Adaptive Traffic Control System for Lane Reduction

MD. Farseen Islam Sattique
Dept. of Science & Technology
American International University-Bangladesh
Dhaka, Bangladesh
22-48691-3@student.aiub.edu

MD Anjir Jaman
Dept. of Science & Technology
American International University-Bangladesh
Dhaka, Bangladesh
22-49235-3@student.aiub.edu

MD. Towfiq Bin Hasan
Dept. of Science & Technology
American International University-Bangladesh
Dhaka, Bangladesh
22-48732-3@student.aiub.edu

Abdullah Bin Sefat
Dept. of Science & Technology
American International University-Bangladesh
Dhaka, Bangladesh
22-49242-3@student.aiub.edu

Sadia Afrin
Dept. of Science & Technology
American International University-Bangladesh
Dhaka, Bangladesh
22-49254-3@student.aiub.edu

***Abstract*—This project report presents the design and implementation of an Adaptive Traffic Control System tailored for lane reduction scenarios. The system utilizes a sophisticated traffic light control unit capable of cycling through four lanes with customizable predetermined timing. The primary objective is to facilitate smooth merging of traffic from multiple lanes into a single lane, thereby enhancing traffic flow efficiency and reducing congestion. By dynamically adjusting the timing of green lights, the system ensures that only one lane remains open for traffic at any given time, effectively guiding vehicles through the merging process. The proposed system offers adaptability to varying traffic conditions and can be integrated seamlessly into existing traffic management infrastructure. Experimental results demonstrate the effectiveness and feasibility of the implemented solution in optimizing traffic flow during lane reduction scenarios.**

***Index Terms*— Lane Reduction, Traffic light, Lane Merging Strategies, Traffic Congestion Reduction, Traffic Flow Optimization.**

I. INTRODUCTION

A. Scope of the Study and Motivation

The study focuses on the design, implementation, and testing of the system's traffic light control unit, which is tasked with managing the flow of vehicles from multiple lanes into a single lane. Key aspects include the customization of predetermined timing for each lane's green light phase, the integration of sensors for real-time traffic monitoring, and the adaptability of the system to accommodate various traffic conditions and lane configurations.

The motivation behind this research stems from the critical need to address traffic congestion and optimize traffic flow, especially during lane reduction scenarios such as road construction or lane closures. These situations often lead to bottlenecks and inefficiencies, resulting in increased travel times, fuel consumption, and environmental pollution. By developing an Adaptive Traffic Control System tailored for lane reduction, we aim to mitigate these challenges and enhance overall traffic management effectiveness.

B. Project Objectives

The primary objectives of this project are:

- <u>Design the traffic light control circuit:</u> Select and integrate suitable components for each module of the traffic controller system ensuring reliability, cost-effectiveness and ease of implementation.

- <u>Optimize Traffic Flow Efficiency:</u> Aim to improve traffic flow efficiency by dynamically adjusting the timing of green lights to guide vehicles from multiple lanes into a single lane seamlessly.

- <u>Evaluate System Performance:</u> Conduct comprehensive testing and evaluation of the implemented system to assess its effectiveness in reducing congestion, minimizing delays and enhancing overall traffic management.

- <u>Ensure simplicity & ease of implementation:</u> Utilize readily available components and prioritize clear design principles to encourage widespread adoption and modification for specific applications.

C. Outline of the Report

This study explores the efficacy of advanced technology in enhancing traffic control systems. By leveraging innovative approaches, this research seeks to optimize traffic flow and improve overall traffic management efficiency.

The literature review scrutinizes current traffic control circuits, evaluating their strengths and weaknesses. Through this analysis, the study aims to identify possible areas for potential improvement.

The methodology involves the meticulous design of an Adaptive Traffic Light Control system, incorporating carefully selected components based on their suitability and functionality. The implementation and testing phase will encompass the construction process and thorough testing through simulations using advanced tools such as MULTISIM.

The results section will present findings on the system's adaptability, traffic flow optimization, and overall performance evaluation. Key metrics such as accuracy & power consumption will be analyzed to gauge the effectiveness of the implemented system.

