IDENTIFYING LOCATION OF POTHOLE USING COMPUTER VISION

Afifa Maheen
Dept. of Computer Science and Engineering
Atria Institute of Technology
Bangalore, Karnataka
afifamaheen8@gmail.com

Arvind Kumar
Dept. of Computer Science and Engineering
Atria Institute of Technology
Bangalore, Karnataka
kr.arvind027@gmail.com

Ashitha V Shetty
Dept. of Computer Science and Engineering
Atria Institute of Technology
Bangalore, Karnataka
ashithavshetty@gmail.com

Kavya J K
Dept. of Computer Science and Engineering
Atria Institute of Technology
Bangalore, Karnataka
kavyajkajjer@gmail.com

Sathisha G
Dept. of Computer Science and Engineering
Atria Institute of Technology
Bangalore, Karnataka
sathisha@atria.edu

Abstract - On the road, there are a lot of potholes. Serious accidents may result from this. Over 3597 persons per year pass away as a result of these potholes. Potholes can result in damage including flat tyres and damaged wheels, car collisions, and serious accidents; this has grown to be a frightening issue in modern times. The study on this topic entails finding potholes in the road and keeping track of the coordinates of that particular location in a database. Creating a device that is integrated into the vehicle is frequently used to accomplish this. The device scans with its ultrasonic sensor when a pothole approaches, alerting the driver in advance. Through this effort, we are attempting to address and identify such potholes. This project's objective would be to develop a device that can detect potholes was made exclusively to find potholes. For real-time object recognition, this model was created utilizing the "You Only Look Once" method. YOLO v4 is being used by a pretrained algorithm to find the pothole. Sequential CNN (Convolution Neural Network) Methodology had previously been employed, however after a comparison study, we discovered that YOLO offered better real-time outcomes. The model has a GUI (Graphical User Interface) such that we can use the beginning and ending buttons to emulate it. Such a system uses an optic for retrieve photos from a live camera that identify potholes when it's engaged. Similar to real-time object detection systems, Potholes will be displayed in real time. With the boxed-off pothole highlighted. Our accuracy with this approach ranges between 80 and 85 percent. Additionally, when a pothole is confirmed, add a system that enables the detector to determine the pothole's location using the coordinates of that position are recorded by the GPS (Global Positioning System) and maintained in a database.

Key words-"You Only Look Once," Pothole detection, Convolutional Neural Network, Real-Time Detection, Graphical User Interface

I. INTRODUCTION

In India nowadays, roads are the primary form of transportation. The economy of the nation benefits significantly from well-maintained roadways. The project's focus is on the area where a road's irregularity impacts the general population. Because of the exponential increase in automobile ownership and the resulting inhumanely congested Indian roads, road safety is becoming a crucial issue for the residents of the nation. The amount of accidents on the road and traffic congestion are both boosted by this situation. Potholes and humps are the main causes of car accidents. Much study has previously been conducted on obstacle detection, with several approaches for avoiding different sorts of obstructions in varied contexts being examined. However, the main attention has been avoiding autonomous agents obstructions, which has only included creativity obstructions. Hence, the identification method turned out to be extremely system-specific and unfit for wider application. Although the comfort of the journey is influenced by the condition of the road, vehicle transportation has historically been extremely straightforward and economical. Those who commute by car frequently express their annoyance with potholes in the road. Potholes created by heavy vehicle traffic and excessive rainfall are to blame for accidents and fatalities. [1] As a result, drivers are increasingly concerned about potholes since they run the danger of collisions and vehicle damage. Sudden road bumps and ditches may cause more crashes. So that the trip is more comfortable and there are no possible problems, the potholes must be fixed. In order to identify potholes, the suggested solution uses the You

Only Look Once (YOLO) Version 4 Formula. To evaluate this model, we used the following techniques:

- Creating a model that can identify potholes in its path
- Then highlighting them to notify the user.

The outcomes are significantly influenced by the subjectivity and experience of assessors, and manually reviewing and analysing data from visual pavement is a time-consuming and expensive operation.

The main goal of this system employing methods based on deep learning, which systematize identifying faults and making it simple for users to notice when they are entering one, is to locate potholes in the road.

