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Scalable and Lightweight Approach to Toll Collection Management Using Amplitude Shift Keying (ASK) Modulation Technique

Izuchukwu Zeal Chidubem [1], Joe Essien[2], Martin Ogharandukun[3], Anthony Chidiebele Okoye[4]

[1,2,4,] Department of Computer Science, Veritas University, Abuja
[3] Department of Pure and Applied Physics, Veritas University, Abuja

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ABSTRACT: *Toll collection systems utilizing modulation techniques encounter significant challenges related to signal interference and environmental conditions. The precise transmission and reception of signals are critical for modulation techniques, but they can be disrupted by physical obstacles, weather variations, and interference from other electronic devices, leading to signal degradation and potential errors. Moreover, the complexity inherent in these systems necessitates advanced infrastructure and ongoing maintenance, resulting in elevated operational expenses. Addressing these challenges requires the implementation of robust technical solutions, rigorous testing procedures, and continuous maintenance to ensure the efficient and secure operation of toll collection systems. This study aims to develop an efficient, cost-effective, scalable, and secure toll collection system using Amplitude Shift Keying (ASK) modulation. ASK modulation leverages amplitude variations to facilitate data transmission between RFID tags and readers, enabling seamless and efficient vehicle passage through toll points. The selection of the Arduino Uno microcontroller is based on its affordability and reliability, while the RC522 RFID reader and tags are chosen for their compatibility and performance. Real-time feedback is provided through an OLED display, and the MG996r metal gear servo is utilized for operating the toll barrier. ASK modulation offers several advantages in toll collection systems. Its simplicity facilitates easy implementation and reduces overall system costs, making it a financially viable option. The technique's use of binary data representation ensures efficient and reliable data transmission while the design enhances scalability and simplifies maintenance requirements.*

KEYWORDS: amplitude shift keying, radio frequency identification (RFID), microcontroller, modulation techniques, intelligent systems

INTRODUCTION

Toll collection has been a fundamental component of transportation infrastructure for centuries, originating from early practices aimed at funding and maintaining extensive road networks [1]. Tolls continue to play a crucial role in funding and maintaining modern transportation infrastructure. They enable governments and transportation authorities to recover costs associated with construction and maintenance, while also ensuring the durability and excellence of transportation infrastructure in the long run [2]. Conventional toll collection methods have recently faced numerous challenges. The practice of toll booth attendants collecting fees, whether in cash or through token systems, has become progressively inefficient and prone to issues like traffic congestion, extended wait times, and instances of toll evasion [3]. In response to these challenges, the adoption of Amplitude Shift Keying (ASK) modulation technique in toll collection presents a promising alternative [3]. The Amplitude Shift Keying (ASK) modulation technique holds significant importance in toll collection systems due to its efficiency and reliability in transmitting data between RFID tags and readers [4]. ASK modulates a carrier signal by varying its amplitude based on binary data, making it straightforward and cost-effective for toll applications. This modulation method allows RFID readers to accurately detect and decode signals from RFID tags, ensuring seamless identification and verification of vehicles at toll plazas. ASK's simplicity also contributes to its robustness in varying environmental conditions, providing consistent performance in scenarios where quick and accurate data transmission is crucial for minimizing congestion and enhancing traffic flow. The integration of ASK modulation addresses several shortcomings of traditional toll collection methods. By automating the transaction process, ASK reduces operational costs associated with manual and semi-automated systems, such as labor and maintenance expenses [3]. The technology's reliability in data transmission ensures accurate and secure toll collection, bolstering trust among users. Moreover, ASK modulation supports scalability and interoperability across different tolling environments, making it adaptable for various infrastructure settings [4].