II. LITERATURE RIVIEW

Various studies have explored different approaches and technologies to enhance traffic control systems, aiming to alleviate congestion and improve overall traffic flow. This section delves into recent research on circuit designs for Adaptive Traffic Control System, spotlighting key challenges and proposing potential solutions.

The emergence of intelligent city traffic light systems represents a promising avenue for addressing urban traffic challenges [1]. Liang et al. (2023) proposed an FPGA-based logical circuit design scheme for smart city traffic control lights, leveraging real-time monitoring and intelligent signal control to optimize traffic flow and alleviate congestion [1]. Their study emphasized the importance of efficient traffic light control mechanisms in realizing the potential benefits of intelligent traffic management systems [1].

Meanwhile, recent advancements in object detection techniques have enabled more sophisticated approaches to traffic light detection [2]. Gokul et al. (2020) evaluated state-of-the-art object detectors, including Faster RCNN and YOLO, for their effectiveness in detecting traffic lights using the Bosch Small Traffic Light Dataset [2]. Their study revealed performance variations between the models, with Faster RCNN exhibiting higher precision but YOLO demonstrating better real-time deployment capabilities [2].

Similarly, Mahanta (2017) discussed the challenges of traffic control in densely populated cities like Guwahati and proposed the use of Automatic Traffic Control Systems (ATCS) to address these issues. The paper [3] presented four methods of ATCS, emphasizing the need for dynamic systems to handle traffic effectively and comparing different approaches for traffic light control.

Panchal (2018) further emphasized the importance of practical projects in digital system design, focusing on the implementation of a traffic light controller using VHDL [4]. The project involved the utilization of sensors to detect vehicle presence at intersections, highlighting the significance of interfacing components in digital system design [4].

Additionally, Ortiz and Klenke (2010) addressed the need for comprehensive laboratory exercises in digital systems courses by introducing a simple traffic light controller design project [5]. By implementing a fully functional traffic signal controller for a four-way intersection, students gained practical experience in solving implementation and interfacing issues of modern digital systems. The project [5] incorporated concepts such as FPGAs, VHDL modeling, finite state machines and embedded microprocessors providing students with hands-on experience in digital system design methodologies.

Overall, these studies underscore the importance of practical projects, advanced technologies and dynamic control strategies in enhancing traffic management systems and addressing congestion challenges in urban areas.

III. METHODOLOGY & MODELLING

A. *Introduction*

The circuit for the adaptive traffic control system for lane reduction is built in 5 stages:

- Generating clock pulse using 555 timer IC
- Setting up clock pulse duration control module
- Designing a decade counter
- Implementing a 4 to 1 lane traffic light logic unit
- Setting recycle parameters.

A thorough investigation will be conducted through simulations and practical construction of the circuit to determine its reliability.

B. *Working principle of the project*

Generate clock pulse**:** A 555 timer IC is used as an astable multivibrator to generate the clock pulse.

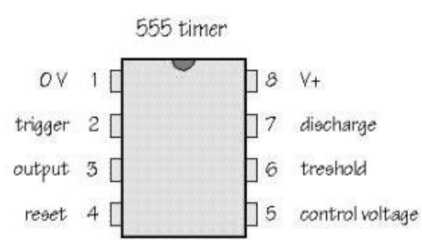

Figure-1: Pin configuration of the 555 timer IC

An astable multivibrator is simply an oscillator. It generates a continuous stream of rectangular off-on pulses that switch between two voltage levels. The frequency of the pulses and their duty cycle are dependent upon the RC network values.

