A DESIGN DOCUMENT

INTELLICROSS SMART TRAFFIC CONTROL

By

Group - 8

Aakriti Tiwari	Abhijit Shendage	Atharva Gokhale	Mrunal Adhav	Nikita Jakhete
ID: 123105739	ID: 123103499	ID: 123104138	ID:123104200	ID: 123106496

M.Sc. Computing Science

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Under Guidance of

Dr. Klaas-Jan Stol

School of Computer Science and Information Technology

University College Cork

College Road, Cork T12 K8AF

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1. Overview

1.1 Introduction

The rapid expansion of urban areas and the simultaneous increase in vehicular traffic present considerable challenges for our cities. The central issue in current traffic challenges is the outdated methodology employed in managing intersections. The prevailing traffic control systems, governed by fixed time schedules, frequently prove inadequate in responding to the dynamic and real-time nature of traffic conditions. This situation is analogous to a traffic system that appears indifferent to the continuously evolving dynamics of our urban thoroughfares.

Envision a scenario where traffic lights break free from traditional constraints. Instead of following fixed schedules, they utilize advanced sensors or cameras to actively monitor and interpret real-time events on the streets. This innovative approach would introduce a traffic management system capable of instant adaptation, particularly during peak hours when traffic predominantly moves in one direction. These smart traffic lights would dynamically adjust timing to ensure smooth traffic flow, alleviating the frustration of waiting at red lights when no cross-traffic is present. This transformative change not only saves time but also reduces unnecessary fuel consumption, contributing to pollution mitigation.

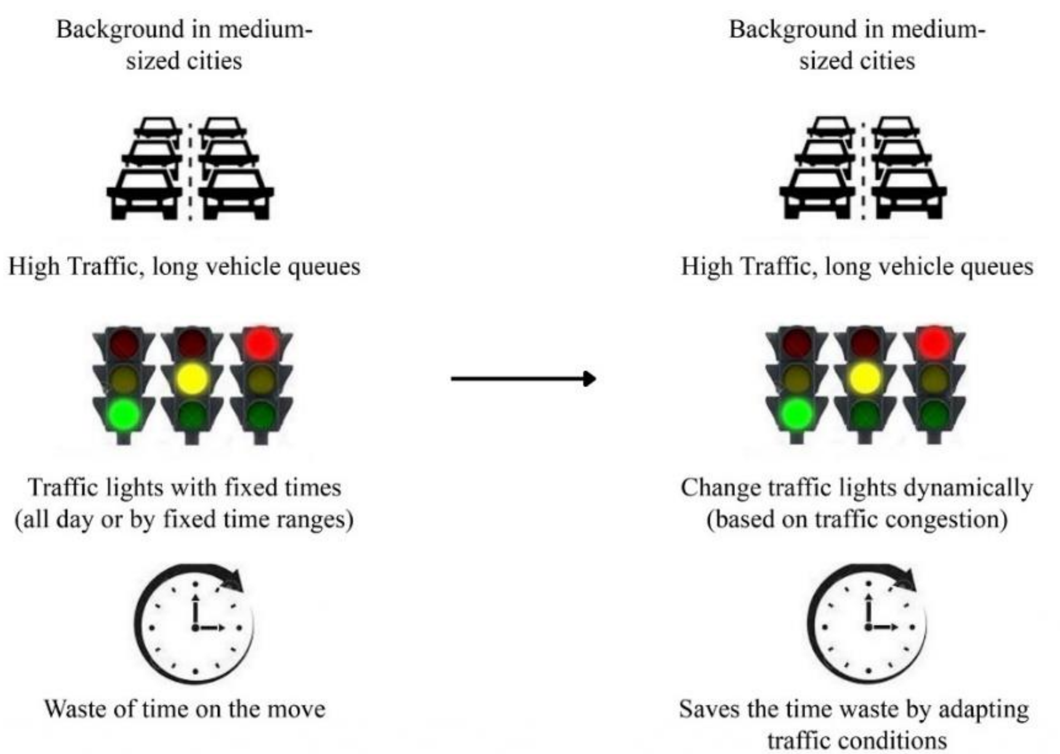

Figure 1.1.1: Comparison of existing and proposed system

1.2 Objective

The intelligent and adaptive traffic light management system endeavors to tackle the issue of traffic congestion and enhance the overall traffic efficiency at intersections. Conventional traffic light systems adhere to fixed timers, frequently resulting in unwarranted delays and traffic bottlenecks. Through the utilization of real-time data pertaining to vehicle counts at each segment of the intersection, this system will dynamically regulate traffic lights with the goal of optimizing traffic flow.

