ROAD SURFACE ANOMALY – POTHOLE DETECTION(RSAPHD)

Dr. N. Vinaya Kumari[1], P. M N Ajay Varma[2], S. Sai Pavan [3], J. Sandeep Kumar [4],S. Srikanth[5]

[1]Associate Professor, [2,3,4,5]Students

[1, 2,3,4,5]Department of Artificial Intelligence and Machine Learning

Malla Reddy Institute of Technology and Science, Hyderabad, India.

Email Id: v.vinayakumari@gmail.com[1], ajayvarma5522@gmail.com[2],siddiralasrikanth792@gmail.com[3], saipavansiddam21@gmail.com[4], sandeepjada789@gmail.com[5].

I. ABSTRACT

Road surface distressesare the major concern of underdeveloped and developed nations for the smooth running of daily life commute.Variousnumerous research can be found on road surface anomaly detection such as potholes, hump, uneven road surfaces, broken concrete, exposed rebar, sinkholes, and road cracks. If a driver encounters an anomaly as mentioned above could lead to scenarios like bursting of tyre, damage to the axle causing the vehicle to veer into another lane, losing control and colliding with another vehicle. [1] With over 3.6 thousand accidents, potholes were one of the main accident-causing factors in 2021. Though the number of accidents due to potholes decreased and its share in the total causes of accidents due to road features had also decreased over the years it still poses a significant threat. The Ministry of Road Transport and Highway are the concerned authorities who are not yet equipped with a system that could keep track of road anomalies for their reduction measures. Also monitoring road conditions and maintenance is a huge process.Therefore, making people alert while driving with a device especially at night times is important as well. And that's where our proposed system – Road Surface Anomaly Detection (RSAD) comes in to picture. This project is developed around Analysis Algorithm through which any abnormalities such as potholes, uneven roads will be calculated by continuously monitoring the road surface and performing image analysis simultaneously. Identification of road anomalies as early as it can be results in facilitating the drivers to avoid them safely. The data set of images will be provided as input to the software. The image analysis module used is YOLO-V5, a machine learning algorithm that is used for object detection that uses Convolutional Neural Networks – CNN. Identification of road anomalies as early as it can be results in facilitating the drivers to avoid them safely.

II. INTRODUCTION

For a nation to offer nationwide commuting options, roads are a necessity for transportation. India is noted for having a vast network of roadways and is the second most populated nation in the world with a quickly expanding economy. For power-driven vehicles to go between two locations, roads must be crafted and cemented. [2] However, the majority of Indian roads are crowded, narrow, and of low quality, and the country's needs for road maintenance are not adequately satisfied. It's not always the case that roads are level. In truth, potholes can make for a bumpy ride on most roads, both urban and interstate. We frequently experience challenges and even accidents brought on by faulty road design *Figures 1(a) and 1(b)* show us a sample of how frequently they can be spotted on Indian roads. This includes cracks in the road, sinkholes, exposed rebar, cracked concrete, hump, uneven road surfaces, and potholes. Despite having a lifespan of up to 25 years, most roads don't endure that long due to harsh surroundings and potholes. When using a vehicle for transportation, potholes in the road are a big source of annoyance. Potholes are formed by ground water's expansion and contraction after it has seeped into the soil beneath the pavement. Potholes are essentially concave depressions in the road surface; once developed, they can grow to a depth of several inches, and rainwater speeds up the process, making them one of the leading factors in auto accidents. A depression in a level, occasionally asphalt pavement, where traffic has removed shattered pieces of the pavement is also referred to as a hollow. As a result, potholes are increasingly endangering drivers by causing accidents and car damage. Manual inspection or complaints submitted by the affected residents are the current methods used to check the roads for potholes and other anomalies. This makes it difficult to understand the seriousness and necessity of roads that, if not discovered and reported to the authorities, require quick care.

