Maneuver Planning for Autonomous Vehicles with MPC Controller

Xin Zhang

Research Project

Supervisor: M. Sc. Ni Dang

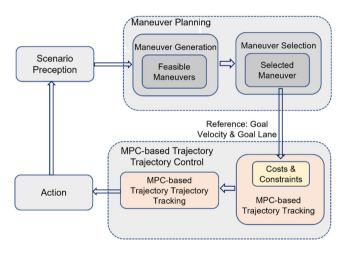
Chair of Automatic Control Engineering

Technical University of Munich





Introduction

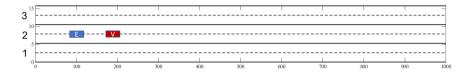


Framework for Autonomous vehicles



Introduction •0

Traffic Information



Highway			
Lane Num.	3	Lane width	5.25 m
Speed limit	14 m/s~ 70 m/s		
rec. Speed	$30 m/s \sim 36 m/s$		

Vehicle						
Width	1.83 m	Length	3 m			
Acc.	$-9 \ m/s^2 \sim 6 \ m/s^2$					
Steering Rate	$-0.5 m/s^2 \sim 0.5 m/s^2$					

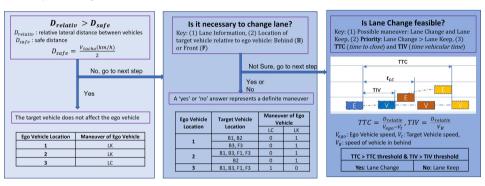
Initial Condition						
	Lateral location	Longitudinal location	Lateral speed	Longitudinal speed		
Ego Vehicle	100 m	7.875 m	30 m/s	0 m/s		
Target Vehicle	190 m	7.875 m	20 m/s	0 m/s		

Maneuver Planning

Lane Change or Lane Keep

Key idea: Multi-level Screening

- 1. Step: Can the target vehicle affect the ego vehicle?
- 2. Step: Is it necessary to change lane?
- 3. Step: Is lane change feasible?





Introduction

Different Maneuver Update Frequency

$$Cost_j = \textstyle \sum_{i='1}^{N-1} (\widehat{x}_i - \textcolor{red}{x_{ref}}))^2 + (\widehat{x}_N - \textcolor{red}{x_{ref}})^2$$

j: MPC iteration step i: Prediction step in N step horizon \widehat{x}_i : predicted state of ego vehicle x_{ref} : Goal lane or goal velocity

8 Groups of Frequency Setting

- 1) Maneuver update at every 10 iterations
- 2) Maneuver update at every 5 iterations
- 3) Maneuver update at every 2 iterations
- 4) Maneuver update at each iteration
- 5) Maneuver update at every 10 prediction steps at each iteration
- 6) Maneuver update at every 5 prediction steps at each iteration
- 7) Maneuver update at every 2 prediction steps at each iteration
- $8) \ \textbf{Maneuver update at each prediction step at each iteration} \\$

```
\begin{array}{ll} If \ mod(j,a) \ == \ 0 \ \% \ a = 10, 5, 2, 1 \\ maneuver \ planning \\ update \ x_{ref} \\ end \\ Calculate \ cost \end{array}
```

```
If mod(i, a) == 0 \% a = 10, 5, 2, 1
Predict state of the target vehicle maneuver planning update x_{ref} end
```

Conclusion

Maneuver update at certain iterations

- Reduced interaction between vehicles
- Low mission success rate
- Not recommended

Maneuver update at each iteration

- High mission success rate
- Recommended

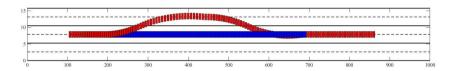
Maneuver update at certain prediction steps at each iteration

- Addition of the impact of predictive scenarios in maneuver planning
- High mission success rate
- Recommended



Introduction

Thanks for your attention



References



S'ebastien Glaser, Benoit Vanholme, Sa'id Mammar, Dominique Gruyer and Lydie Nouveliere.

Maneuver-based trajectory planning for highly autonomous vehicles on real road with traffic and driver interaction.

In: IEEE Transactions on intelligent transportation systems 11.3 (2010), pp. 589-606.



Peter Hidas, Modelling lane changing and merging in microscopic traffic simulation. In: Transportation Research Part C: Emerging Technologies 10.5-6 (2002), pp. 351-371.



Cristina Men´endez-Romero, Franz Winkler, Christian Dornhege and Wolfram Burgard. Maneuver planning for highly automated vehicles. In: 2017 IEEE Intelligent Vehicles Symposium (IV), IEEE, 2017, pp. 1458-1464.



Milan Vukov, Alexander Domahidi, Hans Joachim Ferreau, Manfred Morari and Moritz Diehl.



Auto-generated algorithms for nonlinear model predictive control on long and on short horizons.

In: 52nd IEEE Conference on Decision and Control. IEEE, 2013, pp. 5113-5118



Qian Wang, Beshah Avalew and Thomas Weiskircher, Predictive maneuver planning for an autonomous vehicle in public highway traffic. In: IEEE Transactions on Intelligent Transportation Systems 20.4 (2018), pp. 1303-1315.

