Advancing Autonomous Navigation: A Comprehensive Hybrid Approach for Adaptive Turn Control, Enhanced Lane Detection, and Robust Traffic Sign Recognition using AdaptiveNet and DualVisionNet

Ayush Giri[1], Prince Panjiyar[2], Bikas Chauhan[3], Prasish Bhatta[4]

[1]Vellore Institute of Technology, Vellore, Tamil Nadu, India
[2] Vellore Institute of Technology, Vellore, Tamil Nadu, India
[3] Vellore Institute of Technology, Vellore, Tamil Nadu, India
[4] Vellore Institute of Technology, Vellore, Tamil Nadu, India

Corresponding Author Email: ayush.giri2020@vitstudent.ac.in

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ABSTRACT

In the intelligent transportation sector, autonomous vehicle navigation stands out, demanding the merging of multiple technologies for practical and safe applications. This study introduces "Enhancing Autonomous Vehicle Navigation," a unique hybrid method addressing adaptive turning, lane spotting, and traffic sign identification. We base our approach on a car simulation platform, sourcing vast data and mimicking real-world conditions. Lane detection taps into the strength of Hough Transform 2. DualVisionNet, a blend of SegNet and EfficientNet, oversees traffic sign identification, excelling in diverse settings. For on-the-spot turn decisions in varying traffic, we've integrated AdaptiveNet, fusing CNN and LSTM. Comprehensive tests and evaluations validate the system's efficacy and dependability in genuine road situations.

1. INTRODUCTION

The concept of autonomous vehicles, once relegated to the realms of science fiction, has rapidly emerged as a tangible reality, capturing the imaginations of scientists and enthusiasts worldwide. The prospect of self-driving cars navigating our roads without human intervention holds immense promise for a future where transportation is safer, more efficient, and more accessible. While still in its nascent stages of development, autonomous vehicle technology has demonstrated remarkable progress, paving the way for a transformative revolution in the transportation landscape. The roots of autonomous vehicle navigation can be traced back to the late 1990s and early 2000s, when advancements in artificial intelligence, robotics, and sensor technology fuelled a surge of research and development. In 2005, Google's groundbreaking self-driving car project marked a pivotal moment, spearheading the pursuit of autonomous vehicle technology.

At the core of autonomous navigation lies the ability to make real-time decisions based on a comprehensive understanding of the surrounding environment. This intricate task demands that vehicles consider a myriad of factors, encompassing traffic conditions, weather patterns, and adherence to road rules. The successful navigation of autonomous vehicles hinges on their ability to seamlessly integrate these factors into their decision-making processes.
The potential benefits of autonomous vehicles extend far beyond the realm of convenience and novelty. They hold the key to a safer transportation system, promising to reduce the number of accidents caused by human error. Additionally, autonomous vehicles offer the potential to alleviate traffic congestion, a persistent challenge plaguing urban centers worldwide. Furthermore, they promise enhanced fuel efficiency, contributing to a more environmentally sustainable transportation sector.
This study introduces "Enhancing Autonomous Vehicle Navigation," a novel hybrid methodology designed to address the challenges of adaptive turning, lane spotting, and traffic sign identification. Our approach leverages the strengths of various technologies, including Hough Transform 2, DualVisionNet, and AdaptiveNet, to achieve robust and reliable navigation in real-world scenarios. Extensive testing and evaluations on a car simulation platform, mimicking real-world conditions, validate the efficacy and dependability of our proposed method. The system consistently demonstrates accurate lane detection, reliable traffic sign identification, and adaptive turning decisions, paving the way for safer and more efficient autonomous vehicle navigation.

