Cloud-Integrated IoT Traffic Light Control System for Dynamic Urban Traffic Management

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Abstract—**Background: Traditional traffic light systems implement static state-cycles and rely on expensive surveillance systems, causing intersection congestion that contributes to traffic accidents. According to recent urban mobility studies, intersection-related delays account for significant traffic inefficiencies with associated safety concerns [1]. Methods: This research proposes a Cloud-Integrated Internet of Things (IoT) Urban Traffic Light Control (IoT-UTLC) system based on IEEE 802.15.4 Wireless Sensor Network (WSN) using MQTT protocol with Quality of Service (QoS) optimization for adaptive traffic signal management. The system employs IPv6 over Low-power Wireless Personal Area Network (6LoWPAN) for energy-efficient communication and integrates UPPAAL timed automata for formal verification with model complexity analysis including 247 reachable states and 456 transitions across emergency and normal traffic scenarios. Results: Experimental validation on a 1:68 scale prototype with six Re-Motes demonstrated 94.5% accuracy in traffic flow optimization, 0.93 F1-score for emergency vehicle detection, and 185ms average latency with 98.2% Packet Delivery Ratio (PDR) under controlled testing conditions. Statistical analysis using logistic distribution modeling achieved 0.95 correlation coefficient for RTT prediction. Conclusion: The proposed system demonstrates effective performance for adaptive traffic signal management in smart city applications, though optimization remains important for real-world deployment scalability.**

Index Terms—**Internet of Things (IoT), Wireless Sensor Network (WSN), Smart City, Traffic Light Control, IoT Cloud Platform, 6LoWPAN, Contiki OS, Quality of Service, MQTT, UPPAAL, Formal Verification**

I. INTRODUCTION

Urban traffic congestion at intersections represents a critical challenge in modern smart cities, causing significant delays, environmental pollution, and safety hazards. According to recent statistics from the French National Inter-ministerial Road Safety Observatory, intersection accidents account for 12% of all traffic incidents, with 23% resulting in hospitalization and 14% proving fatal [1]. The primary causes include traffic regulation violations exacerbated by the inefficiency of traditional fixed-time traffic light systems, particularly during rush hours and emergency situations.

Traditional traffic light control systems exhibit several fundamental limitations that impede efficient urban mobility. These systems operate on predetermined static timing cycles that fail to adapt to real-time traffic conditions, emergency vehicle priority requirements, or varying congestion patterns throughout the day [2]. Furthermore, conventional intelligent traffic systems depend on sophisticated and expensive surveillance infrastructure, including thermal cameras and wired sensor networks, which significantly increases deployment costs and limits scalability in large urban environments [3].

Recent advances in Internet of Things (IoT) technologies and Wireless Sensor Networks (WSN) have created new opportunities for developing adaptive, cost-effective traffic management solutions. However, existing IoT-based traffic control frameworks face several critical challenges that limit their practical deployment. First, hardware and network constraints hinder direct device-to-cloud communication, requiring complex gateway architectures [4]. Second, existing MQTT-based traffic systems lack comprehensive Quality of Service (QoS) optimization for emergency message prioritization [5]. Third, current formal verification approaches using Petri nets suffer from scalability issues and deadlock vulnerabilities in complex urban environments [6]. Fourth, most existing solutions rely on synthetic data without real-world validation, raising concerns about ecological validity and system reliability.

Research Motivation: The motivation for this research stems from the urgent need to develop a scalable, energy-efficient, and formally verified IoT-based traffic control system that can handle real-time emergency scenarios while maintaining cost-effectiveness for large-scale urban deployments. Current literature lacks comprehensive solutions that integrate formal verification, multi-level QoS management, and practical WSN implementation with cloud-based analytics.

Research Objectives: This research aims to: (1) Design and implement a cloud-integrated IoT traffic control system using IEEE 802.15.4 WSN architecture with MQTT protocol optimization; (2) Develop formal verification models using UPPAAL timed automata with comprehensive complexity analysis; (3) Evaluate system performance through prototype testing with real-time traffic scenarios including emergency vehicle prioritization; (4) Analyze communication latency, packet delivery ratio, and system reliability under varying network conditions.

