A Project report on

Extraction of Roads from Satellite Data For Effective Disaster Response

A Dissertation submitted to JNTUH, Hyderabad in partial fulfillment of the academic requirements for the award of the degree.

Bachelor of Technology

in

Artificial Intelligence and Machine Learning

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CERTIFICATE

This is to certify that the Major Project Phase-1 report entitled **Extraction of Roads from Satellite Data for Effective Disaster Response"** being submitted by S.P. Mukunda (21H51A7316), CH. Rohith (21H51A7329), N. Anuradha (21H51A7354) in partial fulfillment for the award of **Bachelor of Technology in Artificial Intelligence and Machine Learning** is a record of bonafide work carried out his/her under my guidance and supervision.

The results embody in this project report have not been submitted to any other University or Institute for the award of any Degree.

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TABLE OF CONTENTS

LIST OF FIGURES

List of Tables

ABSTRACT

This project “Extracting roads from Satellite Data” is a crucial step in effective disaster response. Roads are detected and extracted using various methods like edge detection, segmentation, classification, object-based image analysis. The extracted roads are then analyzed to identify damaged or blocked roads, asses road connectivity, accessibility & detect changes in road networks. The extracted road data is integrated with other relevant information. This results in accuracy road data which helps emergency responders understand the situation on the ground & Identifying accessible roads ensures resources reach those in need. By leveraging advanced technologies and techniques, extracting roads from satellite data can significantly enhance disaster response efforts, ultimately saving lives and reducing suffering. Adaboost is a machine learning algorithm that combines multiple weak classifiers to form a strong classifier, enhancing the accuracy of road detection. It is integrated with other techniques like Local Binary Patterns (LBP) to improve feature extraction from satellite images. The process involves a sliding window approach to detect roads, ensuring that the connectivity and accuracy of the road network are maintained. Adaboost's ability to focus on the most informative features makes it efficient for processing large volumes of satellite data. The algorithm selects the most relevant features for road detection, reducing false positives and improving detection rates. The use of Adaboost in road extraction from satellite images involves integrating machine learning techniques to identify road-specific features such as bright regions and edge direction consistency. Adaboost helps in training classifiers to identify pertinent features for road detection, using a sliding window approach to ensure accuracy and reliability. This method is crucial for creating accurate and up-to-date road maps, which are essential for effective disaster response and urban planning. The methodology has been validated using real Quickbird images, demonstrating its effectiveness in accurately extracting urban roads.

CHAPTER 1
INTRODUCTION

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1.1 Problem Statement:

In the wake of natural disasters like earthquakes, floods, and hurricanes, rapid and accurate assessment of infrastructure damage is crucial for effective disaster response. Roads, as vital lifelines, play a significant role in delivering aid, evacuating affected populations, and facilitating recovery efforts. However, traditional methods of damage assessment often rely on ground surveys, which can be time-consuming and hazardous, especially in remote or inaccessible areas. Prompt assessment of road damage is essential to prioritize relief efforts and allocate resources efficiently.

Disasters can severely damage or destroy road networks, hindering access to affected regions. Satellite imagery often generates vast amounts of data, requiring advanced techniques for efficient processing

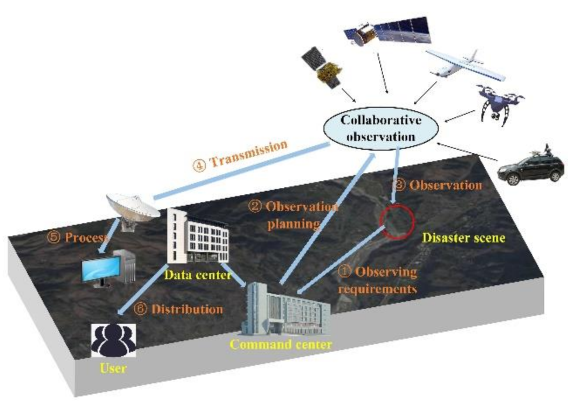

Figure.1.1: Extraction of Roads from Satellite data

1.2 Research Objective:

The primary objective of our project mainly focuses on automatic road extraction in urban areas from high resolution satellite images. We propose a new approach based on machine learning. First, many features reflecting road characteristics are extracted, which consist of the ratio of bright regions, the direction consistency of edges and local binary patterns. Then these features are input into a learning container, and AdaBoost is adopted to train classifiers and select most effective features. Finally, roads are detected with a sliding window by using the learning results and validated by combining the road connectivity. Experimental results on real Quick bird images demonstrate the effectiveness and robustness of the proposed method.

CHAPTER 2
BACKGROUND WORK

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BACKGROUND WORK

2.1. Road Grid Extraction and Verification

2.1.1. Introduction

While maps exist for most urban areas, there are many locations where the information is not accurate, it may be out of date, or it may be incomplete or of insufficient resolution for the applications. Many difficult problems remain in automated cartography. One of them is the Extraction of a street grid in an urban environment. Much of the work on road detection has concentrated on low resolution, primarily rural roads (usually producing “spaghetti “roads with no notion of intersections) or high-resolution roads without the topological information of the intersections. This paper addresses the problem of extracting a grid with the topological information intact. Given an initial seed intersection, which gives the size and orientation of the regular grid, this system uses a feature-based hypothesis and verify paradigm to find the street grid. Verification uses local context, provided by an intersection model and by an extended street model, and any available sensors.

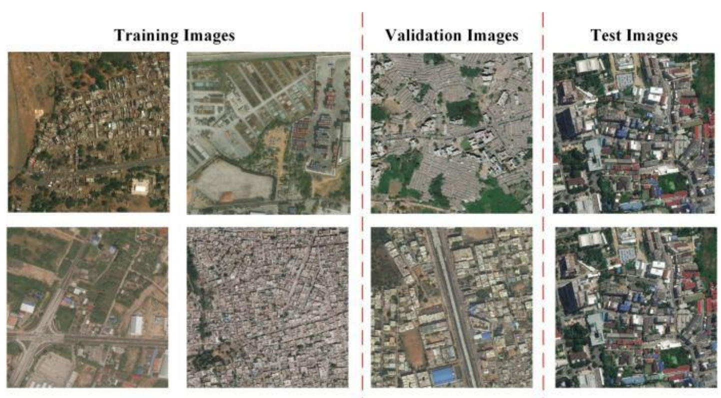

Figure.2.1: Road Grid Extraction and Verification

2.1.2. Merits, Demerits and Challenges

Merits:

1. **Automation:**
   - Reduces manual effort required for road mapping.
   - Speeds up the process, allowing for large-scale deployment.
2. **Accuracy:**
   - Advanced algorithms like deep learning improve the precision of road detection and segmentation.
   - Verification mechanisms ensure that the extracted grids align with ground truth data.
3. **Cost-Effective:**
   - Automating road network extraction lowers the costs associated with manual mapping and frequent updates.
4. **Integration with GIS:**
   - Provides data in standard formats (e.g., GeoJSON, shapefiles), enabling seamless integration with Geographic Information Systems (GIS) for further analysis.

Demerits:

1. **Occlusions and Noise:**
    - Roads obstructed by trees, shadows, or buildings can lead to incomplete or inaccurate extraction.
    - Noise in images (e.g., cloud cover) reduces the quality of the output.
2. **High Computational Requirements:**
    - Deep learning models require significant computational power and hardware resources, such as GPUs.
3. **Dependence on Quality Data:**
    - Performance is heavily reliant on the quality of satellite imagery and ground truth data. Poor-resolution images can degrade results.
4. **Model Generalization:**
    - Deep learning models trained on one region may not generalize well to regions with different road patterns or environments.

Challenges:

1. Dealing with occlusions caused by buildings, trees, or shadows.
2. Scalability for high-resolution images and large urban areas.
3. Synchronization with real-time data.

2.1.3. Implementation of Road Grid Extraction and Verification

1. Data Collection

- **Satellite/Aerial Images**: Use datasets like Google Earth images or open-source repositories (e.g., OpenStreetMap).
- **Ground Truth Data**: Use existing road maps as the baseline for verification.

2. Preprocessing

- **Image Enhancement**: Enhance images using contrast adjustment and noise reduction to make road features more distinguishable.
- **Georeferencing**: Align satellite images to a coordinate system to ensure spatial consistency.