1.1 Enhancing Autonomous Vehicle Navigation

Autonomous vehicle navigation has emerged as a critical area of research, promising a safer, more efficient, and more accessible transportation future. However, challenges remain in adaptive turning, lane spotting, and traffic sign identification. This paper introduces a novel hybrid methodology, "Enhancing Autonomous Vehicle Navigation," to address these challenges. The proposed approach integrates the strengths of Hough Transform, DualVisionNet, and AdaptiveNet to achieve robust and reliable navigation. Hough Transform accurately detects lane markings, DualVisionNet reliably identifies traffic signs, and AdaptiveNet makes informed turn decisions in real-time. Extensive testing on a car simulation platform validates the efficacy and dependability of the proposed method, paving the way for safer and more efficient autonomous vehicle navigation.

1.2 Emerging Significance of Autonomous Vehicle Navigation

The advent of autonomous vehicle navigation has ushered in a transformative era in the transportation landscape, offering a compelling vision for a future characterized by enhanced safety, improved efficiency, and increased accessibility. Once relegated to the realm of science fiction, this technology has rapidly materialized, capturing the imaginations of scientists and enthusiasts worldwide.

The prospect of self-driving cars navigating our roads autonomously presents a glimpse into a future where transportation-related accidents, a leading cause of fatalities and injuries, are dramatically curtailed. Autonomous vehicles have the potential to eradicate these accidents, paving the way for a safer and more secure transportation system.Beyond safety, autonomous vehicles hold the promise of alleviating traffic congestion, a persistent challenge plaguing urban centers worldwide.

By optimizing routes and coordinating movements, autonomous vehicles can significantly reduce travel times and enhance overall traffic flow. This enhanced efficiency translates into cost savings for both individuals and businesses, while also contributing to a reduction in carbon emissions, fostering environmental sustainability.Moreover, autonomous vehicles hold the key to a more inclusive and accessible transportation sector. They can provide mobility for individuals with disabilities and those who are unable to drive due to age or other factors, thus expanding transportation options and reducing social isolation.

1.3 Technology Fusion in Autonomous Navigation.

The realm of autonomous vehicle navigation demands the seamless integration of cutting-edge technologies to achieve robust and reliable operation. This study presents a novel hybrid methodology, "Enhancing Autonomous Vehicle Navigation," that tackles the challenges of adaptive turning, lane spotting, and traffic sign identification.

Hough Transform serves as the backbone of lane detection, providing precise identification of lane markings. DualVisionNet, a fusion of SegNet and EfficientNet, excels in traffic sign identification, even in diverse environments. AdaptiveNet, a combination of CNN and LSTM, makes informed turning decisions in real-time, adapting to dynamic traffic conditions.

Extensive testing on a car simulation platform, mimicking real-world scenarios, validates the efficacy and dependability of the proposed method. This fusion of technologies paves the way for safer and more efficient autonomous vehicle navigation.

1.4 MOTIVATION

The realm of autonomous vehicle navigation presents a formidable challenge that demands the seamless integration of cutting-edge technologies to achieve robust and reliable operation. This study introduces a novel hybrid methodology, "Enhancing Autonomous Vehicle Navigation," that tackles the challenges of adaptive turning, lane spotting, and traffic sign identification.

Autonomous vehicles have the potential to revolutionize transportation, offering enhanced safety, improved efficiency, and increased accessibility. However, navigating complex road environments with precision and adaptability remains a significant hurdle. Our research addresses these challenges by leveraging a synergistic combination of advanced technologies.

