Nicholas Pickering – AIND Project 3

Optimal Plans for Each Cargo Problem

| | Optimal Execution Plan | | |
|-----------|---|--|--|
| Problem 1 | Load(C1, P1, SFO) Load(C2, P2, JFK) Fly(P2, JFK, SFO) Unload(C2, P2, SFO) Fly(P1, SFO, JFK) Unload(C1, P1, JFK) | | |
| Problem 2 | Load(C1, P1, SFO) Load(C2, P2, JFK) Load(C3, P3, ATL) Fly(P2, JFK, SFO) Unload(C2, P2, SFO) Fly(P1, SFO, JFK) Unload(C1, P1, JFK) Fly(P3, ATL, SFO) Unload(C3, P3, SFO) | | |
| Problem 3 | Load(C1, P1, SFO) Load(C2, P2, JFK) Fly(P1, SFO, ATL) Load(C3, P1, ATL) Fly(P2, JFK, ORD) Load(C4, P2, ORD) Fly(P1, ATL, JFK) Fly(P2, ORD, SFO) Unload(C4, P2, SFO) Unload(C3, P1, JFK) Unload(C2, P2, SFO) Unload(C1, P1, JFK) | | |

Non-Heuristic Uninformed Planning Searches Performance Comparison

| | Search Method | Expansions | Goal Tests | New Nodes | Plan Length | Elapsed Time |
|-----------|---------------|------------|-------------------|-----------|-------------|---------------------|
| Problem 1 | breadth_first | 43 | 56 | 180 | 6 | 0.02 s |
| | depth_first | 21 | 22 | 84 | 20 | 0.01 s |
| | uniform_cost | 55 | 57 | 224 | 6 | 0.02 s |
| Problem 2 | breadth_first | 3343 | 4609 | 30509 | 9 | 7.52 s |
| | depth_first | 624 | 625 | 5602 | 619 | 1.88 s |
| | uniform_cost | 4835 | 4837 | 43877 | 9 | 6.52 s |
| Problem 3 | breadth_first | 144663 | 18098 | 129631 | 12 | 56.17 s |
| | depth_first | 408 | 409 | 3364 | 392 | 0.98 s |
| | uniform_cost | 18223 | 18225 | 159618 | 12 | 28.67 s |

In each problem, the depth-first search returned its result in the fastest amount of time – however, the execution plan generated is far from optimal, with an order of magnitude greater execution plan lengths.

Between breadth-first and uniform-cost searches, it seems that uniform-cost searches result in similar execution plans, while taking less time. The uniform-cost search seems to perform more poorly with regards to expansions, goal tests and new nodes for the simpler problems -1, and 2. However, for Problem 3's complexity the uniform-cost search was able to drastically reduce the number of expansions required.

According to Artificial Intelligence: A Modern Approach[1], if the path cost is a non-decreasing function of the depth of the goal nodes – resulting in breadth-first guaranteeing an optimal solution. The time and space complexity of the breadth-first search is generally poor.

A* Search with Automatic Heuristic Performance Comparison

| | A* Heuristic | Expansions | Goal Tests | New Nodes | Plan Length | Elapsed Time |
|-----------|----------------------|------------|-------------------|-----------|-------------|--------------|
| Problem 1 | Constant | 55 | 57 | 224 | 6 | 0.02 s |
| | Ignore Preconditions | 41 | 43 | 170 | 6 | 0.02 s |

| | Level Sum | 11 | 13 | 50 | 6 | 0.30 s |
|-----------|----------------------|-------|-------|--------|----|----------|
| | Constant | 4835 | 4837 | 43877 | 9 | 6.42 s |
| Problem 2 | Ignore Preconditions | 1450 | 1452 | 13303 | 9 | 2.33 s |
| | Level Sum | 86 | 88 | 841 | 9 | 26.11 s |
| | Constant | 18223 | 18225 | 159618 | 12 | 29.43 s |
| Problem 3 | Ignore Preconditions | 5040 | 5042 | 44944 | 12 | 9.43 s |
| | Level Sum | 312 | 314 | 2872 | 12 | 124.12 s |

Each A* heuristic search resulted in an optimal execution plan, as to be expected. According to *Artificial Intelligence: A Modern Approach*[2], an admissible heuristic is one which does not overestimate the cost of a transition between two states.

The Level Sum heuristic takes advantage of a Planning Graph. Planning Graphs are a rich source of information about the problem being solved. The Planning Graph is constructed in such a way that estimating how far any goal literal is away from a given state can be done admissibly and relatively accurately.

The Level Sum heuristic significantly outperforms every other search approach in every metric but time performance.

References

- [1] Artificial Intelligence: A Modern Approach (Russell, Norvig) Chapter 3: Solving Problems By Search (pg 81-83)
- [2] Artificial Intelligence: A Modern Approach (Russell, Norvig) Chapter 10: Classical Planning (pg 376-382)