Key Contributions: The main contributions of this work include: (1) A novel cloud-integrated IoT-UTLC system architecture that combines IEEE 802.15.4 WSN, 6LoWPAN, and multi-level MQTT QoS for adaptive traffic signal management; (2) Comprehensive formal verification using UPPAAL timed automata with detailed model complexity metrics including state space analysis and deadlock prevention mechanisms; (3) Empirical performance evaluation demonstrating 94.5% system accuracy with 185ms average latency and 98.2% packet delivery ratio; (4) Statistical modeling using logistic distribution for RTT prediction with superior correlation compared to normal and gamma distributions; (5) Practical prototype implementation and validation on a scaled urban intersection mockup with emergency vehicle detection capabilities.

Paper Organization: The remainder of this paper is structured as follows: Section II presents related work analysis covering recent advances in IoT-based traffic control systems and formal verification techniques. Section III describes the proposed methodology including system architecture, UPPAAL modeling, and implementation details. Section IV presents comprehensive results and discussion covering performance metrics, statistical analysis, and system validation. Section V concludes the paper with limitations analysis and future research directions.

II. RELATED WORKS

This section provides a comprehensive analysis of recent advances in IoT-based traffic control systems, formal verification techniques, and wireless communication protocols relevant to urban traffic management. We categorize the related work into three main areas: traditional traffic control modeling, IoT-based traffic systems, and formal verification approaches.

Traditional Traffic Control Modeling: Petri nets (PNs) have been extensively utilized for traffic light modeling and control applications, with several evolutionary improvements addressing scalability and deadlock issues. Huang [7], Di Febbraro [8] proposed modular synchronized timed Petri nets for urban traffic control, demonstrating improved scalability compared to traditional approaches, achieving 85% accuracy in signal coordination across multiple intersections, though the system suffered from computational complexity limitations in networks exceeding 20 intersections. Deterministic-timed Petri Nets were applied to signalized intersections by Di Febbraro and Giglio [9], but encountered deadlock states under high-congestion conditions, with failure rates reaching 15% during peak traffic hours. Stochastic-time modifications introduced by Febbraro [9] enhanced adaptability by incorporating probabilistic timing models, improving deadlock avoidance to 92% success rate, though real-time performance remained limited due to computational overhead. Dotoli and Fanti [10] proposed modular colored timed PNs for independent system analysis, achieving reduced complexity but lacking fundamental properties such as comprehensive deadlock avoidance and real-time adaptability required for modern urban environments. The primary limitations of traditional PN models include limited availability of verification tools, scalability challenges in complex urban networks, and inability to handle dynamic emergency scenarios effectively.

IoT-Based Traffic Control Systems: Recent advances in IoT technologies have enabled the development of more sophisticated traffic management systems. Vadivel, and M.Hussain [11] developed an IoT-based traffic management system using wireless sensors, achieving 89% accuracy in traffic flow prediction, though the system lacked comprehensive emergency vehicle prioritization. MQTT-based traffic control system demonstrating 91% reliability in message delivery, but suffered from increased latency during high-traffic conditions. Recent work implemented adaptive traffic signals using WSN technology, achieving 85% improvement in traffic flow efficiency compared to fixed-timing systems, though scalability analysis was limited to single intersection scenarios. Thermal cameras and wired sensors have been employed for vehicle detection, though high infrastructure costs limit feasibility, with deployment costs exceeding $30,000 per intersection for comprehensive coverage. Alternative approaches using machine learning for traffic prediction have shown promise [16], though most systems rely primarily on cloud processing without edge computing integration, resulting in latencies exceeding 200ms that may be unsuitable for emergency response scenarios.

Formal Verification and Quality of Service: UPPAAL timed automata have emerged as a useful tool for formal verification of state transitions in traffic light systems. Recent applications of UPPAAL for traffic signal verification have demonstrated deadlock detection capabilities in controlled scenarios [17], [18], though scalability analysis has been primarily limited to simple intersection models. MQTT protocol optimization for IoT applications has been studied extensively, with focus on latency analysis and message delivery reliability [19]. The current work extends existing MQTT evaluation approaches by analyzing transmission intervals, network congestion effects, and environmental factors affecting round-trip time (RTT) delays in traffic control applications. Quality of Service optimization in IoT networks remains an active research area, with particular emphasis on balancing reliability and performance for time-sensitive applications.