However, In the case of deep generative models including the connections within deep belief networks and deep Boltzmann machines, they can also comprise propositional formulations or exogenous variables organized layer-wise. The majority of contemporary artificial neural networks, more especially convolutional neural networks, are the foundation of deep learning models (CNNs).

The method described in this research, which uses an optical device mounted on a car to collect road photos and aid in pothole identification, is in line with the Internet of Things. It is made to be captured by the person riding in the car. The wet season makes this technique quite helpful. In order to benefit others, It can also keep track of things and send data to servers. The optical equipment that is installed in the vehicle gathers data about the potholes and transmits it with the assistance of GPS position, to the server data.

Improved road conditions brought on by rain, oil spills, road catastrophes, or potholes are one of the main issues roads encounter and make driving on them difficult.

Heavy rains and the constant movement of many automobiles on ill-built roads cause potholes to grow. Accidents have been caused by pothole formation, and driving in the dark and during a downpour may not be supported by only the headlights.

Thus, a solution must be developed.

The goal of this effort is to create an IoT system that can identify potholes and send data to a CSV file linked to a Web dashboard.

Data obtained can be leveraged to the driver will be able to avoid certain routes and drive more cautiously there if they are aware of where the potholes are located.

Finding effective and precise CNN-based YOLOv4 models for pothole identification utilising the thermal imaging technique is the goal.

To compare and contrast the suggested technique with those already in use.

To shorten the training period.

To construct a deep learning-based real-time pothole detecting system.

II.EXISTING SYSTEM

The major goal the goal due to study the creation of a system that can recognise potholes in photographs. Real-time pothole detection is a possibility. A deep learning-based strategy has been employed for this. Thermal Roads with and without faults are shown in photos. Used as input in a convolutional neural network-based model (CNNs). Model predictions whether the picture provided is of a crack or not after being trained on this data. Applications of convolutional neural networks include tasks like classification, object detection, segmentation, etc. in a variety of domains, including radiology. Furthermore, in order to achieve better outcomes for the specified challenge, using residual network-based pretrained neural network models. We haven't simply used the learned models from the market, though. Using the pre-calculated weights for the model's training, a certain number of epochs, we first these models were adjusted for the specific challenge. The model was then trained utilising recommended techniques including Cycles in differential training data and the augmentation of test-time data after we deleted the pre-computed weights of the final layers. The outcomes of different models are then contrasted. In order to determine whether the suggested convolutional neural network-based thermal modelling pictures is effective and practical, a comparison of the current and previous works published studies has also been made.

III.RELATED WORK

An artificial intelligence (AI) model is utilized in this study for spotting potholes on asphalt pavement surfaces. Image processing is used to extract characteristics from digital pictures. Approaches including the Integral projection, steerable and Gaussian filters are employed. to prepare for test 200 picture samples were used to test the prediction effectiveness of two machine learning methods, including the least squares support vector machine (LS-SVM) and the artificial neural network. Was accumulated (ANN).

It is critical to locate a pothole on the pavement. Detecting a pothole becomes increasingly difficult as the number of pavements grows. Various methods advocate utilising sensors to recognize potholes. Nevertheless, in order to collect data from the pavement, all systems required vehicle installation. Meanwhile, some solutions use smartphone sensors to cut investment cost. As a result, detecting a pothole on a pavement becomes easy utilising a smartphone camera and an artificial neural network.

The effectiveness of detecting road potholes has improved as surveying and mapping technology have advanced. Nevertheless, traditional detecting technologies lacked ease of service, and thus, it is impossible to map road potholes in real time. To resolve this critical issue, we offered an approach for observing potholes in real time employing vibration signal analysis and integration of spatial and temporal data. We went on to create several prototype devices for testing. On the prototype, the signal for acceleration installed on the steering wheel lever is captured, and edge signal processing as well as integration of spatial and temporal data are implemented. Observation data and spatiotemporal information are quickly delivered through to the detecting server the Internet of Things' narrow band.

The self-driving automobile is important in adopting traffic intelligence. The smoothness on the lane in front of auto automobiles is essential. Potholes on the road can cause a variety of issues, including vehicle damage and crashes. As a result, auto cars should be capable of adjusting their driving style based on real-time observation of road imperfections. Many solutions are being taken to tackle that includes notifying authorities of the issue, using sensors that use vibration as well as 3D laser imaging. Unfortunately, these techniques were limited by restrictions such as high setup costs. As a result, the process of locating potholes must be automated. This paper presents a unique method based on adaptive mutation and dipper-throated optimisation for feature selection and modification of the Random Forest (RF) classifier (AMDTO).

