



Motion Planning for Cooperative Autonomous Robots using Optimization Toos

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Electrical And Computer Engineering

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To each and every one of you – Thank you.

Abstract

This is from IIEEC

This report presents an initial investigation of some of the methods for cooperative motion control as preparation for the study of the control of fleets of underwater autonomous robots. This will be carried out throughout the second semester of 2019/2020 and will be the subject of a master's thesis in Decision Systems and Control. Good, robust, and fast-to-calculate methods for multiple underwater vehicle motion control is important to take into account inter-vehicle constraints, environmental constraints, energy consumption and mission duration. A suite of programs have been developed using Matlab that generate approximations of optimal trajectories for single vehicles in a 2D space. These programs will be extended for calculating trajectories for multiple cooperative robots. The programs will eventually be implemented in autonomous robots of the medusa class from ISR-Técnico.

Keywords

Maecenas tempus dictum libero; Donec non tortor in arcu mollis feugiat;Cras rutrum pulvinar tellus.

Resumo

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Palavras Chave

Colaborativo; Codificação; Conteúdo Multimídia; Comunicação;

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Acronyms

| | |
|-------------|--------------------------------------|
| DOF | Degress of Freedom |
| AUV | Autonomous Underwater Vehicle |
| TT | Trajectory-Tracking |
| PF | Path Following |
| GJK | Gilbert–Johnson–Keerthi |
| EPA | Extended Polytope Algorithm |
| DEPA | Directed Extended Polytope Algorithm |

1

Introduction

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1.1 Motivation

Worldwide, there has been growing interest in the use of autonomous vehicles to execute missions of increasing complexity without constant supervision of human operators. [1] A key-enabling element for the execution of such missions is the availability of advanced methods for cooperative motion planning that take explicitly into account temporal and spatial constraints, intrinsic vehicle limitations and energy minimisation requirements.

Some autonomous vehicle applications require groups of robots acting cooperatively. An application example that will greatly benefit from vehicle cooperation and that will be focus on this thesis is the control of groups of Autonomous Underwater Vehicles (AUVs) where the visibility is low and obstacles are not known in advance. The AUVs that together form a robot formation, can, for example, adapt better to unforeseen circumstances in the terrain by making better use of the larger environments that they can observe as the spatial distance between each AUV can be varied.

This project has evolved from earlier investigations on underwater mapping connected with the European R&D Project "MORPH" Project [2], [3] and the "WiMUST" Project [4] that Insitituto Superior Técnico was a part of. Figure 1.2 illustrates AUVs in operation on the Morph project.

The "WiMUST" project, in particular, was composed by a small fleet of AUVs towing streamers with hydrophones to acquire sub-bottom profiling acoustic data.

Recent advancements on the usage of *Bernstein Polynomials* for control also appear to be advantageous,, shows that it's possible to control a high number of vehicles with small computation time.

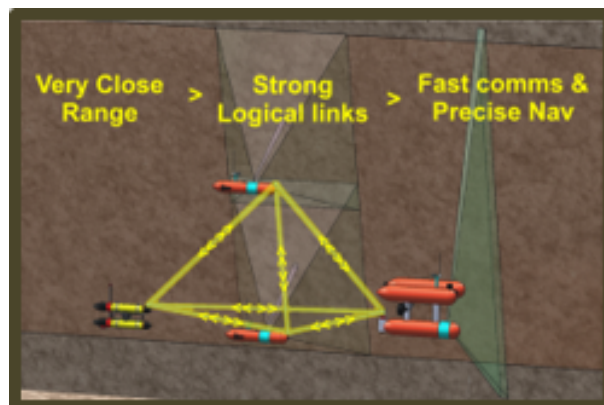


Figure 1.1: Morph Project

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1.2 Background

The work discussed in this thesis emphasises in the use of motion planning for multiple cooperative vehicles. Motion Planning, as the name suggests, consists in planning motion for robots, such as mobile

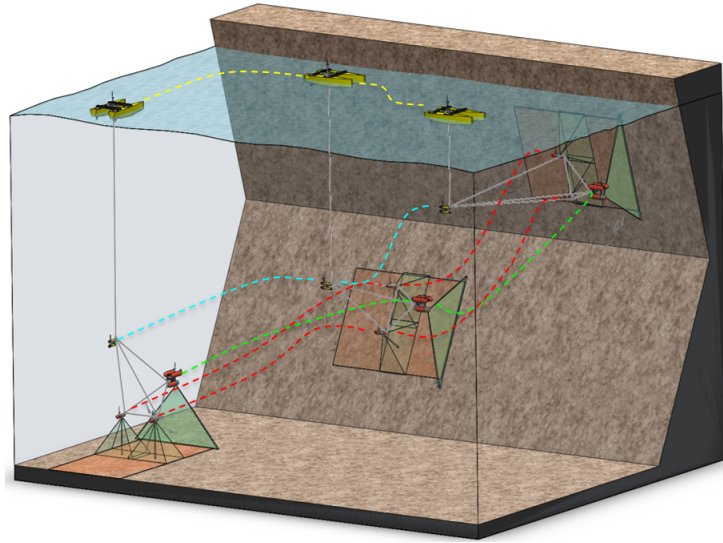


Figure 1.2: Morph Project

vehicles or robotic arms. The choice of control law, i. e., the input which is provided to a robot, will result in a motion which is optimal according to a certain criteria. This criteria could be, for example, minimising time or consumed fuel. Formulation of such a problem is known as an optimal control problem.

There are two main families of techniques for solving optimal control problems: direct methods and indirect methods.

Indirect methods

Direct methods in optimal control convert the optimal control problem into an optimization problem of a standard form and then using a nonlinear program to solve that optimization problem.

Different models to represent vehicles exist such as a Dubin's car, Medusa Model.

1.3 Objectives

There are several ways to obtain a trajectory, for example, single and multiple shooting, collocation and quadratic programming. However, polynomial methods based on Bezier curves are particularly advantageous because they have favourable geometric properties which allow the efficient computation of the minimum distance between trajectories. As the complexity of the polynomials increases, the solutions converge to the optimal.

The cost can be constructed based on several criteria such as time and consumed energy. For *cooperative* motion planning, the cost will have to be constructed differently because it will have to take into account the motion of the multiple vehicles at once, in particular, possible inter-vehicle collision.

- test some methods for obstacle avoidance

- compare some different parameterization methodologies
- analyze the complexity of increasing order and number of vehicles

This

1.4 Overview

A path is a parameterized curve, which is a function that maps a segment $[a, b]$ to \mathbb{R}^3 . If the parameter of path p is time or a function of time, the map $t \mapsto p(t)$ is called a trajectory.

Path Following (PF) refers to the problem of making vehicles converge to and follow a path with no explicit temporal schedule while Trajectory-Tracking (TT) is the problem of making a vehicle track a trajectory such that both spacial and temporal schedules are satisfied simultaneously.

Motion Planning consists in the design of trajectories for different kinds of systems that can later be tracked.

A trajectory is the path that an object with mass in motion follows through space as a function of time. Trajectory tracking is the

The objective of motion planning is to find a trajectory to be tracked by a robot in an optimal way, based on a "cost function".

1.5 Problem Statement

Discuss the difference between trajectory tracking and motion planning

Discuss the different models for vehicles

Maybe discuss optimization software like fmincon (J Garcia does this)

Maybe discuss the use of log barrier function

1.6 Thesis Outline

In chapter 4.1, an overview of the different available numerical methods for the motion planning for a single vehicle will be presented. expand

In chapter 4.1, an overview of different vehicle models is presented. expand

In chapter 4, a discussion of the code structure is discussed, along with the choice of optimisation algorithms. expand

In chapter 5, some results are presented. expand

In chapter 6, the conclusion is made. expand

This will be followed, in chapter , by application examples for a double integrator in 1 and 2 dimensions that capture the dynamics of a single vehicle. In chapter , some considerations for the control of multiple cooperative vehicles will be presented. The report will be concluded with a final overview of the different methods considered and a plan for the project's work will be defined.

2

Existing Trajectory Optimisation methods for Motion Planning

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In this chapter, methods for trajectory optimisation will be reviewed. These methods are generic, i.e., they can be applied to a wide range of dynamic systems. In this study, they will be applied to the control of a simple model for a vehicle in both one and two dimensions. A good understanding of motion planning for single vehicles will be necessary before extending to multiple vehicles.

2.1 The Optimisation Problem

Motion planning for a single vehicle can be cast in the form of an optimal control problem of the form (see [5])

$$\begin{aligned}
& \underset{x(\cdot), u(\cdot)}{\text{minimise}} && \int_0^T L(x(t), u(t)) dt + \Psi(x(T)) && dt \\
& \text{subject to} && x(0) = x_0, && \text{(fixed initial value)} \\
& && \dot{x} = f(x(t), u(t)), && t \in [0, T] \quad \text{(ODE Model)} \\
& && h(x(t), u(t)) \geq 0, && t \in [0, T] \quad \text{(path constraints)} \\
& && r(x(T)) = 0 && \text{(terminal constraints)}
\end{aligned} \tag{2.1}$$

where x_0 is the initial state of the vehicle, the differential equation describes the model for the motion of the vehicle, $h(x(t), u(t))$ represents the path constraints, and $r(x(T)) = 0$ is the terminal constraint. T is known as the time "horizon", i. e., no matter what motion planning is used, the produced control law will only be valid within time $t \in [0; \infty]$.

An example of a path constraint is to keep the minimum distance to a known obstacle bounded below by a desired safety distance. If state variables 1 and 2 of x represent the position in a 2 dimensional plane, then $h(x)$ could be

$$h(x) = \|x - p_o\| - d_{\min} \tag{2.2}$$

where p_o is the location of an obstacle's centre of mass and d_{\min} is the minimum accepted distance to the obstacle.

All of the available methods studied here will try to produce a control law that optimises some form of the above cost function.

In order to illustrate these methods, the control of a double integrator in 1 and 2 dimensions will be presented.

