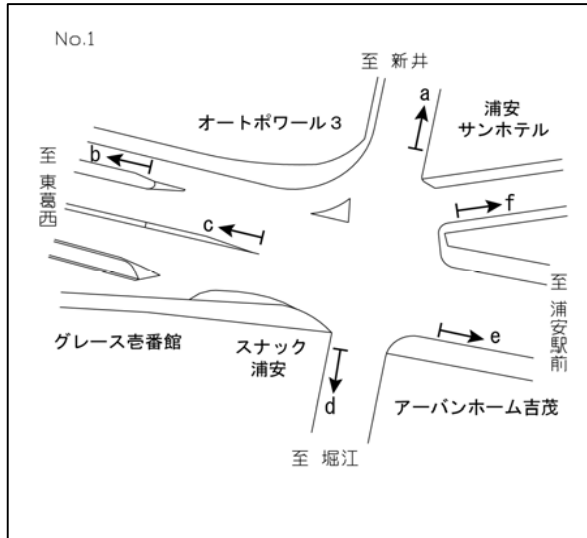


## 8. 渋滞長・滞留長調査集計表

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.1 (1)浦安橋東詰交差点  
 方向：a  
 天候：曇り

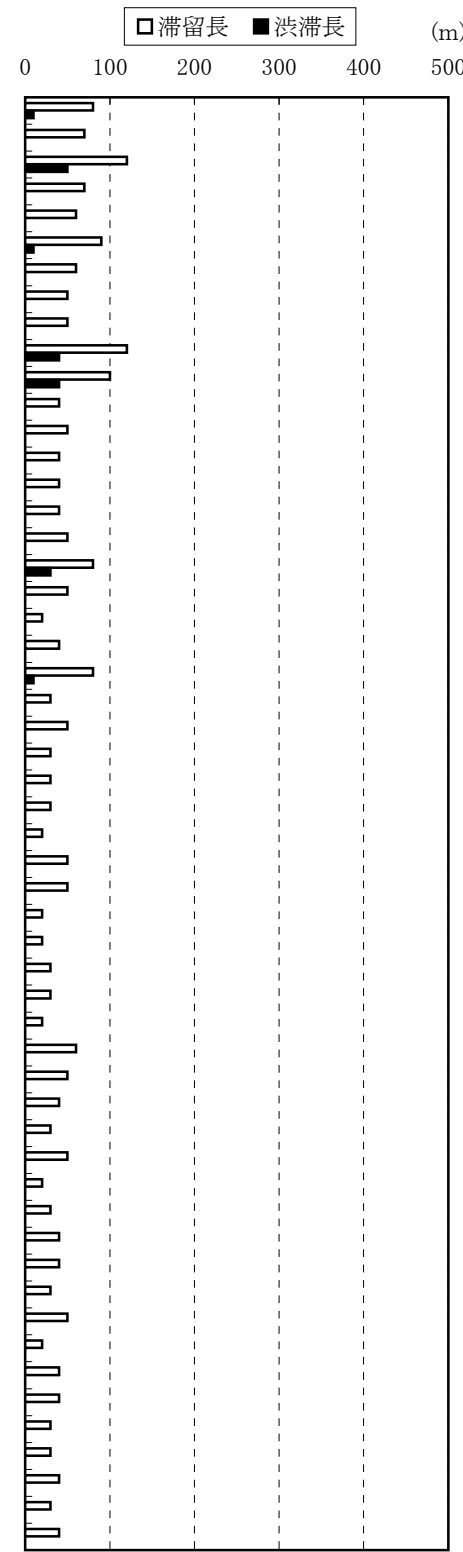


※  : 内の値は最大渋滞長

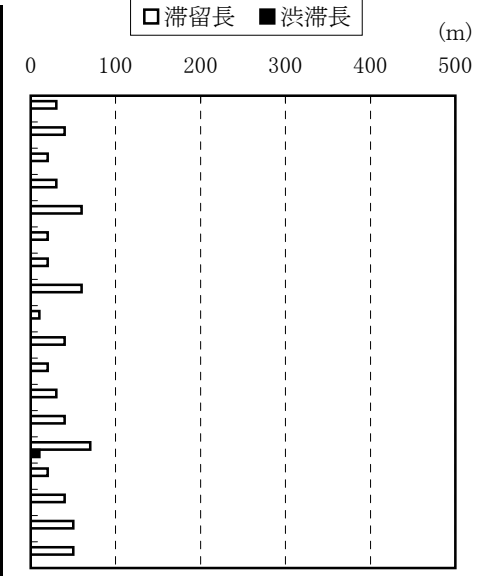
※渋滞原因凡例

- |              |          |         |      |
|--------------|----------|---------|------|
| 1：車線減少       | 2：信号現示不適 | 3：踏切    | 4：橋梁 |
| 5：右折、対向直進    | 6：左折車    | 7：大型車   |      |
| 8：二輪車        | 9：歩行者    | 10：駐車車両 |      |
| 11：バス停、バスレーン | 12：工事、事故 |         |      |
| 13：沿道出入車両    | 14：道路線形  |         |      |
| 15：交差点形状     | 16：先詰まり  | 17：その他  |      |

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 80         | 10         | 2, 15    |
| 7:10     | 70         | 0          |          |
| 7:20     | 120        | 50         | 2, 15    |
| 7:30     | 70         | 0          |          |
| 7:40     | 60         | 0          |          |
| 7:50     | 90         | 10         | 2, 15    |
| 8:00     | 60         | 0          |          |
| 8:10     | 50         | 0          |          |
| 8:20     | 50         | 0          |          |
| 8:30     | 120        | 40         | 2, 5     |
| 8:40     | 100        | 40         | 2, 5     |
| 8:50     | 40         | 0          |          |
| 9:00     | 50         | 0          |          |
| 9:10     | 40         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 40         | 0          |          |
| 9:40     | 50         | 0          |          |
| 9:50     | 80         | 30         | 2, 5     |
| 10:00    | 50         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 40         | 0          |          |
| 10:30    | 80         | 10         | 2        |
| 10:40    | 30         | 0          |          |
| 10:50    | 50         | 0          |          |
| 11:00    | 30         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 30         | 0          |          |
| 11:30    | 20         | 0          |          |
| 11:40    | 50         | 0          |          |
| 11:50    | 50         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 30         | 0          |          |
| 12:30    | 30         | 0          |          |
| 12:40    | 20         | 0          |          |
| 12:50    | 60         | 0          |          |
| 13:00    | 50         | 0          |          |
| 13:10    | 40         | 0          |          |
| 13:20    | 30         | 0          |          |
| 13:30    | 50         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 30         | 0          |          |
| 14:00    | 40         | 0          |          |
| 14:10    | 40         | 0          |          |
| 14:20    | 30         | 0          |          |
| 14:30    | 50         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 40         | 0          |          |
| 15:00    | 40         | 0          |          |
| 15:10    | 30         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 40         | 0          |          |
| 15:40    | 30         | 0          |          |
| 15:50    | 40         | 0          |          |

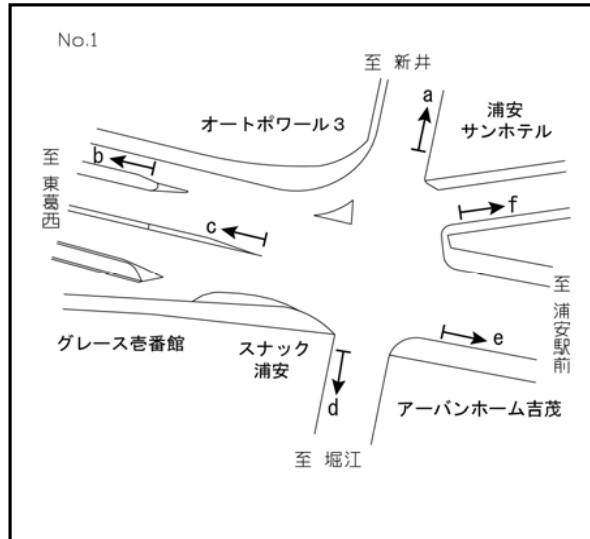


| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 30         | 0          |          |
| 16:10    | 40         | 0          |          |
| 16:20    | 20         | 0          |          |
| 16:30    | 30         | 0          |          |
| 16:40    | 60         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 60         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 40         | 0          |          |
| 17:40    | 20         | 0          |          |
| 17:50    | 30         | 0          |          |
| 18:00    | 40         | 0          |          |
| 18:10    | 70         | 10         | 2, 15    |
| 18:20    | 20         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 50         | 0          |          |
| 18:50    | 50         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.1 (1)浦安橋東詰交差点  
 方向：b  
 天候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

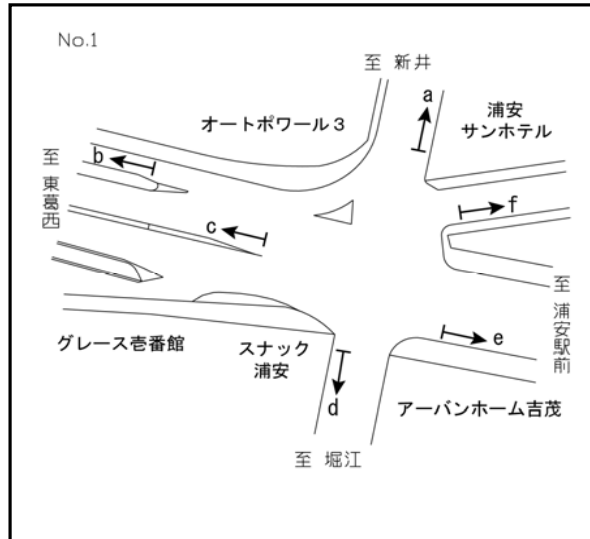
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 7:00     | 20         | 0          |          |
| 7:10     | 20         | 0          |          |
| 7:20     | 30         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 20         | 0          |          |
| 8:20     | 30         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 20         | 0          |          |
| 8:50     | 20         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 20         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 30         | 0          |          |
| 10:40    | 40         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 40         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 30         | 0          |          |
| 11:40    | 30         | 0          |          |
| 11:50    | 20         | 0          |          |
| 12:00    | 40         | 0          |          |
| 12:10    | 30         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 20         | 0          |          |
| 12:40    | 20         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 20         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 20         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 20         | 0          |          |
| 15:30    | 40         | 0          |          |
| 15:40    | 20         | 0          |          |
| 15:50    | 30         | 0          |          |

| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 16:00    | 30         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 20         | 0          |          |
| 16:30    | 30         | 0          |          |
| 16:40    | 30         | 0          |          |
| 16:50    | 40         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 30         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 40         | 0          |          |
| 18:00    | 60         | 0          |          |
| 18:10    | 40         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 20         | 0          |          |
| 18:40    | 20         | 0          |          |
| 18:50    | 20         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.1 (1)浦安橋東詰交差点  
 方向：c  
 天候：曇り

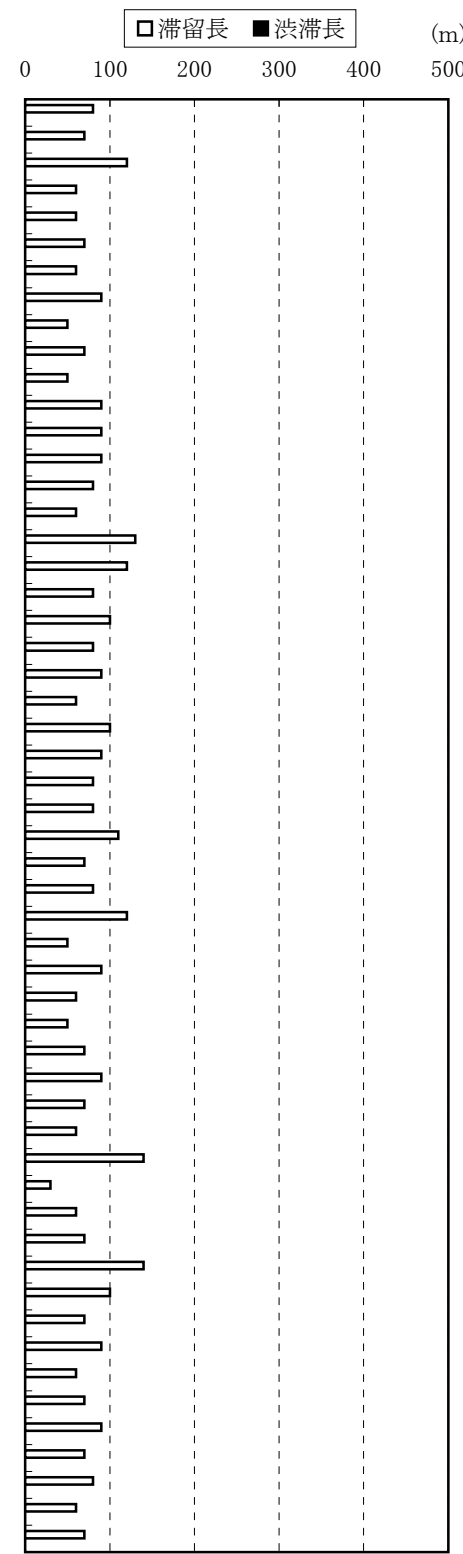


※ [Patterned Box] : 内の値は最大渋滞長

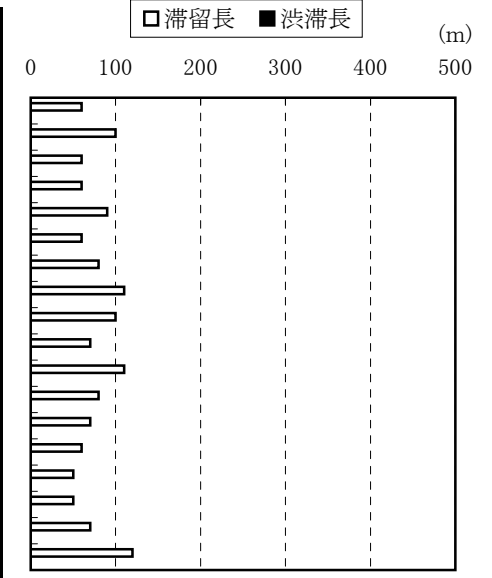
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 80         | 0          |          |
| 7:10     | 70         | 0          |          |
| 7:20     | 120        | 0          |          |
| 7:30     | 60         | 0          |          |
| 7:40     | 60         | 0          |          |
| 7:50     | 70         | 0          |          |
| 8:00     | 60         | 0          |          |
| 8:10     | 90         | 0          |          |
| 8:20     | 50         | 0          |          |
| 8:30     | 70         | 0          |          |
| 8:40     | 50         | 0          |          |
| 8:50     | 90         | 0          |          |
| 9:00     | 90         | 0          |          |
| 9:10     | 90         | 0          |          |
| 9:20     | 80         | 0          |          |
| 9:30     | 60         | 0          |          |
| 9:40     | 130        | 0          |          |
| 9:50     | 120        | 0          |          |
| 10:00    | 80         | 0          |          |
| 10:10    | 100        | 0          |          |
| 10:20    | 80         | 0          |          |
| 10:30    | 90         | 0          |          |
| 10:40    | 60         | 0          |          |
| 10:50    | 100        | 0          |          |
| 11:00    | 90         | 0          |          |
| 11:10    | 80         | 0          |          |
| 11:20    | 80         | 0          |          |
| 11:30    | 110        | 0          |          |
| 11:40    | 70         | 0          |          |
| 11:50    | 80         | 0          |          |
| 12:00    | 120        | 0          |          |
| 12:10    | 50         | 0          |          |
| 12:20    | 90         | 0          |          |
| 12:30    | 60         | 0          |          |
| 12:40    | 50         | 0          |          |
| 12:50    | 70         | 0          |          |
| 13:00    | 90         | 0          |          |
| 13:10    | 70         | 0          |          |
| 13:20    | 60         | 0          |          |
| 13:30    | 140        | 0          |          |
| 13:40    | 30         | 0          |          |
| 13:50    | 60         | 0          |          |
| 14:00    | 70         | 0          |          |
| 14:10    | 140        | 0          |          |
| 14:20    | 100        | 0          |          |
| 14:30    | 70         | 0          |          |
| 14:40    | 90         | 0          |          |
| 14:50    | 60         | 0          |          |
| 15:00    | 70         | 0          |          |
| 15:10    | 90         | 0          |          |
| 15:20    | 70         | 0          |          |
| 15:30    | 80         | 0          |          |
| 15:40    | 60         | 0          |          |
| 15:50    | 70         | 0          |          |

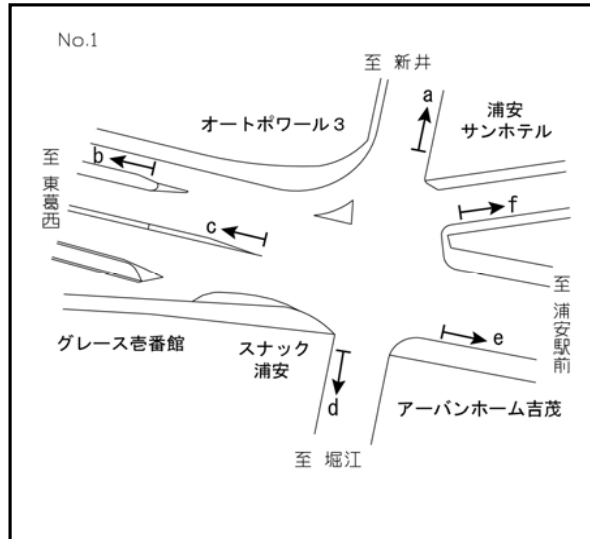


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 60         | 0          |          |
| 16:10    | 100        | 0          |          |
| 16:20    | 60         | 0          |          |
| 16:30    | 60         | 0          |          |
| 16:40    | 90         | 0          |          |
| 16:50    | 60         | 0          |          |
| 17:00    | 80         | 0          |          |
| 17:10    | 110        | 0          |          |
| 17:20    | 100        | 0          |          |
| 17:30    | 70         | 0          |          |
| 17:40    | 110        | 0          |          |
| 17:50    | 80         | 0          |          |
| 18:00    | 70         | 0          |          |
| 18:10    | 60         | 0          |          |
| 18:20    | 50         | 0          |          |
| 18:30    | 50         | 0          |          |
| 18:40    | 70         | 0          |          |
| 18:50    | 120        | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.1 (1)浦安橋東詰交差点  
 方向：d  
 天候：曇り

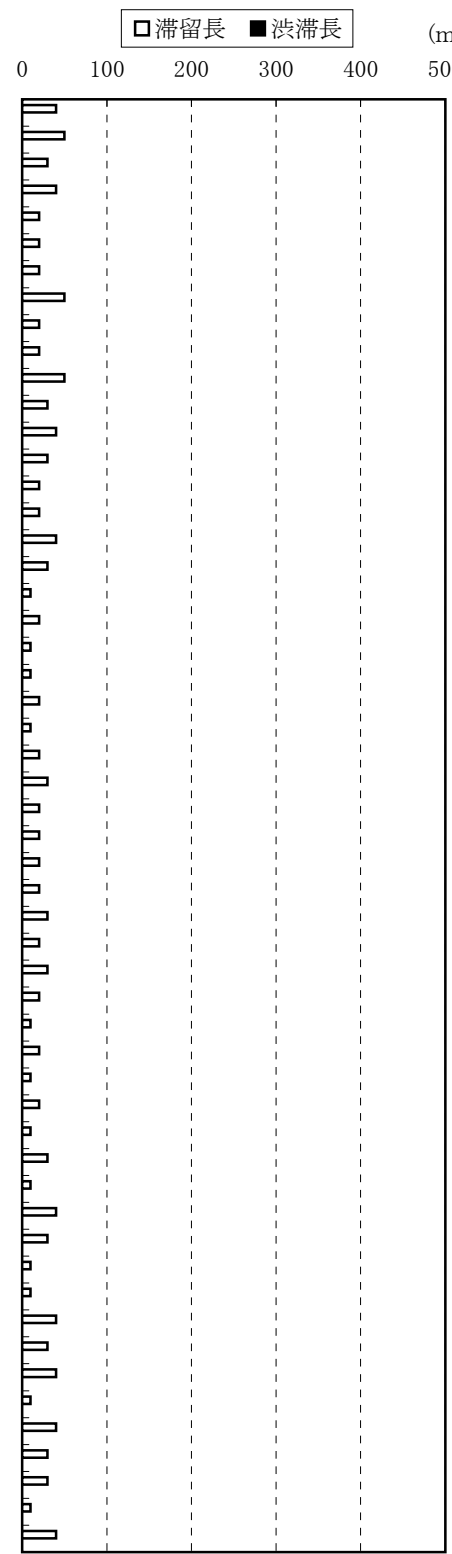


※ [Patterned Box] : 内の値は最大渋滞長

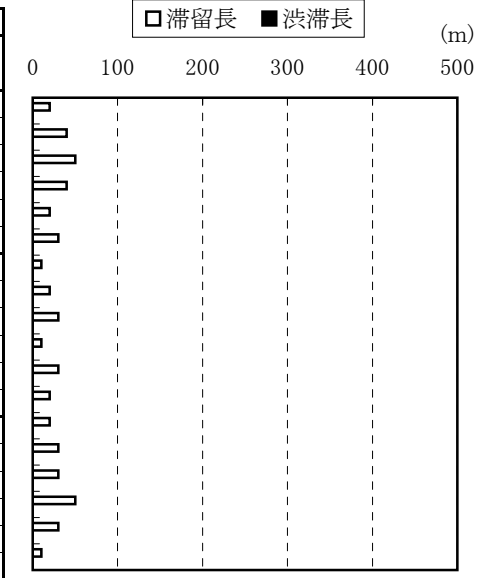
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 40         | 0          |          |
| 7:10     | 50         | 0          |          |
| 7:20     | 30         | 0          |          |
| 7:30     | 40         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 20         | 0          |          |
| 8:10     | 50         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 50         | 0          |          |
| 8:50     | 30         | 0          |          |
| 9:00     | 40         | 0          |          |
| 9:10     | 30         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 40         | 0          |          |
| 9:50     | 30         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 20         | 0          |          |
| 11:30    | 20         | 0          |          |
| 11:40    | 20         | 0          |          |
| 11:50    | 20         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 30         | 0          |          |
| 12:30    | 20         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 20         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 40         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 40         | 0          |          |
| 14:40    | 30         | 0          |          |
| 14:50    | 40         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 40         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 30         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 40         | 0          |          |

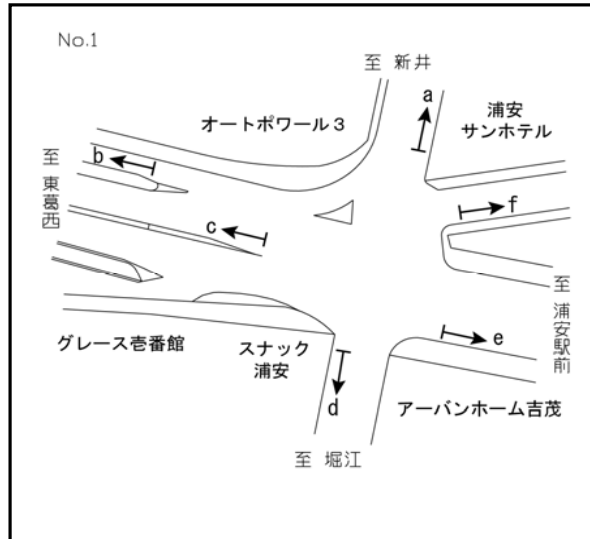


| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 40         | 0          |          |
| 16:20    | 50         | 0          |          |
| 16:30    | 40         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 30         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 30         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 30         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 30         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 50         | 0          |          |
| 18:40    | 30         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.1 (1)浦安橋東詰交差点  
 方向：e  
 天候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

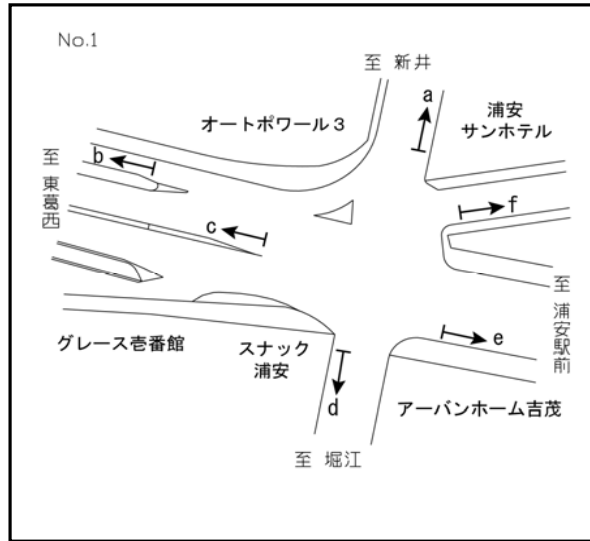
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：e     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 50         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 30         | 0          |          |
| 8:00     | 40         | 0          |          |
| 8:10     | 30         | 0          |          |
| 8:20     | 30         | 0          |          |
| 8:30     | 50         | 0          |          |
| 8:40     | 30         | 0          |          |
| 8:50     | 80         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 40         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 30         | 0          |          |
| 9:40     | 30         | 0          |          |
| 9:50     | 30         | 0          |          |
| 10:00    | 40         | 0          |          |
| 10:10    | 30         | 0          |          |
| 10:20    | 40         | 0          |          |
| 10:30    | 30         | 0          |          |
| 10:40    | 40         | 0          |          |
| 10:50    | 40         | 0          |          |
| 11:00    | 40         | 0          |          |
| 11:10    | 20         | 0          |          |
| 11:20    | 30         | 0          |          |
| 11:30    | 40         | 0          |          |
| 11:40    | 50         | 0          |          |
| 11:50    | 30         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 50         | 0          |          |
| 12:20    | 40         | 0          |          |
| 12:30    | 20         | 0          |          |
| 12:40    | 30         | 0          |          |
| 12:50    | 30         | 0          |          |
| 13:00    | 30         | 0          |          |
| 13:10    | 20         | 0          |          |
| 13:20    | 40         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 40         | 0          |          |
| 13:50    | 20         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 40         | 0          |          |
| 14:30    | 40         | 0          |          |
| 14:40    | 40         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 40         | 0          |          |
| 15:10    | 50         | 0          |          |
| 15:20    | 40         | 0          |          |
| 15:30    | 30         | 0          |          |
| 15:40    | 30         | 0          |          |
| 15:50    | 30         | 0          |          |

| 項目<br>時間 | 流入方向：e     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 40         | 0          |          |
| 16:10    | 40         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 50         | 0          |          |
| 16:40    | 30         | 0          |          |
| 16:50    | 30         | 0          |          |
| 17:00    | 40         | 0          |          |
| 17:10    | 50         | 0          |          |
| 17:20    | 20         | 0          |          |
| 17:30    | 50         | 0          |          |
| 17:40    | 40         | 0          |          |
| 17:50    | 30         | 0          |          |
| 18:00    | 40         | 0          |          |
| 18:10    | 40         | 0          |          |
| 18:20    | 50         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 30         | 0          |          |
| 18:50    | 40         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.1 (1)浦安橋東詰交差点  
 方 向：f  
 天 候：曇り

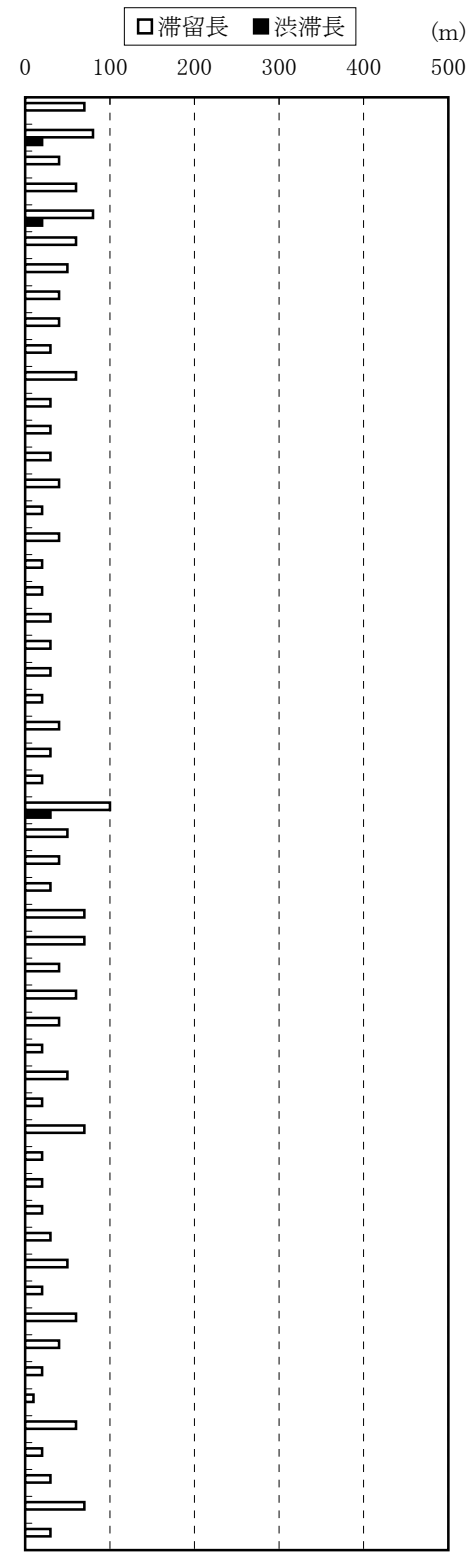


※ [Patterned Box] : 内の値は最大渋滞長

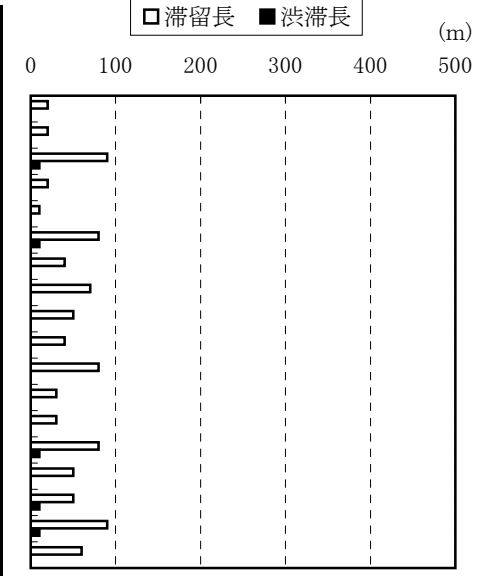
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：f     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 70         | 0          |          |
| 7:10     | 80         | 20         | 2, 15    |
| 7:20     | 40         | 0          |          |
| 7:30     | 60         | 0          |          |
| 7:40     | 80         | 20         | 2, 15    |
| 7:50     | 60         | 0          |          |
| 8:00     | 50         | 0          |          |
| 8:10     | 40         | 0          |          |
| 8:20     | 40         | 0          |          |
| 8:30     | 30         | 0          |          |
| 8:40     | 60         | 0          |          |
| 8:50     | 30         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 30         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 40         | 0          |          |
| 9:50     | 20         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 30         | 0          |          |
| 10:20    | 30         | 0          |          |
| 10:30    | 30         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 40         | 0          |          |
| 11:00    | 30         | 0          |          |
| 11:10    | 20         | 0          |          |
| 11:20    | 100        | 30         | 2        |
| 11:30    | 50         | 0          |          |
| 11:40    | 40         | 0          |          |
| 11:50    | 30         | 0          |          |
| 12:00    | 70         | 0          |          |
| 12:10    | 70         | 0          |          |
| 12:20    | 40         | 0          |          |
| 12:30    | 60         | 0          |          |
| 12:40    | 40         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 50         | 0          |          |
| 13:10    | 20         | 0          |          |
| 13:20    | 70         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 20         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 50         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 60         | 0          |          |
| 14:40    | 40         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 60         | 0          |          |
| 15:20    | 20         | 0          |          |
| 15:30    | 30         | 0          |          |
| 15:40    | 70         | 0          |          |
| 15:50    | 30         | 0          |          |



| 項目<br>時間 | 流入方向：f     |            |           |
|----------|------------|------------|-----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因  |
| 16:00    | 20         | 0          |           |
| 16:10    | 20         | 0          |           |
| 16:20    | 90         | 10         | 2         |
| 16:30    | 20         | 0          |           |
| 16:40    | 10         | 0          |           |
| 16:50    | 80         | 10         | 2         |
| 17:00    | 40         | 0          |           |
| 17:10    | 70         | 0          |           |
| 17:20    | 50         | 0          |           |
| 17:30    | 40         | 0          |           |
| 17:40    | 80         | 0          |           |
| 17:50    | 30         | 0          |           |
| 18:00    | 30         | 0          |           |
| 18:10    | 80         | 10         | 2, 15     |
| 18:20    | 50         | 0          |           |
| 18:30    | 50         | 10         | 2, 15, 16 |
| 18:40    | 90         | 10         | 2, 15     |
| 18:50    | 60         | 0          |           |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 2 (2)浦安駅前交差点  
 方向：a  
 天候：曇り

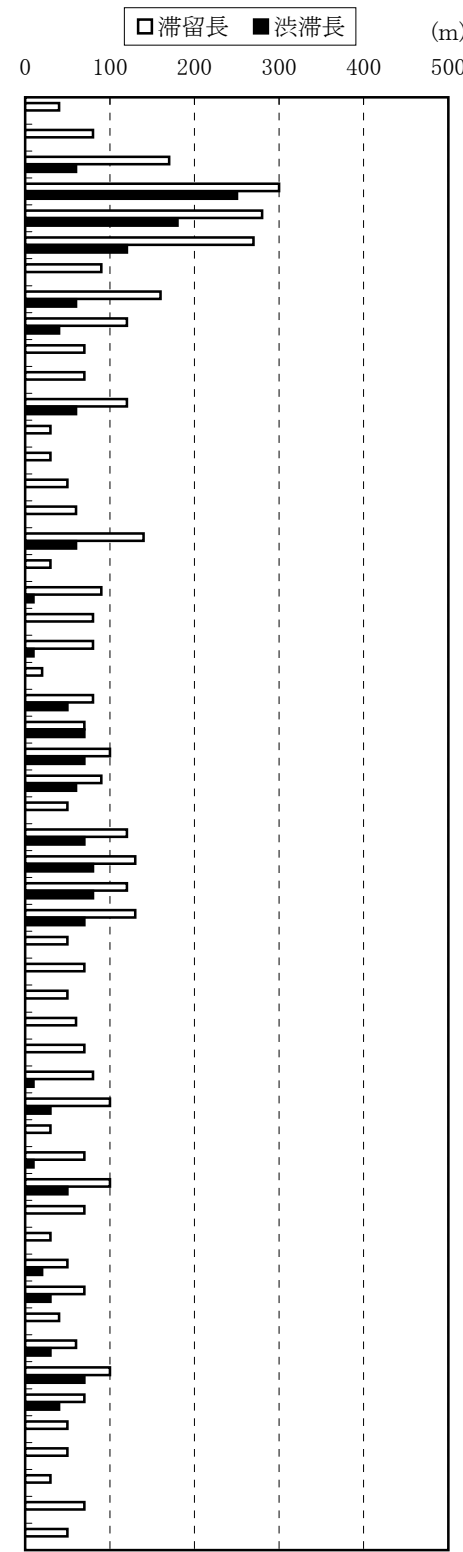


※  : 内の値は最大渋滞長

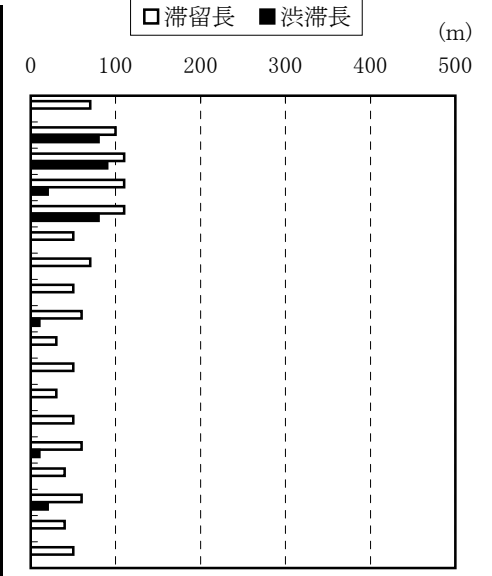
※渋滞原因凡例

- |              |          |         |      |
|--------------|----------|---------|------|
| 1：車線減少       | 2：信号現示不適 | 3：踏切    | 4：橋梁 |
| 5：右折、対向直進    | 6：左折車    | 7：大型車   |      |
| 8：二輪車        | 9：歩行者    | 10：駐車車両 |      |
| 11：バス停、バスレーン | 12：工事、事故 |         |      |
| 13：沿道出入車両    | 14：道路線形  |         |      |
| 15：交差点形状     | 16：先詰まり  | 17：その他  |      |

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 40         | 0          |          |
| 7:10     | 80         | 0          |          |
| 7:20     | 170        | 60         | 2        |
| 7:30     | 300        | 250        | 2        |
| 7:40     | 280        | 180        | 2        |
| 7:50     | 270        | 120        | 2        |
| 8:00     | 90         | 0          |          |
| 8:10     | 160        | 60         | 16       |
| 8:20     | 120        | 40         | 16       |
| 8:30     | 70         | 0          |          |
| 8:40     | 70         | 0          |          |
| 8:50     | 120        | 60         | 16       |
| 9:00     | 30         | 0          |          |
| 9:10     | 30         | 0          |          |
| 9:20     | 50         | 0          |          |
| 9:30     | 60         | 0          |          |
| 9:40     | 140        | 60         | 16       |
| 9:50     | 30         | 0          |          |
| 10:00    | 90         | 10         | 6        |
| 10:10    | 80         | 0          |          |
| 10:20    | 80         | 10         | 6        |
| 10:30    | 20         | 0          |          |
| 10:40    | 80         | 50         | 5        |
| 10:50    | 70         | 70         |          |
| 11:00    | 100        | 70         | 2        |
| 11:10    | 90         | 60         | 2        |
| 11:20    | 50         | 0          |          |
| 11:30    | 120        | 70         | 2        |
| 11:40    | 130        | 80         | 2        |
| 11:50    | 120        | 80         | 2        |
| 12:00    | 130        | 70         | 2        |
| 12:10    | 50         | 0          |          |
| 12:20    | 70         | 0          |          |
| 12:30    | 50         | 0          |          |
| 12:40    | 60         | 0          |          |
| 12:50    | 70         | 0          |          |
| 13:00    | 80         | 10         | 2        |
| 13:10    | 100        | 30         | 2        |
| 13:20    | 30         | 0          |          |
| 13:30    | 70         | 10         | 6        |
| 13:40    | 100        | 50         | 2        |
| 13:50    | 70         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 50         | 20         | 2        |
| 14:20    | 70         | 30         | 6        |
| 14:30    | 40         | 0          |          |
| 14:40    | 60         | 30         | 2        |
| 14:50    | 100        | 70         | 2        |
| 15:00    | 70         | 40         | 16       |
| 15:10    | 50         | 0          |          |
| 15:20    | 50         | 0          |          |
| 15:30    | 30         | 0          |          |
| 15:40    | 70         | 0          |          |
| 15:50    | 50         | 0          |          |



| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 70         | 0          |          |
| 16:10    | 100        | 80         | 2        |
| 16:20    | 110        | 90         | 2        |
| 16:30    | 110        | 20         | 6        |
| 16:40    | 110        | 80         | 2        |
| 16:50    | 50         | 0          |          |
| 17:00    | 70         | 0          |          |
| 17:10    | 50         | 0          |          |
| 17:20    | 60         | 10         | 6        |
| 17:30    | 30         | 0          |          |
| 17:40    | 50         | 0          |          |
| 17:50    | 30         | 0          |          |
| 18:00    | 50         | 0          |          |
| 18:10    | 60         | 10         | 6        |
| 18:20    | 40         | 0          |          |
| 18:30    | 60         | 20         | 6        |
| 18:40    | 40         | 0          |          |
| 18:50    | 50         | 0          |          |





# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 2 (2)浦安駅前交差点  
 方向：b  
 天候：曇り

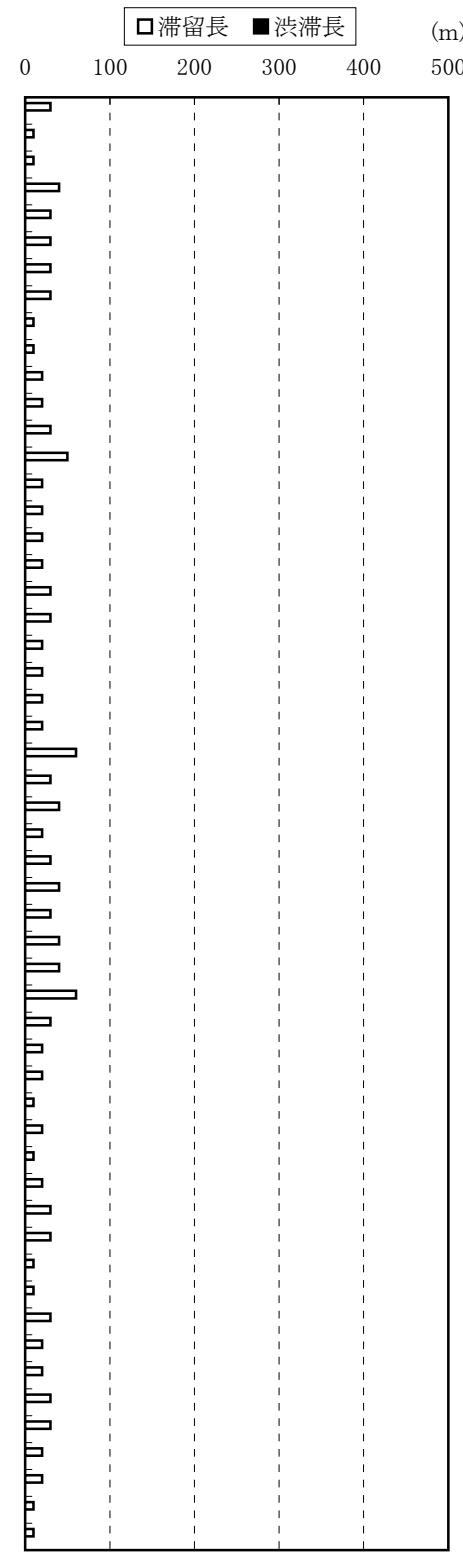


※ [Pattern] : 内の値は最大渋滞長

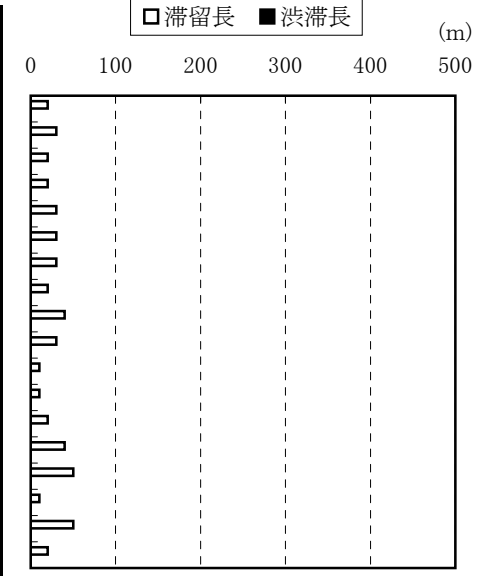
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 30         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 40         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 30         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 30         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 20         | 0          |          |
| 8:50     | 20         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 50         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 20         | 0          |          |
| 10:00    | 30         | 0          |          |
| 10:10    | 30         | 0          |          |
| 10:20    | 20         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 60         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 40         | 0          |          |
| 11:30    | 20         | 0          |          |
| 11:40    | 30         | 0          |          |
| 11:50    | 40         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 40         | 0          |          |
| 12:20    | 40         | 0          |          |
| 12:30    | 60         | 0          |          |
| 12:40    | 30         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 30         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 30         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 30         | 0          |          |
| 15:10    | 30         | 0          |          |
| 15:20    | 20         | 0          |          |
| 15:30    | 20         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |



| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 20         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 30         | 0          |          |
| 16:50    | 30         | 0          |          |
| 17:00    | 30         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 40         | 0          |          |
| 17:30    | 30         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 40         | 0          |          |
| 18:20    | 50         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 50         | 0          |          |
| 18:50    | 20         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 2 (2)浦安駅前交差点  
 方向：c  
 天候：曇り

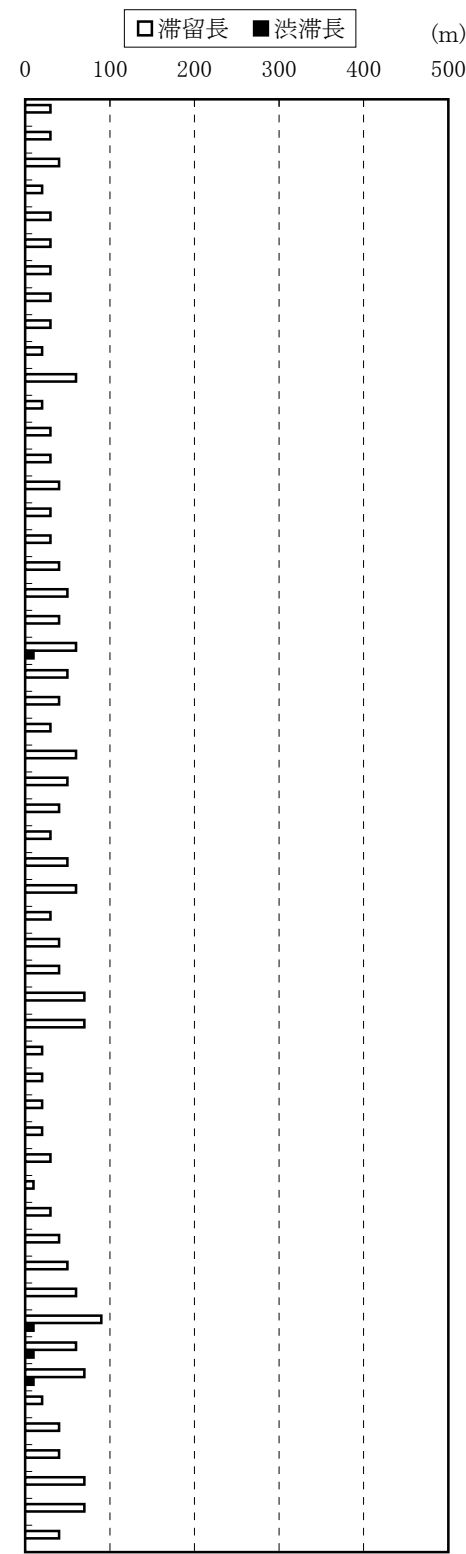


※ : 内の値は最大渋滞長

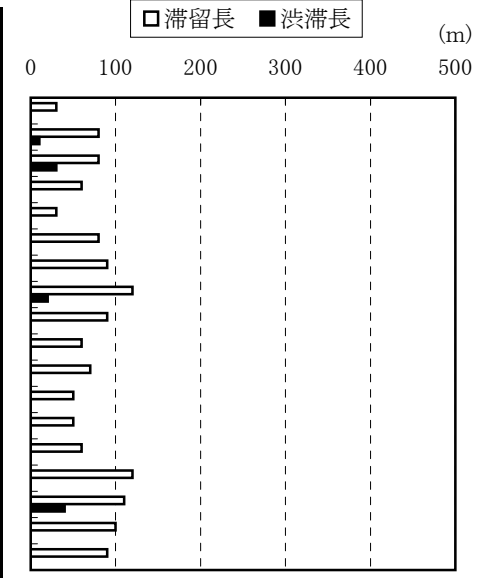
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 30         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 40         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 30         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 30         | 0          |          |
| 8:20     | 30         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 60         | 0          |          |
| 8:50     | 20         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 30         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 30         | 0          |          |
| 9:40     | 30         | 0          |          |
| 9:50     | 40         | 0          |          |
| 10:00    | 50         | 0          |          |
| 10:10    | 40         | 0          |          |
| 10:20    | 60         | 10         | 5        |
| 10:30    | 50         | 0          |          |
| 10:40    | 40         | 0          |          |
| 10:50    | 30         | 0          |          |
| 11:00    | 60         | 0          |          |
| 11:10    | 50         | 0          |          |
| 11:20    | 40         | 0          |          |
| 11:30    | 30         | 0          |          |
| 11:40    | 50         | 0          |          |
| 11:50    | 60         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 40         | 0          |          |
| 12:20    | 40         | 0          |          |
| 12:30    | 70         | 0          |          |
| 12:40    | 70         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 20         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 30         | 0          |          |
| 14:00    | 40         | 0          |          |
| 14:10    | 50         | 0          |          |
| 14:20    | 60         | 0          |          |
| 14:30    | 90         | 10         | 6        |
| 14:40    | 60         | 10         | 16       |
| 14:50    | 70         | 10         | 10       |
| 15:00    | 20         | 0          |          |
| 15:10    | 40         | 0          |          |
| 15:20    | 40         | 0          |          |
| 15:30    | 70         | 0          |          |
| 15:40    | 70         | 0          |          |
| 15:50    | 40         | 0          |          |

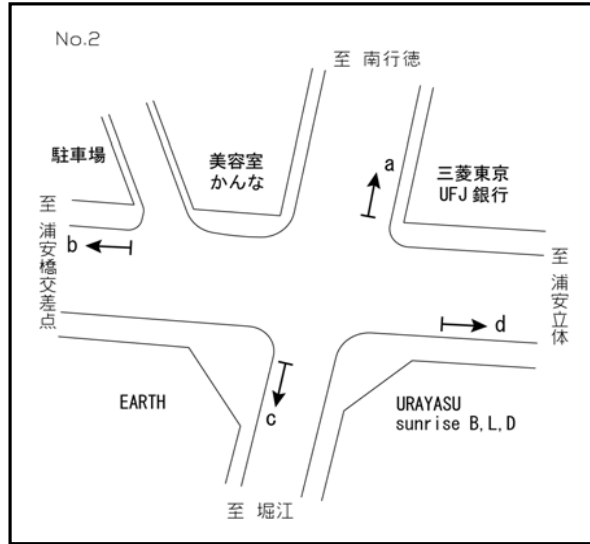


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 30         | 0          |          |
| 16:10    | 80         | 10         | 16       |
| 16:20    | 80         | 30         | 16       |
| 16:30    | 60         | 0          |          |
| 16:40    | 30         | 0          |          |
| 16:50    | 80         | 0          |          |
| 17:00    | 90         | 0          |          |
| 17:10    | 120        | 20         | 16       |
| 17:20    | 90         | 0          |          |
| 17:30    | 60         | 0          |          |
| 17:40    | 70         | 0          |          |
| 17:50    | 50         | 0          |          |
| 18:00    | 50         | 0          |          |
| 18:10    | 60         | 0          |          |
| 18:20    | 120        | 0          |          |
| 18:30    | 110        | 40         | 16       |
| 18:40    | 100        | 0          |          |
| 18:50    | 90         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 2 (2)浦安駅前交差点  
 方向：d  
 天候：曇り

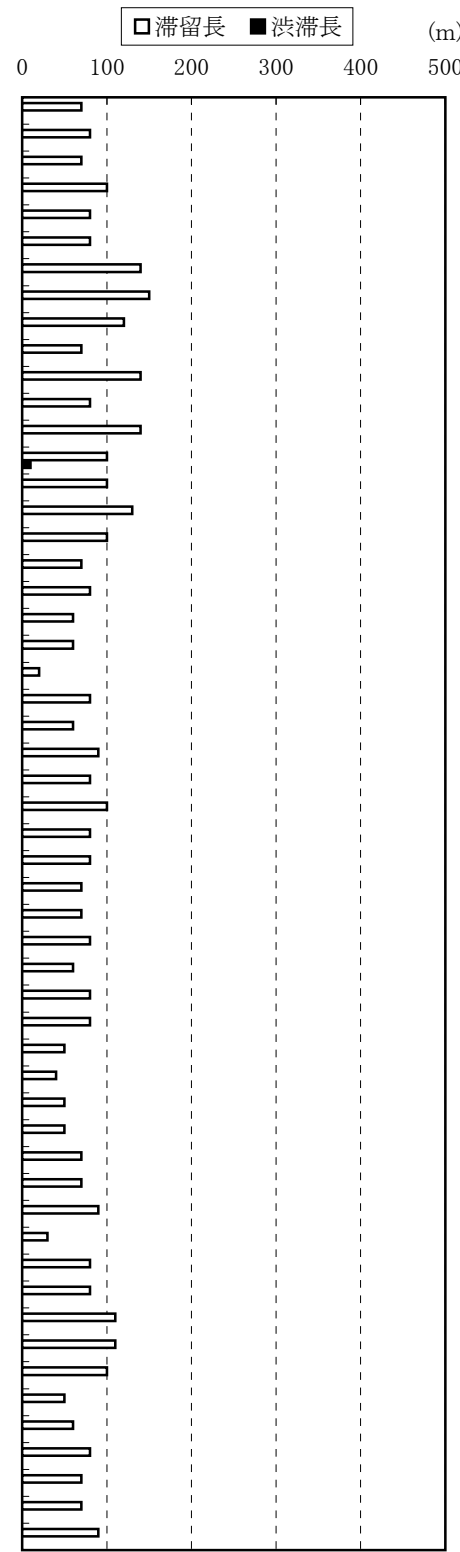


※ [Patterned Box] : 内の値は最大渋滞長

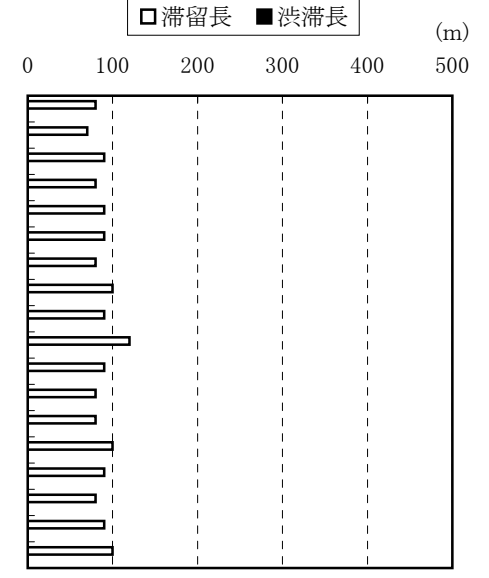
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 70         | 0          |          |
| 7:10     | 80         | 0          |          |
| 7:20     | 70         | 0          |          |
| 7:30     | 100        | 0          |          |
| 7:40     | 80         | 0          |          |
| 7:50     | 80         | 0          |          |
| 8:00     | 140        | 0          |          |
| 8:10     | 150        | 0          |          |
| 8:20     | 120        | 0          |          |
| 8:30     | 70         | 0          |          |
| 8:40     | 140        | 0          |          |
| 8:50     | 80         | 0          |          |
| 9:00     | 140        | 0          |          |
| 9:10     | 100        | 10         | 16       |
| 9:20     | 100        | 0          |          |
| 9:30     | 130        | 0          |          |
| 9:40     | 100        | 0          |          |
| 9:50     | 70         | 0          |          |
| 10:00    | 80         | 0          |          |
| 10:10    | 60         | 0          |          |
| 10:20    | 60         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 80         | 0          |          |
| 10:50    | 60         | 0          |          |
| 11:00    | 90         | 0          |          |
| 11:10    | 80         | 0          |          |
| 11:20    | 100        | 0          |          |
| 11:30    | 80         | 0          |          |
| 11:40    | 80         | 0          |          |
| 11:50    | 70         | 0          |          |
| 12:00    | 70         | 0          |          |
| 12:10    | 80         | 0          |          |
| 12:20    | 60         | 0          |          |
| 12:30    | 80         | 0          |          |
| 12:40    | 80         | 0          |          |
| 12:50    | 50         | 0          |          |
| 13:00    | 40         | 0          |          |
| 13:10    | 50         | 0          |          |
| 13:20    | 50         | 0          |          |
| 13:30    | 70         | 0          |          |
| 13:40    | 70         | 0          |          |
| 13:50    | 90         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 80         | 0          |          |
| 14:20    | 80         | 0          |          |
| 14:30    | 110        | 0          |          |
| 14:40    | 110        | 0          |          |
| 14:50    | 100        | 0          |          |
| 15:00    | 50         | 0          |          |
| 15:10    | 60         | 0          |          |
| 15:20    | 80         | 0          |          |
| 15:30    | 70         | 0          |          |
| 15:40    | 70         | 0          |          |
| 15:50    | 90         | 0          |          |

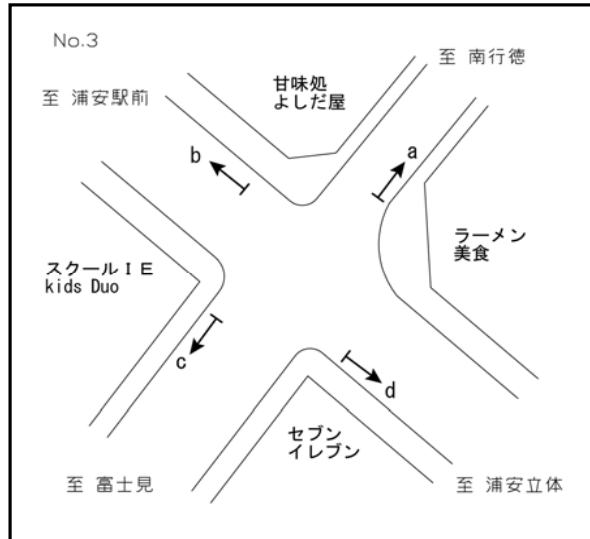


| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 80         | 0          |          |
| 16:10    | 70         | 0          |          |
| 16:20    | 90         | 0          |          |
| 16:30    | 80         | 0          |          |
| 16:40    | 90         | 0          |          |
| 16:50    | 90         | 0          |          |
| 17:00    | 80         | 0          |          |
| 17:10    | 100        | 0          |          |
| 17:20    | 90         | 0          |          |
| 17:30    | 120        | 0          |          |
| 17:40    | 90         | 0          |          |
| 17:50    | 80         | 0          |          |
| 18:00    | 80         | 0          |          |
| 18:10    | 100        | 0          |          |
| 18:20    | 90         | 0          |          |
| 18:30    | 80         | 0          |          |
| 18:40    | 90         | 0          |          |
| 18:50    | 100        | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.3 (3)猫実3丁目交差点  
 方向：a  
 天候：曇り

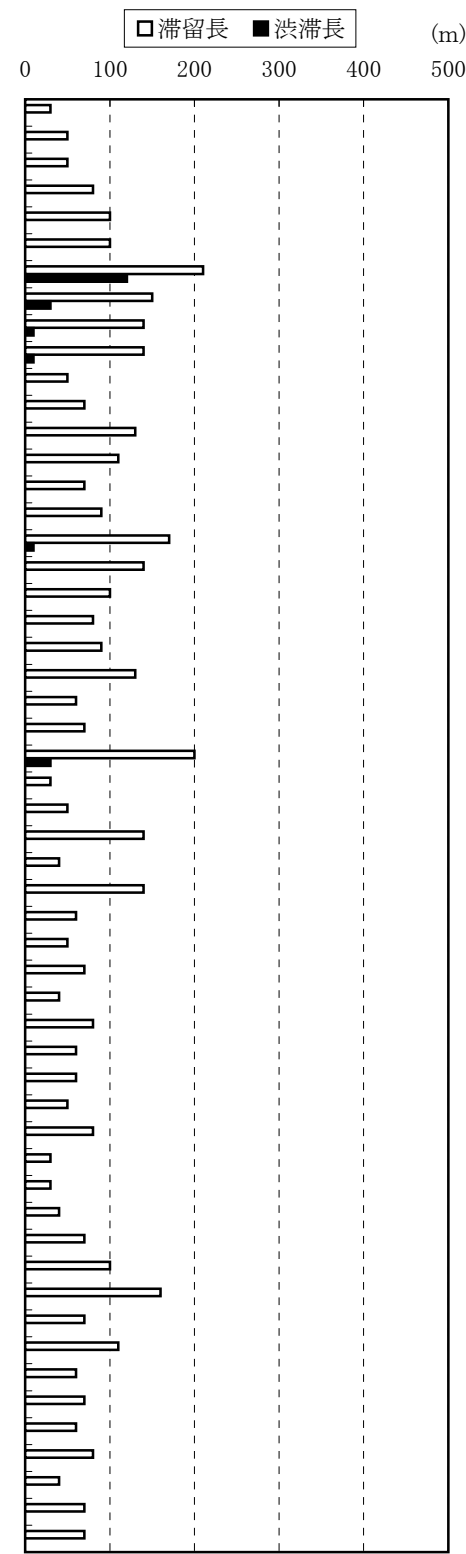


※ [Patterned Box] : 内の値は最大渋滞長

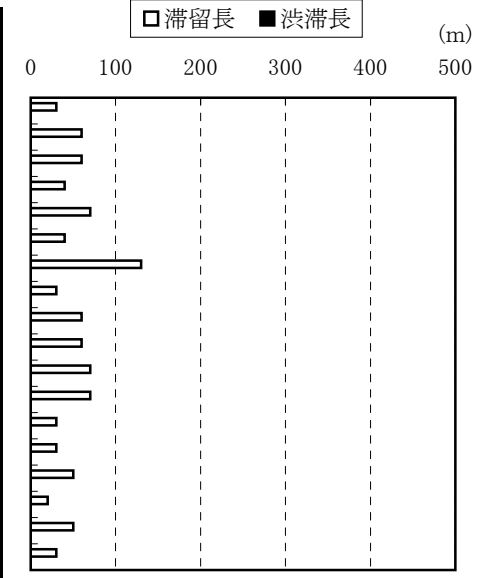
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 30         | 0          |          |
| 7:10     | 50         | 0          |          |
| 7:20     | 50         | 0          |          |
| 7:30     | 80         | 0          |          |
| 7:40     | 100        | 0          |          |
| 7:50     | 100        | 0          |          |
| 8:00     | 210        | 120        | 6, 7, 9  |
| 8:10     | 150        | 30         | 6, 7, 9  |
| 8:20     | 140        | 10         | 6, 7, 9  |
| 8:30     | 140        | 10         | 6, 7, 9  |
| 8:40     | 50         | 0          |          |
| 8:50     | 70         | 0          |          |
| 9:00     | 130        | 0          |          |
| 9:10     | 110        | 0          |          |
| 9:20     | 70         | 0          |          |
| 9:30     | 90         | 0          |          |
| 9:40     | 170        | 10         | 6, 7     |
| 9:50     | 140        | 0          |          |
| 10:00    | 100        | 0          |          |
| 10:10    | 80         | 0          |          |
| 10:20    | 90         | 0          |          |
| 10:30    | 130        | 0          |          |
| 10:40    | 60         | 0          |          |
| 10:50    | 70         | 0          |          |
| 11:00    | 200        | 30         | 16       |
| 11:10    | 30         | 0          |          |
| 11:20    | 50         | 0          |          |
| 11:30    | 140        | 0          |          |
| 11:40    | 40         | 0          |          |
| 11:50    | 140        | 0          |          |
| 12:00    | 60         | 0          |          |
| 12:10    | 50         | 0          |          |
| 12:20    | 70         | 0          |          |
| 12:30    | 40         | 0          |          |
| 12:40    | 80         | 0          |          |
| 12:50    | 60         | 0          |          |
| 13:00    | 60         | 0          |          |
| 13:10    | 50         | 0          |          |
| 13:20    | 80         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 30         | 0          |          |
| 13:50    | 40         | 0          |          |
| 14:00    | 70         | 0          |          |
| 14:10    | 100        | 0          |          |
| 14:20    | 160        | 0          |          |
| 14:30    | 70         | 0          |          |
| 14:40    | 110        | 0          |          |
| 14:50    | 60         | 0          |          |
| 15:00    | 70         | 0          |          |
| 15:10    | 60         | 0          |          |
| 15:20    | 80         | 0          |          |
| 15:30    | 40         | 0          |          |
| 15:40    | 70         | 0          |          |
| 15:50    | 70         | 0          |          |

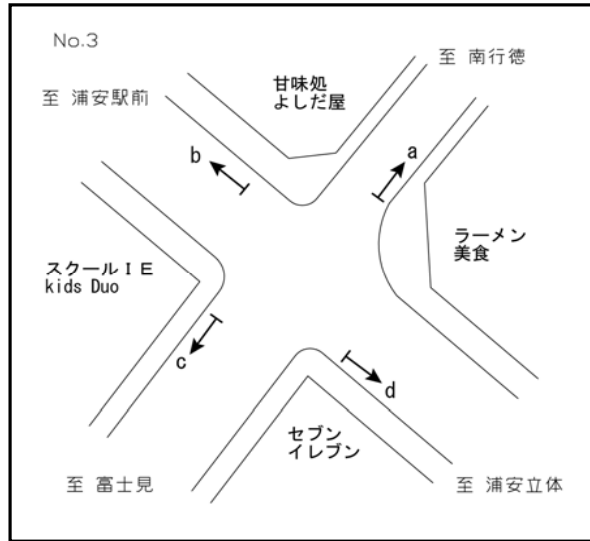


| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 30         | 0          |          |
| 16:10    | 60         | 0          |          |
| 16:20    | 60         | 0          |          |
| 16:30    | 40         | 0          |          |
| 16:40    | 70         | 0          |          |
| 16:50    | 40         | 0          |          |
| 17:00    | 130        | 0          |          |
| 17:10    | 30         | 0          |          |
| 17:20    | 60         | 0          |          |
| 17:30    | 60         | 0          |          |
| 17:40    | 70         | 0          |          |
| 17:50    | 70         | 0          |          |
| 18:00    | 30         | 0          |          |
| 18:10    | 30         | 0          |          |
| 18:20    | 50         | 0          |          |
| 18:30    | 20         | 0          |          |
| 18:40    | 50         | 0          |          |
| 18:50    | 30         | 0          |          |