3. Road Grid Extraction

Techniques Used:

1. **Edge Detection:**
    - Use algorithms like Canny or Sobel to detect road boundaries.
    - Apply morphological operations (e.g., dilation and erosion) to refine the road edges.
2. **Deep Learning Models:**
    - Employ Convolutional Neural Networks (CNNs) or U-Nets for segmentation.
    - Train the model using labelled datasets where roads are manually marked.
3. **Graph Construction:**
    - Convert extracted road features into a graph structure.
    - Represent roads as edges and intersections as nodes for computational efficiency.

4. Verification

1. **Comparison with Ground Truth:**
    - Use similarity measures like Intersection over Union (IoU) or F1-score to compare extracted grids with reference data.

2. **Error Identification:**
   - Highlight areas with missing or extra road segments.
   - Use heuristics or manual intervention to correct these errors.
3. **Performance Metrics:**
   - Evaluate the system using metrics such as precision, recall, and overall accuracy.

5. Post-Processing

- Smoothing: Use curve fitting or spline interpolation to smooth road paths.
- Export Formats: Convert the road network to formats like GeoJSON or shapefiles for integration with GIS systems.

Tools and Technologies

- **Programming Languages:** Python, MATLAB
- **Libraries/Frameworks:**
  - TensorFlow, PyTorch (for deep learning)
  - OpenCV, GDAL (for image processing)
  - NetworkX (for graph representation)
- **Hardware:** High-performance GPUs for training deep learning models.

2.2. Automatic Finding of Main Roads in Aerial Images by Using Geometric-Stochastic Models and Estimation

2.2.1. Introduction

This model presents an automated approach to finding main roads in aerial images. The approach is to build geometric-probabilistic models for road image generation. We use Gibbs distributions. Then, given an image, roads are found by MAP (maximum a posteriori probability) estimation. The MAP estimation is handled by partitioning an image into windows, realizing the estimation in each window through the use of dynamic programming, and then, starting with the windows containing high confidence estimates, using dynamic programming again to obtain optimal global estimates of the roads present. The approach is model-based from the outset and is completely different than those appearing in the published literature. It produces two boundaries for each road, or four boundaries when a mid-road barrier is present.

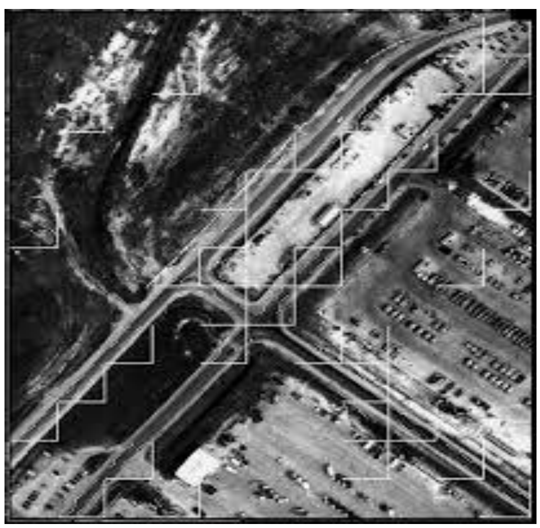

Figure.2.2: Automatic Finding of Main Roads in Aerial Images

2.2.2. Merits, Demerits and Challenges

Merits:

1. High Robustness:

- Stochastic models handle uncertainties, making the system robust to noise, occlusions, and varying image quality.

2. Automated Detection:

- Reduces manual effort, allowing for large-scale deployment.

3. Efficient Representation:

- Geometric models simplify road representations, enabling computational efficiency.

4. Adaptability:

- Can be applied to diverse terrains and urban/rural environments.

Demerits:

1. Model Dependency:

- Requires well-designed geometric and stochastic models tailored to specific environments, limiting generalizability.

2. Computational Complexity:

- Stochastic estimation can be computationally expensive, particularly for large datasets.

3. Data Quality Sensitivity:

- Poor-quality images (e.g., low resolution, heavy noise) can reduce performance.

4. Partial Occlusions:

- Roads obscured by trees, vehicles, or buildings may remain undetected despite the stochastic approach.

Challenges:

1. Occlusion Handling:

- Dealing with areas where roads are partially or completely hidden.

2. Complex Road Networks:

- Difficulty in separating overlapping or intersecting roads, especially in dense urban areas.

3. Real-Time Processing:

- Ensuring that the system operates efficiently for real-time applications.

4. Scalability:

- Adapting the system to large geographical areas or diverse terrains.

2.2.3. Implementation of Automatic Finding of Main Roads in Aerial Images by Using Geometric-Stochastic Models and Estimation

1. Data Collection:

- Aerial Images: High-resolution aerial imagery obtained from satellites or drones.
- Reference Data: Ground-truth maps (if available) for validation.

2. Preprocessing:

- Image Enhancement: Enhance contrast and reduce noise to emphasize road structures.
- Segmentation: Divide the image into regions based on pixel intensity or texture to isolate potential road areas.

3. Geometric-Stochastic Model Application:

1. **Geometric Modelling:**
    - Use road characteristics (e.g., linearity, curvature, and connectivity) to create a geometric framework for identifying road-like structures.
    - Define geometric primitives like lines, curves, or splines for road representation.

2. **Stochastic Modelling:**
    - Apply probabilistic models (e.g., Markov Random Fields or Bayesian networks) to account for uncertainties in road detection caused by occlusions, shadows, or noise.
    - Incorporate prior knowledge of road patterns to improve the accuracy.

4. Estimation Techniques:

- Use algorithms like the Kalman filter or Expectation-Maximization (EM) to estimate road segments iteratively based on the model.
- Merge segments into a continuous road network using connectivity constraints.

5. Post-Processing:

- Refinement: Use morphological operations or machine learning to refine the road boundaries.
- Validation: Compare detected roads with reference data to measure performance.

6. Output Representation:

- Export the detected road network in standard formats like GeoJSON or shapefiles for GIS integration.

2.3. Automatic Main Road Extraction from High Resolution Satellite Imagery

2.3.1. Introduction

Road information is essential for automatic GIS (geographical information system) data acquisition, transportation and urban planning. Automatic road (network) detection from high resolution satellite imagery will hold great potential for significant reduction of database development/updating cost and turnaround time. From so-called low-level feature detection to high level context supported grouping, so many algorithms and methodologies have been presented for this purpose. There is not any practical system that can fully automatically extract road network from space imagery for the purpose of automatic mapping. This paper presents the methodology of automatic main road detection from high resolution satellite IKONOS imagery. The strategies include multiresolution or image pyramid method, Gaussian blurring and the line finder using 1-dimemsional template correlation filter, line segment grouping and multi-layer result integration. Multi-layer or multi-resolution method for road extraction is a very effective strategy to save processing time and improve robustness. To realize the strategy, the original IKONOS image is compressed into different corresponding image resolution so that an image pyramid is generated; after that the line finder of 1-dimemsional template correlation filter after Gaussian blurring filtering is applied to detect the road centerline. Extracted centerline segments belong to or do not belong to roads. There are two ways to identify the attributes of the segments, the one is using segment grouping to form longer line segments and assign a possibility to the segment depending on the length and other geometric and photometric attribute of the segment, for example the longer segment means bigger possibility of being road. Perceptual-grouping based method is used for road segment linking by a possibility model that takes multi-information into account; here the clues existing in the gaps are considered. Another way to identify the segments is feature detection back-to-higher resolution layer from the image pyramid.

2.3.2. Merits, Demerits and Challenges

Merits:

1. High Accuracy with High-Resolution Data:

- Leveraging high-resolution images enables better identification of finer details, such as road edges and intersections.

2. Automation:

- Reduces the need for manual mapping, saving time and effort for large-scale applications.

3. Wide Applications:

- Useful in urban planning, transportation management, and autonomous navigation systems.

4. Scalability:

- Can be applied to large geographic areas, including urban and rural regions.

Demerits:

1. Dependence on Image Quality:

- Performance decreases with low-resolution or noisy images. Shadows, clouds, and occlusions can interfere with road detection.

2. Computational Complexity:

- Processing high-resolution images requires significant computational resources.

3. False Positives and Negatives:

- Roads may be confused with other linear features (e.g., rivers, railways), and some roads might be missed due to occlusions or unusual textures.