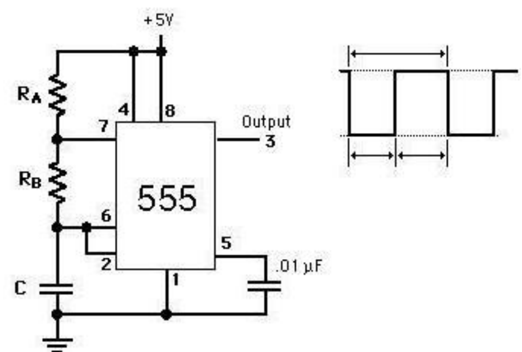

Figure-2: 555 timer connected as an astable multivibrator

Setting custom clock pulse duration: A potentiometer is used in place of R_B to control the charge flowing towards the capacitor. By increasing the resistance, the charging of the capacitor can be delayed, resulting in longer durations for each clock pulse. Similarly, by decreasing the resistance, the charging of the capacitor is sped up, resulting in shorter duration clock pulses.

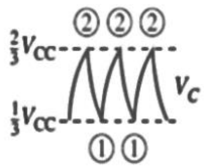

Figure-3: Charging-Discharging of Capacitor of a 555 Timer in Astable Mode

Decade Counter: The 4017 IC, commonly known as a decade counter, is a versatile integrated circuit widely used in digital electronics for sequencing and counting applications. Specifically, it is a 16-pin counter and divider chip that can count from 0 to 9, making it ideal for applications where sequential output is required.

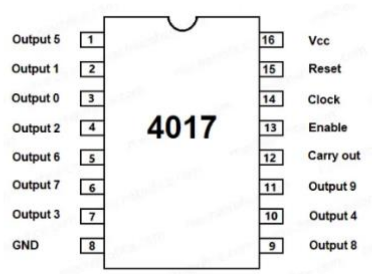

Figure-4: Decade Counter IC-4017

The 4017 IC includes a reset pin which, when pulsed, resets the count back to 0. This feature is useful for synchronizing the counter or restarting a sequence.

4 to 1 Lane Traffic Light Logic Unit: The circuit employs a specific combination of transistors, diodes, and resistors in conjunction with the decade counter to establish a logic where only one lane is designated as Green while the rest are set to Red. The Green light cycles through the four lanes and repeats the sequence once the last lane has been passed through.

C. *Block Diagram*

The block diagram of a 4-to-1 lane traffic control circuit consists of the following components:

- DC Power
- Clock Pulse Generator
- Pulse Indication LED
- Pulse Duration Control Unit
- Decade Counter Unit
- 4-Lane Traffic Lights Logic Unit

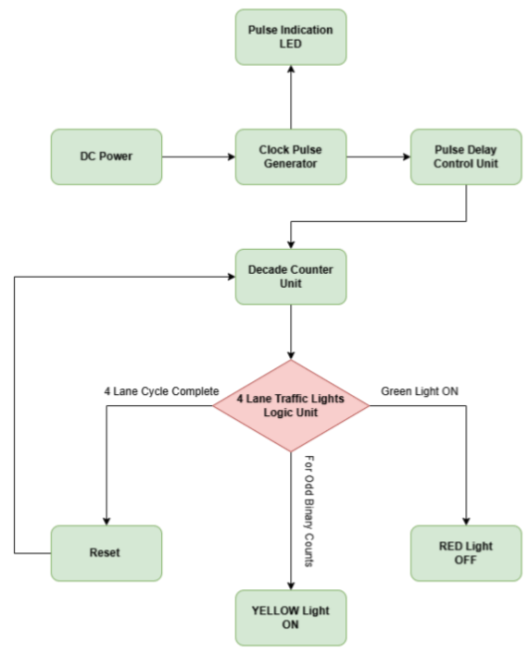

Figure-5: Block Diagram of the Project Circuit

D. *Description of the components*

1. DC power: Direct current (DC) power is electrical power that flows consistently in one direction. It's commonly used to supply voltage to electronic circuits and devices.

2. 555 timer: The 555 timer is a versatile integrated circuit (IC) commonly used in electronic circuits to generate precise timing pulses or oscillations. It can be configured in various modes such as astable, monostable or bistable.

3. Resistor: A resistor is a two-terminal electrical component that resists the flow of electrical current. It's commonly used to control the amount of current or voltage in a circuit, or to provide specific resistance values.

