Real-Time Smart Driving: Object and Sign Detection for Autonomous Driving in Carla

Submitted in partial fulfillment of the requirements for the degree of

Bachelor of Technology

in

Electronics and Communication Engineering

by

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April 2024

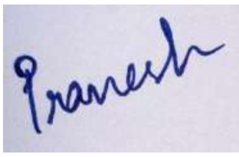
<u>**DECLARATION**</u>

We hereby declare that the thesis entitled "**Real-Time Smart Driving: Object and Sign Detection for Autonomous Driving in Carla**" submitted by Pranesh P & Vidhaya Datta Reddy Metta for the award of the degree of *Bachelor of Technology in Electronics and Communication Engineering* to VIT University is a record of bonafide work carried out by me under the supervision of **Dr. Sangeetha A**, Associate Senior Professor, SENSE, VIT University, Vellore.

We further declare that the work reported in this thesis has not been submitted and will not be submitted, either in part or in full, for the award of any other degree or diploma in this institute or any other institute or university.

Place: Vellore

Date: April 29,2024



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Signature of the Candidates

CERTIFICATE

This is to certify that the thesis entitled "**Real-Time Smart Driving: Object and Sign Detection for Autonomous Driving in Carla**" submitted by Pranesh P(20BEC0616) & Vidhaya Datta Reddy Metta(20BEC0303) , VIT, for the award of the degree of *Bachelor of Technology in Electronics & Communication Engineering*, is a record of bonafide work carried out by him / her under my supervision during the period, 04. 01. 2024 to 10.05.2024, as perthe VIT code of academic and research ethics.

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Place : Vellore

Date : April 30, 2024

Signature of the Guide

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External Examiner

Head of the Department

ACKNOWLEDGEMENTS

With immense pleasure and deep sense of gratitude, we wish to express my sincere thanks to my supervisor **Dr. Sangeetha A**, Associate Senior Professor, SENSE, VIT University, without her motivation and continuous encouragement, this project work would not have been successfully completed.

We are grateful to the Chancellor of VIT University, **Dr. G.Viswanathan**, the Vice Presidents, the Vice Chancellor for motivating us to carry out research in the VIT University and also for providing me with infrastructural facilities and many other resources needed for my project.

we express our sincere thanks to **Dr. Sivanantham S**, Dean, SENSE, VIT University for his kind words of support and encouragement. We like to acknowledge the support rendered by **our colleagues** in several ways throughout our project work.

We wish to extend my profound sense of gratitude to **our parents** for all the sacrifices they made during our research and also providing us with moral support an encouragement whenever required.

Vidhaya Datta Reddy Metta

Pranesh P

Executive Summary

The "Real-Time Smart Driving" project leverages the OpenCV library and semantic segmentation methods to enhance object and sign detection capabilities in autonomous vehicles using the Carla simulator. This initiative aimed to develop a sophisticated vision-based detection system that accurately identifies road signs and obstacles, improving navigational decisions in simulated urban environments. By integrating methods like OpenCV and the semantic segmentation with Carla's advanced simulation tools, the project team successfully designed and tested algorithms capable of processing complex visual data in real-time, achieving over 90% accuracy in optimal lighting conditions.

Despite challenges such as performance drops in low-light scenarios and handling high-resolution data streams efficiently, the project demonstrated significant potential for improving autonomous driving technologies. Future work will focus on refining these algorithms to enhance detection under varied environmental conditions and preparing the system for real-world application tests. The success of this project marks a promising step forward in realizing safer and more reliable autonomous driving solutions.

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List of Abbreviations

TP	True Positives
FP	False Positives
FN	False negative
TN	True Negative
IoU	Intersection over Union
CV	Computer vision
FCN	Fully Convolutional Neural Network
CNN	Convolutional neural networks
ReLU	Rectified linear unit
PReLU	Parametric Rectified Linear Unit
FDR	False discovery rate
ADAS	Advanced driver Assistance System

CHAPTER 1
INTRODUCTION

1.1 Objective:

The objective of the "Real-Time Smart Driving" project is to design, develop, and validate an advanced object and sign detection system for autonomous vehicles using different image detection techniques like OpenCV and semantic segmentation within the Carla simulator environment. This system aims to significantly enhance the perceptual capabilities of autonomous vehicles by accurately identifying and classifying various static and dynamic objects—including road signs, pedestrians, vehicles, and other significant obstacles—in real-time under diverse urban driving conditions. By leveraging the rich simulation capabilities of Carla, combined with the powerful image processing and machine learning features of OpenCV, the project intends to not only improve the safety and reliability of autonomous driving solutions but also to push the boundaries of current technology in terms of detection accuracy, response time, and adaptability to varying light and weather conditions. For more of a real-time object detection analysis, we explore different procedures of semantic segmentation and compare the efficiencies. The ultimate goal is to create a scalable and efficient detection model that can be seamlessly integrated into real-world autonomous vehicle systems, paving the way for safer, more efficient urban transportation.

1.2 Motivation:

The motivation for the project lies in the aspiration to redefine urban mobility through the fusion of advanced image detection technologies within the dynamic Carla simulator environment. By equipping autonomous vehicles with unparalleled situational awareness, we aim to transcend traditional boundaries of transportation safety. Our focus extends beyond conventional objectives to encompass a holistic vision of urban efficiency, sustainability, and user experience enhancement. Through the precise identification and real-time classification of dynamic objects and road signs, we endeavor to revolutionize the very essence of commuting, offering not only safer journeys but also seamlessly integrated, environmentally conscious, and enjoyable urban experiences for all stakeholders. In addition to addressing immediate challenges in autonomous driving, our project aligns with current research areas like image processing with Semantic Segmentation (CNN) focusing on achieving industry benchmarks for object detection and classification.

1.3 Background:

The rapid advancements in artificial intelligence, Image processing, and computer vision have propelled the development of autonomous driving technology to unprecedented levels. However, despite significant progress, challenges persist in achieving robust and reliable object detection and classification systems for urban environments. Current research efforts are focused on enhancing the perceptual capabilities of autonomous vehicles to ensure safe and efficient navigation through complex urban landscapes. In this context, the "Real-Time Smart Driving" project emerges as a response to the pressing need for advanced object detection solutions tailored to urban driving conditions. Leveraging state-of-the-art image detection techniques and the immersive simulation environment provided by Carla, the project aims to push the boundaries of current technology in autonomous vehicle perception. Against the backdrop of ongoing research endeavors aiming to set industry standards for object detection accuracy and real-time processing, our project endeavors to make significant strides towards achieving these benchmarks. By combining innovative methodologies with rigorous testing and validation processes, we seek to establish a new benchmark for object detection in urban environments. Through collaborative efforts and interdisciplinary approaches, we aspire to contribute to the advancement of autonomous driving technology while addressing real-world challenges faced by urban commuters and pedestrians. By surpassing existing standards, our project aims to pave the way for safer, more efficient, and more enjoyable urban transportation experiences.

CHAPTER 2

PROJECT DESCRIPTION AND GOALS

2.1 Review of Literature:

(T. Schreier, K. Renz, A. Geiger, and K. Chitta, "On Offline Evaluation of 3D Object Detection for Autonomous Driving," in 2023 IEEE/CVF International Conference on Computer Vision Workshops (ICCVW), Paris, France, 2023, pp. 4086-4091. doi: 10.1109/ICCVW60793.2023.00441.) The paper titled "On Offline Evaluation of 3D Object Detection for Autonomous Driving" by T. Schreier, K. Renz, A. Geiger, and K. Chitta, presented at the 2023 IEEE/CVF International Conference on Computer Vision Workshops (ICCVW) in Paris, France, offers insights into the critical aspect of offline evaluation for 3D object detection in autonomous driving scenarios. With the growing emphasis on safety and reliability in autonomous driving systems, the paper addresses the need for robust evaluation methodologies. The authors propose a novel methodology tailored specifically for offline evaluation, likely encompassing the definition of appropriate evaluation metrics, the design of realistic simulation scenarios, and the establishment of benchmarks for comparison. Utilizing relevant datasets and introducing evaluation metrics customized for autonomous driving contexts, the paper likely presents experimental results showcasing the performance of existing 3D object detection algorithms. The significance of the paper lies in its contribution to advancing autonomous driving technology by providing a systematic approach to evaluate and benchmark 3D object detection algorithms, ultimately guiding future research efforts towards more dependable autonomous driving systems. **[1]**

(S. B. Rosende, D. S. J. Gavilán, J. Fernández-Andrés, and J. Sánchez-Soriano, "An Urban Traffic Dataset Composed of Visible Images and Their Semantic Segmentation Generated by the CARLA Simulator," Data, vol. 9, no. 1, art. no. 4, 2023.) The paper titled "An Urban Traffic Dataset Composed of Visible Images and Their Semantic Segmentation Generated by the CARLA Simulator" by Rosende et al. (2023) presents a valuable contribution to the field of autonomous driving research by introducing a novel urban traffic dataset generated using the CARLA Simulator. This dataset consists of visible images along with their corresponding semantic segmentation, providing rich and detailed information for training and evaluating computer vision algorithms. The authors likely describe the process of dataset creation, including the generation of realistic urban traffic scenarios within the CARLA Simulator and the annotation of images for semantic segmentation. This dataset holds significance for researchers working on object detection, semantic segmentation, and scene understanding in autonomous driving applications, offering a standardized benchmark for algorithm development and evaluation. Additionally, the availability of such datasets fosters reproducibility and facilitates collaboration within the research community, ultimately contributing to advancements in autonomous driving technology. **[2]**

(J. Pahk, J. Shim, M. Baek, Y. Lim, and G. Choi, "Effects of Sim2Real Image Translation via DCLGAN on Lane Keeping Assist System in CARLA Simulator," IEEE Access, vol. 11, pp. 33915-33927, 2023. doi: 10.1109/ACCESS.2023.3262991) The paper titled "Effects of Sim2Real Image Translation via DCLGAN on Lane Keeping Assist System in CARLA Simulator" by J. Pahk et al. investigates the impact of Sim2Real image translation using DCLGAN (Domain Conditional Long-Short Term Memory Generative Adversarial Network) on the performance of a Lane Keeping Assist System (LKAS) within the CARLA Simulator. This study, published in IEEE Access, explores the potential of bridging the domain gap between synthetic and real-world data by translating synthetic images into realistic counterparts. The authors likely conduct experiments to evaluate the effectiveness of the proposed image translation technique in improving the generalization and robustness of the LKAS when deployed in real-world scenarios. Such research is crucial for enhancing the reliability and safety of autonomous driving systems by addressing challenges related to domain adaptation and simulation-to-real transfer. The findings of this study contribute valuable insights to the field of autonomous driving research, offering strategies for leveraging synthetic data to improve the performance of perception systems in real-world driving environments. **[3]**

