



Resolving Over-constrained Temporal Problems with Uncertain Durations

ICAPS 2014, Portsmouth

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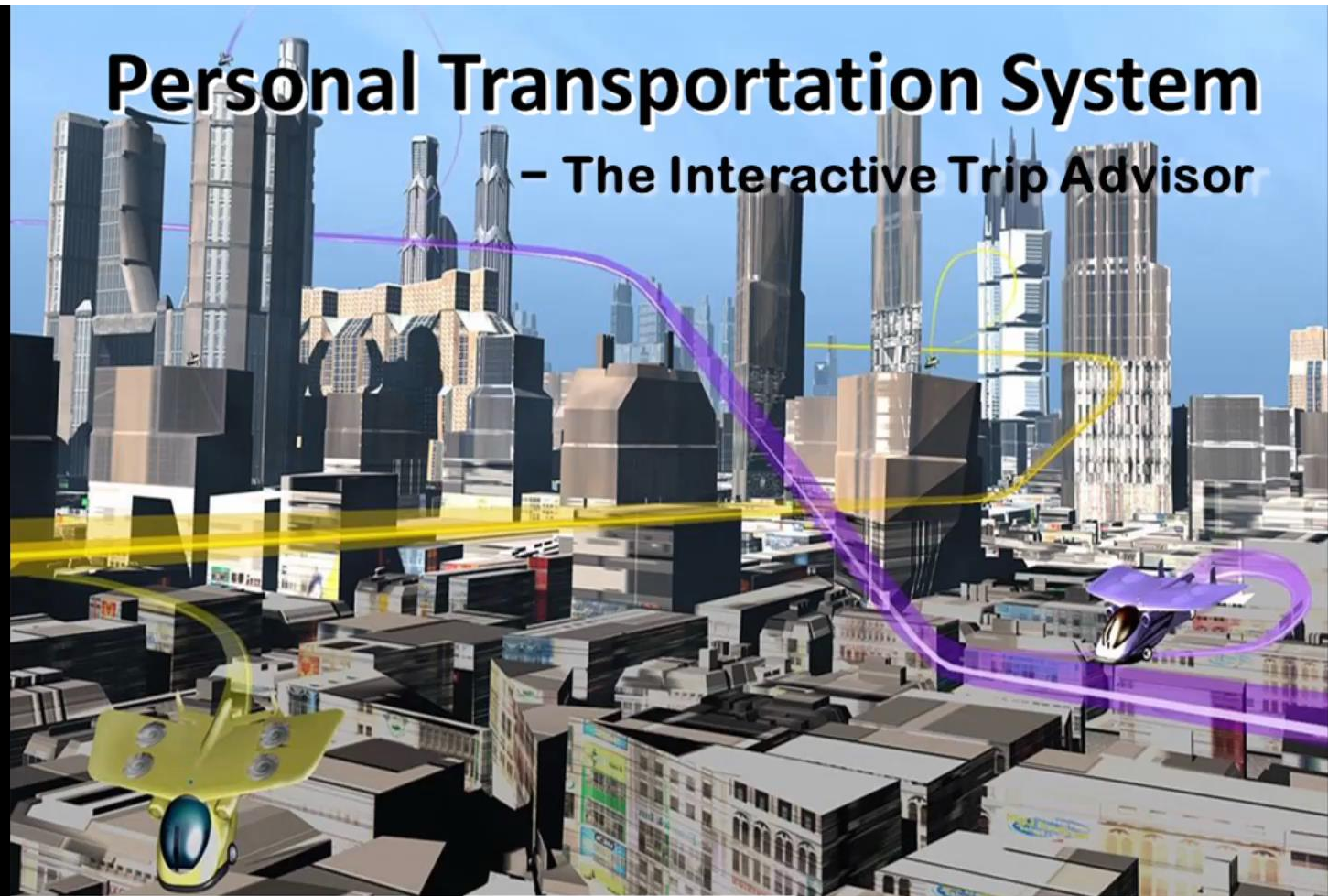
June 26, 2014

Objective

We would like to **work with the users**
to **resolve** uncontrollable temporal problems
through making **trade-offs**
between **risk taken** and **temporal requirements**.

Robotic Personal Transportation System

- A personal air taxi with an intelligent trip advisor.



Key features

- Find alternative solutions that are **simple** and **preferred**.
- Provide **insights** into cause of failure and its resolution.

– Minimize the perturbations;

“Delay your arrival by 5 minutes”.

– Prioritize alternatives;

“OK, then how about having lunch at restaurant Y”.

– Explain the cause of failure;

“Because of the extended travel time”.

– Adapt incrementally to new constraints.

“if you want to shop for at least 25 minutes, you can have lunch at restaurant Y for 55 minutes”.

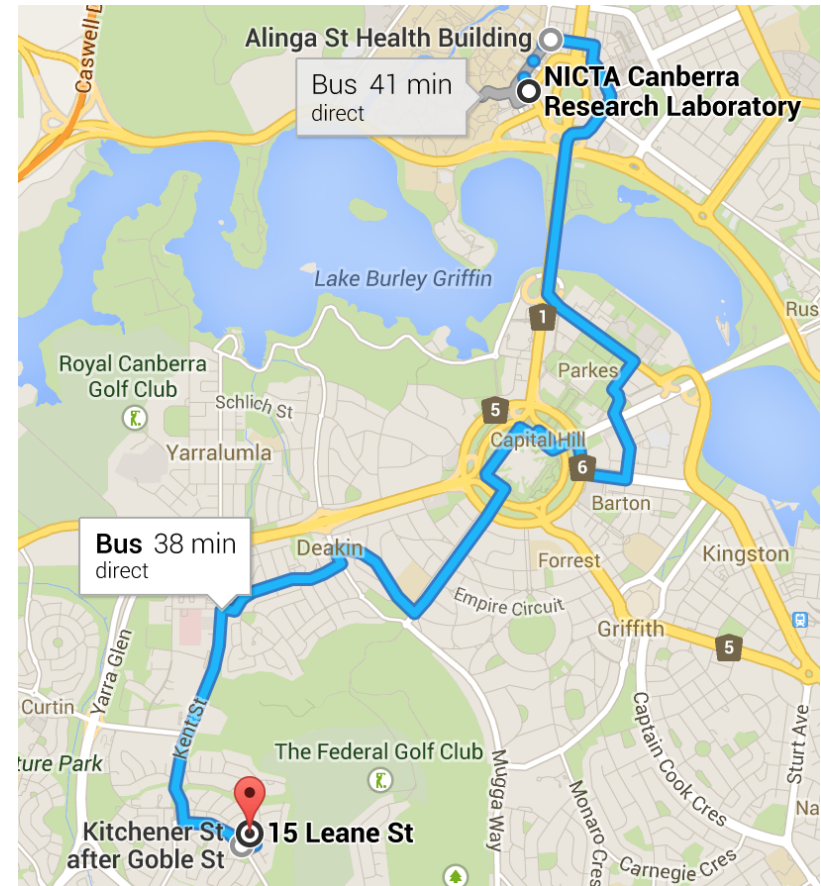
When There Is Uncertainty

- Uncertainty Sensitive Transit Advisor.

It is **6pm** now and Brian is leaving his office for home.

–He wants to **be home in 40 minutes**, and is only willing to take buses.

–Right now, he is looking up Google Map for directions...

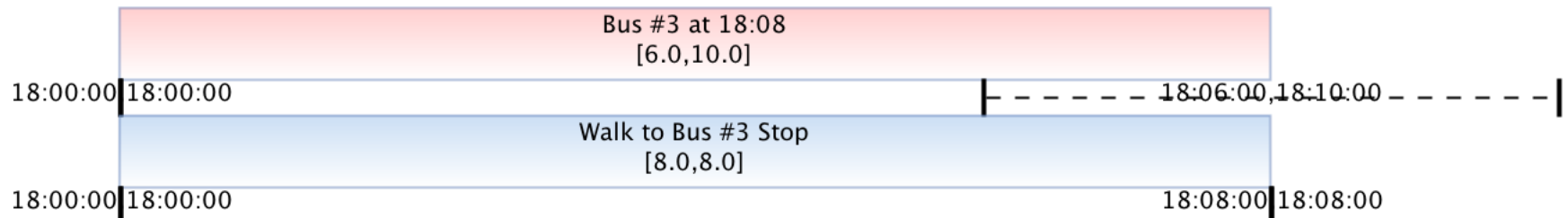


Which Bus To Take

- Google Map returns two options (leaving office at 1800), ranked based on trip duration
- Option 1:
 - Take the **18:08 Bus #3** (Ride time 23 mins).
 - Walking to departure stop: 8 mins.
 - Walking from arrival stop to home: 3 mins.
- Option 2:
 - Take the **18:11 Bus #934** (Ride time 26 mins).
 - Walking to departure stop: 10 minutes.
 - Walking from arrival stop to home: 3 minutes.

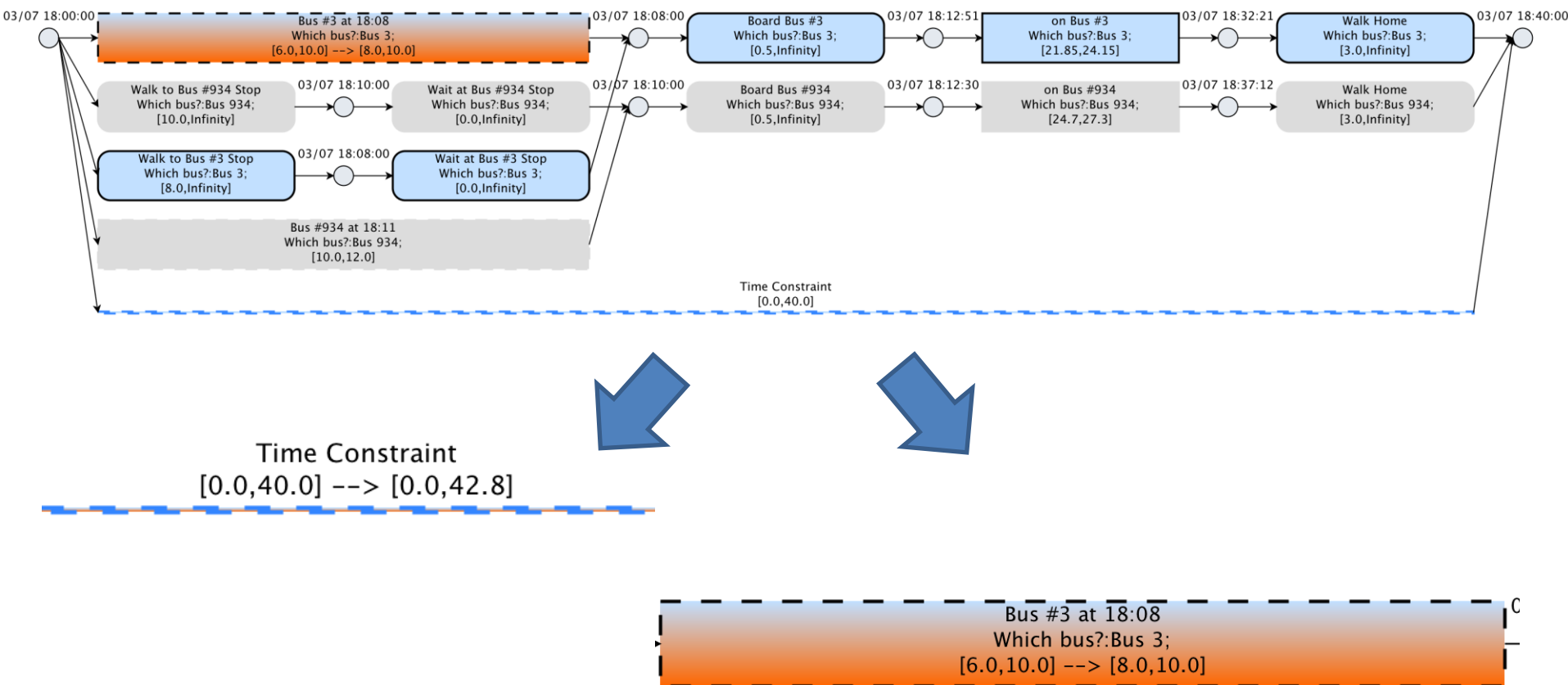
Uncertainty Affects Our Decision

- Buses may be late or early:
 - Bus #3: 18:08 \pm 2 minutes.
 - Bus #934: 18:11 \pm 1 minute.
- Brian may miss the bus if he takes the Google preferred option.



