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[ijrset@gmail.com](mailto:ijrset@gmail.com)

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# NeuralRoadwatch:Neural Network Based Road Event Awareness Dataset for Autonomous Vehicles

M. Swathi<sup>1</sup>, M. Nandini Priya<sup>2</sup>, K. Dhanush<sup>3</sup>, V. Prasanth<sup>4</sup>, Dr.C. SivaBalaji Yadav<sup>5</sup>

<sup>1,2,3,4</sup>Dept. of AI, Annamacharya Institute of Technology and Sciences (AITS), Karakambadi, Tirupati, Andhra Pradesh, India

<sup>5</sup>Head & Professor, Dept. of AI, Annamacharya Institute of Technology and Sciences (AITS), Karakambadi, Tirupati, Andhra Pradesh, India

**ABSTRACT:** Humans drive in a way that involves understanding dynamic road events and their elaboration, which is commodity that independent vehicles can profit from by perfecting their situational mindfulness and decision-making capacities. To enable this, we've introduced the Road event mindfulness Dataset(ROAD) for Autonomous Driving, which is the first of its kind. The ROAD dataset aims to test independent vehicles capability to describe road events, which are defined as triumvirates conforming of an active agent, the action(s) it performs, and the matching scene locales. The dataset is composed of data from the Oxford RobotCar Dataset, which have been annotated with bounding boxes indicating the position of each road event in the image aeroplane. we have adopted the Support Vector Machine (SVM) algorithm as the cornerstone of our approach. Our approach is not solely reliant on individual features but incorporates a holistic analysis of multiple factors to make more informed decisions, which punctuate the challenges faced by independent vehicles in understanding complex road events. The ROAD dataset is meant to serve as a resource for scholars to probe instigative tasks similar as complex road exertion discovery, unborn event expectation, and continual literacy.

**KEYWORDS:** Support Vector Machine, ROAD dataset, Machine Learning

## I.INTRODUCTION

Autonomous vehicles (AVs) stand as a revolutionary technology poised to transform transportation systems globally. Key to their success are advanced perception systems, enabling AVs to navigate diverse road environments safely and efficiently. Crucial to the development of these systems is the availability of high-quality datasets, essential for training and validating machine learning algorithms, notably neural networks.

However, despite these promising advancements, there remains a gap between current state-of-the-art systems and the full-level autonomous driving systems as defined by the Society of Automotive Engineers (SAE) [5]. The primary challenges lie in the decision-making component, which can be categorized into two main areas.

Firstly, the decision-making system must be designed in a generic and unified manner to address a wide range of scenarios. Presently, many autonomous driving systems are crafted on a case-by-case basis. When encountering a new scenario, a specific module is often added to handle it. However, this design approach lacks the capacity to generalize to new scenarios efficiently. Additionally, the cumulative addition of modules can lead to software maintenance complexities.

Secondly, the decision-making system must effectively interact with other moving obstacles, especially under the uncertainty of their movements. This requires robust decision-making capabilities that can adapt to dynamic and unpredictable environments.

## II.RECENT WORKS

In recent years, there has been a surge in the release of datasets tailored for Autonomous Vehicles (AVs), with a primary focus on object detection and scene segmentation.

In [1] by Shoaib Azam, Farzeen Munir, To enable practical deployment of autonomous vehicles, several challenges remain. Our focus lies in leveraging affordable LIDAR technology for robust object modeling using 3D point cloud data. Self-driving vehicles heavily rely on accurate environmental information to make informed decisions. Unlike stereo images, 3D point cloud data from LIDAR provides precise distance measurements. However, due to LIDAR's low resolution, object detection and modeling can introduce errors. Our proposed approach involves utilizing multiple LIDAR frames in urban settings to create a comprehensive object model. The assumptions of LIDAR usage on a mobile platform, and our results closely align with 3D CAD representations of the objects.