1.3 Proposed System

As shown in *figure 1.1.1*, the timing of the traffic lights will be subject to alteration based on the volume of vehicles present within each sector of the intersection. The objective is to provide a longer duration of green light to the side with the highest vehicular density, allowing them to traverse the intersection with greater expediency. To achieve this, we will develop an intelligent computational algorithm that meticulously ascertains the optimal moment for each component of the intersection to be granted a green light.

This method will ascertain the most suitable timing by judiciously evaluating the number of vehicles in transit in each directional segment. The primary aim is to minimize the waiting time for all parties at the intersection, thereby enhancing the flow of traffic and ensuring an equitable distribution of green light durations.

In essence, to simplify the concept, the adjustment of traffic lights is designed to mitigate the waiting time for vehicles and foster an improved traffic flow, all centred around enhancing the efficiency and equity of the system.

1.4 Need for the System

The imperative need for the implementation of this system arises from the escalating challenges presented by the rapid urbanization of our cities and the concomitant surge in vehicular traffic. The existing traffic management infrastructure, characterized by fixed timer-based control systems, is manifestly inadequate in efficiently addressing the burgeoning traffic demands at intersections. Consequently, traffic congestion has become a pervasive issue, resulting in substantial time wastage, fuel inefficiency, and detrimental environmental consequences.

Considering these challenges, there is an exigent demand for an intelligent and adaptive traffic light management system that can perceptively respond to real-time traffic dynamics. Such a system is essential to mitigate traffic congestion, optimize traffic flow, reduce delays, enhance road safety, and curtail superfluous fuel consumption, consequently fostering a more sustainable and efficient urban transportation landscape. The implementation of this system is a pivotal step toward ameliorating the prevailing traffic-related issues and nurturing a cleaner and healthier urban environment.

1.5 Key Features:

- Real-time data processing and analysis
- Intelligent algorithm for traffic light optimization
- Dynamic traffic light control

1.6 Benefits:

- Reduced traffic congestion
- Shorter waiting times
- Reduced fuel consumption and emissions
- Improved traffic flow and efficiency

2. Design Diagrams

This design document serves as a comprehensive blueprint for the proposed system, presenting a visual and conceptual representation of its core elements. It encompasses various diagrams, including the use case diagram, DFD (Data Flow Diagram) level 0 and 1, FSM (Finite State Machine), sequence diagram, and system architecture, each of which plays a pivotal role in elucidating the system's structure and functionality. The system architecture diagram elucidates the high-level structure of the system, including components, their interactions, and the flow of data. The use case diagram provides an overview of system interactions from a user perspective, offering insights into the different user roles and their interactions with the system. The DFD diagrams delineate data flows and processes, offering a clear understanding of how information is processed and transferred within the system. Lastly, the FSM diagram illustrates the system's states and transitions, providing a crucial framework for understanding its behavior under different conditions.

2.1 System Architecture

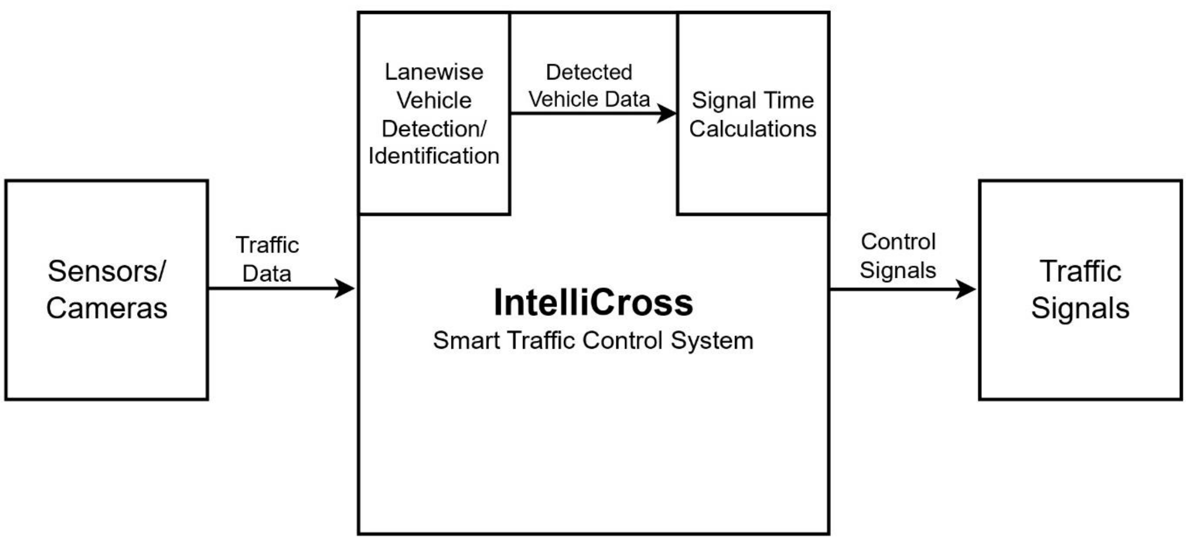

Figure 2.1.1: High-level System Architecture

The architecture diagram for the IntelliCross Smart Traffic Control System shows a system that uses sensors or cameras to collect data on vehicle traffic conditions. This data is then used to calculate signal timing for traffic signals, which are then used to control the flow of traffic.