Cope With the Uncertainty

- “You can catch Bus #934 and arrive home **3 minutes late**.”
- “Or, you can take Bus #3 and arrive home on time, but **taking the risk of missing the bus, if it arrives early.**”



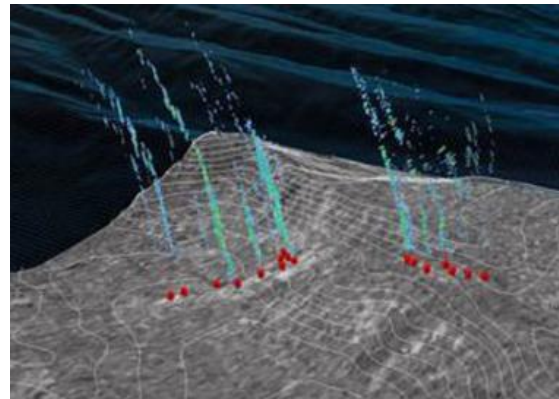
Mission Advisor for Woods Hole Oceanographic Inst.

- During an expedition cruise, the chief scientist needs assistance for planning and scheduling activities, especially when things go wrong.
 - Task sequencing and scheduling.
 - Goal relaxation and failure recovery.
 - Human resources and assets management.



A WHOI Mission

- Duration: Sep 26th – Oct 17th.
- Vessel: R/V Atlantis.
- Location: Along the coast between SF and LA.
- Objectives:
 - Find and sample methane seeps near the coast.
 - Locate and sample a 60 year-old DDT dumping site.
 - Recover and replace incubators on the seafloor.



A 3-day Plan From the Cruise

From: "David Valentine" <scil@atlantis.who.edu>
Subject: Plan of the day 9/28+
Date: Sat, September 28, 2013 6:37 am
To: pod@atlantis.who.edu

Draft Cruise Plan 9/28-9/30

9/27/13

Sentry Dive at Partington Canyon 6hrs Target start time 2000

9/28/13

Depart Partington Canyon Estimated Departure Time 0230
Transit to Paull's Pingo 27 hrs ETA 0530 hrs (9/29/13)
Science Meeting 10AM!
Multibeam pass of SBB-2H Pockmark Line Z to Z'
Multibeam pass in Southern SB Channel Lines A to A', B to B', C to C'
and D to D'
Multibeam pass of SW Mounds area Lines E to E' and F to F'

9/29/13

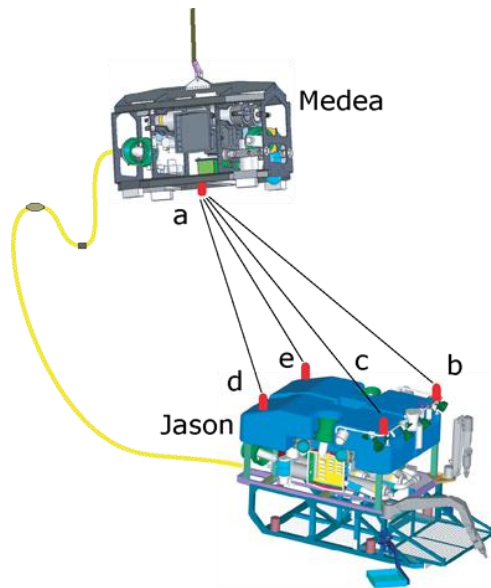
Arrive at Paull's Pingo ETA 0530 hrs
Jason Operations at Paull's Pingo 15 hrs Deploy by 0730; 2 Elevator
Deployments
Transit to SW mounds 1.5 hrs Arrive SW Mounds ~2400

9/30/13 and beyond

Sentry deployment at SW Mounds 16 hrs Deploy at 0000
Jason Deployment at SW Mounds 24 hrs Multiple Elevators

Everything can Go Wrong

- [Day 1] Jason failed after 30 min into its first dive, entered an uncontrollable spin and broke its optic fiber tether.
- [Day 1] The new camera installed on Sentry did not work well in low light situations. It had been replaced during its second dive.



Everything can Go Wrong

- [Day 2] Jason entered an uncontrollable spin and broke its optic fiber tether again during its second dive. It turned out that there is a bug in its newly updated code.
- [Day 3] Sentry's mass spectrometer failed during its second dive. They sent Rich to Pittsburg to get it fixed.

... ..

- [Day 7] Sentry aborted its mission 1 hour after launch. Atlantis aborted its mapping routes and went back to recover Sentry. The failure was caused by a burned wire.

Our Deliverable

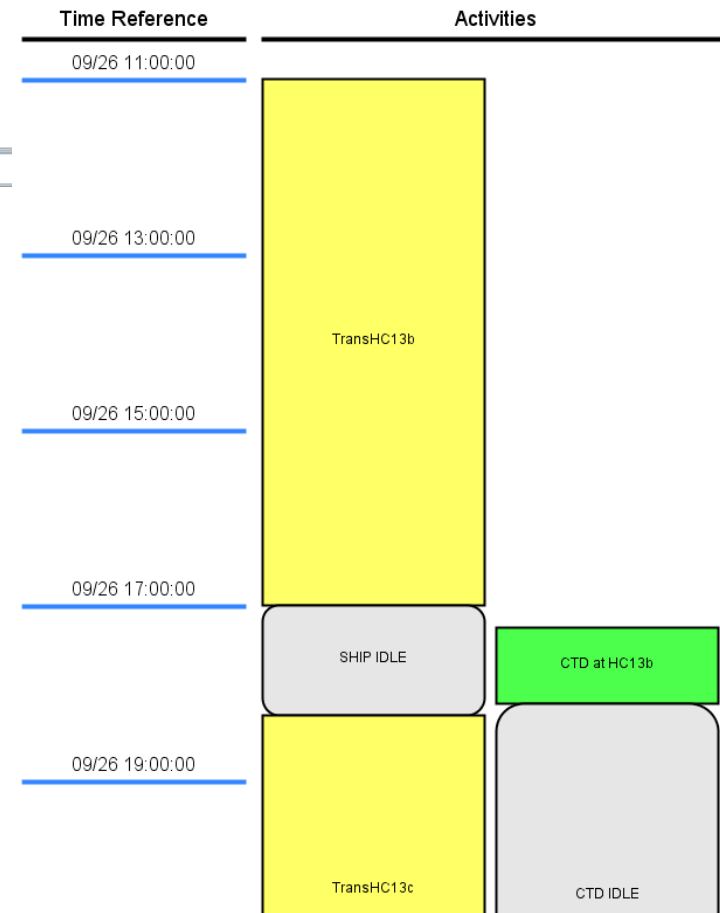
- A mission advisory system that assists the chief scientists of expeditions on the following tasks:
 - Scheduling Activities with Uncertainty.
 - Failure and Downtime Recovery Scheduling.
 - Assets Managements.



Scheduling Activities with Uncertainty



- Plan and schedule activities with temporal uncertainty.
- Make optimal decisions and relaxations between alternative goals and requirements.
- Present solutions using either a calendar or a Gantt chart (assets based).



Failure Recovery and Downtime Scheduling

Handle an Interruption

Start event: TransHC13bStart

End event: TransHC13bEnd

Description: TransHC13b

WEATHER: Bad Weather

Affected Assets:

- SHIP
- ROV
- AUV
- CTD
- CORE
- MULTIBEAM

DOWN TIME:

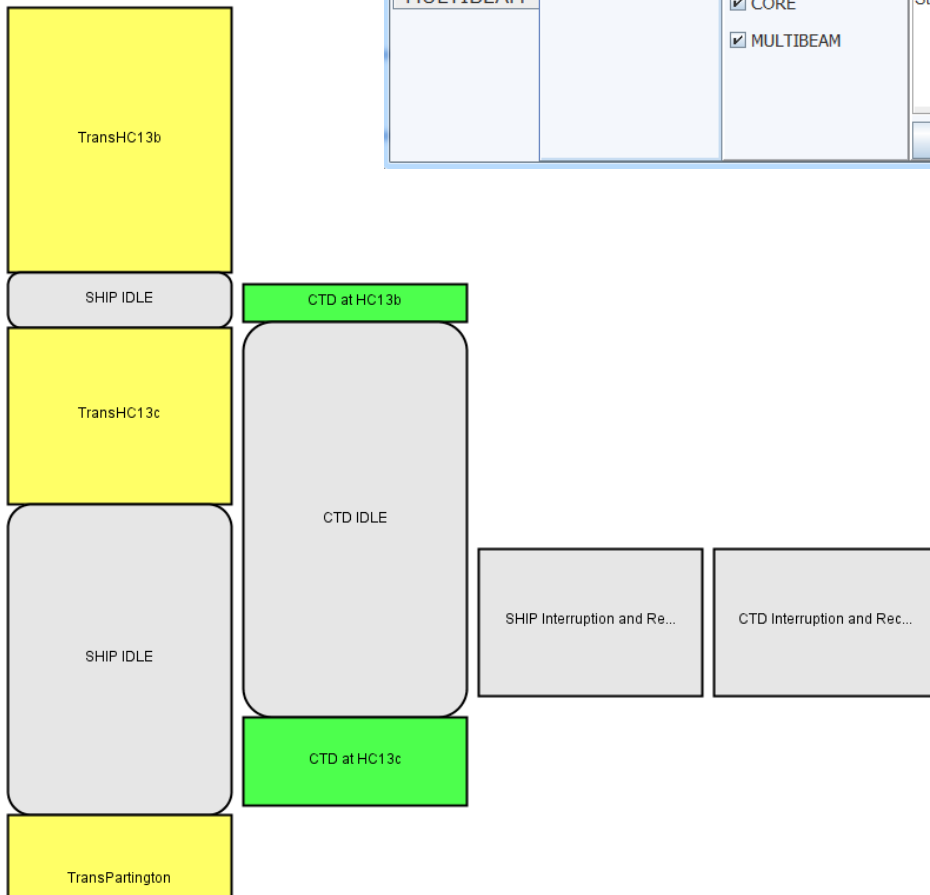
START: NOW AT 09/27/2013 00:00:00

END: LAST 200 AT 09/29/2013 00:00:00

+/- 30

DESCRIPTION: Storm report received. Abort all activities after mid-night.