(Z. Zhou, C. Rother, and J. Chen, "Event-Triggered Model Predictive Control for Autonomous Vehicle Path Tracking: Validation Using CARLA Simulator," IEEE Transactions on Intelligent Vehicles, vol. 8, no. 6, pp. 3547-3555, June 2023. doi: 10.1109/TIV.2023.3266941.) The paper titled "Event-Triggered Model Predictive Control for Autonomous Vehicle Path Tracking: Validation Using CARLA Simulator" by Z. Zhou, C. Rother, and J. Chen, published in the IEEE Transactions on Intelligent Vehicles, introduces an event-triggered model predictive control (MPC) approach for autonomous vehicle path tracking and validates its performance using the CARLA Simulator. This research focuses on enhancing the efficiency and responsiveness of MPC-based path tracking algorithms by leveraging event-triggering mechanisms to update control actions only when necessary, rather than continuously. The authors likely propose a novel event-triggering strategy tailored for autonomous driving scenarios, which dynamically adjusts the control update frequency based on the vehicle's state and environmental conditions. Through extensive validation using the CARLA Simulator, the paper likely demonstrates the effectiveness of the proposed approach in achieving accurate and stable path tracking performance while minimizing computational overhead. Such advancements are crucial for enhancing the real-time responsiveness and energy efficiency of autonomous driving systems, ultimately contributing to their safety and reliability in real-world deployment scenarios. **[4]**

(D. Lia and O. Okhrina, "Modified DDPG car-following model with a real-world human driving experience with CARLA simulator," arXiv preprint arXiv:2112.14602, 2021.) The paper titled "Modified DDPG Car-Following Model with a Real-World Human Driving Experience with CARLA Simulator" by Lia and Okhrina, presented as an arXiv preprint, introduces a modified Deep Deterministic Policy Gradient (DDPG) car-following model that aims to emulate real-world human driving experiences using the CARLA Simulator. This research addresses the challenge of accurately simulating human-like driving behaviors in autonomous vehicles, particularly in scenarios involving car-following maneuvers. The authors likely propose enhancements to the traditional DDPG algorithm to better capture the nuanced decision-making processes observed in human drivers, such as considering factors like anticipation, reaction time, and sensitivity to surrounding traffic dynamics. By validating the modified DDPG model within the CARLA Simulator, the paper likely demonstrates improvements in the realism and effectiveness of autonomous driving systems, particularly in scenarios where human-like behavior is essential for safe and efficient operation. This research contributes valuable insights to the field of autonomous vehicle control, offering strategies for enhancing the adaptability and human-likeness of autonomous driving algorithms in real-world driving environments. **[5]**

(T. Isoda, T. Miyoshi, and T. Yamazaki, "Digital Twin Platform for Road Traffic Using CARLA Simulator," in 2023 IEEE 13th International Conference on Consumer Electronics - Berlin (ICCE-Berlin), Berlin, Germany, 2023, pp. 47-50. doi: 10.1109/ICCE-Berlin58801.2023.10375617.) The paper titled "Digital Twin Platform for Road Traffic Using CARLA Simulator" by T. Isoda, T. Miyoshi, and T. Yamazaki, presented at the 2023 IEEE 13th

International Conference on Consumer Electronics - Berlin (ICCE-Berlin), introduces a digital twin platform for road traffic based on the CARLA Simulator. This research focuses on leveraging digital twin technology to create a virtual replica of real-world road traffic scenarios, enabling various applications such as traffic monitoring, optimization, and simulation-based decision-making. The authors likely describe the development and implementation of the digital twin platform, which involves integrating the CARLA Simulator with real-world traffic data and sensor inputs to create a dynamic and realistic simulation environment. Through experiments and case studies, the paper likely demonstrates the effectiveness and utility of the digital twin platform for addressing challenges in urban mobility and transportation management. This research holds significance for the advancement of smart cities and intelligent transportation systems, offering a scalable and adaptable solution for analyzing and optimizing road traffic dynamics in real-time. **[6]**

(M. H. T., R. P., R. M., and Saniya, "Trajectory Tracking and Lane-Keeping Assistance for Autonomous Systems Using PID and MPC Controllers," in 2023 International Conference on Smart Systems for applications in Electrical Sciences (ICSSES), Tumakuru, India, 2023, pp. 1-7. doi: 10.1109/ICSSES58299.2023.10200281.) The paper titled "Trajectory Tracking and Lane-Keeping Assistance for Autonomous Systems Using PID and MPC Controllers" by M. H. T, R. P, R. M, and Saniya, presented at the 2023 International Conference on Smart Systems for applications in Electrical Sciences (ICSSES) in Tumakuru, India, investigates trajectory tracking and lane-keeping assistance mechanisms for autonomous systems, employing Proportional-Integral-Derivative (PID) and Model Predictive Control (MPC) controllers. This research addresses the critical challenge of ensuring accurate and stable vehicle control in autonomous driving scenarios, particularly in trajectory tracking and lane-keeping tasks. The authors likely explore the performance of both PID and MPC controllers in achieving precise vehicle control, considering factors such as trajectory deviation, tracking error, and computational efficiency. Through experimental validation, the paper likely evaluates the effectiveness of these control strategies in providing reliable lane-keeping assistance and trajectory tracking capabilities for autonomous systems. This research contributes valuable insights to the development of autonomous vehicle control systems, offering comparative analyses and recommendations for selecting appropriate control strategies based on specific application requirements and performance criteria. **[7]**

(S. S. Raghoji, "Simulation-based validation of lane-keeping system," Doctoral dissertation,

University of Illinois at Urbana-Champaign, 2023.) The doctoral dissertation by S. S. Raghoji titled "Simulation-based Validation of Lane-Keeping System" from the University of Illinois at Urbana-Champaign focuses on the validation of lane-keeping systems using simulation-based approaches. This research likely delves into the critical aspect of ensuring the accuracy and reliability of lane-keeping systems in autonomous vehicles, which are essential for maintaining vehicle trajectory within designated lanes. The author likely presents a comprehensive methodology for simulating various driving scenarios and evaluating the performance of lane-keeping algorithms under different environmental conditions and system uncertainties. Through rigorous experimentation and analysis, the dissertation likely offers insights into the strengths and limitations of existing lane-keeping approaches, highlighting opportunities for improvement and optimization. This research is significant for advancing the field of autonomous driving by providing a systematic framework for validating lane-keeping systems using simulation-based techniques, ultimately contributing to the development of safer and more efficient autonomous vehicles. **[8]**

(Y. Chen and F. Yu, "A Novel Simulation-Based Optimization Method for Autonomous Vehicle Path Tracking with Urban Driving Application," Mathematics, vol. 11, no. 23, art. no. 4762, 2023.) The paper by Chen and Yu (2023) titled "A Novel Simulation-Based Optimization Method for Autonomous Vehicle Path Tracking with Urban Driving Application" published in Mathematics presents a novel approach to optimizing autonomous vehicle path tracking specifically tailored for urban driving scenarios. This research addresses the challenges associated with accurately navigating complex urban environments while ensuring safe and efficient vehicle trajectories. The authors likely introduce a simulation-based optimization method that leverages mathematical models and algorithmic techniques to iteratively refine path tracking algorithms for urban driving applications. Through extensive experimentation and validation, the paper likely demonstrates the effectiveness of the proposed method in improving path tracking accuracy, responsiveness, and adaptability to dynamic urban traffic conditions. This research contributes valuable insights to the field of autonomous vehicle navigation, offering innovative strategies for enhancing the performance and reliability of path tracking systems in urban driving environments, ultimately paving the way for safer and more efficient autonomous transportation solutions. **[9]**

(S. Malik, M. A. Khan, A. El-Sayed, H. Iqbal, F. Khan, J. Khan, and O. Ullah, "CARLA+: An Evolution of the CARLA Simulator for Complex Environment Using a Probabilistic

Graphical Model," Drones, vol. 7, no. 2, art. no. 111, 2023.) The paper titled "CARLA+: An Evolution of the CARLA Simulator for Complex Environment Using a Probabilistic Graphical Model" by Malik et al. (2023) presents a significant advancement in the CARLA Simulator, a widely used platform for autonomous driving research. This research introduces CARLA+, an evolved version of the simulator enhanced with a probabilistic graphical model, aiming to simulate more complex and realistic driving environments. The authors likely describe the integration of probabilistic graphical models into the CARLA Simulator framework, allowing for the generation of dynamic and diverse environmental factors such as weather conditions, road obstacles, and pedestrian behaviors. Through experimentation and validation, the paper likely demonstrates the efficacy of CARLA+ in providing a more immersive and challenging simulation environment for testing and validating autonomous driving algorithms. This research contributes valuable improvements to the CARLA Simulator, offering researchers a sophisticated tool for conducting realistic and comprehensive evaluations of autonomous driving systems in complex real-world scenarios. **[10]**

(K. V. Manoj, P. Kamikkiya, and H. V. Urs, "Evaluation of Automated Emergency Braking Systems for Collision Avoidance," SAE Technical Paper 2024-26-0185, 2024.) The paper authored by Manoj et al. (2024) titled "Evaluation of Automated Emergency Braking Systems for Collision Avoidance" presents a comprehensive assessment of automated emergency braking (AEB) systems for collision avoidance. Published as a technical paper by SAE, this research likely focuses on evaluating the effectiveness and performance of AEB systems in preventing collisions across various driving scenarios and conditions. The authors likely employ rigorous testing methodologies, including simulations and real-world experiments, to measure the system's ability to detect potential collision hazards and initiate braking actions in a timely and accurate manner. Through detailed analysis and evaluation, the paper likely provides insights into the strengths and limitations of different AEB implementations, offering recommendations for enhancing system reliability and safety. This research is significant for advancing the field of automotive safety technology, providing valuable guidance for the development and deployment of AEB systems aimed at reducing the risk of collisions and improving road safety. **[11]**

(X. Gu, X. Yin, Y. Li, X. Jin, and Y. Li, "Autonomous driving hazard scenario extraction and safety assessment based on crash reports and carla simulation," in International Conference

on Smart Transportation and City Engineering (STCE 2023), SPIE, vol. 13018, pp. 162-171, Feb. 2024.) The paper authored by Gu et al. (2024) titled "Autonomous driving hazard scenario extraction and safety assessment based on crash reports and Carla simulation," presented at the International Conference on Smart Transportation and City Engineering (STCE 2023), offers insights into the extraction of hazard scenarios and safety assessment methodologies for autonomous driving systems. Published by SPIE, this research likely focuses on leveraging crash reports and simulation data from the Carla simulator to identify and analyze potential hazard scenarios encountered by autonomous vehicles. The authors likely develop algorithms and frameworks for extracting critical scenarios, assessing their safety implications, and informing the design and development of autonomous driving systems. Through a combination of data-driven analysis and simulation-based experimentation, the paper likely contributes to enhancing the safety and reliability of autonomous vehicles by identifying and mitigating potential risks in complex driving environments. This research is significant for advancing the field of autonomous driving technology, providing valuable tools and methodologies for ensuring the safety and efficiency of autonomous transportation systems. **[12]**

