Digital Twin Bridge Monitoring System

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1. Introduction

1.1 Problem

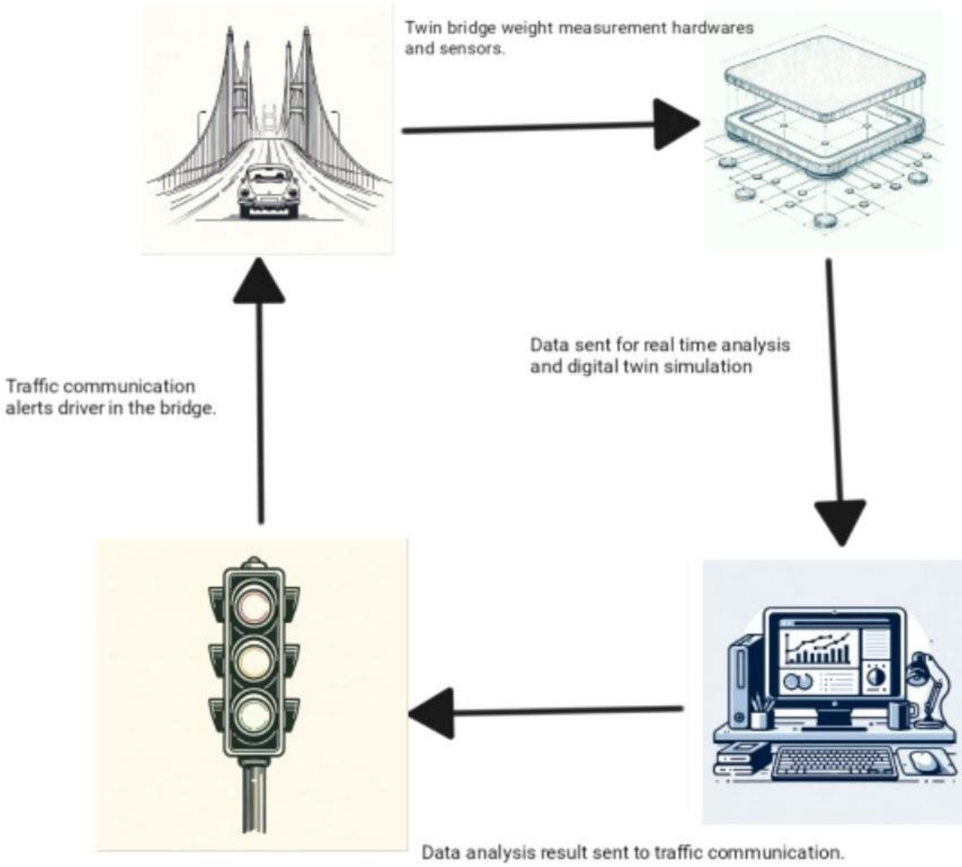
Bridges are one of the most vital infrastructures that serve as connectors both inside and outside of a country. They facilitate the movement of people, goods, and vehicles. Despite being marvels of engineering and architecture, accidents in bridges have become more frequent as time passes. The significant causes can be attributed to as being vehicle overloading and structural concerns of the bridge. These type of accidents are more prominent in third world countries, like Bangladesh, where most of the bridges have no monitoring system due to the cost involving these traditional monitoring systems. As a result, the drivers are left to their own assessments and judgements which may lead to accidents and structural damage to the bridges. The development of digital monitoring system can effectively save the money wasted on repetitive maintenance and repair of bridges due to overloading and structural damage.

1.2 Solution

The Digital Twin Bridge Monitoring System is designed to address the critical issue of bridge safety and maintenance. This innovative system involves the creation of a digital counterpart for a physical bridge, which is outfitted with advanced pressure sensors. These sensors are crucial for accurately gauging the weight of vehicles as they traverse the bridge, ensuring that the bridge's load capacity is not exceeded. Additionally, the system is equipped with a traffic light mechanism. This feature plays a vital role in warning drivers about potential overloading or existing structural issues, thereby enhancing safety measures.

