Inter-vehicle Distance Estimation Using Displaced Stereo Vision

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I. INTRODUCTION

Inter-vehicle distance measurement is a very important topic in the domain of self-driving vehicles. It ensures that the vehicle maintains a safe distance with other vehicles and avoid accidental collisions. Different technologies such as laser and radar are available, but they are usually very expensive and difficult to obtain. Alternatively, cameras are much cheaper and accessible options.

Multiple inter-vehicle distance measuring algorithms using cameras were proposed to meet this requirement. One proposed algorithm was to detect edge features of the vehicle and estimate the inter-vehicle distance from the vehicle rear- shadows [1]. Stereo camera was also proposed which determines the distance between the camera and a detected object by detecting the feature points on the images [4] and calculating the object’s image disparity between two cameras with known baseline distance [2]. Over-head cameras are also applied in determining the location of the vehicles [3] which can then determine the distance between the two UGV.

II. problem description

Each of the previously mentioned method have some weaknesses. For stereo vision, this only works if there are a minimum of two cameras on each robot. For companies who want to keep costs low, installing two cameras on each robot might be too expensive. Plus, ground robots must keep visual contact with each other which makes the method pointless if an obstacle is obstructing the cameras. The overhead camera can only measures distance in a 2D plane. This means that the distance measured will be inaccurate if the ground is uneven.

The proposed solution in this paper is to combine both stereo vision and overhead camera. The method is called displaced stereo vision. The concept is to take image captures from cameras attached to a UAV and a UGV and detect the desired object. Afterwards, the method generates two vectors from the camera’s input using non-inverted image projection. Using triangulation, the method calculates the distance between the two UGV.

iII. SySTEM DESCRIPTION

The method was tested using simulated robots within a controlled environment. All robots wee structured using the Robotic Operation System (ROS) which is an open-source robotic middleware suite that is widely used in robotic application. The simulated environment was generated in Gazebo simulator which is an open-source 3D robotics simulator available in ROS. The robots were programmed using the Python programming language, and two libraires were used for image processing and math calculation respectively which were both available in the Python libraries: OpenCV and Numpy. Three robots were used to evaluate the displaced stereo vision method: Hector Quad Rotor (quadcopter figure 1.(a)), Turtlebot 3 Waffle (wafflebot figure 1.(b)) and Turtlebot 3 Burger (burgerbot figure 1.(c)).Both quadcopter and waffleboth acted as the UAV and UGV with cameras while burgerbot was the target UGV. Additionally, the wafflebot had an integrated lidar sensor which was used to measure the real distance between the two UGV.

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(a) Quadcopter (b) Wafflebot (c) Burgerbot

Fig. 1. Robot 3D model

iv. methodology

The goal is to estimate distances between a target and a UGV. This will be done by combining monocular vision on the UGV’s camera with monocular vision on an overhead camera in a similar manner to [3]. In this case, a quadcopter will act as that overhead camera. This method will occur over 4 steps: object detection, direction calculation, position calculation, and distance calculation.

A. Object Detection

The overhead camera can detect the UGV and the target object. While many methods exist for object detection using vision, for this application, color was used to facilitate ease of detection of the target [8], [9]. The target was a burgerbot and was colored in solid red. The UGV, a wafflebot was colored in solid black.

The overhead camera sees the burgerbot as a group of red pixels. It also sees the wafflebot as a group of black pixels. The red pixel closest to the group of black pixels is the location of the burgerbot form the quadcopter’s perspective. This pixel is annotated with a “+” on figure 1. (a).

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(a) Quadcopter (b) Wafflebot

Fig. 1. Camera Image

The wafflebot camera sees the burgergot also as a group of red pixels. The center of these red pixels is the target’s location from the perspective of the wafflebot. This is shown as the “+” on figure 1.(b). These pixel coordinates, the locations of the “+” on figure 1, are extracted and then used to calculate the direction from the respective observer to the target, as unit vectors.