A double integrator is a linear system where the second derivative of the position variable y , is the acceleration a , that is,

$$\ddot{y} = a \tag{2.3}$$

The variables for the state-space form for the double integrator are given by

$$\begin{cases} x_1 = y \\ x_2 = v \\ u = a \end{cases} \quad (2.4)$$

where x_1 and x_2 are state variables that represent position and velocity, respectively, and u is the system input, acceleration.

The system dynamics can be represented in state-space form as

$$\begin{cases} \dot{x}_1 = x_2 \\ \dot{x}_2 = u \end{cases} \quad (2.5)$$

or

$$\begin{bmatrix} \dot{x}_1 \\ \dot{x}_2 \end{bmatrix} = \begin{bmatrix} 0 & 1 \\ 0 & 0 \end{bmatrix} \begin{bmatrix} x_1 \\ x_2 \end{bmatrix} + \begin{bmatrix} 0 \\ 1 \end{bmatrix} u \quad (2.6)$$

in matrix form.

A general linear system is represented by

$$\dot{x} = Ax + Bu \quad (2.7)$$

As a result, for a double integrator, the matrices A and B are given by

$$A = \begin{bmatrix} 0 & 1 \\ 0 & 0 \end{bmatrix}, \quad B = \begin{bmatrix} 0 \\ 1 \end{bmatrix} \quad (2.8)$$

The cost function 2.1 will be simplified to

$$J = \int_0^\infty x_1^2 + x_2^2 + \rho u^2 dt \quad (2.9)$$

where x_1 and x_2 are variables of state x , u is the input fed to the system, and ρ is a scalar that penalizes "energy" consumption.

This dynamic system is differentially flat with x_1 as the flat output, because it is possible to express x_2 as a derivative of x_1 and u as a double derivative of x_1 .

Although simpler and for demonstration purpose, uni dimensional problems still have a place in real life applications. One easy example is a train that follows a track. It cannot leave the track therefore, environmental constraints (obstacles) cannot be persistent if they are between its initial and desired position. A non-persistent constraint could be another train that is joining the same line, therefore, the first

train cannot be in certain positions in certain points in time.

worth mentioning this?

2.2 differentially Flat Systems

A nonlinear system of the form

$$\dot{x} = f(x(t), u(t)), \quad x(t) \in \mathbb{R}^n \quad (2.10)$$

is said to be *differentially flat* [6] or simply *flat* if there exists a set of variables $y = (y_1, \dots, y_m)$ called the *flat output*, such that

- the components of y are not differentially related over \mathbb{R} ,
- every system variable, state or input, may be expressed as a function of the components of y and a finite number of their time-derivatives,
- conversely, every component of y may be expressed as a function of the system variables and of a finite number of their time-derivatives.

The flat output has, in general, a clear physical interpretation and captures the fundamental properties of a given system and its determination allows to considerably simplify the control design.

This implies that there is a fictitious *flat output* that can explicitly express all states and inputs in terms of the flat output and a finite number of derivatives.

2.3 Linear Quadratic Regulator

A Linear Quadratic Regulator is a technique applicable to linear dynamic systems of the form

$$\dot{x} = Ax + Bu \quad (2.11)$$

where x is the state, u is the input, and A and B are state and input matrices of appropriate dimensions.

The Linear Quadratic Regulator algorithm yields, under certain conditions, an appropriate state-feedback LQR controller that minimises a cost function of the form

$$J = \int_0^T x^T Q x + u^T R u + 2x^T N u dt \quad (2.12)$$

The stabilising control law is of the form

$$u = -Kx \quad (2.13)$$

where K is given by

$$K = R^{-1}(B^T P(t) + N^T) \quad (2.14)$$

where $P(t)$ is the solution of the differential Riccati equation

$$A^T P(t) + P(t)A - (P(t)B + N)R^{-1}(B^T P(t) + N^T) + Q = -\dot{P}(t) \quad (2.15)$$

with appropriate boundary conditions.

For the situation where the time horizon T is ∞ , $P(t)$ will tend to a constant solution, P , and, as a result, P is found by solving the continuous time algebraic Riccati equation

$$A^T P + PA - (PB + N)R^{-1}(B^T P + N^T) + Q = 0 \quad (2.16)$$

The solution provided by this algorithm will be optimal and unique if the following conditions are fulfilled:

- (A, B) is controllable

for a system output $y = Cx$, the pair (A, C) is observable

- $R > 0$ and $Q > 0$

Control via LQR is in closed-loop form, which has the advantage of being robust against parameter uncertainty and reducing the effect of external disturbances.

In order to visualise the resulting control input that will be fed to a system as a function of time, the ODE that combines 2.11 and 2.13 can be solved when provided with initial conditions.

Matlab implements the solution of the quadratic regulator in the functions `lqr` (for continuous systems) and `dqlr` (for digital systems).

The first presented example of control of the double integrator will be done in the context of linear quadratic regulator theory. Here, the initial conditions, which will be the same for all the 1-dimensional examples throughout this chapter, are given by

$$x_0 = \begin{bmatrix} x_{1_0} \\ x_{2_0} \end{bmatrix} = \begin{bmatrix} 3 \\ 1 \end{bmatrix} \quad (2.17)$$

Figure 2.1 shows a solution of an LQR controlled double integrator. The regulator used for this example was obtained with $Q = I$ and $R = \rho = 0.1$ as weights to obtain K in equation 2.14 so that the resulting cost matches 2.9.

It can be seen that all variables tend asymptotically to zero, however, after around 6 seconds the system can already be considered stationary.

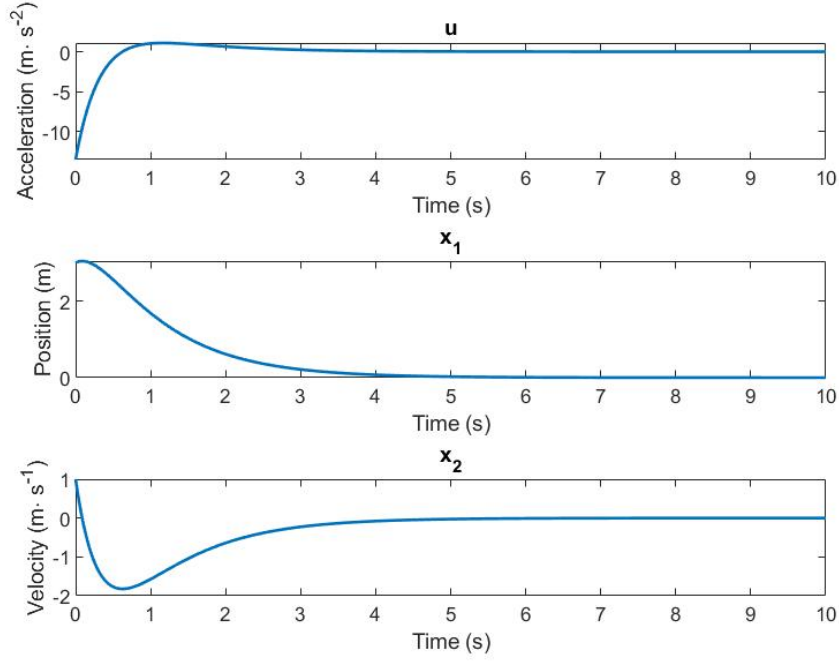


Figure 2.1: Result for a Linear Quadratic Regulator

2.4 Single Shooting

Single Shooting is a direct method for motion planning. It consists of parameterising, for a given system, the control input signal $u(t)$ as a piece-wise constant function of time, as defined by

$$u(t) = q_i, \quad t \in [t_i, t_{i+1}] \quad (2.18)$$

where q_i has the dimensions of the input, and the intervals $[t_i, t_{i+1}]$ denote the time-intervals between instants indexed by indices i and $i + 1$.

The following step consists of solving the following ODE:

$$\begin{aligned} x(0) &= x_0, \\ \dot{x}(t) &= f(x(t), u(t; q)), \quad t \in [0, T]. \end{aligned} \quad (2.19)$$

to obtain the time evolution of x .

With the obtained trajectories, the optimisation problem (2.1) can be extended and expressed as a function of the parameters $q = (q_0, q_1, \dots, q_{N-1})$ as optimisation variables. The new optimisation

problem is written in the form

$$\begin{aligned}
& \underset{q}{\text{minimise}} && \int_0^T L(x(t; q), u(t; q)) dt + \Psi(x(T; q)) \\
& \text{subject to} && x(0) = x_0, \\
& && \dot{x} = f(x(t), u(t)), && t \in [0, T] \\
& && h(x(t), u(t)) \geq 0, && t \in [0, T] \\
& && r(x(T)) = 0
\end{aligned} \tag{2.20}$$

This method can produce good results when a sufficiently low step duration is used. However, a huge concern when choosing a trajectory planning method is computation time. Convergence for a good solution takes a long time because the number of parameters that are used is relatively large. With an increasing number of search parameters comes an increasingly bigger complexity and, because the cost can only be calculated for the completed trajectory, calculating the gradients with respect to each parameter can be very difficult.

Trajectory planning for the double integrator with single shooting will be unconstrained. This is because the solution produced by the optimisation problem will shape u , which will have no influence on the problem's initial conditions.

The solution for this unconstrained problem was found with the Matlab function `fminsearch`.

During the optimisation process, the variables x_1 and x_2 will be necessary for calculation of the cost. The integral 2.9 squared can be easily calculated without ever having to obtain an explicit expression for signals x_1 and x_2 . This is because x_2 will be continuous piece-wise straight lines (by integration of constants) and x_1 will be continuous piece-wise parabolas (by integration of straight lines).

Figure 2.2 shows the solution of this shooting problem. The input u has a total of 30 coefficients, each having a duration of 20 ms.