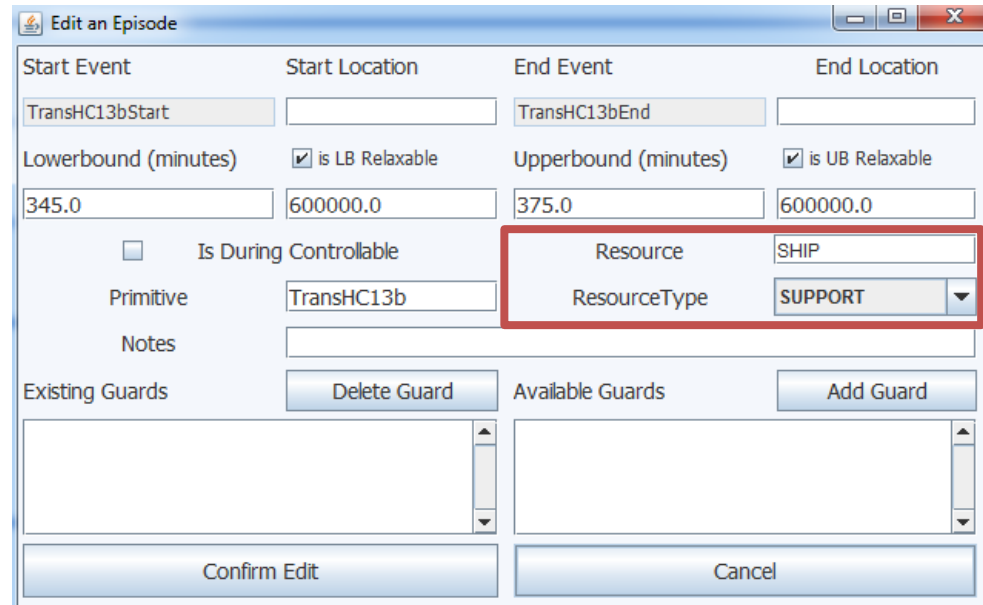
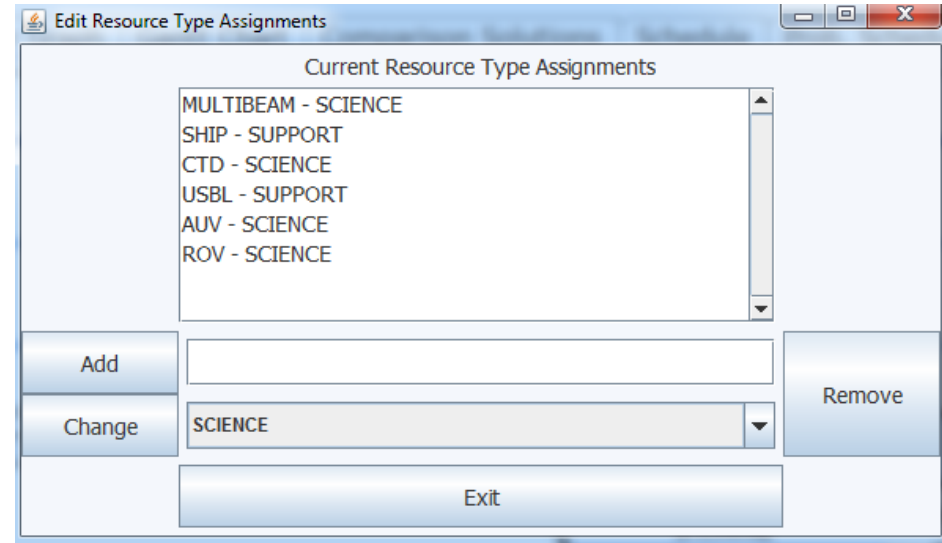
Recover Failure | Schedule Down Time



- When a problem/failure is happening or expected:
 - Work with the user to identify affected assets.
 - Identify affected tasks and reschedule them to avoid danger and failure.

Assets Managements

- Each activity is tagged with an asset that is required for its completion.
- This tag will be used to determine if this activity will be affected while an asset failure or down time is expected.



Contents

- Relaxations of Temporal Problems;
- Continuous Relaxation and Conflict Resolution;
- Restoring Controllability with Uncertainty Durations;
- Best-first Enumeration through Conflict-directed Relaxation;
- Empirical Evaluation.

Problem Formulation

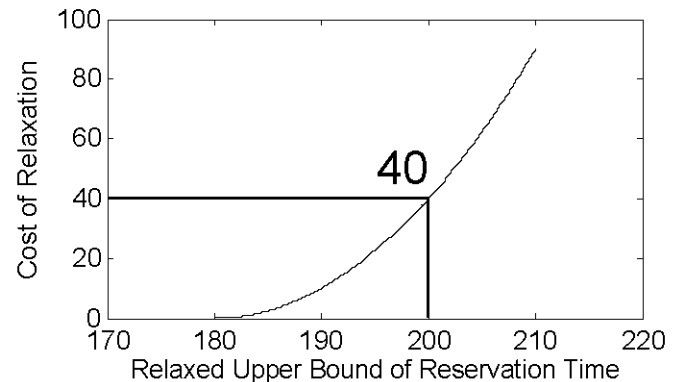
- Model: (Over-constrained) Controllable Conditional Temporal Problems with Uncertainty.
 - All choices are **controllable**.
 - Allowing temporal constraints to be **relaxed**.
 - Allowing uncertain durations to be **tightened**.
- A solution is a tuple with:
 - A complete set of **decisions**.
 - A set of continuous **relaxations** for temporal constraints.
 - A set of continuous **tightening** for uncertain durations.such that the set of activated durations and constraints is consistent/controllable.

Define User Preferences

- Preference functions are defined over decisions, relaxation and tightening.
 - Each decision is mapped to a positive **reward** by function f_p .
 - Each relaxation/tightening is mapped to a positive **cost** by function f_e .

Store	A	40
	B	100
Lunch	X	70
	Y	80
	Z	30

Assignment: $\{Store = B, Lunch = Y\}$
Reward: $100 + 80 = 180$



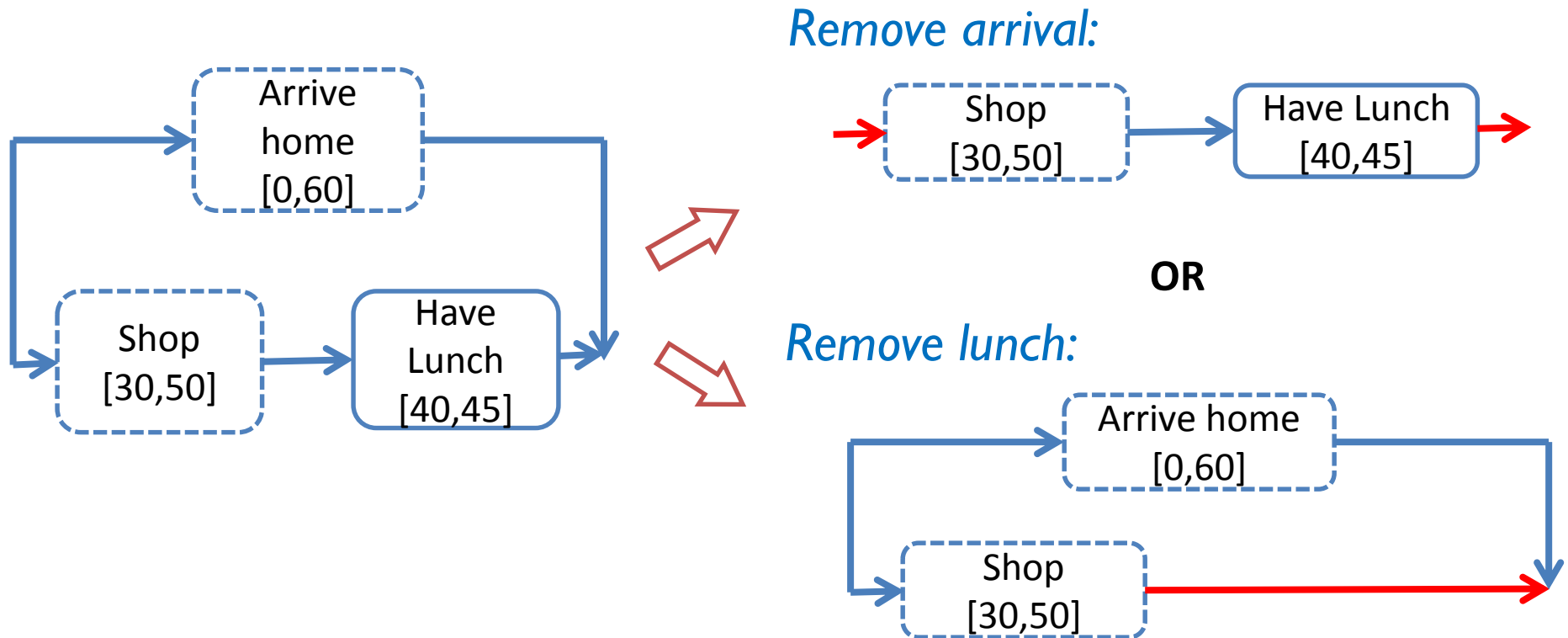
Relaxation: $Reservation[0,180] \rightarrow [0,200]$
Cost: $f_e(200 - 180) = 40$

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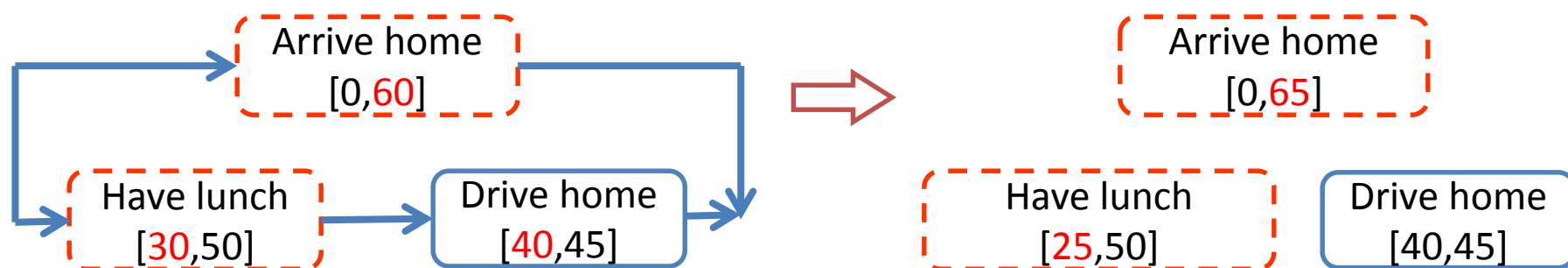
(Minimal) Discrete Relaxation

- Resolve over-constrained temporal problem C by **removing** constraints.
 - Resolved: $M \subseteq C$ such that $C \setminus M$ is consistent.
 - Minimal: $\forall c \in M (C \setminus M) \cup \{c\}$ is inconsistent.



Continuous Relaxation

- Relax a constraint partially by **continuously** modifying its temporal bounds:
 - A continuous relaxation, CR_i , weakens a temporal constraint: $[LB, UB] \rightarrow [LB', UB']$ where $LB' \leq LB$ and $UB' \geq UB$.
 - Continuous relaxations only apply to **relaxable** constraints.



“Shorten lunch to 25 minutes and delay arrival by 5 minutes”

Discrete vs. Continuous Relaxations

- Resolve a conflict by relaxing constraints **completely** or **partially**.

Conflict:

Store = **B**, Lunch = **Y**;

Home \rightarrow $B \geq 35$; Shop at B ≥ 35 ;

Drive B \rightarrow $Y \geq 25$; Lunch at Y ≥ 75 ;

Y \rightarrow Home ≥ 40 ; Arrive Home ≤ 180 .