4. Potentiometer: A potentiometer, or pot, is a variable resistor with a third terminal connected to a movable wiper. By adjusting the position of the wiper, the resistance between the other two terminals can be varied, allowing for precise control of voltage or current in a circuit.

5. Capacitor: A capacitor is a passive two-terminal electrical component that stores and releases electrical energy in the form of an electrostatic field. It's commonly used in circuits for filtering, timing and energy storage.

6. Decade counter: A decade counter is a digital electronic circuit that counts from 0 to 9. It's often used in applications requiring sequential counting or timing. The integrated circuit IC-4017 is a decade counter.

7. BJT (Bipolar Junction Transistor): A BJT is a three-terminal semiconductor device used for amplification or switching of electronic signals. It consists of three regions: the emitter, base, and collector, which are either P-type or N-type semiconductor materials. BJTs are classified into two main types: NPN and PNP, based on the arrangement of the semiconductor materials. They are widely used in various electronic circuits, including amplifiers, oscillators, and digital logic circuits.

8. Diodes: Diodes are semiconductor devices that allow current to flow in one direction while blocking it in the opposite direction. They're commonly used in rectification, voltage regulation and protection circuits.

9. LEDs (Light-Emitting Diodes): LEDs are semiconductor devices that emit light when current flows through them. They're widely used for indicators, displays, illumination and other lighting applications due to their efficiency, longevity and versatility.

E. *Project Prototype*

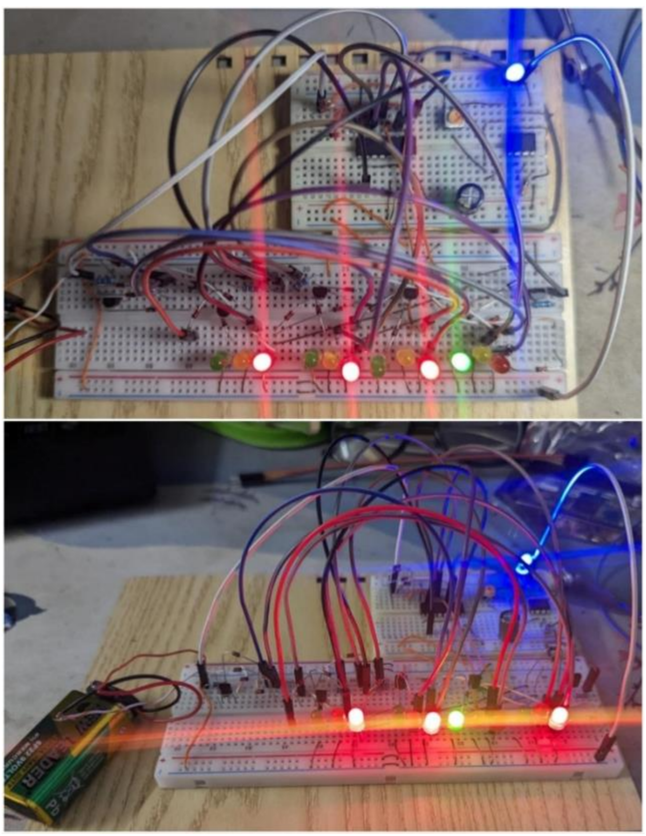

Figure-6: Demonstration of the functionality of the 4 to 1 Lane Traffic Control System

The setup includes essential components such as a 10V DC power source, a clock pulse generator utilizing a 555 timer in astable mode, a potentiometer (POT) for controlling pulse duration, a decade counter IC-4017, and a combination of BJTs, diodes, and resistors to construct a 4-to-1 lane traffic control unit. Additionally, LEDs are employed to indicate the operational status of the traffic lights.

