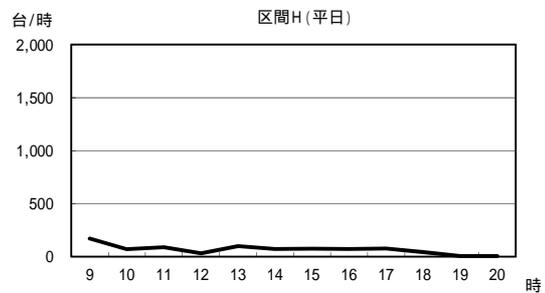
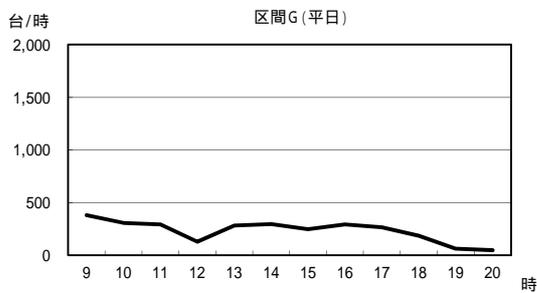
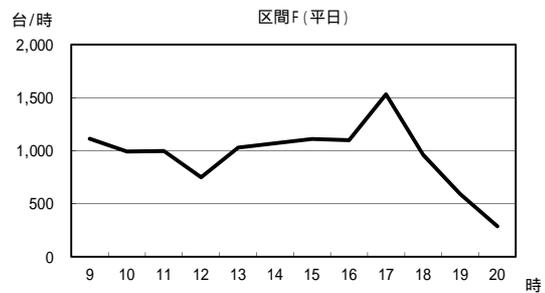
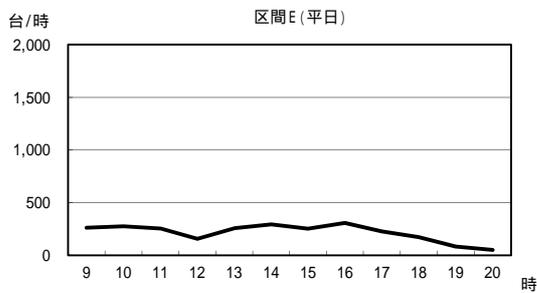
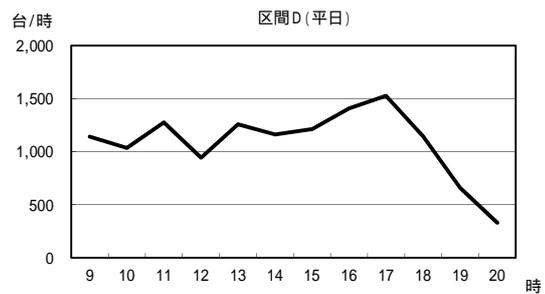
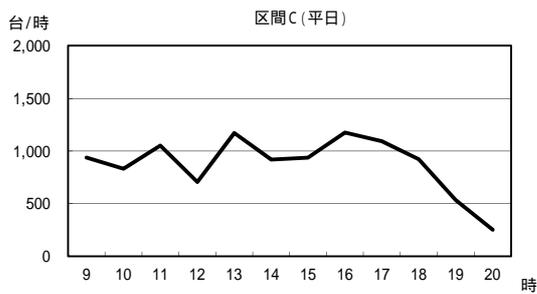
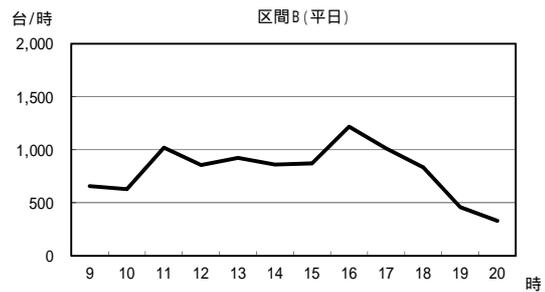