**Discrete
Resolutions**

Remove Shop at B ≥ 35 ;
Remove Lunch at Y ≥ 75 ;
Remove Arrive Home ≤ 180

**Continuous
Resolutions**

Lunch at Y ≥ 45 ;
Arrive Home ≤ 210 ;
Shop at B ≥ 25 and Lunch at Y ≥ 55 ;
... ..
and many more

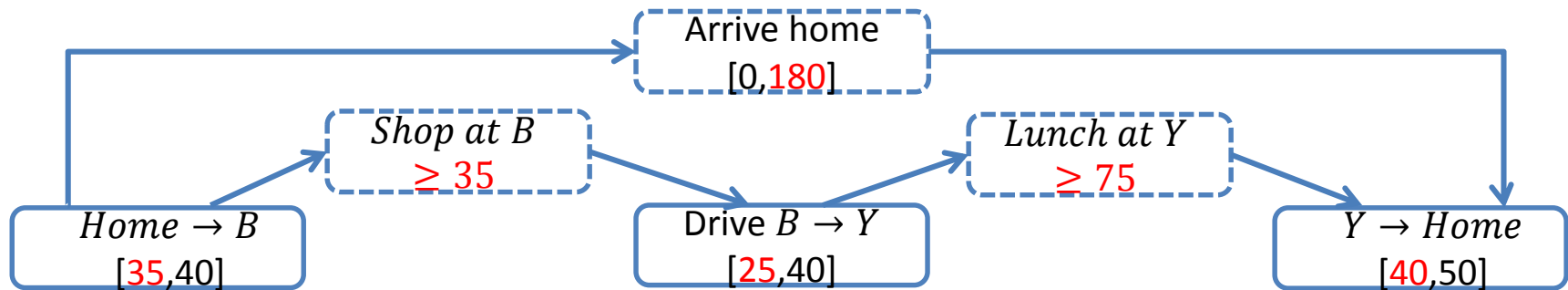
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I. Learn Discrete Conflicts

- A discrete conflict is an inconsistent set of temporal constraints.

Choosing **Store=B** and **Lunch=Y** produces:



**Discrete
Conflict:**

Store = B;
Home \rightarrow B \geq 35;
Drive B \rightarrow Y \geq 25;
Y \rightarrow Home \geq 40;

Lunch = Y;
Shop at B \geq 35;
Lunch at Y \geq 75;
Arrive Home \leq 180.

2. Weaken to Continuous Conflicts

- A continuous conflict is an equation formed from the discrete conflict.
- It specifies the deviation needed to resolve the conflict.

Discrete Conflict:

$\text{HomeToB} \geq 35;$
 $\text{ShopatB} \geq 35;$
 $\text{BtoY} \geq 25;$
 $\text{LunchatY} \geq 75;$
 $\text{YtoHome} \geq 40;$
 $\text{ArriveHome} \leq 180.$



Continuous Conflict:

$$\text{ArriveHome} - \text{HomeToB} - \text{ShopatB} - \text{BtoY} - \text{LunchatY} - \text{YtoHome} = -30$$

3. Map to Constituent Continuous Relaxations

- Relaxations specified by linear inequalities:

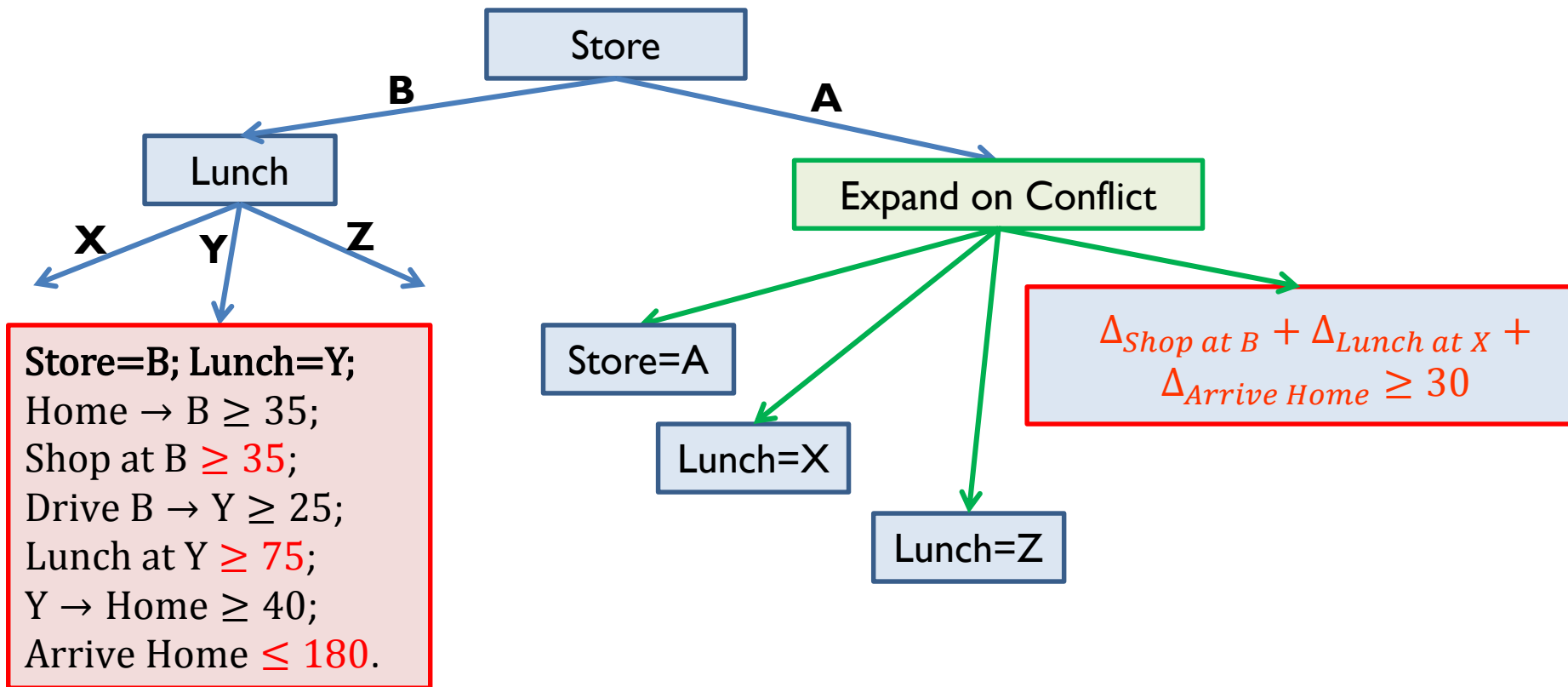
$$\begin{aligned} & \textit{ArriveHome} - \textit{HometoB} - \textit{ShopatB} \\ & - \textit{BtoY} - \textit{LunchatY} - \textit{YtoHome} = -30 \end{aligned}$$



$$\Delta_{\textit{ShopatB}} + \Delta_{\textit{LunchatY}} + \Delta_{\textit{ArriveHome}} \geq 30$$

Expand with Discrete and Continuous Resolutions

- If a node has an unresolved conflict, we expand it using both constituent **continuous** relaxation and **decisions** that deactivates its constraints (Yu and Williams, 2013).



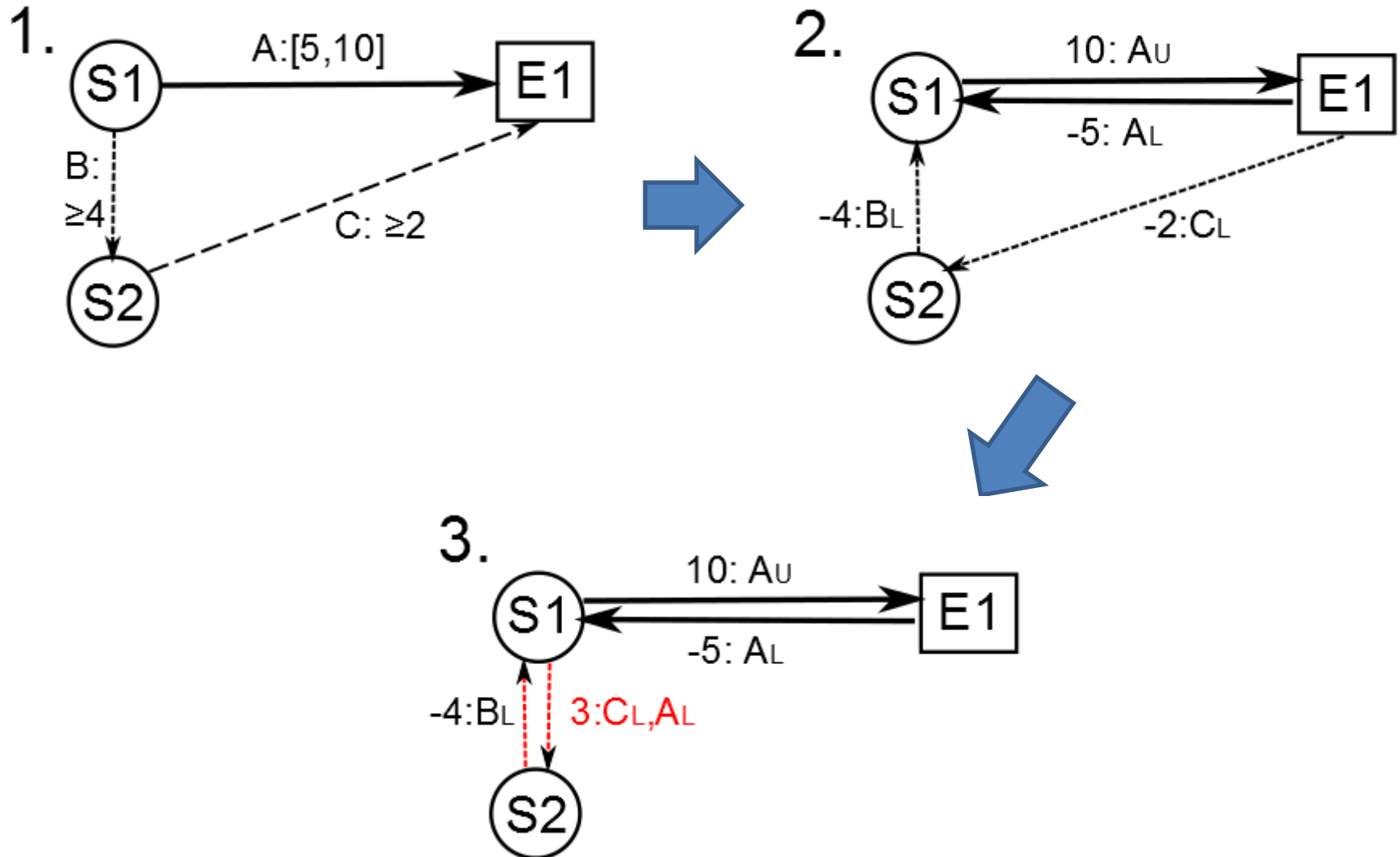
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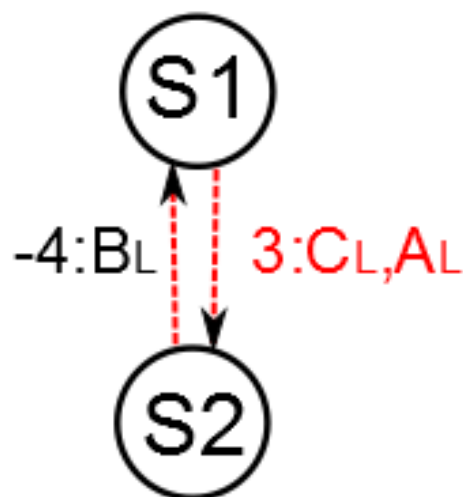
Learn Conflicts From Uncontrollable Problems

- Learning conflicts from controllability checking algorithms is more difficult.
 - For consistency checking, there is a **one-to-one mapping** between the distance edges and the bounds of constraints.
 - No such mapping exists for controllability checking (strong and dynamic) **due to the reduction procedures**, making it difficult to extract conflicts from the reduced graph.
- Key: during the reduction, **record the ‘contribution’** of each constraint and duration in the temporal problem.