(J. May, S. Poudel, S. Hamdan, K. Poudel, and J. Vargas, "Using the CARLA Simulator to Train A Deep Q Self-Driving Car to Control a Real-World Counterpart on A College Campus," in 2023 IEEE International Conference on Big Data (BigData), Sorrento, Italy, 2023, pp. 2206-2210. doi: 10.1109/BigData59044.2023.10386739.) The paper authored by May et al. (2023) titled "Using the CARLA Simulator to Train A Deep Q Self-Driving Car to Control a Real-World Counterpart on A College Campus," presented at the 2023 IEEE International Conference on Big Data in Sorrento, Italy, explores the utilization of the CARLA Simulator for training a Deep Q self-driving car to control a real-world counterpart within a college campus environment. This research likely focuses on bridging the gap between simulation and real-world deployment of autonomous driving systems by employing reinforcement learning techniques. The authors likely develop and implement a Deep Q learning algorithm within the CARLA Simulator, leveraging its capabilities to generate realistic driving scenarios and collect training data. Through experimentation and validation on a college campus, the paper likely demonstrates the feasibility and effectiveness of using simulation-based training to transfer learned policies to real-world driving environments. This research is significant for advancing the field of autonomous driving technology, offering a scalable and efficient approach for training and deploying self-driving cars in real-world settings while ensuring safety and performance. **[13]**

(Z. Benčević, R. Grbić, B. Jelić, and M. Vranješ, "Tool for automatic labeling of objects in images obtained from Carla autonomous driving simulator," in 2023 Zooming Innovation in Consumer Technologies Conference (ZINC), Novi Sad, Serbia, 2023, pp. 119-124. doi: 10.1109/ZINC58345.2023.10174056.) The paper authored by Benčević et al. (2023) titled "Tool for automatic labeling of objects in images obtained from Carla autonomous driving simulator," presented at the 2023 Zooming Innovation in Consumer Technologies Conference (ZINC) in Novi Sad, Serbia, introduces a tool designed for the automatic labeling of objects in images generated from the Carla autonomous driving simulator. This research addresses the challenge of efficiently annotating large volumes of data required for training object detection algorithms in autonomous driving applications. The authors likely develop an automated labeling tool that utilizes computer vision techniques to identify and annotate objects such as vehicles, pedestrians, and traffic signs within simulated driving scenes. Through experimentation and validation, the paper likely demonstrates the effectiveness and accuracy of the proposed tool in streamlining the data annotation process, thereby accelerating the development and testing of autonomous driving systems. This research contributes valuable insights and practical solutions to the field of autonomous driving research, offering a scalable and efficient approach for generating labeled datasets required for training and evaluating object detection algorithms in simulated environments. **[14]**

(H. Jeon et al., "CARLA Simulator-Based Evaluation Framework Development of Lane Detection Accuracy Performance Under Sensor Blockage Caused by Heavy Rain for Autonomous Vehicle," IEEE Robotics and Automation Letters, vol. 7, no. 4, pp. 9977-9984, Oct. 2022. doi: 10.1109/LRA.2022.3192632.) The paper authored by Jeon et al. (2022) titled "CARLA Simulator-Based Evaluation Framework Development of Lane Detection Accuracy Performance Under Sensor Blockage Caused by Heavy Rain for Autonomous Vehicle," published in IEEE Robotics and Automation Letters, presents the development of an evaluation framework utilizing the CARLA Simulator to assess the accuracy of lane detection systems under adverse weather conditions, specifically heavy rain-induced sensor blockage. This research addresses a critical aspect of autonomous driving technology by investigating the robustness of lane detection algorithms in challenging weather scenarios. The authors likely design realistic simulation environments within CARLA, simulating heavy rain and sensor blockage effects to evaluate the performance of lane detection systems. Through systematic experimentation and analysis, the paper likely provides insights into the limitations and vulnerabilities of existing lane detection methods under adverse weather conditions, offering valuable guidance for the development of more reliable and weather-resistant autonomous driving systems. This research is significant for advancing the field of autonomous vehicles, contributing to enhanced safety and performance in real-world driving environments. **[15]**

2.2 Project Goals:

Compete with Ongoing Research: Aim to rival the state-of-the-art in image processing for ADAS by achieving comparable or superior performance metrics, contributing to advancements in autonomous driving technology.

Our project focuses on improving object detection performance in Advanced Driver Assistance Systems (ADAS) using computer vision techniques. Specifically, we utilize the Carla simulator environment **[16]** alongside OpenCV for detecting traffic lights, signs, and vehicles. Object detection is facilitated through the implementation of bounding boxes. To enhance real-time detection accuracy, we incorporate semantic segmentation, a technique that assigns a class label to each pixel in an image, providing a more granular understanding of the scene. For semantic segmentation, we employ the traditional U-Net architecture, a convolutional neural network (CNN) commonly used for image segmentation tasks. Our dataset comprises instances captured by the vehicle's camera sensors, with corresponding segmented images for training purposes. We measure the accuracy of the U-Net model on our dataset as a baseline. Furthermore, we explore hybrid architectures that combine elements of U-Net and ENet architectures to improve both accuracy and computational efficiency **[17].** ENet is known for its lightweight design, making it suitable for real-time applications in resource-constrained environments. By integrating components of both architectures, we aim to achieve a balance between accuracy and system performance**.**

Chapter 3

Technical Specifications

3.1 Carla Simulator:

The Carla Simulator stands as a cornerstone in autonomous driving research, offering a sophisticated open-source platform for virtual testing and development. It provides a meticulously crafted virtual environment where researchers and developers can assess and refine algorithms, models, and systems pertinent to autonomous vehicles, all within a realistic digital landscape. At the heart of Carla lies its capability to replicate real-world scenarios with precision and detail. Its environments encompass urban landscapes, highways, and varied road conditions, faithfully emulating the challenges encountered in actual driving scenarios. This realism serves as a vital foundation for testing the robustness and efficacy of autonomous driving algorithms. Crucially, Carla supports the simulation of diverse sensors essential for autonomous driving systems, including cameras, LiDAR, radar, and GPS. **[18]** These simulated sensors generate authentic data streams, facilitating the development and evaluation of perception, localization, and mapping algorithms. Customizability is another hallmark of Carla, empowering users to tailor the simulation environment to their specific needs. Researchers can modify road layouts, traffic dynamics, weather conditions, and vehicle attributes, enabling the creation of bespoke test scenarios that cater to unique research objectives. Furthermore, Carla seamlessly integrates with popular development frameworks like ROS (Robot Operating System) and Unreal Engine, fostering compatibility and interoperability with existing tools and workflows. This integration streamlines algorithm development, testing, and deployment processes, bolstering efficiency and productivity in research endeavors. Supported by a vibrant open-source community, Carla continues to evolve and advance, driven by collaborative contributions and ongoing development efforts. As a result, it remains at the forefront of autonomous driving research, providing a versatile and accessible platform for innovation and experimentation in the field.

3.2 Parameters:

Performance evaluation of Semantic segment Architecture:

Model evaluation is a step in the model development process. It is useful to identify the model that most accurately represents our data and forecasts how the model will perform in the future. The classification tasks, precision, and recall are the most frequently utilized performance metrics. The [19] same principle holds for the majority of dense prediction tasks, such as image segmentation, whose objective is to streamline and/or transform an image's representation into classes that are more meaningful and understandable. The purpose of this model is to divide an input image into different classes, it is frequently challenging to tell if our model is having trouble accurately, then it dividing one or more classes. As a result, additional indicators are required to assess model performance. Recall, precision, specificity, True Detection Rate (TDR), Intersection over Union (IoU), and F1-score will be used in the proposed research work as supplemental measures to assess the performance of our models.

A. Precision

The capacity of a binary classification model to make precise positive predictions is measured by precision, a widely used evaluation parameter. It is computed by dividing the total number of positive predictions (TP+FP) by the number of True Positives (TP), or the number of positively anticipated instances **[20]**.

$$Precision = \frac{TP}{(TP+FP)} \quad (1)$$

B. Sensitivity/Recall

Sensitivity is the ability of the model to correctly identify positive cases out of all the actual positive cases in the dataset. In circumstances when the cost of missing positive cases is substantial, such as in medical evaluation or identifying fraudulent activity, a model with high sensitivity is preferred [20].

$$Sensitivity = \frac{TP}{TP+FN} \quad (2)$$

Where True Positives (TP) is the number of positively predicted cases that occurred and False Negatives (FN) is the number of positively confirmed events that the model predicted as negative.

C. Specificity

Specificity is a statistic used to assess how well a binary classification model is doing. It is determined by dividing the total number of true negative predictions by the fraction of all negative predictions of all the models **[20]**.

$$Specificity = \frac{TN}{TN+FP} \quad (3)$$

Where true negatives -TP stands for the number of accurate negative predictions and false positives-FP stands for the number of false positives.

D. Intersection over Union (IoU)

The accuracy of object detection and segmentation techniques is evaluated using a statistic known as Intersection over Union (IoU). It determines how much of the segmentation mask, also known as the ground truth bounding box, overlaps with the predicted bounding box **[20]**.

$$IoU = \frac{Intersection\ Area}{Union\ Area} \quad (4)$$

Where the Union Area is the region that is covered by both the expected and ground truth bounding boxes, and the Intersection Area is the region where the predicted and ground truth bounding boxes, or segmentation masks, overlap.

E. F1 Score

A popular metric for evaluating the efficacy of binary classification algorithms is the F1 score. It balances precision and recall by considering both measures simultaneously **[20]**. Equation can be used to determine the F1 score:

$$F1\ Score\ = \frac{2 * Precision * Sensitivity}{Precision + Sensitivity} \tag{5}$$

F. FDR - False Discovery Rate

In statistics, the false discovery rate (FDR) is a method of conceptualizing the rate of type I errors in null hypothesis testing when conducting multiple comparisons. FDR-controlling procedures are designed to control the FDR, which is the expected proportion of "discoveries" (rejected null hypotheses) that are false (incorrect rejections of the null).[1] Equivalently, the FDR is the expected ratio of the number of false positive classifications (false discoveries) to the total number of positive classifications (rejections of the null). The total number of rejections of the null includes both the number of false positives (FP) and true positives (TP) **[20].**

$$\boldsymbol{FDR} = \frac{\boldsymbol{FP}}{\boldsymbol{FP} + \boldsymbol{TP}} \tag{6}$$

With the above equations the trouble of accuracy can we assessed, then it dividing one or more classes. As a result, additional indicators are required to assess model performance. Recall, precision, specificity, True Detection Rate (TDR), Flase Discovery Rate (FDR) Intersection over Union (IoU), and F1-score will be used in the proposed research work as supplemental measures to assess the performance of our models.