Asphaltic roadways are the backbone of a network of land transportation, and the structure of asphalt roads degrades over time associated with ageing. To enhance the effectiveness of pavement inspection, fresh types of data from remote sensing with no negative affect on the sidewalk, including digital pictures, radar and light ranging and identification, are now frequently used. In our study, we implemented machine learning techniques to distinguish between normal pavement and pavement damage using multispectral pavement photos captured by a remotely controlled aircraft (UAV). Consequently the performance of various data kinds and models was compared, and the results are reported in this paper.

IV.METHODOLOGY

YOLOv4

The suggested system makes use of the YOLO V4 algorithm. The abbreviation "You Only Look Once" stands for "You Only Look Once." Designed by Joseph Redmon a cutting-edge, several items can be distinguished using a context of real - world recognition system in a single frame. YOLO in terms of detection uses a totally unique method than past technologies. The entire image is processed by a single perceptron. The picture is categorised by areas by this network, which also predicts boundary boxes and possibility for each region. Using projected probability, these bounding boxes are weighted.

With its AP and FPS improvements, YOLOv4 is doing fine. YOLOv4 enhances real-time object identification and training on a single CPU.

YOLOv4 on a Tesla V100 attained cutting-edge performance with 43.5 percent speed (AP) at 65 frames per second (FPS) on the COCO dataset.

The diagrams below show how YOLO works in its most basic form. Each grid cell in the S x S grid that YOLO creates from the input image anticipates the object that is centred there.

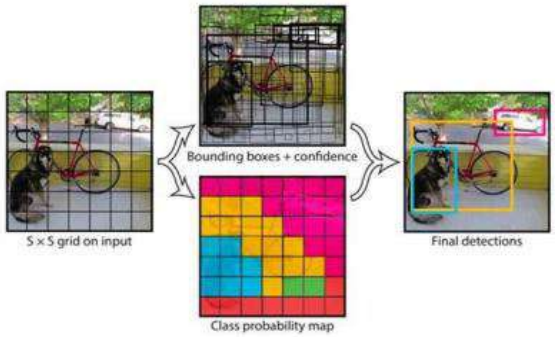
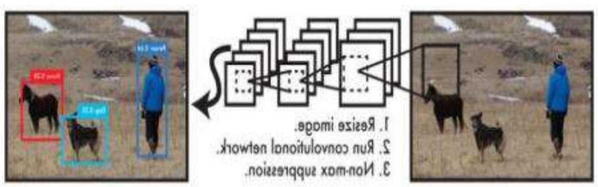


Fig -3. S x S Grid

Boxes with borders as well as credibility ratings each grid cell predicts one of the boxes.. These levels of confidence demonstrate the model's perception of the thing's presence inside the box as well as how accurately it thinks the box it predicts is.



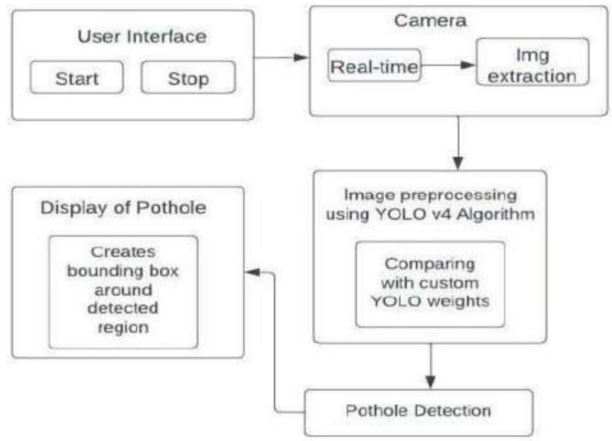
Yolov4 Training Steps:

We will do dynamic resolution training using the YOLOv4-Tiny model with a base resolution of 416416 after training it with a fixed resolution of 416416. In comparison to the fixed-resolution training, this experiment ought to produce a greater map on the test set. So will be confirmed when the outcomes are analyzed.

