Traffic Sign Image Classification using DWT with GMM

R. Thiruvengatanadhan
Assistant Professor, Department of Computer Science and Engineering,
Annamalai University, Annamalainagar, Tamil Nadu, India.
thiruvengatanadhan01@gmail.com

Abstract: *The objective of this work describes a method for Traffic sign classification from the traffic panel board.The method is efficient enough for real-time applications, such as on-board-vehicle sign detection. Extract the feature using Discrete Wavelet Transform (DWT). Traffic sign classification are performed through Gaussian Mixture Model (GMM). Experimental results show that obtains highly performance.*

Keywords: Traffic Sign, Discrete Wavelet Transform, Gaussian Mixture Model.

1. INTRODUCTION

Traffic signs accurately at the perfect time and at the perfect spot is significant for vehicle drivers to protect themselves and their travellers' protected excursion [1].On the other hand, the increase in traffic accidents accompanying the increasing amount of traffic has become a serious problem for society [2].Nonetheless, there remains the likelihood that the driver will contingent upon perspective, neglect to see the sign while driving, genuine is conceivable if the driver neglects to see a sign and working a vehicle is depending on visual data to understand the environment outside the vehicle [3].

Figure 1. Various Traffic Signs

Reduce drivers 'burden of making decisions and Increase drivers' awareness about safe driving.Introduce the problem of traffic sign recognition (TSR) which has seen much activity in the recent decade. TSR is an energizing field with incredible guarantees for combination in driver help frameworks and that specific zone has the right to be investigated further. Traffic sign acknowledgment such as Principal component Analysis(PCA) or Ada Boost [4].Qualities of traffic signs are shading and shape data which are utilized both by the driver and to create traffic sign acknowledgment frameworks. What's more, further creating existing conduct model of dreams [5].Neighborhood spiral evenness to high-light focal points in each picture and identify various shapes like octagonal, square and three-sided street signs [6].

Region of Interest (ROI) detected by using colour and shape information. Shape identification is finished by design coordinating. At that point ROI(s) is utilized in square invariant element extraction. All data from pre-preparing and invariant element extraction block is utilized in sign kind characterization.Block diagram of proposed work is shown in Figure 2.

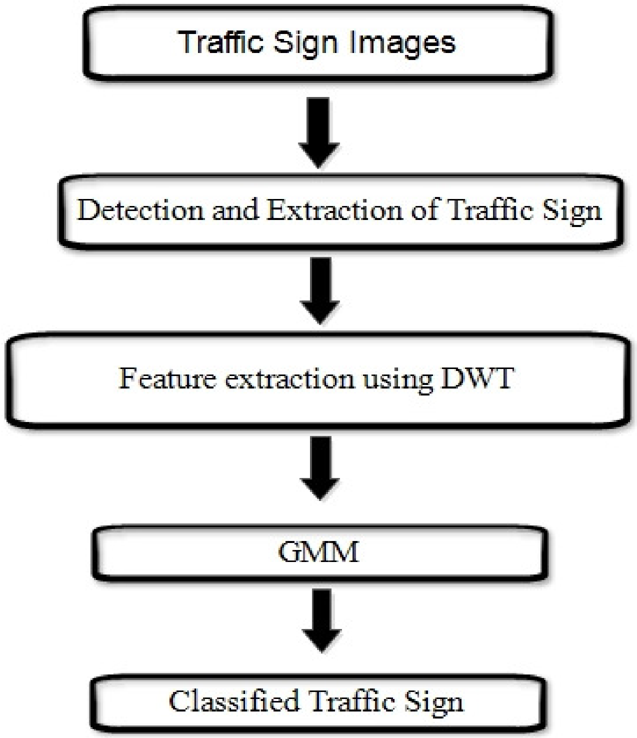

Figure 2. Block diagram of proposed work

2. TRAFFIC SIGN DETECTION AND EXTRACTION

In this stage intensity variations are detected from an input image. To extricate the traffic sign from the foundation at that point compute the angle cover and an edge. To begin with, edges are identified utilizing sobeloperator to discover the edge. The cover is slid or superimposed over a region of the info picture, changes that pixel's worth and afterward moves one pixel to one side and proceeds to one side until it arrives at the finish of a column. It at that point begins toward the start of the following line.Thresholding is used in most of the methods for determining a threshold value as a criterion to select required region of interest. Limit an incentive for a picture is chosen dependent on the necessary district of interest. Various locales are acquired for different edge. Famous and ordinarily utilized Otsu's thresholding technique is adjusted for thresholding in a picture.Figure 4 shows edge detected image of traffic sign.

Figure 3. Original Image

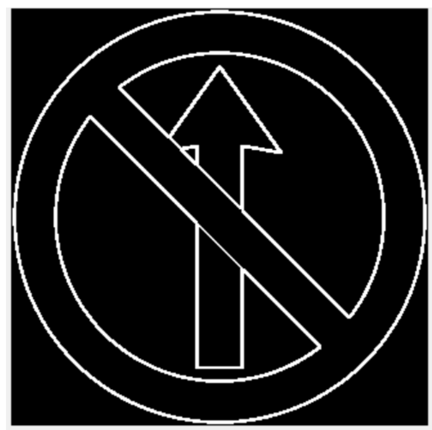

Figure 4. Edge Detected Image

3. FEATURE EXTRACTION USING DWT

DWT is applied to Traffic Sign image and it gives four coefficients such as Approximation, Vertical, Horizontal and Diagonal coefficients.The input signal is decomposed into two arrangements of coefficients called estimation coefficients and detail coefficients [7]. These coefficients are acquired by convolving the information signal with a low-pass channel or a high-pass channel and then down sampling the convolution result. The filtering or decomposition process is shown in Figure 5using Daubechies wavelet. Figure 6 shows First level decomposition of traffic sign.

