



# Millimeter-Wave Networks for Vehicular Communication: Modeling and Performance Insights

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- Why Should I Put Comms Onto Self-Driving Vehicles?
- ... and Why Should I go for mmWave Systems?
- Proposed mmWave V2I System Model
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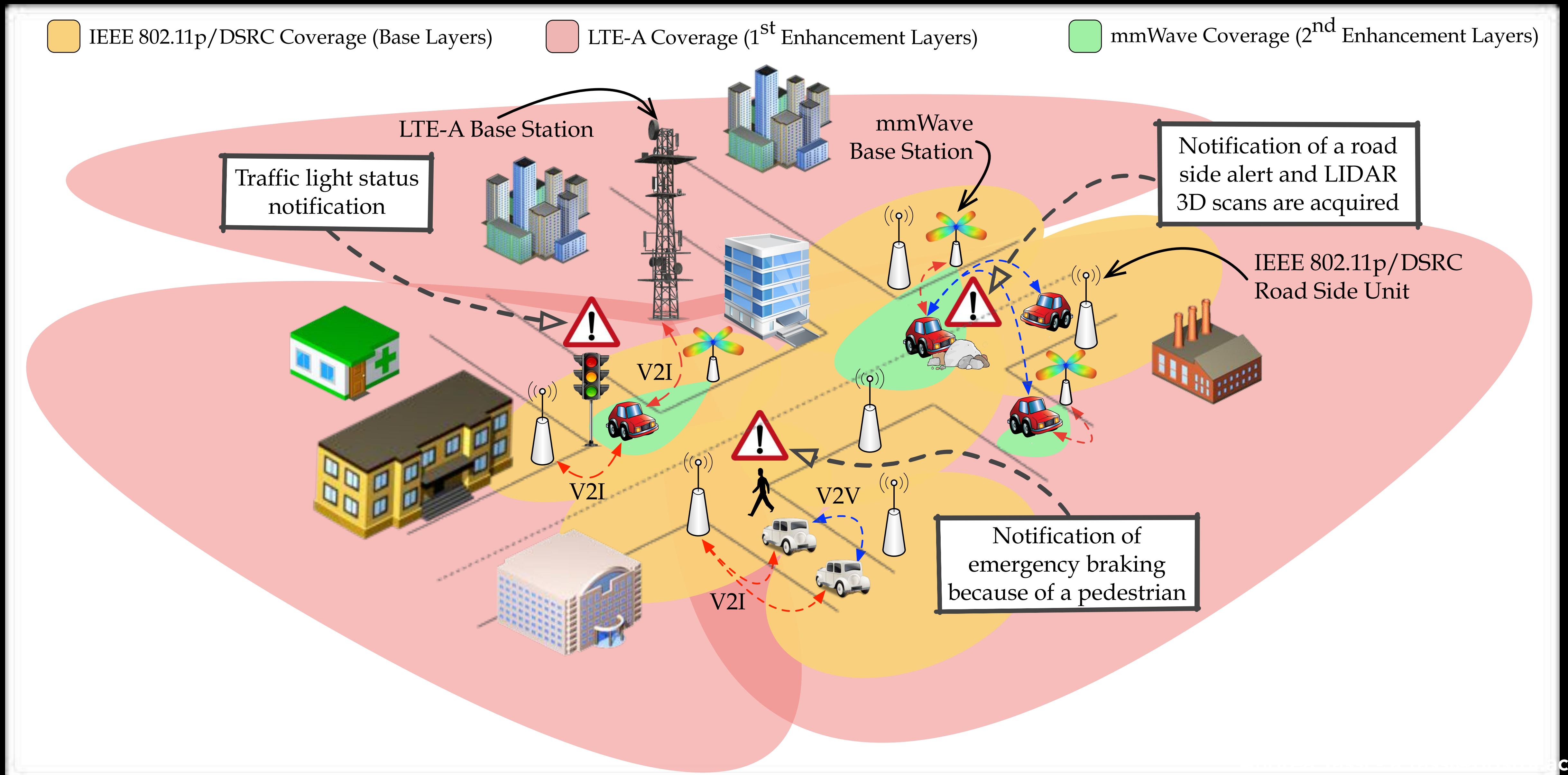


# mmWave Comms for Next Generation ITSs

- The IEEE 802.11p/DSRC can achieve at most ~27 Mbps, in practice it is hard to observe that.
- However, DSRC standards are suitable for low-rate data services (for e.g., positioning beacon, emergency stop messages, etc.).
- On the other hand, future CAVs will require solutions ensuring gigabit-per-second communication links to achieve proper 'look-ahead' services (involving cameras, LIDARS, etc.), etc.
- It is reasonable to design hybrid networks integrating both mmWave and DSRC technologies



# mmWave Comms for Next Generation ITSs





# System Model





# Practical Highway Scenario

mmWave BSSs  
placed at  
the side of  
the road

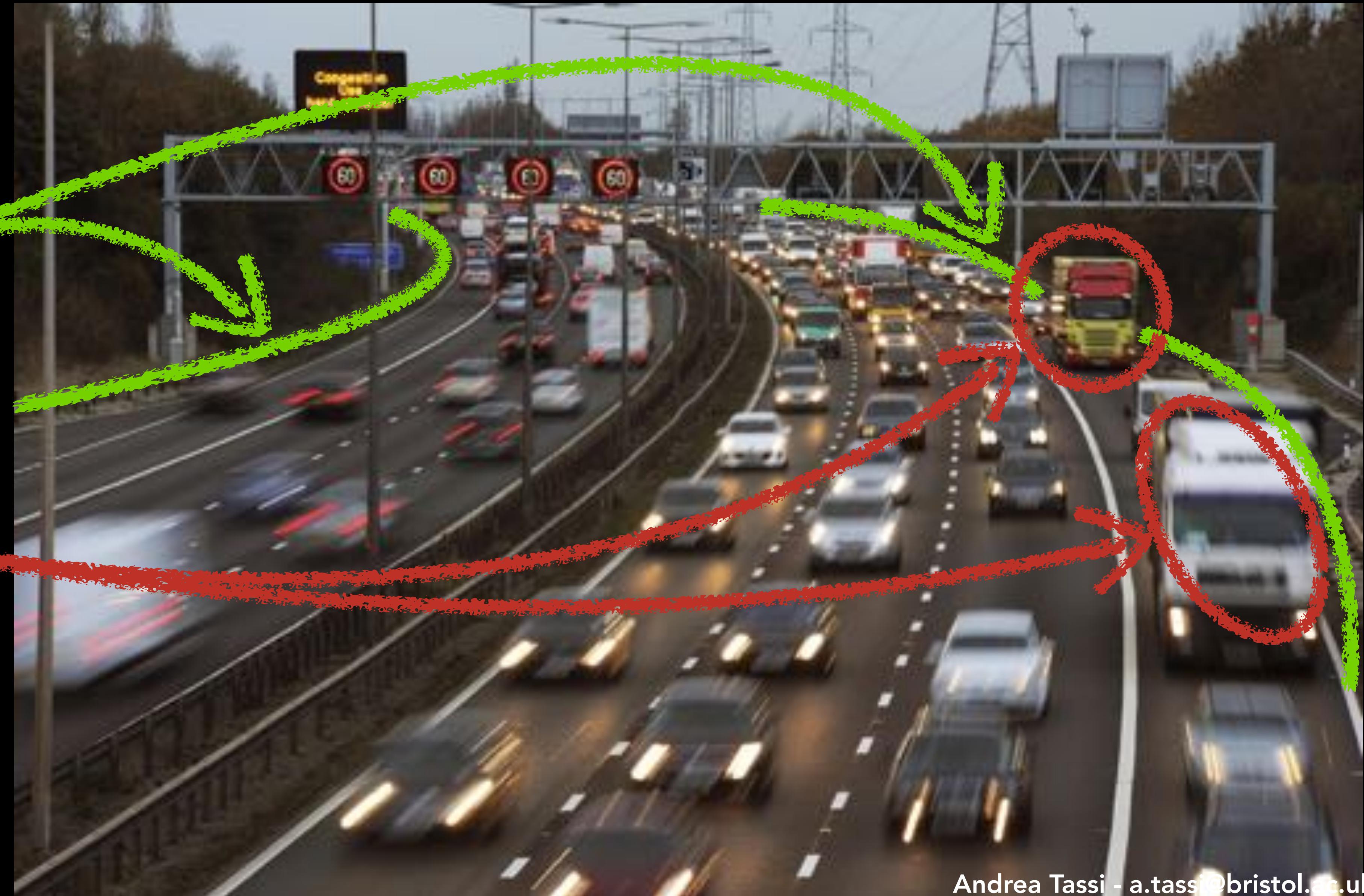




# Practical Highway Scenario

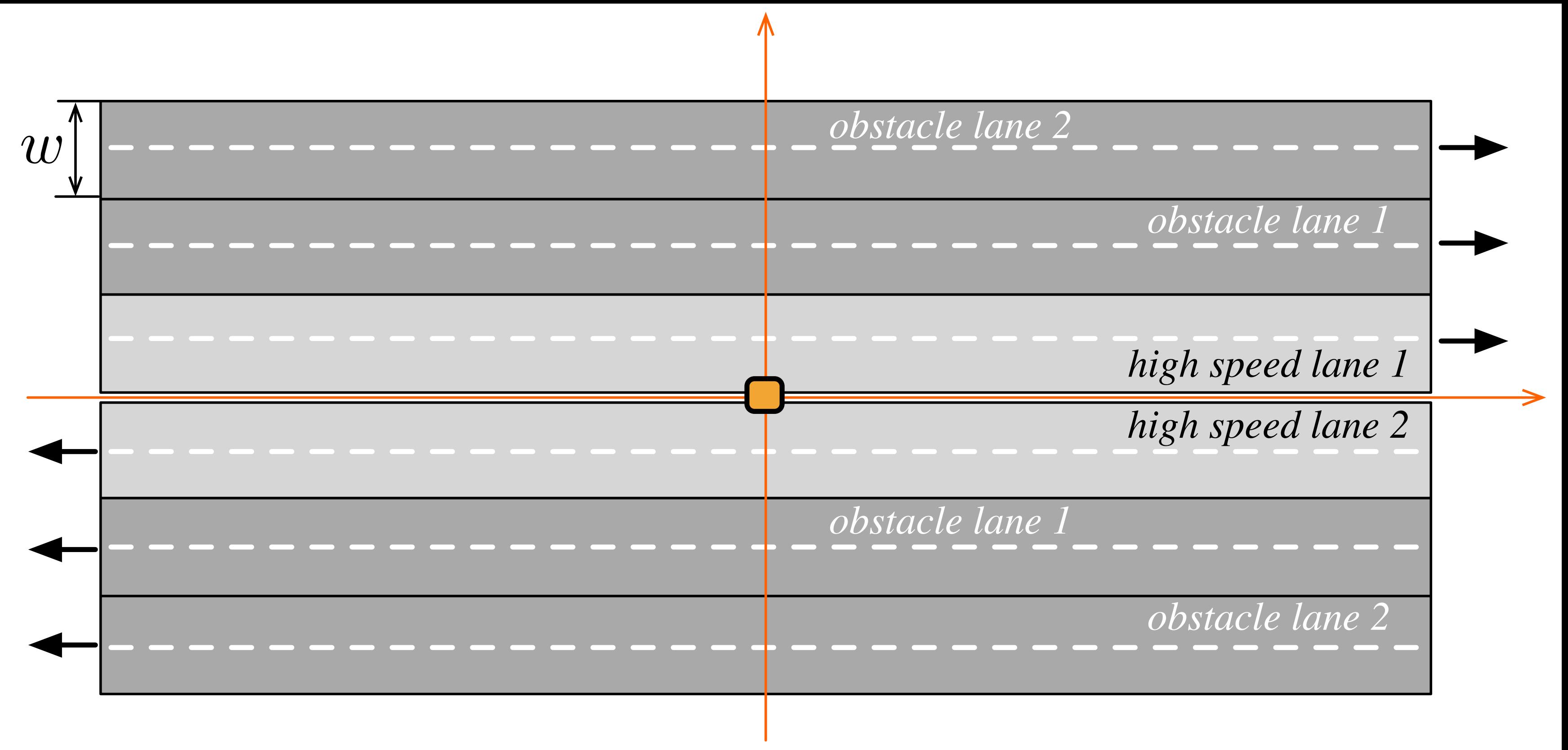
mmWave BSSs  
placed at  
the side of  
the road

