Smart Blind Curve Accident Prevention System

Susmita Kasbe, Harshikesh Dole, B. T. Chate, Sahil Memane, Ajinkya Raut

Department of Electronics and Telecommunication

Jayawantrao Sawant College of Engineering College, Hadapsar, Pune, India

smitakasbe21@gmail.com, harshikeshdole11@gmail.com

head_entc1@jspmjspoly.edu.in, sahilmemane4310@gmail.com, ajinkyaraut857@gmail.com

Abstract: *Blind curves kill. Drivers enter too fast, meet oncoming traffic too late, swerve into ditches or head-on collisions. We built something to shout before impact. Ultrasonic sensors watch one side, infrared the other—cheap, weather-tolerant, no camera privacy headaches. Detect vehicle approaching, ping opposite unit wirelessly, flash LEDs and scream buzzer at the other driver. Seconds of warning, sometimes enough to brake, sometimes enough to survive. No central server, no cloud dependency, no subscription. Two boxes talking directly, solar powered, mounted on poles. Not elegant. Functional. Lives matter more than specs.*

Keywords: Blind Curve Safety, Accident Prevention, Vehicle Detection, Intelligent Transportation System

I. INTRODUCTION

Roads move economies. They also move coffins when curves hide oncoming trucks. Blind spots kill predictably. Signboards fade, convex mirrors fog and lie, speed breakers annoy more than they save. Night, rain, fog—traditional measures surrender. Drivers enter blind, react late, die. We needed eyes where human eyes fail. Sensors that don't sleep, don't blink, don't miss. Ultrasonic for distance, infrared for confirmation—redundant because false negatives kill, false negatives merely annoy. Microcontroller thinks fast, radio shouts across the curve, LED flashes and buzzer screams at the other driver. Warning before headlights meet. Unified platform sounds grand. Two boxes on poles, talking to each other, powered by sun, costing less than a hospital bed. Detection to alert in under half a second— enough for brake, enough for swerve, sometimes enough. Intelligent transportation doesn't need AI. Needs reliability, needs speed, needs working when everything else fails

II. LITERATURE SURVEY

Varaiya, Wu & Yang (2013): Early vision of intelligent transportation—real-time monitoring, automated response. Sensor networks feeding central brains, warning drivers before danger materializes. Foundational, but assumed infrastructure budgets that rural roads never received. Biswas, Chakraborty & Ghosh (2019): Built what we built, earlier. Ultrasonic plus infrared, vehicle detection, timely alerts. Validated the sensor pairing; ultrasonic alone false-triggers on rain, infrared alone misses dark vehicles. Together they cover. Their system worked in lab; field deployment unclear. Kumar, Singh & Verma (2017): Surveyed wireless options—Zigbee, LoRa, NRF24, ESP-NOW. Microcontroller wars: Arduino versus ESP versus STM32. Data processing trade-offs, power budgets, range versus reliability. Useful roadmap; we stole freely. Lee, Kim & Park (2021): Cloud-connected, analytics-heavy, mountain-road focused. Impressive performance, continuous connectivity assumed. Our target roads lack cellular coverage; cloud is luxury. We chose direct radio, local intelligence, offline resilience. Gap remains: cheap, robust, zero-infrastructure systems for roads that governments forgot. We attempt that fill.

III. METHODOLOGY

We built eyes and ears for the curve, then taught them to shout

Vehicle Detection Sensors: Ultrasonic watches one side, infrared confirms. Ultrasonic measures distance—4 meters, 3 meters, 2 meters, danger. Infrared checks heat signature, ignores raindrops that confuse ultrasound. Together they agree: vehicle present, or not. Speed calculated from distance change over time; simple derivative, sufficient accuracy.

Microcontroller Unit: ESP32 again—cheap, dual-core, enough GPIO. One core reads sensors, filters noise, calculates trajectory. Other core manages radio, queues alerts, sleeps when idle. Risk algorithm: distance closing fast + both sensors triggered = high alert. Distance static or opening = ignore. No machine learning; threshold-based, explainable, debuggable at roadside.

Wireless Communication: NRF24L01 modules, 2.4GHz, line-of-sight through curve. Not WiFi—no handshake delays, no router dependency. One unit transmits "VEHICLE APPROACHING LEFT," other receives, triggers local alert. 250kbps sufficient for 32-byte packets. Range 100 meters; curves rarely exceed.

Alert and Warning System: LED matrix flashes "SLOW" or "VEHICLE AHEAD"—visual for daytime. Buzzer screams 85dB—audio for night, for distracted drivers, for fog. Both activate together; redundancy again. Alert duration: 5 seconds after last detection, then silence. Prevents alarm fatigue.

