

Using the Route Instructions

Ok, so you're not a GPS user. No sweat – you can still navigate the '09 BMW TCD Camping Demo Ride to Williamston using maps and these turn-by-turn route instructions.

I've done my level best to provide accurate instructions. There is no deliberate attempt on my part to confuse you or try to get you lost. That doesn't mean that an instruction that seems obvious to me might be confusing to you. I hope not, and it's not my intention to mislead you.

Here are a couple of concepts that are useful in following the route instructions. First, follow the 'main road' unless instructed otherwise. If you have to make a turn off what appears the 'main road', I will tell you explicitly with a route instruction. The 'main road' is the road you're on that appears obvious to you to be road to continue on. For instance, if you come up on a bend in the road that is clearly marked with a turn arrow, and the pavement and the yellow line in the center of the road follows the turn, don't go straight off on some gravel side road that proceeds straight where the road bends. Stay on the main road unless instructed to turn off onto some new road!

Second, many intersections are indicated as 'T's, and you'll be instructed something like 'Left (S) @ 'T' onto Bixby Rd'. A 'T' is when the road you're on ends at the intersection with another road, and you can only turn left or right. You're traveling up the leg of the 'T' to the intersection. 'T's are easy to navigate – you can't go straight at a 'T'!

Last is the use of mileages with the route instructions. Every instruction has two mileages associated with it, 'Total Miles' and 'Leg Miles'. 'Total Miles' is the cumulative mileage as you travel along the route. Zero your trip odometer at the start of the ride. Then as your trip odometer displays the mileage associated with an instruction, that's where you make your turn. A big caveat, though – the cumulative mileage will only be useful if you know from experience that your speedometer/odometer is accurate. A 10% odometer error, for instance, means that 40 miles into the ride your mileages will be 4 miles off from those in the instructions!

So the second mileage, the 'Leg Miles' column, is a better solution for inaccurate odometers. Here's how it works: as you execute a route instruction (e.g., 'Left (W) onto Arglebarf Rd'), zero your trip odometer. Now look at your next route instruction and note the 'Leg Miles' for that instruction. When your trip odometer displays that mileage you should be at that instruction. Zero your trip odometer as you make your turn and repeat this process.

Here's an example that will help clarify how this leg mileage business works. Look at instruction 8, 'Right (N) onto Brogan Rd. As you turn right onto Brogan Rd, zero your trip odometer. Look at the next route instruction, 9, 'Left (W) onto Milner Rd', and note that the 'Leg Miles' for that instruction is 2.1. After turning on to Brogan Rd and zeroing your trip odometer, when your trip odometer reads 2.1 miles you should be at Milner Rd.

The gotcha here is that you need to remember to zero your trip odometer as you execute the route instructions. If you miss zeroing the trip odo, no sweat – just pay attention to the next instruction, and refer to your map if you need to. When you get to that next instruction you can

zero your trip odometer then and proceed on with using the leg mileage for the following instruction.

Note that some of the instructions are highlighted. These are instructions that come up in less than 1 mile from the previous instruction, so you'll need to be sharp and pay attention. You may want to stop and look at the instructions, and maybe even refer to your map, so that you don't miss that next instruction.

Note that if you fold the route instructions along the 'Notes' column then the route instructions should fit into the map window of most tank bags.

Instr Nbr	Total Miles	Leg Miles	Route Directions	Notes
1	0.00	0.00	Left out of Masonic parking lot	
2	0.07	0.07	Right (W) on to M-36 (E Main)	
3	0.13	0.06	Left (S) at light onto Dexter/Pinkney Rd (Co D32)	
4	1.4	1.3	Right (W) onto Darwin Rd	
5	8.5	7.1	Left (S) onto Undadilla Rd	
6	9.6	1.1	Right (W) onto Williamsville Rd	
7	12.5	2.9	Left (W) onto M-106 (Doyle Rd)	Stay on & follow M-106
8	16.0	3.5	Right (N) onto Brogan Rd	
9	18.1	2.1	Left (W) onto Milner Rd	
10	19.7	1.6	Continue straight across M-52	
11	21.2	1.5	Continue straight onto Dexter Trail	Stay on & follow Dexter Tr
12	24.3	3.1	Left (W) onto Ewers Rd (<u>NOT</u> Parman)	
13	26.1	1.8	Right (W) to stay on Ewers Rd	
14	26.6	0.5	Left (W) @ T onto Williamston Rd	
15	28.3	1.7	Right (W) onto Catholic Church Rd	
16	29.1	0.8	Right (N) onto Williams Rd	
17	29.8	0.7	Left (W) @ T onto Ewers Rd	
18	32.9	3.1	Left (NW) @ T onto Dexter Trail	
19	33.5	0.6	Right (N) onto Meridian Rd	
20	34.5	1.0	Right (E) onto M-36 (Dansville Rd)	
21	35.0	0.5	Left (N) onto Fields Rd	
22	37.1	2.1	Right (E) @ T onto Columbia Rd	
23	37.8	0.7	Left (N) onto Hanna Rd	
24	38.9	1.1	Right (E) @ T onto Howell Rd	
25	39.4	0.5	Left (N) onto Clark Rd	
26	40.4	1.0	Right (E) @ T onto Waldo Rd	
27	41.0	0.6	Left (N) onto Zimmer Rd	
28	46.5	5.5	Continue straight across M-43 (Grand River)	Pay attention to traffic!
29	47.3	0.8	Right (E) into driveway – you're there!	