

AFIT/GOA/ENS/99M-06

DYNAMIC UNMANNED AERIAL VEHICLE (UAV)
ROUTING WITH A JAVA-ENCODED
REACTIVE TABU SEARCH METAHEURISTIC

THESIS

Kevin P. O'Rourke, Captain, USAF

AFIT/GOA/ENS/99M-06

Approved for public release; distribution unlimited.

19990409 028

BEIG QUALITY INSPECTED 2

The views expressed in this thesis are those of the author and do not reflect the official policy or position of the United States Air Force, Department of Defense, or the US Government.

AFIT/GOA/ENS/99M-06

DYNAMIC UNMANNED AERIAL VEHICLE (UAV) ROUTING WITH A
JAVA-ENCODED REACTIVE TABU SEARCH METAHEURISTIC

THESIS

Presented to the Faculty of the Graduate School of Engineering
Air Force Institute of Technology
Air University
In Partial Fulfillment of the
Requirements for the Degree of
Master of Science in Operational Analysis

Kevin P. O'Rourke, B.S.
Captain, USAF

March 1999

Approved for public release; distribution unlimited

THESIS APPROVAL

NAME: Kevin P. O'Rourke, Captain, USAF **CLASS:** GOA-99M

THESIS TITLE: Dynamic Unmanned Aerial Vehicle (UAV)
Routing with a Java-Encoded Reactive Tabu Search Metaheuristic

DEFENSE DATE: 2 March 1999

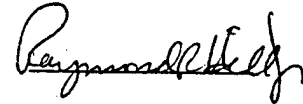
COMMITTEE: NAME/TITLE/DEPARTMENT

Advisor T. Glenn Bailey, Lieutenant Colonel, USAF
Assistant Professor of Operations Research
Department of Operational Sciences
Air Force Institute of Technology

SIGNATURE



Reader Raymond R. Hill, Major, USAF
Assistant Professor of Operations Research
Department of Operational Sciences
Air Force Institute of Technology



Reader William B. Carlton, Lieutenant Colonel (P), USA
Adjunct Assistant Professor of Operations Research
Department of Operational Sciences
Air Force Institute of Technology



Acknowledgments

I would like to extend my sincere thanks to those people who both helped with my thesis and made my time here at AFIT a success. Thanks to Lt Col Glenn Bailey, my thesis advisor, for providing guidance while giving me the latitude to explore ideas on my own. Thanks to LTC (P) Carlton for his tremendous initial work that provided the reactive tabu search and for his comments and feedback as a reader. Thanks to Major Ray Hill for his feedback and persuasive steering.

Thanks to Major Dave Ryer, who shared in the trials and tribulations of bringing this monster to life. I am glad that I helped our efforts, and certainly appreciated his work during the times that our thesis endeavors were on parallel tracks. I appreciate all the kind hospitality of people who helped after my knee surgery (as if graduate school wasn't hard enough on its own)—Major Sam and Mary Szvetcz, who opened their home to provide a much needed change of scenery, as well as Dan Franzen and Lance Hrivnak who chauffeured me while I couldn't drive. Thanks to all of my instructors and classmates for giving me the opportunity to learn something from each and every one of you.

I thank my friends here, both new and old (you all know who you are) for the support in the hard times and the necessary diversions to keep me sane. Thanks to my family for always being there, and for your 30 years of instruction on the lessons of life.

Kevin P. O'Rourke

Table of Contents

	Page
Acknowledgments	iii
Table of Contents	iv
List of Figures	vi
List of Tables.....	vii
Notation.....	viii
Abstract	x
Chapter 1	1
Chapter 2	5
2.1 Introduction	5
2.2 Reactive Tabu Search for the Vehicle Routing Problem with Time Windows.....	8
2.2.1 Objective Function.....	10
2.2.2 Penalized Objective Function.....	11
2.2.3 Adjusting Reactive Penalty Coefficients.....	12
2.2.4 Initial Solution.....	13
2.2.5 Neighborhood Structure.....	14
2.2.6 Tabu Moves.....	15
2.2.7 Adjusting Tabu Length.....	16
2.2.8 Aspiration and Escape Functions.....	18
2.2.9 Move Evaluation and Selection.....	18
2.2.10 Heuristic Description.....	18
2.2.11 Computational Complexity.....	19
2.3 Reactive Tabu Search for Dynamic Unmanned Aerial Vehicle Routing.....	20
2.3.1 Operational Parameters.....	21
2.3.2 Geographic Coordinates.....	21
2.3.3 Wind Effects on Ground Speed.....	22
2.3.4 Numerical Formatting.....	23
2.3.5 Objective Function Modifications.....	24
2.3.6 Dynamic Mission Requirements.....	25
2.3.7 Optimizing Use of Altitude-Based Wind Tiers.....	25
2.3.8 Random Service Times.....	27
2.3.9 Emerging Targets.....	27

	Page
2.3.10 Locked and Forbidden Routes.....	28
2.4 Computational Results.....	29
2.4.1 General Results.	29
2.4.2 UAV Results.	36
2.5 Conclusions	37
Chapter 3	43
3.1 Heuristic Modifications	43
3.2 UAV Related Modifications	44
3.3 Java Code Modifications	44
Bibliography.....	46
Appendix A. Extended Problem Formulation.....	49
A.1 Traveling Salesman Problem (TSP)	49
A.2 Multiple Traveling Salesman Problem (MTSP)	51
A.3 Vehicle Routing Problem (VRP)	53
A.4 Multiple Depot Vehicle Routing Problem (MDVRP)	55
Appendix B. Tabu Search vs. Other Heuristics—TSP Example	57
Appendix C. Javadoc Listing	58
Appendix D. Additional References	116
Vita.....	118

List of Figures

Figure	Page
1. Disjunctive Graph Notation	9
2. Initial Tour Sequence	10
3. Adjacent 3-Opt Swap Move	14
4. Redundant Tours	17
5. Distance and Bearing Geometry (Spherical Triangle)	22
6. Headwind and Tailwind Ground Speed Adjustment.....	23
7. Typical Winds Aloft Profile.....	26
8. Forbidden Route Example.....	29
9. Bosnia Scenario Target Locations.....	39
10. Bosnia Optimized Tour Route.....	41
11. Temporal Route Plot	42

List of Tables

Table	Page
1. Solomon mTSPTW Computational Results (25 Customers).....	30
2. Solomon mTSPTW Computational Results (50 Customers).....	31
3. Solomon mTSPTW Computational Results (100 Customers).....	32
4. Solomon VRPTW Computational Results (25 Customers).....	33
5. Solomon VRPTW Computational Results (50 Customers).....	34
6. Solomon VRPTW Computational Results (100 Customers).....	35
7. Wind Data	36
8. Bosnia Data Set	38
9. Bosnia Tour Sequence.....	40

Notation

The following symbols appear in the main body of the paper and are defined as listed. For the sake of clarity, symbols appearing only in the appendices are defined when introduced.

a_i	= arrival time at node i
A	= arc set
A	= line segment, wind adjustment triangle
AS	= air speed
B	= line segment, wind adjustment triangle
c_{ij}	= cost (travel time) from node i to j
C	= line segment, wind adjustment triangle
C_i	= excess vehicle capacity
d	= insertion move depth
d_i	= departure time from node i
d_{ij}	= great circle distance between locations i and j
D	= maximum tour-length duration
D_i	= excess route duration
e_i	= earliest <i>begin service</i> time of node i
G	= graph set
GS	= ground speed
H	= intermediate heading angle
h_{ijk}	= travel altitude k between locations i and j
i	= insertion move position
k	= altitude band
k	= iteration
ℓ_i	= latest <i>begin service</i> time of node i
L	= latitude
LD	= load overage violations
m	= number of vehicles
n	= number of customers
q_i	= non-negative customer demand (quantity) of node i
Q	= vehicle capacity
s_i	= customer service time of node i
$s_{max}(i)$	= maximum stochastic service time for location i
$s_{min}(i)$	= minimum stochastic service time for location i
S_i	= stochastic customer service time for location i
t	= arbitrary time within time window
t_{ij}	= travel time from node i to j
t_{LD}	= number of load infeasible solutions in the previous ten iterations
t_{TW}	= number of time window infeasible solutions in the previous ten iterations
TW	= time window violations

$thv(t)$	= tour hashing value
v_0	= initial depot node (TSP, VRP)
v_i	= additional nodes (TSP, VRP)
V	= vertex set
w_i	= wait time to commence at node i
WS	= wind speed
x_{ij}	= indicator variable denoting arc from node i to j is included in the tour
$Z_f(t)$	= feasible objective function
$Z(t)$	= penalized objective function
$Z'_f(t)$	= feasible UAV objective function
$Z'(t)$	= penalized UAV objective function
Θ_{ij}	= bearing from location i to j
Θ_{WS}	= wind bearing
Ψ_{ij}	= random weight for arc i, j
δ	= course correction angle
λ	= longitude
θ	= tabu list length
ρ	= generic penalty scaling factor
ρ_{LD}	= load capacity penalty scaling factor
ρ_{TW}	= time window penalty scaling factor
τ	= tour position

Abstract

In this paper we consider the dynamic routing of unmanned aerial vehicles (UAVs) currently in operational use with the US Air Force. Dynamic vehicle routing problems (VRP) have always been challenging, and the airborne version of the VRP adds dimensions and difficulties not present in typical ground-based applications. Previous UAV routing work has focused on primarily on static, pre-planned situations; however, scheduling military operations, which are often ad-hoc, drives the need for a dynamic route solver that can respond to rapidly evolving problem constraints. With these considerations in mind, we examine the use of a Java-encoded metaheuristic to solve these dynamic routing problems, explore its operation with several general problem classes, and look at the advantages it provides in sample UAV routing problems. The end routine provides routing information for a UAV virtual battlespace simulation and allows dynamic routing of operational missions.

Keywords: Air Force Research, Operations Research, Optimization, Combinatorial Analysis, Algorithms, Remotely Piloted Vehicles, Surveillance Drones, Crosswinds, Ground Speed (Tabu Search, Vehicle Routing Problem, Java, Heuristics, Traveling Salesman Problem).

DYNAMIC UNMANNED AERIAL VEHICLE (UAV) ROUTING WITH A JAVA-ENCODED REACTIVE TABU SEARCH METAHEURISTIC

Chapter 1

The research documented in this thesis was sponsored by the Unmanned Aerial Vehicle (UAV) Battlelab. The UAV Battlelab is one of six battlelabs tasked with rapidly advancing warfighting concepts that enhance Air Force core competencies (Bailey 1998). The UAV Battlelab seeks innovative ideas and concepts with a military utility and attempts to quickly study and demonstrate those with promise. This evaluation is accomplished within the constraints of a limited budget and uses existing technologies whenever possible.

Improvement ideas, or initiatives, fall into one of two classes, *Mitchell Class* and *Kenney Class*. Mitchell Class initiatives are revolutionary in their impact and are typically costly. Kenney Class initiatives are usually straightforward and less costly (Bailey 1998). The research detailed in this paper falls under the auspices of a Kenney Class initiative, specifically one investigating potential UAV use for an active Suppression of Enemy Air Defense (SEAD) mission. The use of modeling and simulation resources has been identified as a crucial part of evaluating this new mission concept.

To aid in the modeling and simulation of the SEAD mission, the reactive tabu search heuristic route solver interfaces with a virtual UAV battlespace simulation created by Walston (1999). Her virtual battlespace simulates the US Air Force RQ-1A Predator in a SEAD mission and allows evaluation of tactics and aircraft design parameters.

A heuristic with the power to solve routing problems for simulation has the benefit of being able to solve *real-world* routing problems on-the-fly. Operational interface to the solver is available through a graphical user interface (GUI) (Flood 1999). The GUI provides air vehicle operators (AVOs), who are US Air Force pilots, the ability to dynamically update vehicle routes to reflect real-time changes in operational missions. This routing tool is offered as a proof of concept for possible implementation in their Ground Control Station (GCS) software.

Our primary objective was to give the Battlelab a robust and powerful routing black-box capable of dynamically supporting real-time operations and interfacing with the battlespace simulation. Additionally, we sought to provide a generic, portable, and expandable heuristic capable of solving this extremely difficult type of problem class, as well as others that are even *more* difficult. We have succeeded with a Reactive Tabu Search Heuristic implemented in the Java programming language.

The reactive tabu search is crucial to the success of both of these tools—tools that will provide the UAV community with a new modeling and simulation capability *and* provide the pilots with a new routing solver to aid flight mission planning. Both of these, in the long run, save money and enhance combat effectiveness.

This thesis research involved creating a Java implementation of a reactive tabu search (Battiti and Tecchiolli 1994, Carlton 1995, Ryan 1998) capable of solving

single/multiple traveling salesman problems with and without time windows (TSP, MTSP, TSPTW, MTSPTW), as well as capacitated vehicle routing problems with and without time windows (VRP, VRPTW). The RTS solver adds capacity constraints to Ryan's work, and extends Carlton's work with a reactive penalty scheme. Work on this RTS was done jointly with Ryer (1999) and results are representative of our combined efforts. Consequently, some items appear concurrently in both papers.

This implementation supports both classical problems and formats and UAV problems and formats. Changes required for the UAV problem reflect unique aspects of the operational mission, and include items such as a reformulated objective function, alternate coordinate and numerical formatting, and random customer service times. The introduction of *altitude-based wind tiers*, when selecting UAV routes, capitalizes on the altitude-dependent, highly asymmetric nature of travel times in an airborne environment.

The Java implementation is an object-oriented structure that is both machine portable and readily modifiable to support new problem instances. The internal data structure and methodology work with the GUI to support operational requirements such as route locking and dynamic rescheduling in support of priority targets.

This thesis is organized such that Chapter 2 is a stand-alone article on the research suitable for submission to an academic journal. Chapter 3 provides ideas that represent natural and worthwhile extensions to the work accomplished. The appendices provide in-depth information on various aspects of the research and other supplementary material. Appendix A provides detailed formulation for several routing class problems. Appendix B shows the performance of our reactive tabu search compared to other lesser heuristics on a sample traveling salesman problem. Appendix C gives documentation

that accompanies our Java code in the *JavaDoc* format. Appendix D provides additional references that were used in the course of the research, but are not cited or quoted in the main document.

Chapter 2

2.1 Introduction

Unmanned Aerial Vehicle (UAV) routing is a complex problem, and earlier work on the subject examined essentially predefined static scenarios. A tabu search coupled with a Monte Carlo Simulation was used to find the minimum number of vehicles required based on stochastic survival probabilities (Sisson 1997). Stochastic simulations involved selecting the best predefined route based on expected values of service, wind, and survival variables (Ryan 1998). This produced a *robust tour* which could then be used to mission plan a given set of targets with unknown threat and wind conditions at the time of mission execution. This approach is wholly appropriate for an autonomous UAV which is preprogrammed to execute a planned mission. While this gives a good starting point for a route schedule, it does not incorporate the latest information—information that can rapidly change.

The continuously evolving mission is a primary concern, especially to the operators of a long-duration, unmanned aerial vehicle such as the US Air Force's RQ-1A Predator. An ability to dynamically adapt to the latest target update is fundamental to successful military operations. Therefore, we seek to take maximum advantage of current information (winds, target locations, threats, priorities) to dynamically generate and update routes for real-time use. This requires a method fast enough to be operationally effective, robust enough to handle a wide scope of problems, and reliable enough to provide optimal (or near optimal) solutions.

Most routing problems are NP-hard combinatorial problems for which no polynomially bounded algorithm has been found (Bodin et al. 1983). Convergent algorithms can rarely solve large problems consisting of more than 50 customers and often require relatively few side constraints (Gendreau et al. 1997). Unfortunately, real-world problems, such as UAV routing, possess many side constraints such as route and vehicle capacities, route length restrictions, and time windows in a sizeable network. Additionally, this network may be comprised of multiple depots and heterogeneous vehicles. Finding optimal solutions to these types of problems by using techniques such as branch and bound or dynamic programming is currently not practical.

Several heuristic approaches have been used in an attempt to overcome these problems. Greedy algorithms, which prove to be very useful in simpler problems, fail to achieve the desired results with respect to solution quality. Simulated annealing (SA) displays large variances in computational time and solution quality due to the random nature of its search strategy (Osman 1993). Genetic algorithms (GAs), which are designed to solve numerical optimization problems rather than combinatorial optimization problems, are difficult to apply to vehicle routing problems (VRPs) that require capacity, distance, and time window constraints (Gendreau et al. 1997). Fortunately, tabu search (TS) (Glover 1989) provides excellent results on these types of problems. The tabu search heuristic uses adaptive memory structures as it searches the solution space. Moves from one solution to another are made in a forced and orderly manner, and this forced move methodology allows the tabu search to *escape* the local extreme points. At each iteration, the tabu search will select a solution from the neighborhood provided the new candidate solution is not on the *tabu list*. The tabu list is

a data structure which keeps track of past solutions visited so that new solutions must be examined. Since the search must pick a new solution at each iteration, the items on the tabu list will be tabu, or off-limits, and the heuristic will pick the best non-tabu move, which may actually be a worse solution. This seems somewhat counter-intuitive, but the search will continue on to find unexplored areas which potentially may yield better overall results. A special instance called *aspiration* allows the tabu status of a move to be overruled if certain conditions are met. The tabu status will be overridden and the solution accepted if it is deemed good enough based on certain attractiveness thresholds. The length of time a solution stays on the tabu list is determined by the tabu list length. Based on the length of the tabu list, the behavior of the search can be significantly altered. If the list is shortened, *intensification* occurs and the local area will be searched more thoroughly as the search gravitates towards the local optimum. If the list is lengthened, *diversification* occurs and the search will be forced leave its current area to explore new areas further away in the solution space (Glover 1997).

The literature shows TS is a robust approach to solving many variations of the VRP and dominates current studies of routing problems (Garcia et al. 1994, Osman 1993, Rochat and Semet 1994, Carlton 1995, Xu and Kelly 1996, Chiang and Russell 1997, Gendreau et al. 1997, Barbarosoglu and Ozgur 1999). Even certain vehicle routing methods, such as the sweep method and petal heuristic, are not as powerful as tabu search algorithms (Renaud et al. 1996b).

This project explores the application of the reactive tabu search (RTS) metaheuristic to routing problems, specifically the vehicle routing problem with time windows (VRPTW). Our RTS follows the basic TS scheme, but differs in that it actively

adjusts the tabu length based on the quality of the search, as determined by the number of iterations before a solution is revisited. In execution this project implements the object-oriented (OO) Java programming language for two reasons. First, the OO design of software allows us to reuse and modify existing code and libraries which reduces the development time of new software routines to extend problems (Eckel 1998). Second, Java programs offer a cross-platform compatibility which enhances portability. Our Java heuristic implementation follows, improves, and extends a MODSIM implementation (Ryan 1998) based on an RTS developed by Battiti and Tecchiolli (1994) and implemented by Carlton (1995).

In this paper, first we examine a reactive tabu search heuristic suitable for solving traveling salesman and vehicle routing problems and provide our results from a Java implementation of this solver. We look at enhancements to the RTS, the verification and validation results, and explore how this tabu search successfully solves tough problems. We review past work and general formulation of the UAV routing problem. We look at our modifications to previous efforts and show how the RTS enables us to solve this problem in particular. Finally, we suggest areas for future exploration.

2.2 Reactive Tabu Search for the Vehicle Routing Problem with Time Windows

The vehicle routing problem with time windows (VRPTW) is defined as follows:

Let $G = (V, A)$ be a graph where $V = \{v_0, v_1, \dots, v_n\}$ is the vertex set and

$A = \{(v_i, v_j) : v_i, v_j \in V, i \neq j\}$ is the arc set. The depot vertex v_0 , has m identical

vehicles, each with a maximum load capacity Q and a maximum route duration D . The

remaining vertices $v_i \in V$ represent customers to be serviced, each with a non-negative demand q_i , a service time s_i , and a service time window comprised of a no-earlier-than time e_i and a no-later-than time ℓ_i . The no-earlier-than time window constraint is considered soft, i.e., an arrival time a_i before the early time results in a wait time w_i until e_i to commence service. Each edge (v_i, v_j) has an associated non-negative cost c_{ij} , interpreted as travel time t_{ij} between locations i and j .

The objective of the vehicle routing problem with time windows (VRPTW) is to determine a set of m vehicle routes starting and ending at the depot, such that each customer is visited exactly once within its time window, the total demand of any vehicle route does not exceed Q , the duration of any vehicle route does not exceed D , and the total cost of all routes is minimized. When only one vehicle is available and Q , D , e_i , and ℓ_i are non-binding constraints, the problem reduces to a traveling salesman problem (Renaud et al. 1996a).

A *tour* is defined by the order in which the n customers are served by the m vehicles. In our heuristic, we represent the problem as an ordered list of the sequence of customers and vehicles, or *disjunctive graph*, as shown in Figure 1.

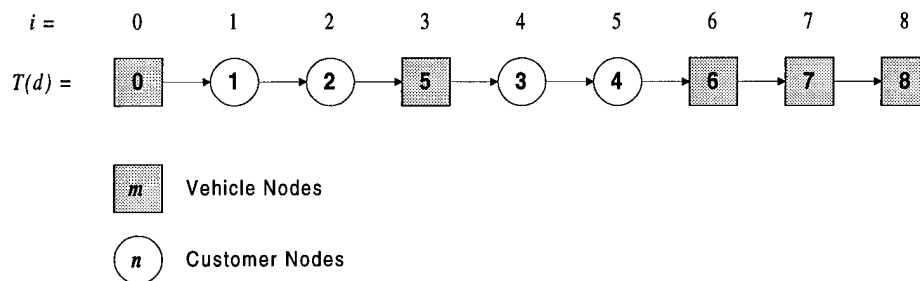


Figure 1. Disjunctive Graph Notation

The first and last positions (0 and $n + m$) in this sequence represent the initial depot/vehicle and an additional terminal depot required to close the graph. These two nodes are fixed and will not move during the search. Initially, the customers occupy positions between 1 and n and the additional vehicles occupy the remaining positions between $n + 1$ and $n + m - 1$ as shown in Figure 2. During the search, customers and vehicles will be interspersed, and unused vehicles will occupy positions between the last serviced customer and the final depot.

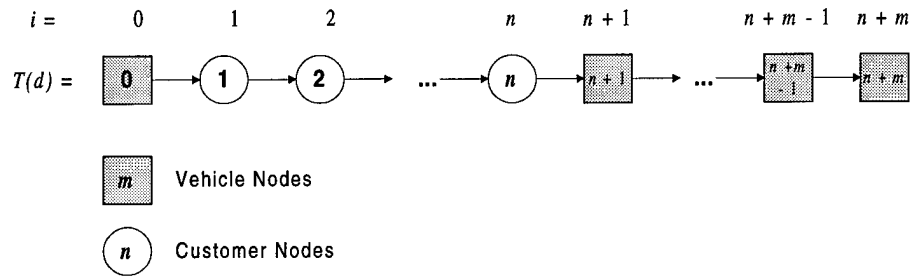


Figure 2. Initial Tour Sequence

2.2.1 Objective Function.

For the generic VRPTW, we seek to minimize travel costs c_{ij} along the selected arcs identified by $x_{ij} = 1$. This is given by

$$\text{minimize } Z_f(t) = \sum_j \sum_i c_{ij} x_{ij} \quad (1)$$

$$\text{Where } X = (x_{ij}) \in S, \quad x_{ij} \in \{0,1\} \quad \forall i, j .$$

Full enumeration of all constraints is available in Appendix A.

2.2.2 Penalized Objective Function.

A major advantage of our method is that it effectively explores the solution space by considering both feasible and infeasible solutions. First, instead of being restricted only to feasible regions, our RTS can traverse regions of infeasibility to include starting with an infeasible initial solution. Second, the infeasible solutions generated may be used in real world applications with flexible constraints. For instance, an infeasible solution that produces superb overall results may become feasible with the relaxation of a constraint controlled by the decision-maker. Such a case occurred with a delivery problem solved by Rochat and Semet (1994). Since very few real-world constraints are absolutely hard, these infeasible solutions may represent some difficult route selection choices that managers may face when trying to balance competing criteria.

A solution is infeasible if it violates a time window, load capacity, or duration constraint. Constraint violations include missed time windows TW and excess vehicle load capacity LD defined as

$$TW = \sum_i [\max(0, a_i - \ell_i)] + \sum_i [\max(0, a_i - D_i)]$$

and

$$LD = \sum_i [\max(0, q_i - Q_i)]$$

respectively. Each constraint violation is scaled by a corresponding penalty factor, ρ_{TW} and ρ_{LD} , giving the penalized objective function as

$$\text{minimize } Z(t) = Z_f(t) + \rho_{LD}LD + \rho_{TW}TW \quad (2)$$

where $Z_f(t)$ is the original objective function given by (1). If the solution is feasible, then $Z_f(t)$ and $Z(t)$ are equivalent. Otherwise, $Z(t)$ will include non-zero penalty terms.

2.2.3 Adjusting Reactive Penalty Coefficients.

The penalty factors should be large enough to separate the infeasible and feasible regions of the solution space so that infeasible solutions do not dominate feasible solutions. The penalty factors should also be small enough to allow consideration of infeasible solutions. Appropriate penalty values can be very difficult to calculate (Petridis et al. 1998), so our implementation allows for self-adjusting penalty values in addition to constant user-set penalty values.