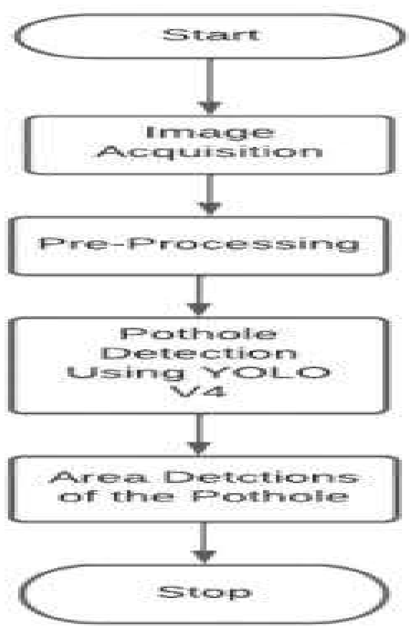
•The YOLOv4 model with a base resolution of 608608 will then be used to train a dynamic resolution model. Again, compared to the little models, this ought to result in a greater mAP on the test set.

• Lastly, we will train the YOLOv4 model at a fixed resolution using images with a resolution of 608 by 608.

Block Diagram:



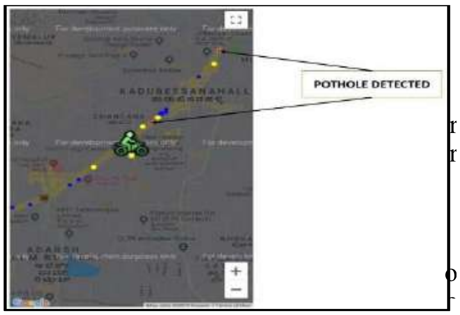
FLOWCHART



Mobile application

The creation of a mobile application for Android alerts the motorist about potholes takes place in

Android Studio. It is built inside the application to get several latitude and longitude. A distance method is used to compute how far apart are the current longitude and latitude the database's potholes' coordinates, as well as their longitude and latitude. The driver receives an audio and notification alerting them to the potholes if the formula is calculated range exceeds the cutoff point.



- The application's warning audio and notifications assist drivers avoid potholes or slowdown when they are about to cross one.
- The IoT System can provide the necessary authorities the data it has gathered so they can take the proper action.
- The system's mobile application alert system makes it easy for drivers to navigate potholes in wet and foggy circumstances.
- Due to the different pothole depths, setting the threshold required a trial-and-error process.
- The distinctions between potholes, cracks, and humps may not always be clear.

V. ANALYSIS

A comparison of two algorithms was performed. CNN and YOLOv4 were tested, and the conclusions are listed as in the table -1 given below:

Table 1 Analysis of Different Algorithms:

Algorithm	**Description**	**Accuracy**
CNN Model	The earlier papers we discussed leveraged a CNN module to train and test the model, and the output had been a confusion matrix which it indicated whether images belonged to the normal or pothole categories. It was not a sensible move to proceed with this because it didn't work well in real time.	The accuracy was approximately 80 - 82%, although the model took way longer to detect the pothole.
YOLO v4 Model	For detecting potholes, we used the Yolov4 image classification system. The proposed system discovers potholes in real time also while uploading some images to the code. In comparison to CNN, it was a pretrained model that could detect potholes in real time.	In the pothole detection system, our YOLOv4 model easily acquired a high accuracy of 98.6%.

The images obtained below illustrate the Accuracy of pothole identification using YOLO v4(for static images)

Fig 1 Pothole Percentage (presence) of 100% (for static images)

It displays the discovered potholes by specifying [1] with 100% Percentage. Implies image contains many number of potholes which is to be treated.

Fig 2 Pothole Percentage (absence) of 100 %(for static images)

It displays that the potholes aren’t present by specifying [0] with 100% Percentage. Implies image contains proper road with no damages.

