

**Crackscope—
Automated System for Pavement
Cracking Inspection**

Bugao Xu, Xun Yao and Ming Yao

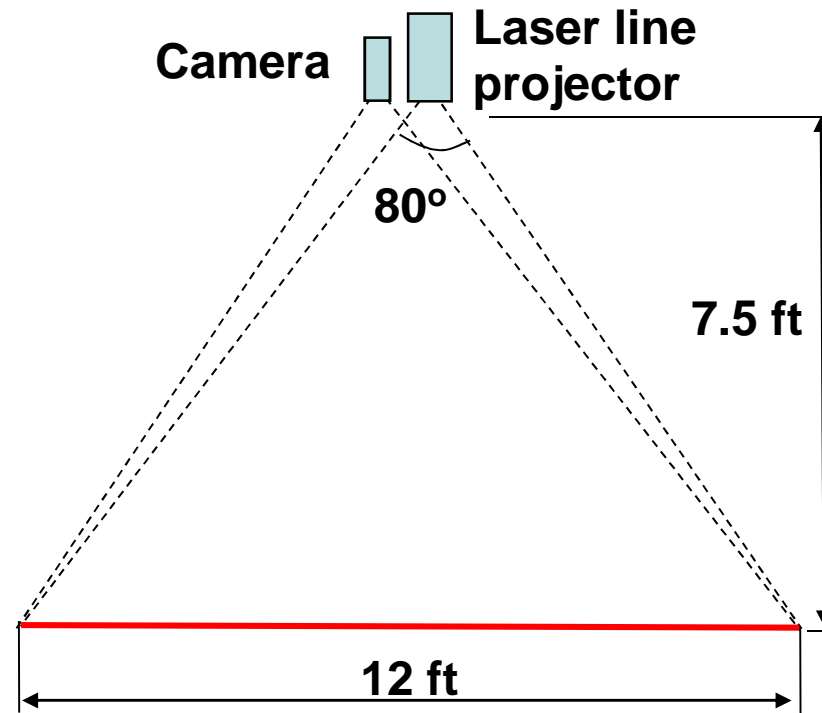
**Center for Transportation Research
University of Texas at Austin**

System Evolution

(in 1999-2010)

- **LED light bar, 2k linescan camera**
- **Laser line projector, 2k linescan camera**
- **Laser line projector, 4k linescan camera**
- **Natural light, dual 2k linescan cameras**

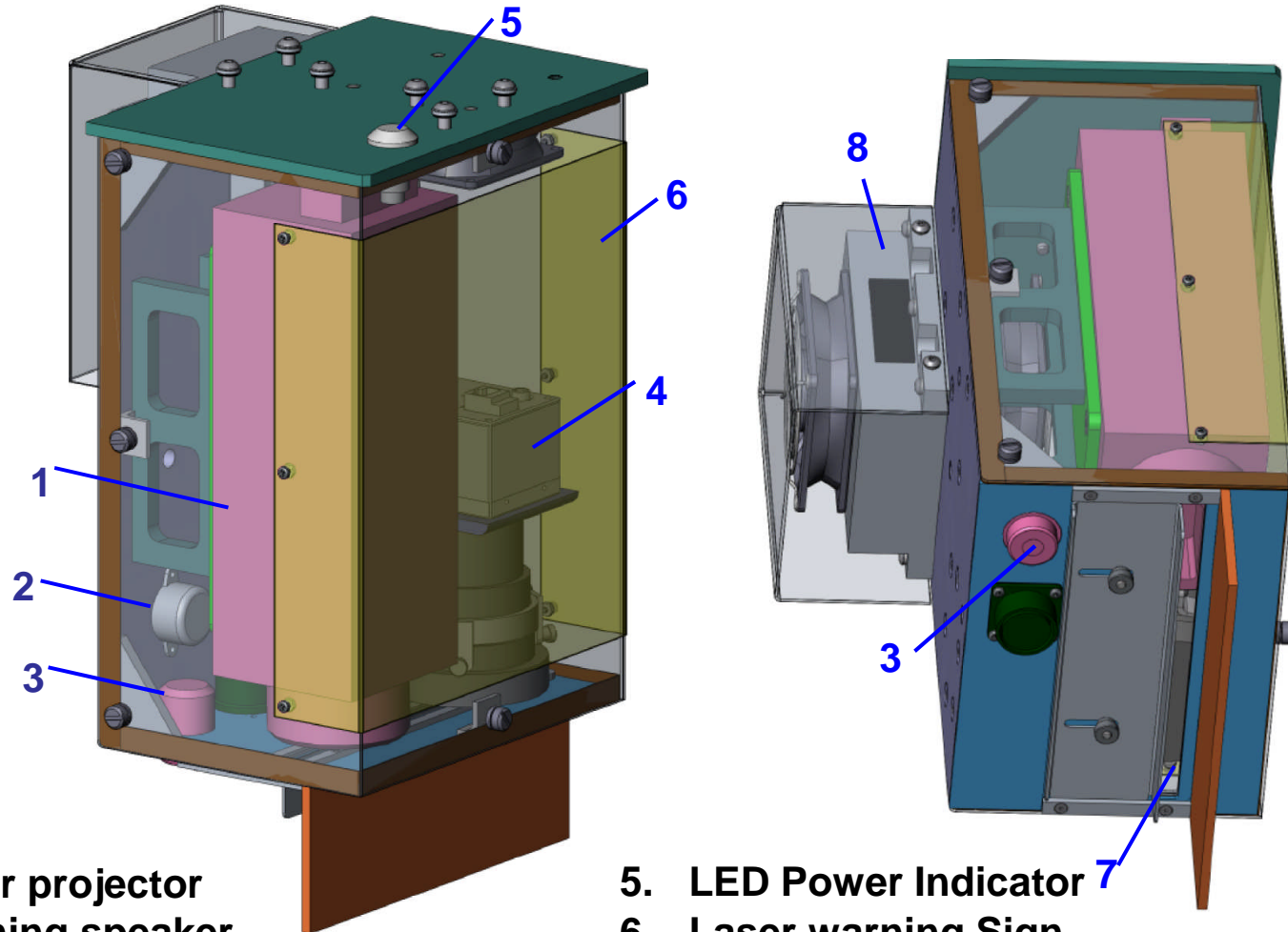
Laser Illumination



Crackscope



Crackscope



1. Laser projector
2. Warning speaker
3. Proximity sensor
4. Linescan camera

5. LED Power Indicator
6. Laser warning Sign
7. Open window
8. Thermoelectric cooling assembly

Performance

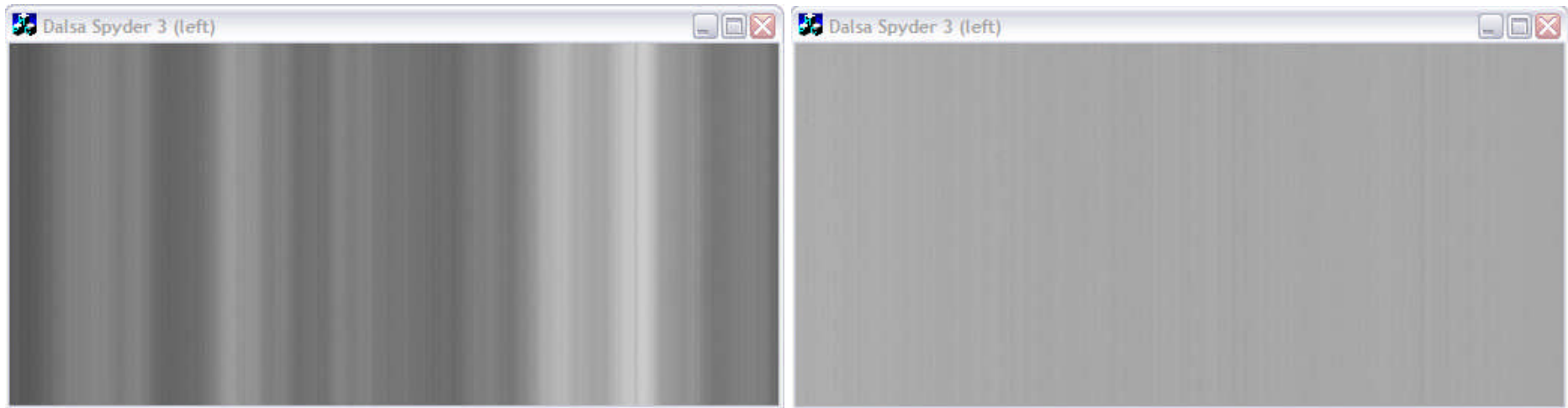
- 1. Power consumption: <150w**
- 2. Image: 2k x (2~6)k, in JPEG, BMP, AVI**
- 3. Dimension: 13x9x7 inches**
- 4. Laser safety: automatic and manual**
- 5. Camera calibration: automatic**
- 6. Real-time image saving and analysis.**
- 7. PMIS and AASHTO data and crackmap**
- 8. Severity estimate (crack width)**

