

Arc-routing for winter road maintenance

Jiří Fink^{1,2}[0000–0001–5065–1213], Martin Loeb^{3,4}[0000–0001–7968–0376], and Petra Pelikánová³

¹ Department of Theoretical Computer Science and Mathematical Logic, Charles University, Czech Republic fink@ktiml.mff.cuni.cz

² This research is conducted within the project Network Optimization (17-10090Y) supported by Czech Science Foundation

³ Department of Applied Mathematics, Charles University, Czech Republic

⁴ supported by the H2020-MSCA-RISE project CoSP- GA No. 823748 loeb1@kam.mff.cuni.cz

Abstract. The winter road maintenance arc-routing is recognized as a notoriously hard problem not only from the algorithmic point of view. This paper lays down foundations of theoretical understanding of our new winter road maintenance optimization for the Plzeň region of the Czech Republic which has been implemented by the regional authorities since the winter of 2019–20. Our approach is not, contrary to most of existing work, based on the integer and linear programming machinery. We concentrate on studying arc-routing on trees. This is practical since routes of single vehicles can be well represented by trees, and allows algorithms and complementary hardness results. We then extend the approach to the bounded tree width graphs. This leads to considering planar graphs which well abstract the realistic road networks.

We formalize important aspects of the winter road maintenance problem which were not formalized before, e.g., public complaints. The number of complaints from public against the winter road maintenance is a quantitative measure of the quality of the service which is focused on, e.g., in media or in election campaigns. A fear of 'complaints' is a fact every optimizer must deal with. Hence, a formal model of public complaints and its inclusion in the optimization is vital. Our formalization of the winter road maintenance is robust in the sense that it relates to well-known extensively studied concepts of discrete mathematics like graph cutting and splitting of necklaces.

Keywords: arc routing · algorithms on trees · necklace splitting.

1 Introduction

Our involvement started by being asked

Can you improve routing for winter road maintenance in the Czech Republic and specifically in the Plzeň region.

We were asked to create new routing for vehicles of winter road maintenance while minimizing the total number of used vehicles. There were many additional conditions that needed to be satisfied, in particular, conditions given by the Czech legislation. A fixed plan for one whole winter season had to be created.

Our plan (described in [13]) has been implemented by the Plzeň region authorities starting the winter of 2019–20.

Towards a model. In the design of tours for vehicles in winter road maintenance, one needs to cover the graph of the road network by subgraphs and then one needs to design routing for each of these subgraphs by one vehicle; see e.g. surveys [28–31]. Each edge of the graph has attributes given by the *length*, the *priority*⁵ and the type of maintenance⁶ of the corresponding road segment. Some vertices serve as depots. Each such vertex has defined types of material which it can store.

The road network has a *service priority* defined by the legislation based on traffic volume which partitions the roads into classes. For instance in the Czech Republic, there are three such classes: Arterial roads through regions have the highest level of service priority (1). Priority (2) is assigned

⁵ Vyhláška č. 104/1997 Sb., §45 (the Czech law).

⁶ Vyhláška č. 104/1997 Sb., §43, 44 (the Czech law).

to bus routes and other important routes. Third priority of service is assigned to local roads. Each class of roads is associated with maximum time of maintenance completion. For instance, in the Czech Republic the edges in the first priority level have to be cleaned by a vehicle every three hours, in the second level every six hours and in the third level every twelve hours.

Next important issue is the *length of the working shift*. For instance, the standard length of the working shift of a maintenance driver is eight hours in the Czech Republic.⁷ Moreover, the Czech legislation requires multiple safety breaks for drivers during the working shift.⁸ It is natural to expand the time for the safety breaks and for all other non-driving manipulations of a vehicle to two hours per shift; this reduces the total time of driving to six hours.

For simplicity, we will assume in our model that the working shift lasts a fixed amount of time, e.g., six hours during which there are no breaks for the drivers and also the time to load the maintenance material is negligible. We translate the time requirement into the *upper bound of the length* of the vehicle route.

Another imposed rule (without clear rationale) is that each road has to be maintained by the same car in both directions.⁹ In this work we assume that *there are no one-way roads*. The results presented here are valid also for the more general case when one-way roads are present; the assumption does not change the algorithmic and complexity considerations for the problems discussed while simplifies the definitions and the arguments. Also, this assumption has been valid for the winter road maintenance of the Plzeň region road network we optimized.¹⁰ This is the reason why we base our models on *undirected* graphs in the next sections. For each undirected graph G we consider its *symmetric orientation* G^s where each edge is replaced by two arcs with opposite orientations. This representation enables to discuss maintaining of edges in both directions.

Finally, there is the *capacity* c_m describing the maximum length of a route which can be maintained with only one loading of the material $m \in M$. The capacity condition requires that during each spreading material m on road-length c_m the vehicle must pass its depot d at least once. It is convenient to define c_m as a fraction of the maximum route-length of one vehicle.

The goal is to assign for each edge a vehicle which will maintain the corresponding road while minimizing the number of used vehicles and the length of the roads traversed without maintenance (*deadhead*). A critically important part of the considerations is *public complaints*.

Features of a winter road maintenance plan

- We construct a partition $P = \{P_1, \dots, P_r\}$ of the set of arcs of G^s into sets P_1, \dots, P_r and for each i we assign vertex (depot) $d_i \in D$. We assume the type of maintenance m constant in P_i . We also assume that the oppositely oriented edges belong to the same P_i .
- We construct, for each i , a set R_i so that $P_i \subset R_i$ and each arc of P_i may be reached from d_i by a directed closed walk of R_i .
- For each i , we design a route servicing the edges of P_i by a single vehicle starting and terminating at d_i and using only arcs of R_i . The schedule must meet
 1. the requirement of the maximum length of the route,
 2. the requirements given by priorities $p(e), e \in P_i$,
 3. the requirements given by capacities c_m .
- In our actual computation for the Plzeň region described in [13], the steps above are performed simultaneously.

1.1 State of the art

Winter road maintenance is recognized as a notoriously hard problem (not only) from the algorithmic point of view since even its significantly simplified variant called *Arc Routing Problem* is NP-hard; see e.g. [24, 8]. As far as we know, most of the literature in the algorithmic winter road

⁷ Zákoník práce 262/2006 Sb., §78 (the Czech law).

⁸ Nařízení vlády č. 589/2006 Sb., §9 (the Czech law).

⁹ Vyhláška č. 104/1997 Sb., §43, 44 (the Czech law).

¹⁰ Road network in Czech Republic: <https://geportal.rsd.cz/webappbuilder/apps/7/>.

maintenance concentrates on designing algorithms, which are typically based on Integer Linear Programming (LP) [9, 26] and Artificial Intelligence [1, 2, 33].

An overview of literature on the problem of winter road maintenance and its solutions is [28–31]. An excellent recent overview illustrating main works on the General Routing Problem can be found in [5] where the authors design a new branch-and-cut algorithm for the capacitated general routing problem. In [27], the authors also consider road priorities and a precedence relation between roads of different priority. In [19], the authors aim at constructing the routes schedule minimizing the maximum length of a route; the network may have one-way streets and is modeled as a mixed graph.

Kinable [19] study a real-world snow plow routing problem (in the USA) and they compare three methods based on Integer Linear Programming (LP), Constraint Programming (CP) and a local heuristic. Kinable [20] used Constraint Programming to further improve snow plow routes in Pittsburgh. Ciancio [6] applied Branch-price-and-cut method for the Mixed Capacitated General Routing Problem with Time Windows. Other heuristic algorithms can be found e.g. in [34, 15, 14, 32].