A Strong Controllability Example



Resolving Uncontrollable Conflicts

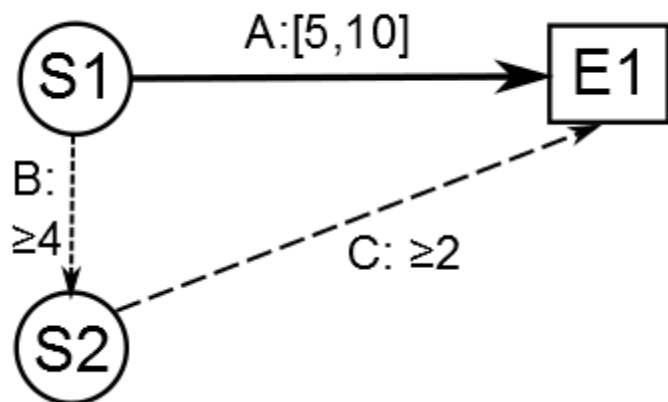


- Constraint for resolving continuous conflict (negative value -1):

$$\Delta C_L + \Delta B_L + \Delta A_L \geq 1$$

where:

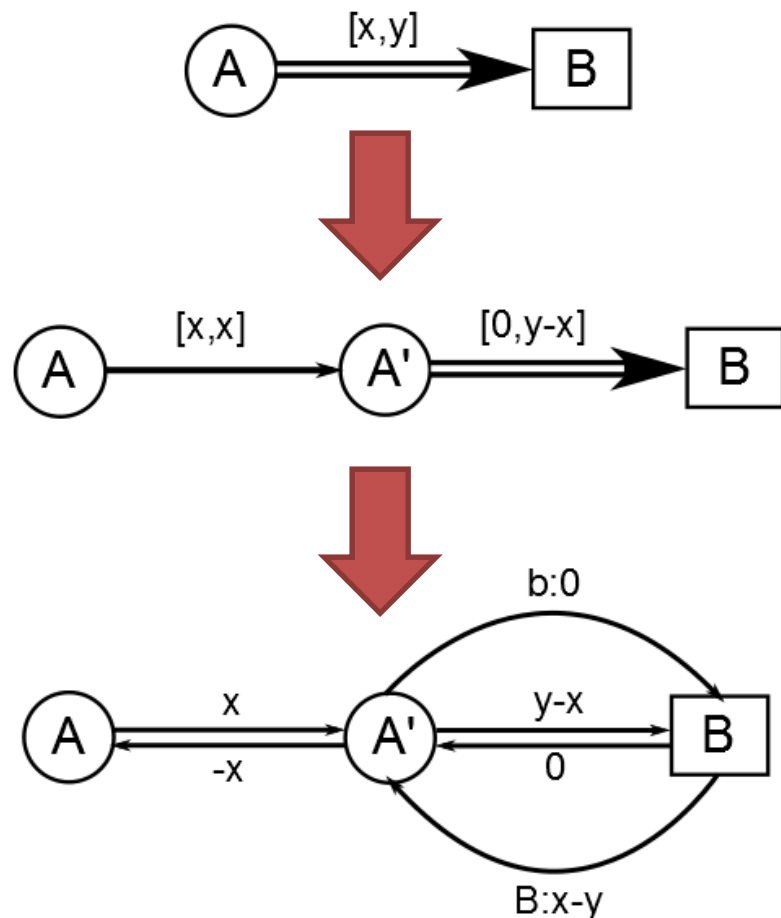
- $\Delta B_L, \Delta C_L$ are relaxations for B and C.
- ΔA_L is tightening for A.



and

$$\Delta A_L \leq 5$$

Learning Dynamically Uncontrollable Conflict

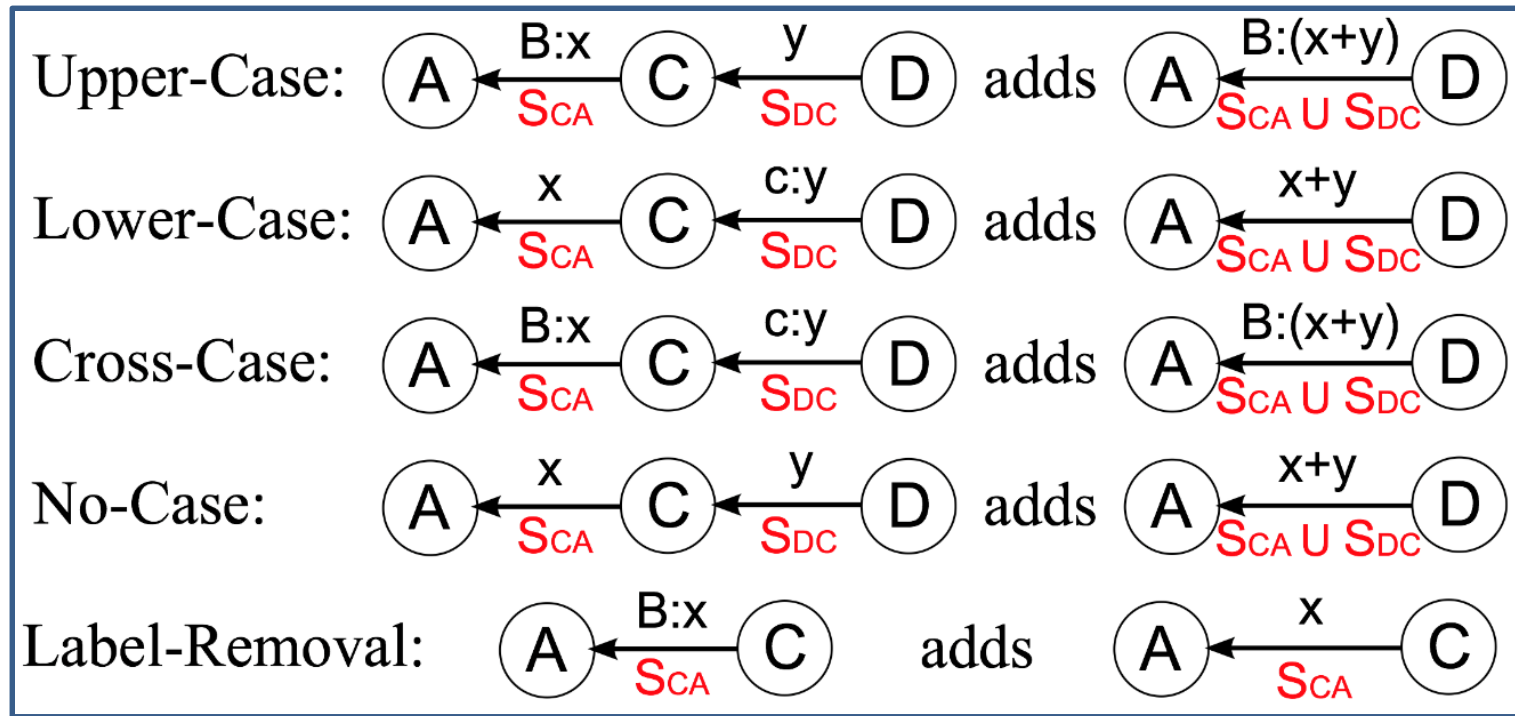


Record supporting constraints for both **requirement** and **conditional** edges while generating the directed graphs.

$A - (x) \rightarrow A'$	AB_{Lower}
$A' - (-x) \rightarrow A$	$-AB_{\text{Lower}}$
$A' - (y - x) \rightarrow B$	$-AB_{\text{Upper}}$
	$-AB_{\text{Lower}}$
$A' - (b: 0) \rightarrow B$	None
$B - (0) \rightarrow A'$	None
$B - (B: x - y) \rightarrow A'$	AB_{Upper}

Learning Dynamically Uncontrollable Conflict

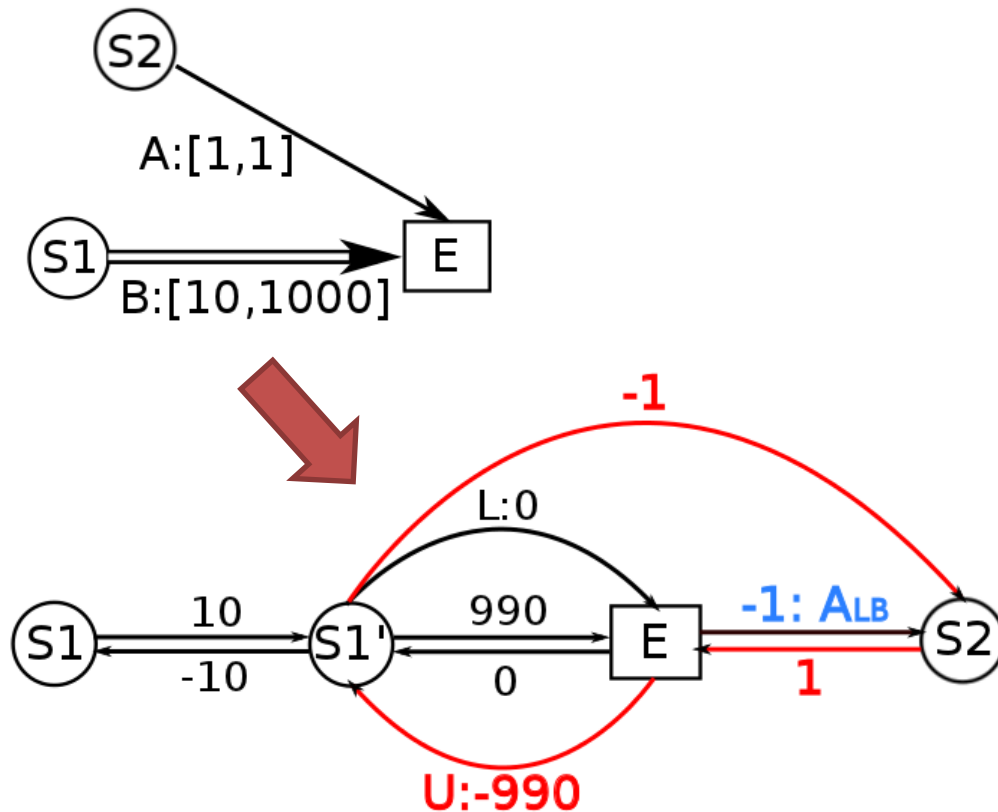
- **Record supporting** constraints and durations during the iterative reduction procedure.



- Note that a constraint may be recorded multiple times during reduction.