The system consists of the following components:

- **Sensors / cameras:** These devices are used to collect data on vehicle traffic conditions, such as vehicle volume and occupancy.
- **Lane wise vehicle detection/identification:** This component uses the data from the sensors and cameras to identify the individual vehicles in each lane of traffic.
- **Detected vehicle data:** This data is then transmitted to the system.
- **Signal time calculations:** The system uses the detected vehicle data to calculate optimal signal timing for the traffic signals.
- **Traffic data**: This data is then used to update the system's understanding of the current traffic conditions.
- **IntelliCross Smart Traffic Control System:** This is the central component of the system, and it is responsible for calculating signal timing and coordinating the operation of the traffic signals.
- **Control signals:** The IntelliCross Smart Traffic Control System sends control signals to the traffic signals, telling them when to turn on and off.
- **Traffic signals:** The traffic signals then control the flow of traffic according to the control signals they receive from the IntelliCross Smart Traffic Control System.

2.2 Use Case Diagram

The IntelliCross Smart Traffic Light Control Use Case Diagram (*figure 2.2.1*) shows the following use cases:

Use Cases and Actors:

- **Detect Vehicle**: The system uses a variety of sensors to detect vehicles and their movements, such as inductive loop detectors, video cameras, and radar sensors.
- **Capture Real-time data**: The system captures real-time data on traffic conditions, such as vehicle volume, and direction of travel.
- **Check the signal status:** The vehicle is able to check the status of the signal to determine which phase is currently active.
- **Time assignment:** The system assigns time to each lane's traffic light, determining how long the traffic in each lane will have to wait before the signal turns green in their favor.
- **Signal setting:** The system sets the signal (red, yellow, green) through traffic signals based on the time assignments it has made.
- **Stop/move as per the signal**: Vehicles must stop on a red or yellow signal and move on a green signal.

