IJETST- Vol.||03||Issue||05||Pages 3875-3880||May||ISSN 2348-9480 2016

Open access Journal International Journal of Emerging Trends in Science and Technology
Impact Factor: 2.838 DOI: http://dx.doi.org/10.18535/ijetst/v3i05.08

Use of GPS with Road Mapping in LBS for Route leveraging APIs

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Abstract
A location based service (LBS) is an application for user's mobile device that requires necessary information about where the mobile device is located. Location-based services shall be query-based and provide the end user with valuable information, for e.g. "Which is the nearest movie Theatre?" or they are able to be push-based and provide coupons or different marketing information to consumers who're in a unique geographical area. The purpose is to reduce the number of requests issued by the LBS significantly while maintaining accurate query results. First, we propose to exploit contemporary routes requested from route APIs to reply queries adequately. Then, we design effective lower/upper bounding tactics and ordering methods to process queries efficiently. Also, we learn parallel route requests to further diminish the query response time.
Index Terms—*Location Based Services (LSB), Route API, Parallel Route Request.*

Introduction

There is growing need for useful approaches involving use of global positioning systems (GPS) information from GPS trackers for traffic analysis. In recent years, activity-based evaluation using GPS equipments as information collectors has been a principal challenge. All these forms of research focus on data from wearable GPS recorders considering of effortless specified undertaking logging and interactive validation with users. As data have improved, more sophisticated approaches of data assortment have been developed, represented at first by the shift from travel to activity diaries, and continuing on to the progress of GPS enabled activity surveying. Traffic evaluation is a component of key points in developing international locations that require better and efficient monitoring.

In order to compensate for uncertainties in journey time due to accidents, bad weather, traffic congestion, and so on, vehicles hauling time-sensitive freight build "buffer time" into their routes in order to help ensure that deliveries will probably be made on time. Building buffer time into routes tends to increase the likelihood of on-time delivery, an important measure of service. However, buffer time also tends to reduce measures of productivity associated with cost, such as driver and equipment idle time and the number of miles travelled per hour. *Location-based service* (LBS) (i.e. position-dependent service) means a service that canbe found easily on the basis of its described location with the aid of different kinds of indexing and guidance services. In connection with personal navigation, location-basedservices form the kernel content and they can be found using the location data of amobile phone as the search criterion.An LBS requires 5 basic components: the service provider's software applications, a mobile network to transmit information and requests for service, a content provider to supply the end user with geo-specific information, a positioning component (see GPS) and the end user's cellular device.

By regulation, location-based services must be permission-based. That implies that the end user needs to decide-in to the service in order to use it. Frequently, this means installing the LBS application and accepting a request to allow the service to grasp the device location. Our purpose of this paper is to exhibit that real-time traffic information mixed with historical traffic data can be utilized to develop routing strategies that are inclined to reinforce both cost and service productivity measures.

Computing the shortest path is foremost challenge within the spatial databases. The path computed by making use of the pre-stored information is not accurate. Thus, there is necessity for the live traffic data. There are a number of online service traffic providers like Navteq [1],Tom tom [2],Google maps[3].However these traffic vendors do not furnish information continuously due to high cost. Client-server architecture is earlier used for the shortest direction retrievals the place the patron sends the request and server responds to it.

Shortest distance queries are principal for two reasons. First shortest distance queries are essential in many graph applications. For example, in a social network, we're interested in finding the shortest distance between two places. Live traffic index selectively fetches knowledge in Wi-Fi broadcast environments, which significantly reduce the tune-in cods. Live traffic index efficiently maintains the index for reside traffic circumstances by using incorporating Leveraging APIs into hierarchical index procedures.

Shortest path computation is a most important challenge in trendy automobile navigation systems .This function helps a user to figure out the quality route from his present location to destination. Usually, the shortest direction is computed by using offline information pre-stored within the navigation methods and the weight (travel time) of the road is estimated by using the travel distance or old information. Unfortunately, street traffic circumstances change over time. Without live traffic circumstances, the route returned by the navigation process is no longer guaranteed an accurate result. Those old navigation systems would propose a route established on the pre-saved distance information.