Laser Safety

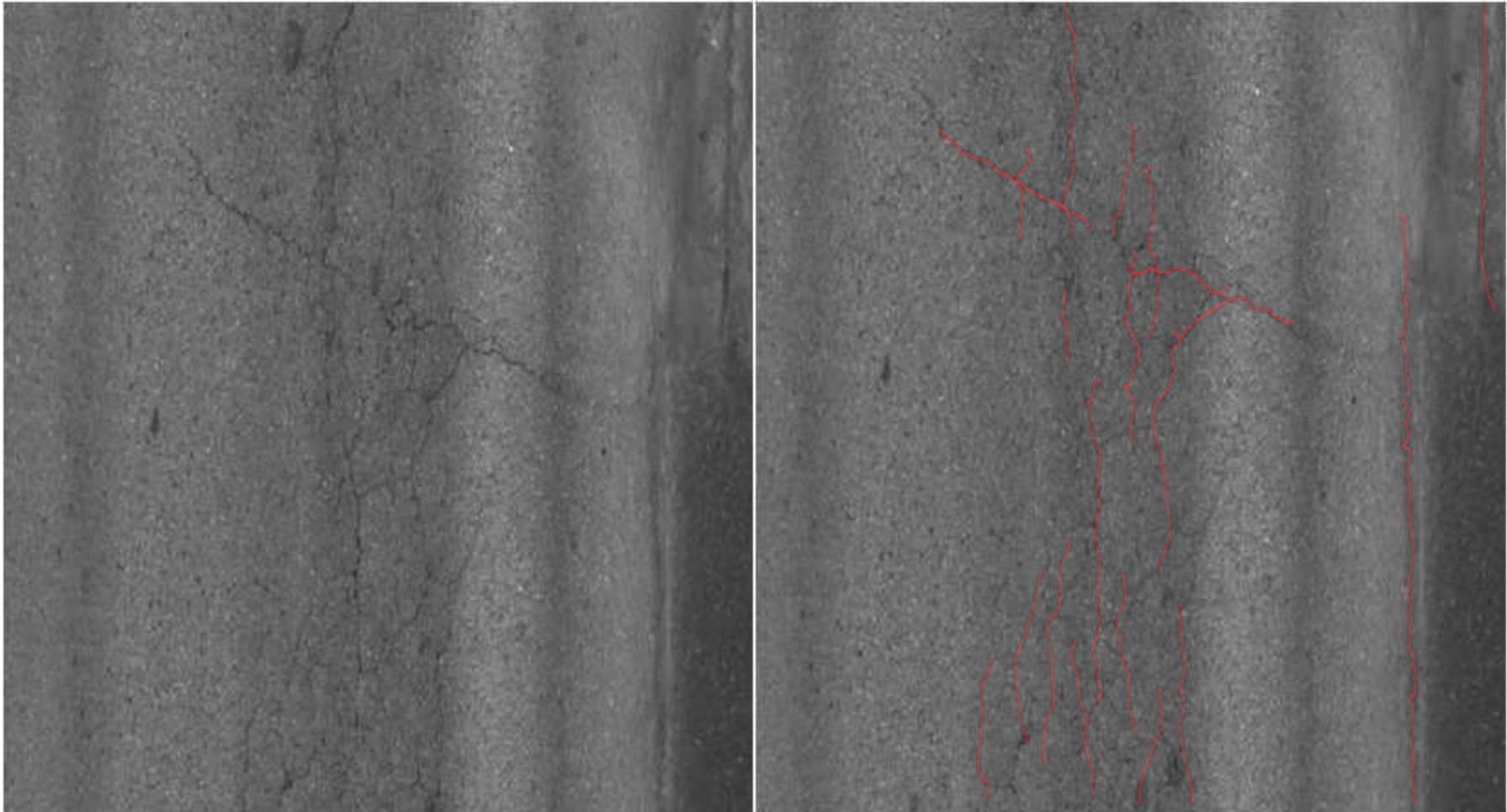
- 1. Proximity sensors: alarm at 4ft; shut off laser at 2ft**
- 2. Speed modulation: shuts off laser at 5mph**
- 3. Interlock switch: arbitrarily shuts off laser.**

Camera calibration

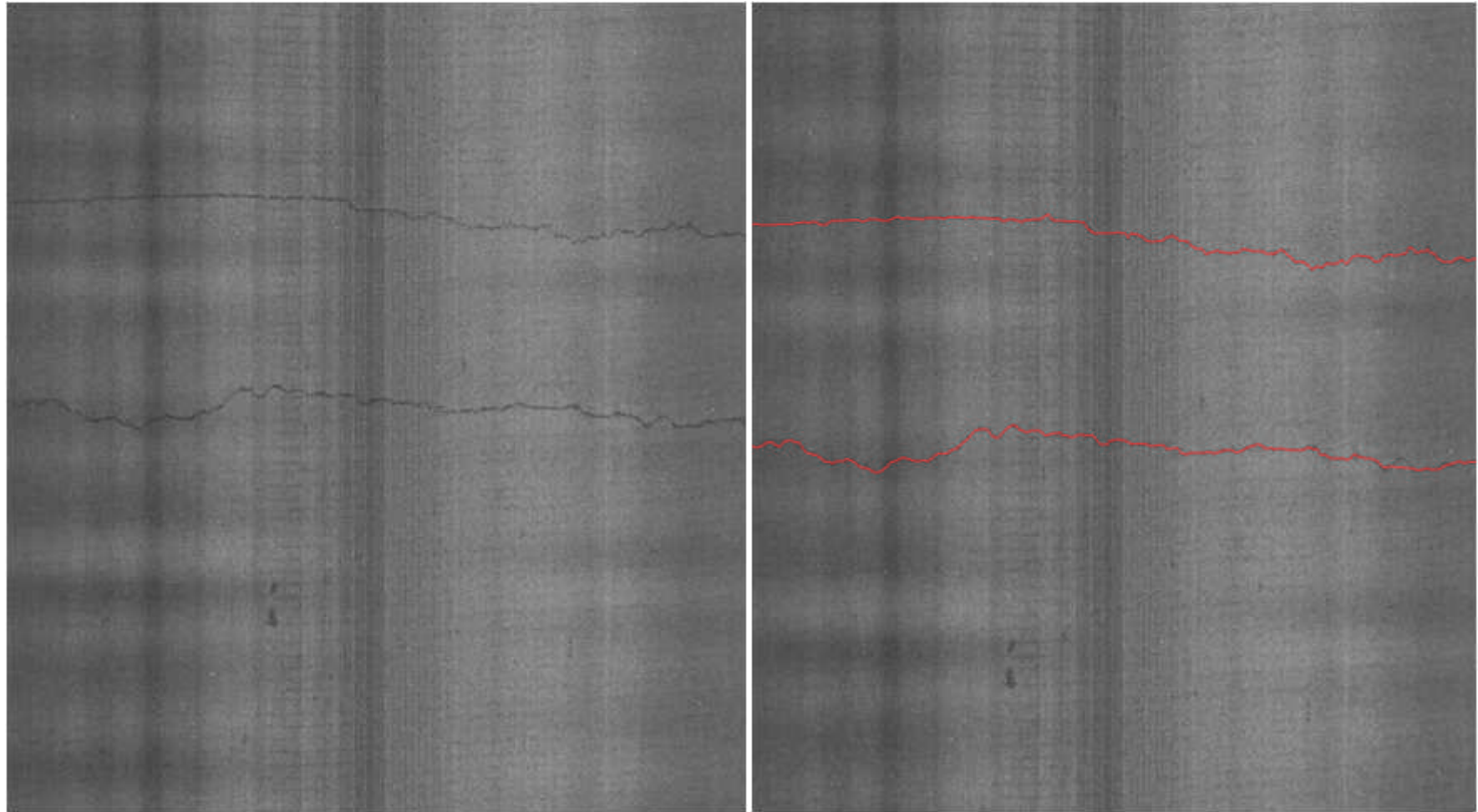
1. Provide a white, clean object to cover the entire width.
2. Adjust pixel coefficients through the software.
3. Proceed automatically in 2-3 minutes.



