

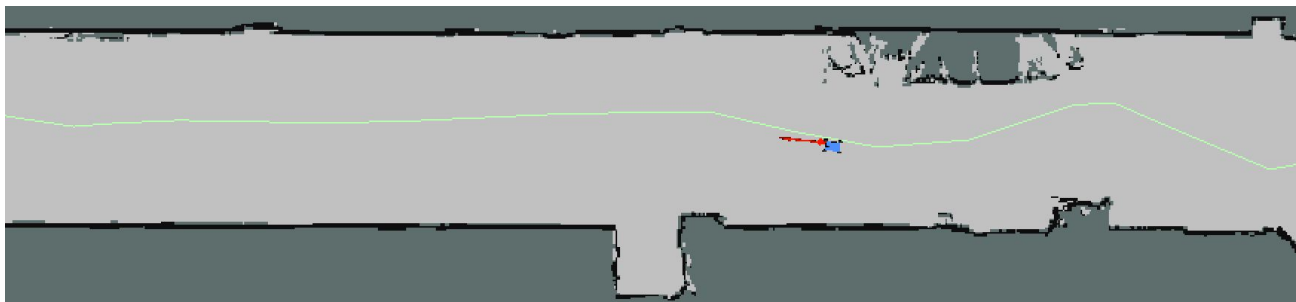
Lab 6:

Path Planning/Following

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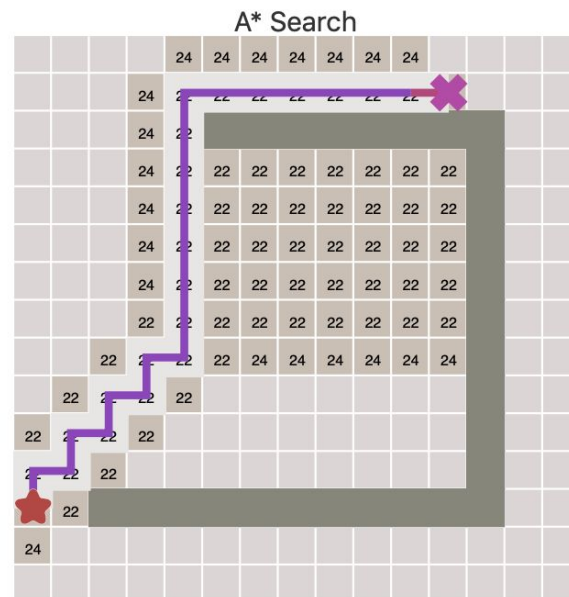
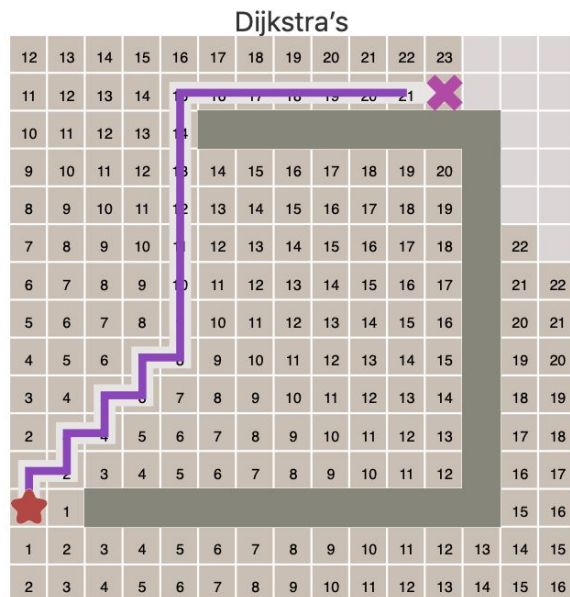
Main Objectives

- 1) Plan valid paths using two different planning approaches (A^* & RRT)
- 2) Follow a planned path using the pure pursuit algorithm
- 3) Demonstrate autonomous path planning and following on the real car



Path Planning: A* (Search based method)

Which Search Based Algorithm?