# 渋滞長調査表・変動図

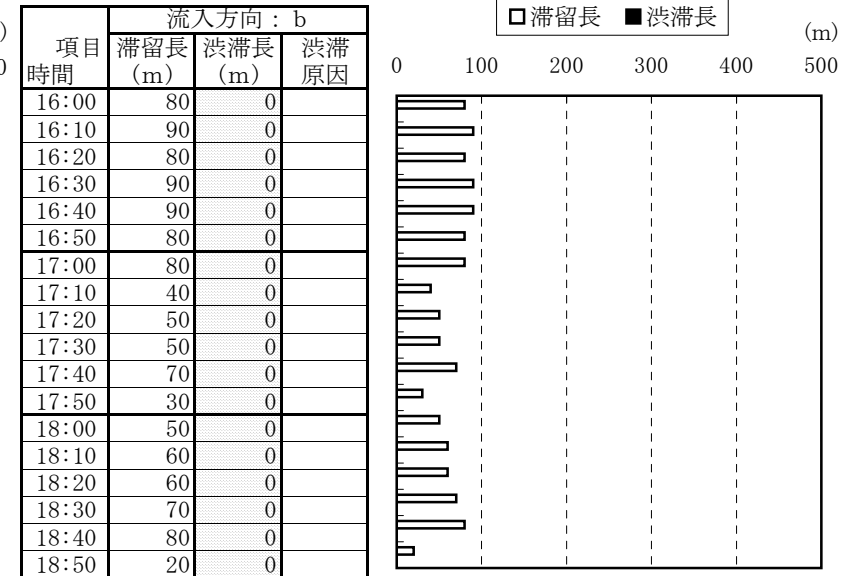
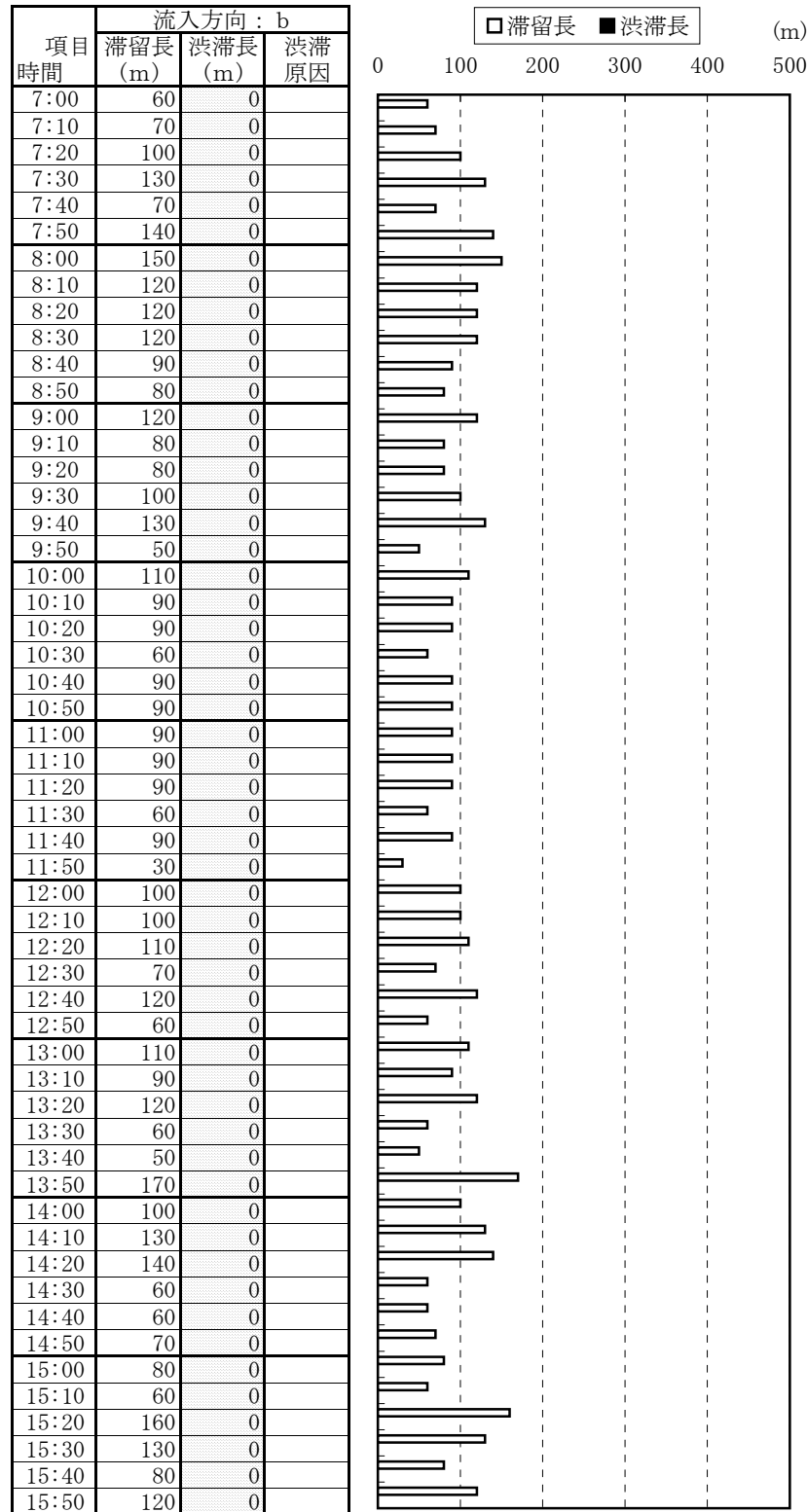
調査年月日：平成25年6月6日(木)  
 調査地点：No.3 (3)猫実3丁目交差点  
 方向：b  
 天候：曇り



※ [Patterned Box] : 内の値は最大渋滞長

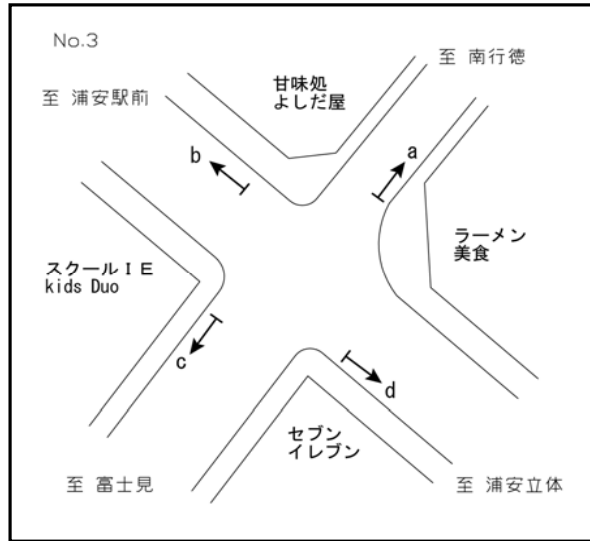
※渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.3 (3)猫実3丁目交差点  
 方向：c  
 天候：曇り

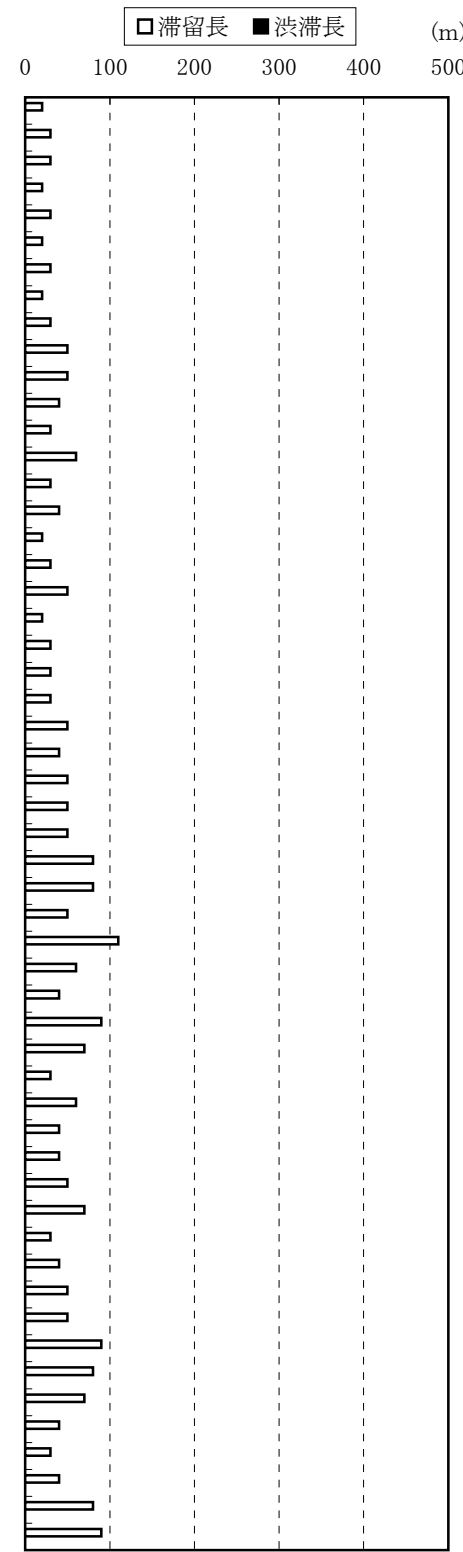


※ [Patterned Box] : 内の値は最大渋滞長

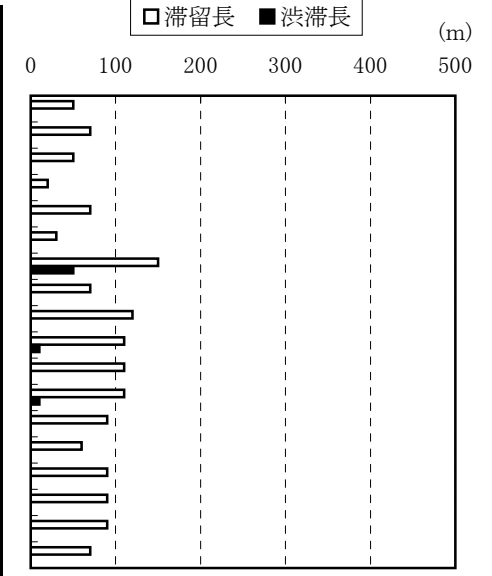
※渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 30         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 20         | 0          |          |
| 8:20     | 30         | 0          |          |
| 8:30     | 50         | 0          |          |
| 8:40     | 50         | 0          |          |
| 8:50     | 40         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 60         | 0          |          |
| 9:20     | 30         | 0          |          |
| 9:30     | 40         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 30         | 0          |          |
| 10:00    | 50         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 30         | 0          |          |
| 10:30    | 30         | 0          |          |
| 10:40    | 30         | 0          |          |
| 10:50    | 50         | 0          |          |
| 11:00    | 40         | 0          |          |
| 11:10    | 50         | 0          |          |
| 11:20    | 50         | 0          |          |
| 11:30    | 50         | 0          |          |
| 11:40    | 80         | 0          |          |
| 11:50    | 80         | 0          |          |
| 12:00    | 50         | 0          |          |
| 12:10    | 110        | 0          |          |
| 12:20    | 60         | 0          |          |
| 12:30    | 40         | 0          |          |
| 12:40    | 90         | 0          |          |
| 12:50    | 70         | 0          |          |
| 13:00    | 30         | 0          |          |
| 13:10    | 60         | 0          |          |
| 13:20    | 40         | 0          |          |
| 13:30    | 40         | 0          |          |
| 13:40    | 50         | 0          |          |
| 13:50    | 70         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 40         | 0          |          |
| 14:20    | 50         | 0          |          |
| 14:30    | 50         | 0          |          |
| 14:40    | 90         | 0          |          |
| 14:50    | 80         | 0          |          |
| 15:00    | 70         | 0          |          |
| 15:10    | 40         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 40         | 0          |          |
| 15:40    | 80         | 0          |          |
| 15:50    | 90         | 0          |          |

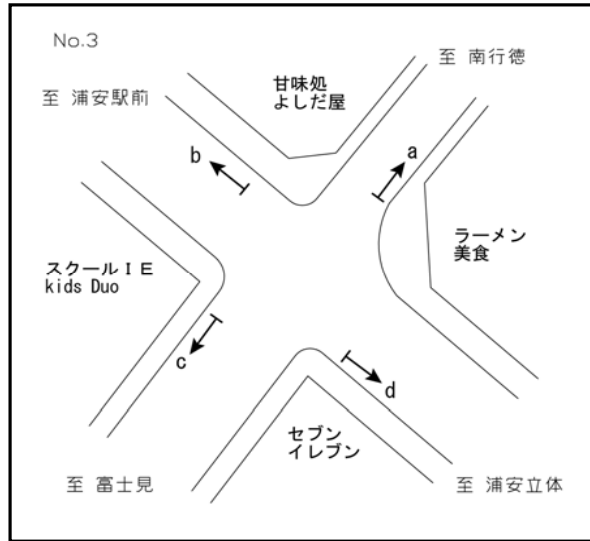


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 50         | 0          |          |
| 16:10    | 70         | 0          |          |
| 16:20    | 50         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 70         | 0          |          |
| 16:50    | 30         | 0          |          |
| 17:00    | 150        | 50         | 16       |
| 17:10    | 70         | 0          |          |
| 17:20    | 120        | 0          |          |
| 17:30    | 110        | 10         | 16       |
| 17:40    | 110        | 0          |          |
| 17:50    | 110        | 10         | 16       |
| 18:00    | 90         | 0          |          |
| 18:10    | 60         | 0          |          |
| 18:20    | 90         | 0          |          |
| 18:30    | 90         | 0          |          |
| 18:40    | 90         | 0          |          |
| 18:50    | 70         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.3 (3)猫実3丁目交差点  
 方向：d  
 天候：曇り

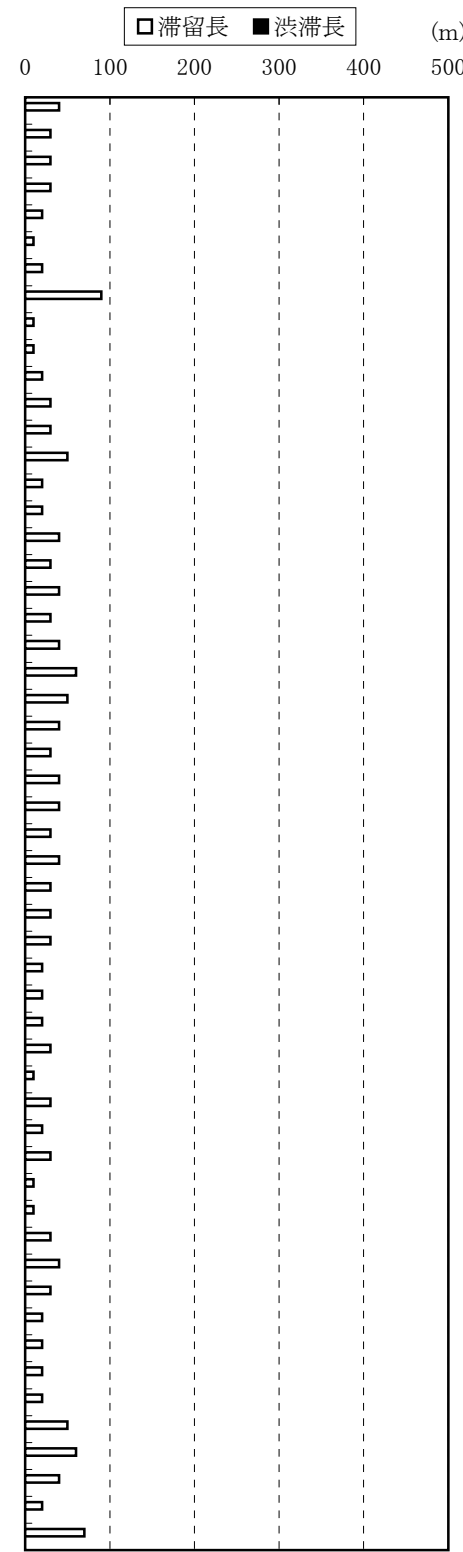


※ [Patterned Box] : 内の値は最大渋滞長

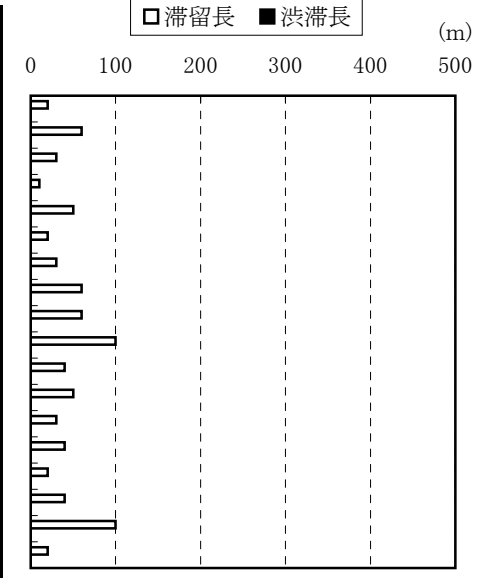
※渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 40         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 30         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 20         | 0          |          |
| 8:10     | 90         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 20         | 0          |          |
| 8:50     | 30         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 50         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 40         | 0          |          |
| 9:50     | 30         | 0          |          |
| 10:00    | 40         | 0          |          |
| 10:10    | 30         | 0          |          |
| 10:20    | 40         | 0          |          |
| 10:30    | 60         | 0          |          |
| 10:40    | 50         | 0          |          |
| 10:50    | 40         | 0          |          |
| 11:00    | 30         | 0          |          |
| 11:10    | 40         | 0          |          |
| 11:20    | 40         | 0          |          |
| 11:30    | 30         | 0          |          |
| 11:40    | 40         | 0          |          |
| 11:50    | 30         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 30         | 0          |          |
| 12:20    | 20         | 0          |          |
| 12:30    | 20         | 0          |          |
| 12:40    | 20         | 0          |          |
| 12:50    | 30         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 30         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 40         | 0          |          |
| 14:20    | 30         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 50         | 0          |          |
| 15:20    | 60         | 0          |          |
| 15:30    | 40         | 0          |          |
| 15:40    | 20         | 0          |          |
| 15:50    | 70         | 0          |          |

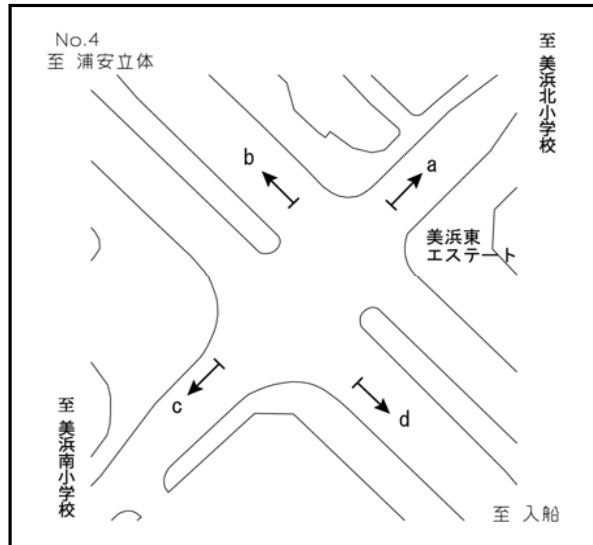


| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 60         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 50         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 30         | 0          |          |
| 17:10    | 60         | 0          |          |
| 17:20    | 60         | 0          |          |
| 17:30    | 100        | 0          |          |
| 17:40    | 40         | 0          |          |
| 17:50    | 50         | 0          |          |
| 18:00    | 30         | 0          |          |
| 18:10    | 40         | 0          |          |
| 18:20    | 20         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 100        | 0          |          |
| 18:50    | 20         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.4 (4)浦安立体(美浜交差点)  
 方向：a  
 天候：曇り

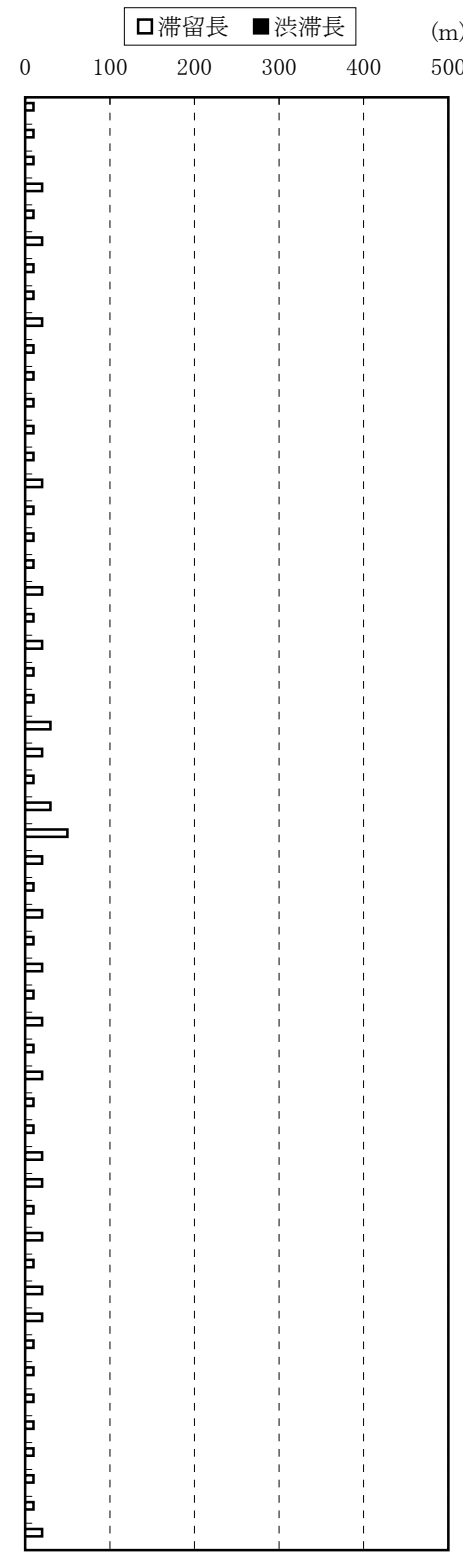


※ [Pattern] : 内の値は最大渋滞長

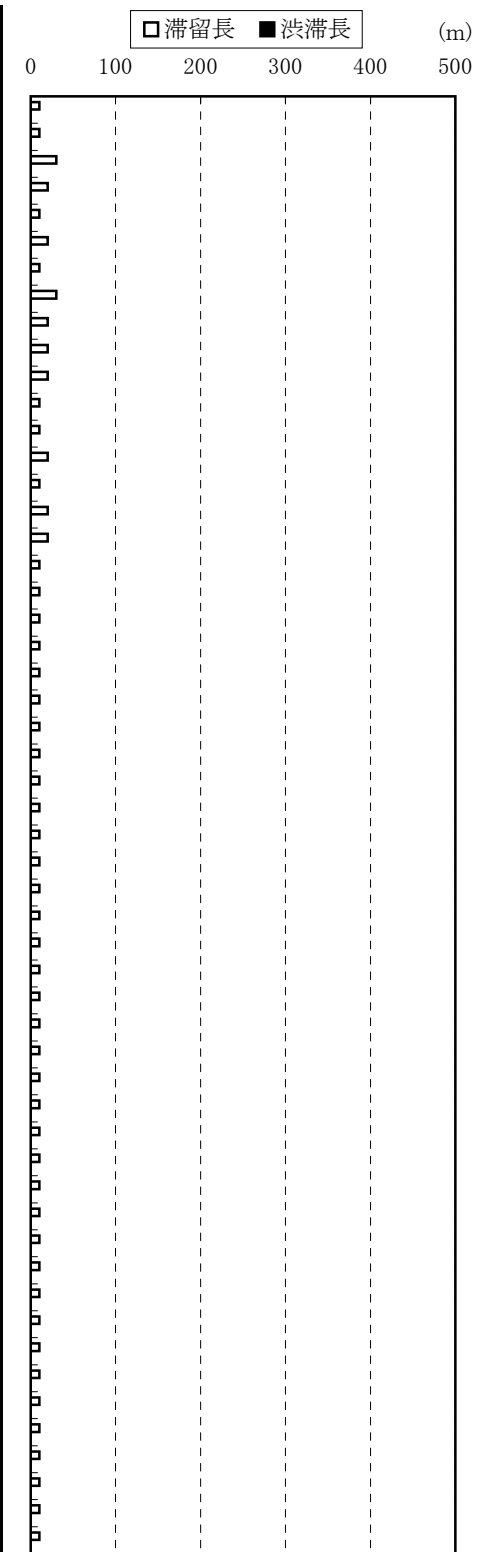
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 20         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 30         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 30         | 0          |          |
| 11:30    | 50         | 0          |          |
| 11:40    | 20         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 20         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 20         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 20         | 0          |          |



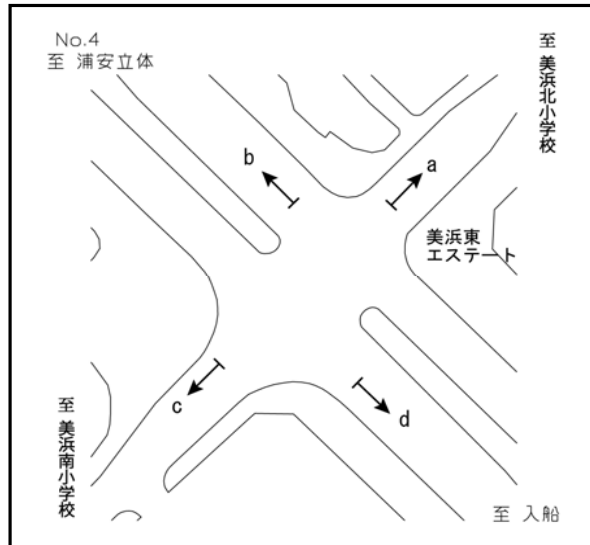
| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 30         | 0          |          |
| 17:20    | 20         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 20         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 20         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 20         | 0          |          |
| 18:40    | 20         | 0          |          |
| 18:50    | 10         | 0          |          |
| 19:00    | 10         | 0          |          |
| 19:10    | 10         | 0          |          |
| 19:20    | 10         | 0          |          |
| 19:30    | 10         | 0          |          |
| 19:40    | 10         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 10         | 0          |          |
| 20:10    | 10         | 0          |          |
| 20:20    | 10         | 0          |          |
| 20:30    | 10         | 0          |          |
| 20:40    | 10         | 0          |          |
| 20:50    | 10         | 0          |          |
| 21:00    | 10         | 0          |          |
| 21:10    | 10         | 0          |          |
| 21:20    | 10         | 0          |          |
| 21:30    | 10         | 0          |          |
| 21:40    | 10         | 0          |          |
| 21:50    | 10         | 0          |          |
| 22:00    | 10         | 0          |          |
| 22:10    | 10         | 0          |          |
| 22:20    | 10         | 0          |          |
| 22:30    | 10         | 0          |          |
| 22:40    | 10         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 10         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 10         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |





# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.4 (4)浦安立体(美浜交差点)  
 方向：b  
 天候：曇り

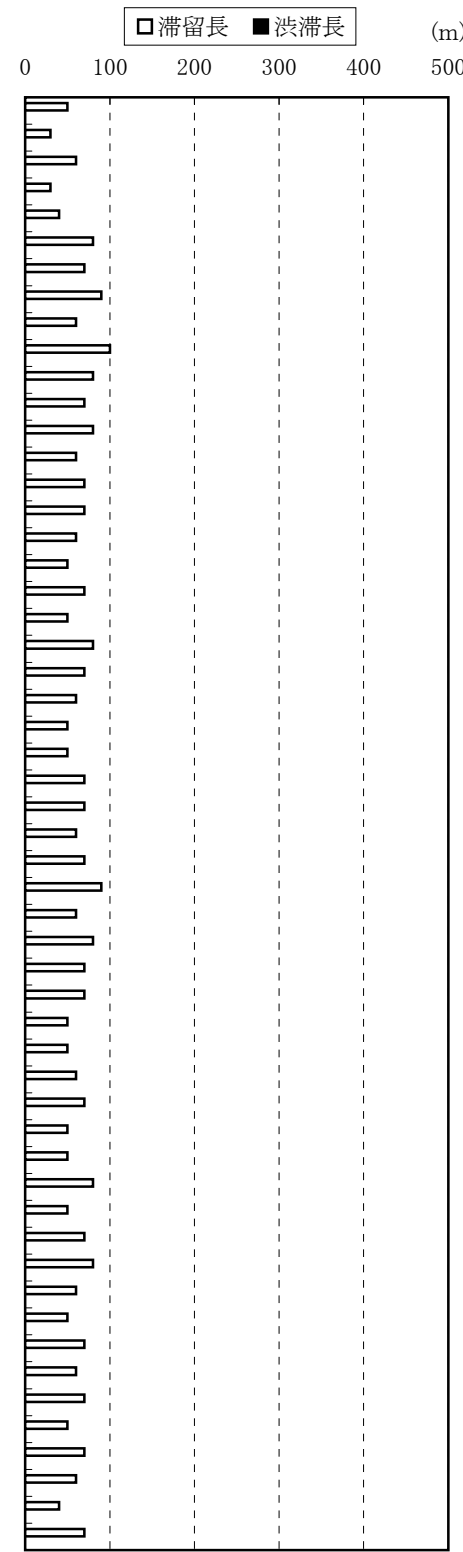


※ [Pattern] : 内の値は最大渋滞長

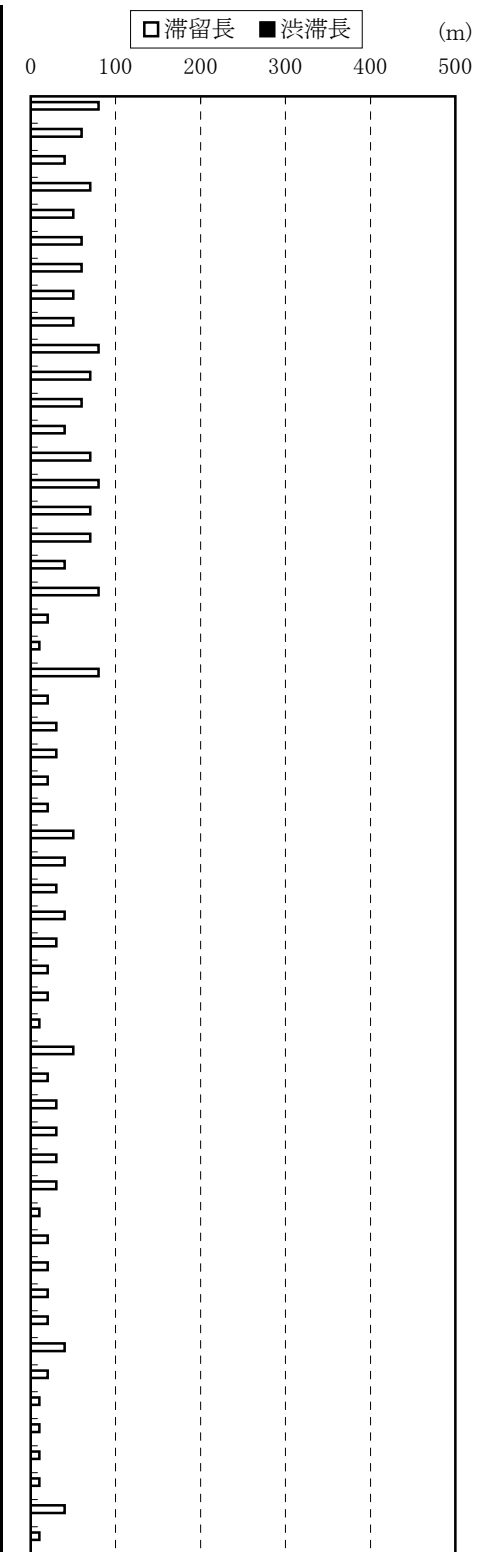
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 7:00     | 50         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 60         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 40         | 0          |          |
| 7:50     | 80         | 0          |          |
| 8:00     | 70         | 0          |          |
| 8:10     | 90         | 0          |          |
| 8:20     | 60         | 0          |          |
| 8:30     | 100        | 0          |          |
| 8:40     | 80         | 0          |          |
| 8:50     | 70         | 0          |          |
| 9:00     | 80         | 0          |          |
| 9:10     | 60         | 0          |          |
| 9:20     | 70         | 0          |          |
| 9:30     | 70         | 0          |          |
| 9:40     | 60         | 0          |          |
| 9:50     | 50         | 0          |          |
| 10:00    | 70         | 0          |          |
| 10:10    | 50         | 0          |          |
| 10:20    | 80         | 0          |          |
| 10:30    | 70         | 0          |          |
| 10:40    | 60         | 0          |          |
| 10:50    | 50         | 0          |          |
| 11:00    | 50         | 0          |          |
| 11:10    | 70         | 0          |          |
| 11:20    | 70         | 0          |          |
| 11:30    | 60         | 0          |          |
| 11:40    | 70         | 0          |          |
| 11:50    | 90         | 0          |          |
| 12:00    | 60         | 0          |          |
| 12:10    | 80         | 0          |          |
| 12:20    | 70         | 0          |          |
| 12:30    | 70         | 0          |          |
| 12:40    | 50         | 0          |          |
| 12:50    | 50         | 0          |          |
| 13:00    | 60         | 0          |          |
| 13:10    | 70         | 0          |          |
| 13:20    | 50         | 0          |          |
| 13:30    | 50         | 0          |          |
| 13:40    | 80         | 0          |          |
| 13:50    | 50         | 0          |          |
| 14:00    | 70         | 0          |          |
| 14:10    | 80         | 0          |          |
| 14:20    | 60         | 0          |          |
| 14:30    | 50         | 0          |          |
| 14:40    | 70         | 0          |          |
| 14:50    | 60         | 0          |          |
| 15:00    | 70         | 0          |          |
| 15:10    | 50         | 0          |          |
| 15:20    | 70         | 0          |          |
| 15:30    | 60         | 0          |          |
| 15:40    | 40         | 0          |          |
| 15:50    | 70         | 0          |          |

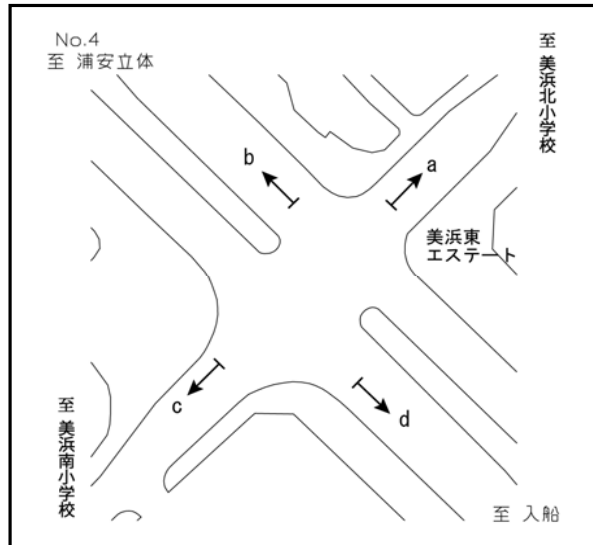


| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 16:00    | 80         | 0          |          |
| 16:10    | 60         | 0          |          |
| 16:20    | 40         | 0          |          |
| 16:30    | 70         | 0          |          |
| 16:40    | 50         | 0          |          |
| 16:50    | 60         | 0          |          |
| 17:00    | 60         | 0          |          |
| 17:10    | 50         | 0          |          |
| 17:20    | 50         | 0          |          |
| 17:30    | 80         | 0          |          |
| 17:40    | 70         | 0          |          |
| 17:50    | 60         | 0          |          |
| 18:00    | 40         | 0          |          |
| 18:10    | 70         | 0          |          |
| 18:20    | 80         | 0          |          |
| 18:30    | 70         | 0          |          |
| 18:40    | 70         | 0          |          |
| 18:50    | 40         | 0          |          |
| 19:00    | 80         | 0          |          |
| 19:10    | 20         | 0          |          |
| 19:20    | 10         | 0          |          |
| 19:30    | 80         | 0          |          |
| 19:40    | 20         | 0          |          |
| 19:50    | 30         | 0          |          |
| 20:00    | 30         | 0          |          |
| 20:10    | 20         | 0          |          |
| 20:20    | 20         | 0          |          |
| 20:30    | 50         | 0          |          |
| 20:40    | 40         | 0          |          |
| 20:50    | 30         | 0          |          |
| 21:00    | 40         | 0          |          |
| 21:10    | 30         | 0          |          |
| 21:20    | 20         | 0          |          |
| 21:30    | 20         | 0          |          |
| 21:40    | 10         | 0          |          |
| 21:50    | 50         | 0          |          |
| 22:00    | 20         | 0          |          |
| 22:10    | 30         | 0          |          |
| 22:20    | 30         | 0          |          |
| 22:30    | 30         | 0          |          |
| 22:40    | 30         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 20         | 0          |          |
| 23:10    | 20         | 0          |          |
| 23:20    | 20         | 0          |          |
| 23:30    | 20         | 0          |          |
| 23:40    | 40         | 0          |          |
| 23:50    | 20         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 40         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.4 (4)浦安立体(美浜交差点)  
 方 向：c  
 天 候：曇り

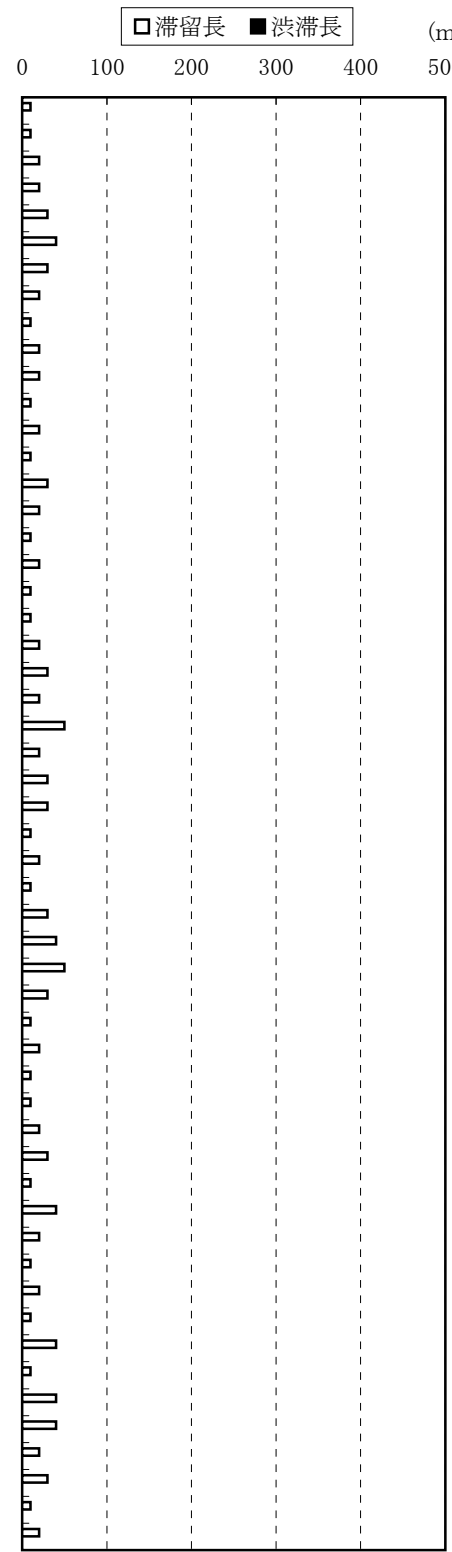


※ [Pattern] : 内の値は最大渋滞長

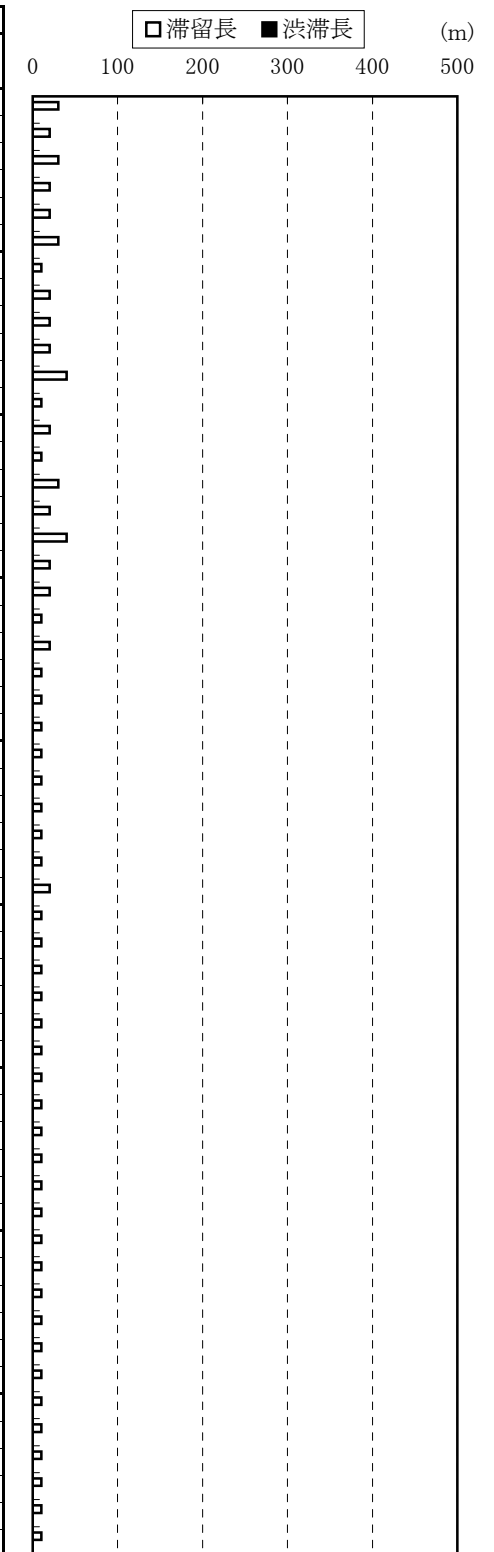
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 20         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 40         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 20         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 20         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 30         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 20         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 20         | 0          |          |
| 10:30    | 30         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 50         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 30         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 20         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 40         | 0          |          |
| 12:20    | 50         | 0          |          |
| 12:30    | 30         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 40         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 40         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 40         | 0          |          |
| 15:10    | 40         | 0          |          |
| 15:20    | 20         | 0          |          |
| 15:30    | 30         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 20         | 0          |          |

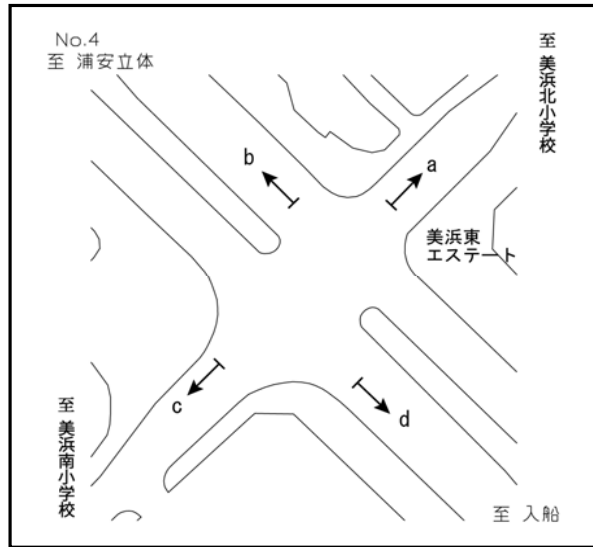


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 30         | 0          |          |
| 16:10    | 20         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 30         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 20         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 40         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 20         | 0          |          |
| 18:40    | 40         | 0          |          |
| 18:50    | 20         | 0          |          |
| 19:00    | 20         | 0          |          |
| 19:10    | 10         | 0          |          |
| 19:20    | 20         | 0          |          |
| 19:30    | 10         | 0          |          |
| 19:40    | 10         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 10         | 0          |          |
| 20:10    | 10         | 0          |          |
| 20:20    | 10         | 0          |          |
| 20:30    | 10         | 0          |          |
| 20:40    | 10         | 0          |          |
| 20:50    | 20         | 0          |          |
| 21:00    | 10         | 0          |          |
| 21:10    | 10         | 0          |          |
| 21:20    | 10         | 0          |          |
| 21:30    | 10         | 0          |          |
| 21:40    | 10         | 0          |          |
| 21:50    | 10         | 0          |          |
| 22:00    | 10         | 0          |          |
| 22:10    | 10         | 0          |          |
| 22:20    | 10         | 0          |          |
| 22:30    | 10         | 0          |          |
| 22:40    | 10         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 10         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 10         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.4 (4)浦安立体(美浜交差点)  
 方向：d  
 天候：曇り

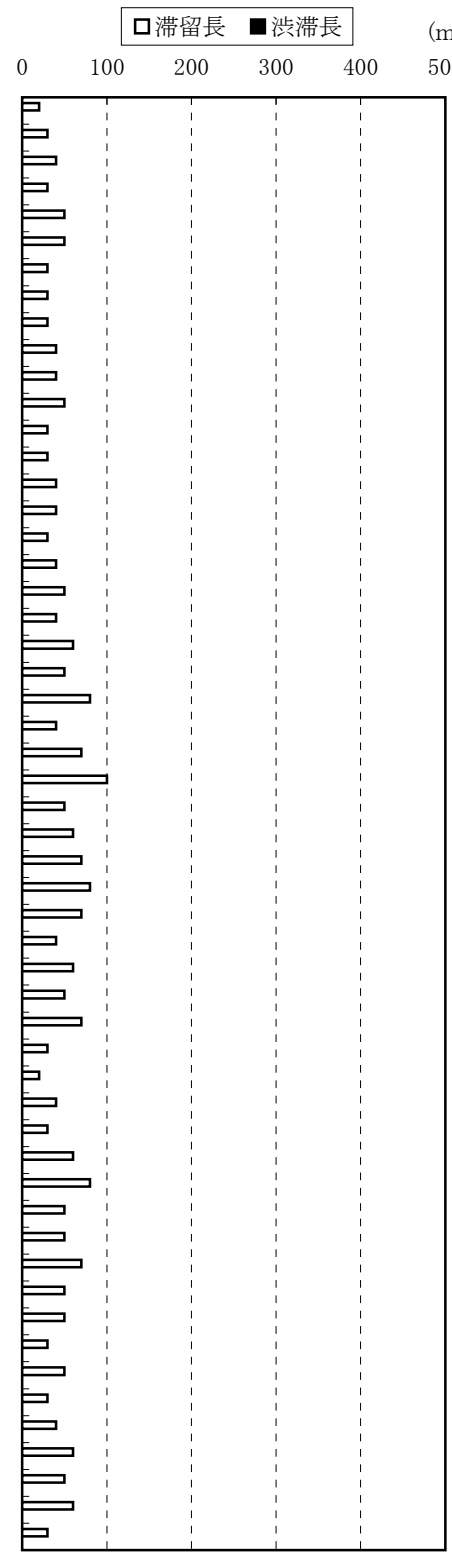


※ [Patterned Box] : 内の値は最大渋滞長

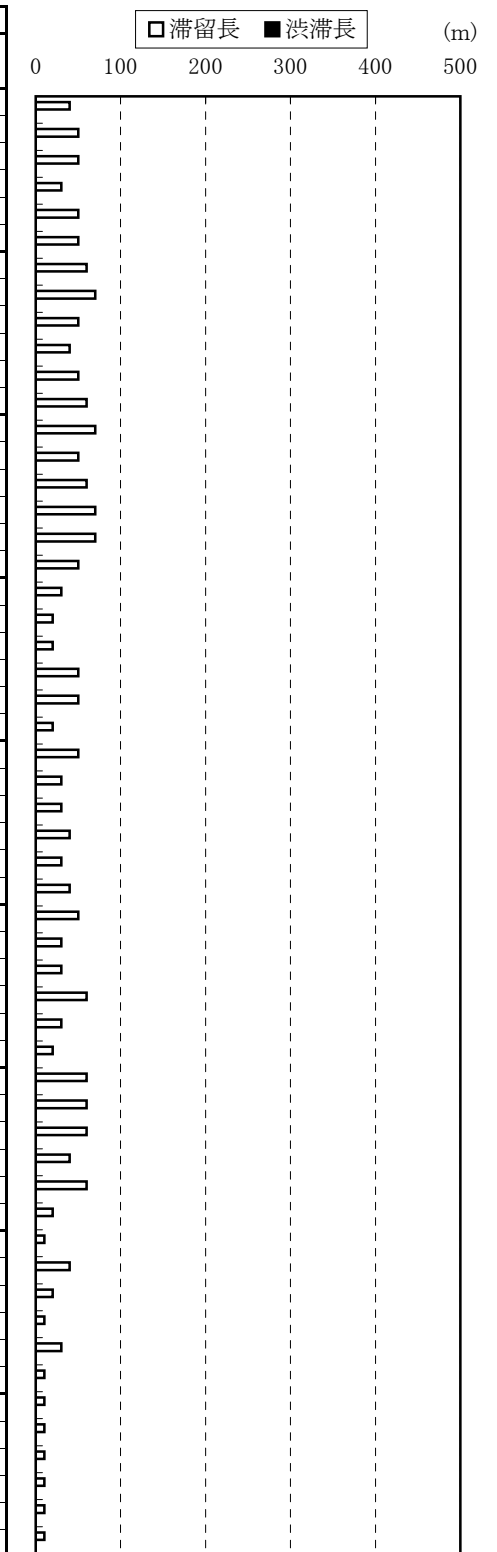
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 40         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 50         | 0          |          |
| 7:50     | 50         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 30         | 0          |          |
| 8:20     | 30         | 0          |          |
| 8:30     | 40         | 0          |          |
| 8:40     | 40         | 0          |          |
| 8:50     | 50         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 30         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 40         | 0          |          |
| 9:40     | 30         | 0          |          |
| 9:50     | 40         | 0          |          |
| 10:00    | 50         | 0          |          |
| 10:10    | 40         | 0          |          |
| 10:20    | 60         | 0          |          |
| 10:30    | 50         | 0          |          |
| 10:40    | 80         | 0          |          |
| 10:50    | 40         | 0          |          |
| 11:00    | 70         | 0          |          |
| 11:10    | 100        | 0          |          |
| 11:20    | 50         | 0          |          |
| 11:30    | 60         | 0          |          |
| 11:40    | 70         | 0          |          |
| 11:50    | 80         | 0          |          |
| 12:00    | 70         | 0          |          |
| 12:10    | 40         | 0          |          |
| 12:20    | 60         | 0          |          |
| 12:30    | 50         | 0          |          |
| 12:40    | 70         | 0          |          |
| 12:50    | 30         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 40         | 0          |          |
| 13:20    | 30         | 0          |          |
| 13:30    | 60         | 0          |          |
| 13:40    | 80         | 0          |          |
| 13:50    | 50         | 0          |          |
| 14:00    | 50         | 0          |          |
| 14:10    | 70         | 0          |          |
| 14:20    | 50         | 0          |          |
| 14:30    | 50         | 0          |          |
| 14:40    | 30         | 0          |          |
| 14:50    | 50         | 0          |          |
| 15:00    | 30         | 0          |          |
| 15:10    | 40         | 0          |          |
| 15:20    | 60         | 0          |          |
| 15:30    | 50         | 0          |          |
| 15:40    | 60         | 0          |          |
| 15:50    | 30         | 0          |          |

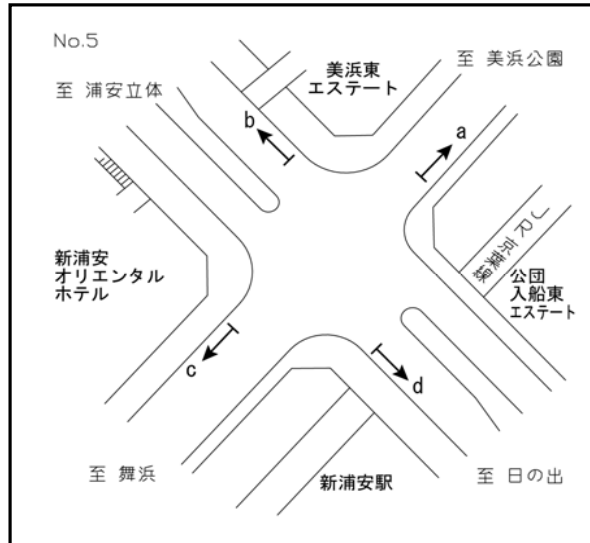


| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 40         | 0          |          |
| 16:10    | 50         | 0          |          |
| 16:20    | 50         | 0          |          |
| 16:30    | 30         | 0          |          |
| 16:40    | 50         | 0          |          |
| 16:50    | 50         | 0          |          |
| 17:00    | 60         | 0          |          |
| 17:10    | 70         | 0          |          |
| 17:20    | 50         | 0          |          |
| 17:30    | 40         | 0          |          |
| 17:40    | 50         | 0          |          |
| 17:50    | 60         | 0          |          |
| 18:00    | 70         | 0          |          |
| 18:10    | 50         | 0          |          |
| 18:20    | 60         | 0          |          |
| 18:30    | 70         | 0          |          |
| 18:40    | 70         | 0          |          |
| 18:50    | 50         | 0          |          |
| 19:00    | 30         | 0          |          |
| 19:10    | 20         | 0          |          |
| 19:20    | 20         | 0          |          |
| 19:30    | 50         | 0          |          |
| 19:40    | 50         | 0          |          |
| 19:50    | 20         | 0          |          |
| 20:00    | 50         | 0          |          |
| 20:10    | 30         | 0          |          |
| 20:20    | 30         | 0          |          |
| 20:30    | 40         | 0          |          |
| 20:40    | 30         | 0          |          |
| 20:50    | 40         | 0          |          |
| 21:00    | 50         | 0          |          |
| 21:10    | 30         | 0          |          |
| 21:20    | 30         | 0          |          |
| 21:30    | 60         | 0          |          |
| 21:40    | 30         | 0          |          |
| 21:50    | 20         | 0          |          |
| 22:00    | 60         | 0          |          |
| 22:10    | 60         | 0          |          |
| 22:20    | 60         | 0          |          |
| 22:30    | 40         | 0          |          |
| 22:40    | 60         | 0          |          |
| 22:50    | 20         | 0          |          |
| 23:00    | 10         | 0          |          |
| 23:10    | 40         | 0          |          |
| 23:20    | 20         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 30         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.5 (5)入船交差点  
 方向：a  
 天候：曇り

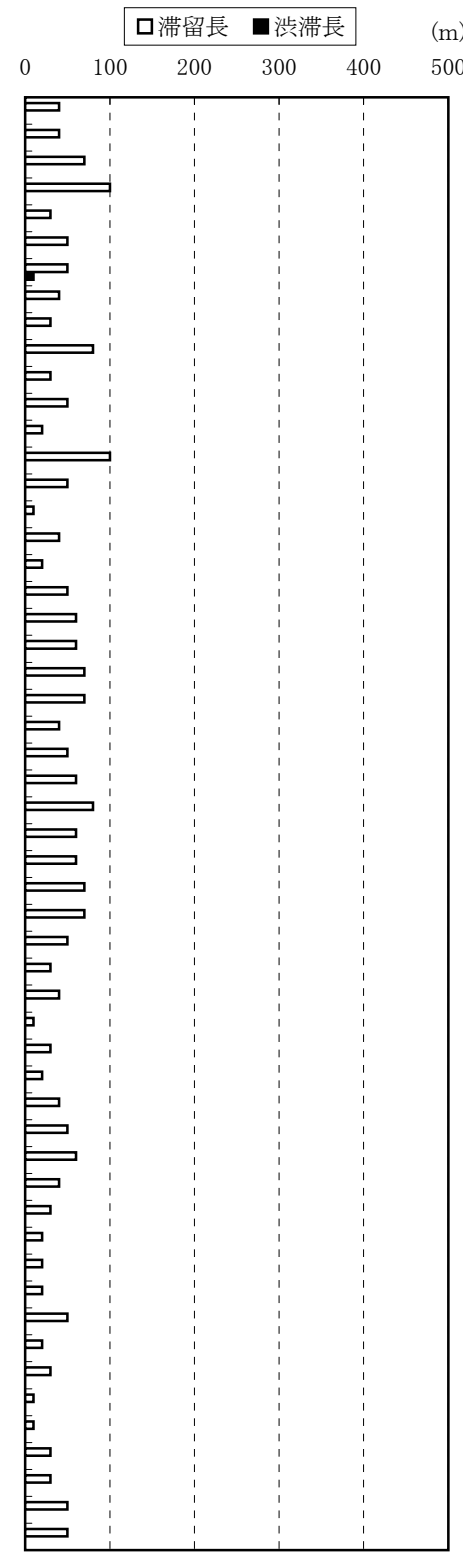


※ [Patterned Box] : 内の値は最大渋滞長

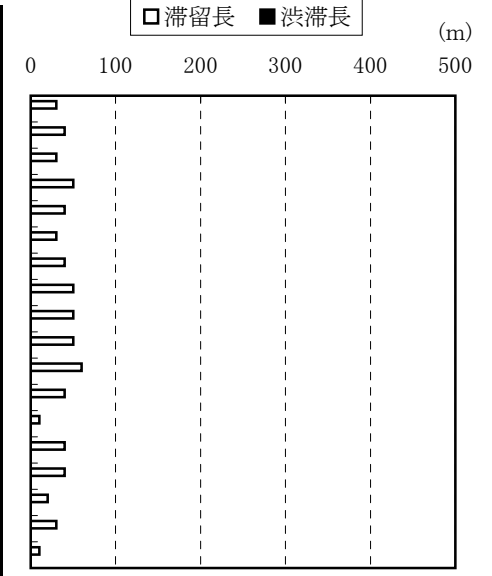
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 40         | 0          |          |
| 7:10     | 40         | 0          |          |
| 7:20     | 70         | 0          |          |
| 7:30     | 100        | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 50         | 0          |          |
| 8:00     | 50         | 10         | 6        |
| 8:10     | 40         | 0          |          |
| 8:20     | 30         | 0          |          |
| 8:30     | 80         | 0          |          |
| 8:40     | 30         | 0          |          |
| 8:50     | 50         | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 100        | 0          |          |
| 9:20     | 50         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 40         | 0          |          |
| 9:50     | 20         | 0          |          |
| 10:00    | 50         | 0          |          |
| 10:10    | 60         | 0          |          |
| 10:20    | 60         | 0          |          |
| 10:30    | 70         | 0          |          |
| 10:40    | 70         | 0          |          |
| 10:50    | 40         | 0          |          |
| 11:00    | 50         | 0          |          |
| 11:10    | 60         | 0          |          |
| 11:20    | 80         | 0          |          |
| 11:30    | 60         | 0          |          |
| 11:40    | 60         | 0          |          |
| 11:50    | 70         | 0          |          |
| 12:00    | 70         | 0          |          |
| 12:10    | 50         | 0          |          |
| 12:20    | 30         | 0          |          |
| 12:30    | 40         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 30         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 40         | 0          |          |
| 13:20    | 50         | 0          |          |
| 13:30    | 60         | 0          |          |
| 13:40    | 40         | 0          |          |
| 13:50    | 30         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 50         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 30         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 30         | 0          |          |
| 15:40    | 50         | 0          |          |
| 15:50    | 50         | 0          |          |

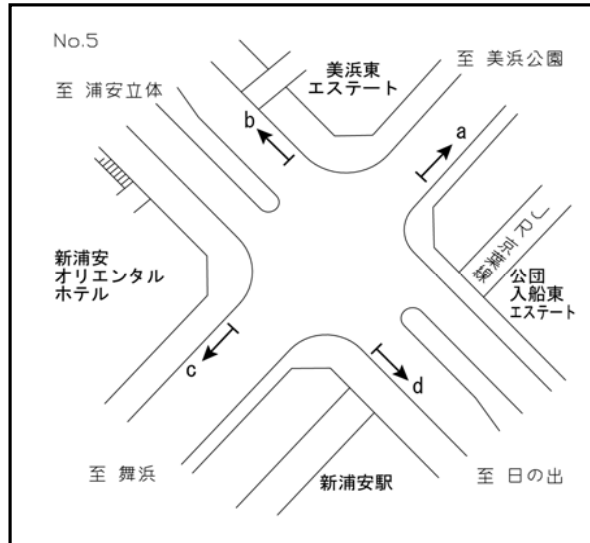


| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 30         | 0          |          |
| 16:10    | 40         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 50         | 0          |          |
| 16:40    | 40         | 0          |          |
| 16:50    | 30         | 0          |          |
| 17:00    | 40         | 0          |          |
| 17:10    | 50         | 0          |          |
| 17:20    | 50         | 0          |          |
| 17:30    | 50         | 0          |          |
| 17:40    | 60         | 0          |          |
| 17:50    | 40         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 40         | 0          |          |
| 18:20    | 40         | 0          |          |
| 18:30    | 20         | 0          |          |
| 18:40    | 30         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.5 (5)入船交差点  
 方向：b  
 天候：曇り

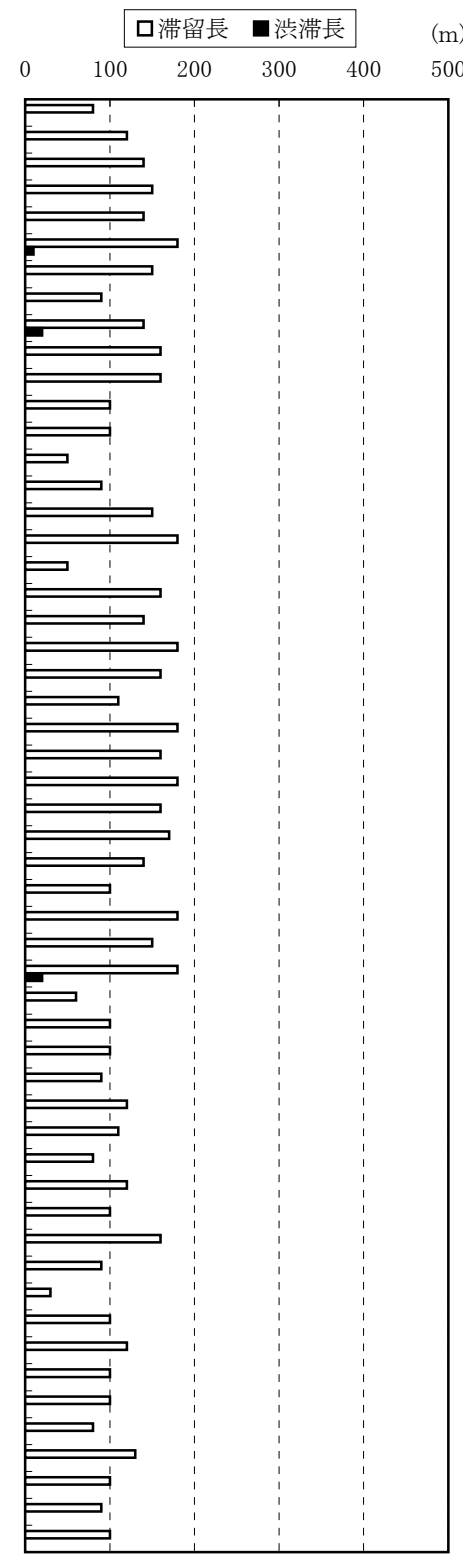


※ [Pattern] : 内の値は最大渋滞長

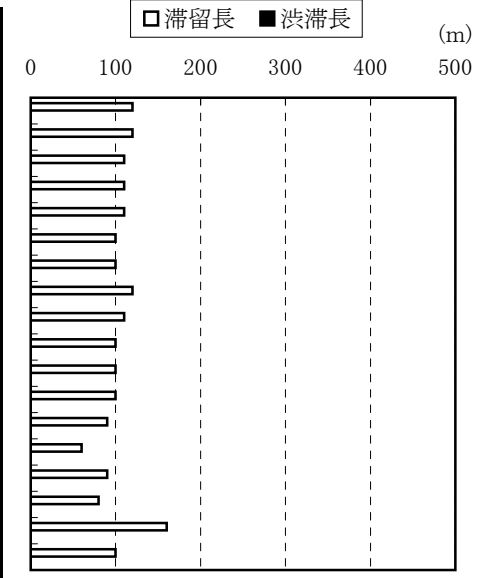
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 80         | 0          |          |
| 7:10     | 120        | 0          |          |
| 7:20     | 140        | 0          |          |
| 7:30     | 150        | 0          |          |
| 7:40     | 140        | 0          |          |
| 7:50     | 180        | 10         | 7        |
| 8:00     | 150        | 0          |          |
| 8:10     | 90         | 0          |          |
| 8:20     | 140        | 20         | 5        |
| 8:30     | 160        | 0          |          |
| 8:40     | 160        | 0          |          |
| 8:50     | 100        | 0          |          |
| 9:00     | 100        | 0          |          |
| 9:10     | 50         | 0          |          |
| 9:20     | 90         | 0          |          |
| 9:30     | 150        | 0          |          |
| 9:40     | 180        | 0          |          |
| 9:50     | 50         | 0          |          |
| 10:00    | 160        | 0          |          |
| 10:10    | 140        | 0          |          |
| 10:20    | 180        | 0          |          |
| 10:30    | 160        | 0          |          |
| 10:40    | 110        | 0          |          |
| 10:50    | 180        | 0          |          |
| 11:00    | 160        | 0          |          |
| 11:10    | 180        | 0          |          |
| 11:20    | 160        | 0          |          |
| 11:30    | 170        | 0          |          |
| 11:40    | 140        | 0          |          |
| 11:50    | 100        | 0          |          |
| 12:00    | 180        | 0          |          |
| 12:10    | 150        | 0          |          |
| 12:20    | 180        | 20         | 7        |
| 12:30    | 60         | 0          |          |
| 12:40    | 100        | 0          |          |
| 12:50    | 100        | 0          |          |
| 13:00    | 90         | 0          |          |
| 13:10    | 120        | 0          |          |
| 13:20    | 110        | 0          |          |
| 13:30    | 80         | 0          |          |
| 13:40    | 120        | 0          |          |
| 13:50    | 100        | 0          |          |
| 14:00    | 160        | 0          |          |
| 14:10    | 90         | 0          |          |
| 14:20    | 30         | 0          |          |
| 14:30    | 100        | 0          |          |
| 14:40    | 120        | 0          |          |
| 14:50    | 100        | 0          |          |
| 15:00    | 100        | 0          |          |
| 15:10    | 80         | 0          |          |
| 15:20    | 130        | 0          |          |
| 15:30    | 100        | 0          |          |
| 15:40    | 90         | 0          |          |
| 15:50    | 100        | 0          |          |

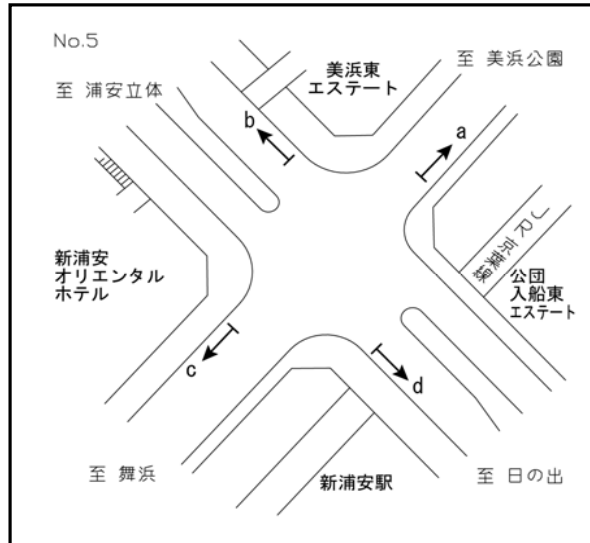


| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 120        | 0          |          |
| 16:10    | 120        | 0          |          |
| 16:20    | 110        | 0          |          |
| 16:30    | 110        | 0          |          |
| 16:40    | 110        | 0          |          |
| 16:50    | 100        | 0          |          |
| 17:00    | 100        | 0          |          |
| 17:10    | 120        | 0          |          |
| 17:20    | 110        | 0          |          |
| 17:30    | 100        | 0          |          |
| 17:40    | 100        | 0          |          |
| 17:50    | 100        | 0          |          |
| 18:00    | 90         | 0          |          |
| 18:10    | 60         | 0          |          |
| 18:20    | 90         | 0          |          |
| 18:30    | 80         | 0          |          |
| 18:40    | 160        | 0          |          |
| 18:50    | 100        | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.5 (5)入船交差点  
 方向：c  
 天候：曇り