B. Direction Calculation

After the desired pixel position (and ) are found, the algorithm calculates the unit vector by applying the inverse of the camera projection matrix on the pixel position to determine the 3D ray vector [5] which is shown in figure 3. The simulated camera lenses do not have any distortion, so calibration is not required for this method. The camera’s focal lengths on the x and y axis, and , are equal (1), and because the cameras are monocular, the translation terms and are equal to 0 (2). As such, the new projection matrix was simplified by using matrix (3).

Diagram

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Fig. 3. Camera projection of UGV from real to image plane

|  |  |
| --- | --- |
| , | (1),(2) |
|  | (3) |

Where and are the center pixel position of the camera. By applying the inverse of the projection matrix to the pixel coordinate using equation (4), the desired vector with the Z component of the vector equal to 1 (5). The unit vector is then calculated by dividing the vector by its magnitude as shown in (6).

|  |  |
| --- | --- |
|  | (5) |
|  | (6) |

C. Distance Calculation - Closest Points

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Fig. 3. Wafflebot and Quadcopter Observing Target

Using stereoscopic vision, an object’s location can be calculated if given the direction from two cameras and the locations of these cameras [2]. In figure 1 and equations (1), (2), and are the lines in 3D space from the quadcopter to the target and the wafflebot to the target, respectively.

|  |  |
| --- | --- |
| , | (1),(2) |

and are the location of the quadcopter and wafflebot in reference to the world frame. These locations can be obtained from the onboard sensors on these observers. and are unit vectors from the quadcopter to target and wafflebot to target, respectively. These were obtained from direction calculation:

|  |  |
| --- | --- |
| , | (3),(4) |
| , | (5),(6) |

Ideally, lines and would intersect, but due to the imperfection of the feature matching process in object detection and direction calculation, this will almost never occur. Therefore, the two closest points on non-intersecting lines must be found. The middle between these two points is the location of the target.

The parameters and that yield the closest points are found when the following conditions are satisfied:

|  |  |
| --- | --- |
|  | (7),(8) |

Expanding these dot products yields a system of linear equations that can be expressed in matrix form :

|  |  |
| --- | --- |
|  | (9) |

|  |  |
| --- | --- |
|  | (10) |

Solving this system yields the following values of and:

|  |  |
| --- | --- |
|  | (11) |

Therefore, the target’s location, can be calulcated by substituting the values of and from (11). The distance, , between the wafflebot and the target is the magnitude of the difference between and .

|  |  |
| --- | --- |
|  | (13) |
|  | (14) |

D. Distance Calculation - Sine Law

iv. TESTING AND RESULTS

The distance calculation algorithms were tested by having the target drive through four waypoints as per figure 3. Two tests were conducted; test 1 with the wafflebot as a stationary observer and test 2 with the wafflebot following the burgerbot at a preset distance.

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Fig. 4. Test Drive Waypoints

The results of test 1 are on figure 5. The results of test 2 are on figure 6. Both figures 5 and 6 plot the calculated distance from visual data, using methodology described in section IV - C and D, as well as the measured distance from the wafflebot’s onboard lidar.

For test drive 2 a simple proportional controller was used to control the wafflebot’s position and orientation. This constituted a simplified form of visual servoing [10]. The wafflebot’s linear speed, was proportional to the distance between it and the target. Where is a control gain and was calculated from (14).

|  |  |
| --- | --- |
|  | (15) |

The wafflebot’s rotational speed was proportional to the angle between it and the target. This was calculated as the angle between the vector of the wafflebot’s direction , and the unit vector in from the wafflebot to the target :

|  |  |
| --- | --- |
|  | (16) |

is obtained from direction calculation and is a control gain. is known from the sensors on the wafflebot.

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Fig. 5. Distance Measurements for Stationary Trial

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Fig. 6. Distance Measurements for Leader - Follower Trial

V. DISCUSSION AND CONCLUSION

From figures 5 and 6 testing, it can be observed that the calculated distances (obtained from section IV - methodology) closely tracked the lidar distance in the stationary trial. However for the leader follower trial, the calculated distances were not entirely consistent with the measured lidar distance.

During the leader-follower trial

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