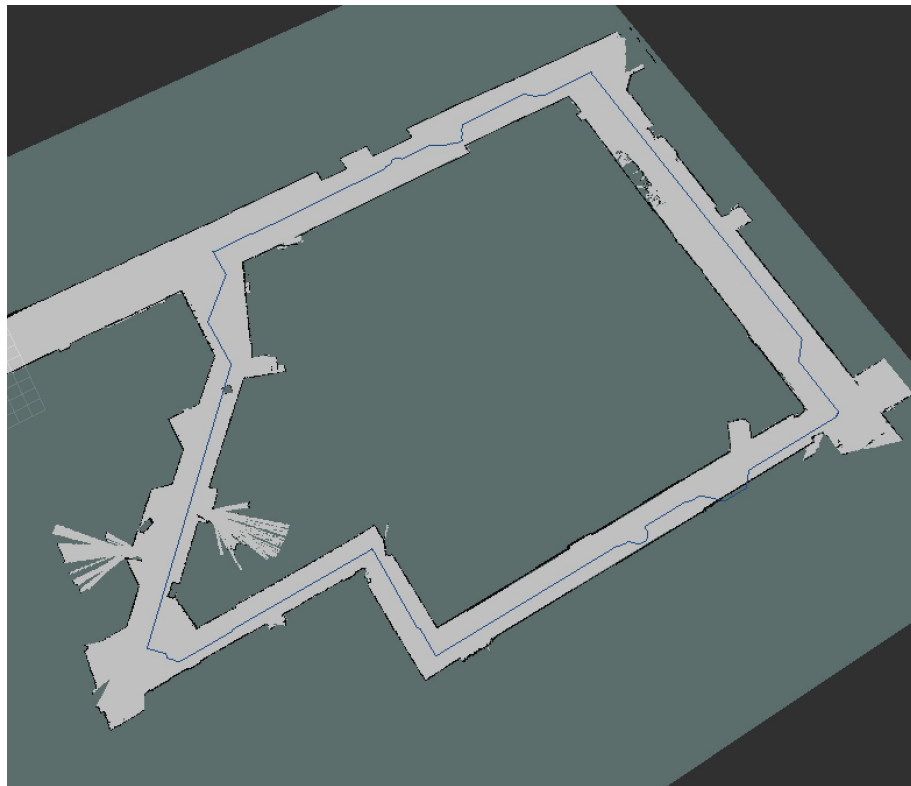


Path Planning: Map Representation

- Pixel by Pixel Representation
- Resolution of .05
- 2,249,000 nodes
- Stata Map ~45 seconds

Speed:

Anywhere from 0.01 - 10 seconds



Sampling Based Path Planning

Random exploration of space

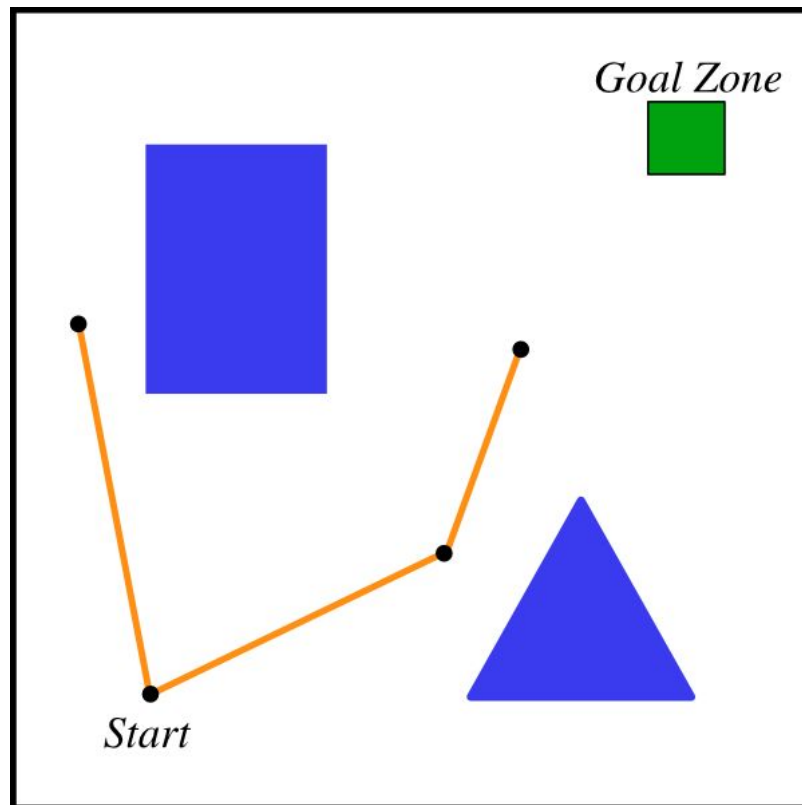
Exchange some optimality in path for speed