2.5 Multiple Shooting

With multiple shooting, u is parameterised in the same way as single shooting (see 2.18). The main difference between multiple shooting and single shooting is that the ODE is calculated for each time interval separately. This ODE uses as initial value s_i and is expressed as

$$\dot{x}_i(t; s_i; q_i) = f(x_i(t; s_i, q_i), q_i), \quad t \in [t_i; t_{i+1}] \tag{2.21}$$

Continuity of state x for each time-step has to be assured. As a result, an equality constraint has to

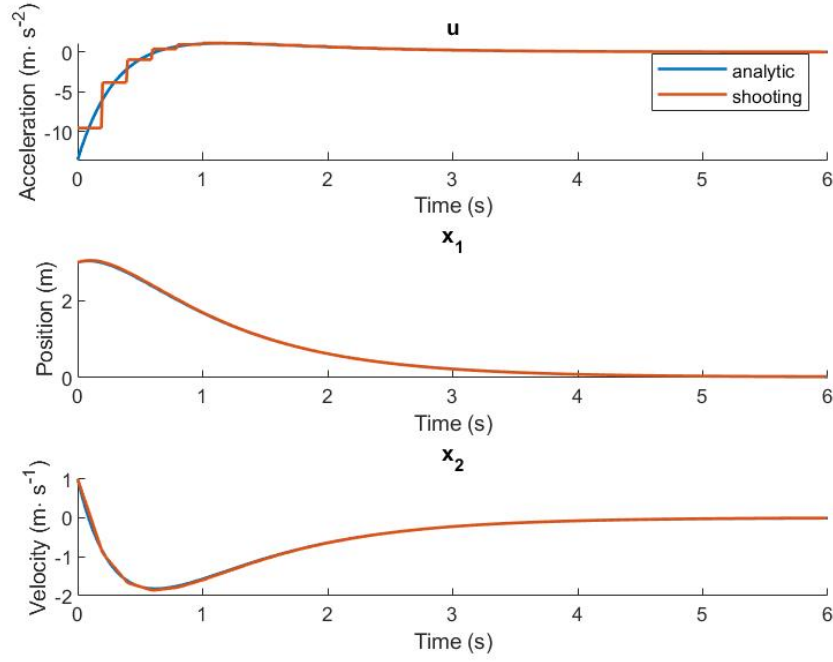


Figure 2.2: Direct Optimisation via a piecewise constant input
Computation time: 2.44 s

be added to the problem. This constraint is given by

$$s_{i+1} = x_i(t_{i+1}, s_i, q_i), \quad i = 0, 1, \dots, N-1 \quad (2.22)$$

where the path cost l_i can now be calculated for each time interval $t \in [t_i; t_{i+1}]$ and is given by

$$l_i(s_i; q_i) = \int_{t_i}^{t_{i+1}} L(x(t; s_i; q_i), q_i) dt \quad (2.23)$$

The optimisation problem can now be redefined as

$$\begin{aligned} & \underset{q, s}{\text{minimise}} && \sum_{i=0}^{N-1} l_i(s_i, q_i) + \psi(s_N) \\ & \text{subject to} && a(0) = x_0, \\ & && s_{i+1} = x_i(t_{i+1}, s_i, q_i), \quad i = 0, 1, \dots, N-1, \\ & && h(s_i, q_i) \geq 0, \quad 1, \dots, N, \\ & && r(x(T)) = 0 \end{aligned} \quad (2.24)$$

For a solution u to be obtained with the same duration and order as in single shooting, the optimising algorithm will have to search through twice the amount of variables (an s_i for every q_i). However, the

larger search space will be sparse due to the presence of constraints, and, as a result, easier to solve, compared to the small and dense optimisation problem produced by single shooting [7].

Solutions for multiple shooting will be identical to single shooting and will differ only in computation time. Therefore, examples with this method are not be given.

2.6 Quadratic Programming

Quadratic programming problems have the form

$$\begin{aligned} \underset{\bar{x}(\cdot)}{\text{minimise}} \quad & \frac{1}{2} \bar{x}^T H \bar{x} + f^T \quad \text{subject to} \quad A \cdot \bar{x} \leq b, \\ & Aeq \cdot \bar{x} = beq, \\ & lb \leq \bar{x} \leq ub \end{aligned} \quad (2.25)$$

and are not specifically designed to tackle motion planning problems. The first step to apply this technique is to discretise the system's dynamics. A discrete linear system can be represented as

$$\phi_{x_k} + \Gamma_{u_k} - x_{k+1} = 0 \quad (2.26)$$

where x_k and u_k are the state and input at discrete time k , and Φ and Γ are state and input matrices of appropriate dimensions.

The cost function to optimise that is equivalent to 2.12 is given by

$$J_d = x_N^T Q x_N + \sum_{k=0}^{N-1} x_k^T Q x_k + u_k^T R u_k \quad (2.27)$$

where the matrices Q and R will be identical to the continuous time problem.

The goal of the quadratic programming optimiser is to obtain values x_k and u_k for all discrete-time instants that minimise 2.27. In order to formulate the optimisation problem in the form of 2.25, all of the variables to optimise have to be flattened to a the column vector

$$\bar{x} = [x_1^0 \dots x_n^0 \quad u_1^0 \dots u_m^0 \quad (\dots) \quad x_1^{N-1} \dots x_n^{N-1} \quad u_1^{N-1} \dots u_m^{N-1} \quad x_1^N \dots x_n^N]^T \quad (2.28)$$

where the superscript is the iteration number that goes from 0 to N , n is the dimension of x and m is the dimension of u . There will be a total of $(N-1)(n+m) + n$ variables to optimise.

To optimise 2.27, matrix H will be constructed by repetition of matrices Q and R as shown in

$$H = \begin{bmatrix} [Q] & & & & \\ & R & & & \\ & & \ddots & & \\ & & & [Q] & \\ & & & & R \\ & & & & & [Q] \end{bmatrix} \quad (2.29)$$

The system dynamics 2.26 will impose "dynamic" linear constraints given by

$$\underbrace{\begin{bmatrix} [\phi] & [\Gamma] & [-I] & \dots & \\ & [\Phi] & [\Gamma] & [-I] & \dots \\ \vdots & \vdots & \vdots & \vdots & \ddots \end{bmatrix}}_{\text{Aeq (dynamics)}} \bar{x} = \underbrace{\begin{bmatrix} 0 \\ 0 \\ 0 \\ \vdots \\ 0 \end{bmatrix}}_{\text{beq dynamics}} \quad (2.30)$$

where I is the identity matrix with size equals to the dimension of x .

The first and last samples of x will be restricted to the initial and final conditions, x_i and x_f

$$\underbrace{\begin{bmatrix} 1 & 0 & 0 & \dots & 0 \\ 0 & 1 & 0 & \dots & 0 \end{bmatrix}}_{\text{Aeq (initial state)}} \bar{x} = \underbrace{\begin{bmatrix} \mathbf{x}^i \end{bmatrix}}_{\text{beq (initial state)}} \quad (2.31)$$

$$\underbrace{\begin{bmatrix} 0 & \dots & 0 & 1 & 0 \\ 0 & \dots & 0 & 0 & 1 \end{bmatrix}}_{\text{Aeq (final state)}} \bar{x} = \underbrace{\begin{bmatrix} \mathbf{x}^f \end{bmatrix}}_{\text{beq (final state)}} \quad (2.32)$$

The final matrices Aeq and beq that will be plugged in the optimisation software will be given by

$$\underbrace{\begin{bmatrix} \text{Aeq (dynamics)} \\ \text{Aeq (initial state)} \\ \text{Aeq (final state)} \end{bmatrix}}_{\text{Aeq}} \bar{x} = \underbrace{\begin{bmatrix} \vec{0} \\ x^i \\ x^f \end{bmatrix}}_{\text{beq}} \quad (2.33)$$

An additional inequality constraint may be used to bound values of \bar{x} . These are coded in the lb and ub vectors which correspond to the lower bound and upper bounds for \bar{x} . Later, in the application examples, this will be used to bound the values of u .

In order to control the double integrator using quadratic programming techniques, the system's discrete-time equivalent will have to be obtained first. Matrices Φ and Γ can be obtained via the Matlab function `c2d`. H will be as described with Q and R identical to the analytical solutions; f will be zero because there are no non-squared components of the cost function. Figure 2.3 shows the solution of the quadratic problem for an unconstrained input and identical initial conditions to the analytical example were used.

Figure 2.4 shows a solution to a problem where u is bounded by

$$\begin{aligned} ub &= U_{\max} [\infty \quad \infty \quad 1 \quad \dots \quad \infty \quad \infty \quad 1 \quad \infty \quad \infty] \\ lb &= U_{\min} [\infty \quad \infty \quad 1 \quad \dots \quad \infty \quad \infty \quad 1 \quad \infty \quad \infty] \end{aligned} \quad (2.34)$$

where U_{\max} and U_{\min} are given by ± 1 . Here we can see a clear saturation on the input up to time 2.5 s after which the system evolves like in the unconstrained example.

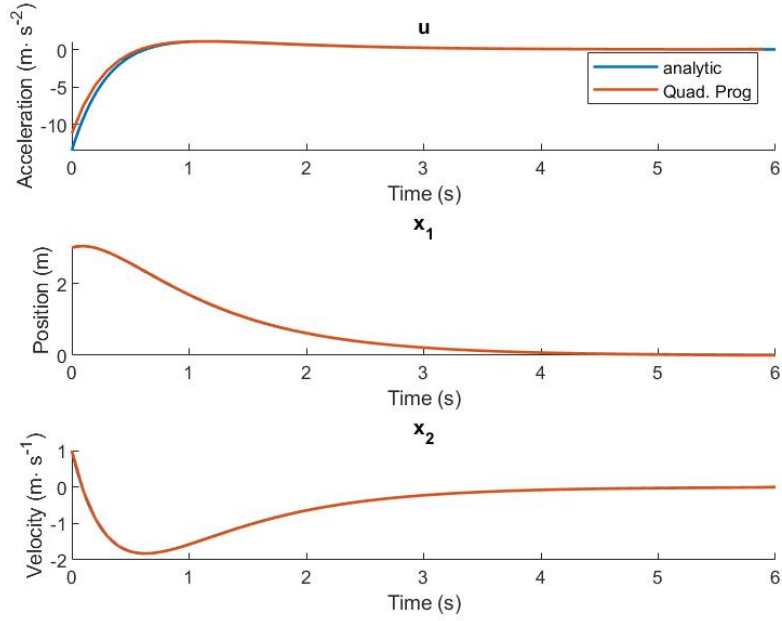


Figure 2.3: Quadratic Programming solution

2.7 Bezier Curves

What follows is a brief summary of the type of polynomials that will be exploited in the thesis.