The implementation of ASK modulation in toll collection systems represents a significant advancement towards modernizing transportation infrastructure [1]. It not only improves efficiency and user experience but also aligns with broader goals of sustainability by reducing environmental impacts from vehicle idling and emissions. As transportation networks continue to evolve, ASK modulation stands out as a robust solution to enhance toll collection processes, paving the way for smarter and more integrated mobility systems [3]. It has been contended that conventional toll collection systems encounter multiple challenges ranging from inefficiencies and congestion to security vulnerabilities and high operational costs [2]. The introduction of ASK modulation technique in toll collection represents a transformative shift towards automated and secure transactions. By leveraging RFID technology and ASK modulation, toll collection systems can achieve faster processing times, reduce traffic congestion, lower operational costs, and enhance overall security and user satisfaction [5]. This approach not only addresses current shortcomings but also positions toll collection infrastructure for future advancements in smart mobility and transportation management [3]. This research work focuses on designing, developing, and evaluating an RFID-based modulation technique for toll collection management. The goal is to improve the efficiency of toll collection, enhance user experience, optimize revenue management, and contribute to the development of sustainable transportation infrastructure.

REVIEW OF LITERATURE

Automated toll collection techniques encompass diverse technologies aimed at optimizing toll payment processes and enhancing traffic flow at toll plazas. Among these, RFID-based systems stand out for their utilization of Radio Frequency Identification to automatically identify vehicles equipped with RFID tags [5]. This approach facilitates uninterrupted toll transactions, effectively reducing congestion and travel times for commuters. The reliability and precision of RFID systems in data capture ensure efficient toll operations, though the initial setup costs can be substantial due to the necessary infrastructure components like RFID readers, antennas, and backend databases [3]. Despite excelling in open road tolling scenarios, RFID systems often encounter challenges in dense traffic situations where rapid identification and processing are critical [6]. Conversely, Automatic Number Plate Recognition (ANPR) represents another significant automated toll collection technique. ANPR systems employ optical character recognition to capture and identify vehicle license plates as they pass through toll lanes [6]. These systems offer flexibility by not requiring vehicles to carry RFID tags, making them suitable for environments where RFID technology adoption may be impractical [7]. ANPR is effective in accurately capturing vehicle data and seamlessly integrating with existing toll collection infrastructure. However, factors such as adverse weather conditions or obscured/damaged license plates can potentially compromise ANPR's data capture reliability [6]. Comparing RFID-based systems with ANPR, RFID technology typically delivers faster and more reliable data capture due to its direct communication with RFID tags affixed to vehicles [8]. In contrast, ANPR relies on visual recognition technology, which is susceptible to external influences like lighting and vehicle speed variations. Both technologies share the common goal of automating toll collection processes to enhance operational efficiency and alleviate congestion. The choice between RFID and ANPR hinges on considerations such as infrastructure costs, operational environments, and the desired level of system integration and automation [5]. Integrating these technologies with advanced data analytics and management systems holds promise for further optimizing toll collection operations and enhancing overall transportation infrastructure management.

The evolution and challenges of toll collection systems have been extensively studied through various technological approaches, each aiming to address inefficiencies and enhance overall system performance. Talha et al., [8] focused on RFID-based toll collection systems using passive RFID tags, aiming to automate transactions and reduce vehicle wait times significantly. Their study highlighted improved efficiency in toll processing but did not delve into specific modulation techniques or address signal interference and data security concerns. Instead, their system centered on deducting toll fees from prepaid balances linked to RFID tags, laying groundwork for streamlined operations but underscoring the need for further research in accuracy and security. In contrast, Choi et al., [9] explored dynamics of traffic congestion using active RFID tags and GSM technology for real-time user updates on toll balances and transactions. While emphasizing GSM integration benefits, their study lacked detailed analysis of modulation techniques optimizing RFID data transmission. The reliance on GSM introduced latency issues, showcasing the trade-off between user interface enhancements and RFID operational specifics. Chin, & Hensher, [10] delved into the role of demand management in reducing congestion and compared manual with automated RFID-based toll collection systems, highlighting reduced congestion and operational costs with RFID implementation. However, their study primarily addressed operational benefits rather than modulation techniques' technical intricacies, leaving gaps in understanding environmental impact on RFID signal transmission that necessitate further exploration. To address modulation intricacies, Gupta & Verma, [11] carried out a comprehensive review of Electronic Toll Collection Systems with RFID modulation techniques, including ASK, FSK, and PSK, focusing on their strengths and weaknesses in various conditions. Gupta & Verma's [11] theoretical insights laid a foundation for understanding modulation technique trade-offs but lacked empirical validation in toll collection settings. Naaz, et al., [12] similarly discussed hybrid modulation's potential benefits, proposing combinations of ASK, FSK, and PSK to optimize performance adaptability. However, empirical data specific to toll collection applications was sparse, highlighting theoretical potential without practical implementation insights. Chandrappa, et al., [13] expounded on RFID fundamentals and modulation's critical role in ensuring reliable data transmission, stressing robust modulation for interference mitigation. However, like Gupta & Verma, Chandrappa, et al did not delve into toll collection-specific challenges, reflecting a broader need for field-tested modulation techniques.