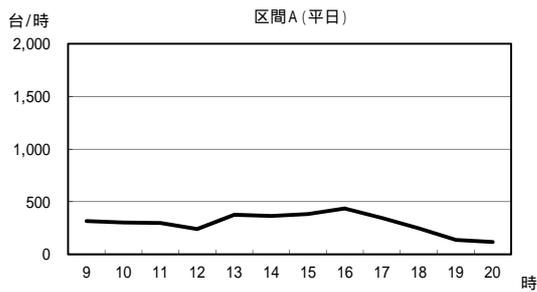
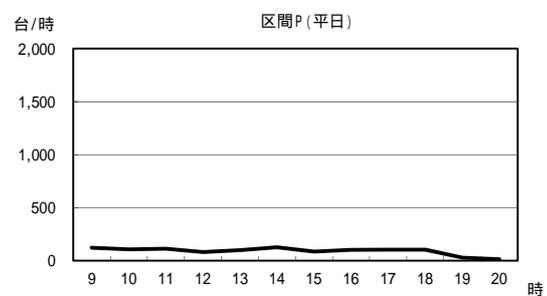
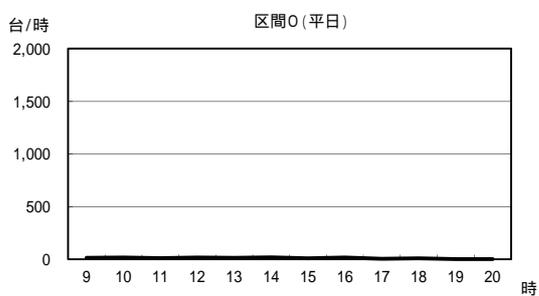
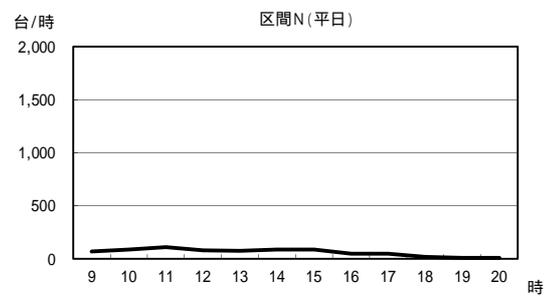
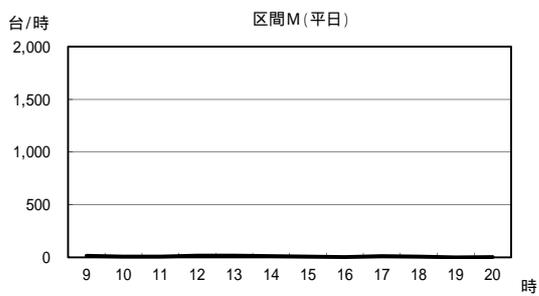
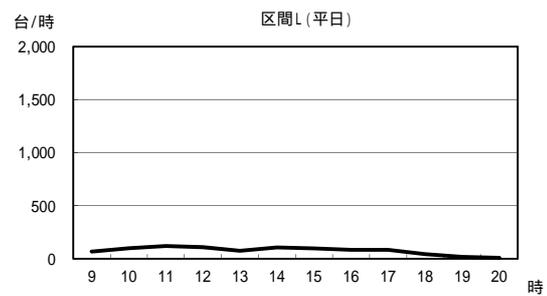
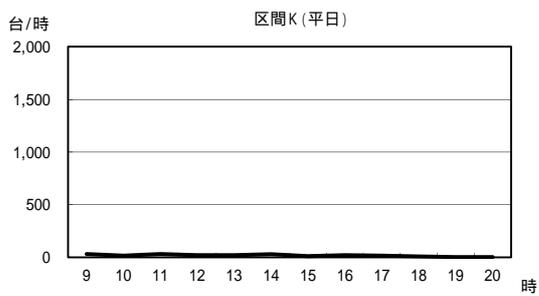
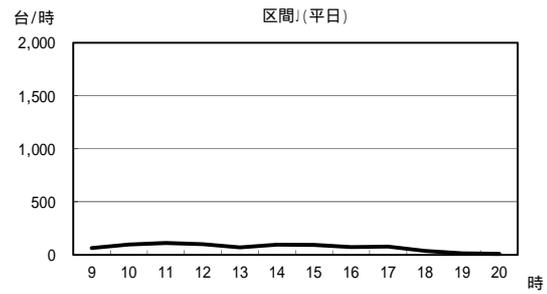
