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Title **Frame range extension of Poznan Street and Poznan Carpark sequences (3DV/EE1)**
Sub group **Video**
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1 Introduction

This paper introduces extended frame range for Poznan Carpark and Poznan Street sequences and is in response to EE1 described in w11477 [1] "Description of Exploration Experiments in 3D Video Coding" document.

2 Extended frame range












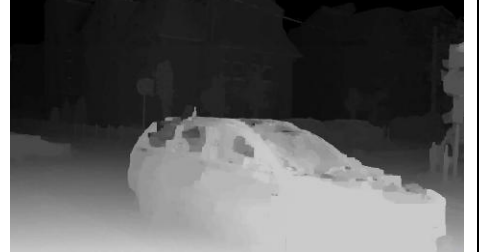
During the last meeting in Geneva it was concluded that the Poznan Street and Poznan Carpark sequences should be extended from 200 to 250 frames [1]. This imposed a need for modification of depth data for these sequences.

To meet those new requirements, and also reduce overall turmoil, the frame range has been extended in forward direction only, so that the configuration files (for depth estimation and vview synthesis) remain mainly unchanged.

Unfortunately, 3D content in the extended range of frames (200..249) exceeds depth range that was previously. To cope that, disparity range has been changed as follows:

	Before	After
MinimumValueOfDisparitySearchRange	1	1
MaximumValueOfDisparitySearchRange	55	80
MinimumValueOfDisparityRange	1	1
MaximumValueOfDisparityRange	55	80
NearestDepthValue	-50.191107	-34.506386
FarthestDepthValue	-2760.510889	-2760.510889

Selected depth frames from new depth maps are presented below:

Frame	Poznan_Carpark	Poznan_Street
0	 A grayscale depth map of a carpark. The foreground is light gray, representing the ground. Several human figures are visible in the middle ground, appearing as dark shapes against the lighter background. A car is partially visible on the right side.	 A grayscale depth map of a street scene. The foreground is light gray. A car is prominent on the right side. The background is dark, representing trees and buildings.
50	 A grayscale depth map of a carpark. The foreground is light gray. Several human figures are visible in the middle ground, appearing as dark shapes against the lighter background. A car is partially visible on the right side.	 A grayscale depth map of a street scene. The foreground is light gray. A car is prominent on the right side. The background is dark, representing trees and buildings.
100	 A grayscale depth map of a carpark. The foreground is light gray. Several human figures are visible in the middle ground, appearing as dark shapes against the lighter background. A car is partially visible on the right side.	 A grayscale depth map of a street scene. The foreground is light gray. A car is prominent on the right side. The background is dark, representing trees and buildings.
150	 A grayscale depth map of a carpark. The foreground is light gray. Several human figures are visible in the middle ground, appearing as dark shapes against the lighter background. A car is partially visible on the right side.	 A grayscale depth map of a street scene. The foreground is light gray. A car is prominent on the right side. The background is dark, representing trees and buildings.
200	 A grayscale depth map of a carpark. The foreground is light gray. Several human figures are visible in the middle ground, appearing as dark shapes against the lighter background. A car is partially visible on the right side.	 A grayscale depth map of a street scene. The foreground is light gray. A car is prominent on the right side. The background is dark, representing trees and buildings.
249	 A grayscale depth map of a carpark. The foreground is light gray. Several human figures are visible in the middle ground, appearing as dark shapes against the lighter background. A car is partially visible on the right side.	 A grayscale depth map of a street scene. The foreground is light gray. A car is prominent on the right side. The background is dark, representing trees and buildings.

3 References

- [1] “Description of Exploration Experiments in 3D Video Coding” MPEG 2010/W11477, Geneva, Switzerland, July 2010.