



Toward a Generalized Risk Assessment Method on Occupancy Grids

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Toward a Generalized Risk Assessment Method on Occupancy Grids

Context & Motivations

- ▶ While occupancy grids are a good way to map the environment of a vehicle, they are not well-suited to assess risks of a specific path.
- ▶ Several recent works implemented a notion of risk in occupancy grids (e.g., [1]). In particular, [2] introduced the Lambda-Field, a mathematical theory where a physical risk can be computed for a specific path.

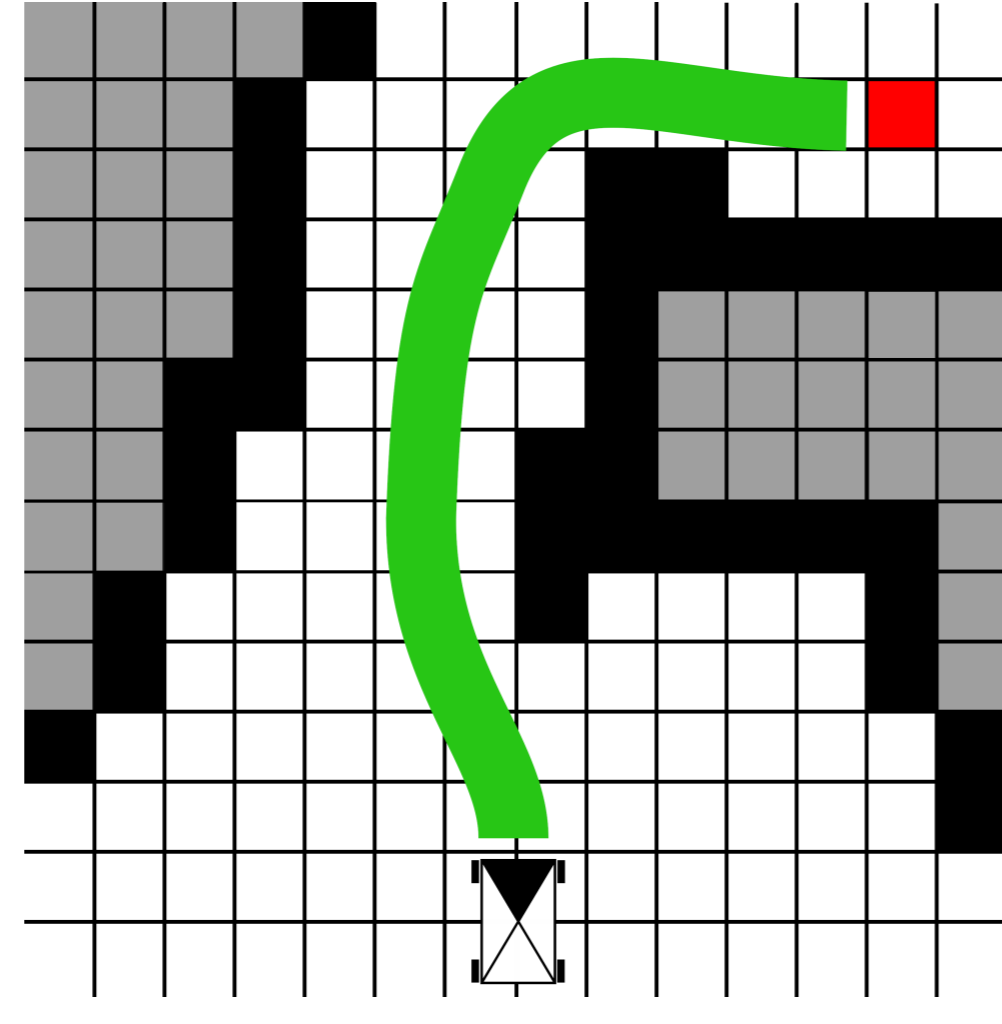


Figure: Even though the Bayesian Occupancy grid can allow to compute a path to reach a goal, it cannot assess the physical risk for a specific path.