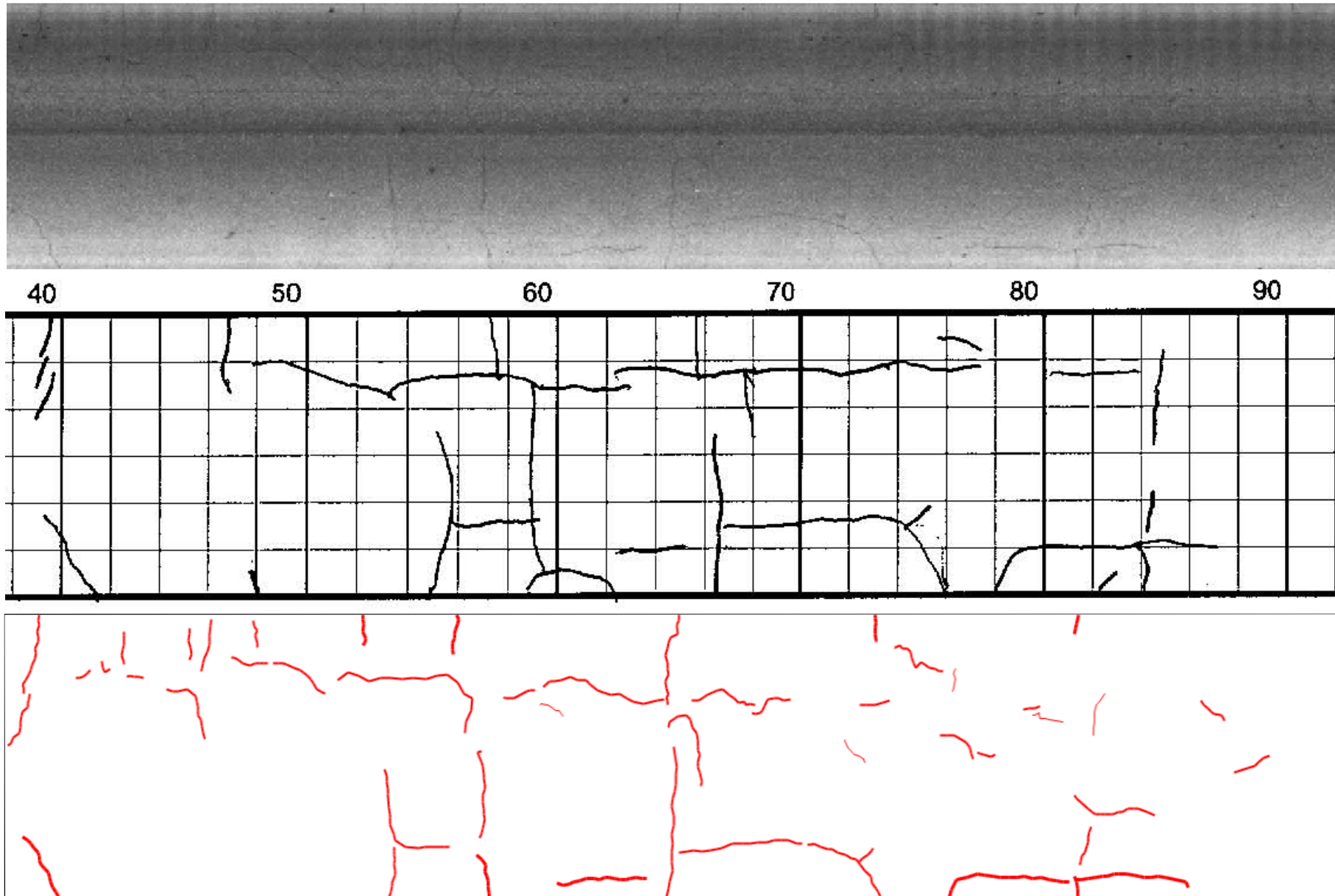
Asphalt Alligator Cracking



Concrete Transverse Cracks



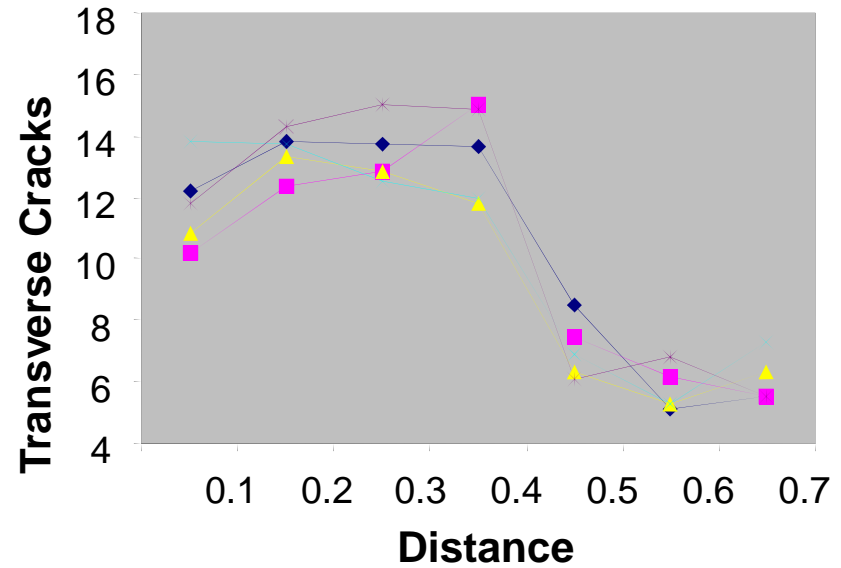
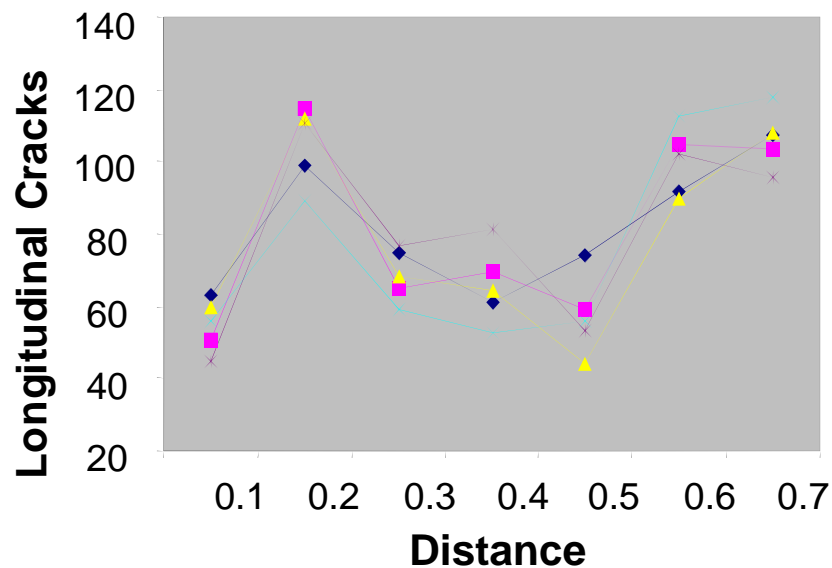
Concrete Transverse Cracks



Pavement Scanned on 4/23/08

Longitudinal Cracks (ft)								
	0.1 mi	0.2 mi	0.3 mi	0.4 mi	0.5 mi	0.6 mi	0.7 mi	Total
average	54.89	105.02	68.79	65.74	57.44	100.22	106.50	558.60
std	7.33	10.77	7.22	10.59	10.81	9.63	8.04	12.49
cv	0.13	0.10	0.11	0.16	0.19	0.10	0.08	0.02

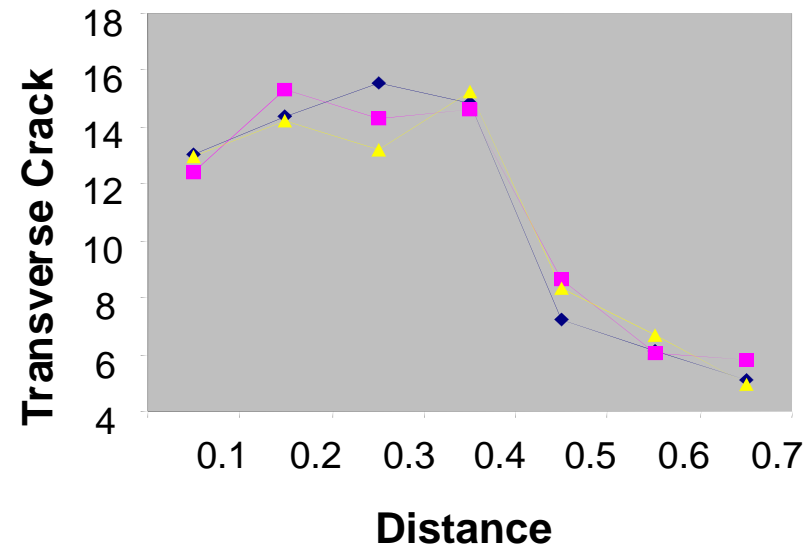
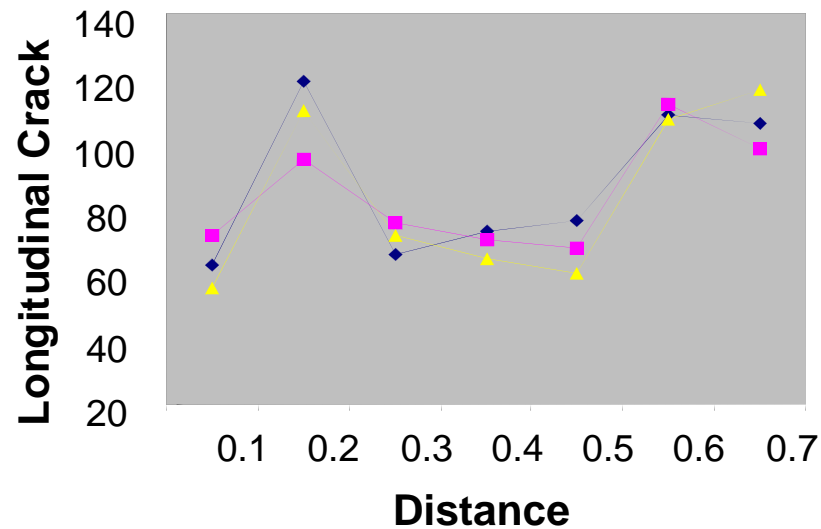
Transverse Cracks (count)								
	0.1 mi	0.2 mi	0.3 mi	0.4 mi	0.5 mi	0.6 mi	0.7 mi	Total
average	11.78	13.49	13.42	13.46	7.05	5.76	6.05	71.01
std	1.39	0.72	1.03	1.55	0.95	0.73	0.79	2.92
cv	0.12	0.05	0.08	0.11	0.13	0.13	0.13	0.04



Pavement Scanned on 05/06/08

Longitudinal Cracks (ft)								
	0.1 mi	0.2 mi	0.3 mi	0.4 mi	0.5 mi	0.6 mi	0.7 mi	Total
average	63.50	108.08	71.18	69.47	68.11	109.22	107.11	596.67
std	8.02	12.10	5.01	4.24	8.28	2.33	8.98	13.67
cv	0.13	0.11	0.07	0.06	0.12	0.02	0.08	0.02

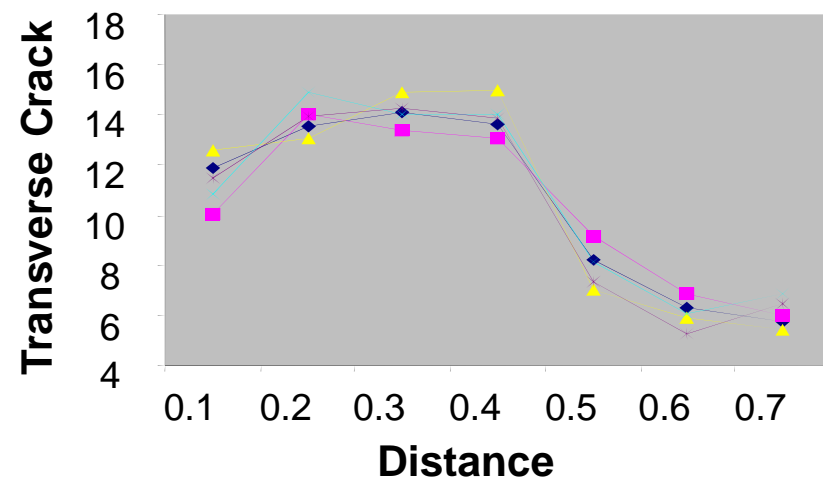
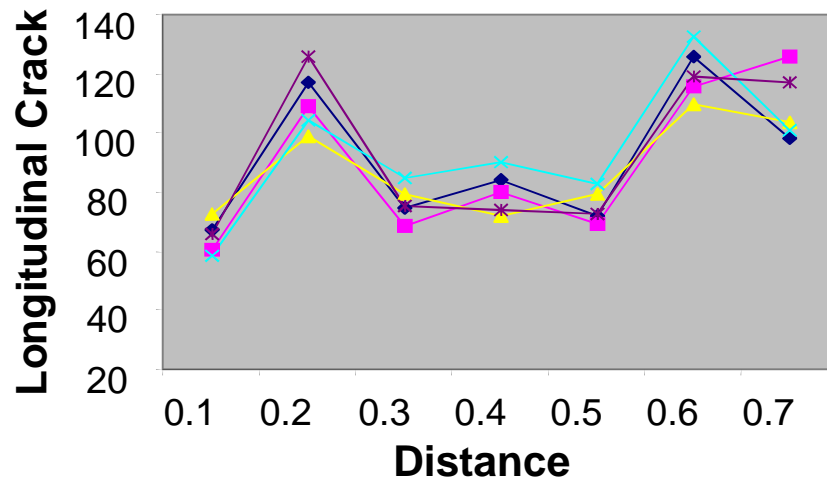
Transverse Cracks (count)								
	0.1 mi	0.2 mi	0.3 mi	0.4 mi	0.5 mi	0.6 mi	0.7 mi	Total
average	12.81	14.65	14.35	14.90	8.03	6.27	5.30	76.31
std	0.35	0.61	1.20	0.31	0.74	0.35	0.46	0.78
cv	0.03	0.04	0.08	0.02	0.09	0.06	0.09	0.01



Pavement Scanned on 06/11/08

Longitudinal Cracks (ft)								
	0.1 mi	0.2 mi	0.3 mi	0.4 mi	0.5 mi	0.6 mi	0.7 mi	Total
average	64.77	111.20	76.59	79.95	75.28	120.54	109.05	637.38
std	5.65	10.66	6.04	7.33	5.68	8.94	11.83	15.91
cv	0.09	0.10	0.08	0.09	0.08	0.07	0.11	0.02

