Trajectory Conversion Algorithm – Dynamic Interrogative Data Capture (TCA-DIDC) Version 2.4

Software User Manual

www.its.dot.gov/index.htm

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# Introduction

The Trajectory Conversion Algorithm – Dynamic Interrogative Data Capture (TCA-DIDC) Software is designed to test different strategies for producing, transmitting, and storing Connected Vehicle information including the Dynamic Interrogative Data Capture (DIDC) concept and the prototype Basic Mobility Message (BMM). This tool is specifically designed for use in testing the DIDC concept unlike previous software releases. While this release includes the functionality from the TCA Version 2.3, if the user desires to model Probe Data Messages (PDMs), Basic Safety Messages (BSMs), ITS Spot messages, or European Cooperative Awareness Messages (CAM), it is recommended to download and use the TCA Version 2.3.

The TCA reads in and uses vehicle trajectory information, Roadside Equipment (RSE) location information, cellular region information, event region information, and strategy information to produce a series of snapshots that the vehicle would produce. Vehicles can be equipped to generate and transmit Probe Data Messages (PDMs), Basic Safety Messages (BSMs), ITS Spot messages, European Cooperative Awareness Messages (CAM), and/or the prototype Basic Mobility Message (BMM) which can be transmitted by either Dedicated Short Range Communication (DSRC), cellular or both. The TCA program version 2 Build 4 or 2.4 assumes perfect communication between vehicles and RSEs or cellular ranges unless the user defines a latency or loss rate in the input files. As soon as a vehicle equipped to transmit via DSRC is in range of a RSE, it will download all of its messages directly. Similarly, if the vehicle is equipped to transmit via cellular, it will download all its snapshot information directly. In either transmission, snapshots might be lost or delayed due to user-defined loss rate and latency. The TCA was programmed in open source Python programming language (<http://www.python.org>) and is protected under the Apache License Version 2 license agreement (<http://www.apache.org/licenses/LICENSE-2.0>).

## Features added in Build 4

* Vehicles can be equipped to generate and transmit the prototype BMM as described by the DIDC concept
* Prototype DIDC capabilities can be modeled such as the DIDC Controller which adjusts BMM generation parameters to meet user defined data target needs

# Installation and Running the TCA-DIDC

To install the TCA-DIDC you must have Python version 2.7.5 or later installed on your computer, but has not been tested with Python versions 3 and higher. Python is available at no charge from <http://www.python.org/download/releases/2.7.5>. Python runs in Windows, Linux and Mac operating environments and does not have any prerequisites to install.

The TCA-DIDC also relies on the free external Python libraries Pandas, Numpy, Dateutil, and SciPy. These will need to be installed as well for Python version 2.7.5. These external Python libraries can be found at the following locations:

* Pandas - <http://pandas.pydata.org/>
* Numpy - <http://www.numpy.org/>
* Dateutil - <http://labix.org/python-dateutil>
* SciPy - http://sourceforge.net/projects/scipy/files/scipy/

Also many Python Windows binary files for the libraries can be downloaded from the Unofficial Windows Binaries for Python Extension Packages Website (<http://www.lfd.uci.edu/~gohlke/pythonlibs/>)

Once Python and the additional libraries are installed, run the TCA-DIDC using the provided default input files or by placing all input files into the same directory as the TCA program python files. To run the TCA-DIDC, type at the command prompt the Python executable name (include the path if the Python path is not included in the system PATH variable) and the TCA-DIDC program file, followed by the name of the control file. Below shows the order of the items on the command prompt:

C:\>*<python directory>*python TCA2.py *<your control file>*

Example:

C:\>C:\python27\python TCA2.py myinput.xml

The TCA-DIDC may also run without specifying a control file on the command line. If no control file is given, the software will default to TCAinput.xml as the control file in the same directory as the TCA2.py file. To run the TCA-DIDC without specifying a control file, edit TCAinput.xml to contain the desired control parameters, and then type:

C:\>*<python directory>*python TCA2.py

Example

C:\>C:\python27\python TCA2.py

# Input Files

## File Requirements to Run the TCA-DIDC

Note that although the TCA-DIDC Version 2.4 includes all the functionality of the TCA Version 2.3, it is recommended that the user downloads the TCA Version 2.3 for non-DIDC testing.

There are six maximum input files to run the TCA which are: a trajectory file, a XML Control file, a XML Strategy file, a XML Regions file, a CSV RSE file, and a CSV ITS Spot Unit location file. At minimum, the TCA requires a vehicle trajectory file and a Control file. In order to allow DSRC communication, a RSE CSV file would need to be included. In order to allow ITS Spot messages to be transmitted, a CSV file of ITS Spot Unit locations would need to be included. In order to change any of the default strategy values a XML Strategy file would need to be included. And finally, in order to add cellular and/or event regions (wipers, exterior lights, etc.) a XML Region file must be included.

### File Requirements for DIDC

There are three input files required for testing the DIDC concept when running the TCA which are: a DIDC Parameters file, a link lengths file, and a routes file. Note that the DIDC concept has only been designed in the TCA for testing on VISSIM trajectory files (.fzp). It has not been tested with any network besides the test network called Philosopher’s Corner network included with the software download files. Sample versions of all required files are included with the software download in the Example\_DIDC folder.

More detail on the DIDC concept and how it is implemented in the TCA is available in the two documents included with the software download package: “DIDC Concept of Operations\_FINAL\_REPORT.docx” and “Trajectory Conversion Algorithm DIDC.docx”.

## Control File

The Control file is an XML format input file that contains all information about the names of all other input and output files for the TCA as well as assigning equipage. Some elements in the Control file have default values and do not need to be included in the Control file unless the user wants to change the value. Required elements are marked with a symbol (see Table 3‑1) depending on the model type. The Control file has the structure outlined in Table 3‑2 and an example is shown in Figure 3‑1.

### Vehicle Equipage

Vehicles can only be equipped in TCA by using one and only one type of equipage method: vehicle types or IDs . Vehicles can be equipped to generate and transmit one of more message types from the following list: PDM, BSM, ITS Spot, CAM, or BMM. The communication methods are: DSRC, cellular, or Dual communication (transmit via DSRC if in range, else via Cellular). ITS Spot and CAM can only transmit via DSRC while PDMs, BSMs, or BMMs can transmit over either communication method. See Figure 3‑1 for an example of correct vehicle equipage where each vehicle type is assigned a equipage method and a communication method. ITS Spot and CAM equipped vehicle automatically communicate via DSRC, CAM messages are transmitted to RSE devices in range and ITS Spot messages are transmitted to ITS Spot Units in range.

Table 3‑1: Symbol key

| Symbol | Description | |
| --- | --- | --- |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900441511[1].png | Required for CSV trajectory input files |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\TZ13Q51I\MC900441505[1].png | Required for DSRC communication |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\YB9H7SD0\MC900433793[1].png | Required for DIDC |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\SDUOQNZU\MC900442132[1].png | Required to change any of the Strategy variables |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\D1EA5YHE\MC900442131[1].png | Required to add cellular and/or event regions |
| All | Required for every model |

Table 3‑2: Control file fields

| Sym. | Enclosing Element | Element | Description | Values | |
| --- | --- | --- | --- | --- | --- |
|  | ControlFile | OutputLevel | Integer value determining how much information is output by the TCA:  0=None  1=Just major events (Default)  2=All Snapshot activities  3=Maximum output | Integer |
|  | ControlFile | Title | Title for the scenario | Character String |
|  | ControlFile | Seed | Number used to initialize the random number generator | Integer |
| All | InputFiles/  TrajectoryFile | FileType | Type of file to read into the TCA:  ‘vissim’=VISSIM 5.4 output file  ‘vissim7’=VISSIM Ver. 7  ‘csv’=Trajectory file | Character String |
| All | InputFiles/  TrajectoryFile | TrajectoryFileName | Name of the trajectory or VISSIM file that has all vehicle trajectory information | Character String |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900441511[1].png | InputFiles/  TrajectoryFile/  CSVTrajectoryFileFields | XColumn, YColumn, TimeColumn, IDColumn, SpdColumn | For each of the six variables, specify the column name in the Vehicle Trajectory file where it is found. These fields are not required with VISSIM file input. | Character String |
|  | InputFiles/  TrajectoryFile/  CSVTrajectoryFileFields | AccelColumn | Optional variable to specify the column name where instantaneous acceleration is located. Average acceleration is computed by the TCA by default. Adding instantaneous acceleration allows for braking output to be included with BSMs | Character String |
|  | InputFiles/  TrajectoryFile/  CSVTrajectoryFileFields | TypeColumn | Optional variable to specify the column name in the Vehicle Trajectory file where vehicle type is found | Character String |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\TZ13Q51I\MC900441505[1].png | InputFiles | RSELocationFile | Name of the RSE location file that lists the name and coordinates of every RSE | Character String |
|  | InputFiles | SPOTLocationFile | Name of the ITS Spot Unit location file that lists the name and coordinates of every ITS Spot Unit | Character String |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\SDUOQNZU\MC900442132[1].png | InputFiles | StrategyFile | Name of the XML based strategy file that the TCA will use | Character String |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\D1EA5YHE\MC900442131[1].png | InputFiles | RegionsFile | Name of the XML based regions file that contains all of the cellular regions and/or event region information | Character String |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\YB9H7SD0\MC900433793[1].png | InputFiles | DIDCParametersFile | Name of the XML based DIDC Parameters file that contains all of the DIDC trigger information | Character String |
|  | EquippedVehicles | PDMMarketPenetration, PDMVehicleTypes or PDMVehicleIDs | Market penetration, list of vehicle types, or list of vehicle IDs that are equipped to generate and transmit PDMs | Integer or Character String |
|  | EquippedVehicles | BSMMarketPenetration, BSMVehicleTypes, or BSMVehicleIDs | Market penetration, list of vehicle types, or list of vehicle IDs that are equipped to generate and transmit PDMs | Integer or Character String |
|  | EquippedVehicles | DualPDMBSMMarketPenetration, DualPDMBSMVehicleTypes or DualPDMBSMVehicleIDs | Market penetration, list of vehicle types, or list of vehicle IDs that are equipped to generate and transmit both PDMs and BSMs | Integer or Character String |
|  | EquippedVehicles | SPOTMarketPenetration, SPOTVehicleTypes or SPOTVehicleIDs | Market penetration, list of vehicle types, or list of vehicle IDs that are equipped to generate and transmit ITS Spot | Integer or Character String |
|  | EquippedVehicles | CAMMarketPenetration, CAMVehicleTypes or CAMVehicleIDs | Market penetration, list of vehicle types, or list of vehicle IDs that are equipped to generate and transmit EU CAM | Integer or Character String |
|  | EquippedVehicles | DIDCVehicleIDs, DIDCVehicleTypes or DIDCMarketPenetration | Market penetration, list of vehicle types, or list of vehicle IDs that are equipped to generate and transmit BMMs via DIDC protocol | Integer or Character String |
|  | EquippedVehicles/  PDMEquipped/DSRC | MarketPenetration, VehicleTypes or VehicleIDs | Market penetration, list of vehicle types, or list of vehicle IDs that are equipped to generate and transmit PDMs via DSRC | Integer or Character String |
|  | EquippedVehicles/  PDMEquipped/Cellular | MarketPenetration, VehicleTypes or VehicleIDs | Market penetration, list of vehicle types, or list of vehicle IDs that are equipped to generate and transmit PDMs via Cellular | Integer or Character String |
|  | EquippedVehicles/  PDMEquipped/  DualComm | MarketPenetration, VehicleTypes or VehicleIDs | Market penetration, list of vehicle types, or list of vehicle IDs that are equipped to generate and transmit PDMs via DSRC or Cellular (DualComm) | Integer or Character String |
|  | EquippedVehicles/  BSMEquipped/DSRC | MarketPenetration, VehicleTypes or VehicleIDs | Market penetration, list of vehicle types, or list of vehicle IDs that are equipped to generate and transmit BSMs via DSRC | Integer or Character String |
|  | EquippedVehicles/  BSMEquipped/Cellular | MarketPenetration, VehicleTypes or VehicleIDs | Market penetration, list of vehicle types, or list of vehicle IDs that are equipped to generate and transmit BSMs via Cellular | Integer or Character String |
|  | EquippedVehicles/  BSMEquipped/  DualComm | MarketPenetration, VehicleTypes or VehicleIDs | Market penetration, list of vehicle types, or list of vehicle IDs that are equipped to generate and transmit BSMs via DSRC or Cellular (DualComm) | Integer or Character String |
|  | OutputFiles | PDMAllFile | Name of the output file that will contain all of the PDMs generated by the TCA | Character String |
|  | OutputFiles | PDMTransFile | Name of the output file that will contain all of the transmitted PDM information. | Character String |
|  | OutputFiles | BSMTransFile | Name of the output file that will contain all of the transmitted BSM information | Character String |
|  | OutputFiles | CAMTransFile | Name of the output file that will contain all of the transmitted BSM information | Character String |
|  | OutputFiles | SPOTTravelFile | Name of the output file that will contain all of the transmitted ITS Spot travel records | Character String |
|  | OutputFiles | SPOTBehaviorFile | Name of the output file that will contain all of the transmitted IT Spot behavior records | Character String |
|  | OutputFiles | BMMTransFile | Name of the output file that will contain all of the transmitted BMM information. | Character String |
|  | OutputFiles | PeriodicGMTFile | Name of the output file that will contain all the changes to the generation mean time (lambda) of the periodic BMM | Character String |

