

Design of Snow Plowing and Deicing Routes for Urban Winter Viability : Addressing Actual Operational Constraints

- **Olivier Quirion-Blais**
- Ph. D. student
- Polytechnique Montréal
- olivier.quirion-blais@polymtl.ca

Martin Trépanier, Ph. D., P. Eng.

André Langevin, Ph. D.

Professor

Polytechnique Montréal



POLYTECHNIQUE
MONTRÉAL



CIRRELT

0. CONTENT

1. Introduction

2. Methodology

Case Study

Constraints Raised

Mathematical Programming

3. Implementation

Solving the Mathematical Formulation

4. Conclusion

Metaheuristic

1. INTRODUCTION

Operational Problems in Winter Viability:

- Work sectors design
- Vehicle routing (snow plow, spreader, snow removing, snow hauling)
- Crew and fleet sizing
- Subcontractor
- Budget planning
- Scheduling



1. TYPE OF SOLVING APPROACHES

Simulations

- Tucker and Clohan, 1979

Precise results over time
Case specific

Mathematical programming

- Tagmouti et al., 2007

Optimality
Small instances

Heuristics

- Lemieux and Campagna, 1984
- Perrier et al., 2008

Quick results
Depends on the case

Metaheuristics

- Handa et al., 2005 and 2006
- Omer, 2007
- Tagmouti et al., 2010

Generalist
Long development time

1. TYPE OF SOLVING APPROACHES

Simulations

- Tucker and Clohan, 1979

Precise results over time
Case specific

Mathematical programming

- Tagmouti et al., 2007

Optimality
Small instances

Heuristics

- Lemieux
- Perrier e

Used to assess the problem

Quick results
Depends on the case

Metaheuristics

- Handa et al., 2005 and 2006
- Omer, 2007
- Tagmouti et al., 2010

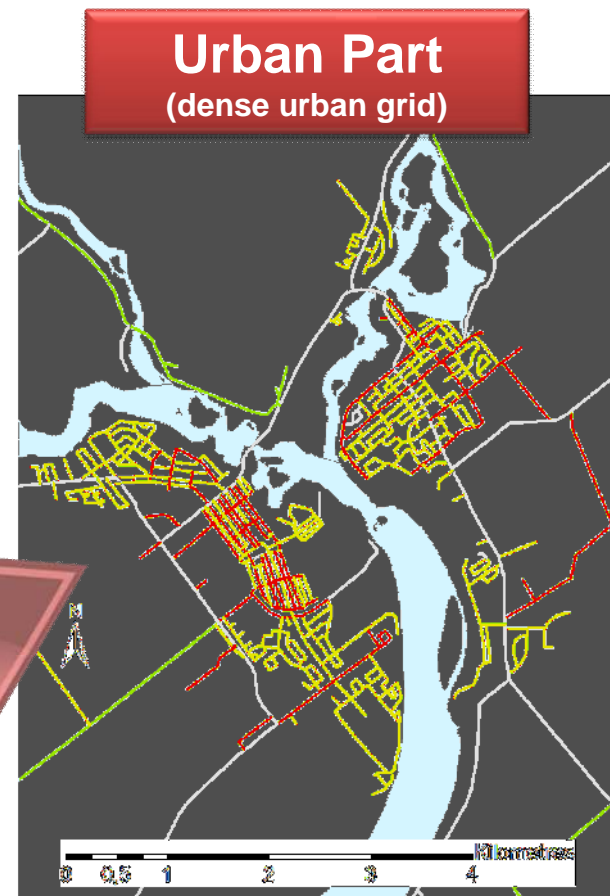
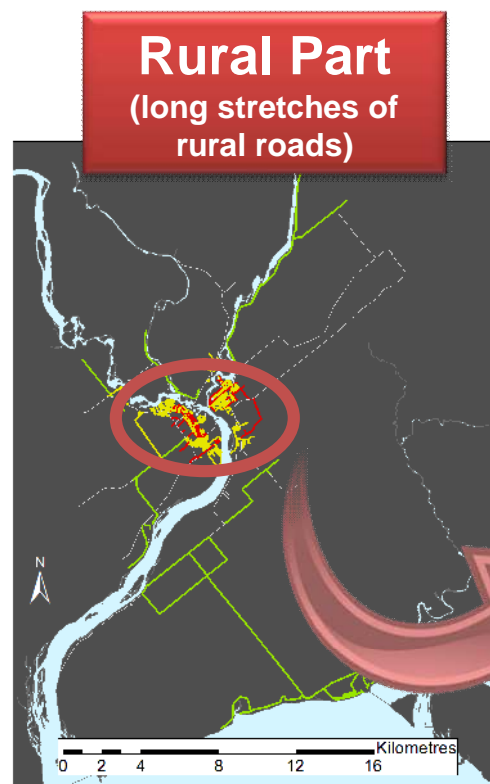
Generalist
Long development time