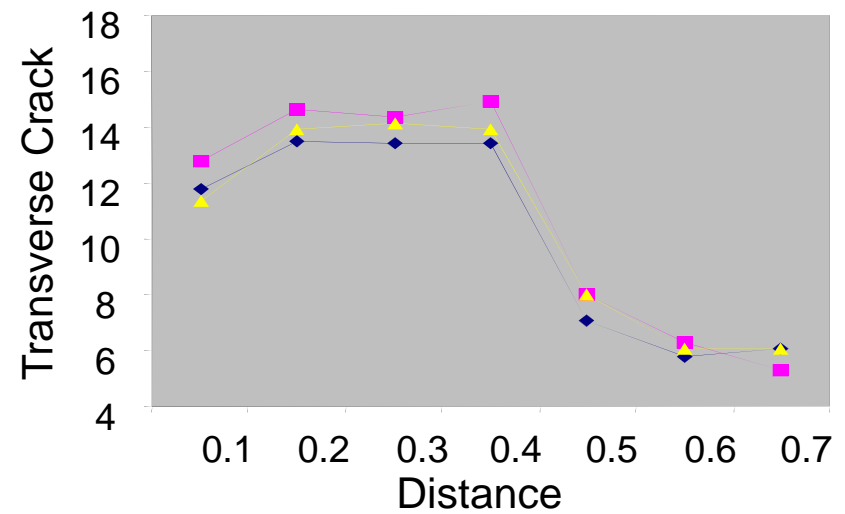
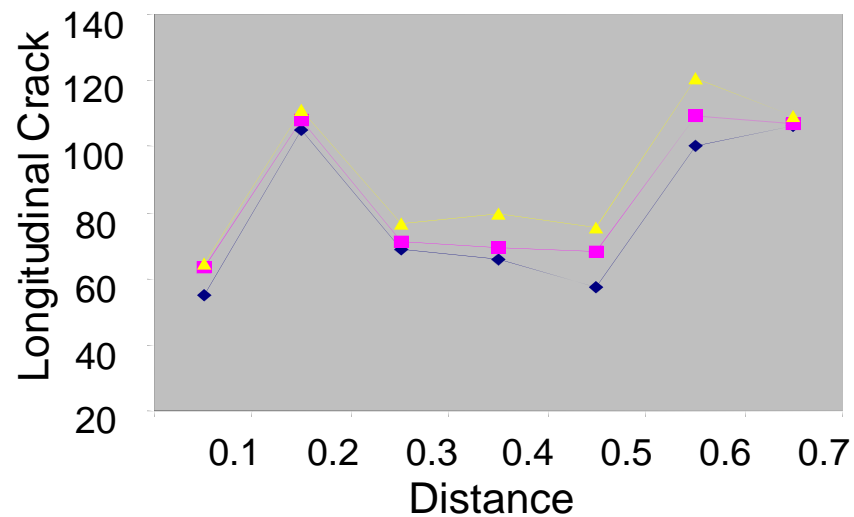
Transverse Cracks (count)								
	0.1 mi	0.2 mi	0.3 mi	0.4 mi	0.5 mi	0.6 mi	0.7 mi	Total
average	11.36	13.90	14.12	13.91	7.99	6.08	6.10	73.47
std	0.96	0.69	0.54	0.69	0.85	0.56	0.54	0.96
cv	0.08	0.05	0.04	0.05	0.11	0.09	0.09	0.01



All Scans

Longitudinal Cracks (ft)								
	0.1 mi	0.2 mi	0.3 mi	0.4 mi	0.5 mi	0.6 mi	0.7 mi	Total
average	60.68	108.10	72.34	72.06	66.76	110.11	107.62	597.69
std	7.89	10.44	6.85	10.13	11.32	12.03	9.11	38.22
cv	0.13	0.10	0.09	0.14	0.17	0.11	0.08	0.06

Transverse Cracks (count)								
	0.1 mi	0.2 mi	0.3 mi	0.4 mi	0.5 mi	0.6 mi	0.7 mi	Total
average	11.85	13.92	13.90	13.97	7.64	6.00	5.90	73.18
std	1.14	0.78	0.93	1.14	0.93	0.59	0.68	2.78
cv	0.10	0.06	0.07	0.08	0.12	0.10	0.11	0.04



Complementary Imaging (Dual cameras and Natural light)

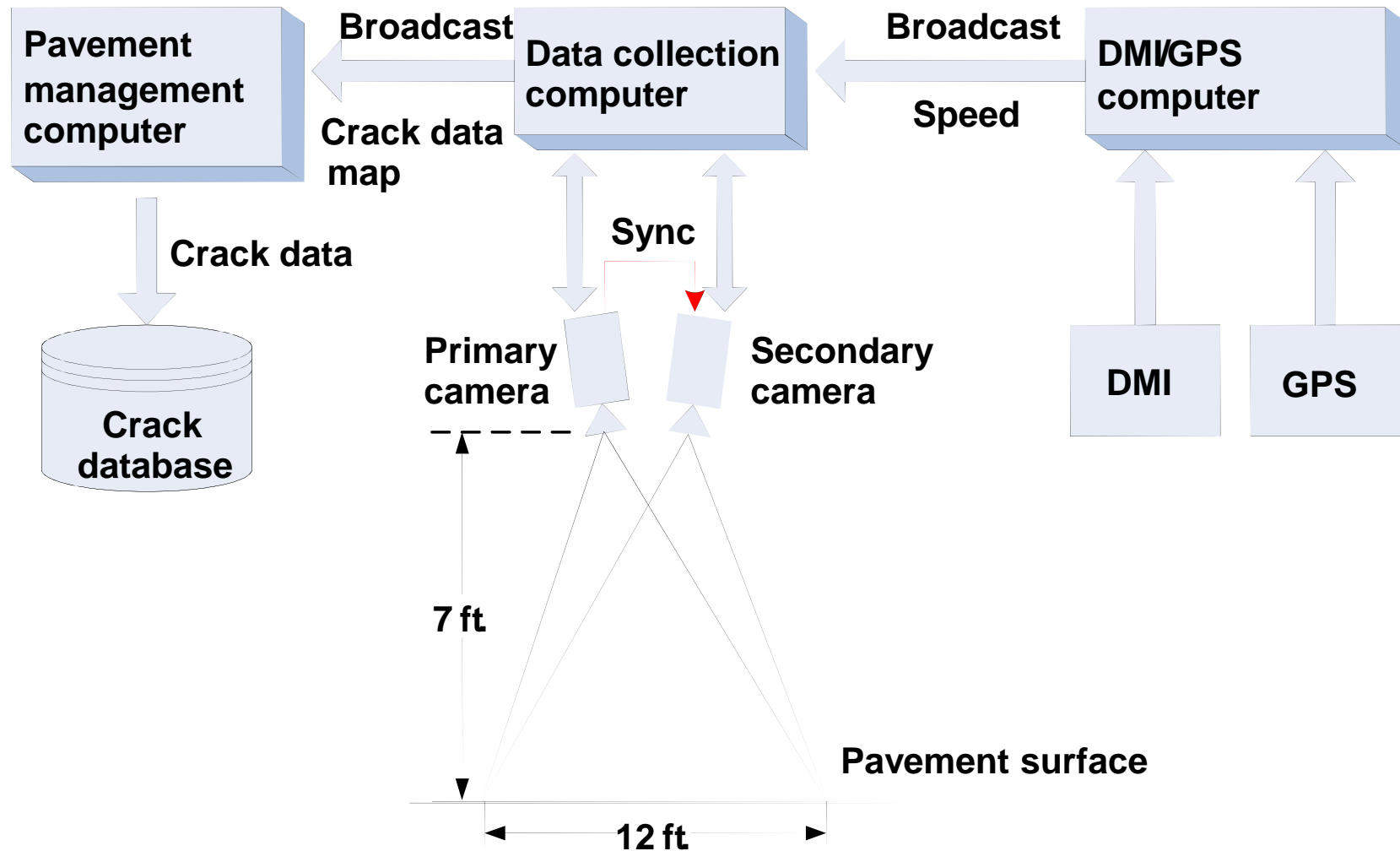
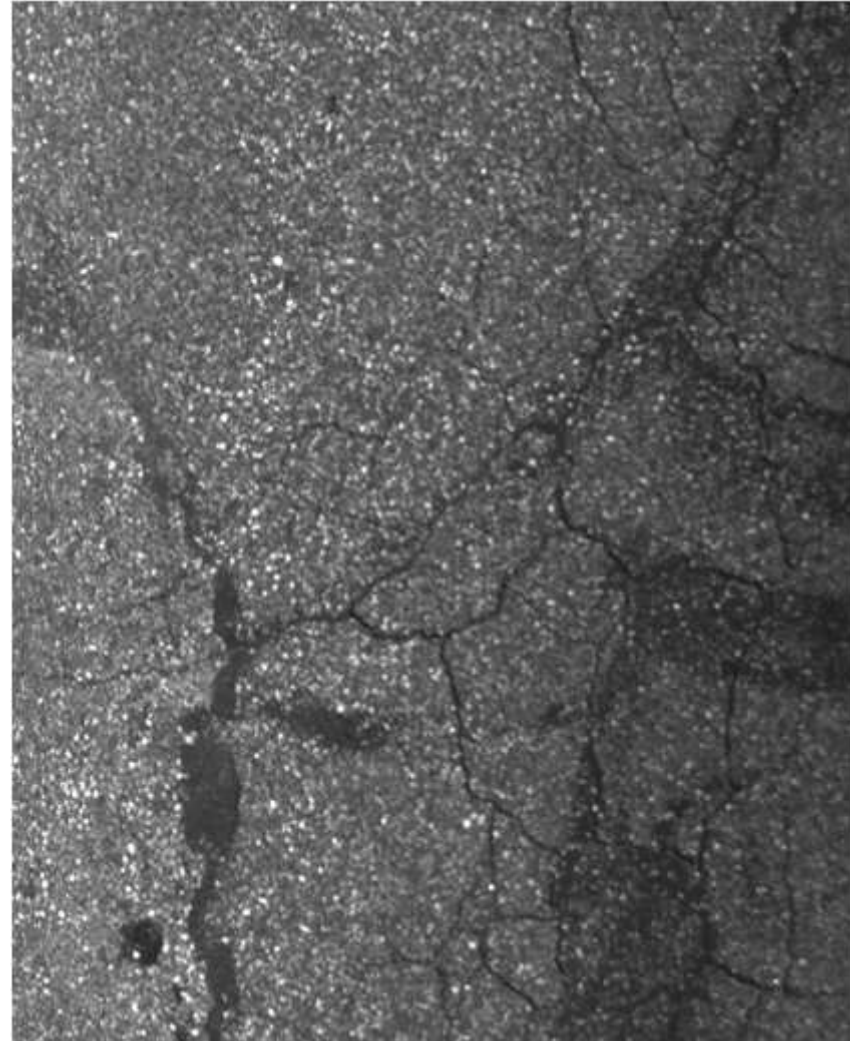