Another Way to Resolve DC Conflicts

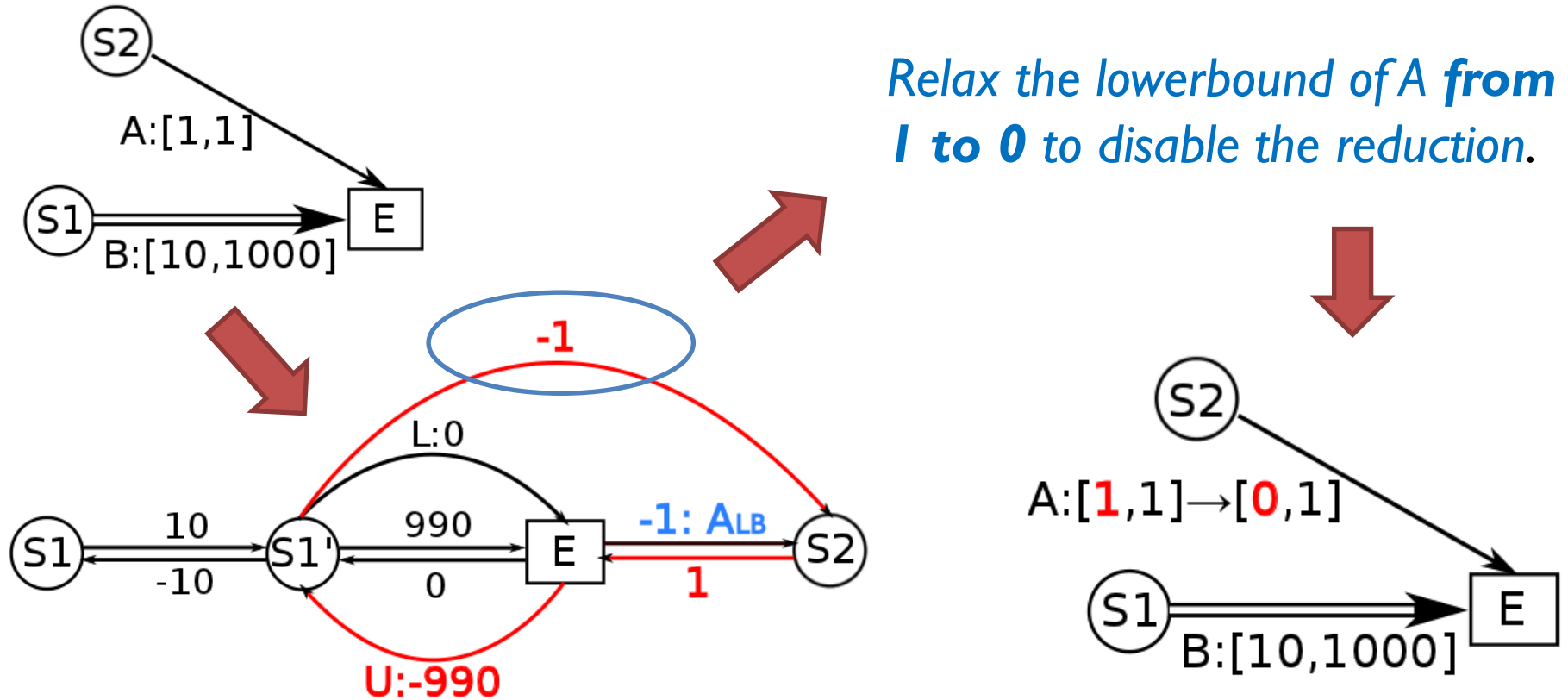
- We can resolve a conflict by **disabling** reductions that lead to edges in the negative loop*.



*A STNU is dynamically controllable if and only if it does not have a **semi-reducible** negative loop [Morris 2006].

Another Way to Resolve DC Conflicts

- We can resolve a conflict by **disabling** reductions that lead to edges in the negative loop*.



Relax the lowerbound of A from 1 to 0 to disable the reduction.

*A STNU is dynamically controllable if and only if it does not have a **semi-reducible** negative loop [Morris 2006].

Contents

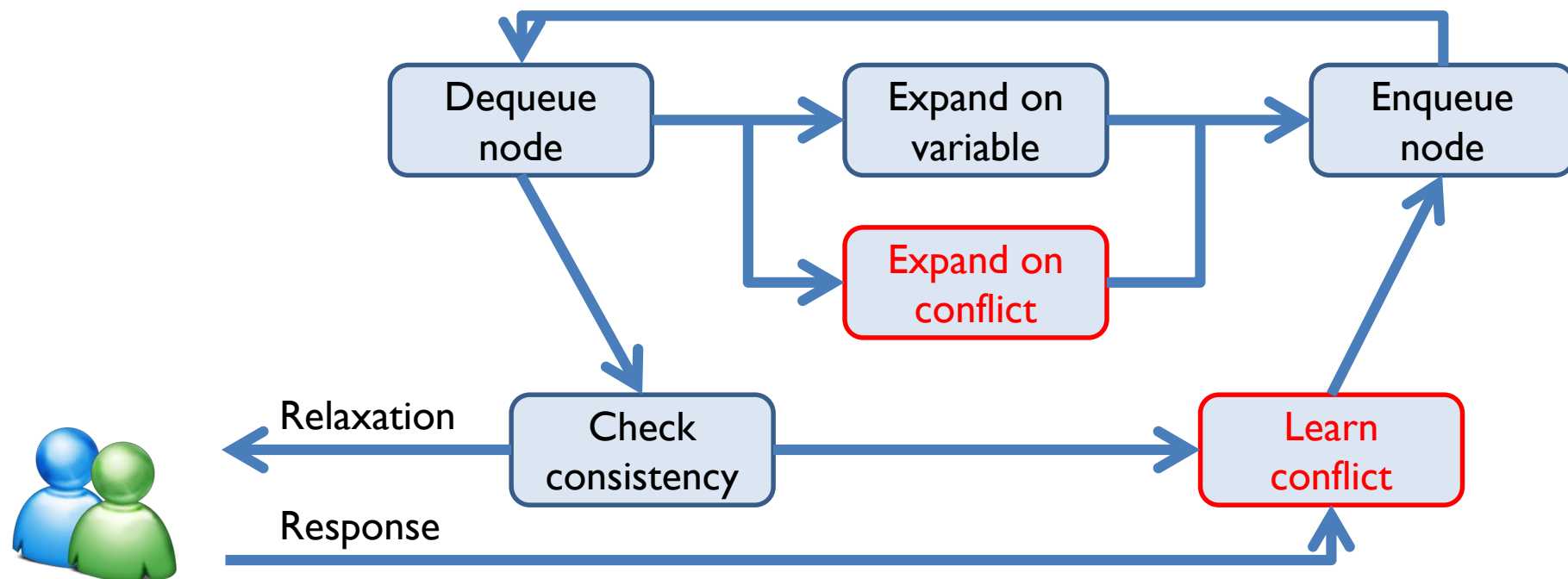
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Generalize CDA* to Continuous Relaxations

- Conflict-Directed A* (Williams and Ragno, 2004) can be applied to discrete relaxation problems:
 - Efficiently prunes search space using learned conflicts.
 - Enumerates minimal discrete relaxations in best-first order.
- To solve a relaxation problem:
 - Frame an equivalent constraint optimization problem.
 - A. Discrete relaxation: add binary variables.
 - B. Continuous relaxation/tightening: add non negative continuous variables.
 - The objective function represents the preference.

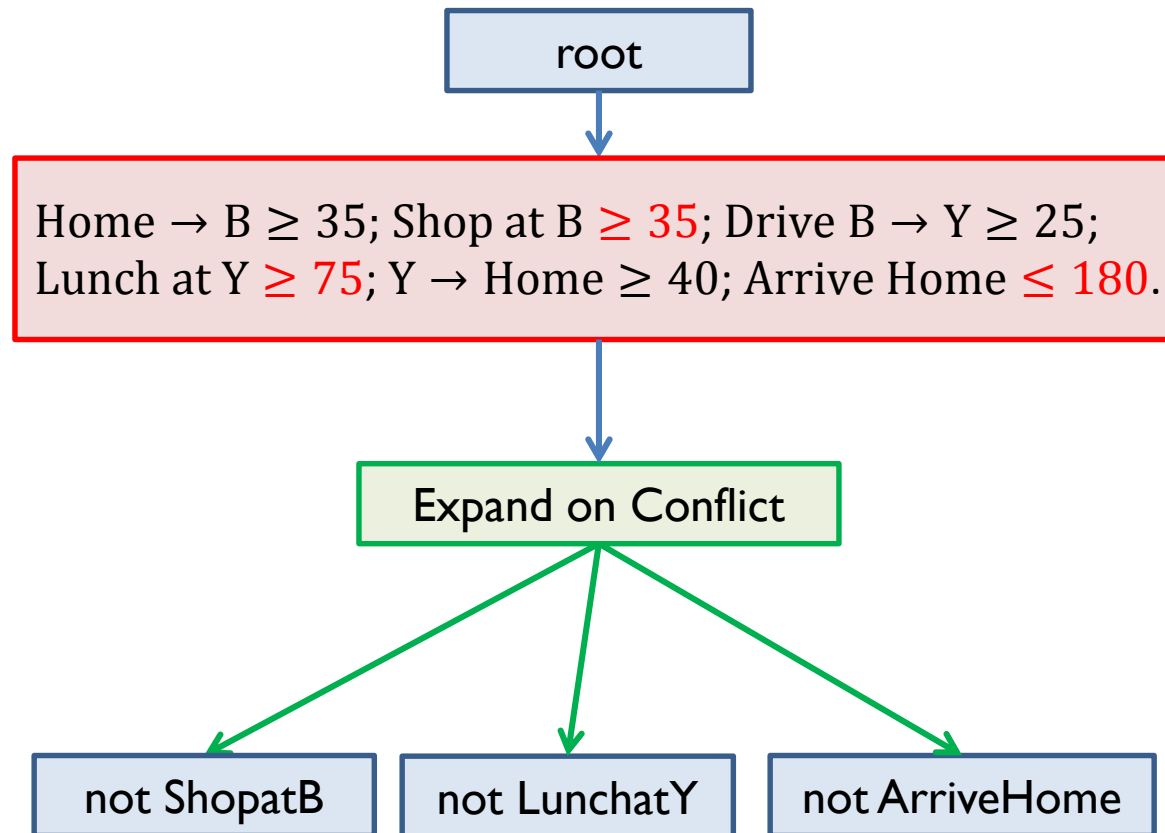
Best-first Conflict Directed Relaxation

- BCDR generalizes the conflict resolution procedure in CDA* to include constituent continuous relaxations.



