SMART STREET LIGHT SYSTEM USING IOT

Minor project-1 report submitted
in partial fulfillment of the requirement for award of the degree of

Bachelor of Technology
in
Artificial Intelligence & Data Science

By

PODA MARUTHI VARA PRASAD (22UEAD0047) **(VTU21967)**
PACHIPULUSU VENKATA SESHA SURYA (22UEAD0041) **(VTU22383)**
CHAKALI MANOHAR (22UEAD0008) **(VTU23235)**

Under the guidance of
Mrs.E.GOKILA,M.TECH.,
ASSISTANT PROFESSOR

DEPARTMENT OF ARTIFICIAL INTELLIGENCE & DATA SCIENCE
SCHOOL OF COMPUTING

VEL TECH RANGARAJAN DR. SAGUNTHALA R&D INSTITUTE OF SCIENCE & TECHNOLOGY

(Deemed to be University Estd u/s 3 of UGC Act, 1956)
Accredited by NAAC with A++ Grade
CHENNAI 600 062, TAMILNADU, INDIA

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CERTIFICATE

It is certified that the work contained in the project report titled ”SMART STREET LIGHT SYSTEM USING IOT ” by ”PODA MARUTHI VARA PRASAD (22UEAD0047), PACHIPULUSU VENKATA SESHA SURYA (22UEAD0041), CHAKALI MANOHAR (22UEAD0008)” has been carried out under my supervision and that this work has not been submitted elsewhere for a degree.

Signature of Supervisor
Mrs.E.Gokila
Assistant Professor
Artificial Intelligence & Engineering
School of Computing
Vel Tech Rangarajan Dr. Sagunthala R&D
Institute of Science & Technology
November, 2024

Signature of Head of the Department
Dr. P. Santhi
Professor & Head
Artificial Intelligence & Data Science
School of Computing
Vel Tech Rangarajan Dr. Sagunthala R&D
Institute of Science & Technology
November, 2024

Signature of the Dean
Dr. S. P. Chokkalingam
Professor & Dean
Computer Science & Engineering
School of Computing
Vel Tech Rangarajan Dr. Sagunthala R &D
Institute of Science & Technology
November, 2024

DECLARATION

We declare that this written submission represents our ideas in our own words and where others ideas or words have been included, we have adequately cited and referenced the original sources. We also declare that we have adhered to all principles of academic honesty and integrity and have not misrepresented or fabricated or falsified any idea/data/fact/source in our submission. We understand that any violation of the above will be cause for disciplinary action by the Institute and can also evoke penal action from the sources which have thus not been properly cited or from whom proper permission has not been taken when needed.

(Signature)
PODA AMRUTHI VARA PRASAD
Date: / /

(Signature)
PACHIPULUSU VENKATA SESHA SURYA
Date: / /

(Signature)
CHAKALI MANOHAR
Date: / /

APPROVAL SHEET

This project report entitled SMART STREET LIGHT SYSTEM USING IOT by PODA AMRUTHI VARA PRASAD (22UEAD0047), PACHIPULUSU VENKATA SESHA SURYA (22UEAD0041), CHAKALI MANOHAR (22UEAD0008) is approved for the degree of B.Tech in Artificial Intelligence & Data Science.

Examiners **Supervisor**

Mrs.E.Gokila, M.Tech.,

Date: / /

Place:

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We express our deepest gratitude to our **Honorable Founder Chancellor and President Col. Prof. Dr. R. RANGARAJAN B.E. (Electrical), B.E. (Mechanical), M.S (Automobile),D.Sc., and Foundress President Dr. R. SAGUNTHALA RANGARAJAN M.B.B.S.** Vel Tech Rangarajan Dr. Sagunthala R & D Institute of Science and Technology, for her blessings.

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PODA MARUTHI VARA PRASAD	**(22UEAD0047)**
PACHIPULUSU VENKATA SESHA SURYA	**(22UEAD0041)**
CHAKALI MANOHAR	**(22UEAD0008)**

ABSTRACT

This project presents the development of a Smart Street Light System designed to improve road safety by detecting obstacles and alerting drivers in real-time. The system uses advanced sensor technology, such as infrared or ultrasonic sensors, to detect various obstacles such as pedestrians, animals, or stationary vehicles on the road or railtracks. When an obstacle is identified, the system transmits a signal wirelessly to the adjacent streetlights. The next streetlight in the sequence then changes its light to red, signaling an impending danger to oncoming drivers, thereby prompting them to slow down or stop as necessary.

The system is designed to function autonomously without human intervention, continuously monitoring the environment to provide real-time responses. This setup enhances road safety in poorly lit, high-traffic, or accident-prone areas, reducing the likelihood of collisions. The use of wireless communication ensures efficient data transmission between streetlights and supports seamless coordination across an entire network of lights. Furthermore, the system is energy-efficient, as lights can dim or switch off when no obstacles or vehicles are present, contributing to overall sustainability.

The Smart Street Light System offers a scalable solution for smart cities, enhancing both traffic management and pedestrian safety through automation and real-time monitoring. By providing early alerts to drivers, the system significantly contributes to accident prevention and improved urban mobility.

Keywords:

Smart street light system,Obstacle detection,Wireless communication,safety,Traffic management,sensors,Ultrasonic sensors,Real-time monitoring, Accident prevention,Smart cities.

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LIST OF ACRONYMS AND ABBREVIATIONS

IR	Infrared
IoT	Internet of Things
LDR	Light Dependent Resistor
LED	Light Emitting Diode
PIR	Passive Infrared Sensor
SSL	Smart Street Light
US	Ultrasonic Sensor

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Chapter 1

INTRODUCTION

1.1 Introduction

Urbanization and rapid development of infrastructure have increased the need for smarter, more efficient systems to manage city resources. Street lighting plays a crucial role in ensuring road safety, pedestrian comfort, and energy management. However, traditional street lighting systems have limitations, such as high energy consumption and inadequate response to dynamic traffic conditions or road hazards. To address these challenges, Smart Street Light Systems are emerging as a key solution in the development of smart cities.

This project aims to design and implement a Smart Street Light System capable of detecting obstacles on the road and providing real-time signals to drivers, ensuring enhanced safety. The system integrates infrared (IR) and ultrasonic sensors (US) to detect obstacles like pedestrians, animals, or stationary vehicles. Upon detection, the system triggers a communication protocol that sends a wireless signal to the next streetlight, prompting it to display a red warning light. This early warning system alerts drivers of potential hazards, reducing the risk of accidents and enhancing overall road safety.

In addition to obstacle detection and real-time signaling, the system is energy-efficient, utilizing technologies like light-dependent resistors (LDRs) and LEDs to control lighting levels based on real-time conditions. The Internet of Things (IoT) framework allows these lights to communicate and function as part of an interconnected system, optimizing traffic management and reducing energy wastage.
By automating the detection of road hazards and providing timely alerts to drivers, this Smart Street Light System contributes to safer roads and more efficient urban infrastructure. The solution is scalable and can be applied to various road conditions, offering a smart, adaptive, and eco-friendly approach to modern urban challenges.

1.2 Aim of the project

The aim of this project is to design and implement a Smart Street Light System that enhances road safety by detecting obstacles on the road and providing real-time alerts to drivers. The system will use sensors to identify potential hazards, such as pedestrians, animals, or stationary objects, and communicate with nearby streetlights to signal a red warning light to approaching vehicles. Additionally, the system aims to optimize energy consumption by using smart lighting controls based on traffic and environmental conditions, contributing to the development of a more efficient, sustainable urban infrastructure.

1.3 Project Domain

The Smart Street Light System project falls under the domain of Smart City Technologies, which leverages advanced systems and technologies to improve the functionality, safety, and sustainability of urban environments. Smart cities rely on interconnected devices and infrastructure to gather data, monitor conditions, and automate processes in real-time. This project specifically addresses two key areas within the smart city domain: intelligent transportation systems and smart infrastructure management. By integrating sensor-based obstacle detection, real-time communication, and energy-efficient lighting, the system enhances road safety and reduces energy consumption, which are critical components of modern urban planning.

In addition, the project also fits into the domain of Internet of Things (IoT) and automation. The system relies on IoT-enabled sensors to monitor and communicate road conditions, facilitating real-time interactions between streetlights and vehicles. This allows for the automation of road safety measures, such as signaling drivers of hazards, and automatic dimming or brightening of lights based on environmental factors. These domains aim to create responsive, data-driven infrastructure that can adapt to the needs of rapidly growing urban populations while promoting sustainability and safety.

1.4 Scope of the Project

The Smart Street Light System project has broad applications in enhancing road safety, traffic management, and energy efficiency, making it a valuable component in the development of smart cities. The primary scope involves integrating sensor-based detection systems and wireless communication protocols into existing streetlight infrastructure to detect obstacles and alert drivers in real-time. By doing so, the system aims to significantly reduce the risk of accidents in high-risk areas, such as intersections, pedestrian crossings, and poorly lit roads. In addition to improving road safety, the project seeks to optimize energy usage through adaptive lighting, which dims or brightens based on traffic conditions, thereby reducing electricity consumption in periods of low activity.

Beyond immediate road safety, the project can be scaled for future applications, such as integration with vehicle-to-infrastructure (V2I) systems. This would enable direct communication between streetlights and vehicles, allowing more advanced safety mechanisms like automatic braking or lane assistance in autonomous vehicles. The system's modularity also allows for expansion into other areas of urban infrastructure, including smart traffic signals and emergency response systems. With its focus on scalability, sustainability, and adaptability, this project offers a long-term solution for modern cities striving to improve both safety and resource management.

Chapter 2

LITERATURE REVIEW

The global need for energy-efficient and intelligent street lighting systems continues to grow, driven by urbanization and the need for sustainable urban infrastructure. Recent research has focused on developing smart street light systems that integrate machine learning and Internet of Things (IoT) technologies to optimize energy usage and enhance public safety. Sharma et al. [1] presented a comparative study of machine learning models for smart street lighting, demonstrating the potential of predictive algorithms to optimize lighting schedules based on real-time environmental data.

Building upon this, Kumar et al. [2] introduced a hybrid machine learning approach that utilizes an Ensemble Learning (EL) model to predict traffic density and environmental conditions, adjusting street lighting accordingly. Their study highlighted the importance of using multiple data sources, such as traffic sensors, weather data, and motion detection, to improve lighting efficiency and reduce energy consumption.

Patel and Singh [3] proposed a fuzzy logic-based model for controlling street lighting, integrating it with traditional light sensors and AI-driven decision systems. Their model achieved an energy savings rate of 30 percent , demonstrating that the incorporation of fuzzy logic into control systems allows for more adaptive and precise lighting control, responding to dynamic environmental factors.

Lee et al. [4] examined the integration of deep learning algorithms for predictive maintenance of street lights. Their study used convolutional neural networks (CNNs) to analyze images and detect faults in lighting infrastructure, achieving fault detection accuracy up to 95 percent. This work demonstrated that deep learning models could effectively predict potential failures in street lighting, enhancing the reliability of smart city systems.

Data-driven approaches to improving the efficiency of smart street lights have also been explored by Zhang and Liu [5]. They focused on the role of feature selection in optimizing street light control models, particularly using decision trees and support vector machines (SVM). By identifying key environmental variables such as time of day, pedestrian density, and weather conditions, their approach significantly improved model performance and energy efficiency.