A Bernstein polynomial is given by

$$P(\tau) = \sum_{k=0}^n p_k B_{k,n}(\tau), \quad \tau \in [0, 1] \quad (2.35)$$

where n is the order of the polynomial and τ is the time contraction of t , given by

$$\tau = \frac{t}{T}, \quad t \in [0, T] \quad (2.36)$$

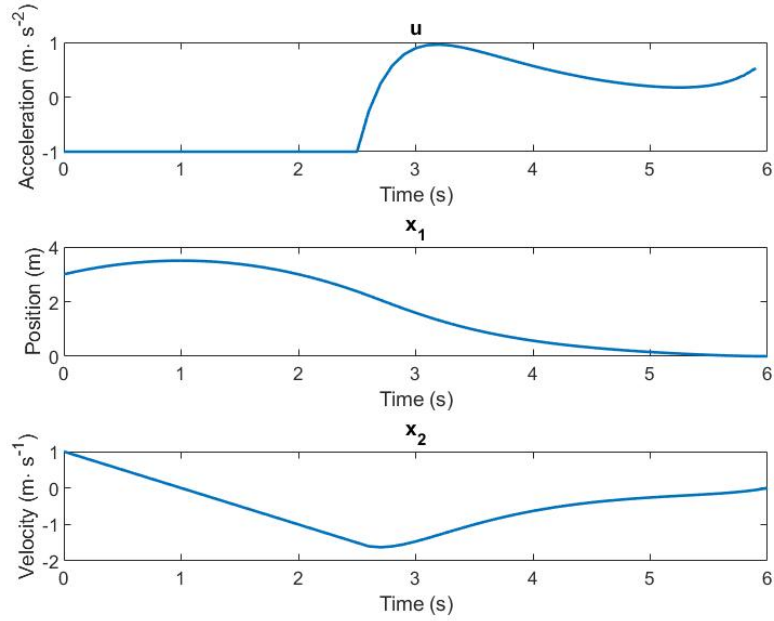


Figure 2.4: Quadratic Programming solution with bounded input

p_k are the polynomial coefficients or *control points*, and b_k^n are the *Bernstein Basis*, given by

$$B_k^n(\tau) = \binom{n}{k} (1 - \tau)^{n-k} \tau^k \quad (2.37)$$

As a result, a bernstein polynomial of order n is a linear combination of $n + 1$ bernstein basis with weights given by p_k .

The Bernstein Basis, as a function of τ , for 6 different orders, n , are plotted, on in each subplot of figure 2.5.

For a polynomial of order n , the $i \in 0..n$ control points can be represented on a vector p , for example,

$$p = \begin{bmatrix} 0 \\ 0.5 \\ 1 \\ 0.7 \\ 0.3 \\ -0.7 \\ -1 \\ -0.5 \\ -0.1 \end{bmatrix} \quad (2.38)$$

The plot of the polynomials respective to vector p is in figure 2.6. The control points on vector p are plotted along time axis uniformly. What can be seen is that the control points "attract" the curve towards themselves.

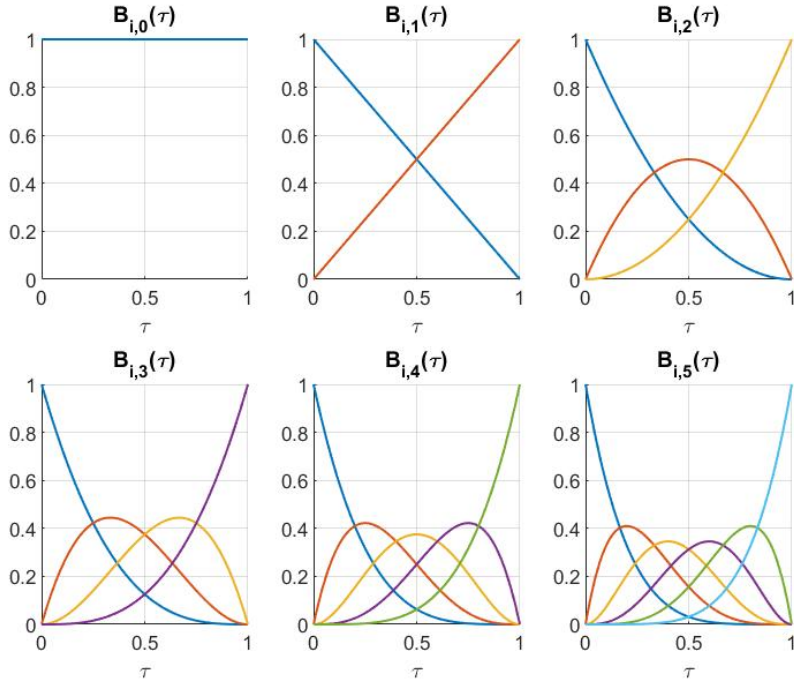


Figure 2.5: Representation of the Bernstein Basis for $\tau \in [0, 1]$ for orders 0 to 5

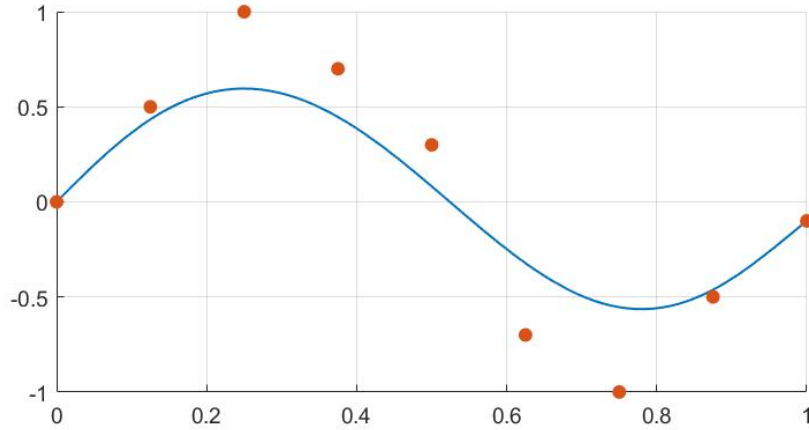


Figure 2.6: A Bernstein Polynomial

Two Bernstein Polynomials of the same order, i.e., same number of control points, can be plotted against each other within the time domain $\tau \in [0, 1]$. The control points of the curves together form $n + 1$ points in 2 dimensions. These are plotted together with the example 2-D plot of 2.7. Once again, like in the 1-D case, the control points "shape" the curve by attracting the curve to themselves.

One thing that is important to note is how the control points' will play a role on the shape of the curve. Figure 2.8 shows how the same control points can form a completely different curve.

Figure 2.7 shows a two dimensional Bernstein polynomial.

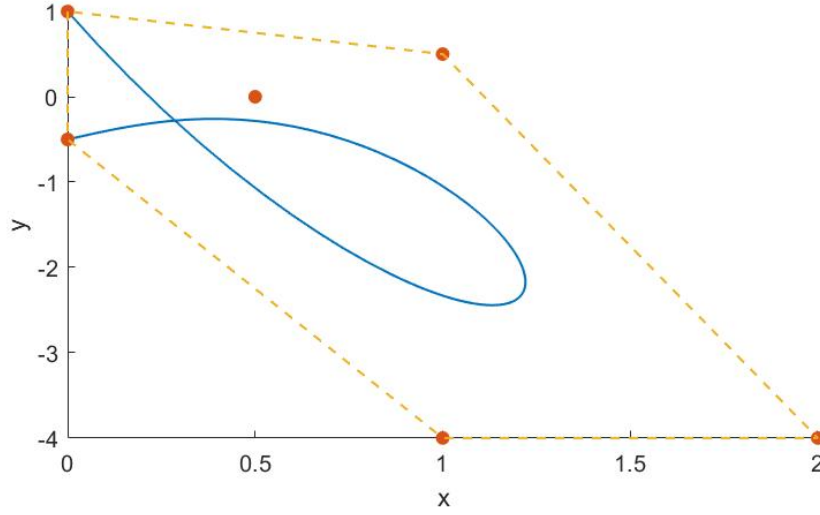


Figure 2.7: A 2D Bernstein Polynomial

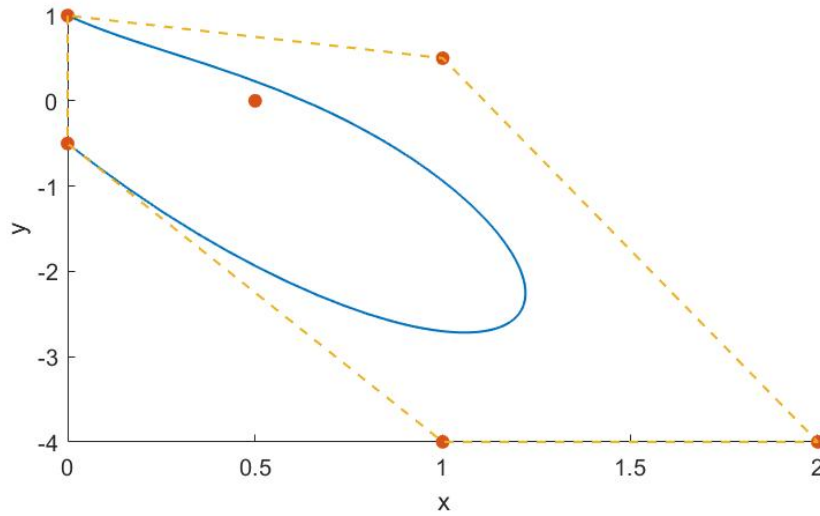


Figure 2.8: A 2D Bernstein Polynomial

One of the first properties that can be observed in figure 2.6 is that, within the domain $t \in [0, T]$, the polynomial is limited by a convex hull formed by the control points.