2. CASE STUDY

The case of Dolbeau-Mistassini

Small town in northern Quebec :

- 14,000 inhabitants
- 8 vehicles
- 260 km of roadway, 3 classes of priority
- 1880 directed street segments, 44 undirected
- 733 nodes (intersections)



Legend

- Priority 1
- Priority 2
- Priority 3

2. CONSTRAINTS RAISED

Workload Balance



Network Hierarchy



Turn Restrictions



Road/Vehicle Dependency



Partial Area Coverage



Other constraints not considered for this study :

- Vehicle capacity
- Tandem synchronization
- Recurring service

Image source :

<http://www.flickr.com/photos/jamescastle/4389696603>

2. MATHEMATICAL FORMULATION

Objective Function

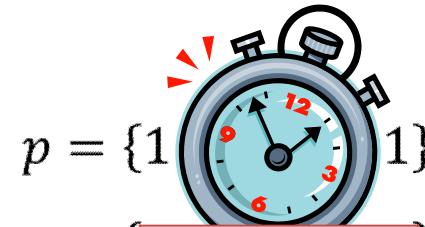
$$\text{Min} \left(\begin{aligned} & \sum_{p=1}^P (TMAX^P M^P) + T^{tot} M^{tot} \\ & + \sum_{p=1}^{P+1} \sum_{v=1}^V \sum_{k=1}^K \sum_{i \in A} \sum_{j | x_{ij}^{kvp} \exists} f_{ij} (x_{ij}^{kvp} + y_{ij}^{kvp}) \end{aligned} \right)$$



2. MATHEMATICAL PROGRAMMING

Constraints

$$2. TMAX^P \geq t^{vp}$$



$$p = \{1 \dots P\}$$

$$3. t^{vp} = \sum_{k=1}^K \sum_{i \in A} \sum_{j \in A} (x_{ij}^{kvp} tp_i^v + y_{ij}^{kvp} ts_i^v) \quad p = \{1 \dots P\}, v = \{1 \dots V\}$$

Time continuity

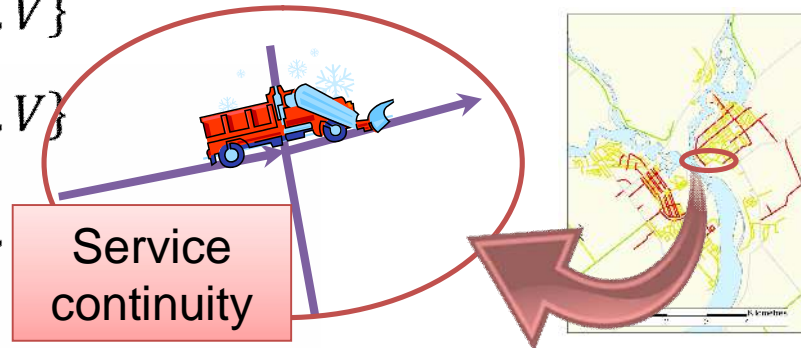
$$4. \sum_{p=1}^{P+1} \sum_{j \in A | x_{ij}^{kvp} \exists} (x_{ij}^{kvp} + y_{ij}^{kvp}) = \sum_{p=1}^{P+1} \sum_{l \in A | x_{li}^{k+1,vp} \exists} (x_{li}^{k+1,vp} + y_{li}^{k+1,vp})$$

$$k = \{2 \dots K\}, v = \{1 \dots V\}, i \in A \cup A_{end} \cup a_{init}$$

$$5. \sum_{p=1}^{P+1} \sum_{j \in d} x_{ia_{init}}^{1vp} = 1 \quad v = \{1 \dots V\}$$

$$6. \sum_{p=1}^{P+1} \sum_{i \in A} \sum_{j | x_{ij}^{1vp} \exists} x_{ij}^{1vp} = 0 \quad v = \{1 \dots V\}$$

$$7. \sum_{k=1}^K \sum_{i \in A_{end}} \sum_{j \in A} x_{ij}^{kvP+1} = 1 \quad v = \{1 \dots V\}$$



Service continuity

2. MATHEMATICAL PROGRAMMING

Constraints

$$8. \sum_{j|x_{ij}^{kvp} \exists} (x_{ij}^{kvp} + y_{ij}^{kvp}) \leq \sum_{p^*=p}^{P+1} \sum_{l|x_{li}^{kvp} \exists} (x_{li}^{k+1, vp^*} + y_{li}^{k+1, vp^*})$$

$$k = \{2 \dots K\}, p = \{1 \dots P, P + 1\}, i \in A \cup a_{init} \cup A_{end}$$