The Algorithm: RRT (Sampling based method)

Map Dilation: magnify boundaries by 10 pixels

Randomly choose a point on the map

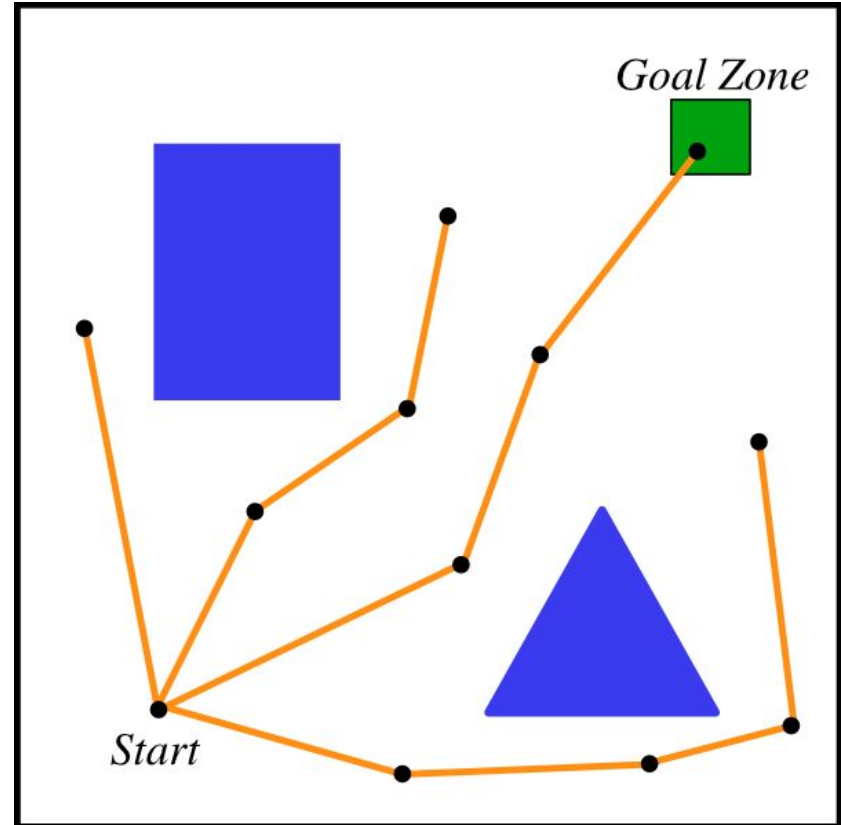
Steer the point by moving the point within a threshold distance to its nearest neighbor



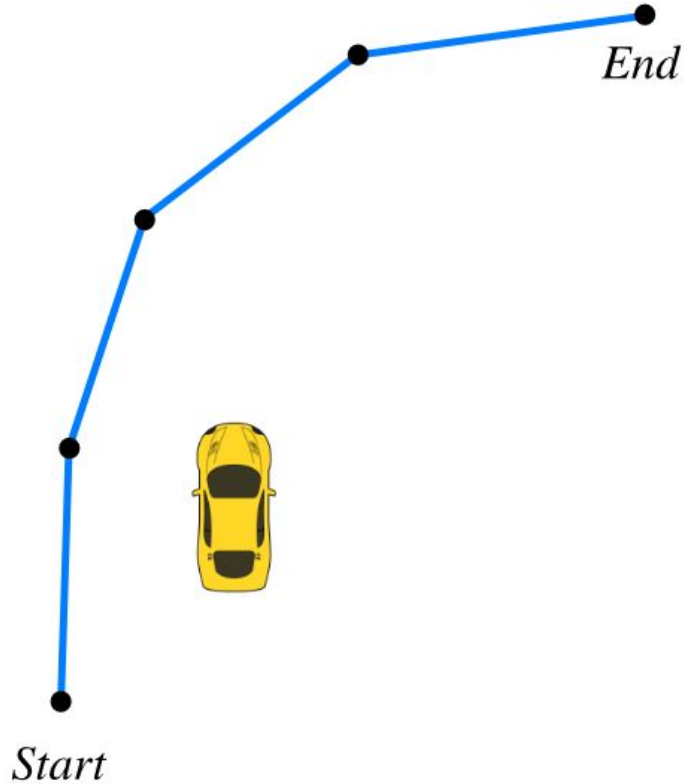
The Algorithm: RRT (cont.)