The initial and final values of $P(t)$ in the interval $[0, T]$ are given by

$$\begin{aligned} P(0) &= p_{n,0} \\ P(T) &= p_{n,n} \end{aligned} \tag{2.39}$$

and the derivative and integral are given by

$$\dot{P}(t) = \frac{n}{T} \sum_{k=0}^{n-1} (p_{k+1,n} - p_{k,n}) B_{k,n-1}(t) \quad (2.40)$$

$$\int_0^T P(t) dt = \frac{T}{n+1} \sum_{k=0}^n p_{k,n} \quad (2.41)$$

The control points for the derivative of a bernstein polynomial can be obtained by a multiplication of a derivation matrix by the control points of the original curve stored in the column vector, with the matrix given by

$$\text{Derivation Matrix} = \begin{bmatrix} 1 & -1 & & \dots & & \\ & 1 & -1 & \dots & & \\ \vdots & \vdots & \vdots & \vdots & \vdots & \vdots \\ & & \dots & & -1 & 1 \end{bmatrix} \quad (2.42)$$

The control points of the Anti-Derivative/Primitivation can be obtained similarly to the derivation by multiplying the control points to a primitivation matrix (my discovery) and adding a vector:

$$p = A \cdot \dot{p} + p_0 \quad (2.43)$$

where p_0 is the initial values of P and the matrix A is given by

$$\begin{bmatrix} 0 & 0 & \dots & 0 & 0 \\ 1 & 0 & \dots & 0 & 0 \\ 1 & 1 & \dots & 0 & 0 \\ \vdots & \vdots & \dots & \vdots & \vdots \\ 1 & 1 & \dots & 1 & 1 \end{bmatrix} \quad (2.44)$$

Multiplication and addition is given by

$$f(t)g(t) = \sum_{i=0}^{m+n} \left(\sum_{j=\max(0,i-n)}^{\min(m,i)} \frac{\binom{m}{j} \binom{n}{i-j}}{\binom{m+n}{i}} f_{j,m} g_{i-j,n} \right) B_{i,m+n}(t) \quad (2.45)$$

$$f(t) \pm g(t) = \sum_{i=0}^m \left(f_{i,n} \pm \sum_{j=\max(0,i-m+n)}^{\min(n,i)} \frac{\binom{n}{j} \binom{m-n}{i-j}}{\binom{m}{i}} g_{j,n} \right) B_{i,m+n}(t) \quad (2.46)$$

The De Casteljau's algorithm is a recursive method to evaluate polynomials in Bernstein form. A geometric interpretation of this algorithm presented as follows:

1. Connect the consecutive control points in order to create the control polygon of the curve.
2. Subdivide each line segment of this polygon with the ratio $t : (1 - t)$ and connect the obtained points. This way a new polygon is obtained having one fewer segment.

3. Repeat the process until a single point is achieved – this is the point of the curve corresponding to the parameter t .

Figure 2.9 illustrates the breakdown of the control points into polygons and sub polygons. The use of this algorithm is popular algorithm in Computer Aided Graphic Design.

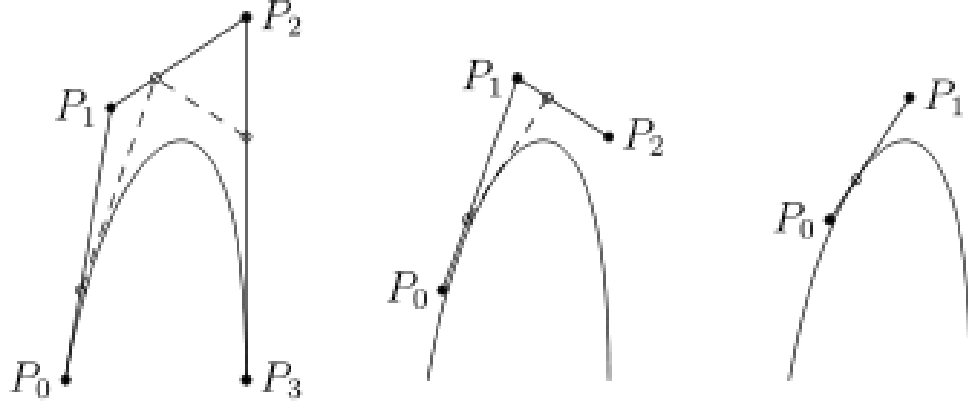


Figure 2.9: Visual representation of the deCasteljau algorithm

The use of Bernstein polynomials as an alternative to monomial polynomials, as presented in the previous section, is preferable (see [8]).

The convex hull property of these polynomials will prove useful in an algorithm that calculates distance between curves, which will be used in de-confliction of trajectories in multiple vehicle control. By just knowing the position of the control points in the space, it is possible to guarantee constraint satisfaction in the whole trajectory and not just in the control points.

Just as with monomial polynomials, when these Bernstein polynomials are applied to differentially flat systems, a reduction of the number of parameters to optimise is possible because with just a flat output, all state variables can be derived. If the system is not differentially flat, then parameters for all state variables need to be defined and optimised but will be subject to the constrained imposed by the system's dynamics. The optimization problems developed for motion planning in this work center around the usage of what is known as Bernstein polynomials.

2.8 Minimum Distance to Trajectories

2.8.1 Sampling Trajectories

A method of guaranteeing that the minimum distance between vehicles is always above a certain value is by calculating the minimum possible distance between each pair of N_v vehicles, which yields a total of $\binom{N_v}{2}$ calculations. If PF is used, then the minimum distance between the paths must be greater than

a certain value. As a result, these paths cannot intersect. If TT is used, then the minimum distance between vehicles will depend on time $t \in [0T]$, which means that the trajectories must intersect in space but not in time.

Given that this thesis will focus on the usage of TT and not PF, methods to calculate minimum distances throughout time will be discussed.

The most straightforward way to calculate the minimum distance between two trajectories is to sample each trajectory and calculate the euclidean distance between time equivalent samples. The smallest yields the shortest distance. This method, however, is not perfect because the finer the samples, the more accurate is the result.

One thing to note, however, is that super accurate results of minimum distance between trajectories are not necessary. If, besides knowing the position of the vehicle at a sample, we also know the maximum tangent speed between that sample and the next, then the distance to the other vehicle cannot deviate more than a certain determinable value between those 2 points. It will be smaller than the calculated distance if the vehicles are moving towards each other. The choice of number of samples will determine how big this deviation can be. The optimisation algorithm will stop once it finds a minimum distance that is greater than a certain value, therefore, the number of samples must be big enough such that the deviation is relatively small when compared to the desired minimum distance.

For example, an optimisation problem specifies a minimum distance between 2 vehicles of 1 m. These vehicles are limited to 1 m s^{-1} . At a certain point in time between 2 samples, they can be closer to each other than they are at the samples, so let's assume the worst case scenario: half of the time between samples is spent moving towards each other at maximum speed, which implies moving away from each other during the other half of time at maximum speed, therefore, if the time sample is 10 ms, during 5 ms the vehicles can travel 1 cm towards each other, at the relative speed of 2 m s^{-1} , which is a 1 % deviation from the established minimum distance of 1 m. If the optimisation problem is reformulated to guarantee 1.01 m, then, with samples spaced by 10 ms, a successful optimisation solution guarantees a minimum distance between vehicles of 1 m. which means a total of 100 samples per second of runtime.

2.8.2 Minimum Distance Between Bezier Curves

2.8.3 GJK Algorithm

The Gilbert–Johnson–Keerthi (GJK) algorithm is an efficient algorithm to calculate minimum distance between arbitrary convex shapes in any dimension.

The GJK algorithm relies heavily on a concept called the Minkowski Sum, but, because the difference operator is used for this algorithm, instead of the sum, the term Minkowski difference will be used. For

two shapes A and B , their Minkowski Difference is given by

$$D = A - B = \{a - b | a \in A, b \in B\} \quad (2.47)$$

where D is a new convex shape given by the subtraction of every point in A by every point in B . Figure shows 2 shapes on the left handside which intersect and the resulting Minkowski Difference on the right hand side. Figure shows two shapes that do not intersect and their resulting Minkowski Difference. Notice how the second Minkowski Difference has an identical shape to the first, only differing on its position. If the Minkowski Difference contains the origin, then the two shapes have common points, i.e., intersect, because the resulting subtraction is zero. As a result, the GJK algorithm is a two part problem: first detect intersection, by testing if the Minkowski Difference contains the origin, then, if it does not, the closest points between A and B result in a Minkowski Point that is closest to the origin, therefor, the second part part of the problem is to look for that closest point to the origin.

figure of 2
intersect-
ing shapes
plus figure

For a N-D Minkowski Difference, if a convex shape of up to $N+1$ vertices that surrounds the origin is found, then the shapes A and B intersect. This shape with up to $N+1$ vertices is known as a simplex. For 2-D Minkowski Differences, the simplexes can be a point (1 vertex), a line segment (2 vertices) and a triangle (3 vertices). For 3-D spaces, the simplexes can be the same as in 2-D spaces with the addition of a tetrahedron (4 vertices).

The key to GJK's efficiency is to find points in the Minkowski difference that are the best candidates to be in a simplex that can contain the origin.

A support function returns the farthest point in some direction. The resulting point is known as the support point. Finding a support point in the Minkowski Difference along direction d is the same as subtracting the support point of A along d and B along d .

Choosing the farthest point in a direction has significance because it creates a simplex who contains a maximum area therefore increasing the chance that the algorithm exits quickly. In addition, all the points returned this way are on the edge of the Minkowski Difference and therefore if a point past the origin along some direction cannot be added, the Minkowski Difference cannot contain the origin. This increases the chances of the algorithm exiting quickly in non-intersection cases.