CSV File Data:

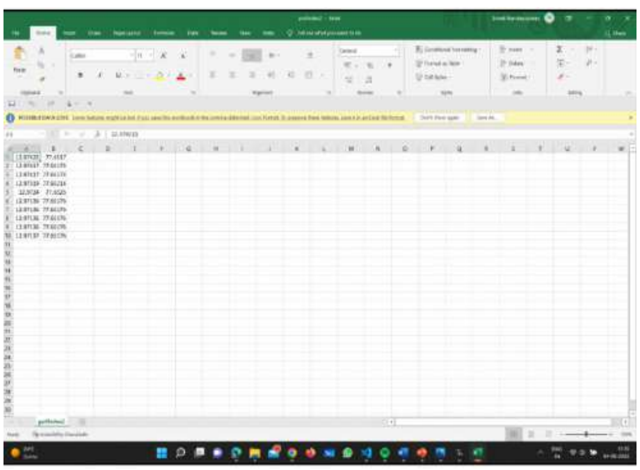


Fig 3 CSV File containing data of Pothole latitudes and longitudes:

1. The CSV file contains the obtained latitude and longitude information.

2. The latitude values are in column A, and the longitude coordinates are in column B.

The Web Application's Operation and Output:

1. The Web Application takes the coordinates from the CSV file.

2. The coordinates are then displayed on the map, as shown in Figure 4

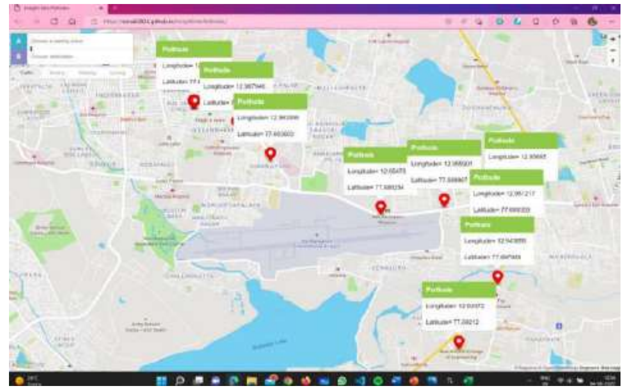


Fig 4 Coordinates are then displayed on the map

3. The starting and ending points can be chosen. Figure 5 shows the beginning location as Thippasandra Market and the goal as Atria Institute Of Technology. The distance is provided alongside driving, walking, and cycling directions.

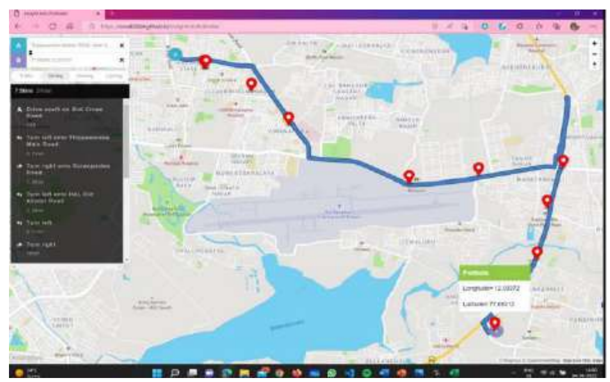


Fig 5 The route between the starting point and the destination is marked.

4. The potholes are highlighted in red in Figure 5. The longitude and latitude coordinates are provided when you click on each maker.

5. Since the map is interactive, we can click on any marker to determine the distance of the pothole from the starting point or any other place.

6. By using this technique, we can figure out how many potholes there are along the road and how far apart they are.

VI. CONCLUSION

In this research, we described the YOLO V4 Algorithm-based pothole detection system. The decision to employ

YOLO V4 was perfect because of its extraordinary speed (it can process 45 frames per second), which is the greatest asset about using YOLO. YOLO is aware of the general object representation as well. It's one of the top object detection algorithms, and it performs on pace with other methods. The system offers several advantages and can be handled by fewer individuals. As a result, we were capable of completing our model's testing and training using YOLO V4. The technique successfully detects potholes with an accuracy of around 98.6%. A dataset of around 710 photos is used in this research to train for pothole identification. The image data set trained model is successfully used with real-time image samples collected in pothole identification. In the future, this approach might be applied to vehicle industries and road repair authorities to detect various road conditions. This system can be particularly useful for collecting pothole location coordinates. This information can be shared with government officials to make them fill up the potholes. The Web Application can be used by the driver to acquire a knowledge of the track they will be driving along until the work is completed. These marks can assist you choose the best path, especially in an emergency or during terrible weather. The map is interactive, allowing the driver to determine the distance between two points, whether they are two locations or two potholes.

To summarise, the system is useful for the following reasons:

1. Significantly reduce pothole-related accidents.
2. Encourage the community to take proactive measures to improve road safety.
3. Enhance rider safety.
4. Transform conventional vehicle technologies

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