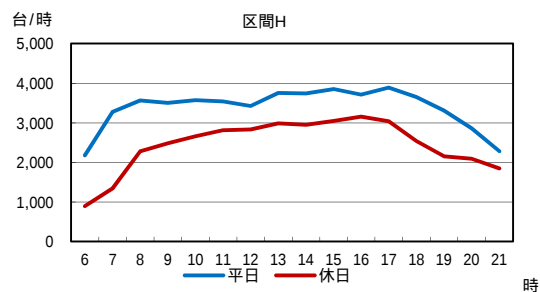
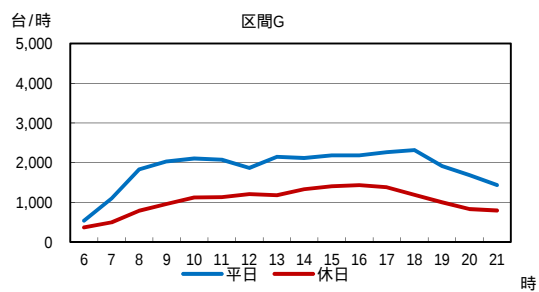
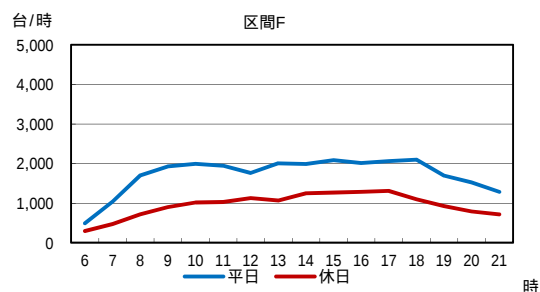
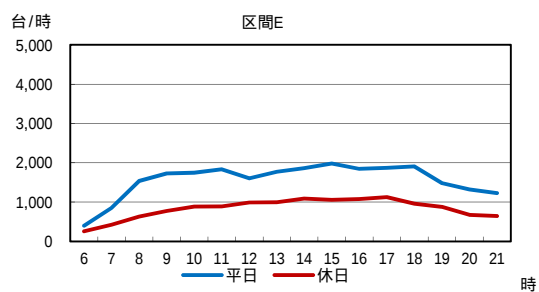
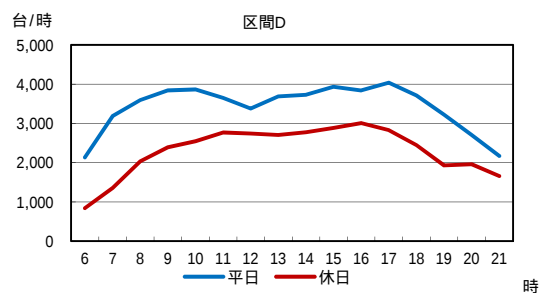
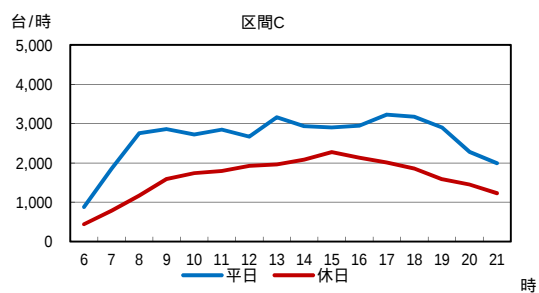
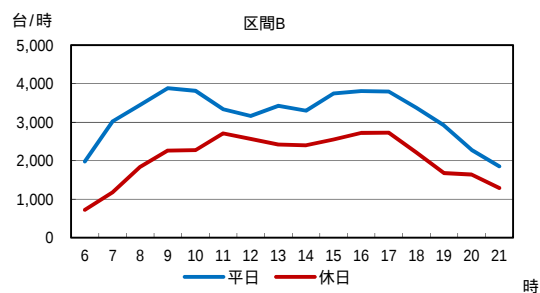
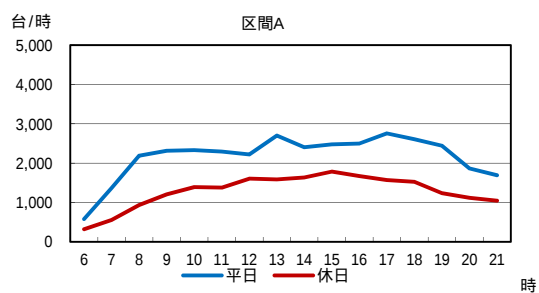
