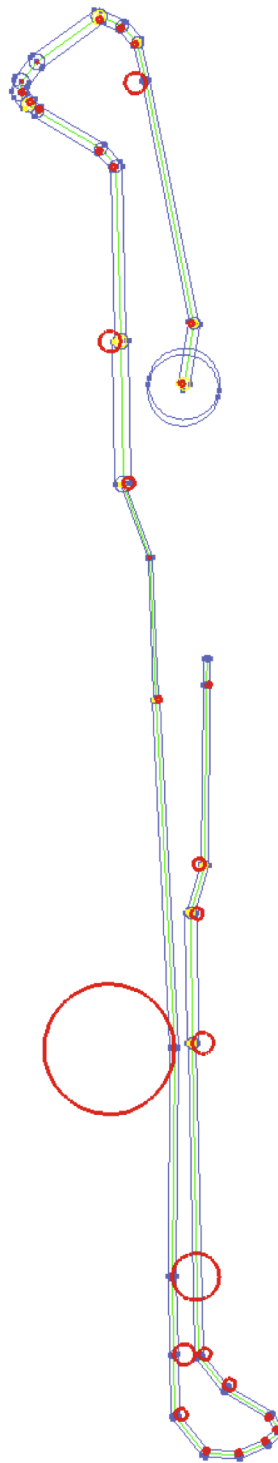


Figure 31. 2004 QID course with RDDF-allowed turn radius based on course segment speed.

