Support Deployment of RTCM Broadcasts

A one-stop source for the deployment of Radio Technical Commission For Maritime Services broadcasts by utilizing and integrating California Real Time Network and Virtual Reference Station.

WHAT IS THE NEED?

Lane-level vehicle positioning is fundamental for many Connected Vehicle (CV) applications. At connected signalized intersections, the intersection broadcasts MAP messages which convey lane-level geometry of the intersection, including motor vehicular lanes, pedestrian crosswalks, and bike lanes, and Signal Phase and Timing (SPaT) messages that describe the current state of signals.

Lane-level positioning is critical for CV to determine their lane of travel, allowed movement(s) and connecting lane(s) at the stop line, conflicts with other motor vehicular lanes, pedestrian crosswalks, and/or bike lanes, and to associate lane of travel with SPaT messages to determine the state of the signal that controls vehicle’s movement and the state of signals that control the movements on conflicting lanes.

Lane-level vehicle positioning is also important for freeway CV applications, such as adaptive ramp metering, work zone speed management, variable speed limit control, work zone and reduced speed zone warning, end-of-queue warning, and curve speed warning, etc.

Real-Time Kinematic (RTK) is a different positioning technique than Wide Area Augmentation System (WAAS) to achieve more accurate Global Positioning System (GPS) solutions, typically on the order of centimeters. RTK uses carrier-based ranging for its underlining position information and provides range values (therefore positions) that are orders of magnitude more precise than code-based positioning technique which is used by more traditional GPS receivers.
The base station of an RTK system compares its position as computed from satellite data with its known position to find the difference, and transmits the correction data to RTK-enabled GPS receivers in the vicinity of the base station via Radio Technical Commission for Maritime Services (RTCM) standard format. The RTK-enabled GPS receiver uses the RTCM correction data to adjust position estimation to get a more accurate geo-location.

An On-Board Unit (OBU) receives MSG_RTCMcorrections over-the-air, reconstructs back the RTCM correction data, and forwards the correction data to an RTK-enabled GPS receiver; and the RTK-GPS receiver uses the correction data to increase the accuracy of position estimates produced. The OBU can utilize the improved position data to support vehicle-resident CV applications and broadcasts Basic Safety Messages (BSMs) which contain centimeter precise position to RSUs to support infrastructure-based CV applications.

The California Real-Time Network (CRTN) is a multiple statewide Global Navigation Satellite System, which encompasses all global satellite positioning systems including GPS, to provide a public utility in supporting RTK positioning and to support research into earthquake early warning and response systems. The CRTN provides real-time RTCM version 3.0 (RTCMv3) correction data in Networked Transport of RTCM via Internet Protocol (NTRIP protocol) from 584 base stations throughout the California. However, the CRTN does not offer a Virtual Reference Station (VRS) network solution but a single base solution.

WHAT IS OUR GOAL?

The goal of this project is to provide a one-stop source for the deployment of RTCM broadcasts in California by utilizing CRTN and integrating VRS with CRTN. OBUs are required to embed a wide area augmentation system enabled GPS receiver but support the use of an external RTK-enabled GPS receiver as part of its positioning subsystem.

WHAT IS THE BENEFIT?

RTCM broadcasts have the potential to deliver free lane-level vehicle positioning solution for connected vehicles, therefore improving the effectiveness of CV applications and providing better safety and mobility for all modes of travel.

WHAT IS THE PROGRESS TO DATE?

The kick-off meeting for this project was held on July 9, 2020. With the help from the Office of Land Surveyors, PATH received access accounts and has established RTCMv3 Data Access to CRTN Base Stations as well as Caltrans RTN Base Stations. PATH has implemented software to verify account access and to interface with an RTK-enabled GPS receiver to utilize the real-time RTCMv3 data streams for both single-station-based and networked RTK corrections. PATH conducted testing to verify the accounts are working and can receive both signal station raw data and network RTK corrections.

3. Monitor the quality of the data streams and establish a VRS in case that the base station is down;
4. Provide a monitoring website for the status of RTCM broadcasts at connected RSUs; and
5. Provide the option of RTCMv3 data streaming over cellular to Connected Fleet vehicles so the vehicle will have position corrections both within and outside the DSRC communication range with an RSU.