When self-adjusting, the value of the penalty coefficients ρ_{LD} and ρ_{TW} are independently adjusted every five iterations as proposed by Gendreau et al. (1996) using the relationship

$$\rho_{TW} = \rho_{TW} \cdot 2^{\frac{t_{TW}}{5} - 1}$$

$$\rho_{LD} = \rho_{LD} \cdot 2^{\frac{t_{LD}}{5} - 1}$$

where t_{TW} is the number of time window infeasible solutions among the last ten solutions and t_{LD} is the number of capacity infeasible solutions among the last ten solutions. If all ten previous solutions are feasible, the current ρ is multiplied by $\frac{1}{2}$. If all ten previous solutions are infeasible, the current ρ is multiplied by 2. Intermediate numbers of infeasible solutions yield multiplicative factors between $\frac{1}{2}$ and 2. The penalty values are arbitrarily limited to the closed interval $[0.1, 10^{200}]$, a range easily represented by Java.

This prevents the penalties from being rounded by Java to unadjustable zero or infinity values. In the reactive penalty scheme, we arbitrarily set both penalty values initially to 1000.

The reactive penalties provide a measure of trajectory control into and out of feasible regions based on the collective feasibility of the previous solutions. When many successive solutions are feasible, the lowered penalties do not strongly discourage movement to an infeasible solution. Successive infeasible solutions drive the penalties higher, putting increasingly greater emphasis on finding a feasible solution.

2.2.4 Initial Solution.

An initial solution, which may or may not be feasible, is arbitrarily constructed. We employ three options for arranging this initial solution—the first is a listed ordering, the second is based on the time window midpoint, and the third is based on a randomized ordering. All three methods arbitrarily construct a solution by assigning all customers to one vehicle.

The list ordered tour method (LOT) simply assigns customers to the vehicle in the order that they are listed in the data set. The ordered starting tour (OST) method generates a starting solution by sorting the customers based upon increasing time window midpoint values while enforcing the time window feasibility conditions. The time window midpoint for the customer i is defined as halfway between e_i and ℓ_i .

The random starting tour (RST) method randomly reorders the sequential starting list of customers to provide a different starting point. Since the tabu search is a neighborhood search, the initial starting solution will influence the progression of the

search. Our experimentation suggests that the reactive tabu search is robust and relatively insensitive to the initial tour.

2.2.5 Neighborhood Structure.

Our solution neighborhood is the set of tours immediately reachable from the current solution with a single 3-opt move. The 3-opt move removes three edges and replaces them with three new edges in a way that moves one vertex to another location in the tour sequence. From the disjunctive graph formulation, the solution neighborhood is examined with incremental *swap* moves and updated with an *insertion* move. A swap move exchanges the position of two adjacent nodes with a 3-opt move as shown in Figure 3. An insertion move relocates a specific customer at location i forwards or backwards in the tour by a number of steps called the insertion depth d . In our implementation, an insertion is executed as a series of sequential swap moves.

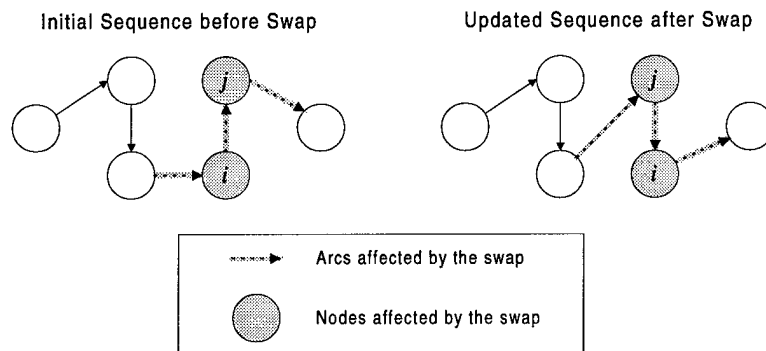


Figure 3. Adjacent 3-Opt Swap Move

This problem type yields a staggering $(n + m - 1)!$ possible solution permutations—a relatively simple 25 customer, 5 vehicle problem has 8.842×10^{30} possible solutions. To reduce the neighborhood size, moves which result in a redundant tour are prohibited. Additionally, strong time window feasibility is enforced (Carlton 1995).

Strong time window infeasible states occur between nodes i and j whenever a vehicle leaving node i at departure time d_i can never arrive at node j within the required time window. Specifically, node j is strong time window infeasible with respect to node i if $d_i + t_{ij} > \ell_j \quad \forall d_i = a_i + s_i, a_i \in [e_i, \ell_i]$. Weak time window infeasible states occur when only some departure times preclude a timely arrival at the following node, i.e., $d_i + c_{ij} \leq \ell_j \quad \forall d_i = a_i + s_i, a_i \leq t, t \in [e_i, \ell_i)$. Unlike strong time window infeasible tours, weak time window infeasible tours are evaluated in the search since insertion moves can ultimately reduce the amount of infeasibility in the overall tour (Carlton 1995). Past vehicle routing problem research indicates that feasible solutions may be isolated or disjoint from each other in the solution space, so in order to effectively search the solution space, the method must investigate and perhaps accept infeasible solutions. This search of the infeasible region is facilitated by our use of penalty factors.

2.2.6 *Tabu Moves.*

Tabu search uses a memory structure to determine if a particular tour has already been visited by examining its attributes. The examination must efficiently and reliably store and identify solution attributes previously altered during the search. We employ an

$(n+1) \times (n+1)$ dimension *Tabulist* matrix with rows corresponding to customer identification numbers and columns corresponding to the index, or position, of the customer in the solution tour. The data elements in this array store the iteration number k for the move that placed the customer into this position plus the tabu length θ . This value will be compared to the current iteration to determine if a move of this attribute is tabu.

2.2.7 Adjusting Tabu Length.

To maintain search quality, we reactively adjust the tabu length based on the number of iterations occurring between *cycles*. Cycles occur when the search revisits a solution; a high quality search should infrequently revisit past solutions. Given the combinatorial nature of the problem, it is possible to select a seemingly different tour that is actually a *redundant tour*—one that appears new, but in fact is a revisit of a previous equivalent tour. Figure 4 illustrates two different tours which are actually redundant tours.

Redundant tours are identified with a two-attribute hashing scheme. The first hashing attribute, the *hashing function* $f(t)$, is assigned the objective function value $Z(t)$. Woodruff and Zemel (1993) propose a method that we use to compute the second hashing attribute, the *tour hashing value* $thv(t)$. We take the tour vector and calculate an integer based on random integer values, $\Psi(\tau_i)$, where τ_i is the index of the customer assigned to tour position i , such that

$$thv(T) = \sum_{i=0}^n \Psi(\tau_i) \cdot \Psi(\tau_{i+1}) .$$

This tour hashing value attempts to minimize the occurrence of a *collision*, or the incorrect identification of two tours as being identical or redundant when they are actually distinct.

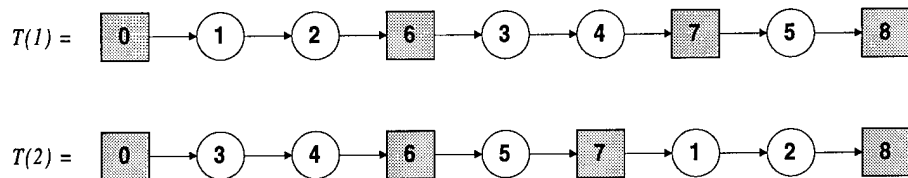


Figure 4. Redundant Tours

We also use other attributes to identify a solution; these are tour cost, travel time, time window penalty, and total penalty. These integer values are concatenated into a uniquely identifiable Java string object and stored with Java Hashtable class functions. This unique string value allows us to efficiently identify past solutions, as well as access the hash record containing solution attributes stored in their original form.

When the search revisits a solution within the designated number of iterations, or *cycle length*, the tabu length is increased by a scaling factor. This tabu length increase diversifies the search. If the search is not revisiting solutions, tabu length is decreased by a scaling factor. When a solution is revisited within the *maximum cycle length*, the algorithm calculates a moving average of cycle lengths, or the average number of iterations between a revisit. If the tabu length has remained unchanged for a number of iterations greater than or equal to this moving average, then the current tabu length is decreased by the scaling factor, thus intensifying the search. We set the initial tabu length value θ to the smaller of either 30 or $m + n - 1$.

2.2.8 *Aspiration and Escape Functions.*

Aspiration allows for overriding the tabu status of a move if the proposed tour solution is better than any previous solution. If all moves are tabu and no proposed solution meets aspiration criteria, the search *escapes* to the neighbor tour with smallest move value. This escape move is accomplished regardless of tabu status and results in a tabu length decrease.

2.2.9 *Move Evaluation and Selection.*

The RTS systematically explores the solution space using a series of swap moves and chooses the allowable adjacent solution with the smallest move value. The move value is the difference between the incumbent's objective function value and the candidate's objective function value given as the cost/travel savings resulting directly from the 3-opt move and the resultant changes occurring in the rest of the tour.

2.2.10 *Heuristic Description.*

Crucial to the success of the solver is the *time matrix* which contains the travel times t_{ij} between every node combination i, j . The time matrix is built in a three-step process. First, cartesian distances between locations are computed. Second, these distances are converted to times based on problem parameters. Third, the service time at node i is added to the time. As such, t_{ij} values then represent the amount of time between arrival at node i and the subsequent arrival at node j . We use these values as our costs, i.e., $c_{ij} = t_{ij}$. Actual en route travel time can be calculated by subtracting service time s_i from t_{ij} .

The reactive tabu search executes the following steps.

- Step 1* (Initialization) Initialize data structures, vectors, and parameters.
- Step 2* (Problem Input) Read data and assign node information. Calculate appropriate time matrix.
- Step 3* (Route Initialization) Construct initial tour, calculate initial tour schedule, and compute associated tour cost and hashing value. Store values. Assign initial tour as incumbent tour.
- Step 4* (Cycle Check) Check hashing structure for the incumbent tour. If found, update the iteration when found, increase the tabu length if applicable. If not found, add to the hashing structure, decrease the tabu length, if applicable. Increment current iteration number.
- Step 5* (Check Later Insertions) Accomplish swap moves to evaluate all forwards insertions. Store position i and depth d of best move value, aspiration, and escape information.
- Step 6* (Check Earlier Insertions) Accomplish swap move to evaluate all backwards insertions. Store i , d of best move value, aspiration, and escape information.
- Step 7* (Execute Move) Move to a non-tabu neighbor according to appropriate decision criteria. If all moves are tabu, use the escape move and reduce the tabu length. Perform insertion, update schedule, assign neighbor tour as new incumbent tour, compute hashing value, and track best tour information. If current iteration number is less than the maximum iteration number, return to Step 4.
- Step 8* (Output results) Terminate heuristic search and output results.

2.2.11 Computational Complexity.

The neighborhood size considered at each step is $O(nd)$, and the computation of the move value for each neighbor is $O(n)$. If the depth of the insertion moves is restricted to 1, then the algorithm achieves a minimum computational complexity of $O(n^2)$. The worst case complexity is $O(n^2d)$ where d is the depth of the allowable insertion moves. When the insertion depth is expanded to n the computational complexity expands with it to a maximum $O(n^3)$. However, empirical testing shows that considerably better times

than $O(n^3)$ can be achieved due to the strong time window infeasibility restriction discussed earlier (Carlton 1995).

2.3 Reactive Tabu Search for Dynamic Unmanned Aerial Vehicle Routing

The US Air Force uses the Predator UAV to perform a reconnaissance and surveillance mission. The Predator is remotely flown by Air Vehicle Operators, who are Air Force pilots, located in a Ground Control Station. Co-located Payload Specialists remotely control the electro-optical camera, infrared scanner, and synthetic aperture radar to observe targets of interest as specified by higher command elements. The imagery is returned real-time via satellite link to intelligence specialists and regional commanders (McKenna 1998). The Predator has been used successfully to monitor buildings, military forces, and battle activities in Bosnia pursuant to United Nations and NATO missions. The Predator's long airborne endurance of nearly 40 hours and its ground based control system (with ready access to computers) makes it an ideal candidate for efficient computerized routing strategies.

We seek to enhance the capabilities of existing mission software. Current software will automatically generate *deterministic* items such as terrain avoidance profiles, ground station to UAV line of site availability, route times between defined way points, fuel consumption, heading and turn information, etc., but it does not and will not optimize routes. This *combinatorial* problem is a task left to the operator. We provide our routing tool to fill the gap that exists in making complicated routing decisions.

Since this is a real-world operational problem, several real-world operational factors influence our implementation approach.

2.3.1 Operational Parameters.

Operational employment of the UAV drives several changes to how the problem data is specified and solved. These changes range from relatively superficial ones in how the coordinates and times are represented, to moderate changes in how the parameters are calculated, to significant changes in how the objective function is formulated to reflect the nature of the problem.

2.3.2 Geographic Coordinates.

Coordinates are expressed in a geocentric format instead of a Cartesian format. We calculate the distance and bearing between coordinate points as shown in AFR 51-40, Air Navigation (Departments of the Air Force and Navy 1983). Given the departure latitude L_1 and longitude λ_1 and the destination latitude L_2 and longitude λ_2 , the great circle distance d in nautical miles between the two coordinate points can be found using the following formulation

$$d = 60 \cdot \cos^{-1}[\sin L_1 \cdot \sin L_2 + \cos L_1 \cdot \cos L_2 \cdot \cos(\lambda_2 - \lambda_1)] .$$

Using this distance, an intermediate heading angle H in degrees is determined as

$$H = \cos^{-1} \left[\frac{\sin L_2 - \sin L_1 \cdot \cos\left(\frac{d}{60}\right)}{\sin\left(\frac{d}{60}\right) \cdot \cos L_1} \right] .$$

Based on the geometry of the coordinates, this intermediate heading angle is adjusted to

obtain the initial true heading Θ_{ij} , measured in degrees from true north, i.e.,

$$\Theta_{ij} = \begin{cases} H, & \sin(\lambda_2 - \lambda_1) < 0 \\ 360^\circ - H, & \sin(\lambda_2 - \lambda_1) \geq 0 \end{cases} .$$

This distance and bearing geometry is shown in Figure 5.

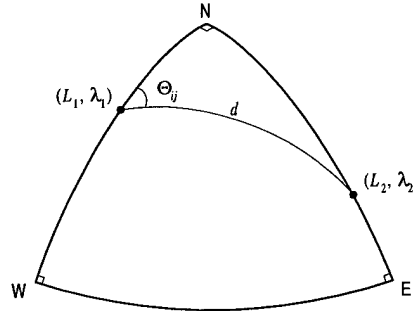


Figure 5. Distance and Bearing Geometry (Spherical Triangle)

2.3.3 Wind Effects on Ground Speed.

When computing transit times between locations, we must account for the effect of winds aloft. Given a wind speed WS from a bearing of Θ_{WS} measured in degrees from true north, one can calculate the effective ground speed GS along the true course Θ_{ij} from the first location to the second. The difference between Θ_{ij} and Θ_{WS} is represented by δ . Figure 6 illustrates this geometry. When $|\delta| < 90$, A is negative and subtracts from the airspeed as a headwind component. When $90 < |\delta| \leq 180$, A is positive and adds to the airspeed as a tailwind component. The wind correction angle from true heading is denoted by γ . This adjusted heading corrects the flight path to compensate for wind drift. Groundspeed as influenced by wind aloft, is explicitly calculated as follows.

$$\delta = \Theta_{ij} - \Theta_{WS}$$

$$\begin{aligned}
 A &= WS \cdot \cos(180 - \delta) \\
 C &= WS \cdot \sin(180 - \delta) \\
 B &= \sqrt{AS^2 - C^2} \\
 GS &= A + B = WS \cdot \cos(180 - \delta) + \sqrt{AS^2 - WS^2 \cdot \sin^2(180 - \delta)} \quad .
 \end{aligned}$$

The transit time between the points is then simply $t_{ij} = d_{ij} / GS$.

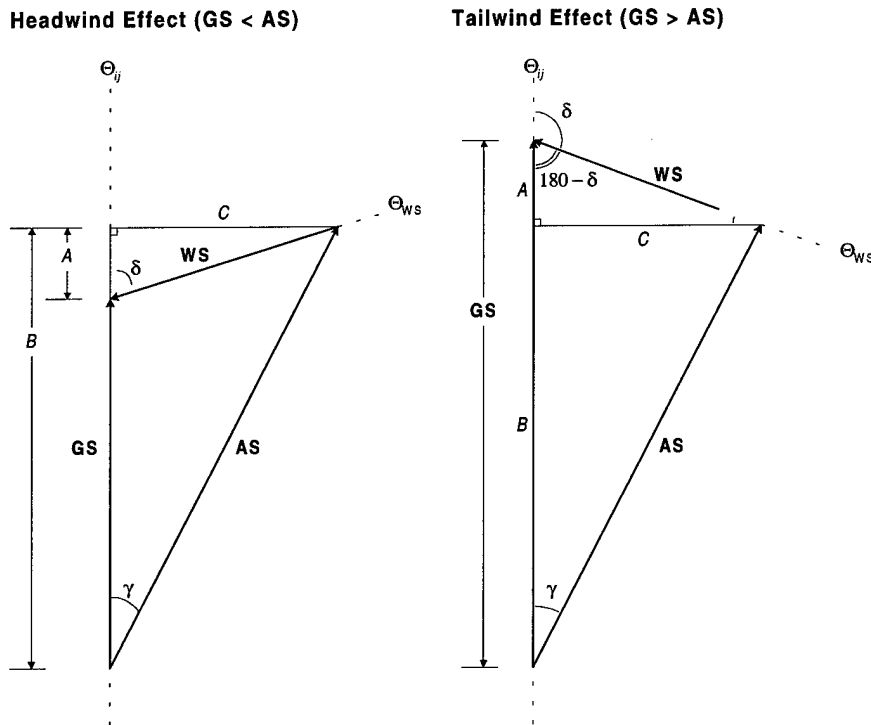


Figure 6. Headwind and Tailwind Ground Speed Adjustment

2.3.4 Numerical Formatting.

The latitude L and longitude λ information is measured in degrees where one degree is composed of sixty minutes and one minute is composed of sixty seconds. The are values often listed in a *degrees minutes seconds* format ($DD MM SS.ss$); we convert

latitudes and longitudes into a decimal degree format for computational ease using the formula

$$D.d = DD + MM/60 + SS.ss/3600 \quad .$$

Locations can also be listed in a *degrees minutes decimal minutes* format ($DD\ MM.mm$) where minutes are expressed as decimal values. Conversion to a decimal degree value is defined as

$$D.d = DD + MM.mm/60 \quad .$$

Clock time is often expressed in a military-style *hours minutes* ($HH\ MM$) format; for computational ease, we express time in minutes $t_{minutes}$ as

$$t_{minutes} = 60 \cdot HH + MM \quad .$$

2.3.5 Objective Function Modifications.

The UAV operating environment also mandates changes to the objective function. The standard VRPTW objective function seeks to minimize travel costs as represented by the distance traveled. Early arrival to a customer is allowed, and the resulting waiting time is cost free in the objective function. This may be appropriate for a standard terrestrial application in which the costs are associated mainly with transiting between locations, but in UAV operations there are costs associated with keeping the aircraft airborne. Thus, UAV waiting times represent costs that must be considered in our efforts to minimize the objective function. We therefore modify the original and penalized objective functions (1) and (2) to include waiting time w_i at node i in addition to the

original transit times as

$$\text{minimize } Z'_f(t) = \sum_j \sum_i (c_{ij} + w_i) x_{ij} .$$

As before, the penalized objective function is gained by adding the scaled infeasibility values to yield

$$\text{minimize } Z'(t) = Z'_f(t) + \rho_{LD} LD + \rho_{TW} TW .$$

The search now attempts to minimize the total time aloft and proceeds as previously presented.

2.3.6 *Dynamic Mission Requirements.*

The nature of UAV employment presents unique situations that our routing tool must handle. As such, we show how our scenarios depart from traditional VRPs and explain how we successfully implement these requirements. Unique routing situations exist with regard to *altitude-based wind tiers*, random service times, emerging priority targets, and locked route sequences. These instances are explored in the following paragraphs.

2.3.7 *Optimizing Use of Altitude-Based Wind Tiers.*

Recall that in the general MTSPTW problem, travel times between fixed locations are known, with fixed and symmetric costs (i.e., $c_{ij} = c_{ji}$). This symmetry does not hold in the UAV operating environment where winds affect travel times and can vary both in direction and velocity as a function of altitude (depicted below in Figure 7). We incorporate this wind information to select the minimum travel time between nodes.

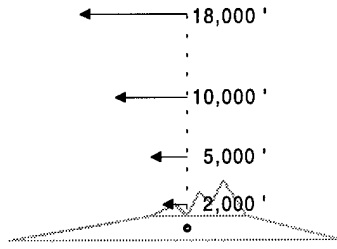


Figure 7. Typical Winds Aloft Profile

Specifically in any altitude band k , travel time is a function of UAV altitude h_{ijk} and airspeed AS_k ; wind speed WS_k and direction Θ_{WSk} ; and the distance d_{ij} and bearing Θ_{ij} between locations. We make the simplifying assumption that wind direction and speed is constant throughout an entire altitude zone. This is reasonable since values at any point in the region are interpolated predictions based on measurements of actual conditions at discrete weather station locations (Parsons 1999).

Using our previous equations, we calculate times between all locations based on the adjusted ground speed for each altitude band. This forms tiers of asymmetric wind-influenced travel time matrices from which we select the smallest travel time from i to j as

$$t_{ij} = \min_{\forall k} \left[\frac{d_{ij}}{GS_{ij}(h_{ijk})} \right]$$

where $GS_{ij}(h_{ijk})$ the ground speed as a function of traveling in altitude band k . The corresponding altitude is assigned as our flight altitude for that leg. Since this wind optimization process is accomplished prior to beginning the tabu search, the heuristic will

accept an arbitrary number of altitude bands with no appreciable effect on computational time or efficiency.

2.3.8 *Random Service Times.*

In the general TSPTW problem, customer service times are known constants. In the UAV problem context, the target service times are random variables. The service time represents the amount of time the aircraft spends circumnavigating the target point to gather imagery from multiple viewpoints, and, due to the unknown nature of the target, military necessity may dictate a longer observation than initially planned. The actual target i service time S_i falls between the minimum service time $s_{min}(i)$ and the maximum service time $s_{max}(i)$ inclusive. Service time will be the minimum service time with 0.7 probability; when the time is above the minimum, it is modeled as uniformly distributed between the minimum and maximum. The service time is given by

$$S_i = \begin{cases} s_{min}(i) & \text{with 0.7 probability} \\ \text{Uniform}(s_{min}(i), s_{max}(i)) & \text{with 0.3 probability} \end{cases} .$$

A known service time is simply specified by setting $S_i = s_{min}(i) = s_{max}(i)$.

2.3.9 *Emerging Targets.*

Another aspect of UAV operations is the pop-up priority target. This occurs when the UAV is retasked in flight to observe a target of utmost military urgency. Depending on the new target location, this immediate divert may render the remainder of the route

obsolete. Rather than proceed with a potentially sub-optimal route, our solver offers the ability to *route-from-here*.

Given that the UAV will proceed to the ad hoc target, this location becomes a new starting point and the remaining targets are processed in a route that returns the UAV to the depot. This route-from-here capability is achieved with smart processing of the time matrix.

2.3.10 Locked and Forbidden Routes.

At times, UAV operations require a *locked route*, in which one or more targets must be visited in a specific order. This may occur with a directed route or with certain observational requirements such as a consecutive imaging pass for a synthetic aperture radar image. The GUI allows these route points to be locked together and treated as an *aggregated node* with a beginning location corresponding to the first point and an ending location corresponding to the last point. The aggregated node is assigned a composite service time that accounts for intra-node service, wait, and travel times.

The opposite of a locked route is a *forbidden route* which may be a result of a no-fly zone or threat region. The forbidden area is then monitored for flight paths which pass through it; if a path intersects a forbidden area, it is modeled as a longer route that skirts the edge of the region as shown in Figure 8.

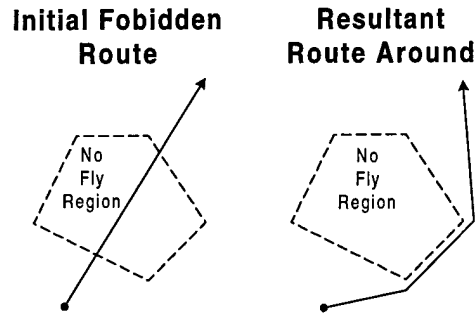


Figure 8. Forbidden Route Example

2.4 Computational Results

2.4.1 General Results.

Our initial testing and validation used the Solomon VRPTW problem test sets—25, 50, and 100 customer scenarios with random, clustered and random clustered distribution patterns. Our computational results are compared in Tables 1-6 (Ryer 1999) to known optimal answers obtained by Desrochers, Desrosiers, and Solomon (1992). Dashed regions of the chart indicate problems that could not be optimally solved by Desrochers et al. All problems were solved in reasonable computation times by our RTS algorithm (2500 iterations with user specified penalties) with an overall solution quality within 1% of optimal values. Solving the harder VRPTW class problems did not require an increase in computation times over the mTSPTW class problems.

The objective function value used in these initial tests includes travel time, missed time window penalties, and load overage penalties. With a relatively small amount of coding, the objective function can be expanded to include additional penalties, changed to represent several different weighted objective functions, or combined in a hierarchical objective function. Results are presented in Tables 1 through 6.

