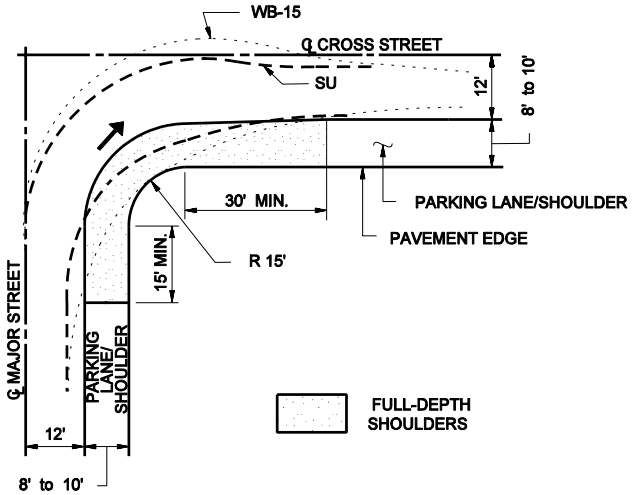

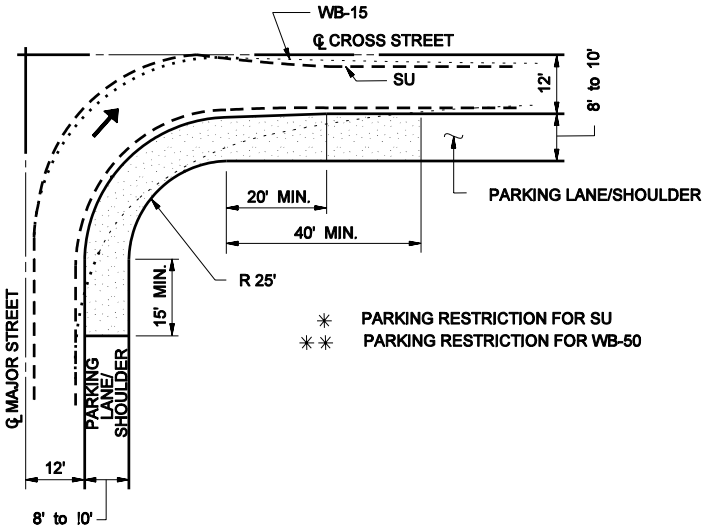

EFFECT OF CURB RADII AND PARKING ON TURNING PATHS

Figure 46-2B