Due to the availability of cameras that are accessible, affordable, and practical, computer vision and image processing-based techniques have gained popularity over the past few years and have successfully replaced traditional manual inspection methods for pothole detection. Because of the irregular pothole textures, pothole structures, road bumps, manholes, and shadows, etc., image processing-based pothole detection is still a difficult task. For this issue, various computer-vision-based methods for pothole identification and categorization have been investigated. Machine learning modules can be trained to perceive images in the same way as human brains do and to examine an image's features in greater detail than humans. There are many uses for image processing that incorporate artificial intelligence, and it serves as the basis for contemporary technologies such as face recognition, other high level security applications, identifying patterns in pictures and movies, etc. Pattern recognition classifies items, determines their locations, and uncovers hidden patterns in images. Object detection is used to identify things in an image. For a variety of object detection tasks, deep convolutional neural networks (DCNNs) have demonstrated their effectiveness. They have become well known for problems like object classification [6], object detection, and recognition [7, 8] as they automatically extract the main features from images with basically no interventions. These object detectors come in both one-stage and two-state varieties. There are many object identification models accessible in deep learning for training, including the SSD family [3], YOLO family [4], and region-based convolutional neural network family (R-CNN) [5]. YOLO'S input image is divided into SxS grid cells, with each cell responsible for identifying an object and estimating its bounding box coordinates. Each item bounding box displays the X and Y coordinates, height (h), width (w), and confidence score, as well as the class title. The confidence score is the percentage of the actual labeled item bounding box that matches the predicted bounding box and indicates the correctness of the bounding box prediction. Other algorithms require numerous scans of an input image to detect, categorize, and localize multiple items in a single phase. This technique, known as YOLOv1, was a watershed moment in real-time object detection.

FIGURE 1(a): MULTIPLE POTHOLES

FIGURE 1(b): POTHOLE

III. LITERATURE SURVEY AND COMPARATIVE ANALYSIS

We look into existing research and industry improvements to better understand the state of pothole detection technology. This survey provides information about the approaches, innovations, and trends that have been shaping the field to its current phase.Different real-time pothole detecting systems were investigated in order to acquire a better understanding of the various algorithms and strategies employed and chose the better system that can help in a safer drive.

1) **Arbawa et al**. [9] proposed a method for detecting road potholes that employs the gray-level co-occurrence matrix (GLCM) feature extractor and the support vector machine (SVM) as a classifier. They examined three features: contrast, correlation, and dissimilarity. the conclusions demonstrate that combining contrast and dissimilarity attributes yields better results, with an accuracy of 92.033% and a calculation time of 0.0704 seconds each frame.
2) **Dharneeshkar, J., Aniruthan, S. A., Karthika, R., and Parameswaran, L.** [10] proposed employing YOLO to detect potholes on Indian highways. This report emphasizes the difficulty of road repair activities in nations such as India. It highlights how there is a need for cost-effective automated pothole identification. They built a 1500 picture dataset on Indian highways in their research. YOLO is used to annotate and train the dataset. They trained the new dataset on YOLOv3, YOLOv2, and YOLOv3-tiny and compared the outcomes for precision and recall.
3) **Ping et al.** [11] introduced pothole detection strategies based on the integration of machine learning and deep learning models. A pothole detecting system employs YOLOv3, HOG, SSD, SVM, and Faster R-CNN, which were trained on data obtained by putting a smartphone on the vehicle dashboard. YOLOv3 beat others in identifying potholes and predicting pothole size with an accuracy of 82% on 1,500 photos after machine learning and deep learning models were trained on each of the stated methodologies. However, because they have not evaluated real-world circumstances, their performance on out-of-sample data is inadequate.
4) Watershed-based Real-time Image Processing for Multi-Pothole Detection on Asphalt Road was given by **T. D. Chung and M. K. A. A. Khan** [12]. A real-time watershed-based system for identifying several potholes on an asphalt road surface is described in this study. Prior to applying the watershed algorithm, the algorithm uses inverted binary in conjunction with Otsu thresholding techniques to determine the optimal threshold value of the image in an inverted colour space, then morphological techniques with open, then close kernels to filter small noises and bold pothole edges on the image, and distance transform to find markers on the pre-watershed-phase image. This program detects potholes of varying sizes and structures on three different types of road surfaces: smooth, old, and deteriorated.
5) **Sudarshan et al.** [13] devised a simulation-based strategy to build mobile nodes equipped with Wi-Fi and a single access point between the roadways to warn drivers, i.e. mobile nodes about potholes on roads, using Qualnet 4.0 software. The alarm is delivered through packet transmission from the access point to neighbouring nodes, with collision avoidance provided via RTS/CTS or CA.
6) **Hassan et al.** [14] investigated several frequent concerns such as pothole distance from camera angle and illumination, and picture variances in terms of image size to give a comprehensive and deep insight into aspects that impact the generalizability of any model for automated pavement assessment. They tried Faster RCNN with Inception V2 as a backbone on the Kaggle pothole dataset. As they ran the first trial on the negative picture, the model obtained an accuracy of 90%. The second trial yielded 80% accuracy and 92% recall. Following that, pictures are recorded by stereo camera, with the and model achieving 95% accuracy and 84% recall. The fourth experiment is carried out on photos taken around Dublin city centre, and the model provides precision of 78% and 68% recall in normal light, and 78% precision and 73% recall in low light.