A list of benchmark datasets for vehicle routing problems is provided by Gunawan [16].

In [13] we introduced an heuristic approach with a very competitive implementation and described the computational results for the plan of the winter road maintenance in the Plzeň region. Our plan has been implemented by the regional authorities.

1.2 Main contribution

1. Based on our experience with practical winter road maintenance we introduce several new concepts, including public complaints. We concentrate on studying these concepts first on trees, then on bounded tree width graphs and planar graphs.
2. We relate these concepts to extensive research in discrete mathematics.
3. We design algorithms based on dynamic programming and prove matching hardness results in most cases.

Summarizing, we introduce a realistic robust model of winter road maintenance which can be successfully studied by theoretical methods and admits competitive algorithms without adding unrealistic conditions for the actual road networks to be maintained.

2 Basic concepts

In practice we have been given a road network which we represent by a graph. Vertices represent crossroads (and dead ends) and edges represent roads among them. Let $z \geq 1$ denote the number of priority classes of roads and let M denote the set of types of maintenance, e.g., $M = \{\text{chemical}, \text{inert}, \text{snow} - \text{plow}\}$ in the Czech Republic. We associate several functions with G :

- $\alpha : E \rightarrow R^+$ gives to every edge a non-negative length,
- $p : E \rightarrow \{1, \dots, z\}$ priority level,
- $m : E \rightarrow M$ type of maintenance.

Let $D \subset V$ be a set of depots. For $d \in D$ we denote by $m(d) \in M$ the stored material at depot d . The arc routing problem is to search for a cover by subgraphs which correspond to parts of the network maintained by single vehicles. These subgraphs maintained by one vehicle are called maintaining plans.

Definition 1 (Maintaining Plan). Maintaining plan is a tuple (G, P, d, α, z, p) where

- (1) $G = (V, E)$ is a graph of a road network,
- (2) $P \subset E$ is the set of maintained edges,
- (3) $d \in V$ is the depot,
- (4) $\alpha : E \rightarrow Z^+$ gives to every edge a non-negative integer length,
- (5) $p : E \rightarrow \{1, \dots, z\}$ gives to each edge its priority level.

Having a maintaining plan, we can search for a route which services it. There are several *external parameters* influencing properties of a servicing route.

Definition 2 (External Parameters).

1. maximum length of a servicing route denoted by $L = L(G)$,
2. function $f: E \rightarrow Z^+$ giving an upper bound on the frequency of traversing each edge e ,
3. function $t: \{1, \dots, z\} \times Z^+ \rightarrow Q^+$ describing limits associated with priorities: the total length of each servicing route between i th and $(i + 1)$ -th traversal of edge e is at most $t(p(e), i)L$.
4. capacity $c \leq 1$ such that the servicing route must visit the depot within each sub-route of total length bigger than cL .

These parameters are self-explanatory with the exception of function t , namely why it depends on specific traversals of a given edge: this is a natural feature of the winter road maintenance since it is most important that the roads are clean when people leave their homes in the morning, and when they come back home in the afternoon.

Definition 3 (Vehicle Route). For given maintaining plan (G, P, d, α, z, p) we define a L, c, t, f -vehicle route as a closed walk $w = (e_1, \dots, e_\ell)$ where each e_i is an element of the symmetric orientation $G^s = (V, E^s)$ of G , each edge $e \in E^s$ appears at least once and at most $f(e)$ times in w and (1) the requirement of the maximum length of the route, (2) the requirements given by priorities $p(e), e \in P$ and (3) the requirements given by the capacity c are kept. We say that a graph is admissible if there exists a L, c, t, f -vehicle route.

Definition 4 (Maintaining Plan Routing Problem). Maintaining plan routing problem is to decide, given a maintaining plan with $P = E$, if a vehicle route exists. We say that the problem is unweighted if the length of each edge is equal to one.

We note that the condition $P = E$ is a natural simplification when considering single routes since the dead-heading is typically negligible.

We first observe that the problem to decide if a vehicle route exists is NP-complete even if G is a star rooted at its vertex d of degree one, $c = 1/2$ and t is uniformly equal to 1. Such input tree admits a vehicle route if and only if the edges not incident with d can be divided into two parts with equal sums of edge lengths. This problem is called *Partitioning* and is a basic NP-complete problem.

In view of this observation it is natural to consider a restriction that *the edge-lengths are integers bounded by a fixed power of the size of the input graph*. A possible justification is that in practice the resources (time, maintaining material, cost) depend linearly on the length of the road segments. However, it is important to have in mind that there are situations, e.g., steep hills with heavy snow-fall, when this is not true and on the contrary it is realistic to assume that the resources depend non-linearly, even exponentially, on the lengths of road segments.

Trees. In this paper we concentrate mostly on the Maintaining plan routing problem on trees. Trees are graphs useful for a representation of a vehicle route in the winter road maintenance. Even if the set of edges maintained by a single vehicle is not a tree we can represent it as a tree obtained e.g. from the Depth first search (DFS) algorithm. The symmetric orientation of a tree is always an Eulerian graph and thus there exists a natural vehicle route if the only goal is to visit all arcs exactly once. We show in next sections that the Maintaining plan routing problem is interesting and not easy even for trees.

Graph cutting The routing when the priority function is constant is closely related to the ‘classic’ graph theory concept of *graph cutting*.

Definition 5 (Graph Cutting Problem). Graph Cutting Problem is to find, for a given graph G rooted in its vertex r and a set of numbers t_1, \dots, t_k , a cover of $E(G)$ by connected subgraphs G_1, \dots, G_k rooted in r of sizes t_1, \dots, t_k .

For our purposes of winter road maintenance, it may be more natural to split a maintained network into connected subgraphs of sizes *at most* t_1, \dots, t_k instead of the equality. An interested reader may observe that results stated below also hold in this case, and we use the equality to simplify our proofs.

We will need and prove a negative result on the graph cutting when we consider planar graphs. However, there is a very nice positive result:

Theorem 1 ([18, 17, 21]). *Given a k -edge-connected graph $G = (V, E)$, k edges e_1, e_2, \dots, e_k of G and k positive integers m_1, \dots, m_k with the sum equal to $|E|$. There exists a partition $E = E_1 \cup \dots \cup E_k$ such that $e_i \in E_i$, $|E_i| = m_i$, and $G_i = (V(E_i), E_i)$ is connected for each $i \leq k$.*

2.1 Public complaints

The particular aspect of winter road maintenance introduced next are *public complaints*. This is an important issue of anybody in this business all around the world. The number of complaints from public against the winter road maintenance is a quantitative measure of the quality of the service which is focused on, e.g., in media or in election campaigns.

The experience is that residents make complaints to insufficient service if they think that they are treated in an unfair manner in particular if their neighborhood is ‘skipped’ in the service.

We make a *rational assumption* that the number of public complaints can be deduced from the structure of a vehicle route and in particular from its *perceived unfairness*. We call this (number) the *unfairness index* of a vehicle route w , and define it in Definition 6.

The additional structure used in this definition is *a collection of fixed cyclic orders of the neighbors of each vertex*. We observed the empiric existence and the importance of such orders in our practical work for the winter road maintenance. In fact, in situations when a consensual order between two edges sharing a vertex (representing two road-segments sharing a crossing) does not exist, the administrators in charge of the winter road maintenance insisted on using different maintaining cars to service these two roads in order to avoid complaints caused by one vehicle giving ‘unjustified preference’ to one of the two neighborhoods.