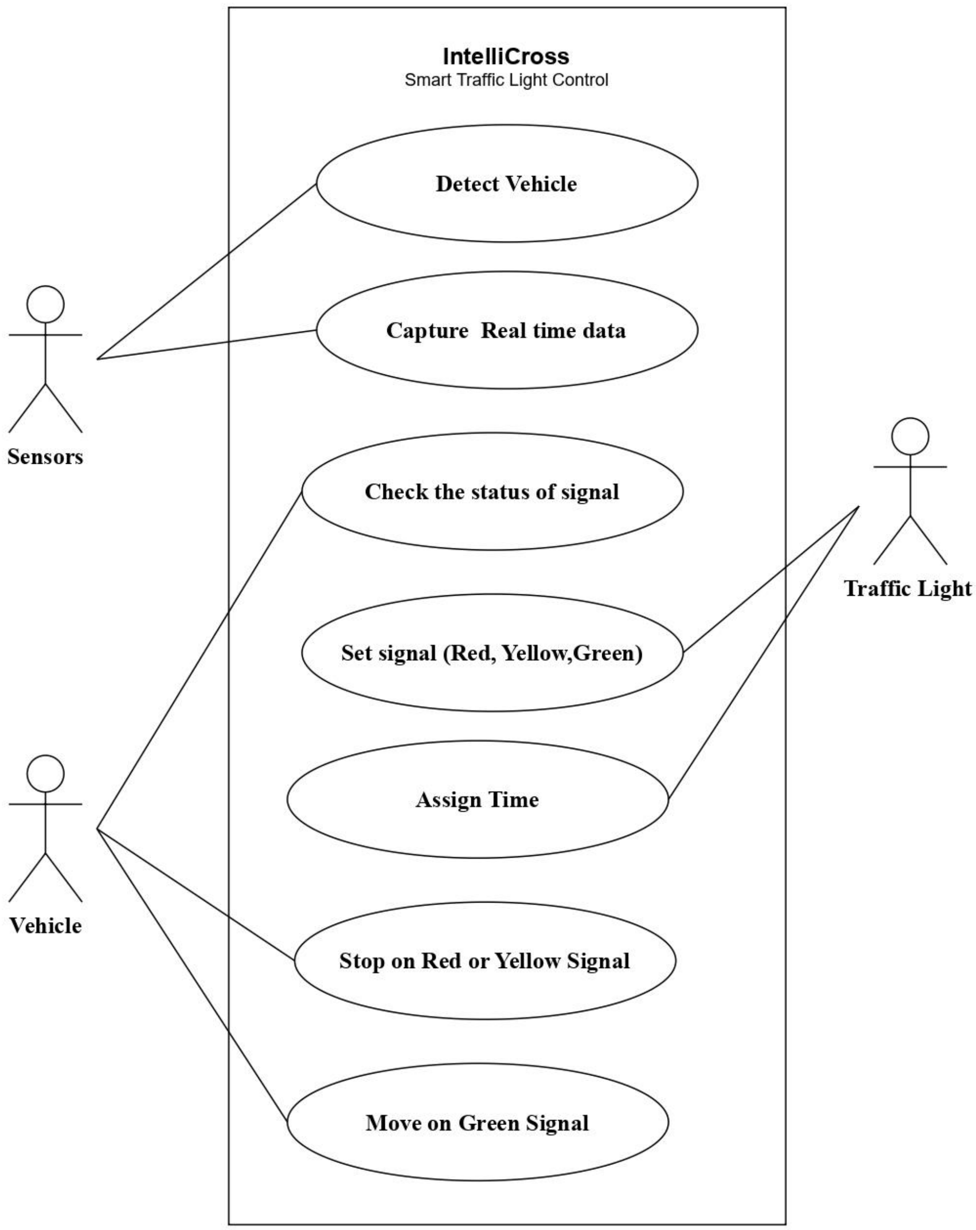

Figure 2.2.1: Use Case Diagram

- **Vehicle:** This actor represents the vehicles that are being controlled by the traffic light system.
- **Traffic Light:** This actor represents the traffic lights that are being controlled by the system.
- **System:** This actor represents the IntelliCross Smart Traffic Light Control System itself.

2.3 Data Flow Diagram: level 0

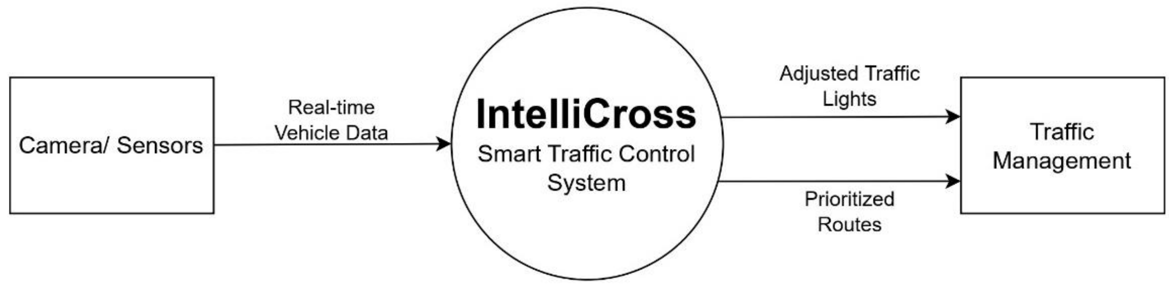

Figure 2.3.1: Data Flow Diagram: level 0

The diagram *(figure 2.3.1)* shows the data flow of IntelliCross Smart Traffic Control system. The camera/sensors send data to the system. The system then sends signals to the traffic lights, which in turn controls the traffic flow.

The diagram shows the following components:

- **Camera/sensors**: The camera sensors are used to monitor traffic conditions.
- **IntelliCross Smart Traffic Control**: This is the central component of the system. It is responsible for processing the data from the camera sensors and making decisions about how to control the traffic lights.
- **Traffic Management**: This component is responsible for managing the overall traffic flow. The traffic lights are controlled by the IntelliCross Smart Traffic Control system.

The data flow will be as follows:

- **Sensor Data:** Flow of data from the traffic sensors to the Traffic Management System, conveying real-time information about the current traffic conditions.
- **Control Signals:** Flow of signals from the Traffic Management System to the Traffic Signals, indicating when to change and manage traffic flow.