Table 1. Solomon mTSPTW Computational Results (25 Customers)

Problem Set ¹	O'Rourke & Ryer				Optimal			Difference		Start Method ⁵
	Z _t (t)	Used	Iter ²	Time ³	Z _t (t)	Used	Time ⁴	Δ	Δ%	
R101	867.1	8	317	3	867.1	8	5.8	0.0	0.00%	OST
R102	797.1	7	35	1	797.1	7	20.3	0.0	0.00%	OST
R103	704.6	5	132	1	704.6	5	22.2	0.0	0.00%	OST
R104	666.9	4	86	1	666.9	4	46.0	0.0	0.00%	OST
R105	780.5	6	95	1	780.5	6	22.6	0.0	0.00%	OST
R106	715.4	5	28	0	715.4	5	205.2	0.0	0.00%	RST 0
R107	674.3	4	2080	23	674.3	4	304.1	0.0	0.00%	RST 2
R108	647.3	4	45	0	647.3	4	307.4	0.0	0.00%	OST
R109	691.3	5	21	0	691.3	5	14.4	0.0	0.00%	OST
R110	694.1	5	91	2	679.8	4	64.3	14.3	2.10%	RST 0
R111	678.8	4	178	2	678.8	4	330.3	0.0	0.00%	RST 0
R112	643.0	4	25	0	643.0	4	623.3	0.0	0.00%	LOT
C101	2441.3	3	23	0	2441.3	3	18.6	0.0	0.00%	OST
C102	2440.3	3	379	4	2440.3	3	79.9	0.0	0.00%	LOT
C103	2440.3	3	72	1	2440.3	3	134.7	0.0	0.00%	OST
C104	2436.9	3	797	8	2436.9	3	223.9	0.0	0.00%	OST
C105	2441.3	3	209	2	2441.3	3	25.6	0.0	0.00%	OST
C106	2441.3	3	26	1	2441.3	3	20.7	0.0	0.00%	OST
C107	2441.3	3	28	1	2441.3	3	31.7	0.0	0.00%	OST
C108	2441.3	3	1421	15	2441.3	3	43.1	0.0	0.00%	OST
C109	2441.3	3	148	1	2441.3	3	585.4	0.0	0.00%	OST
RC101	711.1	4	214	3	711.1	4	225.4	0.0	0.00%	LOT
RC102	601.7	3	20	1	596.0	3	18.1	5.7	0.96%	OST
RC103	582.8	3	2193	24	582.8	3	103.0	0.0	0.00%	RST 2
RC104	556.6	3	604	6	556.6	3	177.9	0.0	0.00%	OST
RC105	661.2	4	79	1	661.2	4	37.4	0.0	0.00%	RST 1
RC106	595.5	3	60	1	595.5	3	248.4	0.0	0.00%	RST 1
RC107	548.3	3	69	1	548.3	3	113.9	0.0	0.00%	RST 0
RC108	544.5	3	2203	23	544.5	3	256.0	0.0	0.00%	OST
Average	1218.19	3.93	402.7	4.38	1184.8	3.90	148.6	0.69	0.11%	—

(Ryer 1999)

¹ Maximum number of vehicles: $m = 10$. Time window penalty: $p_{TW} = 1.0$.

² Maximum iterations: $k = 2500$.

³ Seconds on a Pentium II 400 MHz system. Total runtime ~ 28 seconds each.

⁴ Seconds on a Sun Sparc 1 workstation.

⁵ OST is ordered starting tour. RST is random starting tour seeded with the value given. LOT is listed ordering.

Table 2. Solomon mTSPTW Computational Results (50 Customers)

Problem Set ¹	O'Rourke & Ryer				Optimal			Difference		Start Method ⁵
	Z _i (t)	Used	Iter ²	Time ³	Z _i (t)	Used	Time ⁴	Δ	Δ%	
R101	1543.8	12	239	9	1535.2	12	66.7	8.6	0.56%	RST 0
R102	1409.0	11	1939	78	1404.6	11	67.8	4.4	0.31%	RST 0
R103	1282.7	9	871	36	1272.5	9	8939.1	10.2	0.80%	OST
R104	1131.9	6	734	31	—	—	—	—	—	OST 0
R105	1401.6	9	402	15	1399.2	9	362.6	2.4	0.17%	LOT
R106	1293.0	8	2294	94	1285.2	8	386.4	7.8	0.61%	RST 1
R107	1211.1	7	1786	75	1211.1	7	7362.1	0.0	0.00%	RST 0
R108	1117.7	6	1698	75	—	—	—	—	—	RST 0
R109	1286.7	8	1452	58	—	—	—	—	—	RST 0
R110	1207.8	7	1853	78	1197.0	7	4906.1	10.8	0.90%	RST 1
R111	1216.6	7	1775	72	—	—	—	—	—	RST 2
R112	1140.5	6	1784	78	—	—	—	—	—	RST 2
C101	4862.4	5	119	4	4862.4	5	67.1	0.0	0.00%	LOT
C102	4861.4	5	607	19	4861.4	5	330.2	0.0	0.00%	LOT
C103	4855.8	5	1699	57	—	—	—	—	—	OST
C104	4884.1	5	1253	43	—	—	—	—	—	LOT
C105	4861.2	5	232	7	—	—	—	—	—	OST
C106	4862.4	5	308	9	4862.4	5	91.3	0.0	0.00%	LOT
C107	4861.2	5	382	12	—	—	—	—	—	LOT
C108	4861.2	5	92	3	—	—	—	—	—	LOT
C109	4860.9	5	301	9	—	—	—	—	—	OST
RC101	1444.0	8	1252	38	—	—	—	—	—	RST 1
RC102	1325.1	7	754	23	—	—	—	—	—	RST 1
RC103	1216.2	6	1589	54	—	—	—	—	—	RST 0
RC104	1046.5	5	860	31	—	—	—	—	—	RST 2
RC105	1355.3	8	248	8	—	—	—	—	—	OST
RC106	1223.2	6	1921	61	—	—	—	—	—	RST 2
RC107	1146.0	6	189	7	—	—	—	—	—	LOT
RC108	1098.1	6	1821	65	—	—	—	—	—	OST
Average	2374.7	6.66	1050	39.6	—	—	—	—	—	—

(Ryer 1999)

¹ Maximum number of vehicles: R sets $m = 15$; C sets $m = 6$; RC sets $m = 8$. Time window penalty: $p_{TW} = 3.0$.

² Maximum iterations: $k = 2500$.

³ Seconds on a Pentium II 400 MHz system. Total runtime ~ 100 seconds each.

⁴ Seconds on a Sun Sparc 1 workstation.

⁵ OST is ordered starting tour. RST is random starting tour seeded with the value given. LOT is listed ordering.

Table 3. Solomon mTSPTW Computational Results (100 Customers)

Problem Set ¹	O'Rourke & Ryer				Optimal			Difference		Start Method ⁵
	Z _f (t)	Used	Iter ²	Time ³	Z _f (t)	Used	Time ⁴	Δ	Δ%	
R101	2689.6	20	2167	371	2607.7	18	1064.2	81.9	3.14%	RST 0
R102	2522.9	18	1783	322	2434.0	17	756.9	88.9	3.65%	RST 0
R103	2266.8	15	1797	351	—	—	—	—	—	RST 2
R104	2010.6	11	1401	311	—	—	—	—	—	RST 2
R105	2418.0	16	560	93	—	—	—	—	—	RST 1
R106	2256.9	14	1403	252	—	—	—	—	—	LOT
R107	2091.6	12	1462	278	—	—	—	—	—	LOT
R108	1980.3	10	2325	491	—	—	—	—	—	RST 0
R109	2191.4	13	2149	398	—	—	—	—	—	RST 1
R110	2121.1	12	1479	291	—	—	—	—	—	RST 2
R111	2082.1	12	1882	370	—	—	—	—	—	RST 2
R112	1986.1	11	2325	507	—	—	—	—	—	RST 1
C101	9827.3	10	285	45	9827.3	10	434.5	0.0	0.00%	OST
C102	9820.3	10	237	42	—	—	—	—	—	OST
C103	9813.7	10	256	49	—	—	—	—	—	OST
C104	9809.0	10	2495	536	—	—	—	—	—	RST 2
C105	9821.2	10	313	50	—	—	—	—	—	OST
C106	9827.3	10	455	75	9827.3	10	724.8	0.0	0.00%	OST
C107	9818.9	10	292	48	—	—	—	—	—	OST
C108	9818.9	10	662	115	—	—	—	—	—	OST
C109	9818.6	10	1381	262	—	—	—	—	—	LOT
RC101	2685.7	16	897	144	—	—	—	—	—	OST
RC102	2534.0	15	2410	434	—	—	—	—	—	OST
RC103	2352.3	13	1047	195	—	—	—	—	—	RST 0
RC104	2209.1	11	1311	272	—	—	—	—	—	RST 2
RC105	2538.0	15	2327	412	—	—	—	—	—	RST 1
RC106	2457.8	14	443	74	—	—	—	—	—	RST 0
RC107	2236.9	12	1822	344	—	—	—	—	—	RST 0
RC108	2115.9	11	2206	451	—	—	—	—	—	RST 1
Average	4624.9	12.45	1365	261.48	—	—	—	—	—	—

(Ryer 1999)

¹ Maximum number of vehicles: $m = 25$. Time window penalty: $p_{TW} = 8.0$.

² Maximum iterations: $k = 2500$.

³ Seconds on a Pentium II 400 MHz system. Total runtime ~ 550 seconds each.

⁴ Seconds on a Sun Sparc 1 workstation.

⁵ OST is ordered starting tour. RST is random starting tour seeded with the value given. LOT is listed ordering.

Table 4. Solomon VRPTW Computational Results (25 Customers)

Problem Set ¹	O'Rourke & Ryer				Optimal			Difference		Start Method ⁵
	Z _f (t)	Used	Iter ²	Time ³	Z _f (t)	Used	Time ⁴	Δ	Δ%	
R101	867.1	8	317	4	867.1	8	5.8	0.0	0.00%	OST
R102	797.1	7	35	1	797.1	7	20.3	0.0	0.00%	OST
R103	704.6	5	132	1	704.6	5	22.2	0.0	0.00%	OST
R104	666.9	4	86	2	666.9	4	46.0	0.0	0.00%	OST
R105	780.5	6	95	1	780.5	6	22.6	0.0	0.00%	OST
R106	715.4	5	1149	12	715.4	5	205.2	0.0	0.00%	RST 0
R107	674.3	4	2080	24	674.3	4	304.1	0.0	0.00%	RST 2
R108	647.3	4	58	1	647.3	4	307.4	0.0	0.00%	OST
R109	691.3	5	32	1	691.3	5	14.4	0.0	0.00%	OST
R110	694.1	5	91	1	679.8	4	64.3	14.3	2.10%	OST 0
R111	678.8	4	178	3	678.8	4	330	0.0	0.00%	RST 0
R112	643.0	4	25	1	643.0	4	623.3	0.0	0.00%	LOT
C101	2441.3	3	23	0	2441.3	3	18.6	0.0	0.00%	OST
C102	2440.3	3	106	1	2440.3	3	79.9	0.0	0.00%	LOT
C103	2440.3	3	72	1	2440.3	3	134.7	0.0	0.00%	OST
C104	2436.9	3	741	8	2436.9	3	223.9	0.0	0.00%	OST
C105	2441.3	3	170	1	2441.3	3	25.6	0.0	0.00%	OST
C106	2441.3	3	35	1	2441.3	3	20.7	0.0	0.00%	OST
C107	2441.3	3	51	0	2441.3	3	31.7	0.0	0.00%	OST
C108	2441.3	3	455	4	2441.3	3	43.1	0.0	0.00%	OST
C109	2441.3	3	197	2	2441.3	3	585.4	0.0	0.00%	OST
RC101	711.1	4	214	2	711.1	4	225.4	0.0	0.00%	LOT
RC102	601.7	3	149	1	596.0	3	18.1	5.7	0.96%	OST
RC103	582.8	3	134	2	582.8	3	103.0	0.0	0.00%	RST 2
RC104	556.6	3	29	1	556.6	3	177.9	0.0	0.00%	LOT
RC105	661.2	4	24	1	661.2	4	37.4	0.0	0.00%	RST 1
RC106	595.5	3	60	1	595.5	3	248.4	0.0	0.00%	RST 1
RC107	548.3	3	179	2	548.3	3	113.9	0.0	0.00%	RST 1
RC108	544.5	3	353	3	544.5	3	256.0	0.0	0.00%	LOT
Average	1218.2	3.93	250.7	2.86	1184.8	3.90	148.6	0.69	0.11%	LOT

(Ryer 1999)

¹ Maximum number of vehicles: $m = 10$. Time window penalty: $\rho_{TW} = 8.0$; load penalty $\rho_{LD} = 10.0$.

² Maximum iterations: $k = 2500$.

³ Seconds on a Pentium II 400 MHz system. Total runtime ~ 28 seconds each.

⁴ Seconds on a Sun Sparc 1 workstation.

⁵ OST is ordered starting tour. RST is random starting tour seeded with the value given. LOT is listed ordering.

Table 5. Solomon VRPTW Computational Results (50 Customers)

Problem Set ¹	O'Rourke & Ryer				Optimal			Difference		Start Method ⁵
	Z _t (t)	Used	Iter ²	Time ³	Z _t (t)	Used	Time ⁴	Δ	Δ%	
R101	1543.8	12	239	9	1535.2	12	66.7	8.6	0.56%	RST 0
R102	1409.0	11	1939	82	1404.6	11	67.8	4.4	0.31%	RST 0
R103	1278.7	9	1935	87	1272.5	9	8939.1	6.2	0.49%	OST
R104	1137.4	6	1533	69	—	—	—	—	—	RST 2
R105	1401.6	9	402	16	1399.2	9	362.6	2.4	0.17%	LOT
R106	1293.0	8	2294	99	1285.2	8	386.4	7.8	0.61%	RST 1
R107	1211.1	7	1786	79	1211.1	7	7362.1	0.0	0.00%	RST 0
R108	1117.7	6	1698	78	—	—	—	—	—	RST 0
R109	1286.7	8	1451	61	—	—	—	—	—	RST 0
R110	1207.8	7	1853	84	1197.0	7	4906.1	10.8	0.90%	RST 1
R111	1216.6	7	1775	76	—	—	—	—	—	RST 2
R112	1135.0	6	1456	68	—	—	—	—	—	RST 2
C101	4862.4	5	74	3	4862.4	5	67.1	0.0	0.00%	LOT
C102	4861.4	5	232	9	4861.4	5	330.2	0.0	0.00%	LOT
C103	4861.4	5	2035	87	4861.4	5	896.0	0.0	0.00%	RST 0
C104	4882.8	5	1727	79	—	—	—	—	—	RST 0
C105	4862.4	5	494	19	4862.4	5	99.1	0.0	0.00%	OST
C106	4862.4	5	91	4	4862.4	5	91.3	0.0	0.00%	LOT
C107	4862.4	5	154	6	4862.4	5	170.6	0.0	0.00%	LOT
C108	4862.4	5	95	4	4862.4	5	245.6	0.0	0.00%	LOT
C109	4862.4	5	643	26	—	—	—	—	—	OST
RC101	1446.8	8	1613	60	—	—	—	—	—	OST
RC102	1331.8	7	1508	60	—	—	—	—	—	RST 2
RC103	1210.9	6	2194	94	—	—	—	—	—	OST
RC104	1046.5	5	412	18	—	—	—	—	—	LOT
RC105	1355.3	8	104	4	—	—	—	—	—	OST
RC106	1223.2	6	1454	58	—	—	—	—	—	RST 2
RC107	1144.4	6	898	36	—	—	—	—	—	RST 1
RC108	1098.1	6	1361	58	—	—	—	—	—	OST
Average	2375.01	6.66	1153	49.4	—	—	—	—	—	—

(Ryer 1999)

¹ Maximum number of vehicles: $m = 15$. Time window penalty: $\rho_{TW} = 1.0$; load penalty $\rho_{LD} = 10.0$.

² Maximum iterations $k = 2500$.

³ Seconds on a Pentium II 400 MHz system. Total runtime ~ 100 seconds each.

⁴ Seconds on a Sun Sparc 1 workstation.

⁵ OST is ordered starting tour. RST is random starting tour seeded with the value given. LOT is listed ordering.

Table 6. Solomon VRPTW Computational Results (100 Customers)

Problem Set ¹	O'Rourke & Ryer			Optimal			Difference		Start Method ⁵	
	Z _t (t)	Used	Iter ²	Time ³	Z _t (t)	Used	Time ⁴	Δ		Δ%
R101	2676.2	20	2271	414	2607.7	18	1064.2	68.5	2.63%	RST 2
R102	2502.4	19	492	96	2434.0	17	756.9	68.4	2.81%	RST 0
R103	2265.0	15	1091	228	—	—	—	—	—	RST 2
R104	2039.6	12	1488	338	—	—	—	—	—	OST
R105	2399.4	16	1974	378	—	—	—	—	—	RST 0
R106	2268.4	14	2431	491	—	—	—	—	—	LOT
R107	2129.0	13	1905	406	—	—	—	—	—	RST 1
R108	1956.8	10	2415	565	—	—	—	—	—	RST 0
R109	2181.0	14	1587	311	—	—	—	—	—	RST 1
R110	2133.2	13	1548	328	—	—	—	—	—	RST 2
R111	2077.3	12	2248	491	—	—	—	—	—	RST 2
R112	1971.6	11	1898	460	—	—	—	—	—	RST 2
C101	9827.3	10	263	43	9827.3	10	434.5	0.0	0.00%	OST
C102	9827.3	10	1317	253	9827.3	10	1990.8	0.0	0.00%	OST
C103	9828.9	10	2500	535	—	—	—	—	—	RST 0
C104	9949.6	10	2194	509	—	—	—	—	—	RST 2
C105	9827.3	10	378	65	—	—	—	—	—	OST
C106	9827.3	10	309	55	9827.3	10	724.8	0.0	0.00%	OST
C107	9827.3	10	1144	210	9827.3	10	1010.4	0.0	0.00%	OST
C108	9827.3	10	1638	321	9827.3	10	1613.6	0.0	0.00%	OST
C109	9853.3	10	2202	463	—	—	—	—	—	RST 0
RC101	2669.9	16	2110	381	—	—	—	—	—	OST
RC102	2498.4	15	2136	419	—	—	—	—	—	LOT
RC103	2363.6	13	1333	270	—	—	—	—	—	RST 1
RC104	2179.2	11	1365	308	—	—	—	—	—	LOT
RC105	2557.4	15	2482	473	—	—	—	—	—	OST
RC106	2432.8	13	2222	434	—	—	—	—	—	RST 2
RC107	2266.1	12	2024	417	—	—	—	—	—	RST 2
RC108	2175.1	12	2122	475	—	—	—	—	—	RST 1
Average	4632.3	12.62	1693	349.6	—	—	—	—	—	—

(Ryer 1999)

¹ Maximum number of vehicles: $m = 25$. Time window penalty: $\rho_{TW} = 8.0$; load penalty $\rho_{LD} = 10.0$.

² Maximum iterations $k = 2500$.

³ Seconds on a Pentium II 400 MHz system. Total runtime ~ 550 seconds each.

⁴ Seconds on a Sun Sparc 1 workstation.

⁵ OST is ordered starting tour. RST is random starting tour seeded with the value given. LOT is listed ordering.

2.4.2 UAV Results.

We analyzed a Bosnia UAV scenario provided by Bergdahl (1998). Winds for the region of interest are given in Table 7. These winds are taken from actual US Air Force meteorological conditions for the operating region.

Table 7. Wind Data

Altitude Tier	Altitude (ft)	Θ_{ws} (deg)	WS (kts)	AS (kts)
0	5,000	300	7.5	70
1	10,000	300	37.5	70
2	18,000	310	50.0	70

Scenario details are listed in Table 8, and a map of this scenario is provided in Figure 9. The 52 targets fall into three remote operating zones (ROZs), each with non-overlapping time windows. Route optimization begins and ends with the Srbac, Bosnia waypoint, since the route to and from there must follow a mandatory air corridor.

The scenario was solved in 108 seconds on a Pentium II 300 MHz system using the UAV specific module of the heuristic. With optimum use of wind tiers, the solver returned a tour requiring only one vehicle with a mission time of 822 minutes. Without wind tier modeling, two vehicles are required with a combined mission time of 1384 minutes. This demonstrates the improvement that can be achieved with smart selection of travel altitudes.

The optimized tour output is listed in Table 9 (the "Alt" column designates the altitude tier to be used enroute to the next target); this flight path is shown in Figures

Figure 10 and Figure 11. Figure 11 shows the same sequence as Figure 10 with a temporal component as the added third axis and gray bars representing the time windows.

2.5 Conclusions

Our Java implementation of a reactive tabu search first described by Battiti and Tecchiolli (1994) successfully solves single/multiple traveling salesman problems with and without time windows (TSP, MTSP, TSPTW, MTSPTW), as well as capacitated vehicle routing problems with and without time windows (VRP, VRPTW). On the Solomon problem sets, our heuristic produces close to optimal solutions within reasonable computing times. Addition of reactive penalties allows the algorithm to perform more robustly over a wider set of problems.

Our implementation supports UAV problems and formats as well as classical problems and formats. Changes required for the UAV problem reflect unique aspects of the operational UAV mission and include items such as a reformulated objective function, alternate coordinate and numerical formatting, and random customer service times. The introduction of altitude-based wind tiers, when selecting UAV routes, capitalizes on the altitude-dependent, highly asymmetric nature of the flight environment.

The Java implementation is an object oriented structure that is both machine portable and readily modifiable to support new problem instances. The internal data structure and methodology work with the GUI to support operational requirements such as route locking and dynamic rescheduling in support of priority targets.

Table 8. Bosnia Data Set

Location Name	Lat	(DD	MM	SS)	Lon	(DD	MM	SS)	e_i^1	ℓ_i^1	$s_{\min}(i)^2$	$s_{\max}(i)^2$
DepotTazarHungary	N	46	24	0	E	17	54	0				
CorridorSzulokHungary	N	46	3	45	E	17	32	44				
CorridorSrbacBosnia*	N	45	24	0	E	17	30	0	940	4800	0	0
Dumdvga	N	44	58	29	E	16	50	34	1015	1500	30	180
Mastye	N	44	58	46	E	16	38	56	1015	1500	30	180
AAASiteGarred	N	44	58	4	E	16	39	31	1015	1500	2	15
HvyWpnDepTharmet	N	44	58	33	E	16	39	18	1015	1500	2	30
HvyWpnDepTharmet	N	44	58	39	E	16	39	41	1015	1500	2	30
HvyWpnDepTharmet	N	44	58	59	E	16	39	28	1015	1500	2	30
CommSiteSardona	N	44	59	2	E	16	39	56	1015	1500	2	30
CommSiteSardona	N	44	59	11	E	16	40	19	1015	1500	2	30
CommSiteSardona	N	44	59	15	E	16	39	20	1015	1500	2	30
SuspWpnStorage	N	44	59	9	E	16	39	10	1015	1500	2	30
SuspWpnStorage	N	44	54	52	E	16	34	47	1015	1500	2	30
SuspWpnStorage	N	44	51	49	E	16	41	37	1015	1500	2	30
SuspWpnStorage	N	45	0	7	E	16	34	47	1015	1500	2	30
SuspWpnStorage	N	44	59	9	E	16	49	17	1015	1500	2	30
SuspWpnStorage	N	44	57	41	E	16	39	35	1015	1500	2	30
SAMIADSiteProbSA2	N	44	57	23	E	16	51	45	1015	1500	2	30
SAMIADSiteProbSA2	N	44	57	45	E	16	49	28	1015	1500	2	30
SAMIADSiteProbSA2	N	44	55	57	E	16	43	52	1015	1500	2	30
SAMIADSiteSiteRadar	N	44	57	47	E	16	39	54	1015	1500	2	30
HQSiteDromada	N	45	0	7	E	16	53	49	1015	1500	30	120
WarehouseDromada	N	44	53	31	E	16	54	12	1015	1500	2	60
BarracksOmanski	N	44	45	34	E	17	10	34	1500	1715	5	120
BarracksOmanski	N	44	48	19	E	17	12	14	1500	1715	5	120
BarracksOmanski	N	44	51	2	E	17	13	24	1500	1715	5	120
TankRallyPointBolstavec	N	44	50	51	E	17	14	39	1500	1715	2	30
TankRallyPointBolstavec	N	44	56	17	E	17	17	41	1500	1715	2	30
StorageBunkerKrajachastane	N	44	55	51	E	17	17	51	1500	1715	2	30
StorageBunkerKrajachastane	N	44	56	7	E	17	18	23	1500	1715	2	30
RoadGolprtuniy	N	44	28	13	E	17	1	18	1730	1830	20	40
RoadGolprtuniy	N	44	27	29	E	17	1	46	1730	1830	20	40
RoadGolprtuniy	N	44	27	10	E	17	2	24	1730	1830	20	40
Dumdvga	N	44	58	29	E	16	50	34	1900	2300	30	180
Mastye	N	44	58	46	E	16	38	56	1900	2300	30	180
AAASiteGarred	N	44	58	4	E	16	39	31	1900	2300	2	15
HvyWpnDepTharmet	N	44	58	33	E	16	39	18	1900	2300	2	30
HvyWpnDepTharmet	N	44	58	39	E	16	39	41	1900	2300	2	30
HvyWpnDepTharmet	N	44	58	59	E	16	39	28	1900	2300	2	30
CommSiteSardona	N	44	59	2	E	16	39	56	1900	2300	2	30
CommSiteSardona	N	44	59	11	E	16	40	19	1900	2300	2	30
CommSiteSardona	N	44	59	15	E	16	39	20	1900	2300	2	30
SuspWpnStorage	N	44	59	9	E	16	39	10	1900	2300	2	30
SuspWpnStorage	N	44	54	52	E	16	34	47	1900	2300	2	30
SuspWpnStorage	N	44	51	49	E	16	41	37	1900	2300	2	30
SuspWpnStorage	N	45	0	7	E	16	34	47	1900	2300	2	30
SuspWpnStorage	N	44	59	9	E	16	49	17	1900	2300	2	30
SuspWpnStorage	N	44	57	41	E	16	39	35	1900	2300	2	30
SAMIADSiteProbSA2	N	44	57	23	E	16	51	45	1900	2300	2	30
SAMIADSiteProbSA2	N	44	57	45	E	16	49	28	1900	2300	2	30
SAMIADSiteProbSA2	N	44	55	57	E	16	43	52	1900	2300	2	30
SAMIADSiteSiteRadar	N	44	57	47	E	16	39	54	1900	2300	2	30
HQSiteDromada	N	45	0	7	E	16	53	49	1900	2300	30	120
WarehouseDromada	N	44	53	31	E	16	54	12	1900	2300	2	60
CorridorSrbacBosnia	N	45	24	0	E	17	30	0	940	4740	0	0
DepotTazarHungary	N	46	24	0	E	17	54	0				
CorridorSzulokHungary	N	46	3	45	E	17	32	44				

(Bergdahl 1998)

¹ Time listed in *hours-minutes* format.