Obstacles





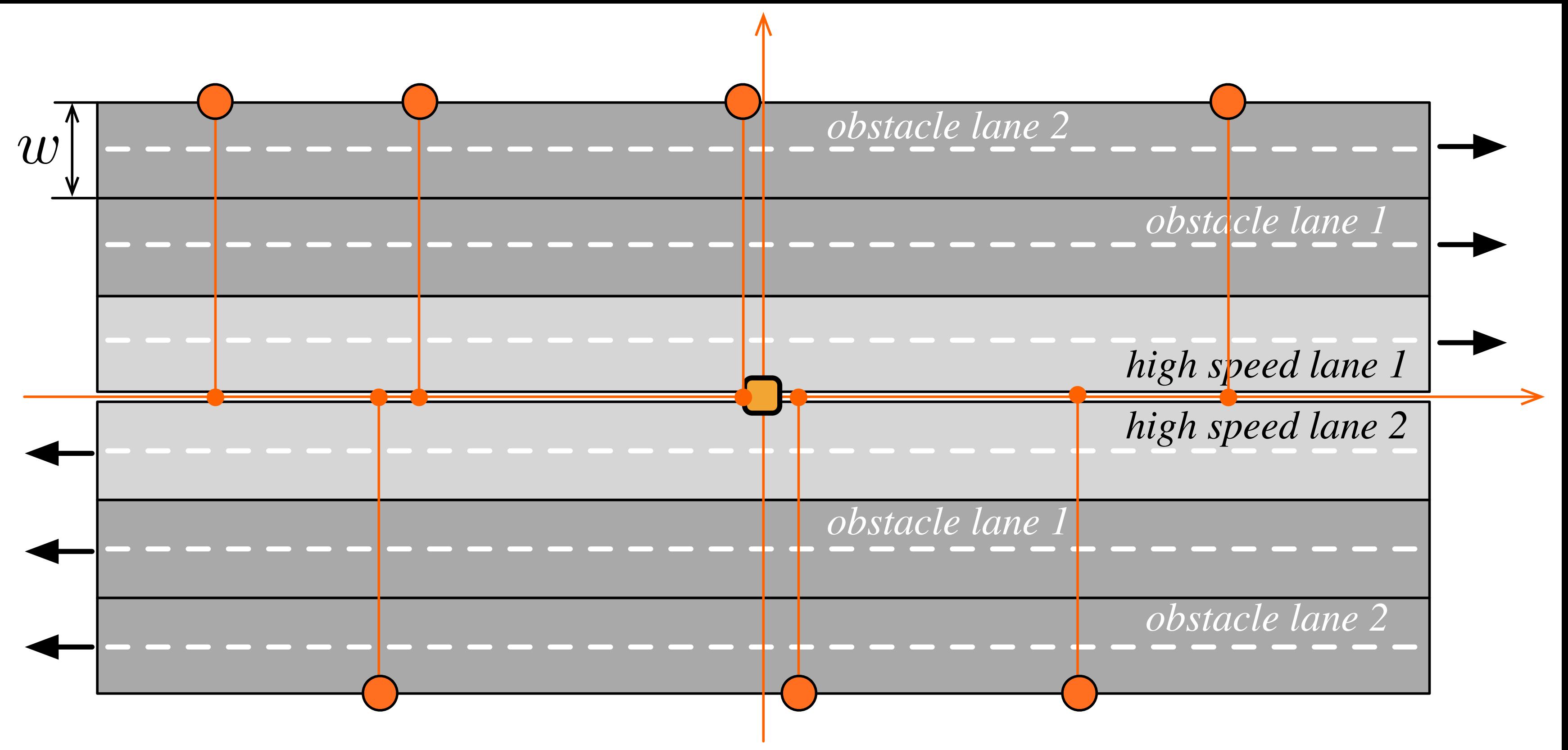
# System Model (Road Layout)



- Straight and **homogeneous** road section
- Vehicles are required to drive on the **left hand side** of the road
- We characterize the performance of a **standard user** placed at the **origin of the axis**.



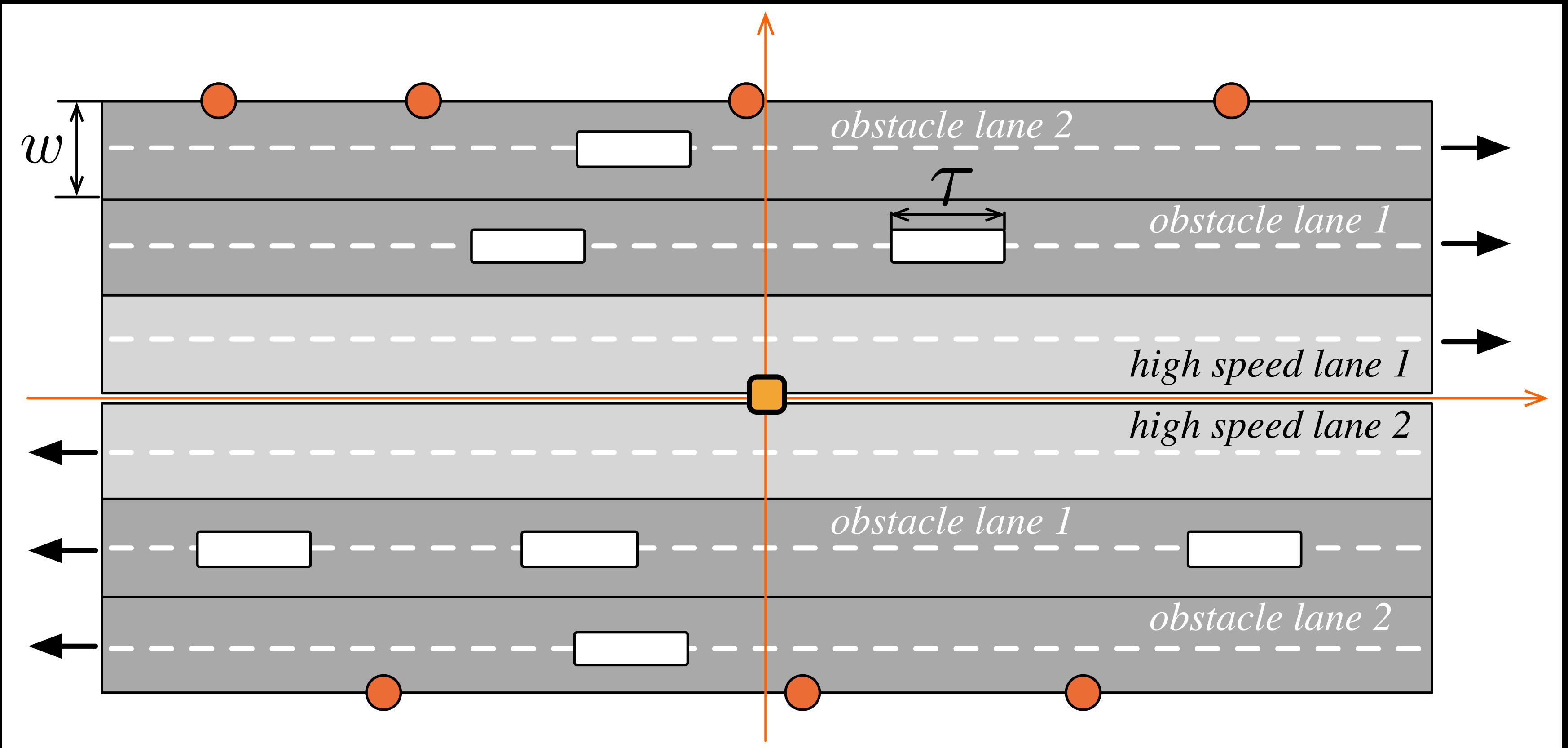
# System Model (BS Distribution)



- $x$ -comp. of BS positions follow a 1D PPP of density  $\lambda_{\text{BS}}$
- A BS is placed on a side of the road (upper/bottom side) with probability  $q = 0.5$ . Hence, BSs on a side of the road define a 1D PPP of density  $q\lambda_{\text{BS}}$



# System Model (Blockage Distribution)

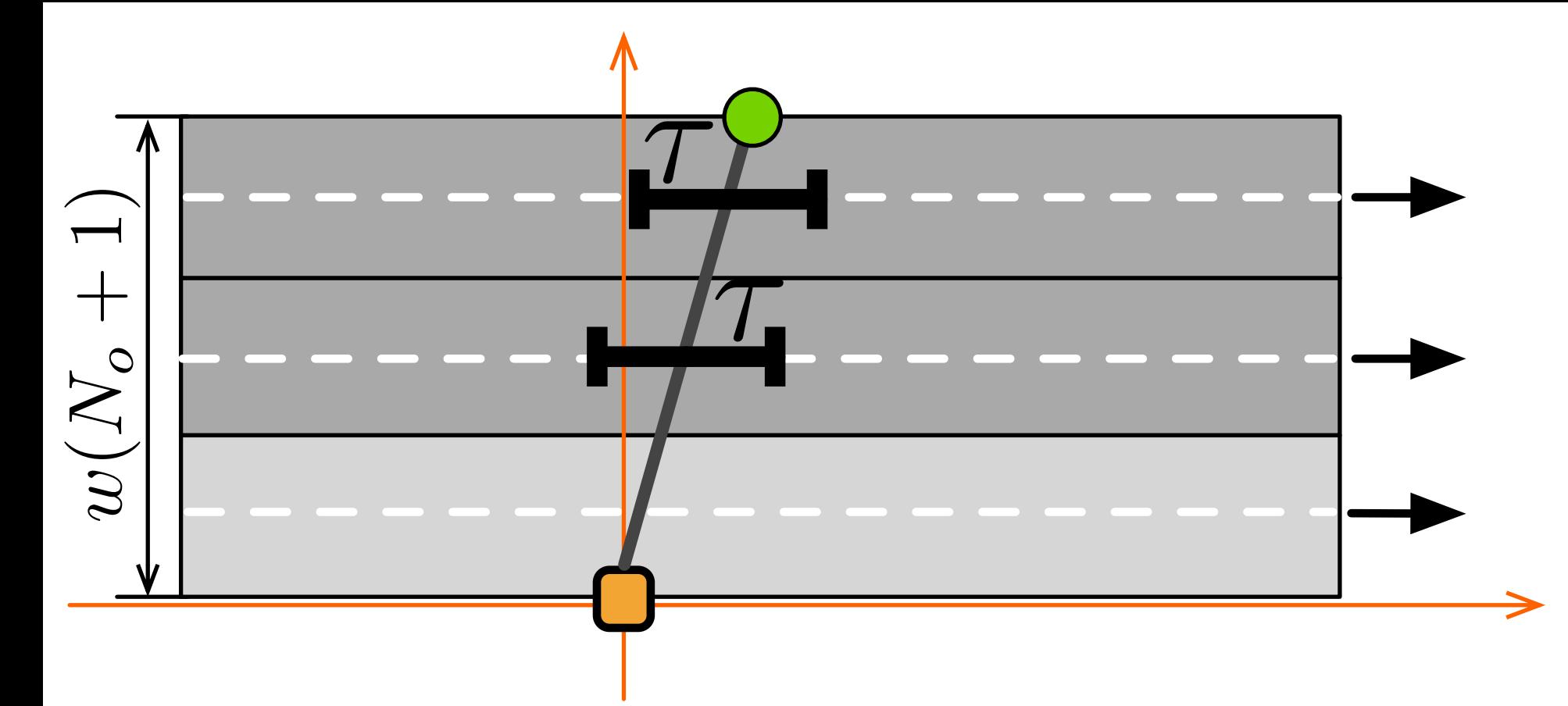
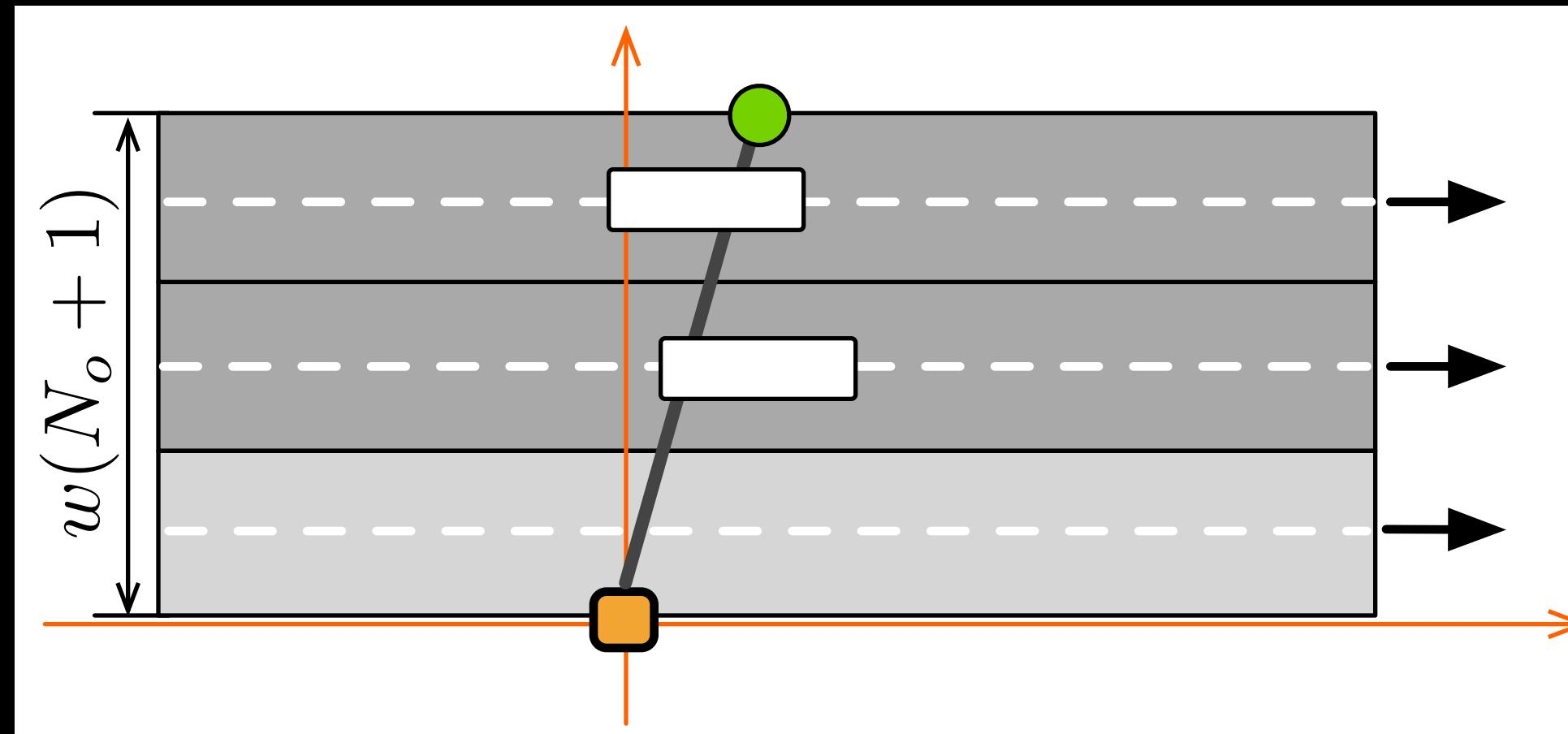