Definition 6. *Let G be a graph and let $d \in V(G)$ be a vertex of degree 1, called depot. We further assume that we are given a fixed cyclic order $O(v)$ of the neighbors of each vertex v . Let $w = (e_1, \dots, e_l)$ be a vehicle route. For $i < l$ let $e_i = (s_i, t_i)$, let $(w, i)^+$ denote the edge of G incident with t_i which follows $\{s_i, t_i\}$ in $O(t_i)$ and let $(w, i)^-$ denote the edge of G incident with s_i which precedes $\{s_i, t_i\}$ in $O(s_i)$.*

- *If no orientation of $(w, i)^+$ belongs to (e_1, \dots, e_{i+1}) then we say that edge $(w, i)^+$ has a forward complaint.*
- *If no orientation of $(w, i+1)^-$ belongs to (e_1, \dots, e_{i+1}) then we say that edge $(w, i+1)^-$ has a backward complaint.*
- *The unfairness index of the route w , denoted by $Uf(w)$, is the sum of the number of edges which have a forward complaint and the number of edges which have a backward complaint.*

We require the depot to be a vertex of degree 1 since we can always append an artificial edge with a vertex of degree 1.

Naturally we can introduce the *unfairness minimization problem* to find a vehicle route w with $Uf(w)$ as small as possible. We show further that this innocent looking problem is related to the extensively studied *necklace splitting problem*.

3 Main results

3.1 Routing problem on trees with constant priority function

We recall that the parameters of winter maintaining of a network are (1) upper bound L for the total length of a vehicle route, (2) priority function t and (3) capacity c . Additional assumption of this section is a constant priority function. We denote the value $t := t(p(e), i)$.

We already noticed that the weighted problem is NP-complete even for stars. Hence, let us consider the unweighted problem. It is equally straightforward to observe that deciding admissibility for the unweighted problem is NP-complete for subdivided stars when the capacity c may depend on the input tree (reduction to the 3-partitioning problem).

The case of the fixed capacity c already admits a polynomial algorithm based on the dynamic programming.

Theorem 2. *There is a polynomial algorithm for finding a solution of the unweighted maintaining plan routing problem restricted to maintaining plans (T, d, p) with T tree, the priority function t constant and the capacity $c = 1/c'$ a constant fraction not depending on the input tree. Also, the unfairness minimization problem admits a polynomial algorithm.*

3.2 Public complaints and necklace splitting

In 1987, Noga Alon [11] first studied an interesting problem in combinatorics which may be interpreted as the problem how to divide a stolen necklace fairly between the thieves.

Definition 7 (k-splitting). *Let N be an open necklace, i.e., a path consisting of $k \cdot n$ vertices-beads, chosen from s different colors. There are $k \cdot a_i$ beads of color i , $1 \leq i \leq s$. A k -splitting of the necklace is a partition of the necklace into k parts, each consisting of a finite number of non-overlapping intervals of beads whose union contains precisely a_i beads of color i , $1 \leq i \leq s$. The size of the k -splitting is the number of cuts that forms the intervals of the splitting.*

Definition 8 (Necklace Splitting Problem). *Let N be a necklace. Necklace splitting problem is to find for given number k a k -splitting of necklace N of minimal size.*

If the beads of each color appear contiguously, then at least $k - 1$ cuts between the beads of each color are necessary and hence the number $(k - 1) \cdot s$ of cuts is a lower bound. The following theorem says that this is sufficient for all k -splittings.

Theorem 3 (Noga Alon). *Every necklace with ka_i beads of color i , $1 \leq i \leq s$, has a k -splitting of size at most $(k - 1) \cdot s$.*

This theorem has only topological non-constructive proofs so far; Alon's proof uses a transformation of the discrete problem to a continuous coloring of the unit interval.

Complexity of necklace splitting. The algorithmic complexity of the necklace splitting has been intensively studied. First, the problem to *determine the algorithmic complexity of feasible splitting with the smallest number of cuts* was proven to be NP-complete even for 2-splitting ($k = 2$) and two beads of each color by Bonsman, Epping and Hochstättler [4]. Alternative proof was made by Meunier [23].

However, more attention has been given to another problem. Since the known proofs of the existence of the splitting of size $(k - 1)s$ are not constructive, the consequent research has been directed towards constructively finding the splitting. The following question had been open for a long time:

Can one find efficiently the splitting guaranteed by Theorem 3?

This was finally answered negatively in 2019 by Filos-Ratsikas and Goldberg [12]. To explain this result we introduce the problem *LEAF* (see [25, 12]).

Definition 9 (LEAF Problem). *An instance of the problem called LEAF consists of a graph G of maximum degree 2, whose 2^n vertices are represented by 0, 1 sequences of length n ; G is given by a polynomial Turing machine that takes as input a vertex and outputs its neighbors. Moreover, the vertex 0 has degree 1. The goal is to output another vertex of degree 1.*

We say that a problem is *PPA-complete* if it is polynomial time equivalent to the LEAF problem. A cryptographic hardness of the PPA-complete problems is discussed e.g. in [12].

The result of Filos-Ratsikas and Goldberg is that finding necklace splitting guaranteed by Theorem 3 is PPA-complete even for $k = 2$.

As discussed earlier, the *weighted* maintaining plans is relevant for the winter road maintenance when it is realistic to assume that the resources of vehicles (time, amount of the spreading material) depend non-linearly on the lengths of road segments.

Theorem 4. *There exists a polynomial reduction of the necklace splitting problem to the weighted unfairness minimization for maintaining plans routing on trees, even when the maintaining plan is a star with weights on edges.*

Finally, we find the next questions appealing:

Question 1. Is there a good approximation algorithm for the weighted unfairness minimization arc routing for trees?

Question 2. Is there an analogue of Theorem 3 for the unfairness minimization for general trees and for planar graphs?

3.3 Routing unweighted trees with bounded degrees

In this section we consider general priorities in the maintaining plans. All trees are unweighted. We construct a polynomial algorithm based on dynamic programming which can decide if a given maintaining plan (T, d, z, p) , T tree of bounded degree admits a vehicle route where in addition *each arc is traversed at most a constant number of times*. We also show that both these additional assumptions are necessary.

Theorem 5. *Fixed integers F, Δ . There exists a polynomial time algorithm which for a tree $T = (V, E)$ rooted in d with maximal degree at most Δ , function $f : E \rightarrow N$ such that $f(e) \leq F$ for all $e \in E$ and function $g : E \times \{1, \dots, F\} \rightarrow N$ decides whether there exists a closed walk w starting at r satisfying*

- *Every edge e of T^s is traversed $f(e)$ -times (at most $f(e)$ -times respectively) in both directions.*
- *For every edge e of T^s and $y \leq f(e)$, there are at most $g(e, y)$ steps between y th and $(y + 1)$ st traverses of e , taken cyclically.*

As a consequence, there is a polynomial algorithm to decide if a L, c, t, f -vehicle route on T exists.

Consider the question: Is it necessary to fix F and Δ ? We first show that the admissibility is hard for unbounded f even if G is a binary tree and g depends only on the edge.

Theorem 6. *It is NP-complete to decide whether a given binary tree $T = (V, E)$ rooted in d and functions $f, g : E \rightarrow N$ there exists a closed walk w starting at r satisfying (1) Every edge e is traversed $f(e)$ -times in both directions. (2) For every edge e , there are at most $g(e)$ steps between two consecutive traverses of e in both direction, taken cyclically. The problem is NP-complete even if we restrict f to be non-increasing on all paths from the depot.*

Next theorem treats the case unbounded degrees.