² Minutes.

* Optimization begins from Srbac Corridor waypoint



Figure 9. Bosnia Scenario Target Locations

Table 9. Bosnia Tour Sequence

Label	ID	Lat ²	Long ³	Early ⁴	Late ⁴	Arr ⁴	Dep ⁴	Serv ⁴	Alt ⁵
CorridorSrbacBosnia	0	45.1166	-17.5416	580	2880	580.00	580.00	0	0
HQSiteDromada	20	45.0019	-16.8969	615	900	606.25	615.00	30	0
SAMIADSiteProbSA2	16	44.9563	-16.8625	615	900	647.66	647.66	2	0
Dumdvga	1	44.9747	-16.8427	615	900	650.97	650.97	125	0
SuspWpnStorage	14	44.9858	-16.8213	615	900	778.02	778.02	2	2
SAMIADSiteProbSA2	17	44.9625	-16.8244	615	900	780.89	780.89	2	0
SAMIADSiteProbSA2	18	44.9325	-16.7311	615	900	786.88	786.88	2	0
CommSiteSardona	8	44.9863	-16.6719	615	900	792.77	792.77	2	0
CommSiteSardona	7	44.9838	-16.6655	615	900	795.05	795.05	2	0
CommSiteSardona	9	44.9875	-16.6555	615	900	797.50	797.50	6	0
SuspWpnStorage	10	44.9858	-16.6527	615	900	804.11	804.11	3	2
HvyWpnDepTharmet	6	44.983	-16.6577	615	900	807.86	807.86	2	2
HvyWpnDepTharmet	5	44.9775	-16.6613	615	900	810.05	810.05	2	2
SAMIADSiteSiteRadar	19	44.963	-16.665	615	900	812.57	812.57	2	0
SuspWpnStorage	15	44.9613	-16.6597	615	900	814.79	814.79	2	0
AAASiteGarred	3	44.9677	-16.6586	615	900	817.14	817.14	2	0
HvyWpnDepTharmet	4	44.9758	-16.6549	615	900	819.61	819.61	2	0
Mastye	2	44.9794	-16.6488	615	900	821.93	821.93	30	0
SuspWpnStorage	13	45.0019	-16.5797	615	900	855.02	855.02	19	2
SuspWpnStorage	11	44.9144	-16.5797	615	900	878.36	878.36	2	2
SuspWpnStorage	12	44.8636	-16.6936	615	900	883.24	883.24	2	1
WarehouseDromada	21	44.8919	-16.9033	615	900	891.03	891.03	2	1
TankRallyPointBolstavec	26	44.938	-17.2947	900	1035	903.71	903.71	2	2
StorageBunkerKrajachastane	28	44.9352	-17.3063	900	1035	905.98	905.98	15	0
StorageBunkerKrajachastane	27	44.9308	-17.2975	900	1035	921.88	921.88	2	0
TankRallyPointBolstavec	25	44.8475	-17.2441	900	1035	928.56	928.56	2	0
BarracksOmanski	24	44.8505	-17.2233	900	1035	931.42	931.42	15	2
BarracksOmanski	23	44.8052	-17.2038	900	1035	949.23	949.23	5	0
BarracksOmanski	22	44.7594	-17.1761	900	1035	956.77	956.77	5	2
RoadGolprtuniy	31	44.4527	-17.04	1050	1110	977.93	1050.00	20	0
RoadGolprtuniy	30	44.458	-17.0294	1050	1110	1070.52	1070.52	20	0
RoadGolprtuniy	29	44.4702	-17.0216	1050	1110	1091.27	1091.27	22	0
SuspWpnStorage	43	44.8636	-16.6936	1140	1380	1139.59	1140.00	13	0
SuspWpnStorage	42	44.9144	-16.5797	1140	1380	1159.13	1159.13	2	0
SuspWpnStorage	44	45.0019	-16.5797	1140	1380	1165.90	1165.90	2	2
Mastye	33	44.9794	-16.6488	1140	1380	1169.55	1169.55	30	0
SuspWpnStorage	41	44.9858	-16.6527	1140	1380	1199.91	1199.91	24	0
CommSiteSardona	40	44.9875	-16.6555	1140	1380	1224.17	1224.17	2	2
CommSiteSardona	39	44.9863	-16.6719	1140	1380	1226.56	1226.56	2	0
CommSiteSardona	38	44.9838	-16.6655	1140	1380	1228.84	1228.84	21	0
HvyWpnDepTharmet	37	44.983	-16.6577	1140	1380	1250.84	1250.84	2	2
HvyWpnDepTharmet	36	44.9775	-16.6613	1140	1380	1253.03	1253.03	8	0
HvyWpnDepTharmet	35	44.9758	-16.6549	1140	1380	1262.16	1262.16	2	2
AAASiteGarred	34	44.9677	-16.6586	1140	1380	1264.44	1264.44	2	2
SuspWpnStorage	46	44.9613	-16.6597	1140	1380	1266.67	1266.67	2	1
SAMIADSiteSiteRadar	50	44.963	-16.665	1140	1380	1268.84	1268.84	2	2
SAMIADSiteProbSA2	49	44.9325	-16.7311	1140	1380	1272.52	1272.52	2	2
WarehouseDromada	52	44.8919	-16.9033	1140	1380	1278.57	1278.57	2	0
SAMIADSiteProbSA2	47	44.9563	-16.8625	1140	1380	1284.55	1284.55	2	0
SAMIADSiteProbSA2	48	44.9625	-16.8244	1140	1380	1288.13	1288.13	28	0
SuspWpnStorage	45	44.9858	-16.8213	1140	1380	1318.38	1318.38	2	2
Dumdvga	32	44.9747	-16.8427	1140	1380	1320.94	1320.94	30	1
HQSiteDromada	51	45.0019	-16.8969	1140	1380	1353.14	1353.14	30	0
CorridorSrbacBosnia		45.1166	-17.5416	580	2880	1401.57	—	0	—

¹ Parameters set as follows: maximum number of vehicles: $m = 5$; maximum iterations: $k = 2500$; reactive penalty scheme; LOT starting tour. Total runtime 108 seconds on a Pentium II 300 MHz system.

² By convention North latitudes are positive and South latitudes are negative.

³ By convention, West longitudes are positive and East longitudes are negative.

⁴ Time in minutes.

⁵ Flight altitude to next point: "0" = 5,000 ft, "1" = 10,000 ft, "2" = 18,000 ft.



Figure 10. Bosnia Optimized Tour Route

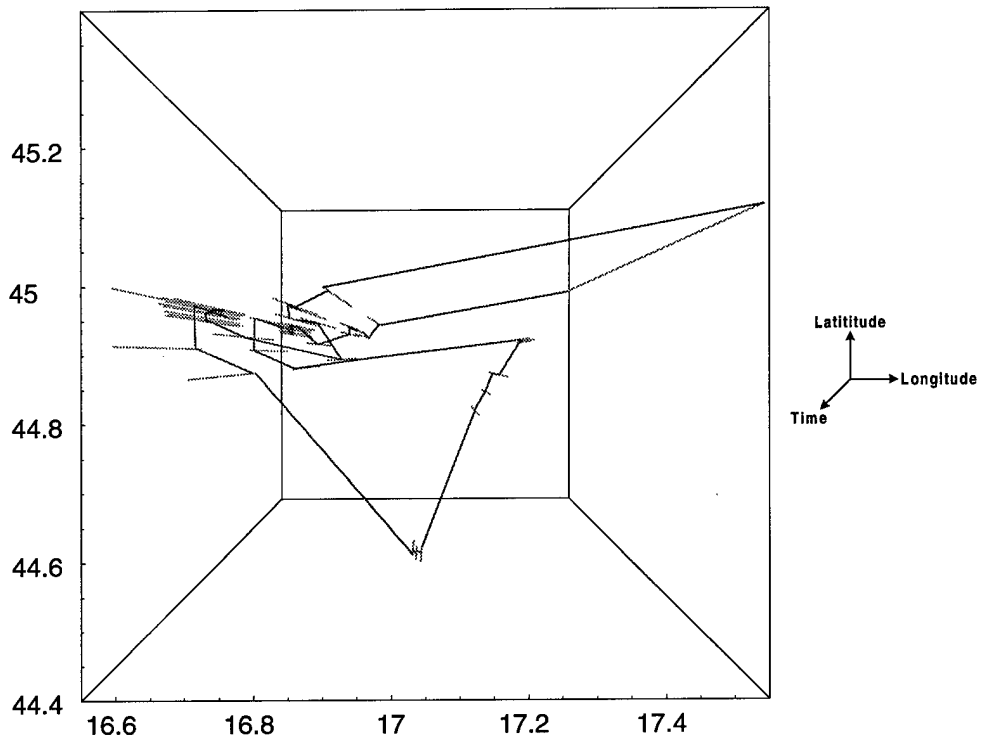


Figure 11. Temporal Route Plot

Chapter 3

We present several ideas that represent natural and worthwhile extensions to the work accomplished.

3.1 Heuristic Modifications

Modifications to the tabu search heuristic could include any of the following ideas. Additional operators have increased solution quality for genetic algorithms (Petridis et al. 1998); construction and implementation of additional operators may prove useful. These operators could consider additional random or directed moves which expand the neighborhood, such as a 4-opt, for possible improvements in the objective function.

Restarts based on changes in the solution quality or stabilization of the objective function could prove useful. Methods to consider include the following: maintenance of an *elite list* of best solutions where a restart resumes with relaxed tabu restrictions (Xu and Kelly 1996); intensification from previous location with stored tabu status (Armentano and Ronconi 1999); or a multi-start *backjump tracking* scheme (Liaw 1999, Norwicki and Smutnicki 1996). Other initialization methods such as a sweep initialization or petal initialization (Renaud 1996b) could be explored.

3.2 UAV Related Modifications

Changes to the UAV specific aspect of the problem could include a priority scheme hierarchy that generates route segments based on assigned target priorities. This would involve constructing subtours that are then smartly linked together—obviously, the parameters of one subtour will be highly dependent on the others. The rudimentary wind modeling (discrete levels and average regional values) could be replaced with wind values that correlate specifically to each leg. A more detailed modeling of actual UAV transition times between altitudes, with modeled climb rates would provide a higher fidelity mission profile. The service times distribution model, which is still rather unknown, could be updated to reflect data gathered from recent operations.

3.3 Java Code Modifications

Although we are not strict computer programmers, work was done in an attempt to improve the code for better heuristic performance. This includes items such as ordering logic comparisons (so that the most likely outcome is encountered first to reduce comparisons) and changing several methods (to decrease instantiations). These optimization modifications reduced the run time for the 100 customer, 25 vehicle Solomon problem sets from an average of 700 seconds to 550 seconds. While this represents about a 25% reduction in run time, there is still tremendous room for improvement due to excessive object copying.

With any Java *non-primitive type*, the statement “x = y” will cause the “x” label to point to the “y” object, and the previous “x” object (if any) will be lost. What remains is

the “y” object with both an “x” label and a “y” label. In order to have a separate “x” object that is the same as the “y” object, an explicit copy or clone function must be used to duplicate the object (Flanagan 1997). This duplication is an expensive operation, as it instantiates a new object and copies the member data. Analysis of the current reactive tabu heuristic with the KL Group’s JProbe™ Java profiler tool revealed that nearly 50% of the run time is spent copying NodeType objects. Initial experimentation using an index system as node pointers showed potential run times that are only 20% of the current run time—100 customer, 25 vehicle Solomon sets ran in ~120 seconds versus the current ~550 seconds. This speed increase results from copying and manipulating the indices, which are Java primitive types, instead of copying and manipulating the NodeType objects.

Some initial work was done in an attempt to reconfigure the heuristic to run using indices, but the changes are substantial as they touch nearly every aspect of the program. Future programming efforts should make the conversion, which will allow faster solutions and larger problem sets.

Bibliography

- Armenato, Vinícius A., and Débora P. Ronconi. "Tabu Search for Total Tardiness Minimization in Flowshop Scheduling Problems," *Computers & Operations Research*, 26: 219-235 (1999).
- Bailey, T. "Ghost Riders—Battlelab studies roles for unmanned aerial vehicles," *Airman*, XLII(7): 32-33 (July 1998).
- Barbarosoglu, G. and D. Ozgur. "A tabu search algorithm for the vehicle routing problem," *Computers & Operations Research*, 26: 255-270 (1999).
- Battiti, R. R., and G. Tecchiolli. "The Reactive Tabu Search," *ORSA Journal on Computing*, 6: 126-140 (1994).
- Bergdahl, B. Operations Officer, 11th Reconnaissance Squadron, Indian Springs AFAF NV. Personal interview and facsimile. January 1998.
- Bodin, Lawrence, Bruce Golden, A. Assad, and M. Ball. "Routing and Scheduling of Vehicles and Crews; The State of the Art," *Computers & Operations Research*, 10: (1983).
- Carlton, William B. *A Tabu Search to the General Vehicle Routing Problem*. Ph.D. dissertation. University of Texas, Austin TX, 1995.
- Chiang, W. C. and R. Russell. "A Reactive Tabu Search Metaheuristic for the Vehicle Routing Problem with Time Windows," *ORSA Journal on Computing*, 9: 417 (1997).
- Desrochers, M., J. Desrosiers, and M. Solomon. "A New Optimization Algorithm for the Vehicle Routing Problem with Time Windows," *Operations Research*, 40: 342-354 (1992).
- Departments of the Air Force and Navy. Flying Training, Air Navigation. Air Force Regulation (AFR) 51-40. Washington: HQ USAF, 15 Mar 1983.
- Eckel, Bruce. *Thinking in Java—The definitive introduction to object-oriented programming in the language of the World-Wide Web*. Upper Saddle River NJ: Prentice-Hall, 1998.
- Flanagan, David. *Java in a Nutshell, A Desktop Quick Reference* (Second Edition). Sebastopol CA: O'Reilly & Associates, 1997.

- Flood, R. *A Java Human Computer Interface for Displaying Maps in Support of a UAV Decision Support Tool*. MS thesis, AFIT/GCS/ENS/99M. School of Engineering, Air Force Institute of Technology (AU), Wright-Patterson AFB OH, March 1999.
- Garcia, B. L., J. Y. Potvin, and J. M. Rousseau. "A Parallel Implementation of the Tabu Search Heuristic for Vehicle Routing Problems with Time Window Constraints," *Computers & Operations Research*, 21: 1025-1033 (1994).
- Gendreau, M., A. Hertz, and G. Laporte. "Tabu Search Heuristic for the Vehicle Routing Problem," *Management Science*, 40: 1276-1289 (October 1994).
- Gendreau, M., G. Laporte, and R. Séguin. "A Tabu Search Heuristic for the Vehicle Routing Problem with Stochastic Demands and Customers," *Operations Research*, 44: 469-477 (May 1996).
- Gendreau, M., G. Laporte, and G. Potvin. "Vehicle Routing: Modern Heuristics," in *Local Search in Combinatorial Optimization*. Eds. Aarts, E. and J. K. Lenstra. Chichester: Wiley, 1997.
- Glover, Fred and M. Laguna. *Tabu Search*. Boston: Kluwer Academic Publishers, 1997.
- Glover, Fred. "Tabu Search-Part I," *ORSA Journal on Computing*, 1: 190-206 (Summer 1989).
- Liaw, C. "A Tabu Search Algorithm for the Open Shop Scheduling Problem," *Computers & Operations Research*, 26: 109-126 (1999).
- McKenna, P. "Eyes of the Warrior—Prying Predator prowls unfriendly skies, peeking at the enemy," *Airman*, XLII(7): 28-31 (July 1998).
- Norwicki, E. and C. Smutnicki. "A Fast Taboo Search Algorithm for the Job Shop Problem," *Management Science*, 42: 797-813 (1996).
- Osman, I. H. "Metastrategy Simulated Annealing and Tabu Search Algorithms for the Vehicle Routing Problem," *Annals of Operations Research*, 41: 421-451 (1993).
- Parsons, T. L. Meteorologist, US Air Force, Air Force Institute of Technology, Wright Patterson AFB OH. Personal interview. 23 February 1999.
- Petridis, V., S. Kazarlis, and A. Bakirtzis. "Varying Fitness Functions in Genetic Algorithm Constrained Optimization: The Cutting Stock and Unit Commitment Problems," *IEEE Transactions on Systems, Man, and Cybernetics—Part B: Cybernetics*, 28(5): 629-640 (October 1998).

- Renaud, J., G. Laporte, and F. Boctor. "A Tabu Search Heuristic for the Multi-Depot Vehicle Routing Problem," *Computers & Operations Research*, 23: 229-235 (1996a).
- Renaud, J., F. Boctor, and G. Laporte. "An Improved Petal Heuristic for the Vehicle Routeing [sic] Problem," *Journal of the Operations Research Society*, 47: 329-336 (1996b).
- Rochat, Y. and F. Semet. "A Tabu Search Approach for Delivering Pet Food and Flour in Switzerland," *Journal of Operations Research Society*, 45: 1233-1246 (1994).
- Ryan, Joel L. *Embedding a Reactive Tabu Search Heuristic in Unmanned Aerial Vehicle Simulations*. MS thesis, AFIT/GOR/ENS/98M. School of Engineering, Air Force Institute of Technology (AU), Wright-Patterson AFB OH, February 1998.
- Ryer, David M. *Implementation of the Metaheuristic Tabu Search in Route Selection for Mobility Analysis Support System*. MS thesis, AFIT/GOA/ENS/99M-07. School of Engineering, Air Force Institute of Technology (AU), Wright-Patterson AFB OH, March 1999.
- Sisson, M. R. *Applying Tabu Heuristic to Wind Influenced, Minimum Risk and Maximum Expected Coverage Routes*. MS thesis, AFIT/GOR/ENS/97M. School of Engineering, Air Force Institute of Technology (AU), Wright-Patterson AFB OH, February 1997.
- Xu, J. and J. Kelly. "A Network Flow-Based Tabu Search Heuristic for the Vehicle Routing Problem," *Transportation Science*, 30: 379-393 (November 1996).
- Walston, J. *Unmanned Aerial Vehicle Engagement Level Simulation*. MS thesis, AFIT/GOR/ENS/99M-17. School of Engineering, Air Force Institute of Technology (AU), Wright-Patterson AFB OH, March 1999.
- Woodruff, D. and E. Zemel. "Hashing Vectors for Tabu Search," *Annals of Operations Research*, Vol. 41: 123-137 (1993).

Appendix A. Extended Problem Formulation

This appendix examines the formulation of the traveling salesman problem (TSP), multiple traveling salesman problem (MTSP), vehicle routing problem (VRP), and multiple-depot vehicle routing problem (MDVRP). It is provided for generality and thoroughness as these problem types have additional constraints which were not mentioned previously since they are intrinsically modeled in the tabu search heuristic. For instance, based on the way the tabu search evaluates the neighborhood and swaps customers, no subtour breaking constraint is provided since it is impossible for the heuristic to construct a subtour. Notation and numbering of variables differs slightly from that presented in Chapter 2, as the notation there is tailored to the problem context.

A.1 Traveling Salesman Problem (TSP)

The first problem class, and basis for the remaining types, is the traveling salesman problem (TSP). Begin by defining the TSP structure and objective as follows: Let G be our network with the set of nodes N , a set of branches A , and the associated non-negative branch costs of $C = c_{ij}$. The objective of this problem is to form a tour spanning all the nodes beginning and ending at the origin (node 1), which yields the minimum total tour length or cost. In the most basic case, we assume that the costs are symmetric ($c_{ij} = c_{ji}$), but the problem can be asymmetric with no loss of generality.

This can be represented as an assignment problem, where exactly one arc x_{ij} starts at node i , and exactly one arc x_{ij} terminates at node j . Specifically, the problem is formulated as follows:

$$\text{Minimize } Z(t) = \sum_{i=1}^n \sum_{j=1}^n c_{ij} x_{ij} \quad (\text{A1.1})$$

Where

$$x_{ij} = \begin{cases} 1 & \text{if arc } ij \text{ is in the tour} \\ 0 & \text{otherwise} \end{cases}$$

Subject to:

$$\sum_{i=1}^n x_{ij} = b_j = 1 \quad (j=1,2,\dots,n) \quad (\text{A1.2})$$

$$\sum_{j=1}^n x_{ij} = a_i = 1 \quad (i=1,2,\dots,n) \quad (\text{A1.3})$$

Where

$$X = (x_{ij}) \in S, \quad x_{ij} \in \{0,1\} \quad \forall i, j=1,2,\dots,n .$$

As previously mentioned, additional constraints are required to eliminate subtours. Adding the subtour breaking constraint to the assignment formulation prevents subtours. The three standard ways to represent a subtour breaking constraint (Bodin et al. 1983) are listed as follows:

- (1) $S = \left\{ (x_{ij}) : \sum_{i \in Q} \sum_{j \notin Q} x_{ij} \geq 1 \text{ for every nonempty proper subset } Q \text{ of } N \right\}$
- (2) $S = \left\{ (x_{ij}) : \sum_{i \in R} \sum_{j \in R} x_{ij} \leq |R| - 1 \text{ for every nonempty subset } R \text{ of } \{2,3,\dots,n\} \right\}$
- (3) $S = \left\{ (x_{ij}) : y_i - y_j + nx_{ij} \leq n - 1 \text{ for } 2 \leq i \neq j \leq n \text{ for some real numbers } y_i \right\} .$

The first constraint requires that every node subset Q of the solution set be connected to all of the other nodes in the solution. The second constraint requires that the arcs in the solution set contain no cycles (a cycle over R nodes must contain $|R|$ arcs. The third constraint is not intuitively straightforward and calls for more explanation. First, define y_i as follows:

$$y_i = \begin{cases} t & \text{if node } i \text{ is visited on the } t^{\text{th}} \text{ step in a tour} \\ 0 & \text{otherwise} \end{cases}$$

For an arc in the solution tour ($x_{ij} = 1$), the constraint becomes

$$t - (t+1) + n \leq n - 1 \quad .$$

For an arc not contained in the solution tour ($x_{ij} = 0$), the constraint reduces to

$$y_i - y_j \leq n - 1 \quad .$$

The third representation has the advantage of adding only $n^2 - 3n + 2$ subtour breaking constraints to the formulation, where the previous two add 2^n constraints (Bodin et al. 1983).

A.2 Multiple Traveling Salesman Problem (MTSP)

Adding more salesmen to the problem gives the next level of complexity, the multiple traveling salesman problem (MTSP). Let m be the number of salesmen or vehicles that make up the fleet. Again the objective is to minimize the total distance traveled. Assume further that the m salesmen depart from and return to the same depot and that each customer must be visited exactly once by exactly one salesman.

With these changes, the formulation is an extension of the basic TSP presented above and is represented as

$$\text{Minimize } Z(t) = \sum_{i=1}^n \sum_{j=1}^n c_{ij} x_{ij} \quad (\text{A2.1})$$

Subject to:

$$\sum_{i=1}^n x_{ij} = b_j = \begin{cases} M & \text{if } j = 1 \\ 1 & \text{if } j = 2, 3, \dots, n \end{cases} \quad (\text{A2.2})$$

$$\sum_{j=1}^n x_{ij} = a_i = \begin{cases} M & \text{if } i = 1 \\ 1 & \text{if } i = 2, 3, \dots, n \end{cases} \quad (\text{A2.3})$$

where $X = (x_{ij}) \in S$, $x_{ij} \in \{0,1\} \quad \forall i, j = 1, 2, \dots, n$.

The first constraint in the formulation requires that all salesmen be used by forcing them to leave the depot. The second constraint requires all salesmen to return to the depot. Any one of the subtour breaking constraints used earlier in the TSP can be used for the MTSP.

The apparent complexity of this new problem can be reduced by representing the MTSP as m copies of the single TSP. This is accomplished by creating dummy depots (D_1, \dots, D_m) that are connected to the original network. These m copies are either separate from each other, or are connected with cost prohibitive *big M* arcs. When these single TSP copies are connected to a common depot, the problem becomes a series of m subtours, which when taken together forms the MTSP. This relatively straightforward transformation of the MTSP helps demonstrate why a TSP algorithm can be used to solve MTSP problems (Bodin et al. 1983).