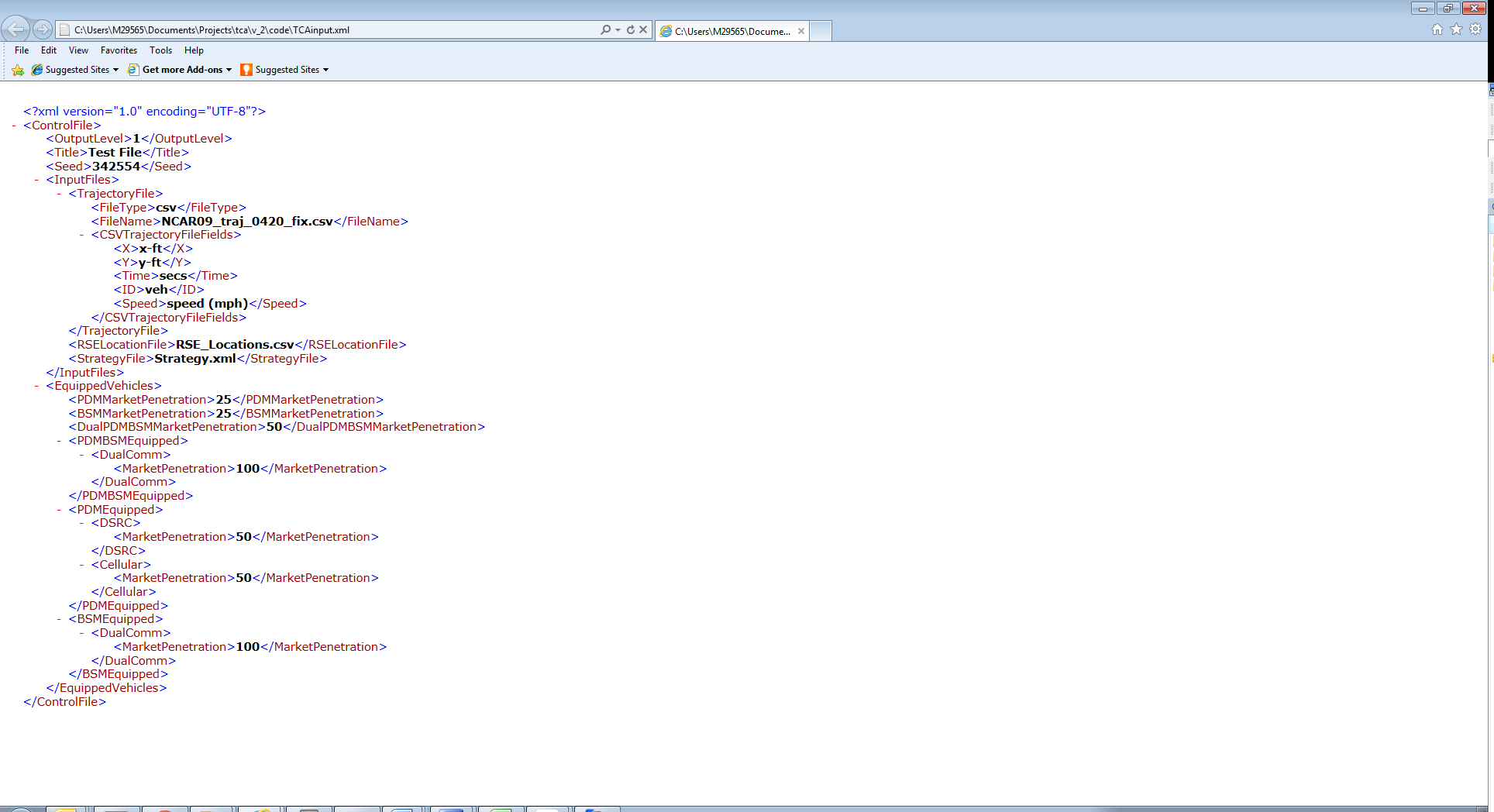


Figure 3‑1: Control File example

## Vehicle Trajectory File

The Vehicle Trajectory file is a comma-delimited file that stores all trajectory information for a number of vehicles. The trajectory points for each vehicle must be in order by time, although trajectories for different vehicles may be intermingled.

The trajectory file must have a column for each of the following variables in any order: vehicle ID, time in seconds from the beginning of the trajectory, speed of the vehicle, and finally the x and y values for the vehicle location. Optional column variables are instantaneous acceleration (average acceleration is calculated by the TCA) and vehicle type. Fields in the input control file specify the column where each of these variables may be found in the vehicle trajectory file. The CSV columns names must be specified appropriately in the Control file unless the trajectory file is the vehicle record (.fzp) output from VISSIM (see 3.4 below). Other columns in the trajectory file will be ignored.

The first line of the vehicle trajectory file contains all header information for the file. The vehicle trajectory file can have the columns located in any order from Table 3‑3. An example of a trajectory file is shown in Figure 3‑2. Also, the sample control file in Figure 3‑1 shows how to correctly specify, for the TCA, where to locate each column of this particular file of trajectory data.

Table 3‑3: Vehicle Trajectory file fields

| Name | Description | Values | |
| --- | --- | --- | --- |
| Vehicle ID | | Vehicle ID describing the vehicle | Character String |
| Time | | Seconds from the beginning of the vehicle trajectory | Integer (seconds) |
| Speed | | Speed of the vehicle in mph | Float (mph) |
| x value | | X location of the vehicle. These values may be based on longitude | Integer (feet) |
| y value | | Y location of the vehicle. These values may be based on latitude | Integer (feet) |
| Acceleration | | Instantaneous acceleration of the vehicle (optional) | Float (ft./s2) |
| Type | | Type of the vehicle (optional) | Integer |

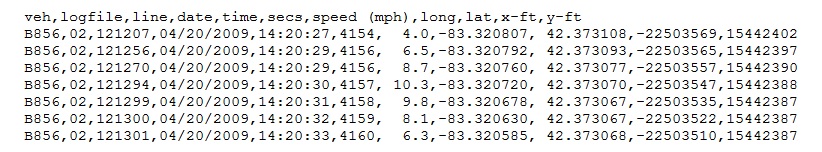


Figure 3‑2. Trajectory file example

## VISSIM File

Instead of a comma-delimited trajectory data file, the TCA can also read in a standard VISSIM output file (.fzp file) which is created by VISSIM while running a simulation. This file can be obtained by choosing the option in VISSIM to produce the Vehicle Record Evaluation with the required VISSIM fields from Table 3‑4 if using VISSIM Version 5.4 or from Table 3‑5 if using VISSIM Version 7. For additional information about the VISSIM vehicle record evaluation file please read the VISSIM user guide.