Let W_k be the set of vertices of the simplex constructed in the k^{th} iteration, and v_k as the point in the simplex closest to the origin. Initially, $W_0 = \emptyset$, and v_0 is an arbitrary point of the Minkowski Difference. Since each v_k is contained in the Minkowski Difference, the length of v_k must be an upper bound for the distance.

GJK generates a sequence of simplices in the following way. In each iteration step, a vertex $w_k = s_{A-B}(-v_k)$ is added to the simplex, with the objective of surrounding the origin. If the simplex contains the origin, then the program interrupts because the shapes intersect. If it's proven that the Minkowski Difference cannot contain the origin because the last added vertex did not move "beyond" the origin,

then program interrupts and moves on to finding the minimum distance to the origin. If intersection is not proven yet, the new v_{k+1} is perpendicular to the vector given by the last vertex with the one before that, or with the last with the third from the last, if available, depending on which has a dot product greater than 0, and the not used vertex gets removed from the simplex. Alternatively, if no intersection is proven, the new v_{k+1} is the point in the convex hull of $W_k \cup \{w_k\}$ closest to the origin and W_{k+1} becomes the smallest sub-simplex of $W_k \cup \{w_k\}$ that contains v_{k+1} .

2.8.4 Directed EPA

If two convex shapes intersect, the GJK algorithm cannot provide collision information like the penetration depth and vector. One algorithm that provides this information is the Extended Polytope Algorithm (EPA). A slight modification for the EPA algorithm is proposed here. It will be referred as the Directed Extended Polytope Algorithm (DEPA), whose objective is to find the penetration of one convex shape relative to another along a specific direction d , while the EPA algorithm finds the shortest vector such that the shapes no longer collide. The penetration along a direction is the length of dislocation that the second shape would have to move so that the two shapes no longer collide.

The shapes intersect when the Minkowski contains the origin, therefore, the EPA or the slight variant shown here have as objective dislocating the Minkowski Difference such that it no longer contains the origin. Penetration along a specific direction can be found by calculating the length of the vector that starts in the origin on the Minkowski Difference, has the same direction as d , and stops once it finds the edge of the Minkowski Difference. In other words, this is the norm of the intersection point between a ray starting at the origin with direction d and the edge of the Minkowski Difference. Once this length is found, shape B can move by that length along the direction of d such that it is no longer in collision with shape A .

The process of looking for the penetration along a direction d starts with a polygon which contains the origin, constructed with points along the edge of the Difference. The first step is to find the only edge of this polygon which will intersect with the ray that starts in the origin with direction d . Once this edge is found, the other edges of the polygon are ignored and an iterative process starts. The first step on the iterative process is to calculate a vector which normal to the current intersecting segment and points "outwards" with respect to the origin. Next, the support function is performed with this vector. The resulting point will be closer to the desired final point. There are now three points in play: the two segment ends and the new point that resulted from the support operation. The next step is to define two segments, one from the one of the segment ends to the new support point, the other from the other segment end to the support point. The next step is to find which of these two new segments intersects with the same ray with direction d and then repeat the iteration.

2.8.5 MinDistBez

When using Bezier curves, a strategy is necessary to calculate the minimum distance

write about
one polyno-
mial inside
another by
doing the
convex hull
algorithm
(the inside
polygon
cannot par-
ticipate on
the convex
hull (dis-
cuss com-
plexity))

3

Autonomous Vehicle Models

Contents

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| 3.2 | Dubin Car | 32 |
| 3.3 | Medusa | 33 |

In this chapter equations that rule the motion of an autonomous marine vehicle are derived. To this end, the coordinate frames will be defined initially (3.1). What follows will be the general vehicle motion equations for the dubin's car (sec:dubincarequations). Finally, the motion equations for the MEDUSA model are presented (the characterization of the vehicle MEDUSA (3.3). The models presented here rely on parameters specific for each vehicle, which will not be discussed in this chapter.

In this chapter we address the mathematical models that describe the motion of vehicles in 2 dimensional space.

3.1 Reference Frames and Notation

To derive the equations of motion for a marine vehicle it is standard practice to define two coordinate frames; Earth-fixed inertial frame $\{U\}$ composed by the orthonormal axes $\{x_U, y_U, z_U\}$ and the body-fixed frame $\{B\}$ composed by the axes $\{x_B, y_B, z_B\}$, as indicated in Figure 3.1.

- x_B is the longitudinal axis (directed from the stern to fore)
- y_B is the transversal axis (directed from to starboard)
- z_B is the normal axis (directed from top to bottom)

To simplify the model equations, the origin of the body-fixed frame is normally chosen to coincide with the centre of mass of the vehicle. The motion control of $\{B\}$ (that corresponds to the motion of the vehicle) is described relative to the inertial frame $\{U\}$.

In general, six independent coordinate are necessary to determine the evolution of the position and orientation (six Degree of Freedom (DOF)), three position coordinates (x, y, z) and using the Euler orientation angles (ϕ, θ, ψ) . The six motion components are defined as *surge*, *sway*, *heave*, *roll*, *pitch*, and *yaw*, and adopting the SNAME¹ notation it can be written as in the Table 3.1 or in a vectorial form:

- $\eta_1 = [x, y, z]^T$ - position of the origin of $\{B\}$ with respect to $\{U\}$
- $\eta_2 = [\phi, \theta, \psi]^T$ - orientation of $\{B\}$ with respect to $\{U\}$.
- $\nu_1 = [u, v, w]^T$ - linear velocity of the origin of $\{B\}$ relative to $\{U\}$, expressed in $\{B\}$.
- $\nu_2 = [p, q, r]^T$ - angular velocity of $\{B\}$ relative to $\{U\}$, expressed in $\{B\}$.
- $\tau_1 = [X, Y, Z]^T$ - actuating forces expressed in $\{B\}$.
- $\tau_2 = [K, M, N]^T$ - actuating moments expressed in $\{B\}$

¹The Society of Naval Architects & Marine Engineers - <http://www.sname.org/>

In compact form yields

$$\begin{cases} \eta = [\eta_1^T, \eta_2^T]^T \\ \nu = [\nu_1^T, \nu_2^T]^T \\ \tau_{RB} = [\tau_1^T, \tau_2^T]^T \end{cases} \quad (3.1)$$

| Degree of Freedom | Forces and moments | Linear and angular velocities | Position and Euler angles |
|---|--------------------|-------------------------------|---------------------------|
| 1. Motion in the x -direction (surge) | X | u | x |
| 2. Motion in the y -direction (sway) | Y | v | y |
| 3. Motion in the z -direction (heave) | Z | w | z |
| 4. Rotation about the x -axis (roll) | K | p | ϕ |
| 5. rotation about the y -axis (pitch) | M | q | θ |
| 6. Rotation about the z -axis (yaw) | N | r | ψ |

Table 3.1: Notation used for marine vehicles

The first step towards describing the motion of an AUV

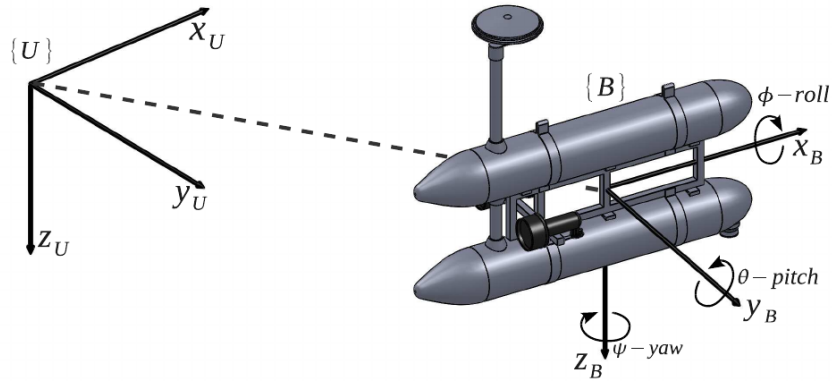


Figure 3.1: Coordinate frames

3.2 Dubin Car

In geometry, the term Dubins path typically refers to the shortest curve that connects two points in the two-dimensional Euclidean plane (i.e. x - y plane) with a constraint on the curvature of the path and with prescribed initial and terminal tangents to the path, and an assumption that the vehicle traveling the path can only travel forward [9].

A dubin's car is a simple model for a vehicle that transveses a dubin's path.

A simple kinematic car model for the systems is:

$$\begin{aligned}\dot{x} &= v \cos \psi \\ \dot{y} &= v \sin \psi \\ \dot{\psi} &= w\end{aligned}\tag{3.2}$$

where (x, y) is the car's position, ψ is the car's heading, v is the car's speed, and w is the car's turn rate.

The dynamics will be the simplest possible: basic accelerations.

$$\begin{aligned}\dot{w} &= r \\ \dot{v} &= a\end{aligned}\tag{3.3}$$

Is differentially flat [6].

3.3 Medusa

Is not differentially flat

The kinematics trats only the gemotrical aspects of motion, and relates the velocities with poisiton. Using the coordinate frames notation in Section 3.1, the kinematic equation can be expressed as

$$\dot{\eta} = J(\eta)\nu\tag{3.4}$$

with

$$J(\eta) = [{}^U_B R]\tag{3.5}$$

where

$${}^U_B R(\Theta) = \begin{bmatrix} c\psi c\theta & c\psi s\theta s\phi - s\psi c\phi & c\psi s\theta c\phi + s\psi s\phi \\ s\psi c\theta & s\psi s\theta s\phi + c\psi c\phi & s\psi s\theta c\phi - c\psi s\phi \\ -s\theta & c\theta s\phi & c\theta c\phi \end{bmatrix}, s\cdot = \sin(\cdot), c\cdot = \cos(\cdot)\tag{3.6}$$

is the rotation matrix from $\{B\}$ to $\{U\}$, [10], defined my means of three successive rotations (zyx -convention):

$${}^U_B R(\Theta) = R_{z,\psi} R_{y,\theta} R_{x,\phi}\tag{3.7}$$

and

$$T_\Theta(\Theta) = \begin{bmatrix} 1 & s\phi t\theta & c\phi t\theta \\ 0 & c\phi & -s\phi \\ 0 & c\phi/c\theta & c\phi/c\theta \end{bmatrix}, \theta \neq \pm 90\tag{3.8}$$

is the Euler attitude transformation matrix that relates the body-fixed angular velocities (p, q, r) with the roll($\dot{\phi}$), pitch($\dot{\theta}$) and yaw($\dot{\psi}$) rates. Notice that $T_\Theta(\Theta)$ is not defined for the pitch angle $\theta = \pm 90$,

resulting from using Euler angles to describe the vehicle's motion. To avoid this singularity, one possibility is to use a quaternion representation [10]. However, due to physical restrictions, the vehicle will operate far from this singularity ($\theta \approx 0$ and $\psi \approx 0$) which implies that we can use the Euler representation.

