cyclomedia

Visualize a better world.

Traffic Signs Condition

Cyclomedia, the leading roadway asset data provider to state and local agencies, understands the complexities our customers face. Our solutions provide ground truth-based datasets and valuable insights to enhance data-driven decision making.

Assessing traffic sign conditions across your expansive road network is costly and time-consuming, as well as potentially dangerous for your field crews.

In an effort to solve some of these significant problems faced by our customers, Cyclomedia leveraged our advanced Al and Machine Learning technologies to deliver our customers consistent and accurate condition scores for their entire network.





How does it work?

- Cyclomedia devised a fully automated process leveraging AI and ML technology to extract all your traffic sign conditions.
- Cyclomedia uses a combination of an RGB visual scoring based upon a trained machine learning model as well as normalized intensity data from our LiDAR sensor to provide an overall condition score for traffic signs.
- This combined scoring system allows Cyclomedia to provide an automated condition assessment of the roadway at network wide scale at an unmatched density compared to traditional retro-reflectivity approaches.
- Through the application of AI and machine learning, analytics can be produced to enable effective and actionable decisions faster and with better confidence.



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No more sending personnel into the field to manually inspect the condition of potentially hundreds of thousands of signs across your network.

Cyclomedia delivers an overview of the condition of your signs along the road and provides you with a comprehensive inventory of your network, generated from the image and LIDAR scan data.

Traffic signs are inventoried as a point in the center of each sign face and condition data is added to each feature as attributes.

Features and Attributes

- Condition
- Valid Reflective

Accuracy and Completeness

- Absolute position accuracy: 4in
- Condition reflective attribution will be based on the results of intensity readings within 66 feet of the recording point.









