

River Pilot Route 66 GPS Turn By Turn Attractions Guide Documentation

The Route 66 GPS Turn By Turn Attractions Guide is the culmination of one year of rigorous data capture, creation and verification testing. The guide provides accurate turn by turn directions for Route 66 both east bound and west bound while concurrently providing automatic visual and audible alerts of attractions along the way. The guide natively presents this information in multiple languages as well as audible directions and visual commentary.

Background

The goal was to create an electronic tour that provides accurate turn by turn directions, in both directions, and include the various “alternates”, that takes travelers along as much of the “Real” Route 66 as possible. The “Guided Tour” would also include automatic firing of all of the attractions along the way. The final goal was to then present this information in multiple languages with historically accurate commentary to include both “Old” and “New” photographs. With this product that goal has been achieved.

Mapping

The evolution of Route 66 meant that it took many alternate roads during its tenure as an active highway. Most of those roads still exist and are navigable. However, as the road isn't actively one major thoroughfare anymore but rather a stitching of many roads together, underlying map manufacturers that produce GPS maps have not had as much active input provided to them to produce currently accurate maps of the road. We have partnered with these map manufacturers to provide them with active and current information to recreate Route 66 so that the underlying maps are accurate with all of the latest turns, restrictions and roads.

The Route 66 GPS Turn By Turn Attractions Guide includes the individual selection of 8 states east bound and 8 states west bound. New Mexico also includes the west bound and east bound “Santa Fe” alternate. More alternates will be included in the future. The GPS product intentionally follows many of the roads used by Jerry McClanahan and his book so that it can be used as a paper companion for comparison while on tour. However, in some instances, adjustments have been made for efficacy, tour continuity, accommodate larger vehicles and mapping inconsistencies.

In order to make the product work effectively and allow the user to select a given state and drive it from one point to the next, we have had to initially make some small changes in areas where the underlying map would not allow a “turn” or “road” due to underlying map inaccuracies. We have submitted these updates to manufacturers and they take some time to implement. By approximately 12/2011, these updates should all be in place. In the meantime, we have simply “Gone around” these anomalies with the intent of making them so benign that the user will not recognize them and that they will not detract from the overall Route 66 experience. As the map updates are implemented we will adjust the product accordingly and start to remove the adjustments. At this time over 2250 miles of the 2288 mile tour is accurate to the “Real” Route 66 highway. We have the capability to take the “Dirt” sections but have avoided those options at this time.

Garmin GPS

We are pleased to be working directly with Garmin and have based this tour technology on their platform as they provide devices that at this time are the most feature rich for touring on the market. Due to the needs of the user, price points, and advancing technology not all GPS are the same. GPS manufacturers generally provide devices that can support different features that user's want and therefore shouldn't make every device be exactly the same. We routinely test GPS and have settled on the Garmin Zumo series as the model line to certify for this product. The Zumo can be used in a car or on a motorcycle and offers the best user experience for the particular product. The Route 66 GPS product does work on some other devices but those platforms don't have some of the features needed in order to make this product work reliably and accurately so they will not be certified until they do. We are championing more devices that can accommodate this product in the future and as time progresses we are seeing them being entertained and produced. As devices are tested and approved we can add them to the certified list. Our goal is to advance and certify reasonably priced devices that are feature rich and accurately follow the tour route. At this time, there are no inexpensive devices that can offer all of the features needed to perform such an eloquent and complicated tour.

Map Updates - *Important*

Map updates for GPS devices are routinely released with updates 4 times a year. Three (3) of the four (4) updates are minor and one of them includes major updates. In order for the Route 66 Turn By Turn product to work accurately with a users Garmin Zumo GPS, the map used by River Pilot to create the Route 66 GPS Turn By Turn tour MUST match the underlying map on the users GPS. As of July 2011, River Pilot has used the Garmin City Navigator North America NT 2012.1 map as the reference. As maps and need arises, the product will be updated accordingly and redeployed.

This is one of the major reasons that a user may not have the same user experience that is intended or certified. We suggest that a Garmin Lifetime Map Update be purchased for around \$100 USD with the Garmin City Navigator North America NT base map as the reference map. This will ensure that updates for the Route 66 GPS product will be reflected on the users GPS and that the tour is delivered exactly as intended. Without matching maps it is expected that the user will not have accurate turn by turn directions.