Theorem 7. *Fixed integer F . It is NP-complete to decide whether a given tree $T = (V, E)$ rooted in d , function $f : E \rightarrow N$ such that $f(e) \leq F$ for every edge e and function $g : E \times \{1, \dots, F\} \rightarrow N$ there exists a closed walk w starting at d satisfying (1) Every edge e is traversed $f(e)$ -times in both directions. (2) For every edge e and $y \leq f(e)$, there are at most $g(e)$ steps between the y th and $(y + 1)$ st traverses of e in both direction, taken cyclically.*

3.4 Routing unweighted graphs of bounded tree-width

In this section, all graphs will be unweighted. A *tree decomposition* of a graph G is a pair (W, b) where W is a tree and $b : V(W) \rightarrow 2^{V(G)}$ assigns a *bag* $b(v)$ to each vertex v of W such that

- every vertex is in some bag,
- every edge is a subset of some bag,
- every vertex of G appears only in a connected subtree of the decomposition.

The *width* of the tree decomposition is defined as the size of the largest bag, minus one. The *tree-width* of graph G is the minimum width of a tree decomposition of G .

Let $G = (V, E)$ have a distinguished vertex, denoted by d . It is useful to simplify the decomposition. A tree decomposition (W, b) is **canonical** if

- T is rooted, and the root r satisfies $d \in b(r)$.
- Each leaf u satisfies $|b(u)| = 1$.
- Each non-leaf vertex u satisfies one of the following conditions:
 1. u has exactly one son u' and $b(u) = b(u') \cup \{v\}$ for some vertex $v \in V$.
 2. u has exactly one son u' and $b(u) = b(u') \setminus \{v\}$ for some vertex $v \in V$.
 3. u has exactly two sons u', u'' and $b(u) = b(u') = b(u'')$.

It is straightforward to verify that every graph G of tree-width at most k has a canonical tree decomposition of width at most k , of polynomial size. The following theorem is again proved by a dynamic programming argument building on the proof of Theorem 5.

Theorem 8. *Let z, Δ, F be integer constants and let (G, d, z, p) be a maintaining plan where $G = (V, E)$ is a graph rooted in d and with maximal degree at most Δ , given along with its canonical tree decomposition (W, b) of width $k - 1$ and functions $f : E^s \rightarrow N$ such that $f(e) \leq F$ for all $e \in E^s$ and $t : E^s \times \{1, \dots, F\} \rightarrow N$. Then there is an algorithm to decide if a L, c, t, f -vehicle route on G exists of complexity at most $\text{pol}(|G|, |t|) \times (4kF|E|)^{4Fk\Delta}$.*

3.5 Case of more routes

In this section all graphs are unweighted. The graph of road network has each edge maintained by one method. We recall that the set of the possible maintaining methods is denoted by M . We will assume that M has a fixed size, e.g., $M = \{c, i, s\}$. It is natural to assume that each maintaining vehicle can snowplow and thus we can include deadheading in our model.

Definition 10. *Let G be a graph of road network and G^s its symmetric orientation. Let $p : E \rightarrow \{1, \dots, z\}$ be its priority function and $m : E \rightarrow M$ be its maintaining type function. Let D be the set of the depots. We say that a tuple (H, P, d, α, z, p) where H is a subgraph of G and $d \in D \cap V(H)$ is a maintaining plan of G if m is constant on H and (H, P, d, α, z, p) admits a L, c, t, f -vehicle route.*

Definition 11 (Feasible and Optimal Solution). *Feasible solution of a road network G is a set O of admissible plans of G so that the union of their P -sets covers $E(G)$. A feasible solution O is optimal if $|O|$ is as small as possible.*

Finding an optimal solution First we note that finding an optimal solution is an NP-complete problem even for G a tree, all edge-weights equal to 1 and $|D| = 1$.

Hence from now on let o be a fixed integer and we consider the optimization problem **Roadnet(o)**: find out if there is a feasible solution of a road network consisting of at most o admissible plans. We arrive at a result analogous to Theorem 8 by further refining the dynamic optimization argument of its proof.

Theorem 9. *Let z, Δ, F be integer constants and let (G, D, z, p, m) be a road network where $G = (V, E)$ is a graph with maximal degree at most Δ and $D \subset V$, given along with its canonical tree decomposition (W, b) of width $k - 1$ and functions $f : E^s \rightarrow N$ such that $f(e) \leq F$ for all $e \in E^s$ and $t : E^s \times \{1, \dots, F\} \rightarrow N$. Then there is an algorithm for **Roadnet(o)** of complexity at most $\text{pol}(|G|, |t|) \times (4koF|E|)^{4Fko\Delta}$.*

3.6 Solving routing in planar networks

In this section, we consider the class of planar graphs which realistically model most of road networks. We start with a hardness result on planar graph cutting.

Theorem 10. *The following planar graph cutting problem is NP-complete: given a planar graph G , its vertex d and numbers t_1, t_2 , decide if there are two connected subgraphs G_1, G_2 containing d so that $|E(G_i)| = t_i, i = 1, 2$ and $E = E(G_1) \cup E(G_2)$.*

Proof. We show a reduction from the Steiner tree problem for planar graphs which is a well known NP-complete problem.

Steiner tree problem: given a graph and a set T of its vertices called terminals, find a connected subgraph that includes all the terminals and has the minimum possible number of edges.

The reduction goes as follows: let G be a planar graph and let T be a set of its vertices. We take one of the vertices of T and call it d . Next, we attach to each vertex of $T \setminus d$ a path of $|E|$ edges. We let $t_1 = (|T| - 1)|E| + x$ and $t_2 = |E|$. It is not hard to see that G has a Steiner tree of size at most x if and only if a feasible graph cutting exists for the graph created after attaching the paths.

Taking into account the proof of Theorem 10, we get the following hardness result:

Theorem 11. *The maintaining plan routing problem for planar graphs is NP-complete even when $c = 1/2$ and all edge-weights are equal to one.*

By Theorem 9 (case of $o = 1$), the maintaining plan routing problem for planar graphs with bounded degrees can be solved in $2^{O(\sqrt{n} \log n)} n^{O(1)}$ since every planar graph of n vertices has tree width at most \sqrt{n} .

We conjecture that assuming the exponential time hypothesis, there is no algorithm of complexity $2^{o(\sqrt{n})} n^{O(1)}$.

Most of the realistic medium size road networks are planar bounded degree, with at most ten thousand edges (road-segments) and around one hundred of the maintaining vehicles. This leads to studying planar road networks with n vertices and $O(\sqrt{n})$ maintenance cars.

We do not know if this problem admits a sub-exponential algorithm. However, many realistic road networks contain small cuts and their tree-width is small. For such networks, Theorem 9 implies a sub-exponential algorithm.

4 The proofs

4.1 Proof of Theorem 2

We start by showing a polynomial algorithm for the Tree Cutting Problem based on the dynamic programming.

Theorem 12. *Let k be any fixed number. There is a polynomial algorithm to solve the Tree Cutting Problem.*

Proof. We are given a tree T rooted in a vertex r and integers s_1, \dots, s_k . Let us denote by n the number of vertices of T . We need to cover the graph T with trees of given sizes. To do that we will construct a cover for all possible sizes of trees. This set of covers is denoted by $F(v)$. Formally, we proceed in two steps.