To demonstrate the practicality and functionality of this system, we plan to construct a scaled-down prototype model. This model will serve as a platform for installing our hardware components, which include various modules such as sensors and a micro-controller. The key to our system's effectiveness lies in the ability to transmit the sensor's processed data to the digital twin platform. This enables the real-time monitoring and detection of the bridge's condition, allowing for immediate responses to any detected problems. Through this advanced monitoring system, we aim to revolutionize how bridge safety is managed, ensuring the longevity and reliability of these critical infrastructures.

1.3 Visual Aid

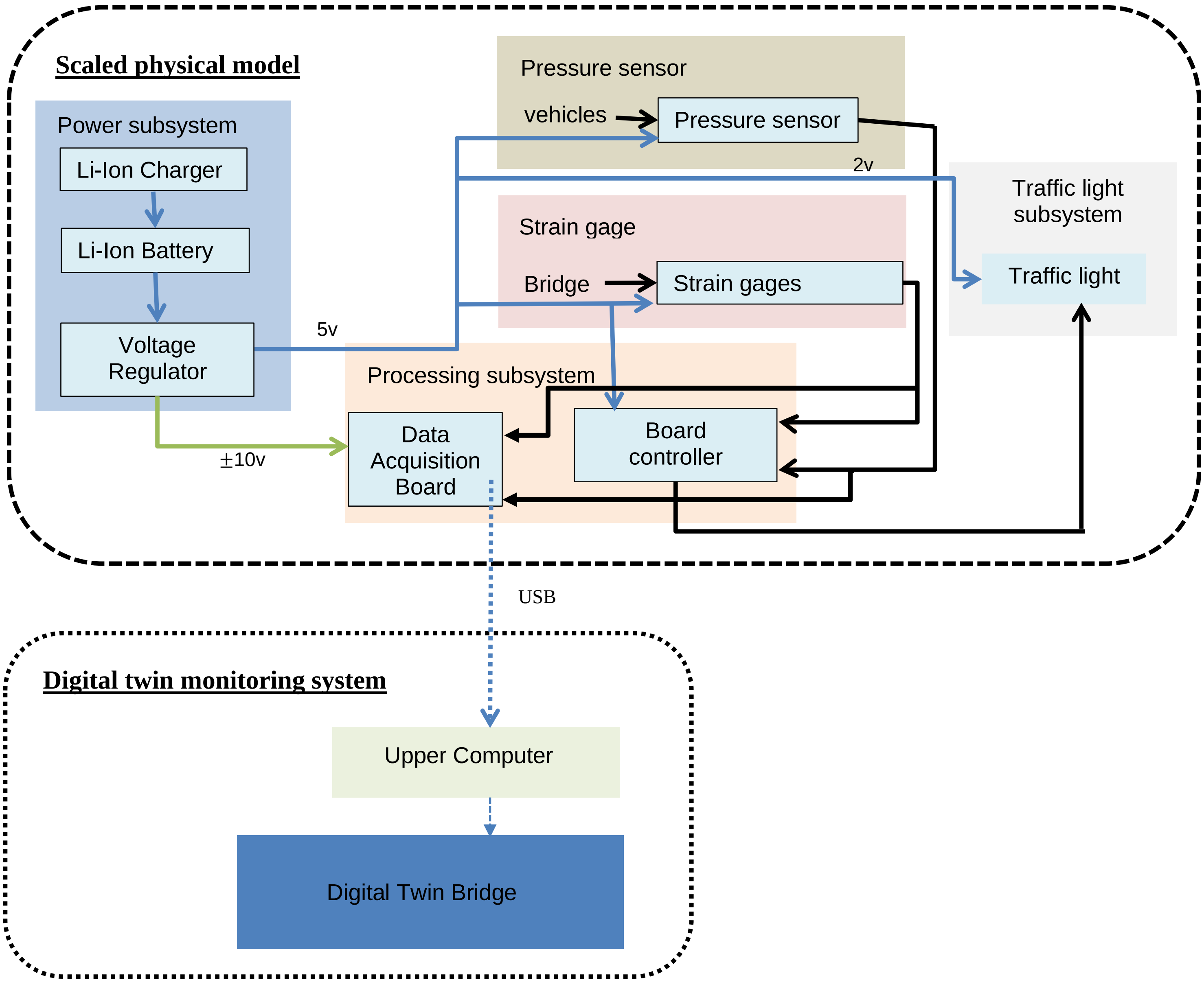


1.4 High-level requirement list

- The hardware weight measurement sensors installed on the bridge must be capable of accurately measuring the weight of crossing vehicles to a high degree of precision.
- The system must have the capability to process and analyze sensor data in real-time which involves the use of robust computational resources and efficient algorithms that can quickly interpret data from multiple sensors, perform calculations, and make determinations about the structural integrity and safety of the bridge.
- The traffic light or communication mechanism used to alert drivers about overloading or structural concerns must be highly reliable and responsive which requires a system that can instantaneously receive and act upon data from the analytics platform, with minimal delay between the detection of a potential issue and the activation of warning signals.

2. Design

2.1 Block Diagram



2.2 Subsystem Overview

- Power Subsystem

The power subsystem provides the energy required to operate the entire Digital Twin Bridge Monitoring System. It includes a Li-Ion battery charged by a Li-Ion charger, and a voltage regulator to maintain a stable power supply to the sensors and processing units. This subsystem is crucial as it ensures the continuous operation of the monitoring system, allowing for uninterrupted data collection.

- Pressure sensor Subsystem