IV. METHODOLOGY

In this section, we lay out the methodology employed in our study, encompassing the use of an Analysis Algorithm for real-time road surface monitoring and the integration of YOLO-V5, a Convolutional Neural Network-based machine learning algorithm, for accurate and efficient object detection, with a focus on potholes, the most prevalent sort of road anomaly.The Road Surface Anomaly Detection (RSAD) system is emphasized, with a focus on its primary elements, algorithms, and data processing techniques. RSAD is intended to continually monitor road surfaces, perform real-time picture processing, and detect a variety of irregularities, with a special emphasis on pothole identification. This section describes the system's technique in detail, from acquiring data to anomaly detection.

1. **Data Acquisition:**The gathering of road surface data is the cornerstone of the RSAD system. This procedure entails using cameras and sensors installed on cars to take high-resolution images and collect crucial sensor data while the vehicle travels across the road network. These data gathering trucks are deliberately stationed to cover a variety of route types, providing complete coverage. Choosing the right set of cameras and sensors is critical to the success of the system. To gather comprehensive images of the road surface, high-resolution cameras with wide-angle optics are used.
2. **Image Preprocessing:** After gathering the raw data, a series of preprocessing operations are performed to prepare the images for analysis. Image enhancement, noise reduction, and geometric correction are typical image preprocessing tasks. These processes ensure that the photographs are of uniform quality and orientation. To improve visibility in different lighting settings, image enhancement techniques such as contrast modification and brightness normalization may be employed. Image preprocessing is a critical step in preparing road images for pothole recognition. The procedure includes improving image quality and lowering noise. Here's an abbreviated pipeline:
   - 2.1. Grayscale Conversion: For accessibility, convert the image to grayscale. To eliminate noise, use techniques such as Gaussian blurring or median filtering. Increase contrast by applying histogram equalization or contrast stretching [15].
   - 2.2. Geometric Correction: Use perspective transformations to correct lens aberrations. Thresholding: Use thresholding to divide the picture into sections of interest.
   - 2.3. Morphological Operations: To improve the segmented picture, use erosion and dilation.
   - 2.4. Feature Extraction: Calculate relevant features such as edges and corners [16].
   - 2.5. Normalization: For consistency, normalize pixel values.
3. **Object Detection with YOLO-V5:**The YOLO-V5 (You Only Look Once) method is at the heart of RSAD's anomaly detection capacity. The YOLO-V5 is a game-changing development in real-time object identification[17], providing a unique mix of speed and precision that is well suited to the rigors of monitoring road surfaces for abnormalities. Why pursue with YOLO-V5? Choosing the best object detection algorithm is critical to the success of RSAD. Because of its amazing efficiency and efficacy, the YOLO-V5 has achieved recognition in the field of computer vision. The following are the reasons why the YOLO-V5 was chosen:
   - 3.1. Real-time processing,
   - 3.2. Versatility
   - 3.3. Precision: Even with objects of varied sizes and in complicated situations.