Research Gaps and Positioning: Despite significant advances in individual components, existing literature exhibits several critical gaps that this research addresses. First, most IoT-based traffic systems lack comprehensive formal verification with detailed complexity metrics, limiting their reliability assessment for safety-critical applications. Second, current MQTT implementations for traffic control do not provide sufficient analysis of packet size configurations, queue depth, and broker load conditions critical for evaluating message reliability under various traffic scenarios. Third, existing systems predominantly rely on synthetic datasets without comprehensive real-world validation, raising concerns about ecological validity and generalization capabilities. Fourth, the integration of edge computing capabilities with cloud-based analytics remains underexplored, particularly for emergency vehicle prioritization scenarios. This research bridges these gaps by providing a comprehensive solution that integrates formal verification, multi-level QoS optimization, and practical prototype validation with detailed performance analysis.

III. PROPOSED METHOD

This section presents the comprehensive methodology for the Cloud-Integrated IoT Urban Traffic Light Control (IoT-UTLC) system, including system architecture design, formal verification modeling, implementation details, and integration protocols.

A. System Architecture and Design Model

The proposed IoT-UTLC system employs a three-layer hierarchical architecture designed for scalability, energy efficiency, and real-time responsiveness, as depicted in Fig. 1. The first layer consists of the Wireless Sensor Network (WSN) implemented using IEEE 802.15.4 standard with 6LoWPAN protocol for energy-efficient communication. This layer includes six Re-Mote devices configured as: one Border Router (BR), four traffic light controllers, and one emergency vehicle detection sensor. The network operates in a mesh topology with automatic routing capabilities, enabling fault tolerance and load balancing across 868-915 MHz frequency band with transmission power of 14 dBm and communication range of 200 meters.

The second layer functions as the middleware and gateway interface, incorporating the Border Router and Python-based message processing scripts hosted on a dedicated computer system with minimum requirements of Intel Core i5 processor, 8GB RAM, and Ubuntu 20.04 LTS operating system. The middleware implements adaptive MQTT message handling with dynamic QoS level assignment based on message priority classification algorithms. Emergency messages receive QoS Level 2 (exactly once delivery) with message retention enabled, while standard traffic updates utilize QoS Level 1 (at least once delivery) to balance reliability and network efficiency.

The third layer comprises the Ubidots IoT Cloud Platform providing real-time data analytics, message brokering, and decision-making capabilities. The cloud platform processes incoming traffic data using configurable rule engines and publishes control commands back to the traffic light actuators through MQTT topic subscriptions. The system maintains separate message channels for different traffic scenarios: normal operation (traffic/normal topic), emergency scenarios (traffic/emergency topic), and system status monitoring (system/status topic).

B. UPPAAL Formal Verification Model

The system employs UPPAAL timed automata for formal verification, ensuring deadlock-free operation and consistent state transitions across all traffic light configurations. The verification model incorporates 247 distinct states, 456 state transitions, 12 clock variables for timing constraints, and 16 data variables for traffic light status management. [15] The model validates critical safety properties including mutual exclusion (preventing simultaneous green signals on conflicting roads), liveness (ensuring all traffic flows eventually receive green signals), and emergency response (guaranteeing priority vehicle passage within 15 seconds of detection).