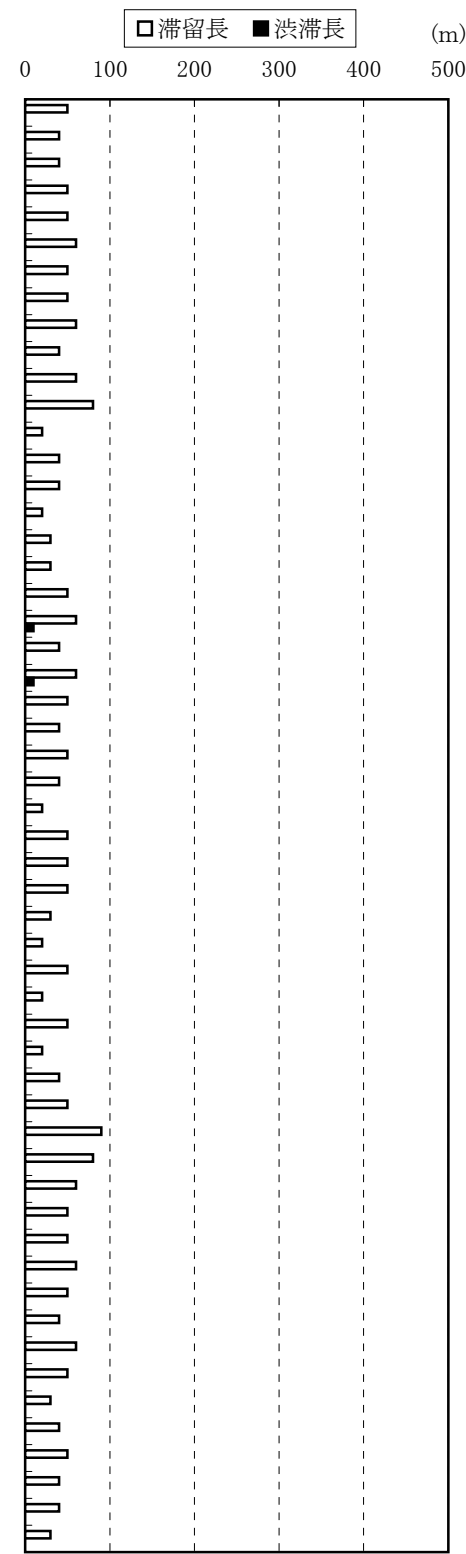


※ [Pattern] : 内の値は最大渋滞長

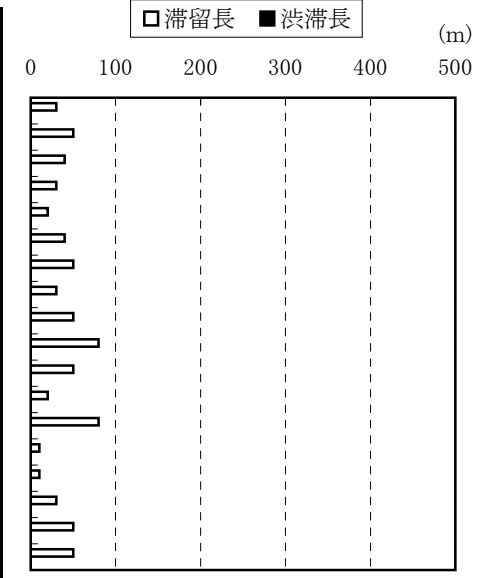
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 50         | 0          |          |
| 7:10     | 40         | 0          |          |
| 7:20     | 40         | 0          |          |
| 7:30     | 50         | 0          |          |
| 7:40     | 50         | 0          |          |
| 7:50     | 60         | 0          |          |
| 8:00     | 50         | 0          |          |
| 8:10     | 50         | 0          |          |
| 8:20     | 60         | 0          |          |
| 8:30     | 40         | 0          |          |
| 8:40     | 60         | 0          |          |
| 8:50     | 80         | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 40         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 30         | 0          |          |
| 9:50     | 30         | 0          |          |
| 10:00    | 50         | 0          |          |
| 10:10    | 60         | 10         | 5, 7     |
| 10:20    | 40         | 0          |          |
| 10:30    | 60         | 10         | 5, 7     |
| 10:40    | 50         | 0          |          |
| 10:50    | 40         | 0          |          |
| 11:00    | 50         | 0          |          |
| 11:10    | 40         | 0          |          |
| 11:20    | 20         | 0          |          |
| 11:30    | 50         | 0          |          |
| 11:40    | 50         | 0          |          |
| 11:50    | 50         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 50         | 0          |          |
| 12:30    | 20         | 0          |          |
| 12:40    | 50         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 40         | 0          |          |
| 13:10    | 50         | 0          |          |
| 13:20    | 90         | 0          |          |
| 13:30    | 80         | 0          |          |
| 13:40    | 60         | 0          |          |
| 13:50    | 50         | 0          |          |
| 14:00    | 50         | 0          |          |
| 14:10    | 60         | 0          |          |
| 14:20    | 50         | 0          |          |
| 14:30    | 40         | 0          |          |
| 14:40    | 60         | 0          |          |
| 14:50    | 50         | 0          |          |
| 15:00    | 30         | 0          |          |
| 15:10    | 40         | 0          |          |
| 15:20    | 50         | 0          |          |
| 15:30    | 40         | 0          |          |
| 15:40    | 40         | 0          |          |
| 15:50    | 30         | 0          |          |

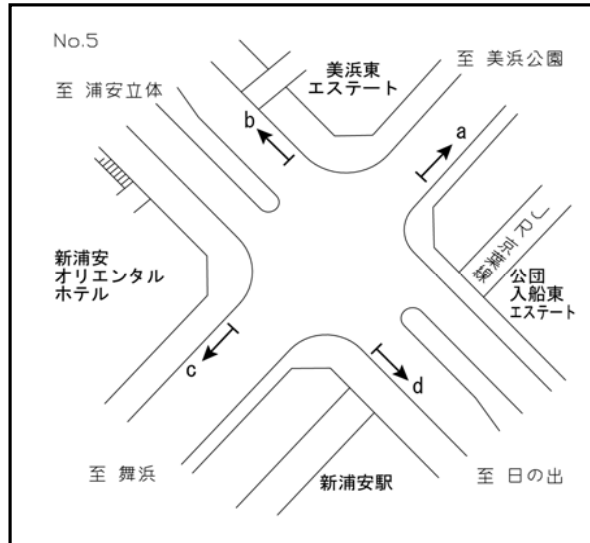


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 30         | 0          |          |
| 16:10    | 50         | 0          |          |
| 16:20    | 40         | 0          |          |
| 16:30    | 30         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 40         | 0          |          |
| 17:00    | 50         | 0          |          |
| 17:10    | 30         | 0          |          |
| 17:20    | 50         | 0          |          |
| 17:30    | 80         | 0          |          |
| 17:40    | 50         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 80         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 30         | 0          |          |
| 18:40    | 50         | 0          |          |
| 18:50    | 50         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.5 (5)入船交差点  
 方向：d  
 天候：曇り

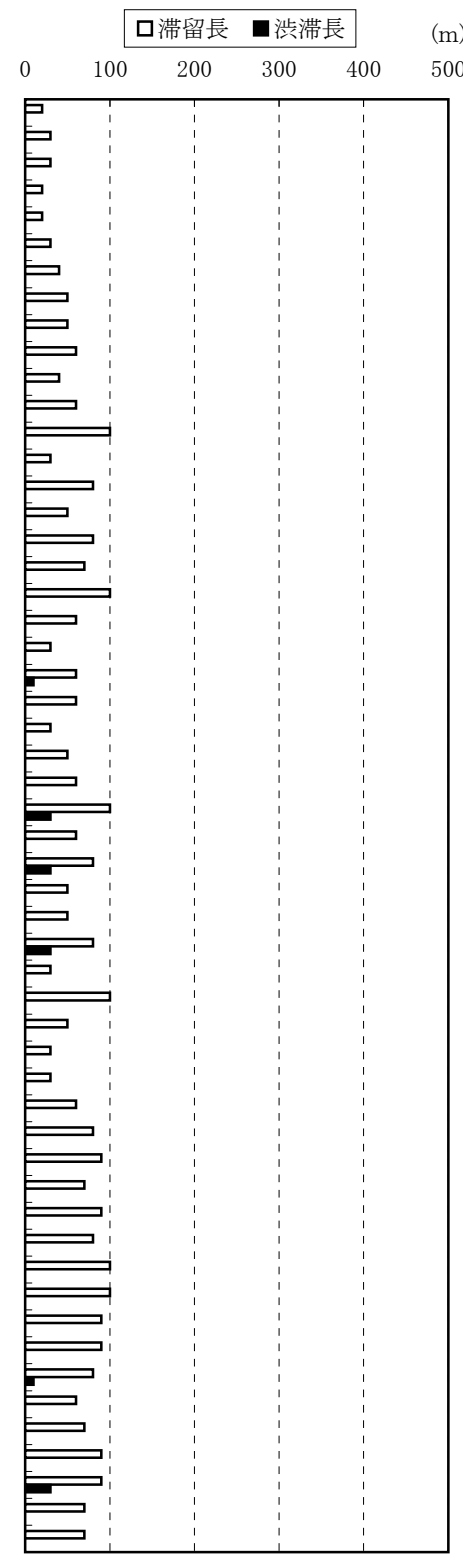


※ : 内の値は最大渋滞長

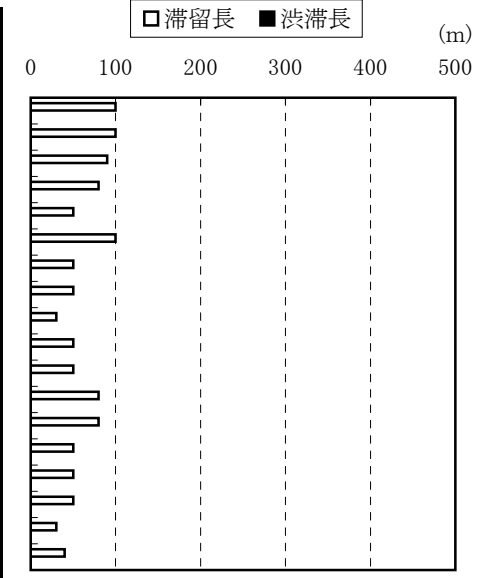
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |           |
|----------|------------|------------|-----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因  |
| 7:00     | 20         | 0          |           |
| 7:10     | 30         | 0          |           |
| 7:20     | 30         | 0          |           |
| 7:30     | 20         | 0          |           |
| 7:40     | 20         | 0          |           |
| 7:50     | 30         | 0          |           |
| 8:00     | 40         | 0          |           |
| 8:10     | 50         | 0          |           |
| 8:20     | 50         | 0          |           |
| 8:30     | 60         | 0          |           |
| 8:40     | 40         | 0          |           |
| 8:50     | 60         | 0          |           |
| 9:00     | 100        | 0          |           |
| 9:10     | 30         | 0          |           |
| 9:20     | 80         | 0          |           |
| 9:30     | 50         | 0          |           |
| 9:40     | 80         | 0          |           |
| 9:50     | 70         | 0          |           |
| 10:00    | 100        | 0          |           |
| 10:10    | 60         | 0          |           |
| 10:20    | 30         | 0          |           |
| 10:30    | 60         | 10         | 9, 11, 12 |
| 10:40    | 60         | 0          |           |
| 10:50    | 30         | 0          |           |
| 11:00    | 50         | 0          |           |
| 11:10    | 60         | 0          |           |
| 11:20    | 100        | 30         | 7, 12     |
| 11:30    | 60         | 0          |           |
| 11:40    | 80         | 30         | 12        |
| 11:50    | 50         | 0          |           |
| 12:00    | 50         | 0          |           |
| 12:10    | 80         | 30         | 5, 7      |
| 12:20    | 30         | 0          |           |
| 12:30    | 100        | 0          |           |
| 12:40    | 50         | 0          |           |
| 12:50    | 30         | 0          |           |
| 13:00    | 30         | 0          |           |
| 13:10    | 60         | 0          |           |
| 13:20    | 80         | 0          |           |
| 13:30    | 90         | 0          |           |
| 13:40    | 70         | 0          |           |
| 13:50    | 90         | 0          |           |
| 14:00    | 80         | 0          |           |
| 14:10    | 100        | 0          |           |
| 14:20    | 100        | 0          |           |
| 14:30    | 90         | 0          |           |
| 14:40    | 90         | 0          |           |
| 14:50    | 80         | 10         | 5         |
| 15:00    | 60         | 0          |           |
| 15:10    | 70         | 0          |           |
| 15:20    | 90         | 0          |           |
| 15:30    | 90         | 30         | 5, 7      |
| 15:40    | 70         | 0          |           |
| 15:50    | 70         | 0          |           |

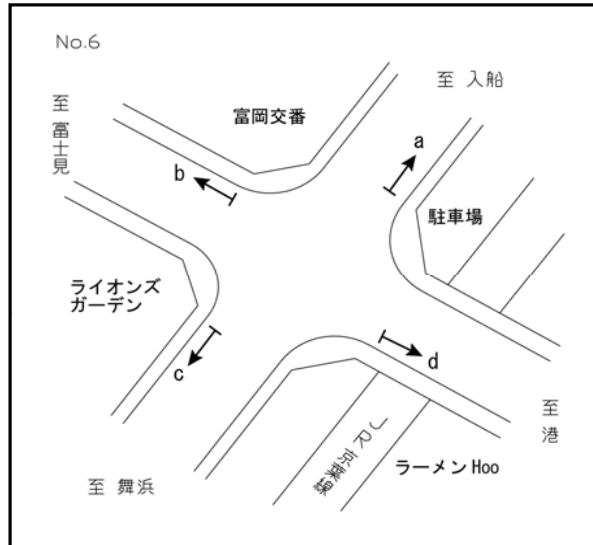


| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 100        | 0          |          |
| 16:10    | 100        | 0          |          |
| 16:20    | 90         | 0          |          |
| 16:30    | 80         | 0          |          |
| 16:40    | 50         | 0          |          |
| 16:50    | 100        | 0          |          |
| 17:00    | 50         | 0          |          |
| 17:10    | 50         | 0          |          |
| 17:20    | 30         | 0          |          |
| 17:30    | 50         | 0          |          |
| 17:40    | 50         | 0          |          |
| 17:50    | 80         | 0          |          |
| 18:00    | 80         | 0          |          |
| 18:10    | 50         | 0          |          |
| 18:20    | 50         | 0          |          |
| 18:30    | 50         | 0          |          |
| 18:40    | 30         | 0          |          |
| 18:50    | 40         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 6 (6)富岡交番交差点  
 方向：a  
 天候：曇り

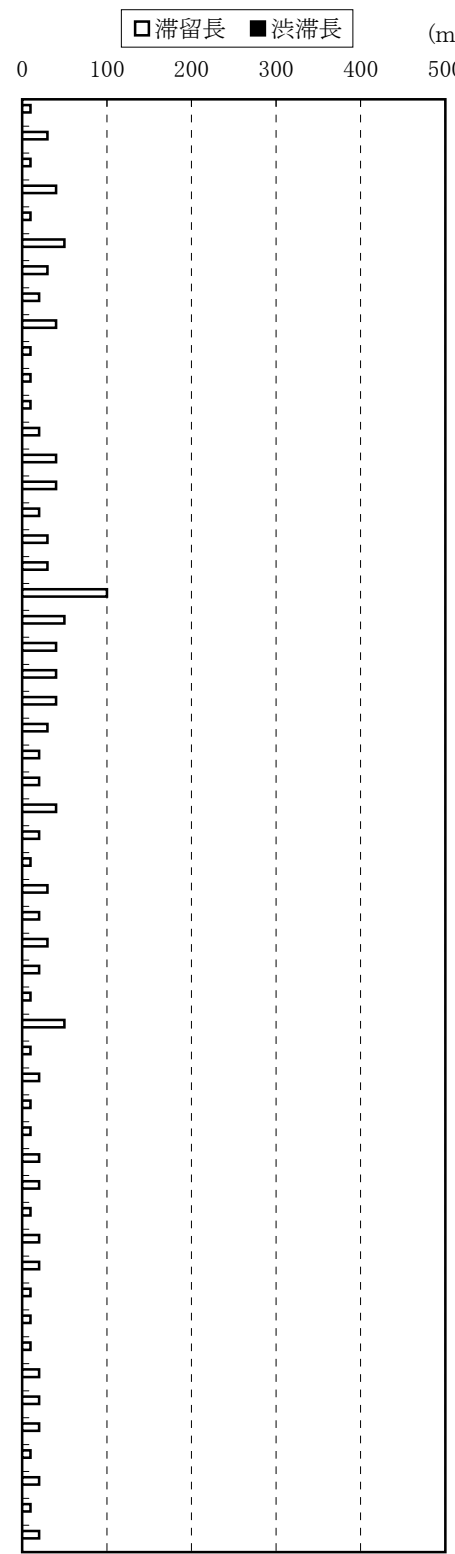


※ [Patterned Box] : 内の値は最大渋滞長

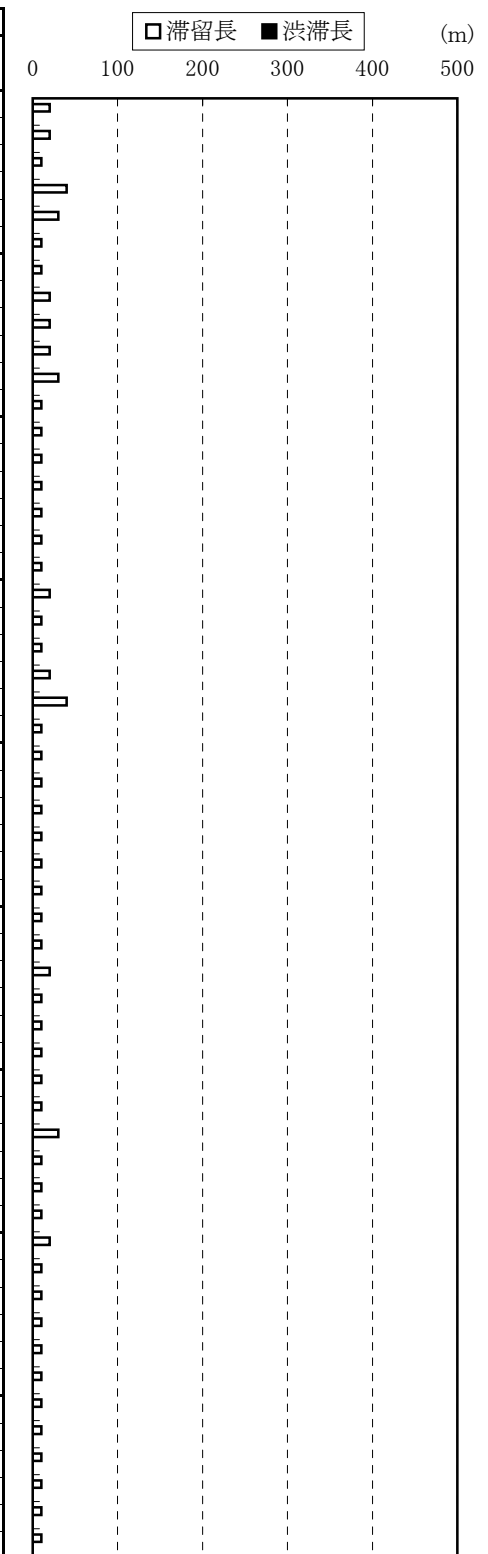
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 40         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 50         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 20         | 0          |          |
| 8:20     | 40         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 40         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 30         | 0          |          |
| 9:50     | 30         | 0          |          |
| 10:00    | 100        | 0          |          |
| 10:10    | 50         | 0          |          |
| 10:20    | 40         | 0          |          |
| 10:30    | 40         | 0          |          |
| 10:40    | 40         | 0          |          |
| 10:50    | 30         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 20         | 0          |          |
| 11:20    | 40         | 0          |          |
| 11:30    | 20         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 30         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 30         | 0          |          |
| 12:20    | 20         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 50         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 20         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 20         | 0          |          |



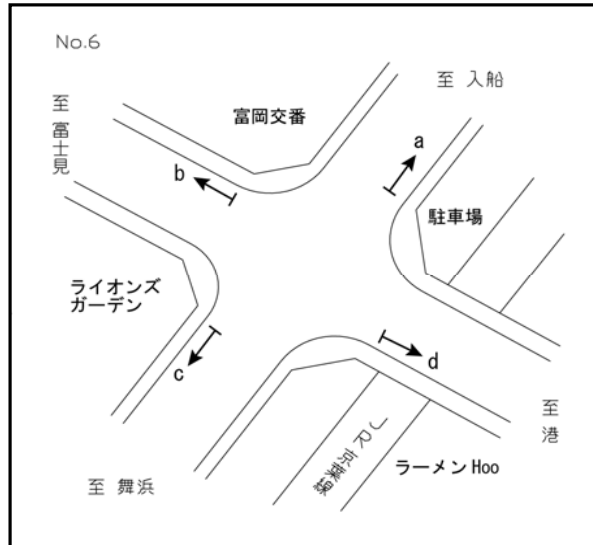
| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 20         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 40         | 0          |          |
| 16:40    | 30         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 20         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 30         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |
| 19:00    | 20         | 0          |          |
| 19:10    | 10         | 0          |          |
| 19:20    | 10         | 0          |          |
| 19:30    | 20         | 0          |          |
| 19:40    | 40         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 10         | 0          |          |
| 20:10    | 10         | 0          |          |
| 20:20    | 10         | 0          |          |
| 20:30    | 10         | 0          |          |
| 20:40    | 10         | 0          |          |
| 20:50    | 10         | 0          |          |
| 21:00    | 10         | 0          |          |
| 21:10    | 10         | 0          |          |
| 21:20    | 20         | 0          |          |
| 21:30    | 10         | 0          |          |
| 21:40    | 10         | 0          |          |
| 21:50    | 10         | 0          |          |
| 22:00    | 10         | 0          |          |
| 22:10    | 10         | 0          |          |
| 22:20    | 30         | 0          |          |
| 22:30    | 10         | 0          |          |
| 22:40    | 10         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 20         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 10         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |





# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 6 (6)富岡交番交差点  
 方向：b  
 天候：曇り

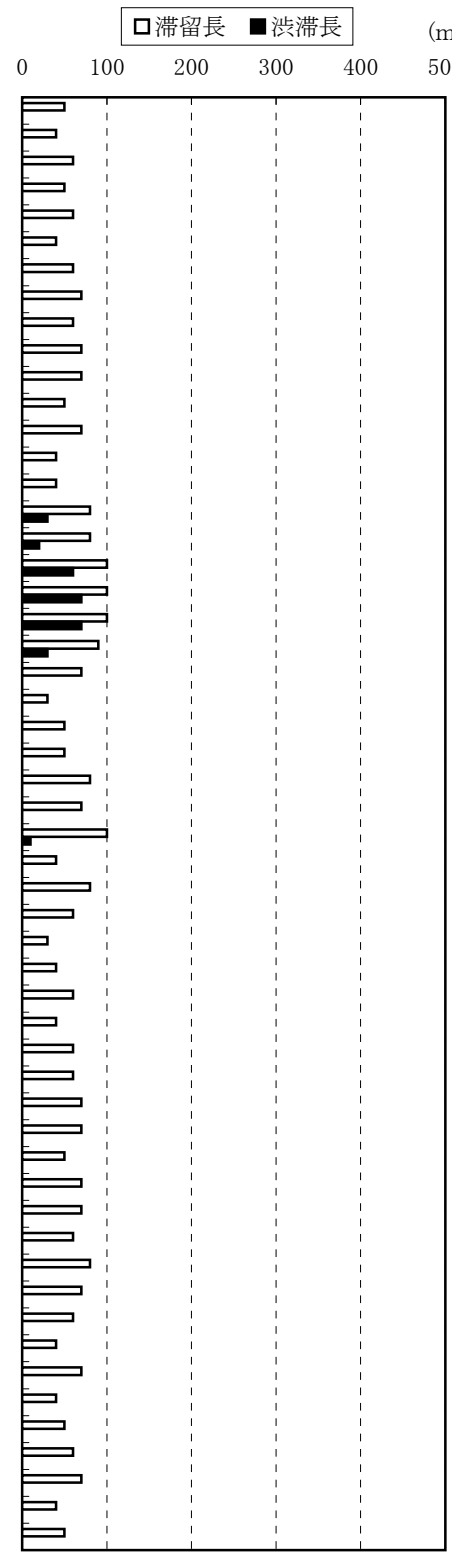


※ [Patterned Box] : 内の値は最大渋滞長

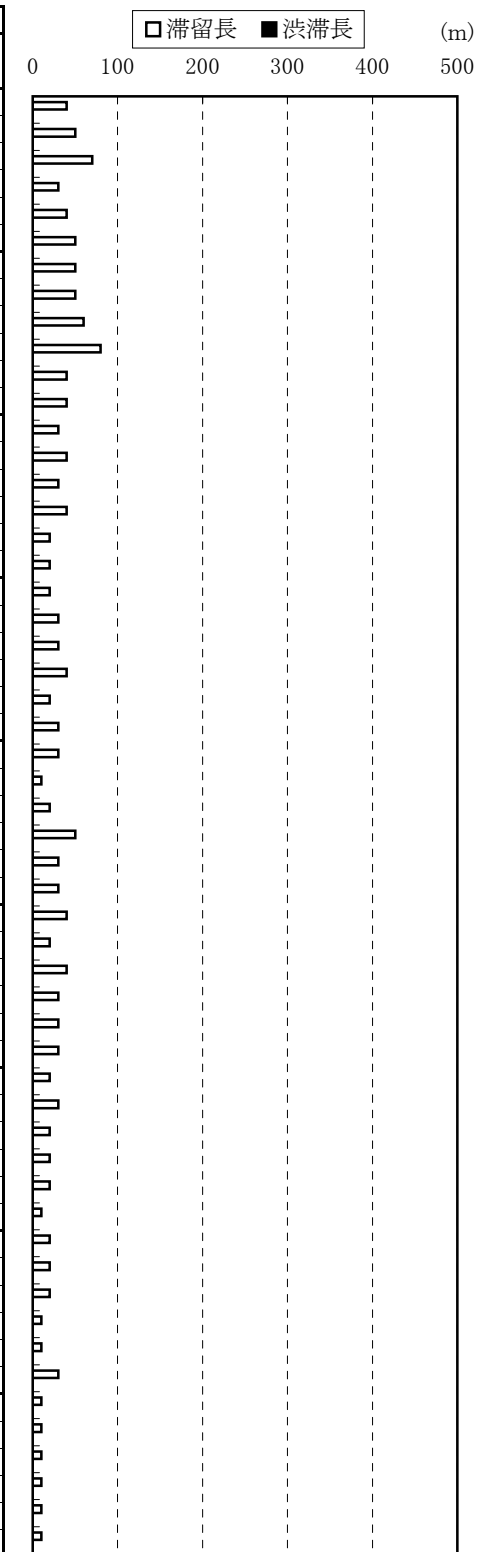
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 50         | 0          |          |
| 7:10     | 40         | 0          |          |
| 7:20     | 60         | 0          |          |
| 7:30     | 50         | 0          |          |
| 7:40     | 60         | 0          |          |
| 7:50     | 40         | 0          |          |
| 8:00     | 60         | 0          |          |
| 8:10     | 70         | 0          |          |
| 8:20     | 60         | 0          |          |
| 8:30     | 70         | 0          |          |
| 8:40     | 70         | 0          |          |
| 8:50     | 50         | 0          |          |
| 9:00     | 70         | 0          |          |
| 9:10     | 40         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 80         | 30         | 5        |
| 9:40     | 80         | 20         | 16       |
| 9:50     | 100        | 60         | 16       |
| 10:00    | 100        | 70         | 16       |
| 10:10    | 100        | 70         | 16       |
| 10:20    | 90         | 30         | 16       |
| 10:30    | 70         | 0          |          |
| 10:40    | 30         | 0          |          |
| 10:50    | 50         | 0          |          |
| 11:00    | 50         | 0          |          |
| 11:10    | 80         | 0          |          |
| 11:20    | 70         | 0          |          |
| 11:30    | 100        | 10         | 2        |
| 11:40    | 40         | 0          |          |
| 11:50    | 80         | 0          |          |
| 12:00    | 60         | 0          |          |
| 12:10    | 30         | 0          |          |
| 12:20    | 40         | 0          |          |
| 12:30    | 60         | 0          |          |
| 12:40    | 40         | 0          |          |
| 12:50    | 60         | 0          |          |
| 13:00    | 60         | 0          |          |
| 13:10    | 70         | 0          |          |
| 13:20    | 70         | 0          |          |
| 13:30    | 50         | 0          |          |
| 13:40    | 70         | 0          |          |
| 13:50    | 70         | 0          |          |
| 14:00    | 60         | 0          |          |
| 14:10    | 80         | 0          |          |
| 14:20    | 70         | 0          |          |
| 14:30    | 60         | 0          |          |
| 14:40    | 40         | 0          |          |
| 14:50    | 70         | 0          |          |
| 15:00    | 40         | 0          |          |
| 15:10    | 50         | 0          |          |
| 15:20    | 60         | 0          |          |
| 15:30    | 70         | 0          |          |
| 15:40    | 40         | 0          |          |
| 15:50    | 50         | 0          |          |

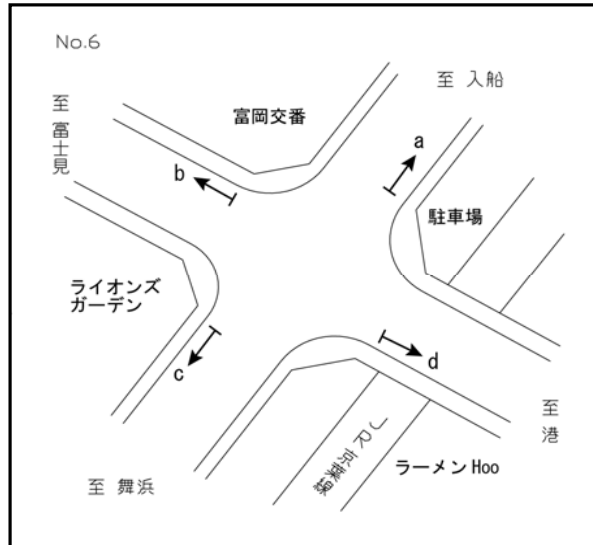


| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 40         | 0          |          |
| 16:10    | 50         | 0          |          |
| 16:20    | 70         | 0          |          |
| 16:30    | 30         | 0          |          |
| 16:40    | 40         | 0          |          |
| 16:50    | 50         | 0          |          |
| 17:00    | 50         | 0          |          |
| 17:10    | 50         | 0          |          |
| 17:20    | 60         | 0          |          |
| 17:30    | 80         | 0          |          |
| 17:40    | 40         | 0          |          |
| 17:50    | 40         | 0          |          |
| 18:00    | 30         | 0          |          |
| 18:10    | 40         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 20         | 0          |          |
| 18:50    | 20         | 0          |          |
| 19:00    | 20         | 0          |          |
| 19:10    | 30         | 0          |          |
| 19:20    | 30         | 0          |          |
| 19:30    | 40         | 0          |          |
| 19:40    | 20         | 0          |          |
| 19:50    | 30         | 0          |          |
| 20:00    | 30         | 0          |          |
| 20:10    | 10         | 0          |          |
| 20:20    | 20         | 0          |          |
| 20:30    | 50         | 0          |          |
| 20:40    | 30         | 0          |          |
| 20:50    | 30         | 0          |          |
| 21:00    | 40         | 0          |          |
| 21:10    | 20         | 0          |          |
| 21:20    | 40         | 0          |          |
| 21:30    | 30         | 0          |          |
| 21:40    | 30         | 0          |          |
| 21:50    | 30         | 0          |          |
| 22:00    | 20         | 0          |          |
| 22:10    | 30         | 0          |          |
| 22:20    | 20         | 0          |          |
| 22:30    | 20         | 0          |          |
| 22:40    | 20         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 20         | 0          |          |
| 23:10    | 20         | 0          |          |
| 23:20    | 20         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 10         | 0          |          |
| 23:50    | 30         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.6 (6)富岡交番交差点  
 方向：c  
 天候：曇り

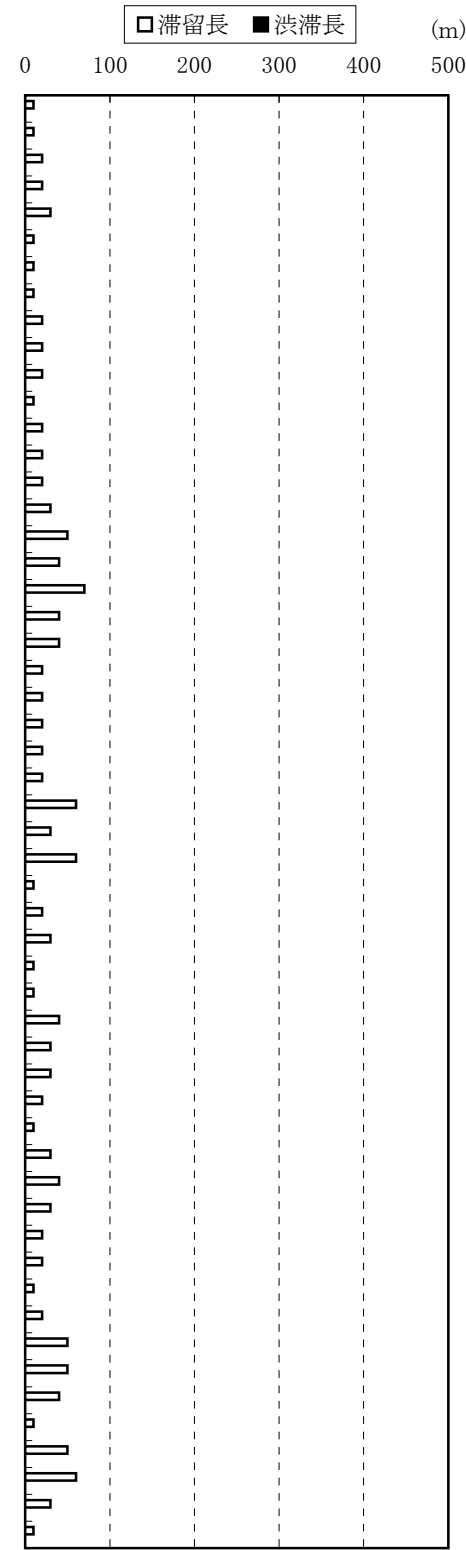


※ [Pattern] : 内の値は最大渋滞長

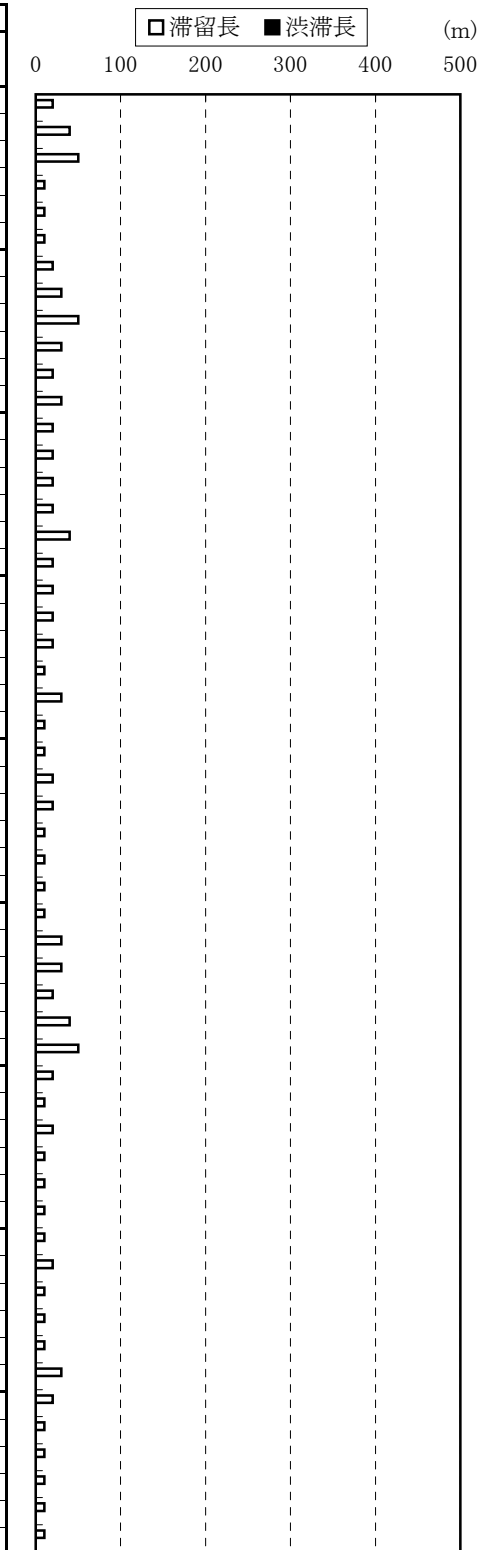
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 20         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 20         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 30         | 0          |          |
| 9:40     | 50         | 0          |          |
| 9:50     | 40         | 0          |          |
| 10:00    | 70         | 0          |          |
| 10:10    | 40         | 0          |          |
| 10:20    | 40         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 20         | 0          |          |
| 11:20    | 60         | 0          |          |
| 11:30    | 30         | 0          |          |
| 11:40    | 60         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 30         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 40         | 0          |          |
| 12:50    | 30         | 0          |          |
| 13:00    | 30         | 0          |          |
| 13:10    | 20         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 40         | 0          |          |
| 13:50    | 30         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 50         | 0          |          |
| 14:50    | 50         | 0          |          |
| 15:00    | 40         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 50         | 0          |          |
| 15:30    | 60         | 0          |          |
| 15:40    | 30         | 0          |          |
| 15:50    | 10         | 0          |          |

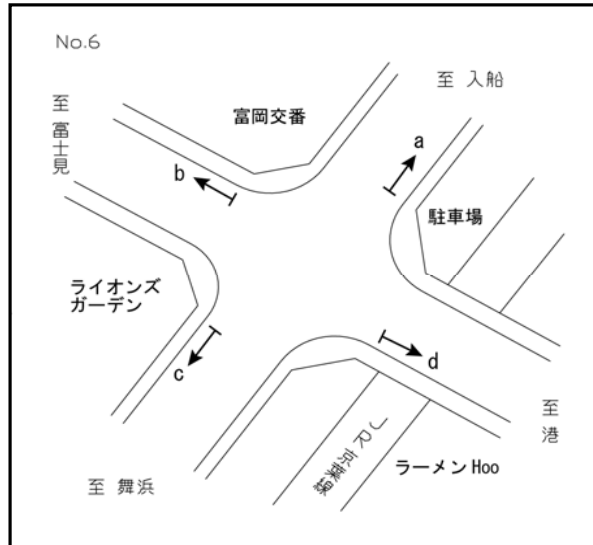


| 項目<br>時間 | 流入方向：c     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 16:00    | 20         | 0          |          |
| 16:10    | 40         | 0          |          |
| 16:20    | 50         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 30         | 0          |          |
| 17:20    | 50         | 0          |          |
| 17:30    | 30         | 0          |          |
| 17:40    | 20         | 0          |          |
| 17:50    | 30         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 20         | 0          |          |
| 18:20    | 20         | 0          |          |
| 18:30    | 20         | 0          |          |
| 18:40    | 40         | 0          |          |
| 18:50    | 20         | 0          |          |
| 19:00    | 20         | 0          |          |
| 19:10    | 20         | 0          |          |
| 19:20    | 20         | 0          |          |
| 19:30    | 10         | 0          |          |
| 19:40    | 30         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 10         | 0          |          |
| 20:10    | 20         | 0          |          |
| 20:20    | 20         | 0          |          |
| 20:30    | 10         | 0          |          |
| 20:40    | 10         | 0          |          |
| 20:50    | 10         | 0          |          |
| 21:00    | 10         | 0          |          |
| 21:10    | 30         | 0          |          |
| 21:20    | 30         | 0          |          |
| 21:30    | 20         | 0          |          |
| 21:40    | 40         | 0          |          |
| 21:50    | 50         | 0          |          |
| 22:00    | 20         | 0          |          |
| 22:10    | 10         | 0          |          |
| 22:20    | 20         | 0          |          |
| 22:30    | 10         | 0          |          |
| 22:40    | 10         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 10         | 0          |          |
| 23:10    | 20         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 10         | 0          |          |
| 23:50    | 30         | 0          |          |
| 0:00     | 20         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.6 (6)富岡交番交差点  
 方向：d  
 天候：曇り

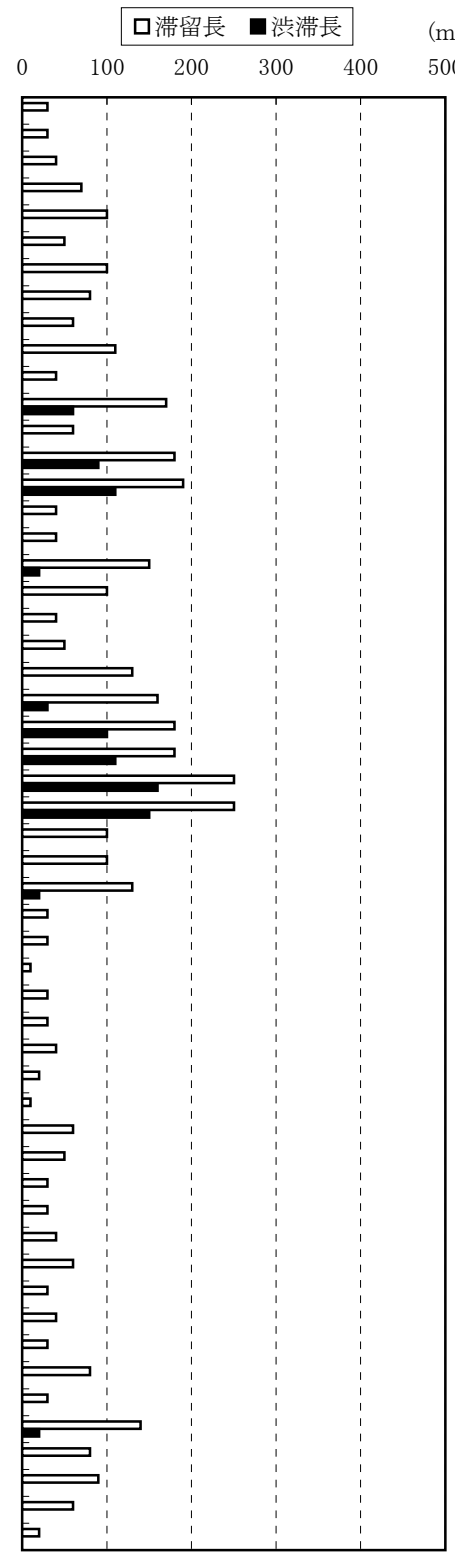


※ [Pattern] : 内の値は最大渋滞長

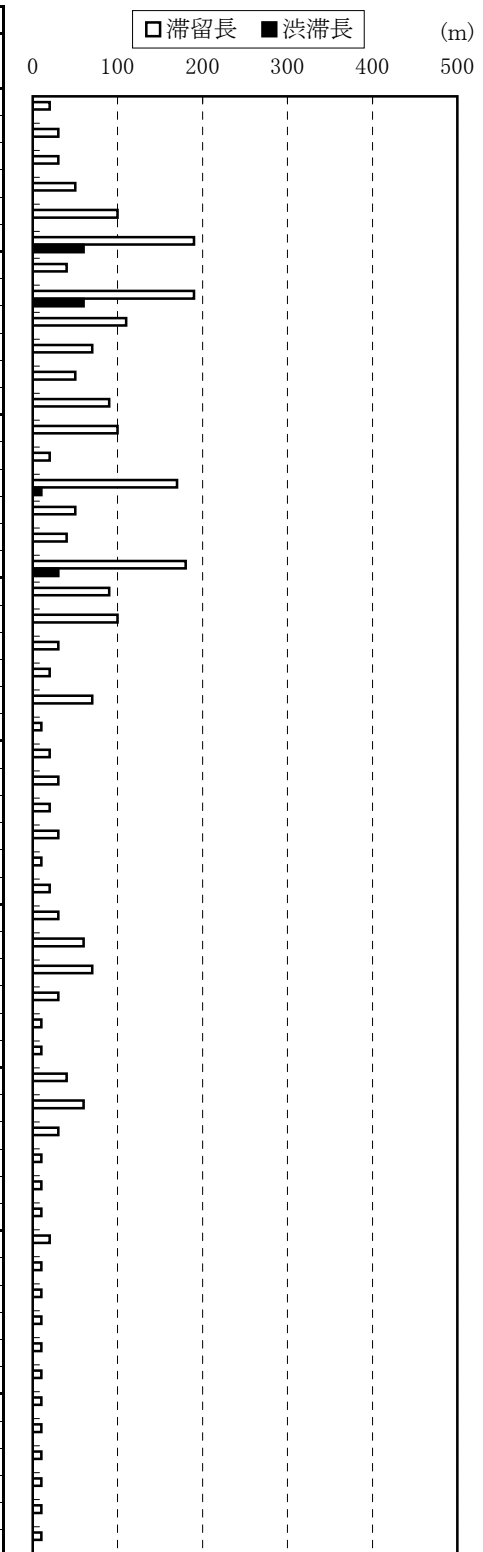
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 30         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 40         | 0          |          |
| 7:30     | 70         | 0          |          |
| 7:40     | 100        | 0          |          |
| 7:50     | 50         | 0          |          |
| 8:00     | 100        | 0          |          |
| 8:10     | 80         | 0          |          |
| 8:20     | 60         | 0          |          |
| 8:30     | 110        | 0          |          |
| 8:40     | 40         | 0          |          |
| 8:50     | 170        | 60         | 2,7      |
| 9:00     | 60         | 0          |          |
| 9:10     | 180        | 90         | 2,7      |
| 9:20     | 190        | 110        | 2,7      |
| 9:30     | 40         | 0          |          |
| 9:40     | 40         | 0          |          |
| 9:50     | 150        | 20         | 2,7      |
| 10:00    | 100        | 0          |          |
| 10:10    | 40         | 0          |          |
| 10:20    | 50         | 0          |          |
| 10:30    | 130        | 0          |          |
| 10:40    | 160        | 30         | 2,7      |
| 10:50    | 180        | 100        | 2,6,7    |
| 11:00    | 180        | 110        | 2,6,7    |
| 11:10    | 250        | 160        | 2,7      |
| 11:20    | 250        | 150        | 2,7      |
| 11:30    | 100        | 0          |          |
| 11:40    | 100        | 0          |          |
| 11:50    | 130        | 20         | 2,7      |
| 12:00    | 30         | 0          |          |
| 12:10    | 30         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 30         | 0          |          |
| 12:40    | 30         | 0          |          |
| 12:50    | 40         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 60         | 0          |          |
| 13:30    | 50         | 0          |          |
| 13:40    | 30         | 0          |          |
| 13:50    | 30         | 0          |          |
| 14:00    | 40         | 0          |          |
| 14:10    | 60         | 0          |          |
| 14:20    | 30         | 0          |          |
| 14:30    | 40         | 0          |          |
| 14:40    | 30         | 0          |          |
| 14:50    | 80         | 0          |          |
| 15:00    | 30         | 0          |          |
| 15:10    | 140        | 20         | 2,7      |
| 15:20    | 80         | 0          |          |
| 15:30    | 90         | 0          |          |
| 15:40    | 60         | 0          |          |
| 15:50    | 20         | 0          |          |

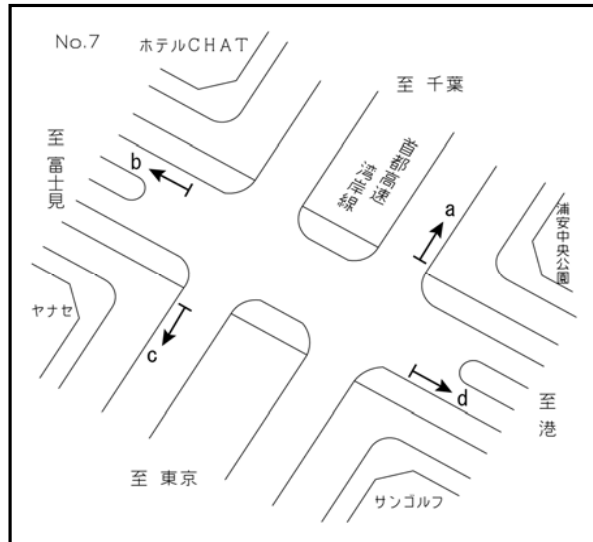


| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 50         | 0          |          |
| 16:40    | 100        | 0          |          |
| 16:50    | 190        | 60         | 2,7      |
| 17:00    | 40         | 0          |          |
| 17:10    | 190        | 60         | 2,7      |
| 17:20    | 110        | 0          |          |
| 17:30    | 70         | 0          |          |
| 17:40    | 50         | 0          |          |
| 17:50    | 90         | 0          |          |
| 18:00    | 100        | 0          |          |
| 18:10    | 20         | 0          |          |
| 18:20    | 170        | 10         | 2        |
| 18:30    | 50         | 0          |          |
| 18:40    | 40         | 0          |          |
| 18:50    | 180        | 30         | 2,7      |
| 19:00    | 90         | 0          |          |
| 19:10    | 100        | 0          |          |
| 19:20    | 30         | 0          |          |
| 19:30    | 20         | 0          |          |
| 19:40    | 70         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 20         | 0          |          |
| 20:10    | 30         | 0          |          |
| 20:20    | 20         | 0          |          |
| 20:30    | 30         | 0          |          |
| 20:40    | 10         | 0          |          |
| 20:50    | 20         | 0          |          |
| 21:00    | 30         | 0          |          |
| 21:10    | 60         | 0          |          |
| 21:20    | 70         | 0          |          |
| 21:30    | 30         | 0          |          |
| 21:40    | 10         | 0          |          |
| 21:50    | 10         | 0          |          |
| 22:00    | 40         | 0          |          |
| 22:10    | 60         | 0          |          |
| 22:20    | 30         | 0          |          |
| 22:30    | 10         | 0          |          |
| 22:40    | 10         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 20         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 10         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.7 (7)富岡立体  
 方向：a  
 天候：曇り

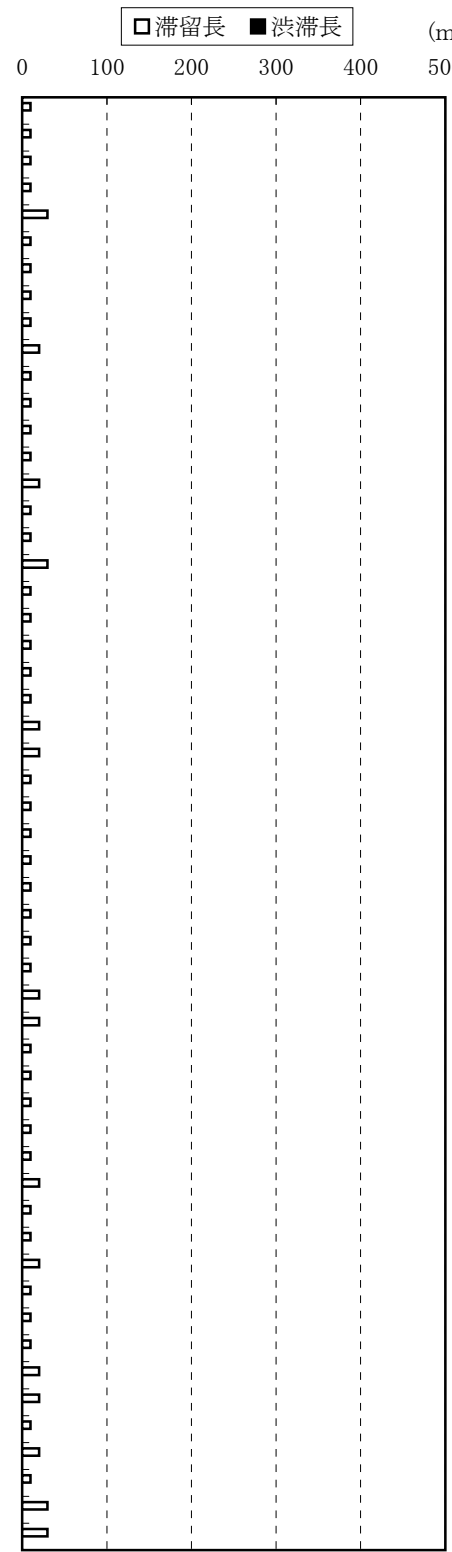


※ : 内の値は最大渋滞長

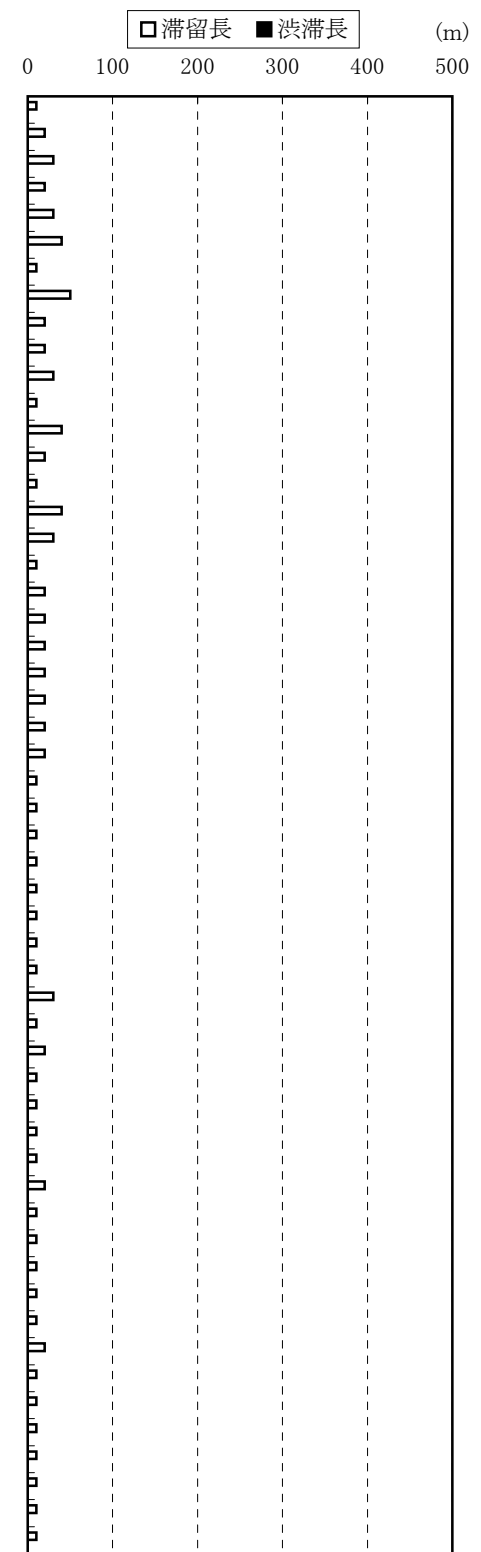
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 30         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 20         | 0          |          |
| 12:40    | 20         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 20         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 30         | 0          |          |
| 15:50    | 30         | 0          |          |

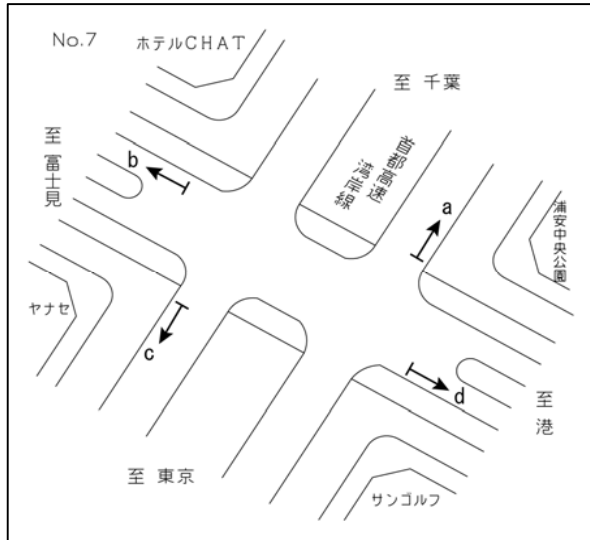


| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 20         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 30         | 0          |          |
| 16:50    | 40         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 50         | 0          |          |
| 17:20    | 20         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 30         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 40         | 0          |          |
| 18:10    | 20         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 30         | 0          |          |
| 18:50    | 10         | 0          |          |
| 19:00    | 20         | 0          |          |
| 19:10    | 20         | 0          |          |
| 19:20    | 20         | 0          |          |
| 19:30    | 20         | 0          |          |
| 19:40    | 20         | 0          |          |
| 19:50    | 20         | 0          |          |
| 20:00    | 20         | 0          |          |
| 20:10    | 10         | 0          |          |
| 20:20    | 10         | 0          |          |
| 20:30    | 10         | 0          |          |
| 20:40    | 10         | 0          |          |
| 20:50    | 10         | 0          |          |
| 21:00    | 10         | 0          |          |
| 21:10    | 10         | 0          |          |
| 21:20    | 10         | 0          |          |
| 21:30    | 30         | 0          |          |
| 21:40    | 10         | 0          |          |
| 21:50    | 20         | 0          |          |
| 22:00    | 10         | 0          |          |
| 22:10    | 10         | 0          |          |
| 22:20    | 10         | 0          |          |
| 22:30    | 10         | 0          |          |
| 22:40    | 20         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 10         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 20         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.7 (7)富岡立体  
 方向：b  
 天候：曇り

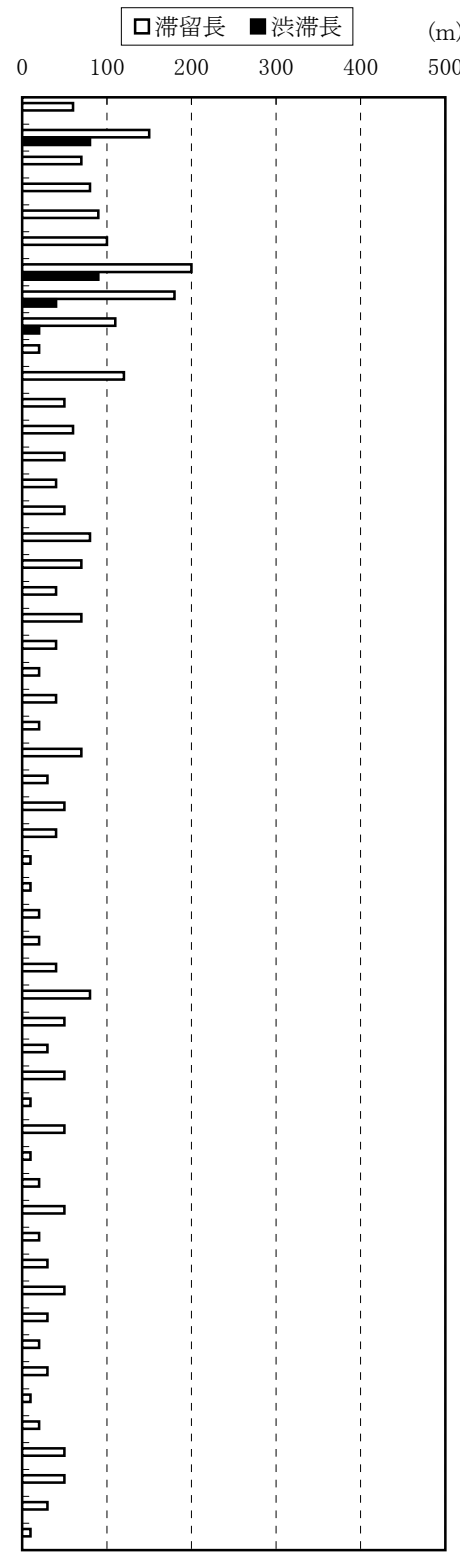


※   : 内の値は最大渋滞長

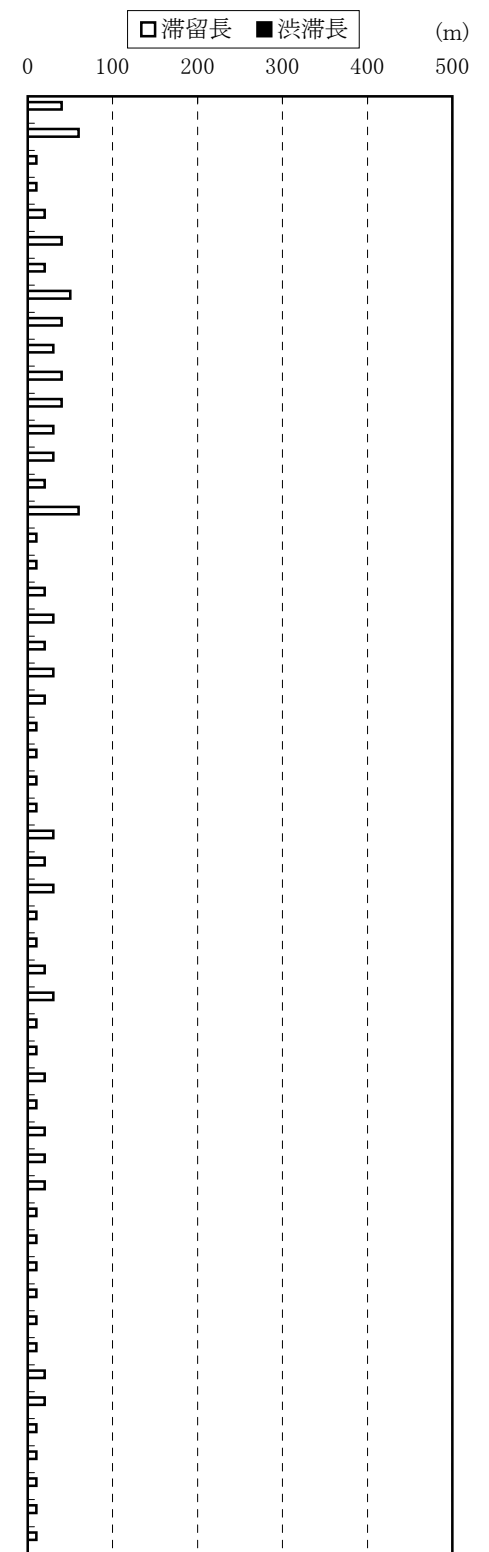
※渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 60         | 0          |          |
| 7:10     | 150        | 80         | 16       |
| 7:20     | 70         | 0          |          |
| 7:30     | 80         | 0          |          |
| 7:40     | 90         | 0          |          |
| 7:50     | 100        | 0          |          |
| 8:00     | 200        | 90         | 16       |
| 8:10     | 180        | 40         | 16       |
| 8:20     | 110        | 20         | 16       |
| 8:30     | 20         | 0          |          |
| 8:40     | 120        | 0          |          |
| 8:50     | 50         | 0          |          |
| 9:00     | 60         | 0          |          |
| 9:10     | 50         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 50         | 0          |          |
| 9:40     | 80         | 0          |          |
| 9:50     | 70         | 0          |          |
| 10:00    | 40         | 0          |          |
| 10:10    | 70         | 0          |          |
| 10:20    | 40         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 40         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 70         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 50         | 0          |          |
| 11:30    | 40         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 40         | 0          |          |
| 12:30    | 80         | 0          |          |
| 12:40    | 50         | 0          |          |
| 12:50    | 30         | 0          |          |
| 13:00    | 50         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 50         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 50         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 30         | 0          |          |
| 14:20    | 50         | 0          |          |
| 14:30    | 30         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 30         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 50         | 0          |          |
| 15:30    | 50         | 0          |          |
| 15:40    | 30         | 0          |          |
| 15:50    | 10         | 0          |          |

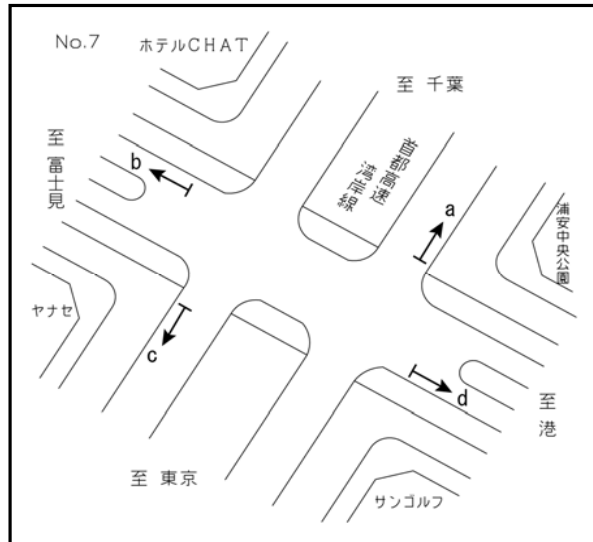


| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 40         | 0          |          |
| 16:10    | 60         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 40         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 50         | 0          |          |
| 17:20    | 40         | 0          |          |
| 17:30    | 30         | 0          |          |
| 17:40    | 40         | 0          |          |
| 17:50    | 40         | 0          |          |
| 18:00    | 30         | 0          |          |
| 18:10    | 30         | 0          |          |
| 18:20    | 20         | 0          |          |
| 18:30    | 60         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |
| 19:00    | 20         | 0          |          |
| 19:10    | 30         | 0          |          |
| 19:20    | 20         | 0          |          |
| 19:30    | 30         | 0          |          |
| 19:40    | 20         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 10         | 0          |          |
| 20:10    | 10         | 0          |          |
| 20:20    | 10         | 0          |          |
| 20:30    | 30         | 0          |          |
| 20:40    | 20         | 0          |          |
| 20:50    | 30         | 0          |          |
| 21:00    | 10         | 0          |          |
| 21:10    | 10         | 0          |          |
| 21:20    | 20         | 0          |          |
| 21:30    | 30         | 0          |          |
| 21:40    | 10         | 0          |          |
| 21:50    | 10         | 0          |          |
| 22:00    | 20         | 0          |          |
| 22:10    | 10         | 0          |          |
| 22:20    | 20         | 0          |          |
| 22:30    | 20         | 0          |          |
| 22:40    | 20         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 10         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 10         | 0          |          |
| 23:50    | 20         | 0          |          |
| 0:00     | 20         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.7 (7)富岡立体  
 方向：c  
 天候：曇り

