



Carbon Dioxide Minimization in Large-Scale Pavement Network Maintenance Planning

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ABSTRACT: Choosing an appropriate strategy to maintain pavements has become a significant concern. Recently, pavement agencies tackle large-scale networks, which makes the problem complicated. To prevail in this complexity, utilizing metaheuristic algorithms can be an ideal approach. By increasing the dimension of the problem, the competency of metaheuristic algorithms is by far enhanced. To this end, the water cycle algorithm is applied to solve the problem. In this investigation, two models, including single objective optimization and multi-objective optimization, are taken into consideration. In the single-objective model, the minimization of the network International Roughness Index (IRI) is considered as the objective function. In multi-objective optimization modeling, minimization of the network International Roughness Index and embodied CO₂ emission are taken into account simultaneously. Furthermore, a new constraint is considered in the model, which leads to restricting the budget fluctuation in different years of the analysis period. A network, including 79 segments, is the case study of this investigation. The results reveal that the water cycle algorithm is highly qualified to solve the pavement maintenance and rehabilitation problem. According to the results, multi-objective optimization reduces the CO₂ emission by 47.2% compared with single-objective modeling. Furthermore, the variation of minimum and maximum costs is less than 20% in the planning horizon.

Review History:

Received: Jan. 02, 2020

Revised: May. 31, 2020

Accepted: Jul. 04, 2020

Available Online: Jul. 13, 2020

Keywords:

Water cycle algorithm

Pavement management system

Large-scale networks

Environment

Optimization

1. INTRODUCTION

Transportation infrastructure plays a pivotal role in the economy, transporting people and goods. Accordingly, enhancing the condition of pavements has been an immense concern. A pavement management system (PMS) is a strategic tool to preserve the mentioned infrastructures. The PMS aims to help the decision-makers to select the appropriate maintenance and rehabilitation activities for pavement sections [1].

Different techniques have been applied to solve the pavement M&R optimization problem. By increasing the number of sections in the network and by consideration of various criteria, the complexity of the M&R optimization problem increases exponentially, and the problem converts to an NP-hard problem. In this regard, the application of metaheuristic algorithms may be the best option [2].

Khavandi Khiavi employed a genetic algorithm (GA) to present an optimal M&R plan for a network, including 17 sections, and the result indicated that GA is highly qualified to find the optimal solutions to M&R optimization problems [3].

Environmental issues cannot be overlooked in these problems. The transportation sector is the second-largest source of greenhouse gas emissions. Approximately 30% of global air pollution and 25% of fossil fuel consumption

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are contributions to the transportation sector. Therefore, CO₂ emission should be considered in M&R optimization problems.

2. METHODOLOGY

The international roughness index (*IRI*) is considered the performance indicator to analyze the condition of pavements. Two approaches, including multi-objective modeling and single-objective modeling, are taken into account. The multi-objective approach considers pavement conditions and CO₂ emission simultaneously. The single-objective approach considers only the pavement condition.

2.1. Problem modeling

The problem formulation is indicated in Eqs. (1) to (6).

$$\min Z = \sum_{i=1}^n (IRI_{i,x} - IRI_{ideal})^2 \quad (1)$$

$$\min Z = \sum_{i=1}^n CO_2 \quad (2)$$

$$\frac{\sum_{i=1}^n IRI_{i,y} \times Area_i}{Area_T} \leq Ideal, \forall y \in \{1, 2, \dots, x\} \quad (3)$$



Table 1. M&R activities, their improvements, costs, and emissions

M&R activity	IRI drop (m/km)	Unit cost (\$/m ²)	Unit CO ₂ emission (kg/m ²)
Do nothing	0	0	0
Crack sealing	0.27	1.06	0.11
Chip seal	0.72	4.9	0.4
Thin hot mill overlay	1.44	23.37	6.91
Milling and 7.5cm hot mill overlay	2.2	47.84	8.5
Milling and 7.5cm hot mill overlay	3	63.79	13.11

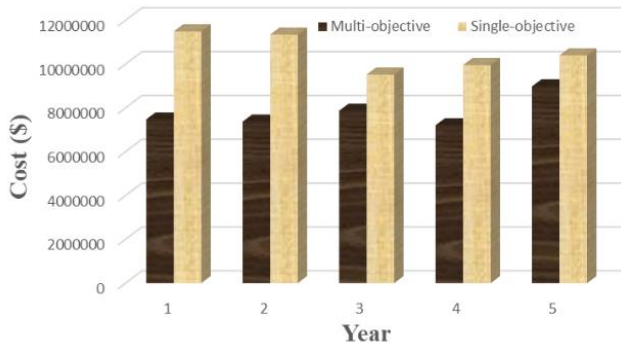


Fig. 1. The cost of single-objective and multi-objective approaches

$$IRI_{i,y} \geq IRI_{min} \quad \forall i \in \{1, 2, \dots, n\}, \forall y \in \{1, 2, \dots, x\} \quad (4)$$

$$\sum_{i=1}^n Cost_{i,y} \leq Budget_y \quad \forall y \in \{1, 2, \dots, x\} \quad (5)$$

$$MaxCost_y - minCost_y \leq A \times MaxCost_y \quad \forall y \in \{1, 2, \dots, x\} \quad (6)$$

Eqs. (1) and (2) are objective functions of the multi-objective approach. Single-objective modeling considers Eq. (1) the objective function of the problem. Eq. (1) improves the condition of pavements and Eq. (2) minimizes the total CO₂ emission generated during the analysis period.

