Number: C-5

Protected value and its impacts on residents' acceptance around public works
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Protected value are those that resist trade-offs with other value, and current psychological theories of justice area were based on the premise that people care about justice and fairness primarily because of their social identity. It is meant that the person who has the protection value for the business, there is a possibility of not accepting the business even if the procedure is fair. The aim of the research is to examine the correlation between protected value and procedural fairness, where the public works cannot be processed if there are absolute values (like protected value, moral value) as obstruction of appropriate judgment, although the procedure is fair. This paper conducts general analysis to elucidate the psychological values underlying the intention of the procedural determinant and the impact to resident who have protected value. The hypothesis is that the resident who has the protected value comes to oppose the project even if the procedure of public works is fair. Due to purpose, the questionnaire survey was conducted for both, the real project and the hypothetical project. The respondents were randomly chosen, who were enduring as a permanent resident in the same area at 3 different parts (n= 300). Then it was calculated through the variables, all the determinant factors has less correlation with protected value and procedural fairness has strong correlation with protected value.

Number: C-6

The Influences of Heterogeneity of Vehicle Size to the Traffic Flow in Heterogeneous Traffic (Case Study: Makassar Traffic on Urip Sumoharjo Street)
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The heterogeneity of vehicle size affects the fundamental diagram of traffic flow, in which this heterogeneity refer to the kind of vehicle. This study analyzed the traffic flow characteristic such as flow, density and speed by considering the heterogeneity of vehicle size, so that the analysis can distinguish the effect based on the kind of vehicle. This study needs to be done in order to be obtained the proper relationship among the variables in the fundamental diagram and also to identify the influences of heterogeneity to the fundamental variables. In this study, "area of vehicel" (m\textsuperscript{2}) is adopted as a unit of flow instead of the passenger car unit (PCU) and "area occupancy" as a unit of density. The goodness of fit of the Fundamental Diagram to the scatter of traffic states is compared to that using PCU as a unit of flow. Then, the influences of the heterogeneity on the fundamental diagram is investigated. As a results, these are shown that the goodness of fit of fundamental diagram to the scatter of traffic states is improved by adopting "area of vehicle" (m\textsuperscript{2}) as a unit of flow.