F. *Circuit Diagram*

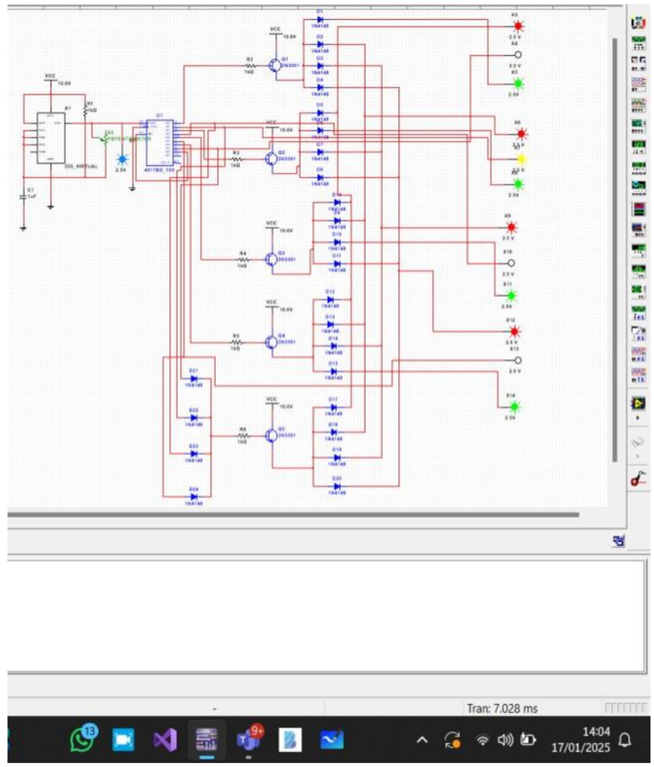

Figure-7: 4 to 1 Lane Traffic Control Circuit

IV. RESULTS & DISCUSSIONS

A. *Simulation*

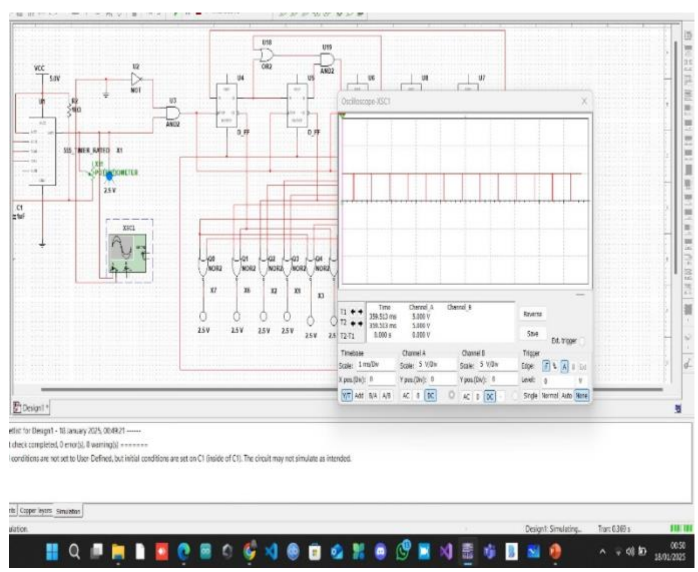

Figure-8: 555 timer in Astable mode acting as the clock pulse generator

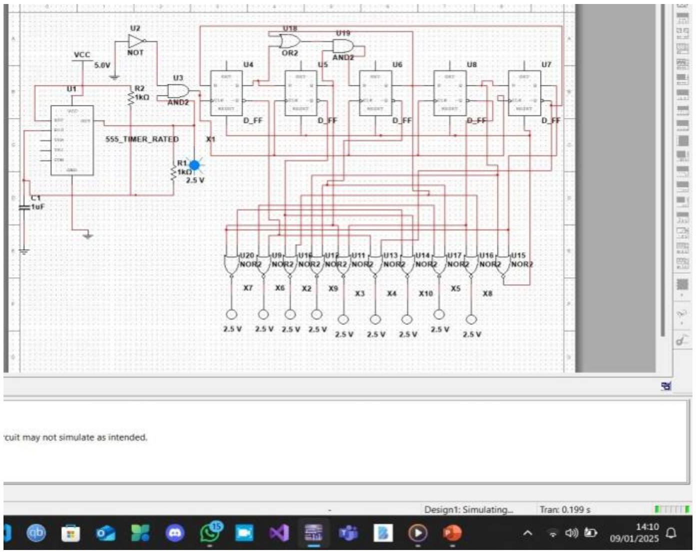

Figure-9: IC-4017 internal schematic

The constructed circuit exhibited flawless operation throughout testing, with each component fulfilling its designated function precisely. The clock pulse generator provided consistent and accurate timing signals, while the clock duration controller module allowed for fine-tuning of pulse durations as needed. The decade counter efficiently cycled through the lanes, seamlessly coordinating the traffic flow. Additionally, the traffic control logic unit effectively managed the transition of lights, ensuring only one lane was designated as green at any given time. Therefore, the circuit construction was a success.