2.4 Data Flow Diagram: level 1

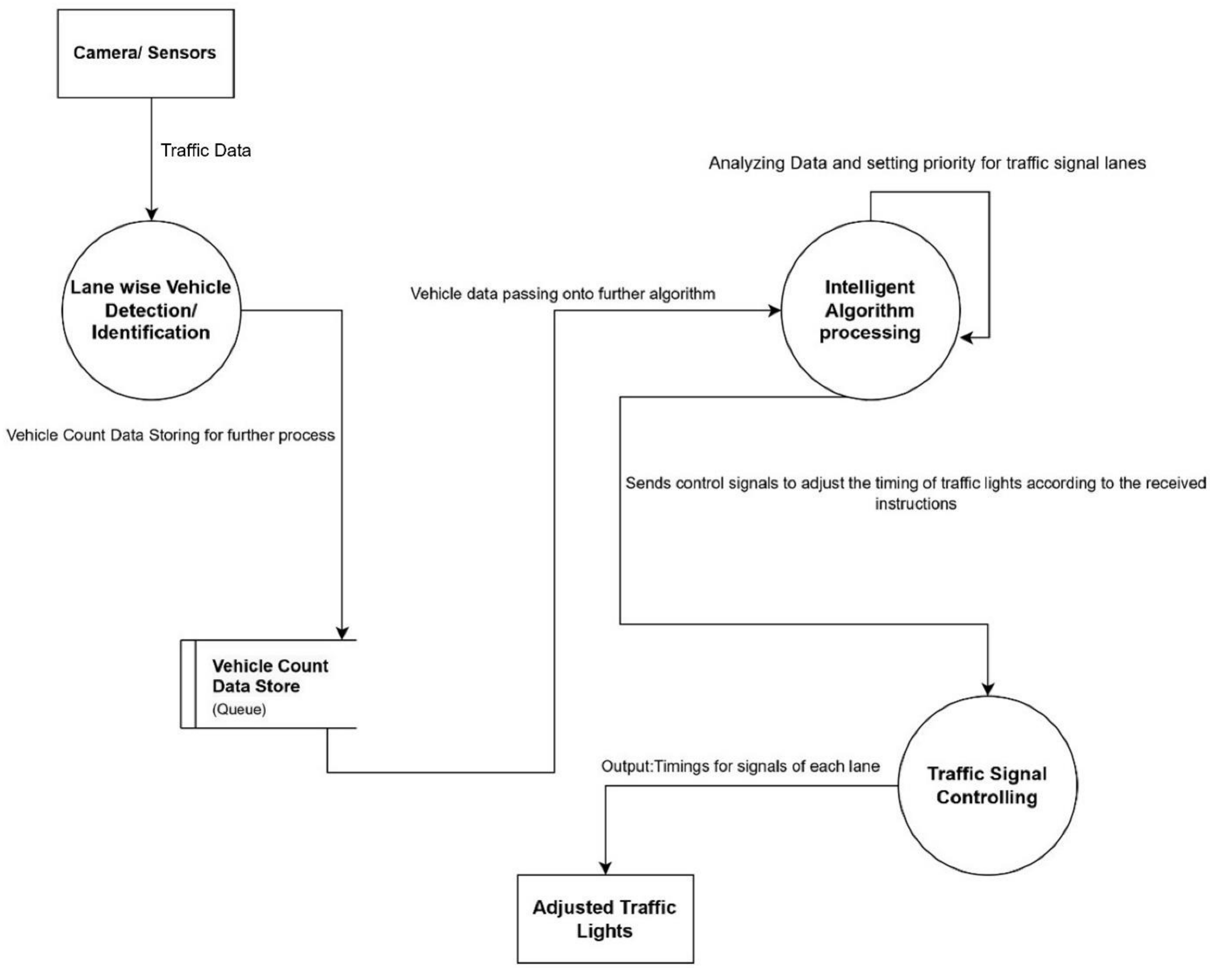

Figure 2.4.1: Data Flow Diagram: level 1

The diagram (*figure 2.4.1*) elucidates the procedural framework for the real-time adaptation of traffic signal timings based on vehicular data. The process is initiated with the deployment of sensors or cameras tasked with the acquisition of lane-specific vehicle count data. Data stored within the Traffic Monitoring and Data Processing process to store temporarily processed information before passing it to the Traffic Control Logic. Subsequently, this data undergoes a rigorous analysis by a sophisticated algorithm to ascertain the prioritization of each lane. Following this analytical stage, the algorithm effectively communicates control signals to the designated traffic signal controller, facilitating the precise adjustment of traffic light sequencing.