3.3.1 Dynamic equations

Since the hydrodynamic forces and moments have simpler expressions if written in the body frame because they are generated by the relative motion between the body and the fluid, it is convenient to formulate Newton's law in $\{B\}$ frame. In that case, the rigid-body equation can be expressed as

$$M_{RB}\dot{\nu} + C_{RB}(\nu)\nu = \tau_{RB} \quad (3.9)$$

where M_{RB} is the rigid body inertia matrix, C_{RB} represents the Coriolis and centrifugal terms and τ_{RB} is a generalized vector of external forces and moments and can be decomposed as

$$\tau_{RB} = \tau + \tau_A + \tau_D + \tau_R + \tau_{dist} \quad (3.10)$$

where

1. τ - Vector of forces and torques due to thrusters/surfaces which usually can be viewed as the control input
2. τ_A - The force and moment vector due to the hydrodynamic added mass,

$$\tau_A = -M_A\dot{\nu} - C_A(\nu)\nu \quad (3.11)$$

3. τ_D - Hydrodynamics terms due to lift, drag, skin friction, etc.

$$\tau_D = -D(\nu)\nu \quad (3.12)$$

where $D(\nu)$ denotes the hydrodynamic damping matrix (positive definite).

4. τ_R - Restoring forces and torques due to gravity and fluid density,

$$\tau_R = -g(\eta) \quad (3.13)$$

5. τ_{dist} - External disturbances: waves, wind, etc.

Replacing (3.10) on (3.9), taking into account (3.11), (3.12), the dynamic equations can be written as

$$\underbrace{M_{RB}\dot{\nu} + C_{RB}(\nu)\nu}_{\text{rigid-body terms}} + \underbrace{M_A(\dot{\nu}) + C_A(\nu)\nu + D(\nu)\nu}_{\text{hydrodynamic terms}} + \underbrace{g(\nu)}_{\text{restoring terms}} = \tau + \tau_{dist} \quad (3.14)$$

which can be simplified to

$$M\dot{\nu} + C(\nu)\nu + D(\nu)\nu + g(\nu) = \tau + \tau_{dist} \quad (3.15)$$

where $M = M_{RB} + M_a$, $C(\nu) = C_{RB}(\nu) + C_A(\nu)$.

3.3.2 Simplified Equations of Motion

This thesis will focus on movement along a 2-D plane, therefor, the dynamics and kinematics can be simplified such that there are only three degrees of freedom $[x, y, \psi]$.

The kinematics with take the simpler form

$$\begin{aligned} \dot{x} &= u \cos \psi - v \sin \psi, \\ \dot{y} &= u \sin \psi + v \cos \psi, \\ \dot{\psi} &= r. \end{aligned} \quad (3.16)$$

τ_u and τ_r are the external force in *surge* (common mode) and the external torque about the z -axis (differential mode between thrusters), respectively, which can be obtained by

$$\begin{aligned} \tau_u &= F_{sb} + F_{ps}, \\ \tau_r &= l(F_{ps} - F_{sb}) \end{aligned} \quad (3.17)$$

where F_{sb} and F_{ps} are the starboard and port-side thruster forces, respectively, and l is the length of the arm with respect to the centre of mass.

By neglecting roll, pitch and heave motion, the equations for (u, v, r) without disturbances are

$$\begin{aligned} m_u \dot{u} - m_v vr + d_u u &= \tau_u, \\ m_v \dot{v} + m_u ur + d_v v &= 0, \\ m_r \dot{r} - m_{ub} uv + d_r r &= \tau_r, \end{aligned} \quad (3.18)$$

where

$$\begin{aligned} m_u &= m - X_{\dot{u}} & d_u &= -X_u - X_{|u|u}|u| \\ m_v &= m - Y_{\dot{v}} & d_v &= -Y_v - Y_{|v|v}|v| \\ m_r &= I_z - N_{\dot{r}} & d_r &= -N_r - N_{|r|r}|r| \\ m_{uv} &= m_u - m_v \end{aligned} \quad (3.19)$$

All the previous equations were expressed without considering the influence of external factors like ocean currents. If a constant irrotational ocean current, v_c , is introduced, forming an angle $v = v_r + v_c$,

where u_r and v_r are the components of the AUV velocity with respect to the current and u_c and v_c are the components of the ocean current velocity in the body frame. The previous dynamic equations (3.18) become

$$\begin{aligned} m_u \dot{u} - m_v(v_r + v_c)r + d_u u &= \tau_u, \\ m_v \dot{v} + m_u(u_r + u_c)r + d_v v &= 0, \\ m_r \dot{r} - m_{ub}(u_r + u_c)(v_r + v_c) + d_r r &= \tau_r, \end{aligned} \quad (3.20)$$

where the expressions for masses and drags remain the same as in (3.19).

3.3.3 Differentially flatify

Actually, the medusa model is differentially flat if x , y and ψ are to be considered the flat outputs.

The Remaining variables can be obtained by rearranging the kinematics:

$$\begin{aligned} \begin{bmatrix} \dot{x} \\ \dot{y} \end{bmatrix} &= \begin{bmatrix} \cos(\psi) & -\sin(\psi) \\ \sin(\psi) & \cos(\psi) \end{bmatrix} \cdot \begin{bmatrix} u \\ v \end{bmatrix} \Leftrightarrow \\ \begin{bmatrix} u \\ v \end{bmatrix} &= \begin{bmatrix} \cos(\psi) & -\sin(\psi) \\ \sin(\psi) & \cos(\psi) \end{bmatrix}^{-1} \cdot \begin{bmatrix} \dot{x} \\ \dot{y} \end{bmatrix} \Leftrightarrow \\ \begin{bmatrix} u \\ v \end{bmatrix} &= \begin{bmatrix} \cos(\psi) & \sin(\psi) \\ -\sin(\psi) & \cos(\psi) \end{bmatrix} \cdot \begin{bmatrix} \dot{x} \\ \dot{y} \end{bmatrix} \end{aligned} \quad (3.21)$$

and the inputs from the dynamics:

$$\begin{aligned} \tau_u &= m_u \dot{u} - m_v v r + d_u u, \\ \tau_r &= m_r \dot{r} - m_{ub} u v + d_r r, \end{aligned} \quad (3.22)$$

These equations will always be valid, however, only for x , y and ψ that respect

$$m_v \dot{v} + m_u u r + d_v v = 0 \quad (3.23)$$

because this equation is what guarantees $\tau_v = 0$. If $\tau_v \neq 0$, the vehicle will have to be fully actuated for

the vehicle to follow it.

calculation
of the limits
of accel-
eration of
the medusa
model

4

Implementation

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|---|----|

In this chapter, implementation in both Matlab and Python will be discussed. This chapter focuses on formalising the optimisation problem for multiple vehicles. Once the optimisation problem is formalised, it can be solved by a whole range of non linear optimisation algorithms.

The Motion Planning problem for multiple vehicles that will be focused for the project consists in a go-to formation manoeuvre [11]. The go-to formation manoeuvre consists of the simultaneous arrival of a formation of vehicles to desired locations whilst simultaneously avoiding collisions between each other and the environment.

Just as for the case of optimisation for a single vehicle, motion planning for multiple vehicles will also be based on the minimisation of an appropriate cost function. This time, however, the cost will be the result of the sum of the costs of each individual vehicle and an added constraint will be necessary that will take into account inter vehicle collisions.

The optimal control problem can be redefined for multiple vehicles as

$$\begin{aligned}
& \underset{x^{[i]}(\cdot), u^{[i]}(\cdot), i=1, \dots, N_v}{\text{minimize}} && \int_0^T \sum_{i=1}^{N_v} L_i(x^{[i]}(t), u^{[i]}(t)) dt + \Psi(x(T)) \\
& \text{subject to} && x^{[i]}(0) = x_0^{[i]}, \\
& && x^{[i]}(T) = x_f^{[i]}, \\
& && \dot{x}^{[i]} = f_i(x^{[i]}(t), u^{[i]}(t)), && t \in [0, T] \\
& && c_{col}(x^{[i]}, u^{[i]}) \geq 0, \\
& && h(x(t), u(t)) \geq 0, \\
& && \underline{x}^{[i]} \leq x^{[i]}(t) \leq \bar{x}^{[i]}, \\
& && \underline{u}^{[i]} \leq u^{[i]}(t) \leq \bar{u}^{[i]}
\end{aligned} \tag{4.1}$$

This problem will also produce a solution within time horizon T . Initial and terminal constraints will exist for every vehicle, as well as inter-vehicle constraints.

A problem that only has the integral term $\sum_{v=1}^{N_v} L_v(x^{(v)}(t), u^{(v)}(t))$ is said to be in *Lagrange form*, a problem that optimises only the boundary objective $\sum_{v=1}^{N_v} \Psi_v(x(T))$ is said to be in *Mayer form* and a problem with both terms is said to be in *Bolza form*. An example where only the Mayer form would be necessary could be a situation where the desired destination of the vehicles does not have enough room for them all to be arranged in their desired positions. Therefore, the goal of the optimiser is to find the closest to the desired positions.