Table 3‑4. VISSIM Version 5.4 file fields

| Parameter Name | Description | Values |
| --- | --- | --- |
| Vehicle Number (VehNr) | Number (ID) of the vehicle | Integer |
| Speed [mph] (v) | Speed [mph] at the end of the simulation step | Float (mph) |
| Acceleration [ft/s2] (a) | Acceleration [ft/s²] during the simulation step (optional) | Float (ft/s2) |
| Vehicle Type (Type) | Number of the vehicle type (optional) | Integer |
| Simulation Time (t) | Seconds from the beginning of the simulation | Float (seconds) |
| World Coordinate Front X (WorldX) | World coordinate x (vehicle front end at the end of the simulation step) | Float (meters) |
| World Coordinate Front Y (WorldY) | World coordinate y (vehicle front end at the end of the simulation step) | Float (meters) |

Table 3‑5: VISSIM Version 7 file fields

| Parameter Name | Description | Values |
| --- | --- | --- |
| Number | Number (ID) of the vehicle | Integer |
| Acceleration [ft/s2] | Acceleration [ft/s²] during the simulation step (optional) | Float (ft/s2) |
| Speed [mph] | Speed [mph] at the end of the simulation step | Float (mph) |
| Simulation Second | Seconds from the beginning of the simulation | Float (seconds) |
| Lane\Link\Number | The link ID of the vehicle’s location during the simulation step | Integer |
| Lane\Index | The lane ID of the vehicle’s location during the simulation step | Integer |
| Coordinate Front | The coordinates (x, y, z) of the front of the vehicle at the end of the simulation step | Float (meters) |
| Position | Position in feet of the vehicle along the link at the end of the simulation step | Float (ft.) |
| Length | Length of the vehicle (optional) | Float (ft.) |
| Width | Length of the vehicle (optional) | Float (ft.) |

### VISSIM DIDC Test Network – DIDC

The DIDC capabilities of the TCA Version 2.4 software tool are designed for use on the Philosopher’s Corner test network included in the software package. This network includes eighteen origin and destination points spread out amongst two towns, Platoville and Spinoza Oaks, with a shopping center in the middle. Figure 3‑3 illustrates the approximate layout of the network in VISSIM. The network is compatible with VISSIM Version 6 and 7.

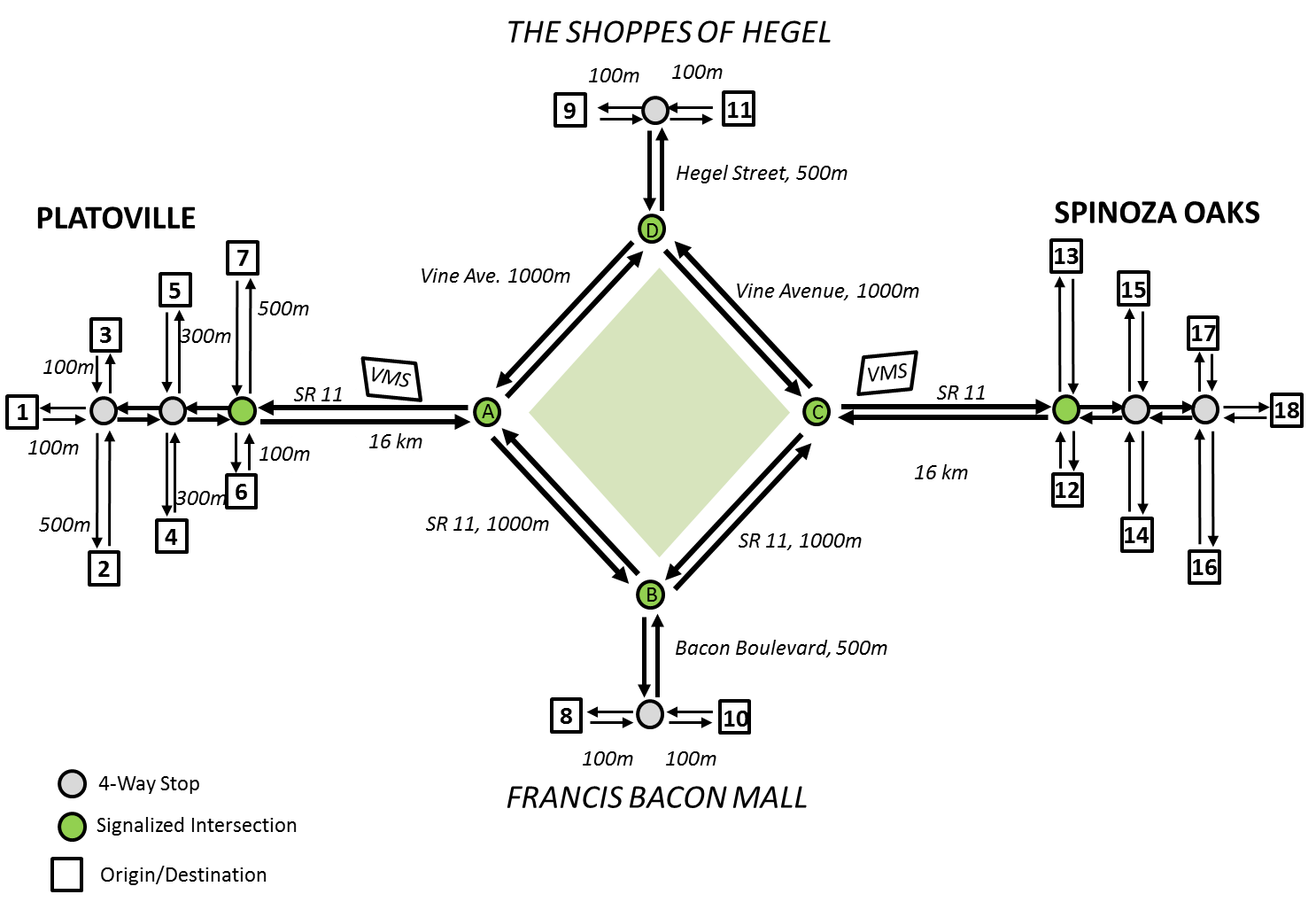


Figure 3‑3: Philosopher's Corner VISSIM DIDC Test Network

## RSE Location File

The RSE Location file is a comma-delimited file that contains geographical location information for the RSEs. This file is only required if PDM and/or BSM vehicles will transmit via DSRC.

This file must have a header line and only the fields from Table 3‑6 in the exact order listed are required. An example of an RSE Location File is shown in Figure 3‑4.

Table 3‑6: RSE location file fields

| Name | Description | Value |
| --- | --- | --- |
| Name | String based name for RSE. This name is output in the TCA snapshots | Character String |
| X | X location of the RSE | Integer (meters) |
| Y | Y location of the RSE | Integer (meters) |
| Latency (optional) | Latency value associated with that RSE | Integer (seconds) |
| Loss Rate (optional) | Loss rate percentage associated with that RSE | Integer (0-100%) |



Figure 3‑4. RSE Locations File Example

## Strategy File

The Strategy file is an XML based file that stores all information for controlling how the TCA handles snapshot generation, RSE interaction, buffer management, gap management, and Probe Segment Number (PSN) generation. The Strategy file can be set to run the J2735 standard or several variations of the standard. Every element has a default value so a Strategy file is only necessary if the user wants to change the value of an element. For example, PSN gaps are turned off by default and a Strategy file must be used to turn them on and change the gap parameters if desired (see Figure 3‑5).

Elements that are required for different TCA model variations are noted with their respective symbol. (see Table 3‑7). The Strategy file has the fields in Table 3‑8 and an example is shown in Figure 3‑5.

Table 3‑7. Symbol Key

| Symbol | Description | |
| --- | --- | --- |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Required element for a DSRC model |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\OZ4HO43N\MC900441494[1].png | Required element when PSN Gaps are enabled |
| No Symbol | Always Optional |

Table 3‑8: Strategy file fields

| Sym. | Root Element(s) | Element | Description | Value | |
| --- | --- | --- | --- | --- | --- |
|  | Strategy | Title | Title of the strategy | Character String |
|  | Inputs/PDM | TimeBeforePDMCollection | The time a vehicle must be active on the network before generating PDM snapshots | Integer (sec) |
|  | Inputs/PDM | DistanceBeforePDMCollection | The distance a vehicle must be active on the network before generating PDM snapshots | Integer (sec) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png  \* | Inputs/  PDM/  PSNStrategy | TimeBetweenPSNSwitches  \*Only required if the element below is not defined | Time between PSN changes | Integer (seconds) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png\*\* | Inputs/  PDM/  PSNStrategy | DistanceBetweenPSNSwitches  \*\*Only required if the element above is not defined | Distance between PSN changes | Integer (feet) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  PSNStrategy | Gap | Gap Setting for TCA:  0-No gaps  1-Gaps on | Integer |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\OZ4HO43N\MC900441494[1].png | Inputs/  PDM/  PSNStrategy/  GapInformation | MinTime | Min time in seconds for random generation of gap | Integer (seconds) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\OZ4HO43N\MC900441494[1].png | Inputs/  PDM/  PSNStrategy/  GapInformation | MaxTime | Max time in seconds for random generation of gap | Integer (seconds) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\OZ4HO43N\MC900441494[1].png | Inputs/  PDM/  PSNStrategy/  GapInformation | MinDistance | Min distance in feet for random generation of gap | Integer (feet) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\OZ4HO43N\MC900441494[1].png | Inputs/  PDM/  PSNStrategy/  GapInformation | MaxDistance | Max distance in feet for random generation of gap | Integer (feet) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  StopStartStrategy | StrategyID | Stop/Start Strategy can be:  1 - Max time and speed (both time and speed trigger start/ stop snapshot)  2 - Max Distance or time (either distance traveled or time motionless triggers start/stop) | Integer |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  StopStartStrategy | StopThreshold | Vehicle must be stopped at least this long to create a stop snapshot | Integer (seconds) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  StopStartStrategy | StopLag | Time in seconds that must pass before a 2nd stop snapshot can be taken | Integer (seconds) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  StopStartStrategy | StartThreshold | Speed in mph that a vehicle must have after a stop before a start snapshot can be taken | Integer (mph) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  StopStartStrategy | MultipleStops | Can more than one stop SS in a row be taken, 0-false 1-true | Integer |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  PeriodicStrategy | StrategyID | Periodic Strategy can be:  1 - Speed interpolation (Periodic SS taken based on speed value) | Integer |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  PeriodicStrategy | LowSpeedThreshold | The time to the next periodic snapshot uses these values. If the vehicle’s speed is below the LowSpeedThreshold, the ShortSpeedinterval is used as the time to the next periodic. If the vehicle’s speed is above the HighSpeedThreshold, the LongSpeedinterval is used. If the speed is between the thresholds, the time is interpolated. | Integer(mph) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  PeriodicStrategy | ShortSpeedInterval | See LowSpeedThreshold | Integer (seconds) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/PDM/ PeriodicStrategy | HighSpeedThreshold | See LowSpeedThreshold | Integer (mph) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  PeriodicStrategy | LongSpeedInterval | See LowSpeedThreshold | Integer (seconds) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  PeriodicStrategy | MaxDeltaSpeed | Percentage change in speed, periodic strategy 2 only | Float |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  BufferStrategy | TotalCapacity | Snapshot capacity for the buffer | Integer |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  PDM/  BufferStrategy | SSRetention | Buffer Retention Strategy can be:  1 – FIFO  2 – Every other snapshot  3 – Every other plus keep the first and the last IDs  4 – Every other plus save the oldest SS | Integer |
|  | Inputs/PDM | DSRCFrequency or CellularFrequency | Minimum time required between DSRC/Cellular transmissions of PDMs | Float (seconds) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  DSRC/  RSEInformation | MinRSERange | Minimum range in feet that vehicles can communicate to RSEs | Integer (feet) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  DSRC/  RSEInformation | MaxRSERange | Maximum range in feet that vehicles can communicate to RSEs | Integer (feet) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  DSRC/  RSEInformation | TimeoutRSE | Time in seconds that must pass before a vehicle can communicate with an RSE after just communicating with one | Integer (seconds) |
| C:\Users\M29565\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.IE5\315YD8PJ\MC900433804[1].png | Inputs/  DSRC/  RSEInformation | MinNumberofPDMtoTransmitViaDSRC | Minimum number of PDMs to transmit | Integer |
|  | Inputs/BSM | BrakeThreshold | Deceleration threshold when brakes are considered to be applied | Float (ft/s2) |
|  | Inputs/BSM | DSRCFrequency or CellularFrequency | Minimum time required between DSRC/Cellular transmissions of BSMs | Float (seconds) |
|  | Inputs/SPOT | DeviceRange | Maximum range in feet that vehicles can communicate to an ITS Spot Unit | Float (ft) |