2.5 Finite State Machine Diagram

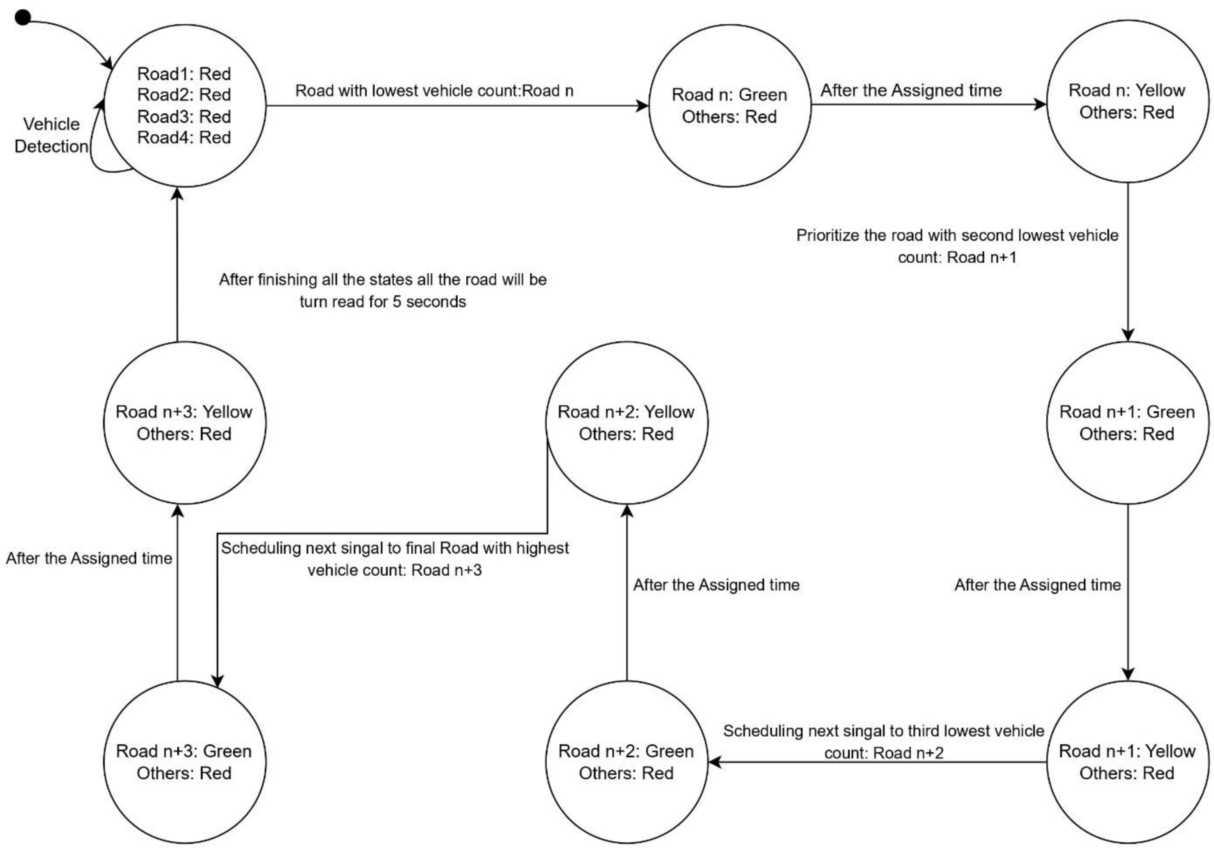

Figure 2.5.1: Finite State Machine (FSM)

The above diagram (*figure 2.5.1*) illustrates the procedural framework for real-time adaptation of traffic signal timings based on vehicular data. The process commences with the deployment of sensors or cameras to acquire lane-specific vehicle count data. This data is temporarily stored in the Traffic Monitoring and Data Processing process before being forwarded to the Traffic Control Algorithm. Following a rigorous analysis by a sophisticated algorithm, prioritization of each lane is determined. Subsequently, the algorithm communicates precise control signals to the designated traffic signal controller, facilitating accurate adjustments to traffic light sequencing.