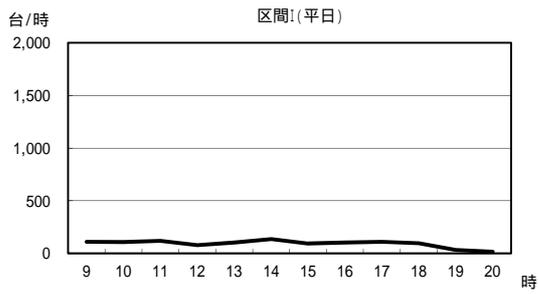


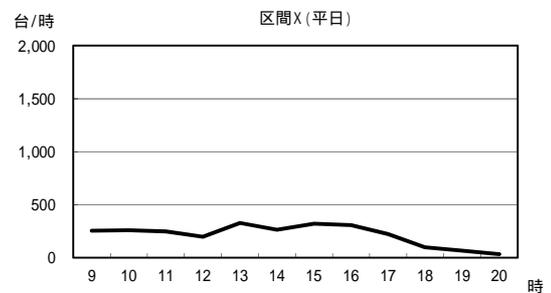
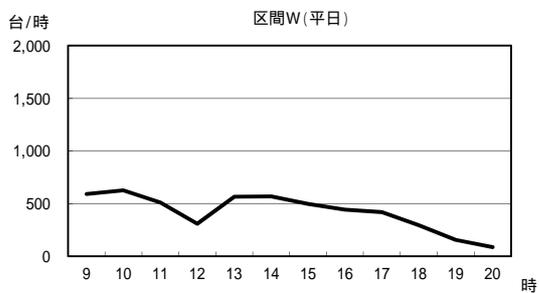
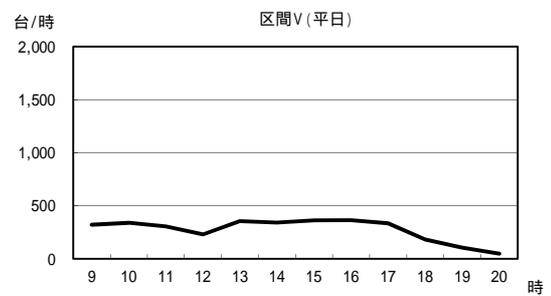
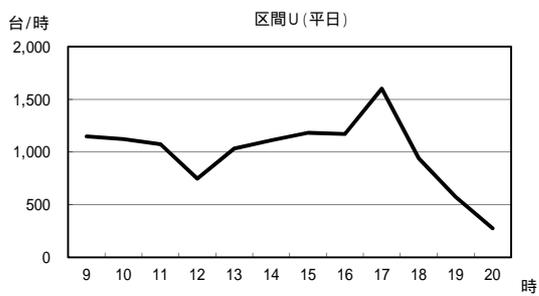
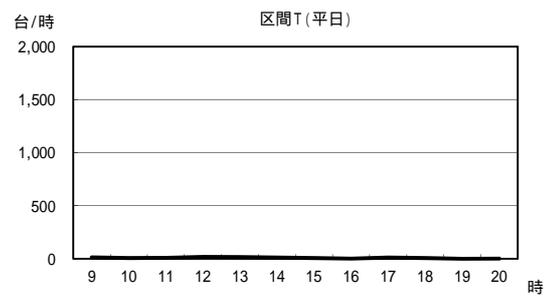
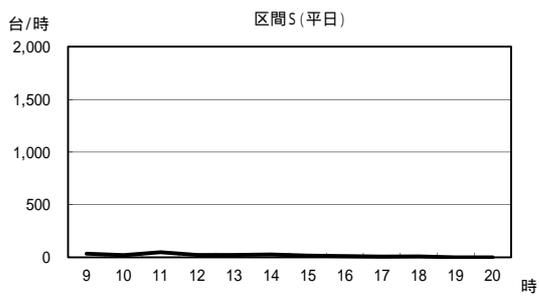
