

# Modelling through the lens of Al

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Fostering Collaboration: Whanaungatanga in transport asset management

### What is AI Fault Detection?



- Pattern recognition model
- Need to be taught (aka Train)







## Why use AI / Machine Learning?



- More detail
- Efficiency
- Repeatable
- Inspector Safety
- Video collection use for virtual driveovers









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# **Our journey**



- 4 contracts
- 3 AI systems
- 3 sets of problem



### Journey 1 – Coastal Otago NOC



- First application
- Coastal Otago network is used to train an AI model
- A lot of flushing faults







- 2<sup>nd</sup> Application of the model
- Coastal Otago network is used to train the model (!)
- A lot of flushing faults





Coastal Otago SH

**Porirua Streets** 

Definitely looks the same, RIGHT?



- Another Fault Detection modelOutputs have been validated
- Predictive model output using AI fault data is comparable to NPDC's own excellent All Faults data



### Journey 4 – Taranaki NOC



- 3<sup>rd</sup> Fault Detection model
- Still in pilot stage
- Early results are promising
- FLUSHING!!!





#### **Lessons Learnt – Flushing**





#### Lessons Learnt – Camera Setup



- Good calibration is key
- Garbage in garbage out





#### Lessons Learnt – Urban / Rural



- Different driving behaviour,
  e.g. turn around, reversing not going to happen on SH
- Vastly different shoulder / kerb / berm







- AI more granular fault detection less defect area affects deterioration model
- Currently AI faults do not accurately reflect maintenance risk
- Site selection between methods was similar
- Al is repeatable, All faults relies on well trained inspectors
- The AI model output is comparable to a contract with good All Faults data
- AI can identify missing assets



- AI models work
- Dependent on correct camera setup
- Dependent on training data
- Al models are equal to good practice all faults models
- Validation is key network knowledge is fundamental
- More improvements to be made