

Exercise 5 – Solutions

19.10.2021

#1 Elicitation of attribute-specific value functions

The statements about equally preferred distances give equations:

$$v(900) - v(600) = v(1250) - v(900) = v(1650) - v(1250) = v(2100) - v(1650).$$

These three equations together with the normalization constraints $v(600) = 0$ and $v(2000) = 1$ could be used to determine the value function at the given points. The problem is that $x_N = 2100 > 2000 = a^*$.

There are two possible approaches to overcome this problem.

Approach 1:

1. Change a^* to 2100.
 - Now $v(2100) - v(600) = v(2100) - v(1650) + v(1650) - v(1250) + v(1250) - v(900) + v(900) - v(600) = 4[v(900) - v(600)]$.
2. Normalize the value function such that $v(2100) = 1$, $v(600) = 0$.
 - Then, $4v(900) = 1 \Rightarrow v(900) = 0.25$, $v(1250) = 0.5$, $v(1650) = 0.75$.
3. Interpolate to get $v(1200)$ and $v(1700)$.
 - $v(1200) - v(900) = [1200 - 900] / [1250 - 900] * [v(1250) - v(900)] \Rightarrow v(1200) = 0.46$
 - $v(1700) - v(1650) = [1700 - 1650] / [2100 - 1650] * [v(2100) - v(1650)] \Rightarrow v(1700) = 0.78$

Values: (A)=0.25, (B)=0.46, (C)=0.78

Approach 2:

1. Interpolate to get $v(2000) - v(600)$

$$= v(2000) - v(1650) + v(1650) - v(600)$$

$$= v(2000) - v(1650) + 3[v(900) - v(600)]$$

$$= (3 + [2000 - 1650] / [2100 - 1650]) * [v(900) - v(600)] =$$

$$(34/9) * [v(900) - v(600)]$$
2. Normalize such that $v(2000) = 1$, $v(600) = 0$
 - Then, $v(900) = 9/34$, $v(1250) = 18/34$, $v(1650) = 27/34$.
3. Interpolate to get $v(1200)$ and $v(1700)$
 - $v(1200) - v(900) = [1200 - 900] / [1250 - 900] * [v(1250) - v(900)] \Rightarrow v(1200) = 0.49$
 - $v(1700) - v(1650) = [1700 - 1650] / [2100 - 1650] * [v(2100) - v(1650)] \Rightarrow v(1700) = 0.82$

Values: (A)=0.26, (B)=0.49, (C)=0.82

#2 Difference independence

Let x_1 denote the time since last pavement and x_2 denote the average hourly number of cars that use the road. The fact that the value increases with respect to both attributes can be represented as follows:

- I. $x_1 > x_1' \Rightarrow V(x_1, x_2) \geq V(x_1', x_2)$
- II. $x_2 > x_2' \Rightarrow V(x_1, x_2) \geq V(x_1, x_2')$

The fact that the engineer rather has the road (10 years, 100 cars) paved than the road (13 years, 10 cars) can be represented as follows:

$$\text{III. } (0, 100) \leftarrow (10, 100) \succ_d (0, 10) \leftarrow (13, 10) \Leftrightarrow V(10, 100) - V(0, 100) > V(13, 10) - V(0, 10)$$

Based on I. and III., it applies:

$$\text{IV. } V(13, 100) - V(0, 100) \geq V(10, 100) - V(0, 100) > V(13, 10) - V(0, 10)$$

From IV., one can see that

$$\text{V. } V(13, 100) - V(0, 100) > V(13, 10) - V(0, 10).$$

Now V. indicates that a change from $x_1=0$ to $x_1=13$ is more valuable when $x_2=100$ than when $x_2=10$. Thus, x_1 is not difference independent of x_2 .

By rearranging V., one obtains

$$\text{VI. } V(13, 100) - V(13, 10) > V(0, 100) - V(0, 10).$$

Now VI. Indicates that a change from $x_2=10$ to $x_2=100$ is more valuable when $x_1=13$ than when $x_1=0$. Thus, x_2 is not difference independent of x_1 .