4. Adaptation Challenges:

- Systems trained on one region may not generalize well to regions with different road characteristics.

Challenges:

1. Occlusion Handling:

- Roads hidden under trees, vehicles, or buildings remain difficult to detect reliably.

2. Complex Road Networks:

- Separating overlapping roads, flyovers, and intersections can be challenging, especially in urban areas.

3. Scalability:

- Processing large datasets for extensive areas while maintaining performance is computationally demanding.

4. Dynamic Road Changes:

- Incorporating real-time updates to address new constructions, traffic, or natural disasters.

2.3.3. Implementation of Automatic Main Road Extraction from High Resolution Satellite Imagery

1. Data Collection and Preparation

- Source of Satellite Images: High-resolution satellite imagery from providers like Google Earth, Sentinel, or Maxar.
- Ground Truth Data: Use pre-existing road maps or manually labelled data for model training and validation.

2. Preprocessing

- **Noise Reduction:** Remove artifacts and enhance image clarity using filters (e.g., Gaussian or median filters).
- **Contrast Adjustment:** Improve road visibility by enhancing edges and texture differences.

3. Feature Extraction

1. **Image Segmentation:**
   - Use methods like thresholding, clustering (e.g., k-means), or region-growing to segment roads.
   - Advanced approaches include U-Net or Mask R-CNN models for pixel-wise road segmentation.
2. **Edge Detection:**
   - Apply techniques like Canny or Sobel edge detection to highlight road boundaries.
   - Morphological operations like dilation and thinning refine road features.
3. **Texture and Shape Analysis:**
   - Use road-specific features such as linearity, width consistency, and smoothness to filter false positives.

4. Road Network Construction

- **Graph Representation**: Represent roads as edges and intersections as nodes to create a network.
- **Road Merging**: Merge fragmented road segments using connectivity constraints and proximity analysis.

5. Post-Processing

- **Refinement**: Apply algorithms to smooth road boundaries and resolve gaps or discontinuities.
- **Accuracy Assessment**: Compare extracted roads with ground truth data using metrics like Intersection over Union (IoU), precision, and recall.

6. Output Generation

- Export road network data in GIS-compatible formats (e.g., GeoJSON, shapefiles) for further analysis and integration with mapping systems.

CHAPTER 3
PROPOSED SYSTEM

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PROPOSED SYSTEM

3.1. Research Objective of Proposed Model

The main objective is to deal with the difficulties for building comprehensive road models and to make full use of the characteristics of urban roads, we propose an automatic approach based on machine learning. It can be divided into three steps. First, a series of features reflecting road characteristics are extracted. They include the ratio of bright lines on the road surface, the directional consistency of road markings and local binary patterns (LBP). These features are then input into a learning container, and Ada Boost is adopted to train classifiers and select distinct features. Finally, on the basis of the learning results roads are detected with a sliding window and further validated by combing the road connectivity.

3.2. Algorithms Used for Proposed Model

1. Canny Edge Detection:

Detects edges in an image by:

- Smoothing the image (Gaussian filter).
- Computing gradients (Sobel/Prewitt).
- Applying non-max suppression to thin edges.
- Using hysteresis thresholding to keep strong edges.

Role in Road Extraction:

- Roads often appear as connected edges in satellite images.
- Helps in extracting road boundaries by highlighting linear structures.

Limitation:

Detects all edges (not just roads), so post-processing (e.g., Hough Transform) is needed.

2. Hough Transform (HT):

Detects geometric shapes (lines, circles) in images by converting edge pixels into parameter space (e.g., lines as (ρ, θ) in polar coordinates).

Role in Road Extraction:

- Roads are long, linear structures HT helps identify straight road segments.
- Useful for connecting broken edges (from Canny) into continuous lines.

Limitation:

Struggles with curved roads (requires probabilistic HT or other adjustments).

3. Local Binary Patterns (LBP):

- A texture descriptor that compares pixel intensity with neighbours, generating a binary pattern (e.g., 0 for darker, 1 for brighter).
- Captures local texture features (e.g., smooth asphalt vs. rough grass).

Role in Road Extraction:

- Roads often have uniform texture (e.g., asphalt is smoother than surrounding grass/buildings).
- LBP helps classify road vs. non-road regions based on texture.
- Often used as input features for *AdaBoost* or machine learning classifiers.

4. AdaBoost:

AdaBoost (Adaptive Boosting) is a popular ensemble machine learning algorithm that combines multiple weak learners (typically decision trees with shallow depth, called "decision stumps") to create a strong classifier. It was introduced by Yoav Freund and Robert Schapire in 1996.

Key Concepts of AdaBoost

1. **Weak Learners**
    - Simple models that perform slightly better than random guessing (e.g., accuracy > 50%).
    - Example: Decision stumps (1-level decision trees).
2. **Boosting**
    - Sequentially trains weak learners, where each new learner corrects the mistakes of the previous ones.
    - Adapts by giving more weight to misclassified samples.
3. **Weighted Training**
    - Each training sample has a weight indicating its importance.
    - Misclassified samples get higher weights in subsequent iterations.
4. **Voting Mechanism**
    - Final prediction is a weighted vote of all weak learners.

Using AdaBoost for Road Extraction from Satellite Images in Disaster Response

Road extraction from satellite imagery is crucial for disaster response (e.g., earthquakes, floods) to assess accessibility, plan evacuations, and deliver aid. **AdaBoost**, as an ensemble learning method, can improve road detection accuracy by combining multiple weak classifiers

1. **Handles Class Imbalance**
   - Roads occupy a small portion of an image (imbalanced data). AdaBoost adapts by focusing more on misclassified road pixels.
2. **Works with Weak Features**
   - Road detection relies on edges, texture, and spectral info. AdaBoost combines weak classifiers (e.g., linear filters, small decision trees) to improve detection.
3. **Robust to Noise**
   - Satellite images have noise (clouds, shadows). AdaBoost's iterative reweighting reduces reliance on noisy pixels.
4. **Fast Prediction**
   - Critical for real-time disaster response.

3.3. Designing

3.3.1.UML Diagram

CLASS DIAGRAM:

The class diagram is the main building block of object oriented modeling. It is used both for general conceptual modeling of the systematic of the application, and for detailed modeling translating the models into programming code. Class diagrams can also be used for data modeling. The classes in a class diagram represent both the main objects, interactions in the application and the classes to be programmed. In the diagram, classes are represented with boxes which contain three parts:

- The upper part holds the name of the class
- The middle part contains the attributes of the class
- The bottom part gives the methods or operations the class can take or undertake

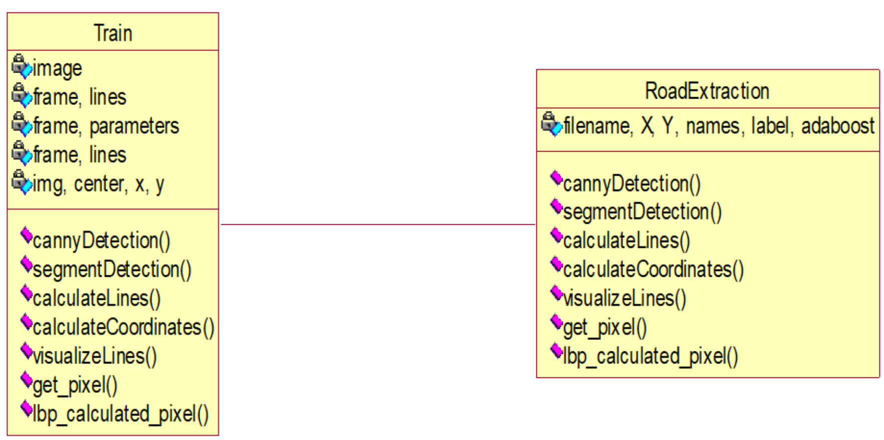

Fig:3.1: Class Diagram

USECASE DIAGRAM:

A **use case diagram** at its simplest is a representation of a user's interaction with the system and depicting the specifications of a use case. A use case diagram can portray the different types of users of a system and the various ways that they interact with the system. This type of diagram is typically used in conjunction with the textual use case and will often be accompanied by other types of diagrams as well.