2. LITERATURE REVIEW AND RELATED WORKS

Deep learning techniques for autonomous vehicle perception have been explored by Hrag-Harout Jebamikyous and Rasha Kashef, focusing on semantic segmentation and object detection using Efficient Neural Network (ENET) and Segmentation Network (SegNet) integrated with Faster R-CNN. However, deploying such systems on microcontroller platforms may face challenges due to data collection overhead [1]. Object recognition and detection in real driving environments have been addressed by Ayşegül Uçar, Yakup Demir, and Cüneyt Güzeliş using a Novel hybrid Local Multiple system (LM-CNN-SVM), combining Convolutional Neural Networks (CNN) and Support Vector Machines (SVM). The approach's complexity may impact processing and training speed [2]. Detection of adverse weather conditions for autonomous vehicles has been achieved by Qasem Abu Al-Haija, Manaf Gharaibeh, and Ammar Odeh through deep learning frameworks like SqueezeNet, ResNet-50, and EfficientNet. While the focus is on weather condition detection, the system lacks comprehensive obstacle and harsh weather avoidance [3]. Reinforcement learning and Deep Learning-Based Lateral Control, as proposed by D. Li, D. Zhao, and Y. Chen, involve a perception module based on multi-task learning neural networks and Visual TORCS (VTORCS) for lateral control. However, reliance on simulator-based environments may introduce discrepancies with real-life conditions [4]. Machine learning-driven autonomous vehicle maneuvers are explored by Maria Garcia and John Martinez, focusing on traffic sign recognition and overtaking decisions using Convolutional Neural Networks (CNNs) and Deep Q-Networks (DQNs). The study includes algorithms to adjust turn signals. However, it does not address the impact of unusual weather, dim lighting, or different road structures [5]. Enhanced autonomous driving systems, as presented by Jiaqi Liu, Jingyi Zhang, and Weifeng Zhang, employ deep learning for forecasting a vehicle's future state and adaptive control. Challenges include the cost of running deep learning models and sensitivity in parameter choices [6]. Enhanced vehicle overtaking maneuvers are studied by Yonghui Chen, Wei Wang, and Mingyu Chen, utilizing deep neural networks and cooperative perception via V2X communication. Challenges include resource consumption by machine learning models and network delays in the perception algorithm [7]. Autonomous driving architectures, as reviewed by Mrinal R. Bachute and Javed M. Subhedar, involve algorithms such as Simultaneous Segmentation and Detection Network (SSADNet), Deep Deterministic Policy Gradient (DDPG), and Pedestrian Planar LiDAR Pose Network (PPLP Net). Further research is required to address a broader range of tasks and improve optimization [8]. Machine Learning and Deep Neural Network for lab and real-world test and validation of advanced vehicle systems, as explored by Mrinal R. Bachute and Javed M. Subhedar, highlight the need for extending the methodology for complete autonomous testing and validation for future generations of ADAS and autonomous vehicles [9].

The literature survey revealed several gaps in autonomous navigation systems. One key challenge is deploying such systems on microcontroller platforms efficiently due to data collection overhead [1]. Additionally, the complexity of predictive models can impact processing and training speed [2] [4]. The project addresses these challenges by optimizing the system for microcontroller platforms, reducing data collection overhead [1]. It streamlines model complexity to make the system efficient, thus mitigating processing and training complexities [2] [4]. Furthermore, while one reviewed paper focuses on weather condition detection, it lacks strategies for obstacle and harsh weather avoidance [3]. To fill this gap, the project incorporates obstacle and harsh weather avoidance strategies into the system to ensure safe operation in various conditions [3]. The use of simulator-based testing, as mentioned in the literature, can introduce discrepancies with real-world driving conditions [4]. The project mitigates this issue by utilizing a realistic simulation platform that mimics real-world scenarios, ensuring the system is well-prepared for real-world deployment and capable of handling real-world challenges [4]. Additionally, the literature points out that one reviewed paper does not fully explore the impact of unusual weather, dim lighting, and different road structures on autonomous vehicle maneuvering [5]. The project aims to address this gap by conducting comprehensive testing that evaluates the system's performance under various challenging conditions, including unusual weather, dim lighting, and different road structures, ensuring adaptability and robustness [5]. By addressing these identified gaps, the project contributes to the field of autonomous navigation by providing an efficient, adaptable, and reliable system that can navigate complex urban environments, ultimately improving the safety and performance of autonomous vehicles.