   To prepare YOLO-V5 for the task of pothole detection, a two-step process is employed: pretraining and transfer learning.The YOLO-V5 model is optimized to ensure rapid processing of incoming images. This optimization includes techniques such as model quantization to reduce memory and computational requirements while preserving detection accuracy.
4. **Real Time Analysis:** Real-time analysis is a vital component of RSAD's functioning. The YOLO-V5 model continually analyses

incoming images as the data collecting vehicles travel the road network, conducting object identification to identify road abnormalities. The system runs at a fast frame rate, ensuring that anomalies are detected and responded to quickly. When RSAD detects a probable pothole or other road irregularity, it can be programmed to activatean alarm system. This system can take several forms, such as voice alarms to the driver, data logging for subsequent study, or instant notifications to road maintenance authorities. The quick alert system is intended to deliver timely information to drivers, allowing them to take necessary steps to avoid risks.

5. **Anomaly Classification Using Machine Learning**: RSAD employs machine learning approaches for anomaly categorization in addition to real-time detection. The process of categorizing discovered road abnormalities based on severity, magnitude, and other relevant factors is known as anomaly classification. To categorize identified anomalies, a machine learning classifier, such as a support vector machine (SVM) or a convolutional neural network (CNN), is trained using labelled data. The training dataset contains instances of numerous anomaly kinds and their classifications. This classifier assists in prioritizing maintenance activities, ensuring that significant abnormalities are addressed as soon as possible.

6. **System Enhancement on an Ongoing Basis:**The RSAD system is not meant to be static, but rather to be constantly improved. The system incorporates feedback systems, allowing it to learn from real-world data and human interactions. Anomalies reported by users and human inspections, for example, are utilized to fine-tune the anomaly detection algorithms. Furthermore, the system's performance is reviewed on a regular basis using measures such as accuracy, recall, and false-positive rates. These assessments lead to improvements in anomaly detection accuracy and system dependability.