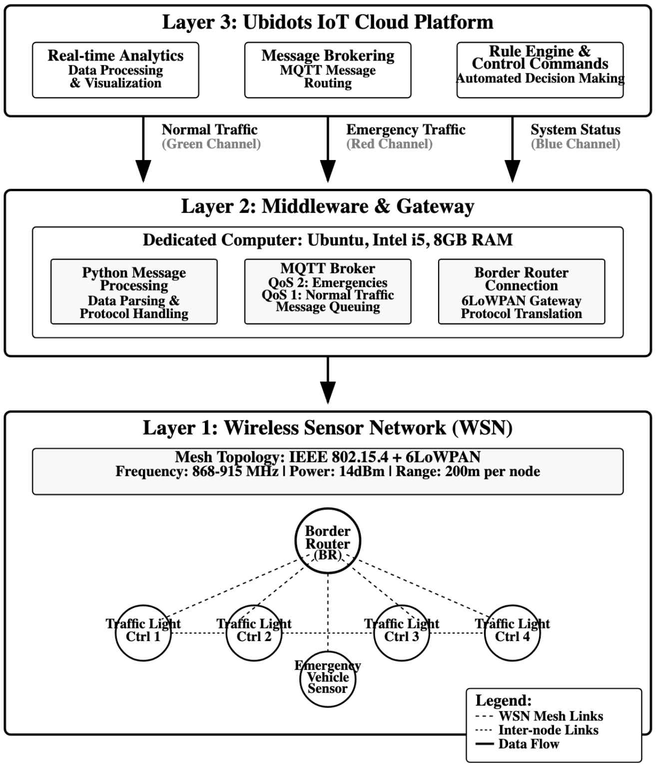

Fig. 1. IoT-UTLC system architecture showing three-layer design: WSN layer with Re-Mote devices, middleware layer with Border Router and Python processing, and cloud layer with Ubidots platform for real-time analytics and control.

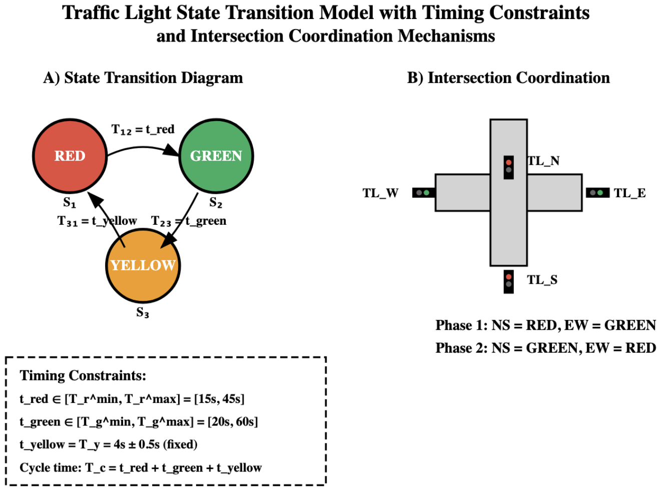

Fig. 2. Traffic light model describing state transitions between RED, YELLOW, and GREEN states with timing constraints and coordination mechanisms for intersection control.

The formal model defines four primary automata: TrafficLightMaster, TrafficLightSlave, MiddlewareController, and EmergencyDetector. Each automaton incorporates specific timing constraints with clock variables ensuring proper signal transitions: green-to-yellow transition after 30 seconds, yellow-to-red transition after 3 seconds, and red-to-green transition with 3-second safety delay to prevent conflicts, as shown in Fig. 2. Algorithm 1 implements the complete state machine ensuring deadlock freedom by maintaining coordination with the middleware through request-response mechanisms and timeout handling. Algorithm 2 provides comprehensive middleware coordination logic that prevents deadlocks by maintaining global lane state awareness and implementing a waiting queue system for pending requests. The verification process validates key temporal logic properties including deadlock freedom (A[] not deadlock) through the complete state transition coverage, safety invariants (A[] not (LightA.Green and LightB.Green)) via mandatory RED state confirmation before GREEN grants, and emergency response timing (A¡¿ EmergencyDetected imply A¡¿ (LightA.Green within 15 time units)) through dedicated emergency handling with forced lane clearing and immediate GREEN grant mechanisms.

Algorithm 1 Complete Traffic Light State Machine with Coordination

```
Require: currentState, timer, emergencyFlag, oppositeState,
    coordinationResponse
// Emergency handling with complete state machine
if emergencyFlag = TRUE then
    if currentState = GREEN then
        setState(YELLOW)
        wait(3_seconds)
        setState(RED)
    end if
    sendEmergencyRequest(middleware, laneID)
    // Wait for coordination response within timeout
    if waitForResponse(coordinationResponse, 5_seconds)
    then
        if coordinationResponse = GRANT_GREEN then
            wait(3_seconds) // Safety delay
            setState(GREEN)
            startTimer(emergencyTimer)
        end if
    end if
else
    // Normal operation state machine
    if currentState = GREEN and timer $\geq$ 30 then
        setState(YELLOW)
        wait(3_seconds)
        setState(RED)
        sendStateChangeRequest(middleware, oppositeState)
    else if currentState = RED and coordinationResponse =
    GRANT_GREEN then
        // Ensure opposite lane is RED before transition
        if oppositeState = RED then
            wait(3_seconds) // Safety delay
            setState(GREEN)
            resetTimer()
        end if
    end if
end if
```