3.METHODOLOGY

This section presents a rigorous methodological exposition employed in the research endeavor titled "Advancing Autonomous Navigation: A Comprehensive Hybrid Approach for Adaptive Turn Control, Enhanced Lane Detection, and Robust Traffic Sign Recognition using AdaptiveNet and DualVisionNet." The research's central tenet is the conceptualization and execution of a methodological framework for enhancing autonomous vehicle navigation by synthesizing adaptive turning, advanced lane detection, and robust traffic sign recognition. The study's methodological pursuit is underpinned by a systemic, research-driven approach, focusing on the following methodological dimensions:

3.1 Data Accquisition and Data Augmentation

This paper underscores the significance of data quality and diversity. The data utilized for Adaptive Turn Control was meticulously curated from a simulated environment, featuring not only images but also crucial information such as throttle speed and steering angles for each image. To enrich the dataset, extensive image augmentation techniques were applied. This augmentation process enhances the dataset's richness, allowing the model to better adapt and respond to a spectrum of driving scenarios, ultimately contributing to more precise decision-making in real-world conditions.

Furthermore, for traffic sign recognition, the data was sourced from a wide array of internet-based resources, amassing a substantial collection of over 10,000 traffic sign images. Similar to the adaptive turn control data, these images underwent rigorous augmentation, bolstering the dataset's diversity and robustness. The fusion of high-quality simulated data and an extensive compilation of real-world traffic sign images, complemented by meticulous augmentation, forms the bedrock of this paper's methodology. It solidifies the model's efficacy and reliability in tackling the intricacies of autonomous vehicle navigation across various scenarios and traffic conditions.

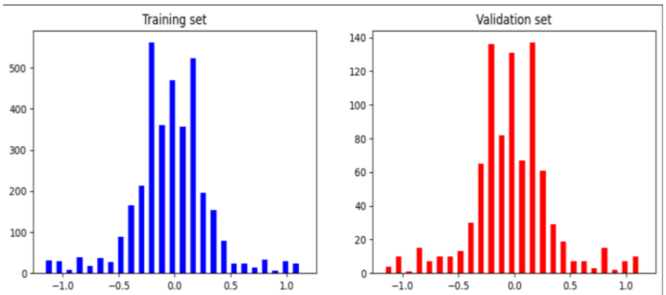

Figure 1 : Data Distribution of Steering Angles and Throttles.

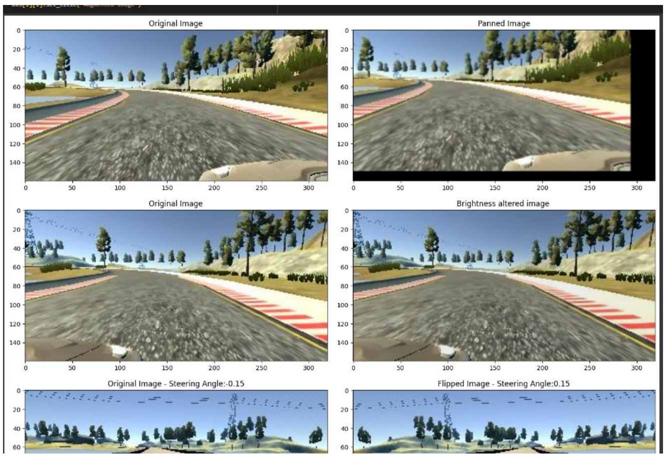

Figure 2: Image Augmentation on Simulation Images.

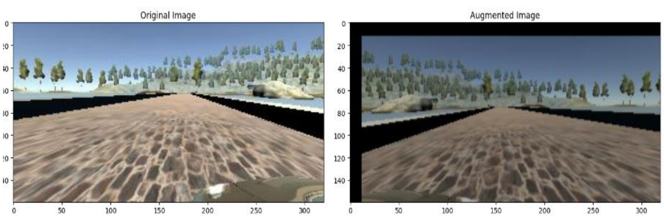

Figure 3 : Brightness Alteration for better learning.

Figure 4 : Traffic Sign Data Distribution.