In [2] exploration by Jianyu Chen and Chen tang, which addresses the challenges of decision- making in independent driving within uncertain and interactive surroundings. Their proposed nonstop Decision Making (CDM) frame aims to give a unified approach to colorful driving scripts, incorporating high- position decision- making information into nonstop reference circles. Also, they introduce the Maximum Interaction Defensive Policy (MIDP) to handle relations with stochastic moving obstacles while maintaining safety. This work contributes to the ongoing sweats to enhance decision- making capabilities in independent vehicles, with practical operations demonstrated through simulations in a ramp incorporating script.

In[3] Deep networks that were trained on human driving demonstrations are capable of following roadways and dodging obstructions. On the other hand, driving policies that have been learned through imitation cannot be managed during testing. It is impossible to direct a vehicle that has been trained end-to-end to mimic an expert to make a particular turn at an approaching intersection. This restricts how useful these systems can be. In [3] suggest conditioning high-level command input on imitation learning. When it comes to sensorimotor coordination and navigation, the learned driving policy takes on the role of a chauffeur, responding to directions. For conditional imitation learning in vision-based driving, we assess various architectures. They test our theories using a 1/5 scale robotic vehicle that has been trained to drive in an urban environment as well as in realistic three-dimensional simulations of urban driving.

### **III.PROPOSED WORK**

Our project presents a unique dataset tailored specifically to enhance road awareness for autonomous vehicles. The dataset encompasses a wealth of information, including location coordinates, descriptions, zip codes, and surrounding physical entities. These attributes are fundamental for enabling AVs to accurately perceive and understand their environment, ensuring safe and dependable operation on the road.

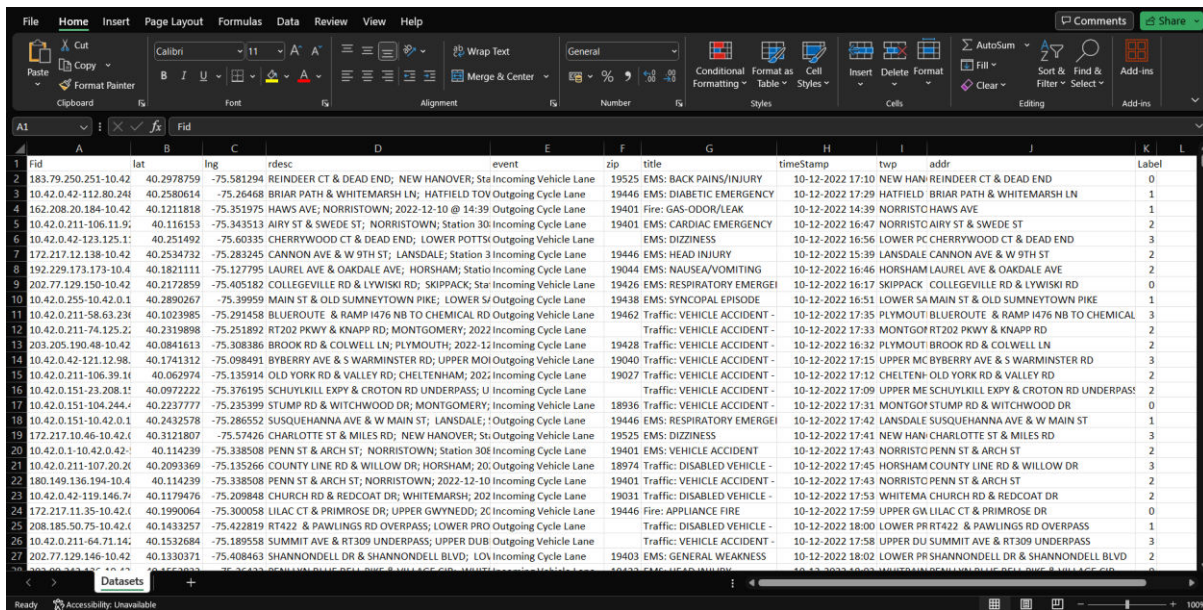
Our methodology involves utilizing machine learning techniques and neural networks to train and refine models using this extensive dataset. By harnessing the depth of information within the dataset, our goal is to equip AVs with advanced perception capabilities, enabling them to make informed decisions in real-time scenarios.