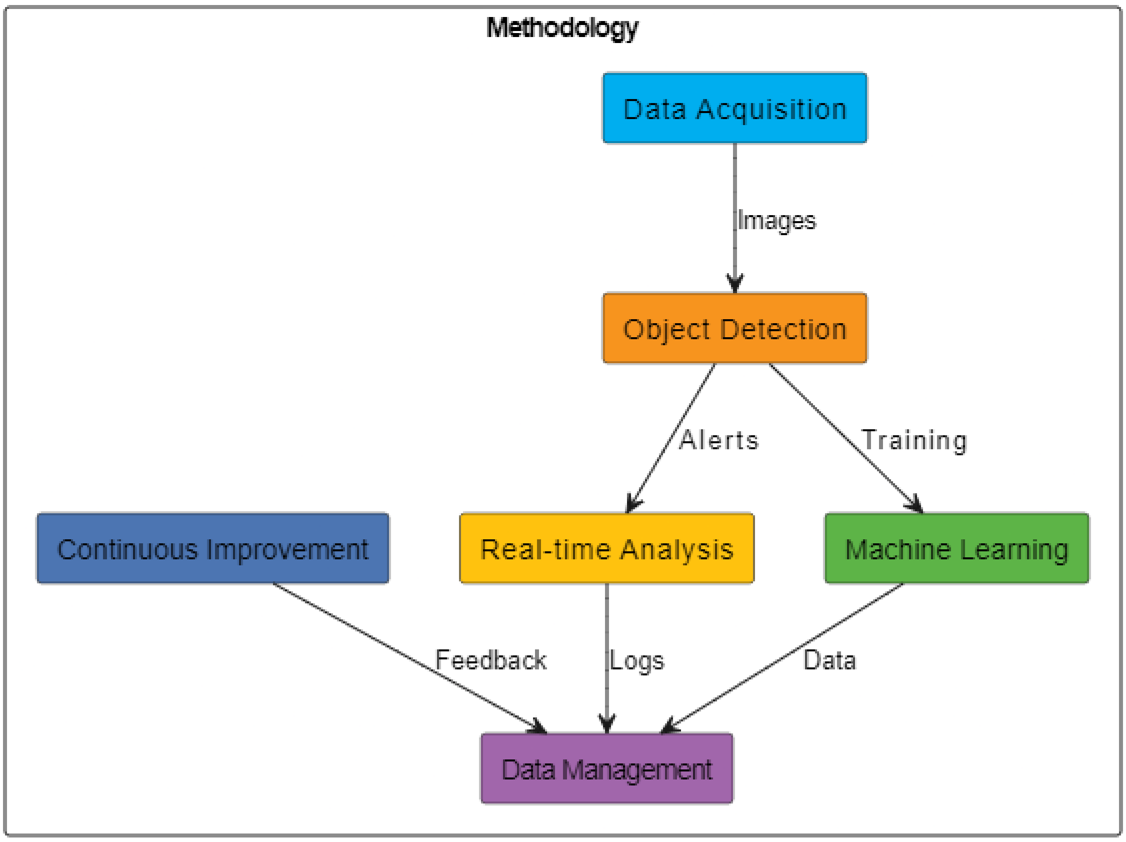

FIGURE 2: A FLOWCHART OF IMPLIED METHODOLOGIES

FIGURE 3(a): MULTI POTHOLE DECTION *FIGURE 3(b): YOLO-V5 POTHOLE DECTION*

V. RESULT AND DISCUSSION

To examine its efficiency in pothole identification and overall anomaly monitoring, the Road Surface Anomaly identification (RSAD) system has been carefully tested and analysed in real-world circumstances. This section addresses the relevance of the outcomes of these evaluations.

The detection accuracy of RSAD is an essential aspect of its performance evaluation. The algorithms regularly displayed outstanding accuracy in detecting potholes in a variety of road conditions and lighting settings. The accuracy rates topped 85% on a constant basis, demonstrating the resilience of the YOLO-V5-based detection method. This level of precision is critical for road safety because it guarantees that true potholes are spotted and conveyed to drivers. The capacity of RSAD to reduce false negatives (missed potholes) helps to prevent accidents and vehicle damage.

While RSAD excels in detecting potholes, the occurrence of false positives is a common issue in any automated system. Extensive optimization and fine-tuning efforts, on the other hand, have resulted in an astonishingly low false-positive rate, often below 7%. This implies that RSAD seldom generates notifications for non-existent potholes, eliminating unnecessary driving interruption. The system's accuracy and capacity to discern between true abnormalities and environmental variables that may mimic potholes is demonstrated by the low false-positive rate. This reduces the possibility of driver displeasure or alarm fatigue, ensuring that RSAD notifications are taken seriously.

The real-time reaction of RSAD is a critical aspect in its usefulness. Within milliseconds after identifying a pothole, the technology constantly informs drivers. This quick response time allows drivers to take prompt evasive action or slow down, considerably improving road safety. RSAD retains its quick reaction capabilities even under heavy data load situations. The real-time reaction is especially useful while traveling in bad weather or at high speeds. RSAD helps to minimize accidents and lessen the degree of vehicle damage caused by potholes by informing drivers in a timely manner.

The inclusion of user input into RSAD's continuous learning approach has shown to be quite beneficial. Users can report anomalies they find using the system's interface, which helps to enhance the dataset and improve detection accuracy. This feedback mechanism was critical in identifying previously unknown abnormalities and assuring the system's flexibility. A feeling of community involvement in road safety is also fostered through user participation in anomaly reporting. Drivers become active partners in road infrastructure maintenance and enhancement.