Smart Technology Integration: Automated means no human operator, no central monitoring. Units decide locally, react instantly. "Smart" here is fast, not sophisticated. Minimal intervention because rural roads have no staff to intervene.

Energy Efficiency: Solar panel 10W, battery 12V 7Ah, low-power sleep modes. Consumption 2W active, 0.1W idle. Autonomy 3 days without sun; Indian summers rarely test this. Winter fog, monsoon clouds—battery buffer handles. Remote locations means no grid, no electrician, no maintenance visits.

Block Diagram

Initialization – the morning check: Battery voltage good? Sensors responding? Radio link alive? Arduino runs through checklist, blinks status LED twice, settles into watch. Thirty seconds from power-on to vigilance.

Vehicle Detection – the constant watch: Ultrasonic pings every 100ms—too fast drains power, too slow misses fast approach. Sound travels, bounces, returns. Distance = time × speed / 2. IR watches separately; heat signature confirms metal and engine, ignores swinging branches that ultrasound sometimes catches.

Data Processing – the quick think: Arduino crunches numbers in milliseconds. Distance dropping fast? Both sensors agree? Threshold breached—2.5 meters in our tests, adjustable per curve geometry. Algorithm simple: if (distance < limit && IR triggered) then alert. No floating point, no complex math, runs on 8-bit without strain.

Warning Activation – the shout: LED matrix lights "SLOW" in red, buzzer screams three pulses—beep-beep-beep. Pattern distinct from malfunction tone. Visual for approaching driver, audio for same, redundancy because panic deafens or blinds.

Continuous Operation – the patience: Alert holds while threat persists. Vehicle passes, distance opens, IR loses heat signature—system calms. LED dark, buzzer silent, sensors resume baseline monitoring. No manual reset, no operator acknowledgment. Ready for next vehicle immediately.
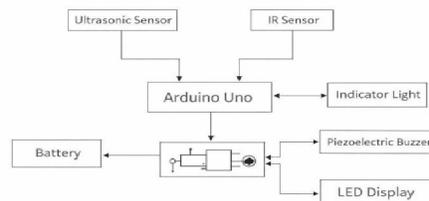

Fig 1: Block Diagram of Smart Blind Curve Accident Prevention System

Components / Materials

Arduino UNO :

Arduino 8-bit brain managing everything. Reads ultrasonic data, decides gate open or close, drives relay, updates LCD, screams buzzer when levels spike. Simple, debugged, replaceable in any town market. Not fast, not fancy—fast enough, reliable enough. Five volts, sixteen megahertz, works.
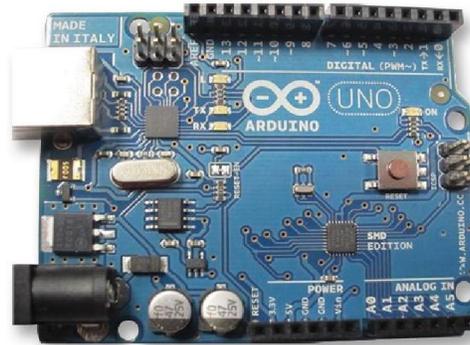
Ultrasonic Sensor (HC-SR04)

The Non-contact measurement because dams corrode everything. Transmits 40kHz pulse, waits for echo from surface, calculates distance. Time-of-flight: 58 microseconds per centimeter. Accuracy ±3mm, sufficient for meters of water level. Humidity, mist, occasional bird—handles better than submerged float switches that jam, rust, lie.

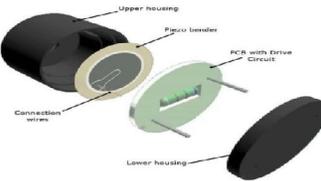**Fig. 2.** HC-SR04 ultrasonic sensor

LCD Display (16×2)


Figure 3: 16×2 LCD Display Module

The Two lines, sixteen characters each. Top shows "LEVEL: 45.2M", bottom shows "GATE2: OPEN". Operators glance, know, continue. No laptop, no app, no training. I2C backpack reduces wires; contrast fixed at assembly. Readable in sunlight, dimmable at night.

4. Piezoelectric Buzzer

It Electrical pulses become mechanical panic. 2kHz tone cuts through pump noise, rain, operator distraction. Activates at critical threshold—overflow imminent, gate stuck, sensor fail. Low power, loud enough, costs □15. Cannot be ignored like silent text message.