At the present time, a few online services provide live traffic information (by using examining accrued information from road sensors, traffic cameras, and crowd sourcing approaches), These systems can calculate the image shortest path queries based on present traffic information; nevertheless, they don't record routes to drivers constantly because of high operating costs. Answering the shortest paths on the live traffic data can be considered as a continuous monitoring difficulty in spatial databases, which is termed as online shortest paths computation in this work. Short-time period traffic forecasting objectives to furnish more reliable travel information service, to be able to support people in making more reasonable traffic decisions. With the growing availability of traffic data along with the progress of conversation science, both the capacity and accuracy of travel time forecasting were enormously enhanced in real-time conditions and a great quantity of forecasting methods have been applied throughout recent years. Nonetheless, they're insufficient when confronted with the act world traffic issues, considering the real-time traffic condition can be affected conveniently and changed continuously.

Route guidance is one of the most widespread ways of dissemination of traffic in real time systems, and has many experimental as well as commercial applications. Guidance aims to provide improved information to the users, which they are able to use to make better route choices. Route guidance will also be offered in the form of prescriptions, equivalent to suggesting most reliable routes, or within the type of descriptive information. These may just incorporate estimation of travel time based on the user's selected route or updates of traffic conditions in the road. Many applications purpose to optimize the travel time by some means to make route prescriptions.

These purposes probably estimate the travel time alongside a designated route, given by the user's time by way of either considering historical travel time estimation or the current traffic conditions. Shortest path computation is an principal function in present day auto navigation methods. This function helps a driver to figure out the excellent route from his current place to destination place.

In most cases, the shortest path is computed by using offline information pre-stored within the navigation techniques and the weight (travel time) of the road map is estimated by way of the avenue distance or old data. Unluckily, road traffic circumstances change over time. Without live traffic instances, the route returned through the navigation system is now not guaranteed a correct result. Those historical navigation techniques would endorse a route based on the pre-stored distancein formation. Note that this route passes through four street upkeep operations (Indicated by way of preservation icons) and one traffic congested street (indicated by means of a redline). These days, several on-line offerings furnish reside visitors knowledge (through analyzing collected information from road sensors, traffic cameras, and crowd sourcing strategies), These systems can calculate the photograph shortest path queries based on current side visitors information; nonetheless, they don't record routes to users regularly due to high working charges. Answering the shortest paths on the live traffic data may also beconsidered as a steady monitoring problem in spatial databases

Existing System

M. Arjun &K.Sirisha proposed a system based on Live Activity List to calculate shortest Path between source and destination. They two implementations of this thought, one founded on an easy grid information structure and one based on highway hierarchies. For the road map of the United States, their best query instances give a boost over the best previously published figures through two orders of magnitude. Under the raw transmission model, the traffic information (i.e. edge weights) is broadcasted by way of a set of packets for each broadcast cycle. Uninformed search (e.g. Dijkstra's algorithm) traverses graph nodes in ascending order of their distances from the source and finally discovers the shortest path to the destination part. Bi-directional search reduces the quest house through executing Dijkstra's algorithm simultaneously forwards from source and backwards from purpose directed approaches search towards the target by filtering out the edges that can't probably belong to the shortest path.