Check for collisions along the line
between the point and its neighbor

Add points until reach goal zone

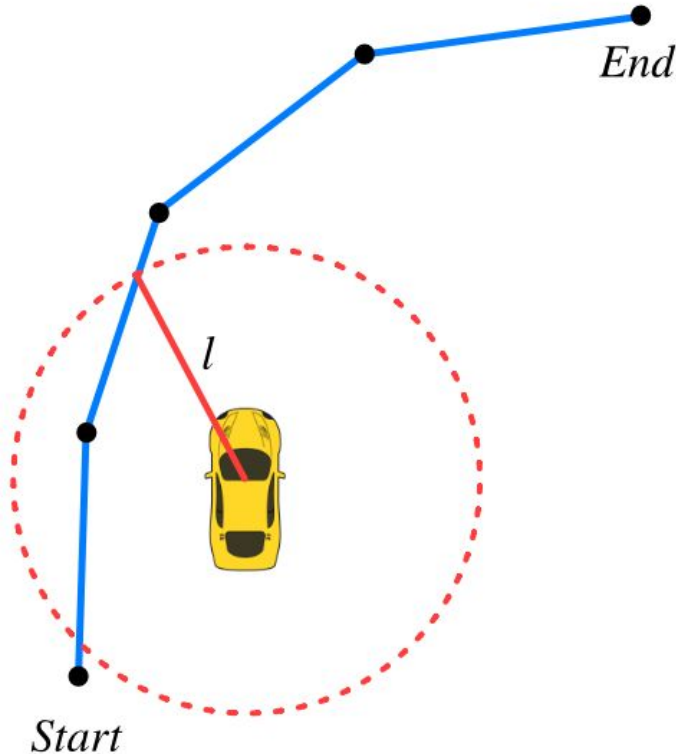


Path Following: Pure Pursuit



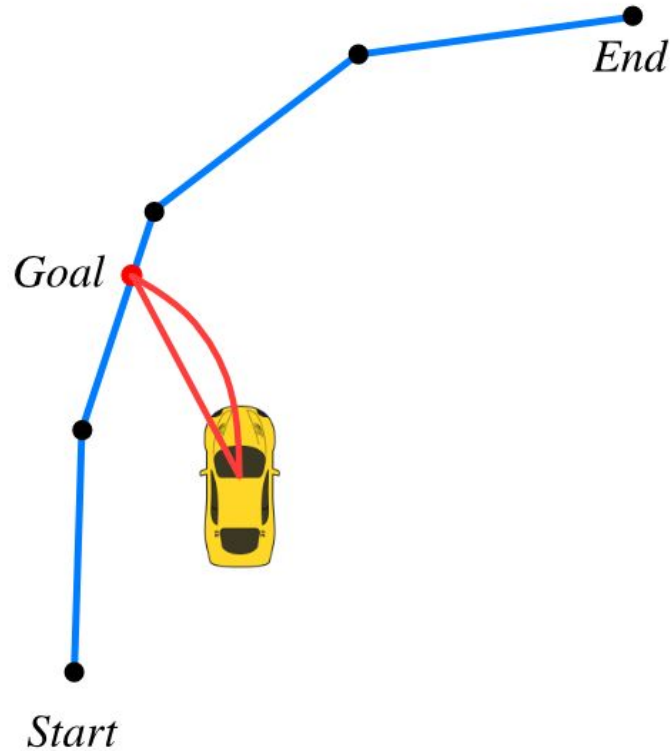
- 1) Path planner provides a sequence of points