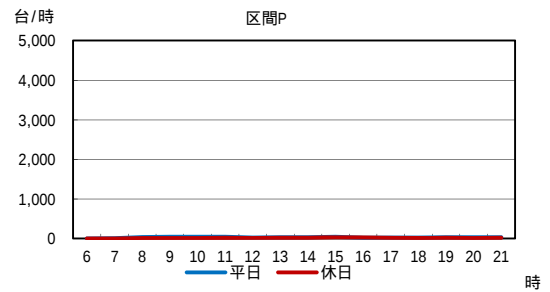
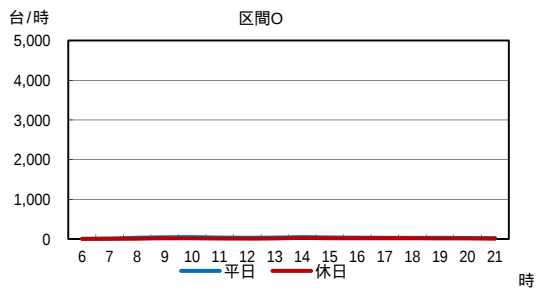
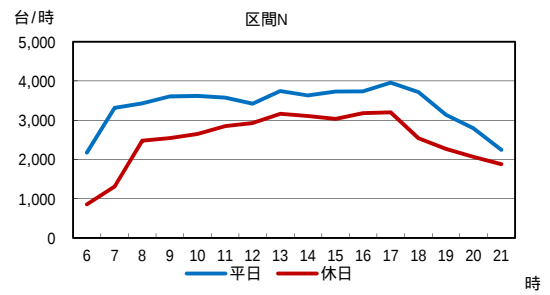
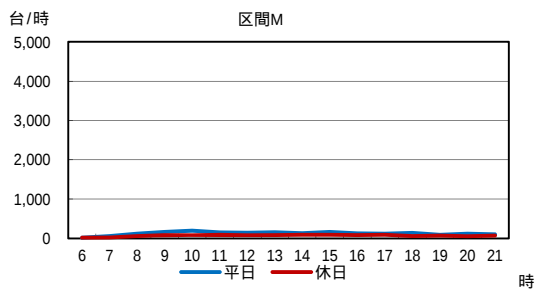
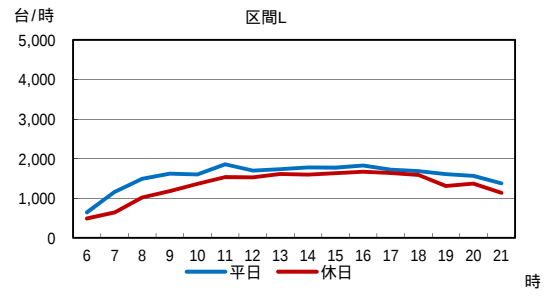
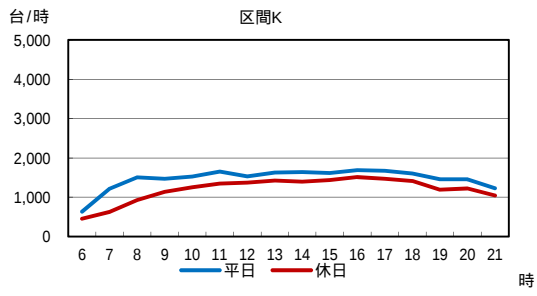
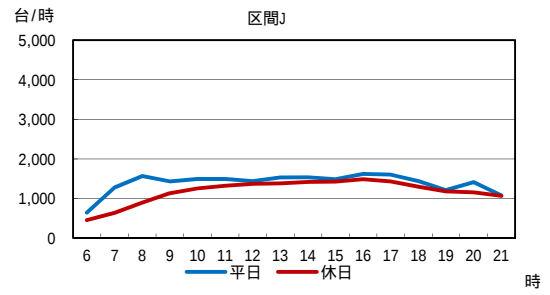
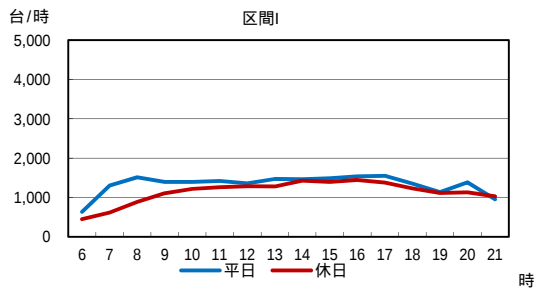


