

Finite Buffers

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1 Model definition

Up to this point, we have not taken into account the fact that lanes between intersection have finite capacity. We need to incorporate this aspect in order to develop a model that could be used for practical applications. Under high traffic loads, lanes with finite buffer capacity can give rise to *blocking* of upstream intersections. Therefore, the traffic controller need to take into account these additional dynamics.

We start with a very simple extension of the single intersection scheduling model that incorporates additional *locations* on each lane. Instead of only determining the arrival times of vehicles at intersections, the scheduler has to determine the arrival and departure time of vehicles at every location. We assume that it takes constant time Δt for a vehicle to travel to the next location.

For each lane $k \in \{1, \dots, K\}$, let m_k denote the number of locations, excluding the entrypoint. Let the locations of lane k be identified by increasing numbers $\mathcal{L}(k) = (1, \dots, m_k)$, where the last one corresponds to the final intersection. In the following variable definitions, we will not explicitly mention the dependency on the lane to keep notation simple. Let y_{ij} denote the time at which vehicle j departs from location $i \in \{0, \dots, m_k\}$, then $y_{ij} + \Delta t$ is the arrival time of vehicle j at location $i + 1$. To simplify notation, we define $\bar{y}_{ij} = y_{i-1,j} + \Delta t$ to be the arrival time of vehicle j at location i . For every location i and vehicle j , we require

$$\bar{y}_{ij} \leq y_{ij}. \quad (1)$$

For each pair of consecutive vehicles on the same lane k with precedence constraint $j \rightarrow l \in \mathcal{C}_k$, we have the inequalities

$$y_{ij} + p \leq \bar{y}_{il}, \quad (2)$$

for every location i along their route. Furthermore, we assume that for every vehicle j , the initial departure time from the entrypoint of vehicle j satisfies

$$r_j \leq y_{0j} \quad (3)$$

in order to model the *arrival time* of the vehicle.

Finally, we need to model the safety constraints involving vehicles from different lanes that cross the intersection. Let j be some vehicle on lane $k(j)$, then let y_j denote the departure time from the intersection, so we have $y_j = y_{ij}$ with $i = m_{k(j)}$. Similarly, let \bar{y}_j denote the arrival time of j at the intersection, so we have $\bar{y}_j = y_{i-1,j} + \Delta t$ with $i = m_{k(j)}$. From constraints (2), we see that it makes sense to say that vehicle j occupies the intersection during the interval

$$[\bar{y}_{ij}, y_{ij} + p]. \quad (4)$$

Like in the single intersection scheduling problem, we require an additional *switch-over time* s whenever the next vehicle to occupy the intersection comes from a different lane. Therefore, we obtain a similar set of constraints for the intersection. Like before, let

$$\mathcal{D} = \{\{j, l\} : j \in F_{k_1}, l \in F_{k_2}, k_1 \neq k_2\}, \quad (5)$$

denote the set of *conflict* pairs. The additional disjunctive constraints are

$$y_j + p + s \leq \bar{y}_l \text{ or } y_l + p + s \leq \bar{y}_j, \quad (6)$$

for all $j, l \in \mathcal{D}$.

Let \mathcal{J}_k denote the set of all vehicles that approach the intersection from lane k . Suppose we want to minimize total delay at the intersection among all vehicles, then the extension of the single intersection scheduling problem can be stated as

$$\text{minimize } \sum_j y_j \quad (7a)$$

$$\text{s.t. } r_j \leq y_{0j} \quad \text{for all } j, \quad (7b)$$

$$\bar{y}_{ij} \leq y_{ij} \quad \text{for all } j \in \mathcal{J}_k \text{ and } i \in \mathcal{L}_k, \quad (7c)$$

$$y_{ij} + p \leq \bar{y}_{il} \quad \text{for all } (j, l) \in \mathcal{C}_k \text{ and } i \in \mathcal{L}_k, \quad (7d)$$

$$\text{either } \begin{cases} y_j + p + s \leq \bar{y}_l \\ y_l + p + s \leq \bar{y}_j \end{cases} \quad \text{for all } \{j, l\} \in \mathcal{D}, \quad (7e)$$

where we let $k \in \{1, \dots, K\}$ implicitly to simplify notation.

2 Solution

We can solve (7a) by formulating it as a MILP using the big-M method and solve it using standard software. To illustrate the model, let us consider a small example.

Example 2.1. Let $\Delta t = 1$, $p = 1$ and $s = 1$ and consider two lanes with $m_1 = m_2 = 5$. Assume we have the following arriving vehicles

$$F_1 = (1, 2), F_2 = (3, 4, 5)$$

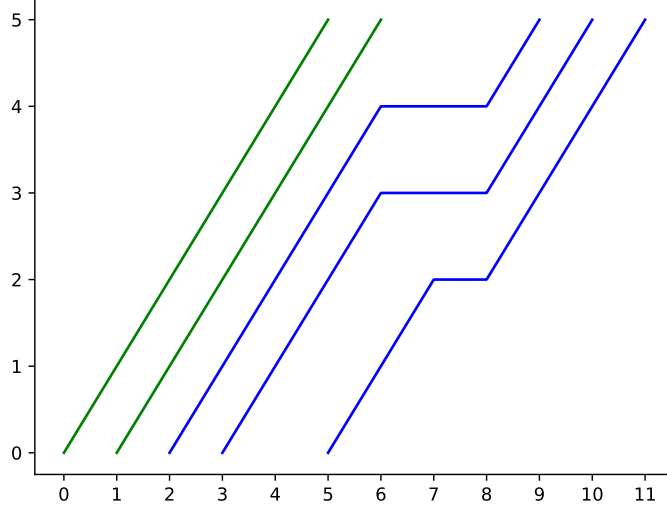


Figure 1: Optimal schedule for Example 2.1. The x-axis represents time and the location numbers are on the y-axis.

with arrival times

$$r = (0, 1, 2, 3, 5).$$

The optimal schedule has objective `todo` and is illustrated in Figure 2. □

3 Extending to network

For every lane (x_0, x_1) , let $m(x_0, x_1)$ denote the number of locations between both endpoints. Consider vehicle j with route R_j . Let y_{ij} denote the time at which vehicle j departs from location $i = R_j(k)$ for some k , then $y_{ij} + \Delta t$ is the arrival time of vehicle j at location $R_j(k+1)$. To simplify notation, we define

$$\bar{y}_{ij} = y_{R_j(k-1),j} + \Delta t \quad (8)$$

to be the arrival time of vehicle j at location $i = R_j(k)$. For every location i and vehicle j , we require

$$\bar{y}_{ij} \leq y_{ij}. \quad (9)$$

For each pair of consecutive vehicles on the same lane with precedence constraint $j \rightarrow l$, we have the inequalities

$$y_{ij} + p \leq \bar{y}_{il}, \quad (10)$$

for every location i along the shared parts of their routes. Furthermore, we assume that for every vehicle j , the initial departure time from the first location $i_0 = R_j(0)$ on the route of vehicle j satisfies

$$y_{i_0,j} \geq r_{i_0,j} \tag{11}$$

in order to model the *release date*.