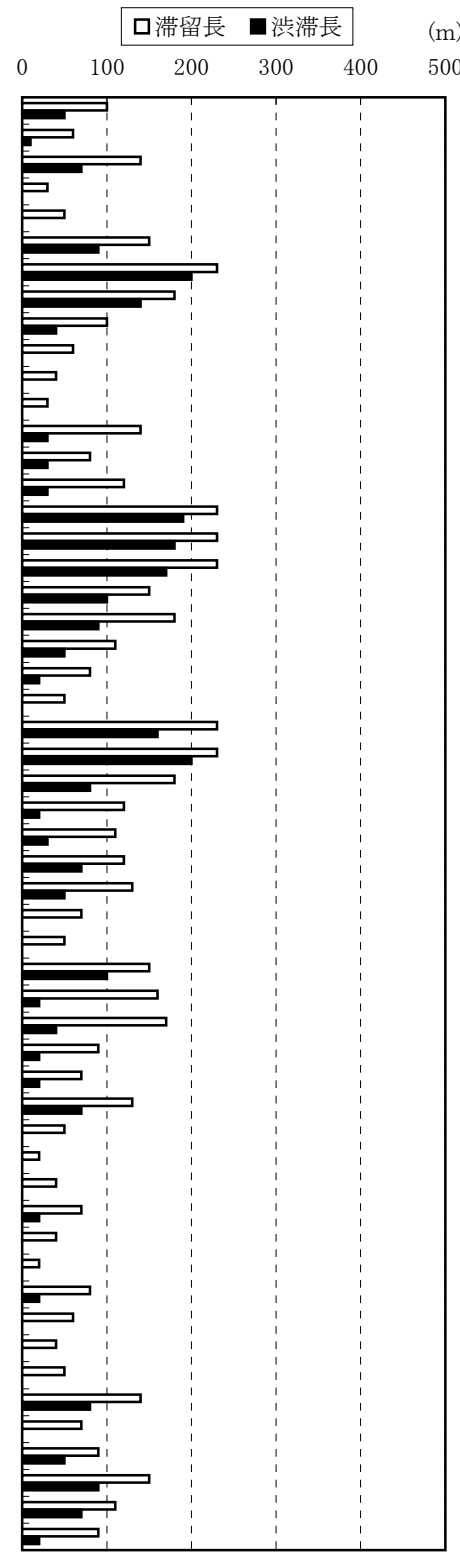


※  : 内の値は最大渋滞長

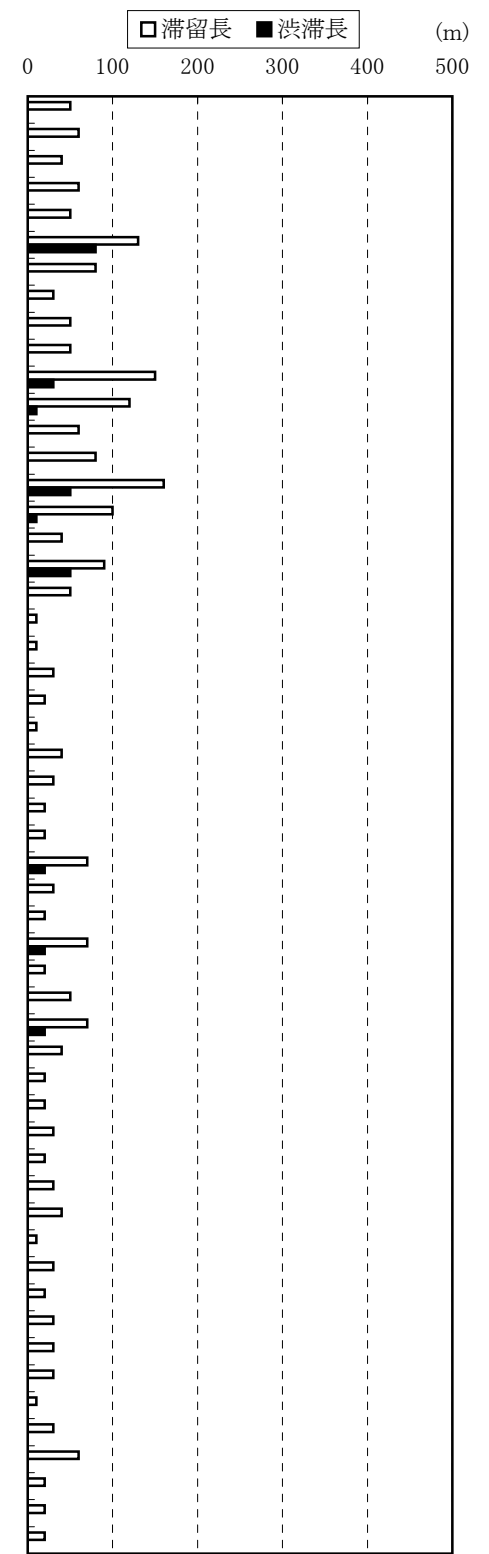
### ※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 100        | 50         | 5, 16    |
| 7:10     | 60         | 10         | 5, 16    |
| 7:20     | 140        | 70         | 5, 16    |
| 7:30     | 30         | 0          |          |
| 7:40     | 50         | 0          |          |
| 7:50     | 150        | 90         | 5, 16    |
| 8:00     | 230        | 200        | 5, 16    |
| 8:10     | 180        | 140        | 5, 16    |
| 8:20     | 100        | 40         | 5, 16    |
| 8:30     | 60         | 0          |          |
| 8:40     | 40         | 0          |          |
| 8:50     | 30         | 0          |          |
| 9:00     | 140        | 30         | 5, 16    |
| 9:10     | 80         | 30         | 5, 16    |
| 9:20     | 120        | 30         | 5, 16    |
| 9:30     | 230        | 190        | 5, 7, 16 |
| 9:40     | 230        | 180        | 5, 7, 16 |
| 9:50     | 230        | 170        | 5, 7, 16 |
| 10:00    | 150        | 100        | 5, 16    |
| 10:10    | 180        | 90         | 5, 7, 16 |
| 10:20    | 110        | 50         | 7, 16    |
| 10:30    | 80         | 20         | 7, 16    |
| 10:40    | 50         | 0          |          |
| 10:50    | 230        | 160        | 5, 7, 16 |
| 11:00    | 230        | 200        | 5, 16    |
| 11:10    | 180        | 80         | 5, 16    |
| 11:20    | 120        | 20         | 7, 16    |
| 11:30    | 110        | 30         | 7, 16    |
| 11:40    | 120        | 70         | 5, 7, 16 |
| 11:50    | 130        | 50         | 7, 16    |
| 12:00    | 70         | 0          |          |
| 12:10    | 50         | 0          |          |
| 12:20    | 150        | 100        | 7, 16    |
| 12:30    | 160        | 20         | 7, 16    |
| 12:40    | 170        | 40         | 5, 7, 16 |
| 12:50    | 90         | 20         | 5, 7, 16 |
| 13:00    | 70         | 20         | 5, 16    |
| 13:10    | 130        | 70         | 5, 16    |
| 13:20    | 50         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 40         | 0          |          |
| 13:50    | 70         | 20         | 5, 16    |
| 14:00    | 40         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 80         | 20         | 5, 16    |
| 14:30    | 60         | 0          |          |
| 14:40    | 40         | 0          |          |
| 14:50    | 50         | 0          |          |
| 15:00    | 140        | 80         | 5, 7, 16 |
| 15:10    | 70         | 0          |          |
| 15:20    | 90         | 50         | 5, 7, 16 |
| 15:30    | 150        | 90         | 5, 7, 16 |
| 15:40    | 110        | 70         | 5, 7, 16 |
| 15:50    | 90         | 20         | 5, 16    |

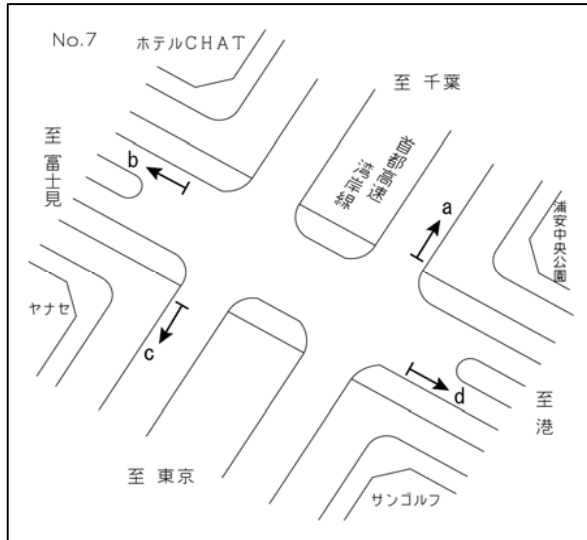


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 50         | 0          |          |
| 16:10    | 60         | 0          |          |
| 16:20    | 40         | 0          |          |
| 16:30    | 60         | 0          |          |
| 16:40    | 50         | 0          |          |
| 16:50    | 130        | 80         | 5, 16    |
| 17:00    | 80         | 0          |          |
| 17:10    | 30         | 0          |          |
| 17:20    | 50         | 0          |          |
| 17:30    | 50         | 0          |          |
| 17:40    | 150        | 30         | 5, 7, 16 |
| 17:50    | 120        | 10         | 5, 16    |
| 18:00    | 60         | 0          |          |
| 18:10    | 80         | 0          |          |
| 18:20    | 160        | 50         | 5, 16    |
| 18:30    | 100        | 10         | 5, 7, 16 |
| 18:40    | 40         | 0          |          |
| 18:50    | 90         | 50         | 5, 16    |
| 19:00    | 50         | 0          |          |
| 19:10    | 10         | 0          |          |
| 19:20    | 10         | 0          |          |
| 19:30    | 30         | 0          |          |
| 19:40    | 20         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 40         | 0          |          |
| 20:10    | 30         | 0          |          |
| 20:20    | 20         | 0          |          |
| 20:30    | 20         | 0          |          |
| 20:40    | 70         | 20         | 5, 16    |
| 20:50    | 30         | 0          |          |
| 21:00    | 20         | 0          |          |
| 21:10    | 70         | 20         | 7, 16    |
| 21:20    | 20         | 0          |          |
| 21:30    | 50         | 0          |          |
| 21:40    | 70         | 20         | 7, 16    |
| 21:50    | 40         | 0          |          |
| 22:00    | 20         | 0          |          |
| 22:10    | 20         | 0          |          |
| 22:20    | 30         | 0          |          |
| 22:30    | 20         | 0          |          |
| 22:40    | 30         | 0          |          |
| 22:50    | 40         | 0          |          |
| 23:00    | 10         | 0          |          |
| 23:10    | 30         | 0          |          |
| 23:20    | 20         | 0          |          |
| 23:30    | 30         | 0          |          |
| 23:40    | 30         | 0          |          |
| 23:50    | 30         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 30         | 0          |          |
| 0:20     | 60         | 0          |          |
| 0:30     | 20         | 0          |          |
| 0:40     | 20         | 0          |          |
| 0:50     | 20         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.7 (7)富岡立体  
 方向：d  
 天候：曇り

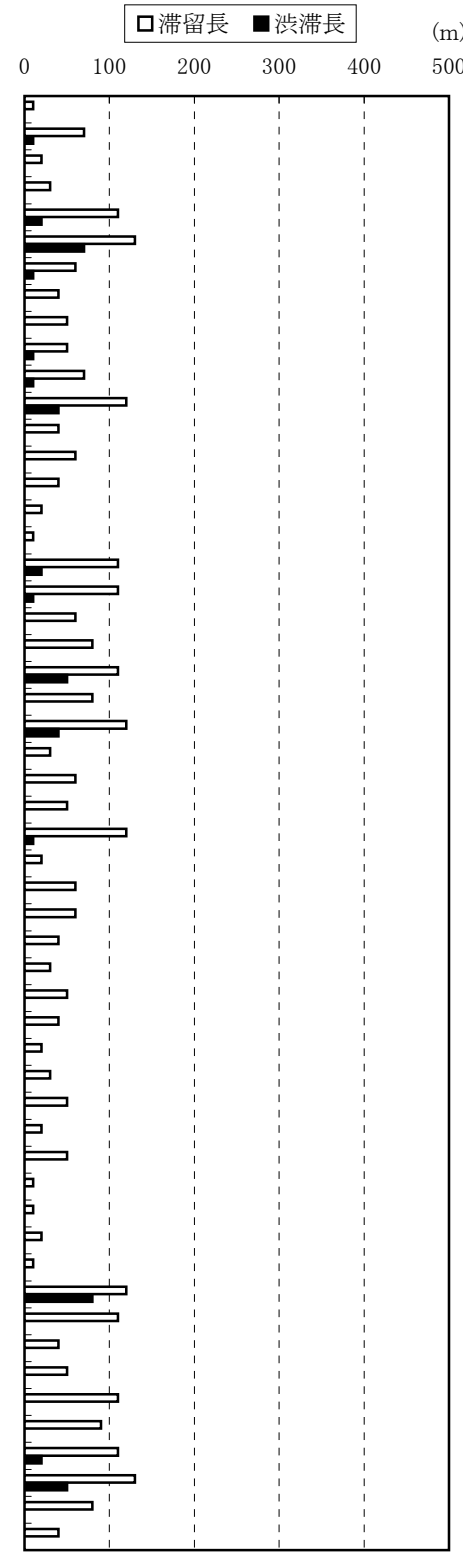


※ [Patterned Box] : 内の値は最大渋滞長

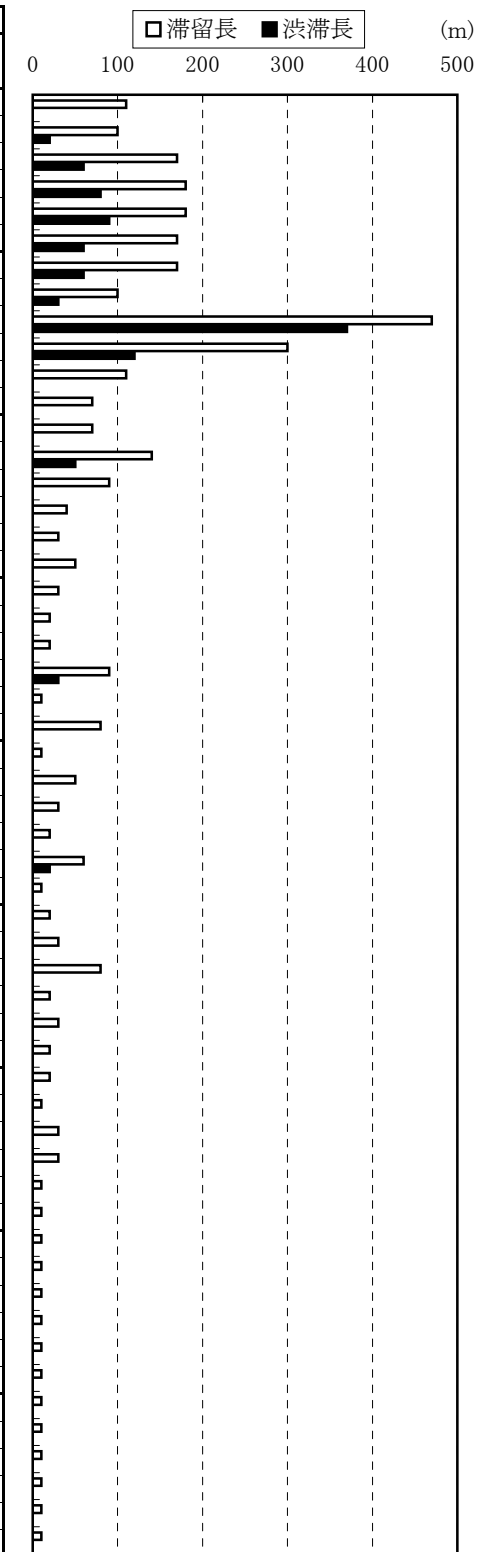
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 70         | 10         | 16       |
| 7:20     | 20         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 110        | 20         | 5, 7, 16 |
| 7:50     | 130        | 70         | 5, 16    |
| 8:00     | 60         | 10         | 5, 16    |
| 8:10     | 40         | 0          |          |
| 8:20     | 50         | 0          |          |
| 8:30     | 50         | 10         | 5, 7, 16 |
| 8:40     | 70         | 10         | 5, 7, 16 |
| 8:50     | 120        | 40         | 5, 7, 16 |
| 9:00     | 40         | 0          |          |
| 9:10     | 60         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 110        | 20         | 5, 16    |
| 10:00    | 110        | 10         | 5, 7, 16 |
| 10:10    | 60         | 0          |          |
| 10:20    | 80         | 0          |          |
| 10:30    | 110        | 50         | 5, 7, 16 |
| 10:40    | 80         | 0          |          |
| 10:50    | 120        | 40         | 5, 7, 16 |
| 11:00    | 30         | 0          |          |
| 11:10    | 60         | 0          |          |
| 11:20    | 50         | 0          |          |
| 11:30    | 120        | 10         | 5, 7, 16 |
| 11:40    | 20         | 0          |          |
| 11:50    | 60         | 0          |          |
| 12:00    | 60         | 0          |          |
| 12:10    | 40         | 0          |          |
| 12:20    | 30         | 0          |          |
| 12:30    | 50         | 0          |          |
| 12:40    | 40         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 30         | 0          |          |
| 13:10    | 50         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 50         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 120        | 80         | 5, 7, 16 |
| 14:30    | 110        | 0          |          |
| 14:40    | 40         | 0          |          |
| 14:50    | 50         | 0          |          |
| 15:00    | 110        | 0          |          |
| 15:10    | 90         | 0          |          |
| 15:20    | 110        | 20         | 5, 7, 16 |
| 15:30    | 130        | 50         | 5, 7, 16 |
| 15:40    | 80         | 0          |          |
| 15:50    | 40         | 0          |          |



| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 110        | 0          |          |
| 16:10    | 100        | 20         | 5, 7, 16 |
| 16:20    | 170        | 60         | 5, 7, 16 |
| 16:30    | 180        | 80         | 5, 7, 16 |
| 16:40    | 180        | 90         | 5, 7, 16 |
| 16:50    | 170        | 60         | 5, 7, 16 |
| 17:00    | 170        | 60         | 5, 7, 16 |
| 17:10    | 100        | 30         | 5, 7, 16 |
| 17:20    | 470        | 370        | 5, 7, 16 |
| 17:30    | 300        | 120        | 5, 7, 16 |
| 17:40    | 110        | 0          |          |
| 17:50    | 70         | 0          |          |
| 18:00    | 70         | 0          |          |
| 18:10    | 140        | 50         | 5, 16    |
| 18:20    | 90         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 30         | 0          |          |
| 18:50    | 50         | 0          |          |
| 19:00    | 30         | 0          |          |
| 19:10    | 20         | 0          |          |
| 19:20    | 20         | 0          |          |
| 19:30    | 90         | 30         | 5, 7     |
| 19:40    | 10         | 0          |          |
| 19:50    | 80         | 0          |          |
| 20:00    | 10         | 0          |          |
| 20:10    | 50         | 0          |          |
| 20:20    | 30         | 0          |          |
| 20:30    | 20         | 0          |          |
| 20:40    | 60         | 20         | 5, 7, 16 |
| 20:50    | 10         | 0          |          |
| 21:00    | 20         | 0          |          |
| 21:10    | 30         | 0          |          |
| 21:20    | 80         | 0          |          |
| 21:30    | 20         | 0          |          |
| 21:40    | 30         | 0          |          |
| 21:50    | 20         | 0          |          |
| 22:00    | 20         | 0          |          |
| 22:10    | 10         | 0          |          |
| 22:20    | 30         | 0          |          |
| 22:30    | 30         | 0          |          |
| 22:40    | 10         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 10         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 10         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 8 (8)舞浜交差点  
 方向：a  
 天候：曇り

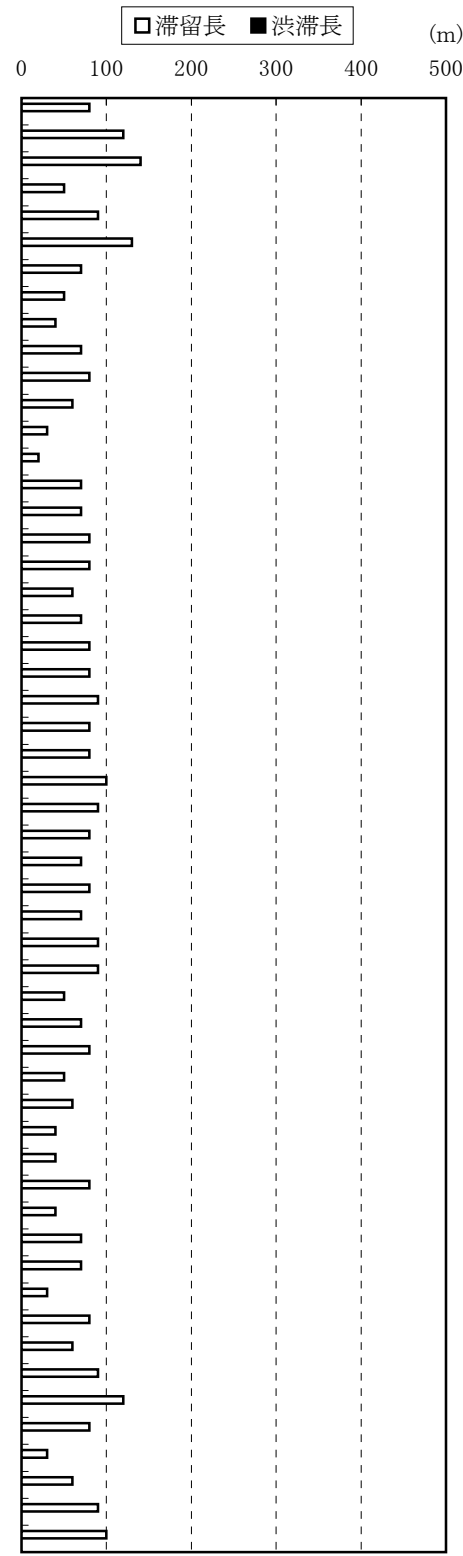


※ [Patterned Box] : 内の値は最大渋滞長

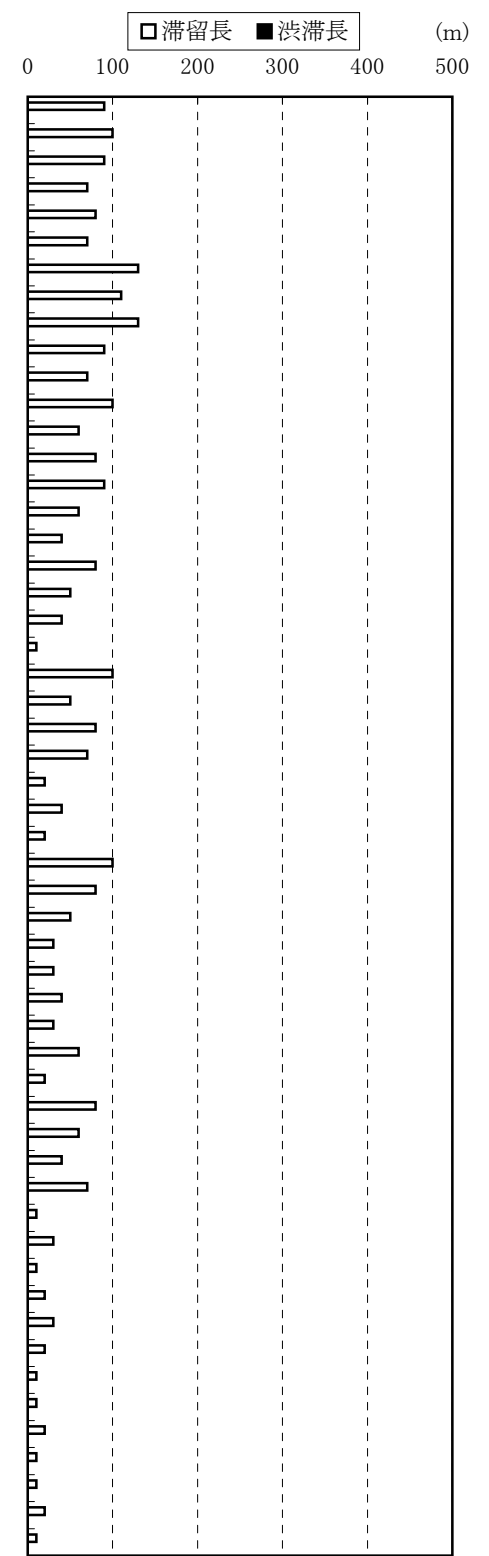
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 80         | 0          |          |
| 7:10     | 120        | 0          |          |
| 7:20     | 140        | 0          |          |
| 7:30     | 50         | 0          |          |
| 7:40     | 90         | 0          |          |
| 7:50     | 130        | 0          |          |
| 8:00     | 70         | 0          |          |
| 8:10     | 50         | 0          |          |
| 8:20     | 40         | 0          |          |
| 8:30     | 70         | 0          |          |
| 8:40     | 80         | 0          |          |
| 8:50     | 60         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 70         | 0          |          |
| 9:30     | 70         | 0          |          |
| 9:40     | 80         | 0          |          |
| 9:50     | 80         | 0          |          |
| 10:00    | 60         | 0          |          |
| 10:10    | 70         | 0          |          |
| 10:20    | 80         | 0          |          |
| 10:30    | 80         | 0          |          |
| 10:40    | 90         | 0          |          |
| 10:50    | 80         | 0          |          |
| 11:00    | 80         | 0          |          |
| 11:10    | 100        | 0          |          |
| 11:20    | 90         | 0          |          |
| 11:30    | 80         | 0          |          |
| 11:40    | 70         | 0          |          |
| 11:50    | 80         | 0          |          |
| 12:00    | 70         | 0          |          |
| 12:10    | 90         | 0          |          |
| 12:20    | 90         | 0          |          |
| 12:30    | 50         | 0          |          |
| 12:40    | 70         | 0          |          |
| 12:50    | 80         | 0          |          |
| 13:00    | 50         | 0          |          |
| 13:10    | 60         | 0          |          |
| 13:20    | 40         | 0          |          |
| 13:30    | 40         | 0          |          |
| 13:40    | 80         | 0          |          |
| 13:50    | 40         | 0          |          |
| 14:00    | 70         | 0          |          |
| 14:10    | 70         | 0          |          |
| 14:20    | 30         | 0          |          |
| 14:30    | 80         | 0          |          |
| 14:40    | 60         | 0          |          |
| 14:50    | 90         | 0          |          |
| 15:00    | 120        | 0          |          |
| 15:10    | 80         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 60         | 0          |          |
| 15:40    | 90         | 0          |          |
| 15:50    | 100        | 0          |          |



| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 90         | 0          |          |
| 16:10    | 100        | 0          |          |
| 16:20    | 90         | 0          |          |
| 16:30    | 70         | 0          |          |
| 16:40    | 80         | 0          |          |
| 16:50    | 70         | 0          |          |
| 17:00    | 130        | 0          |          |
| 17:10    | 110        | 0          |          |
| 17:20    | 130        | 0          |          |
| 17:30    | 90         | 0          |          |
| 17:40    | 70         | 0          |          |
| 17:50    | 100        | 0          |          |
| 18:00    | 60         | 0          |          |
| 18:10    | 80         | 0          |          |
| 18:20    | 90         | 0          |          |
| 18:30    | 60         | 0          |          |
| 18:40    | 40         | 0          |          |
| 18:50    | 80         | 0          |          |
| 19:00    | 50         | 0          |          |
| 19:10    | 40         | 0          |          |
| 19:20    | 10         | 0          |          |
| 19:30    | 100        | 0          |          |
| 19:40    | 50         | 0          |          |
| 19:50    | 80         | 0          |          |
| 20:00    | 70         | 0          |          |
| 20:10    | 20         | 0          |          |
| 20:20    | 40         | 0          |          |
| 20:30    | 20         | 0          |          |
| 20:40    | 100        | 0          |          |
| 20:50    | 80         | 0          |          |
| 21:00    | 50         | 0          |          |
| 21:10    | 30         | 0          |          |
| 21:20    | 30         | 0          |          |
| 21:30    | 40         | 0          |          |
| 21:40    | 30         | 0          |          |
| 21:50    | 60         | 0          |          |
| 22:00    | 20         | 0          |          |
| 22:10    | 80         | 0          |          |
| 22:20    | 60         | 0          |          |
| 22:30    | 40         | 0          |          |
| 22:40    | 70         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 30         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 20         | 0          |          |
| 23:30    | 30         | 0          |          |
| 23:40    | 20         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 20         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 20         | 0          |          |
| 0:50     | 10         | 0          |          |





# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.8 (8)舞浜交差点  
 方向：b  
 天候：曇り

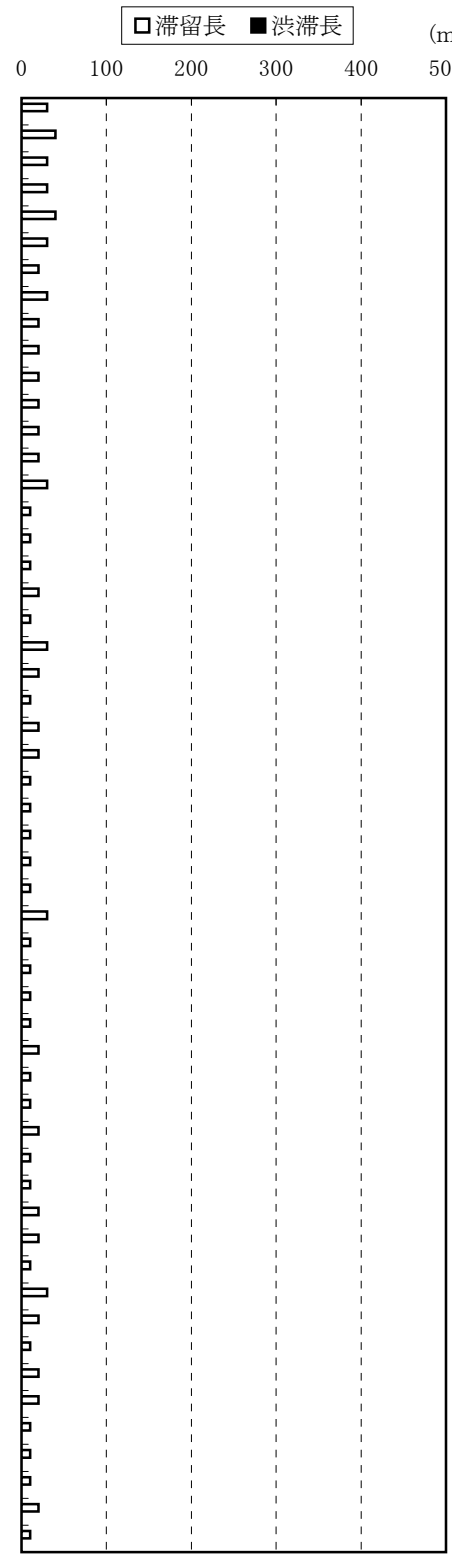


※ [Pattern] : 内の値は最大渋滞長

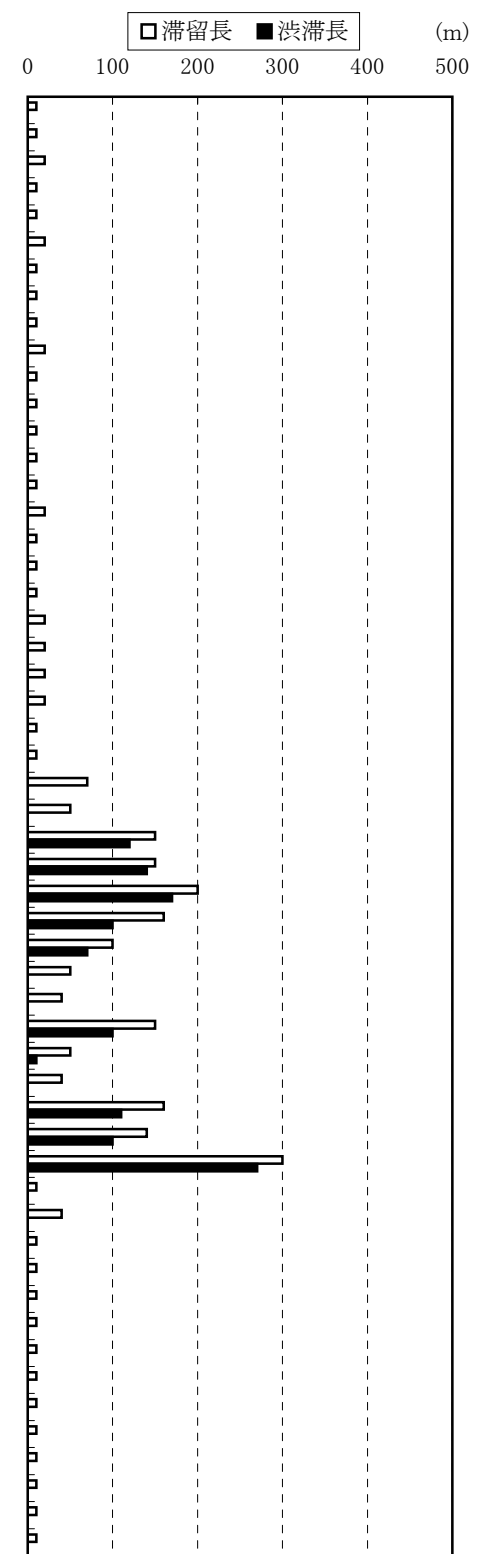
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 7:00     | 30         | 0          |          |
| 7:10     | 40         | 0          |          |
| 7:20     | 30         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 40         | 0          |          |
| 7:50     | 30         | 0          |          |
| 8:00     | 20         | 0          |          |
| 8:10     | 30         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 20         | 0          |          |
| 8:50     | 20         | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 30         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 30         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 20         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 30         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 20         | 0          |          |
| 15:50    | 10         | 0          |          |



| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 20         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 20         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |
| 19:00    | 10         | 0          |          |
| 19:10    | 20         | 0          |          |
| 19:20    | 20         | 0          |          |
| 19:30    | 20         | 0          |          |
| 19:40    | 20         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 10         | 0          |          |
| 20:10    | 70         | 0          |          |
| 20:20    | 50         | 0          |          |
| 20:30    | 150        | 120        | 5, 16    |
| 20:40    | 150        | 140        | 5, 16    |
| 20:50    | 200        | 170        | 5, 16    |
| 21:00    | 160        | 100        | 5, 16    |
| 21:10    | 100        | 70         | 5, 16    |
| 21:20    | 50         | 0          |          |
| 21:30    | 40         | 0          |          |
| 21:40    | 150        | 100        | 5, 16    |
| 21:50    | 50         | 10         | 5, 16    |
| 22:00    | 40         | 0          |          |
| 22:10    | 160        | 110        | 5, 16    |
| 22:20    | 140        | 100        | 5, 16    |
| 22:30    | 300        | 270        | 5, 16    |
| 22:40    | 10         | 0          |          |
| 22:50    | 40         | 0          |          |
| 23:00    | 10         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 10         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.8 (8)舞浜交差点  
 方向：c  
 天候：曇り

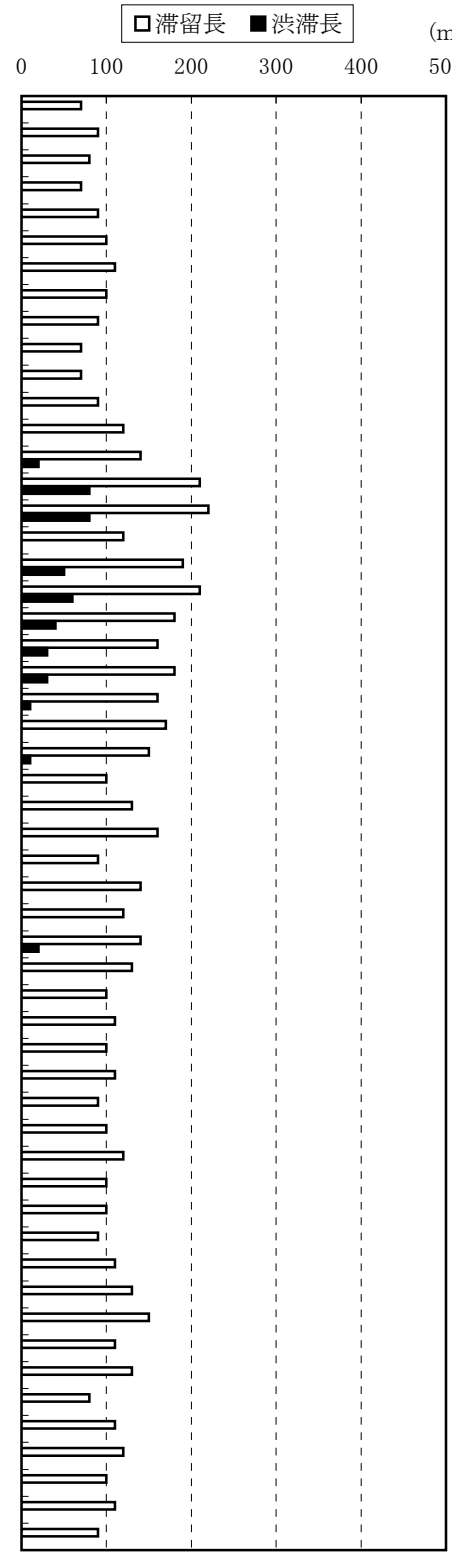


※ [格子] : 内の値は最大渋滞長

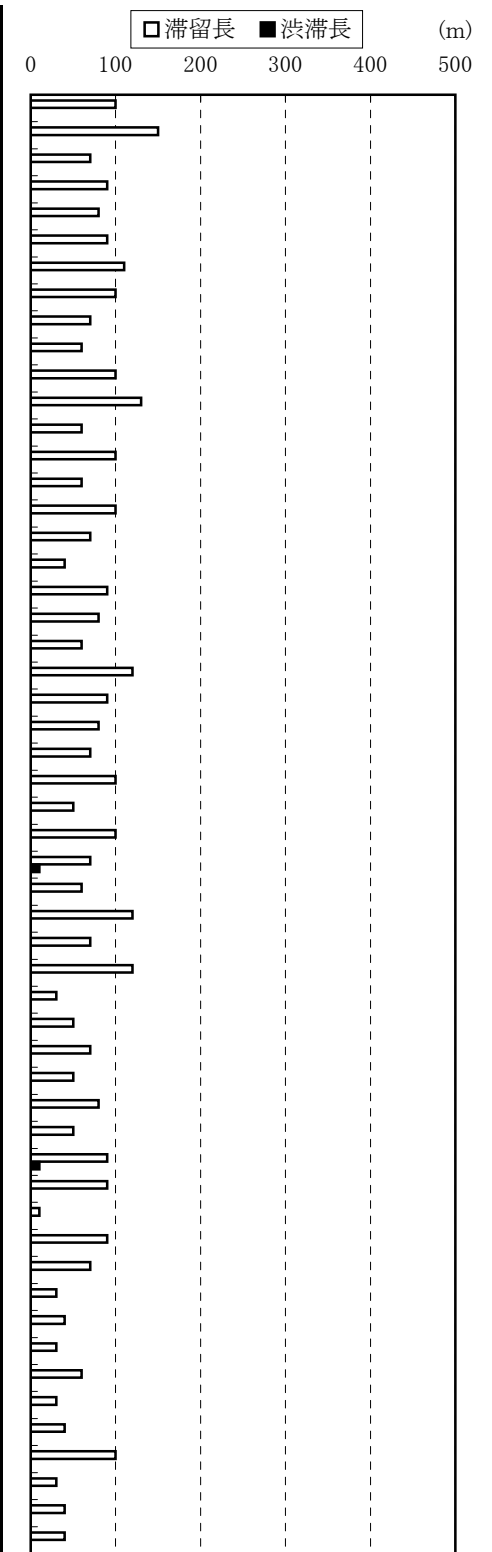
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 70         | 0          |          |
| 7:10     | 90         | 0          |          |
| 7:20     | 80         | 0          |          |
| 7:30     | 70         | 0          |          |
| 7:40     | 90         | 0          |          |
| 7:50     | 100        | 0          |          |
| 8:00     | 110        | 0          |          |
| 8:10     | 100        | 0          |          |
| 8:20     | 90         | 0          |          |
| 8:30     | 70         | 0          |          |
| 8:40     | 70         | 0          |          |
| 8:50     | 90         | 0          |          |
| 9:00     | 120        | 0          |          |
| 9:10     | 140        | 20         | 5        |
| 9:20     | 210        | 80         | 5        |
| 9:30     | 220        | 80         | 5        |
| 9:40     | 120        | 0          |          |
| 9:50     | 190        | 50         | 5        |
| 10:00    | 210        | 60         | 5        |
| 10:10    | 180        | 40         | 5        |
| 10:20    | 160        | 30         | 5        |
| 10:30    | 180        | 30         | 5        |
| 10:40    | 160        | 10         | 5        |
| 10:50    | 170        | 0          |          |
| 11:00    | 150        | 10         | 5        |
| 11:10    | 100        | 0          |          |
| 11:20    | 130        | 0          |          |
| 11:30    | 160        | 0          |          |
| 11:40    | 90         | 0          |          |
| 11:50    | 140        | 0          |          |
| 12:00    | 120        | 0          |          |
| 12:10    | 140        | 20         | 5        |
| 12:20    | 130        | 0          |          |
| 12:30    | 100        | 0          |          |
| 12:40    | 110        | 0          |          |
| 12:50    | 100        | 0          |          |
| 13:00    | 110        | 0          |          |
| 13:10    | 90         | 0          |          |
| 13:20    | 100        | 0          |          |
| 13:30    | 120        | 0          |          |
| 13:40    | 100        | 0          |          |
| 13:50    | 100        | 0          |          |
| 14:00    | 90         | 0          |          |
| 14:10    | 110        | 0          |          |
| 14:20    | 130        | 0          |          |
| 14:30    | 150        | 0          |          |
| 14:40    | 110        | 0          |          |
| 14:50    | 130        | 0          |          |
| 15:00    | 80         | 0          |          |
| 15:10    | 110        | 0          |          |
| 15:20    | 120        | 0          |          |
| 15:30    | 100        | 0          |          |
| 15:40    | 110        | 0          |          |
| 15:50    | 90         | 0          |          |

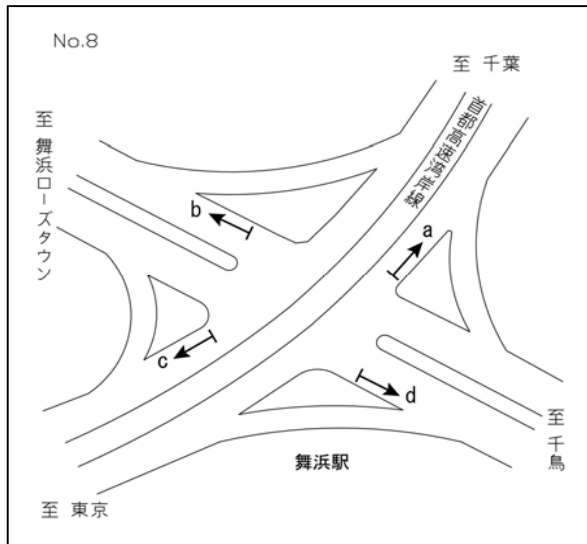


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 100        | 0          |          |
| 16:10    | 150        | 0          |          |
| 16:20    | 70         | 0          |          |
| 16:30    | 90         | 0          |          |
| 16:40    | 80         | 0          |          |
| 16:50    | 90         | 0          |          |
| 17:00    | 110        | 0          |          |
| 17:10    | 100        | 0          |          |
| 17:20    | 70         | 0          |          |
| 17:30    | 60         | 0          |          |
| 17:40    | 100        | 0          |          |
| 17:50    | 130        | 0          |          |
| 18:00    | 60         | 0          |          |
| 18:10    | 100        | 0          |          |
| 18:20    | 60         | 0          |          |
| 18:30    | 100        | 0          |          |
| 18:40    | 70         | 0          |          |
| 18:50    | 40         | 0          |          |
| 19:00    | 90         | 0          |          |
| 19:10    | 80         | 0          |          |
| 19:20    | 60         | 0          |          |
| 19:30    | 120        | 0          |          |
| 19:40    | 90         | 0          |          |
| 19:50    | 80         | 0          |          |
| 20:00    | 70         | 0          |          |
| 20:10    | 100        | 0          |          |
| 20:20    | 50         | 0          |          |
| 20:30    | 100        | 0          |          |
| 20:40    | 70         | 10         | 17       |
| 20:50    | 60         | 0          |          |
| 21:00    | 120        | 0          |          |
| 21:10    | 70         | 0          |          |
| 21:20    | 120        | 0          |          |
| 21:30    | 30         | 0          |          |
| 21:40    | 50         | 0          |          |
| 21:50    | 70         | 0          |          |
| 22:00    | 50         | 0          |          |
| 22:10    | 80         | 0          |          |
| 22:20    | 50         | 0          |          |
| 22:30    | 90         | 10         | 2, 5     |
| 22:40    | 90         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 90         | 0          |          |
| 23:10    | 70         | 0          |          |
| 23:20    | 30         | 0          |          |
| 23:30    | 40         | 0          |          |
| 23:40    | 30         | 0          |          |
| 23:50    | 60         | 0          |          |
| 0:00     | 30         | 0          |          |
| 0:10     | 40         | 0          |          |
| 0:20     | 100        | 0          |          |
| 0:30     | 30         | 0          |          |
| 0:40     | 40         | 0          |          |
| 0:50     | 40         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.8 (8)舞浜交差点  
 方向：d  
 天候：曇り

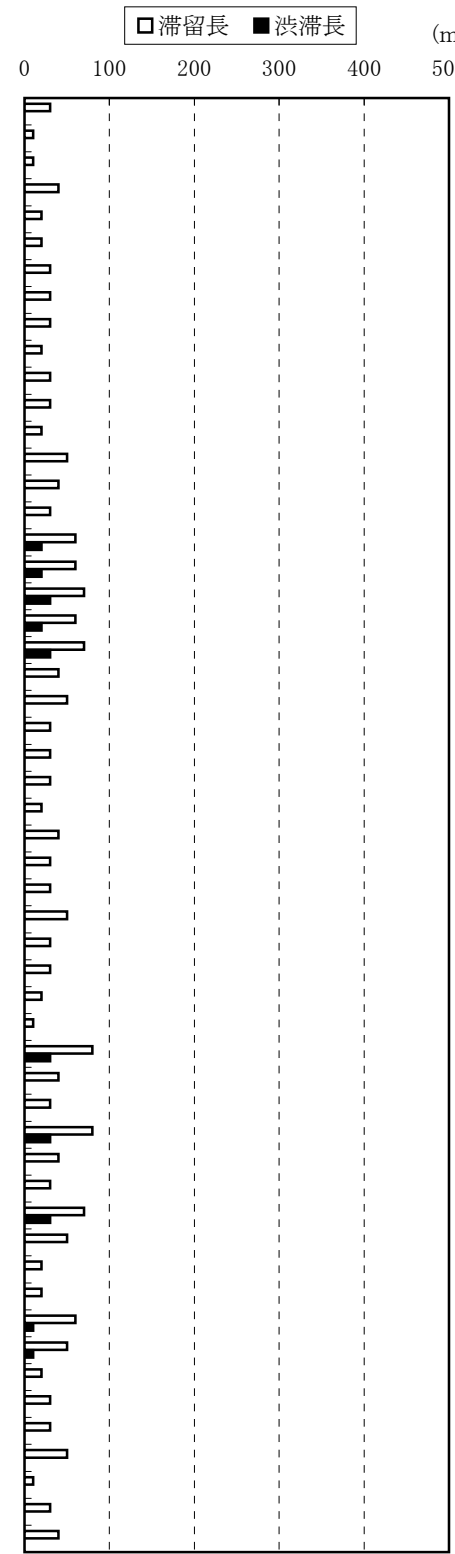


※ [Patterned Box] : 内の値は最大渋滞長

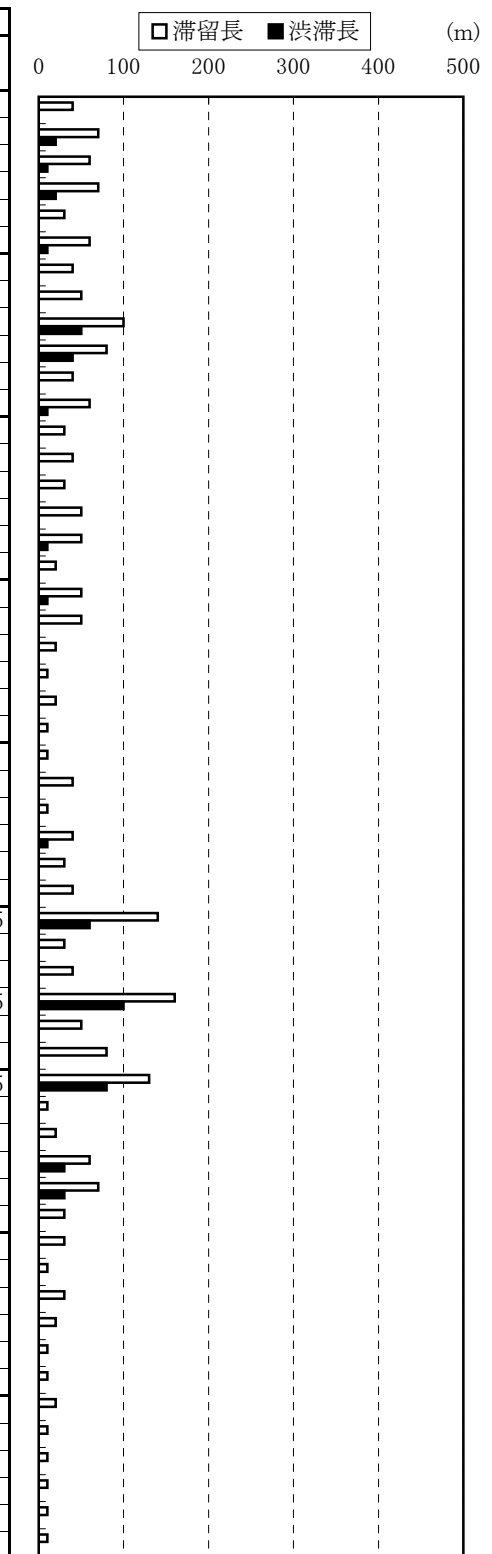
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 30         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 40         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 30         | 0          |          |
| 8:20     | 30         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 30         | 0          |          |
| 8:50     | 30         | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 50         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 30         | 0          |          |
| 9:40     | 60         | 20         | 2        |
| 9:50     | 60         | 20         | 2,7      |
| 10:00    | 70         | 30         | 2,7      |
| 10:10    | 60         | 20         | 2,7      |
| 10:20    | 70         | 30         | 2,7      |
| 10:30    | 40         | 0          |          |
| 10:40    | 50         | 0          |          |
| 10:50    | 30         | 0          |          |
| 11:00    | 30         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 20         | 0          |          |
| 11:30    | 40         | 0          |          |
| 11:40    | 30         | 0          |          |
| 11:50    | 30         | 0          |          |
| 12:00    | 50         | 0          |          |
| 12:10    | 30         | 0          |          |
| 12:20    | 30         | 0          |          |
| 12:30    | 20         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 80         | 30         | 2,7      |
| 13:00    | 40         | 0          |          |
| 13:10    | 30         | 0          |          |
| 13:20    | 80         | 30         | 2,7      |
| 13:30    | 40         | 0          |          |
| 13:40    | 30         | 0          |          |
| 13:50    | 70         | 30         | 2,7      |
| 14:00    | 50         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 60         | 10         | 2        |
| 14:40    | 50         | 10         | 2,7      |
| 14:50    | 20         | 0          |          |
| 15:00    | 30         | 0          |          |
| 15:10    | 30         | 0          |          |
| 15:20    | 50         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 30         | 0          |          |
| 15:50    | 40         | 0          |          |

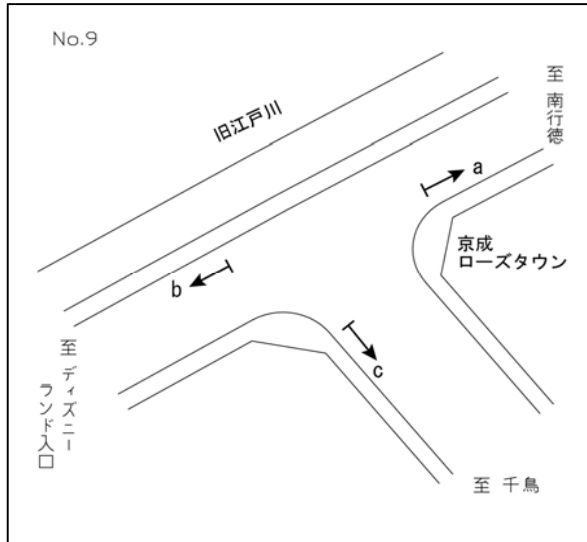


| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 40         | 0          |          |
| 16:10    | 70         | 20         | 2        |
| 16:20    | 60         | 10         | 2        |
| 16:30    | 70         | 20         | 2        |
| 16:40    | 30         | 0          |          |
| 16:50    | 60         | 10         | 2        |
| 17:00    | 40         | 0          |          |
| 17:10    | 50         | 0          |          |
| 17:20    | 100        | 50         | 2,7      |
| 17:30    | 80         | 40         | 2,7      |
| 17:40    | 40         | 0          |          |
| 17:50    | 60         | 10         | 2,7      |
| 18:00    | 30         | 0          |          |
| 18:10    | 40         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 50         | 0          |          |
| 18:40    | 50         | 10         | 2,7      |
| 18:50    | 20         | 0          |          |
| 19:00    | 50         | 10         | 2,7      |
| 19:10    | 50         | 0          |          |
| 19:20    | 20         | 0          |          |
| 19:30    | 10         | 0          |          |
| 19:40    | 20         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 10         | 0          |          |
| 20:10    | 40         | 0          |          |
| 20:20    | 10         | 0          |          |
| 20:30    | 40         | 10         | 2        |
| 20:40    | 30         | 0          |          |
| 20:50    | 40         | 0          |          |
| 21:00    | 140        | 60         | 2,5,15   |
| 21:10    | 30         | 0          |          |
| 21:20    | 40         | 0          |          |
| 21:30    | 160        | 100        | 2,5,15   |
| 21:40    | 50         | 0          |          |
| 21:50    | 80         | 0          |          |
| 22:00    | 130        | 80         | 2,5,15   |
| 22:10    | 10         | 0          |          |
| 22:20    | 20         | 0          |          |
| 22:30    | 60         | 30         | 2,5      |
| 22:40    | 70         | 30         | 2,5      |
| 22:50    | 30         | 0          |          |
| 23:00    | 30         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 30         | 0          |          |
| 23:30    | 20         | 0          |          |
| 23:40    | 10         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 20         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.9 (9)舞浜ローズタウン前交差点  
 方向：a  
 天候：曇り

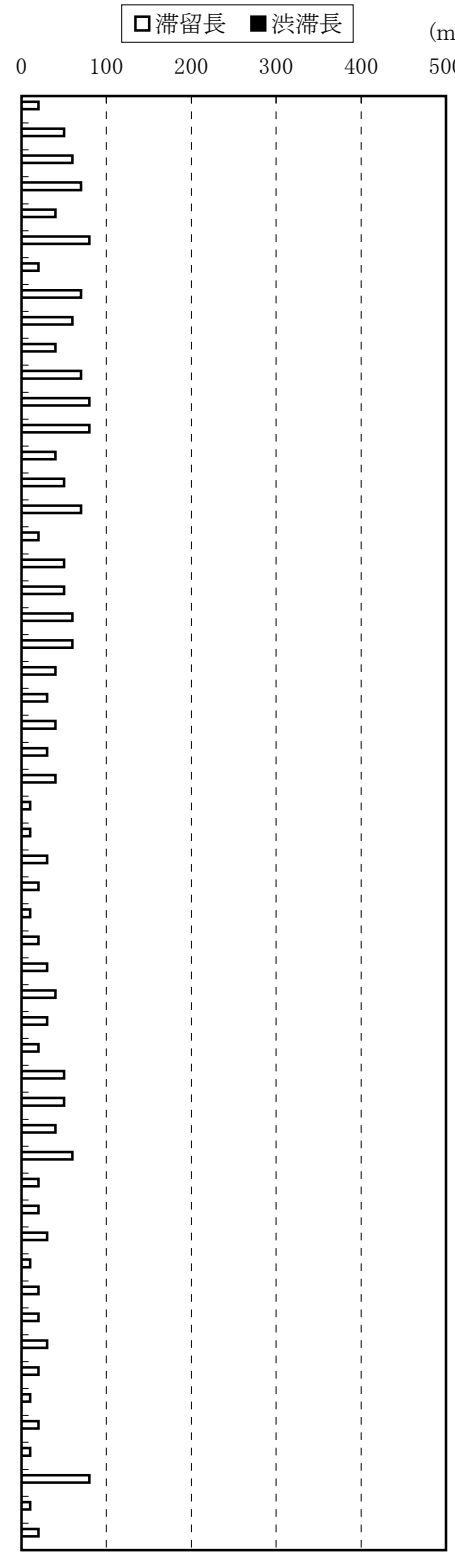


※ [Pattern] : 内の値は最大渋滞長

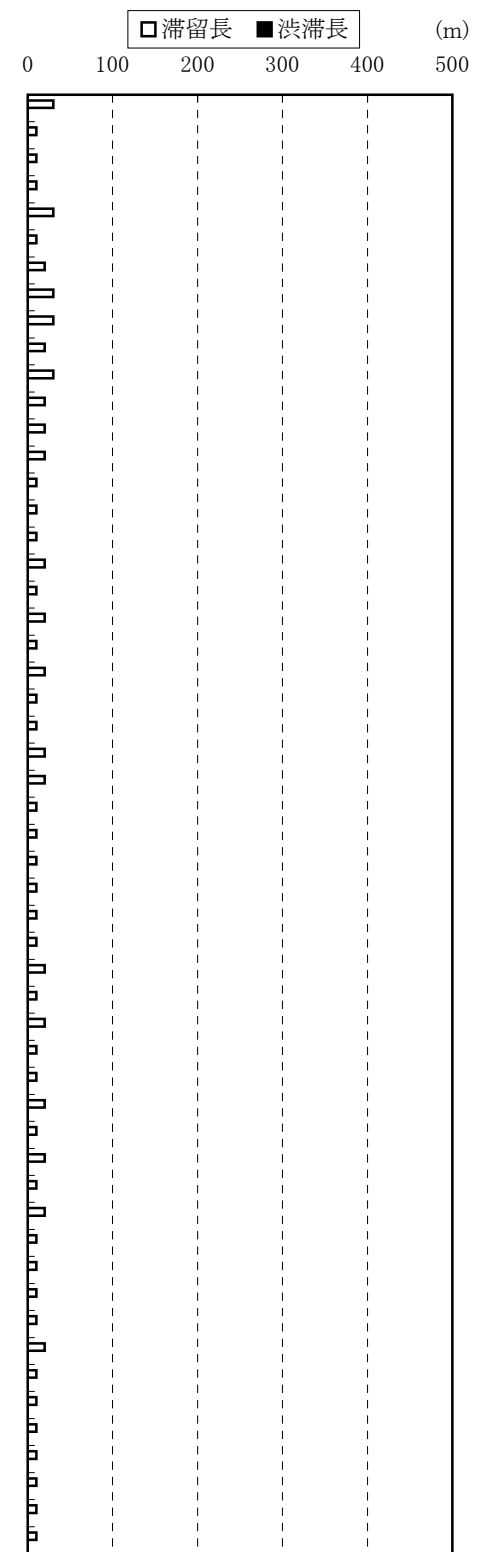
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 50         | 0          |          |
| 7:20     | 60         | 0          |          |
| 7:30     | 70         | 0          |          |
| 7:40     | 40         | 0          |          |
| 7:50     | 80         | 0          |          |
| 8:00     | 20         | 0          |          |
| 8:10     | 70         | 0          |          |
| 8:20     | 60         | 0          |          |
| 8:30     | 40         | 0          |          |
| 8:40     | 70         | 0          |          |
| 8:50     | 80         | 0          |          |
| 9:00     | 80         | 0          |          |
| 9:10     | 40         | 0          |          |
| 9:20     | 50         | 0          |          |
| 9:30     | 70         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 50         | 0          |          |
| 10:00    | 50         | 0          |          |
| 10:10    | 60         | 0          |          |
| 10:20    | 60         | 0          |          |
| 10:30    | 40         | 0          |          |
| 10:40    | 30         | 0          |          |
| 10:50    | 40         | 0          |          |
| 11:00    | 30         | 0          |          |
| 11:10    | 40         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 30         | 0          |          |
| 11:50    | 20         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 30         | 0          |          |
| 12:30    | 40         | 0          |          |
| 12:40    | 30         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 50         | 0          |          |
| 13:10    | 50         | 0          |          |
| 13:20    | 40         | 0          |          |
| 13:30    | 60         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 20         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 30         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 80         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 20         | 0          |          |

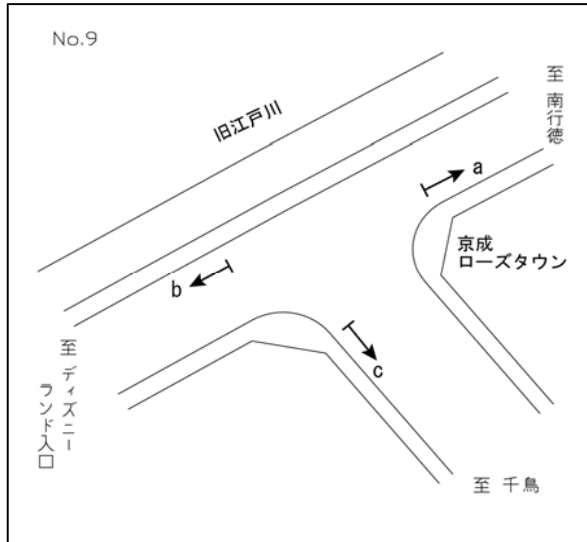


| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 30         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 30         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 30         | 0          |          |
| 17:20    | 30         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 30         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 20         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 20         | 0          |          |
| 19:00    | 10         | 0          |          |
| 19:10    | 20         | 0          |          |
| 19:20    | 10         | 0          |          |
| 19:30    | 20         | 0          |          |
| 19:40    | 10         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 20         | 0          |          |
| 20:10    | 20         | 0          |          |
| 20:20    | 10         | 0          |          |
| 20:30    | 10         | 0          |          |
| 20:40    | 10         | 0          |          |
| 20:50    | 10         | 0          |          |
| 21:00    | 10         | 0          |          |
| 21:10    | 10         | 0          |          |
| 21:20    | 20         | 0          |          |
| 21:30    | 10         | 0          |          |
| 21:40    | 20         | 0          |          |
| 21:50    | 10         | 0          |          |
| 22:00    | 10         | 0          |          |
| 22:10    | 20         | 0          |          |
| 22:20    | 10         | 0          |          |
| 22:30    | 20         | 0          |          |
| 22:40    | 10         | 0          |          |
| 22:50    | 20         | 0          |          |
| 23:00    | 10         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 20         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.9 (9)舞浜ローズタウン前交差点  
 方向：b  
 天候：曇り

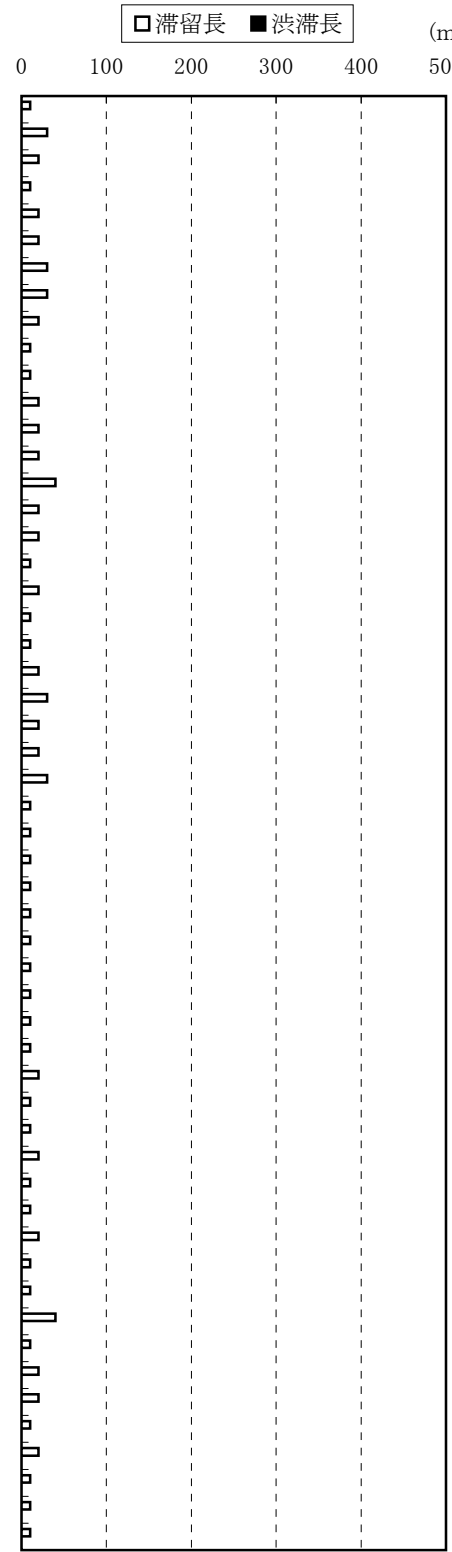


※ [Pattern] : 内の値は最大渋滞長

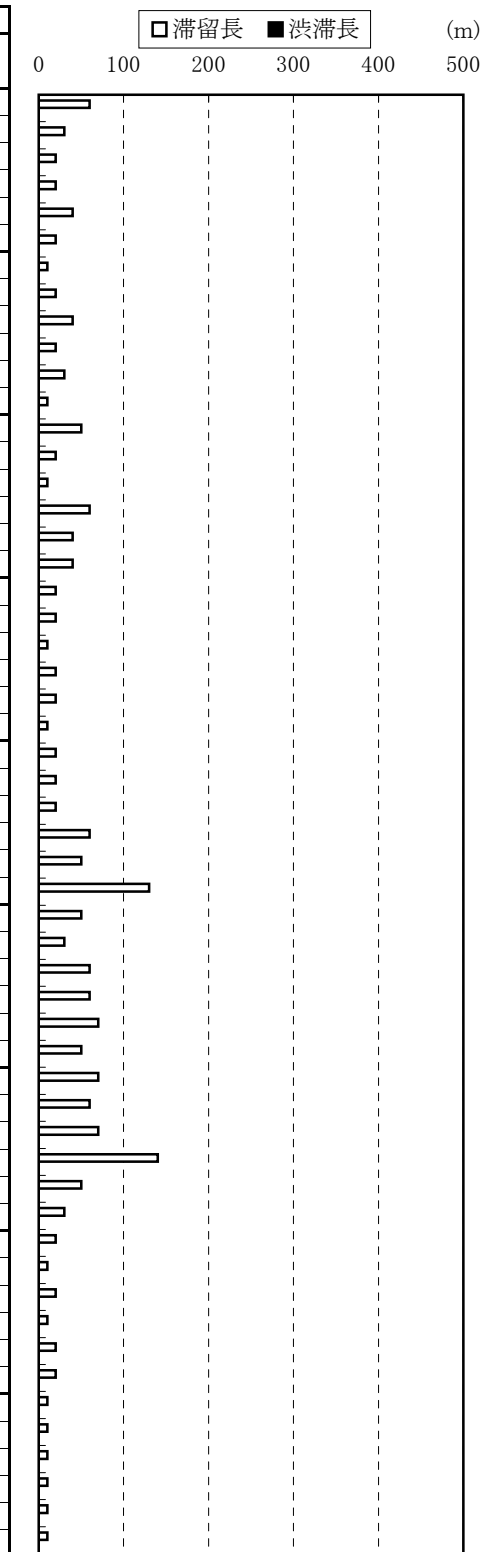
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 7:00     | 10         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 20         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 30         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 20         | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 30         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 40         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 20         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