Recent advances integrate hybrid modulation techniques, combining ASK simplicity, FSK noise immunity, and PSK efficiency to optimize toll collection reliability [4]. Hybrid systems dynamically adjust modulation methods, enhancing data transmission speed and accuracy across varied conditions. Despite theoretical advantages, empirical toll collection validations remain limited, necessitating comprehensive field tests [5]. While foundational studies outlined RFID's toll collection potential, gaps persist. For instance, while Kavyashree, et al., [14] focused on RFID based smart toll collection system and Ahmed, & Khan, [3] focused on enhancing toll collection efficiency through advanced RFID systems, both researchers overlooked modulation's specific influence on transaction efficiency and reliability. Hybrid modulation's theoretical paradigm proposed by Kavyashree et al., [15] and Talha et al., [8] lack toll collection-specific empirical validation, limiting practical adoption insights. Security concerns persist, with RFID vulnerabilities like eavesdropping and unauthorized tracking needing mitigation [1]. Ensuring secure, private transactions remains pivotal, necessitating encryption and authentication advancements [16]. Environmental factors affecting RFID performance, such as weather and traffic density, demand detailed studies simulating toll collection scenarios [8]. Comprehensive research integrating secure, efficient modulation techniques in real-world toll collection contexts is imperative for advancing transportation infrastructure. In conclusion, while RFID technology offers transformative potential in toll collection systems, nuanced challenges in modulation techniques, security, and environmental adaptability warrant ongoing research. Bridging theoretical insights with empirical toll collection validations will refine system robustness, enhancing operational efficiency, user experience, and infrastructure sustainability.

METHODOLOGY

The central component of the proposed system is the Arduino Uno microcontroller, which interfaces with the RC522 RFID module, an OLED display, and a mgr966 metal gear motor. The RC522 RFID module is an essential component designed for wireless communication with RFID devices or cards operating at a frequency of 13.56 MHz [6]. The MFRC522 IC is an essential element of its operation, as it enables the use of RFID protocols including ISO/IEC 14443 Type A and Type B, MIFARE Classic, MIFARE Ultralight, and NFC standards. This module is essential for the safe and efficient encryption and decryption of data, as well as the modulation and demodulation of signals, which are important for the dependable communication between cars and the toll system [4]. The 0.96-inch OLED screen utilizes self-emissive organic compound technology, which enhances display quality by providing deeper blacks, greater contrast ratios, and vivid color reproduction. This technology compliments the other components of the device. This collection of physical components coordinates the process of controlling access at toll gates, ensuring that authorized vehicles may pass through smoothly while preventing unlawful entry [6]. The primary purpose of toll collection activities is to recognize tags, in which registered tags are promptly identified by the system when they are given to the RFID module. Upon successful tag verification, the system activates the motor servo, facilitating the smooth operation of the gate mechanisms responsible for gate movement. Furthermore, the OLED panel displays the user's financing balance data associated with the recognized tag, providing operators with instant feedback.