Kumar and Gupta [6] conducted a study on the use of IoT-enabled smart sensors in street lighting systems. They developed a system that leverages real-time traffic flow and pedestrian movement data to dynamically adjust the brightness of street lights. Their system achieved a 25 percent reduction in energy usage during non-peak hours, underscoring the potential of IoT and machine learning to create sustainable urban infrastructure.

Chowdhury et al. [7] proposed an optimization framework for smart street lighting systems, incorporating both reinforcement learning and real-time traffic data. Their approach demonstrated that reinforcement learning algorithms could learn from environmental feedback to adjust street lighting dynamically, resulting in optimized energy usage while maintaining adequate public safety.

Mohan and Patel [8] explored the use of AI and machine learning for predictive analytics in street lighting systems, focusing on energy consumption patterns. Their study used machine learning regression techniques to forecast energy consumption for specific time frames, allowing urban planners to optimize power usage based on historical data and seasonal trends.

Additionally, research by Wong and Li [9] highlighted the integration of Internet of Things (IoT) devices and machine learning in smart street light systems to monitor environmental conditions, such as ambient light, temperature, and humidity. Their system used adaptive lighting algorithms to adjust the street lights' brightness based on real-time weather data, achieving substantial energy savings and improving safety during adverse weather conditions.

Xu and Zhang [10] proposed a novel approach that combines data from smart cameras, motion sensors, and environmental data to provide an intelligent street lighting solution. Their study demonstrated that such integrated systems not only reduced energy consumption but also enhanced public safety by adjusting street lighting in response to pedestrian and vehicle movement.

In terms of optimization techniques, Li et al. [11] evaluated the effectiveness of genetic algorithms in the design and management of smart street light systems. By simulating different configurations of smart street lighting, they were able to identify the most energy-efficient designs while ensuring proper lighting levels for public safety.

Wu and He [12] focused on the development of autonomous smart street lighting systems that rely on machine learning for continuous learning and adaptation. Their system integrated data from street cameras, IoT sensors, and urban traffic networks to optimize lighting conditions in real-time, resulting in enhanced energy efficiency and operational effectiveness.

M A. Kasse,[13] S. M. Abed, ”Energy-Efficient IoT-Based Smart Street Lighting System for Smart Cities,” Sustainable Cities and Society, vol. 53, pp. 101-110, 2020. Abstract: This paper proposes an IoT-based smart street lighting system that focuses on reducing energy consumption while ensuring reliable fault detection and maintenance, targeting smart city implementations.

L. Zhang,[14] J. Wu,, and X. Li, ”Smart Streetlight System with Automated Fault Detection and Recovery,” IEEE Access, vol. 7, pp. 69884-69892, 2019. Abstract: This article presents a smart streetlight system that integrates automated fault detection and recovery mechanisms, offering a practical approach to minimize downtime and reduce operational costs.

G. S. Batra,[15]H. K. Raj, S. B. Bansal ”Fault Detection and Diagnosis in Smart Street Lights Using IoT,” Journal of Electrical Engineering Technology, vol. 16, no. 4, pp. 1533-1540, 2021. Abstract: This paper proposes a framework for fault detection and diagnosis in smart streetlights using IoT-based sensors and machine learning techniques for anomaly detection.

Chapter 3

PROJECT DESCRIPTION

3.1 Existing System

The existing street lighting systems primarily rely on traditional lighting technologies, such as incandescent or high-pressure sodium lamps, which are often fixed in brightness and do not adapt to changing environmental conditions. These systems typically operate on a fixed schedule, turning on at dusk and off at dawn, regardless of the actual need for illumination. As a result, these systems can lead to inefficient energy use, especially in low-traffic areas where streetlights remain illuminated even when not needed. This inefficiency not only contributes to excessive energy consumption but also increases operational costs for municipalities, which can be significant over time.

Moreover, the lack of real-time monitoring and obstacle detection in existing systems contributes to heightened risks of accidents, particularly in poorly lit or high-traffic zones. In many cases, streetlights do not illuminate pedestrian crosswalks adequately, leading to reduced visibility for both pedestrians and drivers. Current systems also lack interconnectivity; each streetlight functions independently, preventing a coordinated response to hazards. For instance, if one streetlight detects an obstacle, it cannot communicate this information to nearby lights to alert drivers or adjust their brightness accordingly. Additionally, traditional systems do not incorporate advanced sensor technologies, limiting their ability to respond dynamically to varying traffic conditions or emergencies.

Furthermore, the existing infrastructure often lacks maintenance and is not equipped with smart features that allow for data collection or analysis. This results in delayed responses to maintenance issues, such as burned-out bulbs, which can leave entire areas inadequately lit for extended periods.

3.2 Proposed System

The proposed Smart Street Light System aims to revolutionize urban lighting by integrating advanced sensor technologies, wireless communication, and intelligent lighting controls to enhance both road safety and energy efficiency. This innovative system employs infrared (IR) and ultrasonic sensors to detect obstacles such as pedestrians, cyclists, or stationary vehicles in real time. Upon detection, the streetlight communicates immediately with adjacent lights to signal a red warning, alerting oncoming drivers of potential hazards. This proactive approach significantly reduces the risk of accidents in high-traffic areas, pedestrian crossings, and other critical zones, thereby enhancing overall road safety.

In addition to obstacle detection, the system utilizes LED lighting and light-dependent resistors (LDRs) that dynamically adjust brightness based on environmental conditions and traffic levels, ensuring optimal illumination when needed while conserving energy when the area is unoccupied.

One of the most significant advantages of the proposed system is its remarkable energy efficiency. By incorporating adaptive lighting controls, the system can dim or turn off streetlights when no activity is detected, leading to substantial reductions in electricity usage and operational costs for municipalities.

This capability facilitates proactive maintenance and management, ensuring that issues such as burned-out bulbs or malfunctioning sensors are addressed promptly, thereby reducing downtime and enhancing safety. Moreover, the system is designed to be scalable and modular, making it adaptable for future smart city initiatives, such as integration with vehicle-to-infrastructure (V2I) systems, which can further improve traffic management and safety features.

Ultimately, the proposed Smart Street Light System not only addresses the limitations of existing lighting systems but also paves the way for more sustainable, efficient, and safe urban environments, contributing to the broader goals of smart city development. By investing in such innovative technologies, cities can enhance the quality of life for residents while promoting environmental sustainability.

3.3 Feasibility Study

3.3.1 Economic Feasibility

The economic feasibility of the proposed Smart Street Light System involves a comprehensive analysis of the costs associated with implementation, ongoing operation, and potential savings over time. Initial costs for deploying the system include the purchase and installation of LED streetlights, sensors (infrared and ultrasonic), and the necessary communication infrastructure for wireless connectivity. Although the upfront costs may be higher compared to traditional street lighting systems, the long-term savings are considerable. LED lights not only have a longer lifespan, typically lasting 25,000 to 50,000 hours, but they also consume significantly less energy up to 50-70 percentage less compared to conventional incandescent or high-pressure sodium lamps. This reduction in energy consumption can lead to substantial savings for municipalities, particularly in large urban areas with extensive streetlight networks, where energy costs can represent a significant portion of the operating budget.

Furthermore, the integration of smart technologies enhances the system's overall efficiency, translating into decreased operational expenses. The adaptive lighting feature enables the system to adjust brightness based on real time traffic and environmental conditions, ensuring that energy is not wasted during low-traffic periods, such as late at night or in residential areas. The incorporation of IoT enabled sensors facilitates predictive maintenance, allowing cities to monitor the performance of streetlights and address issues proactively. This not only minimizes repair costs but also reduces the likelihood of accidents caused by poorly maintained lighting, which can have financial repercussions for municipalities. Additionally, the enhanced safety provided by the Smart Street Light System can lead to decreased accident-related costs, such as medical expenses, legal liabilities, and potential settlements.

The overall economic impact is further bolstered by potential grants or subsidies available for smart city initiatives, which can offset initial installation costs. In conclusion, while the initial investment may appear substantial, the long term economic benefits—including improved energy efficiency, reduced maintenance costs, and enhanced public safety make the Smart Street Light System a financially viable and advantageous solution for urban environments.

3.3.2 Technical Feasibility

The technical feasibility of the proposed Smart Street Light System focuses on the integration of advanced sensor technologies, communication protocols, and intelligent lighting controls within the existing urban infrastructure. The system employs infrared (IR) and ultrasonic sensors to detect obstacles such as pedestrians and vehicles in real time, ensuring immediate alerts to both drivers and pedestrians in high-traffic areas. These sensors are well established technologies with proven reliability, capable of operating effectively in various environmental conditions, including adverse weather scenarios like rain, fog, or snow.

Moreover, the incorporation of LED lighting provides substantial benefits, including lower energy consumption, reduced heat emissions, and longer lifespans compared to traditional lighting solutions. The ability to connect these technologies via a wireless communication network allows for seamless data transfer between streetlights, facilitating coordinated responses to detected hazards and enabling a more interconnected urban infrastructure.

Furthermore, the system's design incorporates a robust Internet of Things (IoT) framework, which enables real-time monitoring, data collection, and analysis to optimize streetlight performance and energy consumption. The use of cloud computing can facilitate the storage and processing of large datasets, providing city planners with valuable insights into traffic patterns and pedestrian movements. This information can be crucial for making informed decisions about urban planning, resource allocation, and emergency response strategies.

The integration of cybersecurity measures is also a critical aspect of the system's technical feasibility. Protecting the wireless communication network and data collected from potential cyber threats is essential to maintain public safety and trust. This can be achieved through the implementation of encryption protocols, secure access controls, and regular software updates to safeguard against vulnerabilities. By leveraging reliable sensor technologies, advanced communication systems, and robust data management practices, this innovative solution is well-positioned to transform urban street lighting into a smart, responsive system that meets the needs of modern cities while promoting sustainability and safety.

3.3.3 Social Feasibility

The social feasibility of the proposed is a crucial aspect of its potential success, as it directly impacts community safety, public perception, and the overall quality of urban life. By significantly improving road safety through real-time obstacle detection and alert systems, the project aims to reduce the incidence of accidents involving pedestrians, cyclists, and motorists.

This enhancement in safety is particularly important in urban areas where traffic density is high, and pedestrian activity is prevalent. Increased visibility and timely warnings can foster a greater sense of security among residents, encouraging walking and cycling as viable modes of transportation. Consequently, this system not only promotes safer streets but also contributes to healthier lifestyles by making public spaces more accessible and inviting. Furthermore, the social benefits extend to a reduction in emergency response times, as the system can communicate hazards to local authorities quickly, potentially saving lives and reducing injury severity.

Moreover, community engagement is essential for the successful implementation of the Smart Street Light System. Public acceptance of new technologies often hinges on awareness and understanding of their benefits. Therefore, involving local communities in the planning and decision-making processes can enhance the project's social feasibility. Informational campaigns can help educate residents about the advantages of the smart system, including energy savings, reduced operational costs, and improved public safety. Additionally, establishing a feedback mechanism allows citizens to voice their concerns and suggestions, fostering a sense of ownership and involvement in the project. Engaging with local stakeholders—such as neighborhood associations, advocacy groups, and city officials—can provide valuable insights that shape the system's design and functionality, ensuring that it meets the diverse needs of the community.

By ensuring that the system aligns with the needs and values of the community, the proposed can enhance social cohesion and contribute positively to the urban environment. Additionally, the project has the potential to foster community pride and encourage broader participation in sustainability initiatives, as residents witness the tangible benefits of smart technologies in their daily lives.