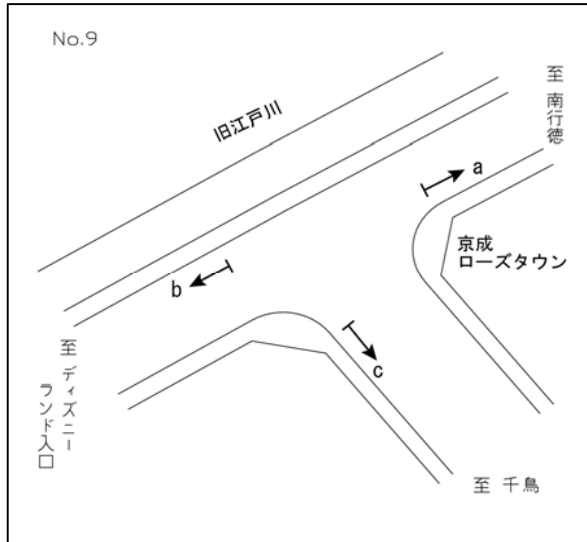


| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 16:00    | 60         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 20         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 40         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 40         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 30         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 50         | 0          |          |
| 18:10    | 20         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 60         | 0          |          |
| 18:40    | 40         | 0          |          |
| 18:50    | 40         | 0          |          |
| 19:00    | 20         | 0          |          |
| 19:10    | 20         | 0          |          |
| 19:20    | 10         | 0          |          |
| 19:30    | 20         | 0          |          |
| 19:40    | 20         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 20         | 0          |          |
| 20:10    | 20         | 0          |          |
| 20:20    | 20         | 0          |          |
| 20:30    | 60         | 0          |          |
| 20:40    | 50         | 0          |          |
| 20:50    | 130        | 0          |          |
| 21:00    | 50         | 0          |          |
| 21:10    | 30         | 0          |          |
| 21:20    | 60         | 0          |          |
| 21:30    | 60         | 0          |          |
| 21:40    | 70         | 0          |          |
| 21:50    | 50         | 0          |          |
| 22:00    | 70         | 0          |          |
| 22:10    | 60         | 0          |          |
| 22:20    | 70         | 0          |          |
| 22:30    | 140        | 0          |          |
| 22:40    | 50         | 0          |          |
| 22:50    | 30         | 0          |          |
| 23:00    | 20         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 20         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 20         | 0          |          |
| 23:50    | 20         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.9 (9)舞浜ローズタウン前交差点  
 方向：c  
 天候：曇り

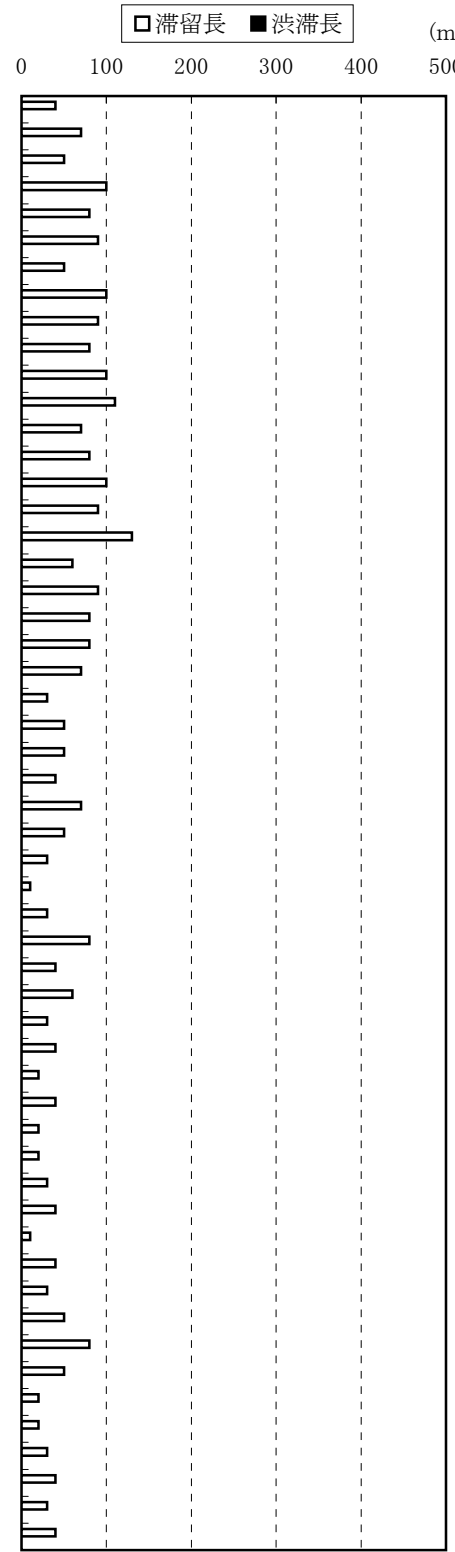


※ [Pattern] : 内の値は最大渋滞長

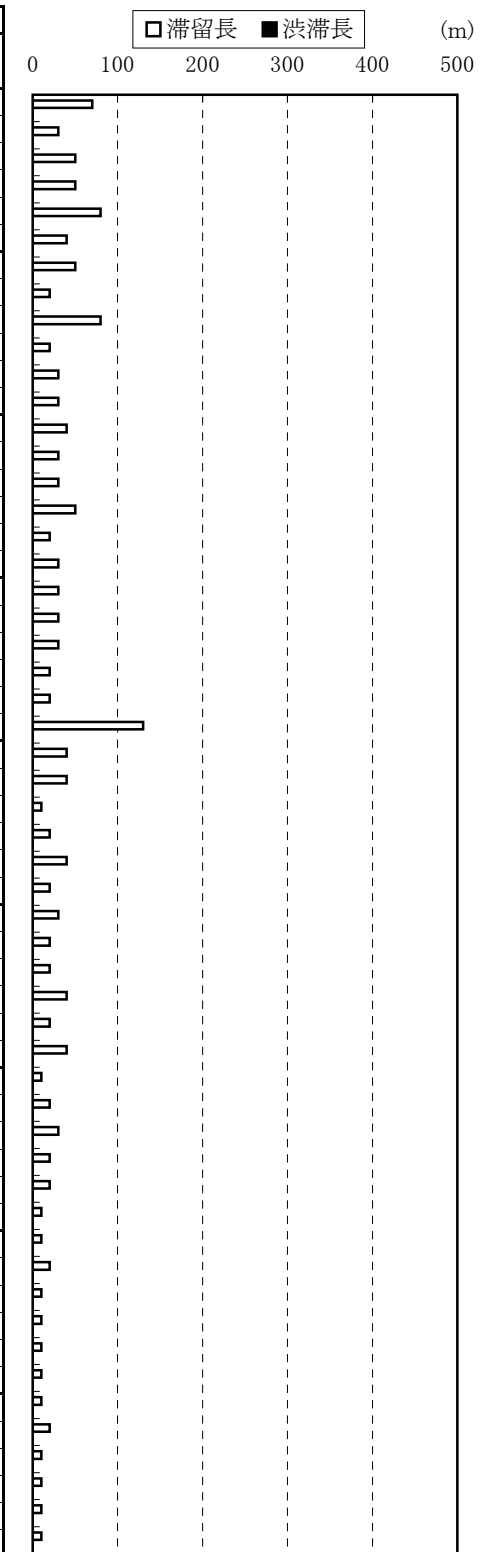
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 40         | 0          |          |
| 7:10     | 70         | 0          |          |
| 7:20     | 50         | 0          |          |
| 7:30     | 100        | 0          |          |
| 7:40     | 80         | 0          |          |
| 7:50     | 90         | 0          |          |
| 8:00     | 50         | 0          |          |
| 8:10     | 100        | 0          |          |
| 8:20     | 90         | 0          |          |
| 8:30     | 80         | 0          |          |
| 8:40     | 100        | 0          |          |
| 8:50     | 110        | 0          |          |
| 9:00     | 70         | 0          |          |
| 9:10     | 80         | 0          |          |
| 9:20     | 100        | 0          |          |
| 9:30     | 90         | 0          |          |
| 9:40     | 130        | 0          |          |
| 9:50     | 60         | 0          |          |
| 10:00    | 90         | 0          |          |
| 10:10    | 80         | 0          |          |
| 10:20    | 80         | 0          |          |
| 10:30    | 70         | 0          |          |
| 10:40    | 30         | 0          |          |
| 10:50    | 50         | 0          |          |
| 11:00    | 50         | 0          |          |
| 11:10    | 40         | 0          |          |
| 11:20    | 70         | 0          |          |
| 11:30    | 50         | 0          |          |
| 11:40    | 30         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 80         | 0          |          |
| 12:20    | 40         | 0          |          |
| 12:30    | 60         | 0          |          |
| 12:40    | 30         | 0          |          |
| 12:50    | 40         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 40         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 30         | 0          |          |
| 13:50    | 40         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 40         | 0          |          |
| 14:20    | 30         | 0          |          |
| 14:30    | 50         | 0          |          |
| 14:40    | 80         | 0          |          |
| 14:50    | 50         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 40         | 0          |          |
| 15:40    | 30         | 0          |          |
| 15:50    | 40         | 0          |          |

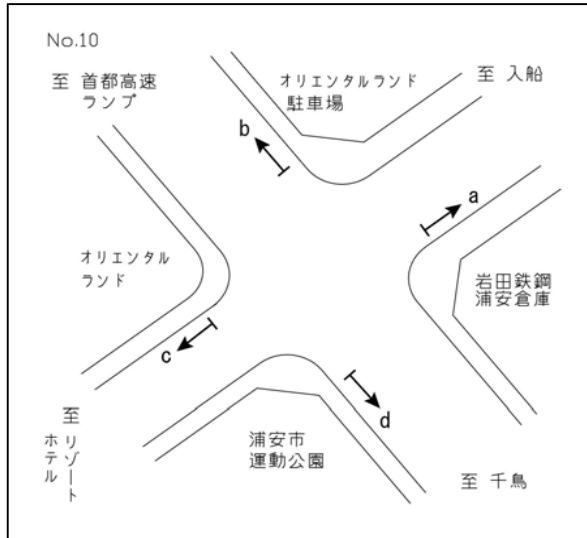


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 70         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 50         | 0          |          |
| 16:30    | 50         | 0          |          |
| 16:40    | 80         | 0          |          |
| 16:50    | 40         | 0          |          |
| 17:00    | 50         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 80         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 30         | 0          |          |
| 17:50    | 30         | 0          |          |
| 18:00    | 40         | 0          |          |
| 18:10    | 30         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 50         | 0          |          |
| 18:40    | 20         | 0          |          |
| 18:50    | 30         | 0          |          |
| 19:00    | 30         | 0          |          |
| 19:10    | 30         | 0          |          |
| 19:20    | 30         | 0          |          |
| 19:30    | 20         | 0          |          |
| 19:40    | 20         | 0          |          |
| 19:50    | 130        | 0          |          |
| 20:00    | 40         | 0          |          |
| 20:10    | 40         | 0          |          |
| 20:20    | 10         | 0          |          |
| 20:30    | 20         | 0          |          |
| 20:40    | 40         | 0          |          |
| 20:50    | 20         | 0          |          |
| 21:00    | 30         | 0          |          |
| 21:10    | 20         | 0          |          |
| 21:20    | 20         | 0          |          |
| 21:30    | 40         | 0          |          |
| 21:40    | 20         | 0          |          |
| 21:50    | 40         | 0          |          |
| 22:00    | 10         | 0          |          |
| 22:10    | 20         | 0          |          |
| 22:20    | 30         | 0          |          |
| 22:30    | 20         | 0          |          |
| 22:40    | 20         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 10         | 0          |          |
| 23:10    | 20         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 10         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 20         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.10 (10)運動公園前交差点  
 方向：a  
 天候：曇り

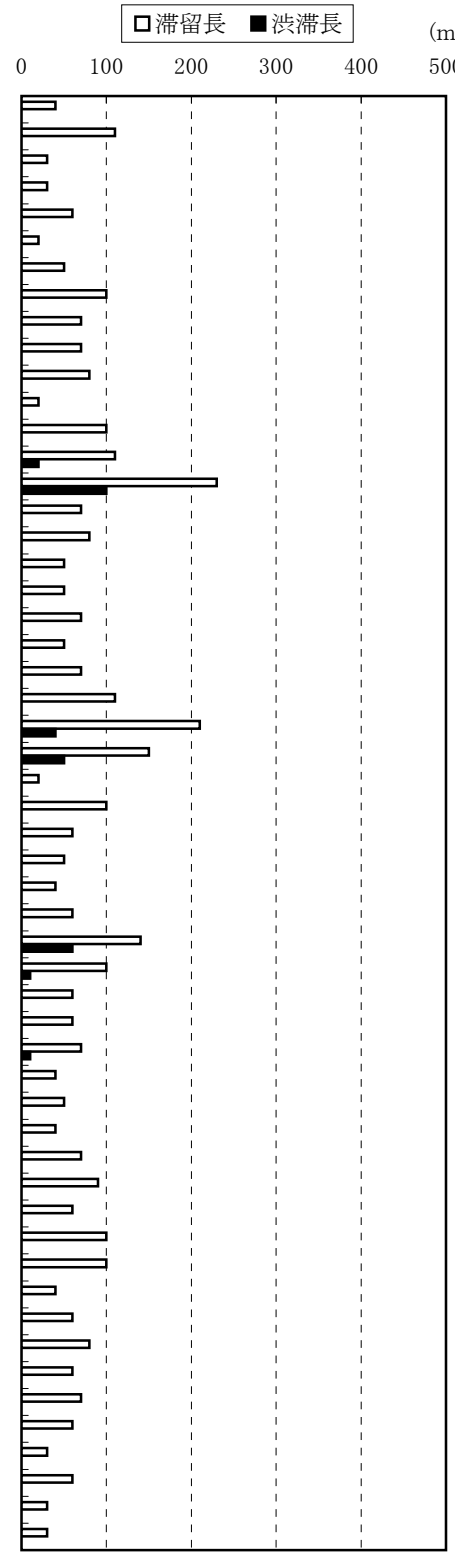


※ [Patterned Box] : 内の値は最大渋滞長

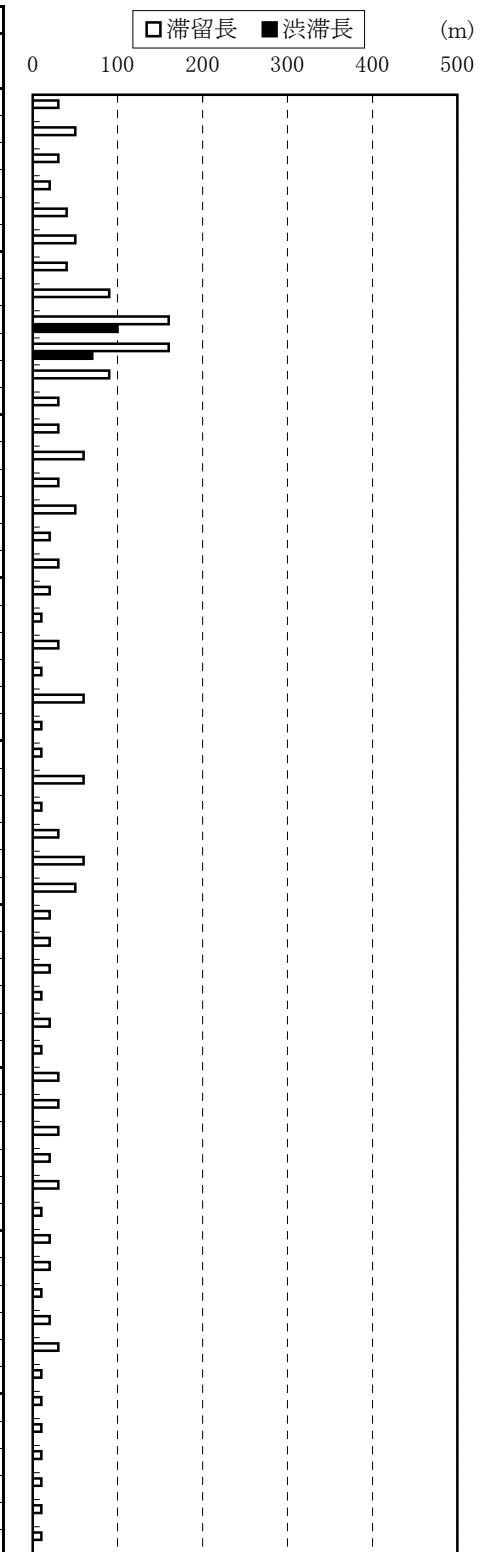
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 40         | 0          |          |
| 7:10     | 110        | 0          |          |
| 7:20     | 30         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 60         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 50         | 0          |          |
| 8:10     | 100        | 0          |          |
| 8:20     | 70         | 0          |          |
| 8:30     | 70         | 0          |          |
| 8:40     | 80         | 0          |          |
| 8:50     | 20         | 0          |          |
| 9:00     | 100        | 0          |          |
| 9:10     | 110        | 20         | 2,7      |
| 9:20     | 230        | 100        | 2,7      |
| 9:30     | 70         | 0          |          |
| 9:40     | 80         | 0          |          |
| 9:50     | 50         | 0          |          |
| 10:00    | 50         | 0          |          |
| 10:10    | 70         | 0          |          |
| 10:20    | 50         | 0          |          |
| 10:30    | 70         | 0          |          |
| 10:40    | 110        | 0          |          |
| 10:50    | 210        | 40         | 2,7      |
| 11:00    | 150        | 50         | 2,7      |
| 11:10    | 20         | 0          |          |
| 11:20    | 100        | 0          |          |
| 11:30    | 60         | 0          |          |
| 11:40    | 50         | 0          |          |
| 11:50    | 40         | 0          |          |
| 12:00    | 60         | 0          |          |
| 12:10    | 140        | 60         | 2,5      |
| 12:20    | 100        | 10         | 2,5      |
| 12:30    | 60         | 0          |          |
| 12:40    | 60         | 0          |          |
| 12:50    | 70         | 10         | 2,5      |
| 13:00    | 40         | 0          |          |
| 13:10    | 50         | 0          |          |
| 13:20    | 40         | 0          |          |
| 13:30    | 70         | 0          |          |
| 13:40    | 90         | 0          |          |
| 13:50    | 60         | 0          |          |
| 14:00    | 100        | 0          |          |
| 14:10    | 100        | 0          |          |
| 14:20    | 40         | 0          |          |
| 14:30    | 60         | 0          |          |
| 14:40    | 80         | 0          |          |
| 14:50    | 60         | 0          |          |
| 15:00    | 70         | 0          |          |
| 15:10    | 60         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 60         | 0          |          |
| 15:40    | 30         | 0          |          |
| 15:50    | 30         | 0          |          |

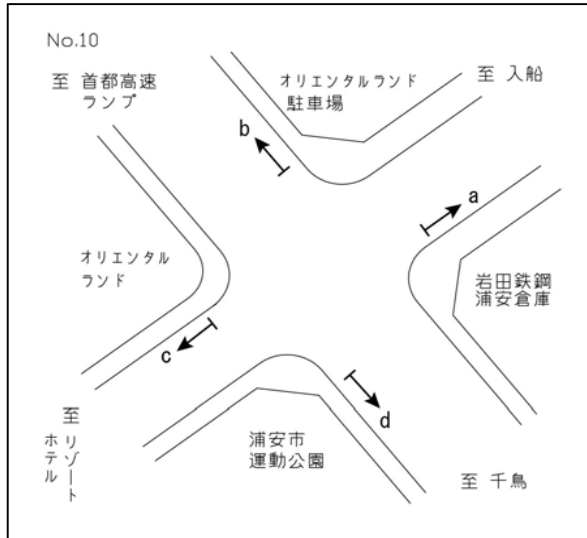


| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 30         | 0          |          |
| 16:10    | 50         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 40         | 0          |          |
| 16:50    | 50         | 0          |          |
| 17:00    | 40         | 0          |          |
| 17:10    | 90         | 0          |          |
| 17:20    | 160        | 100        | 2,5      |
| 17:30    | 160        | 70         | 2,5      |
| 17:40    | 90         | 0          |          |
| 17:50    | 30         | 0          |          |
| 18:00    | 30         | 0          |          |
| 18:10    | 60         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 50         | 0          |          |
| 18:40    | 20         | 0          |          |
| 18:50    | 30         | 0          |          |
| 19:00    | 20         | 0          |          |
| 19:10    | 10         | 0          |          |
| 19:20    | 30         | 0          |          |
| 19:30    | 10         | 0          |          |
| 19:40    | 60         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 10         | 0          |          |
| 20:10    | 60         | 0          |          |
| 20:20    | 10         | 0          |          |
| 20:30    | 30         | 0          |          |
| 20:40    | 60         | 0          |          |
| 20:50    | 50         | 0          |          |
| 21:00    | 20         | 0          |          |
| 21:10    | 20         | 0          |          |
| 21:20    | 20         | 0          |          |
| 21:30    | 10         | 0          |          |
| 21:40    | 20         | 0          |          |
| 21:50    | 10         | 0          |          |
| 22:00    | 30         | 0          |          |
| 22:10    | 30         | 0          |          |
| 22:20    | 30         | 0          |          |
| 22:30    | 20         | 0          |          |
| 22:40    | 30         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 20         | 0          |          |
| 23:10    | 20         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 20         | 0          |          |
| 23:40    | 30         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.10 (10)運動公園前交差点  
 方向：b  
 天候：曇り

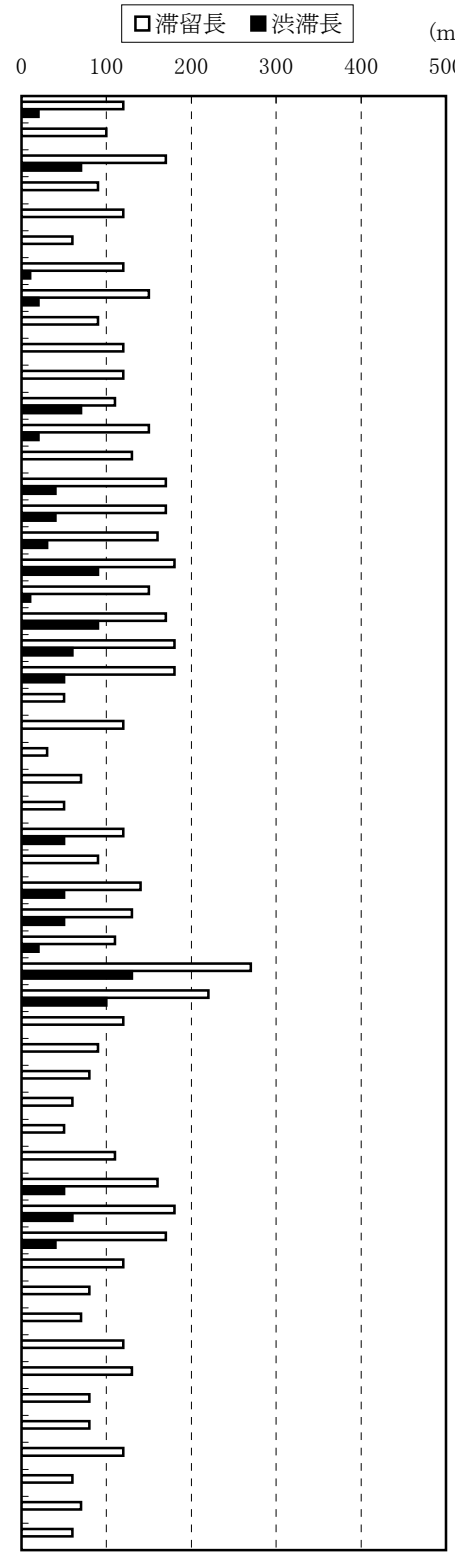


※ [Patterned Box] : 内の値は最大渋滞長

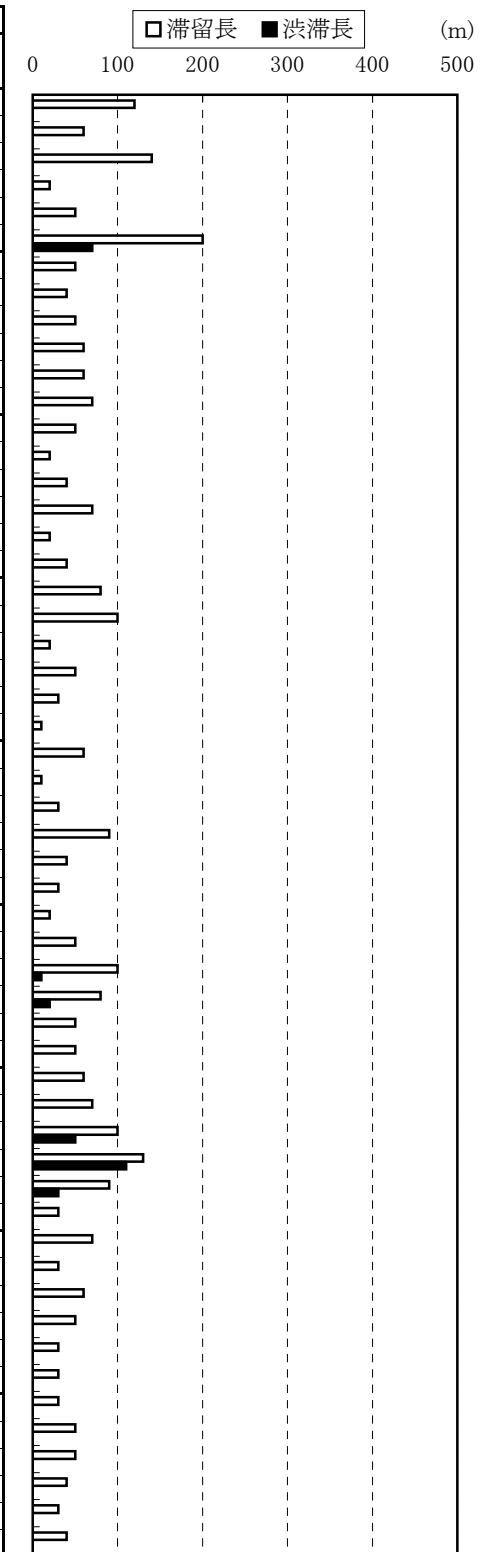
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 120        | 20         | 5        |
| 7:10     | 100        | 0          |          |
| 7:20     | 170        | 70         | 2, 7     |
| 7:30     | 90         | 0          |          |
| 7:40     | 120        | 0          |          |
| 7:50     | 60         | 0          |          |
| 8:00     | 120        | 10         | 2        |
| 8:10     | 150        | 20         | 2, 7     |
| 8:20     | 90         | 0          |          |
| 8:30     | 120        | 0          |          |
| 8:40     | 120        | 0          |          |
| 8:50     | 110        | 70         | 2, 5     |
| 9:00     | 150        | 20         | 2, 7     |
| 9:10     | 130        | 0          |          |
| 9:20     | 170        | 40         | 2, 7     |
| 9:30     | 170        | 40         | 2, 7     |
| 9:40     | 160        | 30         | 2, 7     |
| 9:50     | 180        | 90         | 2, 7     |
| 10:00    | 150        | 10         | 2        |
| 10:10    | 170        | 90         | 2, 7     |
| 10:20    | 180        | 60         | 2, 7     |
| 10:30    | 180        | 50         | 2        |
| 10:40    | 50         | 0          |          |
| 10:50    | 120        | 0          |          |
| 11:00    | 30         | 0          |          |
| 11:10    | 70         | 0          |          |
| 11:20    | 50         | 0          |          |
| 11:30    | 120        | 50         | 2, 5     |
| 11:40    | 90         | 0          |          |
| 11:50    | 140        | 50         | 2, 7     |
| 12:00    | 130        | 50         | 2, 7     |
| 12:10    | 110        | 20         | 2, 7     |
| 12:20    | 270        | 130        | 2, 7     |
| 12:30    | 220        | 100        | 2, 7     |
| 12:40    | 120        | 0          |          |
| 12:50    | 90         | 0          |          |
| 13:00    | 80         | 0          |          |
| 13:10    | 60         | 0          |          |
| 13:20    | 50         | 0          |          |
| 13:30    | 110        | 0          |          |
| 13:40    | 160        | 50         | 2, 7     |
| 13:50    | 180        | 60         | 2, 7     |
| 14:00    | 170        | 40         | 2, 7     |
| 14:10    | 120        | 0          |          |
| 14:20    | 80         | 0          |          |
| 14:30    | 70         | 0          |          |
| 14:40    | 120        | 0          |          |
| 14:50    | 130        | 0          |          |
| 15:00    | 80         | 0          |          |
| 15:10    | 80         | 0          |          |
| 15:20    | 120        | 0          |          |
| 15:30    | 60         | 0          |          |
| 15:40    | 70         | 0          |          |
| 15:50    | 60         | 0          |          |



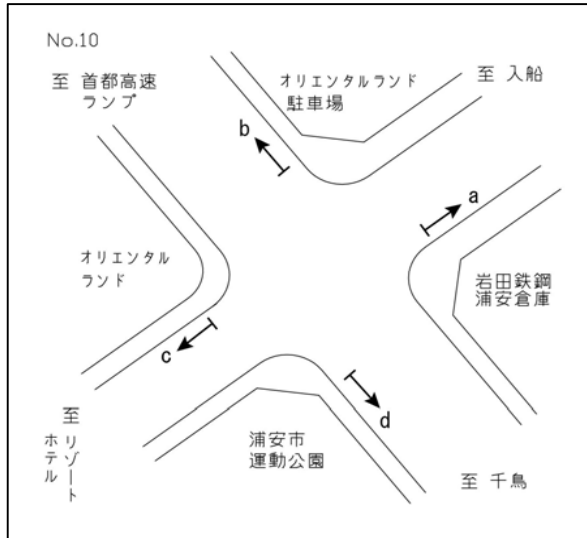
| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 120        | 0          |          |
| 16:10    | 60         | 0          |          |
| 16:20    | 140        | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 50         | 0          |          |
| 16:50    | 200        | 70         | 2, 7     |
| 17:00    | 50         | 0          |          |
| 17:10    | 40         | 0          |          |
| 17:20    | 50         | 0          |          |
| 17:30    | 60         | 0          |          |
| 17:40    | 60         | 0          |          |
| 17:50    | 70         | 0          |          |
| 18:00    | 50         | 0          |          |
| 18:10    | 20         | 0          |          |
| 18:20    | 40         | 0          |          |
| 18:30    | 70         | 0          |          |
| 18:40    | 20         | 0          |          |
| 18:50    | 40         | 0          |          |
| 19:00    | 80         | 0          |          |
| 19:10    | 100        | 0          |          |
| 19:20    | 20         | 0          |          |
| 19:30    | 50         | 0          |          |
| 19:40    | 30         | 0          |          |
| 19:50    | 10         | 0          |          |
| 20:00    | 60         | 0          |          |
| 20:10    | 10         | 0          |          |
| 20:20    | 30         | 0          |          |
| 20:30    | 90         | 0          |          |
| 20:40    | 40         | 0          |          |
| 20:50    | 30         | 0          |          |
| 21:00    | 20         | 0          |          |
| 21:10    | 50         | 0          |          |
| 21:20    | 100        | 10         | 7, 12    |
| 21:30    | 80         | 20         | 5, 7, 12 |
| 21:40    | 50         | 0          |          |
| 21:50    | 50         | 0          |          |
| 22:00    | 60         | 0          |          |
| 22:10    | 70         | 0          |          |
| 22:20    | 100        | 50         | 1, 7, 12 |
| 22:30    | 130        | 110        | 1, 7, 12 |
| 22:40    | 90         | 30         | 1, 7, 12 |
| 22:50    | 30         | 0          |          |
| 23:00    | 70         | 0          |          |
| 23:10    | 30         | 0          |          |
| 23:20    | 60         | 0          |          |
| 23:30    | 50         | 0          |          |
| 23:40    | 30         | 0          |          |
| 23:50    | 30         | 0          |          |
| 0:00     | 30         | 0          |          |
| 0:10     | 50         | 0          |          |
| 0:20     | 50         | 0          |          |
| 0:30     | 40         | 0          |          |
| 0:40     | 30         | 0          |          |
| 0:50     | 40         | 0          |          |





# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.10 (10)運動公園前交差点  
 方 向：c  
 天 候：曇り

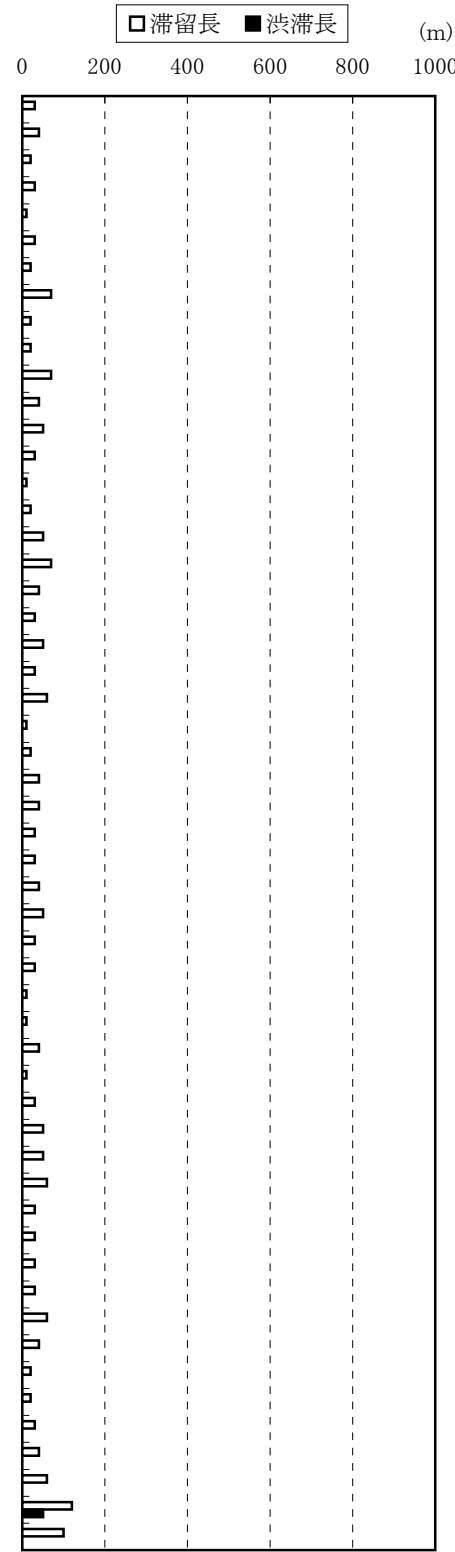


※ [Pattern] : 内の値は最大渋滞長

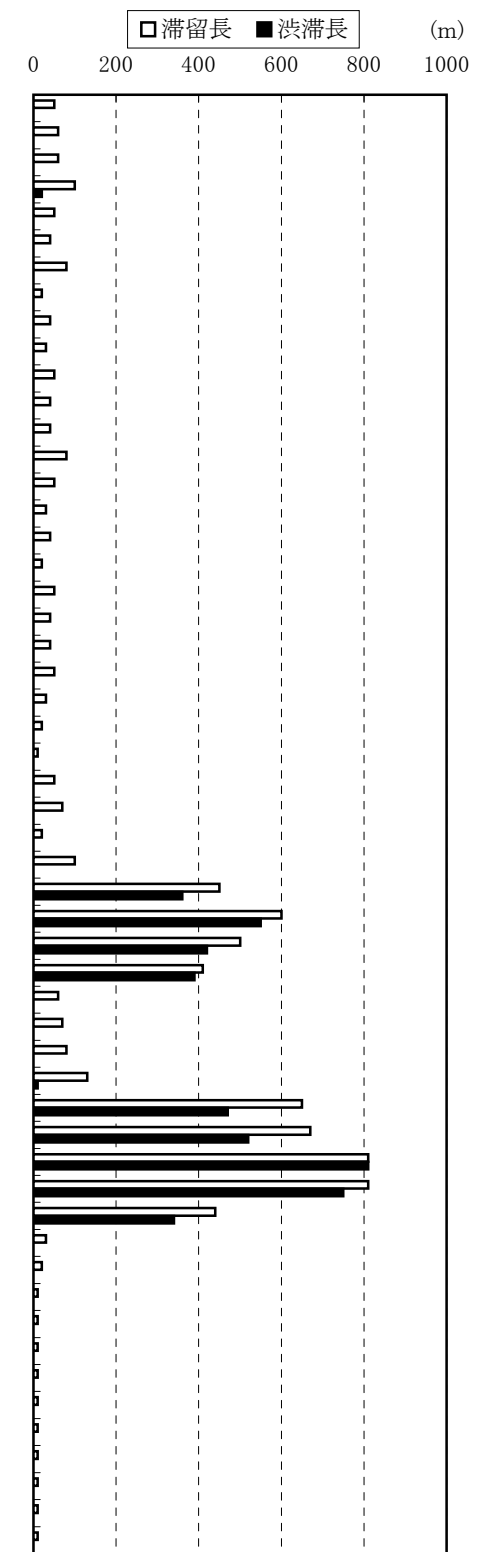
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 30         | 0          |          |
| 7:10     | 40         | 0          |          |
| 7:20     | 20         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 30         | 0          |          |
| 8:00     | 20         | 0          |          |
| 8:10     | 70         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 70         | 0          |          |
| 8:50     | 40         | 0          |          |
| 9:00     | 50         | 0          |          |
| 9:10     | 30         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 50         | 0          |          |
| 9:50     | 70         | 0          |          |
| 10:00    | 40         | 0          |          |
| 10:10    | 30         | 0          |          |
| 10:20    | 50         | 0          |          |
| 10:30    | 30         | 0          |          |
| 10:40    | 60         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 40         | 0          |          |
| 11:20    | 40         | 0          |          |
| 11:30    | 30         | 0          |          |
| 11:40    | 30         | 0          |          |
| 11:50    | 40         | 0          |          |
| 12:00    | 50         | 0          |          |
| 12:10    | 30         | 0          |          |
| 12:20    | 30         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 40         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 30         | 0          |          |
| 13:20    | 50         | 0          |          |
| 13:30    | 50         | 0          |          |
| 13:40    | 60         | 0          |          |
| 13:50    | 30         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 30         | 0          |          |
| 14:20    | 30         | 0          |          |
| 14:30    | 60         | 0          |          |
| 14:40    | 40         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 30         | 0          |          |
| 15:20    | 40         | 0          |          |
| 15:30    | 60         | 0          |          |
| 15:40    | 120        | 50         | 6, 7     |
| 15:50    | 100        | 0          |          |

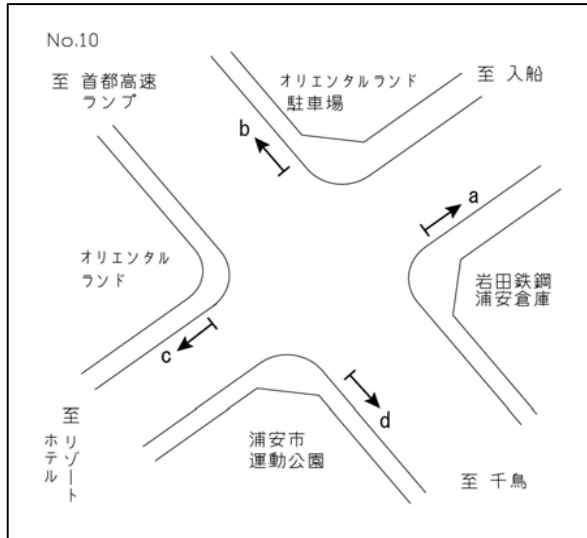


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 50         | 0          |          |
| 16:10    | 60         | 0          |          |
| 16:20    | 60         | 0          |          |
| 16:30    | 100        | 20         | 6, 7     |
| 16:40    | 50         | 0          |          |
| 16:50    | 40         | 0          |          |
| 17:00    | 80         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 40         | 0          |          |
| 17:30    | 30         | 0          |          |
| 17:40    | 50         | 0          |          |
| 17:50    | 40         | 0          |          |
| 18:00    | 40         | 0          |          |
| 18:10    | 80         | 0          |          |
| 18:20    | 50         | 0          |          |
| 18:30    | 30         | 0          |          |
| 18:40    | 40         | 0          |          |
| 18:50    | 20         | 0          |          |
| 19:00    | 50         | 0          |          |
| 19:10    | 40         | 0          |          |
| 19:20    | 40         | 0          |          |
| 19:30    | 50         | 0          |          |
| 19:40    | 30         | 0          |          |
| 19:50    | 20         | 0          |          |
| 20:00    | 10         | 0          |          |
| 20:10    | 50         | 0          |          |
| 20:20    | 70         | 0          |          |
| 20:30    | 20         | 0          |          |
| 20:40    | 100        | 0          |          |
| 20:50    | 450        | 360        | 16       |
| 21:00    | 600        | 550        | 16       |
| 21:10    | 500        | 420        | 16       |
| 21:20    | 410        | 390        | 16       |
| 21:30    | 60         | 0          |          |
| 21:40    | 70         | 0          |          |
| 21:50    | 80         | 0          |          |
| 22:00    | 130        | 10         | 2        |
| 22:10    | 650        | 470        | 16       |
| 22:20    | 670        | 520        | 16       |
| 22:30    | 810        | 810        | 16       |
| 22:40    | 810        | 750        | 16       |
| 22:50    | 440        | 340        | 16       |
| 23:00    | 30         | 0          |          |
| 23:10    | 20         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 10         | 0          |          |
| 23:50    | 10         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 10 (10)運動公園前交差点  
 方向：d  
 天候：曇り

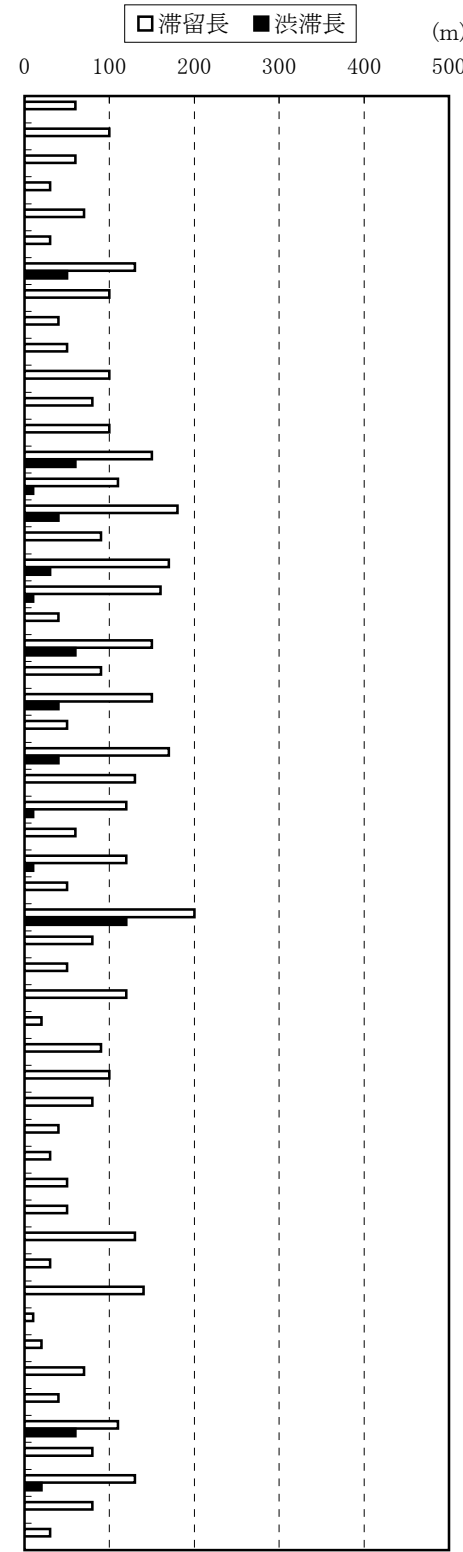


※ [Patterned Box] : 内の値は最大渋滞長

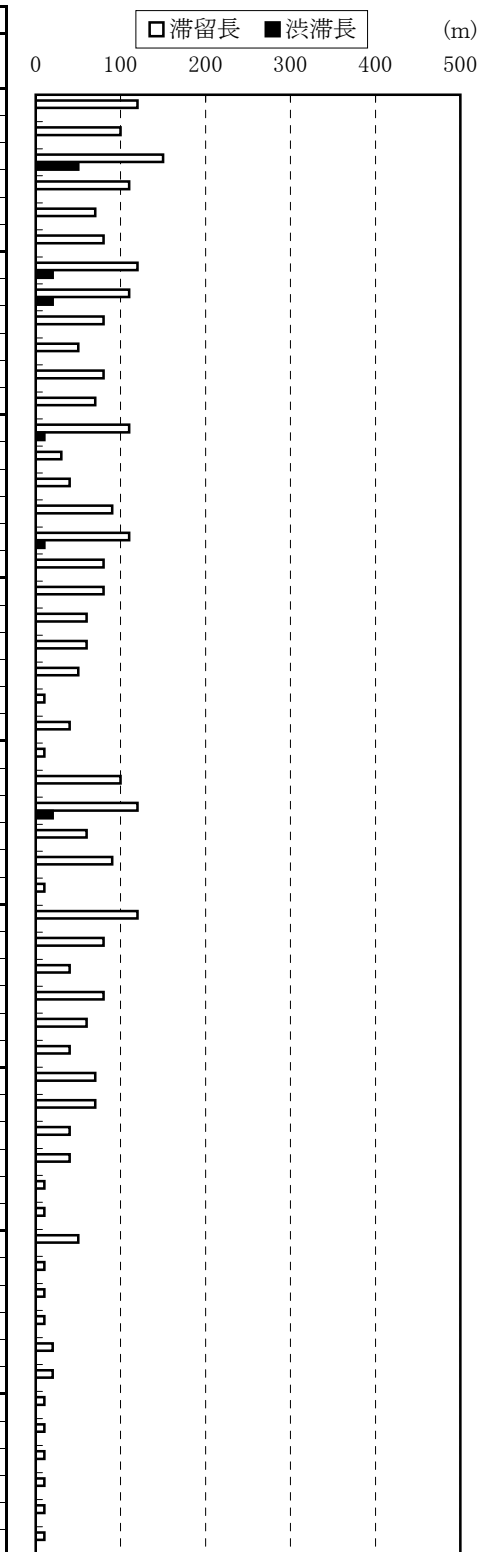
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 60         | 0          |          |
| 7:10     | 100        | 0          |          |
| 7:20     | 60         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 70         | 0          |          |
| 7:50     | 30         | 0          |          |
| 8:00     | 130        | 50         | 16       |
| 8:10     | 100        | 0          |          |
| 8:20     | 40         | 0          |          |
| 8:30     | 50         | 0          |          |
| 8:40     | 100        | 0          |          |
| 8:50     | 80         | 0          |          |
| 9:00     | 100        | 0          |          |
| 9:10     | 150        | 60         | 2, 7     |
| 9:20     | 110        | 10         | 2, 7     |
| 9:30     | 180        | 40         | 2, 7     |
| 9:40     | 90         | 0          |          |
| 9:50     | 170        | 30         | 2, 7     |
| 10:00    | 160        | 10         | 2, 7     |
| 10:10    | 40         | 0          |          |
| 10:20    | 150        | 60         | 2, 7     |
| 10:30    | 90         | 0          |          |
| 10:40    | 150        | 40         | 2, 7     |
| 10:50    | 50         | 0          |          |
| 11:00    | 170        | 40         | 2, 7     |
| 11:10    | 130        | 0          |          |
| 11:20    | 120        | 10         | 2, 7     |
| 11:30    | 60         | 0          |          |
| 11:40    | 120        | 10         | 2, 7     |
| 11:50    | 50         | 0          |          |
| 12:00    | 200        | 120        | 2, 7     |
| 12:10    | 80         | 0          |          |
| 12:20    | 50         | 0          |          |
| 12:30    | 120        | 0          |          |
| 12:40    | 20         | 0          |          |
| 12:50    | 90         | 0          |          |
| 13:00    | 100        | 0          |          |
| 13:10    | 80         | 0          |          |
| 13:20    | 40         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 50         | 0          |          |
| 13:50    | 50         | 0          |          |
| 14:00    | 130        | 0          |          |
| 14:10    | 30         | 0          |          |
| 14:20    | 140        | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 70         | 0          |          |
| 15:00    | 40         | 0          |          |
| 15:10    | 110        | 60         | 2, 7     |
| 15:20    | 80         | 0          |          |
| 15:30    | 130        | 20         | 2, 7     |
| 15:40    | 80         | 0          |          |
| 15:50    | 30         | 0          |          |

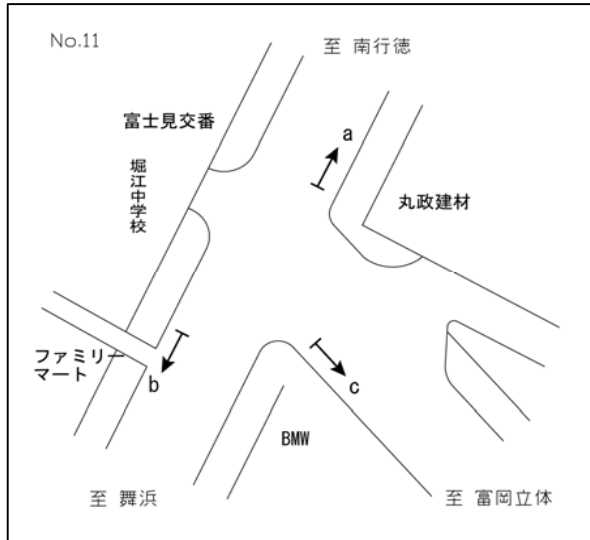


| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 120        | 0          |          |
| 16:10    | 100        | 0          |          |
| 16:20    | 150        | 50         | 2, 7     |
| 16:30    | 110        | 0          |          |
| 16:40    | 70         | 0          |          |
| 16:50    | 80         | 0          |          |
| 17:00    | 120        | 20         | 2, 7     |
| 17:10    | 110        | 20         | 2, 7     |
| 17:20    | 80         | 0          |          |
| 17:30    | 50         | 0          |          |
| 17:40    | 80         | 0          |          |
| 17:50    | 70         | 0          |          |
| 18:00    | 110        | 10         | 2, 7     |
| 18:10    | 30         | 0          |          |
| 18:20    | 40         | 0          |          |
| 18:30    | 90         | 0          |          |
| 18:40    | 110        | 10         | 2, 7     |
| 18:50    | 80         | 0          |          |
| 19:00    | 80         | 0          |          |
| 19:10    | 60         | 0          |          |
| 19:20    | 60         | 0          |          |
| 19:30    | 50         | 0          |          |
| 19:40    | 10         | 0          |          |
| 19:50    | 40         | 0          |          |
| 20:00    | 10         | 0          |          |
| 20:10    | 100        | 0          |          |
| 20:20    | 120        | 20         | 2        |
| 20:30    | 60         | 0          |          |
| 20:40    | 90         | 0          |          |
| 20:50    | 10         | 0          |          |
| 21:00    | 120        | 0          |          |
| 21:10    | 80         | 0          |          |
| 21:20    | 40         | 0          |          |
| 21:30    | 80         | 0          |          |
| 21:40    | 60         | 0          |          |
| 21:50    | 40         | 0          |          |
| 22:00    | 70         | 0          |          |
| 22:10    | 70         | 0          |          |
| 22:20    | 40         | 0          |          |
| 22:30    | 40         | 0          |          |
| 22:40    | 10         | 0          |          |
| 22:50    | 10         | 0          |          |
| 23:00    | 50         | 0          |          |
| 23:10    | 10         | 0          |          |
| 23:20    | 10         | 0          |          |
| 23:30    | 10         | 0          |          |
| 23:40    | 20         | 0          |          |
| 23:50    | 20         | 0          |          |
| 0:00     | 10         | 0          |          |
| 0:10     | 10         | 0          |          |
| 0:20     | 10         | 0          |          |
| 0:30     | 10         | 0          |          |
| 0:40     | 10         | 0          |          |
| 0:50     | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 11 (11)富士見交番前交差点  
 方 向：a  
 天 候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

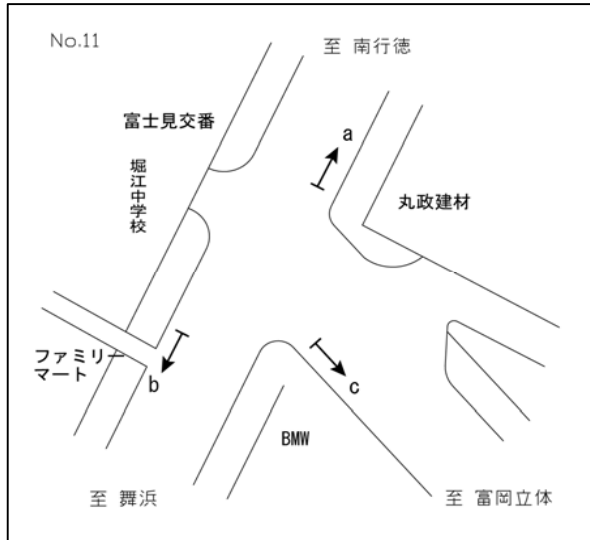
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          | 0 | 100 | 200 | 300 | 400 | 500 |
|----------|------------|------------|----------|---|-----|-----|-----|-----|-----|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |   |     |     |     |     |     |
| 7:00     | 20         | 0          |          |   |     |     |     |     |     |
| 7:10     | 10         | 0          |          |   |     |     |     |     |     |
| 7:20     | 10         | 0          |          |   |     |     |     |     |     |
| 7:30     | 10         | 0          |          |   |     |     |     |     |     |
| 7:40     | 20         | 0          |          |   |     |     |     |     |     |
| 7:50     | 30         | 0          |          |   |     |     |     |     |     |
| 8:00     | 10         | 0          |          |   |     |     |     |     |     |
| 8:10     | 30         | 0          |          |   |     |     |     |     |     |
| 8:20     | 10         | 0          |          |   |     |     |     |     |     |
| 8:30     | 10         | 0          |          |   |     |     |     |     |     |
| 8:40     | 10         | 0          |          |   |     |     |     |     |     |
| 8:50     | 20         | 0          |          |   |     |     |     |     |     |
| 9:00     | 10         | 0          |          |   |     |     |     |     |     |
| 9:10     | 20         | 0          |          |   |     |     |     |     |     |
| 9:20     | 10         | 0          |          |   |     |     |     |     |     |
| 9:30     | 10         | 0          |          |   |     |     |     |     |     |
| 9:40     | 10         | 0          |          |   |     |     |     |     |     |
| 9:50     | 10         | 0          |          |   |     |     |     |     |     |
| 10:00    | 10         | 0          |          |   |     |     |     |     |     |
| 10:10    | 10         | 0          |          |   |     |     |     |     |     |
| 10:20    | 10         | 0          |          |   |     |     |     |     |     |
| 10:30    | 10         | 0          |          |   |     |     |     |     |     |
| 10:40    | 10         | 0          |          |   |     |     |     |     |     |
| 10:50    | 20         | 0          |          |   |     |     |     |     |     |
| 11:00    | 20         | 0          |          |   |     |     |     |     |     |
| 11:10    | 20         | 0          |          |   |     |     |     |     |     |
| 11:20    | 10         | 0          |          |   |     |     |     |     |     |
| 11:30    | 10         | 0          |          |   |     |     |     |     |     |
| 11:40    | 10         | 0          |          |   |     |     |     |     |     |
| 11:50    | 20         | 0          |          |   |     |     |     |     |     |
| 12:00    | 10         | 0          |          |   |     |     |     |     |     |
| 12:10    | 10         | 0          |          |   |     |     |     |     |     |
| 12:20    | 10         | 0          |          |   |     |     |     |     |     |
| 12:30    | 10         | 0          |          |   |     |     |     |     |     |
| 12:40    | 30         | 0          |          |   |     |     |     |     |     |
| 12:50    | 10         | 0          |          |   |     |     |     |     |     |
| 13:00    | 20         | 0          |          |   |     |     |     |     |     |
| 13:10    | 10         | 0          |          |   |     |     |     |     |     |
| 13:20    | 10         | 0          |          |   |     |     |     |     |     |
| 13:30    | 10         | 0          |          |   |     |     |     |     |     |
| 13:40    | 10         | 0          |          |   |     |     |     |     |     |
| 13:50    | 30         | 0          |          |   |     |     |     |     |     |
| 14:00    | 10         | 0          |          |   |     |     |     |     |     |
| 14:10    | 20         | 0          |          |   |     |     |     |     |     |
| 14:20    | 20         | 0          |          |   |     |     |     |     |     |
| 14:30    | 10         | 0          |          |   |     |     |     |     |     |
| 14:40    | 10         | 0          |          |   |     |     |     |     |     |
| 14:50    | 10         | 0          |          |   |     |     |     |     |     |
| 15:00    | 10         | 0          |          |   |     |     |     |     |     |
| 15:10    | 30         | 0          |          |   |     |     |     |     |     |
| 15:20    | 10         | 0          |          |   |     |     |     |     |     |
| 15:30    | 10         | 0          |          |   |     |     |     |     |     |
| 15:40    | 20         | 0          |          |   |     |     |     |     |     |
| 15:50    | 10         | 0          |          |   |     |     |     |     |     |

| 項目<br>時間 | 流入方向：a     |            |          | 0 | 100 | 200 | 300 | 400 | 500 |
|----------|------------|------------|----------|---|-----|-----|-----|-----|-----|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |   |     |     |     |     |     |
| 16:00    | 20         | 0          |          |   |     |     |     |     |     |
| 16:10    | 10         | 0          |          |   |     |     |     |     |     |
| 16:20    | 20         | 0          |          |   |     |     |     |     |     |
| 16:30    | 10         | 0          |          |   |     |     |     |     |     |
| 16:40    | 20         | 0          |          |   |     |     |     |     |     |
| 16:50    | 10         | 0          |          |   |     |     |     |     |     |
| 17:00    | 10         | 0          |          |   |     |     |     |     |     |
| 17:10    | 10         | 0          |          |   |     |     |     |     |     |
| 17:20    | 10         | 0          |          |   |     |     |     |     |     |
| 17:30    | 10         | 0          |          |   |     |     |     |     |     |
| 17:40    | 10         | 0          |          |   |     |     |     |     |     |
| 17:50    | 10         | 0          |          |   |     |     |     |     |     |
| 18:00    | 20         | 0          |          |   |     |     |     |     |     |
| 18:10    | 10         | 0          |          |   |     |     |     |     |     |
| 18:20    | 10         | 0          |          |   |     |     |     |     |     |
| 18:30    | 10         | 0          |          |   |     |     |     |     |     |
| 18:40    | 10         | 0          |          |   |     |     |     |     |     |
| 18:50    | 20         | 0          |          |   |     |     |     |     |     |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 11 (11)富士見交番前交差点  
 方 向：b  
 天 候：曇り

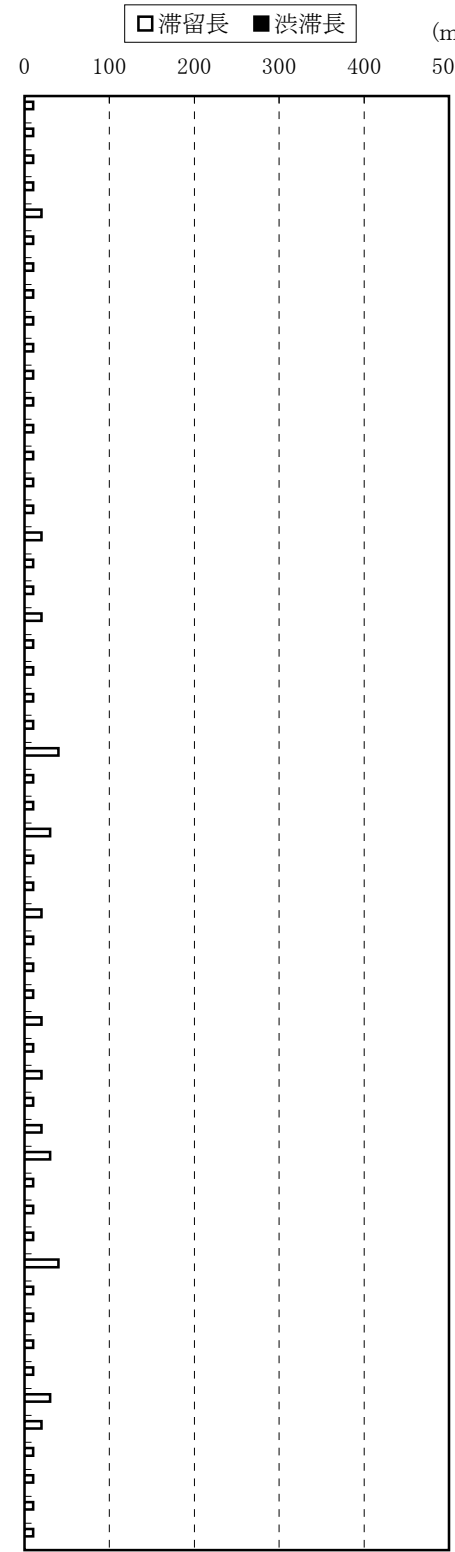


※ [Patterned Box] : 内の値は最大渋滞長

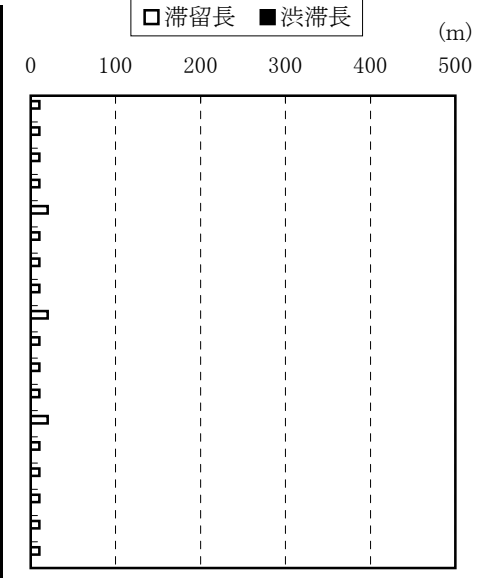
※渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 40         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 30         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 20         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 40         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 30         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

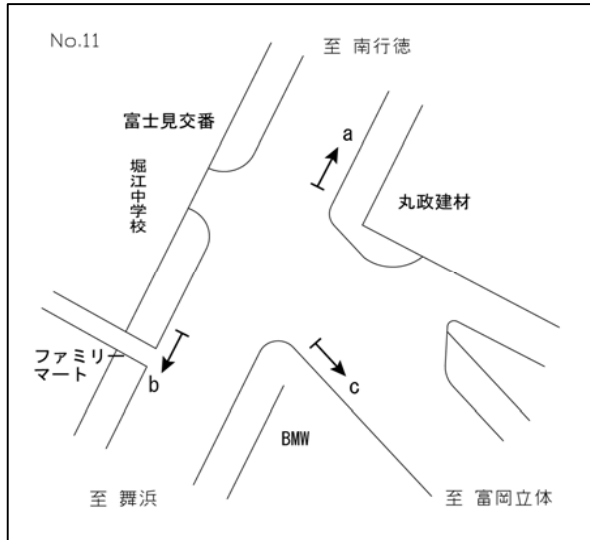


| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 20         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.11 (11)富士見交番前交差点  
 方向：c  
 天候：曇り



