# Massachusetts Institute of Technology <br> Logistical and Transportation Planning Methods 

Fall 2003

## Solutions to quiz 1

Prepared by Margrét Vilborg Bjarnadóttir

1
(Bjarnadóttir, 2003, (Outline Kang, 2001))
$X_{1}, X_{2}$ are uniformly distributed between 0 and a. Let $G(a) \equiv E\left[\max \left(x_{1}, x_{2}\right)^{3}\right]$ and consider $G(a+\varepsilon)$ when $X_{1}, X_{2}$ are uniformly distributed between 0 and $a+\varepsilon$, where $\varepsilon$ is very small.

Suppose $a<X_{2} \leq a+\varepsilon$ and $0 \leq X_{1} \leq a$. Then we know that $\max \left(x_{1}, x_{2}\right)=x_{2}$. Therefore $E\left[\max \left(x_{1}, x_{2}\right)^{3}\right] \equiv E\left[x_{2}^{3}\right]$. Since $X_{1}$ and $X_{2}$ are independent, $G(a+\varepsilon)$ for this case can be computed as follows:

$$
G(a+\varepsilon)=E\left[\max \left(x_{1}, x_{2}\right)^{3}\right]=E\left[x_{2}^{3}\right]=\int_{a}^{a+\varepsilon}\left(x_{2}\right)^{3} f_{X_{2}}\left(x_{2}\right) d x_{2}
$$

where $f_{X_{2}}\left(x_{2}\right)$ is the probability density function of $X_{2}$. Because $X_{2}$ is uniformly distributed over $(a, a+\varepsilon], f_{X_{2}}\left(x_{2}\right)=\frac{1}{a}$. Thus,

$$
\begin{aligned}
G(a+\varepsilon) & =\frac{1}{\varepsilon} \int_{a}^{a+\varepsilon}\left(x_{2}\right)^{3} d x_{2} \\
& =\frac{1}{\varepsilon}\left[\frac{1}{4} x_{2}^{4}\right]_{a}^{a+\varepsilon} \\
& =\frac{1}{\varepsilon} \cdot \frac{1}{4}\left((a+\varepsilon)^{4}-a^{4}\right) \\
& =\frac{1}{\varepsilon} \cdot \frac{1}{4}\left(4 a^{3} \varepsilon+6 a^{2} \varepsilon^{2}+4 a \varepsilon^{3}+\varepsilon^{4}\right) \\
& =\frac{1}{\varepsilon} \cdot \frac{1}{4}\left(\left(4 a^{3} \varepsilon+o(\varepsilon)\right)\right.
\end{aligned}
$$

where $o(\varepsilon)$ represents higher order terms of $\varepsilon$ satisfying $\lim _{\varepsilon \rightarrow 0} \frac{o(\varepsilon)}{\varepsilon}=0$ ("pathetic terms"). Therefore, $G(a+\varepsilon) \approx a^{3}$ as $\varepsilon \rightarrow 0$.

By symmetry we have $G(a+\varepsilon) \approx a^{3}$ as $\varepsilon \rightarrow 0$ when $0 \leq X_{2} \leq a$ and $a<X_{1} \leq a+\varepsilon$.

Finally, we do not have to compute $G(a+\varepsilon)$ for the case where $a<X_{1} \leq a+\varepsilon$ and $a<X_{2} \leq a+\varepsilon$ because the associated probability is negligible.

# Massachusetts Institute of Technology <br> Logistical and Transportation Planning Methods 

Fall 2003

The following table summarizes $G(a+\varepsilon)$ 's.

| Case | Probability of a case | $G(a+\varepsilon)$ given a case |
| :---: | :---: | :---: |
| hline $0 \leq X_{1} \leq a, \quad 0 \leq X_{2} \leq a$ | $\frac{a}{a+\varepsilon} \cdot \frac{a}{a+\varepsilon}=\left(\frac{a}{a+\varepsilon}\right)^{2}$ | $G(a)$ |
| $a<X_{1} \leq a+\varepsilon, 0 \leq X_{2} \leq a$ | $\frac{\varepsilon}{a+\varepsilon} \cdot \frac{a}{a+\varepsilon}=\frac{\varepsilon a}{(a+\varepsilon)^{2}}$ | $a^{3}$ |
| $0 \leq X_{1} \leq a, a<X_{2} \leq a+\varepsilon$ | $\frac{a}{a+\varepsilon} \cdot \frac{\varepsilon}{a+\varepsilon}=\frac{\varepsilon a}{(a+\varepsilon)^{2}}$ | $a^{3}$ |
| $a<X_{1} \leq a+\varepsilon, a<X_{2} \leq a+\varepsilon$ | $\frac{\varepsilon}{a+\varepsilon} \cdot \frac{\varepsilon}{a+\varepsilon}=\left(\frac{\varepsilon}{a+\varepsilon}\right)^{2}$ | We do not care. |