2.2. Algorithm process

As previously mentioned, large-scale multi-objective M&R optimization problems are NP-hard problems. To this

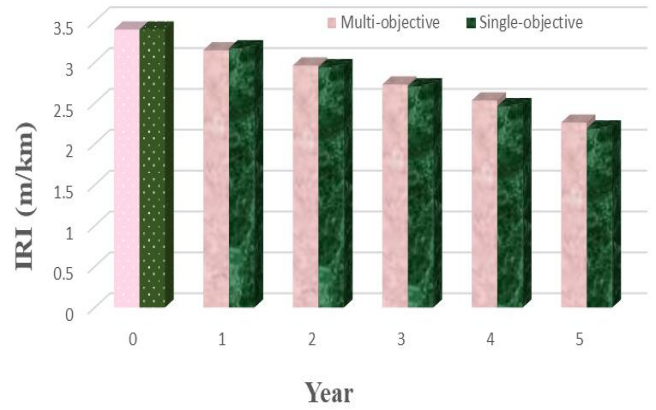


Fig. 2. The network IRI during the time

end, a robust metaheuristic algorithm called the “water cycle algorithm” is employed to plan the M&R activities for the case study of this investigation.

3. CASE STUDY

The case study of this investigation includes 79 flexible pavement sections with different lengths. The average network IRI should be lower than 3.5 m/km all the time in the analysis period. *IRI_{ideal}* is considered 2.2 m/km. The IRI of sections is ranged from 2.09 m/km to 6.14 m/km. The analysis period is considered five years, and in this period, the annual cost is not allowed to fluctuate more than 20%. The annual budget is 12.2 million dollars. The M&R activities are shown in Table 1 [4–9].

4. RESULTS AND DISCUSSION

The cost of single-objective and multi-objective approaches offered by WCA is indicated in Fig. 1. As can be seen from the results of Fig. 1, the single-objective approach requires 52.7 million dollars and the multi-objective approach needs 38.9 million dollars in the 5-year planning horizon. Hence, it can be theorized that CO₂ consideration reduces the required cost.

The IRI of the network in the planning horizon is illustrated in Fig. 2. Based on the results presented in this Fig., the condition of the network in both approaches is approximately the same. However, the condition-based performance of the single-objective approach could be a bit better than that of the multi-objective approach.

Fig. 3 provides information about the content of CO₂ emitted in the analysis period. As can be perceived from the outcomes of this Fig., the single-objective method emits 10.6 million kg CO₂ in the analysis period, while the multi-objective method reduces this value by 5 million kg. That is to say, the multi-objective approach can reduce CO₂ emission by 47.1%, which is significant.

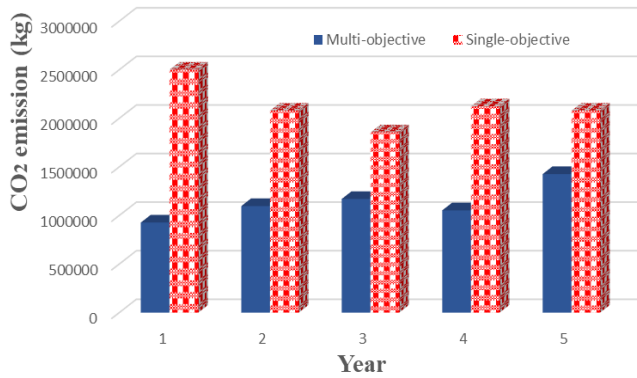


Fig. 3. The CO₂ emission contents in different years by single-objective and multi-objective approaches

5. CONCLUSION

The multi-objective approach outperforms the single-objective model based on the required cost and total CO₂ emission. Nonetheless, the performance of the single-objective model according to pavement condition is a bit better than that of multi-objective modeling.

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HOW TO CITE THIS ARTICLE

H. Naseri, E. Safari Ghalekoli, S. Mohamadzade Saliani, F. Moghadas Nejad, A. Golroo, *Carbon Dioxide Minimization in Large-Scale Pavement Network Maintenance Planning*, *Amirkabir J. Civil Eng.*, 53(8) (2021) 703-706.

DOI: [10.22060/ceej.2020.17650.6632](https://doi.org/10.22060/ceej.2020.17650.6632)