A.3 Vehicle Routing Problem (VRP)

The next extension of the TSP is the Vehicle Routing Problem (VRP) which is obtained by adding a capacity constraint to the salesman or vehicles. In the VRP, a number of vehicles w leave a depot and service a number of customers n , each possessing a unique demand d_i . Each vehicle v has a limited capacity K_v and a maximum route duration T_v , that constrains their closed delivery routes, or return to depot time. This particular instance of the VRP is commonly known as the *general vehicle routing problem* (GVRP). If the maximum route lengths or range constraints are removed, then this problem is referred to as the *standard vehicle routing problem* (SVRP) (Bodin et al. 1983). Additionally, the time required for a vehicle v to deliver or service at node i is s_i^v , the travel time for vehicle v from node i to node j is t_{ij}^v , and finally $x_{ij}^v = 1$ if arc i - j is used by vehicle v . From this, the formulation of the GVRP is as follows:

$$\text{Minimize } Z(t) = \sum_{i=1}^n \sum_{j=1}^n \sum_{v=1}^w c_{ij} x_{ij}^v \quad (\text{A3.1})$$

Subject to:

$$\sum_{i=1}^n \sum_{v=1}^w x_{ij}^v = 1 \quad (j = 2, \dots, n) \quad (\text{A3.2})$$

$$\sum_{j=1}^n \sum_{v=1}^w x_{ij}^v = 1 \quad (i = 2, \dots, n) \quad (\text{A3.3})$$

$$\sum_{i=1}^n x_{ip}^v - \sum_{j=1}^n x_{pj}^v = 0 \quad (v = 1, \dots, w; p = 1, \dots, n) \quad (\text{A3.4})$$

$$\sum_{i=1}^n d_i \left(\sum_{j=1}^n x_{ij}^v \right) \leq K_v \quad (v = 1, \dots, w) \quad (\text{A3.5})$$

$$\sum_{i=1}^n s_i^v \sum_{j=1}^n x_{ij}^v + \sum_{i=1}^n \sum_{j=1}^n t_{ij}^v x_{ij}^v \leq T_v \quad (v = 1, \dots, w) \quad (\text{A3.6})$$

$$\sum_{j=2}^n x_{1j}^v \leq 1 \quad (v = 1, \dots, w) \quad (\text{A3.7})$$

$$\sum_{i=2}^n x_{i1}^v \leq 1 \quad (v = 1, \dots, w) \quad (\text{A3.8})$$

where $X = (x_{ij}^v) \in S$, $x_{ij}^v \in \{0,1\} \quad \forall i, j, v$.

The objective function, which minimizes the overall distance, remains the same but is formulated to sum over all vehicles. Equations (A3.2) and (A3.3) require that every customer is visited by exactly one vehicle. It is assumed that a customer's demand does not exceed vehicle capacity and that each customer is fully serviced by the single vehicle that visits it. Equation (A3.4) requires continuity of our routes while (A3.5) maintains the vehicle capacity constraint. Since route length restrictions are represented with times, equation (A3.6) requires that maximum route duration is not exceeded. Finally, equations (A3.7) and (A3.8) limit the number of vehicles used.

In addition to these equations, subtour breaking constraints, slightly modified from those used earlier in the TSP, must be included. Since it is the most efficient, the third subtour representation is selected for expansion as follows:

$$S = \left\{ x_{ij}^v : y_i^v - y_j^v + n x_{ij}^v \leq n - 1 \text{ for } 2 \leq i \neq j \leq n \text{ for some real numbers } y_i^v \right\}$$

This applies the original subtour breaking constraint to each vehicle in turn. We note that some redundant constraints can be eliminated from the formulation above.

Using (A3.2) and (A3.4) enforces (A3.3) automatically and makes it unnecessary (Bodin

et al. 1983). Likewise (A3.4) and (A3.7) imply (A3.8) so this too can be eliminated from the formulation (Bodin et al. 1983).

Finally, one common constraint added to the VRP is time windows. Let a_j be the arrival time to node j , e_j be the earliest delivery time allowable and l_j be the no later than time for delivery. A nonlinear representation yields

$$a_j = \sum_v \sum_i (a_i + s_i^v + t_{ij}^v) x_{ij}^v \quad (j = 1, 2, \dots, n) \quad (\text{A3.9})$$

$$a_1 = 0 \quad (\text{A3.10})$$

$$e_j \leq a_j \leq l_j \quad (j = 2, \dots, n) . \quad (\text{A3.11})$$

If $x_{ij}^v = 0$ then $a_j = 0$. Otherwise a_j is the sum of the previous arrival time ($a_i = 0$), the service time at node i (s_i^v), and the travel time from i to j (t_{ij}^v). Alternatively the linear representation of time windows constraint (Bodin et al. 1983) can be used in the formulation

$$\left. \begin{aligned} a_j &\geq (a_i + s_i^v + t_{ij}^v) - (1 - x_{ij}^v) \cdot T_{max}^v \\ a_j &\leq (a_i + s_i^v + t_{ij}^v) + (1 - x_{ij}^v) \cdot T_{max}^v \end{aligned} \right\} \text{ for all } i, j, v . \quad (\text{A3.12})$$

When $x_{ij}^v = 1$, the second half of the equation is eliminated and a_j is determined from the previous arrival time, previous service time, and the travel time between the nodes. When $x_{ij}^v = 0$, the constraints are redundant.

A.4 Multiple Depot Vehicle Routing Problem (MDVRP)

Expanding the previous GVRP to account for multiple depots, or bases of operation, gives the multiple depot VRP. This problem can be formulated with only

minor changes. Let M be the number of depots in our problem. First the original VRP formulation indexes are changed for equation (A3.2), ($j = M + 1, \dots, n$), and equation (A3.3), ($i = M + 1, \dots, n$). Next the constraints (A3.7) and (A3.8) are changed to sum over all the depots individually to require that the number of vehicles used does not exceed the number of vehicles available.

$$\sum_{i=1}^M \sum_{j=M+1}^n x_{ij}^v \leq 1 \quad (v = 1, \dots, w)$$

$$\sum_{p=1}^M \sum_{i=M+1}^n x_{ip}^v \leq 1 \quad (v = 1, \dots, w)$$

The MDVRP also requires an adjustment to the subtour breaking constraint.

Again, only one is required (Bodin et al. 1983).

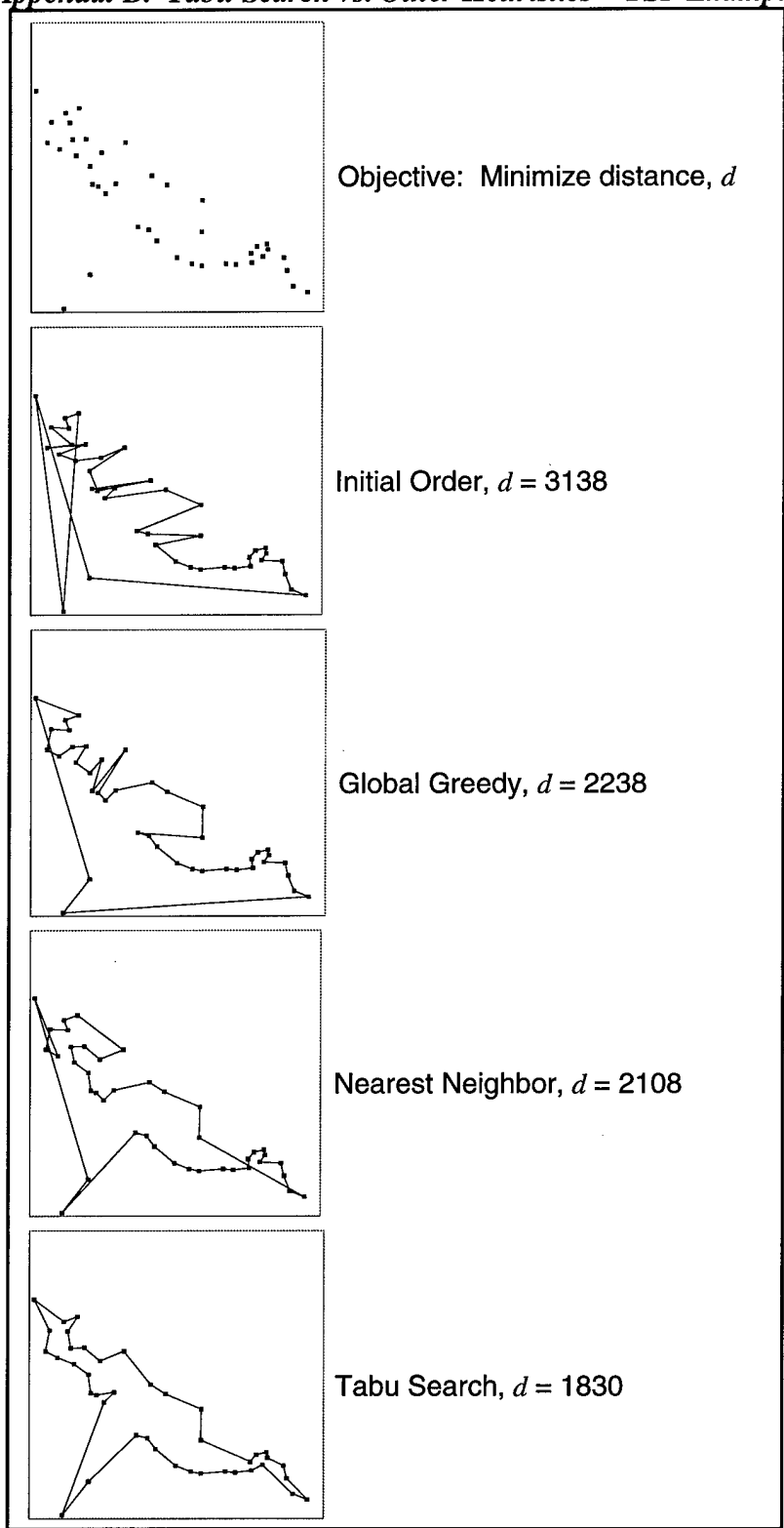
$$(1) \ S = \{(x_{ij}): \sum_{i \in Q} \sum_{j \in Q} x_{ij} \geq 1 \text{ for every nonempty proper subset } Q \text{ of } \{1, 2, \dots, n\}$$

containing nodes $1, 2, \dots, M\}$;

$$(2) \ S = \{(x_{ij}): \sum_{i \in R} \sum_{j \in R} x_{ij} \leq |R| - 1 \text{ for every nonempty subset } R \text{ of } \{M+1, M+2, \dots, n\}\};$$

$$(3) \ S = \{(x_{ij}): y_i - y_j + nx_{ij} \leq n - 1 \text{ for } M+1 \leq i \neq j \leq n \text{ for some real numbers } y_i\} .$$

Appendix B. Tabu Search vs. Other Heuristics—TSP Example



Nari Data Set (Sisson 1997)

Appendix C. Javadoc Listing

Class Hierarchy

- class java.lang.Object
- class Convert
- class CoordType
- class CycleOut
- class HashMod
- class InFromKeybd
- class KeyObj
- class KeyToString
- class MTSPTWuav
- class BestSolnMod
- class TsptwPen
- class NoCycleOut
- class NodeType
- class PrintCalls
- class PrintFlag
- class ReacTabuObj
- class ReadFile
- class SearchOut
- class StartPenBestOut
- class StartTourObj
- class TabuMod
- class TimeMatrixObj
- class Timer
- class TsptwPenOut
- class TwBestTTOut
- class ValueObj
- class VrpPenType
- class WindAdjust
- class WindData

Index of all Fields and Methods

A

- acSpeed**. Variable in class WindData
double aircraft speed at the associated altitude level.
- altitude**. Variable in class WindData
integer value of the associated altitude level.
- assignInputFile**(String). Static method in class ReadFile
assignInputFile sets up the FileInputStream.

B

- bands**. Variable in class WindData
double Number of altitude level bands.

bearing. Variable in class WindData
double wind bearing at the associated altitude level.

bearingXY(CoordType, CoordType, double). Static method in class Convert
bearingXY calculates the true bearing (in degrees) from one coordinate point to the second coordinate point and returns the value as a double precision number.

bestCost. Variable in class SearchOut

bestCost. Variable in class StartPenBestOut
Penalty related value.

bestCost. Variable in class TwBestTTOut
best tour related value.

besttiter. Variable in class SearchOut

besttiter. Variable in class StartPenBestOut
Penalty related value.

besttiter. Variable in class TwBestTTOut
best tour related value.

bestnv. Variable in class SearchOut

bestnv. Variable in class StartPenBestOut
Penalty related value.

bestnv. Variable in class TwBestTTOut
best tour related value.

BestSolnMod(). Constructor for class BestSolnMod

bestTime. Variable in class SearchOut

bestTime. Variable in class StartPenBestOut
Penalty related value.

bestTime. Variable in class TwBestTTOut
best tour related value.

bestTour. Variable in class SearchOut

bestTour. Variable in class StartPenBestOut
Saved tour.

bestTour. Variable in class TwBestTTOut
best tour related value.

bestTT. Variable in class SearchOut

bestTT. Variable in class StartPenBestOut
Penalty related value.

bestTT. Variable in class TwBestTTOut
best tour related value.

bfCost. Variable in class SearchOut

bfCost. Variable in class StartPenBestOut
Penalty related value.

bfCost. Variable in class TwBestTTOut
best tour related value.

bfiter. Variable in class SearchOut

bfiter. Variable in class StartPenBestOut
Penalty related value.

bfiter. Variable in class TwBestTTOut
best tour related value.

bfnv. Variable in class SearchOut

bfnv. Variable in class StartPenBestOut
Penalty related value.

bfnv. Variable in class TwBestTTOut
best tour related value.

bfTime. Variable in class SearchOut

bfTime. Variable in class StartPenBestOut
Penalty related value.

bfTime. Variable in class TwBestTTOut
best tour related value.
bfTour. Variable in class SearchOut
bfTour. Variable in class StartPenBestOut
Saved tour.
bfTour. Variable in class TwBestTTOut
best tour related value.
bfTT. Variable in class SearchOut
bfTT. Variable in class StartPenBestOut
Penalty related value.
bfTT. Variable in class TwBestTTOut
best tour related value.

C

compPens(NodeType[], int). Static method in class NodeType
compPens computes the vehicle capacity overload and time window penalties.
compPens(NodeType[], int). Method in class VrpPenType
compPens computes the vehicle capacity overload and time window penalties.
Convert(). Constructor for class Convert
CoordType(). Constructor for class CoordType
Default constructor.
CoordType(String, double, double). Constructor for class CoordType
Lat/long constructor.
copy(). Method in class NodeType
countVeh(NodeType[]). Static method in class NodeType
Method countVeh finds the number of vehicles being used in the current tour by counting the vehicle to demand transitions.
countVehicles(NodeType[]). Static method in class TabuMod
countVeh method calculates the number of vehicles used in the current tour by counting the number of vehicle (type 2) to demand (type 1) transitions.
cycle(ValueObj, double, int, int, int, double, int, int, PrintFlag). Static method in class TabuMod
cycle method updates the search parameters if the incumbent tour is found in the hashing structure.
CycleOut(). Constructor for class CycleOut
Default constructor.
CycleOut(int, int, double, ValueObj). Constructor for class CycleOut
Specified constructor.
cyclePrint. Variable in class PrintFlag
print flag.

D

distanceXY(CoordType, CoordType). Static method in class Convert
distanceXY calculates the great circle distance (in nautical miles) between two coordinate points and returns the value as a double precision number.
DMMmtoDd(int, double). Static method in class Convert
DMMmtoDd converts a number in "Degrees Minutes Decimal Minutes" (D.MMm) format to "Degrees Decimal Degrees" (D.d) format.
DMMmtoDd(int, double, String). Static method in class Convert
DMMmtoDd converts a number in "Degrees Minutes Decimal Minutes" (D.MMm) format to "Degrees Decimal Degrees" (D.d) format.
DMMSSstoDd(int, int, double). Static method in class Convert
DMMSSstoDd converts a number in "Degrees Minutes Seconds Decimal Seconds" (D.MMSSs) format to "Degrees Decimal Degrees" (D.d) format.
DMMSSstoDd(int, int, double, String). Static method in class Convert
DMMSSstoDd converts a number in "Degrees Minutes Seconds Decimal Seconds" (D.MMSSs) format to "Degrees Decimal Degrees" (D.d) format.

E

endTime. Variable in class Timer
endTime.

endTime(). Method in class Timer
endTime assigns endTime.

equals(KeyObj). Method in class KeyObj
Overloaded equals(), check only attribute fields.

equals(ValueObj). Method in class ValueObj
Overloaded equals(), check only attribute fields.

F

firstHashVal(int). Static method in class HashMod
firstHashVal method assigns the primary hashing value.

G

getACspeed(int). Method in class WindData
getACspeed returns aircraft (UAV) speed for the specified band.

getAltitude(int). Method in class WindData
getAltitude returns actual altitude for the specified band.

getBands(). Method in class WindData
getBands returns number of altitude bands (wind tiers).

getBearing(int). Method in class WindData
getBearing returns wind bearing for the specified band.

getEa(). Method in class NodeType

getId(). Method in class NodeType

getLa(). Method in class NodeType

getLoad(). Method in class NodeType

getM(). Method in class NodeType

getQty(). Method in class NodeType

getSpeed(int). Method in class WindData
getSpeed returns wind speed for the specified band.

getType(). Method in class NodeType

getWait(). Method in class NodeType

groundSpeed(double, double, double, double). Static method in class WindAdjust
groundSpeed method returns the ground speed given the heading between points, the wind heading, the wind speed, and the aircraft's airspeed.

groundSpeedAF(double, double, double, double). Static method in class WindAdjust
groundSpeedAF is an experimental method that uses a different formula.

H

hashCode(). Method in class KeyObj
Overloaded hashCode method.

hashCode(). Method in class ValueObj
Overloaded hashCode method.

HashMod(). Constructor for class HashMod

HHMMtoMM(int). Static method in class Convert
HHMMtoMM converts a military time to the equivalent number of minutes (i.e., 0630 hours to 390 minutes) for use in time window and service time calculations.

HMMtoHh(int). Static method in class Convert
HMMtoHh converts a military specified time to the equivalent decimal hour equivalent (i.e., 0630 hours to 6.5 hours) for use in time window and service time calculations.

I

InFromKeybd(). Constructor for class InFromKeybd

insert(NodeType[], int, int). Static method in class NodeType
Method insert allows the element designated by "chI" to be shifted by "chD" elements.
iterPrint. Variable in class PrintFlag
print flag.

K

keyDouble(String). Static method in class InFromKeybd
keyDouble allows user to enter a double from the keyboard.
keyFloat(String). Static method in class InFromKeybd
keyFloat allows user to enter a float from the keyboard.
keyInt(String). Static method in class InFromKeybd
keyInt allows user to enter an integer from the keyboard.
KeyObj(int, int, int, int, int, int). Constructor for class KeyObj
Specified constructor.
keyString(String). Static method in class InFromKeybd
keySting allows user to enter a string from the keyboard.
KeyToString(()). Constructor for class KeyToString
keyToString(int, int, int, int, int, int). Static method in class KeyToString
KeyToString Class converts the attributes of tour to a concatenated string used as a key to the hashtable of tours.

L

loadPrint. Variable in class PrintFlag
print flag.
lookFor(Hashtable, int, int, int, int, int, int, int). Static method in class HashMod
lookFor method searches for the current tour in the hashing structure, if the tour is found a true value for the boolean "found" is returned, if not found, the tour is added to the hashtable.

M

main(String[]). Static method in class MTSPTWuav
main executes MTSPTWuav problem.
mavg. Variable in class CycleOut
moving average.
MMtoHHMM(int). Static method in class Convert
MMtoHHMM converts a given number of minutes to a military time hour format (i.e., 390 minutes to 0630 hours) for human friendly output.
movePrint. Variable in class PrintFlag
print flag.
moveValTT(int, int, NodeType[], NodeType[], int[][]). Static method in class NodeType
Method moveValTT computes the incremental change in the value of the travel time from the incumbent tour to the proposed neighbor tour, and computes the neighbor schedule parameters preparing for computation of penalty terms.
moveValTT(int, int, NodeType[], NodeType[], int[][]). Static method in class TabuMod
Method moveValTT computes the incremental change in the value of the travel time from the incumbent tour to the proposed neighbor tour, and computes the neighbor schedule parameters preparing for computation of penalty terms.
MTSPTWuav(()). Constructor for class MTSPTWuav

N

noCycle(double, int, double, int, int, PrintFlag). Static method in class TabuMod
noCycle method updates the search parameters if the incumbent tour is not found in the hashing structure.
NoCycleOut(()). Constructor for class NoCycleOut
Default constructor.
NoCycleOut(int, int). Constructor for class NoCycleOut
Specified constructor.

NodeType(). Constructor for class NodeType

Default constructor.

NodeType(int, int, int, int, int, int, int). Constructor for class NodeType

Specified constructor.

numfeas. Variable in class SearchOut

P

penTray. Variable in class SearchOut

penTray. Variable in class StartPenBestOut

Penalty related value.

penTray. Variable in class TsptwPenOut

Penalty related value.

print(). Method in class NodeType

PrintCalls(). Constructor for class PrintCalls

PrintFlag(). Constructor for class PrintFlag

Default PrintFlag constructor sets all to "true".

PrintFlag(boolean). Constructor for class PrintFlag

Additional PrintFlag constructor allows specification of either "true" or "false".

printInitVals(int, int, int, double, String). Static method in class PrintCalls

printTour(NodeType[]). Static method in class NodeType

R

randWtWZ(int, int, int). Static method in class HashMod

randWtWZ method computes Woodruff & Zemel random weights between 1 & range for all nodes.

ReactTabuObj(). Constructor for class ReactTabuObj

readFile(). Constructor for class ReadFile

readNC(String). Static method in class TimeMatrixObj

readNC is used to read from the first token in the input file (the number of customers (nc)).

readNextDouble(StreamTokenizer). Static method in class ReadFile

readNextDouble method gets the next token and returns it as a double.

readNextInt(StreamTokenizer). Static method in class ReadFile

readNextInt method gets the next token and returns it as an integer.

readNextString(StreamTokenizer). Static method in class ReadFile

readNextString method gets the next token and returns it as a string.

readNV(String). Static method in class TimeMatrixObj

readNV is used to read from the second token from the input file (the number of vehicles (nv)).

readTSPTW(double, int, int, String, CoordType[], int[]). Static method in class TimeMatrixObj

readTSPTW reads in the geographical coordinates and time window file and calculates the time between each node

readTSPTWdepot(double, int, int, String, CoordType[], int[]). Static method in class TimeMatrixObj

readTSPTWdepot reads in the geographical coordinates, load quantity, service time, and time window information associated with depot and customer locations from the input file.

readTSPTWdepotUAV(double, int, int, String, CoordType[], int[]). Static method in class

TimeMatrixObj

readTSPTWdepotUAV reads in the geographical coordinates, load quantity, min/max service times, and time window information associated with depot and target locations from the input file.

readTSPTWrerouteUAV(double, int, int, String, CoordType[], int[]). Static method in class

TimeMatrixObj

readTSPTWrerouteUAV reads in the geographical coordinates, load quantity, service time, and time window information associated with depot and customer locations from the input file.

readWind(String). Static method in class WindData

readWind method reads wind data from a file and returns a WindData object.

rtsStepPrint(int, int, int, int, int, int, int, int). Static method in class PrintCalls

S

search(double, double, double, double, int, int, int, int, int, int, int, int, int, int, VrpPenType, int[][]), PrintFlag, int, int, int, int, int, int, int, int, int, int, int, int, int, int, NodeType[], NodeType[], NodeType[]). Static method in class ReactTabuObj

ReactTabuObj steps through iterations of the reactive tabu search.

SearchOut(SearchOut). Constructor for class SearchOut

Default constructor.

SearchOut(int, int, int, int, int, int, int, int, int, int, int, int, int, int, VrpPenType, NodeType[], NodeType[], NodeType[]). Constructor for class SearchOut

Specified constructor.

secondHashVal(int, int, int, NodeType[], int[]). Static method in class HashMod

secondHashVal updates the Woodruff & Zemel second hashing value based on the tour insertion move.

setACspeed(int, int). Method in class WindData

setACspeed sets only the UAV speed information only for a particular band.

setACspeedAll(int). Method in class WindData

setACspeedAll sets only the UAV speed information.

setAll(int, int, double, double, int). Method in class WindData

setAll method sets all related information for a particular band.

setAlt(int, int). Method in class WindData

setAltitude sets only the altitude information for a particular band.

setBearing(int, double). Method in class WindData

setBearing sets only the bearing information only for a particular band.

setId(int). Method in class NodeType

setLoad(int). Method in class NodeType

setQty(int). Method in class NodeType

setSpeed(int, double). Method in class WindData

setSpeed sets only the wind speed information only for a particular band.

setType(int). Method in class NodeType

setWait(int). Method in class NodeType

setWind(int, int, double, double). Method in class WindData

setWind method sets only wind related information for a particular band.

speed. Variable in class WindData

double wind speed at the associated altitude level.

sslfc. Variable in class CycleOut

sslfc. Variable in class NoCycleOut

cycle related variable.

startPenBest(int, int, int, NodeType[], double, double, int, int, int, int, VrpPenType, int, int, int, int, int, int, int, int, int, NodeType[], NodeType[]). Static method in class StartTourObj

startPenBest initializes "best" values and their times.