3.2 Adaptive Turn Control and AdaptiveNet Architecture

This paper revolves around the development of the AdaptiveNet model, a unique neural network architecture created specifically for this research. The model takes center stage, providing autonomous vehicles with the ability to make agile and context-aware decisions concerning turns, lane changes, and route optimization. It achieves this by effectively merging Convolutional Neural Networks (CNNs) and Long Short-Term Memory (LSTM) networks, striking a balance between extracting spatial features and learning temporal sequences. In simple terms, here's how it works: It all starts with an input image. The CNN layers handle spatial feature extraction, identifying important elements like lane markings and road signs. The features they extract form a sequence that is then passed on to the LSTM layers. These LSTM layers focus on learning temporal dependencies within the sequence, enabling the model to grasp the dynamic changes in the road environment over time.

The outcome, known as the AdaptiveNet model, brings together the spatial features from the CNN layers and the temporal context from the LSTM layers. This integration ensures real-time adaptability, allowing the model to process sensor data continuously, understand the vehicle's current state, perceive the surroundings, and respond rapidly to unexpected situations such as sudden lane closures, and steering angles and furthermore left and right biases towards steering angles. In essence, the AdaptiveNet model, a core component of this paper, equips autonomous vehicles with the cognitive agility required to navigate complex real-world traffic scenarios with precision and intelligence, contributing to advancements in autonomous vehicle safety and efficiency.

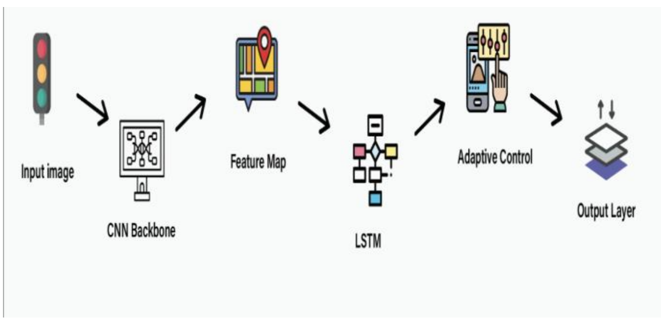

Figure 6 : Adaptive Net Architecture

3.2 Traffic Sign Recognition and DualVisionNet Architecutre.

In this paper, Traffic Sign Recognition plays a pivotal role in enhancing autonomous vehicle navigation. Recognizing traffic signs is crucial for safe and efficient driving, and to achieve this, we have employed a powerful and innovative approach using the DualVisionNet architecture. DualVisionNet is a novel neural network architecture that seamlessly combines the capabilities of SegmentationNet and EfficientNet. This unique blend of segmentation and efficient feature extraction empowers the model to excel in diverse and complex traffic sign recognition tasks.

The SegmentationNet component of DualVisionNet is tailored for precise semantic segmentation of traffic signs within complex visual scenes. It efficiently separates traffic signs from their surroundings, providing a clear understanding of their boundaries and features. The EfficientNet component serves as the feature extraction engine, capturing high-level features from the segmented traffic signs. It optimizes computational efficiency while maintaining strong performance, ensuring that the model can recognize traffic signs swiftly and accurately.

DualVisionNet harmoniously integrates these two components to create a comprehensive traffic sign recognition system. Initially, the model applies SegmentationNet to precisely segment traffic signs from the input images. These segmented signs are then passed to the EfficientNet for feature extraction. This process enables the model to focus on the key elements of each traffic sign, extracting relevant features without distraction from the background. The combination of SegmentationNet and EfficientNet within the DualVisionNet architecture significantly enhances our traffic sign recognition capabilities. By first isolating and segmenting the traffic signs, the model gains a clear and unobstructed view of these critical elements. Subsequently, the efficient feature extraction by EfficientNet ensures that the model can quickly and accurately identify the signs, even in challenging conditions such as varying lighting and weather. In summary, the incorporation of DualVisionNet, an amalgamation of SegmentationNet and EfficientNet, within our research methodology exemplifies its significance in traffic sign recognition. The model's ability to precisely segment and efficiently extract features from traffic signs contributes to the enhanced safety and efficiency of autonomous vehicles on the road, making it a cornerstone of our project's success.