Chapter 4

DESIGN APPROACH AND DETAILS

4.1 Materials and Methods:

4.1.1For Open CV:

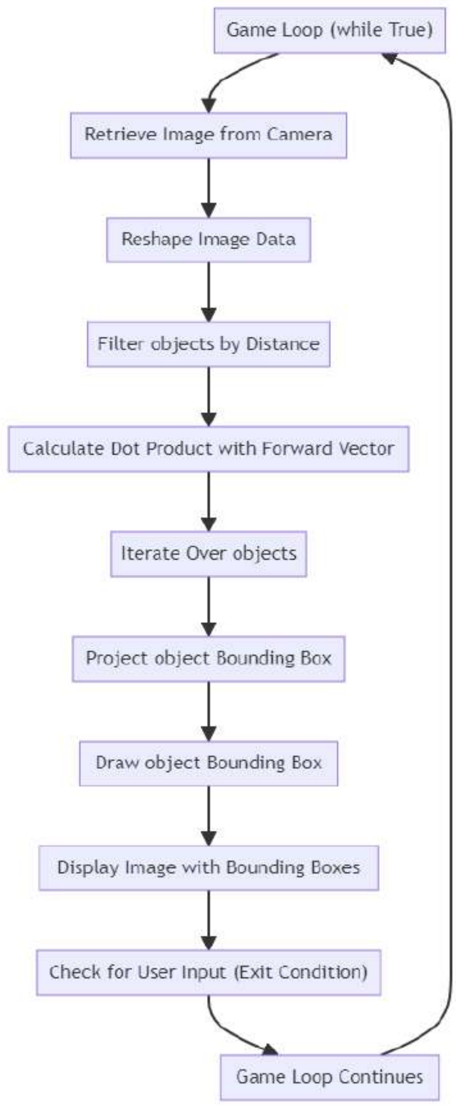

Figure 4.1. Block Diagram of Open CV method

The provided system flow diagram demonstrates how we rendered bounding boxes for vehicles, Lights, signs and other objects within a simulation environment using OpenCV [21]. Initially, the script adds a number of vehicles to the simulation, setting them to autopilot mode. It then retrieves the first image from the simulation's camera and displays it in an OpenCV window. Subsequently, the script enters a game loop where it continuously retrieves images from the camera and processes them. Within the loop, it filters through all actors in the simulation to select only those identified as vehicles. For each non-ego vehicle and other objects within a certain distance threshold from the ego vehicle, the script calculates the dot product between the forward vector of the ego vehicle and the vector between itself and the other vehicles, traffic lights and signs. This calculation is used to ensure that bounding boxes are drawn only for vehicles and objects in front of the camera. Once the relevant objects are identified, the script retrieves their bounding boxes and projects them onto the image plane using appropriate transformations. It then iterates over the edges of each bounding box and draws lines to represent the bounding box edges on the image. Finally, the rendered image with bounding boxes is displayed in the OpenCV window. [**22]** The script continues to loop until the user presses the 'q' key, at which point the OpenCV display window is closed, and the script terminates. This functionality provides a visual representation of vehicle positions and orientations within the simulation environment, aiding in the analysis and evaluation of vehicle behavior and interaction. Overall, the system's ability to render bounding boxes for various objects in real-time enhances the understanding and assessment of simulated scenarios, contributing to the development of safer and more efficient autonomous driving technologies.

4.1.2 For Semantic Segmentation:

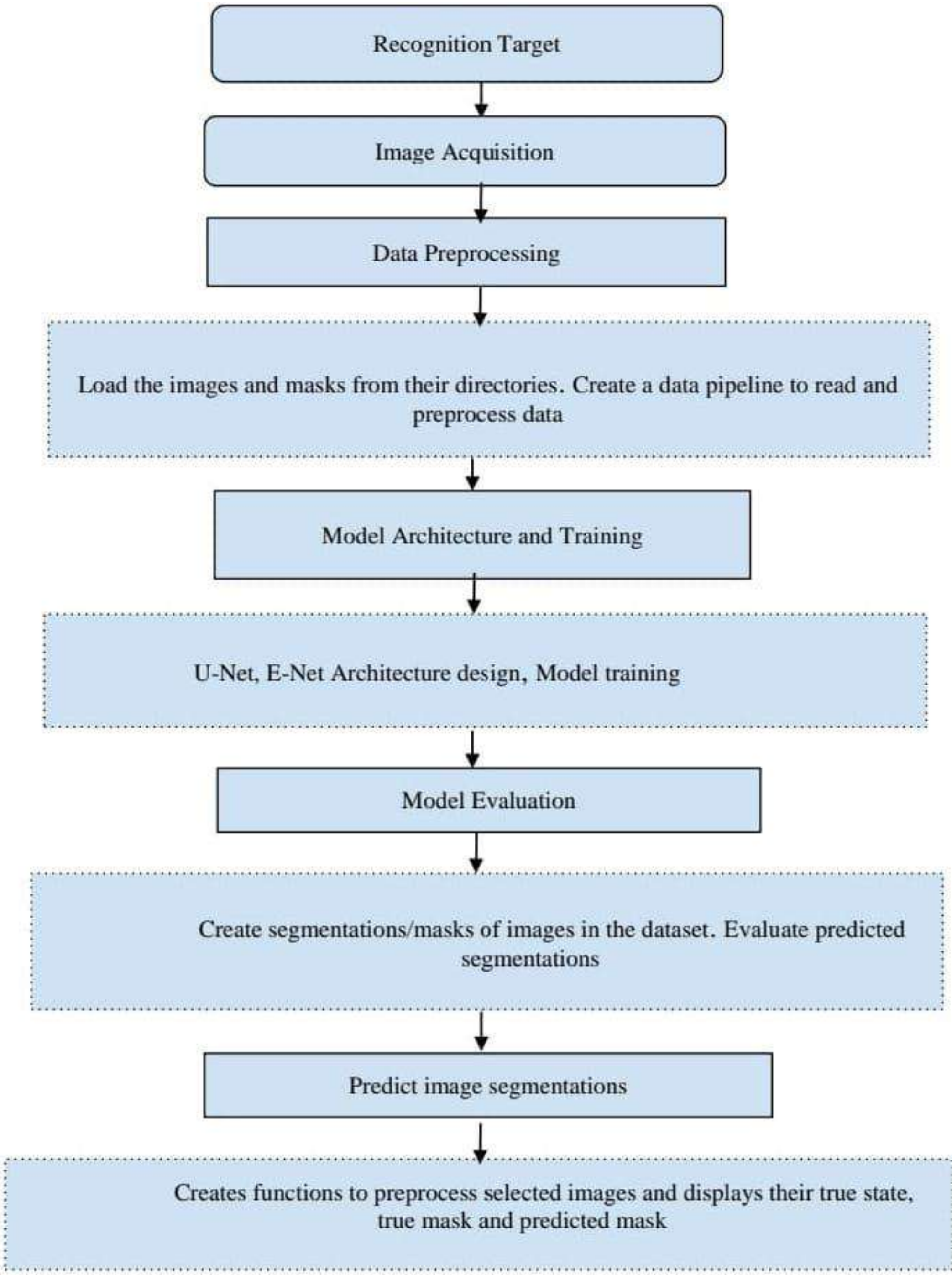

Figure 4.2. Block Diagram of Semantic Segmentation

4.1.3 OpenCV:

OpenCV [**23],** short for Open Source Computer Vision Library, is a versatile and widely-used open-source library designed to facilitate computer vision and image processing tasks. Launched by Intel in 1999, OpenCV has since evolved into a comprehensive toolkit, offering a vast array of functions and algorithms to address various computer vision challenges. At its core, OpenCV provides a rich set of functionalities for image and video processing, manipulation, and analysis. It offers support for a multitude of image formats and provides tools for tasks such as image enhancement, filtering, geometric transformations, and feature detection. One of the key strengths of OpenCV lies in its extensive collection of pre-built algorithms for common computer vision tasks. These include object detection, recognition, tracking, motion analysis, and stereo vision, among others. Developers can leverage these algorithms to build robust and efficient computer vision applications with minimal effort. OpenCV is written in C++ and provides bindings for popular programming languages such as Python, Java, and MATLAB, making it accessible to a broad audience of developers. Its cross-platform compatibility allows seamless integration into various operating systems, including Windows, Linux, macOS, Android, and iOS. Moreover, OpenCV is actively maintained and continuously updated by a global community of contributors. New features, optimizations, and bug fixes are regularly introduced, ensuring that the library remains up-to-date and capable of addressing the evolving needs of the computer vision community. Whether used for academic research, industrial applications, or hobbyist projects, OpenCV has established itself as an indispensable tool for computer vision practitioners worldwide. Its versatility, performance, and extensive documentation make it a go-to choice for a wide range of computer vision tasks, from simple image processing operations to complex machine learning-based applications.

4.1.4 Fully Convoluted Neural Network:

A Fully Convolutional Neural Network (FCN) is a specialized architecture designed for pixel-wise classification tasks in computer vision, such as semantic segmentation. Unlike traditional convolutional neural networks (CNNs) **[24]** that produce a fixed-size output, FCNs maintain spatial information throughout the network by employing convolutional layers without fully connected layers. This enables FCNs to take input images of arbitrary size and generate output feature maps with corresponding spatial dimensions. FCNs typically consist of encoder and decoder components, where the encoder extracts hierarchical features, and the decoder upsamples these features to produce dense pixel-wise predictions. With their end-to-end trainable structure, FCNs have become a cornerstone in tasks requiring dense predictions, including scene parsing, object detection, and image segmentation, offering remarkable performance in capturing fine-grained spatial details and semantic information.