The development and implementation of a Toll Collection System utilizing Amplitude Shift Keying (ASK) modulation requires a methodical approach aimed at optimizing efficiency, reliability, and security in toll transactions [4]. The methodology adopted started by conducting a thorough examination of existing toll collecting technologies, encompassing manual, semi-automatic, and fully automated systems. This stage is crucial for assessing the strengths, weaknesses, and operational inefficiencies, such as traffic congestion, expenses, and security risks. It establishes the groundwork for developing an improved ASK-based system that is especially tailored to address these challenges. After the analysis stage, the next step involves defining precise technical requirements that are specifically related to ASK modulation. ASK is preferred due to its simplicity and cost-effectiveness in modulating carrier signals with binary data [5]. Specific parameters, including the frequency range, modulation index, and signal intensity, are precisely established to ensure robust communication between RFID tags affixed to vehicles and toll collecting readers. This facilitates seamless transaction processing. Prototyping and simulation are crucial components of the design phase, in which Proteus is utilized [17]. The simulations accurately reproduce the ASK modulation process in many scenarios, including the presence of noise and signal interference, with the aim of optimizing important parameters such as carrier frequency and modulation depth [5]. The use of an iterative method is crucial in order to improve the performance of the system and ensure its dependability under real-world operational situations.

Following the simulation, the hardware implementation phase starts with the meticulous selection of components, including RFID readers, microcontrollers (such as Arduino or Raspberry Pi), and antennas that meet the specific requirements of ASK modulation [18]. Circuit diagrams are carefully modelled based on simulation findings to guarantee that the hardware setup aligns with the desired performance criteria and operational prerequisites. The hardware is implemented and then subjected to rigorous testing and validation procedures conducted under controlled conditions. The objective of these tests is to verify the functionality, data integrity, and reliability of the ASK-modulated signals sent between RFID tags and toll collecting devices. The system's resilience is confirmed by conducting thorough assessments, which involve range testing to assure consistent signal transmission and environmental evaluations to assess performance under different weather situations [19]. Field assessments were conducted by relocating the device to location with varying environmental conditions to assess the practical functioning of the system under natural settings [14]. During this stage, important factors like as transaction speed and mistake rates are closely monitored and assessed. Data acquired from field testing is essential for improving the system design, addressing operational challenges, and boosting system efficacy and user satisfaction. In summary, the process of developing and implementing a Toll Collection System using ASK modulation involves a methodical approach. This includes analyzing current systems, precisely defining technical requirements, creating prototypes and simulations, carefully implementing hardware, conducting comprehensive testing and validation, carrying out field trials for real-world evaluation, documenting in-depth, and providing targeted training. This methodical approach ensures that the ASK-based system not only meets current toll collecting needs but also lays the foundation for future advancements in transportation infrastructure management.

RESULTS AND FINDINGS

Proteus was utilized for the creation of the Schematic diagram. Proteus offers a sturdy framework for modeling, creating, and testing electrical systems prior to their real implementation [17]. This tool played a crucial role in illustrating the linkages and interactions among the many components of the RFID-based toll collecting system, guaranteeing smooth communication and functioning. The Arduino Uno microcontroller was selected for its cost-effectiveness, dependability, and strong backing from the developers, which were key factors in the design. Connections were established between the input/output interfaces of the Arduino, the RC522 RFID reader, OLED display, and MG996r metal gear servo motor (Figure 1). The Arduino Uno is placed as the center hub in the schematic designs, overseeing the functioning of the toll collection system [6]. The RC522 RFID reader is linked to the SPI (Serial Peripheral Interface) bus, utilizing explicit wiring diagrams that illustrate the exact connections for the MOSI, MISO, SCK, and SS pins. This configuration facilitated effective communication between the Arduino and the RFID reader, enabling the reader to get tag data when cars traverse the toll plaza. The OLED display was integrated using the widely preferred and easy-to-use I2C (Inter-Integrated Circuit) protocol. In order to ensure that the display could reliably give essential information including toll amounts, remaining balances, and transaction confirmations, the connections for the SDA and SCL lines were meticulously documented. To provide accurate control of the barrier's motion, an Arduino PWM (Pulse Width Modulation) was interfaced with the MG996r servo motor, which is well-known for its durability and precision.