Explanation - Small adjustments in the map manufacturers updated base maps, by as little as 10', can cause a users GPS to calculate the wrong road to take regardless of the desired road created in the master Route 66 Map from River Pilot. That in turn can affect the next 10-100 miles of the user's tour. We strongly suggest this course of action be taken in order to assure accurate turn by turn results. The good news is that with the correct and most accurate maps, the tour works as certified and the excitement of the Route 66 tour comes alive.

GPS Preparation

In order to prepare for the Route 66 GPS Turn By Turn Attractions Guide, the following three (3) items MUST be implemented:

1. Garmin City Navigator North America NT 2012.1 or newer MUST be downloaded to the Zumo.
2. Auto Calculate MUST be turned to “OFF” in the device settings.
3. The GPS software MUST be updated with the latest service packs by using Garmin Web Updater or other software tool to update the device.
4. All other settings should be kept to “Default” and are less critical to the overall user experience. River Pilot recommends “North Up” for map orientation and the “Blue Triangle” be used for the vehicle selection.

Note: The Tour Route has been driven numerous times in both directions by River Pilot and certified to work if the above settings and processes are implemented. The software has been tested on Garmin Nuvi 550, Garmin Oregon 450 and Garmin Zumo 550, 660. The Zumo series produced the best results with no loss of accuracy.

GPS Useage

Load the software and when completed go to >Extras >Route 66 and select your desired state. Select the desired state and press >“GO”. The GPS will calculate the route and either ask you if you want to navigate to the beginning of the route or if you are already on it, continue navigating you along the route. That’s it. For French, go to Main Menu> Settings> Language> and change all settings available to French. Press “OK”. The audible directions and text commentary will all now be in French.

Proximity Alert / POI Settings - In order to get recurring POI Proximity firing, we suggest going into settings and changing from “Single Tone” to “Continuous” Tone. Go to Main Menu > Extras > Custom POI’s > Tools> Settings > Proximity Points > Proximity Alerts and change to “Continuous Tone” Click “OK”. The device will now give a much longer proximity alert both visually and audibly for upcoming attractions.

Start / Begin Points - River Pilot Tours created this product after providing custom and commercial Route 66 Tours. We have taken that experience and created the tour with both foreign and domestic participants in mind. We try to recreate the timing and flow of a real tour. Sometimes during the tour we exit and entry off at an off ramp so that a traveler can reload the next state or visit many of the attractions along the way. After initial use these entry and exit points are self explanatory and helpful.

Documented Road Deviations

As previously mentioned, in order to perform a complete tour that takes the real Route 66 we have had to “Go Around” some roads temporarily until the underlying maps are updated. We are working closely with map manufacturers and expect most of these anomalies will be fixed by approximately 12/2011. These “Go arounds” are minimal and are designed to be as unobtrusive to the tour as possible. For clarity these road and turn deviations are listed below. As the roads are “fixed” they will be removed from this list and adjusted in the product. Unless otherwise noted, all other roads are the “Real” Route 66. When a freeway is taken it is due to the fact that it was Route 66 and the freeway has paved over Route 66.

West Bound:

1. MO – St. Louis - Broadway into downtown rather than Broadway to Florissant. Construction on Florissant as well as flow through downtown was achieved. Rejoin at Choteau. 6 miles overall affected.
2. MO – St. James – west side frontage rd from exit 195 to exit 189. Drastic and inaccurate turn on frontage rd. near exit 195. 6 miles affected. Fix submitted.
3. MO. Marshfield – Spur Rd. intersection is inaccurate – 1 mile affected
4. MO. Springfield – Kearney rerouted as turn restriction in place. Submitted for fix. Turning early and rejoin 66. .5 mile affected.
5. OK – Yukon – Sara Rd. has been taken as safe exit to R66 is not available. 1 mile affected.
6. OK – Weatherford -E. Main/Washington – Route up north as side road entry off main isn’t conducive to left turns to due excessive traffic. Not an inaccuracy. Chose a better option. Still Route 66.
7. OK – Clinton – Chose 10th st. rather than Opal as it’s a better option and still route 66. New turn conditions and traffic are not as convenient and safe as 10th st. Not an inaccuracy. Still Route 66.
8. OK – Sayre – Roger Miller Memorial Hwy near Hext road is abandoned. Maps show it as drivable. Submitted for fix. Detouring 3 miles to freeway and back to Roger Miller Hwy past the anomaly.
9. TX – Alanreed – taking Hwy 291 instead of frontage road. Maps showed it as one way. Submitted for fix. .5 mile affected.
10. TX – Hill rd. – not shown on maps at all. Submitted for fix. Detoured .5 mile to Blessen.
11. NM –Palomas to Montoya Exit 311 to 321 – This section is drivable. Maps do not show side road. Submitted for fix. RV users and larger vehicles are difficult to go under overpass. Worked with J. McClanahan and agreed to reroute for convenience and safety of larger vehicles. Rejoin in Montoya. 10 miles affected.
12. NM – McCartys to Grants Exit 96-89 – The underpass in McCartys was not connected. Anticipated May 2011 update. 6 Miles affected.