Image Comparisons

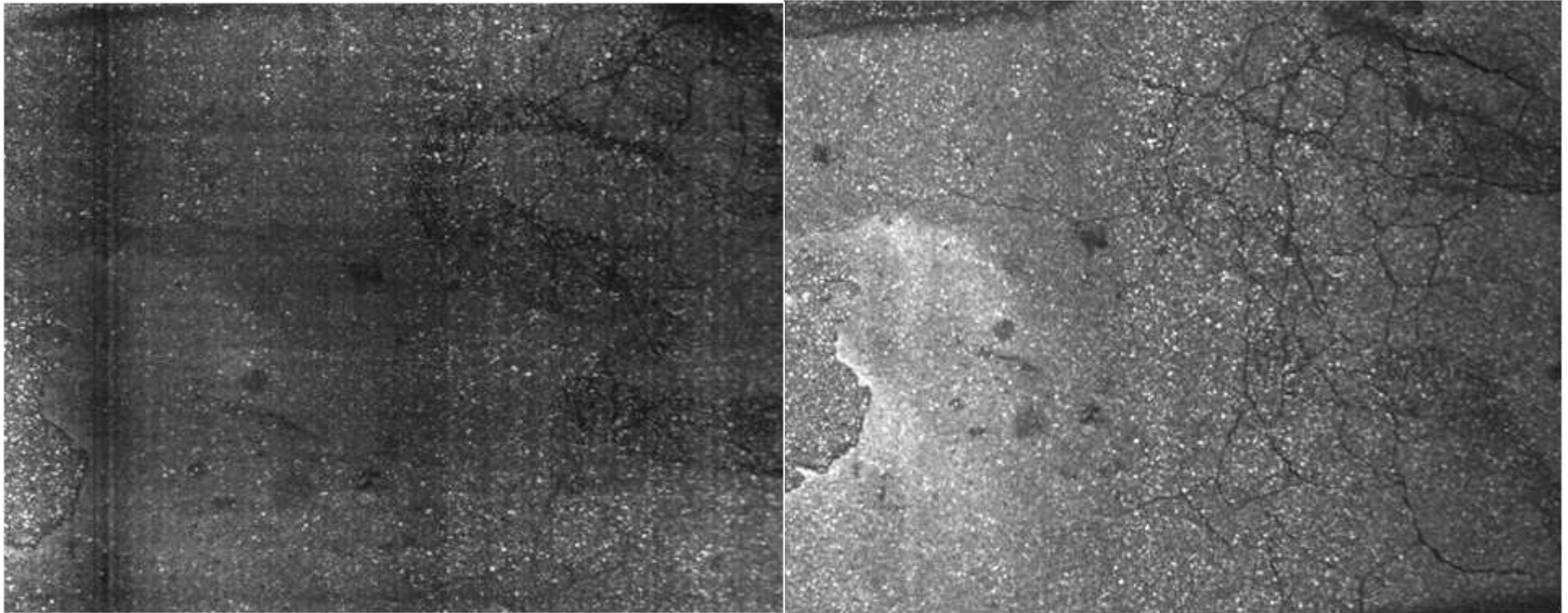


Laser illumination



Daylight

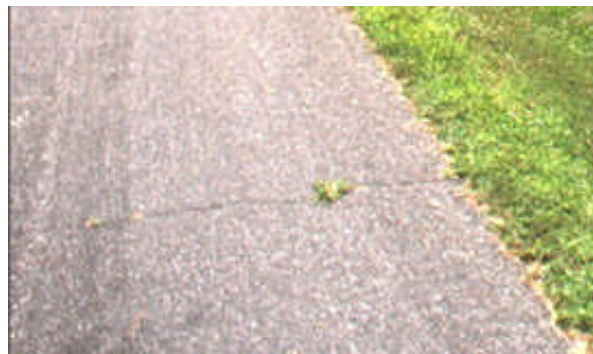
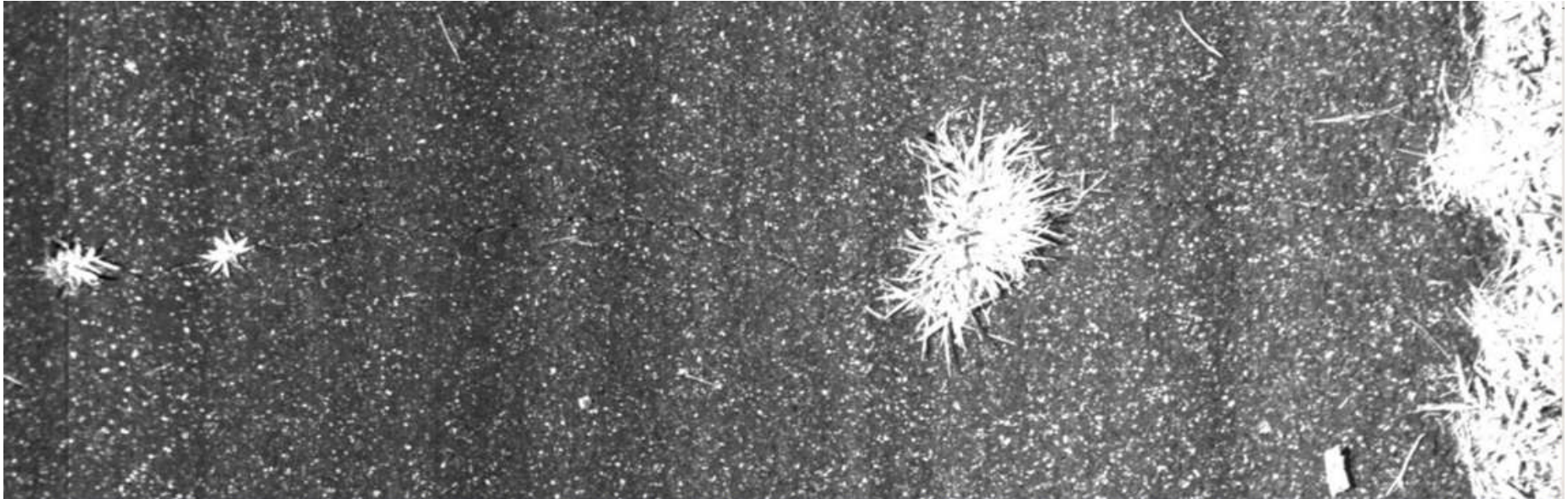
Image Comparisons



Laser illumination

Daylight

Undetected Cracks



Dual Camera Images

Primary camera:

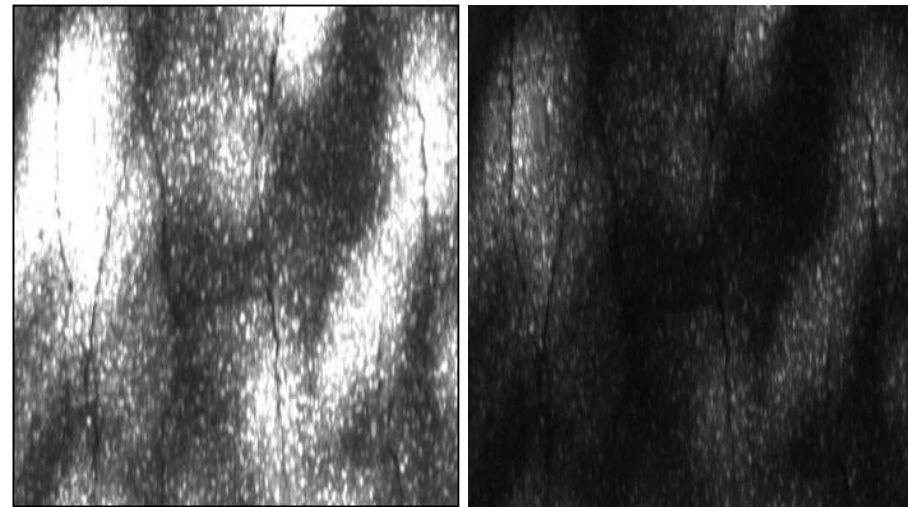
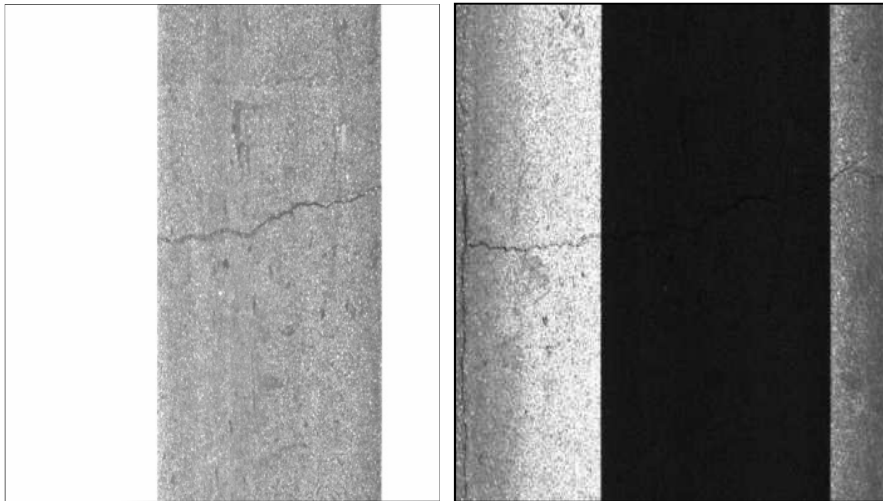
Overexposed image for shadowed surfaces.

Secondary camera:

Underexposed image for sunlit surfaces.