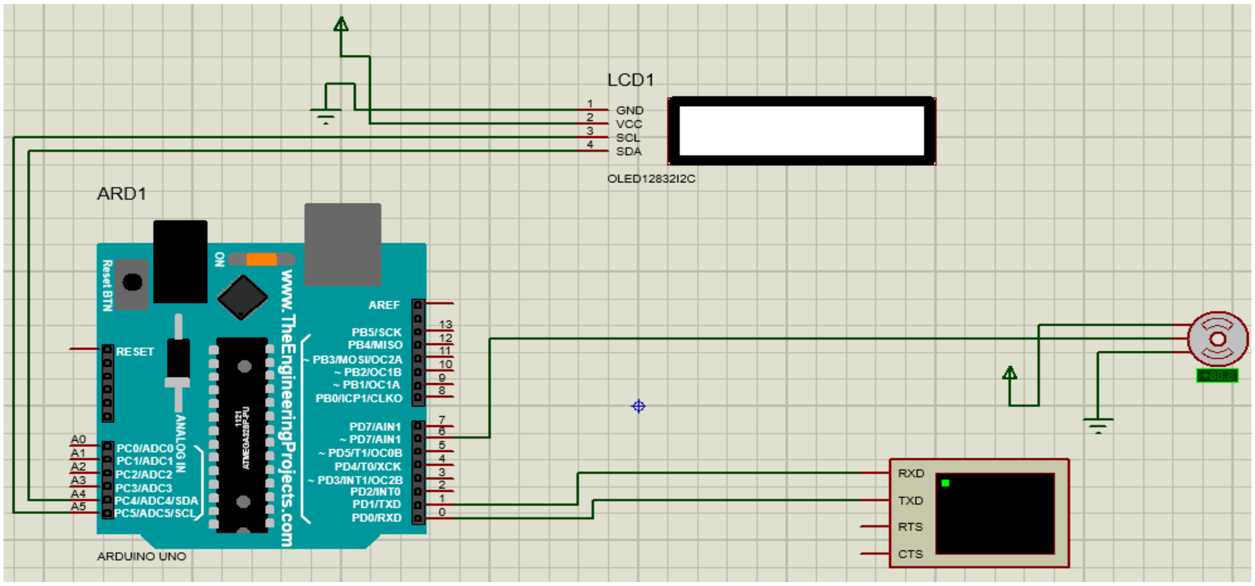

Figure 1. Schematic Diagram for the Amplitude Shift Keying Modulation toll collection system

Transitioning from design to implementation, corresponding C++ source algorithms is developed to define the operational logic of the system. This code detailed how each component would function and interact with the others. The development of modular C++ algorithms is crucial, starting with libraries for the RC522 module to enable effective interfacing with the RFID reader. Functions were written to initialize the reader, detect RFID tags, and read unique identification numbers, ensuring quick and accurate reading. For the OLED display, the code included functions to handle I2C communication, initialize the display, clear the screen, and update it with new information. This real-time feedback, showing relevant data like toll amounts and confirmation messages, is essential for user transparency and satisfaction.

Before vehicles can utilize the toll system, each user must register their RFID tag in the Arduino-based database. This RFID tag is linked to the user's account for identification purposes. Upon system initialization, the Arduino activates the RFID module, OLED display, and micro servos. The system continuously monitors the RFID reader for any tags within its range. When an RFID tag approaches the toll barrier, the system reads its unique ID and verifies it against the registered tags stored in its database. If a match is found, the tag is authenticated as valid. Consequently, the Arduino activates the micro servos, causing the barrier arm to open and allowing vehicle passage. The barrier remains open for a predetermined period to ensure smooth transit through the toll gate. After this interval, the Arduino instructs the micro servos to close the barrier, thereby preventing unauthorized access. Throughout the process, the OLED display provides real-time feedback, displaying messages such as "scan your tag," "access granted," or "access denied" based on the tag validation results. If the RFID tag does not correspond to any registered tag in the database, indicating invalidity, the system displays "access denied" and keeps the barrier closed.