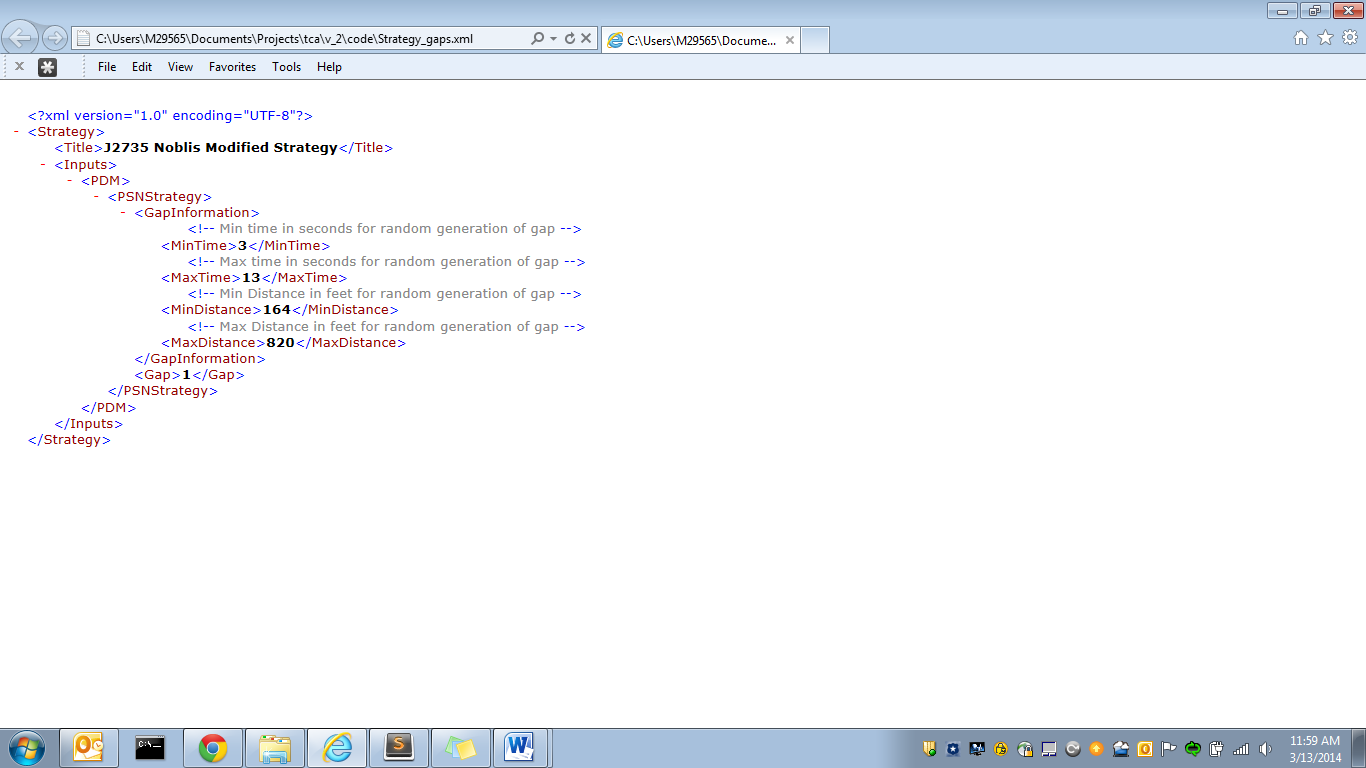


Figure 3‑5: Strategy input file example

## Regions File

The Regions file is an optional XML based input file that describes cellular and/or event regions. By default, any PDMs or BSMs transmitted via cellular will have no latency and 0% loss rate. These defaults can be modified using the Regions file. The user can also add rectangular cellular regions to model areas that have different loss rates or latency.

Event regions could model weather or other events that might, for example, cause a driver to turn on their wipers or for a vehicle to enable their traction control. Event regions are rectangular and defined by the upper left and lower right coordinates. Event regions can contain multiple events and multiple time periods when the events are active.

Each event within a region requires a name, a probability of occurrence, and a recheck value. Event names are automatically included as columns in the BSM output data. Events are rechecked for occurrence as defined by the recheck value. The recheck value is always static except when the user defines a Poisson distribution. A Poisson is one of three possible types of user-defined probability listed below:

1. Standard deviation: user provides a mean value and a standard deviation value and the TCA returns values based on a normal distribution.(Example region event: Air Temp)
2. Standard probability: user defines a probability of occurrence for an event, then TCA determines if the event happens based on the probability and returns either true or false (Example region event: traction control)
3. Poisson distribution: user defines a probability of the event and the TCA uses a Poisson distribution for rechecks (Example region event: wipers)

An example of event regions for a simple intersection network is pictured in Figure 3‑6. This example features three regions: two regions that use a standard deviation to determine the “Air Temp” and one region that contains two events, wipers and traction control, which use standard probability and a Poisson distribution, respectively.



Figure 3‑6: Example of regions over a simple intersection network

Table 3‑9: Regions file elements

| Root Element | Element(s) | Description | Value | |
| --- | --- | --- | --- | --- |
| Regions/Cell\_Regions | DefaultLossPercent | The default loss percentage of snapshots transmitted via cellular | Integer |
| Regions/Cell\_Regions | DefaultLatency | The default latency value between snapshot transmission and receive time | Integer (sec) |
| Regions/Cell\_Regions | MinPDMtoTransmit | Minimum number of PDMs in the vehicle buffer necessary for PDM transmission | Integer |
| Regions/Cell\_Regions/  Cell\_Region | Title | Title of the cellular region | Character String |
| Regions/Cell\_Regions/  Cell\_Region/  UpperLeftPoint | X | The x-coordinate of the upper left point of the cellular region rectangle | Float (meters) |
| Regions/Cell\_Regions/  Cell\_Region/  UpperLeftPoint | Y | The y-coordinate of the upper left point of the cellular region rectangle | Float (meters) |
| Regions/Cell\_Regions/  Cell\_Region/  LowerRightPoint | X | The x-coordinate of the lower right point of the cellular region rectangle | Float (meters) |
| Regions/Cell\_Regions/  Cell\_Region/  LowerRightPoint | Y | The y-coordinate of the lower right point of the cellular region rectangle | Float (meters) |
| Regions/Cell\_Regions/  Cell\_Region | LossPercent | Loss percentage of messages transmitted within the defined cellular region | Integer |
| Regions/Cell\_Regions/  Cell\_Region | Latency | The latency between snapshot transmission from vehicle and received time of cell tower in the defined region | Float (sec) |
| Regions/Event\_Regions/  Region | Title | Title of the event region | Character String |
| Regions/Event\_Regions/  Region/UpperLeftPoint | X | The x-coordinate of the upper left point of the event region rectangle | Float (meters) |
| Regions/Event\_Regions/  Region/UpperLeftPoint | Y | The y-coordinate of the upper left point of the event region rectangle | Float (meters) |
| Regions/Event\_Regions/  Region/LowerRightPoint | X | The x-coordinate of the lower right point of the event region rectangle | Float (meters) |
| Regions/Event\_Regions/  Region/LowerRightPoint | Y | The y-coordinate of the upper left point of the event region rectangle | Float (meters) |
| Regions/Event\_Regions/  Region/TimePeriods/  Period | StartTime | The start time of a defined active time period for the region | Float (sec) |
| Regions/Event\_Regions/  Region/TimePeriods/  Period | EndTime | The end time of a defined active time period for the region | Float (sec) |
| Regions/Event\_Regions/  Region/Events/Event | Title | Title of an event within the region, this title will be the name of the data element in the BSM output | Character String |
| Regions/Event\_Regions/  Region/Events/Event | Mean, SD, and Recheck | This probability option is to define a standard deviation and a mean. The recheck value for this probability type is static. | Integer |
| Regions/Event\_Regions/  Region/Events/Event | Probability and Recheck | This method of probability sets a static probability of occurrence and a static recheck value | Integer |
| Regions/Event\_Regions/  Region/Events/Event | Probability and RecheckPoisson | This method of probability uses a poisson distribution on a recheck value to determine the next recheck value, commonly used method for human interaction events | Integer |