The significance of our research lies in its potential to address critical challenges within autonomous driving technology, particularly in enhancing road awareness. Through the provision of a robust dataset and the application of cutting-edge machine learning techniques, we aim to contribute to the advancement of AV technology, ultimately fostering safer and more efficient transportation systems.

We provide detailed insights into our dataset, including the data collection process, annotation methodology, and augmentation techniques utilized. Additionally, we present experimental findings demonstrating the effectiveness of our approach in improving AV perception and decision-making abilities. Furthermore, we explore potential applications of our dataset and outline future avenues for research and development in this dynamic field.

### **IV.RESULTS AND DISCUSSION**

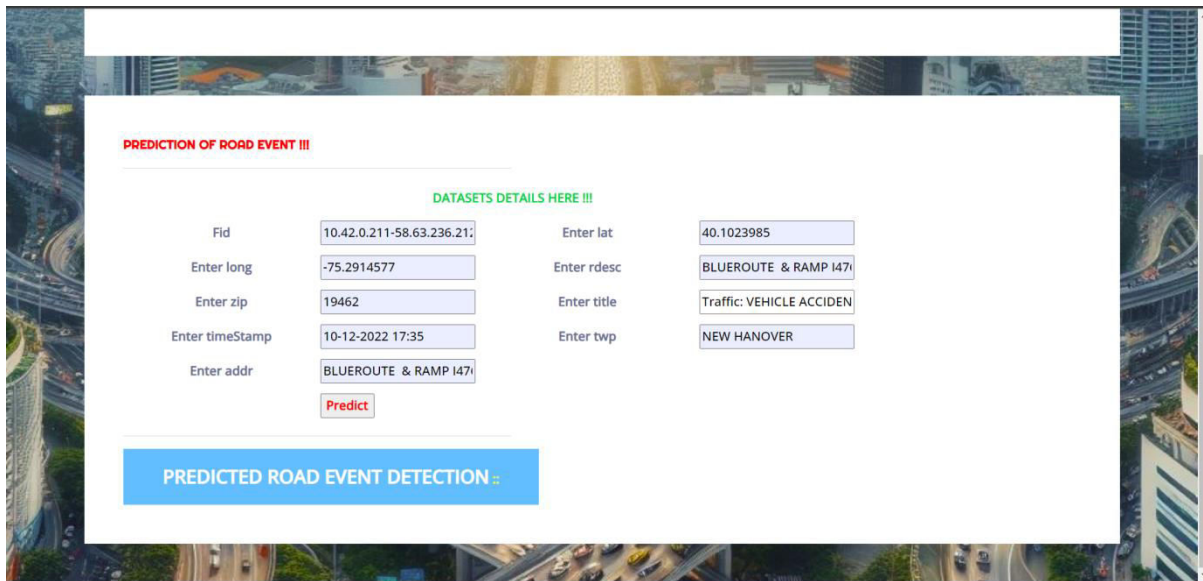
The findings of the research, both the prediction model and the actual accuracy attained, are explained in this part. It discusses how various features and algorithms were successful in detecting road events while analysing the data in light of the project's objectives. Additionally, it analyses the suggested strategy with current practices, highlights any drawbacks or difficulties encountered, and recommends topics for more study.



