

S.no	Journal name	source	description
1	Discrimination of the Road condition toward understanding of road driving environments .	M. Yamada, K. Ueda, I. Horiba, and N. Sugie	<p>Emphasis on road safety is verified through mandated regulatory testing and rating, as well as technologies such as electronic stability control. Beyond this, enforced checks combined with the road reporting work to review the status of road safety. The assessment of road safety is multifaceted. Road inspection enables clear and direct observation of the state of the road and assesses the need for repairs or modifications. the structure of the road network is amenable to safety assessment through partitioning into what is called "Traffic Analysis Zones (TAZs)". In addition, considerations for crash data and other supporting data offer further insights into general safety assessment.</p>
2	Understanding international road safety .	W.E. Marshall	<p>As aforementioned, especially equipped vehicles within the xRAP programmes are optimal in how they facilitate exhaustive road inspections and ratings. Alternative approaches, however, have been sought using various cost-effective setups.</p> <p>For example, in [20] an embedded device is realized to support various sensing techniques in road surface monitoring. Meanwhile, the system in [21] is proposed for the detection of wet-road conditions based on images captured by cameras mounted on the rear-view mirror of a vehicle. for extracting features related to water and snow on.</p>

			<p>For instance, the pothole patrol [22] depends on the deployment of 3-axis accelerometers on board of vehicles for detecting such road conditions through monitoring vibration.</p>
3	Investigation of road network features and safety performance	X. Wang, X. Wu, M. Abdel-Aty, and P. J. Tremont	<p>Driver Behavior Modelling (DBM) [32, 33] is an area of road safety management that is concerned with the characterization of driver behavior. This characterization is enabled through the analysis of various inputs from either the transportation infrastructures, e.g., on-road CCTV cameras, speed-sensors; other infrastructures, e.g., smartphones, reporting to services such as Waze or Google Maps, registrations to cellular-base stations; or an in-vehicle sensing setup. Combined or separated, baselines for “safe” or “responsible” driving can be synthesized, against which counter driving behaviors are identifiable. Meanwhile, considerations for driver awareness or alertness can also be realized to extend identification to behaviors exhibited when driving under fatigue, distraction, or influence.</p>