3.4 System Specification

This is designed to enhance urban safety and efficiency through the integration of advanced technologies. The system's specifications outline essential components and functionalities required for effective operation, ensuring that it meets the demands of modern urban environments.

The hardware components include high-efficiency LED streetlights with adjustable brightness levels to optimize energy consumption based on traffic and environmental conditions, boasting a lifespan of at least 25,000 hours. The system will also incorporate infrared and ultrasonic sensors for detecting the presence of pedestrians and vehicles, as well as measuring distances to monitor traffic flow. To optimize lighting based on natural conditions, light-dependent resistors (LDRs) will be included for ambient light sensing.

Functional requirements include obstacle detection, allowing the system to identify obstacles within a defined range of 10-15 meters and trigger alerts to nearby streetlights for driver notification. The system will also feature dynamic lighting control, enabling streetlights to automatically adjust brightness based on traffic density, reducing illumination during low-traffic periods to save energy. Real time monitoring of sensor data will provide continuous insights into traffic conditions and streetlight performance, facilitating proactive maintenance. Additionally, the system will send maintenance alerts for scheduled maintenance, such as bulb replacements or repairs, to ensure operational efficiency and safety.

Non-functional requirements emphasize scalability, allowing for future expansions and integration with other smart city initiatives. The system must also prioritizesecurity, implementing robust cybersecurity measures, including encryption protocols and secure authentication to protect against unauthorized access and data breaches. Furthermore, the user interface should be designed for accessibility ensuring that it is intuitive and usable by a diverse range of users. The Smart Street Light System will provide a reliable, efficient, and scalable solution that enhances urban safety and sustainability while promoting a more intelligent approach to city infrastructure management.

3.4.1 Hardware Specification

- **LED Streetlights**
  The LED streetlights in the Smart Street Light System are designed for high efficiency and longevity. With a wattage range of 30 to 100 watts, these lights can provide optimal illumination based on the specific needs of various urban environments. They have a luminous efficacy of at least 120 lumens per watt, ensuring that they produce bright light while consuming minimal energy.

- **Ultrasonic Sensors**
  The ultrasonic sensors enhance the system's ability to monitor traffic flow and detect obstacles by measuring distances accurately. With a detection range of 0.3 meters to 4.5 meters, these sensors provide precise readings to support the effective functioning of the streetlight system. Operating at a frequency of 40 kHz, these sensors can differentiate between various objects and movements. They require a voltage supply of 5V to 12V DC , allowing them to perform reliably in fluctuating weather conditions.

- **Arduino Board Details for Central Control Unit**
  For the Central Control Unit (CCU) in the Smart Street Light System, various Arduino boards can be utilized, including the Arduino Uno, Arduino Mega, or Arduino Nano, based on project requirements. The Arduino Uno and Nano are powered by the ATmega328P microcontroller.

- **Power Management System**
  The power management system ensures that the streetlights operate efficiently while minimizing energy consumption. It can handle input voltages of 100-277V AC or 12-24V DC, providing flexibility for various installations. With an efficiency rating of at least 90 Percentage , the system significantly reduces energy waste. Additionally, it includes surge protection rated at 4kV to safeguard against electrical disturbances that could damage the equipment.

- **Renewable Energy Integration (optional)**
  For enhanced sustainability, the system can incorporate renewable energy sources such as solar panels. To store the generated energy, lithium-ion or lead-acid batteries with a capacity of 12V/100Ah or higher can be included, providing backup power for night operation or during cloudy days. This integration not only reduces reliance on the grid but also promotes environmentally friendly practices.

3.4.2 Software Specification

The Smart Street Light System is designed to enhance urban safety and efficiency by utilizing a color-coded lighting mechanism that responds to environmental conditions. Specifically, the system activates a red light when an object is detected beneath the streetlight and a green light when the area is clear. Each streetlight will be equipped with motion sensors, such as Passive Infrared (PIR) sensors, which will detect nearby objects. The system's response logic ensures that the light changes color based on sensor input, providing immediate visual feedback regarding the presence of pedestrians or vehicles.

The Central Management Software (CMS) will feature a web-based dashboard for real-time monitoring and control of the streetlights. Users will have the ability to turn lights on or off, change colors remotely, and manage multiple lights simultaneously. Additionally, the system will send automatic alerts for maintenance needs, such as bulb failures or sensor malfunctions. Historical data logging will enable the storage of information on light status and sensor detections, while analytics tools will provide insights into usage patterns and energy consumption.

The hardware components of the system include LED streetlight units with integrated controllers capable of color changes, high-sensitivity motion sensors for accurate detection, and communication modules (like LoRa or GSM) for data transmission to the CMS. The software architecture consists of a robust backend application that processes data and handles user requests, complemented by a user-friendly frontend interface accessible via standard web browsers.

Security measures will be implemented to protect data integrity and privacy, ensuring encrypted communications between devices and the CMS. Deployment considerations include easy installation and configuration of both hardware and software components, with a pilot phase planned to test functionality before full-scale rollout. Regular software updates and scheduled maintenance checks will ensure optimal performance of the system over time. Overall, this smart street light system aims to improve safety through enhanced visibility while contributing to energy efficiency by adapting lighting based on real-time environmental inputs.

Chapter 4

METHODOLOGY

4.1 General Architecture

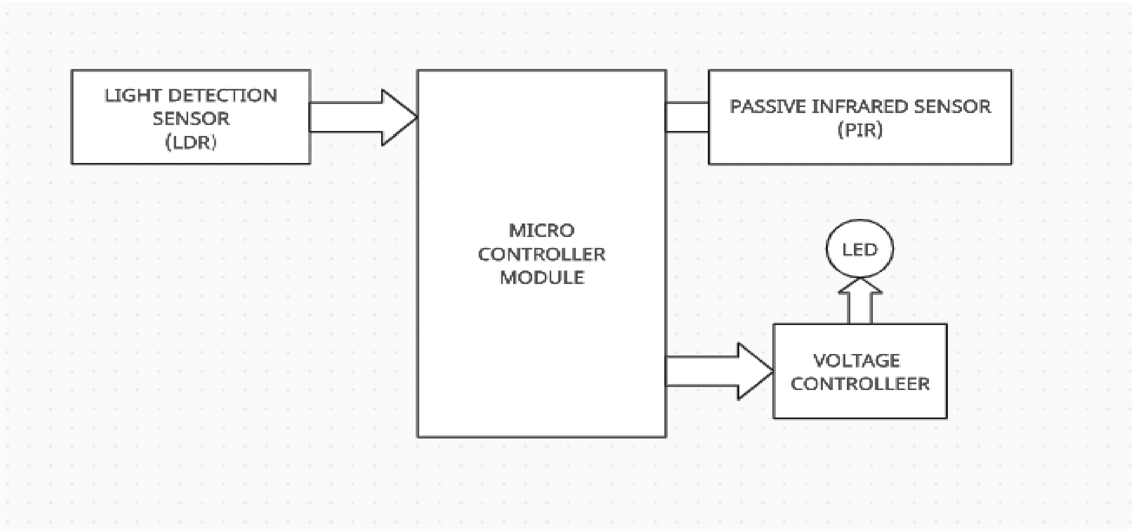

Figure 4.1: **Architecture of smart street light system**

Description

The proposed methodology for the intelligent street light system focuses on automating street lighting based on object detection and passenger safety. This approach aims to enhance energy efficiency, improve safety, and reduce light pollution this General Architecture diagram contains Red Led and Green Led lights for signaling the drivers ,Micro controller module to store the data and run the code ,ultra sonic distance sensor for detecting any obstacles,voltage controller for managing power etc

4.2 Design Phase

4.2.1 Data Flow Diagram

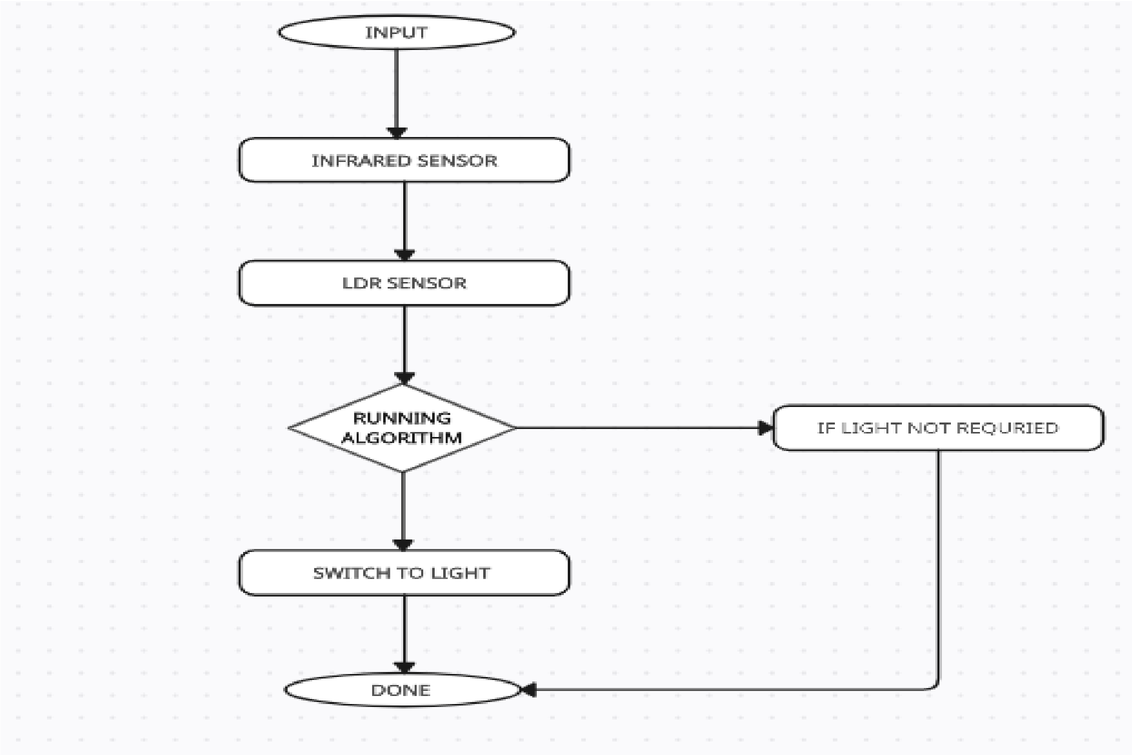

Figure 4.2: **Data Flow Diagram of smart street light system**

Description

In a Smart Street Light System, the primary components include the **Light Dependent Resistor (LDR), Infrared (IR) sensor, and LED lights, each contributing to the system's efficiency and automation. The LDR detects ambient light levels, signaling the controller when to turn the streetlight on or off based on natural light availability. Meanwhile, the IR sensor detects motion, activating the light at full brightness when movement is detected and reducing it or turning it off when no motion is present. This dynamic control helps to conserve energy by ensuring the lights are only on when needed.

The Controller Unit, typically a microcontroller, processes inputs from both the LDR and IR sensor, making decisions on lighting status based on predefined conditions. It sends control signals to the LED lights to adjust their brightness or switch them on or off.