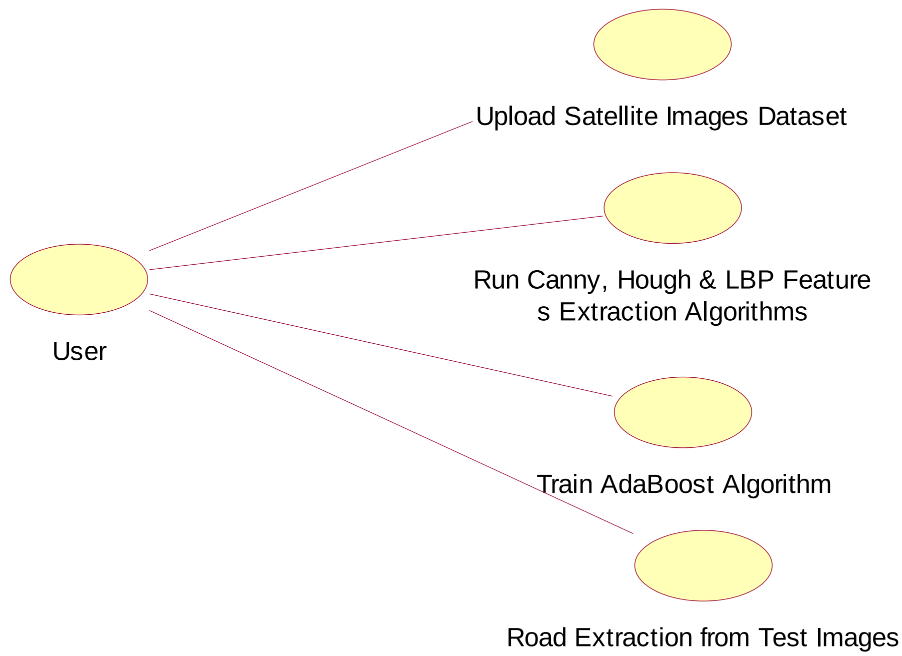

Fig:3.2: Usecase Diagram

SEQUENCE DIAGRAM:

A **sequence diagram** is a kind of interaction diagram that shows how processes operate with one another and in what order. It is a construct of a Message Sequence Chart. A sequence diagram shows object interactions arranged in time sequence. It depicts the objects and classes involved in the scenario and the sequence of messages exchanged between the objects needed to carry out the functionality of the scenario. Sequence diagrams are typically associated with use case realizations in the Logical View of the system under development. Sequence diagrams are sometimes called **event diagrams**, **event scenarios**, and timing diagrams.

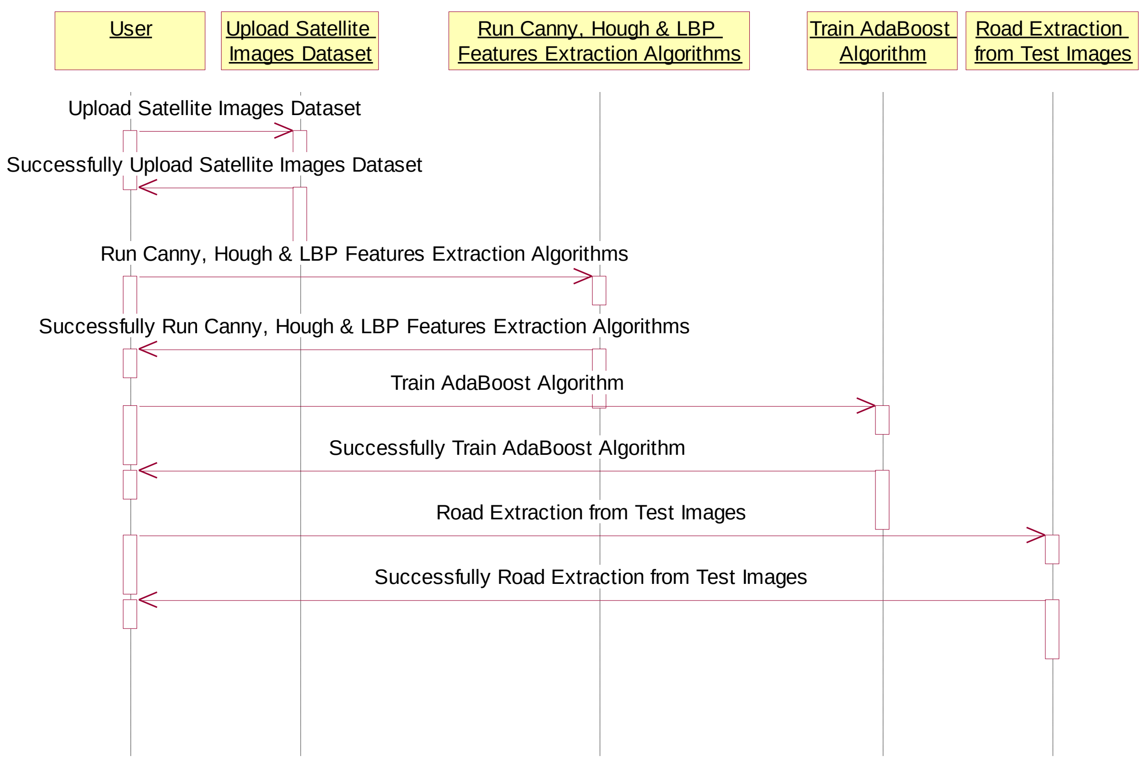

Fig:3.3: Sequence Diagram

COLLABORATION DIAGRAM:

A collaboration diagram describes interactions among objects in terms of sequenced messages. Collaboration diagrams represent a combination of information taken from class, sequence, and use case diagrams describing both the static structure and dynamic behaviour of a system.