Fid	lat	lng	rdsc	event	zip	title	timeStamp	twp	addr	Label
1	40.2978759	-75.581294	REINDEER CT & DEAD END; NEW HANOVER; Sta Incoming Vehicle Lane		19525	EMS: BACK PAINS/INJURY	10-12-2022 17:10		NEW HAN REINDEER CT & DEAD END	0
2	40.2580614	-75.26468	BRIAR PATH & WHITEMARSH LN; HATFIELD TOV Outgoing Cycle Lane		19446	EMS: DIABETIC EMERGENCY	10-12-2022 17:29		HATFIELD BRIAR PATH & WHITEMARSH LN	1
3	40.1211818	-75.351975	HAWS AVE; NORRISTOWN; 2022-12-10 @ 14:39 Outgoing Cycle Lane		19401	Fire: GAS-ODOR/LEAK	10-12-2022 14:39		NORRISTO HAWS AVE	1
5	40.116153	-75.343513	AIRY ST & SWEDE ST; NORRISTOWN; Station 30 Incoming Cycle Lane		19401	EMS: CARDIAC EMERGENCY	10-12-2022 16:47		NORRISTO AIRY ST & SWEDE ST	2
6	40.251492	-75.60335	CHERRYWOOD CT & DEAD END; LOWER POTTS Outgoing Cycle Lane			EMS: DIZZINESS	10-12-2022 16:56		LOWER PC CHERRYWOOD CT & DEAD END	3
7	40.2534732	-75.283245	CANNON AVE & W 9TH ST; LANSDALE; Station 3 Incoming Cycle Lane		19446	EMS: HEAD INJURY	10-12-2022 15:39		LANSDALE CANNON AVE & W 9TH ST	2
8	40.1821111	-75.127795	LAUREL AVE & OAKDALE AVE; HORSHAM; Statio Incoming Cycle Lane		19044	EMS: NAUSEA/VOMITING	10-12-2022 16:46		HORSHAM LAUREL AVE & OAKDALE AVE	2
9	40.2172859	-75.405182	COLLEGEVILLE RD & LYWISKI RD; SKIPPAK; Sta Incoming Vehicle Lane		19426	EMS: RESPIRATORY EMERGEI	10-12-2022 16:17		SKIPPAK COLLEGEVILLE RD & LYWISKI RD	0
10	40.2890267	-75.39959	MAIN ST & OLD SUMMERTOWN PIKE; LOWER S Outgoing Cycle Lane		19438	EMS: SYNCOPAL EPISODE	10-12-2022 16:51		LOWER SA MAIN ST & OLD SUMMERTOWN PIKE	1
11	40.1023985	-75.291458	BLUEROUTE & RAMP 1476 NB TO CHEMICAL RD Outgoing Vehicle Lane		19462	Traffic: VEHICLE ACCIDENT -	10-12-2022 17:35		PLYMOUTH BLUEROUTE & RAMP 1476 NB TO CHEMICAL	3
12	40.2319898	-75.251892	RT202 PKWY & KNAPP RD; MONTGOMERY; 2022 Incoming Cycle Lane			Traffic: VEHICLE ACCIDENT -	10-12-2022 17:33		MONTGO RT202 PKWY & KNAPP RD	2
13	40.0841613	-75.308386	BROOK RD & COLWELL LN; PLYMOUTH; 2022-11 Incoming Cycle Lane		19428	Traffic: VEHICLE ACCIDENT -	10-12-2022 16:32		PLYMOUTH BROOK RD & COLWELL LN	2
14	40.1741312	-75.098491	BYBERRY AVE & S WARMINSTER DR; UPPER MOI Outgoing Vehicle Lane		19040	Traffic: VEHICLE ACCIDENT -	10-12-2022 17:15		UPPER MC BYBERRY AVE & S WARMINSTER RD	3