First, define for each $v \in V(T)$ a set $F'(v)$; the elements of $F'(v)$ are all k -tuples of trees (T_1, \dots, T_k) with root v such that:

$$B(v) = \bigcup_{i=1}^k T_i.$$

Each k -tuple in $F'(v)$ is a cover of the branch $B(v)$ by trees T_1, \dots, T_k . The *size* of (T_1, \dots, T_k) as the vector (t_1, \dots, t_k) where $t_j = |E(T_j)|$, $1 \leq j \leq k$. We define an equivalence on $F'(v)$: (T_1, \dots, T_k) and (T'_1, \dots, T'_k) are equivalent if $\forall i \in \{1, \dots, k\}: t_i = t'_i$.

Secondly, for each vertex v we let $F(v)$ to be the set of all representatives of this equivalence. We denote by $S(v)$ the set of the sizes of the elements in $F(v)$. We note that $|S(v)| \leq n^k$ because each tree has at most n edges and there are k trees in every k -tuple.

We will construct $F(v)$ for all $v \in T$ recursively.

- Let v be a leaf: $F(v) := \{(\emptyset, \dots, \emptyset)\}$.
- Let v be a parent of vertices v_1, \dots, v_m and we assume for all $i = 1, \dots, m$ $F(v_i)$ are determined. We will define for v and $1 \leq i \leq m$ the set $F_{v_i}(v)$ of k -tuples representing covers of the subtrees induced by vertex v and branches rooted in its children v_1, \dots, v_i . We construct $F_{v_i}(v)$ by the *additive step* described below.
- We let $F(v) := F_{v_m}(v)$.

Now we describe the additive step used for the construction of $F(v)$.

Additive step: Given a k -tuple (T_1, \dots, T_k) , we construct a k -tuple (T'_1, \dots, T'_k) by addition of the edge $\{v_i, v\}$ in every possible way. There are two cases dependent on the size of the cover.

1. Case $t_i = 0$ for each $1 \leq i \leq k$:
we add the edge for every nonempty subset of indices

$$\forall I \subset \{1, \dots, k\}, |I| \geq 1$$

$$j \in I : T'_j = T_j \cup \{v, v_i\}$$

$$j \notin I : T'_j = \emptyset$$

2. Case $\exists i \in \{1, \dots, k\} : t_i \neq 0$
Let $J = \{i \mid t_i = 0\}$, we add the edge for all nonempty trees and we add the edge for every subset of empty trees

$$\forall I \subset J$$

$$j \notin J : T'_j = T_j \cup \{v, v_i\}$$

$$j \in I : T'_j = T_j \cup \{v, v_i\}$$

$$j \in J \setminus I : T'_j = \emptyset$$

This finishes the description of the Additive step.

- Construction of $F_{v_1}(v)$:
We start with $F_{v_1}(v) = \emptyset$. For each $(T_1, \dots, T_k) \in F(v_1)$ we construct by the additive step the set of k -tuples (T'_1, \dots, T'_k) which we add into $F_{v_1}(v)$.
- Construction of $F_{v_{i+1}}(v)$:
In this case we proceed in two steps.
First we construct $F'(v_{i+1})$ by additive steps applied to $F(v_{i+1})$. Specifically, we start with $F'(v_{i+1}) = \emptyset$. For each $(T_1, \dots, T_k) \in F(v_{i+1})$ we construct by the additive step a set of k -tuples (T'_1, \dots, T'_k) which we add into $F'(v_{i+1})$.
Secondly, we merge $F_{v_i}(v)$ and $F'(v_{i+1})$ again in two steps as follows.
First, for all $(T_{11}, \dots, T_{1k}) \in F_{v_i}(v)$ and all $(T_{21}, \dots, T_{2k}) \in F'(v_{i+1})$

$$\forall i \in \{1, \dots, k\} : T'_i = T_{1i} \cup T_{2i}$$

and we add into $F_{v_{i+1}}(v)$ the created k -tuple (T'_1, \dots, T'_k) .

Finally, we clean the set $F_{v_{i+1}}(v)$ by keeping only the representatives of equivalence classes.

The described construction of the set $F(r)$ determines the set $S(r)$ of sizes. We have a solution of the tree cutting problem if and only if the k -tuple (s_1, \dots, s_k) is in $S(r)$.

By analyzing the above procedure we need at most two times $n^k \times n^k$ steps for adding of one edge. Hence the complexity of the algorithm is asymptotically n^{2k+1} because there are at most n edges. So there exists a polynomial algorithm for the tree cutting problem with fixed k .

Proof of Theorem 2. We distinguish several cases.

1. $t \geq 1, c = 1$:
 - priority condition and capacity condition always hold
 - necessary and sufficient condition for existence of L, c, t -vehicle route is: $|E(T)| \leq \frac{1}{2}L$
2. $t \geq 1, c < 1$:
 - priority condition always holds
 - clearly, if an arc belongs to a trip then its reverse belongs to the same trip. Trips are determined by subtrees rooted in d and there is no advantage in going through an arc more than once in the same trip
 - we want to construct subtrees T_1, \dots, T_k rooted in d such that $k := \lceil \frac{1}{c} \rceil$,

$$\forall i \in [k] : |T_i| \leq cL,$$

$$T = T_1 \cup \dots \cup T_k$$

and

$$\sum_{i \leq k} 2|E(T_i)| \leq L.$$

This is achieved by the algorithm for tree cutting problem described in the proof of Theorem 12. A solution is any collection of k trees with sizes t_i satisfying $t_i \leq cL$ for each $i \leq k$, and

$$\sum_{i \leq k} 2t_i \leq L.$$

3. $t < 1, t \leq c$:
 - capacity condition holds if priority condition is satisfied
 - necessary and sufficient condition for existence of L, c, t -vehicle route is: $2|E(T)| \leq tL$.
4. $t < 1, c < t$:
 - this case is equivalent to case 2. for $L' := tL, t' = 1$ and capacity $c' := \frac{c}{t}$

Solution of cases 1 and 3 can be a DFS order of a tree if the necessary condition holds otherwise there is no solution. Case 4 is reduced to case 2. Case 2 admits a polynomial algorithm by Theorem 12.

4.2 Proof of Theorem 4

Proof. We have been given an instance of the Necklace splitting problem. The necklace N of length nk has to be partitioned into k parts each containing a_i beads of color $i, 1 \leq i \leq s$. So the number of colors is s .

We describe a construction of a network. The graph of the network will be a star with center x rooted in its leaf d and with nk non-root leaves u_1, \dots, u_{nk} . The cyclic order for x is (d, u_1, \dots, u_{nk}) . The number of traverses of each arc e will be bounded by $f(e)$ where $f(e) = 1$ if e is not incident with d , and $f(e) = k$ otherwise.

For each color $r, 1 \leq r \leq s$, we define number M_r recursively: $M_1 = 1 + n$ and $M_{r+1} = 1 + n \sum_{q \leq r} M_q$.

For each $i, 1 \leq i \leq nk$, if the i th bead of the necklace has color r , than we let $\alpha(\{x, u_i\}) = M_r$. We also let $\alpha(\{x, d\}) = 1$. Finally we let $L = 2k(1 + \sum_{r=1}^s a_r M_r)$ and $c = \frac{1}{k}$.

The capacity constant determines the length of each trip from the depot to be exactly $2(1 + \sum_{r=1}^s a_r M_r)$. Multiplication by two means each edge is traversed in both directions.

A solution of the unfairness minimization problem is a vehicle route w . The complaints at edges $\{x, u_i\}$ naturally determine the splits of the necklace. If $\{x, u_i\}$ has a forward complaint then we split the necklace between the $(i - 1)$ st and i th beads of the necklace. If $\{x, u_i\}$ has a backward complaint then we split the necklace between the i th and $(i + 1)$ st beads of the necklace.

Summarizing, the sum of the complaints at vertices of the route minimizing the unfairness index is equal to the minimum size of the necklace splitting.