The pressure sensor subsystem is integral to the Digital Twin Bridge Monitoring System. It comprises pressure sensors strategically placed to detect the weight of vehicles passing over the bridge. This subsystem's primary function is to monitor vehicular loads to prevent overloading of the bridge. It feeds data to the processing subsystem for analysis, ensuring real-time monitoring of the bridge's load capacity. Accurate load measurement is essential for maintaining structural integrity and safety.

- Strain gage Subsystem

Strain gauges are attached to the bridge to measure its physical deformation, which can indicate potential structural problems. The bending of the strain gauge will cause a voltage change in the output segment of the subsystem, and this information is passed to the data acquisition board to detect safety problems.

- Traffic light Subsystem

The traffic light subsystem is an important security component of the Digital Twin Bridge Monitoring System. Directly connected to the board controller, its function is to provide immediate visual alerts to the driver. When the processing subsystem detects a potential overload or structural problem, the system activates a warning light. This is a pre-emptive measure to warn drivers to either stop or drive carefully, thereby improving bridge safety. The decision to trigger the traffic lights is based on analysis of the data collected from the pressure and displacement sensors, ensuring that the alerts are accurate and timely.

- Processing Subsystem

It consists of a controller board and a data acquisition board, which can interpret the data from the pressure sensor and strain slide system and upload the data to the upper computer.

- Digital Twin Subsystem

A digital twin system is a virtual representation of a physical bridge. It receives the data from the data collector through the USB data cable, and then imports the data from the upper computer into the digital twin system. This digital model allows for real-time monitoring and simulation, providing a platform for predictive analytics and maintaining forecasts.

2.3 Subsystem Requirement

- Power Subsystem Requirements

Description: The power subsystem comprises a lithium-ion charger and battery, and a voltage regulator to ensure a steady power supply. It is essential for driving the sensors, micro-controller, transceiver module, and traffic light subsystem.

Contribution to Overall Design: It powers all electronic components

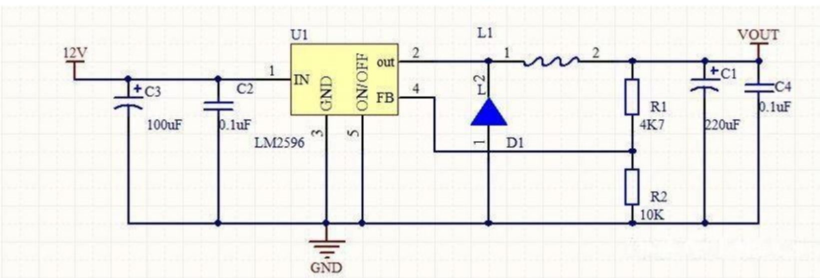
Interfaces with Other Blocks:

Voltage output to the processing subsystem and sensors, traffic light: 5V ± 0.1V.