※ [Patterned Box] : 内の値は最大渋滞長

※渋滞原因凡例

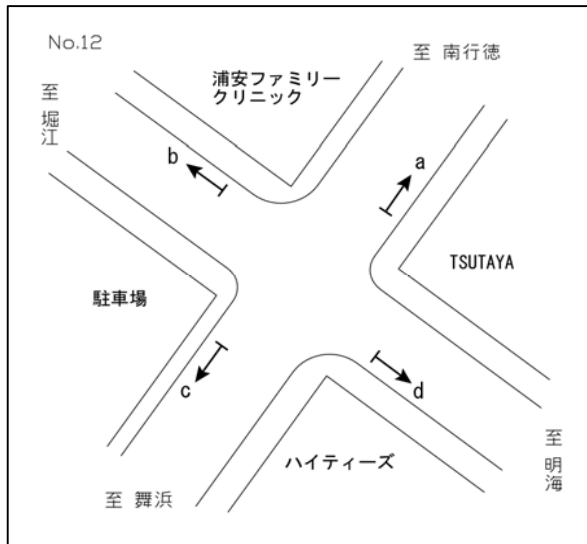
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          | 0 | 100 | 200 | 300 | 400 | 500 |
|----------|------------|------------|----------|---|-----|-----|-----|-----|-----|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |   |     |     |     |     |     |
| 7:00     | 20         | 0          |          |   |     |     |     |     |     |
| 7:10     | 10         | 0          |          |   |     |     |     |     |     |
| 7:20     | 10         | 0          |          |   |     |     |     |     |     |
| 7:30     | 10         | 0          |          |   |     |     |     |     |     |
| 7:40     | 10         | 0          |          |   |     |     |     |     |     |
| 7:50     | 20         | 0          |          |   |     |     |     |     |     |
| 8:00     | 20         | 0          |          |   |     |     |     |     |     |
| 8:10     | 30         | 0          |          |   |     |     |     |     |     |
| 8:20     | 10         | 0          |          |   |     |     |     |     |     |
| 8:30     | 40         | 0          |          |   |     |     |     |     |     |
| 8:40     | 20         | 0          |          |   |     |     |     |     |     |
| 8:50     | 10         | 0          |          |   |     |     |     |     |     |
| 9:00     | 20         | 0          |          |   |     |     |     |     |     |
| 9:10     | 20         | 0          |          |   |     |     |     |     |     |
| 9:20     | 10         | 0          |          |   |     |     |     |     |     |
| 9:30     | 40         | 0          |          |   |     |     |     |     |     |
| 9:40     | 60         | 0          |          |   |     |     |     |     |     |
| 9:50     | 20         | 0          |          |   |     |     |     |     |     |
| 10:00    | 20         | 0          |          |   |     |     |     |     |     |
| 10:10    | 30         | 0          |          |   |     |     |     |     |     |
| 10:20    | 10         | 0          |          |   |     |     |     |     |     |
| 10:30    | 10         | 0          |          |   |     |     |     |     |     |
| 10:40    | 30         | 0          |          |   |     |     |     |     |     |
| 10:50    | 20         | 0          |          |   |     |     |     |     |     |
| 11:00    | 30         | 0          |          |   |     |     |     |     |     |
| 11:10    | 20         | 0          |          |   |     |     |     |     |     |
| 11:20    | 10         | 0          |          |   |     |     |     |     |     |
| 11:30    | 10         | 0          |          |   |     |     |     |     |     |
| 11:40    | 20         | 0          |          |   |     |     |     |     |     |
| 11:50    | 30         | 0          |          |   |     |     |     |     |     |
| 12:00    | 30         | 0          |          |   |     |     |     |     |     |
| 12:10    | 10         | 0          |          |   |     |     |     |     |     |
| 12:20    | 10         | 0          |          |   |     |     |     |     |     |
| 12:30    | 10         | 0          |          |   |     |     |     |     |     |
| 12:40    | 30         | 0          |          |   |     |     |     |     |     |
| 12:50    | 20         | 0          |          |   |     |     |     |     |     |
| 13:00    | 10         | 0          |          |   |     |     |     |     |     |
| 13:10    | 20         | 0          |          |   |     |     |     |     |     |
| 13:20    | 10         | 0          |          |   |     |     |     |     |     |
| 13:30    | 30         | 0          |          |   |     |     |     |     |     |
| 13:40    | 50         | 0          |          |   |     |     |     |     |     |
| 13:50    | 10         | 0          |          |   |     |     |     |     |     |
| 14:00    | 20         | 0          |          |   |     |     |     |     |     |
| 14:10    | 10         | 0          |          |   |     |     |     |     |     |
| 14:20    | 10         | 0          |          |   |     |     |     |     |     |
| 14:30    | 10         | 0          |          |   |     |     |     |     |     |
| 14:40    | 10         | 0          |          |   |     |     |     |     |     |
| 14:50    | 20         | 0          |          |   |     |     |     |     |     |
| 15:00    | 20         | 0          |          |   |     |     |     |     |     |
| 15:10    | 20         | 0          |          |   |     |     |     |     |     |
| 15:20    | 30         | 0          |          |   |     |     |     |     |     |
| 15:30    | 20         | 0          |          |   |     |     |     |     |     |
| 15:40    | 20         | 0          |          |   |     |     |     |     |     |
| 15:50    | 40         | 0          |          |   |     |     |     |     |     |

| 項目<br>時間 | 流入方向：c     |            |          | 0 | 100 | 200 | 300 | 400 | 500 |
|----------|------------|------------|----------|---|-----|-----|-----|-----|-----|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |   |     |     |     |     |     |
| 16:00    | 30         | 0          |          |   |     |     |     |     |     |
| 16:10    | 20         | 0          |          |   |     |     |     |     |     |
| 16:20    | 10         | 0          |          |   |     |     |     |     |     |
| 16:30    | 20         | 0          |          |   |     |     |     |     |     |
| 16:40    | 30         | 0          |          |   |     |     |     |     |     |
| 16:50    | 20         | 0          |          |   |     |     |     |     |     |
| 17:00    | 30         | 0          |          |   |     |     |     |     |     |
| 17:10    | 50         | 0          |          |   |     |     |     |     |     |
| 17:20    | 50         | 0          |          |   |     |     |     |     |     |
| 17:30    | 40         | 0          |          |   |     |     |     |     |     |
| 17:40    | 50         | 0          |          |   |     |     |     |     |     |
| 17:50    | 20         | 0          |          |   |     |     |     |     |     |
| 18:00    | 30         | 0          |          |   |     |     |     |     |     |
| 18:10    | 20         | 0          |          |   |     |     |     |     |     |
| 18:20    | 20         | 0          |          |   |     |     |     |     |     |
| 18:30    | 50         | 0          |          |   |     |     |     |     |     |
| 18:40    | 60         | 0          |          |   |     |     |     |     |     |
| 18:50    | 60         | 0          |          |   |     |     |     |     |     |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.12 (12)堀江交差点  
 方向：a  
 天候：曇り



※ [Patterned Box] : 内の値は最大渋滞長

※渋滞原因凡例

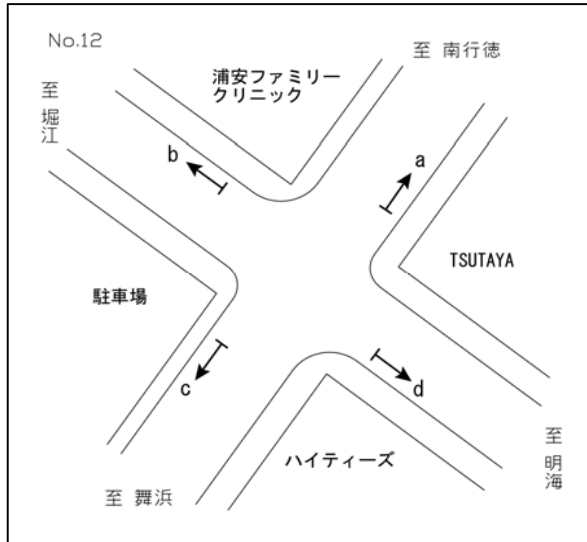
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 30         | 0          |          |
| 7:10     | 40         | 0          |          |
| 7:20     | 30         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 50         | 0          |          |
| 8:00     | 40         | 0          |          |
| 8:10     | 50         | 0          |          |
| 8:20     | 60         | 0          |          |
| 8:30     | 40         | 0          |          |
| 8:40     | 60         | 0          |          |
| 8:50     | 30         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 40         | 0          |          |
| 9:20     | 50         | 0          |          |
| 9:30     | 60         | 0          |          |
| 9:40     | 60         | 0          |          |
| 9:50     | 50         | 0          |          |
| 10:00    | 60         | 0          |          |
| 10:10    | 60         | 0          |          |
| 10:20    | 50         | 0          |          |
| 10:30    | 40         | 0          |          |
| 10:40    | 70         | 0          |          |
| 10:50    | 50         | 0          |          |
| 11:00    | 40         | 0          |          |
| 11:10    | 60         | 0          |          |
| 11:20    | 60         | 0          |          |
| 11:30    | 40         | 0          |          |
| 11:40    | 30         | 0          |          |
| 11:50    | 50         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 40         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 20         | 0          |          |
| 12:40    | 30         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 30         | 0          |          |
| 13:10    | 20         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 30         | 0          |          |
| 14:00    | 40         | 0          |          |
| 14:10    | 50         | 0          |          |
| 14:20    | 40         | 0          |          |
| 14:30    | 30         | 0          |          |
| 14:40    | 60         | 0          |          |
| 14:50    | 40         | 0          |          |
| 15:00    | 30         | 0          |          |
| 15:10    | 40         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 60         | 0          |          |
| 15:40    | 30         | 0          |          |
| 15:50    | 50         | 0          |          |

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 40         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 40         | 0          |          |
| 16:40    | 50         | 0          |          |
| 16:50    | 40         | 0          |          |
| 17:00    | 60         | 0          |          |
| 17:10    | 40         | 0          |          |
| 17:20    | 50         | 0          |          |
| 17:30    | 40         | 0          |          |
| 17:40    | 60         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 40         | 0          |          |
| 18:30    | 20         | 0          |          |
| 18:40    | 30         | 0          |          |
| 18:50    | 30         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.12 (12)堀江交差点  
 方向：b  
 天候：曇り

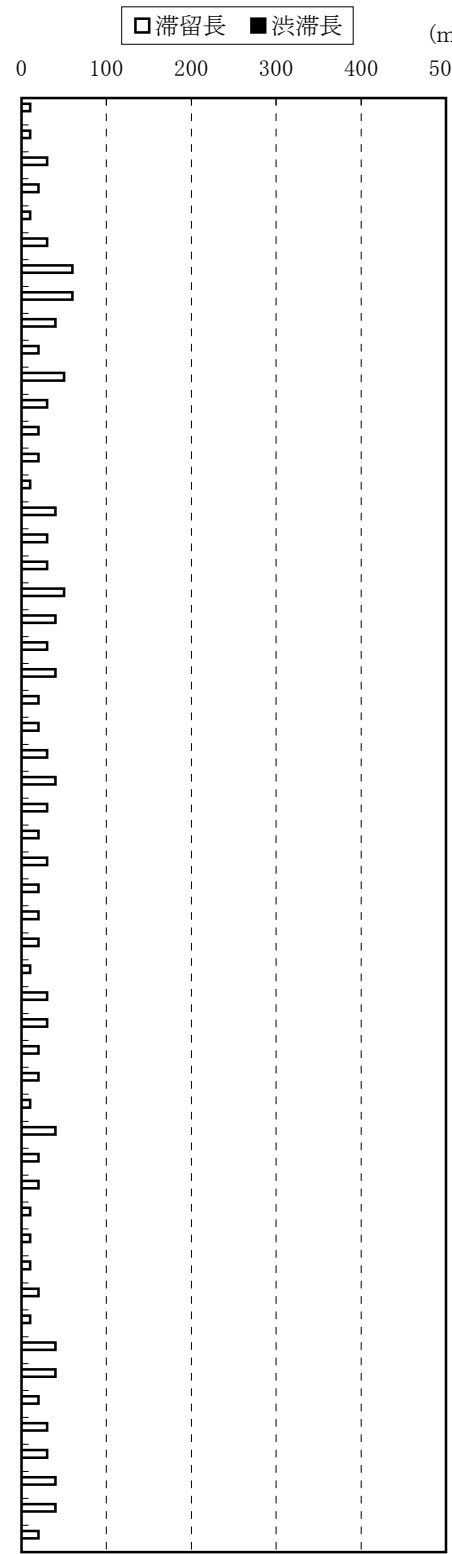


※ [Pattern] : 内の値は最大渋滞長

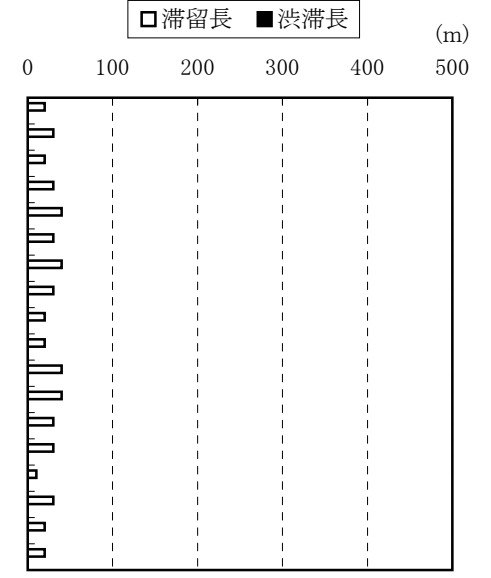
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 30         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 30         | 0          |          |
| 8:00     | 60         | 0          |          |
| 8:10     | 60         | 0          |          |
| 8:20     | 40         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 50         | 0          |          |
| 8:50     | 30         | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 40         | 0          |          |
| 9:40     | 30         | 0          |          |
| 9:50     | 30         | 0          |          |
| 10:00    | 50         | 0          |          |
| 10:10    | 40         | 0          |          |
| 10:20    | 30         | 0          |          |
| 10:30    | 40         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 30         | 0          |          |
| 11:10    | 40         | 0          |          |
| 11:20    | 30         | 0          |          |
| 11:30    | 20         | 0          |          |
| 11:40    | 30         | 0          |          |
| 11:50    | 20         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 30         | 0          |          |
| 12:40    | 30         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 40         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 40         | 0          |          |
| 14:50    | 40         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 30         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 40         | 0          |          |
| 15:40    | 40         | 0          |          |
| 15:50    | 20         | 0          |          |

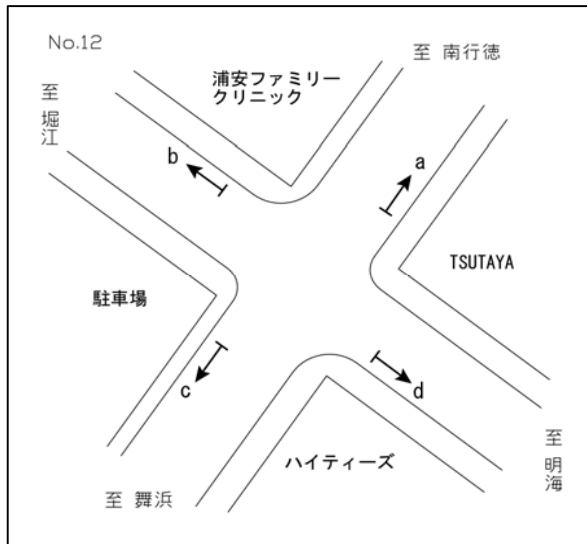


| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 20         | 0          |          |
| 16:30    | 30         | 0          |          |
| 16:40    | 40         | 0          |          |
| 16:50    | 30         | 0          |          |
| 17:00    | 40         | 0          |          |
| 17:10    | 30         | 0          |          |
| 17:20    | 20         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 40         | 0          |          |
| 17:50    | 40         | 0          |          |
| 18:00    | 30         | 0          |          |
| 18:10    | 30         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 30         | 0          |          |
| 18:40    | 20         | 0          |          |
| 18:50    | 20         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.12 (12)堀江交差点  
 方向：c  
 天候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

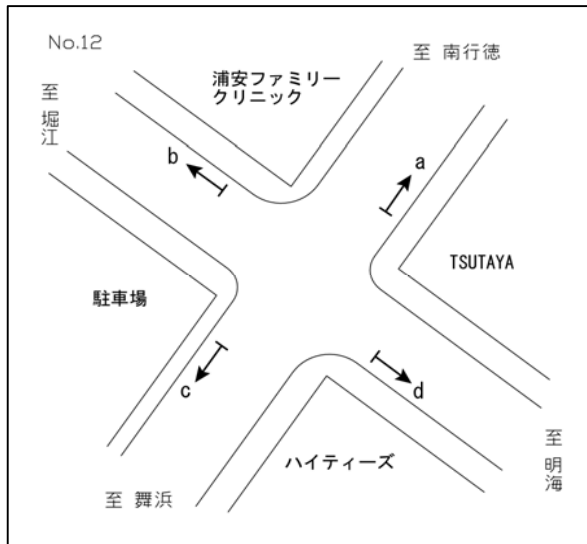
| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 20         | 0          |          |
| 7:20     | 30         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 40         | 0          |          |
| 8:00     | 40         | 0          |          |
| 8:10     | 70         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 40         | 0          |          |
| 8:40     | 40         | 0          |          |
| 8:50     | 30         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 30         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 30         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 30         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 20         | 0          |          |
| 11:50    | 20         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 70         | 0          |          |
| 12:20    | 30         | 0          |          |
| 12:30    | 30         | 0          |          |
| 12:40    | 40         | 0          |          |
| 12:50    | 30         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 20         | 0          |          |
| 13:20    | 30         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 30         | 0          |          |
| 13:50    | 30         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 50         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 40         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 30         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 20         | 0          |          |
| 15:40    | 20         | 0          |          |
| 15:50    | 20         | 0          |          |

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 50         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 40         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 40         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 40         | 0          |          |
| 17:10    | 50         | 0          |          |
| 17:20    | 40         | 0          |          |
| 17:30    | 30         | 0          |          |
| 17:40    | 20         | 0          |          |
| 17:50    | 40         | 0          |          |
| 18:00    | 30         | 0          |          |
| 18:10    | 20         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 60         | 0          |          |
| 18:50    | 30         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 12 (12)堀江交差点  
 方向：d  
 天候：曇り

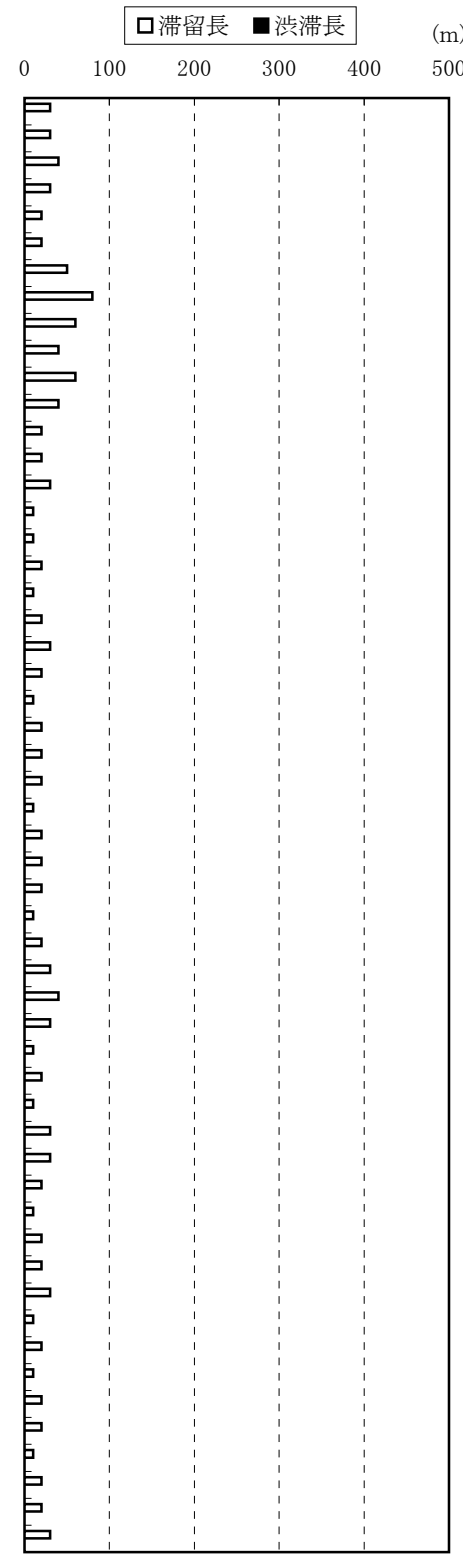


※ [Pattern] : 内の値は最大渋滞長

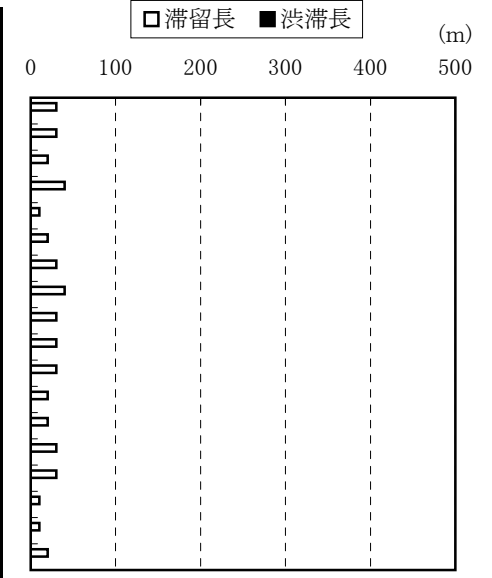
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 30         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 40         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 50         | 0          |          |
| 8:10     | 80         | 0          |          |
| 8:20     | 60         | 0          |          |
| 8:30     | 40         | 0          |          |
| 8:40     | 60         | 0          |          |
| 8:50     | 40         | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 30         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 20         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 30         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 20         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 20         | 0          |          |
| 11:40    | 20         | 0          |          |
| 11:50    | 20         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 30         | 0          |          |
| 12:30    | 40         | 0          |          |
| 12:40    | 30         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 30         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 30         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 20         | 0          |          |
| 15:40    | 20         | 0          |          |
| 15:50    | 30         | 0          |          |

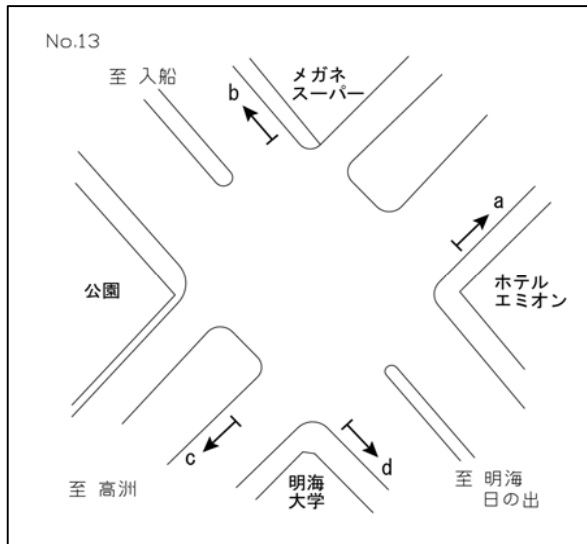


| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 30         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 20         | 0          |          |
| 16:30    | 40         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 30         | 0          |          |
| 17:10    | 40         | 0          |          |
| 17:20    | 30         | 0          |          |
| 17:30    | 30         | 0          |          |
| 17:40    | 30         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 30         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 20         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.13 (17)明海交差点  
 方向：a  
 天候：曇り

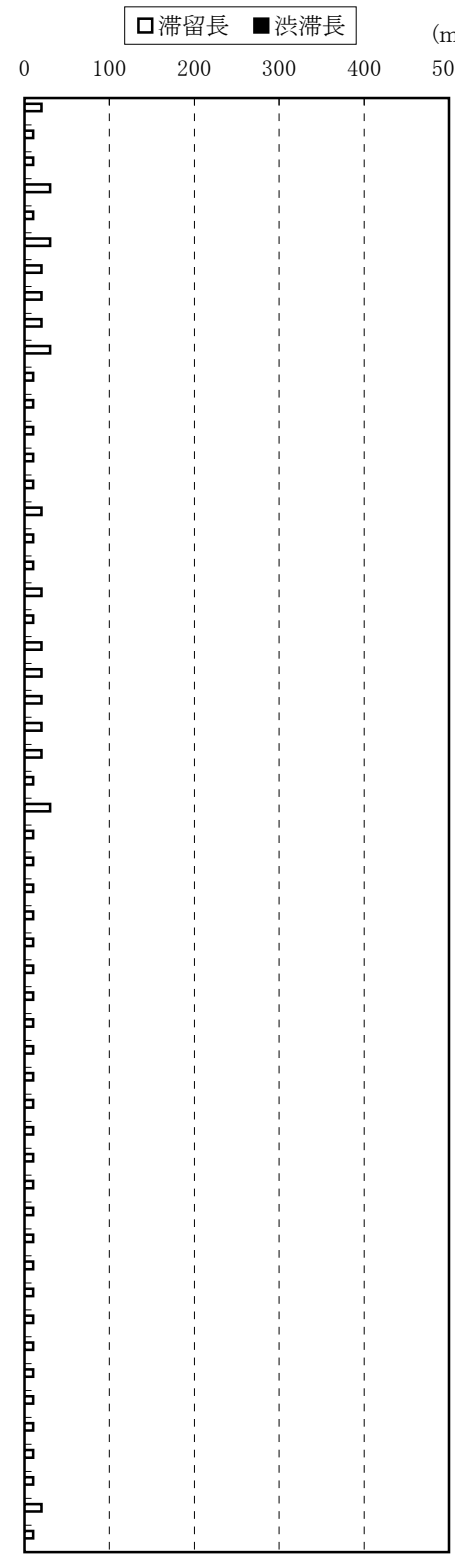


※ [Pattern] : 内の値は最大渋滞長

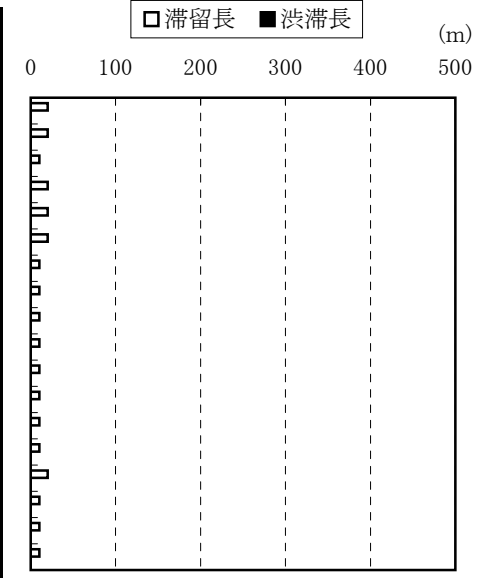
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 30         | 0          |          |
| 8:00     | 20         | 0          |          |
| 8:10     | 20         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 30         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 20         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 30         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 20         | 0          |          |
| 15:50    | 10         | 0          |          |

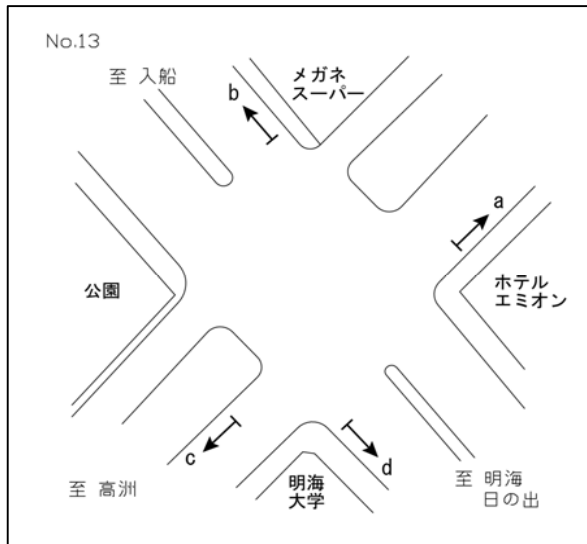


| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 20         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 20         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.13 (17)明海交差点  
 方向：b  
 天候：曇り

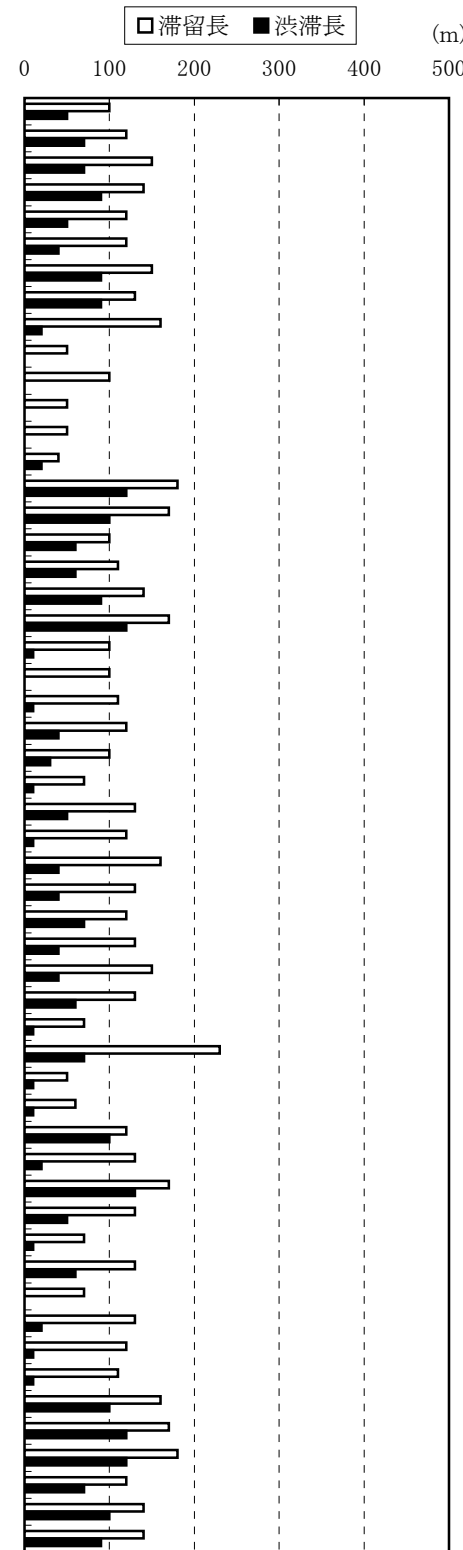


※ [格子] : 内の値は最大渋滞長

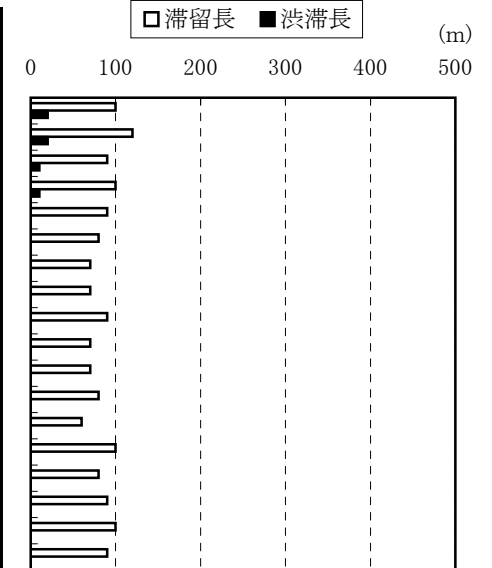
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            |              |
|----------|------------|------------|--------------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因     |
| 7:00     | 100        | 50         | 2, 5         |
| 7:10     | 120        | 70         | 2, 5         |
| 7:20     | 150        | 70         | 2, 5         |
| 7:30     | 140        | 90         | 2, 5         |
| 7:40     | 120        | 50         | 2, 5         |
| 7:50     | 120        | 40         | 2, 5         |
| 8:00     | 150        | 90         | 2, 5         |
| 8:10     | 130        | 90         | 2, 5         |
| 8:20     | 160        | 20         |              |
| 8:30     | 50         | 0          |              |
| 8:40     | 100        | 0          |              |
| 8:50     | 50         | 0          |              |
| 9:00     | 50         | 0          |              |
| 9:10     | 40         | 20         |              |
| 9:20     | 180        | 120        | 2, 5         |
| 9:30     | 170        | 100        | 2, 5         |
| 9:40     | 100        | 60         | 2, 5         |
| 9:50     | 110        | 60         | 2, 5         |
| 10:00    | 140        | 90         | 2, 5         |
| 10:10    | 170        | 120        | 2, 5         |
| 10:20    | 100        | 10         |              |
| 10:30    | 100        | 0          |              |
| 10:40    | 110        | 10         |              |
| 10:50    | 120        | 40         | 2, 16        |
| 11:00    | 100        | 30         | 2, 16        |
| 11:10    | 70         | 10         |              |
| 11:20    | 130        | 50         | 2, 16        |
| 11:30    | 120        | 10         |              |
| 11:40    | 160        | 40         | 2, 16        |
| 11:50    | 130        | 40         | 2, 5         |
| 12:00    | 120        | 70         | 2, 5         |
| 12:10    | 130        | 40         | 1, 2, 10, 16 |
| 12:20    | 150        | 40         | 1, 2, 5, 10  |
| 12:30    | 130        | 60         | 1, 2, 5, 10  |
| 12:40    | 70         | 10         |              |
| 12:50    | 230        | 70         | 1, 2, 10     |
| 13:00    | 50         | 10         |              |
| 13:10    | 60         | 10         |              |
| 13:20    | 120        | 100        | 2, 5         |
| 13:30    | 130        | 20         |              |
| 13:40    | 170        | 130        | 1, 2, 5, 10  |
| 13:50    | 130        | 50         | 1, 2, 5      |
| 14:00    | 70         | 10         |              |
| 14:10    | 130        | 60         | 2, 5         |
| 14:20    | 70         | 0          |              |
| 14:30    | 130        | 20         |              |
| 14:40    | 120        | 10         |              |
| 14:50    | 110        | 10         |              |
| 15:00    | 160        | 100        | 2, 5         |
| 15:10    | 170        | 120        | 2, 5         |
| 15:20    | 180        | 120        | 2, 5         |
| 15:30    | 120        | 70         | 2, 5         |
| 15:40    | 140        | 100        | 2, 5         |
| 15:50    | 140        | 90         | 2, 5         |

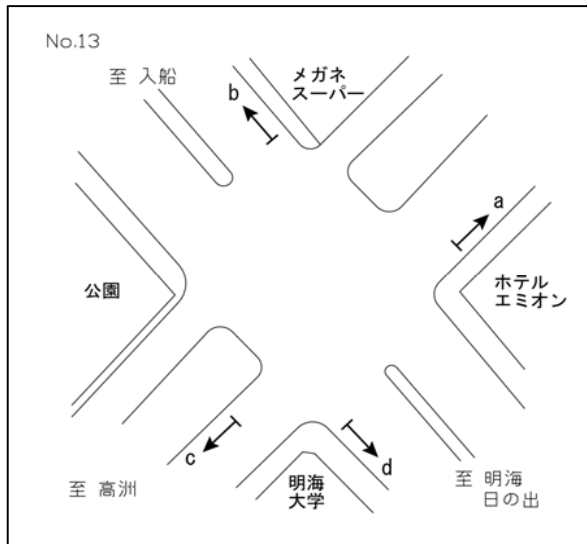


| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 100        | 20         |          |
| 16:10    | 120        | 20         |          |
| 16:20    | 90         | 10         |          |
| 16:30    | 100        | 10         |          |
| 16:40    | 90         | 0          |          |
| 16:50    | 80         | 0          |          |
| 17:00    | 70         | 0          |          |
| 17:10    | 70         | 0          |          |
| 17:20    | 90         | 0          |          |
| 17:30    | 70         | 0          |          |
| 17:40    | 70         | 0          |          |
| 17:50    | 80         | 0          |          |
| 18:00    | 60         | 0          |          |
| 18:10    | 100        | 0          |          |
| 18:20    | 80         | 0          |          |
| 18:30    | 90         | 0          |          |
| 18:40    | 100        | 0          |          |
| 18:50    | 90         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 13 (17)明海交差点  
 方向：c  
 天候：曇り

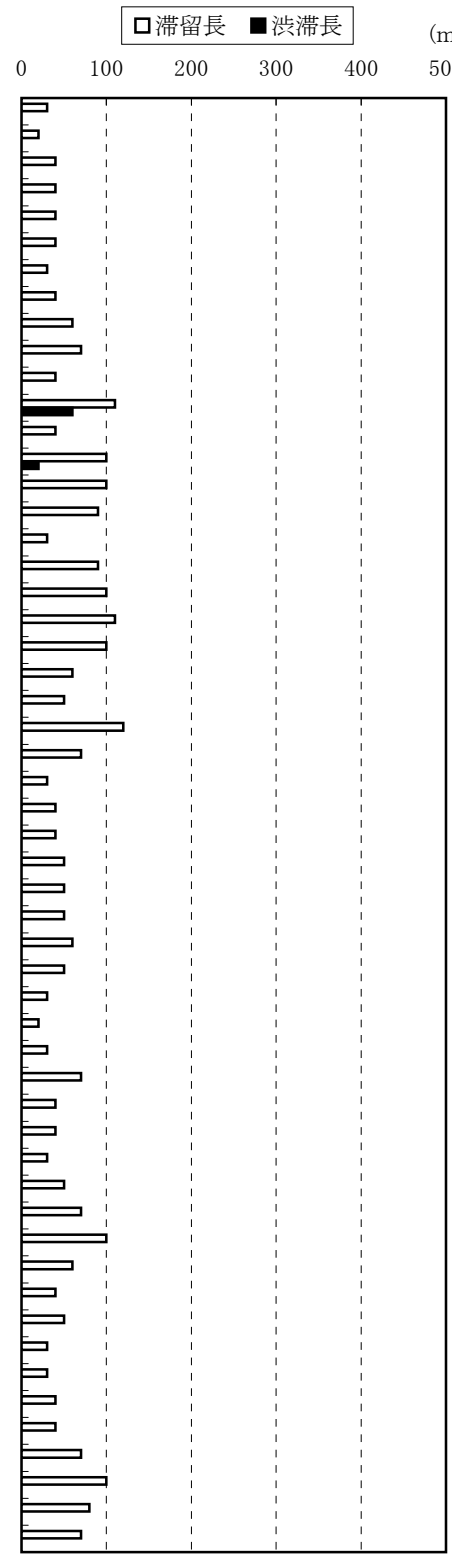


※ [Patterned Box] : 内の値は最大渋滞長

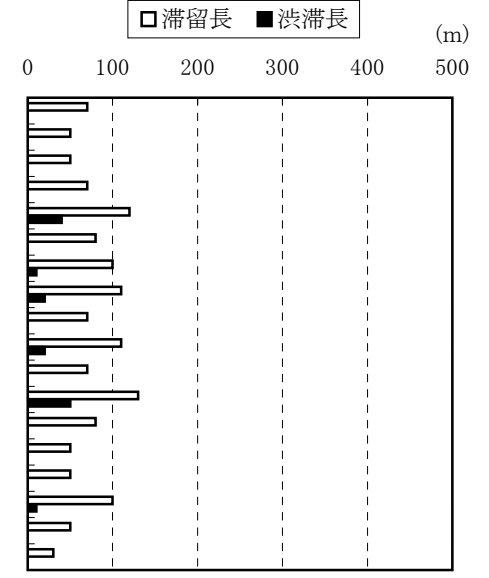
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 30         | 0          |          |
| 7:10     | 20         | 0          |          |
| 7:20     | 40         | 0          |          |
| 7:30     | 40         | 0          |          |
| 7:40     | 40         | 0          |          |
| 7:50     | 40         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 40         | 0          |          |
| 8:20     | 60         | 0          |          |
| 8:30     | 70         | 0          |          |
| 8:40     | 40         | 0          |          |
| 8:50     | 110        | 60         | 6, 7, 9  |
| 9:00     | 40         | 0          |          |
| 9:10     | 100        | 20         | 6        |
| 9:20     | 100        | 0          |          |
| 9:30     | 90         | 0          |          |
| 9:40     | 30         | 0          |          |
| 9:50     | 90         | 0          |          |
| 10:00    | 100        | 0          |          |
| 10:10    | 110        | 0          |          |
| 10:20    | 100        | 0          |          |
| 10:30    | 60         | 0          |          |
| 10:40    | 50         | 0          |          |
| 10:50    | 120        | 0          |          |
| 11:00    | 70         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 40         | 0          |          |
| 11:30    | 40         | 0          |          |
| 11:40    | 50         | 0          |          |
| 11:50    | 50         | 0          |          |
| 12:00    | 50         | 0          |          |
| 12:10    | 60         | 0          |          |
| 12:20    | 50         | 0          |          |
| 12:30    | 30         | 0          |          |
| 12:40    | 20         | 0          |          |
| 12:50    | 30         | 0          |          |
| 13:00    | 70         | 0          |          |
| 13:10    | 40         | 0          |          |
| 13:20    | 40         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 50         | 0          |          |
| 13:50    | 70         | 0          |          |
| 14:00    | 100        | 0          |          |
| 14:10    | 60         | 0          |          |
| 14:20    | 40         | 0          |          |
| 14:30    | 50         | 0          |          |
| 14:40    | 30         | 0          |          |
| 14:50    | 30         | 0          |          |
| 15:00    | 40         | 0          |          |
| 15:10    | 40         | 0          |          |
| 15:20    | 70         | 0          |          |
| 15:30    | 100        | 0          |          |
| 15:40    | 80         | 0          |          |
| 15:50    | 70         | 0          |          |

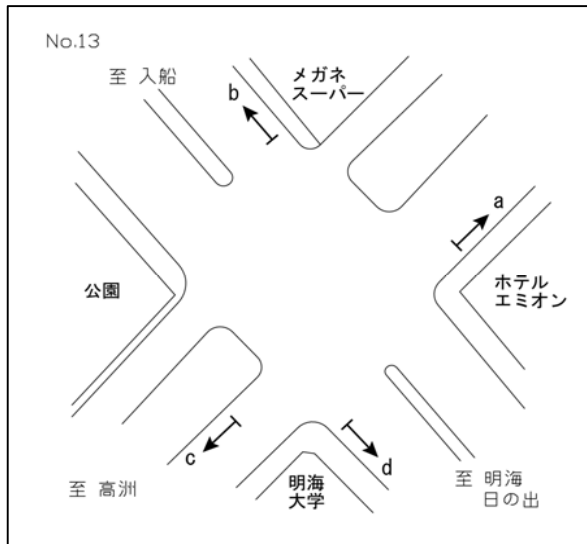


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 70         | 0          |          |
| 16:10    | 50         | 0          |          |
| 16:20    | 50         | 0          |          |
| 16:30    | 70         | 0          |          |
| 16:40    | 120        | 40         | 6        |
| 16:50    | 80         | 0          |          |
| 17:00    | 100        | 10         | 6, 9     |
| 17:10    | 110        | 20         | 6, 9     |
| 17:20    | 70         | 0          |          |
| 17:30    | 110        | 20         | 6, 9     |
| 17:40    | 70         | 0          |          |
| 17:50    | 130        | 50         | 6, 9     |
| 18:00    | 80         | 0          |          |
| 18:10    | 50         | 0          |          |
| 18:20    | 50         | 0          |          |
| 18:30    | 100        | 10         | 6, 9     |
| 18:40    | 50         | 0          |          |
| 18:50    | 30         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 13 (17)明海交差点  
 方向：d  
 天候：曇り

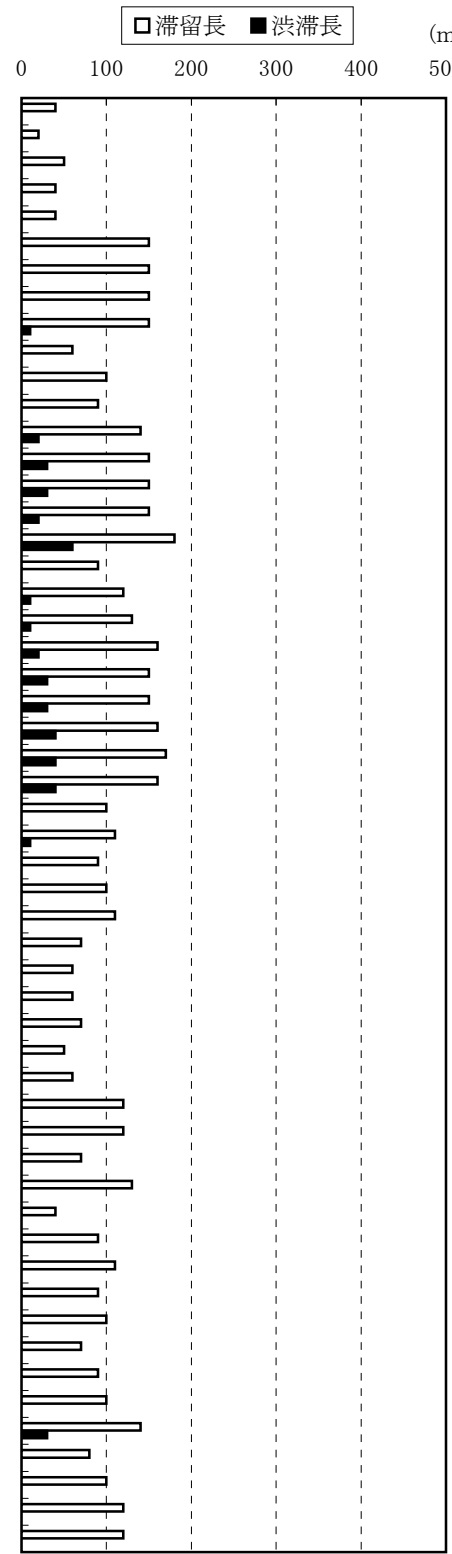


※ [Pattern] : 内の値は最大渋滞長

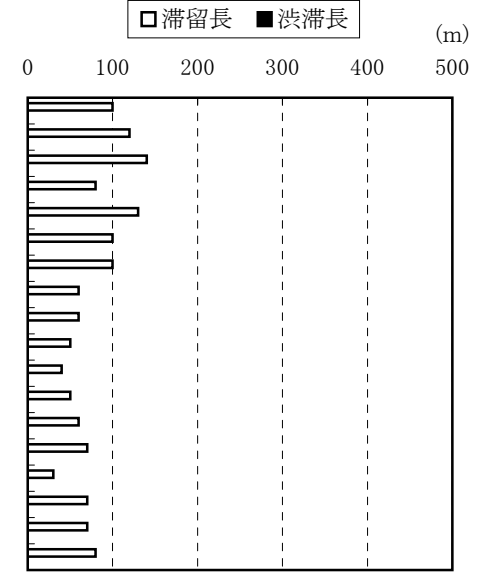
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 40         | 0          |          |
| 7:10     | 20         | 0          |          |
| 7:20     | 50         | 0          |          |
| 7:30     | 40         | 0          |          |
| 7:40     | 40         | 0          |          |
| 7:50     | 150        | 0          |          |
| 8:00     | 150        | 0          |          |
| 8:10     | 150        | 0          |          |
| 8:20     | 150        | 10         | 1, 2     |
| 8:30     | 60         | 0          |          |
| 8:40     | 100        | 0          |          |
| 8:50     | 90         | 0          |          |
| 9:00     | 140        | 20         | 1, 2     |
| 9:10     | 150        | 30         | 1, 2     |
| 9:20     | 150        | 30         | 1, 2     |
| 9:30     | 150        | 20         | 1, 2     |
| 9:40     | 180        | 60         | 1, 2     |
| 9:50     | 90         | 0          |          |
| 10:00    | 120        | 10         | 1, 2     |
| 10:10    | 130        | 10         | 1, 2     |
| 10:20    | 160        | 20         | 1, 2     |
| 10:30    | 150        | 30         | 1, 2     |
| 10:40    | 150        | 30         | 1, 2     |
| 10:50    | 160        | 40         | 1, 2     |
| 11:00    | 170        | 40         | 2, 12    |
| 11:10    | 160        | 40         | 2, 12    |
| 11:20    | 100        | 0          |          |
| 11:30    | 110        | 10         | 2, 12    |
| 11:40    | 90         | 0          |          |
| 11:50    | 100        | 0          |          |
| 12:00    | 110        | 0          |          |
| 12:10    | 70         | 0          |          |
| 12:20    | 60         | 0          |          |
| 12:30    | 60         | 0          |          |
| 12:40    | 70         | 0          |          |
| 12:50    | 50         | 0          |          |
| 13:00    | 60         | 0          |          |
| 13:10    | 120        | 0          |          |
| 13:20    | 120        | 0          |          |
| 13:30    | 70         | 0          |          |
| 13:40    | 130        | 0          |          |
| 13:50    | 40         | 0          |          |
| 14:00    | 90         | 0          |          |
| 14:10    | 110        | 0          |          |
| 14:20    | 90         | 0          |          |
| 14:30    | 100        | 0          |          |
| 14:40    | 70         | 0          |          |
| 14:50    | 90         | 0          |          |
| 15:00    | 100        | 0          |          |
| 15:10    | 140        | 30         | 1, 2     |
| 15:20    | 80         | 0          |          |
| 15:30    | 100        | 0          |          |
| 15:40    | 120        | 0          |          |
| 15:50    | 120        | 0          |          |

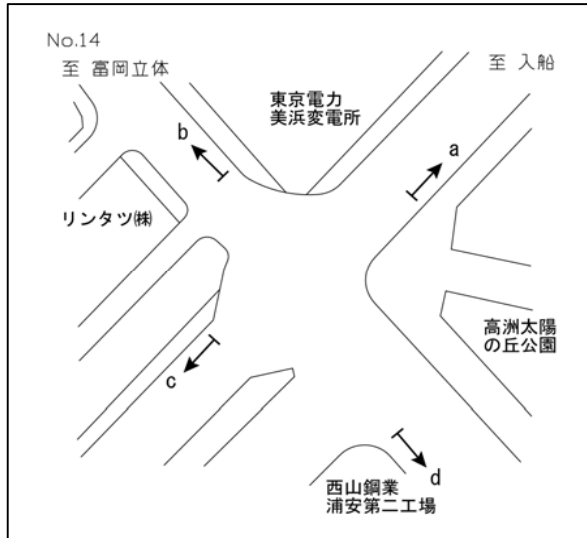


| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 100        | 0          |          |
| 16:10    | 120        | 0          |          |
| 16:20    | 140        | 0          |          |
| 16:30    | 80         | 0          |          |
| 16:40    | 130        | 0          |          |
| 16:50    | 100        | 0          |          |
| 17:00    | 100        | 0          |          |
| 17:10    | 60         | 0          |          |
| 17:20    | 60         | 0          |          |
| 17:30    | 50         | 0          |          |
| 17:40    | 40         | 0          |          |
| 17:50    | 50         | 0          |          |
| 18:00    | 60         | 0          |          |
| 18:10    | 70         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 70         | 0          |          |
| 18:40    | 70         | 0          |          |
| 18:50    | 80         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.14 (18)高洲太陽の丘公園前交差点  
 方向：a  
 天候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

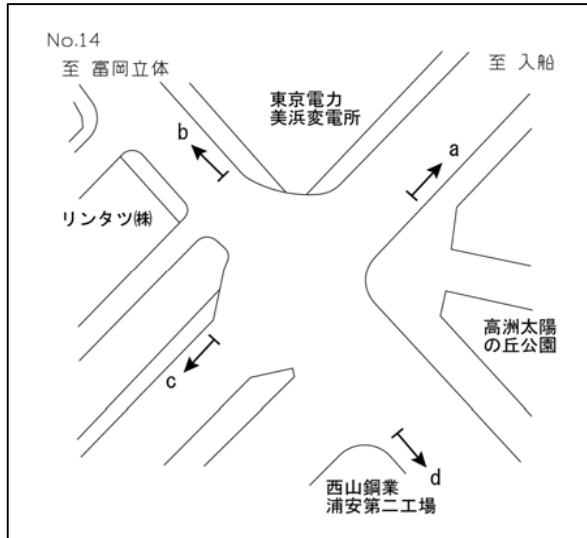
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 20         | 0          |          |
| 7:20     | 40         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 50         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 30         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 30         | 0          |          |
| 8:40     | 30         | 0          |          |
| 8:50     | 50         | 0          |          |
| 9:00     | 40         | 0          |          |
| 9:10     | 40         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 30         | 0          |          |
| 10:00    | 30         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 30         | 0          |          |
| 10:30    | 30         | 0          |          |
| 10:40    | 30         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 30         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 20         | 0          |          |
| 11:50    | 20         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 30         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 30         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 30         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 20         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 20         | 0          |          |
| 15:30    | 20         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 20         | 0          |          |

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 40         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No.14 (18)高洲太陽の丘公園前交差点  
 方向：b  
 天候：曇り

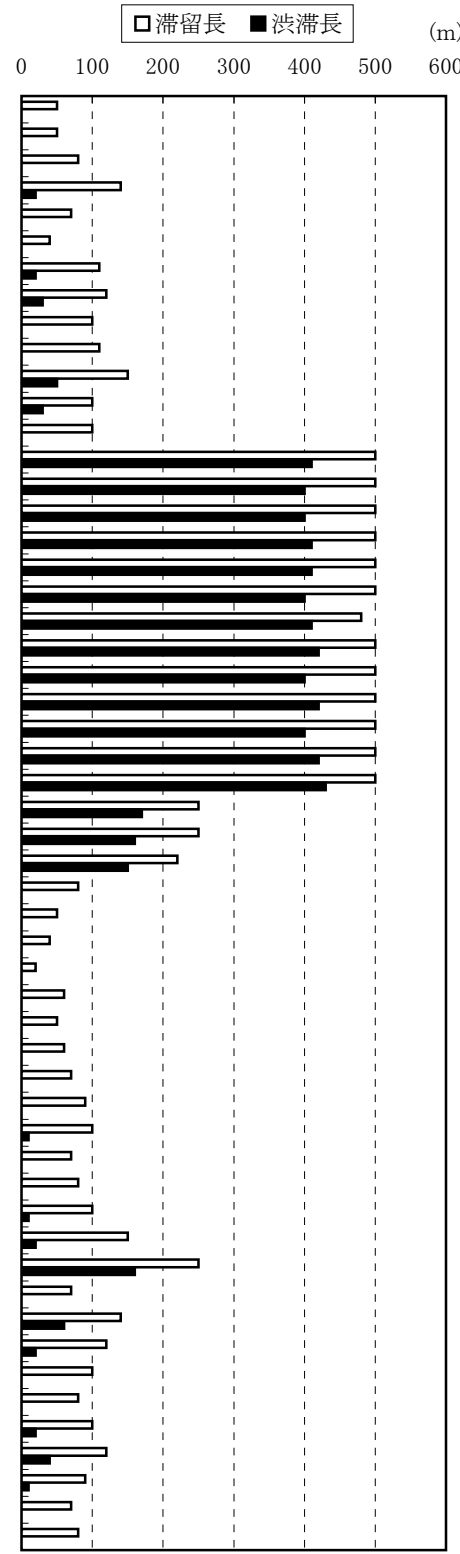


※ [Pattern] : 内の値は最大渋滞長

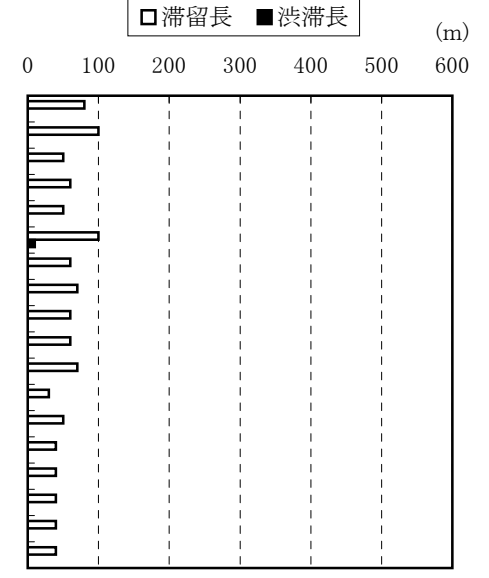
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            |            |
|----------|------------|------------|------------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因   |
| 7:00     | 50         | 0          |            |
| 7:10     | 50         | 0          |            |
| 7:20     | 80         | 0          |            |
| 7:30     | 140        | 20         | 5          |
| 7:40     | 70         | 0          |            |
| 7:50     | 40         | 0          |            |
| 8:00     | 110        | 20         | 5, 7       |
| 8:10     | 120        | 30         | 5, 7       |
| 8:20     | 100        | 0          |            |
| 8:30     | 110        | 0          |            |
| 8:40     | 150        | 50         | 5, 7       |
| 8:50     | 100        | 30         | 5, 7       |
| 9:00     | 100        | 0          |            |
| 9:10     | 500        | 410        | 12, 13, 16 |
| 9:20     | 500        | 400        | 12, 13, 16 |
| 9:30     | 500        | 400        | 12, 13, 16 |
| 9:40     | 500        | 410        | 12, 13, 16 |
| 9:50     | 500        | 410        | 12, 13, 16 |
| 10:00    | 500        | 400        | 12, 13, 16 |
| 10:10    | 480        | 410        | 12, 13, 16 |
| 10:20    | 500        | 420        | 12, 13, 16 |
| 10:30    | 500        | 400        | 12, 13, 16 |
| 10:40    | 500        | 420        | 12, 13, 16 |
| 10:50    | 500        | 400        | 12, 13, 16 |
| 11:00    | 500        | 420        | 12, 13, 16 |
| 11:10    | 500        | 430        | 12, 13, 16 |
| 11:20    | 250        | 170        | 12, 13, 16 |
| 11:30    | 250        | 160        | 12, 13, 16 |
| 11:40    | 220        | 150        | 12, 13, 16 |
| 11:50    | 80         | 0          |            |
| 12:00    | 50         | 0          |            |
| 12:10    | 40         | 0          |            |
| 12:20    | 20         | 0          |            |
| 12:30    | 60         | 0          |            |
| 12:40    | 50         | 0          |            |
| 12:50    | 60         | 0          |            |
| 13:00    | 70         | 0          |            |
| 13:10    | 90         | 0          |            |
| 13:20    | 100        | 10         | 12, 13, 16 |
| 13:30    | 70         | 0          |            |
| 13:40    | 80         | 0          |            |
| 13:50    | 100        | 10         | 12, 13, 16 |
| 14:00    | 150        | 20         | 12, 13, 16 |
| 14:10    | 250        | 160        | 12, 13, 16 |
| 14:20    | 70         | 0          |            |
| 14:30    | 140        | 60         | 12, 13, 16 |
| 14:40    | 120        | 20         | 12, 13, 16 |
| 14:50    | 100        | 0          |            |
| 15:00    | 80         | 0          |            |
| 15:10    | 100        | 20         | 12, 13, 16 |
| 15:20    | 120        | 40         | 12, 13, 16 |
| 15:30    | 90         | 10         | 12, 13, 16 |
| 15:40    | 70         | 0          |            |
| 15:50    | 80         | 0          |            |

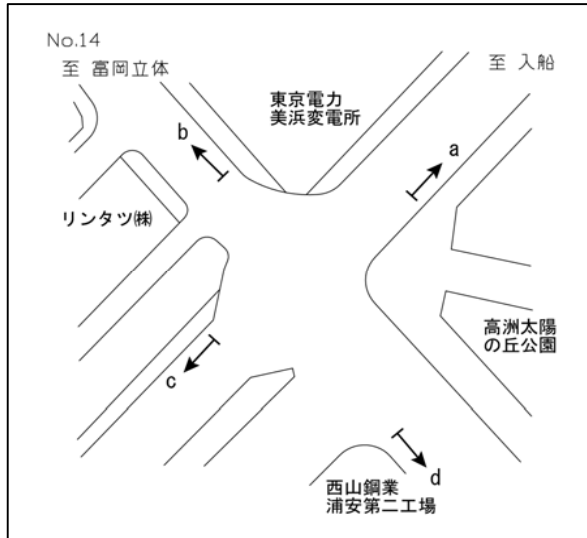


| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 80         | 0          |          |
| 16:10    | 100        | 0          |          |
| 16:20    | 50         | 0          |          |
| 16:30    | 60         | 0          |          |
| 16:40    | 50         | 0          |          |
| 16:50    | 100        | 10         | 5, 7     |
| 17:00    | 60         | 0          |          |
| 17:10    | 70         | 0          |          |
| 17:20    | 60         | 0          |          |
| 17:30    | 60         | 0          |          |
| 17:40    | 70         | 0          |          |
| 17:50    | 30         | 0          |          |
| 18:00    | 50         | 0          |          |
| 18:10    | 40         | 0          |          |
| 18:20    | 40         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 40         | 0          |          |
| 18:50    | 40         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 14 (18)高洲太陽の丘公園前交差点  
 方向：c  
 天候：曇り

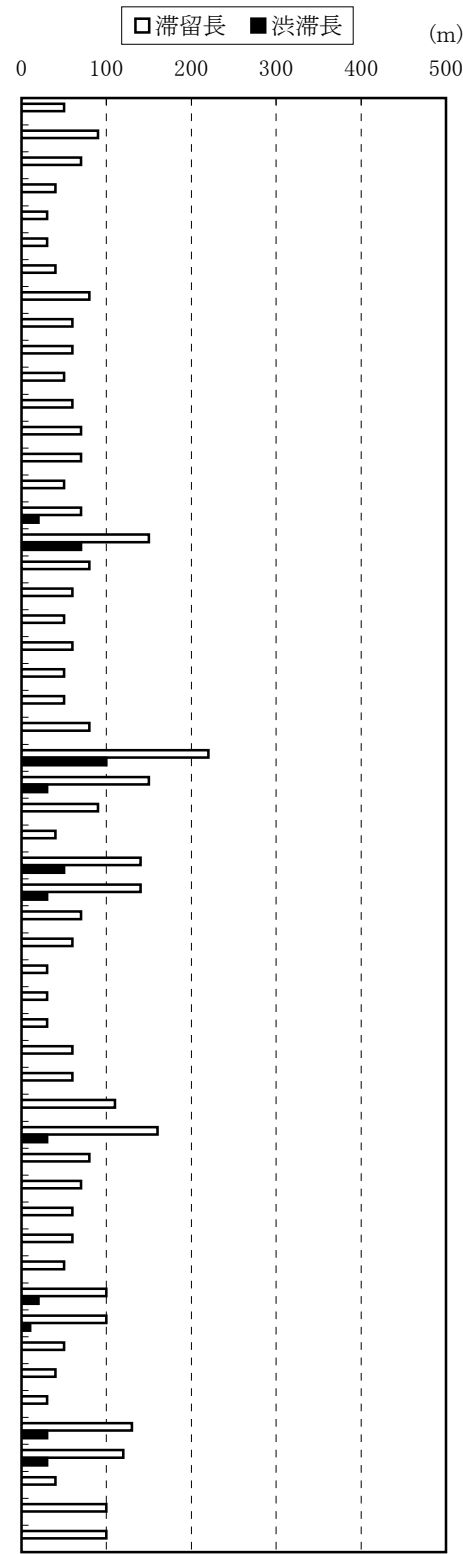


※ [Pattern] : 内の値は最大渋滞長

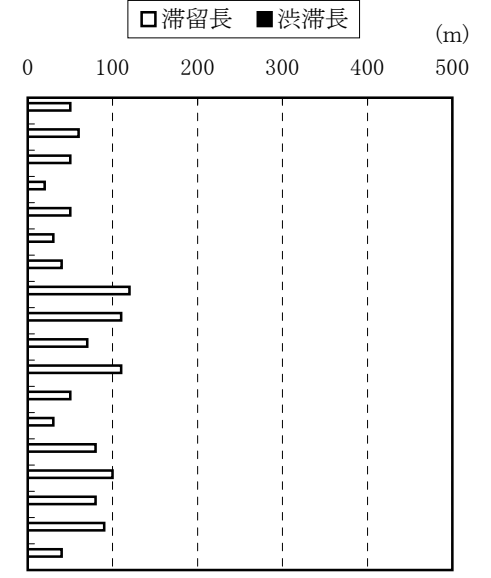
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |              |
|----------|------------|------------|--------------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因     |
| 7:00     | 50         | 0          |              |
| 7:10     | 90         | 0          |              |
| 7:20     | 70         | 0          |              |
| 7:30     | 40         | 0          |              |
| 7:40     | 30         | 0          |              |
| 7:50     | 30         | 0          |              |
| 8:00     | 40         | 0          |              |
| 8:10     | 80         | 0          |              |
| 8:20     | 60         | 0          |              |
| 8:30     | 60         | 0          |              |
| 8:40     | 50         | 0          |              |
| 8:50     | 60         | 0          |              |
| 9:00     | 70         | 0          |              |
| 9:10     | 70         | 0          |              |
| 9:20     | 50         | 0          |              |
| 9:30     | 70         | 20         | 5, 12, 16    |
| 9:40     | 150        | 70         | 5, 12, 16    |
| 9:50     | 80         | 0          |              |
| 10:00    | 60         | 0          |              |
| 10:10    | 50         | 0          |              |
| 10:20    | 60         | 0          |              |
| 10:30    | 50         | 0          |              |
| 10:40    | 50         | 0          |              |
| 10:50    | 80         | 0          |              |
| 11:00    | 220        | 100        | 6, 7, 12, 16 |
| 11:10    | 150        | 30         | 6, 7, 12, 16 |
| 11:20    | 90         | 0          |              |
| 11:30    | 40         | 0          |              |
| 11:40    | 140        | 50         | 6, 7, 12, 16 |
| 11:50    | 140        | 30         | 6, 7, 12, 16 |
| 12:00    | 70         | 0          |              |
| 12:10    | 60         | 0          |              |
| 12:20    | 30         | 0          |              |
| 12:30    | 30         | 0          |              |
| 12:40    | 30         | 0          |              |
| 12:50    | 60         | 0          |              |
| 13:00    | 60         | 0          |              |
| 13:10    | 110        | 0          |              |
| 13:20    | 160        | 30         | 6, 7, 12, 16 |
| 13:30    | 80         | 0          |              |
| 13:40    | 70         | 0          |              |
| 13:50    | 60         | 0          |              |
| 14:00    | 60         | 0          |              |
| 14:10    | 50         | 0          |              |
| 14:20    | 100        | 20         | 6, 7, 12, 16 |
| 14:30    | 100        | 10         | 6, 7, 12, 16 |
| 14:40    | 50         | 0          |              |
| 14:50    | 40         | 0          |              |
| 15:00    | 30         | 0          |              |
| 15:10    | 130        | 30         | 6, 7, 12, 16 |
| 15:20    | 120        | 30         | 6, 7, 12, 16 |
| 15:30    | 40         | 0          |              |
| 15:40    | 100        | 0          |              |
| 15:50    | 100        | 0          |              |



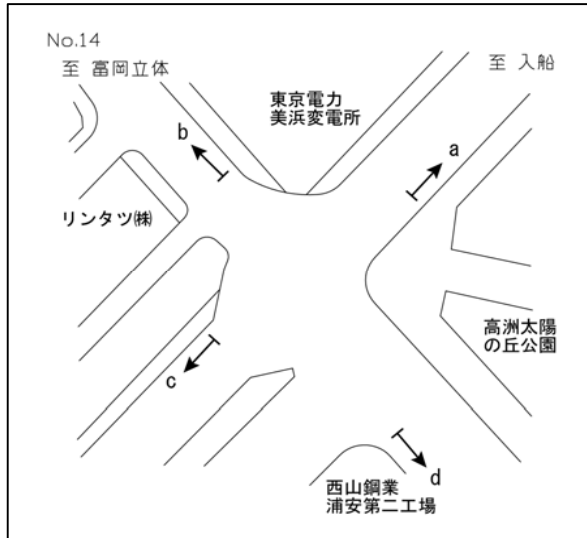
| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 50         | 0          |          |
| 16:10    | 60         | 0          |          |
| 16:20    | 50         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 50         | 0          |          |
| 16:50    | 30         | 0          |          |
| 17:00    | 40         | 0          |          |
| 17:10    | 120        | 0          |          |
| 17:20    | 110        | 0          |          |
| 17:30    | 70         | 0          |          |
| 17:40    | 110        | 0          |          |
| 17:50    | 50         | 0          |          |
| 18:00    | 30         | 0          |          |
| 18:10    | 80         | 0          |          |
| 18:20    | 100        | 0          |          |
| 18:30    | 80         | 0          |          |
| 18:40    | 90         | 0          |          |
| 18:50    | 40         | 0          |          |





# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 14 (18)高洲太陽の丘公園前交差点  
 方向：d  
 天候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

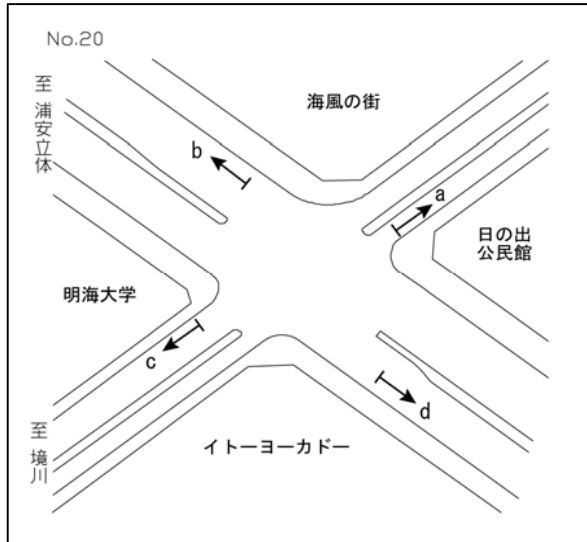
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 20         | 0          |          |
| 7:20     | 20         | 0          |          |
| 7:30     | 50         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 70         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 60         | 0          |          |
| 8:20     | 40         | 0          |          |
| 8:30     | 30         | 0          |          |
| 8:40     | 30         | 0          |          |
| 8:50     | 50         | 0          |          |
| 9:00     | 50         | 0          |          |
| 9:10     | 80         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 30         | 0          |          |
| 9:40     | 70         | 20         | 12, 16   |
| 9:50     | 90         | 0          |          |
| 10:00    | 60         | 0          |          |
| 10:10    | 40         | 0          |          |
| 10:20    | 30         | 0          |          |
| 10:30    | 80         | 30         | 12, 16   |
| 10:40    | 100        | 0          |          |
| 10:50    | 120        | 50         | 12, 16   |
| 11:00    | 90         | 0          |          |
| 11:10    | 110        | 20         | 12, 16   |
| 11:20    | 50         | 0          |          |
| 11:30    | 30         | 0          |          |
| 11:40    | 50         | 0          |          |
| 11:50    | 60         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 30         | 0          |          |
| 12:20    | 20         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 40         | 0          |          |
| 13:10    | 50         | 0          |          |
| 13:20    | 60         | 0          |          |
| 13:30    | 40         | 0          |          |
| 13:40    | 50         | 0          |          |
| 13:50    | 30         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 40         | 0          |          |
| 14:50    | 30         | 0          |          |
| 15:00    | 30         | 0          |          |
| 15:10    | 40         | 0          |          |
| 15:20    | 50         | 0          |          |
| 15:30    | 40         | 0          |          |
| 15:40    | 30         | 0          |          |
| 15:50    | 30         | 0          |          |

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 30         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 40         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 30         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 30         | 0          |          |
| 17:20    | 30         | 0          |          |
| 17:30    | 40         | 0          |          |
| 17:40    | 30         | 0          |          |
| 17:50    | 40         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 20         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 30         | 0          |          |
| 18:40    | 30         | 0          |          |
| 18:50    | 10         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 20 (26)日の出公民館前交差点  
 方向：a  
 天候：曇り

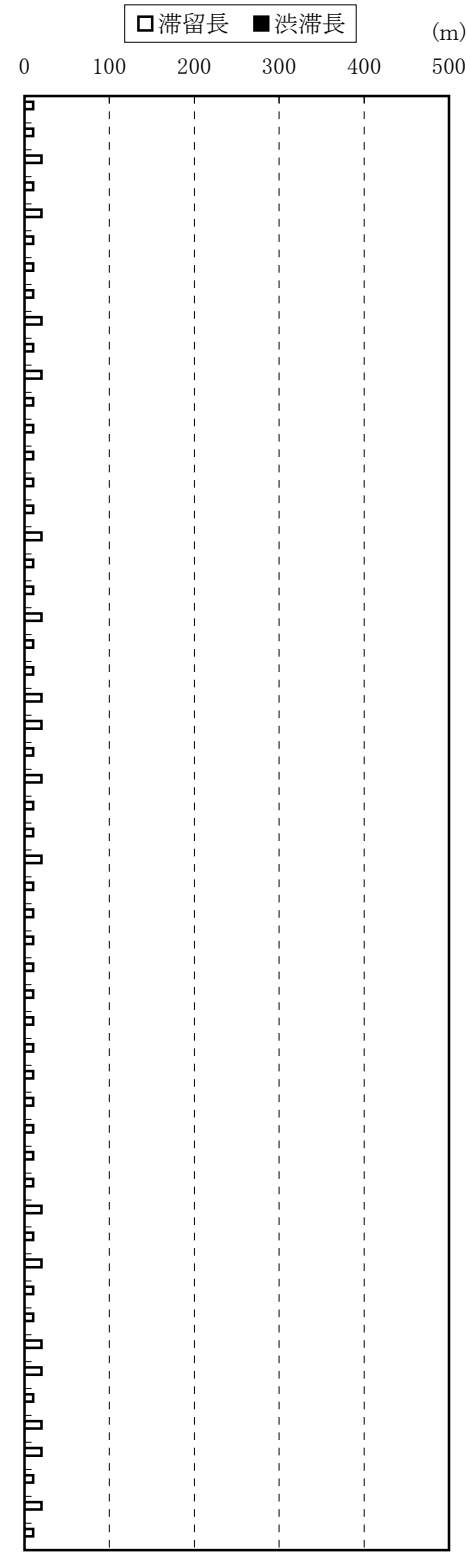


※ [Pattern] : 内の値は最大渋滞長

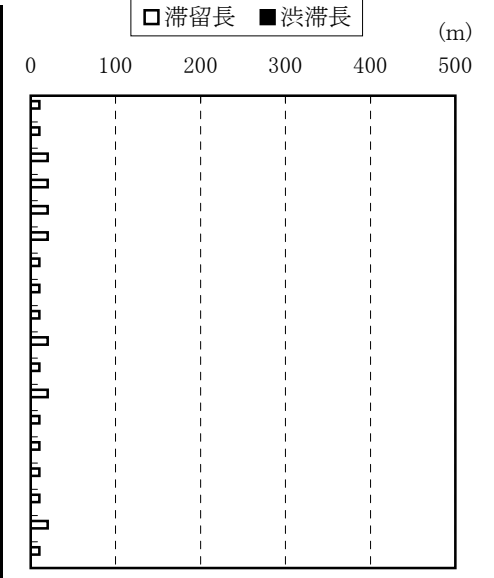
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 20         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 20         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 20         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 20         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 20         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 20         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 20         | 0          |          |
| 15:50    | 10         | 0          |          |

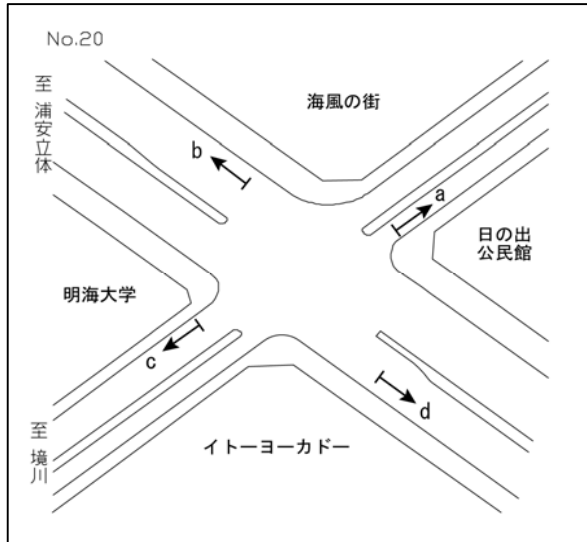


| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 20         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 20         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 20 (26)日の出公民館前交差点  
 方向：b  
 天候：曇り

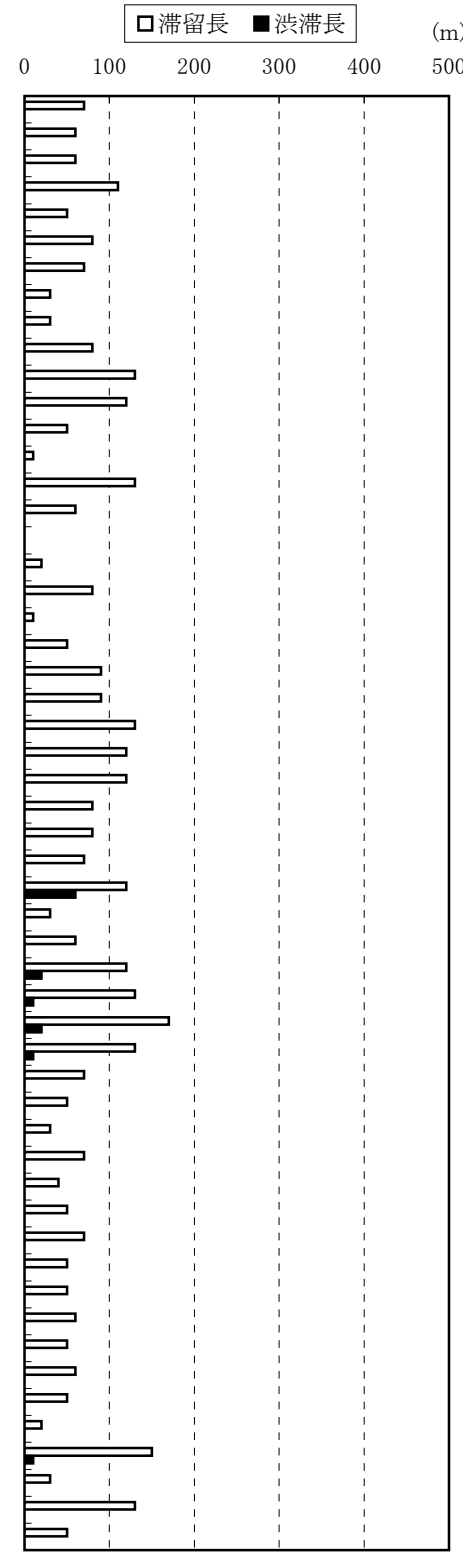


※ [Patterned Box] : 内の値は最大渋滞長

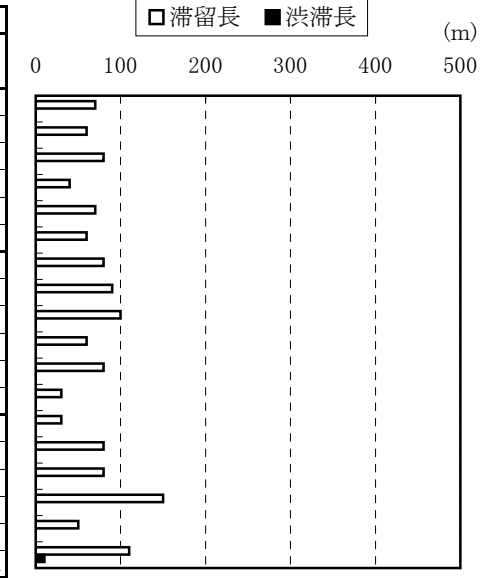
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            |               |
|----------|------------|------------|---------------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因      |
| 7:00     | 70         | 0          |               |
| 7:10     | 60         | 0          |               |
| 7:20     | 60         | 0          |               |
| 7:30     | 110        | 0          |               |
| 7:40     | 50         | 0          |               |
| 7:50     | 80         | 0          |               |
| 8:00     | 70         | 0          |               |
| 8:10     | 30         | 0          |               |
| 8:20     | 30         | 0          |               |
| 8:30     | 80         | 0          |               |
| 8:40     | 130        | 0          |               |
| 8:50     | 120        | 0          |               |
| 9:00     | 50         | 0          |               |
| 9:10     | 10         | 0          |               |
| 9:20     | 130        | 0          |               |
| 9:30     | 60         | 0          |               |
| 9:40     | 0          | 0          |               |
| 9:50     | 20         | 0          |               |
| 10:00    | 80         | 0          |               |
| 10:10    | 10         | 0          |               |
| 10:20    | 50         | 0          |               |
| 10:30    | 90         | 0          |               |
| 10:40    | 90         | 0          |               |
| 10:50    | 130        | 0          |               |
| 11:00    | 120        | 0          |               |
| 11:10    | 120        | 0          |               |
| 11:20    | 80         | 0          |               |
| 11:30    | 80         | 0          |               |
| 11:40    | 70         | 0          |               |
| 11:50    | 120        | 60         | 1, 7, 12      |
| 12:00    | 30         | 0          |               |
| 12:10    | 60         | 0          |               |
| 12:20    | 120        | 20         | 1, 7, 11, 12  |
| 12:30    | 130        | 10         | 1, 7, 12      |
| 12:40    | 170        | 20         | 1, 7, 12      |
| 12:50    | 130        | 10         | 1, 12         |
| 13:00    | 70         | 0          |               |
| 13:10    | 50         | 0          |               |
| 13:20    | 30         | 0          |               |
| 13:30    | 70         | 0          |               |
| 13:40    | 40         | 0          |               |
| 13:50    | 50         | 0          |               |
| 14:00    | 70         | 0          |               |
| 14:10    | 50         | 0          |               |
| 14:20    | 50         | 0          |               |
| 14:30    | 60         | 0          |               |
| 14:40    | 50         | 0          |               |
| 14:50    | 60         | 0          |               |
| 15:00    | 50         | 0          |               |
| 15:10    | 20         | 0          |               |
| 15:20    | 150        | 10         | 1, 10, 12, 16 |
| 15:30    | 30         | 0          |               |
| 15:40    | 130        | 0          |               |
| 15:50    | 50         | 0          |               |

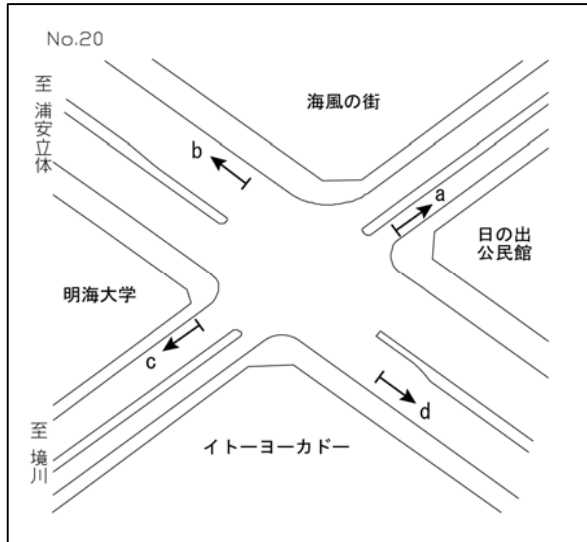


| 項目<br>時間 | 流入方向：b     |            |             |
|----------|------------|------------|-------------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因    |
| 16:00    | 70         | 0          |             |
| 16:10    | 60         | 0          |             |
| 16:20    | 80         | 0          |             |
| 16:30    | 40         | 0          |             |
| 16:40    | 70         | 0          |             |
| 16:50    | 60         | 0          |             |
| 17:00    | 80         | 0          |             |
| 17:10    | 90         | 0          |             |
| 17:20    | 100        | 0          |             |
| 17:30    | 60         | 0          |             |
| 17:40    | 80         | 0          |             |
| 17:50    | 30         | 0          |             |
| 18:00    | 30         | 0          |             |
| 18:10    | 80         | 0          |             |
| 18:20    | 80         | 0          |             |
| 18:30    | 150        | 0          |             |
| 18:40    | 50         | 0          |             |
| 18:50    | 110        | 10         | 1, 2, 5, 11 |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 20 (26)日の出公民館前交差点  
 方向：c  
 天候：曇り

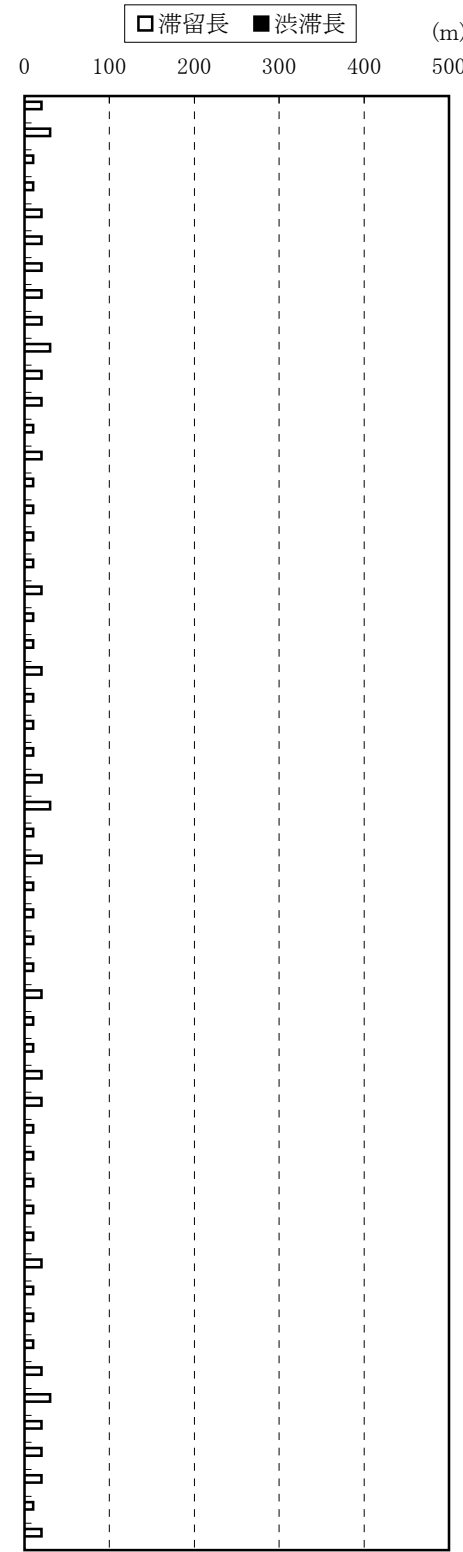


※ [Pattern] : 内の値は最大渋滞長

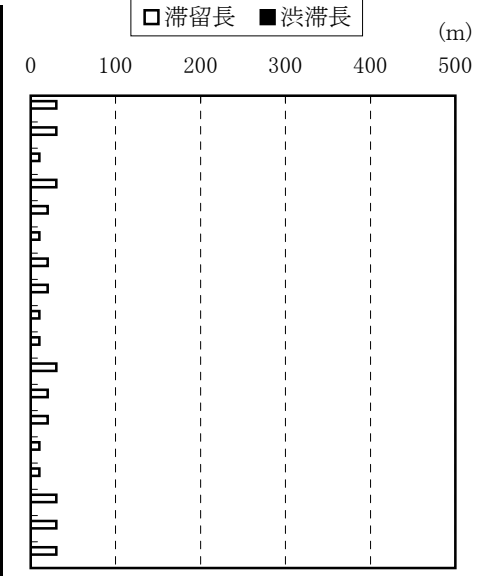
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 20         | 0          |          |
| 8:10     | 20         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 30         | 0          |          |
| 8:40     | 20         | 0          |          |
| 8:50     | 20         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 20         | 0          |          |
| 11:20    | 30         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 20         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 20         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 20         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 30         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 20         | 0          |          |
| 15:30    | 20         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 20         | 0          |          |

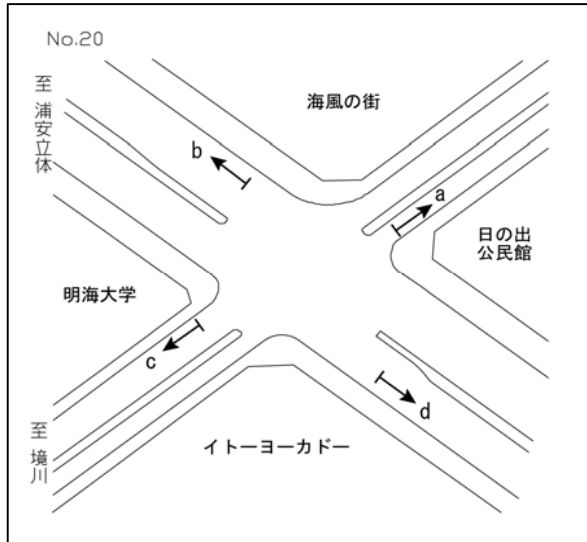


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 30         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 30         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 30         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 30         | 0          |          |
| 18:40    | 30         | 0          |          |
| 18:50    | 30         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 20 (26)日の出公民館前交差点  
 方向：d  
 天候：曇り

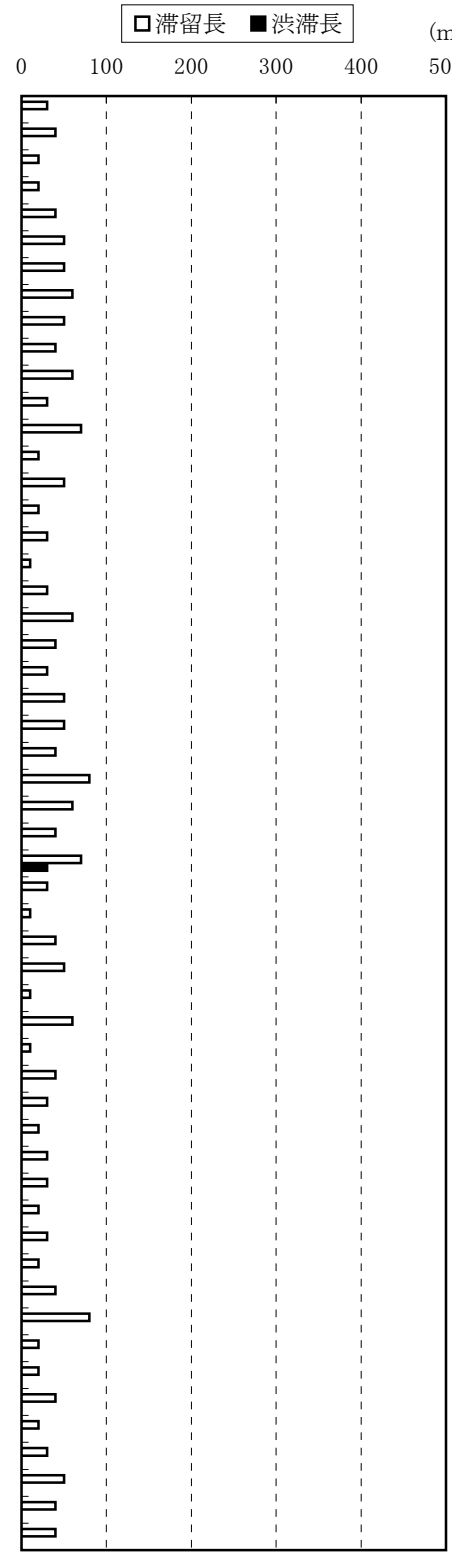


※ [Pattern] : 内の値は最大渋滞長

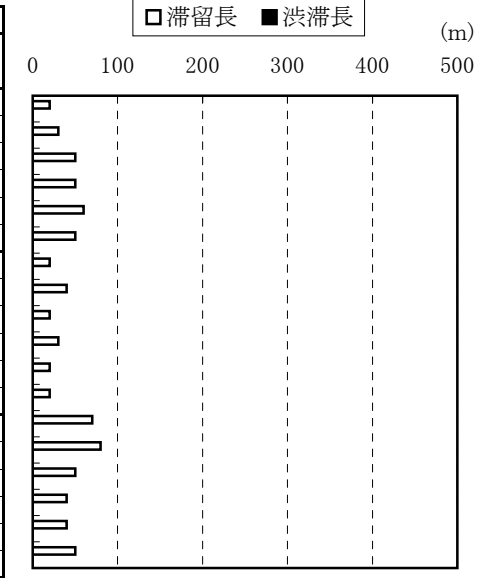
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 30         | 0          |          |
| 7:10     | 40         | 0          |          |
| 7:20     | 20         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 40         | 0          |          |
| 7:50     | 50         | 0          |          |
| 8:00     | 50         | 0          |          |
| 8:10     | 60         | 0          |          |
| 8:20     | 50         | 0          |          |
| 8:30     | 40         | 0          |          |
| 8:40     | 60         | 0          |          |
| 8:50     | 30         | 0          |          |
| 9:00     | 70         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 50         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 30         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 30         | 0          |          |
| 10:10    | 60         | 0          |          |
| 10:20    | 40         | 0          |          |
| 10:30    | 30         | 0          |          |
| 10:40    | 50         | 0          |          |
| 10:50    | 50         | 0          |          |
| 11:00    | 40         | 0          |          |
| 11:10    | 80         | 0          |          |
| 11:20    | 60         | 0          |          |
| 11:30    | 40         | 0          |          |
| 11:40    | 70         | 30         | 16       |
| 11:50    | 30         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 40         | 0          |          |
| 12:20    | 50         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 60         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 40         | 0          |          |
| 13:10    | 30         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 30         | 0          |          |
| 13:40    | 30         | 0          |          |
| 13:50    | 20         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 40         | 0          |          |
| 14:30    | 80         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 40         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 50         | 0          |          |
| 15:40    | 40         | 0          |          |
| 15:50    | 40         | 0          |          |

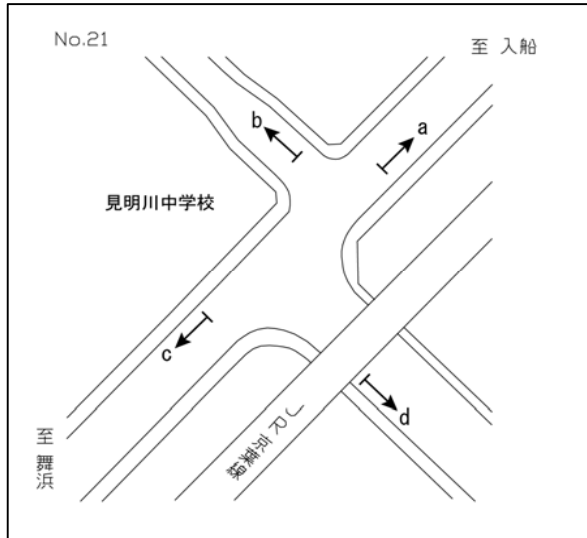


| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 50         | 0          |          |
| 16:30    | 50         | 0          |          |
| 16:40    | 60         | 0          |          |
| 16:50    | 50         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 40         | 0          |          |
| 17:20    | 20         | 0          |          |
| 17:30    | 30         | 0          |          |
| 17:40    | 20         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 70         | 0          |          |
| 18:10    | 80         | 0          |          |
| 18:20    | 50         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 40         | 0          |          |
| 18:50    | 50         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 21 (16)見明川中学校交差点  
 方向：a  
 天候：曇り



※ [Patterned Box] : 内の値は最大渋滞長

※渋滞原因凡例

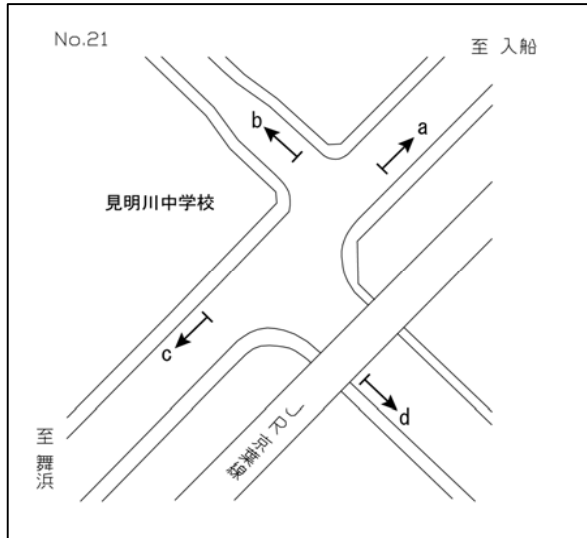
- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：a     |            |          | 0 | 100 | 200 | 300 | 400 | 500 |
|----------|------------|------------|----------|---|-----|-----|-----|-----|-----|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |   |     |     |     |     |     |
| 7:00     | 20         | 0          |          |   |     |     |     |     |     |
| 7:10     | 30         | 0          |          |   |     |     |     |     |     |
| 7:20     | 30         | 0          |          |   |     |     |     |     |     |
| 7:30     | 20         | 0          |          |   |     |     |     |     |     |
| 7:40     | 30         | 0          |          |   |     |     |     |     |     |
| 7:50     | 30         | 0          |          |   |     |     |     |     |     |
| 8:00     | 50         | 0          |          |   |     |     |     |     |     |
| 8:10     | 40         | 0          |          |   |     |     |     |     |     |
| 8:20     | 40         | 0          |          |   |     |     |     |     |     |
| 8:30     | 60         | 0          |          |   |     |     |     |     |     |
| 8:40     | 90         | 0          |          |   |     |     |     |     |     |
| 8:50     | 60         | 0          |          |   |     |     |     |     |     |
| 9:00     | 30         | 0          |          |   |     |     |     |     |     |
| 9:10     | 20         | 0          |          |   |     |     |     |     |     |
| 9:20     | 50         | 0          |          |   |     |     |     |     |     |
| 9:30     | 40         | 0          |          |   |     |     |     |     |     |
| 9:40     | 80         | 0          |          |   |     |     |     |     |     |
| 9:50     | 40         | 0          |          |   |     |     |     |     |     |
| 10:00    | 30         | 0          |          |   |     |     |     |     |     |
| 10:10    | 20         | 0          |          |   |     |     |     |     |     |
| 10:20    | 40         | 0          |          |   |     |     |     |     |     |
| 10:30    | 30         | 0          |          |   |     |     |     |     |     |
| 10:40    | 80         | 0          |          |   |     |     |     |     |     |
| 10:50    | 30         | 0          |          |   |     |     |     |     |     |
| 11:00    | 90         | 0          |          |   |     |     |     |     |     |
| 11:10    | 30         | 0          |          |   |     |     |     |     |     |
| 11:20    | 140        | 0          |          |   |     |     |     |     |     |
| 11:30    | 90         | 0          |          |   |     |     |     |     |     |
| 11:40    | 70         | 0          |          |   |     |     |     |     |     |
| 11:50    | 100        | 0          |          |   |     |     |     |     |     |
| 12:00    | 30         | 0          |          |   |     |     |     |     |     |
| 12:10    | 30         | 0          |          |   |     |     |     |     |     |
| 12:20    | 10         | 0          |          |   |     |     |     |     |     |
| 12:30    | 10         | 0          |          |   |     |     |     |     |     |
| 12:40    | 50         | 0          |          |   |     |     |     |     |     |
| 12:50    | 20         | 0          |          |   |     |     |     |     |     |
| 13:00    | 30         | 0          |          |   |     |     |     |     |     |
| 13:10    | 30         | 0          |          |   |     |     |     |     |     |
| 13:20    | 80         | 0          |          |   |     |     |     |     |     |
| 13:30    | 20         | 0          |          |   |     |     |     |     |     |
| 13:40    | 40         | 0          |          |   |     |     |     |     |     |
| 13:50    | 70         | 0          |          |   |     |     |     |     |     |
| 14:00    | 50         | 0          |          |   |     |     |     |     |     |
| 14:10    | 50         | 0          |          |   |     |     |     |     |     |
| 14:20    | 60         | 0          |          |   |     |     |     |     |     |
| 14:30    | 30         | 0          |          |   |     |     |     |     |     |
| 14:40    | 90         | 0          |          |   |     |     |     |     |     |
| 14:50    | 20         | 0          |          |   |     |     |     |     |     |
| 15:00    | 20         | 0          |          |   |     |     |     |     |     |
| 15:10    | 20         | 0          |          |   |     |     |     |     |     |
| 15:20    | 30         | 0          |          |   |     |     |     |     |     |
| 15:30    | 30         | 0          |          |   |     |     |     |     |     |
| 15:40    | 40         | 0          |          |   |     |     |     |     |     |
| 15:50    | 60         | 0          |          |   |     |     |     |     |     |

| 項目<br>時間 | 流入方向：a     |            |          | 0 | 100 | 200 | 300 | 400 | 500 |
|----------|------------|------------|----------|---|-----|-----|-----|-----|-----|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |   |     |     |     |     |     |
| 16:00    | 30         | 0          |          |   |     |     |     |     |     |
| 16:10    | 20         | 0          |          |   |     |     |     |     |     |
| 16:20    | 20         | 0          |          |   |     |     |     |     |     |
| 16:30    | 30         | 0          |          |   |     |     |     |     |     |
| 16:40    | 50         | 0          |          |   |     |     |     |     |     |
| 16:50    | 60         | 0          |          |   |     |     |     |     |     |
| 17:00    | 30         | 0          |          |   |     |     |     |     |     |
| 17:10    | 40         | 0          |          |   |     |     |     |     |     |
| 17:20    | 30         | 0          |          |   |     |     |     |     |     |
| 17:30    | 20         | 0          |          |   |     |     |     |     |     |
| 17:40    | 30         | 0          |          |   |     |     |     |     |     |
| 17:50    | 40         | 0          |          |   |     |     |     |     |     |
| 18:00    | 20         | 0          |          |   |     |     |     |     |     |
| 18:10    | 20         | 0          |          |   |     |     |     |     |     |
| 18:20    | 20         | 0          |          |   |     |     |     |     |     |
| 18:30    | 30         | 0          |          |   |     |     |     |     |     |
| 18:40    | 20         | 0          |          |   |     |     |     |     |     |
| 18:50    | 10         | 0          |          |   |     |     |     |     |     |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 21 (16)見明川中学校交差点  
 方向：b  
 天候：曇り



※ [Patterned Box] : 内の値は最大渋滞長

※渋滞原因凡例

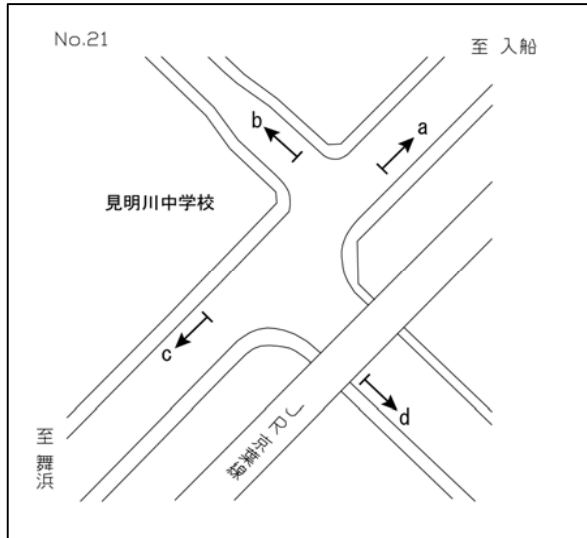
- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：b     |            |          | (m)                   |
|----------|------------|------------|----------|-----------------------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |                       |
| 7:00     | 10         | 0          |          | 0 100 200 300 400 500 |
| 7:10     | 20         | 0          |          |                       |
| 7:20     | 20         | 0          |          |                       |
| 7:30     | 30         | 0          |          |                       |
| 7:40     | 20         | 0          |          |                       |
| 7:50     | 30         | 0          |          |                       |
| 8:00     | 10         | 0          |          |                       |
| 8:10     | 40         | 0          |          |                       |
| 8:20     | 10         | 0          |          |                       |
| 8:30     | 20         | 0          |          |                       |
| 8:40     | 10         | 0          |          |                       |
| 8:50     | 10         | 0          |          |                       |
| 9:00     | 10         | 0          |          |                       |
| 9:10     | 10         | 0          |          |                       |
| 9:20     | 10         | 0          |          |                       |
| 9:30     | 10         | 0          |          |                       |
| 9:40     | 10         | 0          |          |                       |
| 9:50     | 10         | 0          |          |                       |
| 10:00    | 10         | 0          |          |                       |
| 10:10    | 10         | 0          |          |                       |
| 10:20    | 20         | 0          |          |                       |
| 10:30    | 10         | 0          |          |                       |
| 10:40    | 10         | 0          |          |                       |
| 10:50    | 10         | 0          |          |                       |
| 11:00    | 10         | 0          |          |                       |
| 11:10    | 30         | 0          |          |                       |
| 11:20    | 20         | 0          |          |                       |
| 11:30    | 20         | 0          |          |                       |
| 11:40    | 20         | 0          |          |                       |
| 11:50    | 10         | 0          |          |                       |
| 12:00    | 10         | 0          |          |                       |
| 12:10    | 10         | 0          |          |                       |
| 12:20    | 10         | 0          |          |                       |
| 12:30    | 20         | 0          |          |                       |
| 12:40    | 10         | 0          |          |                       |
| 12:50    | 10         | 0          |          |                       |
| 13:00    | 10         | 0          |          |                       |
| 13:10    | 10         | 0          |          |                       |
| 13:20    | 10         | 0          |          |                       |
| 13:30    | 10         | 0          |          |                       |
| 13:40    | 10         | 0          |          |                       |
| 13:50    | 20         | 0          |          |                       |
| 14:00    | 10         | 0          |          |                       |
| 14:10    | 10         | 0          |          |                       |
| 14:20    | 10         | 0          |          |                       |
| 14:30    | 10         | 0          |          |                       |
| 14:40    | 10         | 0          |          |                       |
| 14:50    | 10         | 0          |          |                       |
| 15:00    | 10         | 0          |          |                       |
| 15:10    | 10         | 0          |          |                       |
| 15:20    | 10         | 0          |          |                       |
| 15:30    | 10         | 0          |          |                       |
| 15:40    | 10         | 0          |          |                       |
| 15:50    | 10         | 0          |          |                       |

| 項目<br>時間 | 流入方向：b     |            |          | (m)                   |
|----------|------------|------------|----------|-----------------------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |                       |
| 16:00    | 20         | 0          |          | 0 100 200 300 400 500 |
| 16:10    | 10         | 0          |          |                       |
| 16:20    | 10         | 0          |          |                       |
| 16:30    | 10         | 0          |          |                       |
| 16:40    | 10         | 0          |          |                       |
| 16:50    | 10         | 0          |          |                       |
| 17:00    | 10         | 0          |          |                       |
| 17:10    | 10         | 0          |          |                       |
| 17:20    | 20         | 0          |          |                       |
| 17:30    | 10         | 0          |          |                       |
| 17:40    | 10         | 0          |          |                       |
| 17:50    | 10         | 0          |          |                       |
| 18:00    | 10         | 0          |          |                       |
| 18:10    | 10         | 0          |          |                       |
| 18:20    | 10         | 0          |          |                       |
| 18:30    | 10         | 0          |          |                       |
| 18:40    | 10         | 0          |          |                       |
| 18:50    | 10         | 0          |          |                       |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 21 (16)見明川中学校交差点  
 方向：c  
 天候：曇り



※ [Patterned Box] : 内の値は最大渋滞長

※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

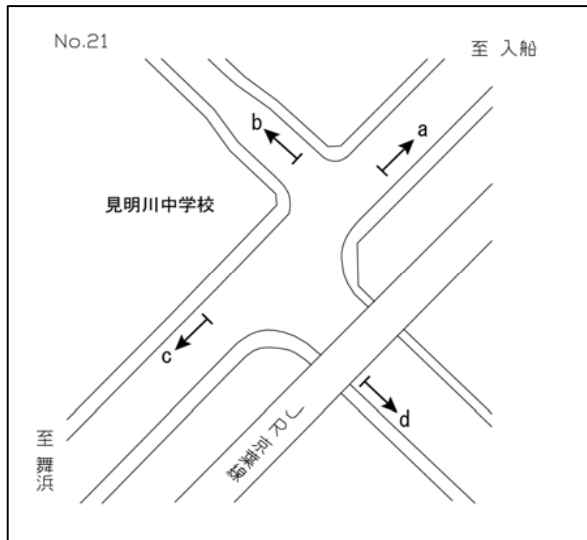
| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 40         | 0          |          |
| 7:20     | 40         | 0          |          |
| 7:30     | 60         | 0          |          |
| 7:40     | 60         | 0          |          |
| 7:50     | 60         | 0          |          |
| 8:00     | 110        | 0          |          |
| 8:10     | 60         | 0          |          |
| 8:20     | 80         | 0          |          |
| 8:30     | 70         | 0          |          |
| 8:40     | 50         | 0          |          |
| 8:50     | 100        | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 50         | 0          |          |
| 9:20     | 100        | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 60         | 0          |          |
| 9:50     | 70         | 0          |          |
| 10:00    | 80         | 0          |          |
| 10:10    | 100        | 0          |          |
| 10:20    | 60         | 0          |          |
| 10:30    | 60         | 0          |          |
| 10:40    | 150        | 0          |          |
| 10:50    | 120        | 0          |          |
| 11:00    | 70         | 0          |          |
| 11:10    | 50         | 0          |          |
| 11:20    | 100        | 0          |          |
| 11:30    | 140        | 0          |          |
| 11:40    | 100        | 0          |          |
| 11:50    | 90         | 0          |          |
| 12:00    | 80         | 0          |          |
| 12:10    | 50         | 0          |          |
| 12:20    | 90         | 0          |          |
| 12:30    | 30         | 0          |          |
| 12:40    | 40         | 0          |          |
| 12:50    | 80         | 0          |          |
| 13:00    | 30         | 0          |          |
| 13:10    | 70         | 0          |          |
| 13:20    | 120        | 0          |          |
| 13:30    | 160        | 0          |          |
| 13:40    | 120        | 0          |          |
| 13:50    | 90         | 0          |          |
| 14:00    | 80         | 0          |          |
| 14:10    | 100        | 0          |          |
| 14:20    | 60         | 0          |          |
| 14:30    | 110        | 0          |          |
| 14:40    | 130        | 0          |          |
| 14:50    | 40         | 0          |          |
| 15:00    | 70         | 0          |          |
| 15:10    | 100        | 0          |          |
| 15:20    | 50         | 0          |          |
| 15:30    | 40         | 0          |          |
| 15:40    | 40         | 0          |          |
| 15:50    | 50         | 0          |          |

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 70         | 0          |          |
| 16:10    | 60         | 0          |          |
| 16:20    | 100        | 0          |          |
| 16:30    | 100        | 0          |          |
| 16:40    | 70         | 0          |          |
| 16:50    | 60         | 0          |          |
| 17:00    | 90         | 0          |          |
| 17:10    | 140        | 0          |          |
| 17:20    | 50         | 0          |          |
| 17:30    | 60         | 0          |          |
| 17:40    | 180        | 0          |          |
| 17:50    | 150        | 0          |          |
| 18:00    | 40         | 0          |          |
| 18:10    | 70         | 0          |          |
| 18:20    | 60         | 0          |          |
| 18:30    | 50         | 0          |          |
| 18:40    | 70         | 0          |          |
| 18:50    | 90         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 21 (16)見明川中学校交差点  
 方 向：d  
 天 候：曇り



※ [Patterned Box] : 内の値は最大渋滞長

※渋滞原因凡例

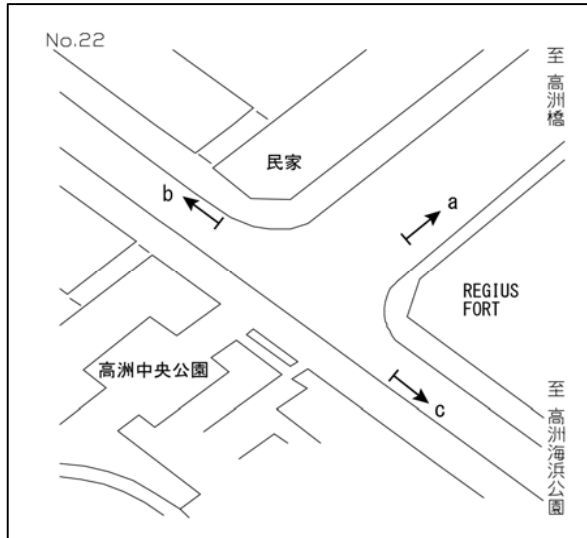
- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：d     |            |   | 渋滞<br>原因 |
|----------|------------|------------|---|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |   |          |
| 7:00     | 10         | 0          |   |          |
| 7:10     | 10         | 0          |   |          |
| 7:20     | 10         | 0          |   |          |
| 7:30     | 10         | 0          |   |          |
| 7:40     | 50         | 0          |   |          |
| 7:50     | 10         | 0          |   |          |
| 8:00     | 20         | 0          |   |          |
| 8:10     | 10         | 0          |   |          |
| 8:20     | 10         | 0          |   |          |
| 8:30     | 10         | 0          |   |          |
| 8:40     | 20         | 0          |   |          |
| 8:50     | 80         | 10         | 2 |          |
| 9:00     | 10         | 0          |   |          |
| 9:10     | 10         | 0          |   |          |
| 9:20     | 10         | 0          |   |          |
| 9:30     | 20         | 0          |   |          |
| 9:40     | 10         | 0          |   |          |
| 9:50     | 30         | 0          |   |          |
| 10:00    | 10         | 0          |   |          |
| 10:10    | 10         | 0          |   |          |
| 10:20    | 30         | 0          |   |          |
| 10:30    | 10         | 0          |   |          |
| 10:40    | 20         | 0          |   |          |
| 10:50    | 10         | 0          |   |          |
| 11:00    | 10         | 0          |   |          |
| 11:10    | 20         | 0          |   |          |
| 11:20    | 30         | 0          |   |          |
| 11:30    | 20         | 0          |   |          |
| 11:40    | 10         | 0          |   |          |
| 11:50    | 40         | 0          |   |          |
| 12:00    | 20         | 0          |   |          |
| 12:10    | 30         | 0          |   |          |
| 12:20    | 10         | 0          |   |          |
| 12:30    | 10         | 0          |   |          |
| 12:40    | 30         | 0          |   |          |
| 12:50    | 10         | 0          |   |          |
| 13:00    | 20         | 0          |   |          |
| 13:10    | 10         | 0          |   |          |
| 13:20    | 20         | 0          |   |          |
| 13:30    | 10         | 0          |   |          |
| 13:40    | 110        | 20         | 2 |          |
| 13:50    | 20         | 0          |   |          |
| 14:00    | 10         | 0          |   |          |
| 14:10    | 20         | 0          |   |          |
| 14:20    | 10         | 0          |   |          |
| 14:30    | 20         | 0          |   |          |
| 14:40    | 20         | 0          |   |          |
| 14:50    | 30         | 0          |   |          |
| 15:00    | 10         | 0          |   |          |
| 15:10    | 20         | 0          |   |          |
| 15:20    | 20         | 0          |   |          |
| 15:30    | 10         | 0          |   |          |
| 15:40    | 10         | 0          |   |          |
| 15:50    | 30         | 0          |   |          |

| 項目<br>時間 | 流入方向：d     |            |  | 渋滞<br>原因 |
|----------|------------|------------|--|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |  |          |
| 16:00    | 10         | 0          |  |          |
| 16:10    | 10         | 0          |  |          |
| 16:20    | 10         | 0          |  |          |
| 16:30    | 20         | 0          |  |          |
| 16:40    | 20         | 0          |  |          |
| 16:50    | 10         | 0          |  |          |
| 17:00    | 50         | 0          |  |          |
| 17:10    | 30         | 0          |  |          |
| 17:20    | 20         | 0          |  |          |
| 17:30    | 10         | 0          |  |          |
| 17:40    | 10         | 0          |  |          |
| 17:50    | 20         | 0          |  |          |
| 18:00    | 10         | 0          |  |          |
| 18:10    | 10         | 0          |  |          |
| 18:20    | 10         | 0          |  |          |
| 18:30    | 10         | 0          |  |          |
| 18:40    | 10         | 0          |  |          |
| 18:50    | 10         | 0          |  |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 22 (28)高洲中央公園前交差点  
 方向：a  
 天候：曇り

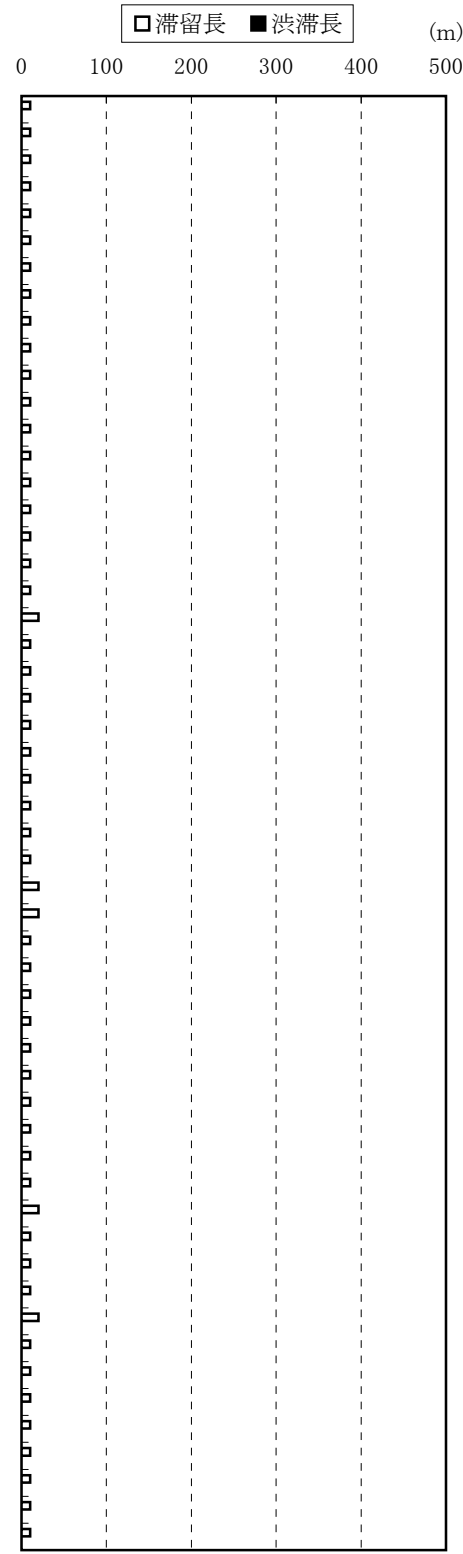


※ [Pattern] : 内の値は最大渋滞長

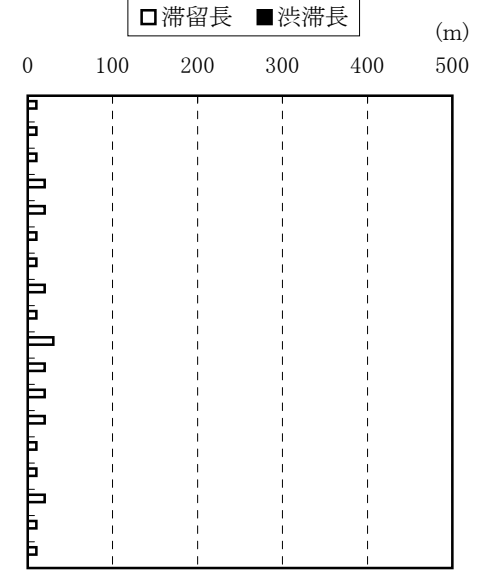
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 20         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 20         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

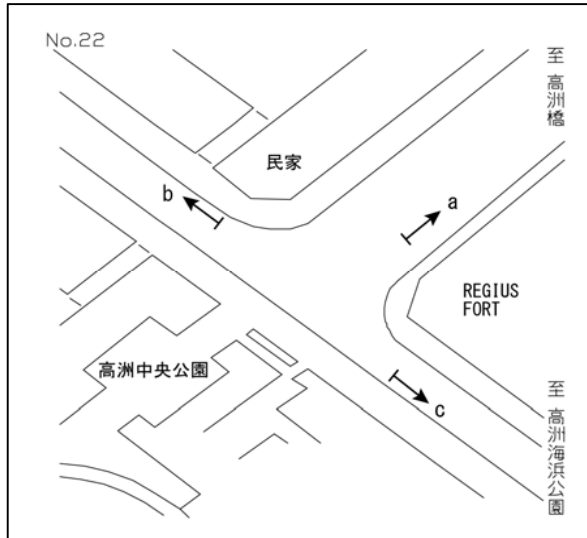


| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 30         | 0          |          |
| 17:40    | 20         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 20         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 22 (28)高洲中央公園前交差点  
 方向：b  
 天候：曇り

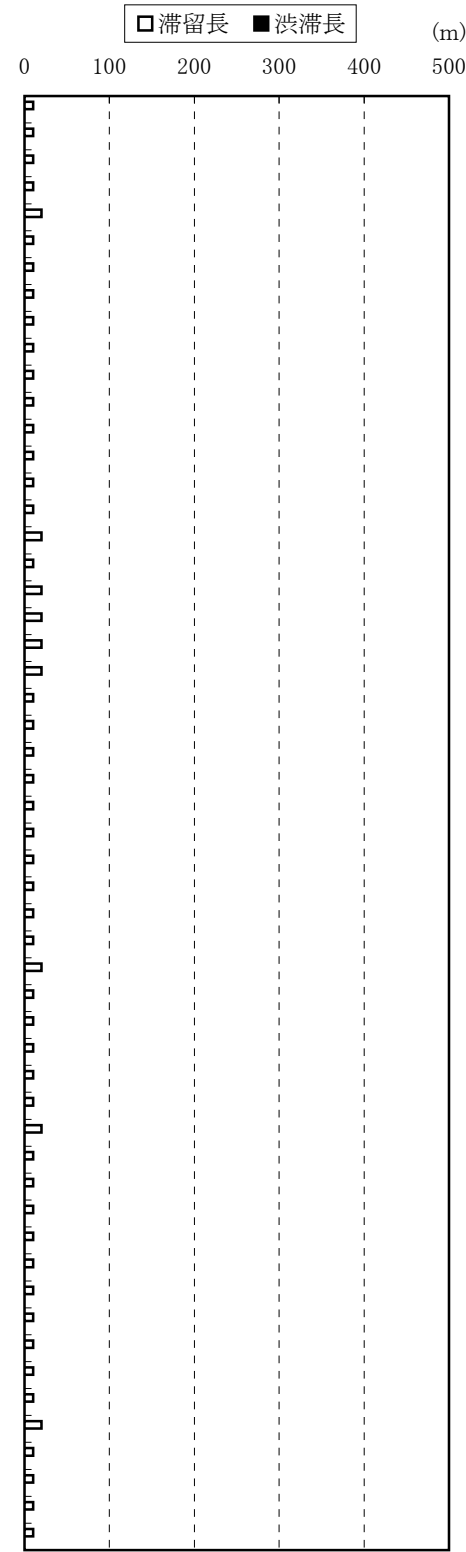


※ [Pattern] : 内の値は最大渋滞長

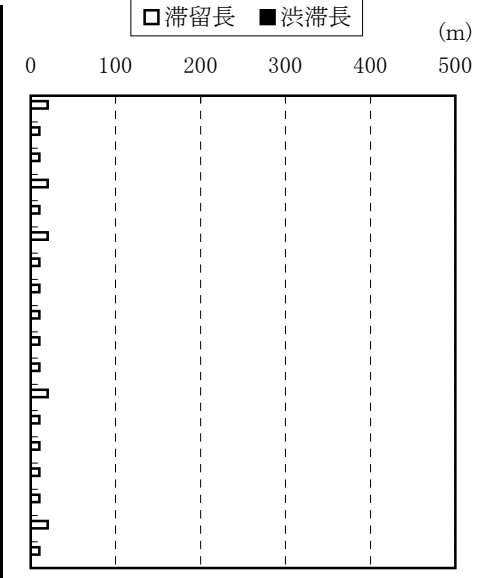
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 20         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 20         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

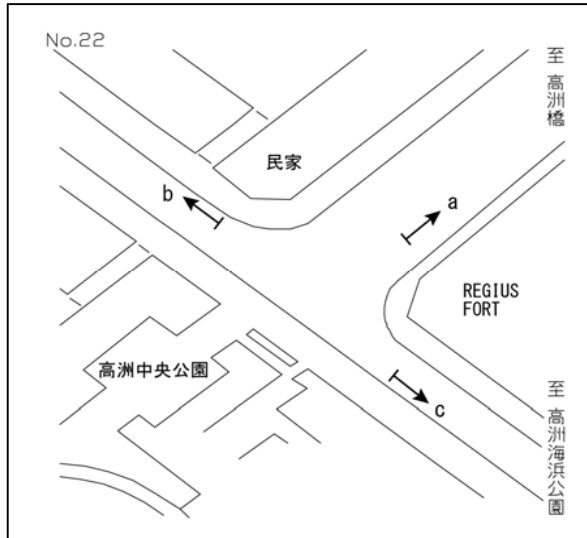


| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 20         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 22 (28)高洲中央公園前交差点  
 方向：c  
 天候：曇り

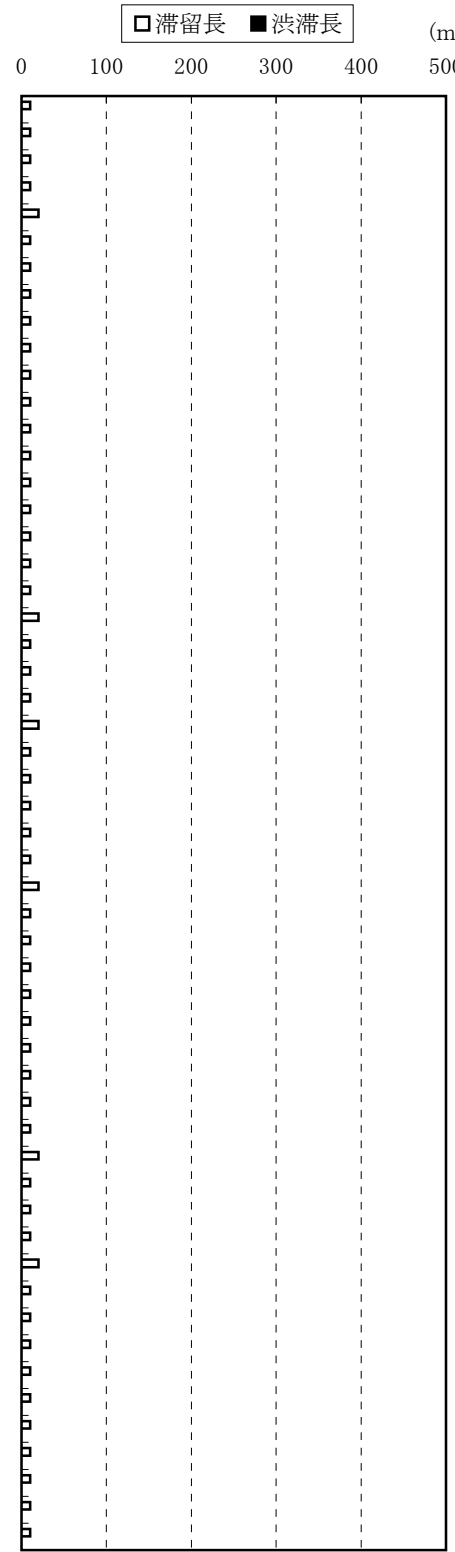


※ [Pattern] : 内の値は最大渋滞長

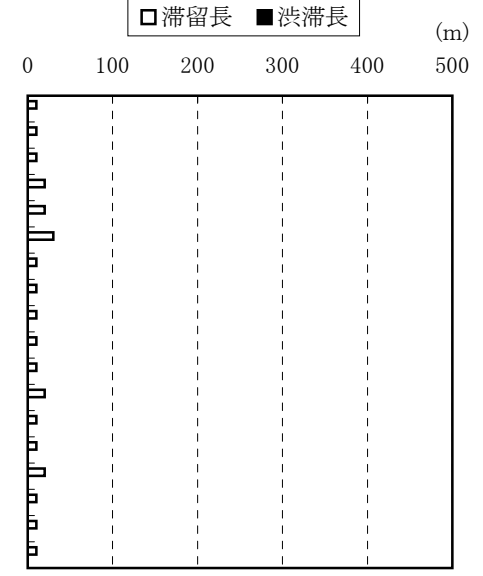
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 20         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

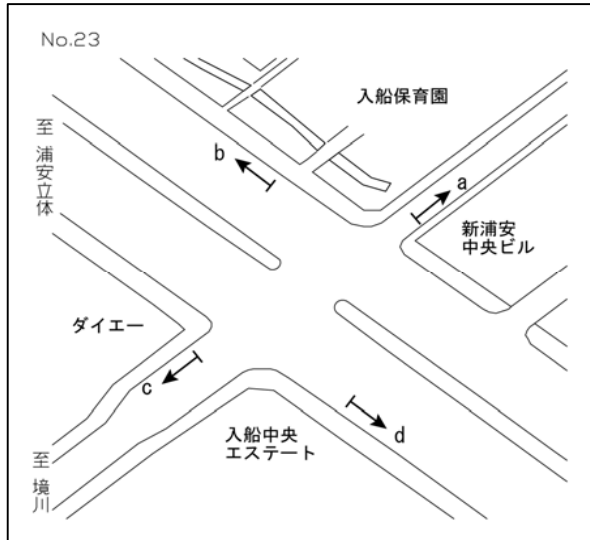


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 30         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 20         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 23 (29) 入船中央交差点  
 方向：a  
 天候：曇り



※ [Pattern] : 内の値は最大渋滞長

※ 渋滞原因凡例

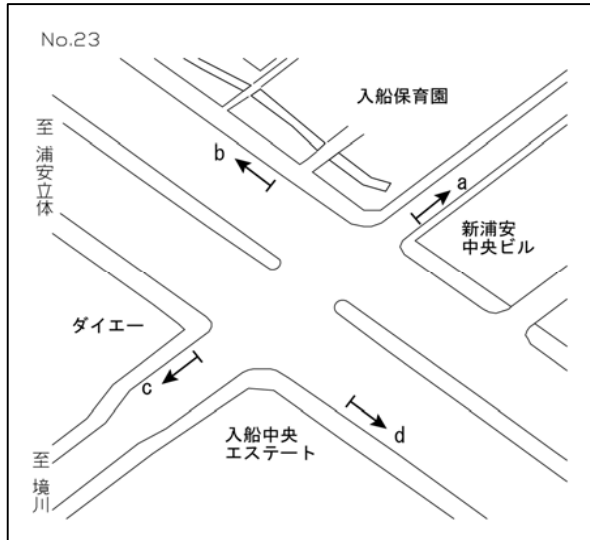
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 30         | 0          |          |
| 7:10     | 40         | 0          |          |
| 7:20     | 70         | 0          |          |
| 7:30     | 40         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 60         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 30         | 0          |          |
| 8:50     | 60         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 30         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 30         | 0          |          |
| 10:20    | 30         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 20         | 0          |          |
| 11:20    | 20         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 30         | 0          |          |
| 11:50    | 20         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 40         | 0          |          |
| 12:20    | 60         | 0          |          |
| 12:30    | 30         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 30         | 0          |          |
| 13:00    | 30         | 0          |          |
| 13:10    | 30         | 0          |          |
| 13:20    | 40         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 30         | 0          |          |
| 13:50    | 20         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 30         | 0          |          |
| 14:20    | 30         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 40         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 30         | 0          |          |
| 15:20    | 40         | 0          |          |
| 15:30    | 20         | 0          |          |
| 15:40    | 20         | 0          |          |
| 15:50    | 10         | 0          |          |

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 20         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 30         | 0          |          |
| 16:50    | 30         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 30         | 0          |          |
| 17:20    | 40         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 20         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 50         | 0          |          |
| 18:10    | 40         | 0          |          |
| 18:20    | 50         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 30         | 0          |          |
| 18:50    | 50         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 23 (29)入船中央交差点  
 方向：b  
 天候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

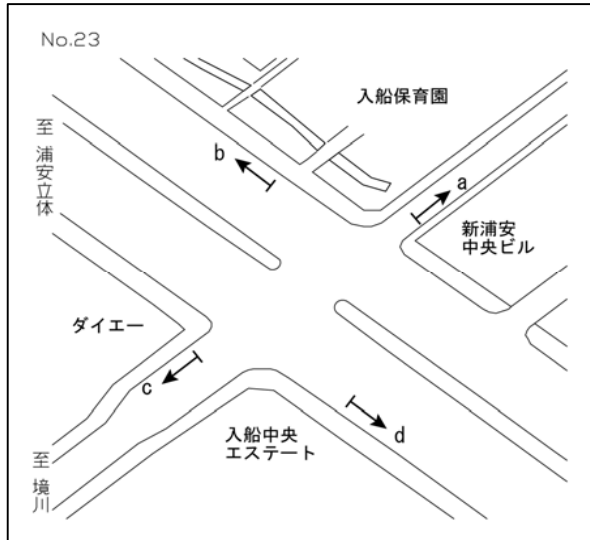
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 7:00     | 60         | 0          |          |
| 7:10     | 80         | 0          |          |
| 7:20     | 50         | 0          |          |
| 7:30     | 80         | 0          |          |
| 7:40     | 70         | 0          |          |
| 7:50     | 60         | 0          |          |
| 8:00     | 70         | 0          |          |
| 8:10     | 50         | 0          |          |
| 8:20     | 50         | 0          |          |
| 8:30     | 50         | 0          |          |
| 8:40     | 50         | 0          |          |
| 8:50     | 60         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 70         | 0          |          |
| 9:20     | 30         | 0          |          |
| 9:30     | 30         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 20         | 0          |          |
| 10:00    | 30         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 30         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 50         | 0          |          |
| 11:20    | 20         | 0          |          |
| 11:30    | 30         | 0          |          |
| 11:40    | 40         | 0          |          |
| 11:50    | 20         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 60         | 0          |          |
| 12:20    | 60         | 0          |          |
| 12:30    | 50         | 0          |          |
| 12:40    | 20         | 0          |          |
| 12:50    | 70         | 0          |          |
| 13:00    | 40         | 0          |          |
| 13:10    | 30         | 0          |          |
| 13:20    | 40         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 60         | 0          |          |
| 13:50    | 50         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 30         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 30         | 0          |          |
| 15:20    | 20         | 0          |          |
| 15:30    | 20         | 0          |          |
| 15:40    | 40         | 0          |          |
| 15:50    | 70         | 0          |          |

| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 16:00    | 30         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 40         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 20         | 0          |          |
| 17:30    | 30         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 40         | 0          |          |
| 18:10    | 20         | 0          |          |
| 18:20    | 20         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 60         | 0          |          |
| 18:50    | 20         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 23 (29)入船中央交差点  
 方向：c  
 天候：曇り