Using the total expectation theorem, we obtain

$$
\begin{aligned}
G(a+\varepsilon) & =G(a)\left(\frac{a}{a+\varepsilon}\right)^{2}+a^{3} \frac{\varepsilon a}{(a+\varepsilon)^{2}}+a^{3} \frac{\varepsilon a}{(a+\varepsilon)^{2}}+o\left(\varepsilon^{2}\right) \\
& =G(a)\left(\frac{a}{a+\varepsilon}\right)^{2}+2 a^{3} \frac{\varepsilon a}{(a+\varepsilon)^{2}}+o\left(\varepsilon^{2}\right) \\
& \approx G(a)\left(\frac{a}{a+\varepsilon}\right)^{2}+2 a^{3} \frac{\varepsilon a}{(a+\varepsilon)^{2}} .
\end{aligned}
$$

From the formula of the sum of an infinite geometric series, we know

$$
\frac{a}{a+\varepsilon}=\frac{1}{1+\frac{\varepsilon}{a}}=1-\frac{\varepsilon}{a}+\left(\frac{\varepsilon}{a}\right)^{2}-\left(\frac{\varepsilon}{a}\right)^{3}+\cdots .
$$

Ignoring higher order terms of $\varepsilon$, we get

$$
\frac{a}{a+\varepsilon} \approx 1-\frac{\varepsilon}{a} .
$$

This gives the following approximations:

$$
\begin{gathered}
\left(\frac{a}{a+\varepsilon}\right)^{2} \approx\left(1-\frac{\varepsilon}{a}\right)^{2}=1-\frac{2 \varepsilon}{a}+\frac{\varepsilon^{2}}{a^{2}} \approx 1-\frac{2 \varepsilon}{a}, \\
\frac{\varepsilon a}{(a+\varepsilon)^{2}}=\frac{\varepsilon}{a}\left(\frac{a}{a+\varepsilon}\right)^{2} \approx \frac{\varepsilon}{a}\left(1-\frac{2 \varepsilon}{a}\right)=\frac{\varepsilon}{a}-\frac{2 \varepsilon^{2}}{a^{2}} \approx \frac{\varepsilon}{a} .
\end{gathered}
$$

Therefore, we can rewrite $G(a+\varepsilon)$ as

$$
G(a+\varepsilon) \approx G(a)\left(1-\frac{2 \varepsilon}{a}\right)+2 a^{3} \cdot \frac{\varepsilon}{a}=G(a)\left(1-\frac{2 \varepsilon}{a}\right)+2 a^{2} \varepsilon .
$$

Rearranging terms, we have

$$
\frac{G(a+\varepsilon)-G(a)}{\varepsilon}=-\frac{2 G(a)}{a}+2 a^{2} .
$$

# Massachusetts Institute of Technology <br> Logistical and Transportation Planning Methods 

Fall 2003

If $\varepsilon \rightarrow 0$, we have the following differential equation:

$$
G^{\prime}(a)=-\frac{2 G(a)}{a}+2 a^{2} .
$$

Seeing the $2 a^{2}$ term, a "judicious" guess for the form of $G(a)$ is $B a^{3}$ (keeping in mind that $\mathrm{G}(0)=0$ and therefore there is no constant term in $G(a))$. Assuming $G(a)=B a^{3}$ we have $G^{\prime}(a)=3 B a^{2}$. Plugging these values into our differential equation gives us:

$$
\begin{aligned}
3 B a^{2} & =-2 B a^{2}+2 a^{2} \\
& \Leftrightarrow 5 B=2 \\
& \Leftrightarrow B=\frac{2}{5}
\end{aligned}
$$

This gives us the following solution:

$$
G(a) \equiv E\left[\max \left(x_{1}, x_{2}\right)^{3}\right]=\frac{2 a^{3}}{5} .
$$

## 2

(Bjarnadóttir, 2003)
Let assume $v_{4}$ is at some distance $k$ from the given point, with out loss of generality, we can assume $k=1$ (then we do not have to carry $k$ through our calculations). Then we know that there are three other vehicles inside a circle of radius 1 , which are uniformly distributed over the area of the circle.