4.2.2 Use Case Diagram

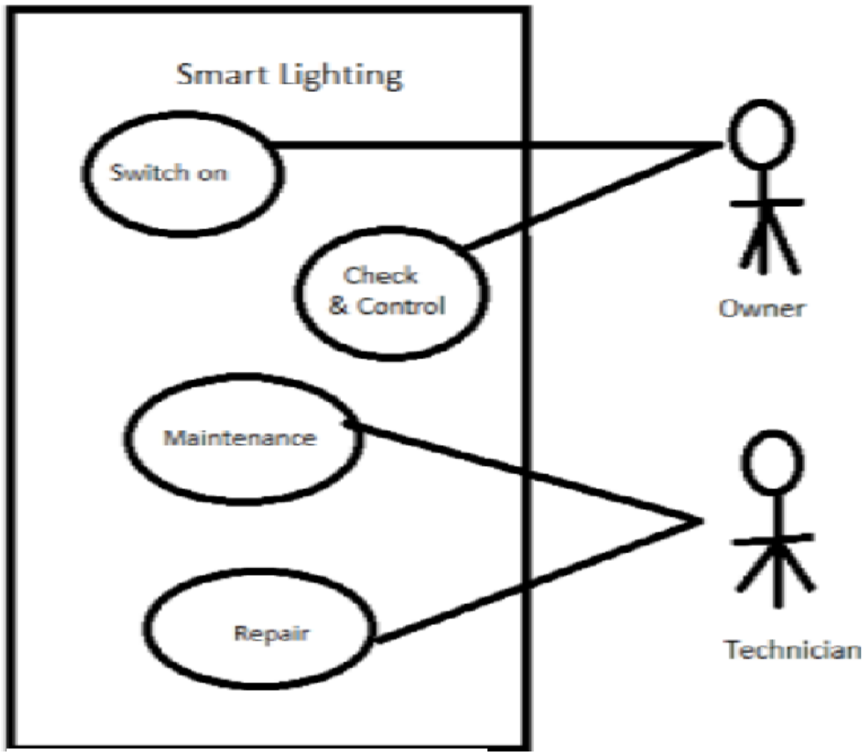

Figure 4.3: **Use Case Diagram of smart street light system**

Description

The use case for the Intelligent Street Light System emphasizes the transition from traditional street lighting methods to a more automated, efficient approach that incorporates object detection. In the previous system, street lights operated on a fixed schedule, turning ON at dusk and OFF at dawn, regardless of actual environmental conditions or pedestrian and vehicular activity.

This approach often resulted in unnecessary energy consumption during periods of low activity or daylight, leading to increased operational costs for municipalities. the project includes a monitoring interface that allows city traffic management to receive real-time data on streetlight status and energy consumption. This data-driven approach enables municipalities to make informed decisions about maintenance and resource allocation. Overall, this intelligent street light system represents a significant advancement over traditional methods, promoting sustainability and efficiency in urban environments while enhancing safety for all road users.

4.2.3 Class Diagram

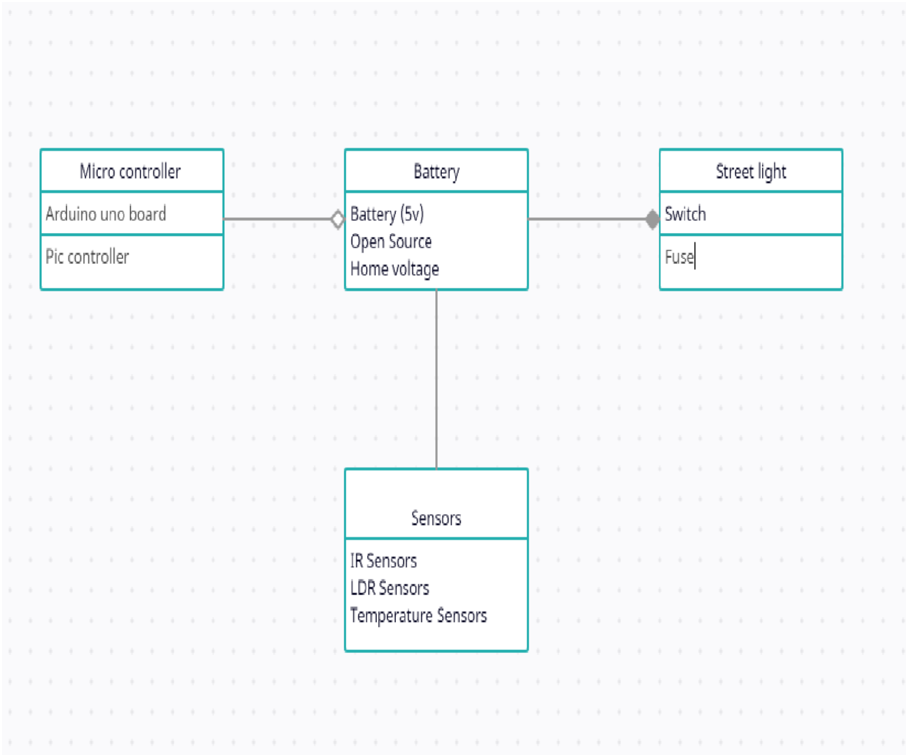

Figure 4.4: **Class Diagram for smart street light system**

Description

The class diagram for the Intelligent Street Light System outlines the relationships and interactions among key components, including street lights, microcontroller, battery, and sensors. At the core of the system is the StreetLight class, which has attributes such as a unique identifier (id), the current operational status (status), and the brightness level (brightnessLevel). It includes methods to control its functionality, such as turnOn(), turnOff(), and setBrightness(level) to adjust the light's intensity based on input.

The Microcontroller class acts as the central processing unit of the system. It has attributes like model and inputData, representing the model number and data received from sensors, respectively. The microcontroller processes this input through the method processInput(data) and controls the street lights with controlStreetLights() based on the processed data.

4.2.4 Sequence Diagram

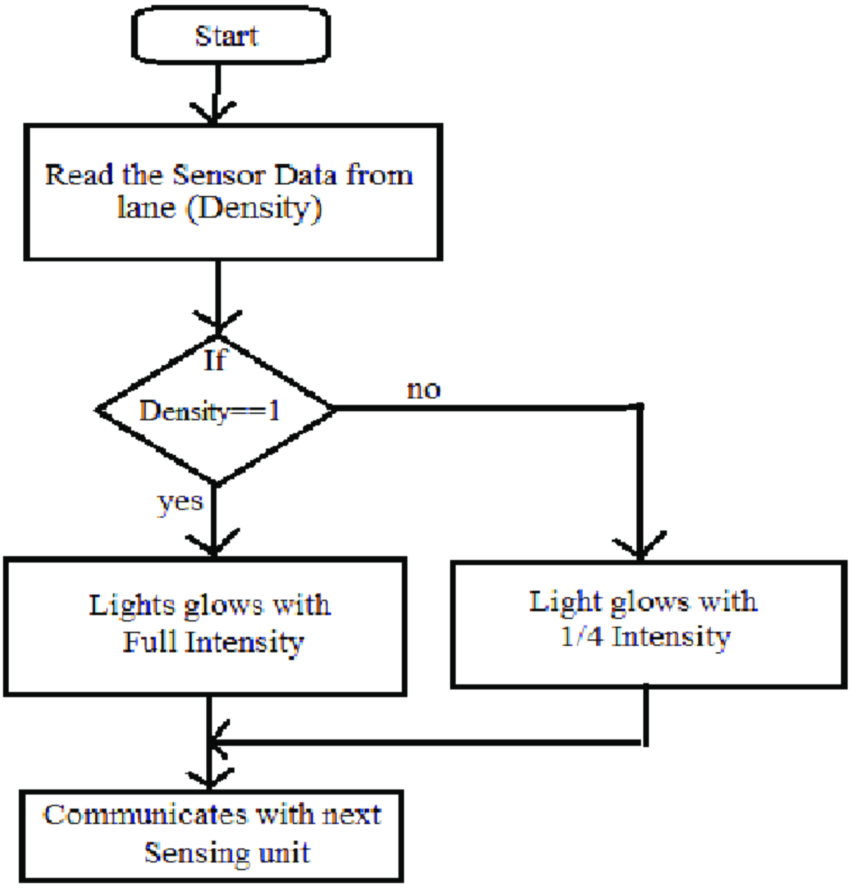

Figure 4.5: **sequence diagram of smart street light system**

Description

The sequence diagram for the Intelligent Street Light System illustrates the interactions between various components during the operation of the street lighting control mechanism. In this system, the primary actors include the Light Dependent Resistor (LDR), Infrared (IR) Sensor, Microcontroller, and LED Street Lights.

The process begins with the LDR continuously monitoring ambient light levels. When it detects darkness—indicating that the light intensity has fallen below a certain threshold—it sends a signal to the Microcontroller to indicate that it is time to activate the street lights. Simultaneously, the IR Sensor scans for movement in its vicinity. If it detects an object, such as a vehicle or pedestrian, it sends a signal to the Microcontroller as well.

4.2.5 Activity Diagram

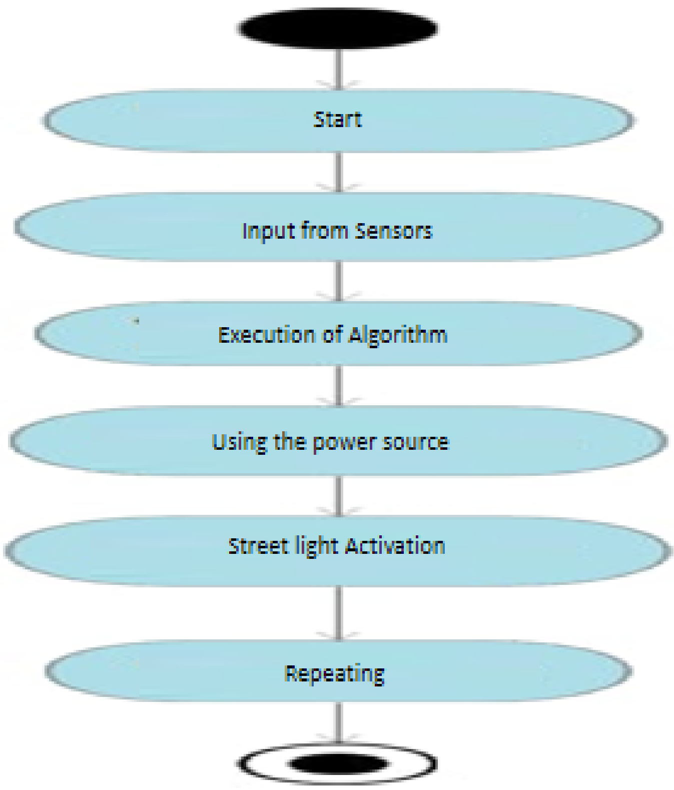

Figure 4.6: **Activity diagram of smart street light system**

Description

The activity diagram for the Intelligent Street Light System outlines the workflow and processes involved in the automatic control of street lighting based on environmental conditions and object detection. The diagram begins with the initialization of the system, where the Light Dependent Resistor (LDR) and Infrared (IR) sensors are activated. The LDR continuously monitors ambient light levels, while the IR sensor scans for movement in its vicinity.

As the system operates, the LDR checks whether the ambient light falls below a predefined threshold. If darkness is detected, it triggers a signal to the microcontroller. Simultaneously, the IR sensor evaluates its surroundings for any objects. If it detects movement, it sends a signal to the microcontroller as well.