Lambda-Field

- ▶ Lambda-Field, instead of storing the probability of occupation, stores the intensity of an event. The intensity of a cell can be seen as the likelihood to create an event leading for example to a collision. For this work, we defined our event as the deformation of the wheel (assumed unique) due to a collision.

- ▶ For each cell c_i :

$$\lambda_i = p_i \cdot \frac{1}{e} \ln \left(1 + \frac{u_i}{s_i} \right) \quad (1)$$

$$p_i = \min \left(\frac{|H_i|}{R}, 1 \right)$$

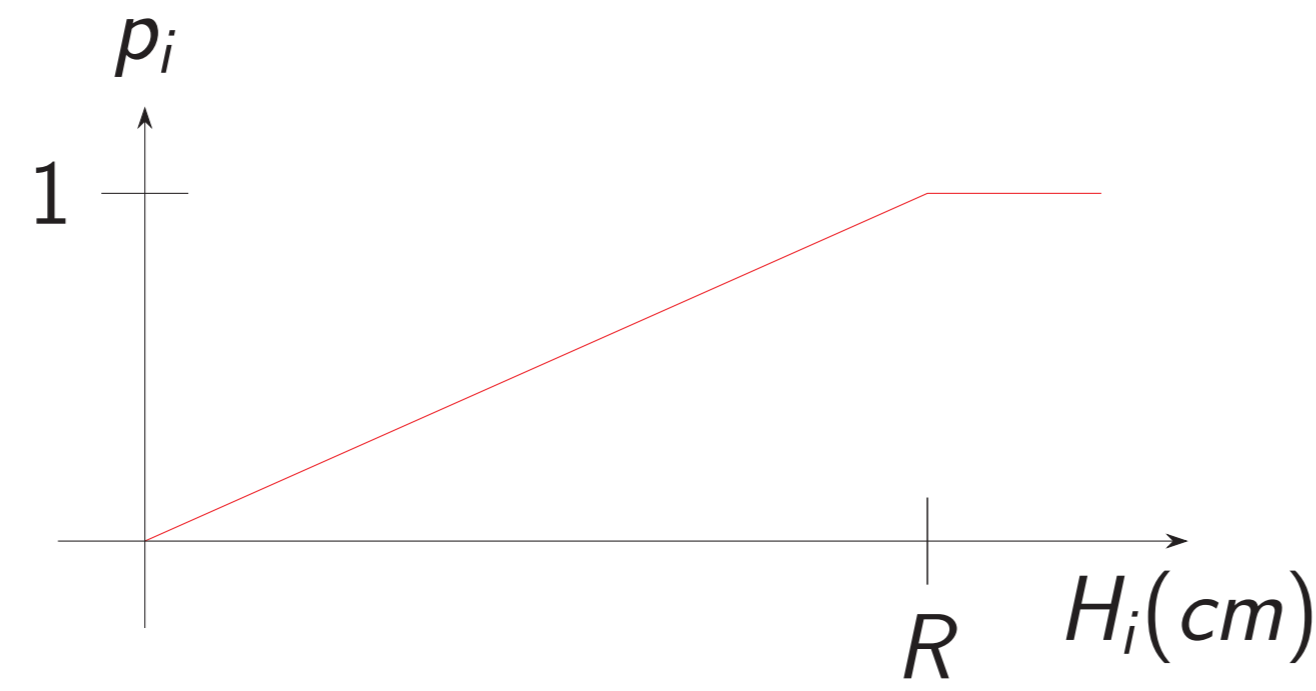


Figure: p_i , the probability to be harmful.

- ▶ To compute, s_i , u_i and H_i , we use a Digital Elevation Map (DEM).

| | |
|-------|---|
| H_i | Maximum elevation difference between the cell c_i and its neighbors |
| s_i | Cell c_i was measured s_i times safe (< 5 cm). |
| u_i | Cell c_i was measured u_i times unsafe (> 5 cm). |
| R | Radius of the wheel. |

Table: List of parameters to compute the Lambda-Field.

Risk Function

- ▶ We use a spring to model the compression of the wheel during the collision.