Voltage output to the data acquisition board: 10V regulated output.

RV table:

For voltage regulator:



Requirements	Verifications
1. Adjustable output voltage is 1.25-37v. 2. The maximum output current is 3A, and the normal working current is 2A.	1. Use the constant - current circuit , connecting the output of the voltage regulator to “VDD” and draw 2A. 2. Measure the output voltage using an oscilloscope, ensuring that the output voltage. stays within 5% of 5V.

■ Pressure Sensor Subsystem Requirements

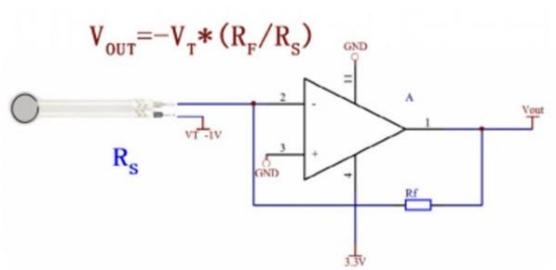
Description: The pressure sensor subsystem is equipped with miniature pressure sensors designed to measure very low weight ranges, suitable for a scaled-down model bridge using toy vehicles.

Contribution to Overall Design: Provides precise weight measurement data for toy vehicles on the scaled model, which is critical for the accuracy of the digital twin’s simulations and analyses.

Interfaces with Other Blocks:

Data communication with the processing subsystem. Connecting power subsystem.

RV table:



Requirements	Verifications
1. The supply voltage is 5V. 2. The sensing range is 0.18 to 18N. 3. Analog output is 0-4.8V.	1. Use the power subsystem to provide 5V input and confirm that it is working properly. 2. The pressure is provided in the range of 0.18-18N, and the output voltage is indeed in the range of 0-4.8v.