Vehicle shadowed

Tree shadowed



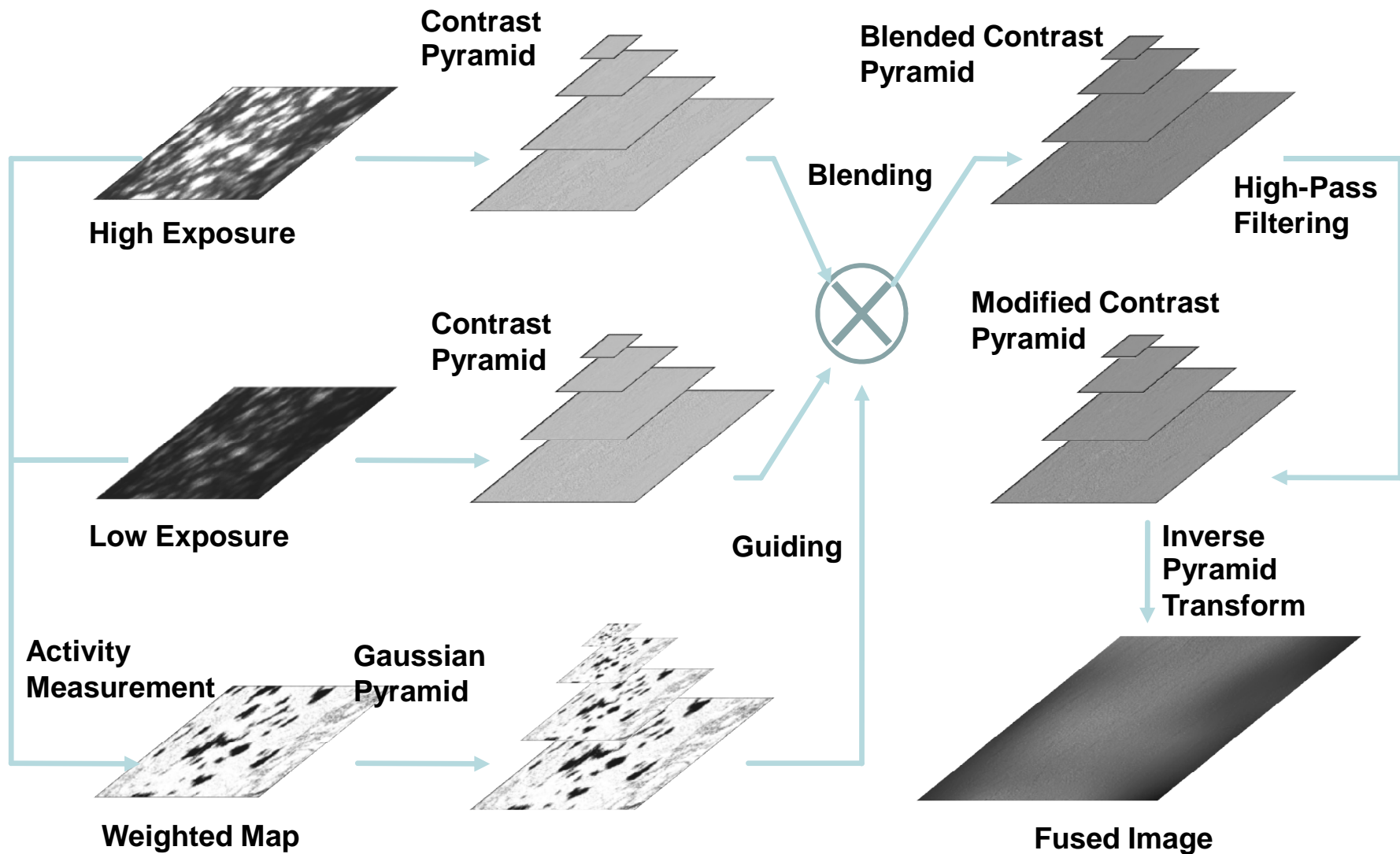
Overexposed

Underexposed

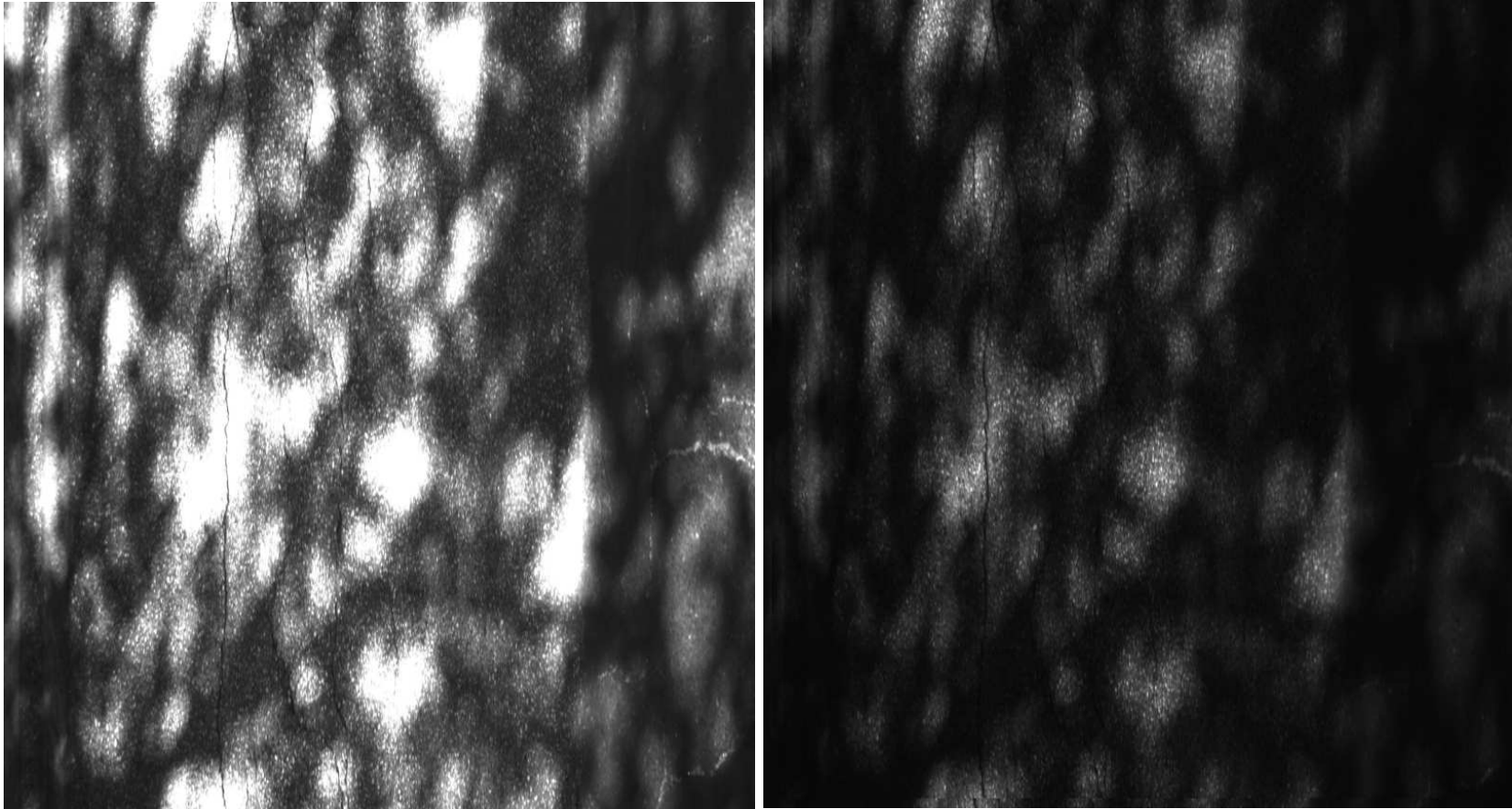
Overexposed

Underexposed

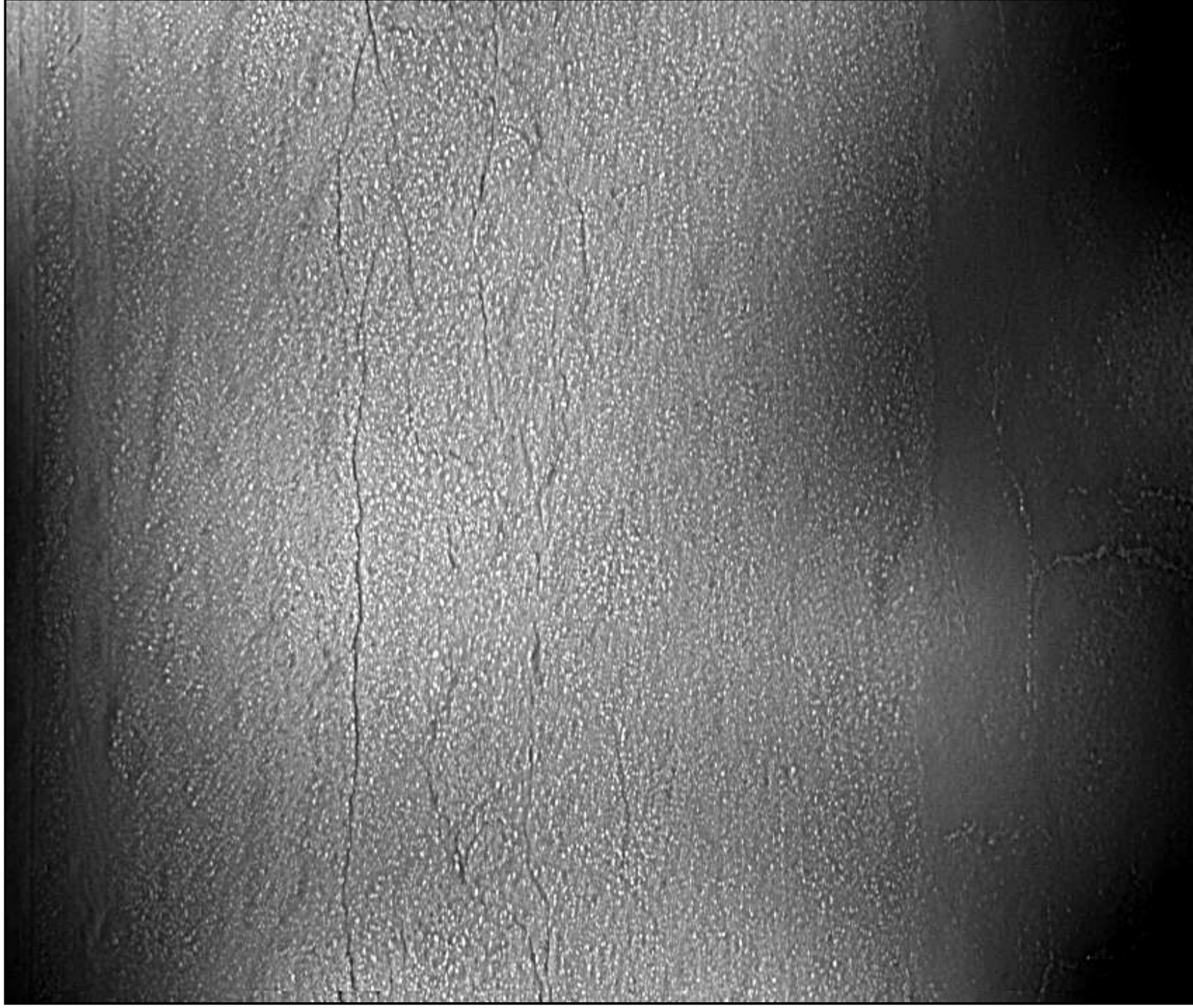
Multi-resolution image fusion



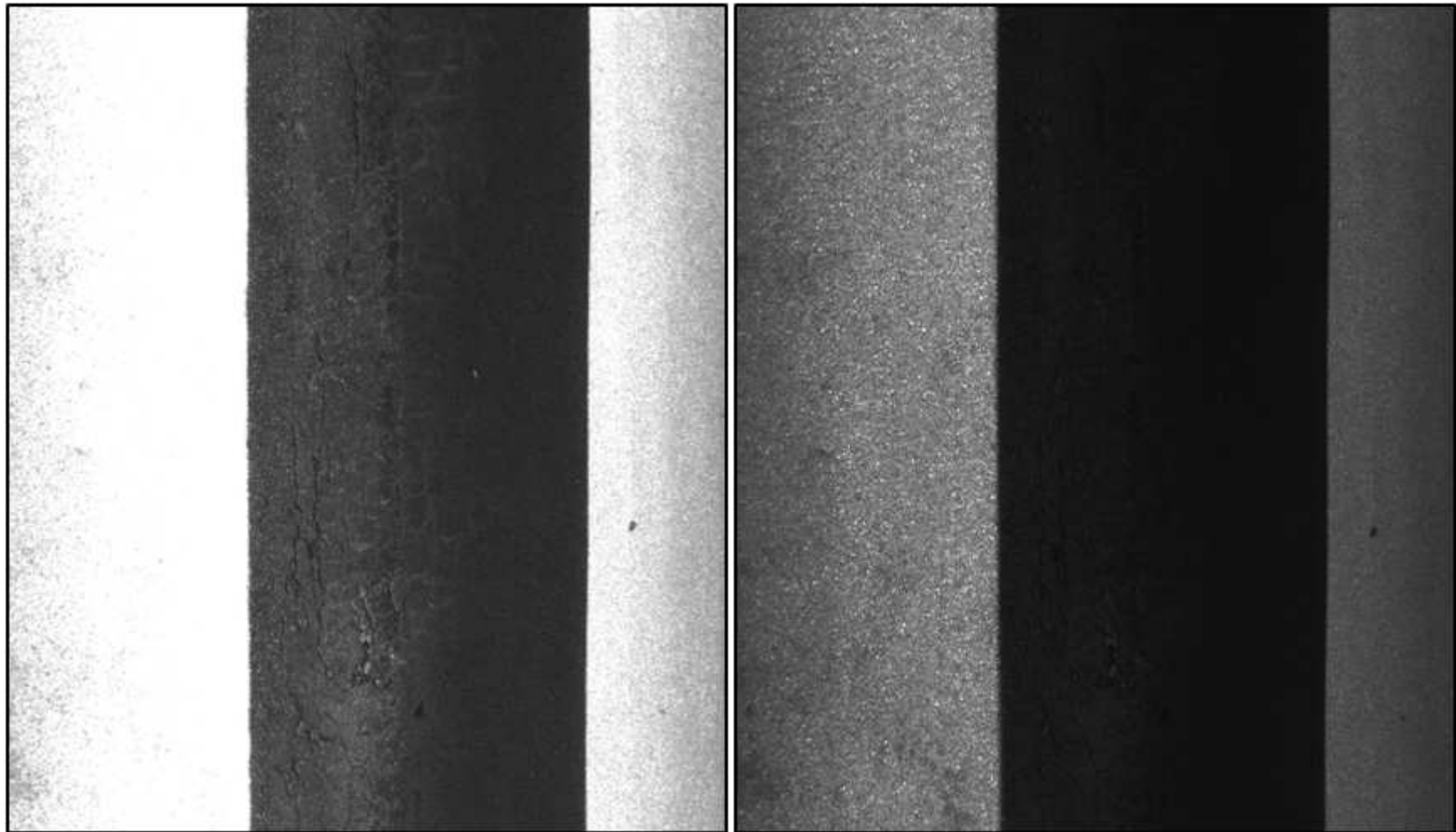