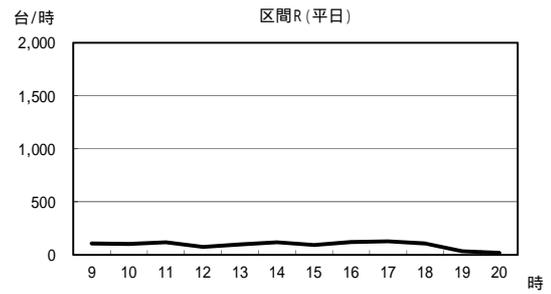
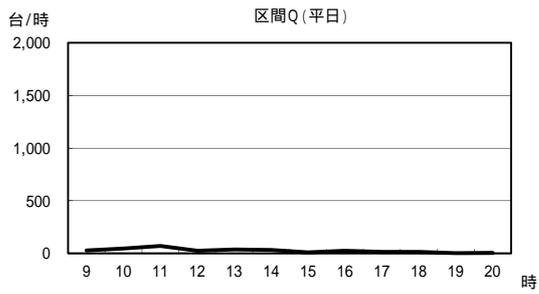
資料 10 - 1 自動車断面交通量の時間変動

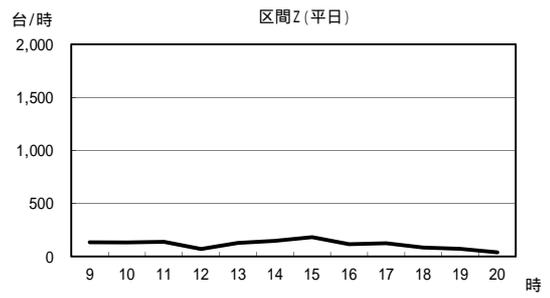
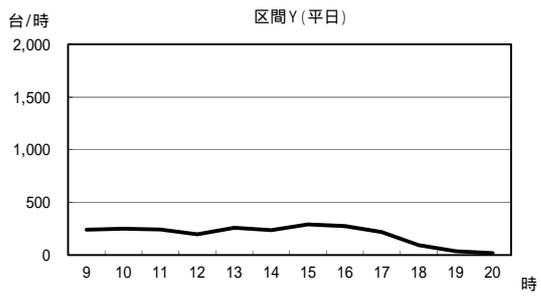
[本編 p.248 参照]

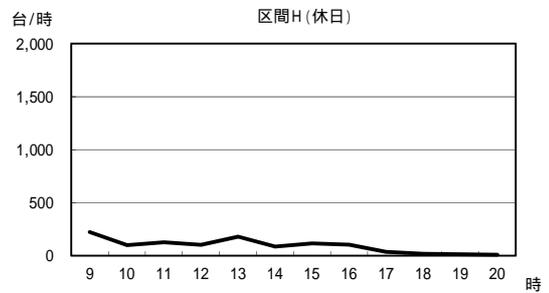
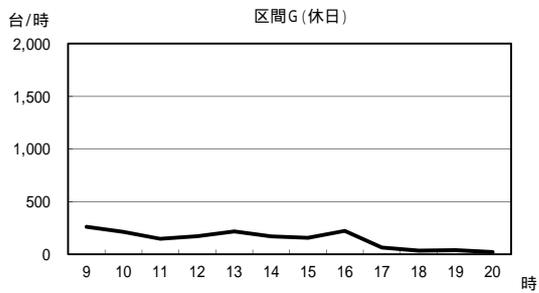