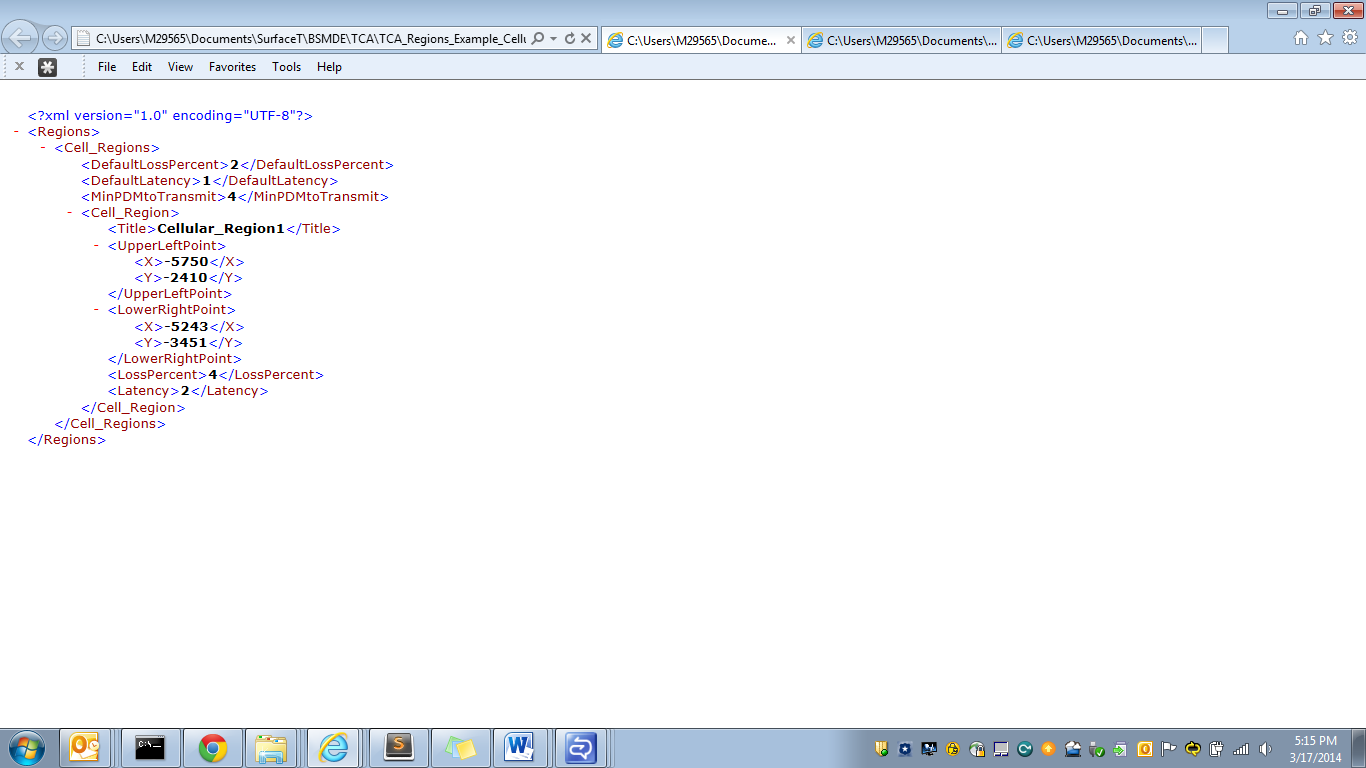


Figure 3‑7: Example regions input file with one cellular region

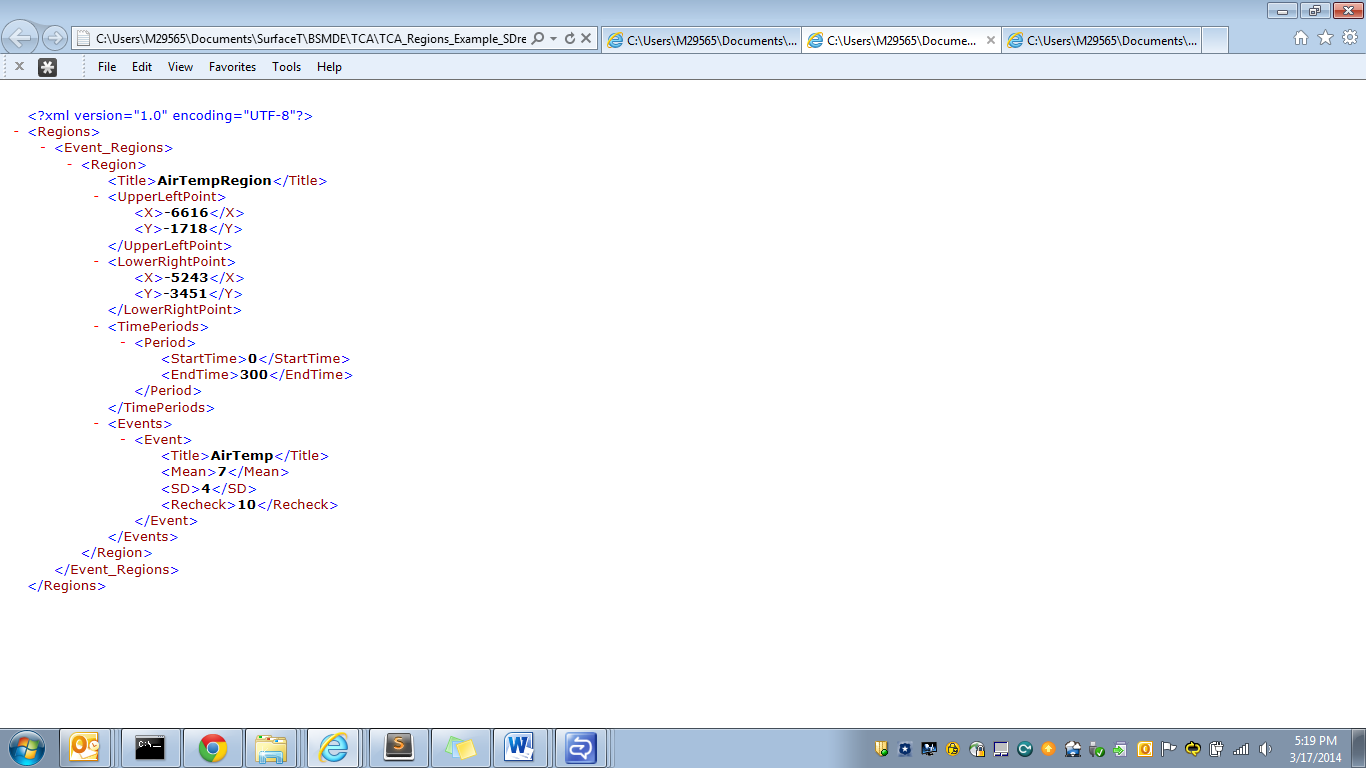


Figure 3‑8: Example region input file using the standard deviation method

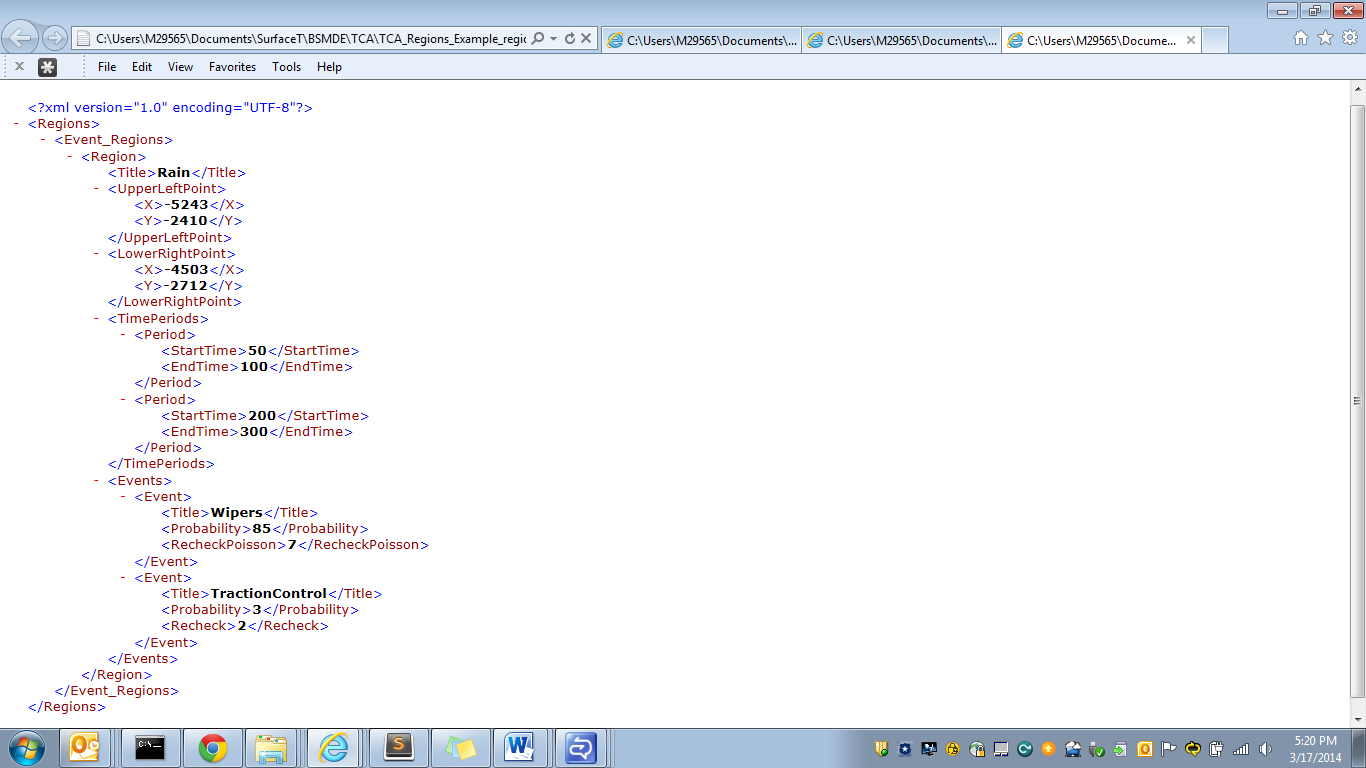


Figure 3‑9: Example regions input file using probability and Poisson distribution methods

## ITS Spot Unit Location File

The ITS Spot Unit Location file is a comma-delimited file that contains geographical location information for the ITS Spot Units. This file is only required if vehicles are equipped with ITS Spot-compatible systems.

This file must have a header line and only the fields from Table 3‑10 in the exact order listed are required. An example of an ITS Spot Unit Location File is shown in Figure 3‑10.

Table 3‑10: ITS Spot Unit file fields

| Column | Name | Description | Value | |
| --- | --- | --- | --- | --- |
| 1 | Name | String based name for ITS Spot Unit. | Character String |
| 2 | X | X location of the ITS Spot Unit | Integer (meters) |
| 3 | Y | Y location of the ITS Spot Unit | Integer (meters) |



Figure 3‑10: Sample ITS Spot Unit location file

## DIDC Parameters File

The DIDC Parameters file is an XML file that stores all the information for setting up the DIDC Controller and BMM triggers. BMMs will not be generated unless the user defines them in this file. Required elements of a BMM trigger include start and end conditions, type, and title. The start and end triggers are statements using vehicle status elements available in the trajectory data or regions and XML operators (i.e. “speed &lt; 10” or “TractionControl == 1”). Optional elements of the DIDC Parameters file include regional or trigger-specific elements and burst mode messaging. Table 3‑11 lists the elements of a DIDC Parameters File and an example is shown in Figure 3‑11.