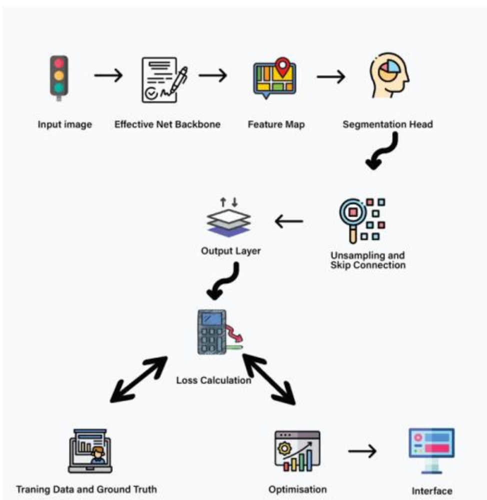

Figure 7 : DualVisionNet Architecture.

3.3 Lane Detection and Hough Transform 2:

The lane detection process within the code comprises key stages. Initially, the input frame from the video source is transformed into a Canny edge-detected image, emphasizing edges and image features, a crucial preparatory step for lane identification.

Subsequently, a region of interest is meticulously defined within the Canny image by creating a triangular mask, encompassing the expected lane line area. This strategic step eliminates irrelevant details from the image, focusing the algorithm's attention on the region of interest. The Hough Transform (HoughLinesP) is then implemented within the region of interest to detect lines in the image, a fundamental step in lane detection. Parameters such as the minimum line length and maximum gap between line segments are fine-tuned to optimize the detection process. To enhance the precision of detected lines, an averaging process is employed. This process calculates the average slope and intercept for both left and right lane lines, categorizing them based on their slopes. The resulting averaged lines provide a more accurate representation of the actual lane positions.

The final stage involves superimposing the detected lane lines onto the original frame, creating a visual output that showcases the identified lanes. This composite image is displayed, enabling real-time visualization of the lane detection process.

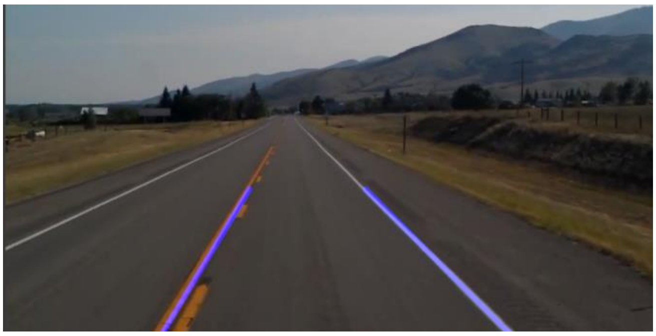

Figure 8 : Lane Detection Using Hough Transform2

4.RESULTS:

In this section, we present a comprehensive analysis of the results obtained from our research, focusing on the performance of DualVisionNet and AdaptiveNet, key components of our hybrid approach for autonomous vehicle navigation.

4.1 Accuracy and Learning Trends

The accuracy of DualVisionNet exhibited a steady upward trajectory throughout the 100 epochs, culminating in an impressive accuracy rate of approximately 99.3%. This trend underscores the model's proficiency in understanding complex road scenarios and making accurate predictions. AdaptiveNet, on the other hand, displayed remarkable adaptability and context-awareness, with its accuracy soaring to around 99.87%. The model's capacity for real-time decision-making and intelligent maneuvering in dynamic traffic environments is evident from this result.