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The overall logic flow of the system is managed through the main loop in the Arduino code, ensuring continuous operation. The loop continually checks for RFID tags, processed the read data, updated the display, and controlled the servo motor based on the tag information. Functions for controlling the servo motor involved generating PWM signals from the Arduino, accurately positioning the servo to control the toll barrier's movements. Safety mechanisms were coded to ensure the barrier did not lower prematurely, preventing potential accidents. This continuous cycle ensured smooth and efficient operation of the toll collection system.

Implementation and Functional Evaluation

The RFID-based toll collection system operates seamlessly through an integrated workflow designed for efficient and reliable toll transactions (Figure 2). The RC522 RFID module is the core component, emitting radio frequency signals to detect RFID tags affixed to vehicles as they enter the detection zone at the toll plaza entrance [20]. Upon detecting a tag, the module sends the unique identifier to the Arduino Uno microcontroller, which processes the data in real-time, verifies authenticity, and retrieves relevant transaction details. Once a tag is verified, the Arduino commands a servo motor to open the toll gate barrier arm, allowing the vehicle to pass. Concurrently, the OLED display provides real-time feedback, displaying information such as toll amounts, transaction status, and user instructions to ensure an informative toll collection experience. If an invalid or unrecognized RFID tag is detected, the system alerts operators and users via visual indicators on the OLED display. This integrated approach demonstrates the system's capability to efficiently process toll transactions, provide real-time feedback, and ensure smooth operation at toll plazas, thereby enhancing user experience, streamlining processes, and optimizing traffic flow.

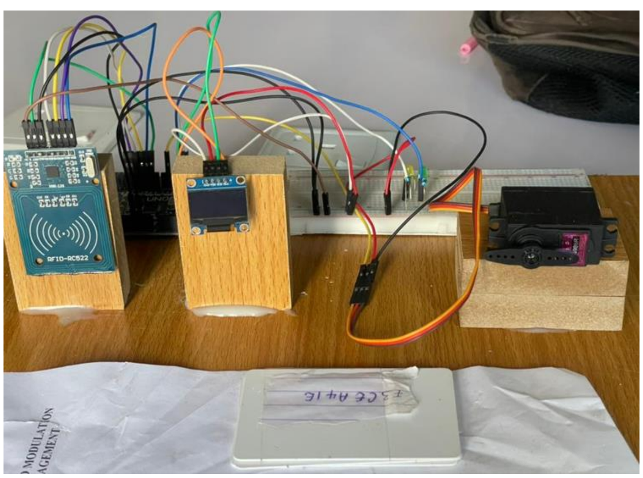

Figure 2. Implementation of RFID Based Toll Collection System

The main goal of functional evaluation is to confirm that these components function harmoniously as intended, precisely identifying and interpreting RFID tags, accurately handling data, delivering instantaneous feedback on the display, and operating the toll barrier with precision. Comprehensive test cases were designed to replicate real-world situations, including cases where the system has to handle valid, inadequate, and unrecognized RFID tags. These test cases were used to verify the system's reliability and consistency [21]. Integration testing establishes a controlled environment to assess the system's performance, detecting and correcting interface or interaction problems at an early stage. Conducting comprehensive evaluation reduces the likelihood of system failures after implementation, guaranteeing that the RFID-based toll collecting system adheres to design specifications and performance criteria, resulting in dependable and effective toll operations [22]. As part of the functional analysis, three separate tests were carried out to assess the effectiveness of the toll collecting system.

i. The first test scenario examined the system's response when a card registered in the RFID database has a sufficient balance. In this scenario, the system successfully detected the card, verified its presence in the database, and confirmed the availability of an adequate balance. Subsequently, the system deducted the appropriate toll amount from the card's balance, accurately displayed the updated balance on the OLED screen (Figure 3), and seamlessly operated the toll gate mechanism, facilitated by the MG996R metal gear servo, to grant access. This test validated the system's ability to process transactions efficiently and execute toll gate operations in accordance with predetermined parameters.