Path Following: Pure Pursuit



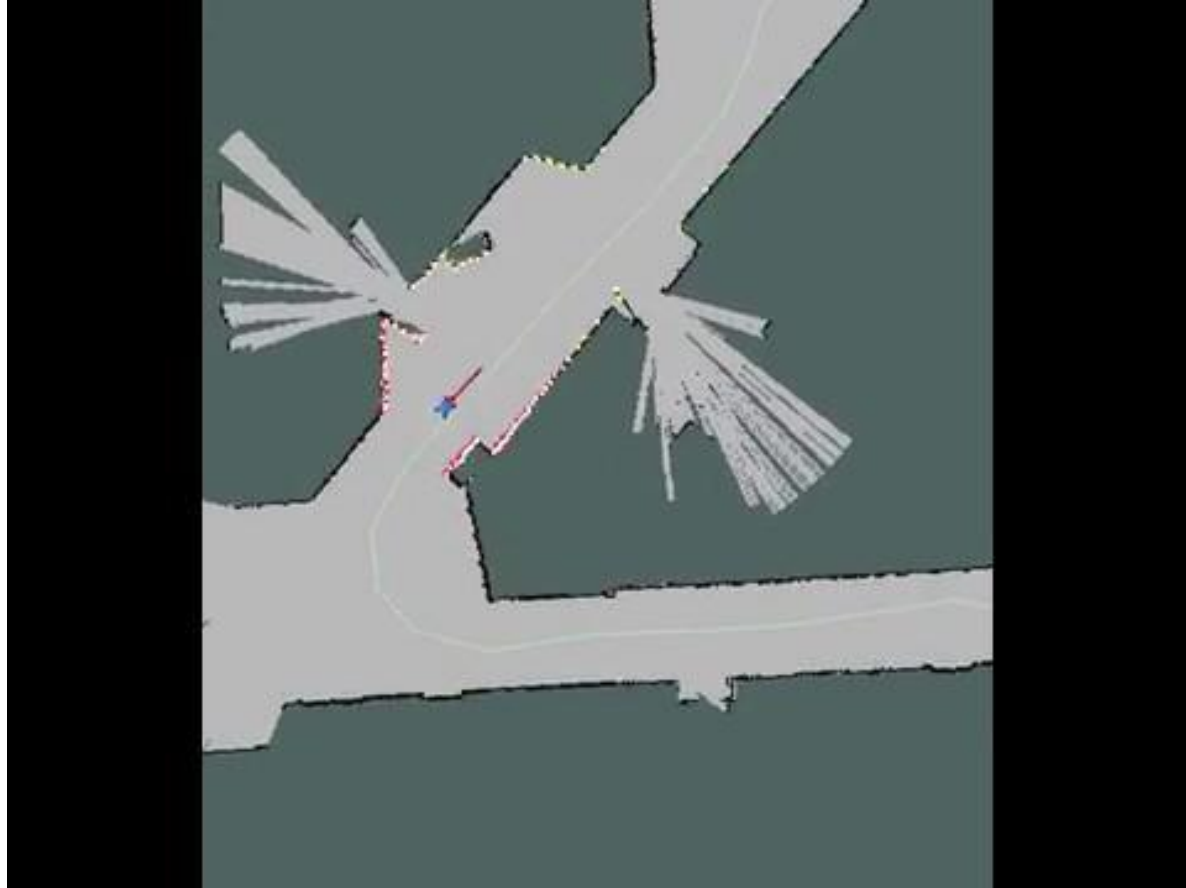
- 1) Path planner provides a sequence of points
- 2) Find the point on the path one “lookahead” distance away from the car