15	40.062974	-75.135914	OLD YORK RD & VALLEY RD; CHELTENHAM; 202; Incoming Cycle Lane		19027	Traffic: VEHICLE ACCIDENT -	10-12-2022 17:12		CHELTEN- OLD YORK RD & VALLEY RD	2
16	40.0927222	-75.376195	SCHUYLKILL EXPY & CROTON RD UNDERPASS; U Incoming Cycle Lane			Traffic: VEHICLE ACCIDENT -	10-12-2022 17:09		UPPER ME SCHUYLKILL EXPY & CROTON RD UNDERPASS	2
17	40.2237777	-75.235399	STUMP RD & WITCHWOOD DR; MONTGOMERY; Incoming Cycle Lane		18936	Traffic: VEHICLE ACCIDENT -	10-12-2022 17:31		MONTGO STUMP RD & WITCHWOOD DR	0
18	40.2432578	-75.286552	SUSQUEHANNA AVE & W MAIN ST; LANSDALE; ! Outgoing Cycle Lane		19446	EMS: RESPIRATORY EMERGEI	10-12-2022 17:42		LANSDALE SUSQUEHANNA AVE & W MAIN ST	1
19	40.3121807	-75.57426	CHARLOTTE ST & MILES RD; NEW HANOVER; St Outgoing Vehicle Lane		19525	EMS: DIZZINESS	10-12-2022 17:41		NEW HAN CHARLOTTE ST & MILES RD	3
20	40.1142369	-75.385808	PENN ST & ARCH ST; NORRISTOWN; Station 30E Incoming Cycle Lane		19401	EMS: VEHICLE ACCIDENT	10-12-2022 17:43		NORRISTO PENN ST & ARCH ST	2
21	40.2093369	-75.135266	COUNTY LINE RD & WILLOW DR; HORSHAM; 20; Incoming Cycle Lane		18974	Traffic: DISABLED VEHICLE -	10-12-2022 17:45		HORSHAM COUNTY LINE RD & WILLOW DR	3
22	40.1142369	-75.385808	PENN ST & ARCH ST; NORRISTOWN; 2022-12-10 Incoming Cycle Lane		19401	Traffic: VEHICLE ACCIDENT -	10-12-2022 17:43		NORRISTO PENN ST & ARCH ST	2
23	40.119476	-75.209848	CHURCH RD & REDCOAT DR; WHITEMARSH; 202 Incoming Cycle Lane		19031	Traffic: DISABLED VEHICLE -	10-12-2022 17:53		WHITEMA CHURCH RD & REDCOAT DR	2
24	40.1990064	-75.300058	LILAC CT & PRIMROSE DR; UPPER GWYNEDD; 20 Incoming Vehicle Lane		19446	Fire: APPLIANCE FIRE	10-12-2022 17:59		UPPER GW LILAC CT & PRIMROSE DR	0
25	40.1433257	-75.422819	RT422 & PAWLINGS RD OVERPASS; LOWER PRO Outgoing Cycle Lane			Traffic: DISABLED VEHICLE -	10-12-2022 18:00		LOWER PR RT422 & PAWLINGS RD OVERPASS	1
26	40.1532684	-75.189558	SUMMIT AVE & RT309 UNDERPASS; UPPER DUB Outgoing Vehicle Lane			Traffic: VEHICLE ACCIDENT -	10-12-2022 17:58		UPPER DU SUMMIT AVE & RT309 UNDERPASS	3
27	40.1330371	-75.408463	SHANNONDELL DR & SHANNONDELL BLVD; LOV Incoming Cycle Lane		19403	EMS: GENERAL WEAKNESS	10-12-2022 18:02		LOWER PR SHANNONDELL DR & SHANNONDELL BLVD	2