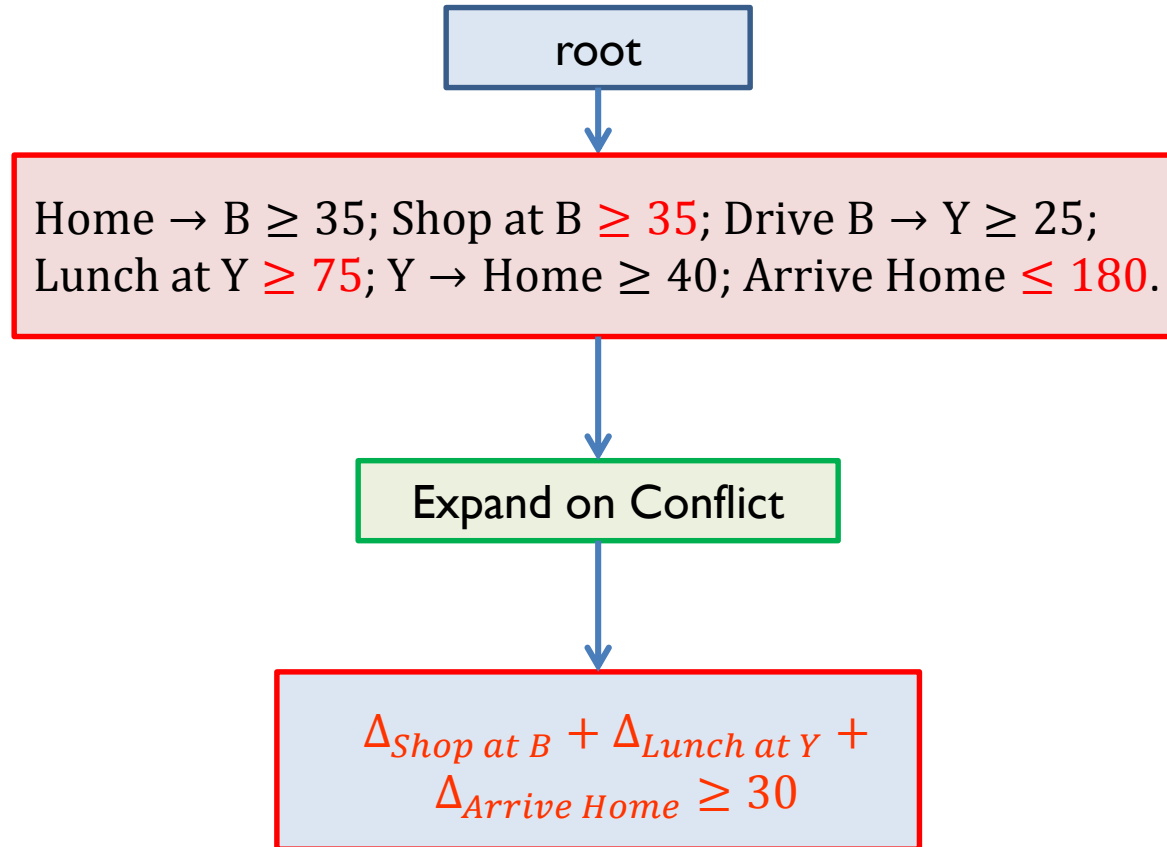
Conflict-Directed A*

- Key Ideas:
 - Split on conflict;
 - Best-first enumeration.



CDA* with Constituent Continuous Relaxation

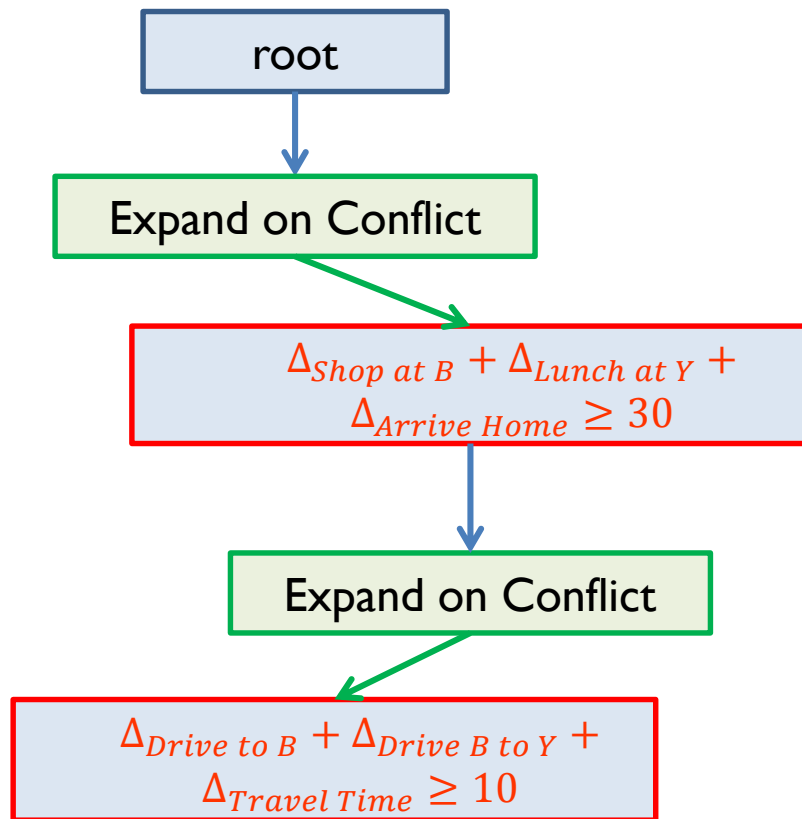
- Split a conflict using its constituent continuous relaxations.



$$\min(f(\Delta_{Shop\ at\ B}) + f(\Delta_{Lunch\ at\ Y}) + f(\Delta_{Arrive\ Home}))$$
$$\text{s.t. } \Delta_{Shop\ at\ B} + \Delta_{Lunch\ at\ Y} + \Delta_{Arrive\ Home} \geq 30$$

Continuous Relaxations for Multiple Conflicts

- For two or more continuous relaxations on the same branch, the utility is determined by the grounded solution that respects both inequalities.



$$\min(f(\Delta_{Shop\ at\ B}) + f(\Delta_{Lunch\ at\ Y}) + f(\Delta_{Arrive\ Home}) + f(\Delta_{Drive\ to\ B}) + f(\Delta_{Drive\ B\ to\ Y}) + f(\Delta_{Travel\ Time}))$$

$$\text{s.t. } \Delta_{Shop\ at\ B} + \Delta_{Lunch\ at\ Y} + \Delta_{Arrive\ Home} \geq 30$$

and

$$\Delta_{Drive\ to\ B} + \Delta_{Drive\ B\ to\ Y} + \Delta_{Travel} \geq 10$$

Incorporating User Responses

- BCDR incrementally adapts to new requirements.
- These requirements are recorded as new conflicts.



No, I **do not** want to extend my reservation time.

No, I want to spend **at least 25** minutes on shopping.

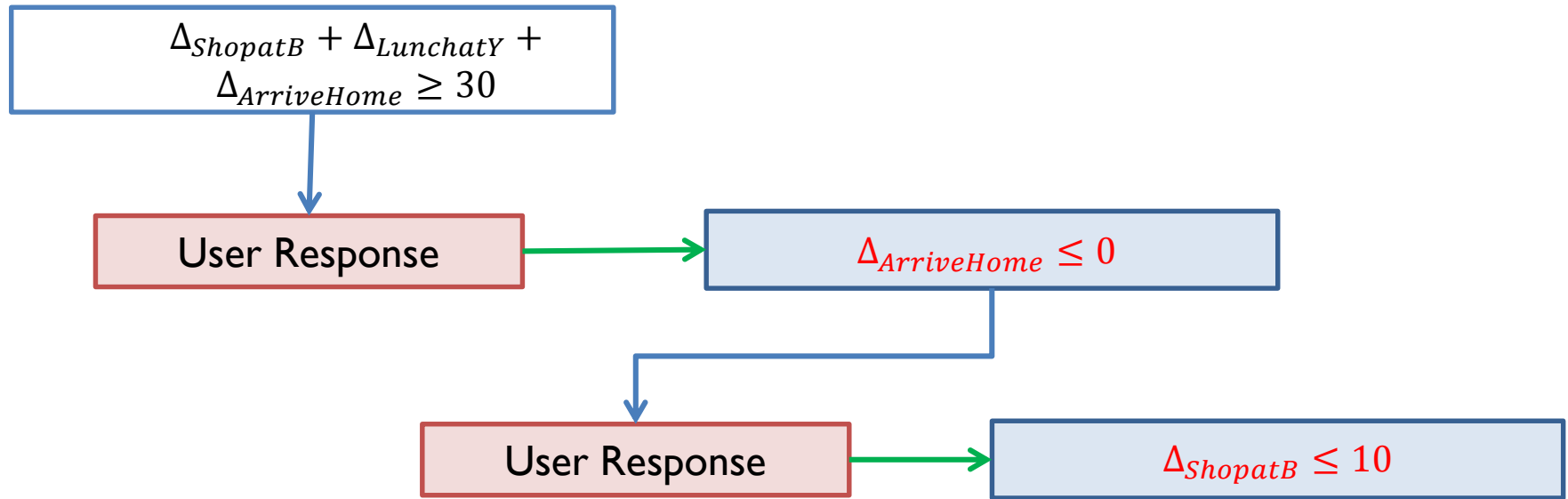
Required Continuous Relaxations

$$\Delta_{\text{Arrive Home}} \leq 0;$$

$$\Delta_{\text{Shop at B}} \leq 10;$$

New Requirements as Conflicts

- Expand search tree using user response conflicts.



$$\min(f(\Delta_{ShopatB}) + f(\Delta_{LunchatY}) + f(\Delta_{ArriveHome}))$$

$$\begin{aligned} \text{s.t. } & \Delta_{ShopatB} + \Delta_{LunchatY} + \Delta_{ArriveHome} \geq 30; \\ & \Delta_{ArriveHome} \leq 0; \\ & \Delta_{ShopatB} \leq 10. \end{aligned}$$

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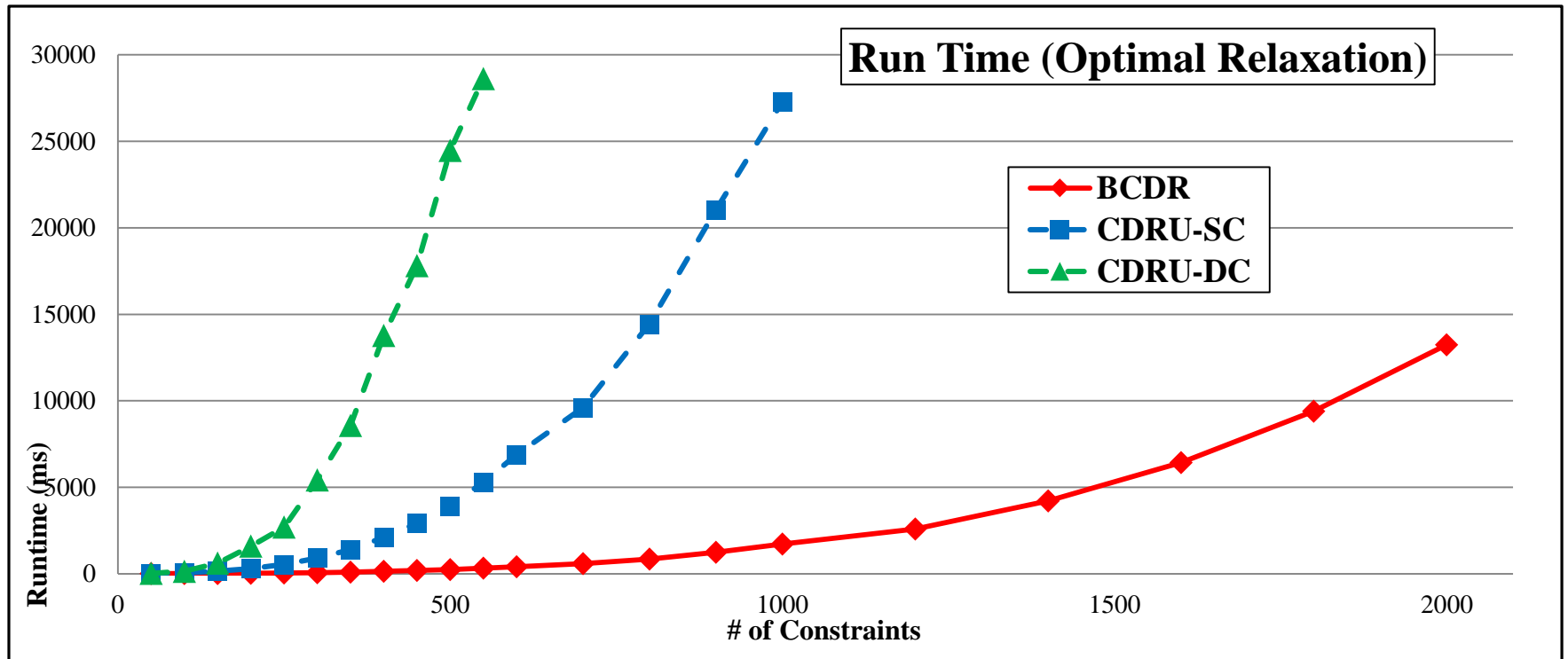
Experiment Setup

- We simulated a car-sharing network in Boston using randomly generated car locations and destinations.
- Test cases are characterized by:
 - Number of reservations per car.
 - Number of cars in the network.
 - Number of activities per reservation.
 - Number of alternative options per activity.