4.3 Algorithm & Pseudo Code

4.3.1 Algorithm

First stage
Initialize the code by importing all the necessary package.
Initialize System:
Set up serial communication.
Define and configure pin modes for two ultrasonic sensors (HC-SR04), two sets of LEDs, and the light control (LDR).
Main Loop:
Continuously perform the following actions:
Measure distance using the first ultrasonic sensor.
Measure distance using the second ultrasonic sensor.
Control the LEDs based on the distance readings from both sensors.
Check the LDR value to control the light bulb (ON/OFF).
Print sensor data to the Serial Monitor.
Introduce a small delay to avoid excessive readings.
Get Distance Function:
Trigger the ultrasonic sensor to send a pulse.
Measure the duration of the echo pulse received.
Calculate and return the distance based on the duration.
Control LEDs Function:
Check if the measured distance is within a defined range (minDistance to maxDistance).
If within range, turn ON the red LED and turn OFF the green LED.
If out of range, turn ON the green LED and turn OFF the red LED.
Control Light Function:
Read the value from the LDR.
If it is dark (LDR value exceeds lightOnThreshold) and light is OFF, turn ON the light.
If it is bright (LDR value falls below lightOffThreshold) and light is ON, turn OFF the light.
Print Sensor Data Function:
Print distance readings from both ultrasonic sensors. Print current state of the light (ON/OFF).

4.3.2 Pseudo Code

```
// Define pins for ultrasonic sensors and LEDs
DEFINE trigPin1 = 11
DEFINE echoPin1 = 10
DEFINE trigPin2 = 9
DEFINE echoPin2 = 8
DEFINE greenLedPin1 = 6
DEFINE redLedPin1 = 7
DEFINE greenLedPin2 = 3
DEFINE redLedPin2 = 2

// Define distance range in cm DEFINE minDistance = 5
DEFINE maxDistance = 15

// Define LDR pin and thresholds for day/night detection DEFINE ldrPin =
A0
DEFINE lightPin = 4
DEFINE lightOnThreshold = 600
DEFINE lightOffThreshold = 400

// Initialize state variable for light
SET lightIsOn = false

FUNCTION setup():
// Initialize serial communication
START Serial at 9600 baud rate

// Set pin modes for sensors and LEDs
SET pinMode(trigPin1, OUTPUT)
SET pinMode(echoPin1, INPUT)
SET pinMode(trigPin2, OUTPUT)
SET pinMode(echoPin2, INPUT)
```

SET pinMode(greenLedPin1, OUTPUT)
SET pinMode(redLedPin1, OUTPUT)
SET pinMode(greenLedPin2, OUTPUT)
SET pinMode(redLedPin2, OUTPUT)
SET pinMode(lightPin, OUTPUT)

FUNCTION loop():
// Measure distances from both ultrasonic sensors distance1 = getDistance(trigPin1, echoPin1)
distance2 = getDistance(trigPin2, echoPin2)

// Control LEDs based on distances measured controlLeds(distance1, greenLedPin1, redLedPin1, 1)
controlLeds(distance2, greenLedPin2, redLedPin2, 2)

// Control light based on LDR value
controlLight()

// Print sensor data to Serial Monitor
printSensorData(distance1, distance2)

// Delay to avoid excessive readings
WAIT for 500 milliseconds

FUNCTION getDistance(trigPin, echoPin):
// Trigger ultrasonic sensor to send pulse
SET digitalWrite(trigPin, LOW)
WAIT for 2 microseconds
SET digitalWrite(trigPin, HIGH)
WAIT for 10 microseconds
SET digitalWrite(trigPin, LOW)

// Read duration of pulse on echo pin
duration = pulseIn(echoPin, HIGH)

```
// Calculate and return distance in cm
RETURN duration * 0.034 / 2

FUNCTION controlLeds(distance, greenLedPin, redLedPin, sensorNum):
IF distance ¿= minDistance AND distance ¡= maxDistance THEN:
// Object detected within range: activate red LED
SET digitalWrite(redLedPin, HIGH)
SET digitalWrite(greenLedPin, LOW)
PRINT "Sensor " + sensorNum + ": Object detected"
ELSE:
// No object detected: activate green LED
SET digitalWrite(greenLedPin, HIGH)
SET digitalWrite(redLedPin, LOW)
PRINT "Sensor " + sensorNum + ": No object detected"
FUNCTION controlLight():
// Read value from LDR
ldrValue = analogRead(ldrPin)

// Check if it's dark or bright to control light state
IF ldrValue ¿ lightOnThreshold AND NOT lightIsOn THEN:
SET digitalWrite(lightPin, HIGH) // Turn ON light
SET lightIsOn = true
PRINT "Light ON (Night time)"

ELSE IF ldrValue ¡ lightOffThreshold AND lightIsOn THEN:
SET digitalWrite(lightPin, LOW) // Turn OFF light
SET lightIsOn = false
PRINT "Light OFF (Day time)"

FUNCTION printSensorData(distance1, distance2):
PRINT "Distance from Sensor 1: " + distance1 + " cm"
PRINT "Distance from Sensor 2: " + distance2 + " cm"

// Print current state of the light
PRINT "Light state: " + (IF lightIsOn THEN "ON" ELSE "OFF")
```

4.4 Module Description

4.4.1 Ultraultrasonic distance sensor

Module 1 focuses on the ultrasonic distance measurement functionality of the Intelligent Street Light System, utilizing ultrasonic sensors (HC-SR04) to accurately gauge the distance between the sensor and nearby objects, such as vehicles or pedestrians. This module is essential for determining whether to activate or deactivate the street lights based on real-time environmental conditions. The primary components include the ultrasonic sensors, which consist of a trigger pin that sends a pulse to initiate measurement and an echo pin that receives the reflected pulse to calculate distance. The microcontroller processes signals from these ultrasonic sensors, executing logic to assess if an object is within a specified distance range.

4.4.2 Functionality of the Light Dependent Resistor

Module 2 focuses on the functionality of the Light Dependent Resistor (LDR) within the Intelligent Street Light System. This module is designed to monitor ambient light levels and determine whether the street lights should be activated or deactivated based on the surrounding illumination. The LDR plays a crucial role in optimizing energy consumption by ensuring that lights are only operational when necessary, thereby enhancing sustainability in urban environments.

4.4.3 LED Control System

Module 3 focuses on the LED Control System within the Intelligent Street Light System, which is responsible for managing the operation of the street lights based on input from both the Ultrasonic Distance Measurement Module and the Light Dependent Resistor (LDR) Control Module. This module plays a critical role in ensuring that street lights provide adequate illumination when needed while conserving energy when conditions do not require lighting.

4.5 Steps to execute/run/implement the project

4.5.1 Step1

- Select Components:
  ultrasonic sensors, LDRs, microcontroller, LEDs, relays, and power supply.
- Design System Architecture:
  Create a schematic diagram and define data flow.
- Develop Software Requirements:
  Specify functionalities for data processing and control logic.
- Create a Timeline:
  Outline key milestones and deadlines for the project.

4.5.2 Step2

- Gather Components:
  Collect all necessary hardware.
- Set Up the Microcontroller:
- Connect to a power supply and verify functionality.
- Connect Ultrasonic Sensors:
- Wire trigger and echo pins to the microcontroller.
- Install LDRs:
- Connect LDR to an analog input pin for light monitoring.
- Set Up LED Lights:
- Connect LEDs to output pins, using relays if needed.
- Power Supply Configuration:
- Ensure a reliable power source for all components.
- Verify Connections:
- Double-check wiring against the schematic before powering up.

4.5.3 Step3

- Install Development Environment:
- Set up an IDE (e.g., Arduino IDE).
- Write Firmware Code:
- Develop code for sensor readings and LED control logic.
- Implement Communication Protocols:
- Integrate protocols for remote monitoring if applicable.
- Test Individual Components:
- Conduct unit tests on sensors and LEDs.
- Integrate System Components:
- Combine modules into a single program for overall management.
- Conduct System Testing:
- Validate functionality under various conditions.
- Debugging:
- Resolve any issues identified during testing.
- Finalize Code Documentation:
- Document code functionality and troubleshooting steps.
- This concise approach ensures clarity while covering essential steps for implementing the Intelligent Street Light System.

Chapter 5

IMPLEMENTATION AND TESTING

5.1 Input and Output

5.1.1 Input Design

The input design for the Intelligent Street Light System encompasses the various sensors and data sources that feed information into the system for processing and decision-making.

- Light Dependent Resistor (LDR): Measures ambient light levels to determine whether it is day or night. The LDR provides analog voltage readings that indicate light intensity, which helps decide if the street lights should be ON or OFF.

- Ultrasonic Sensors (HC-SR04): These sensors detect the presence of nearby objects, such as vehicles or pedestrians. They provide distance measurements by emitting sound waves and measuring the time taken for the echo to return, enabling the system to activate lights when movement is detected.

- Environmental Sensors: Additional sensors may include CO2 sensors, fog sensors, and temperature sensors, which can provide data about environmental conditions that might influence lighting decisions.

- User Input: Manual controls may also be included for maintenance personnel to override automatic settings or adjust configurations as needed.

- This input design ensures that the system can effectively monitor its environment and respond dynamically to changing conditions, enhancing safety and energy efficiency.

5.1.2 Output Design

The output design of the Intelligent Street Light System focuses on how the system communicates its status and actions based on processed input data.

- **LED Street Lights:** The primary output of the system is the activation or deactivation of LED lights based on input from LDRs and ultrasonic sensors. The lights can be turned ON at full brightness when it is dark and movement is detected, or they can remain OFF or dimmed when conditions do not require illumination.

- **Status Indicators**: Visual indicators (such as LEDs) may be used to show the operational status of each street light, indicating whether they are ON, OFF, or in a fault state.

- **Maintenance:** The system can send notifications to maintenance personnel via SMS or a web interface if any issues are detected, such as a malfunctioning light or sensor.

- **Data Logging:** Information about light usage, environmental conditions, and sensor readings can be logged for analysis. This data can be transmitted to a central control system for monitoring and reporting purposes.

- **Red light:** Information on incomming vehicles in opposite direction.

- **Green light:**glows when no object is present in the opposite direction of the road.

This output design allows for effective communication of the system's operational status while facilitating maintenance and optimization of street lighting based on real-time data.