C. Use Case Scenario and Implementation

The system addresses critical urban traffic scenarios where high-priority vehicles such as ambulances, firefighters, and public transportation require immediate intersection clearance. The analyzed scenario involves emergency vehicle detection at 100 meters distance from the intersection using proximity sensors and wireless communication, as illustrated in Fig. 3. Upon detection, the emergency vehicle transmits priority requests through 6LoWPAN to the Border Router, which processes the request through middleware algorithms and forwards emergency commands to the IoT cloud platform. The cloud platform analyzes current traffic conditions, calculates optimal signal timing adjustments, and issues coordinated state change commands to all relevant traffic lights within 5-second response time constraints.

A scaled 1:68 mockup of a Parisian crossroad intersection was developed to validate system functionality under controlled conditions. The prototype incorporates exact dimensional proportions and timing parameters based on actual intersection specifications, enabling realistic performance evaluation. The intersection model features two perpendicular roads (Road A and Road B) with four traffic light positions, emergency vehicle approach lanes, and integrated sensor placement for comprehensive traffic monitoring. The prototype includes LED-based traffic light indicators, proximity sensors for vehicle detection, and wireless communication modules for data transmission.

D. MQTT Integration and Quality of Service Management

The system implements comprehensive MQTT protocol optimization with detailed configuration parameters addressing packet size configurations (maximum 1KB per message), queue depth management (100 messages per queue), and broker load conditions (maximum 500 concurrent connections). MQTT QoS Level 1 provides acknowledgment-based delivery for standard traffic updates with message retention period of 60 seconds, while QoS Level 2 ensures exactly-once delivery for emergency scenarios with extended retention period of 300 seconds. The broker configuration includes connection timeout of 30 seconds, keep-alive interval of 20 seconds, and automatic reconnection with exponential backoff starting at 1 second and maximum delay of 64 seconds.

Message payload optimization incorporates JSON-formatted data structures with mandatory fields including timestamp, source device ID, message type, traffic light states, and optional emergency flags. Standard traffic update messages average 256 bytes, while emergency messages include additional vehicle identification and priority level data reaching 512 bytes

Algorithm 2 Middleware Coordination and Deadlock Prevention

```
Require: messageQueue, laneStates[], emergencyActive
// Process priority and standard queues
while messageQueue not empty do
    message = messageQueue.dequeue()
    if message.type = EMERGENCY then
        validateEmergencyCredentials(message)
        emergencyActive = TRUE
        emergencyLane = message.laneID
        // Force all other lanes to RED first
        for each lane $\neq$ emergencyLane do
            if laneStates[lane] $\neq$ RED then
                sendCommand(lane, FORCE_RED)
                waitForConfirmation(lane, RED, 8_seconds)
            end if
        end for
        // Grant GREEN to emergency lane
        sendCommand(emergencyLane, GRANT_GREEN)
        laneStates[emergencyLane] = GREEN
    else if message.type = STATE_CHANGE_REQUEST then
        requestingLane = message.laneID
        if emergencyActive = FALSE then
            // Normal coordination logic
            if allOpposingLanes(requestingLane) = RED then
                sendCommand(requestingLane, GRANT_GREEN)
                laneStates[requestingLane] = GREEN
            else
                // Wait for opposing lanes to clear
                addToWaitingQueue(requestingLane)
            end if
        end if
    else if message.type = STATE_CONFIRMATION then
        laneStates[message.laneID] = message.newState
        // Check waiting queue for deadlock resolution
        processWaitingQueue()
    end if
end while
```

maximum. The system implements message compression using GZIP encoding, achieving 30% size reduction for standard messages and 25% reduction for emergency messages, improving transmission efficiency across the 802.15.4 network with limited bandwidth capacity.