- Obstacles on each obstacle lane follow a 1D PPP of density  $\lambda_{o,\ell}$
- **Obstacle processes are independent** but the blockage density of lane  $\ell$  on each traffic direction is the same
- Each blockage is associated with a **footprint** of length  $\tau$



# PL Model and User Association

- We approximate  $p_L$  with the probability that no blockages are present within a distance of  $\tau/2$  on either side of the ray connecting the user to a BS. Hence, our **approximation is independent on the distance** of BS  $i$  to  $O$



- The PL function associated with BS  $i$  is
$$\ell(r_i) = \mathbf{1}_{i,L} C_L r_i^{-\alpha_L} + (1 - \mathbf{1}_{i,L}) C_N r_i^{-\alpha_N}$$
- The standard user always connects to the BS with the **minimum PL component**



# PL Model and User Association

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#Obs. Lane  
per driving  
direction

$$p_L \approx \prod_{\ell=1}^{N_o} e^{-\lambda_{o,\ell}\tau}$$

1D PPP void  
probability

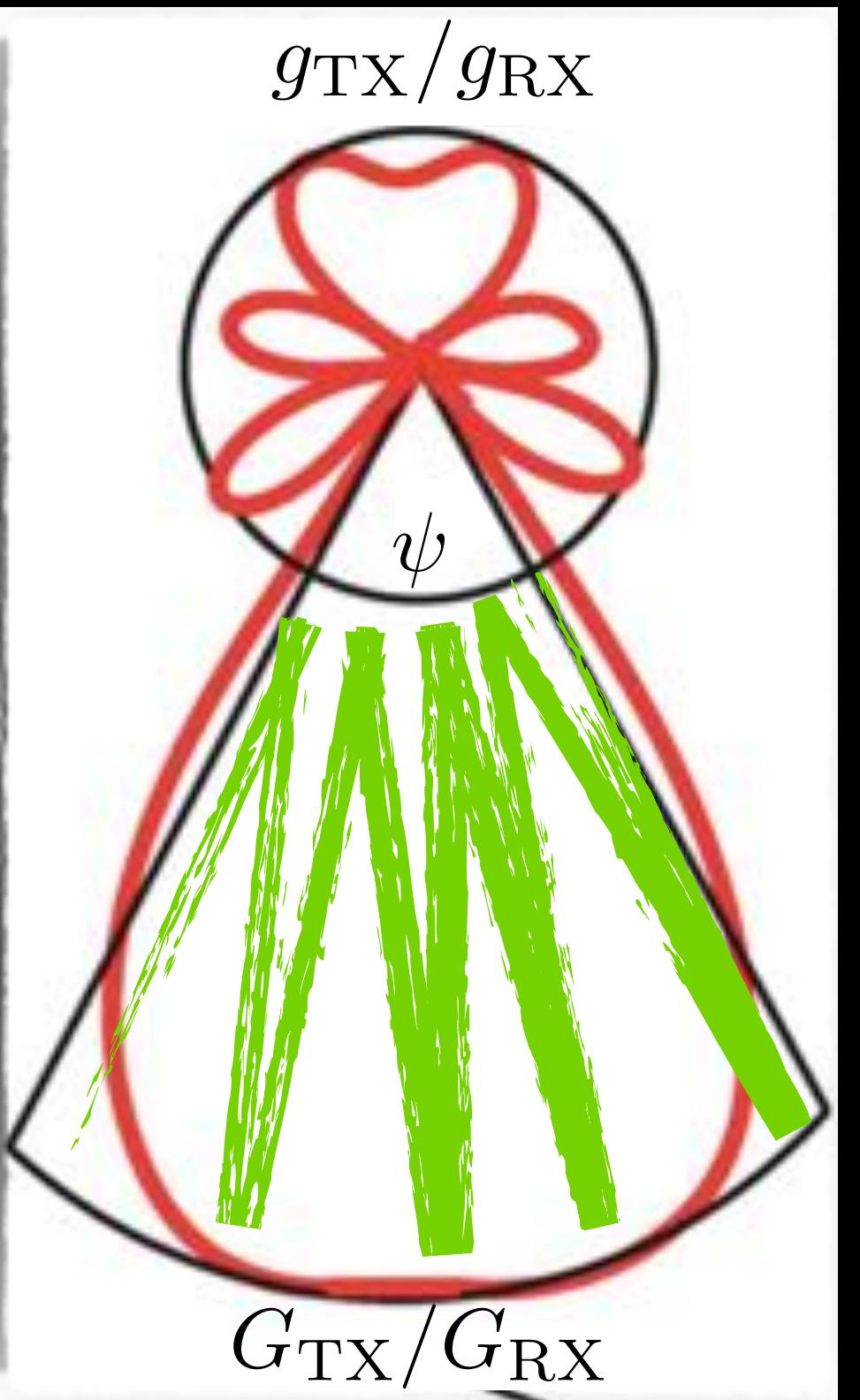
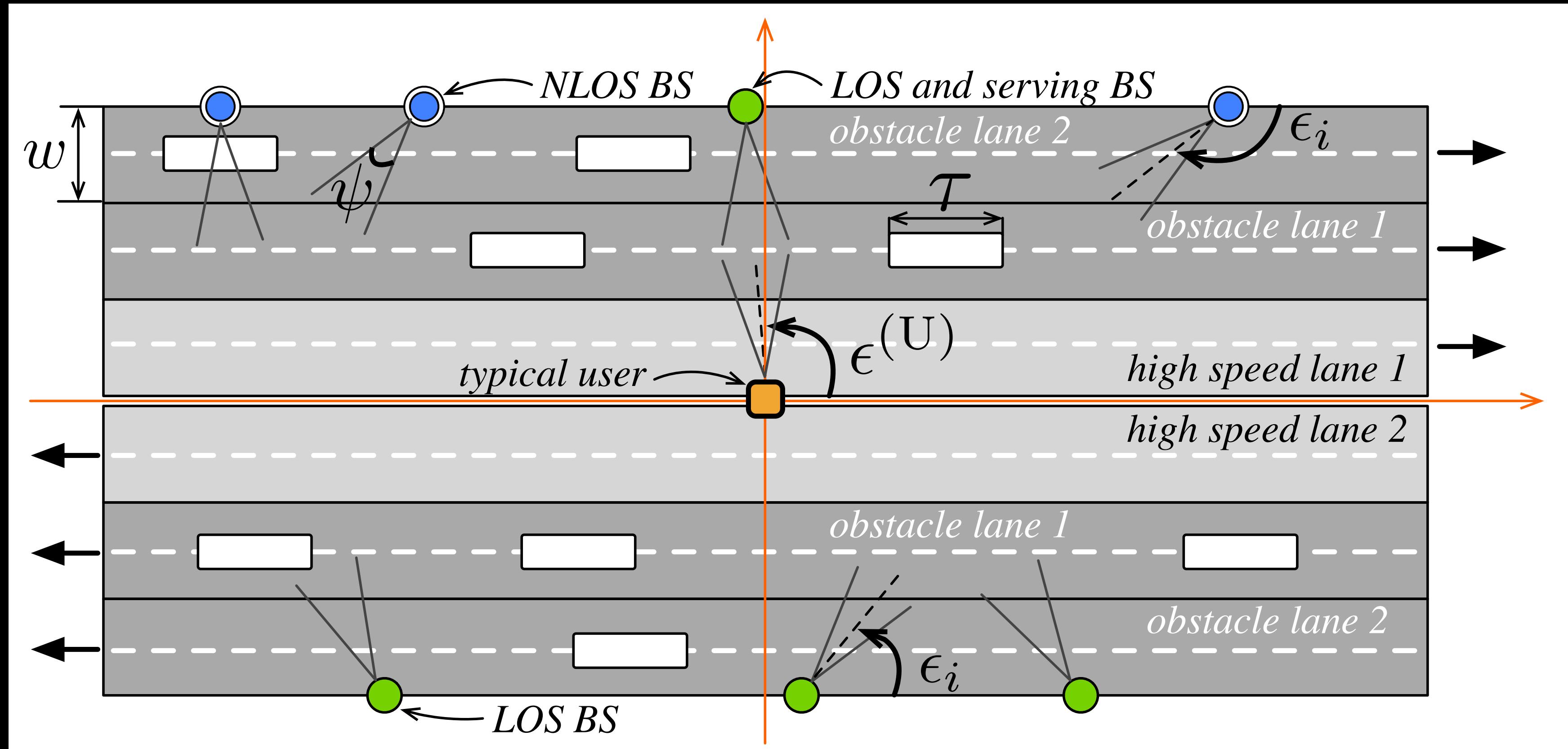
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- The standard user always connects to the BS with the **minimum PL component**