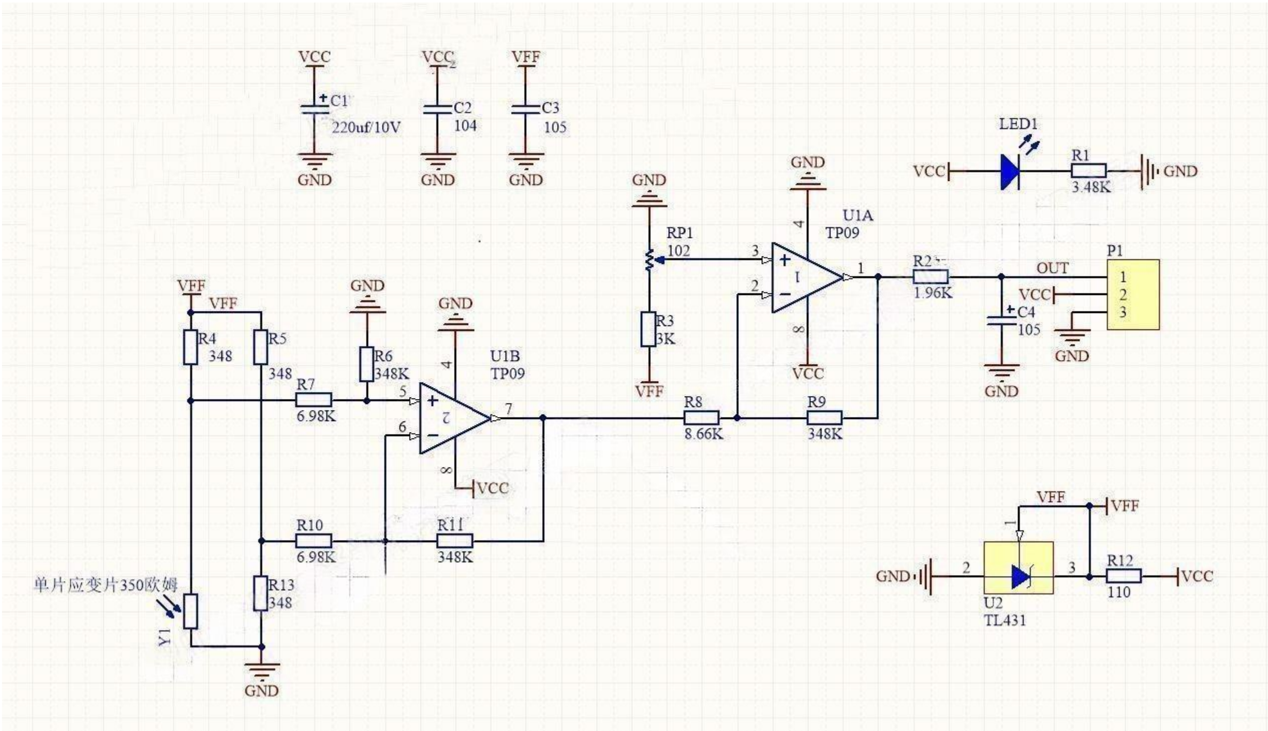
■ Strain gages Subsystem Requirements

Description: Strain gauges are included to measure the deformation of the bridge, indicating structural safety issues.

Contribution to Overall Design: The deformation data is fed to the processing subsystem to realize the structural health monitoring in the digital twin model.

Interfaces with Other Blocks:

Data communication with processing subsystem: Directly connected to the data acquisition board, the data is uploaded by the data acquisition board.



RV table:

Requirements	Verifications
1. The supply voltage is 5V. 2. The sensitivity is 2.0±1%. 3. The output voltage range is 0-5V.	1. Use the power subsystem to provide 5V input and confirm that it is working properly. 2. When the strain gauge force is 0, the AO output voltage should be 2V. When the force is 10000g, the output is 3V to confirm the accuracy of the sensitivity. 3. Increase the bend in the range of 30 degrees and ensure that the output voltage is always below 5V.

■ Traffic Light Subsystem Requirements

Description: This subsystem uses a traffic light to communicate with drivers, indicating when it is unsafe to cross the bridge.

Contribution to Overall Design: Directly impacts driver behavior, enhancing safety by providing immediate visual feedback based on sensor data.

Interfaces with Other Blocks:

Control signals from the board micro-controller: must be capable of receiving digital signals with voltage levels of 5V.

List of Requirements:

Requirements	Verifications
1. The supply voltage is 2V. 2. Must switch from green to red within 100ms of receiving a control signal. 3. Must be able to withstand outdoor conditions, including a temperature range of -20° C to 60° C and adverse weather.	1. LED bulbs normally light up when the input voltage is 2V. 2. Switch color normal.

- Processing Subsystem Requirements

Description: The subsystem consists of a control board and a data acquisition board for processing data from sensors and managing communications.

Contribution to Overall Design: It processes sensor inputs, sends commands to the traffic light subsystem, and sends data to the digital twin.

Interfaces with Other Blocks:

The sensor data is transferred to the upper computer through the USB port.

RV table:

For Data acquisition board:

Requirement	Verifications
1. Must receive sensor data in real-time with a latency of no more than 10ms. 2. Should maintain an error rate of less than 1% in data transmission	1. Verify that the error time is within the allowable range. 2. Verify that the error is within the allowable range.

For controller board:

Requirement	Verifications
1. Must process sensor data in real-time with a latency of no more than 10ms. 2. The traffic light system works according to the design logic.	1. Verify that the error time is within the allowable range. 2. Check traffic light status.

- Digital Twin Subsystem Requirements

Description: This subsystem is the virtual counterpart of the physical bridge, receiving and utilizing data from the processing subsystem.

Contribution to Overall Design: It allows for the real-time assessment and prediction of bridge health, supporting decision-making for maintenance and safety.

Interfaces with Other Blocks:

Receives data from processing subsystem via USB.