B. Measured response

The performance of the Adaptive Traffic Control System (ATCS) for lane reduction was evaluated through a series of experiments conducted in both simulated and experimentally constructed scenarios. The following are the key experimental results and measured responses obtained during testing:

1. <u>Clock Pulse Generation and Control:</u>
The clock pulse generator, implemented using a 555 timer in astable mode, produced stable and accurate timing signals. The pulse duration was adjustable using a potentiometer (POT), allowing for fine-tuning of the traffic light cycle.

2. <u>Decade Counter Operation</u>:
The decade counter IC-4017 effectively cycled through the four lanes in sequence, as intended. Each lane received a predetermined duration of green light signal, controlled by the clock pulse generator and duration controller module.

3. <u>Traffic Control Logic Unit</u>:
The traffic control logic unit constructed using a combination of BJTs, diodes and resistors, accurately determined which lane received the green light signal at any given time.

4. <u>Green Light Allocation</u>:
The system accurately allocated green light signals to individual lanes based on predetermined timing sequences generated by the clock pulse generator and decade counter. Observations confirmed that only one lane was designated as green at any given time, in accordance with the traffic control logic unit.

5. <u>Reliability and Robustness</u>:
The system exhibited high reliability and robustness during testing, with consistent performance across multiple experimental trials. The measured response indicated minimal variability in traffic flow metrics such as the queue length of vehicles in the lane.

Overall, the experimental results demonstrate the successful implementation and operation of the ATCS for lane reduction scenarios. The measured responses validate the system's ability to enhance traffic flow efficiency and reduce travel time for commuters. These findings support the potential adoption of adaptive traffic control technologies as viable solutions for mitigating congestion and enhancing urban mobility in modern transportation systems.

By integrating technologies like motion sensor, Artificial Intelligence (AI), CCTV cameras, communication between vehicles and traffic control infrastructures etc. further refinement and optimization of the circuit could be possible, enhancing its performance and applicability in diverse environments.

C. *Comparison between experimental & simulation results.*

The comparison between experimental and simulation results provides valuable insights into the performance and accuracy of the Adaptive Traffic Control System (ATCS) under different conditions.

1. Clock Pulse Generation and Control:
Simulation results closely matched experimental observations regarding the stability and accuracy of the clock pulse generator. However, minor discrepancies may arise due to variations in component tolerances and environmental factors.

2. Decade Counter Operation:
The behavior of the decade counter IC-4017 in simulation mirrored its performance in experimental testing, with both methods demonstrating consistent cycling through the four lanes. However, experimental results may reveal nuances and limitations not captured in simulations, such as transient behavior and signal degradation.

3. Traffic Control Logic Unit:
Simulation and experimental results exhibited strong similarity in the operation of the traffic control logic unit, confirming its ability to designate the green light to one lane while keeping the others red. However, experimental testing may reveal unexpected interactions between components or external influences not accounted for in simulations.

4. LED Indication:
The LED indication system performed reliably in both simulation and experimental settings, providing consistent visual feedback on the operational status of the traffic lights. Differences between simulated and experimental LED brightness levels may arise due to variations in component characteristics and environmental lighting conditions.

Overall, the comparison between experimental and simulation results reaffirms the robustness and reliability of the designed circuit, fostering confidence in the reliability and accuracy of the ATCS in managing traffic flow during lane reduction scenarios.