Table 3‑11: DIDC Parameters File fields

| Root Element | Element(s) | Description | Value |
| --- | --- | --- | --- |
| DIDC | Title | Title of the DIDC Parameter file | Character String |
| DIDC | TransmissionThreshold | Number of BMMs required per transmission | Integer |
| DIDC | RoutesFile | Name of the file of vehicle routes for the test network | Character String |
| DIDC | LinkLengthsFile | Name of the file listing the lengths of each link in the test network | Character String |
| DIDC/Triggers/Trigger/ | Title | Title of the BMM trigger type | Character String |
| DIDC/Triggers/Trigger/ | Start | The starting condition that triggers a series of BMMs for this BMM type. Can be several conditional statements separated by ‘AND’ or ‘OR’. | Character String |
| DIDC/Triggers/Trigger/ | End | The termination condition for a series of triggered BMMs. Can be several conditional statements separated by ‘AND’ or ‘OR’ | Character String |
| DIDC/Triggers/Trigger/ | Type | The triggered BMM type used as a label in the TCA output | Integer |
| DIDC/Triggers/Trigger/ | OptimizationInterval | The optimization interval is how often the DIDC Controller compares actual data yield to user-defined targets | Integer (deciseconds) |
| DIDC/Triggers/Trigger/ | GenerationMeanTime | The lambda value input to the Poisson distribution that determines the next generation time of a triggered BMM | Integer (seconds) |
| DIDC/Triggers/Trigger | MedianPostTriggerReports | Median number of post-trigger BMMs the vehicle generates after a trigger’s termination conditions are met | Integer |
| DIDC/Triggers/Trigger | SDAfterEventEnd | Standard deviation between |  |
| DIDC/Triggers/ Trigger/Targets/ RegionalTargets | TargetBMMsPerSegment | The user-defined target number of BMMs per roadway segment length (see SegmentLength below) | Integer |
| DIDC/Triggers/ Trigger/Targets/ RegionalTargets | SegmentLength | The roadway segment length per BMM target number of messages | Integer (feet) |
| DIDC/Triggers/ Trigger/Targets/ RegionalTargets | RegionalDIDC | True if generation mean times are adjusted by the DIDC Controller on each individual link as needed. False if the generation mean times are adjusted globally. | Boolean |
| DIDC/Triggers/Trigger/ QueueEstimation | Links | A list of intersection links on the network where queue BMMs may be triggered (only applicable for a queue BMM trigger) | Character String |
| DIDC/Triggers/Trigger/ IntersectionRegions/ Intersection | Title | Title of the intersection region | Character String |
| DIDC/Triggers/Trigger/ IntersectionRegions/ Intersection | x | X coordinates of the top left and bottom right corners of the rectangular region containing the intersection | Integer list |
| DIDC/Triggers/Trigger/ IntersectionRegions/ Intersection | y | y coordinates of the top left and bottom right corners of the rectangular region containing the intersection | Integer list |
| DIDC/Triggers/Trigger/ Targets/ IntersectionTargets | TargetBMMsPerIntersection | Target number of turning BMMs per intersection | Integer |
| DIDC/Triggers/Trigger /BurstMessages | BurstTimeLength | Duration of the burst region | Integer (seconds) |
| DIDC/Triggers/Trigger /BurstMessages | BurstTimeExtension | Duration of the time extension added on if a BMM triggers an extension of an existing burst region | Integer (seconds) |
| DIDC/Triggers/Trigger /BurstMessages | BurstRange | Radius of a burst region | Integer (feet) |
| DIDC/Triggers/Trigger /BurstMessages | BurstGenerationTime | The lambda value input to the Poisson distribution that determines the next generation time of a burst triggered BMM | Integer (seconds) |

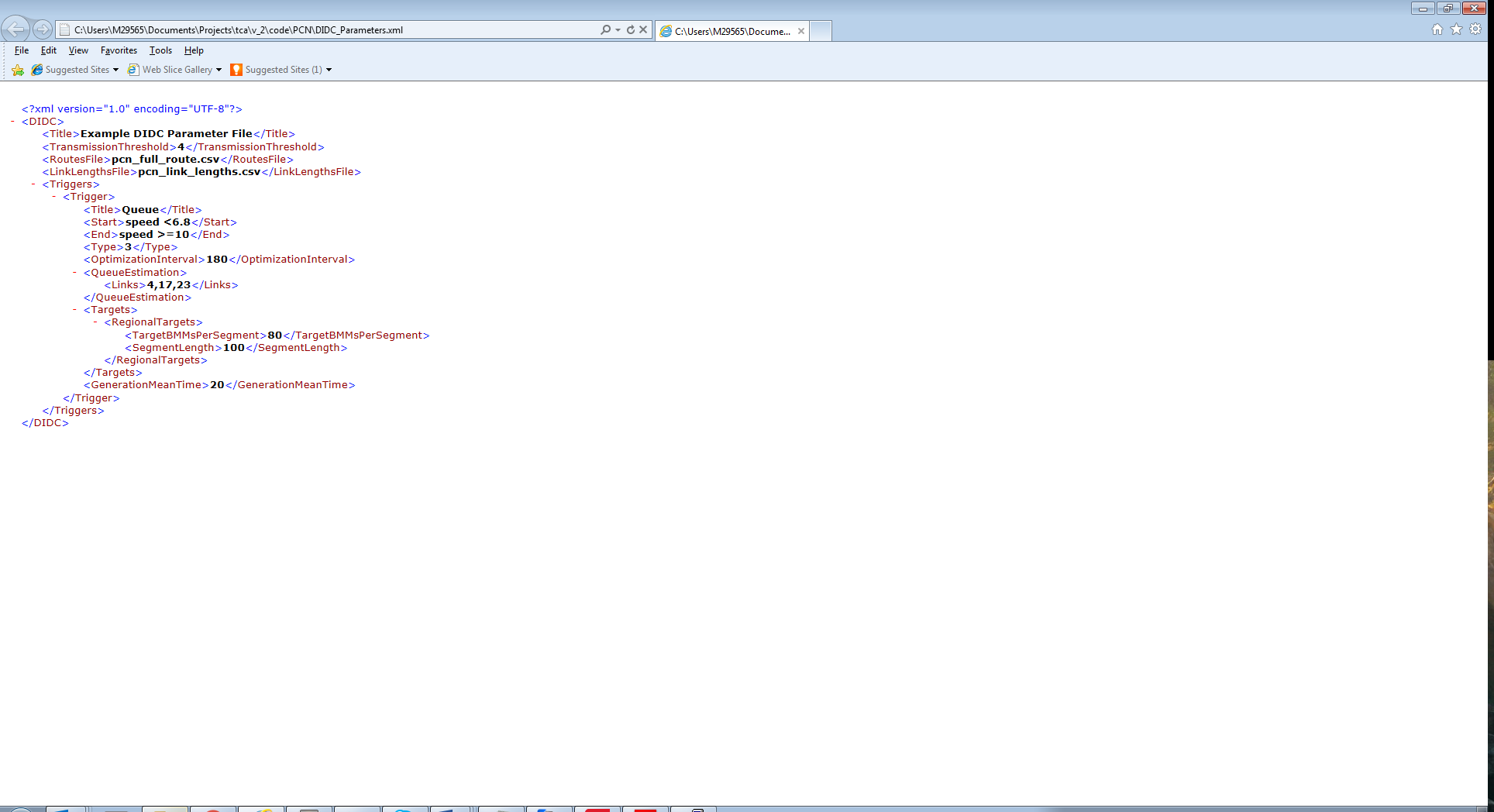


Figure 3‑11: Example of a DIDC Parameters File with one trigger

### DIDC Routes File

The route file is a CSV file listing vehicle routes on the test network. A routes file is required if there are message targets for segment lengths. The DIDC Controller will only monitor and adjust triggered BMM generation parameters on links in the routes file. The routes file can be written using information from the VISSIM software. Table 3‑12 lists the elements of a DIDC routes file and an example is shown in Figure 3‑12

Table 3‑12: DIDC Routes file fields

| Column Name | Description | Value |
| --- | --- | --- |
| Route Group | Route ID (from VISSIM) | Integer |
| Route Number | Route Number ID (from VISSIM) | Integer |
| Link List | List of VISSIM network links along the route | Integer list |