Figure 3. OLED display when a registered card has sufficient balance

ii. In the second test scenario, the focus was on evaluating the system's response when a card registered in the RFID database does not have a sufficient balance. Upon detection of the card and verification of its presence in the database, the system identified the insufficient balance associated with the card (Figure 4). Consequently, the OLED display promptly indicated "Insufficient Balance," alerting the user to the inadequate funds available. Additionally, the toll gate mechanism, facilitated by the MG996R metal gear servo remained closed, as access was denied due to the insufficient balance condition. This test highlighted the system's capability to accurately assess the balance status of registered cards and enforce access restrictions accordingly, ensuring adherence to predefined operational protocols and enhancing transaction integrity.

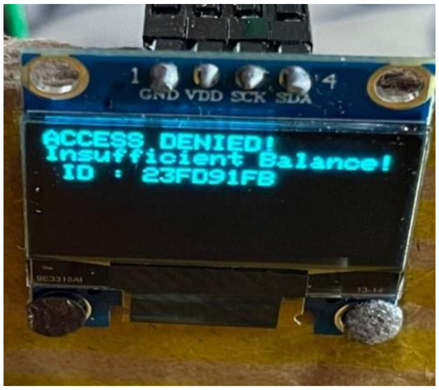

*Figure **Error! No text of specified style in document.**. OLED display when a registered card has Insufficient balance*

iii. In the final test scenario, the system was subjected to a situation where an unregistered card was presented for toll payment. Upon scanning the card, the system identified that the card was not registered in its database. Consequently, the OLED display promptly indicated "Invalid Card," signaling to the user that the presented card was not recognized by the system (Figure 5). Furthermore, as per the predetermined security protocols, the toll gate mechanism remained closed, denying access to the vehicle. This test underscored the system's robustness in verifying the authenticity of presented cards and enforcing access control measures. By promptly recognizing and flagging unregistered cards, the system enhances security and prevents unauthorized access, thereby ensuring the integrity of the toll collection process.

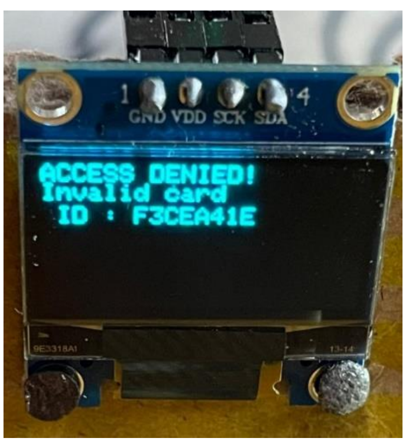

Figure 5. OLED display when a card is not registered on the system

Verifying The Functionality of Individual Components

Testing and debugging represented pivotal phases in the development of the RFID-based toll collection system, ensuring its reliability and functionality under real-world conditions [22]. An iterative testing approach was adopted, characterized by a cycle of testing, analysis, and refinement. Initial testing focused on verifying the functionality of individual components. For instance, rigorous tests were conducted to ensure that the RFID reader accurately detected tags, the OLED display correctly displayed information, and the servo motor operated accurately. As the testing process progressed, integration tests were conducted to assess how these individual components interacted within the broader system architecture. These integration tests aimed to identify and address any inconsistencies or compatibility issues that arose when combining multiple components [23]. Through meticulous testing and analysis, various revisions to both the schematic diagrams and source code were made iteratively. Each revision was thoroughly tested and adjusted based on the observed results, leading to continuous improvement and refinement of the system's design and functionality.