StartPenBestOut(StartPenBestOut). Constructor for class StartPenBestOut

Default constructor.

StartPenBestOut(int, int, int, int, int, int, int, int, int, int, int, int, VrpPenType, NodeType[], NodeType[]). Constructor for class StartPenBestOut

Specified constructor.

startPrint. Variable in class PrintFlag

print flag.

startTime. Variable in class Timer

begin time.

startTime(Timer). Method in class Timer

startTime assigns start time.

startTour(NodeType[], int[][], int, int). Static method in class NodeType

Method startTour will bubble sort the initial tour based on the average time window time.

StartTourObj(StartTourObj). Constructor for class StartTourObj

stepLoopPrint. Variable in class PrintFlag
print flag.

stepPrint. Variable in class PrintFlag
print flag.

sumWait(NodeType[]). Static method in class NodeType
Method sumWait calculates the total "waiting" time in a particular tour by summing the wait values for each individual node.

swap(int, int). Static method in class MTSPTWuav
Swap allows generic swap of integers.

swapInt(int, int). Static method in class NodeType
Method swapInt switches two integers

swapNode(NodeType[], int, int). Static method in class NodeType
Method swapNode allows the node array elements "a" and "b" to be swapped in the Node Array "z".

T

tabuLen. Variable in class CycleOut

tabuLen. Variable in class NoCycleOut
cycle related variable.

TabuMod(()). Constructor for class TabuMod

timeMatrix(int, int, double, int, CoordType[], int[]). Static method in class TimeMatrixObj
timeMatrix computes simple two-dimensional time/distance matrix.

timeMatrixDepot(int, int, double, int, CoordType[], int[]). Static method in class TimeMatrixObj
timeMatrixDepot computes the two-dimensional array used as the "time" matrix.

timeMatrixDepotUAV(int, int, double, int, CoordType[], int[]). Static method in class TimeMatrixObj
timeMatrixDepotUAV computes the two-dimensional array used as the "time" matrix.

TimeMatrixObj(()). Constructor for class TimeMatrixObj

timeMatrixUAV(int, int, double, int, CoordType[], int[], WindData, int[][]). Static method in class TimeMatrixObj
timeMatrixUAV computes the two-dimensional array used as the "time" matrix.

timeMatrixUAVreroute(int, int, double, int, CoordType[], int[], WindData, int[][]). Static method in class TimeMatrixObj
timeMatrixUAVreroute computes the two-dimensional array used as the "time" matrix.

timePrint. Variable in class PrintFlag
print flag.

Timer(()). Constructor for class Timer
Default constructor.

toString(()). Method in class KeyObj
toString changes a KeyObj to a string for use in the hashTable.

toString(()). Method in class ValueObj
toString changes a ValueObj to a string for use in the hashTable.

totalSeconds. Variable in class Timer
duration of run.

totalSeconds(()). Method in class Timer
totalSeconds returns duration.

totPenalty. Variable in class SearchOut

totPenalty. Variable in class StartPenBestOut
Penalty related value.

totPenalty. Variable in class TsptwPenOut
Penalty related value.

tour. Variable in class SearchOut

tourCost. Variable in class SearchOut

tourCost. Variable in class StartPenBestOut
Penalty related value.

tourCost. Variable in class TsptwPenOut

Penalty related value.

tourHVwz(NodeType[], int[]). Static method in class HashMod

tourHVwz method computes the Woodruff & Zemel hashing value from the sum of adjacent node id multiplication.

tourPen. Variable in class SearchOut

tourPen. Variable in class StartPenBestOut

Tour penalty values.

tourSched(int, NodeType[], int[][]). Static method in class NodeType

Method tourSched should be called with the syntax tourLen = tourSched(nodeArray, time) from the orderStartingTour method.

TsptwPen(). Constructor for class TsptwPen

tsptwPen(int, NodeType[], VrpPenType, double, double, int, int, int, int). Static method in class TsptwPen

tsptwPen method uses the TW and load penalties to computes tourCost of tour as tour length + scaled penalty for infeasibilities.

tsptwPenNormalized(int, NodeType[], VrpPenType, double, double, int, int, int, int). Static method in class TsptwPen

tsptwPenNormalized method uses the TW and load penalties to computes tourCost of tour as tour length + scaled penalty for infeasibilities.

TsptwPenOut(). Constructor for class TsptwPenOut

Default constructor.

TsptwPenOut(int, int, int, int). Constructor for class TsptwPenOut

Specified constructor.

tv1. Variable in class SearchOut

tv1. Variable in class TsptwPenOut

Penalty related value.

twBestTT(int, int, int, int, int, int, NodeType[], int, int, int, int, int, int, int, int, NodeType[], NodeType[], int, int). Static method in class BestSolnMod

twBestTT compares current tour with previous best and best feasible tours and updates records accordingly.

TwBestTTOut(). Constructor for class TwBestTTOut

Default constructor.

TwBestTTOut(int, int, int, int, int, int, int, int, int, int, int, int, int, int, NodeType[], NodeType[]). Constructor for class TwBestTTOut

TwBestTTOut

Specified constructor.

twrdPrint. Variable in class PrintFlag

print flag.

V

ValueObj(int, int, int, int, int, int, int). Constructor for class ValueObj

Specified constructor.

VrpPenType(). Constructor for class VrpPenType

Default constructor.

VrpPenType(int, int). Constructor for class VrpPenType

Specified constructor.

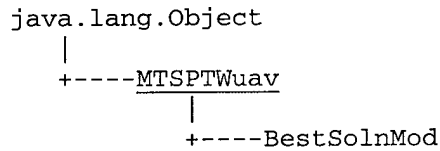
VrpPenType(int, int, int). Constructor for class VrpPenType

Specified constructor.

W

WindAdjust(). Constructor for class WindAdjust

Class BestSolnMod



public class **BestSolnMod**

extends MTSPTWuav BestSolnMod class retains the tours with the best travel times and tour costs.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

BestSolnMod()

Method Index

twBestTT(int, int, int, int, int, int, NodeType[], int, int, int, int, int, int, int, int, NodeType[], NodeType[], int, int)

twBestTT compares current tour with previous best and best feasible tours and updates records accordingly.

Constructors

BestSolnMod

```
public BestSolnMod()
```

Methods

twBestTT

```
public static TwBestTTOut twBestTT(int numnodes,
                                   int totPenalty,
                                   int penTrav,
                                   int tvl,
                                   int nvu,
                                   int iter,
                                   NodeType tour[],
                                   int bfCost,
                                   int bfTT,
                                   int bfnv,
                                   int bfiter,
                                   int bestCost,
                                   int bestTT,
                                   int bestnv,
                                   int bestiter,
                                   NodeType bfTour[],
                                   NodeType bestTour[],
                                   int bfTime,
```

int bestTime)

twBestTT compares current tour with previous best and best feasible tours and updates records accordingly.

Returns:

returns packages output object.

Class Convert

```
java.lang.Object
|
+----Convert
```

public class **Convert**

extends Object
Convert contains general conversion formulas applicable to location and distance calculations. Included are conversions between decimal format and hours-minutes-seconds format, great circle distance between two specified coordinates, and bearing from one point to another.

Version:

v1.1 Feb 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

Convert()

Method Index

bearingXY(CoordType, CoordType, double)

bearingXY calculates the true bearing (in degrees) from one coordinate point to the second coordinate point and returns the value as a double precision number.

distanceXY(CoordType, CoordType)

distanceXY calculates the great circle distance (in nautical miles) between two coordinate points and returns the value as a double precision number.

DMMmtoDd(int, double)

DMMmtoDd converts a number in "Degrees Minutes Decimal Minutes" (D.MMm) format to "Degrees Decimal Degrees" (D.d) format.

DMMmtoDd(int, double, String)

DMMmtoDd converts a number in "Degrees Minutes Decimal Minutes" (D.MMm) format to "Degrees Decimal Degrees" (D.d) format.

DMMSSstoDd(int, int, double)

DMMSSstoDd converts a number in "Degrees Minutes Seconds Decimal Seconds" (D.MMSSs) format to "Degrees Decimal Degrees" (D.d) format.

DMMSSstoDd(int, int, double, String)

DMMSSstoDd converts a number in "Degrees Minutes Seconds Decimal Seconds" (D.MMSSs) format to "Degrees Decimal Degrees" (D.d) format.

HHMMtoMM(int)

HHMMtoMM converts a military time to the equivalent number of minutes (i.e., 0630 hours to 390 minutes) for use in time window and service time calculations.

HMMtoHh(int)

HMMtoHh converts a military specified time to the equivalent decimal hour equivalent (i.e., 0630 hours to 6.5 hours) for use in time window and service time calculations.

MMtoHHMM(int)

MMtoHHMM converts a given number of minutes to a military time hour format (i.e., 390 minutes to 0630 hours) for human friendly output.

Constructors

Convert

```
public Convert()
```

Methods

DMMmtoDd

```
public static double DMMmtoDd(int degrees,  
                               double minutes)
```

DMMmtoDd converts a number in "Degrees Minutes Decimal Minutes" (D.MMm) format to "Degrees Decimal Degrees" (D.d) format. The D.MMm is the "human friendly" form of the data. The D.d format is required to readily perform distance calculations.

Parameters:

degrees - integer degree value of coordinate.
minutes - double minute value of coordinate.

Returns:

returns double Dd coordinate in the "degrees decimal degrees" format.

DMMmtoDd

```
public static double DMMmtoDd(int degrees,  
                               double minutes,  
                               String name)
```

DMMmtoDd converts a number in "Degrees Minutes Decimal Minutes" (D.MMm) format to "Degrees Decimal Degrees" (D.d) format. The D.MMm is the "human friendly" form of the data. The D.d format is required to readily perform distance calculations. This version of the method considers hemisphere and assigns a negative value if appropriate to south and east coordinates.

Parameters:

degrees - integer degree value of coordinate.
minutes - double minute value of coordinate.
name - string hemisphere value of coordinate (either "E", "W", "N", or "S").

Returns:

returns Dd coordinate in the "degrees decimal degrees" format.

DMSSstoDd

```
public static double DMSSstoDd(int degrees,  
                                int minutes,  
                                double seconds)
```

DMSSstoDd converts a number in "Degrees Minutes Seconds Decimal Seconds" (D.MMSSs) format to "Degrees Decimal Degrees" (D.d) format. The D.MMSSs is the "human friendly" form of the data. The D.d format is required to readily perform distance calculations.

Parameters:

degrees - integer degree value of coordinate.
minutes - integer minute value of coordinate.
seconds - double second value of coordinate.

Returns:

returns Dd coordinate in the "degrees decimal degrees" format.

DMSSstoDd

```
public static double DMSSstoDd(int degrees,  
                                int minutes,  
                                double seconds,  
                                String name)
```

DMSSstoDd converts a number in "Degrees Minutes Seconds Decimal Seconds" (D.MMSSs)

format to "Degrees Decimal Degrees" (D.d) format. The D.MMSSs is the "human friendly" form of the data. The D.d format is required to readily perform distance calculations. This version of the method considers hemisphere and assigns a negative value if appropriate to south and east coordinates.

Parameters:

degrees - integer degree value of coordinate.
minutes - integer minute value of coordinate.
seconds - double second value of coordinate.
name - string hemisphere value of coordinate (either "E", "W", "N", or "S").

Returns:

returns Dd coordinate in the "degrees decimal degrees" format.

HMMtoHh

```
public static double HMMtoHh(int time)
```

HMMtoHh converts a military specified time to the equivalent decimal hour equivalent (i.e., 0630 hours to 6.5 hours) for use in time window and service time calculations.

Parameters:

time - integer whole minute "military format" (0630 hours) time value.

Returns:

returns Hh double fractional hour (6.5 hours) time value.

HHMMtoMM

```
public static int HHMMtoMM(int time)
```

HHMMtoMM converts a military time to the equivalent number of minutes (i.e., 0630 hours to 390 minutes) for use in time window and service time calculations.

Parameters:

time - integer whole minute "military format" (0630 hours) time value.

Returns:

returns MM integer number of minutes (390 minutes) time value.

MMtoHHMM

```
public static int MMtoHHMM(int time)
```

MMtoHHMM converts a given number of minutes to a military time hour format (i.e., 390 minutes to 0630 hours) for human friendly output.

Parameters:

time - integer number of minutes (390 minutes) time value.

Returns:

returns HHMM integer whole minute "military format" (0630 hours) time value.

distanceXY

```
public static double distanceXY(CoordType x,  
                                CoordType y)
```

distanceXY calculates the great circle distance (in nautical miles) between two coordinate points and returns the value as a double precision number.

Parameters:

x - CoordType coordinate of first position.
y - CoordType coordinate of second position.

Returns:

returns distanceXY double distance between the two points in nautical miles.

bearingXY

```
public static double bearingXY(CoordType x,  
                               CoordType y,  
                               double dXY)
```

bearingXY calculates the true bearing (in degrees) from one coordinate point to the second coordinate point and returns the value as a double precision number.

Parameters:

x - CoordType coordinate of first position.
y - CoordType coordinate of second position.
dXY - double distance between the first and second position, in nautical miles.

Returns:

returns thetaXY double initial true heading from the first point to the second point measured from true north in degrees.

Class CoordType

```
java.lang.Object
|
+----CoordType
```

public class **CoordType**

extends Object CoordType is used to hold coordinate location for customer/vehicle nodes. It contains fields for both x, y integer data and lat/long data, although only one set will be used.

Version:

v1.1 Feb 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

CoordType()

Default constructor.

CoordType(String, double, double)

Lat/long constructor.

Constructors

CoordType

```
public CoordType()
```

Default constructor. Assigns name to null and all values to zero.

CoordType

```
public CoordType(String nameLabel,
                 double lat,
                 double lon)
```

Lat/long constructor. Assigns name, latitude, and longitude as specified.

Class CycleOut

```
java.lang.Object
|
+----CycleOut
```

public class **CycleOut**

extends Object CycleOut is used as a package to output multiple fields from the class Cycle.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Variable Index

mavg

moving average.

ssltlc

tabuLen

Constructor Index

CycleOut()

Default constructor.

CycleOut(int, int, double, ValueObj)

Specified constructor.

ssltlc

```
public int ssltlc
```

tabuLen

```
public int tabuLen
```

mavg

```
public double mavg
```

moving average.

Constructors

CycleOut

```
public CycleOut()
```

Default constructor. Assigns all values to zero.

CycleOut

```
public CycleOut(int ssltlc,  
                int tabuLen,  
                double mavg,  
                ValueObj matchPtr)
```

Specified constructor. Values set as passed.

Class HashMod

```
java.lang.Object
```

```
|  
+----HashMod
```

```
public class HashMod
```

extends Object HashMod Class contains methods to assign first and second hashing values (used in the hashtable) and the search method to search the hashtable.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

HashMod()

Method Index

firstHashVal(int)

firstHashVal method assigns the primary hashing value.

lookFor(Hashtable, int, int, int, int, int, int)

lookFor method searches for the current tour in the hashing structure, if the tour is found a true value for the boolean "found" is returned, if not found, the tour is added to the hashtable.

randWtWZ(int, int, int)

randWtWZ method computes Woodruff & Zemel random weights between 1 & range for all nodes.

secondHashVal(int, int, int, NodeType[], int[])

secondHashVal updates the Woodruff & Zemel second hashing value based on the tour insertion move.

tourHVwz(NodeType[], int[])

tourHVwz method computes the Woodruff & Zemel hashing value from the sum of adjacent node id multiplication.

Constructors

HashMod

```
public HashMod()
```

Methods

lookFor

```
public static boolean lookFor(Hashtable daHashTab,  
                               int fhv,  
                               int shv,  
                               int cost,  
                               int tvl,  
                               int twPen,  
                               int loadPen,  
                               int lastIter)
```

lookFor method searches for the current tour in the hashing structure, if the tour is found a true value for the boolean "found" is returned, if not found, the tour is added to the hashtable.

Parameters:

daHashTab - hashtable object.
fhv - First hashing value (objective function).
shv - Second hashing value (Woodruff & Zemel).
tourCost - Tour cost.
tvl - Travel time.
twPen - Time window penalty.
loadPen - Load overage penalty.
lastIter - Iteration on which the tour was previously found.

Returns:

returns true boolean value if the tour was previously found.

randWtWZ

```
public static final int[] randWtWZ(int ZRANGE,
```

```
int nc,  
int numnodes)
```

randWtWZ method computes Woodruff & Zemel random weights between 1 & range for all nodes.

Parameters:

ZRANGE - maximum weight value.
nc - number of customers (targets).
numnodes - total number of nodes.

Returns:

returns integer array of "z" weights.

tourHVwz

```
public static final int tourHVwz(NodeType tour[],  
int zArr[])
```

tourHVwz method computes the Woodruff & Zemel hashing value from the sum of adjacent node id multiplication.

Parameters:

tour - tour node array to be processed.
zArr - "z" array of random weights.

Returns:

returns secondary hashing value function (thv).

firstHashVal

```
public static final int firstHashVal(int zT)
```

firstHashVal method assigns the primary hashing value. Currently, it assigns the objective function as the first hashing value (fhv). Method can be updated as desired.

Parameters:

zT - objective function value.

Returns:

returns first hashing value (fhv).

secondHashVal

```
public static final int secondHashVal(int shv,  
int chI,  
int chD,  
NodeType tour[],  
int zArr[])
```

secondHashVal updates the Woodruff & Zemel second hashing value based on the tour insertion move.

Parameters:

shv - current tour hashing value.
chI - node insertion position.
chD - node insertion depth.
tour - tour node array for processing.
zArr - "z" array of random weights.

Returns:

returns updated hashing value to reflect insertion.

Class InFromKeybd

```
java.lang.Object  
|  
+----InFromKeybd
```

public class **InFromKeybd**

extends Object InFromKeybd class allows us to enter strings, integers, doubles and floats from the keyboard with a specified prompt.

Version:

v1.1 Feb 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

InFromKeybd()

Method Index

keyDouble(String)

keyDouble allows user to enter a double from the keyboard.

keyFloat(String)

keyFloat allows user to enter a float from the keyboard.

keyInt(String)

keyInt allows user to enter an integer from the keyboard.

keyString(String)

keyString allows user to enter a string from the keyboard.

Constructors

InFromKeybd

```
public InFromKeybd()
```

Methods

keyString

```
public static final String keyString(String prompt)
```

keyString allows user to enter a string from the keyboard.

Parameters:

prompt - Text prompt printed on screen.

Returns:

returns user entered string.

keyInt

```
public static final int keyInt(String prompt)
```

keyInt allows user to enter an integer from the keyboard.

Parameters:

prompt - Text prompt printed on screen.

Returns:

returns user entered integer.

keyDouble

```
public static final double keyDouble(String prompt)
```

keyDouble allows user to enter a double from the keyboard.

Parameters:

prompt - Text prompt printed on screen.

Returns:

returns user entered double.

keyFloat

```
public static final float keyFloat(String prompt)
```

keyFloat allows user to enter a float from the keyboard.

Parameters:

prompt - Text prompt printed on screen.

Returns:

returns user entered float.

Class KeyObj

java.lang.Object

|
+----KeyObj

public final class **KeyObj**

extends Object **KeyObj** Class is used to access tour attributes in the hashtable for comparison.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

KeyObj(int, int, int, int, int, int)

Specified constructor.

Method Index

equals(KeyObj)

Overloaded equals(), check only attribute fields.

hashCode()

Overloaded hashCode method.

toString()

toString changes a KeyObj to a string for use in the hashTable.

Constructors

KeyObj

```
public KeyObj(int fhv,  
              int shv,  
              int cost,  
              int tvl,  
              int twPen,  
              int loadPen)
```

Specified constructor. Values set as passed.

Methods

equals

```
public final boolean equals(KeyObj a)
```

Overloaded equals(), check only attribute fields. Do not check first two data elements to keep inline with hashCode overload.

Parameters:

a - element compared calling object.

Returns:

returns true if objects are equal, false otherwise.

toString

```
public final String toString()
```


toString changes a KeyObj to a string for use in the hashTable.

Returns:

returns concatenated String.

Overrides:

toString in class Object

hashCode

```
public final int hashCode()
```

Overloaded hashCode method. Note: if two objects are equal according to the equals method, then calling the hashCode method on each of the two objects must produce the same integer result. Only check first two data elements because of size limitations of Integer.

Returns:

returns integer hashcode value.

Overrides:

hashCode in class Object

Class KeyToString

```
java.lang.Object
|
+----KeyToString
```

public class **KeyToString**

extends Object **KeyToString** Class converts the attributes of tour to a concatenated string used as a key to the hashtable of tours.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

KeyToString()

Method Index

keyToString(int, int, int, int, int)

KeyToString Class converts the attributes of tour to a concatenated string used as a key to the hashtable of tours.

Constructors

KeyToString

```
public KeyToString()
```

Methods

keyToString

```
public static String keyToString(int fhv,
                                int shv,
                                int tourCost,
                                int tvl,
                                int twPen,
```

int loadPen)

KeyToString Class converts the attributes of tour to a concatenated string used as a key to the hashtable of tours.

Parameters:

fhv - First hashing value (objective function).
shv - Second hashing value (Woodruff & Zemel).
tourCost - Tour cost.
tv1 - Travel time.
twPen - Time window penalty.
loadPen - Load overage penalty.

Class MTSPWuav

```
java.lang.Object
|
+----MTSPWuav
```

public class **MTSPWuav**

extends Object MTSPWuav is the main part that implements the multiple traveling salesperson problem with time windows solve algorithm. This version calls the UAV specific methods to read file input and generate the appropriate time matrix.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

MTSPWuav()

Method Index

main(String[])

main executes MTSPWuav problem.

swap(int, int)

Swap allows generic swap of integers.

Constructors

MTSPWuav

```
public MTSPWuav()
```

Methods

swap

```
public static void swap(int a,
                        int b)
```

Swap allows generic swap of integers.

Parameters:

a - integer

b - integer

Returns:

returns void

main

```
public static void main(String argv[])
    main executes MTSPTWuav problem. Initializes global variables, calls methods to read data and
    wind files, calls method to compute time matrix, calls tabu search method, writes output to file.
```

Parameters:

nv - number of vehicles, overridden by file information
iters - number of iterations
integer - precision scaling factor
file - data file name, without extension (actual filename must end with .dat).
wind - file name, without extension (actual filename must end with .dat).
reroute - identifier. Use 111 (one one one) to specify reroute.

Class NoCycleOut

```
java.lang.Object
|
+----NoCycleOut
```

public class NoCycleOut

extends Object NoCycleOut is used as a package to output multiple fields from the method NoCycle.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Variable Index

ssltlc

cycle related variable.

tabuLen

cycle related variable.

Constructor Index

NoCycleOut()

Default constructor.

NoCycleOut(int, int)

Specified constructor.

Variables

ssltlc

```
public int ssltlc
    cycle related variable.
```

tabuLen

```
public int tabuLen
    cycle related variable.
```

Constructors

NoCycleOut

```
public NoCycleOut()
    Default constructor. Assigns all values to zero.
```

NoCycleOut

```
public NoCycleOut(int sslt1c,  
                  int tabuLen)  
    Specified constructor. Values set as passed.
```

Class NodeType

```
java.lang.Object  
|  
+----+NodeType
```

public class **NodeType**
extends Object **NodeType** defines the relevant information of each particular node.

Version:
v1.1 Feb 99

Author:
Kevin P. O'Rourke, David M. Ryer

Constructor Index

NodeType()
Default constructor.

NodeType(int, int, int, int, int, int, int)
Specified constructor.

Method Index

compPens(NodeType[], int)
compPens computes the vehicle capacity overload and time window penalties.

copy()

countVeh(NodeType[])
Method countVeh finds the number of vehicles being used in the current tour by counting the vehicle to demand transitions.

getEa()

getId()

getLa()

getLoad()

getM()

getQty()

getType()

getWait()

insert(NodeType[], int, int)
Method insert allows the element designated by "chI" to be shifted by "chD" elements.

moveValTT(int, int, NodeType[], NodeType[], int[][])
Method moveValTT computes the incremental change in the value of the travel time from the incumbent tour to the proposed neighbor tour, and computes the neighbor schedule parameters preparing for computation of penalty terms.

print()

printTour(NodeType[])

setId(int)

setLoad(int)

setQty(int)

setType(int)

setWait(int)

startTour(NodeType[], int[][] , int, int)
Method startTour will bubble sort the initial tour based on the average time window time.

sumWait(NodeType[])

Method sumWait calculates the total "waiting" time in a particular tour by summing the wait values for each individual node.

swapInt(int, int)

Method swapInt switches two integers

swapNode(NodeType[], int, int)

Method swapNode allows the node array elements "a" and "b" to be swapped in the Node Array "z".

tourSched(int, NodeType[], int[][])

Method tourSched should be called with the syntax tourLen = tourSched(nodeArray, time) from the orderStartingTour method.

Constructors

NodeType

```
public NodeType()
```

Default constructor. Assigns all values to zero.

NodeType

```
public NodeType(int id,  
                int ea,  
                int la,  
                int qty,  
                int type,  
                int wait,  
                int load)
```

Specified constructor. Values set as passed.

Methods

copy

```
public final NodeType copy()
```

swapInt

```
public static final void swapInt(int a,  
                                  int b)
```

Method swapInt switches two integers

swapNode

```
public static final NodeType[] swapNode(NodeType z[],  
                                          int a,  
                                          int b)
```

Method swapNode allows the node array elements "a" and "b" to be swapped in the Node Array "z".

Parameters:

z - node array to be updated.

a - element to be swapped.

b - element to be swapped.

