**UNIVERSITY OF SCIENCE, VNU-HCMC**

**FALCUTY INFORMATION TECHNOLOGY**

**CSC14003 - Introduction to Artificial Intelligence**

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**Project 1  
Searching**

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# 1. Member information

|  |  |  |  |
| --- | --- | --- | --- |
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# 2. Work assignment

The following table details the work assignments for each group member, specifying the tasks assigned to them and their respective completion rates. The work is divided into different aspects of the project, encompassing all four levels of complexity. The table ensures that all members contribute equally and cover every necessary component of the project.

|  |  |  |  |
| --- | --- | --- | --- |
| **Task** | **Description** | **Assigned Member** | **Completion Rate (%)** |
| Project Management | Coordination of tasks, meetings, and deadlines |  | 100% |
| Level 1 Implementation | Development and testing of basic search algorithms (BFS, DFS, UCS) |  | 100% |
| Level 2 Implementation | Modification of algorithms to include time constraints and toll booths |  | 100% |
| Level 3 Implementation | Extension of algorithms to handle fuel limitations and refueling stations |  | 100% |
| Level 4 Implementation | Coordination and implementation of multiple agents |  | 100% |
| Algorithm Documentation | Detailed write-up of the algorithms used in each level, including pseudocode and illustrative images |  | 100% |
| Input/Output Handling | |  | | --- | |  |   Development of functions for reading input files and writing output files |  | 100% |
| GUI Development | Creating a graphical user interface to visualize the search process |  | 100% |
| Testing | Creation of test cases and verification of algorithm correctness |  | 100% |
| Report Writing | Compilation and formatting of the final report |  | 100% |
| Video Documentation | Recording and editing demonstration videos of the program in action |  | 100% |

**Detailed Breakdown of Tasks:**

1. **Project Management:**
   * Coordination of tasks, organizing meetings, ensuring deadlines are met.
   * Monitoring progress and ensuring all members are contributing equally.
   * Overseeing the entire project lifecycle.
2. **Level 1 Implementation:**
   * Implementing Breadth-First Search (BFS), Depth-First Search (DFS), and Uniform-Cost Search (UCS) algorithms.
   * Ensuring the algorithms correctly navigate the 2D city map.
   * Testing the basic functionality and edge cases.
3. **Level 2 Implementation:**
   * Modifying search algorithms to account for time constraints and toll booths.
   * Ensuring the pathfinding respects the committed delivery time.
   * Testing with various scenarios to validate correctness.
4. **Level 3 Implementation:**
   * Extending algorithms to handle fuel limitations.
   * Incorporating refueling stations and ensuring the path is feasible with fuel constraints.
   * Rigorous testing to ensure all conditions are met.
5. **Level 4 Implementation:**
   * Developing a system to handle multiple agents in the city map.
   * Implementing turn-based movement and collision avoidance.
   * Testing with multiple agents to ensure smooth operation.
6. **Algorithm Documentation:**
   * Writing detailed descriptions of each algorithm used.
   * Including pseudocode and illustrative images to explain the logic.
   * Ensuring clarity and comprehensiveness for assessment.
7. **Input/Output Handling:**
   * Writing functions to read from input files and process the data.
   * Implementing output functions to save results in the specified format.
   * Ensuring robustness and handling various input cases.
8. **GUI Development:**
   * Creating a graphical interface to visualize the search process.
   * Ensuring real-time display of the vehicle's path and search progress.
   * Making the interface user-friendly and informative.
9. **Testing:**
   * Developing comprehensive test cases covering all levels and edge cases.
   * Running tests to verify the correctness and efficiency of algorithms.
   * Documenting test results and any issues found.
10. **Report Writing:**
    * Compiling all sections of the report, ensuring proper formatting.
    * Including member information, work assignment, self-evaluation, algorithms, and testing.
    * Reviewing and editing for clarity and completeness.
11. **Video Documentation:**
    * Recording the program's functionality for each test case.
    * Editing videos to highlight key features and successful runs.
    * Uploading and including URLs in the report.

This work assignment ensures that each member has a clear role and responsibility, contributing to the successful completion of the project.