RFID Reader Module Testing: The RFID Reader module underwent rigorous testing to ensure the RC522 RFID module's functionality in accurately reading RFID tags under various environmental conditions. The testing process involved several key steps. Firstly, RFID tag detection was evaluated by assessing the RC522 module's capability to accurately detect and read RFID tags within its designated range. Secondly, tag identification was tested by presenting multiple RFID tags to the reader and verifying that the unique identifiers were correctly captured and transmitted to the Arduino Uno. Lastly, environmental resilience was assessed by examining the module's performance under different conditions, such as varying temperature, humidity, and ambient lighting, to ensure reliable operation across diverse environments.

OLED Display Testing: The OLED display was tested to validate its performance in clearly and accurately displaying relevant information. The testing involved three primary aspects. Display functionality was verified to ensure the OLED display could effectively render text and graphics, maintaining clarity and readability. Data presentation was assessed by testing the display's ability to showcase information such as toll amounts, transaction statuses, and user instructions accurately. Visibility testing was also conducted to evaluate the display's readability under different lighting conditions and angles, ensuring that users can easily read the information in various environments.

MG996R Metal Gear Servo Testing: The MG996R Metal Gear Servo was subjected to a series of tests to ensure smooth and effective operation in controlling the toll gate barrier arm. The barrier arm movement was tested to confirm that the servo could control the gate's movement smoothly and precisely. Speed and accuracy were assessed by evaluating the servo's responsiveness to trigger signals from the Arduino Uno, ensuring it could open and close the barrier promptly and accurately. Additionally, mechanical stress testing was performed to test the servo motor's durability and reliability under continuous operation and varying loads, ensuring long-term operational integrity.

Arduino Uno Microcontroller Testing: As the central component of the system, the Arduino Uno microcontroller was tested to ensure it could smoothly handle all system operations. The testing focused on three main areas. Communication interfaces were verified by testing the Arduino Uno's ability to interact with each hardware component using its SPI and I2C interfaces. Data processing capabilities were evaluated by assessing the microcontroller's ability to process RFID tag data, control the servo motor, and manage communication with the OLED display effectively. Error handling capabilities were also tested by simulating scenarios such as communication failures or sensor malfunctions to ensure the Arduino Uno could handle errors appropriately.

User Interaction Testing: User interaction testing was conducted to ensure the system's usability and reliability in real-world scenarios. RFID tag enrollment was tested by adding new RFID tags to the system and confirming successful enrollment via the OLED display. Tag verification was validated by presenting registered RFID tags to the system and ensuring the servo motor opened the toll gate barrier upon successful verification. Error handling was also tested by simulating scenarios with invalid or unrecognized RFID tags, verifying that appropriate error messages were displayed on the OLED and access was denied, thereby ensuring robust system security and user feedback.

CONCLUSION

The design and implementation of RFID-based modulation techniques for toll collection management represent a significant advancement in transportation infrastructure and technology integration. This research introduces an intelligent system that leverages RFID technology to enhance toll collection efficiency and management by addressing key gaps in traditional methods and optimizing traffic flow and revenue generation. By incorporating modulation techniques such as Amplitude Shift Keying (ASK), the system ensures reliable data transmission and accurate toll collection, filling crucial gaps in existing systems. The proactive use of RFID technology streamlines the toll payment process, reducing congestion and improving traffic flow, benefiting both commuters and transportation agencies. The integration of RFID modulation techniques, especially ASK, ensures robust performance and scalability in various environmental conditions and traffic scenarios, setting a new standard for toll collection management systems. This project is distinguished by its comprehensive feature set and implementation approach, particularly the innovative use of ASK modulation to enhance performance and reliability, paving the way for future developments in transportation technology and infrastructure management. Further research areas include integrating RFID-based toll systems with broader smart city infrastructure to ensure scalability and interoperability with other transportation management systems.

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