Returns:

returns updated node array.

insert

```
public static final NodeType[] insert(NodeType z[],  
                                       int chI,  
                                       int chD)
```

Method insert allows the element designated by "chI" to be shifted by "chD" elements. chD may be positive or negative.

Parameters:

z - node array to be updated.
chI - location of node to be moved.
chD - depth of move.

Returns:

returns updated node array.

countVeh

```
public static final int countVeh(NodeType tour[])
```

Method countVeh finds the number of vehicles being used in the current tour by counting the vehicle to demand transitions.

Parameters:

tour - node array to be processed.

Returns:

returns integer number of vehicles used in the tour.

sumWait

```
public static final int sumWait(NodeType tour[])
```

Method sumWait calculates the total "waiting" time in a particular tour by summing the wait values for each individual node.

Parameters:

tour - node array to be processed.

Returns:

returns integer value of total wait time in the tour.

compPens

```
public static final VrpPenType compPens(NodeType tour[],  
                                         int capacity)
```

compPens computes the vehicle capacity overload and time window penalties.

Parameters:

tour[] - current tour used to calculate penalties.
capacity - maximum vehicle load.

Returns:

returns the VrpPenType object which the method was called on with updated values.

tourSched

```
public static final int tourSched(int is,  
                                  NodeType tour[],  
                                  int time[][])
```

Method tourSched should be called with the syntax tourLen = tourSched(nodeArray, time) from the orderStartingTour method. This will use the listing of nodes to return the new tourLen value (tour duration). Additionally, the nodeArray will be updated to reflect the new arrival and departure times.

Parameters:

is - insertion/starting location for computation of schedule.
tour - node array to be processed.
time - time matrix used to determine schedule.

Returns:

returns integer total tour duration. Updates tour node array as appropriate.

startTour

```
public static final int startTour(NodeType tour[],
```

```
int time[][],
int nc,
int nv)
```

Method startTour will bubble sort the initial tour based on the average time window time. No swap is made if the move would violate strong time window infeasibility.

Parameters:

tour - node array to be processed.
time - time matrix used to determine schedule.
nc - number of customers.
nv - number of vehicles.

Returns:

returns integer total tour duration. Updates tour node array as appropriate.

getId

```
public final int getId()
```

getEa

```
public final int getEa()
```

getLa

```
public final int getLa()
```

getQty

```
public final int getQty()
```

getType

```
public final int getType()
```

getWait

```
public final int getWait()
```

getLoad

```
public final int getLoad()
```

getM

```
public final double getM()
```

setId

```
public final void setId(int id)
```

setWait

```
public final void setWait(int wait)
```

setType

```
public final void setType(int type)
```

setQty

```
public final void setQty(int qty)
```

setLoad

```
public final void setLoad(int load)
```

print

```
public final void print()
```

printTour

```
public static final void printTour(NodeType tour[])
moveValTT
```

```
public static int moveValTT(int i,
                             int d,
                             NodeType tour[],
                             NodeType nbrtour[],
                             int time[][])
```

Method `moveValTT` computes the incremental change in the value of the travel time from the incumbent tour to the proposed neighbor tour, and computes the neighbor schedule parameters preparing for computation of penalty terms.

Parameters:

`i` - node position.
`d` - move depth.
`tour` - incumbent tour node array to be processed.
`nbrtour` - neighbor tour node array to be processed.
`time` - time matrix used to determine schedule.

Returns:

returns integer move value which is the resultant change in the objective function resulting from the proposed move.

See Also:

[compPens](#)

Class PrintCalls

```
java.lang.Object
|
+----PrintCalls
```

public class **PrintCalls**

extends Object `PrintCalls` is to display on the screen initial values and rts steps as required.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

PrintCalls()

Method Index

printInitVals(int, int, int, double, String)

rtsStepPrint(int, int, int, int, int, int, int, int)

Constructors

PrintCalls

```
public PrintCalls()
```

Methods

printInitVals

```
public static void printInitVals(int nv,
                                  int iters,
```



```
int numcycles,  
double factor,  
String file)
```

rtsStepPrint

```
public static void rtsStepPrint(int id,  
                                int i,  
                                int d,  
                                int k,  
                                int moveVal,  
                                int totNbrPen,  
                                int tabu,  
                                int numnodes)
```

Class PrintFlag

```
java.lang.Object  
|  
+----PrintFlag
```

public class **PrintFlag**
extends Object PrintFlag contains all print out flags as boolean attributes.

Version:
v1.1 Mar 99

Author:
Kevin P. O'Rourke, David M. Ryer

Variable Index

cyclePrint
print flag.

iterPrint
print flag.

loadPrint
print flag.

movePrint
print flag.

startPrint
print flag.

stepLoopPrint
print flag.

stepPrint
print flag.

timePrint
print flag.

twrdPrint
print flag.

Constructor Index

PrintFlag()
Default PrintFlag constructor sets all to "true".

PrintFlag(boolean)
Additional PrintFlag constructor allows specification of either "true" or "false".

Variables

movePrint

```
public boolean movePrint  
    print flag.
```

startPrint

```
public boolean startPrint  
    print flag.
```

timePrint

```
public boolean timePrint  
    print flag.
```

stepPrint

```
public boolean stepPrint  
    print flag.
```

stepLoopPrint

```
public boolean stepLoopPrint  
    print flag.
```

twrdPrint

```
public boolean twrdPrint  
    print flag.
```

cyclePrint

```
public boolean cyclePrint  
    print flag.
```

iterPrint

```
public boolean iterPrint  
    print flag.
```

loadPrint

```
public boolean loadPrint  
    print flag.
```

Constructors

PrintFlag

```
public PrintFlag()  
    Default PrintFlag constructor sets all to "true".
```

PrintFlag

```
public PrintFlag(boolean set)  
    Additional PrintFlag constructor allows specification of either "true" or "false".
```

Class ReactabuObj

```
java.lang.Object  
|  
+----ReactabuObj
```

public class **ReacTabuObj**

extends Object ReacTabuObj class contains the method to perform the reactive tabu search.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

ReacTabuObj()

Method Index

search(double, double, double, double, int, int, int, int, int, int, int, int, int, int, VrpPenType, int[[[]],
PrintFlag, int, int, int, int, int, int, int, int, int, int, int, int, int, int, int, int, NodeType[], NodeType[],
NodeType[])

ReacTabuObj steps through iterations of the reactive tabu search.

Constructors

ReacTabuObj

```
public ReacTabuObj()
```

Methods

search

```
public static SearchOut search(double TWPEN,  
                                double LDPEN,  
                                double INCREASE,  
                                double DECREASE,  
                                int HTSIZE,  
                                int CYMAX,  
                                int ZRANGE,  
                                int DEPTH,  
                                int capacity,  
                                int minTL,  
                                int maxTL,  
                                int tabuLen,  
                                int iters,  
                                int nc,  
                                int numnodes,  
                                VrpPenType tourPen,  
                                int time[[[]],  
                                PrintFlag printFlag,  
                                int tourCost,  
                                int penTrav,  
                                int totPenalty,  
                                int tvl,  
                                int bfTourCost,  
                                int bfTT,  
                                int bfnv,  
                                int bfter,  
                                int bestCost,  
                                int bestTT,  
                                int bestnv,  
                                int bestTime,
```

```

int bestTimeF,
int bestiter,
int numfeas,
NodeType tour[],
NodeType bestTour[],
NodeType bestTourF[]

```

ReacTabuObj steps through iterations of the reactive tabu search. This method will perform tabu search for VRP with capacity as well as TSP without capacity.

Returns:
returns packaged output object.

Class ReadFile

```

java.lang.Object
|
+----ReadFile

```

public class ReadFile
extends Object ReadFile Class reads appropriate data from a text file. Methods exist to read specific data types (file format must be known in advance).

Version:
v1.1 Mar 99

Author:
Kevin P. O'Rourke, David M. Ryer

Constructor Index

ReadFile()

Method Index

assignInputFile(String)

assignInputFile sets up the FileInputStream.

readNextDouble(StreamTokenizer)

readNextString method gets the next token and returns it as a double.

readNextInt(StreamTokenizer)

readNextString method gets the next token and returns it as an integer.

readNextString(StreamTokenizer)

readNextString method gets the next token and returns it as a string.

Constructors

ReadFile

```
public ReadFile()
```

Methods

assignInputFile

```
public static final FileInputStream assignInputFile(String filename)
    assignInputFile sets up the FileInputStream.
```

readNextString

```
public static final String readNextString(StreamTokenizer st)
    readNextString method gets the next token and returns it as a string.
```

Parameters:
st - string tokenizer.

Returns:

returns next string from file.

readNextDouble

```
public static final double readNextDouble(StreamTokenizer st)
    readNextString method gets the next token and returns it as a double.
```

Parameters:

st - string tokenizer.

Returns:

returns next double from file.

readNextInt

```
public static final int readNextInt(StreamTokenizer st)
    readNextString method gets the next token and returns it as a integer.
```

Parameters:

st - string tokenizer.

Returns:

returns next integer from file.

Class SearchOut

```
java.lang.Object
|
+----SearchOut
```

public class **SearchOut**

extends Object SearchOut is used as a package to output multiple information from the Search method in ReacTabuObj.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

See Also:

[Search](#)

Variable Index

[bestCost](#)

[bestiter](#)

[bestnv](#)

[bestTime](#)

[bestTour](#)

[bestTT](#)

[bfCost](#)

[bfiter](#)

[bfnv](#)

[bfTime](#)

[bfTour](#)

[bfTT](#)

[numfeas](#)

[penTrav](#)

[totPenalty](#)

[tour](#)

[tourCost](#)

tourPen

tv1

Constructor Index

SearchOut()

Default constructor.

SearchOut(int, int, int, int, int, int, int, int, int, int, int, int, int, int, VrpPenType, NodeType[],
NodeType[], NodeType[])

Specified constructor.

Variables

totPenalty

public int totPenalty

penTrav

public int penTrav

tourCost

public int tourCost

bfiter

public int bfiter

bfCost

public int bfCost

bfTT

public int bfTT

bestnv

public int bestnv

bestiter

public int bestiter

bestCost

public int bestCost

bestTT

public int bestTT

bfnv

public int bfnv

bfTime

public int bfTime

bestTime

public int bestTime

tv1

public int tv1

numfeas

```

public int numfeas
tourPen

public VrpPenType tourPen
tour

public NodeType tour[]
bfTour

public NodeType bfTour[]
bestTour

public NodeType bestTour[]

```

Constructors

SearchOut

```

public SearchOut()
    Default constructor. Assigns all values to zero.

```

SearchOut

```

public SearchOut(int totPenalty,
                 int penTrav,
                 int tourCost,
                 int bfilter,
                 int bfCost,
                 int bfTT,
                 int bestnv,
                 int bestiter,
                 int bestCost,
                 int bestTT,
                 int bfnv,
                 int bfTime,
                 int bestTime,
                 int tvl,
                 int numfeas,
                 VrpPenType tourPen,
                 NodeType tour[],
                 NodeType bfTour[],
                 NodeType bestTour[])

```

Specified constructor. Values set as passed.

Class StartPenBestOut

```

java.lang.Object
|
+----StartPenBestOut

```

public class StartPenBestOut
 extends Object StartPenBestOut is used as a package to output multiple penalty information from method startPenBest.

Version:
 v1.1 Mar 99
 Author:

Kevin P. O'Rourke, David M. Ryer

Variable Index

bestCost

Penalty related value.

bestiter

Penalty related value.

bestnv

Penalty related value.

bestTime

Penalty related value.

bestTour

Saved tour.

bestTT

Penalty related value.

bfCost

Penalty related value.

bfiter

Penalty related value.

bfnv

Penalty related value.

bfTime

Penalty related value.

bfTour

Saved tour.

bfTT

Penalty related value.

penTrav

Penalty related value.

totPenalty

Penalty related value.

tourCost

Penalty related value.

tourPen

Tour penalty values.

Constructor Index

StartPenBestOut()

Default constructor.

StartPenBestOut(int, int, int, int, int, int, int, int, int, int, int, int, int, VrpPenType, NodeType[],
NodeType[])

Specified constructor.

Variables

totPenalty

```
public int totPenalty  
    Penalty related value.
```

penTrav

```
public int penTrav  
    Penalty related value.
```

tourCost

```
public int tourCost
```


Penalty related value.

bfiter

```
public int bfiter
    Penalty related value.
```

bfCost

```
public int bfCost
    Penalty related value.
```

bfTT

```
public int bfTT
    Penalty related value.
```

bestnv

```
public int bestnv
    Penalty related value.
```

bestiter

```
public int bestiter
    Penalty related value.
```

bestCost

```
public int bestCost
    Penalty related value.
```

bestTT

```
public int bestTT
    Penalty related value.
```

bfnv

```
public int bfnv
    Penalty related value.
```

bfTime

```
public int bfTime
    Penalty related value.
```

bestTime

```
public int bestTime
    Penalty related value.
```

tourPen

```
public VrpPenType tourPen
    Tour penalty values.
```

bfTour

```
public NodeType bfTour[]
    Saved tour.
```

bestTour

```
public NodeType bestTour[]
    Saved tour.
```

Constructors

StartPenBestOut

```
public StartPenBestOut()
```

Default constructor. Assigns all values to zero.

StartPenBestOut

```
public StartPenBestOut(int totPenalty,  
                       int penTrav,  
                       int tourCost,  
                       int bfilter,  
                       int bfCost,  
                       int bfTT,  
                       int bestnv,  
                       int bestiter,  
                       int bestCost,  
                       int bestTT,  
                       int bfnv,  
                       int bfTime,  
                       int bestTime,  
                       VrpPenType tourPen,  
                       NodeType bfTour[],  
                       NodeType bestTour[])
```

Specified constructor. Values set as passed.

Class StartTourObj

```
java.lang.Object  
|  
+----StartTourObj
```

public class StartTourObj

extends Object StartTourObj class begins timing, computes an initial schedule and initial tour cost (Tour Cost = Travel time + Waiting Time + Penalty Term), computes the initial hashing values: $Z(t)$ and $thv(t)$, and produces a tour based on a sort of increasing avg time windows at each node. The customers are ordered by increasing avg time window value, and the nv vehicle nodes are appended to the end of the tour.

Constructor Index

StartTourObj()

Method Index

startPenBest(int, int, int, NodeType[], double, double, int, int, int, int, VrpPenType, int, int, int, int, int, int, int, int, int, NodeType[], NodeType[])

startPenBest initializes "best" values and their times.

Constructors

StartTourObj

```
public StartTourObj()
```

Methods

startPenBest

```
public static StartPenBestOut startPenBest(int numnodes,
```

```

int tvl,
int tourLen,
Node<Type> tour[],
double TWPEN,
double LDPEN,
int capacity,
int totPenalty,
int penTrav,
int tourCost,
VrpPenType tourPen,
int bfilter,
int bfTourCost,
int bfTT,
int bfnv,
int bestiter,
int bestCost,
int bestTT,
int bestnv,
int bestTimeF,
int bestTime,
Node<Type> bestTour[],
Node<Type> bestTourF[]

```

startPenBest initializes "best" values and their times. Computes cost of initial tour as tour length with added penalty for infeasibilities.

Returns:

returns StartPenBestOut wrapper object for multiple values.

Class TabuMod

```

java.lang.Object
|
+----TabuMod

```

public class TabuMod

extends Object TabuMod Class contains methods used in the TabuSearch. countVeh calculates the number of vehicles used in the current tour. noCycle updates the search parameters if tour is not found in the hashtable. cycle updates the search parameters if tour is found in the hashtable. moveValTT computes the incremental change in the value of the travel time.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

TabuMod()

Method Index

countVehicles(Node<Type>[])

countVeh method calculates the number of vehicles used in the current tour by counting the number of vehicle (type 2) to demand (type 1) transitions.

cycle(ValueObj, double, int, int, int, double, int, int, PrintFlag)

cycle method updates the search parameters if the incumbent tour is found in the hashing structure.

moveValTT(int, int, Node<Type>[], Node<Type>[], int[][])

Method moveValTT computes the incremental change in the value of the travel time from the

incumbent tour to the proposed neighbor tour, and computes the neighbor schedule parameters preparing for computation of penalty terms.

noCycle(double, int, double, int, int, PrintFlag)

noCycle method updates the search parameters if the incumbent tour is not found in the hashing structure.

Constructors

TabuMod

```
public TabuMod()
```

Methods

countVehicles

```
public static final int countVehicles(NodeType tour[])
```

countVeh method calculates the number of vehicles used in the current tour by counting the number of vehicle (type 2) to demand (type 1) transitions.

Parameters:

tour - node array to be processed.

Returns:

returns integer number of vehicles used in the tour.

noCycle

```
public static NoCycleOut noCycle(double DECREASE,  
                                int minTL,  
                                double mavg,  
                                int sslt1c,  
                                int tabuLen,  
                                PrintFlag printFlag)
```

noCycle method updates the search parameters if the incumbent tour is not found in the hashing structure.

Parameters:

DECREASE - adjustive scaling factor to reduce tabu length.

minTL - minimum tabu length.

mavg - moving average between cycles.

sslt1c - steps since last tabu length change.

tabuLen - current tabu length.

printFlag - option to print cycle information.

Returns:

returns noCycleOut wrapped object.

cycle

```
public static CycleOut cycle(ValueObj matchPtr,  
                              double INCREASE,  
                              int maxTL,  
                              int CYMAX,  
                              int k,  
                              double mavg,  
                              int sslt1c,  
                              int tabuLen,  
                              PrintFlag printFlag)
```

cycle method updates the search parameters if the incumbent tour is found in the hashing structure.

Parameters:

matchPtr - matched information for previously found identical tour

INCREASE - adjustive scaling factor to increase tabu length

maxTL - maximum tabu length
CYMAX - maximum allowable cycle frequency
k - current iteration
mavg - moving average between cycles.
ssltlc - steps since last tabu length change.
tabuLen - current tabu length.
printFlag - option to print cycle information.

Returns:

returns cycleOut wrapped object.

moveValTT

```
public static int moveValTT(int i,  
                             int d,  
                             NodeType tour[],  
                             NodeType nbrtour[],  
                             int time[][])
```

Method moveValTT computes the incremental change in the value of the travel time from the incumbent tour to the proposed neighbor tour, and computes the neighbor schedule parameters preparing for computation of penalty terms.

Parameters:

i - node position.
d - move depth.
tour - incumbent tour node array to be processed.
nbrtour - neighbor tour node array to be processed.
time - time matrix used to determine schedule.

Returns:

returns integer move value which is the resultant change in the objective function resulting from the proposed move.

See Also:

[compPens](#)

Class TimeMatrixObj

```
java.lang.Object  
|  
+----TimeMatrixObj
```

public class **TimeMatrixObj**

extends Object TimeMatrixObj contains methods to calculate the distance/time matrix based on the problem parameters.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

TimeMatrixObj()

Method Index

readNC(String)

readNC is used to read from the first token from the input file (the number of customers (nc)).

readNV(String)

readNV is used to read from the second token from the input file (the number of vehicles (nv)).

readTSPTW(double, int, int, String, CoordType[], int[])

readTSPTW reads in the geographical coordinates and time window file and calculates the time between each node

readTSPTWdepot(double, int, int, String, CoordType[], int[])

readTSPTWdepot reads in the geographical coordinates, load quantity, service time, and time window information associated with depot and customer locations from the input file.

readTSPTWdepotUAV(double, int, int, String, CoordType[], int[])

readTSPTWdepotUAV reads in the geographical coordinates, load quantity, min/max service times, and time window information associated with depot and target locations from the input file.

readTSPTWrerouteUAV(double, int, int, String, CoordType[], int[])

readTSPTWrerouteUAV reads in the geographical coordinates, load quantity, service time, and time window information associated with depot and customer locations from the input file.

timeMatrix(int, int, double, int, CoordType[], int[])

timeMatrix computes simple two-dimensional time/distance matrix.

timeMatrixDepot(int, int, double, int, CoordType[], int[])

timeMatrixDepot computes the two-dimensional array used as the "time" matrix.

timeMatrixDepotUAV(int, int, double, int, CoordType[], int[])

timeMatrixDepotUAV computes the two-dimensional array used as the "time" matrix.

timeMatrixUAV(int, int, double, int, CoordType[], int[], WindData, int[][])

timeMatrixDepot computes the two-dimensional array used as the "time" matrix.

timeMatrixUAVreroute(int, int, double, int, CoordType[], int[], WindData, int[][])

timeMatrixDepotUAVreroute computes the two-dimensional array used as the "time" matrix.

Constructors

TimeMatrixObj

```
public TimeMatrixObj()
```

Methods

readNC

```
public static int readNC(String filein)
```

readNC is used to read from the first token from the input file (the number of customers (nc)).

Parameters:

filein -- name of input file

Returns:

returns nc number of customers

readNV

```
public static int readNV(String filein)
```

readNV is used to read from the second token from the input file (the number of vehicles (nv)).

Parameters:

filein -- name of input file

Returns:

returns nv number of vehicles

readTSPTW

```
public static NodeType[] readTSPTW(double factor,
                                   int nv,
                                   int nc,
                                   String filein,
                                   CoordType coord[],
                                   int s[])
```

readTSPTW reads in the geographical coordinates and time window file and calculates the time between each node

Parameters:

factor -- integer scaling factor used to increase precision.
nv -- number of aircraft available (vehicles).
nc -- number of targets/route points (customers).
filein -- name of input file.
coord -- blank array where coordinates will be stored upon method completion.
s -- blank array where service times will be stored upon method completion.

Returns:

returns the tour array reflecting file data.

readTSPTWdepot

```
public static NodeType[] readTSPTWdepot(double factor,  
                                         int nv,  
                                         int nc,  
                                         String filein,  
                                         CoordType coord[],  
                                         int s[])
```

readTSPTWdepot reads in the geographical coordinates, load quantity, service time, and time window information associated with depot and customer locations from the input file. This information is returned as a tour array.

Parameters:

factor -- integer scaling factor used to increase precision.
nv -- number of aircraft available (vehicles).
nc -- number of targets/route points (customers).
filein -- name of input file.
coord -- blank array where coordinates will be stored upon method completion.
s -- blank array where service times will be stored upon method completion.

Returns:

returns the tour array reflecting file data.

readTSPTWdepotUAV

```
public static NodeType[] readTSPTWdepotUAV(double factor,  
                                             int nv,  
                                             int nc,  
                                             String filein,  
                                             CoordType coord[],  
                                             int s[])
```

readTSPTWdepotUAV reads in the geographical coordinates, load quantity, min/max service times, and time window information associated with depot and target locations from the input file. Actual service time is calculated as a random variable. This information is returned as a tour array. This method reads in the data in degrees, minutes seconds format.

Parameters:

factor -- integer scaling factor used to increase precision.
nv -- number of aircraft available (vehicles).
nc -- number of targets/route points (customers).
filein -- name of input file.
coord -- blank array where coordinates will be stored upon method completion.
s -- blank array where service times will be stored upon method completion.

Returns:

returns the tour array reflecting file data.

readTSPTWrerouteUAV

```
public static NodeType[] readTSPTWrerouteUAV(double factor,  
                                              int nv,  
                                              int nc,  
                                              String filein,
```

```
CoordType coord[],
int s[])
```

readTSPTWrouteUAV reads in the geographical coordinates, load quantity, service time, and time window information associated with depot and customer locations from the input file. This information is returned as a tour array. This method reads in the data in degrees, minutes seconds format. This is used to route a UAV from current position specified on the first line through a tour to its home depot.

Parameters:

factor -- integer scaling factor used to increase precision.
nv -- number of aircraft available (vehicles).
nc -- number of targets/route points (customers).
filein -- name of input file.
coord -- blank array where coordinates will be stored upon method completion.
s -- blank array where service times will be stored upon method completion.

Returns:

returns the tour array reflecting file data.

timeMatrix

```
public static int[][] timeMatrix(int nc,
int gamma,
double factor,
int numnodes,
CoordType coord[],
int s[])
```

timeMatrix computes simple two-dimensional time/distance matrix.

Parameters:

nc -- number of targets/route points (customers).
gamma -- additional vehicle usage penalty (set to ZERO only).
factor -- integer scaling factor used to increase precision.
coord -- blank array where coordinates will be stored upon method completion.
s -- blank array where service times will be stored upon method completion.

Returns:

returns the time matrix specific to the problem.

timeMatrixDepot

```
public static int[][] timeMatrixDepot(int nc,
int gamma,
double factor,
int numnodes,
CoordType coord[],
int s[])
```

timeMatrixDepot computes the two-dimensional array used as the "time" matrix. This time matrix contains the travel times between respective nodes, general setup for multiple depot problem.

Parameters:

nc -- number of targets/route points (customers).
gamma -- additional vehicle usage penalty (set to ZERO only).
factor -- integer scaling factor used to increase precision.
coord -- blank array where coordinates will be stored upon method completion.
s -- blank array where service times will be stored upon method completion.

Returns:

returns the time matrix specific to the problem.

timeMatrixDepotUAV

```
public static int[][] timeMatrixDepotUAV(int nc,
int gamma,
```



```

double factor,
int numnodes,
CoordType coord[],
int s[])

```

timeMatrixDepotUAV computes the two-dimensional array used as the "time" matrix. This time matrix contains the hard-coded wind adjusted travel times between respective nodes.

Parameters:

nc -- number of targets/route points (customers).
gamma -- additional vehicle usage penalty (set to ZERO only).
factor -- integer scaling factor used to increase precision.
coord -- blank array where coordinates will be stored upon method completion.
s -- blank array where service times will be stored upon method completion.