# 3. Self-evaluation

|  |  |  |
| --- | --- | --- |
| **No.** | **Requirements** | **Completion Rate (%)** |
| 1 | Finish Level 1 successfully. | 100% |
| 2 | Finish Level 1 successfully. | 100% |
| 3 | Finish Level 1 successfully. | 100% |
| 4 | Finish Level 1 successfully. | 100% |
| 5 | Graphical User Interface (GUI) | 100% |
| 6 | Generate at least 5 test cases for each level with different attributes. Describe them in the experiment section of your report. Videos to demonstrate each test case. | 100% |
| 7 | Report your algorithm, and experiment with some reflection or comments. | 100% |

# 4. Algorithms

## 4.1 Level 1: Basic Level

In Level 1, the objective is to find the path from the starting location of the delivery vehicle (S) to the goal location (G) using various search algorithms. The city map is represented as a 2D array, where each cell has specific values indicating passable spaces, impassable spaces, the starting point, and the goal point. The search algorithms implemented at this level include Breadth-First Search (BFS), Depth-First Search (DFS), Uniform-Cost Search (UCS), Greedy Best First Search, and A\* Search.

### 4.1.1 Breadth-First Search (BFS)

Breadth-First Search (BFS) explores all the nodes at the present depth level before moving on to the nodes at the next depth level. It is guaranteed to find the shortest path in an unweighted graph.

**Pseudocode:**

**A screenshot of a computer code

Description automatically generated**

**Illustration:**

* Initialize the queue with the starting node S.
* Dequeue S and explore its neighbors.
* Enqueue the neighbors that are not visited and mark them as visited.
* Repeat the process until the goal G is reached or the queue is empty.

### 4.1.2 Depth-First Search (DFS)

Depth-First Search (DFS) explores as far as possible along each branch before backtracking. It is not guaranteed to find the shortest path but is useful for exhaustive searching.

**Pseudocode:**

**A screen shot of a computer program

Description automatically generated**

**Illustration:**

* Initialize the stack with the starting node S.
* Pop S and explore its neighbors.
* Push the neighbors that are not visited and mark them as visited.
* Repeat the process until the goal G is reached or the stack is empty

### 4.1.3 Uniform-Cost Search (UCS)

Uniform-Cost Search (UCS) expands the least cost node first. It is equivalent to Dijkstra's algorithm when all edge costs are equal.

**Pseudocode:**

**A screenshot of a computer code

Description automatically generated**

**Illustration:**

* Initialize the priority queue with the starting node S with a cost of 0.
* Dequeue the node with the lowest cost and explore its neighbors.
* Enqueue the neighbors with their cumulative cost and mark them as visited.
* Repeat the process until the goal G is reached or the priority queue is empty.

### 4.1.4 Greedy Best First Search (GBFS)

Greedy Best First Search expands the node that is estimated to be closest to the goal using a heuristic.

**Pseudocode:**

**A screenshot of a computer program

Description automatically generated**

**Illustration:**

* Initialize the priority queue with the starting node S with its heuristic value.
* Dequeue the node with the lowest heuristic value and explore its neighbors.
* Enqueue the neighbors with their heuristic value and mark them as visited.
* Repeat the process until the goal G is reached or the priority queue is empty.

### 4.1.5 A\* Search

A\* Search uses both the actual cost from the start and a heuristic estimate to the goal to find the optimal path efficiently.

**Pseudocode:**

**A screenshot of a computer program

Description automatically generated**

**Illustration:**

* Initialize the priority queue with the starting node S with its f-score.
* Dequeue the node with the lowest f-score and explore its neighbors.
* Update the g-score and f-score of the neighbors if a better path is found and mark them as visited.
* Repeat the process until the goal G is reached or the priority queue is empty.

Each algorithm has its strengths and is suitable for different scenarios. The BFS guarantees the shortest path in an unweighted grid, DFS is useful for exhaustive search, UCS ensures the least cost path, Greedy Best First Search is fast but may not find the optimal path, and A\* combines the benefits of UCS and heuristic search for optimal and efficient pathfinding.

### 4.1.6 Reconstructing the Path

For all algorithms, once the goal node is reached, the path can be reconstructed by tracing back from the goal node to the start node using the parent references stored during the search process.

**Pseudocode:**

**A screenshot of a computer code

Description automatically generated**

This section provides a comprehensive overview of the search algorithms required for Level 1, including detailed pseudocode and illustrative images to aid understanding.

## 4.2 Level 2: Time limitation

In Level 2, the objective is to find the shortest path from the starting location of the delivery vehicle (S) to the goal location (G) within a committed delivery time ttt. The map includes toll booths where vehicles must stop for a specified time, increasing the total delivery time. The task is to ensure that the delivery is completed within the committed time.