There are 2 ways of preventing inter-vehicle collision; *spatial deconfliction* and *temporal deconfliction* [12]. Spatial deconfliction imposes the constraint that the spatial paths of the vehicles under consideration will never intersect and keep a desired safe distance from each other. Temporal deconfliction requires that two vehicles will never be "at the same place at the same time". However, their spatial

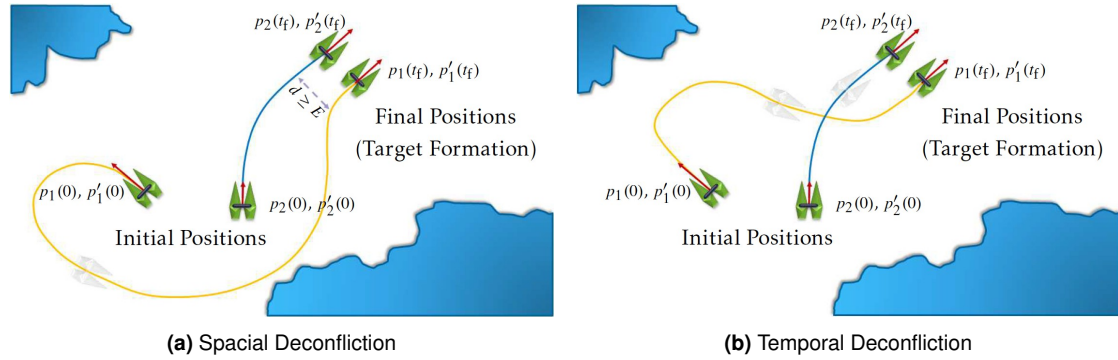


Figure 4.1: Inter Vehicle deconfliction Solutions

paths are allowed to intersect. Figure 4.1 illustrates the two types of deconfliction strategies. Temporal deconfliction allows an extra degree of freedom and will intuitively lead to cheaper dynamic costs.

A simple method to assure temporal deconfliction of 2 vehicles is to assure that the norm of the distance of each point in time $t \in [0, T]$ is on each point in time subtract the n-dimensional trajectories of each pair of vehicle

4.1 Description of the implemented code

The variables for the motion planning problem are each vehicle's state variables and inputs, as explained in chapter . Each of these variables will be referred to as curves. Optimisation algorithms cannot take continuous functions as variables, therefor, some form of parameterisation of each curve is necessary, as exemplified in some of the algorithms of chapter . Here, each curve will be represented as a Bernstein Polynomial with order N , which will require $N + 1$ control points. A distinction is made between state variables and inputs: state variables must have established initial and final conditions, inputs do not. This implies that for state variables, the initial and final control points must be fixed, therefor, they do not need to participate on the optimisation problem. The following matrix represents how the control points are stored so that they can be accessed by all functions that perform operations on the curves

$$\begin{bmatrix} x_0^0 & y_0^0 & \psi_0^0 & u_0^0 & v_0^0 & r_0^0 & \tau_{u_0}^0 & \tau_{r_0}^0 \\ x_1^0 & y_1^0 & \psi_1^0 & u_1^0 & v_1^0 & r_1^0 & \tau_{u_1}^0 & \tau_{r_1}^0 \\ \vdots & \vdots & \vdots & \vdots & \vdots & \vdots & \vdots & \vdots \\ x_N^0 & y_N^0 & \psi_N^0 & u_N^0 & v_N^0 & r_N^0 & \tau_{u_N}^0 & \tau_{r_N}^0 \end{bmatrix} \quad (4.2)$$

can this
be said?
because
I'm not ref-
erencing
anything
(I'm taking
Venanzio's
word for it)

It is believed that `fmincon()` performs better when all variables are stored in a line vector, therefor, a function called `matrify()` is necessary in order to transform the flattened optimisation variable to the matrix of equation (4.2).

Elements marked in yellow do not participate in the optimisation algorithm. They are concatenated

to this matrix in `matrify()`.

High orders are preferable for each curve because the higher the curve, the closer the control points are to the "matching" point in time of the curve, which is achieved once an optimisation problem finishes. Chapter 5 exemplifies show the control points approximate to the curve and how it is advantageous to produce the dynamics.

reference
"the pa-
per" (of Ve-
nanzion,
Isaac, Pas-
coal, etc)

A more precise way to calculate the minimum distance of a Bezier curve to a point or to another curve, compared to the one implemented on section ?? is via the algorithm presented in [13]. This algorithm takes into account the convex hull property of Bezier Curves and the *deCasteljau* algorithm for subdividing curves. It will also employ the GJK algorithm, a fast and efficient way of calculating distances between 2 convex shapes[8].

The fast calculation of distances between these curves allows Bezeir Curves to be appropriate for testing non-linear constraints in multiple vehicle motion planning optimisation.

This fancy algorithm performed poorly because it was iterative. A simpler way to calculate the minimum distance was necessary. This consisted in subtracting each pair of 2-D curves for each vehicle to each other, then getting a rough guess of the closest point of that resulting curve to 0: by performing degree elevation to an order 10 times the original then looking for the closest point to the origin.

Minimum distance of the curves to objects was done with GJK. but it was slow

Collision to circles is calculated by subtracting the 2-D curve to the centre of the circle, performing degree elevation of the resultant curve, calculating the closest to the origin and checking whether that distance is greater to the radius. Performing the check for every control point was also done but wasn't advantageous (slower runtime), the reason could be because the derivative of each of these distances or the elevated curve with respect to the position of the control points depends on more than 1 control points of the non elevated curve, therefore, some computation is redundant.

The optimisation problem is formulated by constructing a data structure with the fields of table 4.1. In Python the same fields are necessary, however, they must be stored in a python dictionary.

Some notes for each of the fields:

- `xi` has as many lines as state variables (not input variables) and as many lines as number of vehicles. Because these functions are designed for vehicles, x and y must be in the first 2 columns
- `xf` works just as `xi`
- `obstacles_circles` N_{circles} by 3, where columns are x , y and radius, respectively
- `recoverxy` takes an arbitrary X matrix and a `constants` structure and returns a N_{points} by 2 matrix
- `dynamics` takes in an arbitrary X matrix and `constants` structure (to provide pre computer information like a derivation matrix) and must return a column vector which is zeros when all of the

| field | description | mandatory | example |
|-------------------|---|---------------------------------|----------------|
| T | Time horizon | yes | 10 |
| xi | initial conditions | yes | [0 0 0 1 0] |
| xf | final conditions | yes | [5 5 pi/2 1 0] |
| N | order of the curves | yes | 15 |
| obstacles | polygons | no default: [] | |
| obstacles_circles | circles | no default: [] | |
| min_dist_int_veh | minimum distance between vehicles for every point in time | no default: 0 | .8 |
| numinputs | number of input variables (don't have initial conditions) | no default: 0 | |
| uselogbar | make the problem completely unconstrained and use log barrier functionals | no default: false | |
| usesigma | a boolean for the usage of the sigma function if log barrier functionals are to be used | no default: false | |
| costfun_single | a function used to calculate the running cost for each singular vehicle | yes | @costfun |
| dynamics | a function that describes how the non linear dynamics of the state variables and inputs are linked | yes | @dynamics |
| init_guess | a function that provides an initial guess for the optimisation problem which may speed up the process of optimisation | no default: @rand_init_guess | @init_guess |
| recoverxy | a function that returns the x and y variables by solving just the initial value problem of the inputs | yes | @recoverxy |

Table 4.1: Description of the constants for optimisation

dynamic constraints are respected

The data structure for the nonlinear optimisation problem is then passed to

The running cost function will be based on minimisation of the energy:

$$J = \int \tau u_u^2 + \tau u_r^2 \quad (4.3)$$

4.1.1 dynamics

the dynamics in matlab is

Listing 4.1: Matlab Function

```
ceq = [  
    DiffMat*x - u.*cos(yaw) + v.*sin(yaw) - Vcx;  
    DiffMat*y - u.*sin(yaw) - v.*cos(yaw) - Vcy;  
    DiffMat*yaw - r;  
    DiffMat*u - 1/m_u*(tau_u + m_v*v.*r - d_u.*u+fu);  
    DiffMat*v - 1/m_v*(-m_u*u.*r - d_v.*v+fv);  
    DiffMat*r - 1/m_r*(tau_r + m_uv*u.*v - d_r.*r+fr);  
];
```

- diffmat preserves the order
- the equality is maintained in the control points, not the values of the curve itself so some error is expected

diff ma

explain the
ordinary
differential
equations

5

Results

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Sequential Quadratic Programming is the first constraint optimisation algorithm of choice for solving these particular nonlinear problems.

5.1 No obstacles

Single vehicle, no obstacles, right turn

5.2 Obstacles

5.3 Multiple Vehicles

5.4 Variation of cost with order

point out
how no limits on the variables makes the problem harder to solve

an example with a square obstacle

an example with a circle obstacle

examples with few vehicles

examples with many vehicles

6

Conclusion

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With this initial study, problems associated with cooperative motion planning was studied with the objective of developing and testing selected algorithms on a number of prototype vehicles that are property of ISR-Técnico. A suite of programs has been developed that perform calculations on Bezier Curves which will prove useful for the later stages of the project. Also, an introduction with Matlab's optimisation tools has allowed an important understanding of their limitations and benefits. Basic concepts like trajectories, paths and linear and non-linear constraints for optimisation problems have been researched.

This initial study has provided me with a clear understanding of how to carry out a research project. This includes how to define a scientific problem, investigating its importance and relevance within the wider scientific area, how to investigate the state of the art and how to develop the research over a limited time-scale.

This project was cool.

Thomas

fazer conclusao

6.1 Conclusions

6.2 System Limitations and Future Work

Aliquam aliquet, est a ullamcorper condimentum, tellus nulla fringilla elit, a iaculis nulla turpis sed wisi. Fusce volutpat. Etiam sodales ante id nunc. Proin ornare dignissim lacus. Nunc porttitor nunc a sem. Sed sollicitudin velit eu magna. Aliquam erat volutpat. Vivamus ornare est non wisi. Proin vel quam. Vivamus egestas. Nunc tempor diam vehicula mauris. Nullam sapien eros, facilisis vel, eleifend non, auctor dapibus, pede.

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Code of Project

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