Let A be the event that $v_{4}>4 v_{1}$ and let B be the event that $v_{4}>2 v_{2}$. We want to find the joint probability of these events, that is $P(A \cap B)=P(A) * P(B \mid A)$.
$\mathrm{P}(\mathrm{A})$ is the probability that at least one vechicle is within a circle of radius $\frac{1}{4}$. The compliment of A is the event that no vehicle is within radius $\frac{1}{4}$. For any one vehicle the probability of being outside a circle of radius $\frac{1}{4}$ is $\frac{\left(\pi * 1^{2}-\pi *(1 / 4)^{2}\right.}{1^{2} * \pi}=\frac{15}{16}$. Therefore $P(A)=1-P\left(A^{c}\right)=1-\left(\frac{15}{16}\right)^{3}=\frac{721}{4096}$

For event B ( $v_{4}>2 v_{2}$ ) we need to have two vehicles within a circle of radius $\frac{1}{2} . P(B \mid A)$ is the event that the second vehicle is inside of a circle of radius $\frac{1}{2}$ given that the first vehicle is inside a circle of radius $\frac{1}{4}$. The compliment, $P\left(B^{c} \mid A\right)$ is then the event that the second nearest vehicle is outside of circle of radius $\frac{1}{2}$, given that the first one is within a circle of radius $\frac{1}{4}$ and $P(B \mid A)=1-P\left(B^{c} \mid A\right)$.

Now $P\left(B^{c} \mid A\right)=\frac{P\left(B^{c} \cap A\right)}{P(A)}$, where $P\left(B^{c} \cap A\right)$ is the event that two vehicles are outside of $\frac{1}{2}$ AND one vehicle inside of $\frac{1}{4}$. Therefore

$$
P\left(B^{c} \mid A\right)=\frac{P\left(B^{c} \cap A\right)}{P(A)}=\frac{3 \cdot \frac{1}{16} \cdot\left(\frac{3}{4}\right)^{2}}{\frac{721}{4096}}=\frac{432}{721}
$$

Now

$$
P(B \mid A)=1-P\left(B^{c} \mid A\right)=1-\frac{432}{721}=\frac{289}{721}
$$

# Massachusetts Institute of Technology <br> Logistical and Transportation Planning Methods 

Fall 2003

We then can put it all together:

$$
P(A \cap B)=P(A) * P(B \mid A)=\frac{721}{4096} * \frac{289}{721}=\frac{289}{4096} \approx 0.071
$$

## 3

(Bjarnadóttir, 2003)
(i) When considering the different probabilities for Mendel of entering in intervals of different lengths, we need to take into account random incidence: Mendel has $\frac{4}{4+5+6}=\frac{4}{15}$ chance of entering in an interval of length $4, \frac{5}{15}$ of entering in an interval of length 5 and $\frac{6}{15}$ of entering in an interval of length 6. Given the Mendel enters in an interval of a certain length, his arrival is uniformly distributed over that interval. We can therefore compute the probability that he waits between 4 and 5 minutes for the next train as follows:
$\mathrm{P}($ Mendel waiting between 4 and 5 minutes $)=\frac{4}{15} * 0+\frac{5}{15} * \frac{1}{5}+\frac{6}{15} * \frac{1}{6}=\frac{2}{15}$
(ii) If the Lemon Line became less variable and all intervals between trains were exactly 5 minutes, the probability would go from $\frac{2}{15}$ to $\frac{1}{5}$, since Mendel would always arrive in an interval of length 5 and therefore the chance to wait between 4 and 5 minutes is always $1 / 5$.

Intuitively, why does the answer move in that direction? (Barnett, 2003)
We see in the first part of the problem that the chance of waiting between 4 and 5 minutes is higher $(20 \%)$ given an interval of length 5 than either one of length $4(0 \%)$ or of length $6(16.7 \%)$. Thus, if intervals of lengths 4 and 6 disappear in favor of 5 's, the chance of waiting between 4 and 5 minutes must go up. (The average wait goes down under the change, because the possibility of waiting more than 5 minutes evaporates.)

## 4

(Odoni, 2003)
The small factory has 3 machines, therefore the total population is three. Our Birth-and-death chain has therefore only a 4 states, that is all machines can be running, one can be broken down, two can be broken down or all can be broken down. The following picture shows our queueing system.

# Massachusetts Institute of Technology <br> Logistical and Transportation Planning Methods 

Fall 2003


We can now write our steady state equations:

$$
\begin{aligned}
& { }_{3}^{1} P_{0}=\frac{1}{2} P_{1} \\
& \frac{2}{9} P_{1}=P_{2} \\
& \frac{1}{9} P_{2}=P_{3} \\
& P_{0}+P_{1}+P_{2}+P_{3}=1
\end{aligned}
$$

Which gives us: $P_{0}=\frac{243}{445}, P_{1}=\frac{162}{445}, P_{2}=\frac{36}{445}$ and $P_{3}=\frac{4}{445}$. We can now find the expected number of machines that are operating, which three (the total population) minus the expected number in the system: $3-L=3-\left(0 * P_{0}+1 * P_{1}=2 * P_{2}+3 * P_{3}\right) \approx 2.45$ operating machines.