*Optimal Algorithm: A Search Algorithm*\*

The A\* Search Algorithm is chosen for this level due to its efficiency in finding the optimal path while considering both the cost to reach a node and the heuristic estimate to the goal.

**Pseudocode:**

**A screenshot of a computer code

Description automatically generated**

**Explanation:**

1. **Initialization:**
   * The priority queue (open\_set) is initialized with the starting node S, prioritized by its heuristic value.
   * g\_score tracks the cost from the start node to each node, initialized to infinity.
   * f\_score is the estimated total cost from the start to the goal through each node, initialized to infinity.
   * The start node S has a g\_score of 0 and an f\_score equal to its heuristic value.
2. **Main Loop:**
   * The node with the lowest f\_score is dequeued.
   * If the current node is the goal G and its g\_score is within the committed time t, the path is reconstructed.
   * If the current node is the goal but exceeds the committed time, an appropriate message is returned.
   * For each neighbor of the current node, the tentative\_g\_score is calculated, considering the move time (1 minute for regular cells, more for toll booths).
   * If the tentative\_g\_score is lower than the existing g\_score, the path is updated, and the neighbor is added to the priority queue.
3. **Path Reconstruction:**
   * The reconstruct\_path function traces back from the goal node to the start node using the came\_from map, creating the final path.

**Illustration:**

* **Example Map:**
  + S: Starting point
  + G: Goal point
  + Blue squares represent toll booths with specific waiting times (e.g., 1, 4, 5 minutes).
  + The paths illustrated show possible routes with different costs and delivery times.
* **Green Path:** Optimal path with a delivery time of 17 minutes, passing through 13 cells and toll booths.
* **Red Path:** Shorter path but exceeds the committed time of 20 minutes (21 minutes total).
* **Orange Path:** Alternative path with the same delivery time as the green path but passes through more cells.

This algorithm effectively balances the cost to reach each node with the heuristic estimate to the goal, ensuring the delivery is completed within the committed time if possible. The inclusion of toll booth waiting times makes it well-suited for scenarios with varied move costs.

## 4.3 Level 3: Fuel limitation

In Level 3, the objective is to find the shortest feasible path from the starting location of the delivery vehicle (S) to the goal location (G), considering the fuel tank capacity limitation. Each move consumes 1 liter of fuel, and the vehicle can refuel at gas stations on the map. The map includes fuel stations (yellow squares) where the vehicle can refuel to full capacity.

*Optimal Algorithm: A Search Algorithm with Fuel Constraints*\*

The A\* Search Algorithm is chosen for this level due to its efficiency in finding the optimal path while considering both the cost to reach a node, the heuristic estimate to the goal, and the fuel.

**Pseudocode:**

A screenshot of a computer program

Description automatically generated

**Explanation:**

1. **Initialization:**
   * The priority queue (open\_set) is initialized with the starting node S, prioritized by its heuristic value.
   * g\_score tracks the cost from the start node to each node, initialized to infinity.
   * f\_score is the estimated total cost from the start to the goal through each node, initialized to infinity.
   * fuel\_remaining tracks the fuel left at each node, initialized to the fuel capacity.
2. **Main Loop:**
   * The node with the lowest f\_score is dequeued.
   * If the current node is the goal G, the path is reconstructed.
   * For each neighbor of the current node, the move\_cost is calculated, considering tolls.
   * The fuel remaining is updated based on whether the current node is a fuel station.
   * If moving to a neighbor leaves the vehicle without fuel, that path is skipped.
   * If the path to the neighbor is better (lower g\_score) or has more fuel, it is updated, and the neighbor is added to the priority queue.
3. **Path Reconstruction:**
   * The reconstruct\_path function traces back from the goal node to the start node using the came\_from map, creating the final path.

**Illustration:**

* **Example Map:**
  + S: Starting point
  + G: Goal point
  + Yellow squares represent fuel stations with specific refueling times (e.g., F1 indicates a fuel station with 1-minute refueling time).
  + Blue squares represent toll booths with specific waiting times (e.g., 1, 4, 5, and 8 minutes).
* **Green Path:** The shortest path with a delivery time of 17 minutes, passing through 13 cells and toll booths but runs out of fuel.
* **Yellow Path:** A feasible path with 20 minutes of delivery, passing through 15 cells, including a refueling stop at F1.

This algorithm effectively balances the cost to reach each node, the heuristic estimate to the goal, and the fuel constraints, ensuring the delivery is completed within the fuel limits if possible. The inclusion of fuel stations and toll booths makes it well-suited for scenarios with varied move costs and fuel requirements.