Hierarchy

$$9. \sum_{k=1}^K \sum_{v=1}^V \sum_{p^*=1}^p \sum_{j|y_{ij}^{kvp^*} \exists} y_{ij}^{kvp^*} = 1 \quad i \in A_{ToBeServiced}^p, p = \{1 \dots P\}$$

Service required

$$10. x_{ij}^{kvp} \in \{0,1\} \quad i \in A \cup A_{end}, j \in A \cup a_{init} \cup A_{end}, k = \{1 \dots K\}, v = \{1 \dots V\}, p = \{1 \dots P, P + 1\}$$

$$11. y_{ij}^{kvp} \in \{0,1\}$$

$$i \in A \cup A_{end}, j \in A \cup a_{init} \cup A_{fin}, k = \{1 \dots K\}, v = \{1 \dots V\}, p = \{1 \dots P, P + 1\}$$

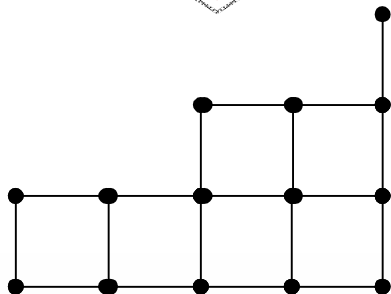
$$12. t^{vp} \geq 0 \quad v = \{1 \dots V\}, p = \{1 \dots P, P + 1\}$$

$$13. TMAX^p \geq 0 \quad p = \{1 \dots P, P + 1\}$$

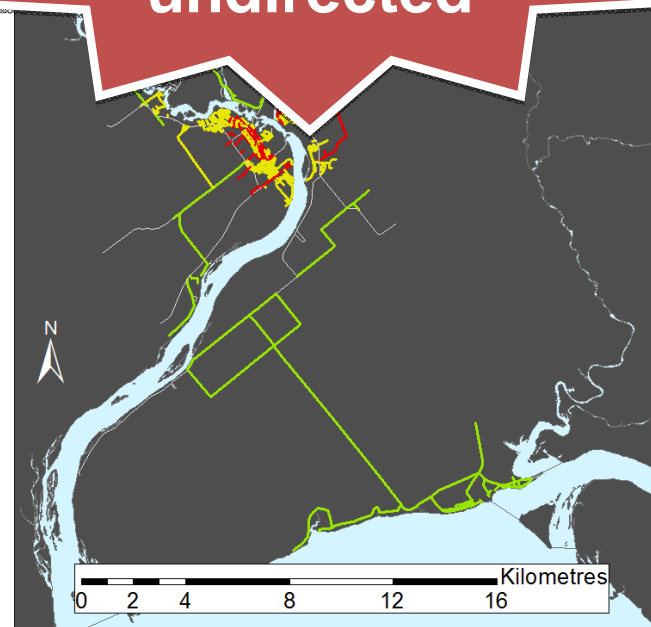
Positivity and binary

3. SOLVING THE MATHEMATICAL FORMULATION

56 directed street segments



1880 directed street segments, 44 undirected



3. SOLVING REAL CASE STUDIES

Mathematical formulation

- Long solving time
- Limited to 28 street segments



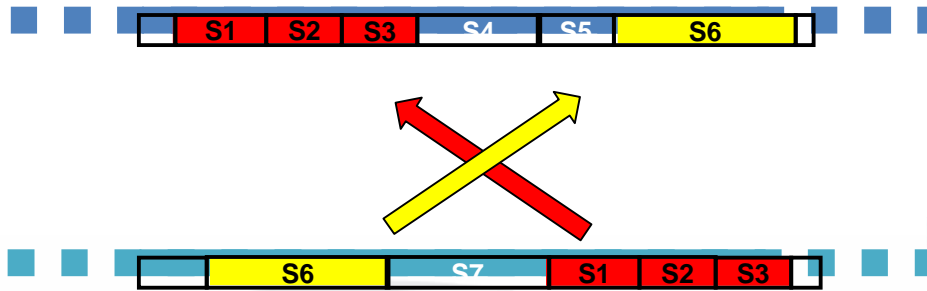
Metaheuristic

- Relatively short solving time (few hours)
- Big instances



4. Metaheuristic

Metaheuristic : search process guided by an objective function that uses simple arc exchanges (operators) in order to improve the global solution.



The improvement of the solution is measured with the objective function



4. Acknowledgments



CRSNG
NSERC

*Fonds de recherche
sur la nature
et les technologies*

Québec



VILLE DE

DOLBEAU-MISTASSINI

Contact : olivier.quirion-blais@polymtl.ca