RV table:

Requirements	Verifications
1. Must update the digital model in real-time with a maximum delay of 5 seconds from data receipt. 2. Must simulate bridge behavior with an accuracy of 98% compared to the physical model. 3. Must be capable of running predictive algorithms to forecast potential structural issues.	1. Give the pressure sensor an input to confirm whether it can receive a signal within 5 seconds. 2. Confirm errors in pressure signal and strain gauge signal. 3. Check the running status of the algorithm.

2.4 **Tolerance Analysis**

There are mainly two aspects critical to the success of the project. One aspect is related to the digital model of the bridge, while the other one is concerned with the physical model.

One aspect of the design that poses a risk to the successful completion of the project is the integration of real-time data analytics for safety and maintenance as described in our proposal. This component involves processing large volumes of data collected from sensors installed on the bridge to identify potential structural concerns or overloading issues promptly. However, implementing real-time data analytics can be challenging due to factors such as data transmission delays, processing time, and the complexity of the analytics algorithms.

To test the feasibility through mathematical analysis, we first assume the distance between pressure sensor and signal light is X_1, distance for a man with normal vision to recognize the number on the display screen is X_2, time a driver takes to react to the signal light is T_1, time the controller takes to complete integration of real-time data analytics is T_2, speed limit is V. Above variables should satisfy $V \cdot (T_1 + T_2 + 3) < X_2$, $X_1 \in [V \cdot (T_1 + T_2 + 3), X_2]$.

The other aspect is the comparison between weight of the remote-control car and thickness of the aluminum beam. If the weight of the remote-control car is quite large or the thickness of the aluminum beam is too small, then the strength of the bridge is relatively too high and the deformation of the aluminum beam will be tiny, and the signal collected by strain gauges will be very weak. Therefore, the precision demands on the sensors would be heightened, leading to an escalation in project expenses.

To test the stability of the physical model of the bridge, methods are typically divided into two dimensions. One way is determining bending stress applied on the bridge using data collected by the pressure sensors. Suppose the moment exerted by the remote-control car on the bridge is M, moment of inertia of the bridge is I, and thickness of the beam is h, then the bending stress is $\sigma = \frac{Mh}{2I}$. Another way is calculating deflection of the beam based on data collected by the strain gauges. Suppose the concentrated load of the car is q, length of the beam is L, modulus of elasticity of the beam is E, and moment of inertia of the beam is I, then the deflection of the beam is $\delta = \frac{5qL^4}{384EI}$.

3. Cost & Schedule

3.1 Cost

Labor	Rongjian Chen	87769 dollars / year	130 hours	3908 dollars
	Hanchi Ge	87769 dollars / year	130 hours	3908 dollars
	Kowshik Dey	87769 dollars / year	130 hours	3908 dollars

Part	Cost (Prototype)	Cost (Bulk)
Aluminum Beam (Taobao)	118.8 yuan	118.8 yuan
Pressure Sensor (Taobao, DF9-40)	77 yuan	77 yuan
Voltage regulators (Taobao, LM2586)	7.6 yuan	7.6 yuan
LED (Taobao)	5 yuan	5 yuan
Strain Gauge (Taobao, BFH120-5AA)	60 yuan	30 yuan
Data acquisition board	339 yuan	339 yuan
Total	607.4 yuan	577.4 yuan

3.2 Schedule

1) 3.18 - 3.24

- Read some articles and videos to review learnt skills and learn new skills that required by building bridge models
- Building physical model of the bridge. Completed bridge modeling based on Unreal Engine 5.
- Start PCB Design

2) 3.25 - 3.31

- Build physical model and design PCB board.

3) 3.18 - 4.18

- The simulation of the digital twin bridge is successfully completed, and the signal transmission and processing from the physical model to the digital twin model are completed.
- Complete the actual test, drive the remote control car onto the physical model bridge, and adjust the experimental data.

4) End of Project

- Debug the digital twin bridge monitoring system to ensure reliable operation of the system.
- Improve the visualization of digital twin bridge monitoring data. Finish the project.

3.3 Distribution of work

1) Hanchi Ge

- Acquiring the required physical materials needed for the project.
- Building the physical model of the bridge

2) Rongjian Chen

- Responsible for the deployment of the digital twin simulation
- Bridge alert system and sensors.