# System Model (Beam Steering)



- The **main lobe** of each BS is always entirely directed towards the road
- The **user/BS beam alignment** is assumed error-free
- The beam on an interfering BS is steered uniformly within  $0^\circ$  and  $180^\circ$



# SINR Outage and Rate Coverage



# The Probability Framework

- Assume the user connects to BS 1, we define the SINR as

$$\text{SINR}_O = \frac{h_1 \Delta_1 \ell(r_1)}{\sigma + \sum_{j=2}^b h_j \Delta_j \ell(r_j)}$$

normalized thermal noise power

antenna gains  $h_j \sim \text{EXP}(1)$

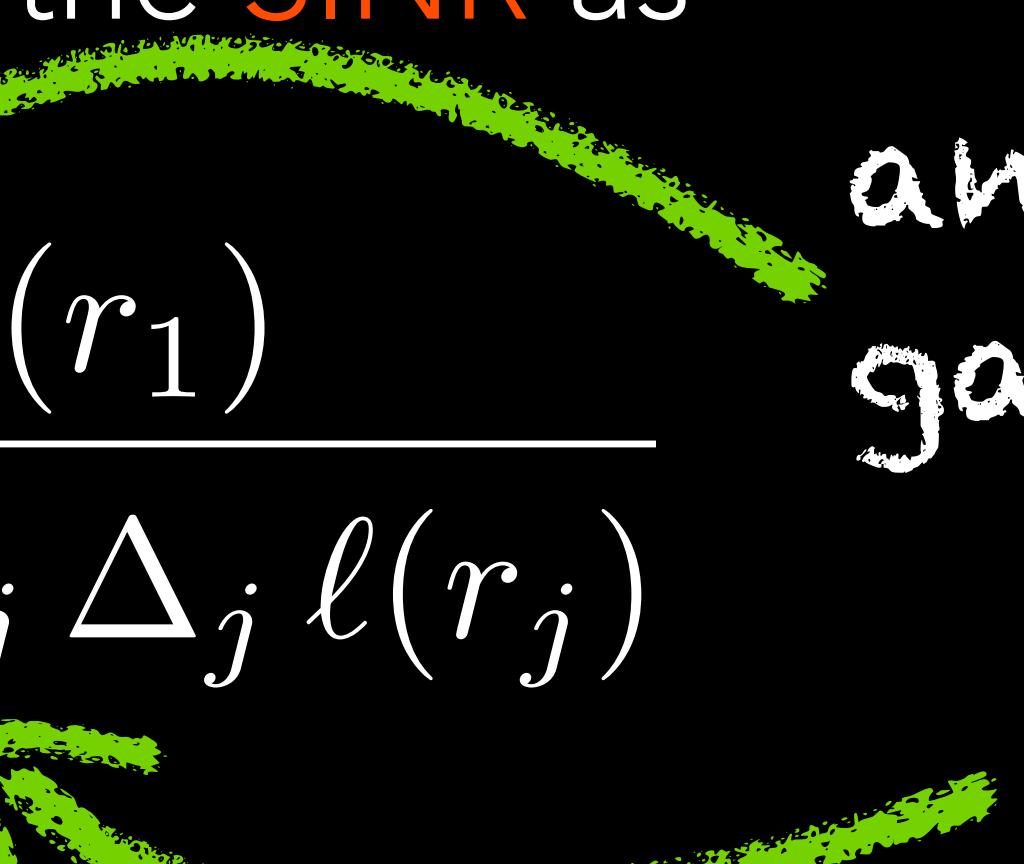


# The Probability Framework

- Assume the user connects to BS 1, we define the **SINR** as

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normalized thermal noise power 

 antenna gains 

$h_j \sim \text{EXP}(1)$

- We characterize the following **SINR outage**

$$\overbrace{\mathbb{P}[\text{SINR}_O < \theta]}^{P_T(\theta)} = P_L - \underbrace{\mathbb{P}[\text{SINR}_O > \theta \text{ and std. user served in LOS}]}_{P_{CL}(\theta)} + P_N - \underbrace{\mathbb{P}[\text{SINR}_O > \theta \text{ and std. user served in NLOS}]}_{P_{CN}(\theta)}$$



# Probability of Being Served in LOS/NLOS

- The standard user connects to a **NLOS BS** with probability

$$P_N = \int_{w(N_o+1)}^{\infty} f_N(r) e^{-2\lambda_L \sqrt{A_L^2(r) - w^2(N_o+1)^2}} dr$$

PDF of the closest  
NLOS BS

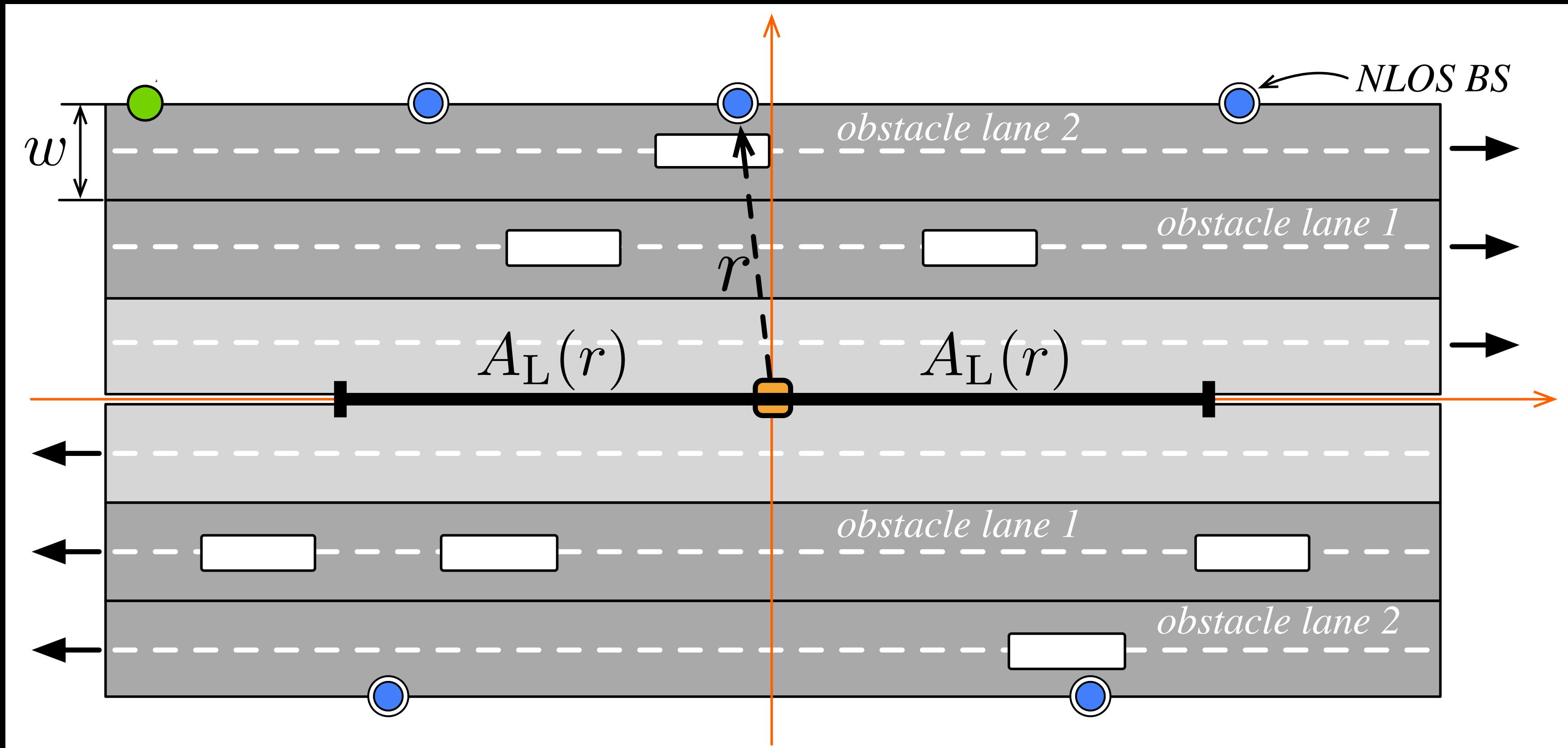
PPP LOS void probability in  
the segment  $[0, A_L(r)]$



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where

$$A_L(r) = \max \left\{ w(N_o + 1), \left[ \frac{C_N}{C_L} r^{-\alpha_N} \right]^{-\frac{1}{\alpha_L}} \right\}$$

from  
 $C_N r^{-\alpha_N} = C_L A_L^{-\alpha_L}$

- While,  $P_L = 1 - P_N$



# Coverage Probability Terms

$$\underbrace{\mathbb{P}[\text{SINR}_O < \theta]}_{P_T(\theta)} = P_L - \underbrace{\mathbb{P}[\text{SINR}_O > \theta \text{ and std. user served in LOS}]}_{P_{CL}(\theta)} + P_N - \underbrace{\mathbb{P}[\text{SINR}_O > \theta \text{ and std. user served in NLOS}]}_{P_{CN}(\theta)}$$



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# Coverage Probability Terms

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# Coverage Probability Terms

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# Coverage Probability Terms

as  $h_1 \sim \text{EXP}(1)$

$$P_{CL}(\theta) = \mathbb{P}\left[\frac{h_1 \Delta_1 \ell(r_1)}{\sigma + I} > \theta \text{ and std. user is served in LOS}\right]$$

$$\stackrel{(i)}{=} \mathbb{E}_I \int_{w(N_o+1)}^{+\infty} e^{-\frac{(\sigma+I)\theta}{\Delta_1 C_L} r_1^{\alpha_L}} f_L(r_1) F_N(A_N(r_1)) dr_1$$

$$\stackrel{(ii)}{=} \int_{w(N_o+1)}^{+\infty} e^{-\frac{\sigma\theta}{\Delta_1 C_L} r_1^{\alpha_L}} \mathcal{L}_{I,L}\left(\frac{\theta r_1^{\alpha_L}}{\Delta_1 C_L}\right) f_L(r_1) F_N(A_N(r_1)) dr_1$$

Expectation      Prob. of not being  
w.r.t I            served in NLOS



# Coverage Probability Terms

$$\overbrace{\mathbb{P}[\text{SINR}_O < \theta]}^{P_T(\theta)} = P_L - \underbrace{\mathbb{P}[\text{SINR}_O > \theta \text{ and std. user served in LOS}] + P_N - \mathbb{P}[\text{SINR}_O > \theta \text{ and std. user served in NLOS}]}_{P_{CN}(\theta)}$$

- As  $\alpha_N$  increases, in order to be convenient, a NLOS BS has to be quite close to  $O$ . Up to a point where  $P_L$  is (almost) 1. If so,

$$P_T(\theta) \cong 1 - \int_{w(N_o+1)}^{+\infty} e^{-\frac{\theta\sigma}{\Delta_1 C_L} r_1^{\alpha_L}} \mathcal{L}_{I,L}\left(\frac{\theta r_1^{\alpha_L}}{\Delta_1 C_L}\right) f_L(r_1) dr_1$$



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- The rate coverage follows from the Fubini's theorem (for a bandwidth  $W$ )

$$R_C(\kappa) = 1 - P_T(2^{\kappa/W} - 1)$$



$\mathcal{L}_I(s)$   
at a glance...



# A Fundamental Result

- We proved that the Laplace transform of the interference component generated by the BSs on the upper/bottom side of the road ( $S = U, S = B$ ) that are in LOS/NLOS with the user ( $E = L, E = N$ ) can be approximated as

$$\mathcal{L}_{I_{S,E},E_1}(s) \cong \prod_{\substack{S_1 \in \{U,B\}, \\ (a,b,\Delta) \in \mathcal{C}_{|\mathbf{x}_1|,S_1,E_1,S,E}}} \sqrt{\mathcal{L}_{I_{S,E},E_1}(s; a, b, \Delta)}$$

Conditioned of being served in LOS/NLOS ( $E_1 = L, E_1 = N$ ).

- Where the fundamental Laplace transform term is...