Path Following: Pure Pursuit



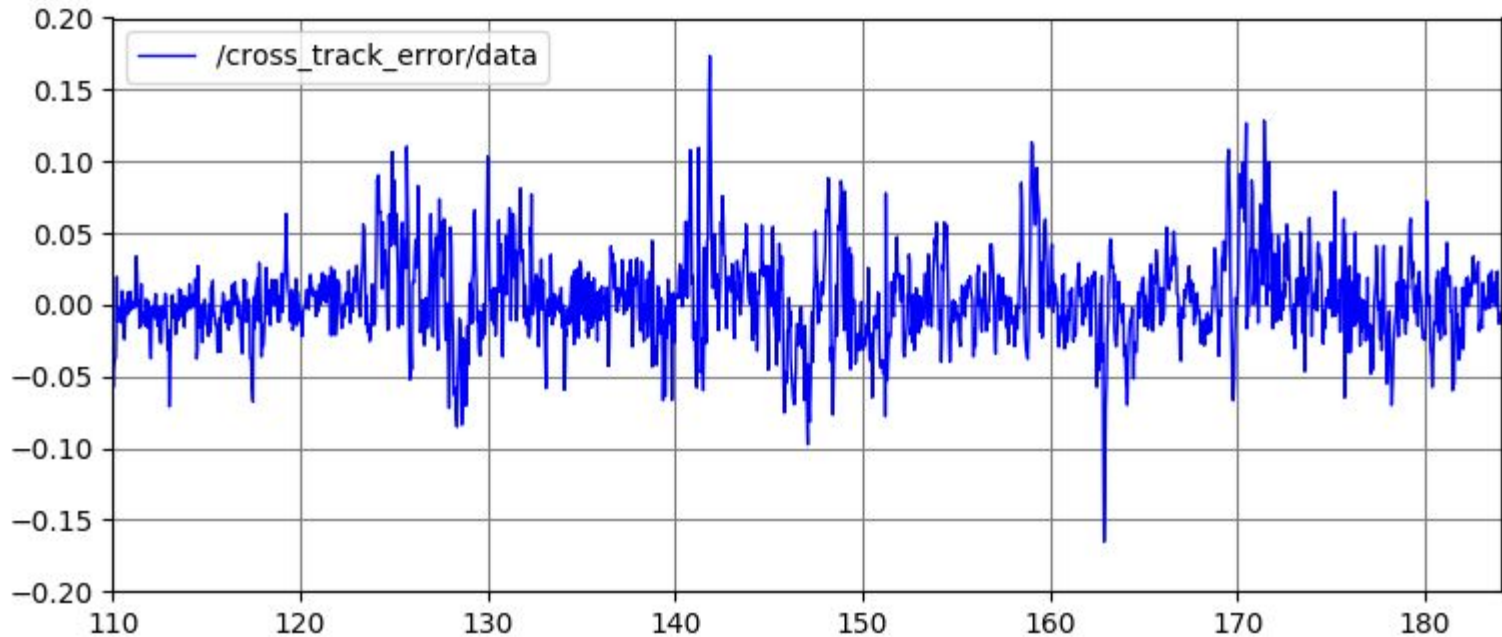
- 1) Path planner provides a sequence of points
- 2) Find the goal point on the path one "lookahead" distance away from the car
- 3) Calculate the steering angle needed to drive to the goal point