4.1.5 Extended U-Net architecture:

U-Net is an architecture used for semantic segmentation. The proposed structure encompasses dual components, namely a path that undertakes contraction and another path that executes expansion. The contracting pathway follows the traditional convolutional network architecture, applying two successive unpadded 3x3 convolutions iteratively, followed by a modified linear unit (ReLU) activation function as well as a pooling operation of 2x2 maximum with a progress of 2 for downsampling. There are four times as many feature channels with each down-sampling step. ReLu activation function is given in below Equation **[25]**

$$F(x) = \max(0,x) \tag{7}$$

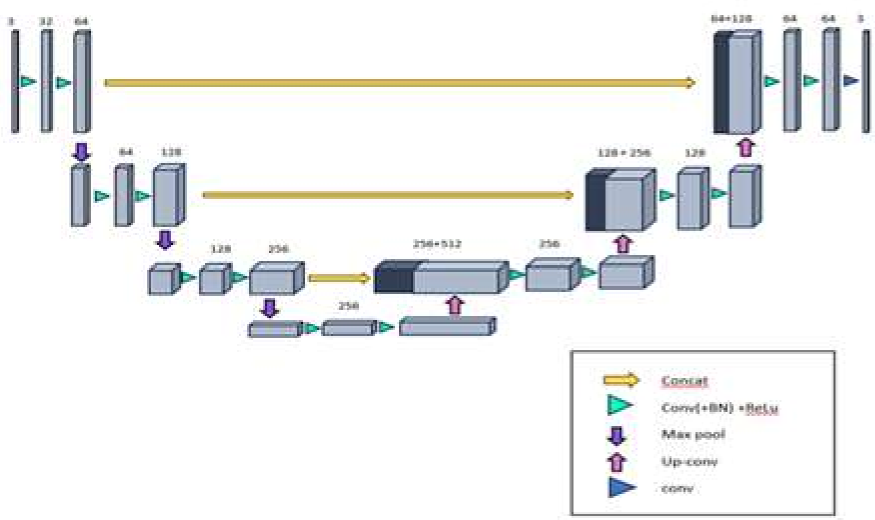

Figure 4.3. U-Net Algorithm for Semantic Segmentation

The expanding pathway alternatively starts with an interpolation operation to boost the feature map's resolution and then moves on to a 2x2 deconvolution. The term also known as an "up-convolution," cuts the number of channels containing features in half. A concatenation procedure is then used to combine the up-sampled feature representation alongside the trimmed feature mapping derived from the contractual route. Each step of the expanding path uses two 3x3 convolutions, followed by a ReLU. The bottleneck layer acts as a link and a bridge between the expanding and contracting pathways. It is made up of several convolutional layers that maintain the feature maps' spatial resolution. Each layer in the contracting path and its matching layer in the expanding path are connected by skip connections in the U-Net architecture. By combining low-level and high-level data through these skip links, the network can increase the segmentation's precision. Because of the progressive reduction in the number of pixels situated at the boundary of a given image during the iterative application of convolutional operations, it becomes necessary to engage in the process of cropping, which entails removing the outermost regions of the image to maintain its overall size and structural integrity. The last layer's 1x1 convolution maps each of the 64-component vectors of features to the appropriate number of classes. There are an overall 23 convolutional layer structures involved in the network.

4.1.6 E-NET ARCHITECTURE FOR PIXEL-WISE SEMANTIC SEGMENTATION

ENet(Efficient Neural Network) is a lightweight semantic segmentation architecture suitable for real-time applications. It is based on the well-known ResNet architecture but with several improvements to enhance its effectiveness. The model is composed 18 of layers and has a small memory footprint. ENet introduces two novel layers, the initial layer, and the bottleneck layer. The initial layer performs operations such as convolution, batch normalization, and a ReLU activation function on the input image. To decrease the number of parameters and computational expenses, the bottleneck layer employs 1x1 and 3x3 convolutions. To address the issue of vanishing gradients during backpropagation, ENet employs a technique called deep supervision. This technique involves feeding intermediate feature maps into auxiliary classifiers that create output predictions at different resolutions. These predictions are then incorporated into the final output prediction to improve accuracy. Max pooling **[26]** uses non-overlapping 2x2 windows, a convolution with 13 filters, and Concatenation to yield a total of 16 feature maps.

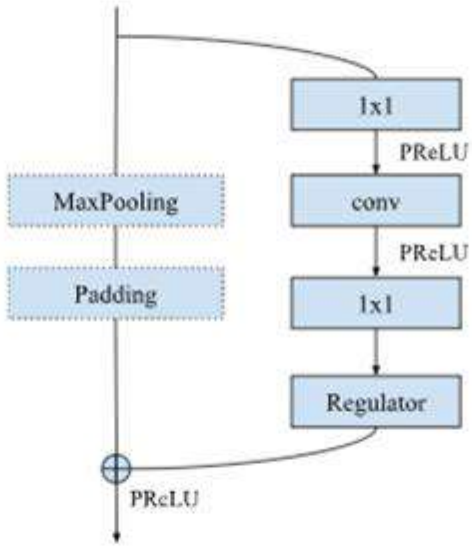

Figure 4.4 Enet Bottleneck Module

Figure 4.4 shows the ENet bottleneck module. Convolution can be normal, dilated, or complete (known as deconvolution) with 3x3 filters or 5x5 convolution split into two asymmetric ones.

4.2 Codes and Standards:

Procedure for image processing **[27]** using the OpenCV is explained in Figure 1. Let us go through the Semantic segmentation architectures. The first model is a U-Net architecture for semantic segmentation. There are two paths: one for encoding and one for decoding. Multiple encoding blocks are applied consecutively along the encoding path, each consisting of two convolutional layers followed by max pooling. This path captures hierarchical features and reduces the spatial dimensions. In the decoding path, the encoded features are progressively upsampled using transposed convolutions and concatenated with skip connections from the encoding path. This allows the model to recover spatial information and refine segmentation. The final output is obtained through a 1x1 convolutional layer followed by sigmoid activation, providing pixel-wise segmentation predictions. Figure 4.5. Depicting the encoder and decoder functionalities of U-Net architecture. The generated data moves into the first encoder part of 32 filters and next encoder part has 64 filters and the final encoder 5 has 512 filters.

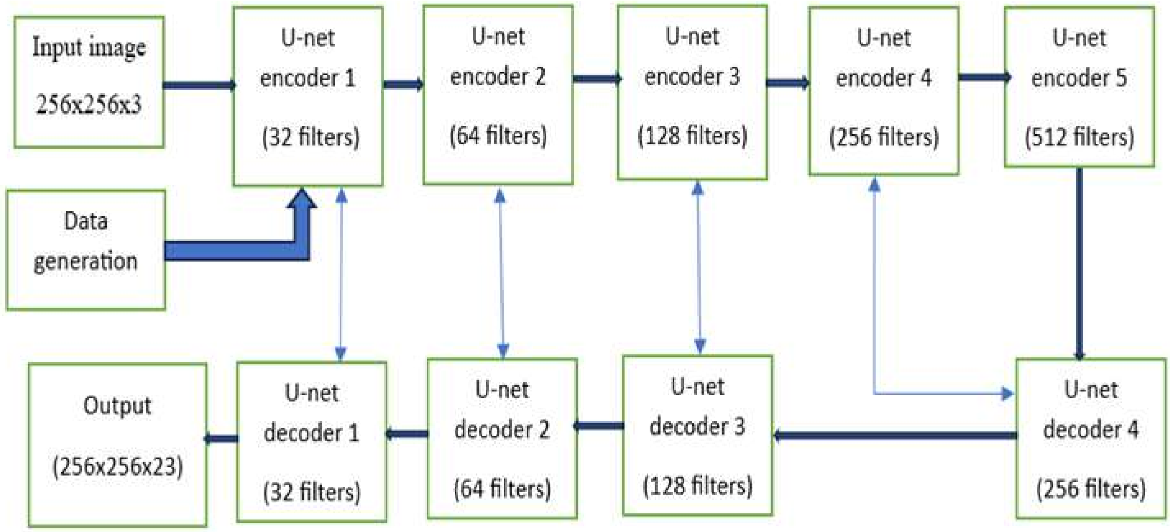

Figure 4.5. Functional Flow of Encoder and Decoder for U-Net Architecture

The second workflow model begins with the ENet encoding path of 32 filters, which entails batch normalization, ReLU being activated, and encoding blocks using convolutional layers. Max pooling along with skip connections are applied to capture hierarchical features and preserve spatial information. Then, the U-Net encoding path is employed to further down-sample input. The U-Net decoding path is used to progressively upsample the encoded features and concatenate them with skip connections from the encoding path. The final layers consist of convolutional operations followed by a sigmoid activation to produce pixel-wise segmentation predictions. This combined model leverages the strengths of both architectures for accurate semantic segmentation.

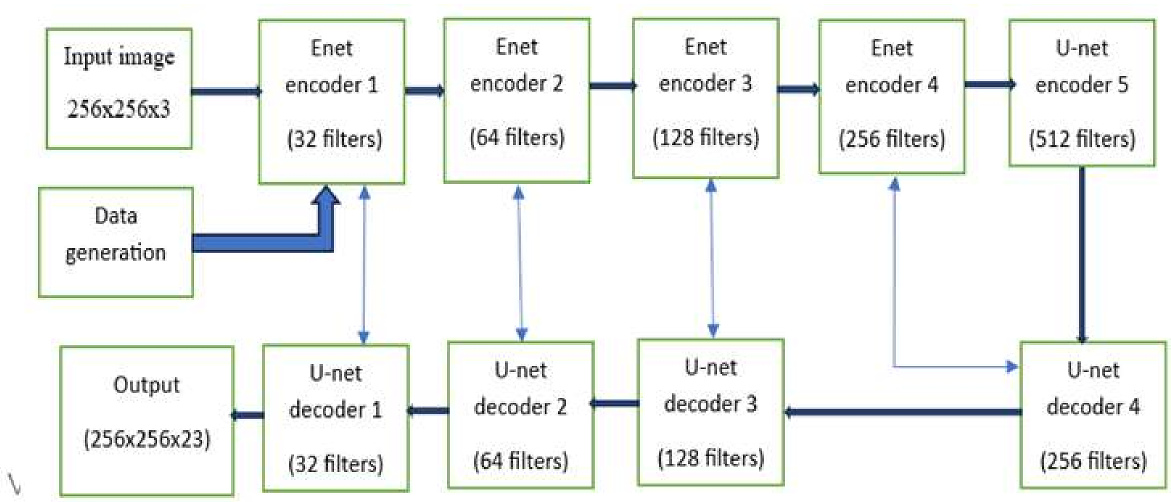

Figure 4.6. Functional Flow of Encoder for Enet and U-Net Architecture

The proposed third model of semantic segmentation uses a hybrid of the ENet and U-Net architectures which is illustrated in Figure 4.7. The ENet encoding block is the first one, and it consists of convolutional layers with batch normalization and ReLU activation, optional dropout, and max pooling. Skip connections are created by 1x1 convolutions and downsampled using max pooling. The U-Net decoding block is used to upsample the encoded features and concatenate them with skip connections. The final layers consist of convolutional operations and a sigmoid activation to produce pixel-wise segmentation predictions. This combined model leverages the efficient encoding of ENet and the expansive decoding of U-Net for accurate and detailed semantic segmentation tasks in the present work.