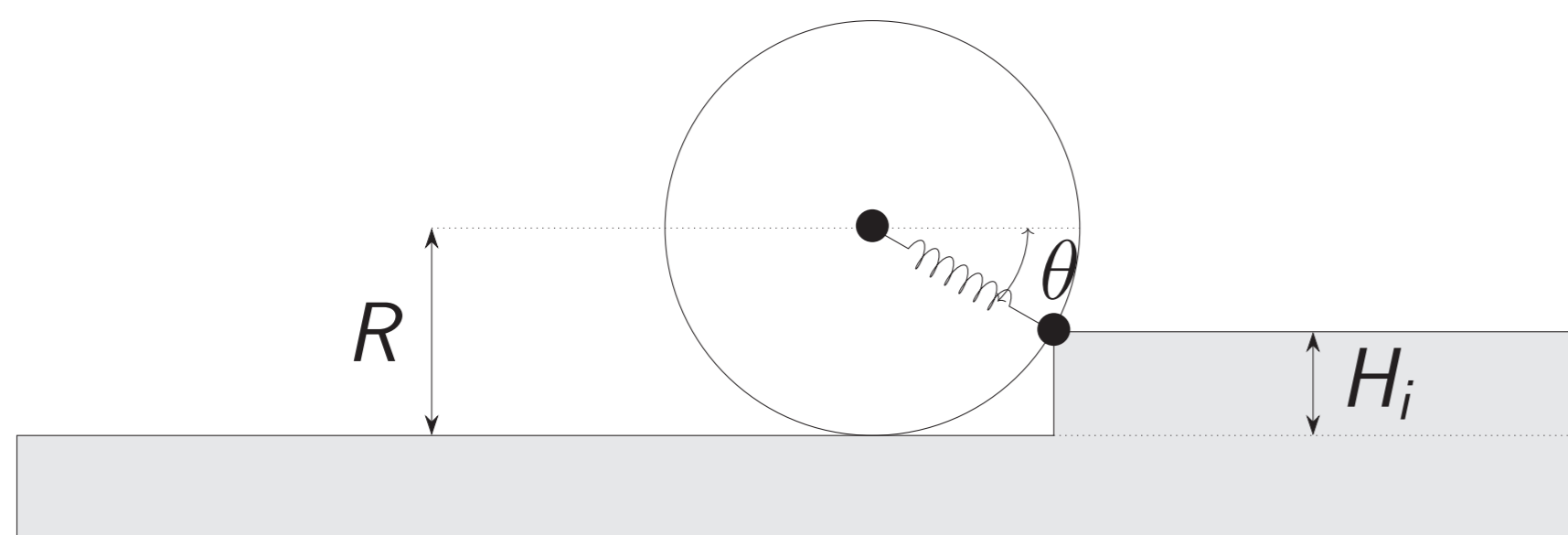


Figure: We model our wheel like a spring that will absorb the collision.

- ▶ Using the equation of an harmonic oscillator, we evaluate our risk function as the elastic energy absorbed by the spring:

$$r(v, H_i) = \frac{1}{2} \cdot k \cdot A(v, H_i)^2 \quad (2)$$

where A is the amplitude of the harmonic solution, v is the speed of the vehicle and k is the stiffness of the spring.

- ▶ As introduced in [2], we can compute the expected risk over a path with:

$$\mathbb{E}[r(\cdot)] = \sum_{i=0}^{N-1} K_i r(v, H_i), \quad \text{where} \quad (3)$$

$$K_i = \exp \left(-\Delta a \sum_{j=0}^{i-1} \lambda_j \right) \left[1 - \exp(-\Delta a \lambda_i) \right]$$

where Δa is the area of each cell.

Acknowledgments and References

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- [1] David D. Fan, Kyohei Otsu, Yuki Kubo, Anushri Dixit, Joel Burdick, and Ali-Akbar Agha-Mohammadi. STEP: stochastic traversability evaluation and planning for safe off-road navigation. *arXiv preprint arXiv:2103.02828*, 2021.
- [2] Johann Laconte, Christophe Debain, Roland Chapuis, François Pomerleau, and Romuald Aufrère. Lambda-field: A continuous counterpart of the bayesian occupancy grid for risk assessment. *International Conference on Intelligent Robots and Systems*, pages 167–172, 3 2019.