Pure Pursuit Demo



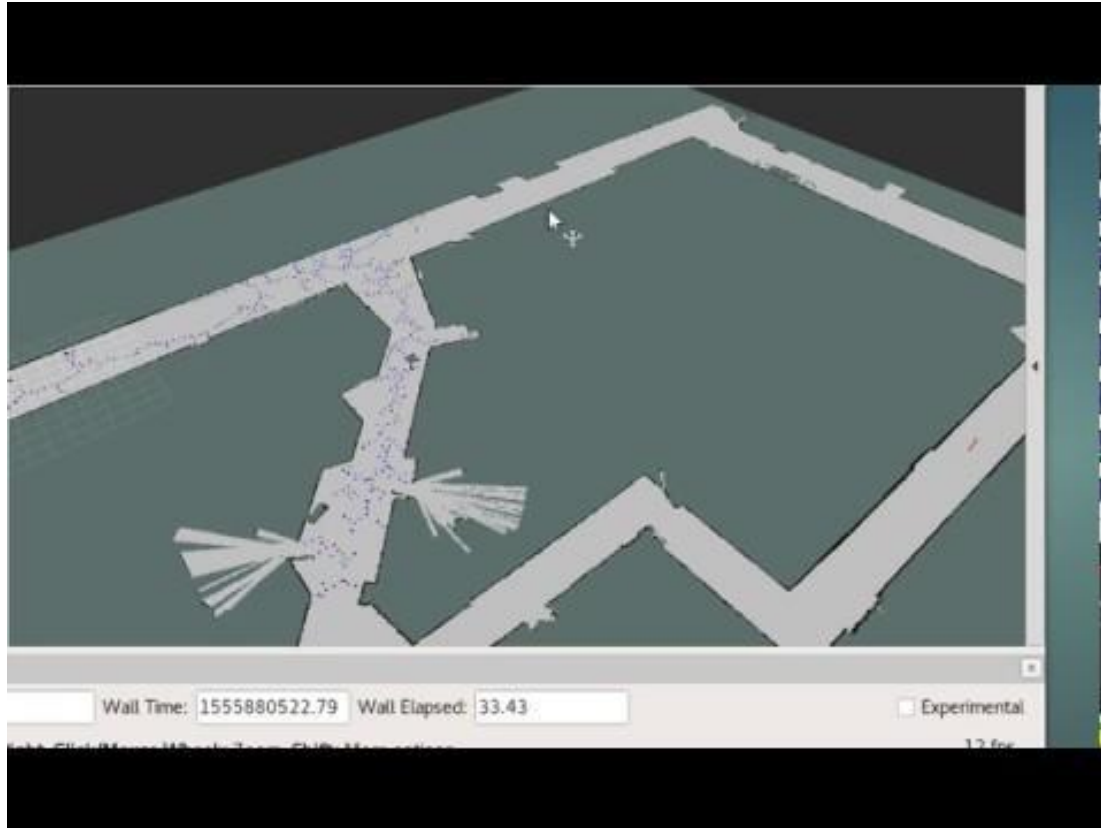
Pure Pursuit Performance: Cross Track Error

Meters

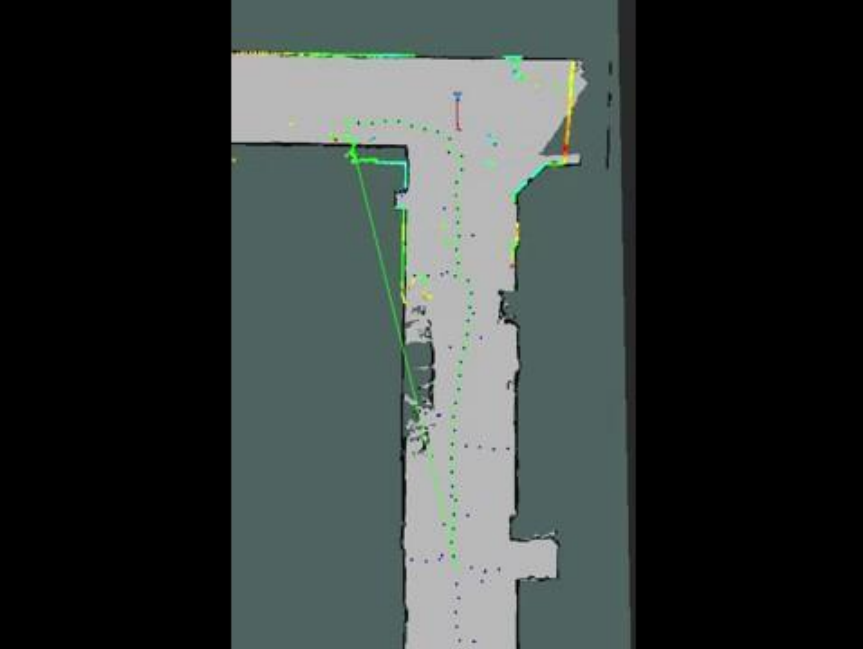


Time

RRT Integration with Pure Pursuit



Real Life Demo



Lessons Learned

- Pure pursuit can be improved by implementing a variable lookahead distance
- Implementing RRT* could've greatly improved our ability to search paths in less time
- Improving the map state to prevent holes in path searching

Questions?