13. NM – Alt 66 Santa Fe – Old alignment is one way or complete loop in downtown. Not safe or feasible for RV. Taking Sandoval instead of Galisteo – ¼ mile affected. Long term change. No fix needed. Permanent.
14. CA – Needles – Took Needles Hwy instead of Park Rd. Not safe as a turn and difficult for larger vehicles. 1 mile affected.
15. CA – Victorville – Avoided off ramp from downtown needles to HWY 15 for 3 miles. Tight turn and better for RV and travelers. Fix submitted. Possible permanent change. Better routing.
16. CA – Pasadena – Hwy 110 took Fair Oaks before off ramp. Fix submitted. Rejoin at off ramp. .5 mile affected

East Bound:

1. CA – Needles – Took Needles Hwy instead of Park Rd. Not safe as a turn and difficult for larger vehicles. 1 mile affected.
2. AZ – Lupton – Exit 357-359. Map issue. Submitted fix. 2 miles affected
3. NM – McCartys to Grants Exit 96-89 – The underpass in McCartys was not connected. Anticipated May 2011 update. 6 Miles affected.
4. NM – Laguna – Exit 114-exit 117 – Left turn onto Route 66 inoperable due to mapping error. Fix submitted. 3 miles affected
5. NM –Palomas to Montoya Exit 321 to 311 – This section is drivable. Maps do not show side road. Submitted for fix. RV users and larger vehicles are difficult to go under overpass. Worked with J. McClanahan and agreed to reroute for convenience and safety of larger vehicles. Rejoin in Palomas. 10 miles affected
6. NM – Alt 66 Santa Fe – Old alignment is one way or complete loop in downtown. Not safe or feasible for RV. Taking Alameda – ¼ mile affected. Long term change. No fix needed. Permanent.
7. OK – Catoosa – Ford Rd. Map issue. Submitted for fix. .3 miles affected
8. OK – Commerce –Map issue into Commerce. Submitted for fix. 1 mile affected
9. MO – St. James – west side frontage rd from exit 189 to exit 195. Drastic and inaccurate turn on frontage rd. near exit 195. 6 miles affected. Fix submitted.
10. MO - St. James – Jefferson, Eldon, Seymour – Left turn onto State Hwy KK has a left turn restriction – fix submitted .1/8 mile affected.

Suggestions:

When used as described the tour guide is very entertaining and the software and hardware work as designed. There are two suggestions for users to keep in mind when using the tool.

1. Users routinely stop and look at the many attractions along the way and then continue along the defined route. The Garmin Zumo does a good job of handling this usage pattern and the device can even be shut down and restarted with the route still active. When a user goes backwards either by design or accident, the Zumo will usually allow a short distance without incident. However, at times, under heavy usage driving backwards in the wrong direction, the device will undergo a hard recalculate. When the user recognizes this action they can simply turn around and do the following. Press "Stop" on the Main Menu. This will stop the route. Then go to "Where To" > Extras > Route 66 > and select the state being driven. Then simply reload the route. The unit will very quickly reload the route and provide the user with the correct route again.
2. The software will allow deviation from the defined route and will "hold" the magenta line where the user is supposed to go vs. their current location. It's a valuable tool that lets the user drive around town while arriving back to the route. In the event of an issue, simply follow the steps above and the route will be recalculated again.

If you have any questions please contact Spot It Out Customer Service or River Pilot Support - Happy Touring! - **River Pilot**