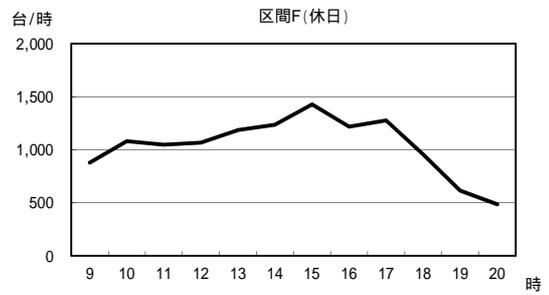
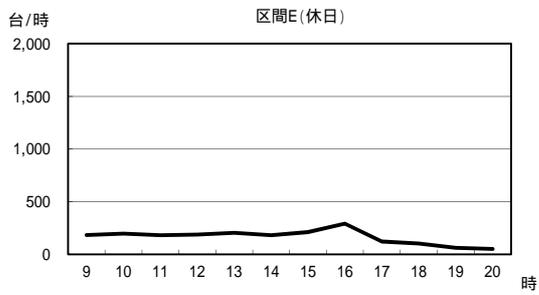
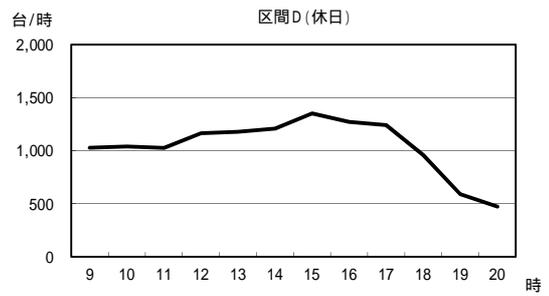
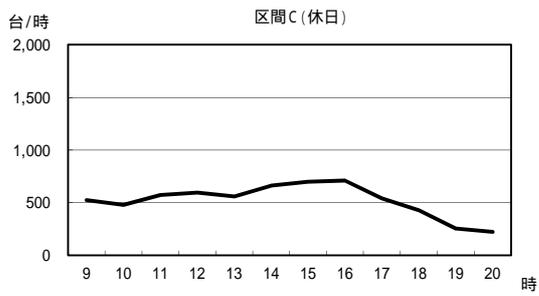
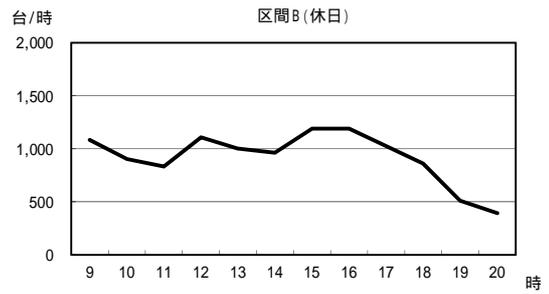
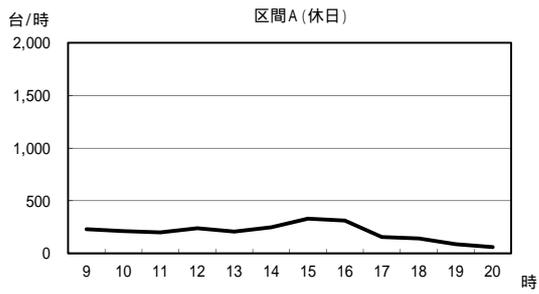
事業予定地周辺における区間断面（26箇所）交通量の時間変動は、以下に示すとおりである。

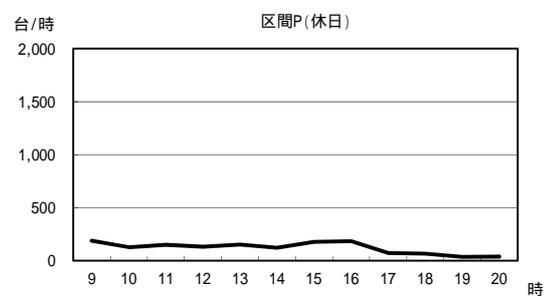