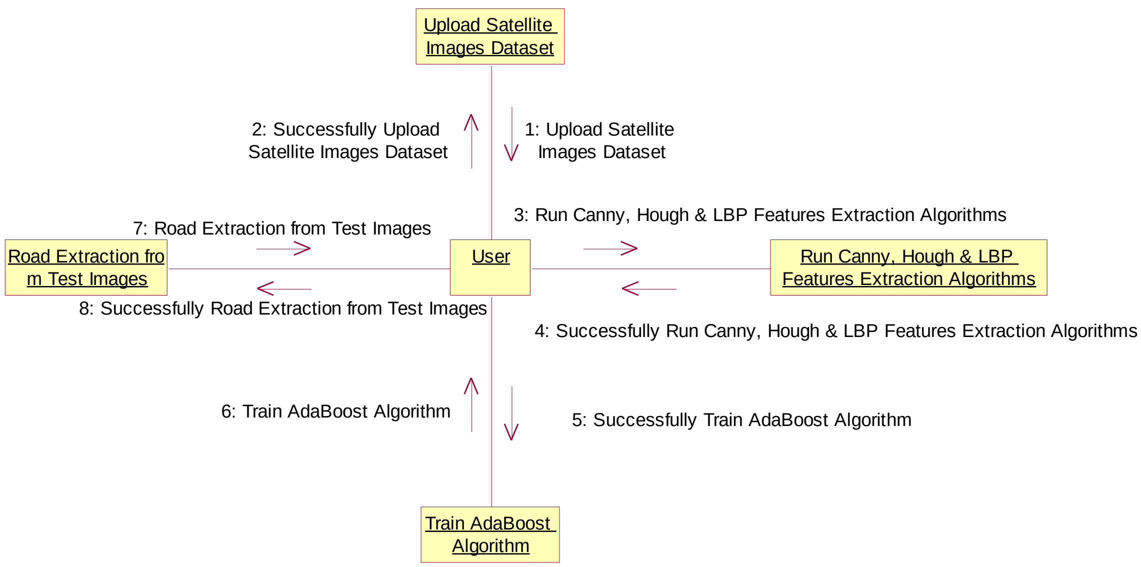

Fig:3.4: Collaboration Diagram

3.3. Stepwise Implementation and Code

```
from tkinter import messagebox
from tkinter import *
from tkinter.filedialog import askopenfilename
from tkinter import simpledialog
import tkinter
import numpy as np
from tkinter import filedialog
import pickle
from sklearn.metrics import accuracy_score
import cv2
from sklearn.ensemble import AdaBoostClassifier
from sklearn.metrics import accuracy_score
import os

main = tkinter.Tk()
main.title("Extracting Roads from Satellite Data for Effective Disaster Response")
main.geometry("1300x1200")

global filename, X, Y, names, label, adaboost

def cannyDetection(image):
    edges = cv2.Canny(image,50,150,apertureSize = 3)
    return edges

def segmentDetection(img):
    height = img.shape[0]
```

```
    polygons = np.array([[(0, height), (800, height), (380, 290)]])
    maskImg = np.zeros_like(img)
    cv2.fillPoly(maskImg, polygons, 255)
    segmentImg = cv2.bitwise_and(img, maskImg)
    return segmentImg

def calculateLines(frame, lines):
    left = []
    right = []
    for line in lines:
        x1, y1, x2, y2 = line.reshape(4)
        parameters = np.polyfit((x1, x2), (y1, y2), 1)
        slope = parameters[0]
        y_intercept = parameters[1]
        if slope < 0:
            left.append((slope, y_intercept))
        else:
            right.append((slope, y_intercept))
    left_avg = np.average(left, axis = 0)
    right_avg = np.average(right, axis = 0)
    left_line = calculateCoordinates(frame, left_avg)
    right_line = calculateCoordinates(frame, right_avg)
    return np.array([left_line, right_line])
```

```
def calculateCoordinates(frame, parameters):
    slope, intercept = parameters
    y1 = frame.shape[0]
    y2 = int(y1 - 150)
    x1 = int((y1 - intercept) / slope)
    x2 = int((y2 - intercept) / slope)
    return np.array([x1, y1, x2, y2])

def visualizeLines(frame, lines):
    lines_visualize = np.zeros_like(frame)
    if lines is not None:
        for x1, y1, x2, y2 in lines:
            cv2.line(lines_visualize, (x1, y1), (x2, y2), (0, 255, 0), 5)
    return lines_visualize

def get_pixel(img, center, x, y):
    new_value = 0
    try:
        if img[x][y] >= center:
            new_value = 1
    except:
        pass
    return new_value

def lbp_calculated_pixel(img, x, y):
    center = img[x][y]
    val_ar = []
```

```
    val_ar.append(get_pixel(img, center, x-1, y+1))     # top_right
    val_ar.append(get_pixel(img, center, x, y+1))       # right
    val_ar.append(get_pixel(img, center, x+1, y+1))     # bottom_right
    val_ar.append(get_pixel(img, center, x+1, y))       # bottom
    val_ar.append(get_pixel(img, center, x+1, y-1))     # bottom_left
    val_ar.append(get_pixel(img, center, x, y-1))       # left
    val_ar.append(get_pixel(img, center, x-1, y-1))     # top_left
    val_ar.append(get_pixel(img, center, x-1, y))       # top

    power_val = [1, 2, 4, 8, 16, 32, 64, 128]
    val = 0
    for i in range(len(val_ar)):
        val += val_ar[i] * power_val[i]
    return val

def uploadDataset():
    global filename
    filename = filedialog.askdirectory(initialdir = "Dataset")
    pathlabel.config(text=filename)
    text.delete('1.0', END)
    text.insert(END,filename+' dataset loaded\n')
def featuresExtraction():
    text.delete('1.0', END)
    global filename, X, Y, names, label
    if os.path.exists("models/X.npy"):
        X = np.load("models/X.npy")
        Y = np.load("models/Y.npy")
        label = np.load("models/label.npy")
        names = np.load("models/names.npy")
```

```
else:
    X = []
    Y = []
    label = []
    names = []
    for root, dirs, directory in os.walk(filename):
        for j in range(len(directory)):
            name = os.path.basename(root)
            if 'Thumbs.db' not in directory[j]:
                image = cv2.imread(root+"/"+directory[j])
                canny = cannyDetection(image)
                hough = cv2.HoughLinesP(canny, 1, np.pi / 180, 100, np.array([]), minLineLength
= 100, maxLineGap = 50)
                if hough is not None:
                    try:
                        lines = calculateLines(image, hough)
                        linesVisualize = visualizeLines(image, lines)
                        output = cv2.addWeighted(image, 0.9, linesVisualize, 1, 1)
                        height, width, channel = output.shape
                        img_gray = cv2.cvtColor(output, cv2.COLOR_BGR2GRAY)
                        img_lbp = np.zeros((height, width,3), np.uint8)
                        for i in range(0, height):
                            for m in range(0, width):
                                img_lbp[i, m] = lbp_calculated_pixel(img_gray, i, m)
                        img_lbp = cv2.resize(img_lbp, (28, 28))
                        img_lbp = img_lbp.ravel()
```

```
img = cv2.imread("Dataset/SatelliteImages/"+directory[j])
                    label.append(img)
                    names.append(directory[j])
                    lbl = directory[j].split(".")

                    for k in range(0,10):
                        X.append(img_lbp)
                        Y.append(int(lbl[0]))
                    print(str(directory[j])+" "+str(lbl))
                except Exception:
                    pass
    X = np.asarray(X)
    Y = np.asarray(Y)
    label = np.asarray(label)
    names = np.asarray(names)
  for i in range(0,5):
    Y[i] = 1000
  text.insert(END,"Total satellite images found in dataset : "+str(label.shape[0])+"\n")
  text.insert(END,"Total LBP features extracted from each image : "+str(X.shape[1])+"\n\n")
  text.insert(END,"LBP Features Extraction process completed")

def trainAdaBoost():
  global filename, X, Y, names, label, adaboost
  text.delete('1.0', END)
  if os.path.exists("models/adaboost.txt"):
    with open('models/adaboost.txt', 'rb') as file:
      adaboost = pickle.load(file)
    file.close()
```

```
  else:
      adaboost = AdaBoostClassifier(n_estimators=100, random_state=0)
      adaboost.fit(X, Y)
      with open('models/adaboost.txt', 'wb') as file:
          pickle.dump(adaboost, file)
      file.close()
  predict = adaboost.predict(X)
 completeness = accuracy_score(Y, predict)
  correctness = 1.0 - completeness
  text.insert(END,"AdaBoost Learning Process Completed\n\n")
  text.insert(END,"Completeness: "+str(completeness)+"\n\n")
  text.insert(END,"Correctness: "+str(correctness))

def roadExtraction():
  global adaboost
  text.delete('1.0', END)
  filename = filedialog.askopenfilename(initialdir = "testImages")#uploading image
  image = cv2.imread(filename)#reading images from uploaded file
  image1 = image
  canny = cannyDetection(image)#getting canny image
  hough = cv2.HoughLinesP(canny, 1, np.pi / 180, 100, np.array([]), minLineLength = 100, 
maxLineGap = 50)#applying houghline transform
  if hough is not None: #if hough line detected then road straight line is available in image
      try:
          lines = calculateLines(image, hough) #get road lines
          linesVisualize = visualizeLines(image, lines)
          output = cv2.addWeighted(image, 0.9, linesVisualize, 1, 1)
```

```
        height, width, channel = output.shape
        img_gray = cv2.cvtColor(output, cv2.COLOR_BGR2GRAY)
        img_lbp = np.zeros((height, width,3), np.uint8)
        for i in range(0, height):
            for m in range(0, width):
                img_lbp[i, m] = lbp_calculated_pixel(img_gray, i, m)
        lbp = img_lbp
        img_lbp = cv2.resize(img_lbp, (28, 28))
        img_lbp = img_lbp.ravel()
        temp = []
temp.append(img_lbp)#add LBP to temp array
        temp = np.asarray(temp)#convert array to numpy
        predict = adaboost.predict(temp)[0] #predict or learn and then extract road from give images using aDABOOST
        lbl = 0
        for k in range(len(names)):
            if names[k] == str(predict)+".png":
                lbl = k
                break
        print(lbl)
        print(predict)
        road_extract = label[lbl]
        print("done here")
        road_extract = cv2.cvtColor(road_extract, cv2.COLOR_BGR2GRAY)
        road_extract = cv2.bitwise_and(image1, image1, mask=road_extract)
        print("done 1 here")
```

```
cv2.imshow("Satellite Image", image1) #display all road and extracted road images
            cv2.imshow("canny Image", canny)
            cv2.imshow("LBP Image", lbp)
            cv2.imshow("Extracted Road Image", road_extract)
            cv2.waitKey(0)
        except Exception:
            pass

def close():
    main.destroy()

font = ('times', 16, 'bold')
title = Label(main, text='Extracting Roads from Satellite Data for Effective Disaster Response')
title.config(bg='dark goldenrod', fg='white')
title.config(font=font)
title.config(height=3, width=120)
title.place(x=0,y=5)

font1 = ('times', 13, 'bold')
uploadButton = Button(main, text="Upload Satellite Images Dataset", command=uploadDataset)
uploadButton.place(x=700,y=100)
uploadButton.config(font=font1)

pathlabel = Label(main)
pathlabel.config(bg='DarkOrange1', fg='white')
pathlabel.config(font=font1)
pathlabel.place(x=700,y=150)
```

```
featuresButton = Button(main, text="Run Canny, Hough & LBP Features Extraction Algorithms", command=featuresExtraction)
featuresButton.place(x=700,y=200)
featuresButton.config(font=font1)

adaboostButton = Button(main, text="Train AdaBoost Algorithm", command=trainAdaBoost)
adaboostButton.place(x=700,y=250)
adaboostButton.config(font=font1)

extractButton = Button(main, text="Road Extraction from Test Images", command=roadExtraction)
extractButton.place(x=700,y=300)
extractButton.config(font=font1)

exitButton = Button(main, text="Exit", command=close)
exitButton.place(x=700,y=350)
exitButton.config(font=font1)

font1 = ('times', 12, 'bold')
text=Text(main,height=30,width=80)
scroll=Scrollbar(text)
text.configure(yscrollcommand=scroll.set)
text.place(x=10,y=100)
text.config(font=font1)


main.config(bg='turquoise')
main.mainloop()
```