Experimental Setup

- ▶ During this experiment, we used a 4-wheel drive robot equipped with a velodyne VLP-16.
- ▶ The VLP-16 is tilted with a 15° angle on the pitch axis in order to get a better representation of the road ahead.



Figure: Robot used for this experiment.

Results

- ▶ First, a DEM was created by accumulating several point clouds generated by a 3D LIDAR sensor.

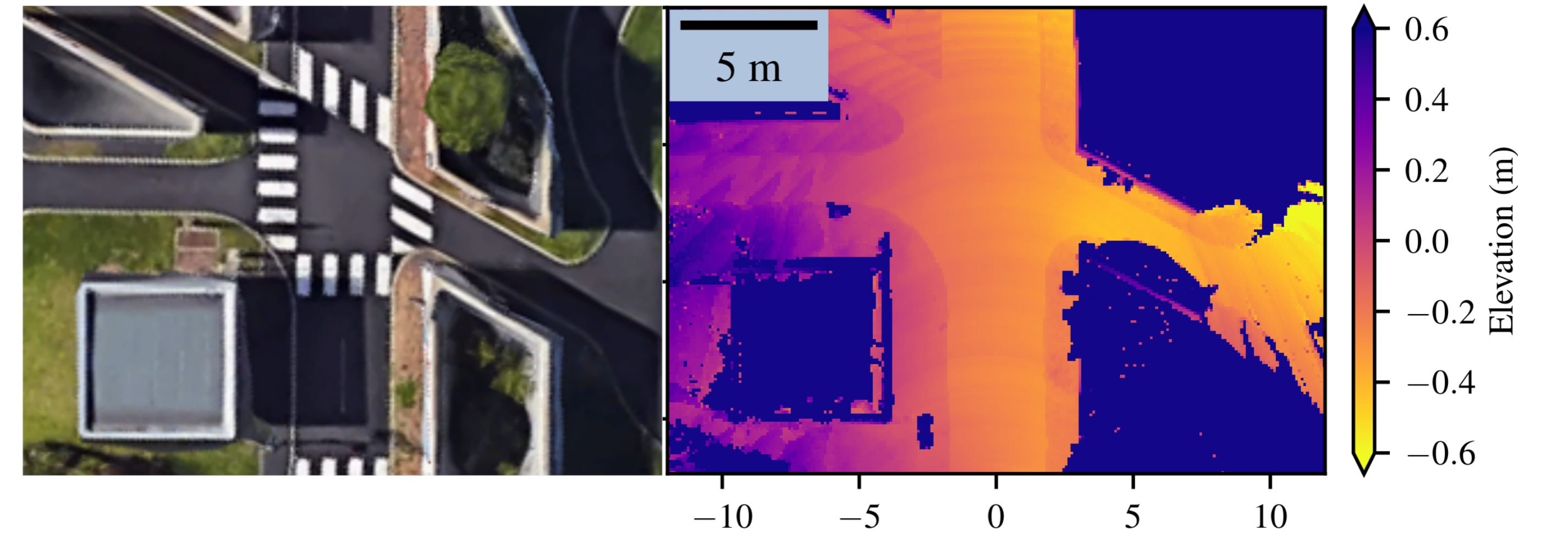


Figure: Left: Aerial view from our urban-like test site with sidewalks that may be hazardous. Right: DEM is computed from the accumulation of LIDAR points over time.

- ▶ Then, we constructed a Lambda-Field using a wheel radius of $R = 25$ cm.