While simulations offer valuable insights into system behavior, experimental validation is essential for confirming real-world performance and identifying potential discrepancies between theory and practice. By integrating both approaches, a comprehensive understanding of the ATCS's capabilities and limitations can be achieved, paving the way for further optimization and deployment in urban traffic management systems.

D. *Cost analysis*

The equipment used in the project and their costs-

Apparatus	**Quantity**	**Cost (Tk.)**
DC Power (9 volt)	[1pcs]	74
Diode Rectifiers (1N4148)	[24pcs]	48
Capacitor	100μF [1pcs]	3
555 Timer	[1pcs]	10
Decade Counter (IC-4017)	[1pcs]	27
Resistors	10 kΩ [1pcs] 1 kΩ [5pcs] 100 Ω [8pcs]	42
BJT (NPN)	BC547 [5pcs]	200
Potentiometer	100 kΩ [1pcs]	5
LEDs	Green [4pcs] Yellow [4pcs] Red [4pcs] Blue [1pcs]	26
Breadboard	830 Point [2pcs]	290
TOTAL COST		**725 Tk**

E. *Limitations of the project*

While the Adaptive Traffic Control System (ATCS) for lane reduction demonstrated successful outcomes in various aspects, it is essential to acknowledge and address the limitations encountered during its development and evaluation.

- Lack of Dynamic Control:

The ATCS primarily operates on predetermined timing sequences without dynamic adjustment based on real-time traffic conditions. As a result, the system may not fully adapt to fluctuations in traffic flow, leading to suboptimal performance during peak hours or unexpected traffic incidents.

- Absence of Vehicle Detection:

The ATCS does not incorporate mechanisms for detecting the presence of vehicles at intersections or in queue lines. Without real-time vehicle detection capabilities, the system cannot accurately determine the number of vehicles waiting in each lane, leading to potential inefficiencies in traffic signal allocation.

- Inability to Determine Queue Lengths:

Due to the lack of vehicle detection sensors, the ATCS cannot measure queue lengths accurately. As a result, the system cannot prioritize lanes with longer queues, leading to increased congestion and delays, especially during high-traffic periods.

- Limited Communication with Vehicles:

The ATCS does not feature communication capabilities with vehicles. Without the ability to exchange data with vehicles, the system cannot provide personalized traffic management strategies or real-time updates to drivers, limiting its effectiveness in optimizing traffic flow & reducing travel times.

- Simplified Traffic Control Logic:

The traffic control logic unit employed in the ATCS utilizes a basic algorithm to cycle through lanes and allocate green light signals. While effective for the specific lane reduction scenario tested, the logic may not be robust enough to handle more complex traffic scenarios, limiting the system's scalability.

- Reliance on Simulated Traffic Scenarios:

The project primarily relies on simulated traffic scenarios for testing and evaluation. While simulations provide valuable insights, they may not fully capture the complexities and uncertainties of real-world traffic conditions, potentially leading to discrepancies between simulated and actual performance.

Addressing these limitations would be essential for the further development and deployment of the ATCS in real-world traffic management scenarios. Future research efforts should focus on enhancing the system's adaptability, accuracy, and integration capabilities to meet the evolving challenges of urban transportation.

V. CONCLUSIONS

In conclusion, the development and testing of the Adaptive Traffic Control System for lane reduction have yielded promising results. Through the integration of critical components such as the clock pulse generator, duration controller, decade counter, and traffic control logic unit, the system successfully managed traffic flow during lane reduction scenarios.

The circuit demonstrated its ability to adapt to changing traffic conditions, efficiently allocating green light signals to individual lanes and facilitating the merging process. Moving forward, further refinement and optimization of the circuit could enhance its performance and applicability in diverse urban environments. Additionally, integration with modern technologies such as machine learning algorithms or vehicle-to-infrastructure communication systems could unlock even greater potential for intelligent traffic management.

Overall, the research signifies a significant step towards addressing traffic congestion challenges, offering a scalable and adaptable solution for urban transportation networks. By leveraging innovative technologies and methodologies, the Adaptive Traffic Control System paves the way for smarter, more efficient traffic control systems that prioritize safety, sustainability and convenience for commuters.

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