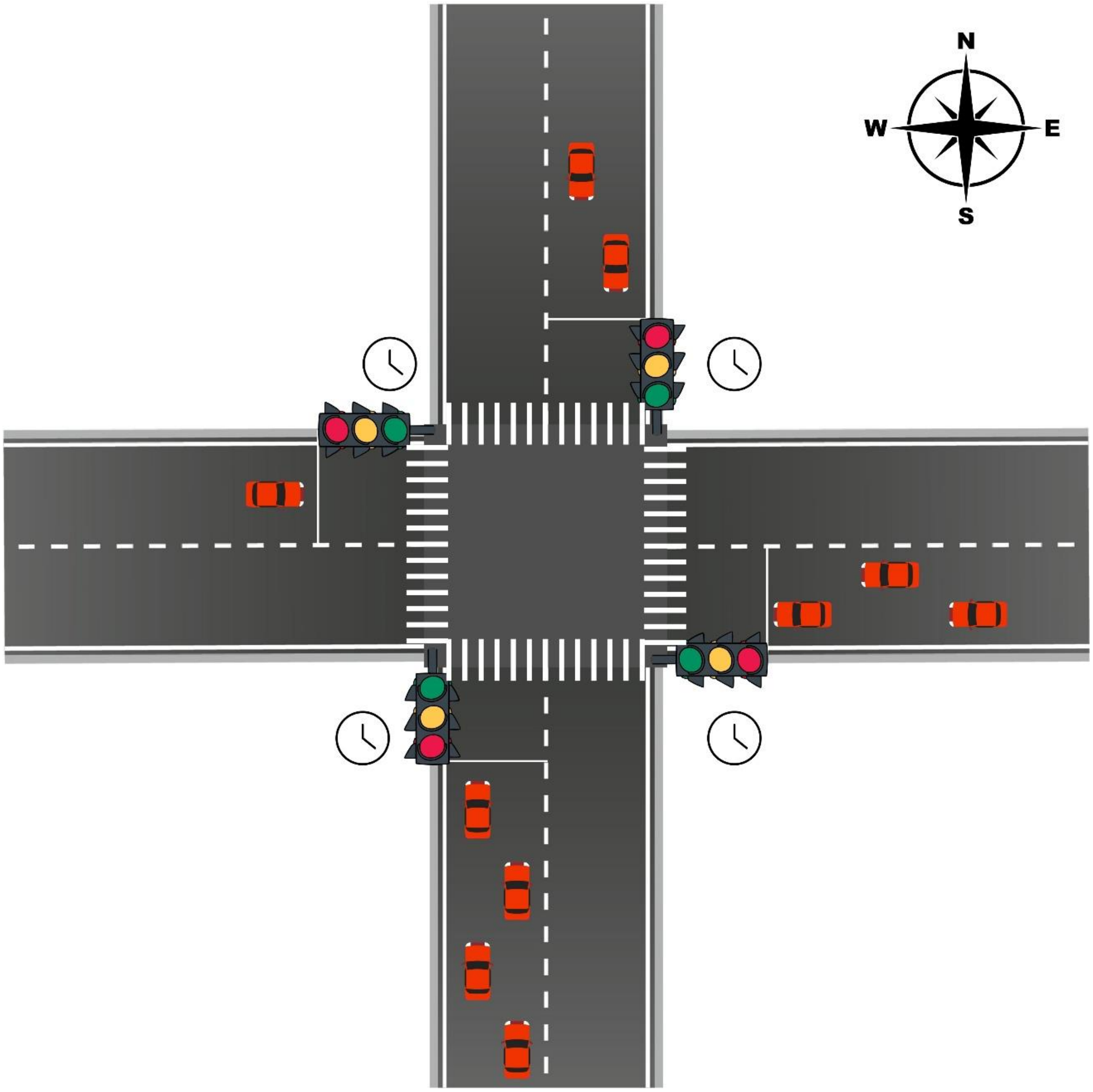

Figure 2.5.2: Scenario Illustration

For example:

1. As *figure 2.5.2* illustrates, if the sensors initially prioritize the west road based on vehicle count, the signal turns green for that road. After the assigned time, it shifts to yellow and then red.

2. The next road with the lowest vehicle count (north road in the diagram) receives a green signal according to the scheduling sequence. After the assigned time, it changes to yellow and subsequently red.

3. The following road (east, or n+2 in the diagram) with the lowest vehicle count is granted a green signal, allowing vehicles to proceed. After the assigned time, the signal transitions to yellow and then red.

4. The last road (south, or n+3 in the diagram) with the highest vehicle count among all four roads turns green after the preceding stages, and the cycle repeats.