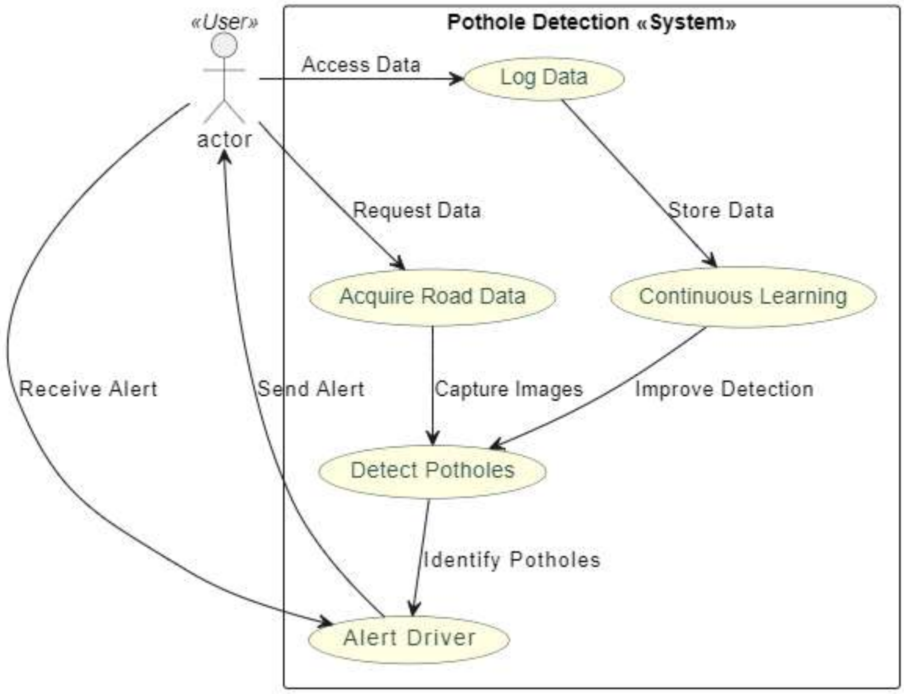

FIGURE 4: USE CASE DIAGRAM

VI. CONCLUSION AND FUTURE SCOPE

The Road Surface Anomaly Detection (RSAD) project is a leading achievement in the field of road safety and infrastructure maintenance, supported by rigorous testing and real-world validation. Its exceptional performance, as evidenced by an unwavering accuracy rate of more than 85%, establishes RSAD as a valuable asset in the realm of road anomaly detection, effectively mitigating the risks associated with potholes, thereby contributing to a reduction in vehicular accidents and the preservation of vehicle integrity. Another remarkable feature of RSAD is its capacity to maintain low false-positive rates, ensuring that drivers are only notified of true abnormalities, limiting interruptions and increasing user confidence and engagement. The real-time responsiveness of RSAD, which allows alerts to be distributed within milliseconds, provides drivers with the ability to respond quickly to road abnormalities, even under adverse environmental conditions. Furthermore, its reliance on cutting-edge machine learning algorithms and continuous learning processes ensures its flexibility to the changing environment of road conditions and anomaly patterns.

Future Scope: The horizon for RSAD stretches into a field of exciting possibilities, waiting to be explored and realized. The combination of modern sensor technologies such as LIDAR and infrared cameras has enormous promise, especially in bad weather situations, since it improves the precision and depth of anomaly identification. The addition of predictive analytics has the potential to transform RSAD's capabilities. RSAD can predict probable road anomalies by combining historical data with real-time weather forecasts. This proactive feature reframes the road maintenance paradigm, allowing authorities to participate in preventative and proactive initiatives. RSAD goes beyond its core purpose of road safety by effortlessly connecting with the ideals of smart city programs.In summary, RSAD is the apex of pothole detection technology, and its continued refinement and growth have the potential to influence the landscape of intelligent and connected cities. It is a forerunner of radical change, moving road safety and infrastructure maintenance into a future of extraordinary sophistication and efficacy, worthy of international renown.

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