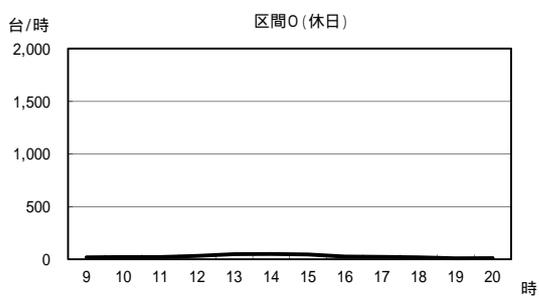
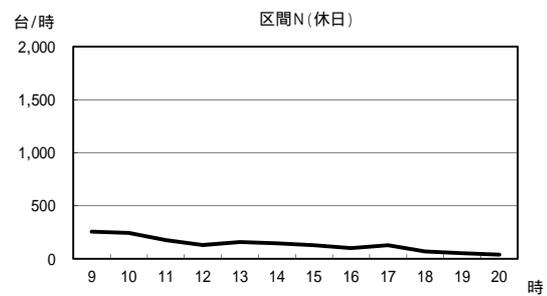
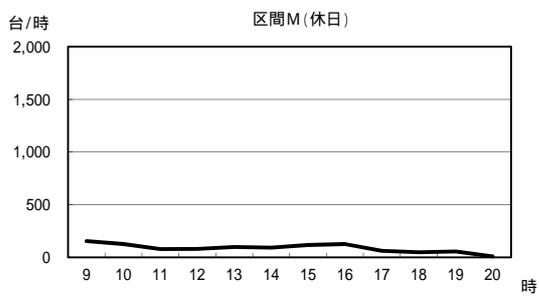
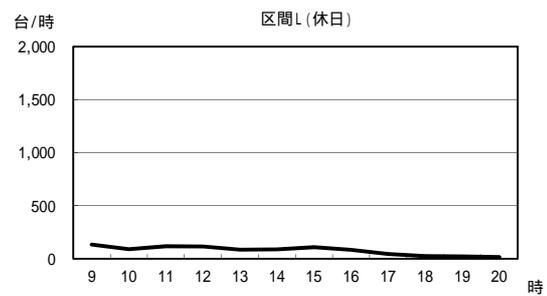
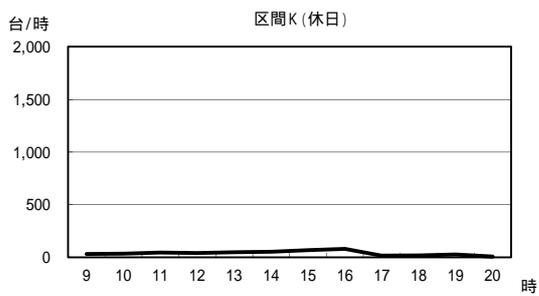
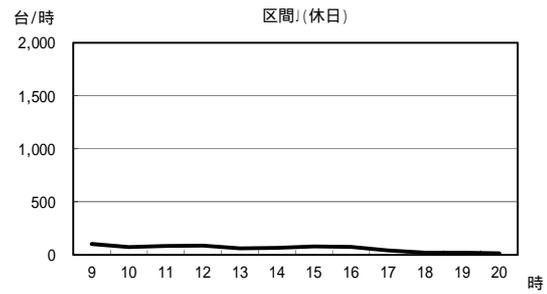
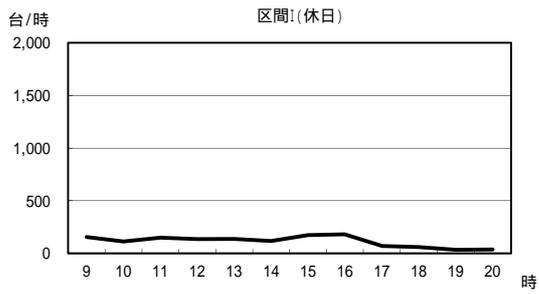