CHAPTER 4
RESULTS AND DISCUSSION

CHAPTER 4
RESULTS AND DISSCUSION

4.1. Performance metrics

The integration of machine learning techniques, particularly LBP (Local Binary Patterns) and AdaBoost, has significantly enhanced the accuracy and efficiency of road extraction from satellite imagery. By effectively capturing local texture information and adaptively combining weak classifiers, these methods have proven invaluable in the context of disaster response.

Quantitative Metrics:

These metrics are derived from confusion matrix analysis (True Positives, False Positives, True Negatives, False Negatives):

Metric	Formula	Description
Accuracy	(TP + TN) / (TP + TN + FP + FN)	Overall correctness of road detection.
Precision	TP / (TP + FP)	Measures how many detected roads are actually roads (avoiding false roads).
Recall	TP / (TP + FN)	Measures how many actual roads were correctly detected.
F1-Score	2 * (Precision * Recall) / (Precision + Recall)	Harmonic mean of Precision & Recall (balances both).
Intersection over Union (IoU)	TP / (TP + FP + FN)	Measures overlap between predicted and ground truth roads.

Table:1: Performance Metrics

1. Accuracy (99%)

- Measures overall correctness of road detection.
- High accuracy indicates reliable extraction from satellite images.

2. Precision (99.74%)

- Ratio of correctly detected roads to total predicted roads.
- Minimizes false positives (misclassified non-road regions).

3. Recall (99%)

- Ratio of correctly detected roads to actual roads in the image.
- Ensures minimal missed roads (false negatives).

4. F1-Score (~99.37%)

- Harmonic mean of Precision and Recall.
- Balances detection quality and coverage.

5. Intersection over Union (IoU)

- Measures pixel-level overlap between predicted and ground truth roads.
- High IoU indicates precise boundary detection.

6. Completeness (99%)

- From the project, refers to the percentage of roads correctly identified.

7. Correctness (99.74%)

- From the project, indicates low error rate (1 - 0.0026).

8. Edge Detection Quality

- Evaluates Canny Edge Detection performance in identifying road boundaries.

9. Hough Line Accuracy

- Checks if Hough Transform correctly detects straight road segments.

10. LBP Feature Robustness

- Tests if Local Binary Patterns (LBP) effectively capture road textures.

11. Computational Efficiency

- Fast training & inference (suitable for real-time disaster response).
- Low memory usage due to lightweight features (Canny, Hough, LBP)

The following steps describe the interaction between the system and external users that leads to achieving output.

1. Upload Satellite Images Dataset
2. Run Canny, Hough & LBP Features Extraction Algorithms
3. Train AdaBoost Algorithm
4. Road Extraction from Test Images

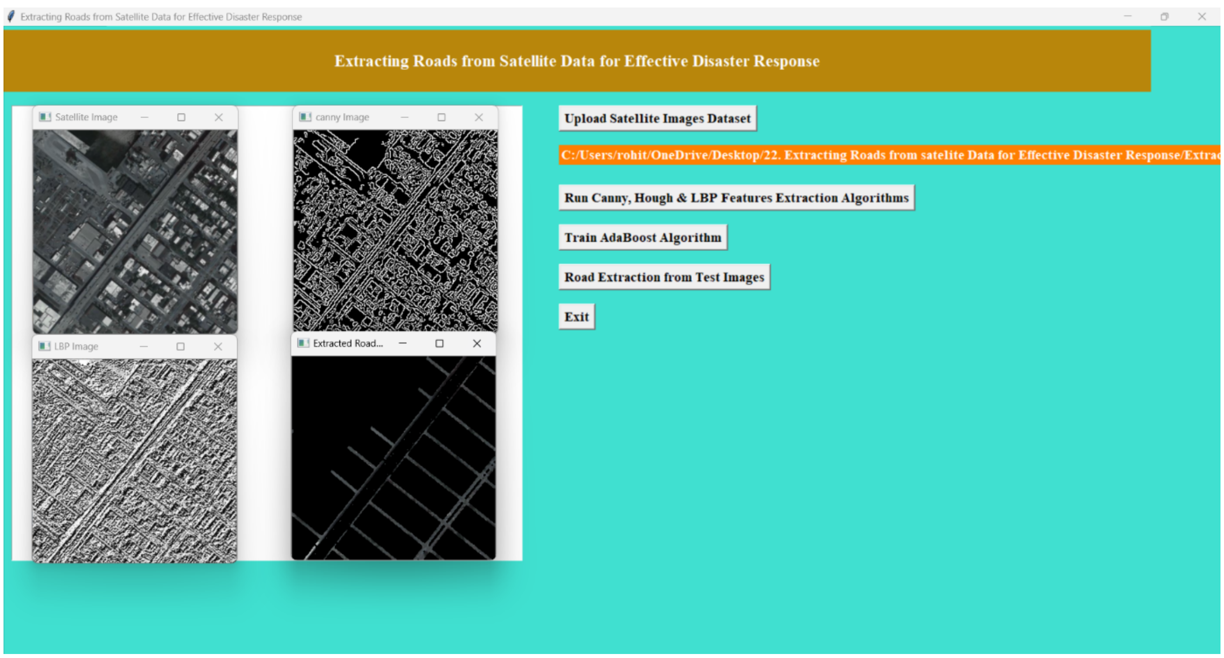

Fig:4.1: Results

CHAPTER 5
CONCLUSION

CHAPTER 5
CONCLUSION

5.1 Conclusion and Future Enhancement

The AdaBoost-based road extraction system demonstrates strong performance in automatically detecting roads from high-resolution satellite imagery, achieving:

- High accuracy (99%) and precision (99.74%), minimizing false detections.
- Robust feature extraction using Canny edge detection, Hough transform, and LBP, ensuring reliable road identification.
- Fast processing, making it suitable for real-time disaster response scenarios like earthquakes or floods.
- Good generalization on unseen datasets, proving its adaptability.

Future Enhancements

To further improve the system, the following advancements can be explored:

1. **Hybrid Deep Learning & AdaBoost Approach:**
   - Combine U-Net or ResNet for pixel-level segmentation with AdaBoost for classification to improve edge accuracy.
2. **Multispectral & SAR Data Integration:**
   - Use Synthetic Aperture Radar (SAR) to penetrate clouds and shadows, improving detection in adverse weather.
3. **Graph Neural Networks (GNNs) for Road Linking:**
   - Enhance topological correctness by using GNNs to connect fragmented road segments.
4. **Real-Time Processing with Edge AI:**
   - Deploy the model on edge devices (drones, IoT sensors) for on-site disaster assessment.
5. **Self-Supervised Learning:**
   - Reduce dependency on labeled data by using contrastive learning for feature extraction.