2.6 Sequence Diagram

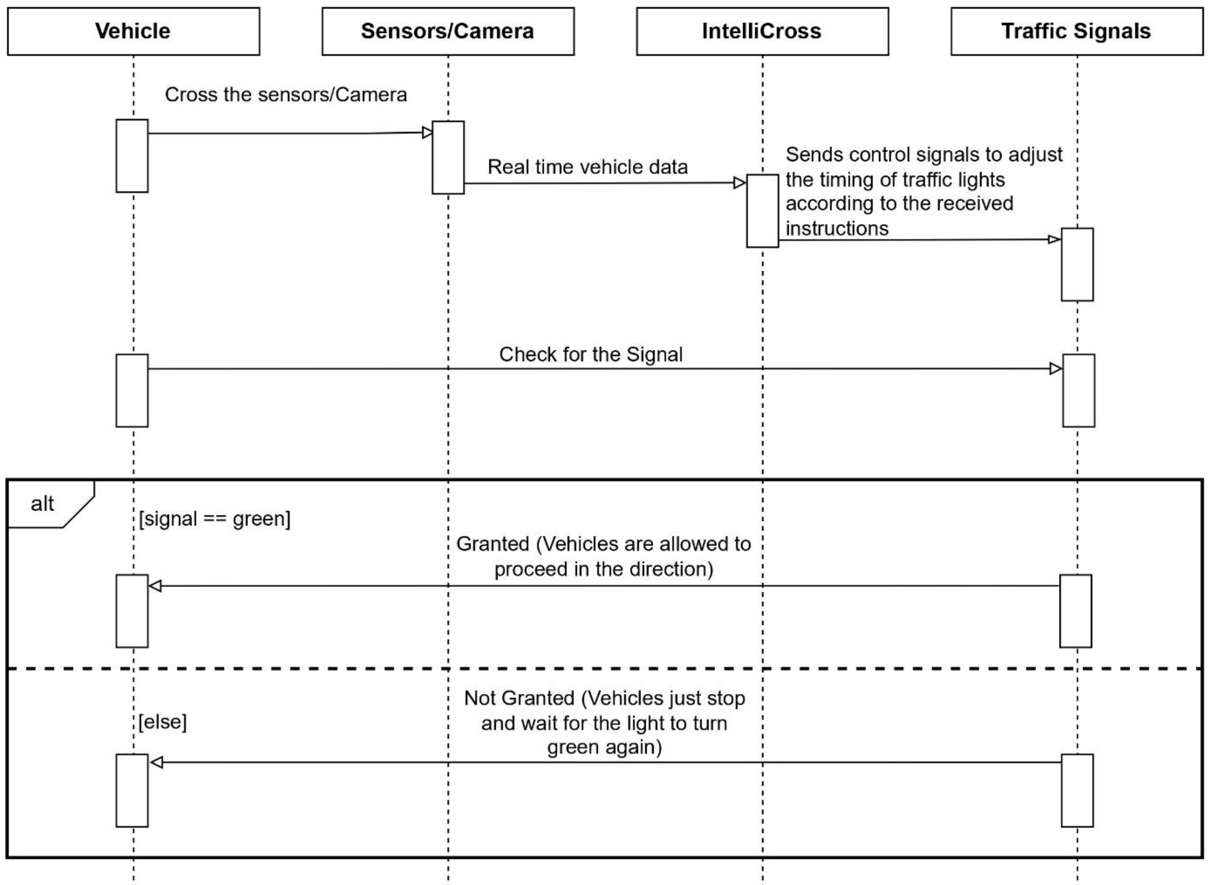

Figure 2.6.1: Sequence Diagram

The diagram (*figure 2.6.1*) represents the sequence of interactions within the system, defining the dynamic relationships among various components such as vehicles, sensors/cameras, traffic lights.

Sequence of Events:

- **Vehicle Approaching:**
    - The sequence begins with a vehicle approaching an intersection.
- **Sensor Detection:**
    - The vehicle is detected by a sensor placed at the intersection.
    - Message: Vehicle detection signal sent to the traffic management system.
- **IntelliCross (Traffic Management System Processing):**
    - The system processes the information received from the sensor.
    - Decision: As per the data send control signals to adjust the timing of traffic lights.

- **Traffic Light Control:**
  - Message: The system sends a signal to change the traffic lights.
  - Decision: Based on the vehicle count in different lanes, the traffic light colours will be adjusted, and corresponding time allocations will be implemented.
- **Vehicle Movement:**
  - Vehicles in different lanes will move or wait based on the changes in the traffic light signals.
  - If the light is green, vehicles are allowed to move Otherwise, vehicles are required to wait until the traffic light signal turns green before proceeding.

3. Scenarios

A smart traffic management system using sensors involves evaluating its functionality, performance, and reliability under various scenarios. Here are some scenarios to consider for a smart traffic management system with sensors:

1. Normal Traffic Conditions:

- When the vehicular volume is lower-than-average on the roads. These times typically fall outside regular commuting hours, leading to reduced congestion and smoother traffic flow.
- Ensure the system adjusts signal timings appropriately to match standard traffic patterns, optimizing traffic flow efficiently.

2. Peak Traffic Hours:

- Peak traffic refers to the periods of the day with notably high vehicle volume, typically during commuting hours, leading to congestion and increased travel times on roads.
- The system prioritizes the road with the fewest vehicles, allowing it a green signal, while all other roads maintain red signals. After the specified time, the signal transitions to yellow. The cycle repeats as the next road with the lowest vehicle count is given a green signal until traffic on all roads is cleared.

3. Dynamic Traffic Patterns:

- Dynamic traffic characterizes the unpredictable and constantly changing patterns of vehicle flow on roadways, including sudden fluctuations in traffic volume.
- System adapts to changing conditions by prioritizing the road with the current lowest vehicle count, granting it a green signal. This responsive approach ensures efficient traffic flow as conditions fluctuate. After a predefined interval, the signal transitions to yellow, and the cycle dynamically repeats, with the next road possessing the lowest vehicle count being granted a green signal. This adaptive cycle continues until traffic on all roads is effectively managed.

4. Conclusion and Future Scope

4.1 Conclusion

This system is designed for the efficient management of traffic by employing sensors/cameras to detect vehicles. Through the analysis of real-time traffic data, the system generates instructions that facilitate the adjustment of traffic lights. This dynamic process aims to minimize waiting times and enhance the smooth flow of traffic, contributing to an optimized and orderly transportation environment.

4.2 Future Scope

In the future, we're looking to upgrade our dynamic traffic management system with some exciting features. We aim to make it smarter by recognizing different types of vehicles, improving emergency vehicle detection, and making it adaptable to a wide array of intersections. These enhancements will ensure even smoother traffic control, considering the specific requirements of various vehicles and intersection types, all while boosting safety and traffic efficiency.