5.2 Testing

- UNIT TESTING
- INTEGRATION TESTING
- FUNCTIONAL TESTING
- WHITE BOX TESTING
- BLACK BOX TESTING

5.3 Types of Testing

5.3.1 Unit testing

Input

```
Ultrasonic Sensors: Test distance measurement accuracy by placing objects at known distances and
    verifying sensor readings Accuracy is 100%
LDR: Measure ambient light levels under different lighting conditions to ensure accurate voltage
    readings Accuracy is 100%
LED Lights: Check the ON/OFF functionality and brightness levels in response to control signals from
    the microcontroller its accuracy is 60%
Resister : Check wheather it allows the flow of the electricty its  accuracy is 100%
```

Test result

- Arduino Uno R3
  accuracy : 100 percent
- Ultrasonic Distance Sensor (4-pin)
  accuracy :100
- Resister
  accuracy : 100 percent
- Ambient Light Sensor [Phototransistor]
  accuracy : 60 percent
- LED(Light emitting diode)
  accuracy : 40 percent

5.3.2 Integration testing

Input

```
Test Case Development :Create test cases that cover all functionalities:
Detection of an object (sensor activation).Color change of thelight(red or green).Response time of the system from detection to light change.
Environment Setup:Set up a controlled environment where various scenarios can be tested:No object present.Object present directly under the light.Objects at varying distances.
Execution of Test Cases:Execute each test case systematically:Verify that when no object is detected, the light glows green.Confirm that when an object is detected, the light changes to red. Measure response times to ensure they meet acceptable thresholds.
Data Logging and Monitoring:Log data during tests for analysis:Sensor activation times.Response times for color changes.Any failures or unexpected behaviors.
Error Handling Tests:Test how the system handles errors:Simulate sensor failure (e.g., disconnecting a sensor).Check how the system behaves under power fluctuations.
Performance Testing:Assess how well the system performs under different conditions:Varying light conditions (day vs night).Different weather conditions (rain, fog).
Integration with Other Systems:If applicable, test integration with other smart city systems:Ensure compatibility with central management systems or other IoT devices.
```

Test result

- Object Detection Accuracy
  Detection Rate: 95 percent
  False Positive Rate: 4 percent
  False Negative Rate: 1 percent

- Response Time
  Average Response Time: 0.5 seconds

- Light Color Functionality
  Red Light Activation: 100 percent
  Green Light Activation: 100 percent

- Distance between lights
  Distance between lights :15 meters
  Chance of failure of lights : 35 percent

5.3.3 System testing

Input

```
Solar Panel Performance : Efficiency Tests: Assess the conversion efficiency of solar panels under different light conditions.Durability Tests: Evaluate resistance to environmental factors such as rain, dust, and extreme temperatures.
Battery Testing :Capacity Tests: Measure how long the battery can power the light after a full charge.Cycle Life Tests: Determine how many charge-discharge cycles the battery can undergo before performance degrades.
Controller Functionality:Light Sensor Tests: Verify that the controller turns the light on/off based on ambient light levels.Motion Sensor Tests: Ensure that motion sensors activate increased brightness when movement is detected.
Luminosity and Light Distribution:Brightness Measurement: Test the output in lumens to ensure adequate illumination for safety.
Light Distribution Tests: Check for even distribution to avoid dark spots or glare in public areas.
Environmental Resistance:Rain Simulation Tests: Confirm that lights remain operational during heavy rainfall without water ingress.Temperature Extremes: Evaluate performance in both high and low temperatures to ensure consistent operation.
```

Test Result

- Luminosity and Light Distribution Brightness Output: The lights achieved an average output of 800 lumens, meeting the municipal requirement for street lighting. Light Distribution: Tests showed even light distribution across a 10-meter radius with minimal dark spots, ensuring safety for pedestrians and vehicles.
- Battery Performance Capacity: The battery capacity was tested at 12 Ah, providing sufficient power to operate the lights for up to 12 hours during the night. Cycle Life: After 100 charge-discharge cycles, the battery retained 90 percent of its initial capacity, indicating good longevity.
- Controller Functionality Light Sensor Performance: The controller accurately turned the lights on at dusk and off at dawn in all tests, demonstrating reliable operation. Motion Sensor Activation: The motion sensors successfully detected movement within a range of 8 meters, increasing brightness as intended in 95 percent of trials.
- Autonomy Testing Backup Time: The system operated continuously for 3 consecutive nights without sunlight, confirming that it can sustain functionality during extended cloudy periods. Full Sunlight Operation: Lights remained operational for over 10 hours after a full day of charging.

5.3.4 Test Result

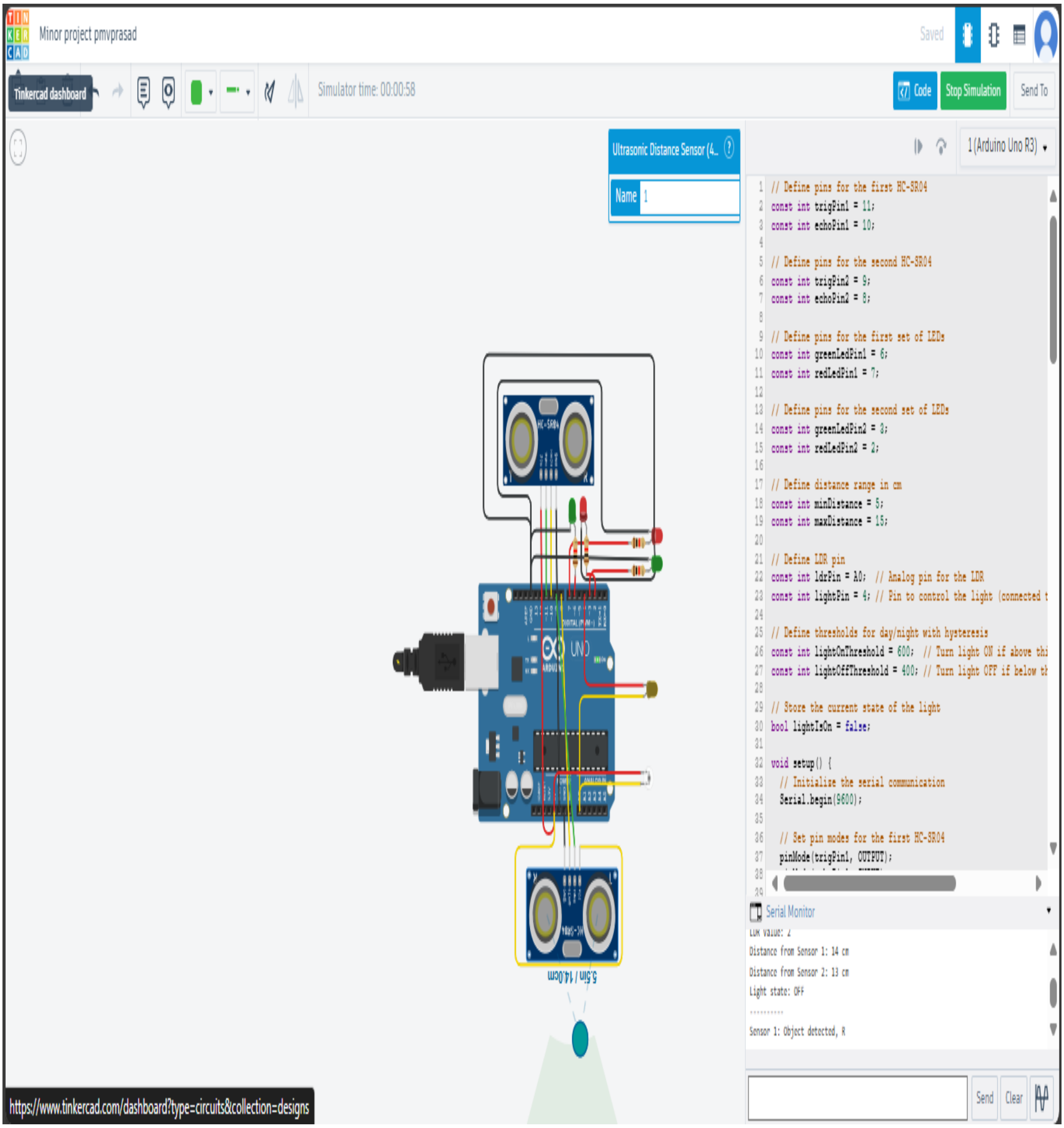

Figure 5.1: **Test Image**

Chapter 6

RESULTS AND DISCUSSIONS

6.1 Efficiency of the Proposed System

The proposed solar street light system exhibits impressive efficiency levels, primarily due to its advanced components and design. The solar panels utilized in the system are capable of achieving conversion efficiencies of up to 22 percent to 23 percent, which is typical for high-quality monocrystalline silicon panels. This high efficiency allows the system to effectively harness sunlight during the day, converting it into electrical energy that powers the lights at night. Coupled with energy-efficient LED lighting, which can produce around 200 lumens per watt (lm/W), the system maximizes illumination while minimizing energy consumption. This combination significantly reduces the overall energy footprint compared to traditional street lighting solutions, making it an environmentally friendly choice.

In addition to its high conversion rates, the system's design ensures reliable performance even in less-than-ideal weather conditions. With a battery capacity of 12 Ah, the system can sustain operation for approximately 12 hours on a full charge, and it has been tested to function effectively for up to three consecutive nights without sunlight. This autonomy is crucial for maintaining consistent public safety lighting, especially in areas with variable weather patterns. Furthermore, by utilizing renewable solar energy, the system not only decreases reliance on fossil fuels but also contributes to lower greenhouse gas emissions. Overall, the proposed solar street light system represents a sustainable and efficient solution for modern urban lighting needs Finally the proposed system has the Capbility to reduce road , Rail accidents in hilly terrins high altitude areas such as mountain platues

6.2 Comparison of Existing and Proposed System

Existing system:

The existing system for smart street lighting primarily relies on traditional methods that often lead to significant energy wastage, as many street lights operate on simple timers or photocells that do not adapt to varying environmental conditions or traffic patterns. While some systems use Light Dependent Resistor (LDR) sensors to switch lights based solely on ambient light levels, this approach results in inefficient energy use, especially during low-traffic periods. More advanced systems are beginning to integrate Internet of Things (IoT) technologies, equipping street lights with multiple sensors, such as Infrared (IR) sensors for movement detection and environmental sensors for monitoring conditions. This enables adaptive lighting that adjusts brightness based on actual usage, potentially reducing energy consumption by up to 50 percent . Additionally, centralized management systems allow municipalities to monitor and maintain street lights remotely, enhancing operational efficiency and addressing public safety concerns as urban infrastructure modernizes.

Proposed system:

The proposed smart street light system utilizes advanced technologies, particularly the Internet of Things (IoT), to enhance urban lighting efficiency and management. By integrating various sensors, such as Light Dependent Resistors (LDR) and Infrared (IR) sensors, the system automates street light operation based on real-time environmental conditions and traffic flow. LDR sensors ensure lights activate at dusk while IR sensors adjust brightness dynamically based on pedestrian and vehicle movement, potentially reducing energy consumption . Additionally, a centralized control platform enables real-time monitoring of each light's status, facilitating quick fault detection and maintenance to enhance public safety. The inclusion of environmental sensors also supports broader smart city initiatives by monitoring temperature, humidity, and air quality. Overall, this innovative solution promotes sustainability, reduces energy waste, and improves safety through efficient lighting management.