# A Fundamental Result

$$\mathcal{L}_{I_{S,E}, \mathbb{E}_1}(s; a, b, \Delta) \cong \exp\left(-\left(\mathbb{E}_h[\Theta(h, \Delta)] + \mathbb{E}_h[\Lambda(h, \Delta)]\right)\right)$$

$$\mathbb{E}_h[\Theta(h, \Delta)] = 2q\lambda_E \left[ x^{-\alpha_E^{-1}} \left( 1 - \frac{1}{s\Delta x + 1} \right) \right]_{x=a^{-\alpha_E}}^{b^{-\alpha_E}}$$

$$\begin{aligned} \mathbb{E}_h[\Lambda(h, \Delta)] &= -2q\lambda_E (s\Delta)^{\frac{1}{\alpha_E}} \left[ t(-t^{-1})^{-\frac{1}{\alpha_E}} \Gamma\left(\frac{1}{\alpha_E} + 1\right) \right. \\ &\quad \left. \cdot {}_2F_1\left(\frac{1}{\alpha_E}, \frac{1}{\alpha_E} + 1; \frac{1}{\alpha_E} + 2; -t\right) \right]_{t=-(s\Delta a^{-\alpha_E} + 1)^{-1}}^{-(s\Delta b^{-\alpha_E} + 1)^{-1}} \end{aligned}$$



# A Fundamental Result

$$\mathcal{L}_{I_{S,E}, \mathbb{E}_1}(s; a, b, \Delta) \simeq \exp\left(-\left(\mathbb{E}_h[\Theta(h, \Delta)] + \mathbb{E}_h[\Lambda(h, \Delta)]\right)\right)$$

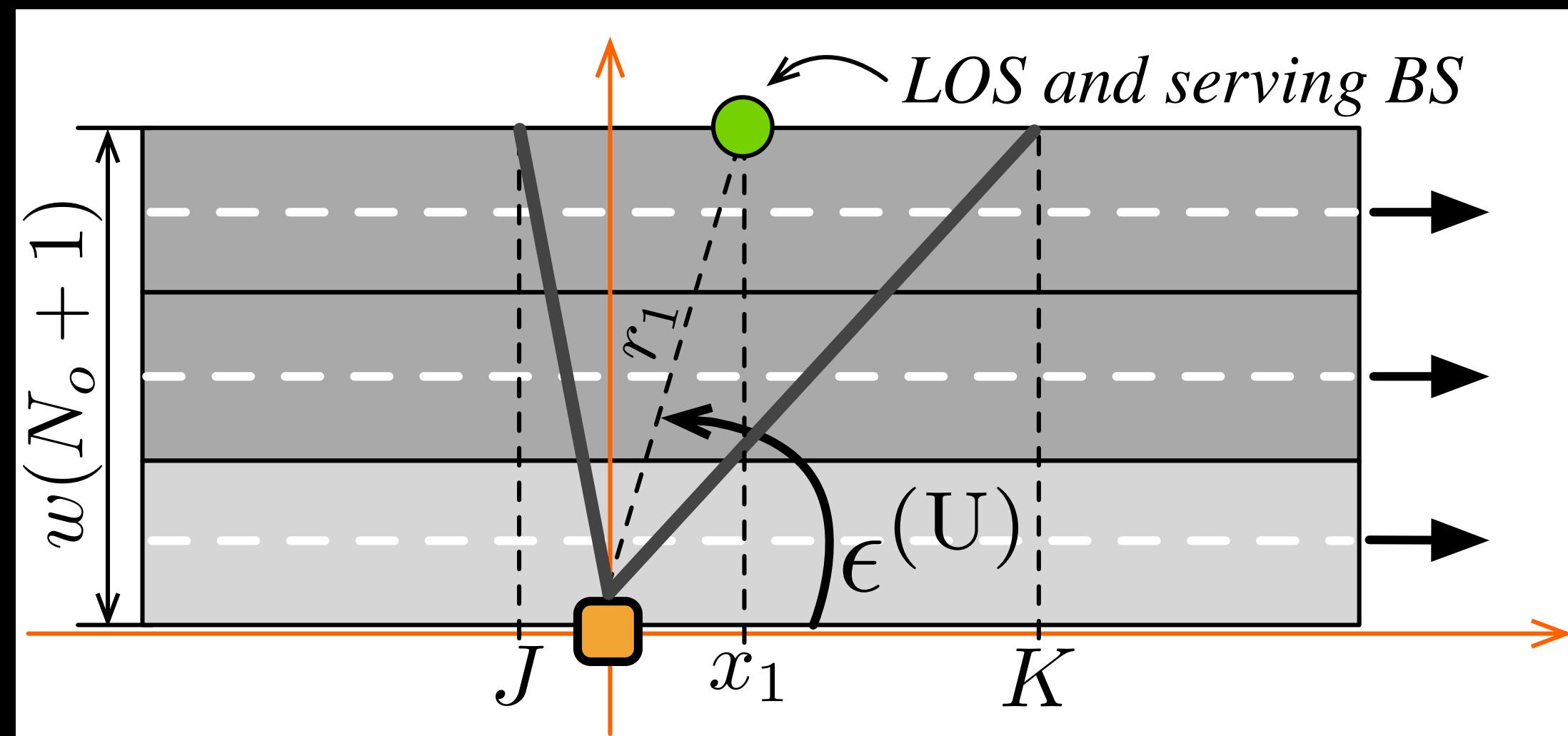
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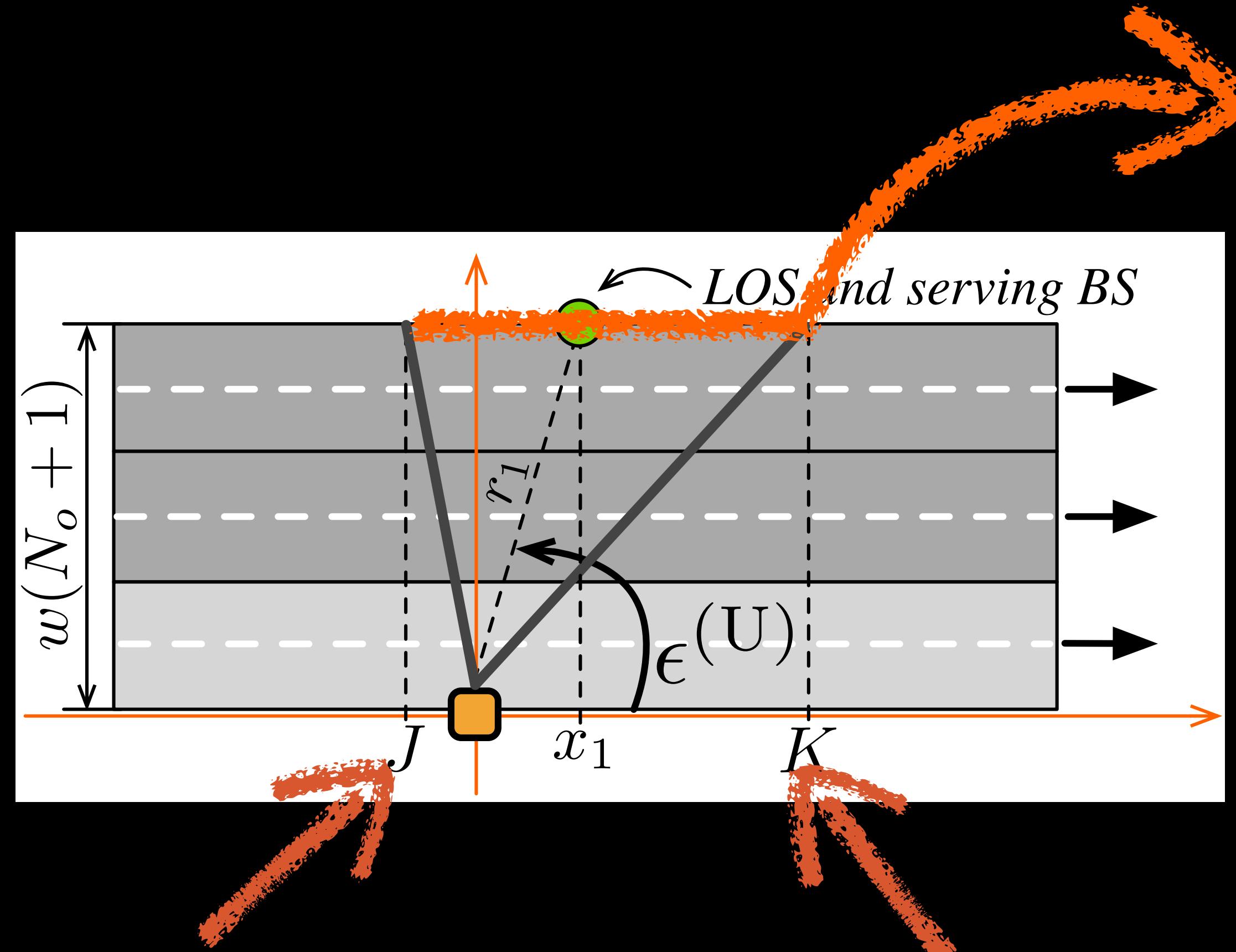
# Parametrization of $\mathcal{L}_{\text{I}_{\text{S},\text{E}},\text{E}_1}$

- For simplicity, we assume that the TX antenna gain is always equal to the minimum value.
- However, we characterize the RX antenna gain.



# Parametrization of $\mathcal{L}_{\text{IS}, \text{E}, \mathbb{E}_1}$

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- However, we characterize the RX antenna gain.

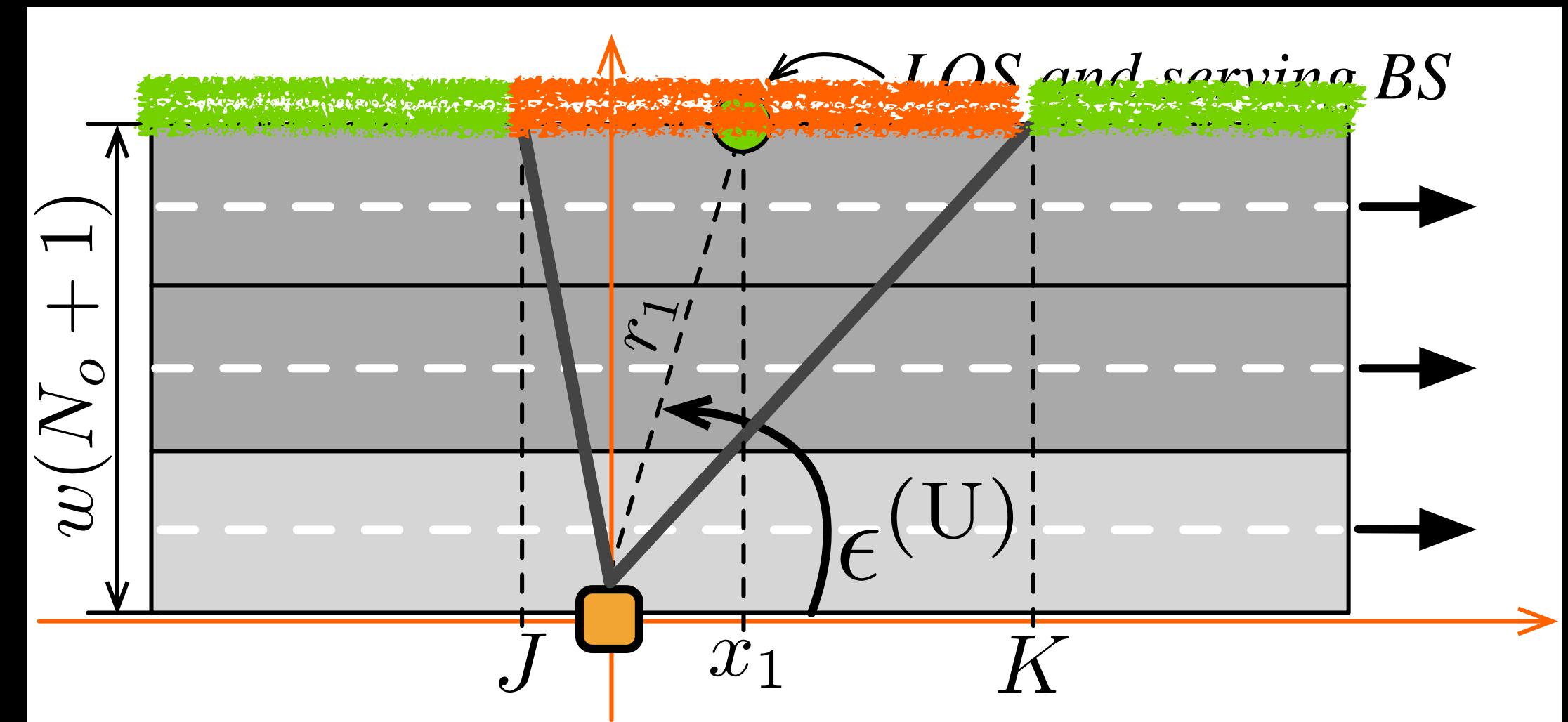


No other LOS BSs can be present in this interval

# Parametrization of $\mathcal{L}_{\text{IS}, \text{E}, \mathbb{E}_1}$

- For simplicity, we assume that the TX antenna gain is always equal to the minimum value.
- However, we characterize the RX antenna gain.