Multi-exposure Images



Fused Image



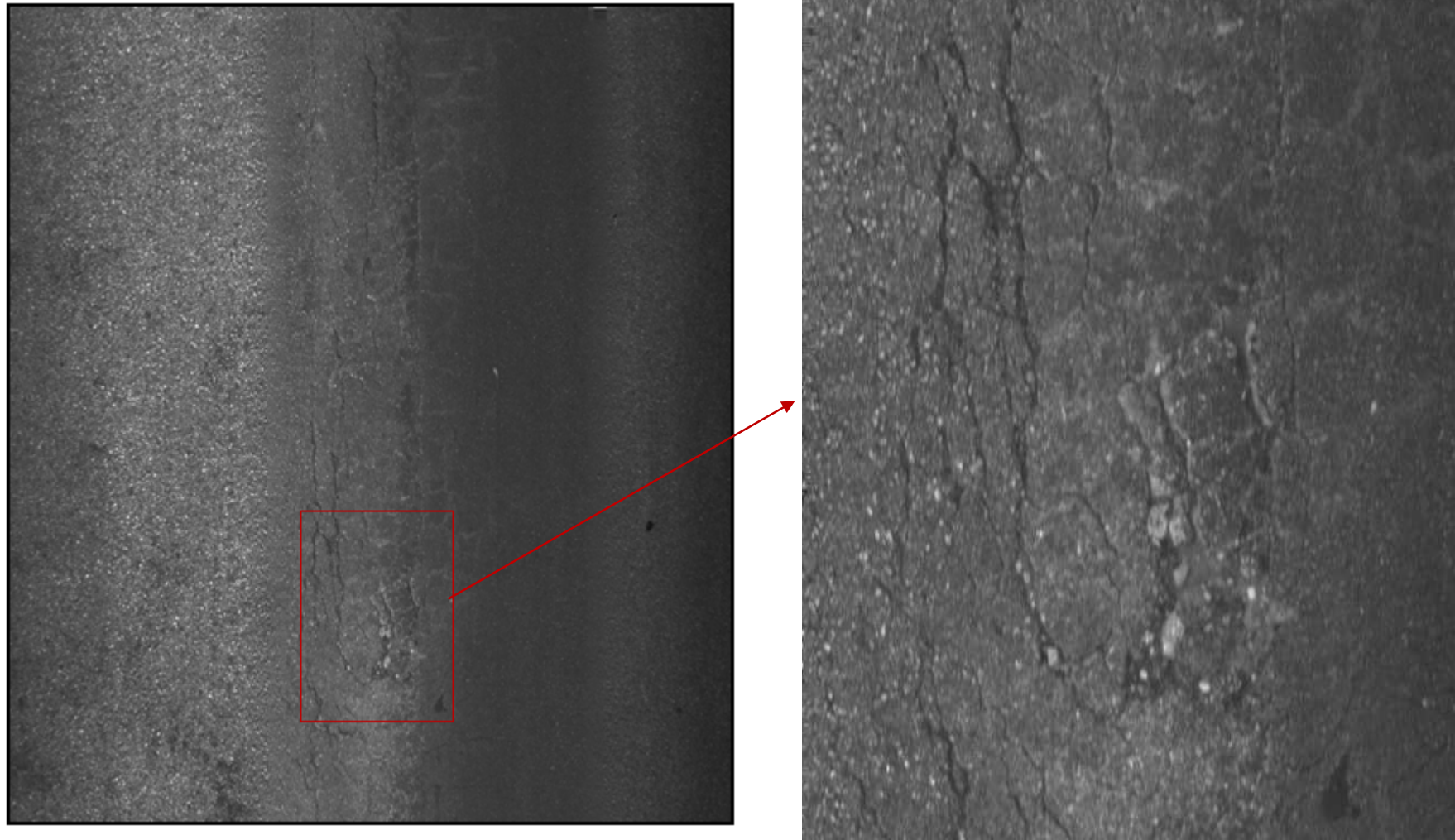
Multi-exposure Images



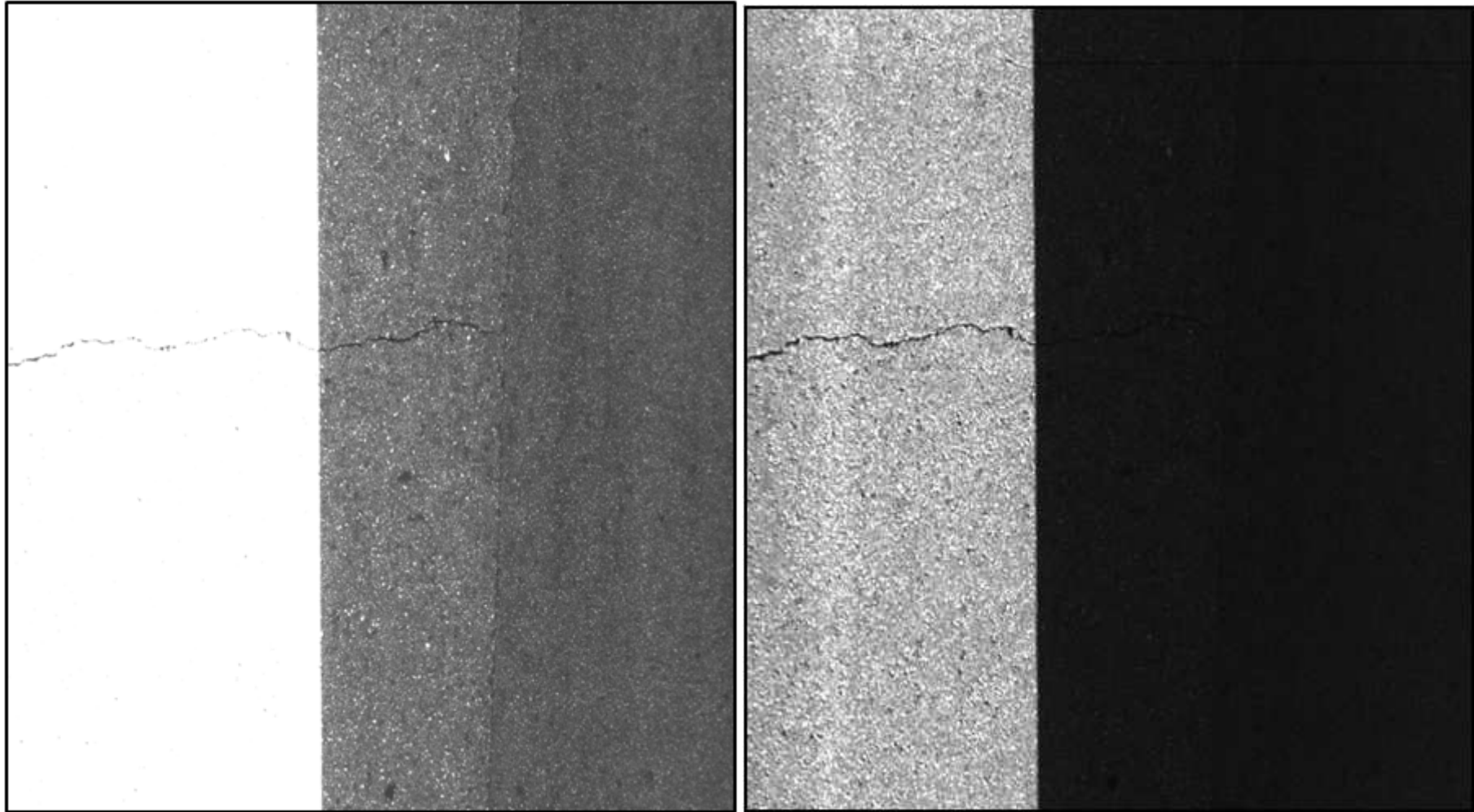
High Exposure Source Image

Low Exposure Source Image

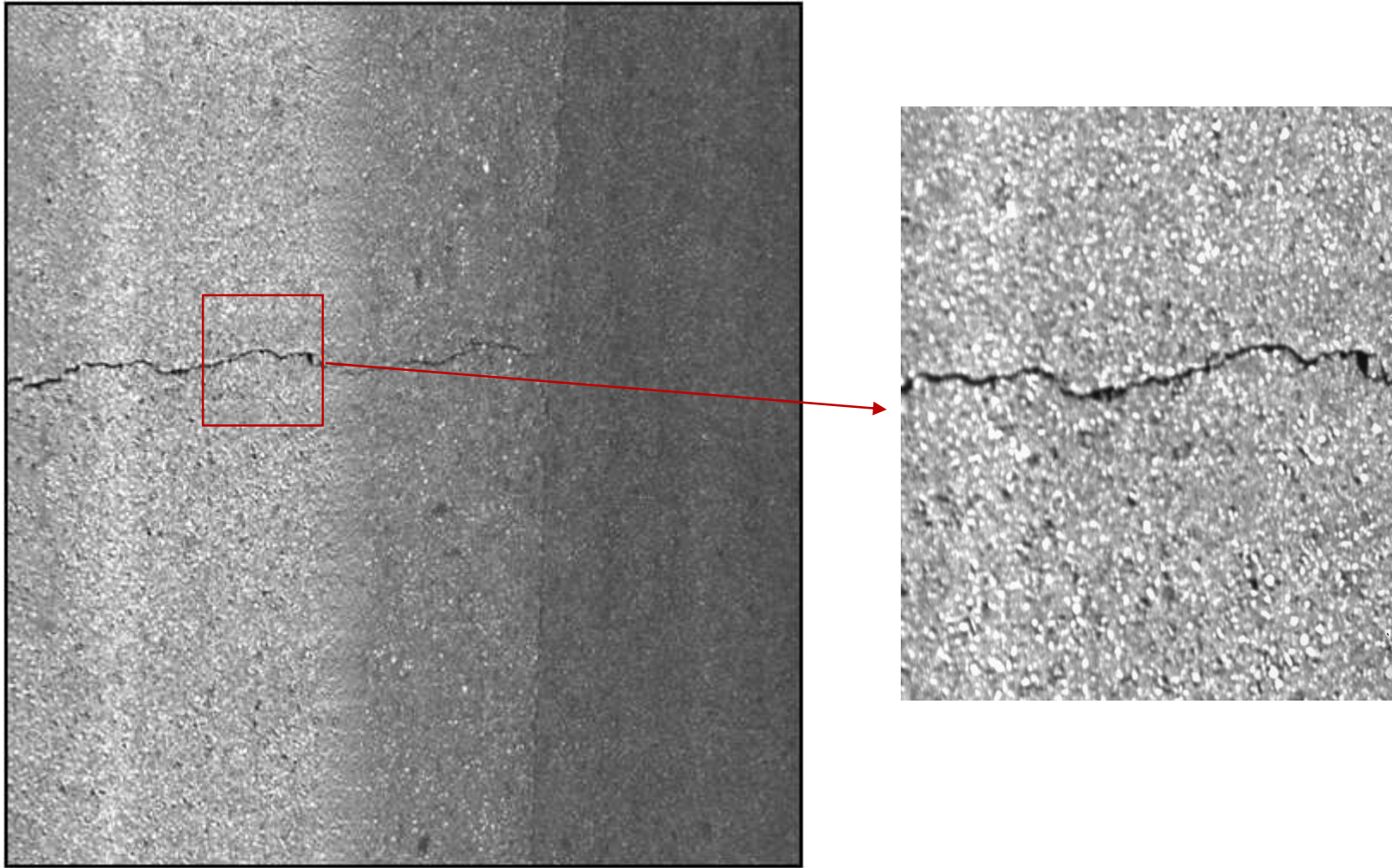
Fused Image



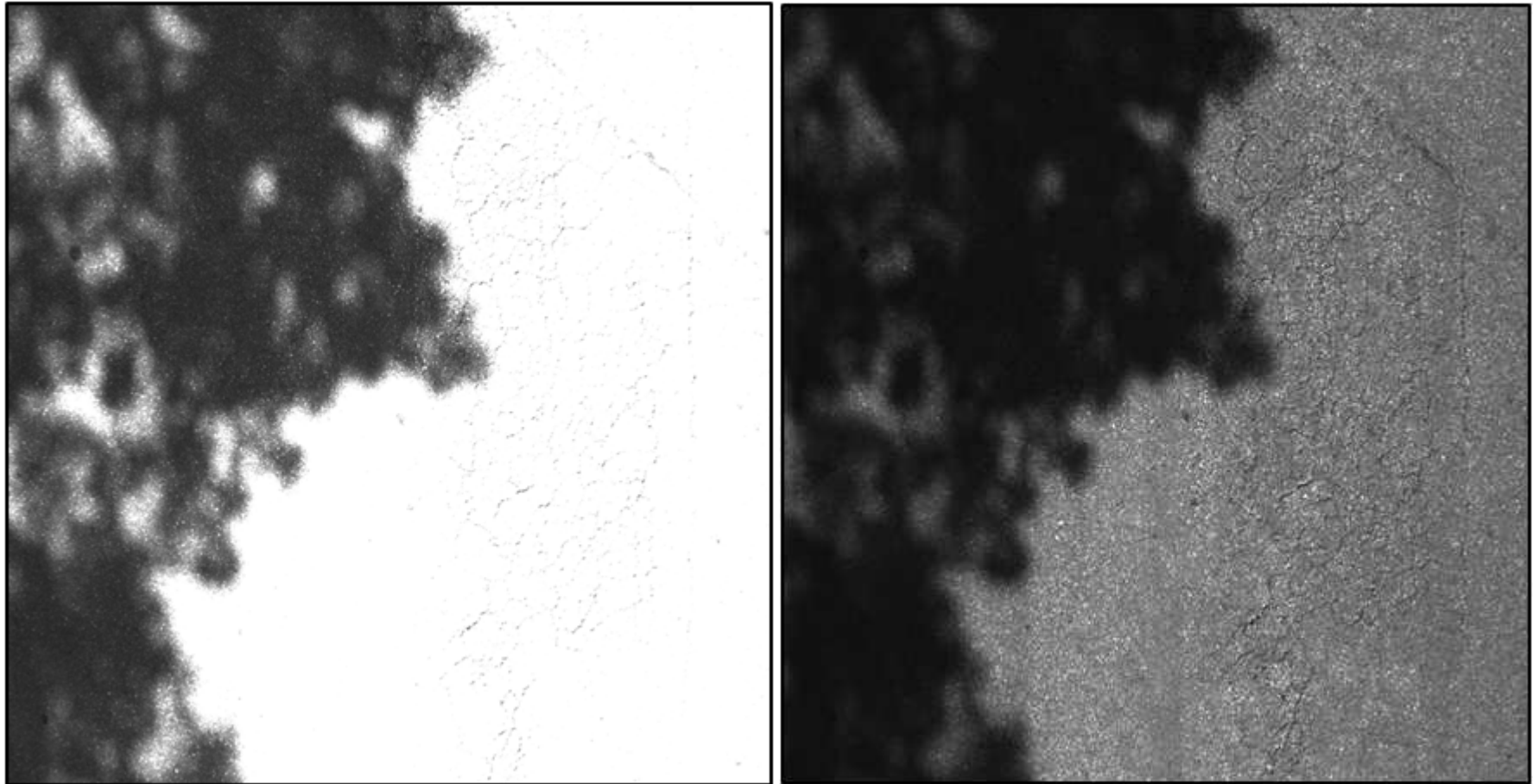