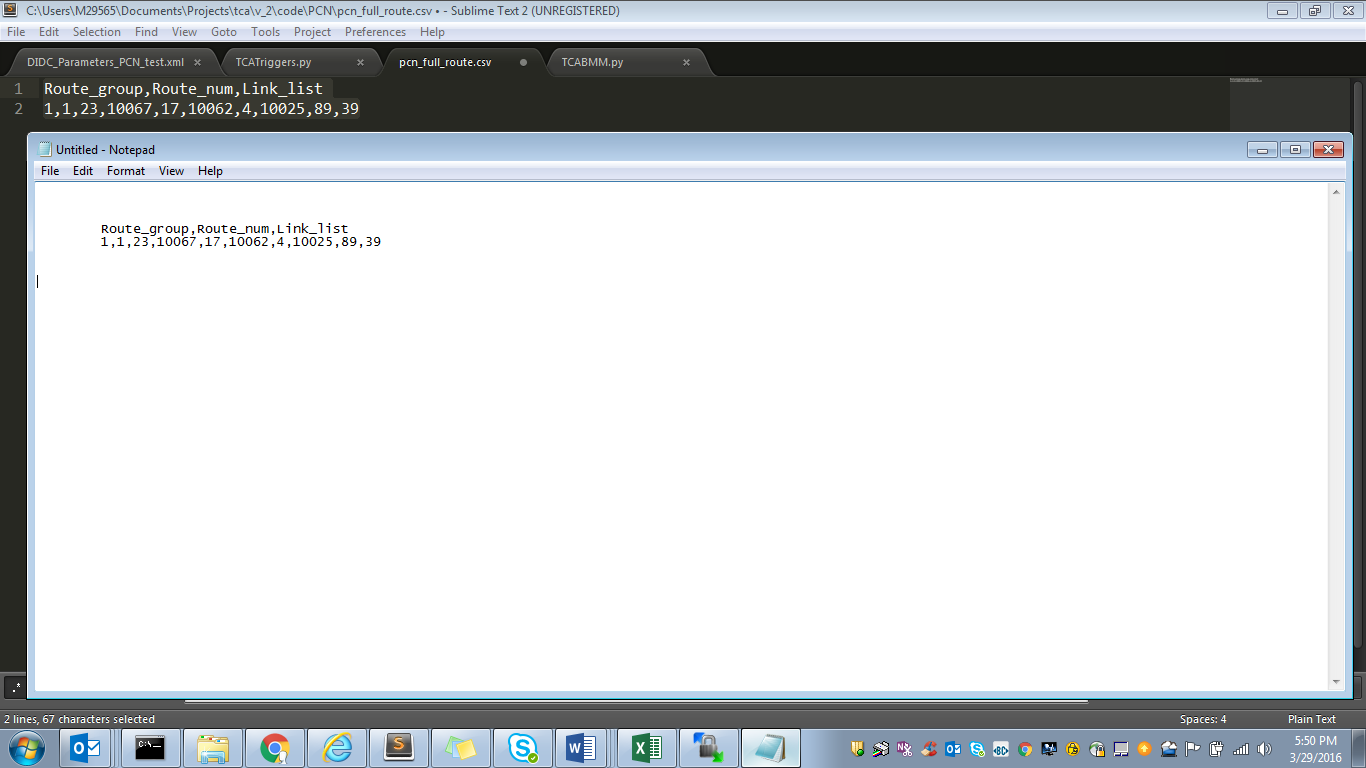


Figure 3‑12: Example of a DIDC routes file with one route

### DIDC Link Lengths File

The DIDC link lengths file is a CSV file listing VISSIM network link IDs and their lengths in feet. This information is required for the DIDC Controller to monitor vehicle data yield and compare to user defined roadway segment targets. Table 3‑13 describes the fields of the link lengths file. The link lengths information can be extracted from the VISSIM network input file.

Table 3‑13: DIDC Link Length file fields

|  |  |  |
| --- | --- | --- |
| Column Name | Description | Value |
| Link ID | The Link ID (from VISSIM) | Integer |
| Length | Length of the link in feet | Integer (ft.) |

# Output Files

## TCA Input Summary File

The TCA Input Summary File is a comma-delimited file that is always produced and lists every Control and Strategy element and their values. This file also includes an error message if an element is incorrectly defined. The file contains the items from Table 4‑1 for each element of the Control and Strategy files. An excerpt of an example TCA Input Summary file is shown in Figure 4‑1.

Table 4‑1. TCA Input Summary file fields

|  |  |  |
| --- | --- | --- |
| Column | Description | |
| FILE | The name of the file, either the name of the Control or Strategy file, from which the element is located |
| NAME | Name of the element |
| VALUE | Value of the element |
| XML\_TAG | The XML tag of the element |
| TYPE | Can be either Default or User-Defined |
| ERRORS | Error message, if any |



Figure 4‑1. TCA Input Summary file example excerpt

## Transmitted PDMs File

The Transmitted PDM file is a comma delimited file that stores all PDM snapshot information that is transmitted to RSEs or via cellular, based on the RSE or cellular region locations and the strategy implemented in the TCA. The first line of the Transmitted Snapshot file is a header line describing all of the fields. The Transmitted Snapshot file contains the data elements from Table 4‑2 on each line.

Table 4‑2: Transmitted PDMs file fields

| Name | Description | Value |
| --- | --- | --- |
| DSRC\_MessageID | Static value of 09, data element used to tell the receiving application how to decode the message type | String |
| Time\_Taken | Time that the snapshot was taken | Integer |
| PSN | The PSN number for the snapshot | Integer |
| Speed | Speed in mph that the vehicles were going then the snapshot was taken | Float (mph) |
| Acceleration | Acceleration of the vehicle (instantaneous if available from the trajectory data, otherwise the average acceleration calculated by the TCA using the speed and time from the previous time step) | Float (ft/s2) |
| Location\_X | X value in feet for the location of the vehicle when the snapshot was taken | Integer (feet) |
| Location\_Y | Y value in feet for the location of the vehicle when the snapshot was taken | Integer (feet) |
| Heading | The heading of the vehicle (between 0 and 360 degrees) | Float (deg) |
| YawRate | The yawrate of the vehicle in degrees per second | Float (deg/sec) |
| Msg\_Type | Snapshot type (1-stop, 2-start, 3- periodic) | Integer |
| Transmit\_To | RSE or cellular region the snapshot was transmitted to | Character String |
| Transmit\_Time | The time the snapshot was transmitted | Integer |
| Message\_SS\_Number | The order of the message within a transmission. Snapshots are transmitted in messages containing up to 4 snapshots | Integer |
| Vehicle\_SS\_Number | Position of the snapshot within the message | Integer |
| Received\_Time | Time that the snapshot was received (accounts for latency if applicable) | Integer |

## All PDM Snapshots File

The All PDM Snapshots file is a comma delimited file that stores all PDM snapshot information including PDM snapshots that were deleted and not transmitted. This file includes: type of snapshot taken, vehicle ID, whether the snapshot was deleted and why. The first line of the All Snapshots file is a header with all the field titles. The All PDM Snapshots file has the fields listed in Table 4‑3.

Table 4‑3: All PDM snapshots file fields

| Name | Description | Value |
| --- | --- | --- |
| DSRC\_MessageID | Static value of 09, data element used to tell the receiving application how to decode the message type | String |
| Vehicle\_ID | ID of the vehicles as stated in the vehicle trajectory file | Character String |
| SS\_Count | Total number of snapshots by all vehicles, starting at 1 | Integer |
| Time\_Taken | Time that the snapshot was taken | Integer |
| PSN | The PSN number for the snapshot | Integer |
| Speed | Speed in mph that the vehicles were going then the snapshot was taken | Float (mph) |
| Acceleration | Acceleration of the vehicle (instantaneous if available from the trajectory data, otherwise the average acceleration calculated by the TCA using the speed and time from the previous time step) | Float (ft/s2) |
| Location\_X | X value in feet for the location of the vehicle when the snapshot was taken | Integer (feet) |
| Location\_Y | Y value in feet for the location of the vehicle when the snapshot was taken | Integer (feet) |
| Heading | The heading of the vehicle (between 0 and 360 degrees) | Float (deg) |
| YawRate | The yawrate of the vehicle in degrees per second | Float (deg/sec) |
| Msg\_Type | Snapshot type (1-stop, 2-start, 3- periodic) | Integer |
| Transmit\_Time | The time the snapshot was transmitted to an RSE (-1 if not transmitted) | Integer |
| Transmit\_To | RSE or cellular region the snapshot was transmitted to (-1 if not transmitted) | Character String |
| Delete\_Time | Time the snapshot was deleted from the buffer. This value is 0 if the snapshot was not deleted | Integer |
| Delete\_Reason | Reason the snapshot was deleted (0-Not deleted, 1- Buffer overload, 2-Left in the buffer after the vehicle trajectory stopped, 3-PSN rollover gap, 4- RSE interaction, 5- Snapshot lost during cellular transmission) | Integer |

## Transmitted BSM File

The Transmitted BSM file is a comma delimited file that stores all BSM snapshot information that is transmitted via DSRC or cellular, based on the RSE or cellular region locations and the strategy implemented in the TCA. The first line of the Transmitted BSM file is a header line describing all of the fields. The Transmitted BSM file contains the data elements from Table 4‑4 on each line as well as any additional region elements defined in the Regions input file.

Table 4‑4: Transmitted BSM file fields

| Name | Description | Value | |
| --- | --- | --- | --- |
| DSRC\_MessageID | Static value of 09, data element used to tell the receiving application how to decode the message type | String |
| Vehicle\_ID | ID of the vehicles as stated in the vehicle trajectory file (for debugging purposes) | Character String |
| BSM\_tmp\_ID | Temporary ID that changes every 5 minutes | Integer |
| transtime | Time that the snapshot was taken and transmitted | Integer |
| Location\_X | X value in feet for the location of the vehicle when the snapshot was taken | Integer (ft) |
| Location\_Y | Y value in feet for the location of the vehicle when the snapshot was taken | Integer (ft) |
| Speed | Speed in mph that the vehicle was going when the snapshot was taken | Float (mph) |
| Heading | The heading of the vehicle (between 0 and 360 degrees) | Float (deg) |
| YawRate | The yawrate of the vehicle in degrees per second | Float (deg/sec) |
| instant\_accel | Instantaneous acceleration of the vehicle (if available from the input) | Float (ft/s2) |
| avg\_accel | Average acceleration that the vehicle was going between the previous snapshot and the current snapshot | Float (ft/s2) |
| brakePressure | The deceleration value or zero if the vehicle is accelerating (vehicle instantaneous acceleration value required for this output) | Float (ft/s2) |
| brakeStatus | Notes the brakes applied status of each wheel independently. Brakes are either off (0000) or on (1111) as determined by the brake threshold value in the Control input file (vehicle instantaneous acceleration value required for this output) | Character String |
| hardBraking | Is either true or false if the vehicle is hard braking (vehicle instantaneous acceleration value required for this output) | Character String |
| transTo | The name of the RSE or Cellular region the BSM was transmitted to | Character String |
| Transmission\_received\_time | Time the BSM was received | Integer (sec) |
| Transtime | Time the BSM was transmitted | Integer (sec) |

## Transmitted CAM File

The transmitted CAM file is a comma delimited file that stores all CAM message information transmitted via DSRC. The first line of the Transmitted CAM file is a header line describing each field. The Transmitted CAM file contains the data elements from Table 4‑5 on each line.