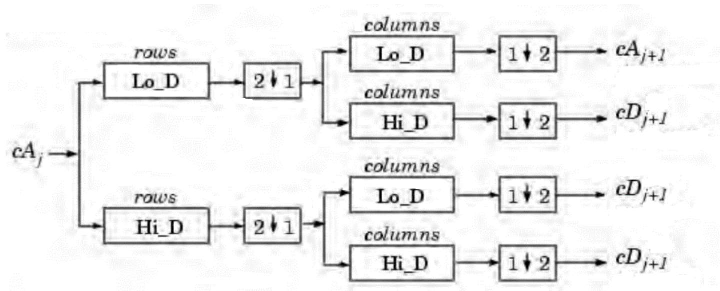

Figure 5.Two dimensional Wavelet decomposition.

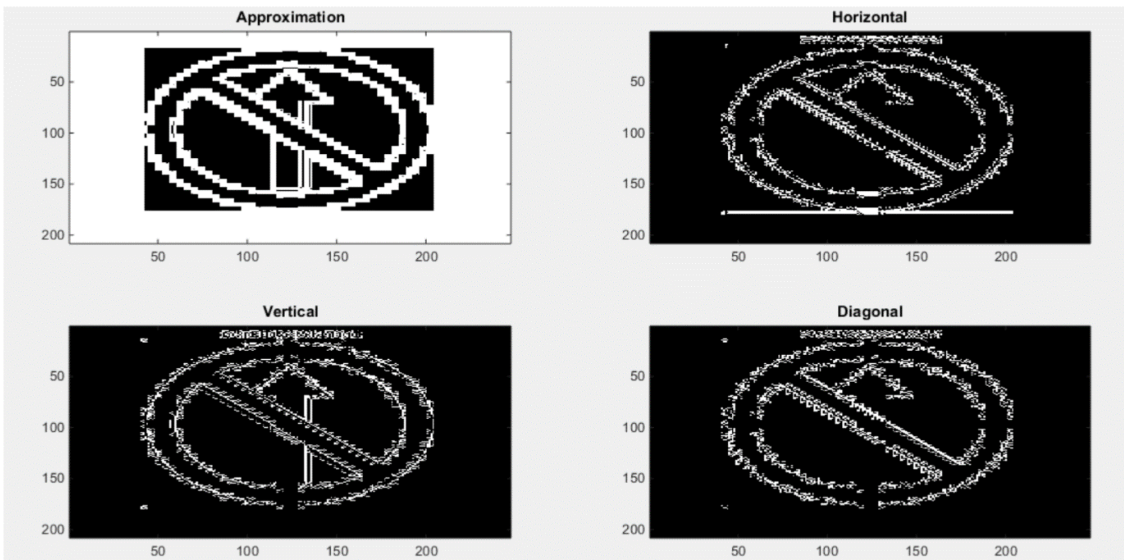

Figure 6. First level decomposition of traffic sign

4. TRAFFIC SIGN CLASSIFICATION USING GMM

The likelihood conveyance of highlight vectors is demonstrated by parametric or non-parametric techniques. Models which accept the state of likelihood thickness work are named parametric. In non-parametric demonstrating, negligible or no presumptions are made with respect to the likelihood circulation of highlight vectors. In this part, we quickly survey GMM, for sound characterization. The reason for utilizing GMM is that the dissemination of highlight vectors extricated from a class can be demonstrated by a combination of Gaussian densities. The iterative Expectation Maximization (EM) calculation is utilized to assess the boundaries of GMM. EM calculation is one of the most mainstream bunching calculations used to assess the probabilistic models for each Gaussian part. The Expectation step (E-step) and Maximization step (M-step) are iterated till the union of the boundary [8]. EM calculation discovers most extreme probability assessment of boundaries. The E-step figures Expectation of probability accepting boundaries and M-step processes greatest probability assessments of boundaries by expanding the normal probability found in E-step.

5. EXPERIMENTAL RESULTS

Performance of the traffic sign classification using DWT with GMM are achieved for different test samples. In this paper, we presented an image processing technique, designed for the detection, extraction and classification of traffic sign from road ways. Segmented traffic sign is recognized from numerous trained traffic signs. In training phase, DWT is applied to all segmented traffic sign board and features extracted to form feature vectors, and 300 discrete wavelet features are extracted from each traffic sign using DWT for 6 categories. In training phase, the performance of traffic sign board is evaluated for traffic sign board image. In testing, DWT is applied to test segmented traffic sign, features are extracted from given test traffic sign, and given as input to GMM model. Finally, GMMclassify the traffic sign.Performance Measure in Precision, Accuracy, Sensitivity and Specificity of traffic sign classification using DWT with GMM are given in the Table 1.

$$Accuracy = \frac{tp+tn}{\mathrm{tp+fp+fn+tn}} \quad (1)$$

$$Sensitivity = \frac{\mathrm{tp}}{\mathrm{tp+fn}} \quad (2)$$

$$Specificity = \frac{\mathrm{tn}}{\mathrm{fp+tn}} \quad (3)$$

$$Precision = \frac{\mathrm{tp}}{\mathrm{tp+fp}} \quad (4)$$

Table 1. Performance Measure in Precision, Accuracy, Specificity, Sensitivity.

Feature	Precision	Accuracy	Specificity	Sensitivity
DWT	0.90	0.92	0.91	0.88

6. CONCLUSION

In this paper, we performed the usage of the GMM in classification of Traffic sign for driver assistance. The performance of these models was investigated for classification of Traffic sign. Morphological operations were used to detect and feature are extracted by DWT and train the model to 6 categorize the Traffic sign. Experimental results show that the DWTgives better performance for Traffic sign classification of 92%.

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