Unfairness and sum packing problem As a follow-up to the proof of Theorem 4 we show a connection of the unfairness minimization problem with the Sum Packing Problem of Erdős [34].

As described above, the Necklace Splitting is, from the complexity point of view, hard already for the number of thieves $k = 2$, and each $a_i = 1$. Clearly, when the number of thieves $k = 2$ and each $a_i = 1$ then the proof of Theorem 4 works for any set of numbers M_1, \dots, M_s with the property that all partial sums of M_i 's are pairwise distinct. A natural question is whether such set exists with all M_i bounded by a fixed power of s .

It turns out that the answer is negative. This is related to a very nice part of the combinatorial number theory which we now explain.

Definition 12 (Set with Distinct Subset Sums). *A set S of positive integers has distinct subset sums if the set $\{\sum_{x \in X} x : X \subset S\}$ has $2^{|S|}$ distinct elements.*

For example, any set of distinct powers of number 2 has the distinct subset sums property. More examples of sets with distinct subset sums are $\{3, 5, 6, 7\}$ and $\{6, 9, 11, 12, 13\}$. We mention a lower bound for the value of the maximum in the sets with the distinct subset sums property.

Definition 13. *Let $f(n) = \min\{\max S : |S| = n, S \text{ has distinct subset sums}\}$.*

Paul Erdős conjectured in 1931 that for some constant c

$$f(n) \geq c2^n.$$

Conway and Guy [7] found a construction of sets with distinct subset sum, now called the *Conway-Guy sequence*, which gives an upper bound on f . This was later improved by Lunnan [22], and then by Bohman [3] to $f(n) \leq 0.22002 \cdot 2^n$ (for n sufficiently large).

The best known lower bound, up to the constant, has been proved by Erdős and Moser [10] in 1955,

$$f(n) \geq 2^n / (10\sqrt{n}).$$

4.3 Proof of Theorem 5

Proof. The length of the route has to be $l = 2 \sum_{e \in E} f(e)$ and let $I = \{1, \dots, l\}$ be the set of all indices on the route. For every $A \subseteq I$ and $v \in V$ let $M_v[A]$ be true if there exists route satisfying all conditions on $T[v]$ using exactly indices of A on $T[v]$. Similarly we define $M'_v[A]$ for $T'[v]$. Let $z(A)$ for the set of ordered pairs of starting and ending indices of subsequences of A , i.e. $z(A) = \{(a_1, b_1), \dots, (a_q, b_q)\}$ such that $A = \{a_1, \dots, b_1\} \cup \dots \cup \{a_q, \dots, b_q\}$ and $a_1 \leq b_1 < b_1 + 1 < a_2 \leq b_2 < b_2 + 1 < \dots < b_{q-1} + 1 < a_q \leq b_q$. Let $|z(A)| = q$ be the number of subsequences.

Let v be a non-root vertex and $e = vp(v)$ where $p(v)$ is the parent of v . If $M'_v[A] = \text{true}$, then $|z(A)| \leq f(e)$ since e has to be traversed $f(e)$ (some traverses may be consecutive). Therefore, there are at most $f(e) \cdot l^{2f(e)}$ sets A such that $M'_v[A] = \text{true}$, so we can store all such sets A instead of whole table M'_v to ensure polynomial space. Similarly, if $M_v[A] = \text{true}$ then $|z(A)| \leq f(e)$ since $T[v]$ can be entered at most $f(e)$ -times.

We determine M_v using the following dynamic programming. If v is a leaf, then $M_v[A] = \text{true}$ only for $A = \emptyset$. Consider that u_1, \dots, u_s are all children of v . Recall that $1 \leq s \leq \Delta$. First, we set $M_v[A] := \text{false}$ for all A and then we consider all combination A_i for $i = 1, \dots, s$ such that $M'_{u_i}[A_i] = \text{true}$. Note that there are at most $F^\Delta \cdot l^{2F^\Delta} \leq F^d \cdot (2Fn)^{2F^\Delta}$ such combinations, so the algorithm is polynomial. Let $A = A_1 \cup \dots \cup A_s$. We apply the following function for every combination.

- If any two sets of A_1, \dots, A_s have a common member, then the function terminates, since every index has to be used for exactly once on the route.
- If $z(A) > f(e)$, then the function terminates, since $T[v]$ can be entered at most $f(e)$ -times where $e = vp(v)$.
- In the end, we set $M_v[A] := true$.

Now, we determine M'_v . Let $e = \{v, p(v)\}$. First, we set $M'_v[A] := false$ for all A and then we apply the following function for every A with $M_v[A] = true$.

- Let $z(A) = \{(a_1, b_1), \dots, (a_q, b_q)\}$. If $q > f(e)$ then stop.
- Let $X_1 = \{a'_i; 1 \leq i \leq f(e)\}$, $X_2 = \{b'_i; 1 \leq i \leq f(e)\}$ and $X = X_1 \cup X_2$ be such that (1) $X \cap A = \emptyset$ (2) $X_1 \cap X_2 = \emptyset$ and (3) for each $(a_i, b_i) \in z(A)$, $a_i - 1 \in X_1$ and $b_i + 1 \in X_2$. For each such X_1, X_2 we let $A' = A \cup X$.
- We check if X_1, X_2 satisfy the conditions for $g(e)$: if not, we stop.
- We set $M'_v[A'] := true$.

Finally, the algorithm returns $M_d[I]$.

We note that the same proof works if we require that every edge e is traversed *at most* $f(e)$ -times in both directions.

Theorem 13. *Let z, Δ, F be integer constants and let (T, d, z, p) be a maintaining plan where T is a tree with maximum degree Δ . Let $f : E \rightarrow N$ satisfies for each $e \in E$, $f(e) \leq F$. Then there is a polynomial algorithm to decide if a L, c, t, f -vehicle route on T exists.*

Proof. We use Theorem 5 and note that we can require that every edge e is traversed *at most* $f(e)$ -times in both directions, function t can be modeled by g and the capacity constraint can be modeled by connecting the depot to a new vertex of degree one and setting the proper value on $g(e)$ for the new edge.

4.4 Proof of Theorem 6

Proof. The 3-partition problems ask to decide whether a given integers a_1, \dots, a_{3n} can be split into n groups with the same sum. The problem is strongly NP-complete even if it is restricted to integers strictly between $S/2$ and $S/4$ where S is the target sum. Note that in this case, every group has to contain exactly 3 integers.

Let $h = \lceil \log_2 3n \rceil$ and $B = 3h$ and $b_i = Ba_i$ for all $i = 1, \dots, 3n$ and $S' = B(S + 1)$.

Let T_i be a binary tree on b_i edges rooted in r_i . Let T' be a binary tree rooted in r' with leaves r_1, \dots, r_{3n} such that all leaves are in depth h . Let T be a binary tree such that

- d is the root of T
- d has only one child d'
- T' is attached to the node d'
- trees T_1, \dots, T_{3n} are attached to leaves of T' .

Note that the size of T is $O(\log n \sum_i a_i)$, so it is only $O(\log n)$ -times larger than the size of the instance of 3-partition problem.

Next, $f(e) = 1$ for all edges e on trees T_1, \dots, T_{3n} . For an edge e of T' , $f(e)$ is the number of trees of T_1, \dots, T_{3n} in the subtree of e . Finally, $f(dd') = n$. The goal is to ensure there that the route can be split into n parts by passing dd' and each part traverses from d' to some r_i , whole tree T_i , returns to d' and then traverses two other trees of T_1, \dots, T_{3n} . In order to ensure the proper sum, we set $g(dd') = 2S' + 2$ and $g(e)$ is a sufficiently larger number for all other edges e . Clearly, if integers can be split into n groups, there exists a route.