Table 4‑5: Transmitted CAM file fields

| Name | Description | Value |
| --- | --- | --- |
| Protocol Version | Version of the ITS message; 1 for current version. | Integer |
| Message ID | Message type of the ITS message; 2 for CAM. | Integer |
| Station ID | The unique numerircal identifier of the ITS-S that generates message | Integer |
| Generation Delta Time | Time of message generation | Integer (milliseconds) |
| Station Type | The type of an ITS-S; 5 for passenger car | Integer |
| Latitude | The vehicle’s latitude | Integer |
| Longitude | The vehicle’s longitude | Integer |
| Semi Major Confidence | Part of position confidence ellipse; 4095 for unavailable | Integer |
| Semi Minor Confidence | Part of position confidence ellipse; 4095 for unavailable | Integer |
| Altitude Value | Part of reference position; 800001 for unavailable | Integer |
| Heading Value | Orientation of a heading with regards to north | Float (degrees) |
| Heading Confidence | Absolute accuracy of heading value; 127 for unavailable | Integer |
| Speed | Speed of the vehicle in meters per second | Float (m/s) |
| Speed Confidence | Absolute accuracy of the speed value; 127 for unavailable | Integer |
| Drive Direction | Direction vehicle is moving; 0 for forward, 1 for backward, 2 for unavailable | Integer |
| Longitudinal Acceleration Value | Vehicle acceleration at longitudinal direction; 162 if unavailable | Float (m/s2) |
| Curvature Value | The inverse of the vehicle turning curve radius; 30001 for unavailable | Integer |
| Curvature Confidence | The absolute accuracy range of curvature value; 7 for unavailable | Integer |
| Yaw Rate Value | Vehicle rotation around the z-axis centered on the center of mass | Float (deg/sec) |
| Yaw Rate Confidence | Absolute accuracy range of the yaw rate value; 8 for unavailable | Integer |
| Vehicle Length Value | Estimated length of vehicle; 1023 for unknown | Integer |
| Vehicle Length Confidence Indication | Indicates presence of trailer; 3 for unknown | Integer |
| Vehicle Width | Estimated width of vehicle; 62 for unknown | Integer |

## ITS Spot Travel Records

The ITS Spot travel records file is a comma delimited file that stores all the ITS Spot travel records transmitted via DSRC. The first line of the ITS Spot travel records file is a header line describing each field. The ITS Spot travel records file contains the data elements from Table 4‑6 on each line. An excerpt from an example file of transmitted ITS Spot travel records are shown in Figure 4‑2.

Table 4‑6: ITS Spot Travel Record file fields

| Name | Description | Value |
| --- | --- | --- |
| Vehicle ID | ID of the vehicles as stated in the vehicle trajectory file | Character String |
| Time\_Taken | Time that the ITS Spot record was taken | Integer (sec) |
| X | X value in feet for the location of the vehicle when the ITS Spot record was taken | Float (ft) |
| Y | Y value in feet for the location of the vehicle when the ITS Spot record was taken | Float (ft) |
| Speed | Speed in km/hr that the vehicle was going when the ITS Spot record was taken | Float (km/hr) |

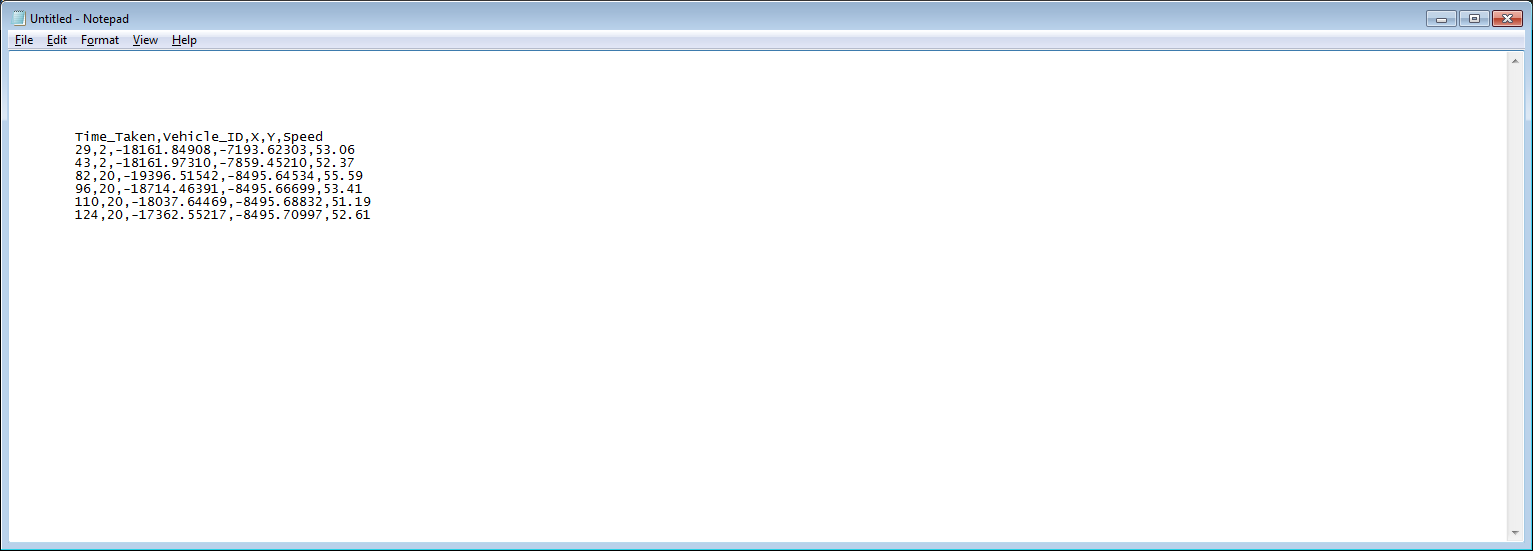


Figure 4‑2: ITS Spot travel records example excerpt

## ITS Spot Behavior Records

The ITS Spot travel records file is a comma delimited file that stores all the ITS Spot travel records transmitted via DSRC. The first line of the ITS Spot travel records file is a header line describing each field. The ITS Spot travel records file contains the data elements from Table 4‑7. An excerpt from an example file of transmitted ITS Spot behavior records is shown in Figure 4‑3.

Table 4‑7: ITS Spot Behavior Record file fields

| Name | Description | Value |
| --- | --- | --- |
| Vehicle ID | ID of the vehicles as stated in the vehicle trajectory file | Character String |
| Time\_Taken | Time that the ITS Spot record was taken | Integer (sec) |
| X | X value in feet for the location of the vehicle when the ITS Spot record was taken | Float (ft) |
| Y | Y value in feet for the location of the vehicle when the ITS Spot record was taken | Float (ft) |
| Speed | Speed in km/hr that the vehicle was going when the ITS Spot record was taken | Float (km/hr) |
| Acceleration | Peak acceleration in g that the vehicle was going when the ITS Spot record was taken | Float (g) |
| Heading | The heading of the vehicle (between 0 and 360 degrees) | Float (deg) |
| Yaw Angular Velocity | Peak velocity in degrees/sec that the vehicle was experiencing when the ITS Spot record was taken | Float (deg/sec) |

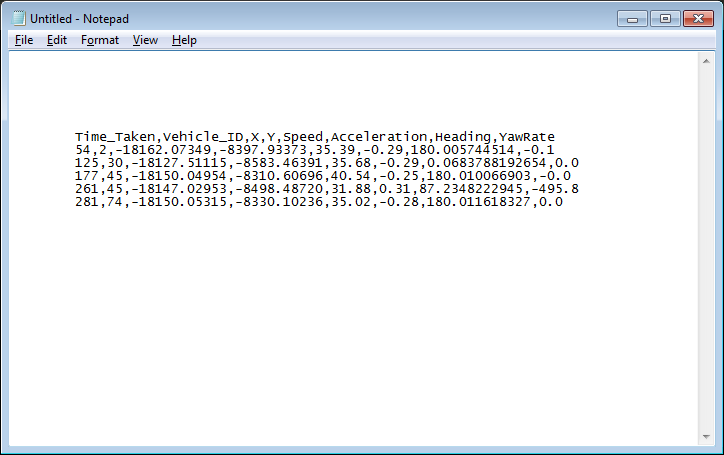


Figure 4‑3: ITS Spot behavior records example excerpt

## Transmitted BMM File Fields

The transmitted BMM file is a comma delimited file that stores all the BMMs transmitted during the simulation. The first line is a header line describing each field. A BMM contains all the elements of a BSM Part 1 message plus any additional elements defined in the regions file. Table 4‑8 describes the elements of a BMM output file. Additional to this list, any regional elements defined in the Regions file would also be added onto the BMM message elements.

Table 4‑8: Transmitted BMM File Fields

| Name | Description | Value |
| --- | --- | --- |
| DSRC\_MessageID | Static value of 02, data element used to tell the receiving application how to decode the message type | String |
| Vehicle\_ID | ID of the vehicles as stated in the vehicle trajectory file (for debugging purposes) | Character String |
| transtime | Time that the snapshot was taken and transmitted | Integer |
| X | X value in feet for the location of the vehicle when the snapshot was taken | Integer (ft) |
| Y | Y value in feet for the location of the vehicle when the snapshot was taken | Integer (ft) |
| Link | The current VISSIM vehicle link ID | Integer |
| Link\_x | The position of the vehicle along the VISSIM link | Float (ft) |
| Speed | Speed in mph that the vehicle was going when the snapshot was taken | Float (mph) |
| Heading | The heading of the vehicle (between 0 and 360 degrees) | Float (deg) |
| YawRate | The yawrate of the vehicle in degrees per second | Float (deg/sec) |
| Acceleration | Instantaneous (if available) or average acceleration that the vehicle was going between the previous snapshot and the current snapshot | Float (ft/s2) |
| brakePressure | The deceleration value or zero if the vehicle is accelerating (vehicle instantaneous acceleration value required for this output) | Float (ft/s2) |
| brakeStatus | Notes the brakes applied status of each wheel independently. Brakes are either off (0000) or on (1111) as determined by the brake threshold value in the Control input file (vehicle instantaneous acceleration value required for this output) | Character String |
| hardBraking | Is either true or false if the vehicle is hard braking (vehicle instantaneous acceleration value required for this output) | Character String |
| transTo | The name of the RSE or Cellular region the BSM was transmitted to | Character String |
| Vehicle length | Length of the vehicle if available in the trajectory data | Integer (ft) |
| Vehicle width | Width of the vehicle if available in the trajectory data | Integer (ft) |
| Message type | Identifier of which BMM trigger generated this message | Integer |

## Periodic Generation Mean Time File

The periodic generation mean time (GMT) file is a DIDC output that lists the GMT for periodic BMMs each time it is changed by the DIDC Controller. The generation mean time is the lambda value input to the Poisson distribution that determines the next generation time of periodic BMMs. This file only outputs the global GMT. If regional GMT is used then there is no ouput. The sample file uses global GMT. Table 4‑9 describes the elements of the periodic GMT file.

Table 4‑9: Periodic GMT File fields

|  |  |  |
| --- | --- | --- |
| Name | Description | Value |
| Time | Time of periodic GMT | Integer (simulation seconds) |
| GMT | New global periodic GMT | Integer (deciseconds) |

## Additional DIDC Output

In addition to the output files described in previous sections, there is also an option to print out supplementary DIDC output to the command prompt as the TCA-DIDC is running. This output captures the actions of the DIDC controller after each optimization interval. To print this information, select an output level of 2 or greater in the TCA control file. The output is printed to the command prompt after each optimization interval of each trigger specified in the DIDC Parameters file.

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