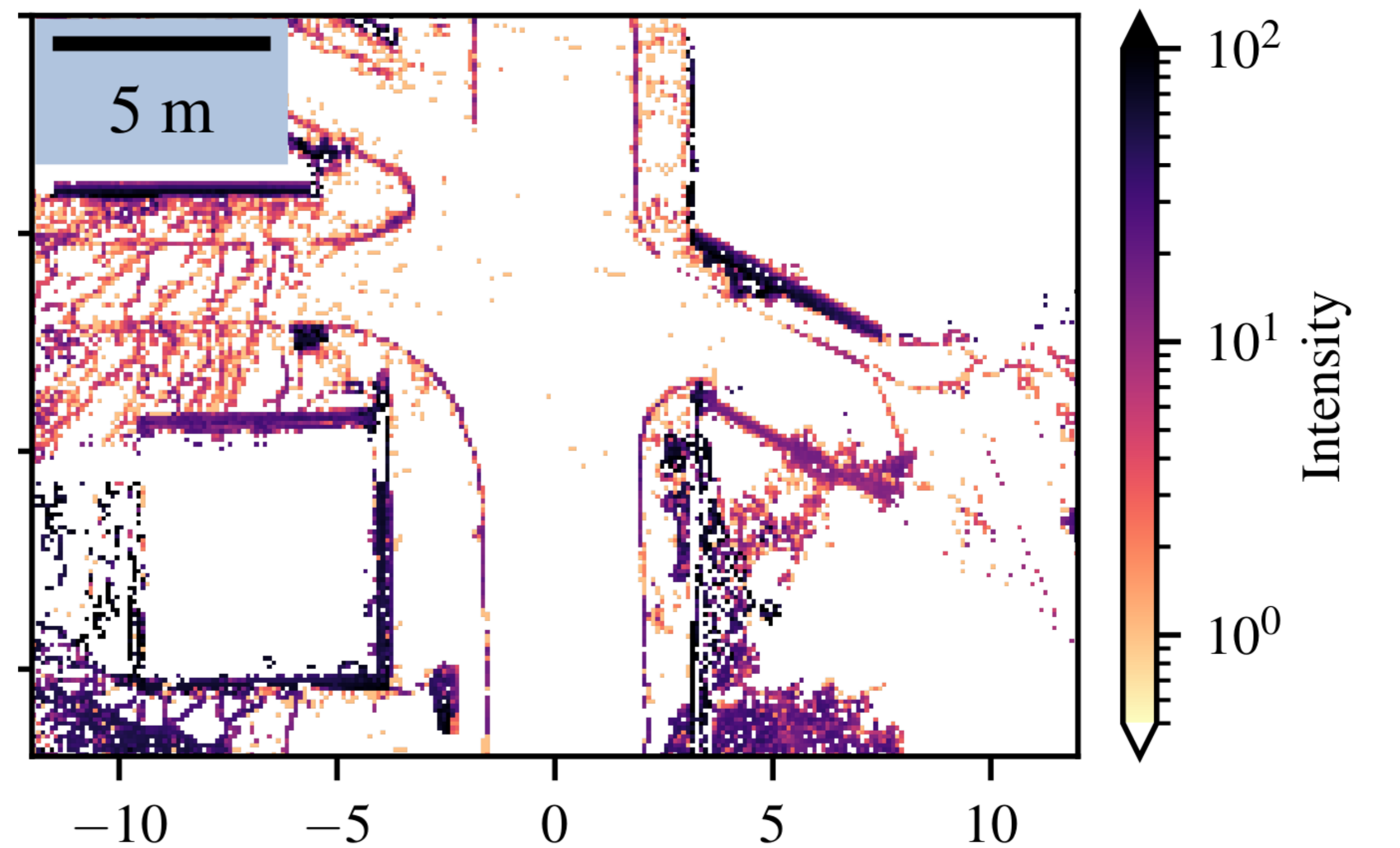


Figure: Lambda-Field computed from the DEM. We can see that curbs and walls have a high intensity, meaning that they are hazardous for the robot.

- ▶ Road curbs and walls have a high intensity, indicating that if the robot goes through, the event of collision will be very likely to occur. As our robot doesn't have any suspension, the VLP-16 experiences some vibration causing some cells (middle of the road) to appear higher/lower than they actually are.

Perspectives

- ▶ We intend to create different Lambda-Field to model different events such as roll over, lane invasion or high deceleration.
- ▶ After fusing several maps into the Lambda-Field for more generic risk assessments, we intend to provide it to a path planning algorithm and control our robot on our test site.