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| **Note** | **Action** | **Related page in thesis** |
| Include reactive methods in the general discussion in the introduction | Added literature review about the subject. Our method and reactive methods are compared. |  |
| Discuss applicability of our method to other roads | A rural road is extracted from OpenStreetMap database. The rural road is approximated with our method and the results are added to thesis. |  |
| We can write a paragraph that explains how the road representation is used. We store the data of the road representation. In real-time, we want to compute waypoints, heading and curvature information of the road segment where the vehicle is driving. If we use a clothoid representation, we need to simulate. If we store waypoints, we need a lot of memory. | The road representation is described. First the stored data is mentioned. Then the computation of waypoints from the stored data is described for both arc-spline segments and line segments. |  |
| Can we check how long it takes to compute waypoints when simulating clothoids? | Clothoid simulation computation time and arc-spline trajectory waypoint computation time are compared to each other and added to thesis. |  |
| Show memory for same accuracy straight line segments. In the thesis, we only show the memory requirement of arc-splines. | Douglas-Peucker algorithm is applied to a road segment with the same maximum allowed Euclidian distance error. The memory usage of our algorithm and Douglas-Peucker algorithm are compared to each other and added to thesis. |  |
| Emphasize heading and curvature availability when using arc-splines wherever possible | Heading and curvature availability is mentioned and also described. |  |
| Check what happens when parallel shifting. Is there an error? For arc-splines, I would expect that we always go along the radius. There could be a problem with consecutive line segments that have a different heading. | Parallel shifting is inspected for both arc-spline segments and line segments. Small discontinuities are observed for both approximation methods. |  |
| Simulate a bit longer such that we see convergence to the road centerline | Trajectory is generated but the controller is not tuned therefore there is nonzero tracking error for road centerline following part of the trajectory. |  |