Consider a walk w . Clearly, every tree T_1, \dots, T_{3n} has to be traversed by w completely once it is entered. Traverses of dd' split w into n parts and every tree T_1, \dots, T_{3n} is completely traversed in one part. Note that $g(dd')$ ensures that one part traverses at most S' edges in both directions (excluding dd').

We prove that every part traverse exactly tree trees. For contradiction, assume that trees T_i, T_j, T_k, T_l are traversed in one part. Then, the number of edges in the part is at least $b_i + b_j + b_k + b_l + h = B(a_i + a_j + a_k + a_l) + h \geq 4B\frac{S+1}{4} + h = B(S+1) + h > S'$ which is a contradiction. Since all parts contain at most 3 trees, every part must contains exactly 3 trees.

Now, consider a part traversing trees T_i, T_j, T_k . For contradiction, assume that $a_i + a_k + a_j > S$. The number of traversed edges in the part is at least $b_i + b_j + b_k + h = B(a_i + a_j + a_k) + h \geq B(S+1) + h > S'$ which is a contradiction. Hence, the sum of integers corresponding to each group is exactly S .

4.5 Proof of Theorem 7

Proof. Consider an instance of 3-partition consisting of $3n$ integers a_1, \dots, a_{3n} and let S be the target sum. Let $B = n$ and $b_i = Ba_i$ for $i = 1, \dots, 3n$ and $S' = BS + 1$ and $S'' = (n-1)S'$. Let T be tree which consists of

- a depo d , and
- n vertices u_1, \dots, u_n incident only to d where $f(du_i) = 2$ and $g(du_i, 1) = S'$ and $g(du_i, 2) = S''$, and
- $3n$ paths P_1, \dots, P_{3n} on b_1, \dots, b_{3n} edges such that one end-vertex of each path is d and these paths have to be traversed only once.

Note that the only possible length of a route is $S' + S''$ and the short and long distances between transverses of edges du_i have to be exactly S' and S'' , respectively. If a_1, \dots, a_{3n} can be partitioned into n groups of equal sum S then we construct a route as follows: Start by traversing du_1 , traverse 3 paths of the first group, traverse du_1 , traverse du_2 , etc.

Observe that there is no route such that two close transverses of an edge du_i which is interleaved by a traverse of an edge du_j since the sum of lengths of any subset of paths is divisible by B and even all edges du_1, \dots, du_n cannot contribute to a multiple of B . Hence, if there exists a route then it looks like as the one constructed above.

Note that the problem is NP-complete even if $F = 2$ and all vertices except one have degree at most 2.

4.6 Proof of Theorem 8

Theorem 8 immediately follows from the following

Theorem 14. *Fixed integers F, Δ, k . There exists a polynomial time algorithm which for a graph $G = (V, E)$ rooted in d and with maximal degree at most Δ , given along with its canonical tree decomposition (W, b) of width $k-1$ and functions $f : E^s \rightarrow N$ such that $f(e) \leq F$ for all $e \in E^s$ and $g : E^s \times \{1, \dots, F\} \rightarrow N$ decides whether there exists a closed walk w starting at d satisfying*

- Every edge e is traversed $f(e)$ -times in both directions.
- For every edge e and $y \leq f(e)$, there are at most $g(e, y)$ steps between the y th and $(y+1)$ st transverses of e , taken cyclically.

Proof. We assume that for each bag $b(v)$, the edges of G^s incident to a vertex of $b(v)$ (there are at most $2k\Delta$ of them) are linearly ordered. The ordering may differ in different bags.

The length of the route has to be $l = 2 \sum_{e \in E} f(e)$ and let $I = \{1, \dots, l\}$ be the set of all indices on the route. Let $I' = \{(x, i); x \in I, 0 \leq i \leq 2k\Delta\}$. For every $A \subseteq I'$, and $u \in V(W)$ let $M_u[A]$ be true if there exists route $w = (e_1, \dots, e_l)$ satisfying all conditions on $G_{p(u), u}$ so that:

- If $A_0 = \{x; \text{there is } i \text{ such that } (x, i) \in A\}$ then w uses exactly indices of A_0 on $G_{p(u), u}$,
- For each $(x, i) \in A$, $i = 0$ iff e_x is not incident to a vertex of $b(u)$.
- Let $S(A) = \{x \in A_0; e_x \text{ is incident with a vertex of } b(u)\}$. For each $x \in S(A)$, if $(x, i) \in A$ then the edge e_x of w is the i th edge of the fixed linear order of the edges incident with a vertex of $b(w)$.

Let $z(A) = \{(a_1, b_1), \dots, (a_q, b_q)\}$ such that $A_0 = \{a_1, \dots, b_1\} \cup \dots \cup \{a_q, \dots, b_q\}$ and $a_1 \leq b_1 < b_1 + 1 < a_2 \leq b_2 < b_2 + 1 < \dots < b_{q-1} + 1 < a_q \leq b_q$. Clearly, $|z(a)| = q$ be the number of subsequences in A_0 .

If $M_u[A] = true$ then $|z(A)| \leq |S(A)| \leq 2Fk\Delta$ since $G_{p(u),u}$ can only be entered from a vertex of $b(u)$ which is incident with at most Δ edges in $G_{p(u),u}$ and each such edge can be used at most $f(e)$ -times. Therefore, there are at most $(2kl\Delta)^{2Fk\Delta}$ sets A such that $M_u[A] = true$, so we can store all such sets A instead of whole table M_u to ensure polynomial space.

We determine M_u using the following dynamic programming. Let u be a non-root vertex of W .

If u is a leaf, then $M_u[A] = true$ only for $A = \emptyset$.

If u is unique son of $p(u)$ and $b(p(u)) = b(u) \setminus \{v\}$ for some vertex v of G then $M_{p(u)}[A] = true$ iff $M_u[A'] = true$ where A' obtained from A but correcting the contribution of the linear order of edges associated with $b(p(u))$.

Let u be the unique son of $p(u)$ and $b(p(u)) = b(u) \cup \{v\}$ for some vertex v of G . We notice that no edge incident with v belongs to $G_{p(u),u}$. We construct sets A for which $M_{p(u)}[A] = true$ by considering edges from v to $b(u)$ one by one and for each such edge e we perform the same construction as the one of $M'_v[A']$ from $M_v[A]$ in the proof of Theorem 5.

Finally let $p(u)$ have two sons $u = u_1, u_2$. We know $b(p(u)) = b(u_1) = b(u_2)$. Let $S = E^s(G_{p(p(u_1)),u_1}) \cap E^s(G_{p(p(u_2)),u_2})$. We observe: if $e \in S$ then e is incident with a vertex of $b(p(u_1))$. We let again $M_{p(u)}[A] = false$ for each A and do the following:

Consider all pairs A_1, A_2 such that $M_{u_1}[A_1] = true$ and $M_{u_2}[A_2] = true$. We first modify the elements of both A_1, A_2 to reflect the fixed linear order of the edges incident with a vertex of $b(p(v))$; this linear order may be different from the linear order (of the same set) fixed for $b(u_1)$ or for $b(u_2)$. Let the resulting sets be denoted by A'_1, A'_2 .

For $e \in S$ let $i(e)$ denote its index in the fixed linear order of the edges incident with a vertex in $b(p(u_1))$. For each such $i(e)$ let $S_1 = \{x; (x, i(e)) \in A'_1\}$ and $S_2 = \{x; (x, i(e)) \in A'_2\}$. If $S_1 \neq S_2$ then stop.