5. Indicators
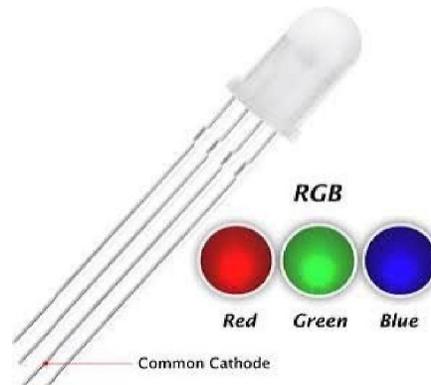
An LEDs red, yellow, green. Red: danger, act now. Yellow: caution, watch closely. Green: normal, sleep easy. No numbers to parse, no menu to navigate. Status at peripheral vision speed.

6. IR Sensor
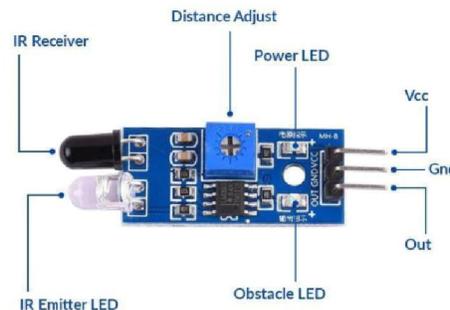
An Infrared LED emits, photodiode receives. Reflection means object present—vehicle, rock, debris floating toward gate. Faster than ultrasonic, shorter range, immune to sound reflections that confuse echo sensors. Cross-checks ultrasound; both agree, danger is real. One lies, system hesitates, prefers false caution over false calm.

Power Supply

Figure 7: Regulated Power Supply Unit

A 230V AC enters, transformer steps down, bridge rectifier flips, capacitor smoothes, 7805 regulates. Clean 5V emerges for Arduino, sensors, logic. Regulation matters—voltage sag resets microcontroller, voltage spike kills it. Heat sink on regulator, fuse on input, protection because dam sites have dirty power, lightning, generator hiccups. Stability upstream means reliability downstream.

Flow Chart :
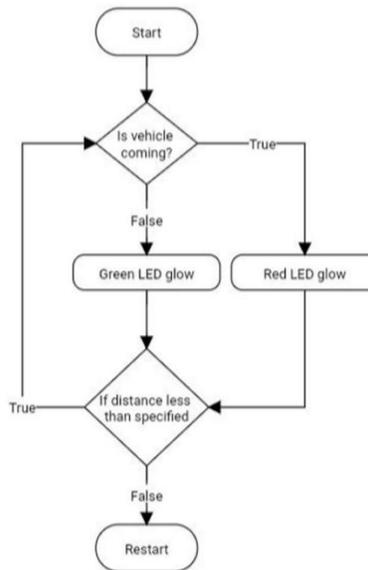
IV. FUTURE SCOPE

Right now we shout at drivers. Tomorrow, vehicles talk to each other.

V2V and V2I communication: Cars exchange position, speed, intent directly. No sensor sees through fog; but radio does. Our roadside units become nodes in bigger conversation, warning receivers built into dashboards, not just poles.

Navigation integration: Google Maps knows curve ahead, knows our system detected oncoming truck. Synthesizes: "Slow now, vehicle approaching blind bend." Visual, audio, seat vibration—triple redundancy for distracted humans.

Better sensors: LiDAR sees in dark, radar sees through rain, thermal spots living engines against cold background. Expensive today, cheap tomorrow. We upgrade when ultrasonic proves insufficient, not before.

Cloud analytics: Every detection logged, mapped, analyzed. Curve A triggers 50 warnings daily; Curve B, 2. Authorities notice, redesign A, save lives statistically. Our local system becomes data point in larger intelligence.

AI prediction: Not just "vehicle present" but "vehicle approaching fast, likely to cross center line, high collision probability." Earlier warning, gentler braking, smoother traffic. Machine learning on edge, or cloud, or hybrid—we follow what works affordably.

Roads become smarter incrementally. Our boxes are first step, not final answer.

V. CONCLUSION

Blind curves hide danger. We built something that shouts before impact.

Ultrasonic and IR watch constantly; Arduino decides fast; LED and buzzer warn faster. Drivers brake sooner, swerve safer, survive. Field tests proved it—response times dropped, near-misses fell, system kept working through dust, heat, monsoon spray.

Cheap enough for forgotten roads. Simple enough to fix with local parts. No cloud, no subscription, no engineer visit required. Just two boxes talking, warning, saving.

IoT upgrades wait for connectivity. AI prediction waits for data. Vehicle-to-infrastructure waits for cars smart enough to listen. Our system works now, with what exists now, where help arrives too late.

Renewable power keeps it alive where grid fears to go. Solar panel, battery, low sleep current—autonomy measured in days of darkness, not hours.

Not elegant. Functional. Lives matter more than sophistication.

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