In this paper [1] they studied online shortest direction computation; the shortest direction influence is computed based on the live traffic situations. They carefully analyzed the prevailing work and speak about their inapplicability to the problem. To deal with the difficulty, they suggested a promising architecture that proclaims the index on the air. They first determined a predominant characteristic of the hierarchical index structure which permits us to compute shortest path on a small component of index. This major feature is utilized in their resolution, Live Traffic Index (LTI). Their experiments verified that LTI is a Pareto optimal answer in terms of four performance factors for online shortest path computation

R.Subashini, A.Jeya Christy proposed a system on online shortest path based on live traffic circumstances [2], Shortest path computation is an principal function in present day auto navigation methods. This function helps a driver to figure out the excellent route from his current place to destination place. In most cases, the shortest path is computed by using offline information pre-stored within the navigation techniques and the weight (travel time) of the road map is estimated by way of the avenue distance or old data. The online shortest route computation; the shortest route result is computed based on the traffic situations. Analyze the prevailing work and speak about their inapplicability to the situation (because of their prohibitive protection time and massive transmission overhead). To address the concern, advocate a promising structure that publicizes the index on the air. First determine a foremost characteristic of the hierarchical index constitution which enables us to compute shortest path on a small section of index.

Computing the shortest distance is predominant project in the spatial databases [3]. The trail computed making use of the pre-stored information isn't correct. For this reason, there may be necessity for the traffic information. There are a couple of online carrier traffic providers like Navteq [4],Tom tom [5],Google maps [6].But these traffic providers do not furnish information constantly because of high cost. Client-server structure is used for the shortest path retrievals the place the customer sends the request and server responds to it. This structure scales poorly if there are more than two clients. The verbal exchange costs spent on retrieving the shortest route is high. They used client server architecture for shortest routes. In this method, the server shops the estimated paths between source and destination and updates them periodically and returns the shortest path to the specified user.

In our hindrance scenario, query users require correct results which are computed with recognize to reside traffic information. All the above works require the LBS to know the weights (travel times) of all road segments. Seeing that the LBS lack the infrastructure for monitoring road traffic, the above works are inapplicable to our concern. Some works [8], [9] try and model the journey instances of street segments as time-varying services, which will also be extracted from historical visitors patterns. These capabilities may seize the results of periodic routine (e.g., rush hours, weekdays). Nonetheless, they nonetheless are not able to reflect the traffic information, which can also be littered with sudden activities [7].

Methodology

When person desire to know destination information based on consumer's requirement say for illustration user needs to reach nearest ATM or hospital. He can get ATM or hospital information using internet service provider. However he wishes effective result with respect to travel time and fee (i.e. nearest route). Consequently person needs application that supplies all of the expertise he desires.

Figure 1 shows the block diagram of proposed process. The proposed procedure entails almost always three predominant modules, user module, LBS module and Route-Saver module. In user module user receives a location map includes locations, user location and route map from user place (source) and possible destination.

In our proposed work, the users require accurate results that are computed with appreciate to live traffic information. The entire works require the LBS to know theweights (travel times) of all road segments. Considering that the LBS lack the infrastructure for monitoring road traffic, the above works are inapplicable to our problem. Some works try and model the travel occasions of street segments as time-various features, which may also be extracted from historical traffic patterns. These services may just capture the consequences of periodic events (e.g. rush hours, weekdays). Nevertheless, they nonetheless cannot reflect traffic information, which can be effected by sudden events, e.g. congestions, accidents and road maintenance.

The LBS module is responsible for accumulating the specified data from consumer and LBS generate optimized information which includes consumer's present area and route log to the destinations. Then this information is transferred to the Route-saver. Route-saver utilizes the contemporary traffic understanding bought from traffic provider and calculates the journey time and most beneficial path to source and destinations by using Nearest Neighbor queries.

To reduce the number of route requests while providing efficient results, we combine information throughout a couple of routes within the log to derive tight lessen/higher bounding journey times. We also propose effective strategies to compute such bounds efficiently. Additionally, we compare the influence of exclusive orderings for issuing route requests on saving route requests. And we learn the best way to parallelize route requests inorder to reduce the query response time additional.