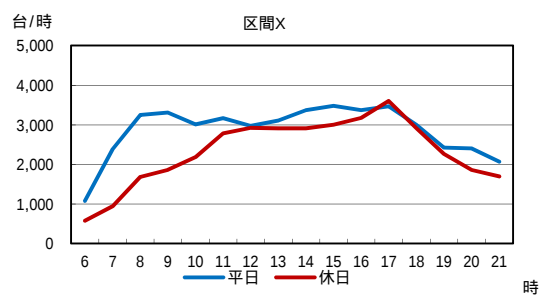
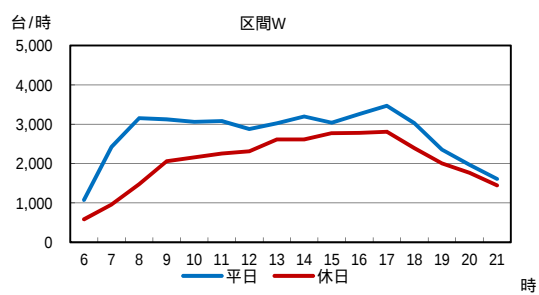
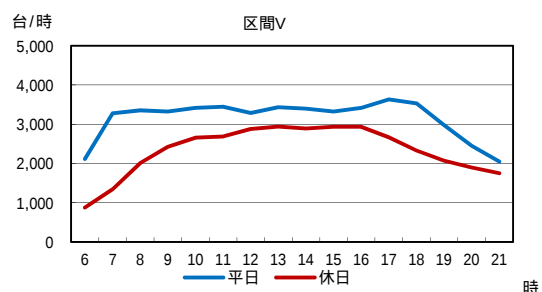
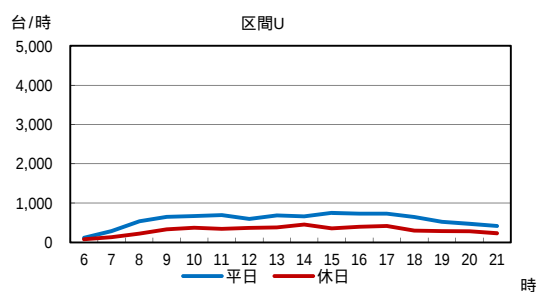
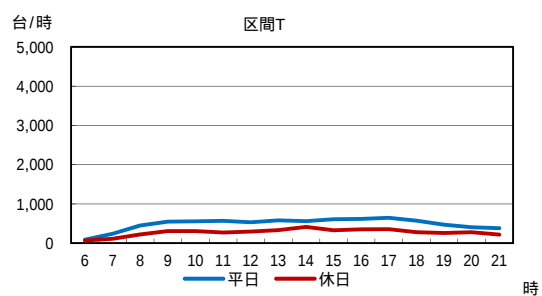
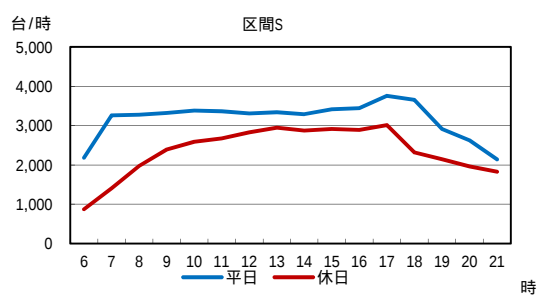
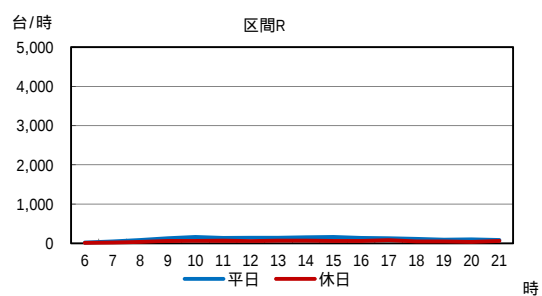
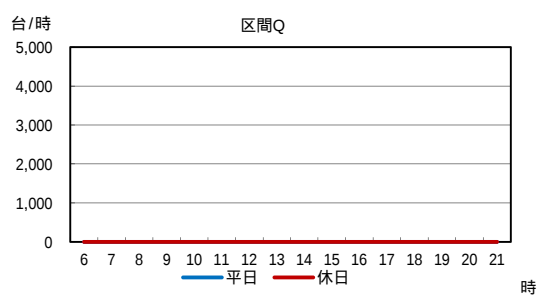
資料 1 3 - 1 自動車断面交通量の時間変動