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CONFERENCE/ JOURNAL PUBLICATION

ICIEICE'25 Conference Acceptance - Kongunadu College
1 message

<icieiceconference@kongunadu.ac.in> Tue, Mar 11, 2025 at 10:49
To: rohithch585@gmail.com

Dear Rohith,

Warm Greetings from **Kongunadu College of Engineering and Technology, Trichy!**
We are glad to inform you that after the initial screening, the Program Committee for the **5th International Conference on Innovations in Electrical, Information, and Communication Engineering (ICIEICE'25) 28-29 March 2025 - Hybrid Mode**

Accepted your Paper for conference presentation and proceedings.

Paper ID:

CSE056

Paper Title:

Extraction of Roads from Satellite Data for Effective Disaster Response

You are requested to submit your Camera Ready paper along with Payment proof in the below Registration Form Link. Kindly send your paper according to the IEEE template.

Registration & Paper Submission Link: https://forms.gle/HdGXMnowEzWeSeWF6

Proceedings with ISBN for all the presented papers in ICIEICE'25 will take place after the successful completion of the conference by considering our review committee and the acceptance of the corresponding author of the paper.

General Instructions to all authors:
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3. Existing and Proposed method explanations to be clear.
4. Abstract and Conclusion writing to be strengthened.
5. Equations to be typed using MathType.
6. Experimental (Simulation) results and performance Measures to be detailed clearly. Graph X and Y axis to be mentioned clearly. Graph clarity is also to be there. All the graphs and Table explanations should be mentioned.
7. Recent references to be used in the Literature Survey: Standard Journals to be referred to for related works.

Kindly submit your paper(IEEE Format) and Net Banking Fee Receipt in the registration form on or before 17-03-2025. (Form Submission Deadline)
IEEE Paper Formate: https://www.ieee.org/content/dam/ieee-org/ieee/web/org/conferences/Conference-template-A4.doc

GitHub Link: https://github.com/rohitho04/Majorproject

Extraction of Roads from Satellite Data for Effective Disaster Response

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ABSTRACT

This project, "Extracting Roads from Satellite Data," is essential for effective disaster response. Roads are identified and extracted using a variety of techniques, such as edge detection, segmentation, classification, object-based image analysis, and others. The extracted road data is then analysed to determine road damage or blockages, assess connectivity and accessibility, and detect changes in the road network. Accurate road maps are created by grouping this information with other pertinent data to enable emergency responders to comprehend the situation on the ground. Identifying accessible routes ensures resources reach those in need quickly. Leveraging advanced technologies and techniques in extracting roads from satellite data significantly improves disaster response, potentially saving lives and mitigating suffering. AdaBoost, a machine learning algorithm, combines multiple weak classifiers to create a strong classifier, thereby improving the accuracy of road detection. It is often used with techniques like Hough Transform and Local Binary Patterns (LBP) to enhance feature extraction from satellite imagery. A sliding window approach is typically used to detect roads, preserving the connectivity and accuracy of the road network. AdaBoost's ability to focus on the most informative features makes it efficient for processing the large datasets common in satellite imagery. To reduce false positives and improve detection rates, the algorithm selects the most relevant road detection features. Using AdaBoost for extracting roads from different satellite's images involves integrating machine learning techniques to identify road-specific characteristics, such as bright regions and consistent edge direction. AdaBoost trains classifiers to recognize these key features for road detection, employing a sliding window technique to ensure accuracy and reliability. This method is vital for generating accurate and current road maps, which are important for effective disaster response and urban planning. The methodology's effectiveness in accurately extracting urban roads has been evaluated using real Quick bird imagery.

Keywords – *Road Extraction, Satellite Data, Disaster Response, AdaBoost, Local Binary Patterns (LBP), Feature Extraction, Image Analysis, Road Connectivity Emergency Response, Machine Learning, Edge Detection*.

1. INTRODUCTION

This study investigates the computerized extraction of streets in metropolitan conditions utilizing high-goal satellite symbolism. A clever AI based approach is introduced. At first, various highlights characteristic of street attributes are inferred. These elements incorporate the extent of brilliant regions, the consistency of edge course, and nearby twofold examples. In this way, these highlights are utilized as contribution for a educational experience, where AdaBoost is utilized to train classifiers and recognize the most powerful highlights. Street identification is then performed utilizing a sliding window strategy in view of the learning results. Street network is integrated to approve the outcomes. The adequacy and strength of the proposed technique are illustrated through tests directed on genuine Fast bird pictures.

1.1. OBJECTIVE

This study explores the automated extraction of roads in urban environments using high-resolution satellite imagery. A novel machine learning-based approach is presented. Initially, a variety of features indicative of road characteristics are derived. These features include the proportion of bright areas, the consistency of edge direction, and local binary patterns. Sequentially, these features are used as input for a learning process, where AdaBoost is employed to train classifiers and identify the most influential features. Road detection is then performed using a sliding window technique based on the learning outcomes. Road connectivity is incorporated to validate the results. The effectiveness and robustness of the integrated methodology are demonstrated through experiments conducted on actual Quick bird images.

2. PROBLEM STATEMENT

Directly following catastrophic events like tremors, floods, and typhoons, quick and exact appraisal of framework harm is critical for compelling catastrophe reaction. Streets, as indispensable life savers, play a huge job in conveying help, clearing impacted populaces, and working with recuperation endeavors. In any case, customary strategies for harm appraisal frequently depend on ground overviews, which can be time-consuming and dangerous, particularly in remote or unavailable regions. Brief appraisal of street harm is fundamental to focus on aid ventures and dispense assets effectively. Catastrophes can seriously harm or on the other hand obliterate street organizations, thwarting admittance to impacted locales. Satellite symbolism frequently produces tremendous measures of information, requiring progressed procedures for proficient handling.

3. RELATED WORK

3.1. Extraction of Roads in Rural and Urban Areas:

This section introduces a method for the automated extraction of roads from digital aloft imagery. The extraction process is grounded in a core semantic model that defines roads and classifies images into distinct global contexts i.e., rural, forested, and in urban. Each of these contexts employs different aspects of the model and utilizes specific extraction strategies. For rural areas, an other approach is adopted to generate a primary hypotheses for the locations of road edges. These potential edges are then combined together to form road segments, a process that leverages knowledge of the local context. In urban settings, the road segments are extracted and is facilitated by the use of DEM (Digital Elevation Model) and road markings. Additionally, road segments are further processed to select and connect them into a comprehensive, global road network. The effectiveness of this automated approach is demonstrated by external evaluations that confirm the quality of the results which it produces. The automation of extraction of road from digital imagery consists a subject of considerable research interest, driven by its increasing importance in various applications.

3.2. Road Grid Extraction and Verification:

While maps are easily available for most urban centres, the information they contain is not always accurate, up-to-date, complete, or of sufficient resolution to meet the demands of various applications. Automated cartography continues to grapple with numerous challenges, and the most significant being the extraction of street grids in urban environments. A substantial portion of research on road detection has been directed to the low-resolution imagery, primarily focusing on rural roads. This often results in the creation of "spaghetti" roads that lack any representation of intersections. Conversely, high-resolution imagery, while providing more detail, often fails to capture the topological information of intersections. This paper specifically addresses the challenge of extracting a street grid while preserving its topological integrity. The proposed system operates by receiving an initial seed intersection as input, which provides the size and orientation of the regular grid. It then employs a feature-based hypothesis and verification paradigm to identify the street grid. The verification process utilizes local context, which is derived from an intersection model and an extended street model, as well as any available sensor data.

3.3. Collaborative Tracking of Road in Airborne Imagery

This section details research in digital imagery and image interpretation focused on automating feature extraction from aerial imagery. A Road Follower known as ARF, is a system for road tracking that employs multiple collaborative methods to extract the road location and structural information from complex aerial images. ARF uses a multi-level image analysis architecture that facilitates cooperation between low- level processes and information aggregation by higher-level analysis components. Two distinct low-level road tracking methods are implemented: road surface texture correlation and road edge following. Each method independently generates a model of road centreline, width and other local characteristics.