 Min RX gain  
 Max RX gain





# Parametrization of $\mathcal{L}_{I_{S,E},\mathbb{E}_1}$

$< \mathbb{S}_1, \mathbb{E}_1, S, E >$	Conditions on $ x_1 $	$(a, b, \Delta) \in \mathcal{C}_{ x_1 , \mathbb{S}_1, \mathbb{E}_1, S, E}$
$< U, L, U, L >$	For any $ x_1 $ such that $J > 0$	$( x_1 , K, g_{TX}G_{RX}),$ $(K, +\infty, g_{TX}g_{RX}),$ $( x_1 , +\infty, g_{TX}g_{RX})$
	For any $ x_1 $ such that $J \leq 0$	$( x_1 , K, g_{TX}G_{RX}),$ $(K, +\infty, g_{TX}g_{RX}),$ $( x_1 ,  J , g_{TX}G_{RX}),$ $( J , +\infty, g_{TX}g_{RX})$
$< U, L, U, N >$	For any $ x_1 $ such that $J > 0$	$(x_N(r_1), J, g_{TX}g_{RX}),$ $(x_N(r_1), +\infty, g_{TX}g_{RX}),$ $(J, K, g_{TX}G_{RX}),$ $(K, +\infty, g_{TX}g_{RX})$
	For any $ x_1 $ such that $J \leq 0$	Refer to the case $< U, L, U, L >$ ( $J \leq 0$ ) and replace $ x_1 $ with $x_N(r_1)$
$< U, L, B, L >$	For any $ x_1 $	$( x_1 , +\infty, g_{TX}g_{RX}),$ $( x_1 , +\infty, g_{TX}g_{RX}),$
$< U, L, B, N >$	Refer to the case $< U, L, B, L >$ and replace $ x_1 $ with $x_N(r_1)$	
$< U, N, U, L >$	For any $ x_1 $ such that $x_L(r_1) > K$	Refer to the case $< U, L, B, L >$ and replace $ x_1 $ with $x_L(r_1)$
	For any $ x_1 $ such that $x_L(r_1) \leq K$	Refer to the case $< U, L, U, L >$ and replace $ x_1 $ with $x_L(r_1)$
$< U, N, U, N >$	Refer to the case $< U, L, U, L >$	
$< U, N, B, L >$	Refer to the case $< U, L, B, L >$ and replace $x_1$ with $x_L(r_1)$	
$< U, N, B, N >$	Refer to the case $< U, L, B, L >$	
Cases where $\mathbb{S}_1 = B, S = B$	Refer to the correspondent cases where $\mathbb{S}_1 = U$ and $S = U$	
Cases where $\mathbb{S}_1 = B, S = U$	Refer to the correspondent cases where $\mathbb{S}_1 = U$ and $S = B$	

- Finally, we can say

$$\mathcal{L}_{I,\mathbb{E}_1}(s) \cong \prod_{S \in \{U,B\}, E \in \{L,N\}} \mathcal{L}_{I_{S,E},\mathbb{E}_1}(s)$$

- For e.g., if  $\mathbb{E}_1 = L$  and  $J > 0$ , it follows

$$\begin{aligned} \mathcal{L}_{I,\mathbb{E}_1}(s) &\cong \mathcal{L}_{I_{S,E},\mathbb{E}_1}(s; |x_1|, K, g_{TX}G_{RX}) \\ &\cdot \mathcal{L}_{I_{S,E},\mathbb{E}_1}(s; x_N(r_1), J, g_{TX}g_{RX}) \\ &\cdot \mathcal{L}_{I_{S,E},\mathbb{E}_1}(s; J, K, g_{TX}G_{RX}) \\ &\cdot (\mathcal{L}_{I_{S,E},\mathbb{E}_1}(s; K, +\infty, g_{TX}g_{RX}))^2 \\ &\cdot (\mathcal{L}_{I_{S,E},\mathbb{E}_1}(s; |x_1|, +\infty, g_{TX}g_{RX}))^3 \\ &\cdot (\mathcal{L}_{I_{S,E},\mathbb{E}_1}(s; x_N(r_1), +\infty, g_{TX}g_{RX}))^3 \end{aligned}$$