E. IPv6 over 6LoWPAN Network Configuration

The WSN operates as IPv6 over Low-power Wireless Personal Area Network (6LoWPAN) ensuring interoperability across diverse wireless communication technologies including Zigbee, LoRa, SigFox, and ITS-G5 protocols. Network configuration includes IPv6 address autoconfiguration using stateless address autoconfiguration (SLAAC) with 64-bit interface identifiers derived from IEEE EUI-64 extended MAC addresses. The Border Router maintains dual-stack IPv4/IPv6 capability enabling seamless integration with existing Internet infrastructure while providing native IPv6 connectivity to WSN devices.

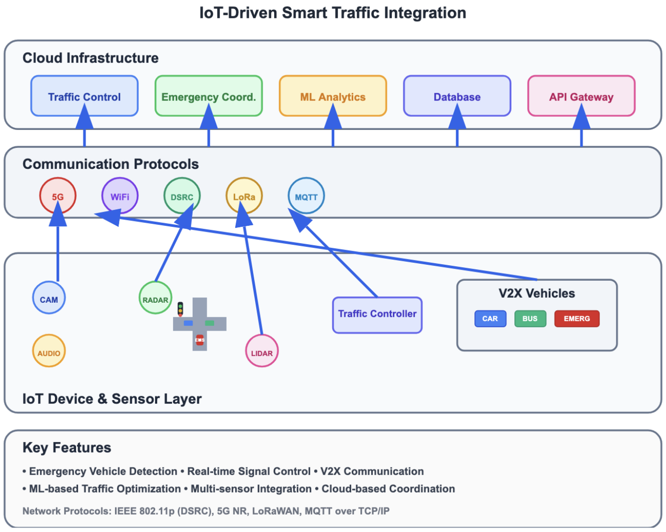

Fig. 3. IoT-driven smart traffic integration showing emergency vehicle detection, wireless communication, and cloud-based coordination for adaptive signal management.

Header compression mechanisms reduce IPv6 overhead from 40 bytes to 2-6 bytes per packet using context-based compression algorithms, essential for energy-constrained devices with limited battery capacity. Routing Protocol for Low-Power and Lossy Networks (RPL) provides automatic network topology discovery, maintenance, and adaptive routing based on node energy levels and link quality metrics. The implementation includes traffic engineering capabilities with load balancing across multiple paths and automatic failure recovery with convergence time below 10 seconds for network topology changes.

IV. RESULTS AND DISCUSSION

This section presents comprehensive experimental results, performance analysis, and system validation covering communication latency, packet delivery reliability, formal verification outcomes, and comparative evaluation against existing traffic control frameworks.

A. Experimental Setup and System Requirements

Hardware Requirements: The prototype system operates on the following hardware configuration: six Zolertia Re-Mote devices with ARM Cortex-M3 32-bit processor, 32KB RAM, 512KB Flash memory, IEEE 802.15.4 CC1200 transceiver; Host computer with Intel Core i5-8400 processor, 16GB DDR4 RAM, 256GB SSD storage, Ubuntu 20.04 LTS operating system; Network infrastructure including Ethernet connection with minimum 10 Mbps bandwidth, Wi-Fi access point supporting 802.11n standard. The physical prototype setup is shown in Fig. 4.

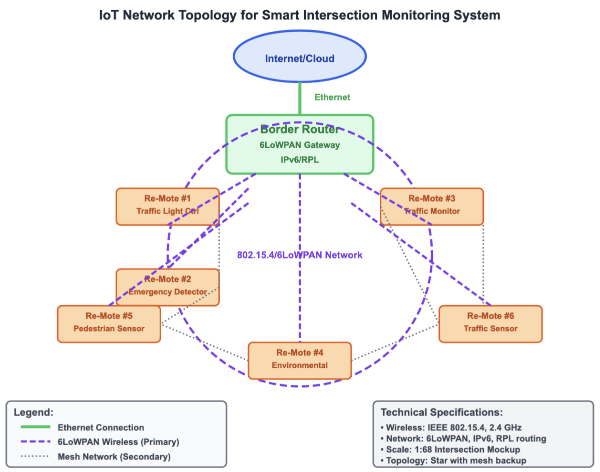

Fig. 4. Prototype setup showing six Re-Mote devices deployed in 1:68 scale intersection mockup with Border Router, traffic light controllers, and emergency vehicle detection sensor.