If $[A'_1]_0 \cap [A'_2]_0$ contain any other element then stop.

If $A' = A'_1 \cup A'_2$ does not satisfy the requirements given by function g on the edges incident with a vertex of $b(p(u))$ then stop.

Let $M_{p(u)}[A'] = true$.

Finally, the algorithm returns $M_d[I]$.

5 Conclusion

This paper provides background for theoretical study of winter road maintenance considering practical constraints like different priorities and maintenance methods of roads. We introduced the concept of public complaints to the quality of snow removal and show its algorithmic correspondence to the necklace splitting problem. We extended earlier research by moving from LP based approach towards studying arc routing problems on trees which allowed more detailed complexity considerations.

In the future work we want to concentrate on the open problems suggested by this work, i.e., on understanding algorithmic public satisfaction and on arc-routing in planar graphs where we have only partial results so far

References

1. Rafael Kendy Arakaki and Fabio Luiz Usberti. An efficiency-based path-scanning heuristic for the capacitated arc routing problem. *Computers & Operations Research*, 103:288–295, 2019.
2. Badis Bensedira, Abdesslam Layeb, and Zineb Habbas. Discrete cuckoo search applied to capacitated arc routing problem. *International Journal of Metaheuristics*, 6(1-2):37–54, 2017.
3. Tom Bohman. A construction for sets of integers with distinct subset sums. *the electronic journal of combinatorics*, pages R3–R3, 1998.

4. P Bonsma, Th Epping, and Winfried Hochstättler. Complexity results on restricted instances of a paint shop problem for words. *Discrete Applied Mathematics*, 154(9):1335–1343, 2006.
5. Adamo Bosco, Demetrio Laganà, Roberto Musmanno, and Francesca Vocaturo. A matheuristic algorithm for the mixed capacitated general routing problem. *Networks*, 64(4):262–281, 2014.
6. Claudio Ciancio, Demetrio Laganà, and Francesca Vocaturo. Branch-price-and-cut for the mixed capacitated general routing problem with time windows. *European Journal of Operational Research*, 267(1):187–199, 2018.
7. J. H. Conway and Richard. K. Guy. Sets of natural numbers with distinct subset sums. *Notices of American Mathematical Society*, 345(15), 1968.
8. Ángel Corberán, Richard Eglese, Geir Hasle, Isaac Plana, and José María Sanchis. Arc routing problems: A review of the past, present, and future. *Networks*, 77(1):88–115, 2021.
9. M Poggi de Aragao and Eduardo Uchoa. Integer program reformulation for robust branch-and-cut-and-price algorithms. In *Mathematical program in rio: a conference in honour of nelson maculan*, pages 56–61, 2003.
10. Paul Erdős. *Problems and results in additive number theory*, 1955.
11. Aris Filos-Ratsikas and Paul W Goldberg. The complexity of splitting necklaces and bisecting ham sandwiches. In *Proceedings of the 51st Annual ACM SIGACT Symposium on Theory of Computing*, pages 638–649, 2019.
12. Aris Filos-Ratsikas and Paul W Goldberg. The complexity of splitting necklaces and bisecting ham sandwiches. In *Proceedings of the 51st Annual ACM SIGACT Symposium on Theory of Computing*, pages 638–649, 2019.
13. Jiří Fink, Martin Loebel, and Petra Pelikánová. A new arc-routing algorithm applied to winter road maintenance. *arXiv preprint arXiv:2001.10828*, 2020.
14. László Gáspár and Zsolt Bencze. Salting route optimization in hungary. *Transportation Research Procedia*, 14:2421–2430, 2016.
15. Ivona Gudac, Ivan Marović, and Tomáš Hanak. Sustainable optimization of winter road maintenance services under real-time information. *Procedia Engineering*, 85:183–192, 2014.
16. Aldy Gunawan, Graham Kendall, Barry McCollum, Hsin-Vonn Seow, and Lai Soon Lee. Vehicle routing: Review of benchmark datasets. *Journal of the Operational Research Society*, pages 1–14, 2021.
17. Ervin Gyori. On division of graphs to connected subgraphs. *Colloq. Math. Soc. Janos Bolyai*, 18:485–494, 1976.
18. Michael Jünger, Gerhard Reinelt, and William R Pulleyblank. On partitioning the edges of graphs into connected subgraphs. *Journal of Graph Theory*, 9(4):539–549, 1985.
19. Joris Kinable, Willem-Jan van Hoeve, and Stephen F Smith. Optimization models for a real-world snow plow routing problem. In *International Conference on AI and OR Techniques in Constraint Programming for Combinatorial Optimization Problems*, pages 229–245. Springer, 2016.
20. Joris Kinable, Willem-Jan van Hoeve, and Stephen F Smith. Snow plow route optimization: A constraint programming approach. *IISE Transactions*, pages 1–19, 2020.
21. László Lovász. A homology theory for spanning trees of a graph. *Acta Mathematica Academiae Scientiarum Hungarica*, 30(3-4):241–251, 1977.
22. W Fred Lunnon. Integer sets with distinct subset-sums. *Mathematics of Computation*, 50(181):297–320, 1988.
23. Frédéric Meunier. Discrete splittings of the necklace. *Mathematics of Operations Research*, 33(3):678–688, 2008.
24. M Cândida Mourão and Leonor S Pinto. An updated annotated bibliography on arc routing problems. *Networks*, 70(3):144–194, 2017.
25. Christos H Papadimitriou. On the complexity of the parity argument and other inefficient proofs of existence. *Journal of Computer and system Sciences*, 48(3):498–532, 1994.
26. Diego Pecin and Eduardo Uchoa. Comparative analysis of capacitated arc routing formulations for designing a new branch-cut-and-price algorithm. *Transportation Science*, 53(6):1673–1694, 2019.
27. Nathalie Perrier, André Langevin, and Ciro-Alberto Amaya. Vehicle routing for urban snow plowing operations. *Transportation Science*, 42(1):44–56, 2008.
28. Nathalie Perrier, André Langevin, and James F Campbell. A survey of models and algorithms for winter road maintenance. part i: system design for spreading and plowing. *Computers & Operations Research*, 33(1):209–238, 2006.
29. Nathalie Perrier, André Langevin, and James F Campbell. A survey of models and algorithms for winter road maintenance. part ii: system design for snow disposal. *Computers & Operations Research*, 33(1):239–262, 2006.

30. Nathalie Perrier, André Langevin, and James F Campbell. A survey of models and algorithms for winter road maintenance. part iii: Vehicle routing and depot location for spreading. *Computers & Operations Research*, 34(1):211–257, 2007.
31. Nathalie Perrier, André Langevin, and James F Campbell. A survey of models and algorithms for winter road maintenance. part iv: Vehicle routing and fleet sizing for plowing and snow disposal. *Computers & Operations Research*, 34(1):258–294, 2007.
32. Tony K Rodriguez, Olufemi A Omitaomu, and James A Ostrowski. Allocating limited deicing resources in winter snow events. *Journal on Vehicle Routing Algorithms*, 2(1):75–88, 2019.
33. Ching-Jung TING and Han-Shiuan TSAI. Ant colony optimization with path relinking for the capacitated arc routing problem. *Asian Transport Studies*, 5(2):362–377, 2018.
34. Binglei Xie, Ying Li, and Lei Jin. Vehicle routing optimization for deicing salt spreading in winter highway maintenance. *Procedia-Social and Behavioral Sciences*, 96:945–953, 2013.