## 4.4 Level 4: Multiple agents

In Level 4, the objective is to manage multiple delivery vehicles in the city, each with its own starting and goal locations. The interactions between vehicles are limited to competing for movement space, and the movements are turn-based. Each vehicle aims to optimize its path effectively while avoiding collisions with other vehicles. The process continues until the main delivery from S to G is completed or determined to be infeasible.

*Optimal Algorithm: A Search Algorithm with Turn-Based Coordination*\*

The A\* Search Algorithm is extended to handle multiple agents, incorporating a turn-based system to manage their movements and ensure they do not occupy the same cell simultaneously.

**Pseudocode:**

**A screenshot of a computer code

Description automatically generated**

**Explanation:**

1. **Initialization:**
   * The priority queue (open\_set) is initialized with the starting nodes of all agents, prioritized by their heuristic values.
   * g\_score and f\_score are maps tracking the costs and estimated total costs for each agent.
   * came\_from is a map of maps to trace the path for each agent individually.
2. **Main Loop:**
   * The node with the lowest f\_score is dequeued, and its agent is identified.
   * If the current node is the goal of the main agent, the path is reconstructed.
   * If the current node is the goal of a secondary agent, a new goal is generated for that agent.
   * For each neighbor of the current node, the tentative\_g\_score is calculated.
   * If the path to the neighbor is better (lower g\_score), it is updated, and the neighbor is added to the priority queue.
3. **Path Reconstruction:**
   * The reconstruct\_path function traces back from the goal node to the start node using the came\_from map for the specific agent, creating the final path.

**Illustration:**

* **Example Map:**
  + S: Starting point
  + G: Goal point
  + S1, S2: Starting points of other vehicles
  + G1, G2: Goal points of other vehicles
  + Yellow square (F1): Fuel station
  + Blue squares: Toll booths with specific waiting times (e.g., 1, 4, 5, 8 minutes)

This algorithm manages the paths of multiple agents effectively by ensuring they do not occupy the same cell simultaneously. It uses a turn-based system to coordinate movements and optimize paths for each vehicle, considering both their own goals and the main delivery goal. The inclusion of toll booths, fuel stations, and dynamic goal generation for secondary agents makes it well-suited for complex, multi-agent environments.

# 5. Testing

This section details the test cases created for each level of the project, along with the results obtained when running these test cases. Each level has different attributes to ensure comprehensive testing of the implemented algorithms.

## 5.1 Level 1: Basic Search Algorithms

### **5.1.1 Test Case 1.1: Simple Path**

* **Description:** A straightforward path from S to G with no obstacles.
* **Input File:** input1\_level1.txt
* **Expected Output:** Direct path from S to G.
* **Results:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Algorithm** | **Path Length** | **Time Taken** | **Result** |
| **BFS** |  |  |  |
| **DFS** |  |  |  |
| **UCS** |  |  |  |
| **GBFS** |  |  |  |
| **A\*** |  |  |  |

### 5.1.2 Test Case 1.2: Single Obstacle

* **Description:** Path from S to G with one obstacle blocking the direct path.
* **Input File:** input2\_level1.txt
* **Expected Output:** Path navigating around the obstacle.
* **Results:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Algorithm** | **Path Length** | **Time Taken** | **Result** |
| **BFS** |  |  |  |
| **DFS** |  |  |  |
| **UCS** |  |  |  |
| **GBFS** |  |  |  |
| **A\*** |  |  |  |

### 5.1.3 Test Case 1.3: Multiple Obstacles

* **Description:** Path from S to G with several obstacles.
* **Input File:** input3\_level1.txt
* **Expected Output:** Path finding the optimal way around multiple obstacles.
* **Results:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Algorithm** | **Path Length** | **Time Taken** | **Result** |
| **BFS** |  |  |  |
| **DFS** |  |  |  |
| **UCS** |  |  |  |
| **GBFS** |  |  |  |
| **A\*** |  |  |  |

### 5.1.4 Test Case 1.4: No Possible Path

* **Description:** S and G separated by an impassable barrier.
* **Input File:** input4\_level1.txt
* **Expected Output:** No path exists.
* **Results:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Algorithm** | **Path Length** | **Time Taken** | **Result** |
| **BFS** |  |  |  |
| **DFS** |  |  |  |
| **UCS** |  |  |  |
| **GBFS** |  |  |  |
| **A\*** |  |  |  |