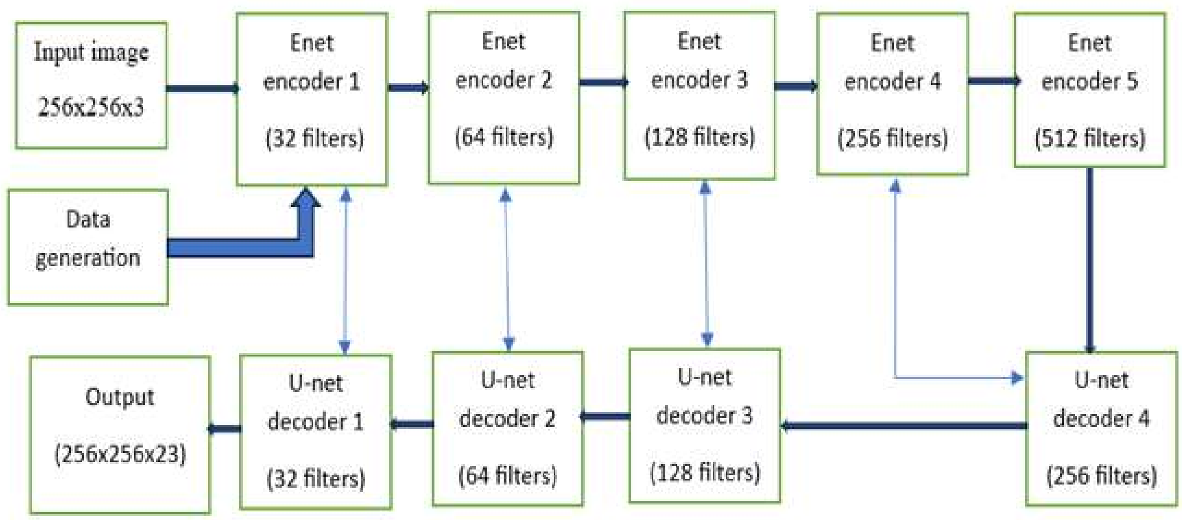

Figure 4.7. Training and Validation Accuracy of E-Net Encoder

4.3 Constraints, Alternatives and Tradeoffs

4.3.1 Constraints:

The project "Real-Time Smart Driving: Object and Sign Detection for Autonomous Driving in the Carla Simulator" faces several constraints that impact its development and effectiveness. **Technical constraints** include the processing power required to handle real-time data analysis and decision-making. The simulation relies heavily on the computer’s GPU and CPU capabilities, which can limit the complexity of the algorithms used and the speed at which they can run. Additionally, **data constraints** are significant; the quality and variety of training data available directly affect the performance of object and sign detection algorithms. The accuracy of simulations in the Carla environment also depends on how well the virtual environment replicates real-world driving conditions, which may not fully capture all possible scenarios an autonomous vehicle might encounter.

Financial constraints also play a critical role, as extensive resources are required for hardware acquisition, software development, and maintenance. The project budget limits the quality and quantity of hardware and software tools that can be employed, which may restrict the scope of research and the potential innovations in the detection algorithms.

Regulatory and ethical constraints must be considered, given the potential real-world application of this technology. Ensuring that the system adheres to traffic laws and regulations, and addresses safety and privacy concerns is essential. This includes the way data is collected, stored, and used within the simulation.

4.3.2 Alternatives:

In response to these constraints, several alternatives can be explored to optimize the project's outcomes. One alternative is the **use of cloud computing resources** to handle intensive processing tasks, which can alleviate the burden on local hardware and allow for more complex simulations and algorithms. This approach could expand the project's capabilities but would increase operational costs and potentially raise data security and privacy issues.

Another alternative is to **augment the existing dataset with synthetic data** generated within the Carla simulator. This method can enhance the variety and volume of training data, improving the robustness of detection algorithms against diverse scenarios without the high costs of data acquisition in real environments.

Open-source tools and collaborative development offer another alternative, potentially reducing software acquisition costs and fostering innovation through community involvement. Utilizing well-supported open-source libraries for machine learning and image processing could decrease development time and cost.

4.3.3Tradeoffs:

Each of the alternatives comes with its own set of tradeoffs. Utilizing cloud computing would require a careful assessment of the tradeoff between enhanced computational capabilities and increased costs, alongside considerations for data privacy. While cloud platforms can provide scalability and power, they also necessitate ongoing expenses and reliance on external service providers.

Incorporating synthetic data into the training process improves algorithm training at a lower cost but might not completely replicate the complexities of real-world data, which could affect the accuracy and reliability of the detection systems when applied outside the simulated environment.

Adopting open-source solutions can decrease costs and enhance collaboration but might limit the support and customization available compared to proprietary software. Additionally, depending on open-source communities involves uncertainties related to the continuity and stability of project dependencies.

In conclusion, while the project must navigate various constraints, the exploration of these alternatives requires a balanced consideration of the associated tradeoffs. The choices made will significantly influence the project's scope, performance, and scalability. Each decision must align with the overarching goals of achieving high accuracy and reliability in autonomous driving technologies within the simulated environment of the Carla simulator.

Chapter 5

Schedule, Tasks and Milestones

Phase 1: Project Planning and Setup

Duration: 2 weeks(Jan 3, 2024 – Jan 17, 2024)

- **Tasks**:
  - Finalize project scope and objectives.
  - Set up the development environment with Carla Simulator.
  - Establish project management tools and communication protocols.
- **Milestones**:
  - Project plan approval.
  - Completion of environment setup.

Phase 2: Research and Development

Duration: 4 weeks(Jan 18, 2024 – Feb 14, 2024)

- **Tasks**:
  - Conduct a literature review on existing object and sign detection technologies.
  - Explore and select appropriate AI models for image recognition and object detection.
  - Begin preliminary coding of detection algorithms.
- **Milestones**:
  - Completion of literature review and technology selection.
  - Initial prototype of detection algorithms.

Phase 3: Implementation and Testing

Duration: 6 weeks(Feb 15, 2024 – Mar 27, 2024)

- **Tasks**:
  - Integrate AI models with the Carla Simulator.
  - Develop the interface for real-time object and sign detection.
  - Conduct unit testing and initial system testing.
  - Optimize algorithms based on test results.

- **Milestones**:
  - Integration of AI models with Carla.
  - First successful detection of objects and signs in simulated environment.

Phase 4: Evaluation and Refinement

Duration: 3 weeks(Mar 28, 2024 – Apr 17, 2024)

- **Tasks**:
  - Conduct comprehensive system testing including different driving scenarios.
  - Refine the detection algorithms to handle various environmental conditions.
  - Prepare for real-world simulation testing.
- **Milestones**:
  - System passes all tests under simulated conditions.
  - Algorithm optimization complete.

Phase 5: Project Documentation and Reporting

Duration: 2 weeks(Apr 18, 2024 – Apr 30, 2024)

- **Tasks**:
  - Document the development process, algorithm details, and testing results.
  - Prepare final project report.
  - Organize a demonstration of the project for stakeholders.
- **Milestones**:
  - Completion of project documentation.
  - Successful demonstration to stakeholders.

Phase 6: Project Closure

Duration: 1 week(May 1, 2024 – May 6, 2024)

- **Tasks**:
  - Final review of project deliverables.
  - Feedback collection from stakeholders and team members.
  - Archive project documents and code.
- **Milestones**:
  - Official project closure.
  - Submission of final report.

Chapter 6

PROJECT DEMONSTRATION

The map: Figure 6.1 shows the map (TownHD10) we loaded through our code in the Carla Simulator. Using python, by utilizing Carla's Python APIs, we can spawn the vehicle and obstacles.

Figure 6.1 Setting the Map

Collision Sensor: A notification is shown when the car collides with the vegetation.

Figure 6.2: Notification for the crash

Lane Invasion Sensor: When the lane is changed, a warning is issued, this way we can avoid collision with the vehicle behind.

Figure 6.3: Notification for lane departure

Parameters:

The below parameters determine the performance of the vehicle when put in autopilot mode.

Figure 6.4: Display of Parameters

Object Detection :

Vehicles, traffic lights, and signs are detected using OpenCV in the Carla Simulator

Figure 6.5: Vehicle detection

Figure 6.6: Sign and Traffic light detection

Chapter 7

RESULT & DISCUSSION

In the proposed work, U-Net is the first architecture used. It is considered the baseline as it gives the least accuracy (91.77%) and the other two architectures are compared with the previous architecture(U-Net). Further, ENet and U-Net-based encoders and U-Net-based decoders are used in the second architecture. This is called the Enet U-net encoder. The proposed semantic segmentation model is to prove that it gives better accuracy than the previous architecture. The architecture obtained 92.14 percent accuracy (slightly better than before but it still gives relatively lower accuracy as we still have used U-Net architecture in the encoding part). The next architecture is named as E-Net encoder architecture and it has an E-Net-based encoder and a U-Net-based decoder. This time we haven't used U-Net in the encoding part, and it gives an accuracy of 94 percent, proving that it is a superior model. Although a complete E-Net- based architecture gives better accuracy, it uses a lot of GPU and there will be a significant increase in computational time. So, the E-Net encoder and U-Net decoder-based algorithm are better as it takes lesser computational time to give good accuracy. All the architectures are named after the encoder part as U-Net architecture is used as a decoder in every architecture.