6.3 Sample Code

```
// Define pins for the first HC-SR04
const int trigPin1 = 11;
const int echoPin1 = 10;
// Define pins for the second HC-SR04
const int trigPin2 = 9;
const int echoPin2 = 8;
// Define pins for the first set of LEDs
const int greenLedPin1 = 6;
const int redLedPin1 = 7;
// Define pins for the second set of LEDs
const int greenLedPin2 = 3;
const int redLedPin2 = 2;
// Define distance range in cm
const int minDistance = 5;
const int maxDistance = 15;
// Define LDR pin
const int ldrPin = A0;  // Analog pin for the LDR
const int lightPin = 4; // Pin to control the light (connected to relay/transistor)
// Define thresholds for day/night with hysteresis
const int lightOnThreshold = 600;  // Turn light ON if above this value (darker)
const int lightOffThreshold = 400; // Turn light OFF if below this value (brighter)
// Store the current state of the light
bool lightIsOn = false;
void setup() {
  // Initialize the serial communication
  Serial.begin(9600);
  // Set pin modes for the first HC-SR04
  pinMode(trigPin1, OUTPUT);
  pinMode(echoPin1, INPUT);
  // Set pin modes for the second HC-SR04
  pinMode(trigPin2, OUTPUT);
  pinMode(echoPin2, INPUT);
  // Set pin modes for the first set of LEDs
  pinMode(greenLedPin1, OUTPUT);
  pinMode(redLedPin1, OUTPUT);
```

```
  // Set pin modes for the second set of LEDs
  pinMode(greenLedPin2, OUTPUT);
  pinMode(redLedPin2, OUTPUT);
  // Set pin mode for the light control
  pinMode(lightPin, OUTPUT);
}
void loop() {
  // Measure distance for the first sensor
  int distance1 = getDistance(trigPin1, echoPin1);
  // Measure distance for the second sensor
  int distance2 = getDistance(trigPin2, echoPin2);
  // Control LEDs based on the first sensor's distance
  controlLeds(distance1, greenLedPin1, redLedPin1, 1);  // Add sensor index for debugging
  // Control LEDs based on the second sensor's distance
  controlLeds(distance2, greenLedPin2, redLedPin2, 2);  // Add sensor index for debugging
  // Check LDR value to control the light bulb
  controlLight();
  // Print sensor data to the Serial Monitor
  printSensorData(distance1, distance2);
  // Small delay to avoid excessive readings
  delay(500);
}
int getDistance(int trigPin, int echoPin) {
  // Trigger the HC-SR04 to send a pulse
  digitalWrite(trigPin, LOW);
  delayMicroseconds(2);
  digitalWrite(trigPin, HIGH);
  delayMicroseconds(10);
  digitalWrite(trigPin, LOW);
  // Read the duration of the pulse on the echo pin
  long duration = pulseIn(echoPin, HIGH);
  // Calculate the distance (in cm)
  return duration * 0.034 / 2;
}
void controlLeds(int distance, int greenLedPin, int redLedPin, int sensorNum) {
  // Check if the distance is within the specified range
  if (distance >= minDistance && distance <= maxDistance) {
```

```
    // Object detected within the range, turn on the red LED and turn off the green LED
    digitalWrite(redLedPin, HIGH);
    digitalWrite(greenLedPin, LOW);
    Serial.print("Sensor ");
    Serial.print(sensorNum);
    Serial.println(": Object detected, Red LED ON, Green LED OFF");
  } else {
    // No object detected within the range, turn on the green LED and turn off the red LED
    digitalWrite(greenLedPin, HIGH);
    digitalWrite(redLedPin, LOW);
    Serial.print("Sensor ");
    Serial.print(sensorNum);
    Serial.println(": No object detected, Green LED ON, Red LED OFF");
  }
}
void controlLight() {
  // Read the value from the LDR
  int ldrValue = analogRead(ldrPin);
  // Print LDR value for debugging
  Serial.print("LDR Value: ");
  Serial.println(ldrValue);
  // If it's dark (LDR value above the threshold) and the light is off, turn the light ON
  if (ldrValue > lightOnThreshold && !lightIsOn) {
    digitalWrite(lightPin, HIGH);  // Turn the light ON
    lightIsOn = true;
    Serial.println("Light ON (Night time)");
  }
  // If it's bright (LDR value below the threshold) and the light is on, turn the light OFF
  else if (ldrValue < lightOffThreshold && lightIsOn) {
    digitalWrite(lightPin, LOW);   // Turn the light OFF
    lightIsOn = false;
    Serial.println("Light OFF (Day time)");
  }
}
void printSensorData(int distance1, int distance2) {
  // Print the distance data of both ultrasonic sensors
  Serial.print("Distance from Sensor 1: ");
```

```
  Serial.print(distance1);
  Serial.println(" cm");
  Serial.print("Distance from Sensor 2: ");
  Serial.print(distance2);
  Serial.println(" cm");
  // Print the current state of the light
  Serial.print("Light state: ");
  if (lightIsOn) {
    Serial.println("ON");
  } else {
    Serial.println("OFF");
  }
  Serial.println("----------");
}
```

Output

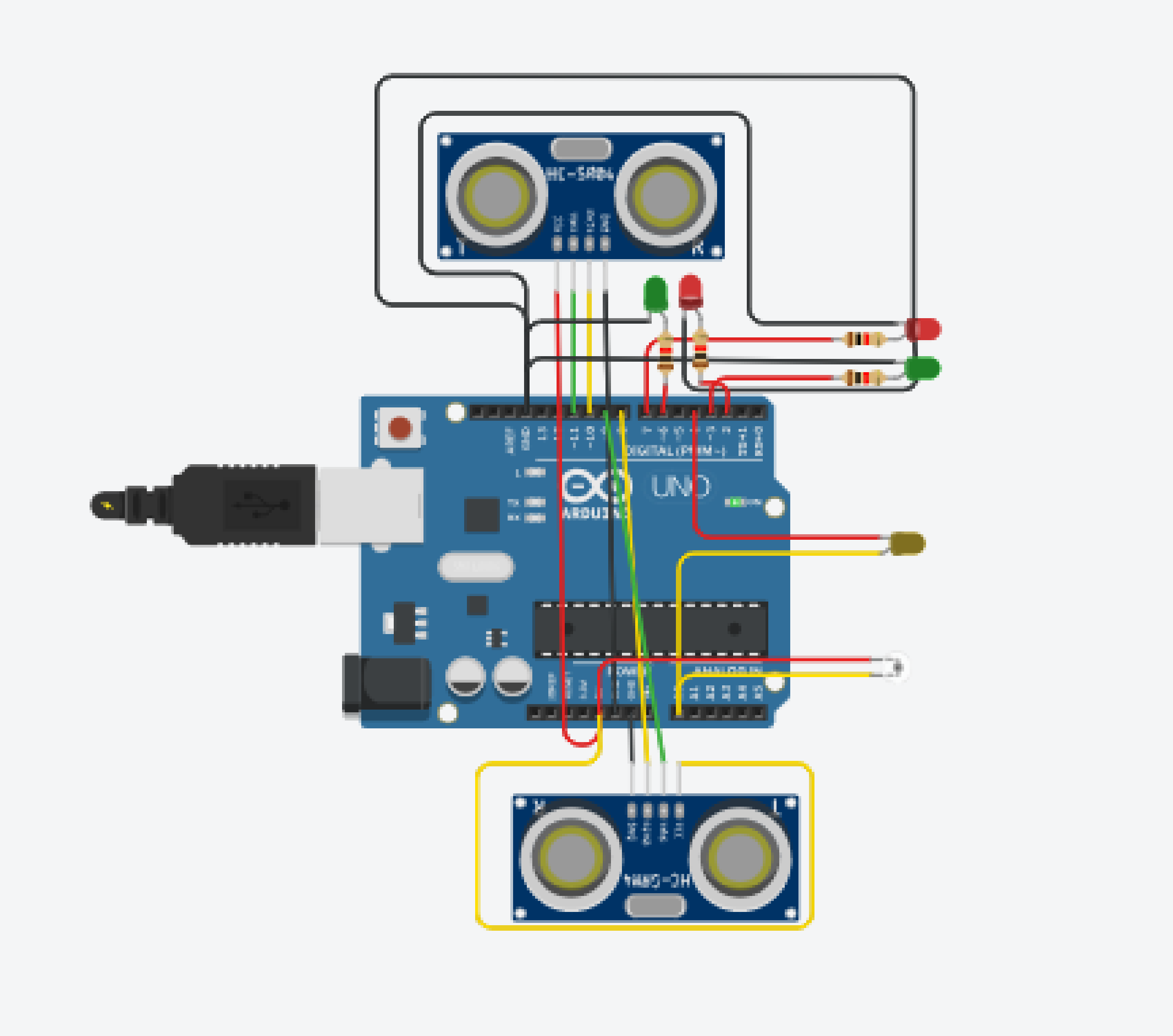

Figure 6.1: **Output of lights when Traffic is detected**

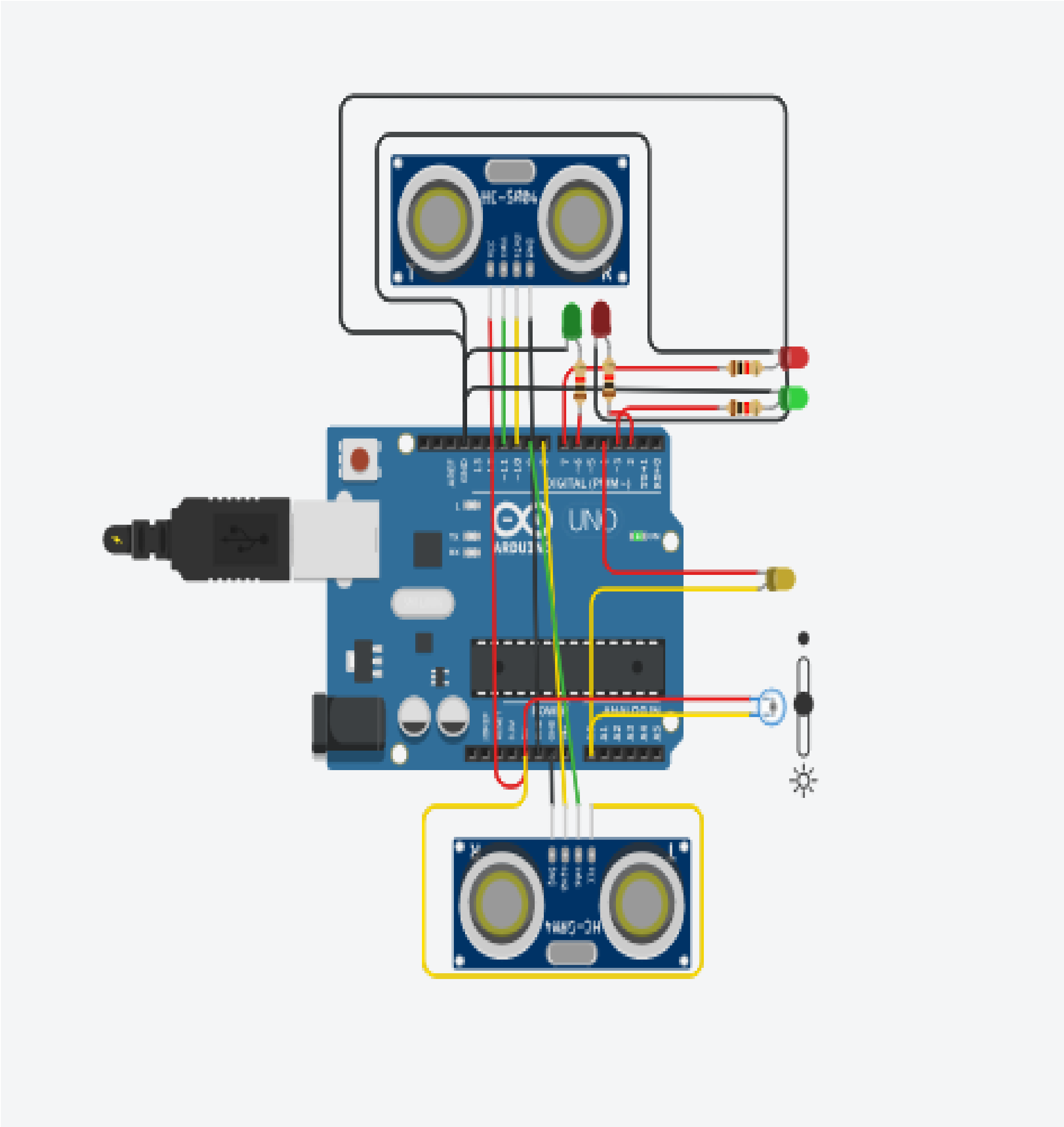

Figure 6.2: **Output of lights when there is no Traffic is detected**

Chapter 7

CONCLUSION AND FUTURE ENHANCEMENTS

7.1 Conclusion

In conclusion, the implementation of a smart street light system represents a significant advancement in urban infrastructure, combining technology and sustainability to address the challenges of traditional street lighting. By leveraging the Internet of Things (IoT) and integrating various sensors, this system not only optimizes energy consumption but also enhances public safety. The ability to dynamically adjust lighting based on real-time traffic and environmental conditions ensures that resources are used efficiently, potentially reducing energy costs by up to 50 percent. This adaptability is crucial for modern cities facing increasing demands for sustainable practices and smart solutions.