### 5.1.5 Test Case 1.5: Complex Maze

* **Description:** A maze-like configuration with a path from S to G.
* **Input File:** input5\_level1.txt
* **Expected Output:** Correct path through the maze.
* **Results:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Algorithm** | **Path Length** | **Time Taken** | **Result** |
| **BFS** |  |  |  |
| **DFS** |  |  |  |
| **UCS** |  |  |  |
| **GBFS** |  |  |  |
| **A\*** |  |  |  |

## 5.2 Level 2: Time Limitation

### 5.2.1 Test Case 2.1: Simple Path with Time Constraint

* **Description:** Direct path from S to G with a time constraint.
* **Input File:** input1\_level2.txt
* **Expected Output:** Path meeting the time constraint.
* **Results:**

### 5.2.2 Test Case 2.2: Path with Toll Booths

* **Description:** Path from S to G with toll booths affecting travel time.
* **Input File:** input2\_level2.txt
* **Expected Output:** Path accounting for toll booth delays.
* **Results:**

### 5.2.3 Test Case 2.3: Tight Time Constraint

* **Description:** A tight time constraint making the optimal path challenging.
* **Input File:** input3\_level2.txt
* **Expected Output:** Path within the tight time limit.
* **Results:**

### 5.2.4 Test Case 2.4: Excess Time Constraint

* **Description:** Generous time constraint allowing multiple valid paths.
* **Input File:** input4\_level2.txt
* **Expected Output:** Path that meets the constraint with flexibility.
* **Results:**

### 5.2.5 Test Case 2.5: No Valid Path Within Time

* **Description:** Path not possible within the given time constraint.
* **Input File:** input5\_level2.txt
* **Expected Output:** Indication that no valid path exists.
* **Results:**

## 5.3 Level 3: Fuel Limitation

### 5.3.1 Test Case 3.1: Path with Refueling Station

* **Description:** Path from S to G requiring a stop at a refueling station.
* **Input File:** input1\_level3.txt
* **Expected Output:** Path including a stop at the refueling station.
* **Results:**

### 5.3.2 Test Case 3.2: Insufficient Fuel Without Refueling

* **Description:** Direct path from S to G without enough fuel.
* **Input File:** input2\_level3.txt
* **Expected Output:** Path demonstrating the need for refueling.
* **Results:**

### 5.3.3 Test Case 3.3: Multiple Refueling Stations

* **Description:** Path from S to G with multiple refueling options.
* **Input File:** input3\_level3.txt
* **Expected Output:** Optimal path using the best refueling option.
* **Results:**

### 5.3.4 Test Case 3.4: Tight Fuel Constraint

* **Description:** Minimal fuel available, requiring precise pathfinding.
* **Input File:** input4\_level3.txt
* **Expected Output:** Path within the tight fuel limit.
* **Results:**

### 5.3.5 Test Case 3.5: No Valid Path Within Fuel Limit

* **Description:** Path not possible with the given fuel constraint.
* **Input File:** input5\_level3.txt
* **Expected Output:** Indication that no valid path exists.
* **Results:**

## 5.4 Level 4: Multiple Agents

### 5.4.1 Test Case 4.1: Two Agents with Non-Intersecting Paths

* **Description:** Two agents with separate paths from S to G.
* **Input File:** input1\_level4.txt
* **Expected Output:** Independent paths for both agents.
* **Results:**

### 5.4.2 Test Case 4.2: Two Agents with Intersecting Paths

* **Description:** Two agents with paths that intersect.
* **Input File:** input2\_level4.txt
* **Expected Output:** Coordinated paths avoiding collision.
* **Results:**

### 5.4.3 Test Case 4.3: Three Agents with Complex Interactions

* **Description:** Three agents with complex, intersecting paths.
* **Input File:** input3\_level4.txt
* **Expected Output:** Coordinated paths for all three agents.
* **Results:**

### 5.4.4 Test Case 4.4: Randomly Generated Destinations

* **Description:** Agents generate new goals after reaching their initial ones.
* **Input File:** input4\_level4.txt
* **Expected Output:** Continuous pathfinding for all agents.
* **Results:**

### 5.4.5 Test Case 4.5: Maximum Number of Agents

* **Description:** Maximum of 9 agents with complex paths.
* **Input File:** input5\_level4.txt
* **Expected Output:** Coordinated paths for all agents.
* **Results:**

These test cases cover a range of scenarios for each level, ensuring that the algorithms are robust and capable of handling various complexities. The results section will be filled in with the actual performance metrics and success/failure status after running the tests.

# 6. References