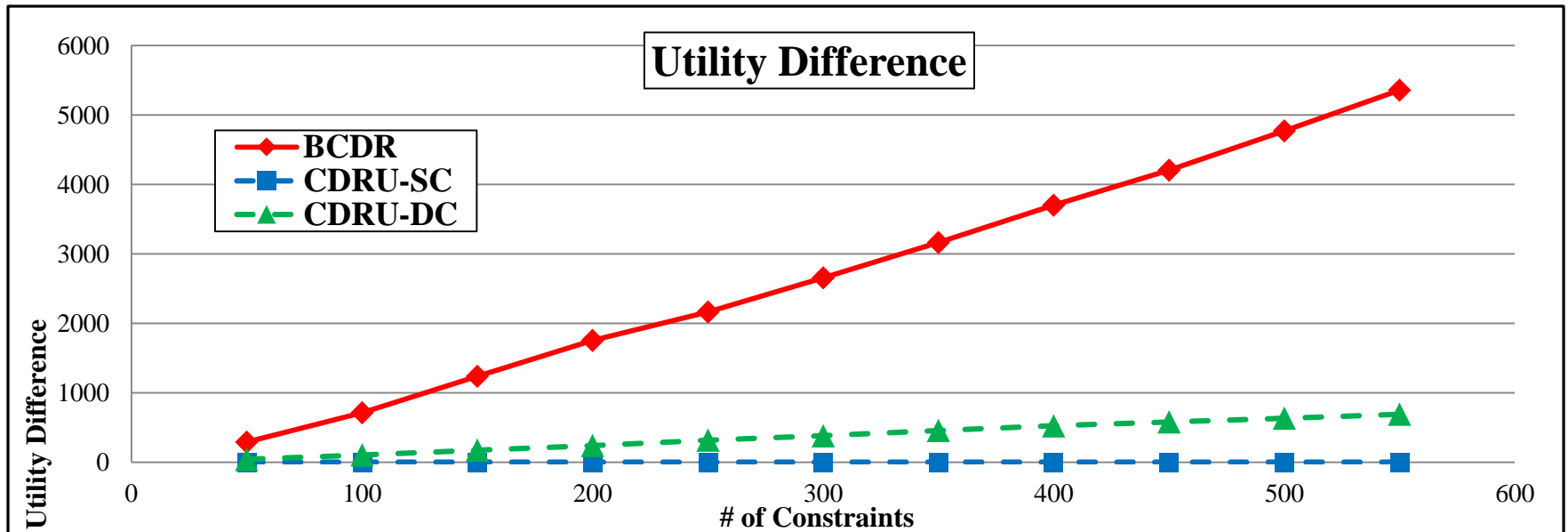
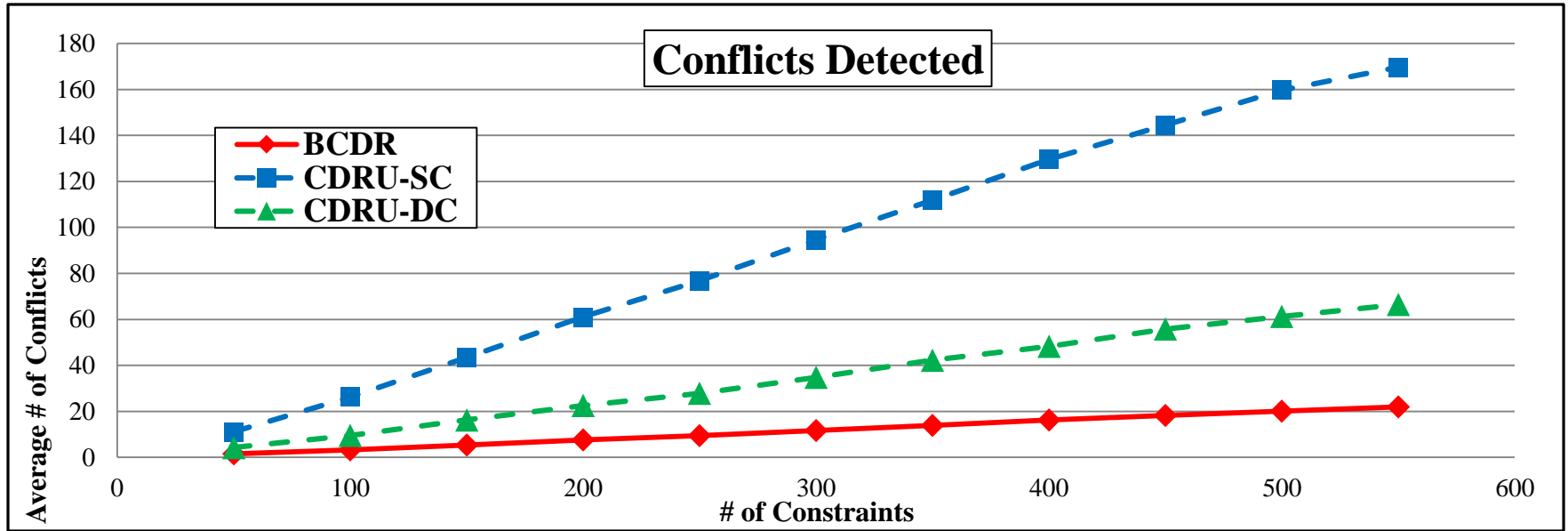


Empirical Results - Runtime

- We compare the performance of three algorithms:
 - BCDR (consistency).
 - CDRU-SC (strong controllability).
 - CDRU-DC (dynamic controllability).



Solution Utility and Conflicts Detected



Contributions

- Over-constrained temporal problems can be resolved by relaxing the temporal constraints **continuously**.
- The fundamental concepts of **conflicts** and **minimal relaxations** naturally generalize to the continuous case.
- The framework naturally extends to resolving uncontrollable problems with **uncertain durations**.
- We can efficiently enumerate **discrete and continuous** relaxations in **best-first order**, by generalizing the Conflict-Directed A* algorithm.

Acknowledgements

- This project is supported by the Boeing Company under contract MIT-BA-GTA-I, and by the Deep Submergence Lab at Woods Hole Oceanographic Institute.
- The authors want to thank Scott Smith, Ron Provine, Rich Camilli and Jing Cui for their help and valuable inputs on this project.
- The implementation and test cases can be downloaded from:
<http://people.csail.mit.edu/yupeng/software.html>

A Transit Advisor Application

SmartCommuting

QuickGuide

Settings

Feedback

About

ROUTES FOUND



← RETURN		SUMMARY	SCORE
Bike	\$0.0	Arrive in: 37.3 min ; Duration: 37.3 min Walking: 0.0 min	84.1
MBTA	\$2.5	Arrive in: 39.4 min ; Duration: 36.9 min Walking: 11.6 min	75.1
		On Time	
Taxi	\$14.7	Duration: 13.7 min Walking: 0.0 min	72.0
		On Time	
Zipcar	\$20.0	Duration: 15.3 min Walking: 0.1 min	66.6

Locations



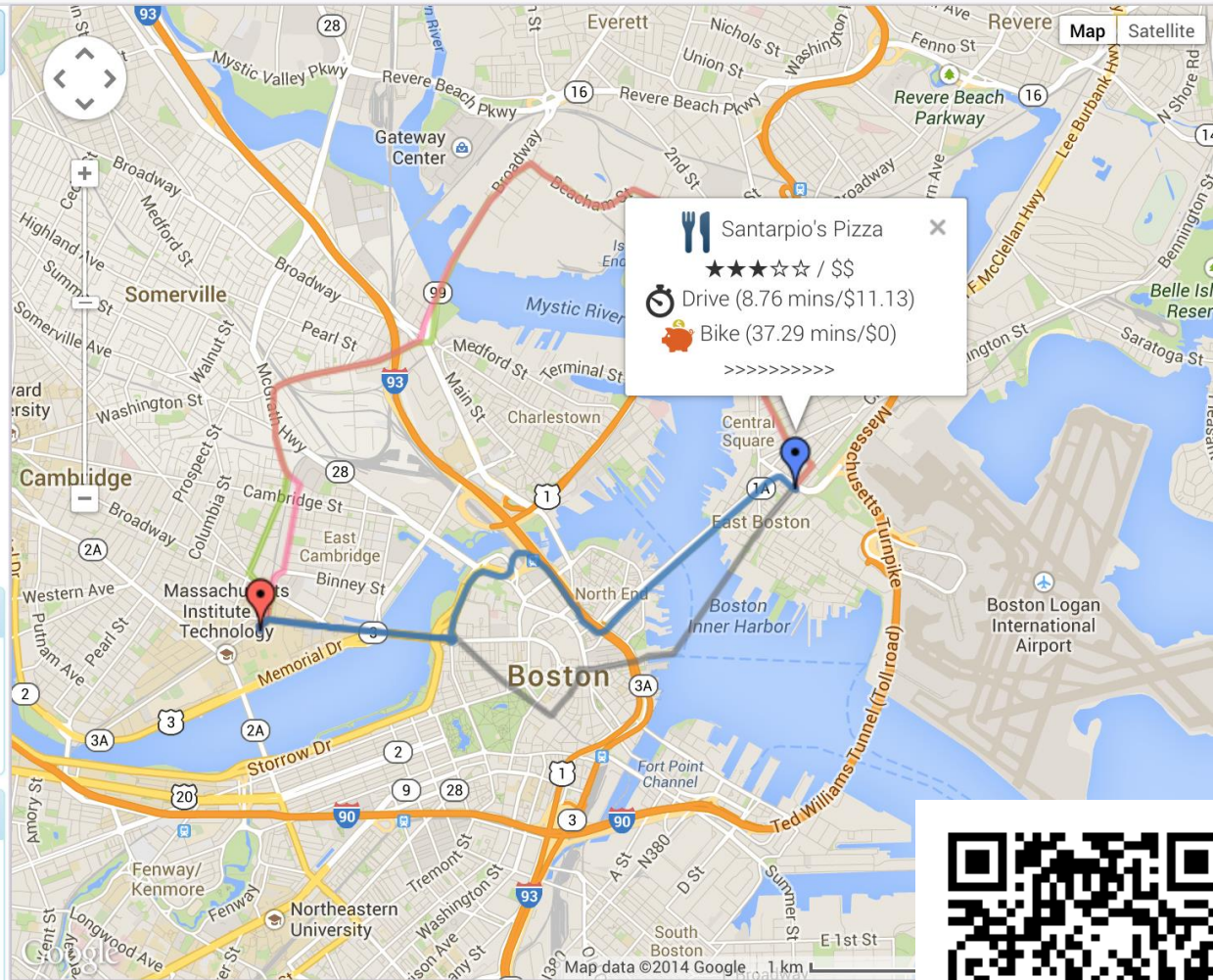
32 Vassar Street, Cambridge, MA, United State

pizza near South Station, Summer Street, Bost

Constraints

TIME OF DEPARTURE: 12:00

ARRIVE IN: 30 MINUTES



people.csail.mit.edu/yupeng/SmartCommuting/Boston.html