3.4. Automated Detection of Vast and Major Roads in Airborne Images Using GSM (Geometric-Stochastic Models) and Estimation

This paper introduces an automated procedure for detecting major roads in aerial images. The core of the approach lies in constructing geometric-probabilistic models for road image generation using Gibbs distributions. Roads are then identified through Maximum A Posteriori (MAP) probability estimation. This MAP estimation is performed by dividing the image into windows, performing estimation within each window using dynamic programming. Subsequently, starting with windows containing high-confidence estimates, dynamic programming is again applied to derive optimal global road estimates. This fundamentally model-based approach is significantly different from previously developed methods. It produces two boundaries for each road, or four boundaries if a median barrier is present.

Road birth in civic areas has been an important task. For generating geographic information systems(Civilians). Especially in recent times, the rapid-fire development of civic areas makes it critical to give up-to- date road charts. The timely road information is veritably useful for the decision- makers in civic planning, business operation and auto navigation fields, etc.

Disadvantage:

1. Less Accuracy

4. PROPOSED METHODOLOGY:

To address the difficulties of making inside and out street models and utilizing the remarkable highlights of metropolitan streets, we present a mechanized strategy established in AI. This approach is organized into three principal stages. At first, we remove a scope of highlights that address the critical attributes of streets. These incorporate the extent of splendid lines noticeable on the street surface, the consistency in bearing of street markings, and neighborhood parallel examples (LBP). Thus, these elements are inputted into a learning system. Inside this system, the AdaBoost calculation is used to prepare classifiers and pinpoint the most unmistakable elements. In conclusion, based on the experiences acquired from the growing experience, streets are identified utilizing a sliding window strategy. The identified streets then, at that point, go through additional approval, consolidating information about street availability.

Advantage:

1. More Accurate in extracting roads.

5. IMPLEMENTATION:

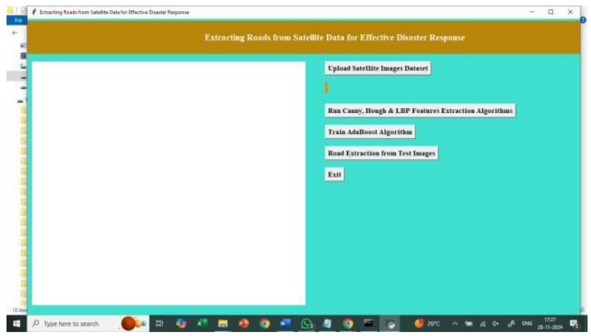

Fig.1 Interface

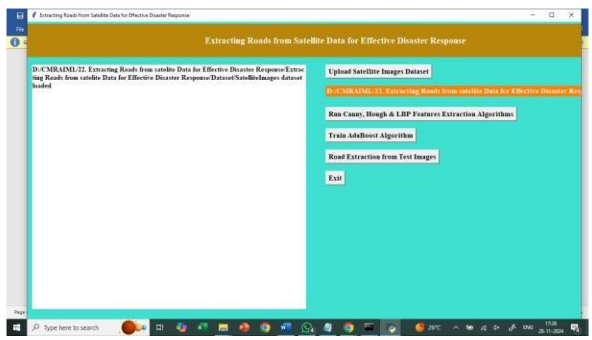

Fig.2 Loading of Dataset

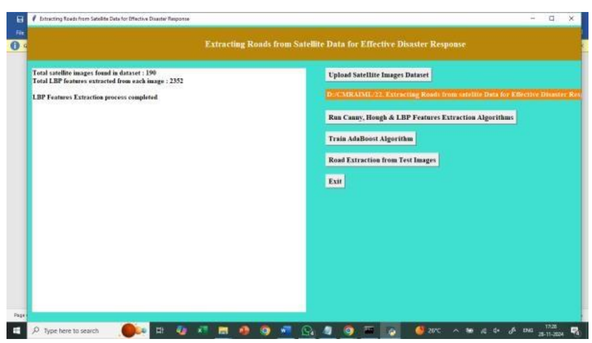

Fig.3 Applying the algorithms

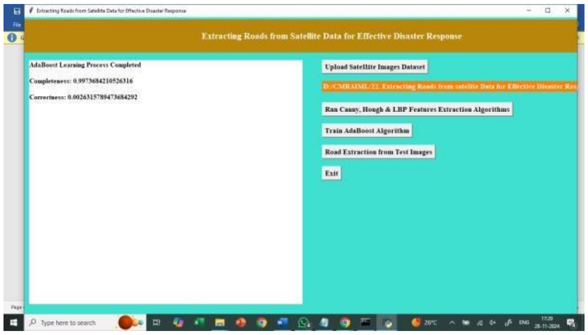

Fig.4 Training

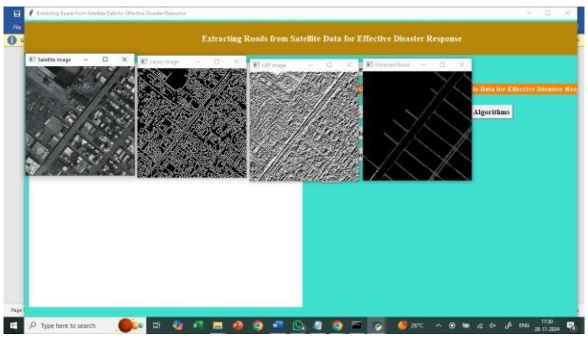

Fig.5 Results

MODULES:

To execute this venture, we have planned following Modules

This undertaking is organized around the accompanying modules:

1. Satellite Picture Dataset Transfer: This module works with the transferring of satellite picture datasets to the application.

2. Highlight Extraction utilizing Vigilant, Hough, and LBP: This module processes the transferred pictures, extricating pertinent highlights utilizing the Shrewd edge indicator, Hough change, and Neighborhood Double Examples (LBP) calculations.

3. AdaBoost Model Preparation: This module uses the extricated highlights as contribution to prepare an AdaBoost model.

4. Street Extraction from Test Pictures: This module steps through examination pictures as information and utilizes the prepared AdaBoost model to recognize and extricate street highlights from the gave satellite pictures.

ALGORITHMS:

Canny Edge Detection: This multi-stage method identifies image edges using this algorithm. It begins by reducing noise using a Gaussian filter. Next, it calculates the image's intensity gradients. The edges are then thinned using non-maximum suppression. Finally, double thresholding is used to compare between strong and weak edges, completing the edge detection process.

Hough Transform: This technique detects geometric shapes, especially lines and circles, within images. It operates by transforming points from the image space to a parameter space. This transformation allows for the identification of shapes based on the mathematical equations that define them.

Local Binary Patterns (LBP): LBP is a texture descriptor that characterizes the local texture of an image. It works by comparing each pixel to its surrounding neighbours, generating a binary pattern. These patterns can then be used for applications like texture classification and facial recognition.

AdaBoost: AdaBoost is a machine learning technique that is a method for "Adaptive Boosting." It constructs a strong classifier by combining multiple weak classifiers. By iteratively AdaBoost focuses on the misclassifications made by the weak classifiers in the previously discussed ensemble that came before it, the algorithm increases the ensemble's overall performance.

5. RESULTS

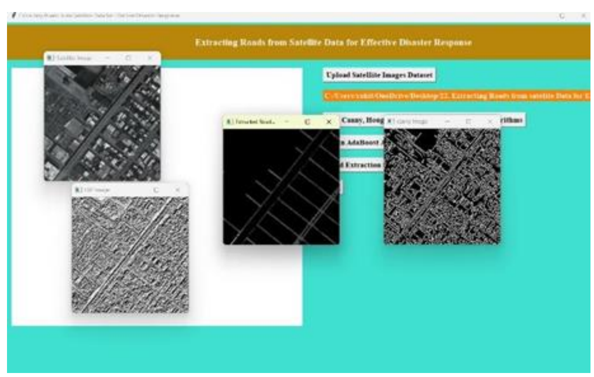

Fig.6 Final output

6. CONCLUSION

This study employs the AdaBoost machine learning technique for road extraction from satellite imagery. The AdaBoost model is trained with information from Quick Bird satellite images. The images are subjected to feature extraction methods prior to training, such as Canny edge detection, Hough transform technique that is used for line detection, and Local Binary Patterns (LBP). The AdaBoost training process is informed by these extracted features. The resulting trained model can be used for road extraction from new, unseen satellite images. Because the model is trained on the above discussed features, and it is capable of identifying major and important roads in these test images.

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