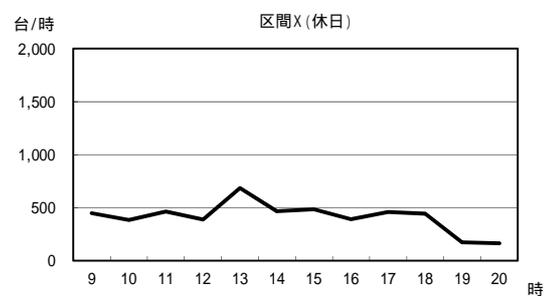
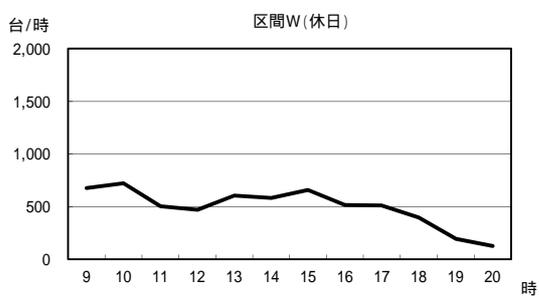
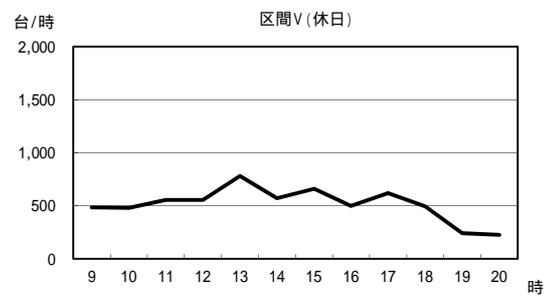
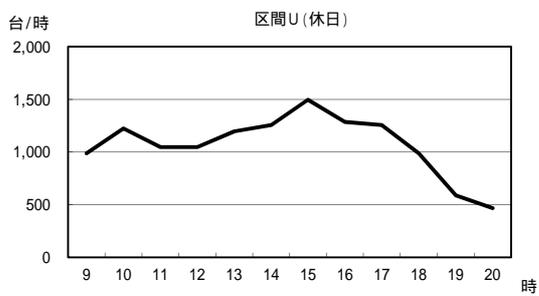
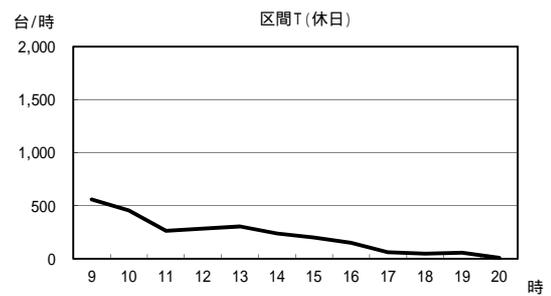
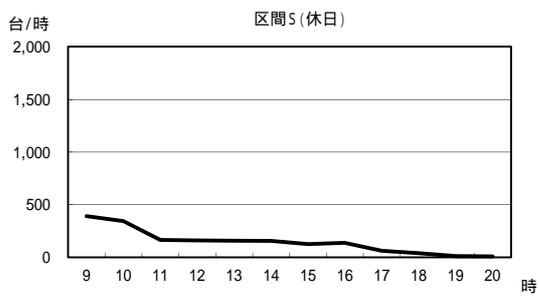
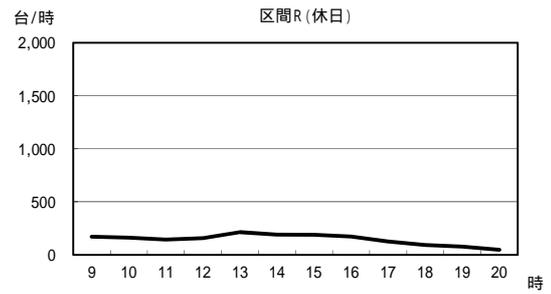