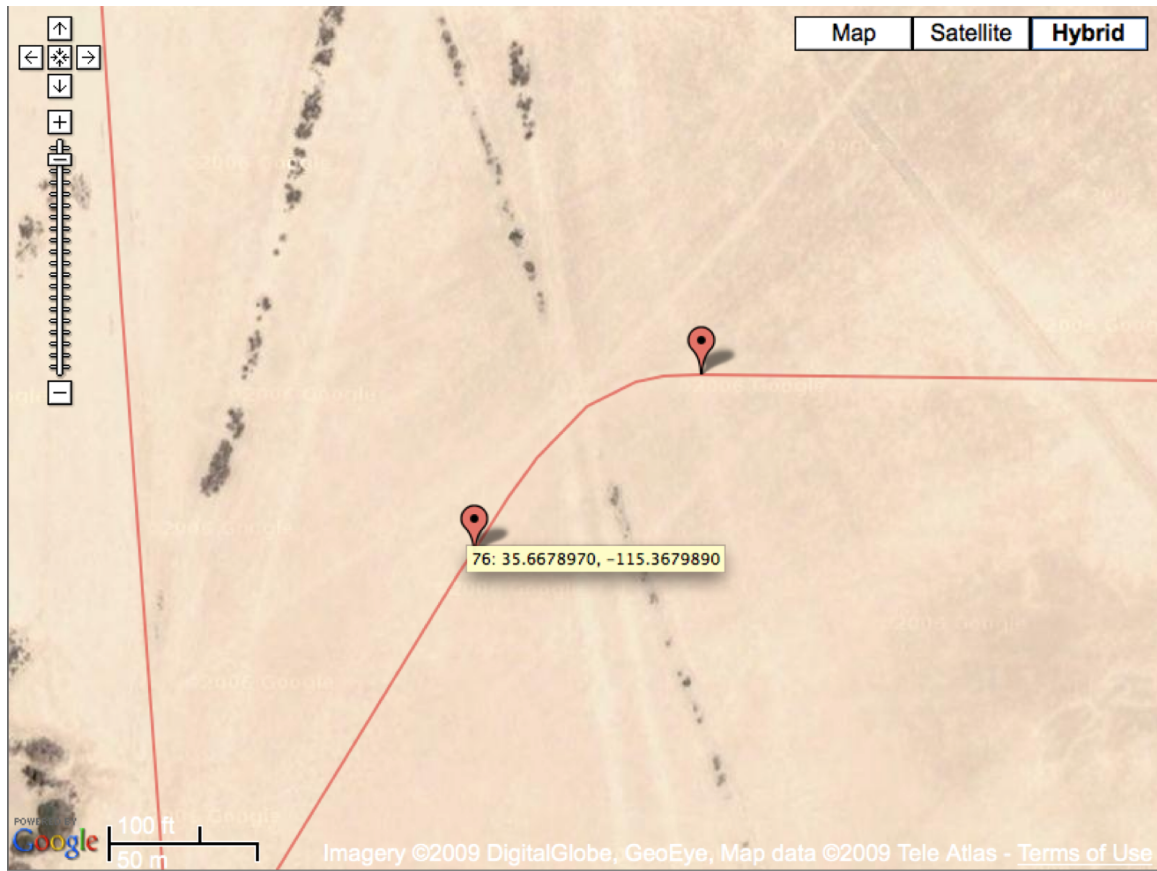


Figure 32. Deceleration lane (waypoints 76 to 84).



Figure 33. Deceleration lane (waypoints 1177 to 1184).



Figure 34. Deceleration lane (waypoints 1805 to 1809).



Figure 35. Deceleration lane (waypoints 2277 to 2290).

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Figure 36. Rockwell Collins product search for “GMC-10”.



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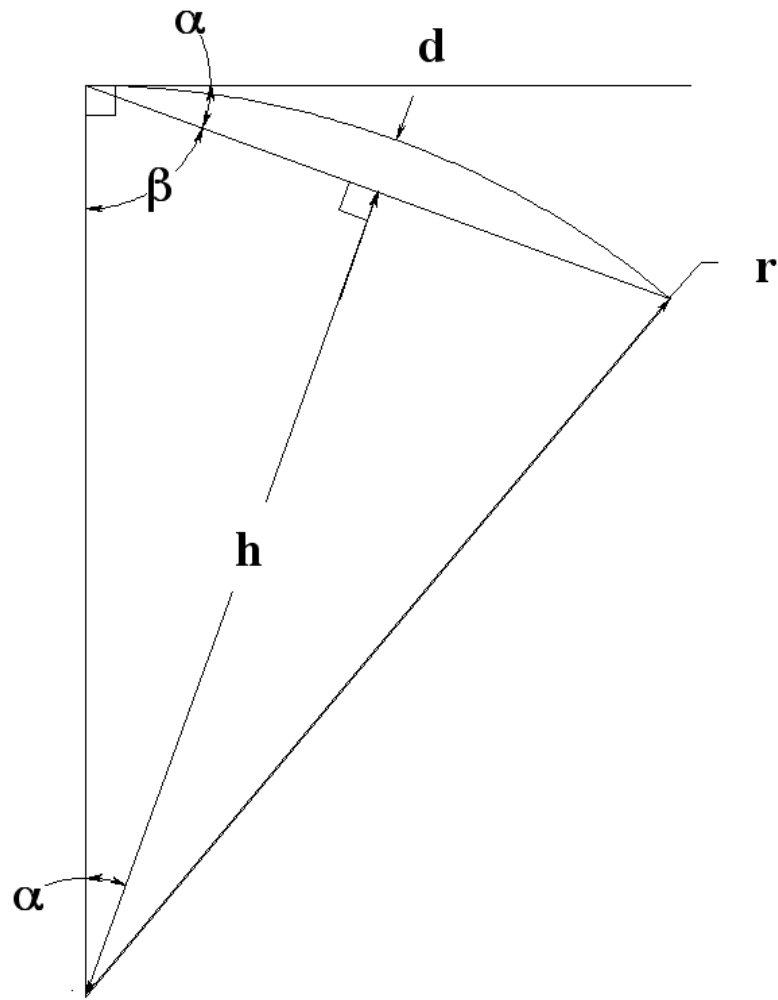


Figure 38. Maximum distance between the path of travel in a constant-radius turn and the left- or right-limit of field-of-view.

1. $\cos \alpha = \frac{h}{r}, \therefore h = r \cos \alpha$
2. $d = r - h$
3. $d = r - r \cos \alpha$ or $d = r(1 - \cos \alpha)$