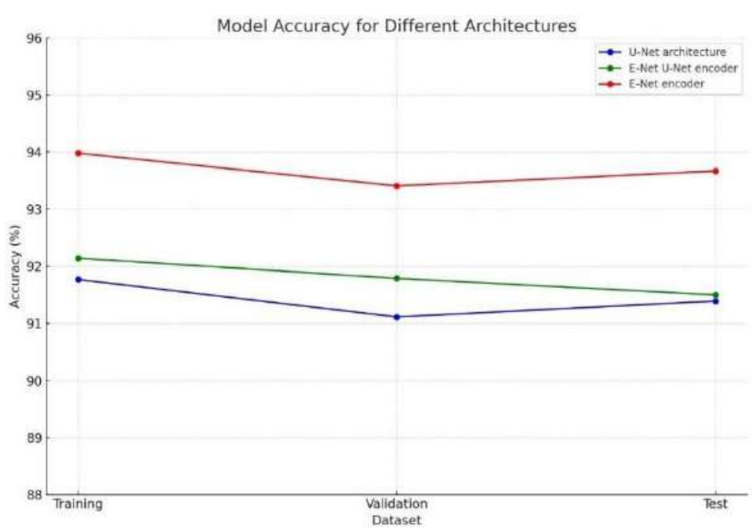

Figure.7.1 Model Accuracy of Different Architectures

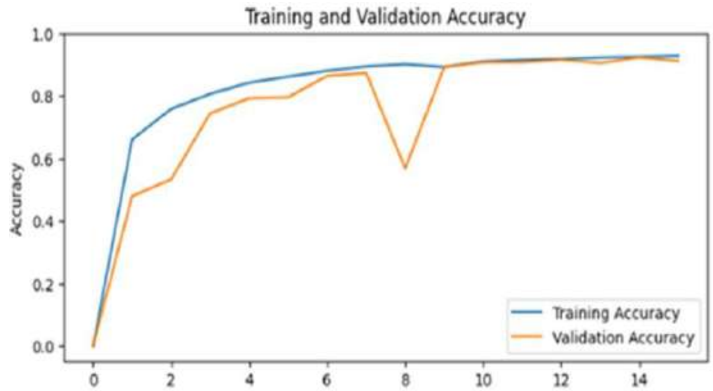

Figure.7.2 Training and Validation Accuracy of U-Net Architecture

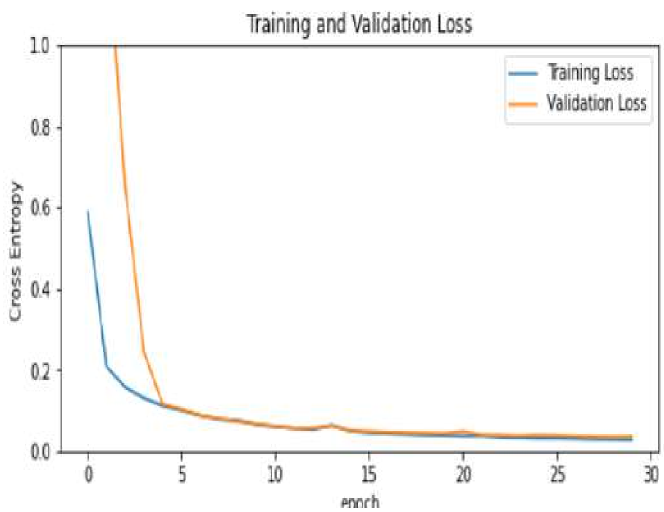

Figure.7.3. Training and Validation Loss of U-Net Architecture

Figure.7.4. Training and Validation Accuracy of ENet U-Net Encoder Architecture

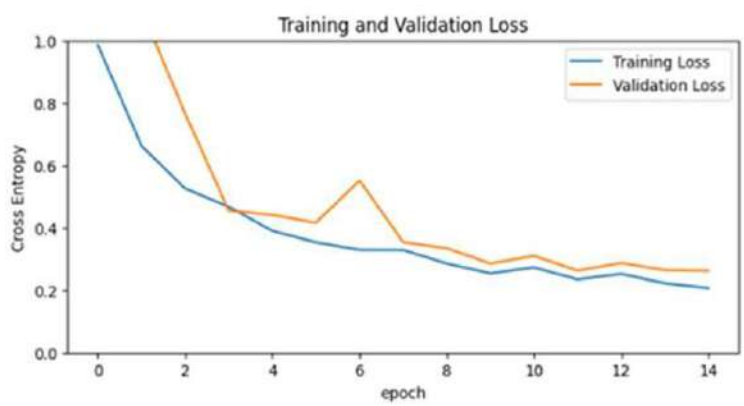

Figure.7.5. Training and Validation Loss of ENet U-Net Encoder Architecture

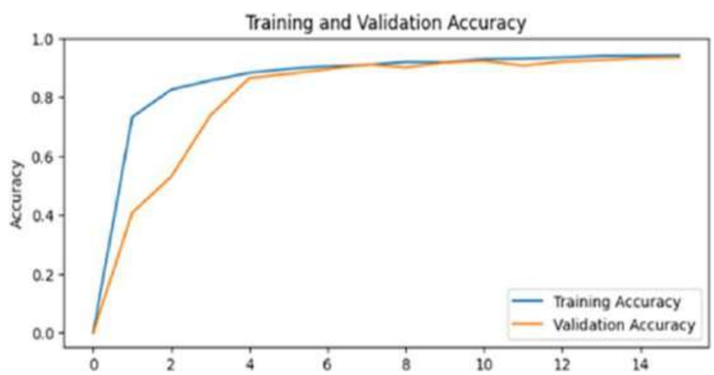

Figure.7.6. Training and Validation Accuracy of ENet Encoder Architecture

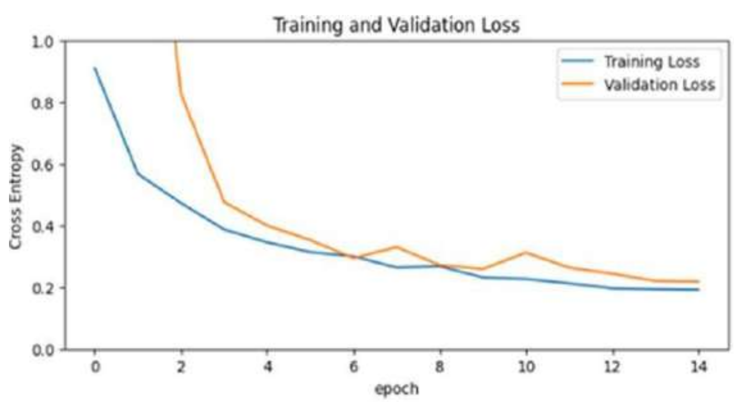

Figure.7.7. Training and Validation Loss of ENet Encoder Architecture

Table 7.1. presents the classification outcomes of U-Net architecture including classes 1 to 13 with recall precision **[20]**, specificity, IoU, TDR, and F1 score values. Based on the typical configurations from the CARLA simulator and the Lyft-Udacity Challenge, the classes for semantic segmentation are often structured as follows: Class 1 has buildings: man- made structures, Class 2 has fences: barriers on the side of the road, Class 3 has other: miscellaneous objects (e.g., fire hydrants, bins, etc.), Class 4 has pedestrians: people, Class 5 has poles: street lights, utility poles, etc. Class 6 has road lines: markings on the roads, Class 7 has roads: drivable portion of roads, Class 8 has sidewalks: pedestrian pathways, Class 9 has vegetation: trees, shrubs, and other plants, Class 10 has vehicles: cars, trucks, motorcycles, etc. Class 11 has walls: usually the side of buildings or standalone walls, Class 12 has traffic signs and Class 13 has sky. The level of dissimilarity between adjacent voxels and the background clutter in the images are both decreased by spatial smoothing. Additionally, smoothing can recognize simplified alterations to assist in the prediction of various patterns [**28].** Duplicate data is reduced or even excluded using normalization. Reducing duplicate data is crucial for enhancing the efficiency and effectiveness of semantic segmentation models like U-Net in tasks such as scene understanding and object detection. Duplicate data inflates computational requirements during training and inference phases, leading to increased processing time and resource consumption. Moreover, duplicate data can skew the learning process, causing the model to overemphasize certain patterns or classes, which may result in biased predictions and reduced generalization ability. By eliminating duplicate data through techniques like normalization, the model's training dataset becomes more representative of the underlying distribution of the data, leading to improved model performance and robustness. Additionally, reducing duplicate data helps mitigate the risk of over fitting, where the model memorizes specific instances rather than learning meaningful patterns, thus enhancing its ability to generalize to unseen data and diverse environments. Overall, minimizing duplicate data ensures more efficient and accurate semantic segmentation, contributing to the reliability and usability of autonomous driving systems.

Table.7.1 Model Evaluations for U-Net Architecture

	Class	Recall	Precision	Specificity	IoU	TDR	F1-Score
0	All classes	0.57	0.74	0.99	0.52	0.57	0.6
1	Class 1	0.95	0.99	0.99	0.94	0.95	0.97
2	Class 2	0.77	0.86	0.99	0.68	0.77	0.81
3	Class 3	0.3	0.76	1.0	0.27	0.3	0.43
4	Class 4	0.27	0.53	1.0	0.22	0.27	0.36
5	Class 5	0.0	0.0	1.0	0.0	0.0	0.0
6	Class 6	0.15	0.65	1.0	0.8	0.87	0.89
7	Class 7	0.97	0.92	0.98	0.9	0.97	0.94
8	Class 8	0.97	0.92	0.98	0.9	0.97	0.94
9	Class 9	0.9	0.88	0.99	0.8	0.9	0.89
10	Class 10	0.96	0.82	0.97	0.79	0.96	0.88
11	Class 11	0.98	0.94	0.99	0.92	0.98	0.96
12	Class 12	0.17	0.73	1.0	0.16	0.17	0.28
13	Class 13	0.13	0.58	1.0	0.12	0.13	0.21

Table 7.2. presents the model evaluation of ENet U-Net encoder architecture and Table 3. presents the model evaluation of ENet encoder architecture. Parameters specified for the model's input and the classification technique employed both affect how well an efficient combinational strategy performs. The proposed methods choose high-importance attributes as model inputs, giving a broad insight into the behavior of the model. To combine the outcomes of some of the most effective techniques, including U-Net and classification E-Net architectures, the combinational strategy was adopted.

Table.7.2 Model Evaluations for ENet U-Net Encoder Architecture

	Class	Recall	Precision	Specificity	IoU	TDR	F1-Score
0	All classes	0.62	0.76	0.99	0.56	0.62	0.66
1	Class 1	0.97	0.99	1.0	0.96	0.97	0.98
2	Class 2	0.89	0.81	0.98	0.73	0.89	0.85
3	Class 3	0.49	0.68	1.0	0.4	0.49	0.57
4	Class 4	0.2	0.73	1.0	0.18	0.2	0.31
5	Class 5	0.0	0.0	1	0.0	0.0	0.0
6	Class 6	0.26	0.67	1.0	0.23	0.26	0.37
7	Class 7	0.92	0.97	1.0	0.89	0.92	0.94
8	Class 8	0.99	0.88	0.97	0.87	0.99	0.93
9	Class 9	0.87	0.91	0.99	0.8	0.87	0.89
10	Class 10	0.95	0.88	0.98	0.84	0.95	0.91
11	Class 11	0.88	0.98	1.0	0.87	0.88	0.93
12	Class 12	0.48	0.61	1.0	0.37	0.48	0.54
13	Class 13	0.21	0.75	1.0	0.19	0.21	0.33

Table7.3 Model Evaluations for ENet Encoder Architecture

	Class	Recall	Precision	Specificity	IoU	TDR	F1-Score
0	All classes	0.62	0.79	1.0	0.58	0.62	0.66
1	Class 1	0.97	0.99	0.99	0.96	0.97	0.98
2	Class 2	0.91	0.85	0.99	0.79	0.91	0.88
3	Class 3	0.49	0.72	1.0	0.41	0.91	0.88
4	Class 4	0.21	0.74	1.0	0.41	0.49	0.58
5	Class 5	0.0	0.0	1.0	0.0	0.0	0.0
6	Class 6	0.24	0.79	1.0	0.23	0.24	0.37
7	Class 7	0.89	0.96	1.0	0.85	0.89	0.92
8	Class 8	0.97	0.97	0.99	0.94	0.97	0.97
9	Class 9	0.96	0.82	0.98	0.79	0.96	0.88
10	Class 10	0.93	0.91	0.99	0.94	0.97	0.97
11	Class 11	0.97	0.98	1.0	0.95	0.97	0.97
12	Class 12	0.41	0.83	1.0	0.38	0.41	0.55
13	Class 13	0.17	0.65	1.0	0.16	0.17	0.27

From Fig 7.8 to Fig 7.10 are figures of input image, true mask and predicted mask. You can see that the predicted mask is almost accurate to the true mask.