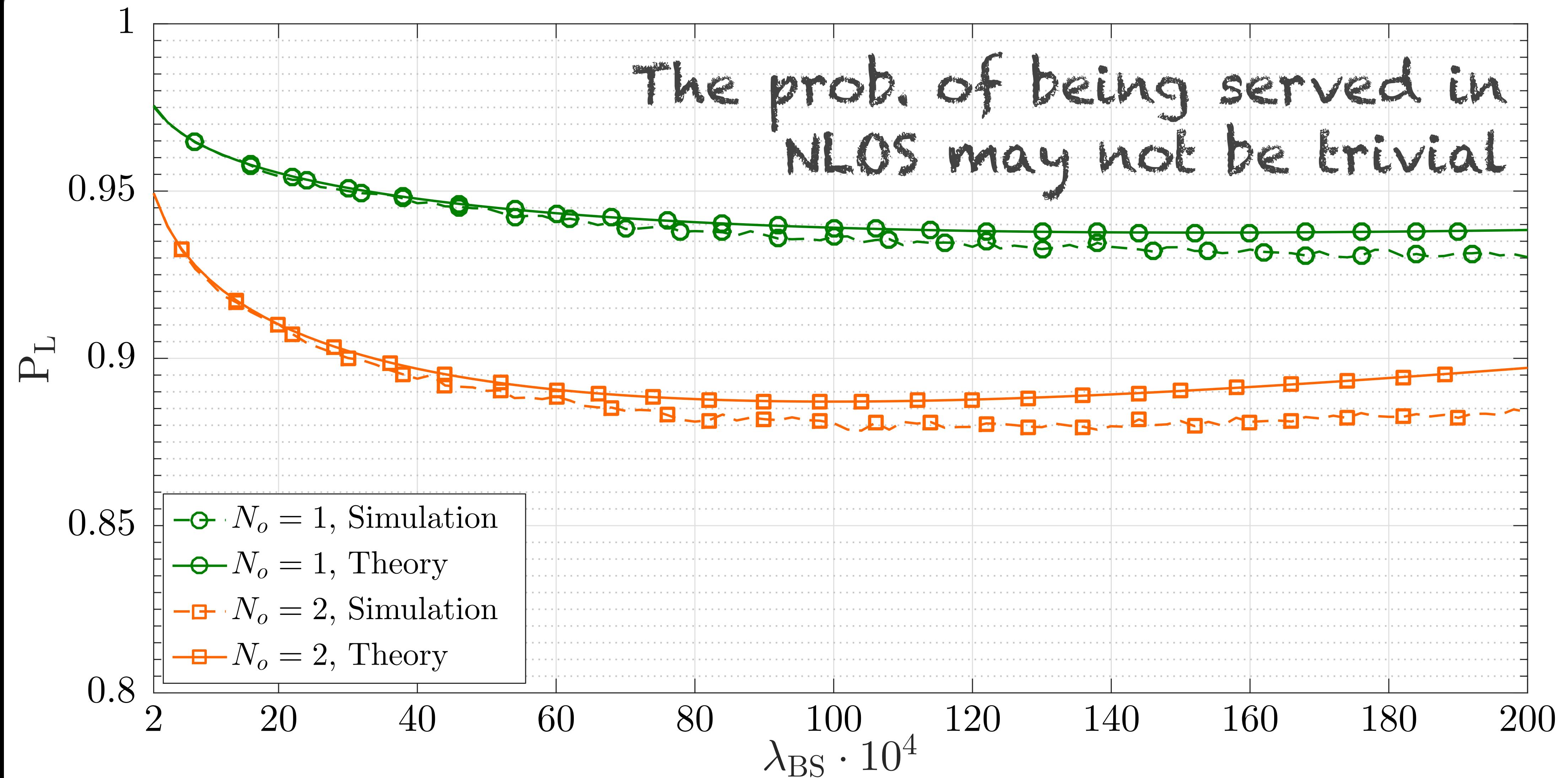


# Numerical Results



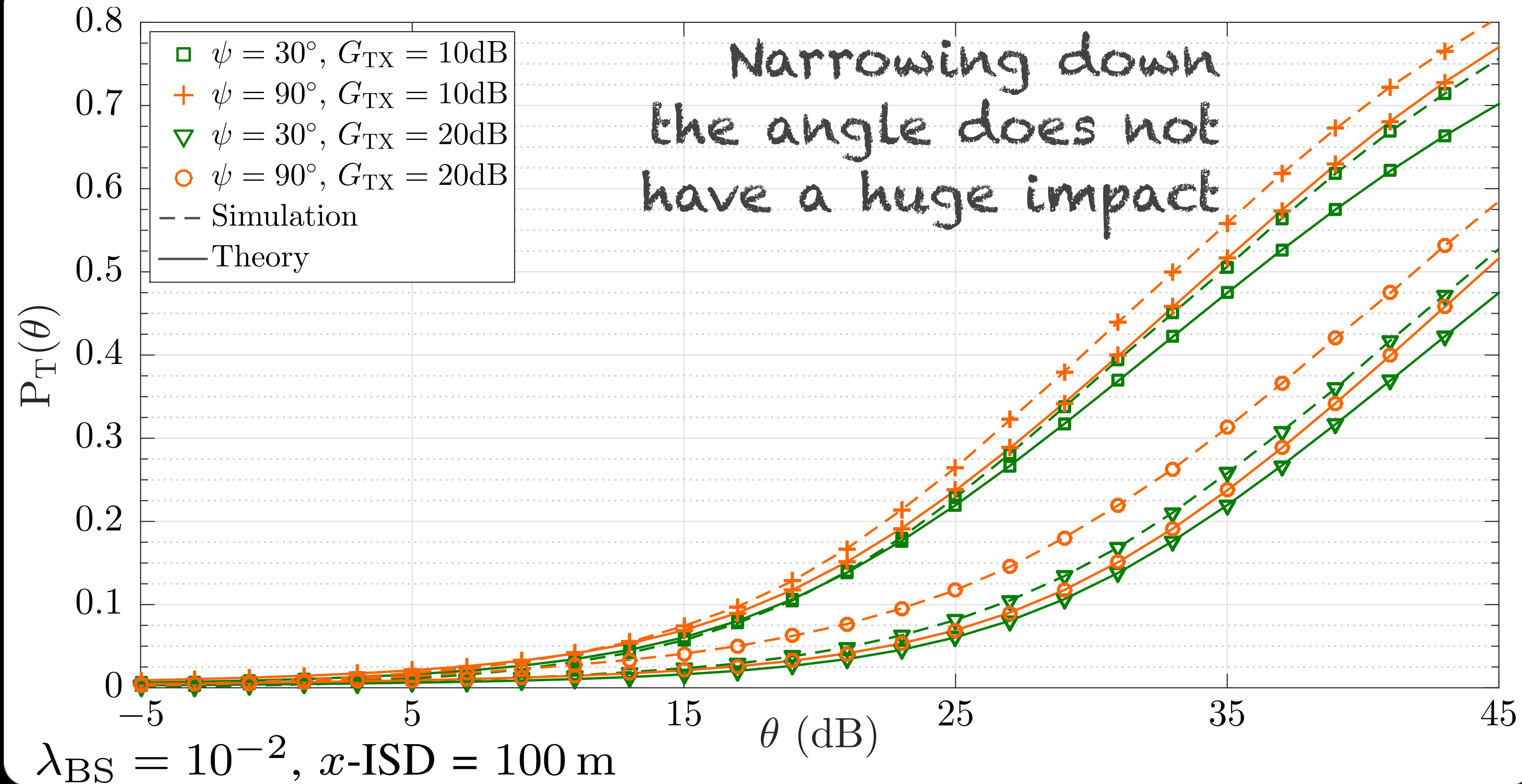


# LOS vs. NLOS



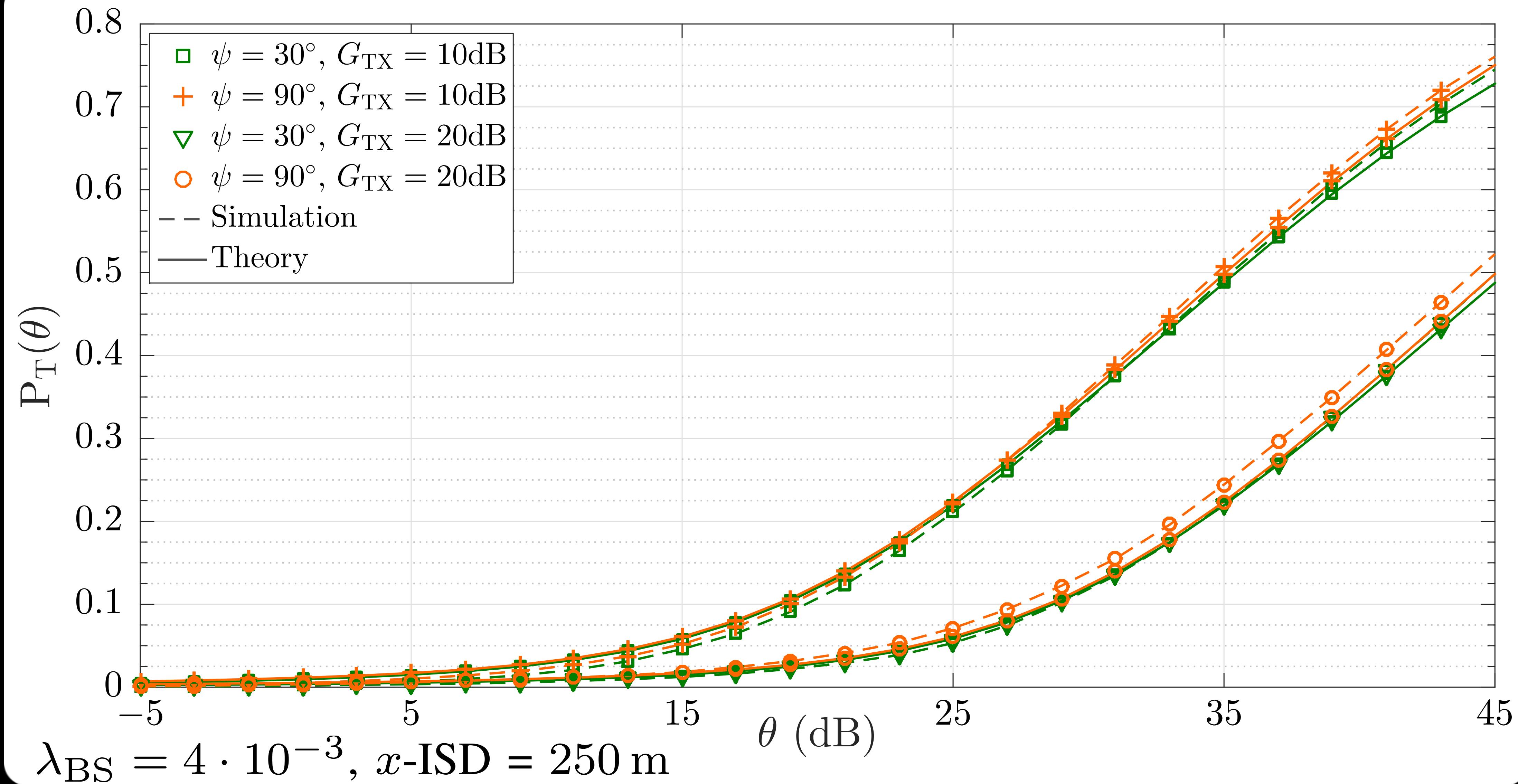


# SINR Outage



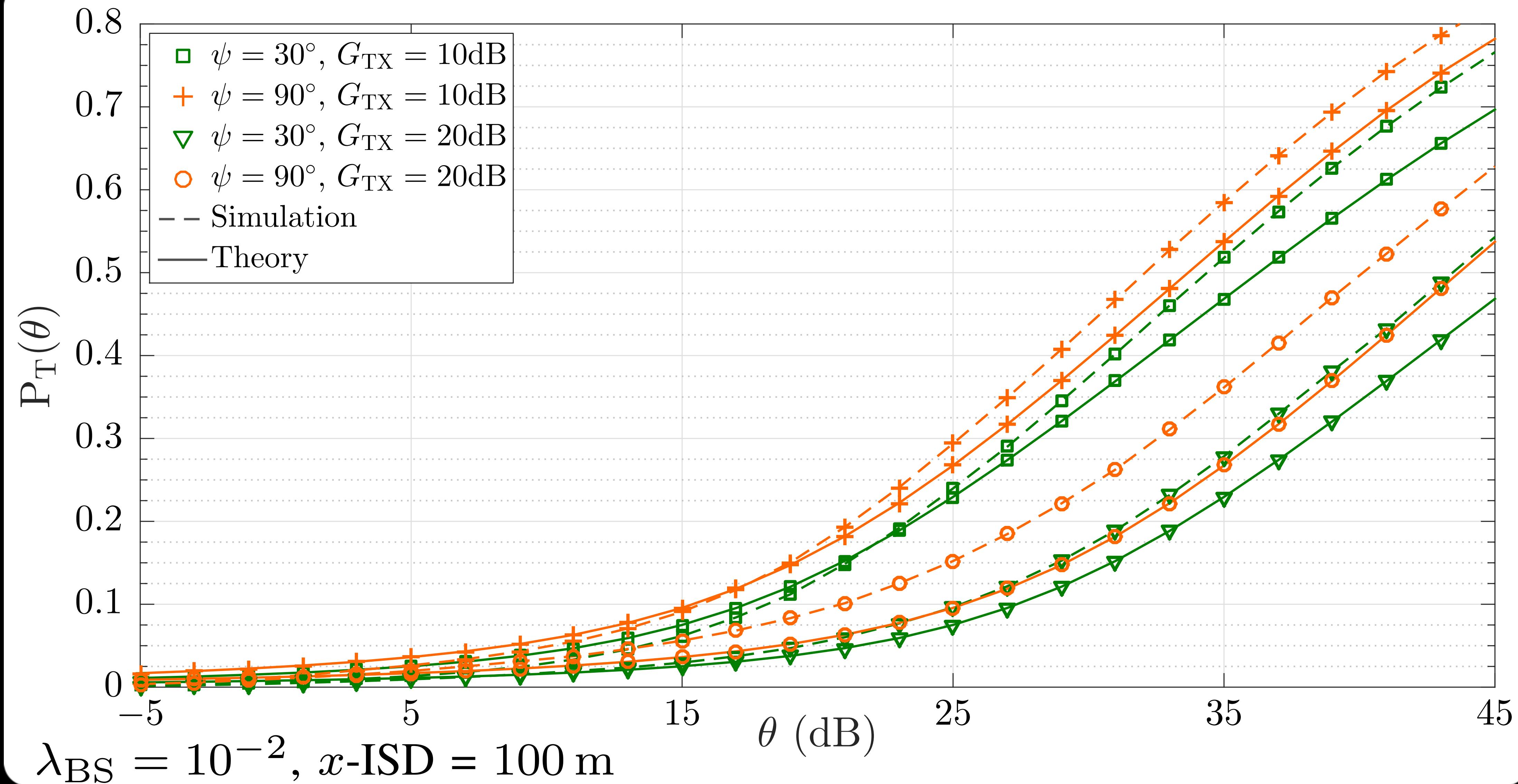


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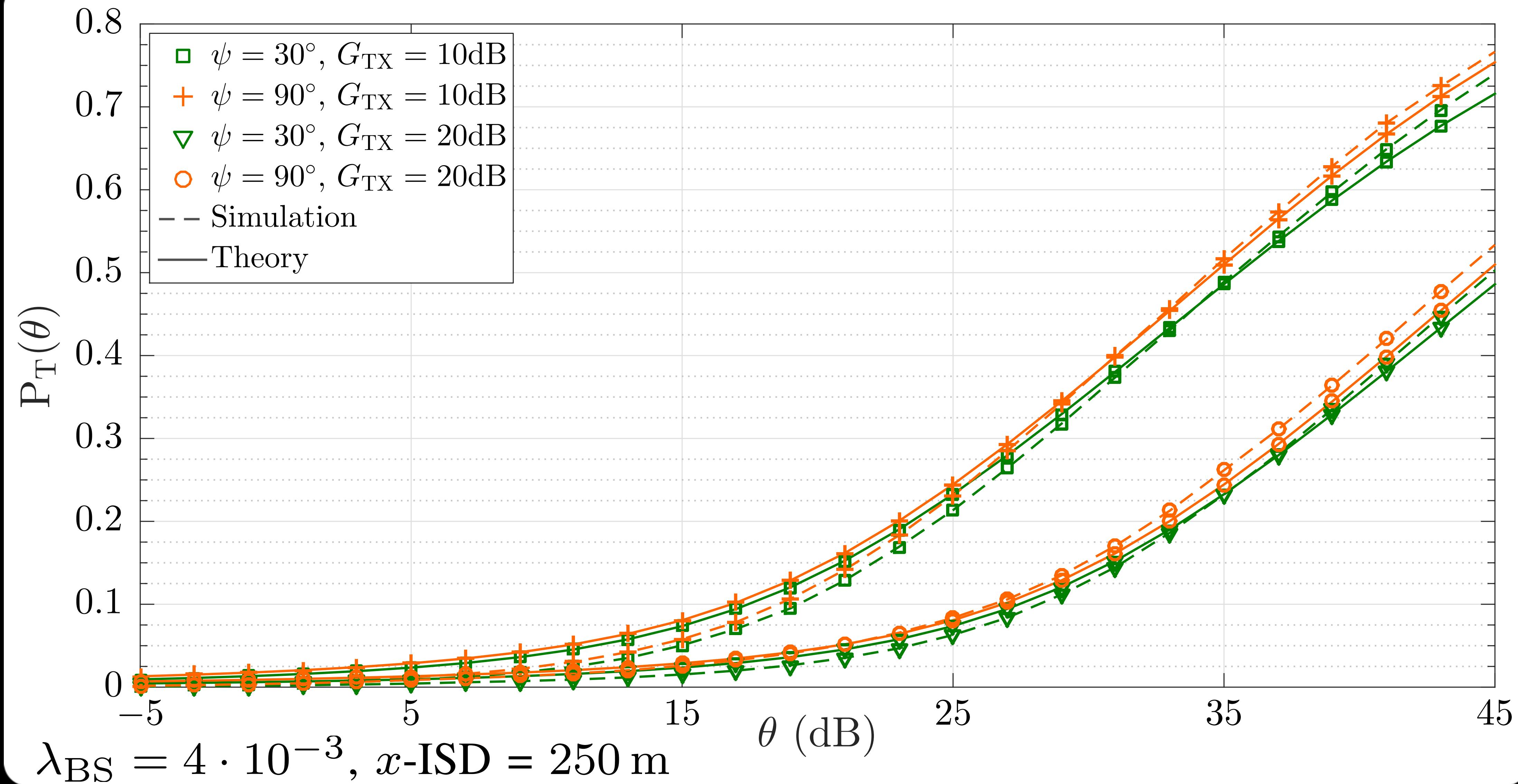


