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Bypassing Roadblocks to Technical Information: Locating Freely Available Technical Information for Entrepreneurs

Anne E. Rauh, Syracuse University

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Bypassing Roadblocks to Technical Information

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SYR-EECS-2012-02
April 3, 2012

Single Eye or Camera with Depth Perception

Philipp Komreich
pkornreich@syr.edu, Syracuse University, EECS Dept.

Bart Farell
bfarell@syr.edu, Syracuse University, Dept. of Biomedical and Chemical Engineering

ABSTRACT: An imager that can measure the distance from each pixel to the point on the object that is in focus at the pixel is described here. This is accomplished by the use of short lightguide sections combined with each pixel light sensor. In the eye the rods and cones are the fiber like lightguide sections. The lens selects the object point who’s range is to be determined at the particular pixel. The lens reproduces the light pattern of the object point at the image point with the addition of a phase proportional to the distance from object point to image point. This is the input to the photoconducting lightguide. The light guide has contacts along its length. The total oscillating photo current is an exponential function of the product of the range times the loss coefficient, times the ratio of the group velocity of the lightguide to the velocity of light, times the range.

KEYWORDS: Range, Three-Dimensional Vision, Imaging, Passive LIDAR, LIDAR
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PERFORMANCE OF SIMILAR DESIGNS IN THE UNITED STATES

There are very few mini-roundabouts constructed in the United States that have all the desirable design recommendations. More importantly, no mini-roundabouts in the US operate at or near capacity. One site constructed in Stevensville, Maryland conforms closely to the basic design of a mini-roundabout with an ICD of 80'. Nevertheless, the central and splitter islands are not raised and have no passenger car deterrent except for flex-posts located around the central island. This site was selected to evaluate the driver behavior with regard to gap and headway decisions. Video recordings were collected using cameras that captured data from 3:45 pm to 5:45 pm. The volume for this intersection is listed in Table 1. The cameras were set 30' high on a telescopic pole shown in Figure 1.

The video data were used to collect time gaps (both accepted and rejected gaps) and follow-up time. An accepted gap is where a driver on the approach decides to move into the circulating stream as the (time) gap between vehicles is perceived sufficiently long. Rejected gaps are where a driver chooses not to move into the circulating stream as the gap is insufficient. Follow-up time is the (time) gap between the second vehicle and lead vehicle when entering the circulating stream. The driver behavior for cars and heavy vehicles were analyzed separately.

Figure 1: Data collection (left) and Google aerial photo (right) Stevensville, MD
Patents

- USPTO Application Search
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Patents

Dec. 26, 1967

E. E. HEADRICK

FLYING SAUCER

3,359,678

Filed Nov. 1, 1965

2 Sheets-Sheet 1
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