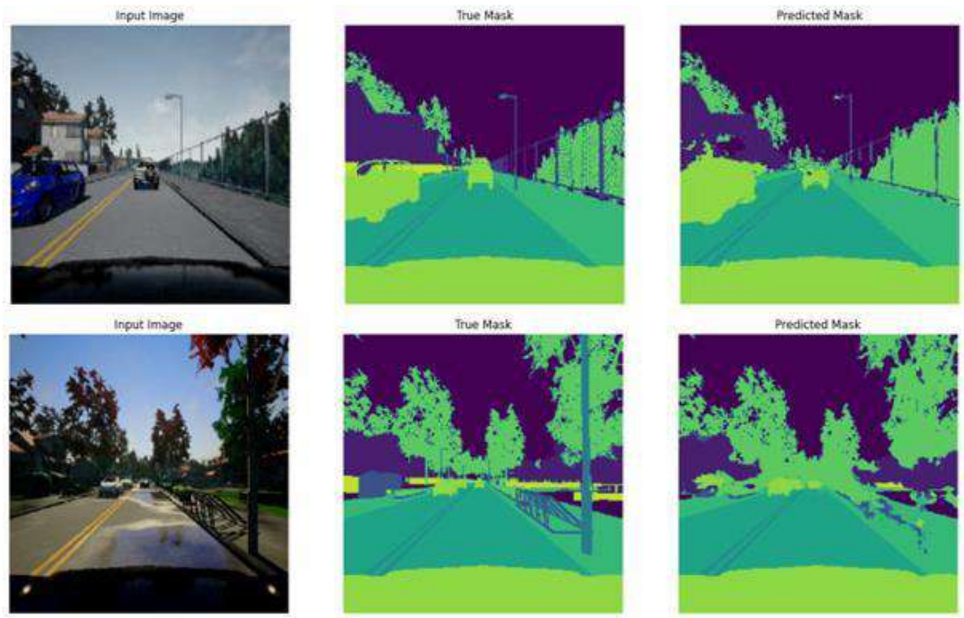

Figure.7.8 Original Mask and Predicted Mask for U-Net Architecture

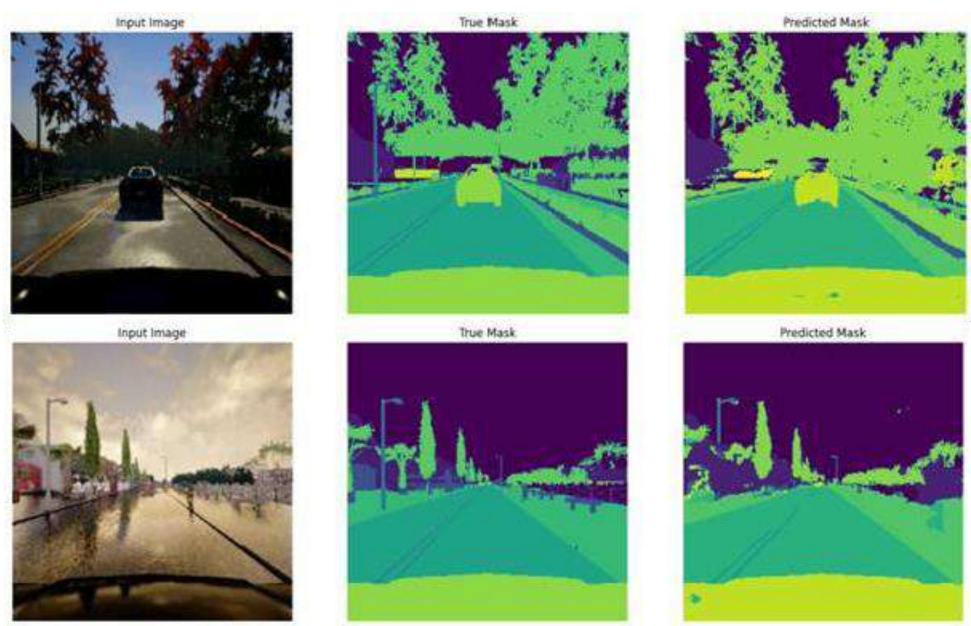

Figure.7.9 Original Mask and Predicted Mask for ENet U-Net Encoder Architecture

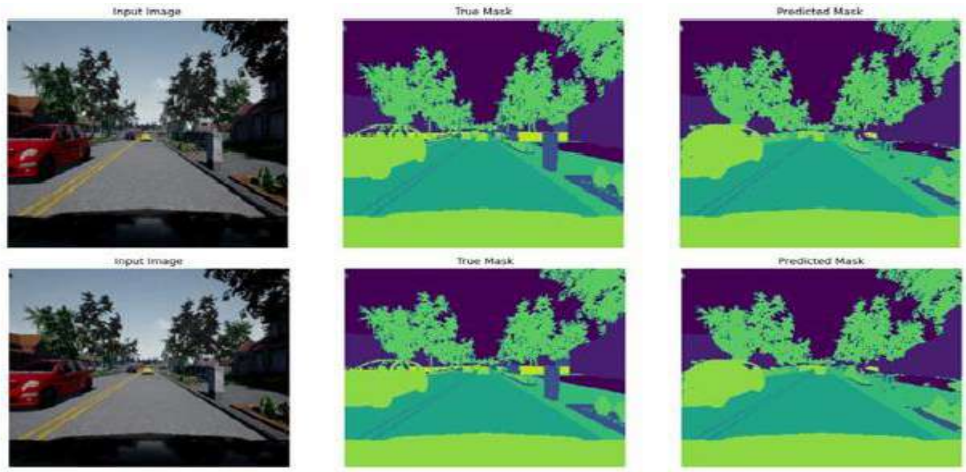

Figure.7.10 Original Mask and Predicted Mask for ENet Encoder Architecture

The results for training, testing, and validation sets are as follows:

Table 7.4. Comparison of all Semantic Segmentation Architectures

Parameters	U-Net Architecture [30]	ENet U-Net encoder Architecture	ENet Encoder Architecture
Model Accuracy of the Training Dataset	91.77%	92.14%	93.98%
Model Accuracy of the Validation Dataset	91.11%	91.79%	93.41%
Model Accuracy of the Test Dataset	91.39%	91.5%	93.67%

The proposed U-Net and E-Net are highly effective semantic segmentation models for use in autonomous driving systems. Results demonstrate that by combining these models the authors can achieve more accurate and efficient object detection and classification, making them valuable tools for improving the safety and reliability of autonomous vehicles. The comparative analysis revealed that while each of these models performs well in general, their strengths and weaknesses vary depending on the specific use case. For instance, U-Net is particularly effective at segmenting small objects, ENet, on the other hand, is highly efficient and well-suited for real-time applications.

Chapter 8

Environmental Impact

The implementation of autonomous driving technologies has significant potential to impact the environment. This section of the project report explores how the development and testing of object and sign detection systems within the Carla simulator influence environmental aspects. We will consider both the direct and indirect environmental benefits and challenges posed by advancing autonomous vehicle technologies.

Reduction in Carbon Emissions:

Autonomous vehicles **[29]**, facilitated by technologies like those tested in the Carla simulator, are designed to optimize driving efficiency. By improving route planning and reducing idling and inefficient driving behaviors, autonomous vehicles can significantly decrease fuel consumption. This reduction in fuel usage directly correlates with lower carbon emissions, contributing to a decrease in air pollution and greenhouse gas production. Through simulations that test and enhance the accuracy and reliability of these systems, we can expect a more widespread adoption of autonomous driving technologies, potentially leading to a substantial environmental benefit on a global scale.

Impact on Traffic Congestion:

One of the indirect environmental benefits of autonomous driving technologies is the potential reduction in traffic congestion. Efficient traffic management through autonomous driving can lead to smoother flow of vehicles, which reduces the amount of time cars spend idling on roads. This not only decreases fuel consumption but also minimizes the emission of pollutants. The simulations conducted in the Carla simulator help refine the algorithms that manage these efficiencies, showcasing a practical approach to reducing the environmental impact of road traffic.

Resource Efficiency in Vehicle Manufacturing:

The shift towards autonomous vehicles also encourages the development of smarter, more resource-efficient vehicle designs. Autonomous vehicles typically require less frequent interventions and can be optimized for longevity and recyclability, reducing waste and the demand for raw materials. By testing these technologies in a simulated environment like Carla, researchers can experiment with and refine these designs without the physical resource costs associated with prototype manufacturing.

Challenges and Considerations:

While the environmental benefits are significant, it is also crucial to address the challenges that come with the transition to autonomous driving. The production of autonomous vehicles, particularly the sensors and advanced computers required for object and sign detection, can lead to increased consumption of rare earth metals and other non-renewable resources. Moreover, the energy used to power these vehicles, unless sourced from renewable energy, might offset some of the benefits gained from reduced petroleum consumption.

Chapter 9
Summary

The project encapsulates the development and implementation of an advanced object and sign detection system tailored for autonomous vehicles using the Carla simulator, a robust open-source platform designed for simulating real-world urban driving environments. This study emphasizes the integration of cutting-edge artificial intelligence and machine learning algorithms to enhance the perception capabilities of autonomous vehicles, thereby contributing to safer and more efficient driving.

The report begins by outlining the significant challenges that autonomous driving systems face, such as dynamic environment interpretation, object recognition accuracy, and real-time decision-making under varying road conditions. The objective of the project is clearly defined: to develop a scalable and reliable detection system that can accurately identify and classify various objects and traffic signs within the simulator, which can later be adapted to real-world applications.

A detailed description of the Carla simulator is provided, highlighting its capabilities in providing realistic urban scenarios and weather conditions, which are critical for testing and improving the detection algorithms. The report elaborates on the technical setup, including the hardware and software requirements, and the configuration of the simulator to ensure optimal performance for testing.

The core of the report delves into the methodology employed for object and sign detection. It describes the machine learning models and neural networks used, such as Convolutional Neural Networks (CNNs) for image recognition tasks. The training process, involving a vast dataset of annotated images from both the simulator and real-world sources, is explained to demonstrate how the models learn to distinguish between different types of objects and signs with high precision.

Performance evaluation is a significant focus of the report, presenting the testing phases and the metrics used to assess the accuracy and reliability of the detection system. The results section showcases the effectiveness of the implemented system in various driving scenarios within the simulator, including night-time driving and adverse weather conditions, proving the robustness of the system.

Finally, the report concludes with a discussion on the implications of the findings for future autonomous driving technologies. It explores potential improvements, such as the integration of additional sensory data and the use of more complex neural architectures for better contextual understanding. The study underscores the importance of continuous research and development in this field and suggests areas for future work that could lead to more advanced autonomous driving systems.

This project report not only demonstrates a significant achievement in enhancing the capabilities of autonomous vehicles in a simulated environment but also sets a foundational basis for further research and application in real-world settings. It is an exemplary piece of research that contributes valuable insights into the integration of AI in autonomous driving technologies.

Chapter 10
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