Figure 1: Dataset

Figure 1 holds user location information like ID, latitude, longitude, description, event, zip code, title, activity time, address and label. These are important for improving efficiency and making it easier to access data for analysis and training models.



**PREDICTION OF ROAD EVENT !!!**

**DATASETS DETAILS HERE !!!**

Fid	40.1023985	Enter lat	40.1023985
Enter long	-75.2914577	Enter rdsc	BLUEROUTE & RAMP 147
Enter zip	19462	Enter title	Traffic: VEHICLE ACCIDENT
Enter timeStamp	10-12-2022 17:35	Enter twp	NEW HANOVER
Enter addr	BLUEROUTE & RAMP 147		

**Predict**

**PREDICTED ROAD EVENT DETECTION ::**

Figure 2: Prediction of ROAD event detection

Figure 2 contains various features obtained from dataset, such as location (longitude & latitude), location description, zip code, title and other related information. These attributes are used as input variables in machine learning models to predict the road event prediction to the autonomous vehicles.

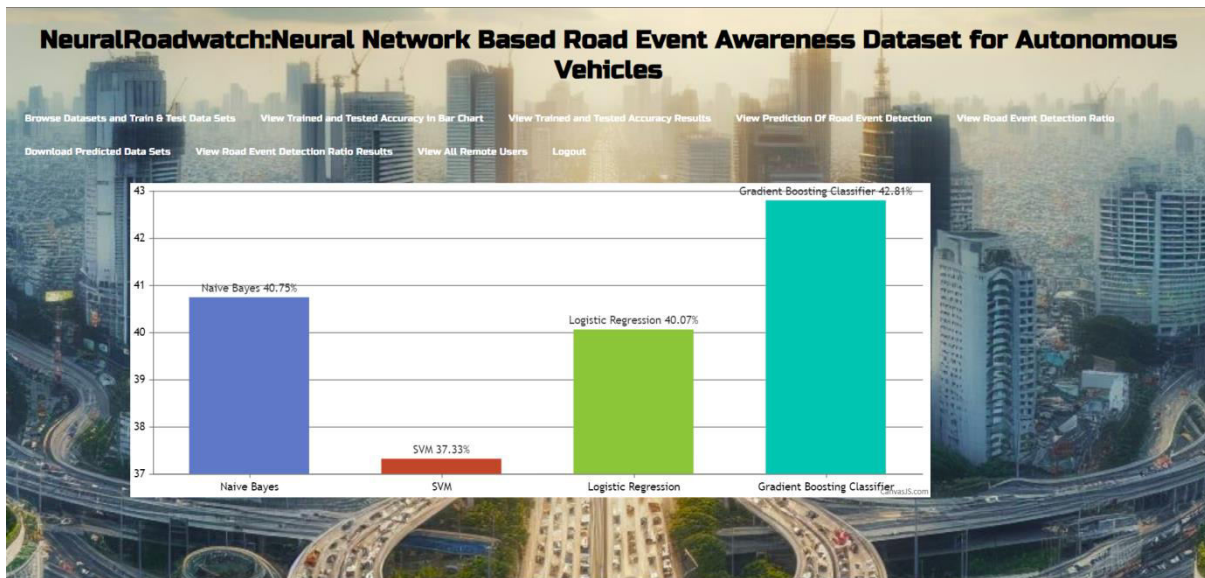


Figure 3: Prediction Accuracy

In Figure 3 contains graphical representation of Accuracy of machine learning algorithms such as Naïve bayes, SVM, Logistic Regression, Gradient Boosting Classifier. To compare these techniques, a dataset that has been divided into training and testing sets would be subjected to holdout validation or cross-validation. The training set is used to train the models, while the test set is used to assess their accuracy. This procedure makes it possible to compare algorithms fairly and evaluates how well each generalises to new data. It is possible to compare the performance of the algorithms visually by examining the accuracy scores that each method obtained on the test dataset.

## V. CONCLUSION

This project, "NeuralRoadwatch: Neural Network Based Road Event Awareness Dataset for Autonomous Vehicles," represents a significant step towards realizing the vision of fully autonomous vehicles capable of navigating roads with unprecedented awareness and precision. In conclusion, this research paper presents a significant contribution to the advancement of autonomous driving systems through the development and utilization of a comprehensive dataset tailored for enhancing road awareness. By leveraging key attributes such as location coordinates, descriptions, zip codes, and physical entities, our dataset serves as a valuable resource for training and evaluating machine learning models.

Through the application of various machine learning techniques including Support Vector Machines (SVM), Naive Bayes, Logistic Regression, and Neural Networks, we have demonstrated the effectiveness of our dataset in accurately predicting road conditions and facilitating informed decision-making for autonomous vehicles.

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