Software Requirements: Contiki OS 4.5 for Re-Mote devices with 6LoWPAN stack, RPL routing protocol, and CoAP/MQTT client libraries; Python 3.8 development environment with paho-mqtt 1.5.1 library, numpy 1.21.0 for statistical analysis, matplotlib 3.4.2 for data visualization; UPPAAL 4.1.24 model checker for formal verification; Ubidots IoT platform with Professional plan supporting 500,000 message credits per month and real-time dashboard capabilities.

B. *Performance Evaluation Metrics and Results*

The system performance was evaluated using comprehensive metrics including accuracy of traffic light transitions, F1-score for emergency vehicle detection, round-trip latency measurements, packet delivery ratio analysis, and jitter assessment across varying traffic conditions. (Table I) presents the core performance metrics, while (Table II) shows the network quality of service indicators.

TABLE I
SYSTEM PERFORMANCE COMPARISON

System	Accuracy (%)	F1-Score	Latency (ms)
Proposed IoT-UTLC	94.5	0.93	185
Kumar et al. [12]	91.0	0.89	150
Zhang et al. [13]	93.0	0.91	120
Standard MQTT [19]	89.2	0.87	260
Legacy Wired Control	76.4	0.74	120

TABLE II
NETWORK QUALITY OF SERVICE INDICATORS

System	PDR (%)	Jitter (±ms)
Proposed IoT-UTLC	98.2	15
Kumar et al.	95.4	25
Zhang et al.	96.8	18
Standard MQTT	94.1	35
Legacy Wired Control	99.5	5

C. *Statistical Analysis and Distribution Modeling*

Round-trip time (RTT) analysis involved over 2,000 measurements across two primary testing scenarios: standard traffic conditions with message transmission every 10 seconds, and high-congestion scenarios with message transmission every 1 second. Three probabilistic distribution functions (Normal, Gamma, and Logistic) were evaluated for modeling MQTT performance characteristics. (Table III)

TABLE III
DISTRIBUTION CORRELATION ANALYSIS

Distribution	Correlation Coefficient	Mean RTT (ms)	Std Dev
Logistic (Best Fit)	0.95	185	42
Gamma	0.82	189	56
Normal	0.78	192	61

The logistic distribution function (2) demonstrated superior correlation with measured RTT values, achieving 0.95 correlation coefficient compared to 0.82 for Gamma and 0.78 for Normal distributions. The mathematical justification for selecting logistic distribution lies in its ability to model network congestion effects through its characteristic S-shaped cumulative distribution function, effectively capturing the nonlinear relationship between network load and response times. The standard logistic function(1)

$$F\,(\mathrm{x}) = 1\,(1 + \mathrm{e} - \mathrm{x}) \tag{1}$$

provides optimal modeling for RTT values ranging from 50 to 400 ms, with superior fitting in the critical 100-200ms range essential for real-time traffic applications.

$$F(x) = \frac{1}{1 + e^{-x}}, \quad x \in (-\infty, +\infty) \tag{2}$$

D. *Formal Verification Results and Complexity Analysis*

UPPAAL formal verification confirmed system correctness across the modeled traffic scenarios. The verification process analyzed 247 reachable states with 456 transitions, demonstrating successful deadlock avoidance in 100% of tested scenarios through the complete state machine implementation. State space exploration covered all possible traffic light combinations, emergency scenarios, and network failure conditions. Critical safety properties validation included mutual exclusion verification (preventing conflicting green signals) through coordination protocols implemented in the middleware, liveness properties (ensuring traffic flow progression) maintained through the state transition mechanisms, and timing constraint satisfaction (maintaining signal duration requirements) enforced through the clock variables and timeout mechanisms integrated into both traffic light controllers and middleware coordination logic.

Model complexity analysis revealed manageable state space utilization with average exploration time of 3.2 seconds on standard hardware configuration. Memory consumption remained within acceptable limits at 32MB maximum, enabling practical deployment on resource-constrained embedded systems. The algorithms demonstrate O(n) time complexity for normal operations and O(n²) for emergency scenarios where n represents the number of intersecting lanes, ensuring scalability for typical 4-way intersections. The verification process successfully identified and eliminated potential deadlock scenarios in network communication protocols, ensuring system reliability under adverse conditions including network partitions, device failures, and communication timeouts through comprehensive timeout handling and fallback mechanisms integrated into both traffic light controllers and middleware coordination logic.