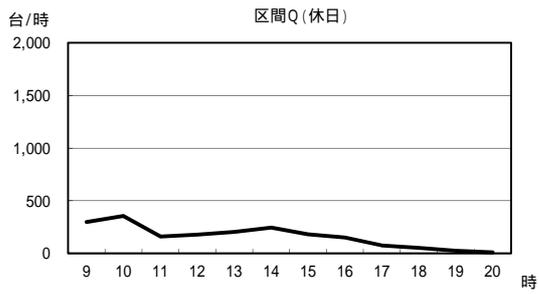


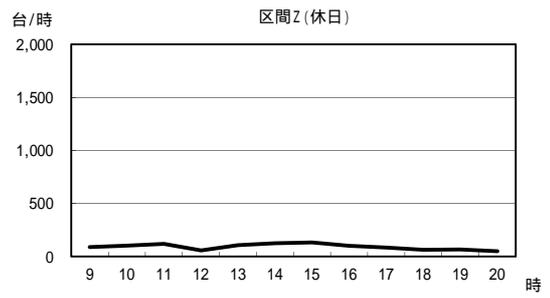
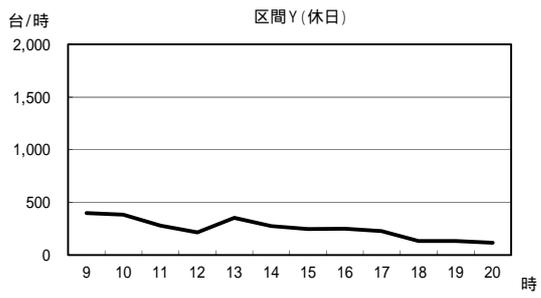






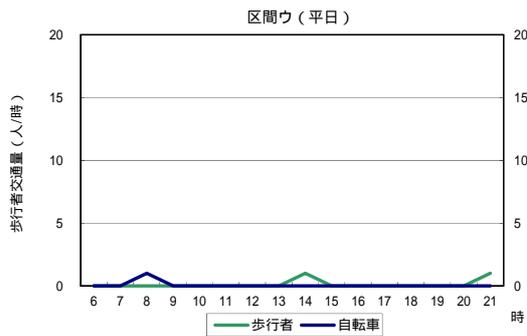
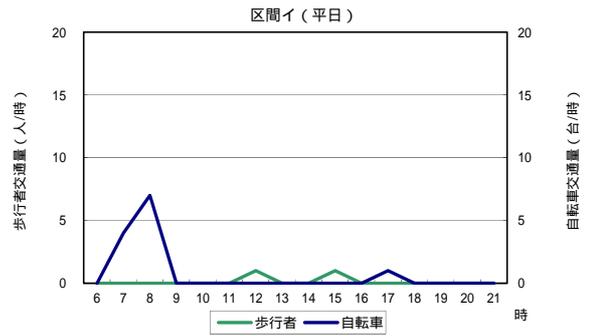
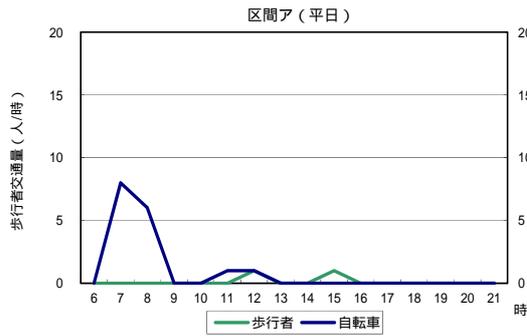






事業予定地周辺における区間断面（3 箇所）交通量の時間変動は、以下に示すとおりである。

< 平日 >



< 休日 >