3) Kowshik Arko Dey

- In charge of designing the whole PCB schematic.
- Map out the whole sensor distribution for accurate data analysis and assist in data analysis.

4. Ethics and safety

Issues during development of our project and corresponding solutions

Issue: Gathering real-time data about vehicles crossing the bridge may raise privacy concerns, especially if the collected data contains identifiable information about individuals or vehicles. This could breach the principle of respecting privacy as outlined in the IEEE Code of Ethics, which emphasizes the protection of individuals' privacy and confidentiality.

Solution: Ensure that the data collected is anonymized and aggregated to prevent the identification of individuals or specific vehicles. Implement strict access controls and encryption protocols to safeguard the collected data.

Issue: The development process should ensure transparency about the capabilities and limitations of the system. There should be clear accountability for any decisions made based on the data collected. This aligns with the IEEE Code of Ethics, which emphasizes honesty and integrity in professional activities.

Solution: Document the development process thoroughly, including the algorithms used for data analysis and the criteria for generating alerts. Provide clear explanations to stakeholders about how the system operates and its potential implications.

Issues during accidental or intentional misuse of our project and corresponding solutions

Issue: If the system generates false alerts or fails to detect actual safety concerns, it could lead to unnecessary disruptions in traffic flow or, worse, accidents due to drivers reacting to false alarms. This could violate the principle of avoiding harm as stated in the ACM Code of Ethics, which emphasizes the importance of minimizing negative consequences.

Solution: Conduct extensive testing and validation of the system to ensure its reliability and accuracy. Implement fail-safe mechanisms to prevent false alarms, such as setting conservative thresholds and incorporating redundancy in sensor measurements.

Issue: Security Vulnerabilities: Malicious actors could potentially exploit vulnerabilities in the system to tamper with the data or disrupt the operation of the bridge. This could compromise the safety of both drivers and the structural integrity of the bridge, violating the principle of professional responsibility outlined in the ACM Code of Ethics.

Solution: Employ robust cybersecurity measures, including encryption, authentication, and intrusion detection systems, to protect the integrity and confidentiality of the data. Regularly update and patch the system to address any newly discovered vulnerabilities.

Relevant Safety and Regulatory Standards

The bridge's design and construction must adhere to relevant safety standards set by regulatory bodies such as the American Society of Civil Engineers (ASCE) and the Federal Highway Administration (FHWA). These standards ensure that the bridge can safely withstand the loads imposed by crossing vehicles.

Compliance with data privacy regulations, such as the General Data Protection Regulation (GDPR) in Europe or the California Consumer Privacy Act (CCPA) in the United States, is essential to protect the privacy rights of individuals whose data is collected by the system.

Potential Safety Concerns

The accuracy and reliability of the sensors used to measure the weight of crossing vehicles are critical for ensuring the effectiveness of the system. Malfunctioning sensors or inaccurate measurements could lead to incorrect assessments of the bridge's structural integrity.

Any failures in the communication mechanisms or data processing algorithms could result in delayed or missed alerts regarding potential safety concerns. This could compromise the ability of the system to fulfill its intended purpose of enhancing safety and maintenance.

Avoid connecting devices to power sources that exceed their rated voltage or current to prevent damage due to overload. Ensure that the power adapter used complies with the specifications and requirements of the devices. Besides, ensure that the devices are placed in well-ventilated areas to prevent overheating. Avoid excessive accumulation or covering of the devices, and regularly clean the surrounding area to maintain proper ventilation。

References

1

Code of Ethics (acm.org)

IEEE - IEEE Code of Ethics

Policy statement 208 - Bridge safety | ASCE

National Bridge Inspection Standards - Bridge Inspection - Safety Inspection - Bridges & Structures - Federal Highway Administration (dot.gov)

General Data Protection Regulation (GDPR) – Official Legal Text (gdpr-info.eu)

Privacy and Data Security | State of California - Department of Justice - Office of the Attorney General