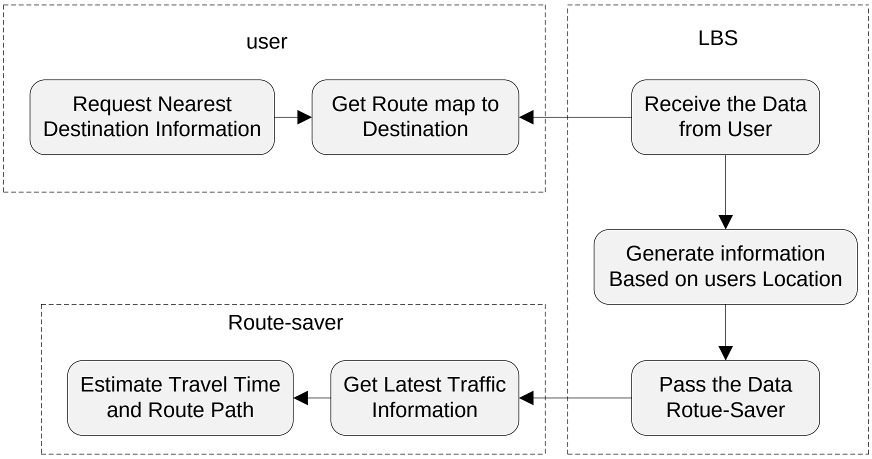
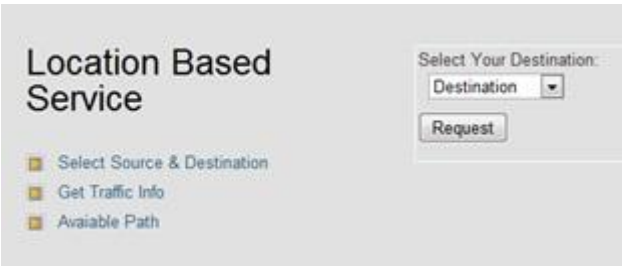


Figure 1: Framework for Proposed Work

Experimental Results

Below figures show the screen shots our proposed work, the user has an access to router via an internet. Based on his present location he has to choose the destination point, and then LBS will communicate with server and shows you the nearest places of his choice.Figure**a** and**b** shown window where you can choose the destination you need to go,once you selected point server will give you the nearest requested destination with shortest path.

We can see the nearest destination point in the figure 3, here user wants to visit to a hospital, and using an application he will enter the hospital as destination point. For the requested information server will revert back with all hospitals which is located around the user's current location. As we see in the figure 3, all the hospitals are marked in red color and the nearest hospital is marked in a purple color, here user location is marked as source and is in green color.



(a)

(b)

Figure 2 Destination Point Request

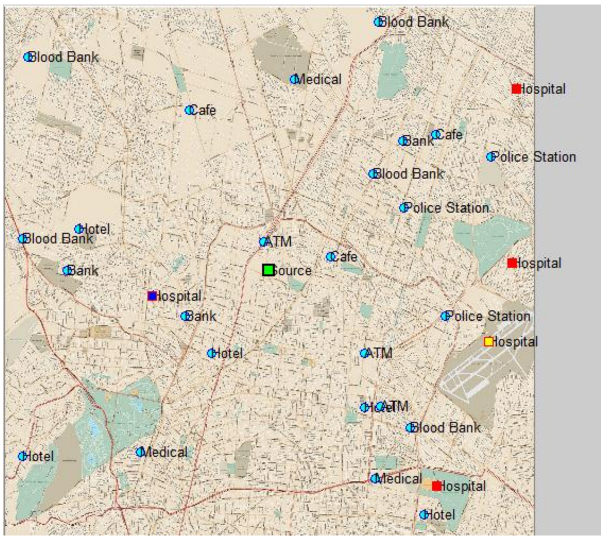


Figure 3 Nearest Destination Point

Conclusion

In this paper, we propose a solution for the LBS to process range/KNN queries such that the query results have accurate travel times and the LBS incurs few number of route requests. Our solution Route-Saver collects recent routes obtained from an online route API (within d minutes). During query processing, it exploitsthose routes to derive effective lower-upper bounds for saving route requests, and examines the candidates for queries in an effective order. We have also studied the parallelization of route requests to further reduce query response time

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