# SINR Outage



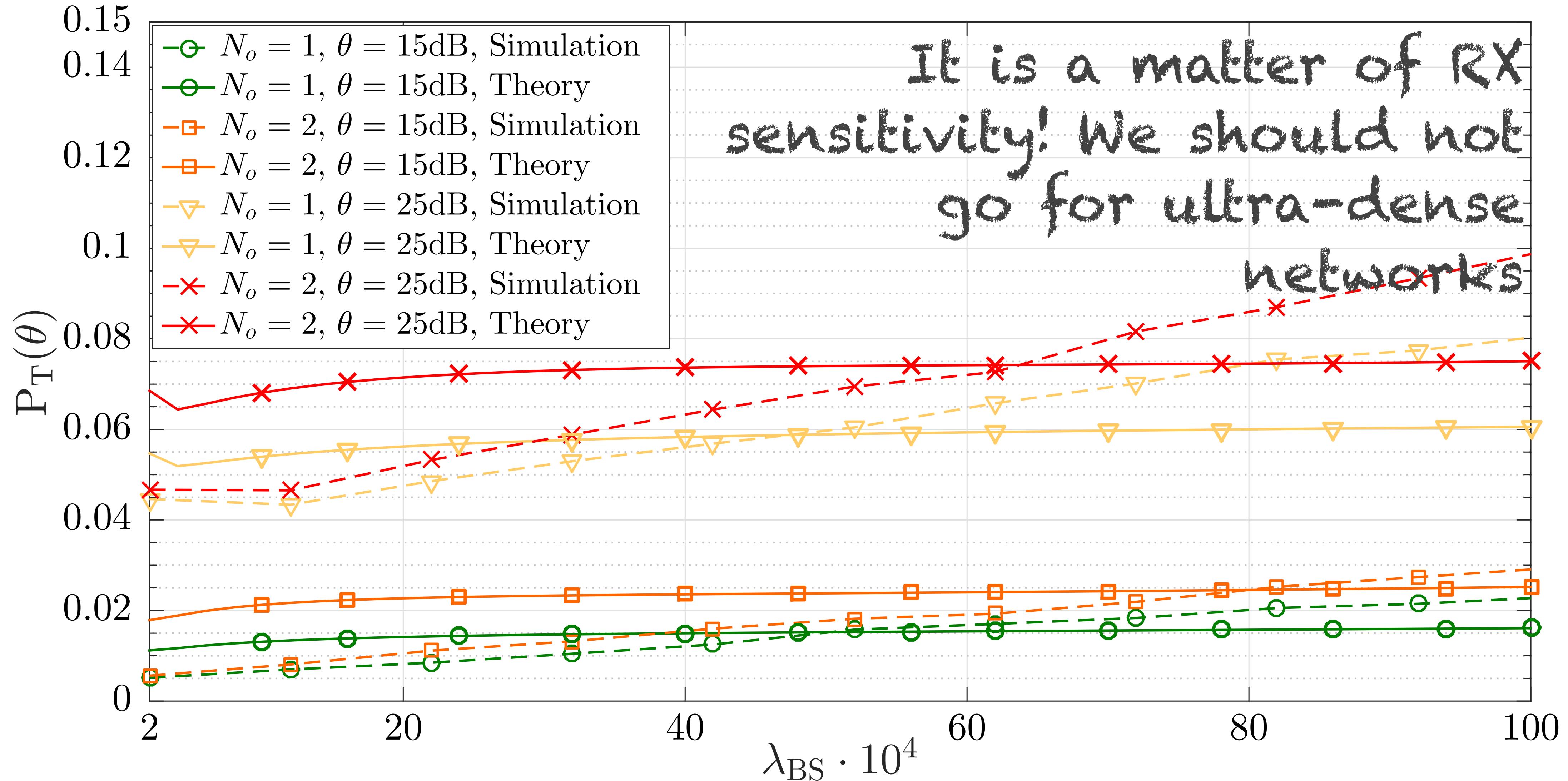


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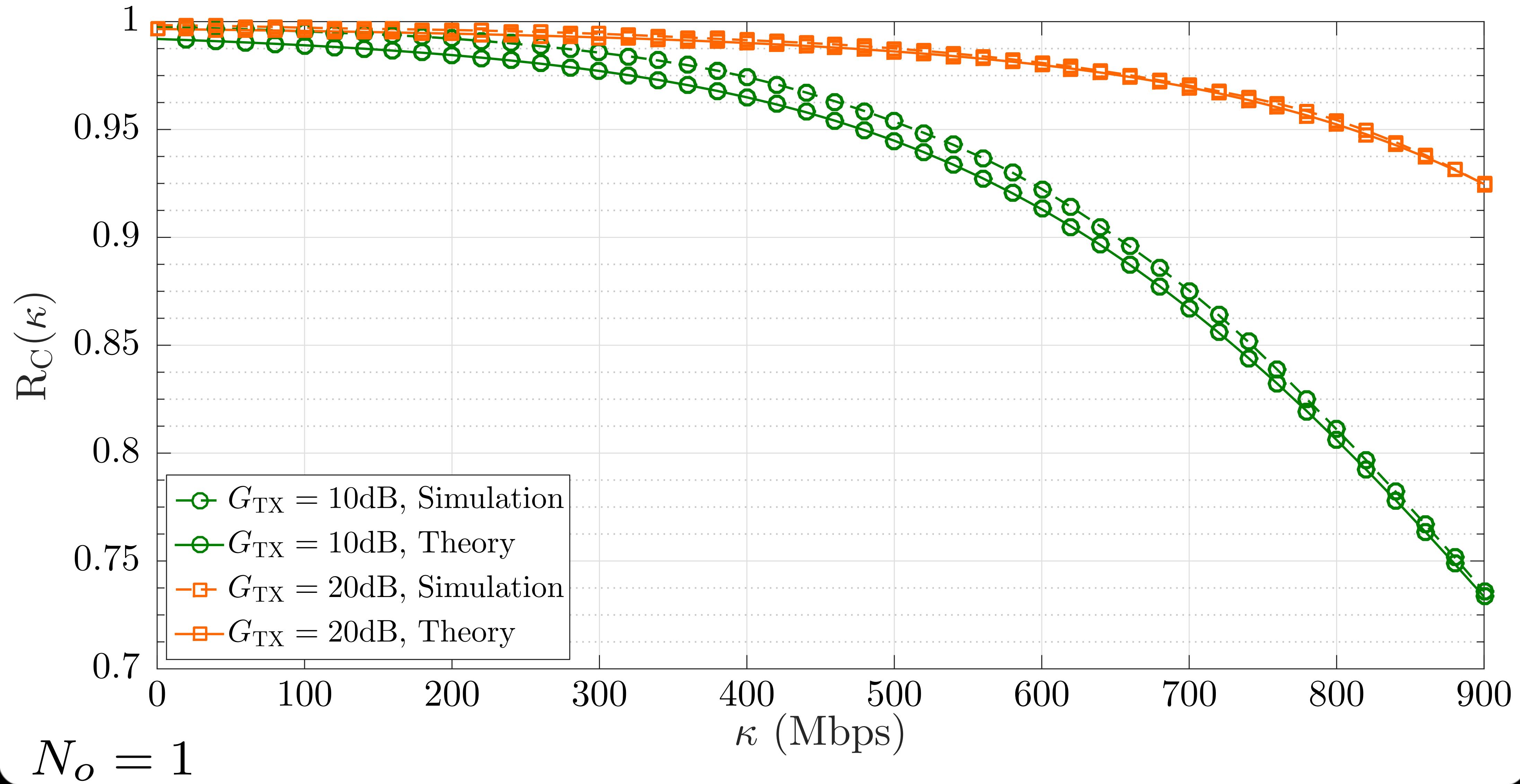


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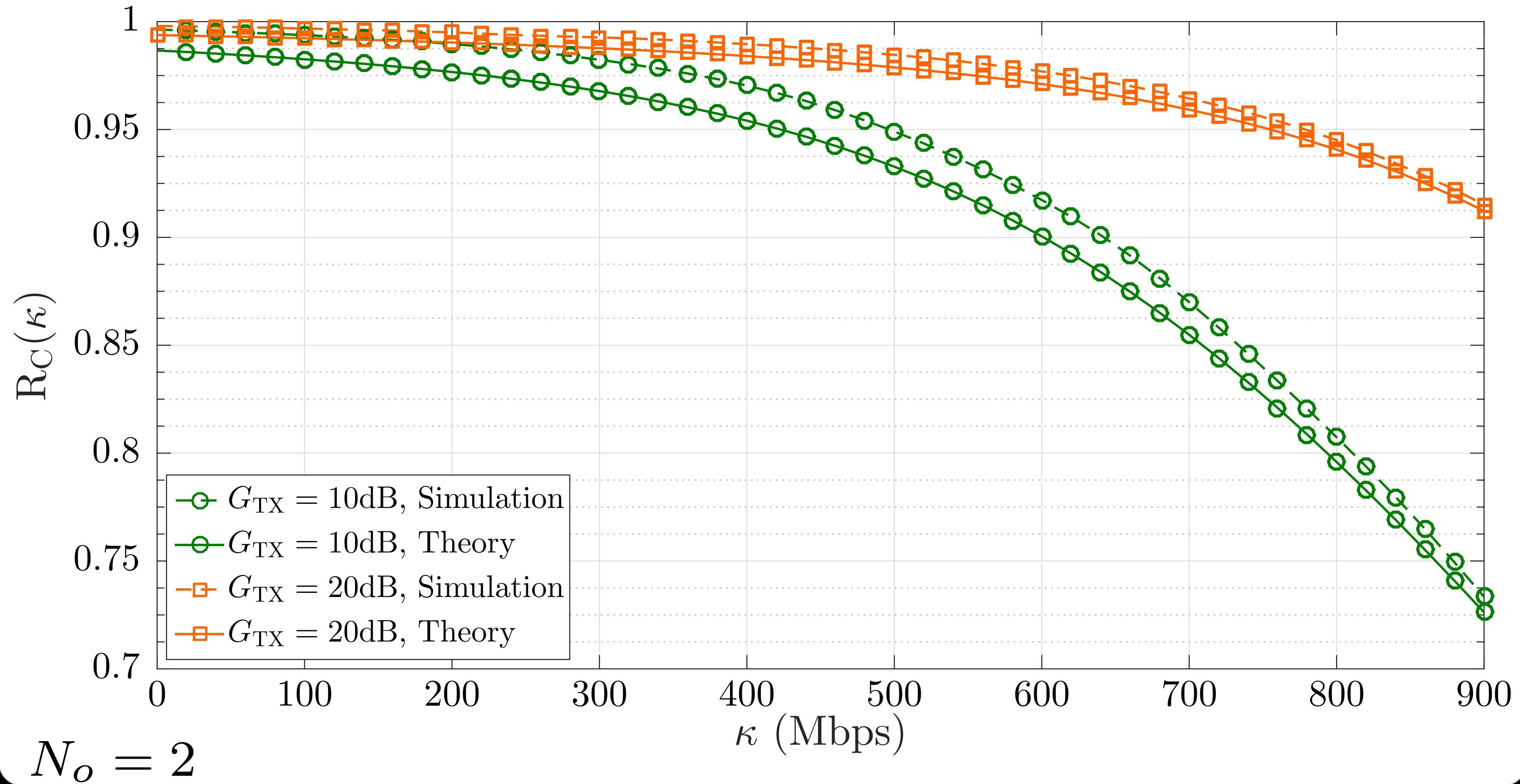


# Rate Coverage





# Rate Coverage





# Conclusions





# What Have we seen?

- The probability of being served by a NLOS BS **cannot** be considered negligible.
- By reducing the antenna beamwidth from  $30^\circ$  to  $90^\circ$  does not necessarily have a disruptive impact on the SINR outage probability, and hence, on the rate coverage probability.
- Differently to what happens in bi-dimensional mmWave cellular networks, the BSs density does not largely affect the network performance.
- Overall, for a fixed SINR threshold, the SINR outage probability tends to be minimized by density values associated to sparse network deployments.



Thanks for your attention!

# Millimeter-Wave Networks for Vehicular Communication: Modeling and Performance Insights

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