**Abstract**

Vehicle autonomy is critically dependent on an accurate identification and mathematical representation of road and lane geometries. Many road lane identification systems are ad hoc (e.g., machine vision and lane keeping systems) or rely on polynomial approximations of road data and GPS positioning. A novel system is proposed in which geodetic road data is parsed along road directions and digitally stored in a road data matrix. Using mapping algorithms, the road data is converted to a smooth, differentiable path which connects critical road coordinates with curvature vectors and changes to road tangent angles. Different road data sources such as GPS or geographical scans were evaluated with this method and compared to current road design standards as per the American Association of State Highway and Transportation Officials. This approach takes advantage of standard roadway design practices, which rely on speed limit, superelevation, and empirical data for maximum lateral acceleration tolerance to determine acceptable radii of curvature for different classes of roadways. Successful implementation of this technology could accelerate autonomous vehicle’s navigation research and development for new guidance paradigms in addition to traditional machine vision-based systems.

Keywords: Trajectory Generation, Path Generation, Curvature, AASHTO, V2I, Vehicle-to-Infrastructure

**Introduction**

**Problem Statement**

**Your problem statement should be a natural conclusion of your introduction**

The objective of this research study is to develop a deterministic technique for identifying the centerline path of travel lanes using smooth, differentiable, parametric equations and geospatial road data.

The problem formulation involves generating an offline path that minimizes the data size needed to traverse a curved road.

**Trajectory Generation Background**

In motion planning, a path is defined a set of possible ways a vehicle is allowed to go from Point A to Point B. While trajectory is defined as the profile needed to go through that path given different constraints. For example, many trajectories can lie inside of a given path as shown in Figure 1. Given constraints can be in the form of differential constraints from equations of motion, geometrical constraints or dynamic constraints from vehicle limits.