Multi-exposure Images



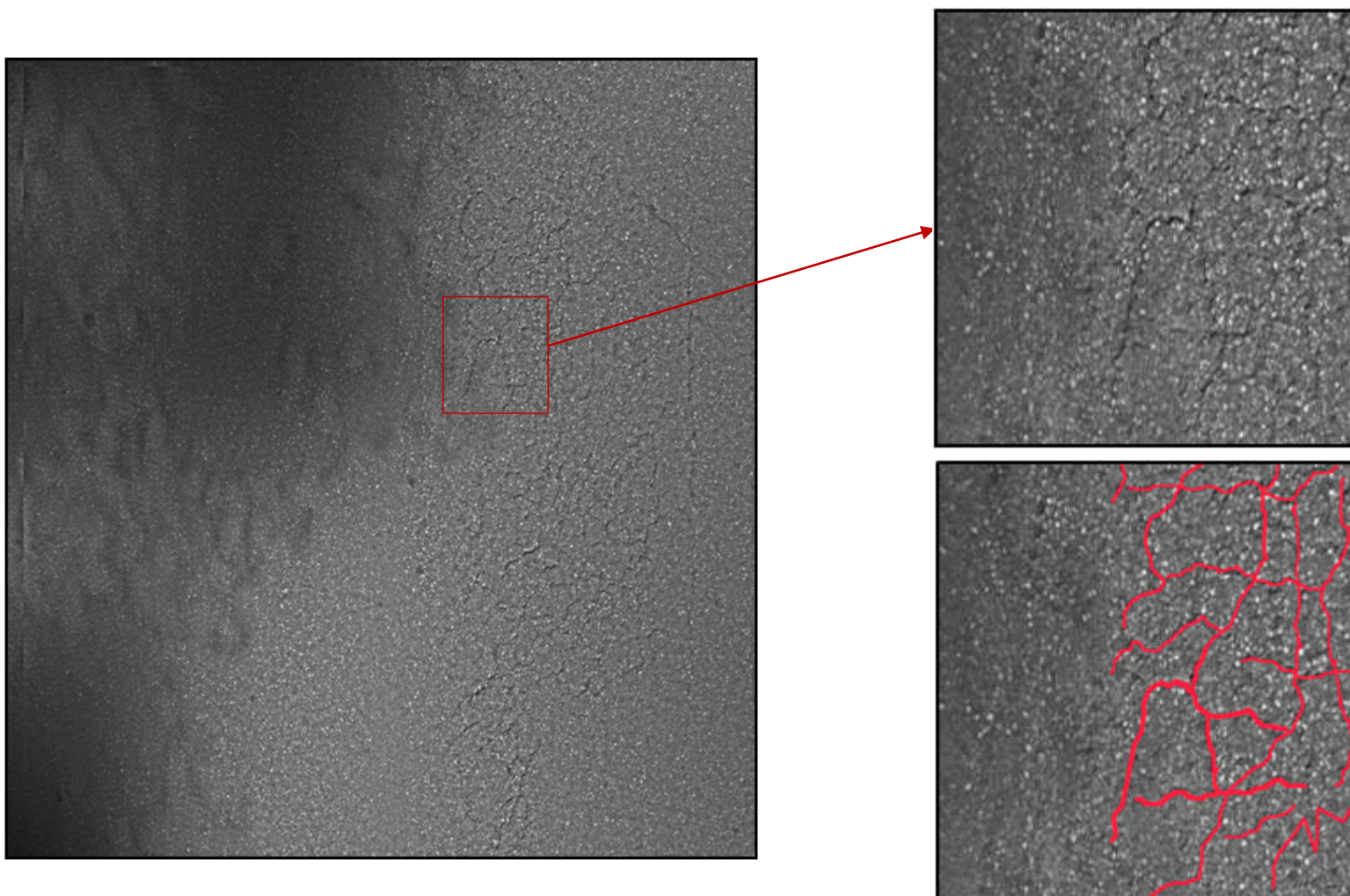
Fused Image



Multi-exposure Images



Fused Image



Acknowledgement

The project was sponsored by TxDOT and the research fund of University of Texas at Austin.

The manual pavement data were provided by the project director, Todd Copenhaver.