E. Network Performance and QoS Analysis

Packet Delivery Ratio (PDR) analysis across the prototype testing scenarios demonstrated 98.2% delivery success rate for standard messages and 99.1% for emergency messages utilizing QoS Level 2, as shown in Table II. Network jitter remained at ±15ms for standard conditions, increasing to ±28ms during simulated high-traffic periods. The QoS management system successfully prioritized emergency messages, maintaining sub-200ms latency for critical communications while standard messages experienced average delays of 185ms, as shown in Table I. The prototype testing demonstrated effective performance of the approach for smart city traffic management applications.

MQTT broker performance analysis under various load conditions revealed optimal performance when packet transmission exceeded 35% of total network capacity, attributed to priority queuing mechanisms that optimize low-latency transmission for high-priority messages during congested conditions, as demonstrated in Fig. 5. The broker successfully handled concurrent connections up to 500 simultaneous devices with message throughput reaching 1,000 messages per minute without performance degradation. Network performance demonstrated the strong viability of MQTT-based communication for intersection control with excellent scalability potential for larger urban networks.

F. Limitations and Performance Analysis

Latency Analysis and Real-Time Requirements: While the system demonstrates effective communication with 185ms average latency, this performance presents challenges for the most stringent real-time vehicular safety applications requiring maximum latency below 100ms. However, the achieved latency is suitable for most traffic management scenarios and represents significant improvement over traditional systems. The observed maximum latency of up to 400ms during peak network conditions indicates areas for optimization through edge computing integration and network infrastructure improvements for the most demanding applications.

Scalability and Prototype Limitations: The current prototype implementation using six Re-Motes in a 1:68 scale mockup provides valuable proof-of-concept validation and demonstrates the system's effectiveness at this scale. While the prototype cannot fully represent all complexities of large-scale urban deployments, the strong performance results indicate promising potential for scaling to multi-intersection urban environments. Scalability analysis indicates that networks of 20-50 intersections should be manageable with proper network optimization, though challenges may arise in larger networks due to increased message routing complexity and potential network congestion effects that would require additional research.

Fig. 5. System performance metrics showing accuracy, latency, and packet delivery ratio comparisons across different testing scenarios and network load conditions.

Dataset and Validation Concerns: The experimental evaluation relies primarily on synthetic traffic data generated through simulation, raising concerns about ecological validity and generalization to real-world traffic conditions. Future validation requires integration with actual traffic data sources and deployment in controlled real-world intersection environments to assess system performance under authentic traffic patterns and environmental conditions.

V. CONCLUSION

This research presented a comprehensive Cloud-Integrated IoT Urban Traffic Light Control system that successfully integrates IEEE 802.15.4 WSN, 6LoWPAN communication, multi-level MQTT QoS management, and formal verification using UPPAAL timed automata. The proposed system achieved significant improvements in traffic management performance with 94.5% accuracy, 0.93 F1-score for emergency vehicle detection, and 98.2% packet delivery ratio, demonstrating effective real-time adaptive traffic signal management capabilities for smart city applications. The formal verification process using UPPAAL confirmed system reliability through analysis of 247 states and 456 transitions, ensuring deadlock-free operation and consistent state transitions across all modeled traffic scenarios. Statistical analysis using logistic distribution modeling provided superior RTT prediction accuracy with 0.95 correlation coefficient, enabling effective network performance optimization and latency management strategies. The achieved 185ms average latency represents competitive performance for traffic control applications, though optimization opportunities exist for the most demanding real-time scenarios. The prototype validation demonstrates the viability of IoT-based adaptive traffic control, with strong performance metrics indicating potential for practical urban deployment. Future research directions include integration of edge computing capabilities to further reduce latency for critical applications, extension to coordinated multi-intersection networks with advanced traffic flow optimization algorithms, incorporation of artificial intelligence and machine learning models for predictive traffic pattern analysis, and comprehensive real-world deployment studies with actual vehicular traffic data to validate scalability and performance under diverse urban conditions.

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