Returns:

returns the time matrix specific to the problem.

timeMatrixUAV

```

public static int[][] timeMatrixUAV(int nc,
int gamma,
double factor,
int numnodes,
CoordType coord[],
int s[],
WindData wind,
int altitude[][])

```

timeMatrixDepot computes the two-dimensional array used as the "time" matrix. This time matrix contains the wind adjusted travel times between respective nodes. This is the "primary" UAV time matrix method for standard routing.

Parameters:

nc -- number of targets/route points (customers).
gamma -- additional vehicle usage penalty (set to ZERO only).
factor -- integer scaling factor used to increase precision.
coord -- blank array where coordinates will be stored upon method completion.
s -- blank array where service times will be stored upon method completion.
wind -- wind data object used to scale travel times.
altitude -- matrix of optimum travel altitudes between points

Returns:

returns the time matrix specific to the problem.

timeMatrixUAVreroute

```

public static int[][] timeMatrixUAVreroute(int nc,
int gamma,
double factor,
int numnodes,
CoordType coord[],
int s[],
WindData wind,
int altitude[][])

```

timeMatrixDepotUAVreroute computes the two-dimensional array used as the "time" matrix. This time matrix contains the wind adjusted travel times between respective nodes. Node distance is calculated from the point of origin. First vehicle returns to location specified in by second vehicle. This is the REROUTE UAV method.

Parameters:

nc -- number of targets/route points (customers).
gamma -- additional vehicle usage penalty (set to ZERO only).
factor -- integer scaling factor used to increase precision.

coord -- blank array where coordinates will be stored upon method completion.
s -- blank array where service times will be stored upon method completion.
wind -- wind data object used to scale travel times.
altitude -- matrix of optimum travel altitudes between points

Returns:
returns the time matrix specific to the problem.

Class Timer

```
java.lang.Object
|
+-----Timer
```

public class **Timer**
extends Object
Timer Class is used to time overall computation time.

Version:
v1.1 Mar 99

Author:
Kevin P. O'Rourke, David M. Ryer

Variable Index

endTime

end time.

startTime

begin time.

totalSeconds

duration of run.

Constructor Index

Timer()

Default constructor.

Method Index

endTime()

endTime assigns end time.

startTime()

startTime assigns start time.

totalSeconds()

totalSeconds returns duration.

Variables

startTime

```
public long startTime
    begin time.
```

endTime

```
public long endTime
    end time.
```

totalSeconds

```
public long totalSeconds
    duration of run.
```

Constructors

Timer

```
public Timer()  
    Default constructor. Assigns all values to zero.
```

Methods

startTime

```
public long startTime()  
    startTime assigns start time.
```

Returns:
 returns start time.

endTime

```
public long endTime()  
    endTime assigns end time.
```

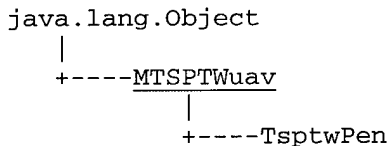
Returns:
 returns end time.

totalSeconds

```
public long totalSeconds()  
    totalSeconds returns duration.
```

Returns:
 returns duration.

Class TsptwPen



public class **TsptwPen**
extends MTSPTWuav tsptwPen class: Given the TW and load penalties, this procedure personalizes the penalties to the mTSPTW; Computes tourCost of tour as tour length + scaled penalty for infeasibilities.

Constructor Index

TsptwPen()

Method Index

tsptwPen(int, NodeType[], VrpPenType, double, double, int, int, int, int)
tsptwPen method uses the TW and load penalties to computes tourCost of tour as tour length + scaled penalty for infeasibilities.

tsptwPenNormalized(int, NodeType[], VrpPenType, double, double, int, int, int, int)
tsptwPenNormalized method uses the TW and load penalties to computes tourCost of tour as tour length + scaled penalty for infeasibilities.

Constructors

TsptwPen

```
public TsptwPen()
```

Methods

tsptwPen

```
public static final TsptwPenOut tsptwPen(int tourLen,  
                                         NodeType tour[],  
                                         VrpPenType tourPen,  
                                         double TWPEN,  
                                         double LDPEN,  
                                         int totPenalty,  
                                         int tourCost,  
                                         int penTrav,  
                                         int tvl)
```

tsptwPen method uses the TW and load penalties to computes tourCost of tour as tour length + scaled penalty for infeasibilities. This method is used with the absolute penalty factors.

Parameters:

tourLen - tour duration.
tour - node array to be processed.
tourPen - current tour penalty value.
TWPEN - time window penalty factor.
LDPEN - load overage penalty factor.
totPenalty - sum total penalties.
tourCost - total tour cost.
penTrav - travel time penalty.
tvl - travel duration.

Returns:

returns wrapped multiple objects.

tsptwPenNormalized

```
public static final TsptwPenOut tsptwPenNormalized(int tourLen,  
                                                  NodeType tour[],  
                                                  VrpPenType tourPen,  
                                                  double TWPEN,  
                                                  double LDPEN,  
                                                  int totPenalty,  
                                                  int tourCost,  
                                                  int penTrav,  
                                                  int tvl)
```

tsptwPenNormalized method uses the TW and load penalties to computes tourCost of tour as tour length + scaled penalty for infeasibilities. This method is uses penalty factors of one and is called when the insertion move is made. Penalty values are then comparable from iteration to iteration.

Parameters:

tourLen - tour duration.
tour - node array to be processed.
tourPen - current tour penalty value.
TWPEN - time window penalty factor (IGNORED, set to 1).
LDPEN - load overage penalty factor (IGNORED, set to 1).
totPenalty - sum total penalties.
tourCost - total tour cost.
penTrav - travel time penalty.
tvl - travel duration.

Returns:

returns wrapped multiple objects.

Class TsptwPenOut

```
java.lang.Object
|
+----TsptwPenOut
```

public class TsptwPenOut

extends Object TsptwPenOut is used as a package to output multiple penalty information from class TsptwPen.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Variable Index

penTrav

Penalty related value.

totPenalty

Penalty related value.

tourCost

Penalty related value.

tv1

Penalty related value.

Constructor Index

TsptwPenOut()

Default constructor.

TsptwPenOut(int, int, int, int)

Specified constructor.

Variables

totPenalty

```
public int totPenalty
```

Penalty related value.

tourCost

```
public int tourCost
```

Penalty related value.

penTrav

```
public int penTrav
```

Penalty related value.

tv1

```
public int tv1
```

Penalty related value.

Constructors

TsptwPenOut

```
public TsptwPenOut()
```

Default constructor. Assigns all values to zero.

TsptwPenOut

```
public TsptwPenOut(int totPenalty,  
                  int tourCost,  
                  int penTrav,  
                  int tvl)
```

Specified constructor. Values set as passed.

Class TwBestTTOut

```
java.lang.Object  
|  
+----TwBestTTOut
```

public class **TwBestTTOut**

extends Object TwBestTTOut is used as a package to output multiple information from the TWBestTTOut method.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Variable Index

bestCost

best tour related value.

bestiter

best tour related value.

bestnv

best tour related value.

bestTime

best tour related value.

bestTour

best tour related value.

bestTT

best tour related value.

bfCost

best tour related value.

bfiter

best tour related value.

bfny

best tour related value.

bfTime

best tour related value.

bfTour

best tour related value.

bfTT

best tour related value.

Constructor Index

TwBestTTOut()

Default constructor.

TwBestTTOut(int, int, int, int, int, int, int, int, int, int, NodeType[], NodeType[])

Specified constructor.

Variables

bfCost

```
public int bfCost  
    best tour related value.
```

bfTT

```
public int bfTT  
    best tour related value.
```

bfnv

```
public int bfnv  
    best tour related value.
```

bfiter

```
public int bfiter  
    best tour related value.
```

bestCost

```
public int bestCost  
    best tour related value.
```

bestTT

```
public int bestTT  
    best tour related value.
```

bestnv

```
public int bestnv  
    best tour related value.
```

bestiter

```
public int bestiter  
    best tour related value.
```

bfTime

```
public int bfTime  
    best tour related value.
```

bestTime

```
public int bestTime  
    best tour related value.
```

bfTour

```
public NodeType bfTour[]  
    best tour related value.
```

bestTour

```
public NodeType bestTour[]  
    best tour related value.
```

Constructors

TwBestTTOut

```
public TwBestTTOut()
```

Default constructor. Assigns all values to zero.

TwBestTTOut

```
public TwBestTTOut(int bfCost,
                  int bfTT,
                  int bfnv,
                  int bfter,
                  int bestCost,
                  int bestTT,
                  int bestnv,
                  int bestiter,
                  int bfTime,
                  int bestTime,
                  NodeType bfTour[],
                  NodeType bestTour[])
```

Specified constructor. Values set as passed.

Class ValueObj

```
java.lang.Object
|
+----ValueObj
```

public final class **ValueObj**

extends Object ValueObj Class is used to store tour attributes in the hashtable for comparison.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

ValueObj(int, int, int, int, int, int, int)

Specified constructor.

Method Index

equals(ValueObj)

Overloaded equals(), check only attribute fields.

hashCode()

Overloaded hashCode method.

toString()

toString changes a ValueObj to a string for use in the hashTable.

Constructors

ValueObj

```
public ValueObj(int fhv,
               int shv,
               int tourCost,
               int tvl,
               int twPen,
               int loadPen,
               int lastIter)
```

Specified constructor. Values set as passed.

Methods

equals

```
public final boolean equals(ValueObj a)
    Overloaded equals(), check only attribute fields. Do not check first two data elements to keep
    inline with hashCode overload.
```

Parameters:

a - element compared calling object.

Returns:

returns true if objects are equal, false otherwise.

toString

```
public final String toString()
    toString changes a ValueObj to a string for use in the hashTable.
```

Returns:

returns concatenated String.

Overrides:

toString in class Object

hashCode

```
public final int hashCode()
    Overloaded hashCode method. Note: if two objects are equal according to the equals method, then
    calling the hashCode method on each of the two objects must produce the same integer result. Do
    not checking first two data elements because of size limitations of Integer.
```

Returns:

returns integer hashcode value.

Overrides:

hashCode in class Object

Class VrpPenType

```
java.lang.Object
|
+----VrpPenType
```

```
public class VrpPenType
    extends Object VrpPenType class provides the object structure for load and time window penalties.
```

Version:

v1.1 Feb 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

VrpPenType()

Default constructor.

VrpPenType(int, int)

Specified constructor.

VrpPenType(int, int, int)

Specified constructor.

Method Index

compPens(NodeType[], int)

compPens computes the vehicle capacity overload and time window penalties.

Constructors

VrpPenType

```
public VrpPenType()  
    Default constructor. Assigns all values to zero.
```

VrpPenType

```
public VrpPenType(int tw,  
                  int ld)  
    Specified constructor. Values set as passed.
```

VrpPenType

```
public VrpPenType(int tw,  
                  int ld,  
                  int nvu)  
    Specified constructor. Values set as passed.
```

Methods

compPens

```
public final VrpPenType compPens(NodeType tour[],  
                                  int capacity)  
    compPens computes the vehicle capacity overload and time window penalties.
```

Parameters:

tour[] - current tour used to calculate penalties.
capacity - maximum vehicle load.

Returns:

returns the VrpPenType object which the method was called on with updated values.

Class WindAdjust

```
java.lang.Object  
|  
+----WindAdjust
```

public class **WindAdjust**

extends Object WindAdjust will provides the adjusted ground speed given the desired heading from location A to location B, and the wind heading.

Version:

v1.1 Feb 99

Author:

Kevin P. O'Rourke, David M. Ryer

Constructor Index

WindAdjust()

Method Index

groundSpeed(double, double, double, double)

groundSpeed method returns the ground speed given the heading between points, the wind heading, the wind speed, and the aircraft's airspeed.

groundSpeedAF(double, double, double, double)

groundSpeedAF is an experimental method that uses a different formula.

Constructors

WindAdjust

```
public WindAdjust()
```

Methods

groundSpeed

```
public static final double groundSpeed(double headingAtoB,  
                                       double windDir,  
                                       double airSpeed,  
                                       double windSpeed)
```

groundSpeed method returns the ground speed given the heading between points, the wind heading, the wind speed, and the aircraft's airspeed.

Parameters:

headingAtoB - heading between points in degrees.

windDir - wind heading in degrees.

airSpeed - aircraft air speed in knots.

windSpeed - wind speed in knots.

Returns:

returns ground speed in knots.

groundSpeedAF

```
public static final double groundSpeedAF(double headingAtoB,  
                                         double windDir,  
                                         double airSpeed,  
                                         double windSpeed)
```

groundSpeedAF is an experimental method that uses a different formula. It has not been validated and is not used. Designed to return the ground speed given the heading between points, the wind heading, the wind speed, and the aircraft's airspeed.

Parameters:

headingAtoB - heading between points in degrees.

windDir - wind heading in degrees.

airSpeed - aircraft air speed in knots.

windSpeed - wind speed in knots.

Returns:

returns ground speed in knots.

Class WindData

```
java.lang.Object
```

```
|  
+----WindData
```

```
public class WindData
```

extends Object WindData Class provides attributes to store wind direction, velocity, and UAV velocity for a given altitude plus methods to read in wind information from a file and manually manipulate wind data.

Version:

v1.1 Mar 99

Author:

Kevin P. O'Rourke

Variable Index

- acSpeed** double aircraft speed at the associated altitude level.
- altitude** integer value of the associated altitude level.
- bands** double Number of altitude level bands.
- bearing** double wind bearing at the associated altitude level.
- speed** double wind speed at the associated altitude level.

Method Index

- getACspeed**(int)
getACspeed returns aircraft (UAV) speed for the specified band.
- getAltitude**(int)
getAltitude returns actual altitude for the specified band.
- getBands**()
getBands returns number of altitude bands (wind tiers).
- getBearing**(int)
getBearing returns wind bearing for the specified band.
- getSpeed**(int)
getSpeed returns wind speed for the specified band.
- readWind**(String)
readWind method reads wind data from a file and returns a WindData object.
- setACspeed**(int, int)
setACspeed sets only the UAV speed information only for a particular band.
- setACspeedAll**(int)
setACspeedAll sets only the UAV speed information.
- setAll**(int, int, double, double, int)
setAll method sets all related information for a particular band.
- setAlt**(int, int)
setAltitude sets only the altitude information for a particular band.
- setBearing**(int, double)
setBearing sets only the bearing information only for a particular band.
- setSpeed**(int, double)
setSpeed sets only the wind speed information only for a particular band.
- setWind**(int, int, double, double)
setWind method sets only wind related information for a particular band.

Variables

- altitude**

protected int altitude[]
integer value of the associated altitude level.
- bearing**

protected double bearing[]
double wind bearing at the associated altitude level.
- speed**

protected double speed[]
double wind speed at the associated altitude level.
- acSpeed**

```
protected int acSpeed[]
    double aircraft speed at the associated altitude level.
```

bands

```
protected int bands
    double Number of altitude level bands.
```

Methods

setWind

```
public void setWind(int level,
                    int altitude,
                    double bearing,
                    double speed)
```

setWind method sets only wind related information for a particular band.

Parameters:

altitude - actual altitude level for this band.
bearing - wind bearing for this band.
speed - wind speed for this band.

setAlt

```
public void setAlt(int level,
                  int altitude)
```

setAltitude sets only the altitude information for a particular band.

Parameters:

level - altitude band array index number.
altitude - actual altitude level for this band.

setBearing

```
public void setBearing(int level,
                       double bearing)
```

setBearing sets only the bearing information only for a particular band.

Parameters:

level - altitude band array index number.
bearing - wind bearing for this band.

setSpeed

```
public void setSpeed(int level,
                     double speed)
```

setSpeed sets only the wind speed information only for a particular band.

Parameters:

level - altitude band array index number.
speed - wind speed for this band.

setACspeed

```
public void setACspeed(int level,
                       int acSpeed)
```

setACspeed sets only the UAV speed information only for a particular band.

Parameters:

level - altitude band array index number.
acSpeed - aircraft (UAV) speed for this band.

setAll

```
public void setAll(int level,
```

```
        int altitude,  
        double bearing,  
        double speed,  
        int acSpeed)
```

setAll method sets all related information for a particular band.

Parameters:

altitude - actual altitude level for this band.
bearing - wind bearing for this band.
speed - wind speed for this band.
acSpeed - aircraft (UAV) speed for this band.

setACspeedAll

```
public void setACspeedAll(int acSpeed)  
    setACspeedAll sets only the UAV speed information. It assigns the same speed for all bands.
```

Parameters:

acSpeed - aircraft (UAV) speed for every band.

getAltitude

```
public int getAltitude(int level)  
    getAltitude returns actual altitude for the specified band.
```

Parameters:

level - altitude band array index.

Returns:

returns actual altitude.

getBearing

```
public double getBearing(int level)  
    getBearing returns wind bearing for the specified band.
```

Parameters:

level - altitude band array index.

Returns:

returns wind bearing.

getSpeed

```
public double getSpeed(int level)  
    getSpeed returns wind speed for the specified band.
```

Parameters:

level - altitude band array index.

Returns:

returns wind speed.

getACspeed

```
public int getACspeed(int level)  
    getACspeed returns aircraft (UAV) speed for the specified band.
```

Parameters:

level - altitude band array index.

Returns:

returns aircraft (UAV) speed.

getBands

```
public int getBands()  
    getBands returns number of altitude bands (wind tiers).
```

Returns:

returns number of altitude bands (wind tiers).

readWind

```
public static WindData readWind(String filein)
    readWind method reads wind data from a file and returns a WindData object.
```

Parameters:

filein - name of wind data file.

Returns:

returns a WindData object

Appendix D. Additional References

- Adriatic Sea Regional Briefing Chart* (First Edition). St. Louis MO: Defense Mapping Agency Aerospace Center, 1993.
- Baker, E.K., and J. R. Schaffer. "Solution Improvement Heuristics for the Vehicle Routing and Scheduling Problem," *American Journal of Mathematical and Management Sciences*, 16: 261-300 (February 1986).
- Ball, M., and M. Magazine. "The Design and Analysis of Heuristics," *Networks*, 11: 215-219 (1981).
- Bodin, Lawrence and Bruce Golden. "Classification in Vehicle Routing and Scheduling," *Networks*, 11: 97-108 (1981).
- Cullen, F., J. Jarvis, and H. Ratliff. "Set Partitioning Based Heuristics for Interactive Routing," *Networks*, 11: 125-143 (1981).
- Desrosiers, J., M. Sauve, and F. Soumis. "Lagrangian Relaxation Methods for Solving the Minimum Fleet Size Multiple Traveling Salesman Problem with Time Windows," *Management Science*, 34: 1005-1022 (August 1988).
- Evans, J. and S. Tsubakitani. "Optimizing Tabu List Size for the Traveling Salesman Problem," *Computers & Operations Research*, 25: 91-98 (February 1998).
- Fisher, M. L. and R. Jaikumar. "A Generalized Assignment Heuristic for Vehicle Routing," *Networks*, 11: 109-124 (1981).
- Franklin, J. "Genetic Algorithms Stimulate Unmanned Vehicle Missions," *Signal*: 27-31 (December 1994).
- Glover, Fred. "A User's Guide to Tabu Search *," *Annals of Operations Research*, 1: 3-28 (1993).
- "Tabu Search-Part II," *ORSA Journal on Computing*, 2: 4-32 (Winter 1990).
- "Tabu Search: A Tutorial," *Interfaces*, 20: 74-94 (July 1990).
- Golden, B. L. and A. Assad. "Vehicle Routing with Time Window Constraints," *American Journal of Mathematical and Management Sciences*, 16: 251-260 (1986).
- Grand, Mark and Jonathan Knudsen. *Java Fundamental Classes Reference*. Sebastopol CA: O'Reilly & Associates, 1997.

- Hall, R. W. and J. Partyka. "On the Road to Efficiency," *OR/MS Today*. (June 1997).
- Ioachim, I., S. Gélinas, F. Soumis, and J. Desrosiers. "A Dynamic Programming Algorithm for the Shortest Path Problem with Time Windows and Linear Node Costs," *Networks*, 31: 193-204 (1998).
- Kindervater, G. and M. Savelsbergh. "Vehicle routing: handling edge constraints," in *Local Search in Combinatorial Optimization*. Eds. Aarts, E. and J. K. Lenstra. Chichester: Wiley, 1997.
- Lenstra, J. K., and H. G. Rinooy Kan. "Complexity of Vehicle Routing and Scheduling Problems," *Networks*, 11: 221-227 (1981).
- Magnanti, T. L. "Combinatorial Optimization and Vehicle Fleet Planning: Perspectives and Prospects *," *Networks*, 11: 179-213 (1981).
- Moscato, Pablo. "An Introduction to population approaches for optimization and hierarchical objective functions: A discussion on the role of tabu search," *Annals of Operations Research*, 41: 85-121 (1993).
- Ribeiro, C. and F. Soumis. "A Column Generation Approach to the Multiple-Depot Vehicle Scheduling Problem," *Operations Research*, 42: 41-52 (January 1994).
- Schrage, Linus. "Formulation and Structure of More Complex/Realistic Routing and Scheduling Problems," *Networks*, 11: 229-232 (1981).
- Semet, F. and F. Taillard. "Solving Real-life Vehicle Routing Problems Efficiently Using Tabu Search," *Annals of Operations Research*, 41: 469-488 (1993).
- Tactical Pilotage Chart TPC F-2B* (Ninth Edition). St. Louis MO: Defense Mapping Agency Aerospace Center, March 1992.
- Tsubakitani, S. and J. Evans. "An Empirical Study of a New Metaheuristic for the Traveling Salesman Problem," *European Journal of Operations Research*, 104: 113-128 (1998).
- Van der Linden, Peter. *Just Java and Beyond* (Third Edition). Upper Saddle River NJ: Prentice-Hall, 1998.

Vita

Captain Kevin P. O'Rourke was born on 22 July 1968 in Los Angeles County, California. He graduated from Bel Air High School, Bel Air, Maryland, in 1986 and entered undergraduate studies in engineering at The Pennsylvania State University in State College, Pennsylvania. While attending Penn State, he enrolled in the Air Force Reserve Officer Training Corps. He graduated with a Bachelor of Science degree in Electrical Engineering and was concurrently commissioned in May 1990.

Captain O'Rourke completed Undergraduate Space Training at Lowry AFB, Colorado in August 1991 and was assigned as an orbit analysis officer at Falcon AFB Colorado (subsequently renamed Schriever AFB). In August 1994, he attended Undergraduate Missile Training at Vandenberg AFB, California, and was next assigned as a Peacekeeper ICBM Crew Commander at F. E. Warren AFB, Wyoming.

In August 1997, Captain O'Rourke entered the School of Engineering, Air Force Institute of Technology.

Permanent Address: 4210 Cromwell Court
Colorado Springs CO 80906

REPORT DOCUMENTATION PAGE			Form Approved OMB No. 0704-0188	
Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.				
1. AGENCY USE ONLY (Leave blank)	2. REPORT DATE March 1999	3. REPORT TYPE AND DATES COVERED Master's Thesis		
4. TITLE AND SUBTITLE DYNAMIC UNMANNED AERIAL VEHICLE (UAV) ROUTING WITH A JAVA-ENCODED REACTIVE TABU SEARCH METAHEURISTIC			5. FUNDING NUMBERS	
6. AUTHOR(S) Kevin P. O'Rourke, Capt, USAF				
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Air Force Institute of Technology 2950 P Street Wright Patterson AFB OH 45433-7765			8. PERFORMING ORGANIZATION REPORT NUMBER AFIT/GOA/ENS/99M-06	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) Lt Col Mark A. O'Hair, Chief, Systems Integration Division (DOM) Unmanned Aerial Vehicle Battlelab 1003 Nomad Way Ste 107 Eglin AFB FL 32542-6867			10. SPONSORING/MONITORING AGENCY REPORT NUMBER	
11. SUPPLEMENTARY NOTES				
12a. DISTRIBUTION AVAILABILITY STATEMENT Approved for public release; distribution unlimited.			12b. DISTRIBUTION CODE	
13. ABSTRACT (Maximum 200 words) In this paper we consider the dynamic routing of unmanned aerial vehicles (UAVs) currently in operational use with the US Air Force. Dynamic vehicle routing problems (VRP) have always been challenging, and the airborne version of the VRP adds dimensions and difficulties not present in typical ground-based applications. Previous UAV routing work has focused on primarily on static, pre-planned situations; however, scheduling military operations, which are often ad-hoc, drives the need for a dynamic route solver that can respond to rapidly evolving problem constraints. With these considerations in mind, we examine the use of a Java-encoded metaheuristic to solve these dynamic routing problems, explore its operation with several general problem classes, and look at the advantages it provides in sample UAV routing problems. The end routine provides routing information for a UAV virtual battlespace simulation and allows dynamic routing of operational missions.				
14. SUBJECT TERMS Air Force Research, Operations Research, Optimization, Combinatorial Analysis, Algorithms, Remotely Piloted Vehicles, Surveillance Drones, Tabu Search, Vehicle Routing Problem, Java, Heuristics, Traveling Salesman Problem			15. NUMBER OF PAGES 132	
			16. PRICE CODE	
17. SECURITY CLASSIFICATION OF REPORT UNCLASSIFIED	18. SECURITY CLASSIFICATION OF THIS PAGE UNCLASSIFIED	19. SECURITY CLASSIFICATION OF ABSTRACT UNCLASSIFIED	20. LIMITATION OF ABSTRACT UL	