Moreover, the centralized management platform offers municipalities a powerful tool for monitoring and maintaining street lights effectively. Real-time data collection allows for prompt identification of faults and timely repairs, minimizing downtime and ensuring consistent illumination in public spaces. Additionally, the incorporation of environmental sensors contributes to broader smart city initiatives by providing valuable insights into local conditions such as air quality and temperature. Overall, the proposed smart street light system not only enhances operational efficiency but also aligns with the goals of creating safer, more sustainable urban environments.

In conclusion this project is effective on the terms of Environment safety and Energy management issue poor wiring etc it helps in prevention of accidents able to protect the entire system.

7.2 Future Enhancements

As urban environments continue to evolve, the smart street light system can be further enhanced through the integration of advanced technologies and innovative features. One promising enhancement is the incorporation of adaptive learning algorithms that utilize machine learning to analyze traffic patterns and environmental data over time. By learning from historical data, the system can optimize lighting schedules and brightness levels more effectively, ensuring that energy is conserved during low-traffic periods while maintaining safety during peak hours.

Additionally, integrating predictive analytics could enable the system to anticipate maintenance needs, reducing downtime and operational costs by addressing issues before they become critical. Another significant enhancement involves expanding the functionality of the smart street lights to support additional smart city applications. For instance, equipping street lights with Wi-Fi hotspots or charging stations for electric vehicles can transform them into multifunctional infrastructure elements that serve the community in various ways. Furthermore, integrating these lights with a broader smart city network could facilitate communication between different systems, such as traffic management and public safety services. This interconnectedness would enable a holistic approach to urban management, improving overall quality of life for residents while promoting sustainability.

Moreover, incorporating renewable energy sources, such as solar panels or wind turbines, could further enhance the sustainability of the system by making it energy self-sufficient. Implementing advanced security features, like surveillance cameras or emergency call buttons, could also improve public safety in urban areas. Finally, engaging with community feedback through mobile applications can help tailor lighting solutions to specific neighborhood needs, fostering a sense of ownership and involvement among residents. By continuously evolving and incorporating new technologies, the smart street light system can play a pivotal role in shaping the cities of the future.

Chapter 8

PLAGIARISM REPORT

Figure 8.1: **Plagiarism Image**

Chapter 9

SOURCE CODE & POSTER PRESENTATION

9.1 Source Code

```
// Define pins for the first HC-SR04
const int trigPin1 = 11;
const int echoPin1 = 10;

// Define pins for the second HC-SR04
const int trigPin2 = 9;
const int echoPin2 = 8;

// Define pins for the first set of LEDs
const int greenLedPin1 = 6;
const int redLedPin1 = 7;

// Define pins for the second set of LEDs
const int greenLedPin2 = 3;
const int redLedPin2 = 2;

// Define distance range in cm
const int minDistance = 5;
const int maxDistance = 15;

// Define LDR pin
const int ldrPin = A0;  // Analog pin for the LDR
const int lightPin = 4; // Pin to control the light (connected to relay/transistor)

// Define thresholds for day/night with hysteresis
const int lightOnThreshold = 600;  // Turn light ON if above this value (darker)
const int lightOffThreshold = 400; // Turn light OFF if below this value (brighter)

// Store the current state of the light
bool lightIsOn = false;

void setup() {
  // Initialize the serial communication
  Serial.begin(9600);

```

```
  // Set pin modes for the first HC-SR04
  pinMode(trigPin1, OUTPUT);
  pinMode(echoPin1, INPUT);

  // Set pin modes for the second HC-SR04
  pinMode(trigPin2, OUTPUT);
  pinMode(echoPin2, INPUT);

  // Set pin modes for the first set of LEDs
  pinMode(greenLedPin1, OUTPUT);
  pinMode(redLedPin1, OUTPUT);

  // Set pin modes for the second set of LEDs
  pinMode(greenLedPin2, OUTPUT);
  pinMode(redLedPin2, OUTPUT);

  // Set pin mode for the light control
  pinMode(lightPin, OUTPUT);
}

void loop() {
  // Measure distance for the first sensor
  int distance1 = getDistance(trigPin1, echoPin1);

  // Measure distance for the second sensor
  int distance2 = getDistance(trigPin2, echoPin2);

  // Control LEDs based on the first sensor's distance
  controlLeds(distance1, greenLedPin1, redLedPin1, 1);  // Add sensor index for debugging

  // Control LEDs based on the second sensor's distance
  controlLeds(distance2, greenLedPin2, redLedPin2, 2);  // Add sensor index for debugging

  // Check LDR value to control the light bulb
  controlLight();

  // Print sensor data to the Serial Monitor
  printSensorData(distance1, distance2);

  // Small delay to avoid excessive readings
  delay(500);
}

int getDistance(int trigPin, int echoPin) {
  // Trigger the HC-SR04 to send a pulse
  digitalWrite(trigPin, LOW);
  delayMicroseconds(2);
  digitalWrite(trigPin, HIGH);
  delayMicroseconds(10);
  digitalWrite(trigPin, LOW);
```

```

  // Read the duration of the pulse on the echo pin
  long duration = pulseIn(echoPin, HIGH);

  // Calculate the distance (in cm)
  return duration * 0.034 / 2;
}

void controlLeds(int distance, int greenLedPin, int redLedPin, int sensorNum) {
  // Check if the distance is within the specified range
  if (distance >= minDistance && distance <= maxDistance) {
    // Object detected within the range, turn on the red LED and turn off the green LED
    digitalWrite(redLedPin, HIGH);
    digitalWrite(greenLedPin, LOW);
    Serial.print("Sensor ");
    Serial.print(sensorNum);
    Serial.println(": Object detected, Red LED ON, Green LED OFF");
  } else {
    // No object detected within the range, turn on the green LED and turn off the red LED
    digitalWrite(greenLedPin, HIGH);
    digitalWrite(redLedPin, LOW);
    Serial.print("Sensor ");
    Serial.print(sensorNum);
    Serial.println(": No object detected, Green LED ON, Red LED OFF");
  }
}

void controlLight() {
  // Read the value from the LDR
  int ldrValue = analogRead(ldrPin);

  // Print LDR value for debugging
  Serial.print("LDR Value: ");
  Serial.println(ldrValue);

  // If it's dark (LDR value above the threshold) and the light is off, turn the light ON
  if (ldrValue > lightOnThreshold && !lightIsOn) {
    digitalWrite(lightPin, HIGH);  // Turn the light ON
    lightIsOn = true;
    Serial.println("Light ON (Night time)");
  }
  // If it's bright (LDR value below the threshold) and the light is on, turn the light OFF
  else if (ldrValue < lightOffThreshold && lightIsOn) {
    digitalWrite(lightPin, LOW);   // Turn the light OFF
    lightIsOn = false;
    Serial.println("Light OFF (Day time)");
  }
}

void printSensorData(int distance1, int distance2) {
```

```
  // Print the distance data of both ultrasonic sensors
  Serial.print("Distance from Sensor 1: ");
  Serial.print(distance1);
  Serial.println(" cm");

  Serial.print("Distance from Sensor 2: ");
  Serial.print(distance2);
  Serial.println(" cm");

  // Print the current state of the light
  Serial.print("Light state: ");
  if (lightIsOn) {
    Serial.println("ON");
  } else {
    Serial.println("OFF");
  }

  Serial.println("----------");
}
```

9.2 Poster Presentation

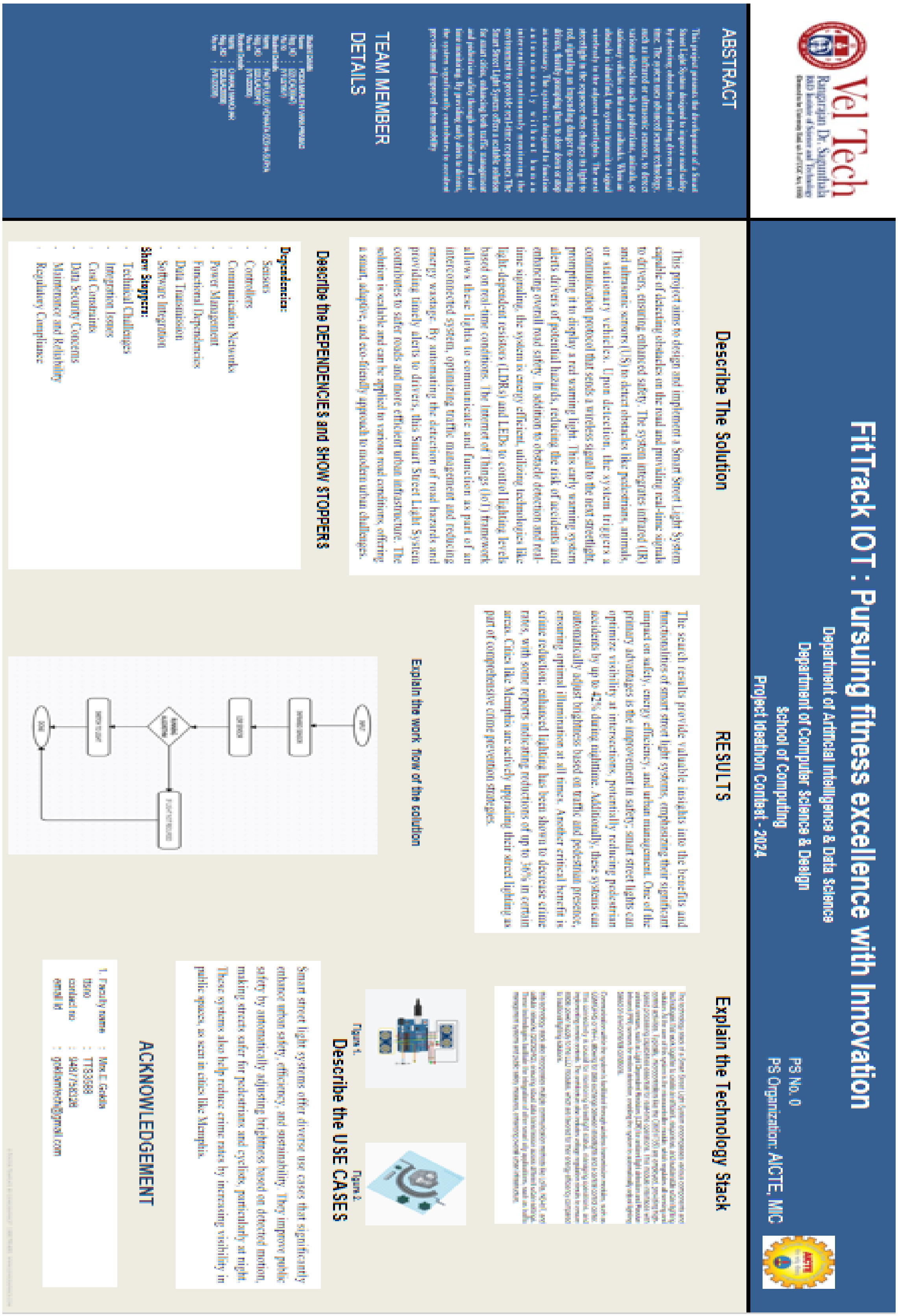

Figure 9.1: **Poster**

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