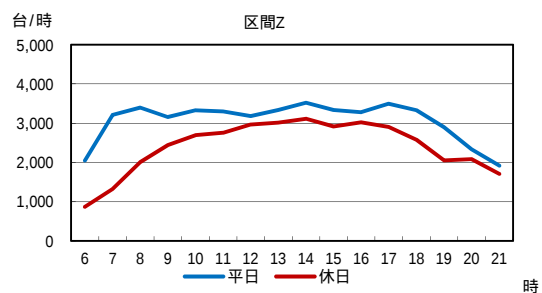
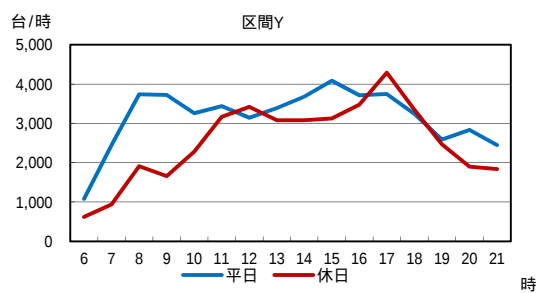
[本編 p.281 参照]

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。







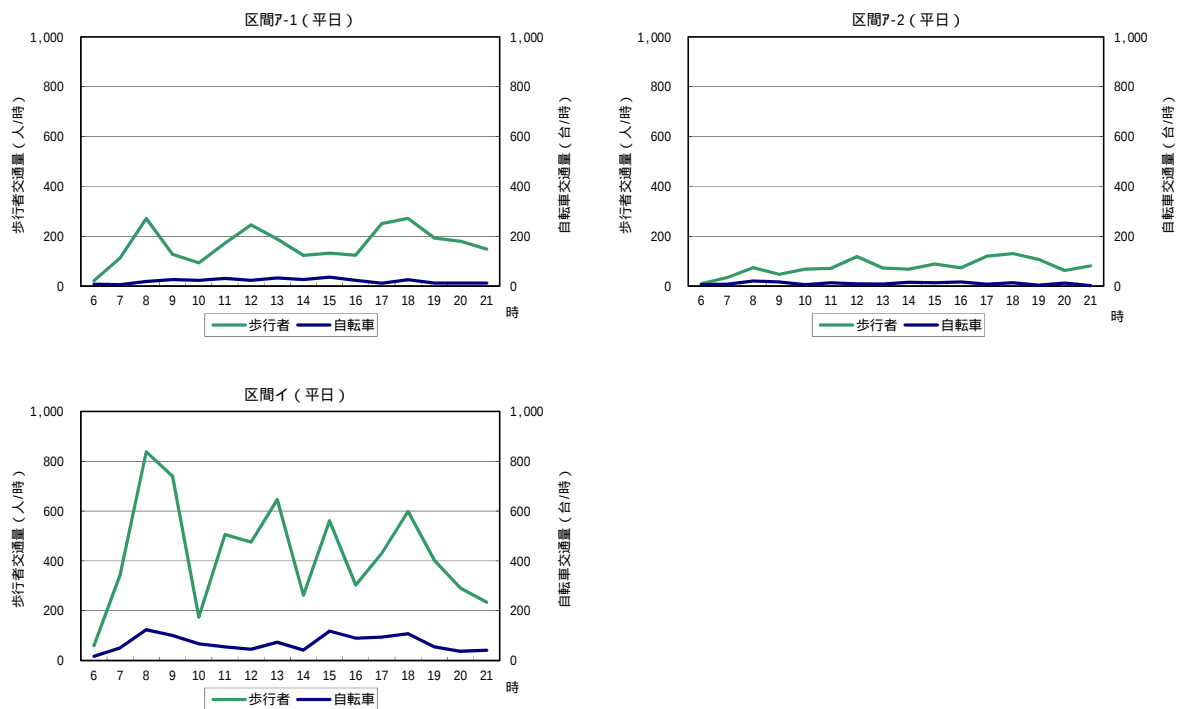


資料 1 3 - 2 歩行者及び自転車断面交通量の時間変動

[本編 p.284 参照]

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 >