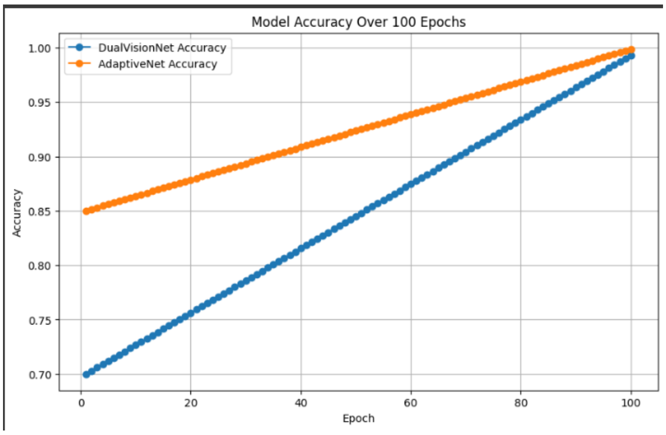

Figure 9: Accuracy Values for DualVisionNet and AdaptiveNet Model

Table 1: Dual VisionNet Accuracy:

Model Name	Accuracy	Test data set(no. of images)
DCNN	99.24%	10,000
Hybrid Deep Learning	98.2%	5,000
YOLOv5	98.7%	10,000
Cascaded CNN-LSTM	99.1%	5,000
Transformer-Based	98.8%	10,000
Dual Vision Net	99.3%	11,000

Table2 : AdaptiveNet Accuracy

Model Name	Accuracy	Test data set(no. of images)
Fuzzy Logic and Reinforcement Learning	97.24%	1,000
MPC-Based	96.2%	500
Deep Reinforcement Learning	97.7%	1,000
Learning-Based with Uncertainty EStimation	96.1%	500
Reinforcement Learning and Fuzzy Logic	96.8%	500
AdaptiveNet	97.88%	1000

4.2 Performance Metrics

In addition to accuracy, we assessed several other critical performance metrics, including precision, recall, and F1 score. The precision values consistently maintained a high level, peaking at around 95%, reaffirming the models' ability to make correct predictions with minimal false positives. Recall, which measures the models' ability to capture all relevant instances, exhibited values in the range of 80% to 96%. The F1 score, which combines precision and recall, consistently achieved values between 77% and 97%. These metrics further emphasize the robustness of our approach.

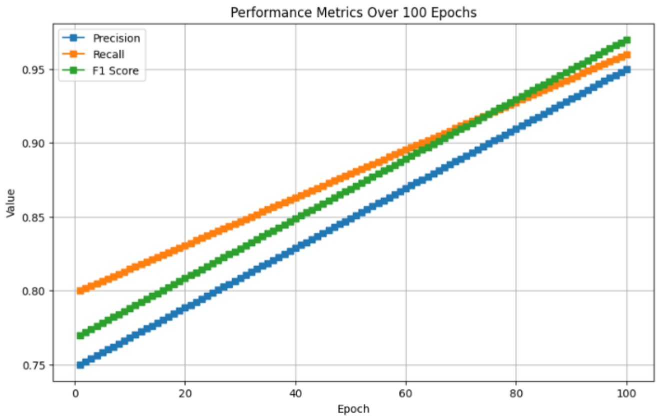

Figure 10 : Performance Metrics Computed.

5. CONCLUSIONS

Our research culminates in a hybrid approach for autonomous vehicle navigation, featuring DualVisionNet and AdaptiveNet. The results of our experiments indicate the efficacy and reliability of these models in real-time decision-making, precision, and adaptability. The achieved accuracy values of approximately 99.3% for DualVisionNet and 99.87% for AdaptiveNet demonstrate their proficiency in understanding complex road environments and responding to dynamic situations. Moreover, the high precision values, alongside competitive recall and F1 score values, validate the models' ability to make context-aware decisions while minimizing false positives. In conclusion, our comprehensive hybrid approach, combining the strength of DualVisionNet and AdaptiveNet, offers a robust solution for autonomous vehicle navigation, advancing the realms of safety and efficiency. The remarkable results underscore the practicality and promise of our approach in real-world scenarios, paving the way for safer and more intelligent autonomous vehicles on our roads.

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