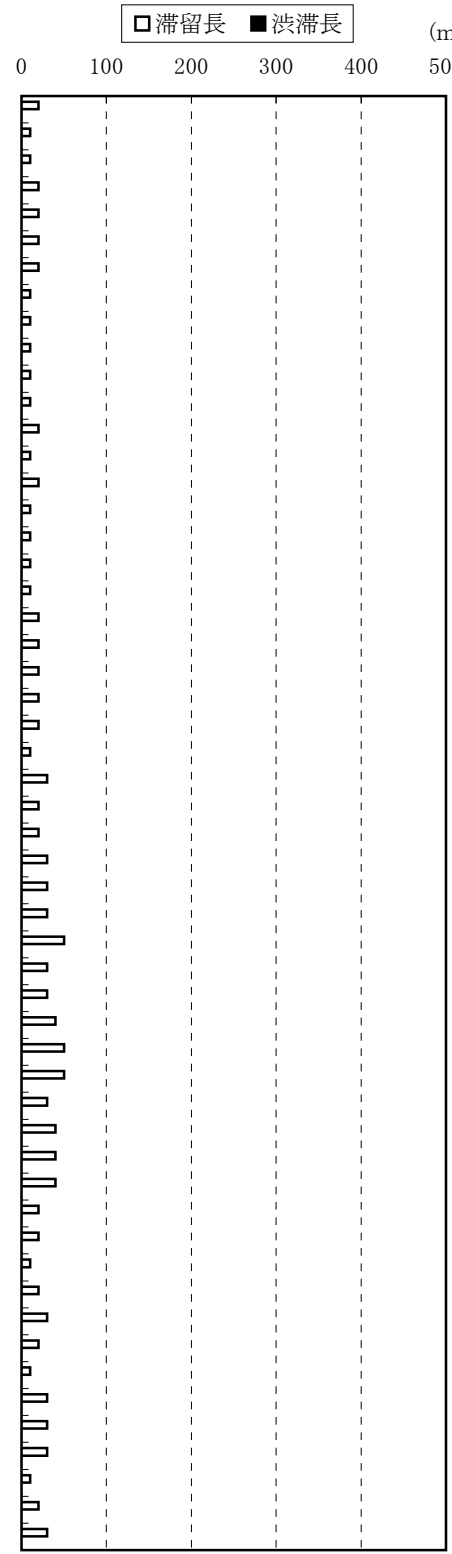


※ [Pattern] : 内の値は最大渋滞長

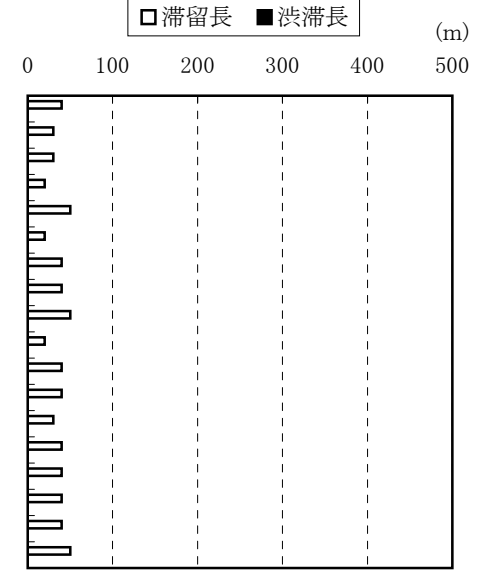
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 20         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 20         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 20         | 0          |          |
| 11:30    | 20         | 0          |          |
| 11:40    | 30         | 0          |          |
| 11:50    | 30         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 50         | 0          |          |
| 12:20    | 30         | 0          |          |
| 12:30    | 30         | 0          |          |
| 12:40    | 40         | 0          |          |
| 12:50    | 50         | 0          |          |
| 13:00    | 50         | 0          |          |
| 13:10    | 30         | 0          |          |
| 13:20    | 40         | 0          |          |
| 13:30    | 40         | 0          |          |
| 13:40    | 40         | 0          |          |
| 13:50    | 20         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 30         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 30         | 0          |          |
| 15:10    | 30         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 20         | 0          |          |
| 15:50    | 30         | 0          |          |

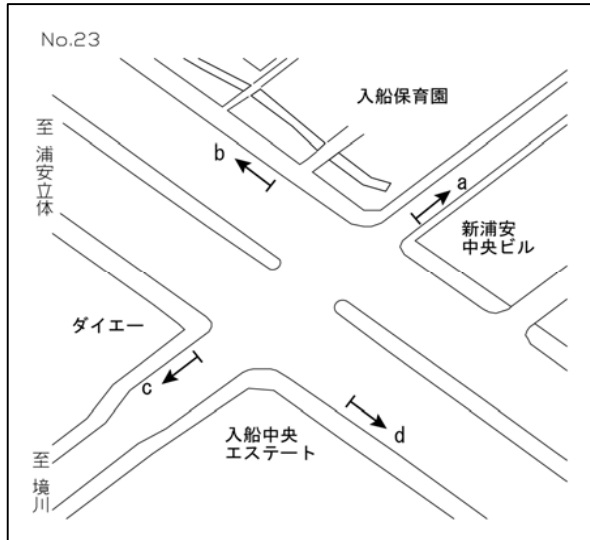


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 40         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 50         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 40         | 0          |          |
| 17:10    | 40         | 0          |          |
| 17:20    | 50         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 40         | 0          |          |
| 17:50    | 40         | 0          |          |
| 18:00    | 30         | 0          |          |
| 18:10    | 40         | 0          |          |
| 18:20    | 40         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 40         | 0          |          |
| 18:50    | 50         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 23 (29)入船中央交差点  
 方向：d  
 天候：曇り

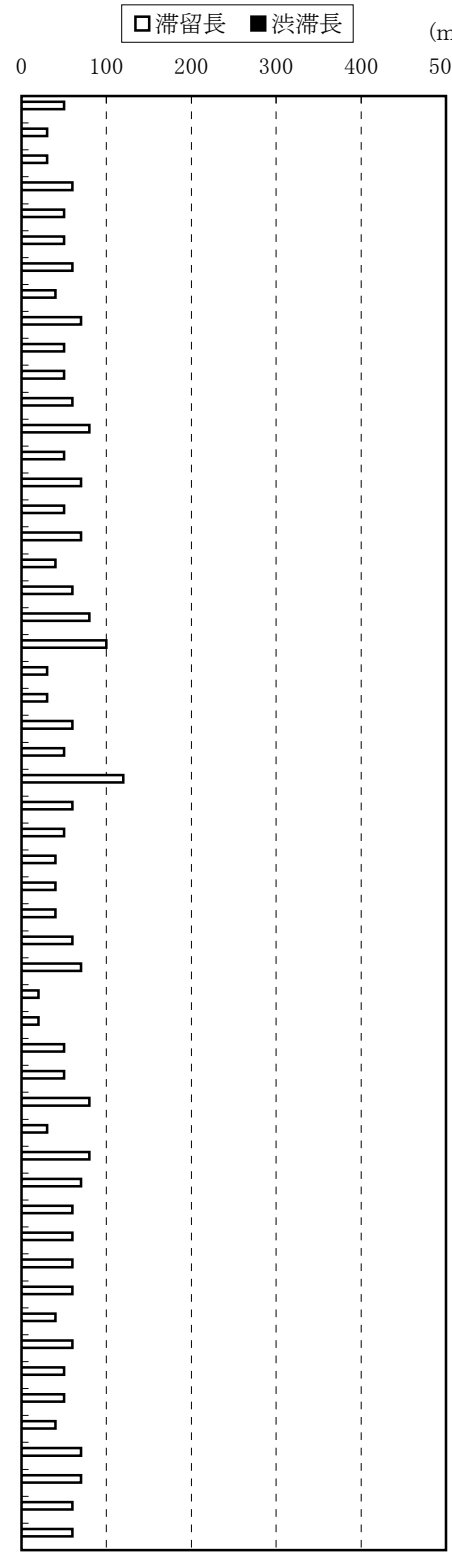


※ [Pattern] : 内の値は最大渋滞長

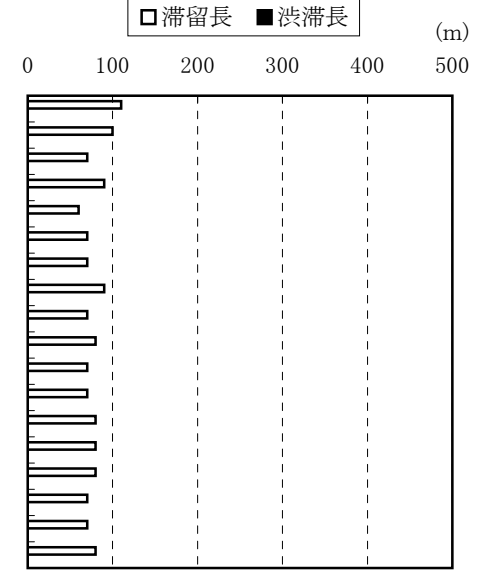
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 50         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 30         | 0          |          |
| 7:30     | 60         | 0          |          |
| 7:40     | 50         | 0          |          |
| 7:50     | 50         | 0          |          |
| 8:00     | 60         | 0          |          |
| 8:10     | 40         | 0          |          |
| 8:20     | 70         | 0          |          |
| 8:30     | 50         | 0          |          |
| 8:40     | 50         | 0          |          |
| 8:50     | 60         | 0          |          |
| 9:00     | 80         | 0          |          |
| 9:10     | 50         | 0          |          |
| 9:20     | 70         | 0          |          |
| 9:30     | 50         | 0          |          |
| 9:40     | 70         | 0          |          |
| 9:50     | 40         | 0          |          |
| 10:00    | 60         | 0          |          |
| 10:10    | 80         | 0          |          |
| 10:20    | 100        | 0          |          |
| 10:30    | 30         | 0          |          |
| 10:40    | 30         | 0          |          |
| 10:50    | 60         | 0          |          |
| 11:00    | 50         | 0          |          |
| 11:10    | 120        | 0          |          |
| 11:20    | 60         | 0          |          |
| 11:30    | 50         | 0          |          |
| 11:40    | 40         | 0          |          |
| 11:50    | 40         | 0          |          |
| 12:00    | 40         | 0          |          |
| 12:10    | 60         | 0          |          |
| 12:20    | 70         | 0          |          |
| 12:30    | 20         | 0          |          |
| 12:40    | 20         | 0          |          |
| 12:50    | 50         | 0          |          |
| 13:00    | 50         | 0          |          |
| 13:10    | 80         | 0          |          |
| 13:20    | 30         | 0          |          |
| 13:30    | 80         | 0          |          |
| 13:40    | 70         | 0          |          |
| 13:50    | 60         | 0          |          |
| 14:00    | 60         | 0          |          |
| 14:10    | 60         | 0          |          |
| 14:20    | 60         | 0          |          |
| 14:30    | 40         | 0          |          |
| 14:40    | 60         | 0          |          |
| 14:50    | 50         | 0          |          |
| 15:00    | 50         | 0          |          |
| 15:10    | 40         | 0          |          |
| 15:20    | 70         | 0          |          |
| 15:30    | 70         | 0          |          |
| 15:40    | 60         | 0          |          |
| 15:50    | 60         | 0          |          |



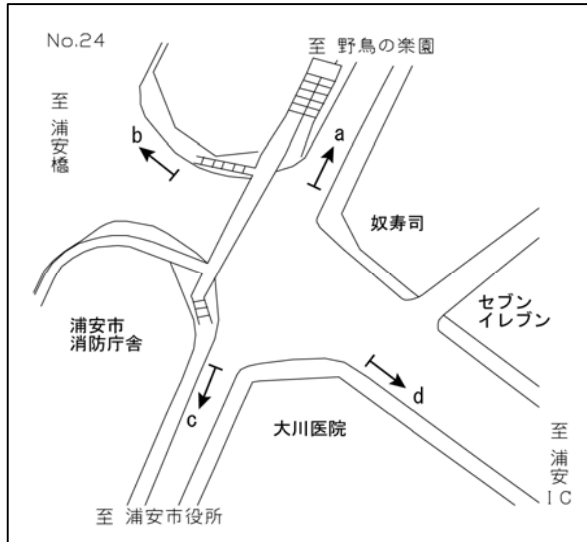
| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 110        | 0          |          |
| 16:10    | 100        | 0          |          |
| 16:20    | 70         | 0          |          |
| 16:30    | 90         | 0          |          |
| 16:40    | 60         | 0          |          |
| 16:50    | 70         | 0          |          |
| 17:00    | 70         | 0          |          |
| 17:10    | 90         | 0          |          |
| 17:20    | 70         | 0          |          |
| 17:30    | 80         | 0          |          |
| 17:40    | 70         | 0          |          |
| 17:50    | 70         | 0          |          |
| 18:00    | 80         | 0          |          |
| 18:10    | 80         | 0          |          |
| 18:20    | 80         | 0          |          |
| 18:30    | 70         | 0          |          |
| 18:40    | 70         | 0          |          |
| 18:50    | 80         | 0          |          |





# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 24 (31)浦安消防本部前交差点  
 方 向：a  
 天 候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

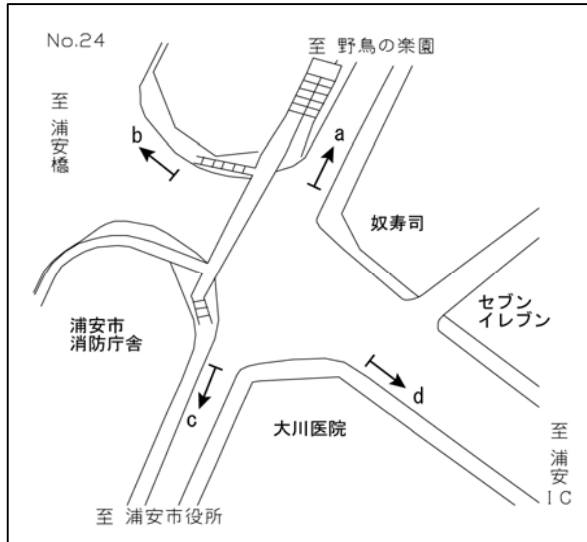
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 20         | 0          |          |
| 7:30     | 30         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 40         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 30         | 0          |          |
| 8:40     | 40         | 0          |          |
| 8:50     | 30         | 0          |          |
| 9:00     | 50         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 50         | 0          |          |
| 9:30     | 30         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 50         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 30         | 0          |          |
| 10:20    | 20         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 30         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 30         | 0          |          |
| 11:30    | 20         | 0          |          |
| 11:40    | 40         | 0          |          |
| 11:50    | 30         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 50         | 0          |          |
| 12:20    | 20         | 0          |          |
| 12:30    | 20         | 0          |          |
| 12:40    | 30         | 0          |          |
| 12:50    | 30         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 30         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 30         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 40         | 0          |          |
| 15:10    | 40         | 0          |          |
| 15:20    | 40         | 0          |          |
| 15:30    | 20         | 0          |          |
| 15:40    | 20         | 0          |          |
| 15:50    | 30         | 0          |          |

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 70         | 0          |          |
| 16:10    | 60         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 30         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 70         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 30         | 0          |          |
| 17:30    | 30         | 0          |          |
| 17:40    | 30         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 20         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 60         | 0          |          |
| 18:40    | 70         | 0          |          |
| 18:50    | 50         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 24 (31)浦安消防本部前交差点  
 方向：b  
 天候：曇り

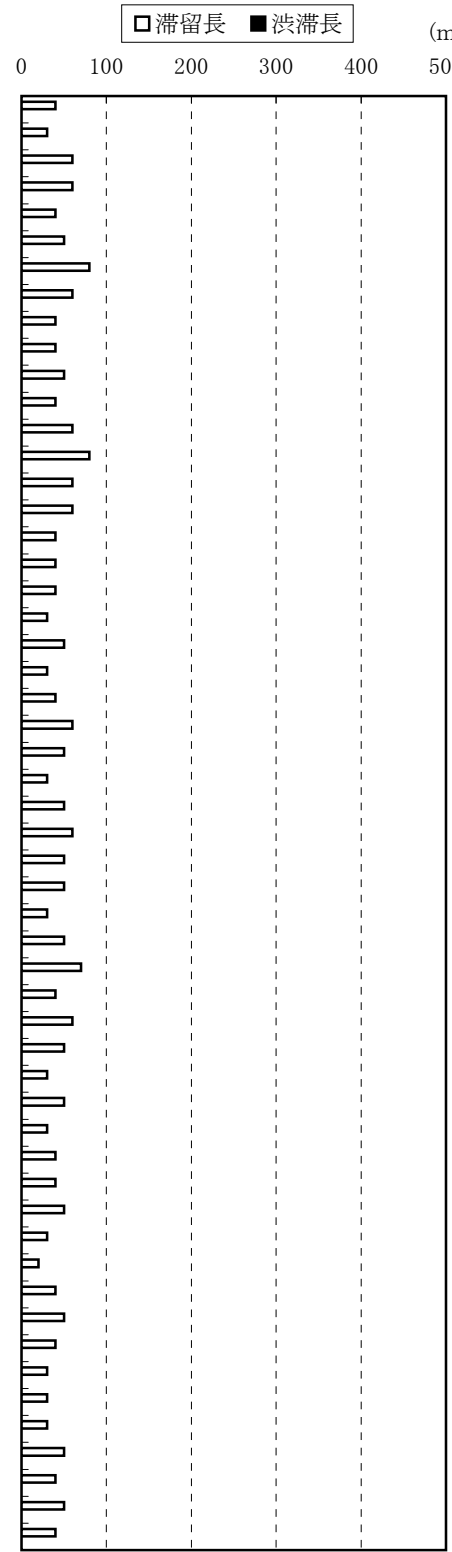


※ [Pattern] : 内の値は最大渋滞長

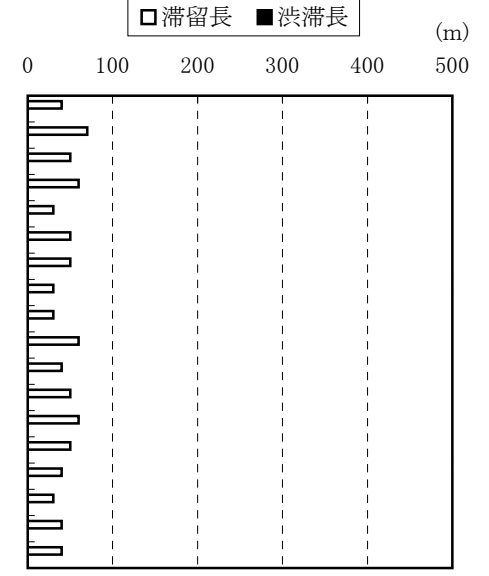
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 7:00     | 40         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 60         | 0          |          |
| 7:30     | 60         | 0          |          |
| 7:40     | 40         | 0          |          |
| 7:50     | 50         | 0          |          |
| 8:00     | 80         | 0          |          |
| 8:10     | 60         | 0          |          |
| 8:20     | 40         | 0          |          |
| 8:30     | 40         | 0          |          |
| 8:40     | 50         | 0          |          |
| 8:50     | 40         | 0          |          |
| 9:00     | 60         | 0          |          |
| 9:10     | 80         | 0          |          |
| 9:20     | 60         | 0          |          |
| 9:30     | 60         | 0          |          |
| 9:40     | 40         | 0          |          |
| 9:50     | 40         | 0          |          |
| 10:00    | 40         | 0          |          |
| 10:10    | 30         | 0          |          |
| 10:20    | 50         | 0          |          |
| 10:30    | 30         | 0          |          |
| 10:40    | 40         | 0          |          |
| 10:50    | 60         | 0          |          |
| 11:00    | 50         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 50         | 0          |          |
| 11:30    | 60         | 0          |          |
| 11:40    | 50         | 0          |          |
| 11:50    | 50         | 0          |          |
| 12:00    | 30         | 0          |          |
| 12:10    | 50         | 0          |          |
| 12:20    | 70         | 0          |          |
| 12:30    | 40         | 0          |          |
| 12:40    | 60         | 0          |          |
| 12:50    | 50         | 0          |          |
| 13:00    | 30         | 0          |          |
| 13:10    | 50         | 0          |          |
| 13:20    | 30         | 0          |          |
| 13:30    | 40         | 0          |          |
| 13:40    | 40         | 0          |          |
| 13:50    | 50         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 40         | 0          |          |
| 14:30    | 50         | 0          |          |
| 14:40    | 40         | 0          |          |
| 14:50    | 30         | 0          |          |
| 15:00    | 30         | 0          |          |
| 15:10    | 30         | 0          |          |
| 15:20    | 50         | 0          |          |
| 15:30    | 40         | 0          |          |
| 15:40    | 50         | 0          |          |
| 15:50    | 40         | 0          |          |

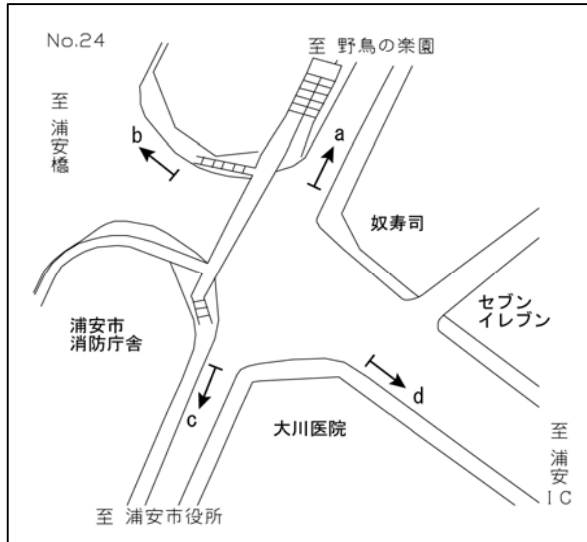


| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 16:00    | 40         | 0          |          |
| 16:10    | 70         | 0          |          |
| 16:20    | 50         | 0          |          |
| 16:30    | 60         | 0          |          |
| 16:40    | 30         | 0          |          |
| 16:50    | 50         | 0          |          |
| 17:00    | 50         | 0          |          |
| 17:10    | 30         | 0          |          |
| 17:20    | 30         | 0          |          |
| 17:30    | 60         | 0          |          |
| 17:40    | 40         | 0          |          |
| 17:50    | 50         | 0          |          |
| 18:00    | 60         | 0          |          |
| 18:10    | 50         | 0          |          |
| 18:20    | 40         | 0          |          |
| 18:30    | 30         | 0          |          |
| 18:40    | 40         | 0          |          |
| 18:50    | 40         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 24 (31)浦安消防本部前交差点  
 方向：c  
 天候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

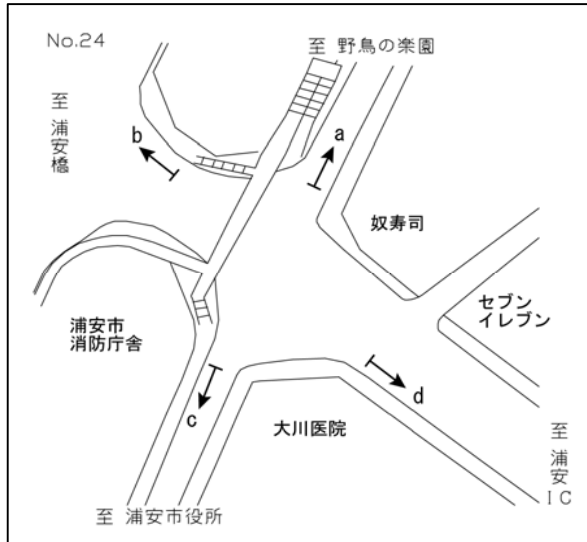
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 40         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 60         | 0          |          |
| 7:50     | 50         | 0          |          |
| 8:00     | 50         | 0          |          |
| 8:10     | 50         | 0          |          |
| 8:20     | 40         | 0          |          |
| 8:30     | 40         | 0          |          |
| 8:40     | 70         | 0          |          |
| 8:50     | 100        | 0          |          |
| 9:00     | 50         | 0          |          |
| 9:10     | 100        | 0          |          |
| 9:20     | 50         | 0          |          |
| 9:30     | 60         | 0          |          |
| 9:40     | 70         | 0          |          |
| 9:50     | 50         | 0          |          |
| 10:00    | 60         | 0          |          |
| 10:10    | 50         | 0          |          |
| 10:20    | 40         | 0          |          |
| 10:30    | 40         | 0          |          |
| 10:40    | 50         | 0          |          |
| 10:50    | 30         | 0          |          |
| 11:00    | 70         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 70         | 0          |          |
| 11:30    | 60         | 0          |          |
| 11:40    | 80         | 0          |          |
| 11:50    | 70         | 20         | 5        |
| 12:00    | 60         | 0          |          |
| 12:10    | 60         | 0          |          |
| 12:20    | 70         | 0          |          |
| 12:30    | 50         | 0          |          |
| 12:40    | 30         | 0          |          |
| 12:50    | 60         | 0          |          |
| 13:00    | 50         | 0          |          |
| 13:10    | 30         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 50         | 0          |          |
| 13:40    | 60         | 0          |          |
| 13:50    | 50         | 0          |          |
| 14:00    | 50         | 0          |          |
| 14:10    | 30         | 0          |          |
| 14:20    | 40         | 0          |          |
| 14:30    | 30         | 0          |          |
| 14:40    | 90         | 10         | 6, 13    |
| 14:50    | 80         | 0          |          |
| 15:00    | 60         | 0          |          |
| 15:10    | 70         | 0          |          |
| 15:20    | 50         | 0          |          |
| 15:30    | 30         | 0          |          |
| 15:40    | 40         | 0          |          |
| 15:50    | 120        | 70         | 5, 13    |

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 80         | 0          |          |
| 16:10    | 60         | 0          |          |
| 16:20    | 60         | 0          |          |
| 16:30    | 40         | 0          |          |
| 16:40    | 40         | 0          |          |
| 16:50    | 70         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 120        | 50         | 5, 9     |
| 17:20    | 90         | 10         | 6        |
| 17:30    | 70         | 0          |          |
| 17:40    | 50         | 0          |          |
| 17:50    | 30         | 0          |          |
| 18:00    | 40         | 0          |          |
| 18:10    | 70         | 0          |          |
| 18:20    | 20         | 0          |          |
| 18:30    | 50         | 0          |          |
| 18:40    | 70         | 0          |          |
| 18:50    | 20         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 24 (31)浦安消防本部前交差点  
 方向：d  
 天候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

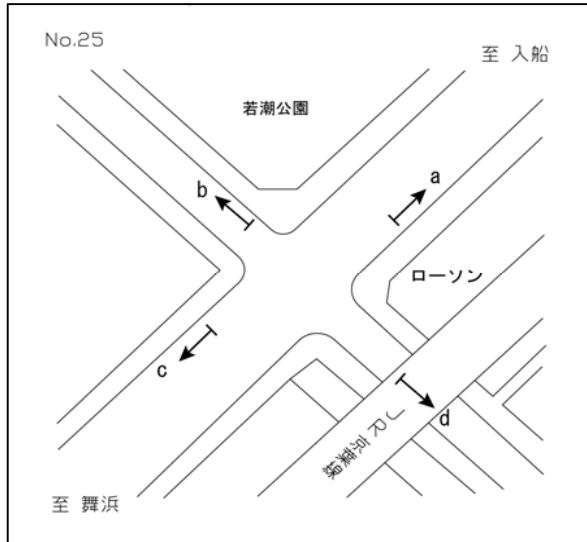
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 60         | 0          |          |
| 7:10     | 30         | 0          |          |
| 7:20     | 60         | 0          |          |
| 7:30     | 40         | 0          |          |
| 7:40     | 50         | 0          |          |
| 7:50     | 50         | 0          |          |
| 8:00     | 70         | 0          |          |
| 8:10     | 80         | 0          |          |
| 8:20     | 40         | 0          |          |
| 8:30     | 80         | 0          |          |
| 8:40     | 50         | 0          |          |
| 8:50     | 90         | 0          |          |
| 9:00     | 80         | 0          |          |
| 9:10     | 50         | 0          |          |
| 9:20     | 60         | 0          |          |
| 9:30     | 120        | 0          |          |
| 9:40     | 50         | 0          |          |
| 9:50     | 120        | 0          |          |
| 10:00    | 50         | 0          |          |
| 10:10    | 80         | 0          |          |
| 10:20    | 140        | 0          |          |
| 10:30    | 70         | 0          |          |
| 10:40    | 100        | 0          |          |
| 10:50    | 90         | 0          |          |
| 11:00    | 120        | 0          |          |
| 11:10    | 50         | 0          |          |
| 11:20    | 30         | 0          |          |
| 11:30    | 80         | 0          |          |
| 11:40    | 50         | 0          |          |
| 11:50    | 100        | 0          |          |
| 12:00    | 40         | 0          |          |
| 12:10    | 100        | 0          |          |
| 12:20    | 110        | 0          |          |
| 12:30    | 100        | 0          |          |
| 12:40    | 60         | 0          |          |
| 12:50    | 70         | 0          |          |
| 13:00    | 40         | 0          |          |
| 13:10    | 70         | 0          |          |
| 13:20    | 60         | 0          |          |
| 13:30    | 80         | 0          |          |
| 13:40    | 30         | 0          |          |
| 13:50    | 110        | 0          |          |
| 14:00    | 60         | 0          |          |
| 14:10    | 30         | 0          |          |
| 14:20    | 90         | 0          |          |
| 14:30    | 160        | 0          |          |
| 14:40    | 80         | 0          |          |
| 14:50    | 60         | 0          |          |
| 15:00    | 60         | 0          |          |
| 15:10    | 80         | 0          |          |
| 15:20    | 60         | 0          |          |
| 15:30    | 60         | 0          |          |
| 15:40    | 60         | 0          |          |
| 15:50    | 140        | 0          |          |

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 150        | 0          |          |
| 16:10    | 70         | 0          |          |
| 16:20    | 100        | 0          |          |
| 16:30    | 150        | 0          |          |
| 16:40    | 60         | 0          |          |
| 16:50    | 110        | 0          |          |
| 17:00    | 90         | 0          |          |
| 17:10    | 60         | 0          |          |
| 17:20    | 40         | 0          |          |
| 17:30    | 130        | 0          |          |
| 17:40    | 150        | 0          |          |
| 17:50    | 90         | 0          |          |
| 18:00    | 130        | 0          |          |
| 18:10    | 80         | 0          |          |
| 18:20    | 100        | 0          |          |
| 18:30    | 50         | 0          |          |
| 18:40    | 80         | 0          |          |
| 18:50    | 60         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 25 (33)今川橋東詰交差点  
 方 向：a  
 天 候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

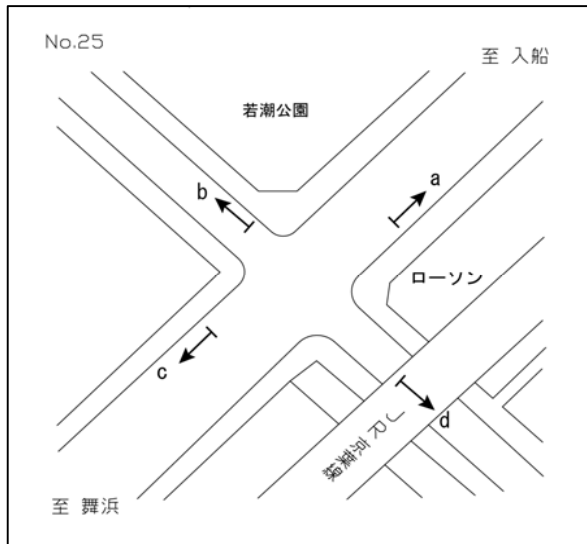
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          | 0 | 100 | 200 | 300 | 400 | 500 |
|----------|------------|------------|----------|---|-----|-----|-----|-----|-----|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |   |     |     |     |     |     |
| 7:00     | 30         | 0          |          |   |     |     |     |     |     |
| 7:10     | 20         | 0          |          |   |     |     |     |     |     |
| 7:20     | 40         | 0          |          |   |     |     |     |     |     |
| 7:30     | 40         | 0          |          |   |     |     |     |     |     |
| 7:40     | 20         | 0          |          |   |     |     |     |     |     |
| 7:50     | 20         | 0          |          |   |     |     |     |     |     |
| 8:00     | 10         | 0          |          |   |     |     |     |     |     |
| 8:10     | 20         | 0          |          |   |     |     |     |     |     |
| 8:20     | 30         | 0          |          |   |     |     |     |     |     |
| 8:30     | 20         | 0          |          |   |     |     |     |     |     |
| 8:40     | 40         | 0          |          |   |     |     |     |     |     |
| 8:50     | 30         | 0          |          |   |     |     |     |     |     |
| 9:00     | 10         | 0          |          |   |     |     |     |     |     |
| 9:10     | 10         | 0          |          |   |     |     |     |     |     |
| 9:20     | 10         | 0          |          |   |     |     |     |     |     |
| 9:30     | 20         | 0          |          |   |     |     |     |     |     |
| 9:40     | 20         | 0          |          |   |     |     |     |     |     |
| 9:50     | 20         | 0          |          |   |     |     |     |     |     |
| 10:00    | 30         | 0          |          |   |     |     |     |     |     |
| 10:10    | 40         | 0          |          |   |     |     |     |     |     |
| 10:20    | 40         | 0          |          |   |     |     |     |     |     |
| 10:30    | 20         | 0          |          |   |     |     |     |     |     |
| 10:40    | 20         | 0          |          |   |     |     |     |     |     |
| 10:50    | 10         | 0          |          |   |     |     |     |     |     |
| 11:00    | 10         | 0          |          |   |     |     |     |     |     |
| 11:10    | 30         | 0          |          |   |     |     |     |     |     |
| 11:20    | 10         | 0          |          |   |     |     |     |     |     |
| 11:30    | 20         | 0          |          |   |     |     |     |     |     |
| 11:40    | 20         | 0          |          |   |     |     |     |     |     |
| 11:50    | 10         | 0          |          |   |     |     |     |     |     |
| 12:00    | 20         | 0          |          |   |     |     |     |     |     |
| 12:10    | 20         | 0          |          |   |     |     |     |     |     |
| 12:20    | 20         | 0          |          |   |     |     |     |     |     |
| 12:30    | 30         | 0          |          |   |     |     |     |     |     |
| 12:40    | 50         | 0          |          |   |     |     |     |     |     |
| 12:50    | 20         | 0          |          |   |     |     |     |     |     |
| 13:00    | 10         | 0          |          |   |     |     |     |     |     |
| 13:10    | 20         | 0          |          |   |     |     |     |     |     |
| 13:20    | 30         | 0          |          |   |     |     |     |     |     |
| 13:30    | 10         | 0          |          |   |     |     |     |     |     |
| 13:40    | 20         | 0          |          |   |     |     |     |     |     |
| 13:50    | 10         | 0          |          |   |     |     |     |     |     |
| 14:00    | 20         | 0          |          |   |     |     |     |     |     |
| 14:10    | 20         | 0          |          |   |     |     |     |     |     |
| 14:20    | 20         | 0          |          |   |     |     |     |     |     |
| 14:30    | 20         | 0          |          |   |     |     |     |     |     |
| 14:40    | 40         | 0          |          |   |     |     |     |     |     |
| 14:50    | 30         | 0          |          |   |     |     |     |     |     |
| 15:00    | 10         | 0          |          |   |     |     |     |     |     |
| 15:10    | 10         | 0          |          |   |     |     |     |     |     |
| 15:20    | 40         | 0          |          |   |     |     |     |     |     |
| 15:30    | 10         | 0          |          |   |     |     |     |     |     |
| 15:40    | 20         | 0          |          |   |     |     |     |     |     |
| 15:50    | 10         | 0          |          |   |     |     |     |     |     |

| 項目<br>時間 | 流入方向：a     |            |          | 0 | 100 | 200 | 300 | 400 | 500 |
|----------|------------|------------|----------|---|-----|-----|-----|-----|-----|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |   |     |     |     |     |     |
| 16:00    | 10         | 0          |          |   |     |     |     |     |     |
| 16:10    | 10         | 0          |          |   |     |     |     |     |     |
| 16:20    | 10         | 0          |          |   |     |     |     |     |     |
| 16:30    | 30         | 0          |          |   |     |     |     |     |     |
| 16:40    | 20         | 0          |          |   |     |     |     |     |     |
| 16:50    | 20         | 0          |          |   |     |     |     |     |     |
| 17:00    | 10         | 0          |          |   |     |     |     |     |     |
| 17:10    | 10         | 0          |          |   |     |     |     |     |     |
| 17:20    | 10         | 0          |          |   |     |     |     |     |     |
| 17:30    | 10         | 0          |          |   |     |     |     |     |     |
| 17:40    | 20         | 0          |          |   |     |     |     |     |     |
| 17:50    | 10         | 0          |          |   |     |     |     |     |     |
| 18:00    | 10         | 0          |          |   |     |     |     |     |     |
| 18:10    | 10         | 0          |          |   |     |     |     |     |     |
| 18:20    | 20         | 0          |          |   |     |     |     |     |     |
| 18:30    | 30         | 0          |          |   |     |     |     |     |     |
| 18:40    | 10         | 0          |          |   |     |     |     |     |     |
| 18:50    | 20         | 0          |          |   |     |     |     |     |     |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 25 (33)今川橋東詰交差点  
 方 向：b  
 天 候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

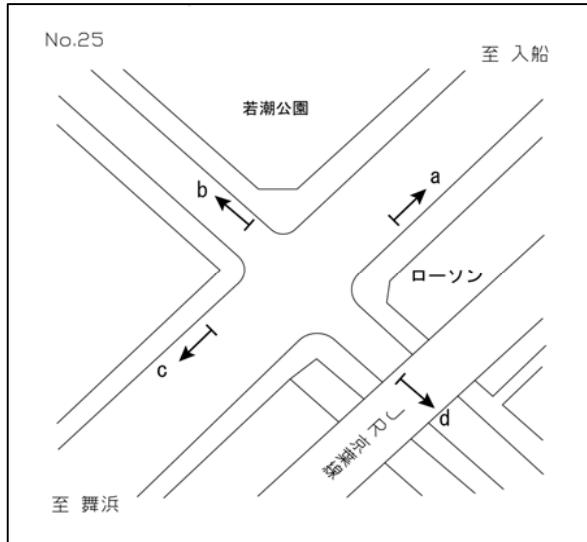
- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 20         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 30         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 30         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 30         | 0          |          |
| 12:30    | 40         | 0          |          |
| 12:40    | 30         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 20         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 30         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 30         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 30         | 0          |          |

| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 16:00    | 20         | 0          |          |
| 16:10    | 20         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 30         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 20         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 20         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 25 (33)今川橋東詰交差点  
 方 向：c  
 天 候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

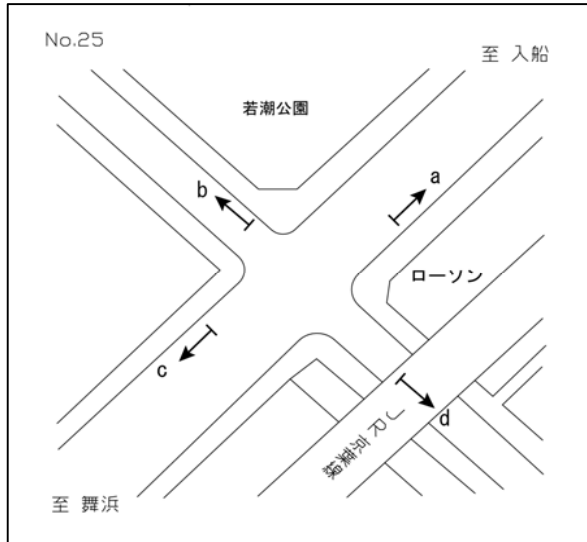
- |              |          |         |      |
|--------------|----------|---------|------|
| 1：車線減少       | 2：信号現示不適 | 3：踏切    | 4：橋梁 |
| 5：右折、対向直進    | 6：左折車    | 7：大型車   |      |
| 8：二輪車        | 9：歩行者    | 10：駐車車両 |      |
| 11：バス停、バスレーン | 12：工事、事故 |         |      |
| 13：沿道出入車両    | 14：道路線形  |         |      |
| 15：交差点形状     | 16：先詰まり  | 17：その他  |      |

| 項目<br>時間 | 流入方向：c     |            |          | 0 | 100 | 200 | 300 | 400 | 500 |
|----------|------------|------------|----------|---|-----|-----|-----|-----|-----|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |   |     |     |     |     |     |
| 7:00     | 10         | 0          |          |   |     |     |     |     |     |
| 7:10     | 20         | 0          |          |   |     |     |     |     |     |
| 7:20     | 10         | 0          |          |   |     |     |     |     |     |
| 7:30     | 10         | 0          |          |   |     |     |     |     |     |
| 7:40     | 20         | 0          |          |   |     |     |     |     |     |
| 7:50     | 10         | 0          |          |   |     |     |     |     |     |
| 8:00     | 20         | 0          |          |   |     |     |     |     |     |
| 8:10     | 20         | 0          |          |   |     |     |     |     |     |
| 8:20     | 30         | 0          |          |   |     |     |     |     |     |
| 8:30     | 10         | 0          |          |   |     |     |     |     |     |
| 8:40     | 30         | 0          |          |   |     |     |     |     |     |
| 8:50     | 30         | 0          |          |   |     |     |     |     |     |
| 9:00     | 10         | 0          |          |   |     |     |     |     |     |
| 9:10     | 30         | 0          |          |   |     |     |     |     |     |
| 9:20     | 20         | 0          |          |   |     |     |     |     |     |
| 9:30     | 20         | 0          |          |   |     |     |     |     |     |
| 9:40     | 10         | 0          |          |   |     |     |     |     |     |
| 9:50     | 30         | 0          |          |   |     |     |     |     |     |
| 10:00    | 10         | 0          |          |   |     |     |     |     |     |
| 10:10    | 20         | 0          |          |   |     |     |     |     |     |
| 10:20    | 20         | 0          |          |   |     |     |     |     |     |
| 10:30    | 50         | 0          |          |   |     |     |     |     |     |
| 10:40    | 20         | 0          |          |   |     |     |     |     |     |
| 10:50    | 20         | 0          |          |   |     |     |     |     |     |
| 11:00    | 20         | 0          |          |   |     |     |     |     |     |
| 11:10    | 20         | 0          |          |   |     |     |     |     |     |
| 11:20    | 20         | 0          |          |   |     |     |     |     |     |
| 11:30    | 30         | 0          |          |   |     |     |     |     |     |
| 11:40    | 30         | 0          |          |   |     |     |     |     |     |
| 11:50    | 30         | 0          |          |   |     |     |     |     |     |
| 12:00    | 10         | 0          |          |   |     |     |     |     |     |
| 12:10    | 20         | 0          |          |   |     |     |     |     |     |
| 12:20    | 10         | 0          |          |   |     |     |     |     |     |
| 12:30    | 20         | 0          |          |   |     |     |     |     |     |
| 12:40    | 30         | 0          |          |   |     |     |     |     |     |
| 12:50    | 30         | 0          |          |   |     |     |     |     |     |
| 13:00    | 30         | 0          |          |   |     |     |     |     |     |
| 13:10    | 10         | 0          |          |   |     |     |     |     |     |
| 13:20    | 20         | 0          |          |   |     |     |     |     |     |
| 13:30    | 20         | 0          |          |   |     |     |     |     |     |
| 13:40    | 30         | 0          |          |   |     |     |     |     |     |
| 13:50    | 30         | 0          |          |   |     |     |     |     |     |
| 14:00    | 20         | 0          |          |   |     |     |     |     |     |
| 14:10    | 20         | 0          |          |   |     |     |     |     |     |
| 14:20    | 30         | 0          |          |   |     |     |     |     |     |
| 14:30    | 10         | 0          |          |   |     |     |     |     |     |
| 14:40    | 30         | 0          |          |   |     |     |     |     |     |
| 14:50    | 40         | 0          |          |   |     |     |     |     |     |
| 15:00    | 30         | 0          |          |   |     |     |     |     |     |
| 15:10    | 20         | 0          |          |   |     |     |     |     |     |
| 15:20    | 20         | 0          |          |   |     |     |     |     |     |
| 15:30    | 10         | 0          |          |   |     |     |     |     |     |
| 15:40    | 20         | 0          |          |   |     |     |     |     |     |
| 15:50    | 40         | 0          |          |   |     |     |     |     |     |

| 項目<br>時間 | 流入方向：c     |            |          | 0 | 100 | 200 | 300 | 400 | 500 |
|----------|------------|------------|----------|---|-----|-----|-----|-----|-----|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |   |     |     |     |     |     |
| 16:00    | 20         | 0          |          |   |     |     |     |     |     |
| 16:10    | 20         | 0          |          |   |     |     |     |     |     |
| 16:20    | 20         | 0          |          |   |     |     |     |     |     |
| 16:30    | 20         | 0          |          |   |     |     |     |     |     |
| 16:40    | 40         | 0          |          |   |     |     |     |     |     |
| 16:50    | 20         | 0          |          |   |     |     |     |     |     |
| 17:00    | 10         | 0          |          |   |     |     |     |     |     |
| 17:10    | 20         | 0          |          |   |     |     |     |     |     |
| 17:20    | 20         | 0          |          |   |     |     |     |     |     |
| 17:30    | 20         | 0          |          |   |     |     |     |     |     |
| 17:40    | 10         | 0          |          |   |     |     |     |     |     |
| 17:50    | 20         | 0          |          |   |     |     |     |     |     |
| 18:00    | 30         | 0          |          |   |     |     |     |     |     |
| 18:10    | 20         | 0          |          |   |     |     |     |     |     |
| 18:20    | 40         | 0          |          |   |     |     |     |     |     |
| 18:30    | 40         | 0          |          |   |     |     |     |     |     |
| 18:40    | 40         | 0          |          |   |     |     |     |     |     |
| 18:50    | 30         | 0          |          |   |     |     |     |     |     |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 25 (33)今川橋東詰交差点  
 方 向：d  
 天 候：曇り



※ [Patterned Box] : 内の値は最大渋滞長

※渋滞原因凡例

- |              |          |         |      |
|--------------|----------|---------|------|
| 1：車線減少       | 2：信号現示不適 | 3：踏切    | 4：橋梁 |
| 5：右折、対向直進    | 6：左折車    | 7：大型車   |      |
| 8：二輪車        | 9：歩行者    | 10：駐車車両 |      |
| 11：バス停、バスレーン | 12：工事、事故 |         |      |
| 13：沿道出入車両    | 14：道路線形  |         |      |
| 15：交差点形状     | 16：先詰まり  | 17：その他  |      |

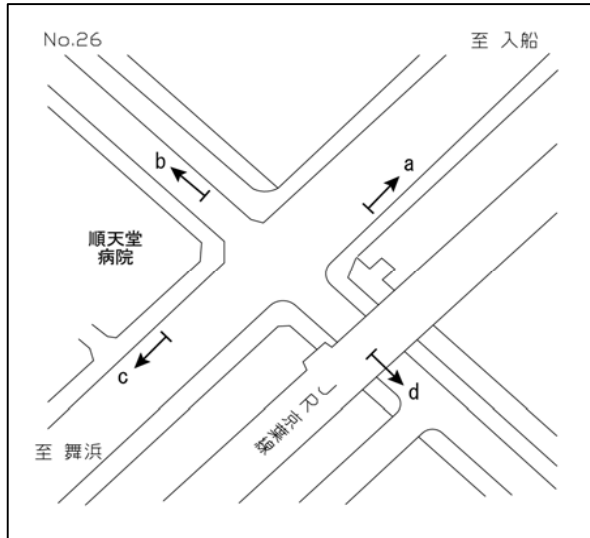
| 項目<br>時間 | 流入方向：d     |            |      | 渋滞原因 |
|----------|------------|------------|------|------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |      |      |
| 7:00     | 10         | 0          |      |      |
| 7:10     | 10         | 0          |      |      |
| 7:20     | 10         | 0          |      |      |
| 7:30     | 20         | 0          |      |      |
| 7:40     | 20         | 0          |      |      |
| 7:50     | 10         | 0          |      |      |
| 8:00     | 30         | 0          |      |      |
| 8:10     | 30         | 0          |      |      |
| 8:20     | 30         | 0          |      |      |
| 8:30     | 20         | 0          |      |      |
| 8:40     | 30         | 0          |      |      |
| 8:50     | 20         | 0          |      |      |
| 9:00     | 40         | 0          |      |      |
| 9:10     | 40         | 0          |      |      |
| 9:20     | 30         | 0          |      |      |
| 9:30     | 20         | 0          |      |      |
| 9:40     | 20         | 0          |      |      |
| 9:50     | 60         | 0          |      |      |
| 10:00    | 20         | 0          |      |      |
| 10:10    | 40         | 0          |      |      |
| 10:20    | 50         | 10         | 5, 9 |      |
| 10:30    | 40         | 0          |      |      |
| 10:40    | 30         | 0          |      |      |
| 10:50    | 30         | 0          |      |      |
| 11:00    | 40         | 0          |      |      |
| 11:10    | 40         | 0          |      |      |
| 11:20    | 20         | 0          |      |      |
| 11:30    | 30         | 0          |      |      |
| 11:40    | 60         | 10         | 5, 9 |      |
| 11:50    | 20         | 0          |      |      |
| 12:00    | 10         | 0          |      |      |
| 12:10    | 50         | 0          |      |      |
| 12:20    | 40         | 0          |      |      |
| 12:30    | 10         | 0          |      |      |
| 12:40    | 10         | 0          |      |      |
| 12:50    | 10         | 0          |      |      |
| 13:00    | 10         | 0          |      |      |
| 13:10    | 30         | 0          |      |      |
| 13:20    | 10         | 0          |      |      |
| 13:30    | 20         | 0          |      |      |
| 13:40    | 20         | 0          |      |      |
| 13:50    | 10         | 0          |      |      |
| 14:00    | 20         | 0          |      |      |
| 14:10    | 10         | 0          |      |      |
| 14:20    | 20         | 0          |      |      |
| 14:30    | 20         | 0          |      |      |
| 14:40    | 10         | 0          |      |      |
| 14:50    | 10         | 0          |      |      |
| 15:00    | 40         | 0          |      |      |
| 15:10    | 20         | 0          |      |      |
| 15:20    | 50         | 0          |      |      |
| 15:30    | 30         | 0          |      |      |
| 15:40    | 50         | 0          |      |      |
| 15:50    | 40         | 0          |      |      |

| 項目<br>時間 | 流入方向：d     |            |  | 渋滞原因 |
|----------|------------|------------|--|------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |  |      |
| 16:00    | 10         | 0          |  |      |
| 16:10    | 20         | 0          |  |      |
| 16:20    | 10         | 0          |  |      |
| 16:30    | 20         | 0          |  |      |
| 16:40    | 40         | 0          |  |      |
| 16:50    | 30         | 0          |  |      |
| 17:00    | 20         | 0          |  |      |
| 17:10    | 10         | 0          |  |      |
| 17:20    | 40         | 0          |  |      |
| 17:30    | 50         | 0          |  |      |
| 17:40    | 20         | 0          |  |      |
| 17:50    | 40         | 0          |  |      |
| 18:00    | 40         | 0          |  |      |
| 18:10    | 10         | 0          |  |      |
| 18:20    | 50         | 0          |  |      |
| 18:30    | 30         | 0          |  |      |
| 18:40    | 50         | 0          |  |      |
| 18:50    | 20         | 0          |  |      |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 26 (34)今川橋西詰交差点  
 方 向：a  
 天 候：曇り



※ [Pattern] : 内の値は最大渋滞長

※渋滞原因凡例

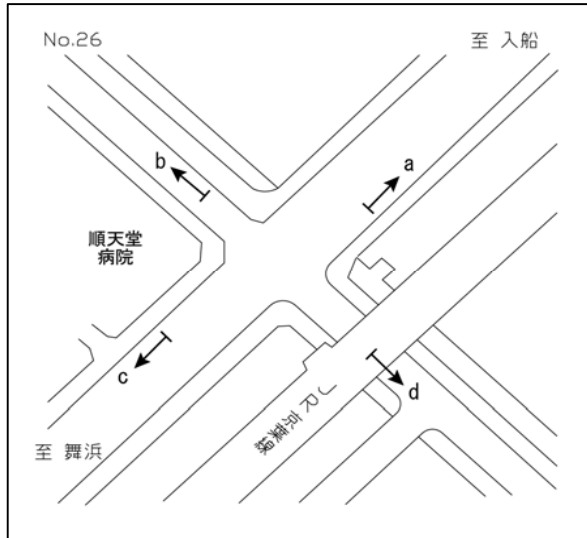
- |              |          |         |      |
|--------------|----------|---------|------|
| 1：車線減少       | 2：信号現示不適 | 3：踏切    | 4：橋梁 |
| 5：右折、対向直進    | 6：左折車    | 7：大型車   |      |
| 8：二輪車        | 9：歩行者    | 10：駐車車両 |      |
| 11：バス停、バスレーン | 12：工事、事故 |         |      |
| 13：沿道出入車両    | 14：道路線形  |         |      |
| 15：交差点形状     | 16：先詰まり  | 17：その他  |      |

| 項目<br>時間 | 流入方向：a     |            |          | 0 | 100 | 200 | 300 | 400 | 500 |
|----------|------------|------------|----------|---|-----|-----|-----|-----|-----|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |   |     |     |     |     |     |
| 7:00     | 10         | 0          |          |   |     |     |     |     |     |
| 7:10     | 10         | 0          |          |   |     |     |     |     |     |
| 7:20     | 10         | 0          |          |   |     |     |     |     |     |
| 7:30     | 10         | 0          |          |   |     |     |     |     |     |
| 7:40     | 30         | 0          |          |   |     |     |     |     |     |
| 7:50     | 10         | 0          |          |   |     |     |     |     |     |
| 8:00     | 50         | 0          |          |   |     |     |     |     |     |
| 8:10     | 20         | 0          |          |   |     |     |     |     |     |
| 8:20     | 30         | 0          |          |   |     |     |     |     |     |
| 8:30     | 20         | 0          |          |   |     |     |     |     |     |
| 8:40     | 20         | 0          |          |   |     |     |     |     |     |
| 8:50     | 20         | 0          |          |   |     |     |     |     |     |
| 9:00     | 20         | 0          |          |   |     |     |     |     |     |
| 9:10     | 30         | 0          |          |   |     |     |     |     |     |
| 9:20     | 30         | 0          |          |   |     |     |     |     |     |
| 9:30     | 40         | 0          |          |   |     |     |     |     |     |
| 9:40     | 40         | 0          |          |   |     |     |     |     |     |
| 9:50     | 20         | 0          |          |   |     |     |     |     |     |
| 10:00    | 30         | 0          |          |   |     |     |     |     |     |
| 10:10    | 30         | 0          |          |   |     |     |     |     |     |
| 10:20    | 40         | 0          |          |   |     |     |     |     |     |
| 10:30    | 40         | 0          |          |   |     |     |     |     |     |
| 10:40    | 40         | 0          |          |   |     |     |     |     |     |
| 10:50    | 30         | 0          |          |   |     |     |     |     |     |
| 11:00    | 30         | 0          |          |   |     |     |     |     |     |
| 11:10    | 20         | 0          |          |   |     |     |     |     |     |
| 11:20    | 30         | 0          |          |   |     |     |     |     |     |
| 11:30    | 30         | 0          |          |   |     |     |     |     |     |
| 11:40    | 30         | 0          |          |   |     |     |     |     |     |
| 11:50    | 20         | 0          |          |   |     |     |     |     |     |
| 12:00    | 10         | 0          |          |   |     |     |     |     |     |
| 12:10    | 30         | 0          |          |   |     |     |     |     |     |
| 12:20    | 30         | 0          |          |   |     |     |     |     |     |
| 12:30    | 30         | 0          |          |   |     |     |     |     |     |
| 12:40    | 30         | 0          |          |   |     |     |     |     |     |
| 12:50    | 20         | 0          |          |   |     |     |     |     |     |
| 13:00    | 20         | 0          |          |   |     |     |     |     |     |
| 13:10    | 10         | 0          |          |   |     |     |     |     |     |
| 13:20    | 30         | 0          |          |   |     |     |     |     |     |
| 13:30    | 50         | 0          |          |   |     |     |     |     |     |
| 13:40    | 30         | 0          |          |   |     |     |     |     |     |
| 13:50    | 10         | 0          |          |   |     |     |     |     |     |
| 14:00    | 20         | 0          |          |   |     |     |     |     |     |
| 14:10    | 10         | 0          |          |   |     |     |     |     |     |
| 14:20    | 50         | 0          |          |   |     |     |     |     |     |
| 14:30    | 30         | 0          |          |   |     |     |     |     |     |
| 14:40    | 30         | 0          |          |   |     |     |     |     |     |
| 14:50    | 30         | 0          |          |   |     |     |     |     |     |
| 15:00    | 20         | 0          |          |   |     |     |     |     |     |
| 15:10    | 20         | 0          |          |   |     |     |     |     |     |
| 15:20    | 20         | 0          |          |   |     |     |     |     |     |
| 15:30    | 10         | 0          |          |   |     |     |     |     |     |
| 15:40    | 20         | 0          |          |   |     |     |     |     |     |
| 15:50    | 30         | 0          |          |   |     |     |     |     |     |

| 項目<br>時間 | 流入方向：a     |            |          | 0 | 100 | 200 | 300 | 400 | 500 |
|----------|------------|------------|----------|---|-----|-----|-----|-----|-----|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |   |     |     |     |     |     |
| 16:00    | 40         | 0          |          |   |     |     |     |     |     |
| 16:10    | 20         | 0          |          |   |     |     |     |     |     |
| 16:20    | 30         | 0          |          |   |     |     |     |     |     |
| 16:30    | 30         | 0          |          |   |     |     |     |     |     |
| 16:40    | 30         | 0          |          |   |     |     |     |     |     |
| 16:50    | 20         | 0          |          |   |     |     |     |     |     |
| 17:00    | 20         | 0          |          |   |     |     |     |     |     |
| 17:10    | 20         | 0          |          |   |     |     |     |     |     |
| 17:20    | 20         | 0          |          |   |     |     |     |     |     |
| 17:30    | 20         | 0          |          |   |     |     |     |     |     |
| 17:40    | 40         | 0          |          |   |     |     |     |     |     |
| 17:50    | 20         | 0          |          |   |     |     |     |     |     |
| 18:00    | 20         | 0          |          |   |     |     |     |     |     |
| 18:10    | 20         | 0          |          |   |     |     |     |     |     |
| 18:20    | 20         | 0          |          |   |     |     |     |     |     |
| 18:30    | 30         | 0          |          |   |     |     |     |     |     |
| 18:40    | 20         | 0          |          |   |     |     |     |     |     |
| 18:50    | 10         | 0          |          |   |     |     |     |     |     |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 26 (34)今川橋西詰交差点  
 方向：b  
 天候：曇り

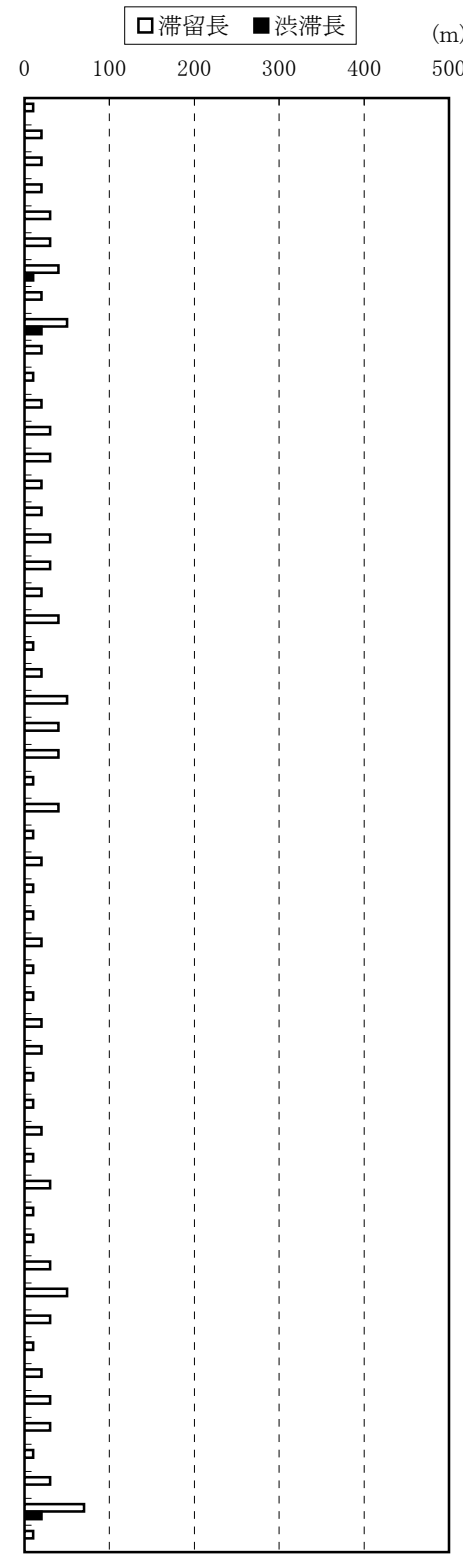


※ [Patterned Box] : 内の値は最大渋滞長

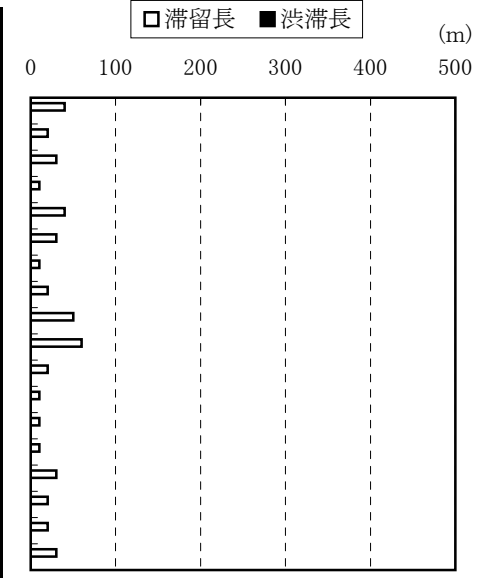
※渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 20         | 0          |          |
| 7:20     | 20         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 30         | 0          |          |
| 8:00     | 40         | 10         | 6, 9     |
| 8:10     | 20         | 0          |          |
| 8:20     | 50         | 20         | 6, 9     |
| 8:30     | 20         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 20         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 30         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 30         | 0          |          |
| 9:50     | 30         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 40         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 20         | 0          |          |
| 10:40    | 50         | 0          |          |
| 10:50    | 40         | 0          |          |
| 11:00    | 40         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 40         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 20         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 20         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 30         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 30         | 0          |          |
| 14:20    | 50         | 0          |          |
| 14:30    | 30         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 30         | 0          |          |
| 15:10    | 30         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 30         | 0          |          |
| 15:40    | 70         | 20         | 6, 9     |
| 15:50    | 10         | 0          |          |

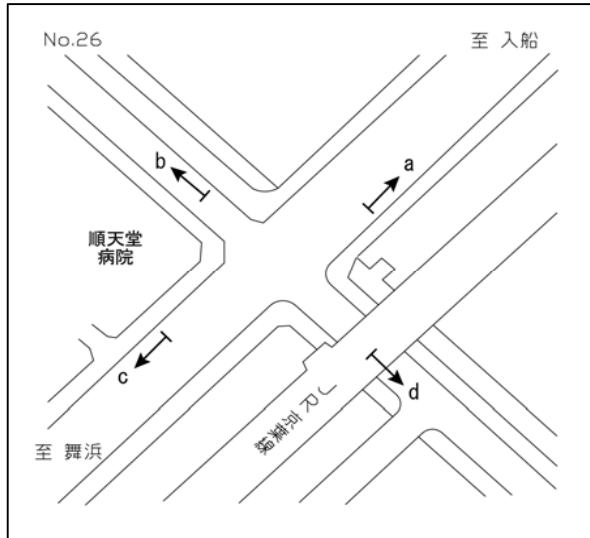


| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 40         | 0          |          |
| 16:10    | 20         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 40         | 0          |          |
| 16:50    | 30         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 50         | 0          |          |
| 17:30    | 60         | 0          |          |
| 17:40    | 20         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 30         | 0          |          |
| 18:30    | 20         | 0          |          |
| 18:40    | 20         | 0          |          |
| 18:50    | 30         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 26 (34)今川橋西詰交差点  
 方 向：c  
 天 候：曇り



※ [Patterned Box] : 内の値は最大渋滞長

※渋滞原因凡例

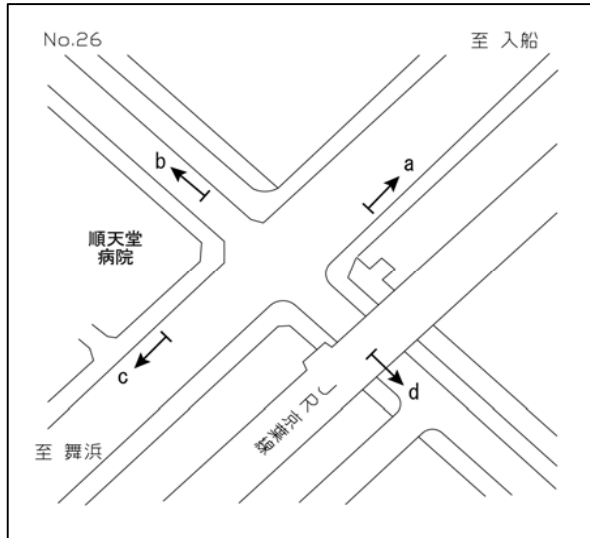
- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：c     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 7:00     | 20         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 20         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 20         | 0          |          |
| 8:50     | 20         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 40         | 0          |          |
| 9:30     | 50         | 0          |          |
| 9:40     | 40         | 0          |          |
| 9:50     | 60         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 60         | 0          |          |
| 10:20    | 50         | 0          |          |
| 10:30    | 60         | 0          |          |
| 10:40    | 60         | 0          |          |
| 10:50    | 50         | 0          |          |
| 11:00    | 90         | 0          |          |
| 11:10    | 100        | 0          |          |
| 11:20    | 80         | 0          |          |
| 11:30    | 50         | 0          |          |
| 11:40    | 30         | 0          |          |
| 11:50    | 50         | 0          |          |
| 12:00    | 60         | 0          |          |
| 12:10    | 100        | 0          |          |
| 12:20    | 60         | 0          |          |
| 12:30    | 30         | 0          |          |
| 12:40    | 50         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 30         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 30         | 0          |          |
| 13:50    | 50         | 0          |          |
| 14:00    | 30         | 0          |          |
| 14:10    | 30         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 50         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 40         | 0          |          |
| 15:10    | 50         | 0          |          |
| 15:20    | 40         | 0          |          |
| 15:30    | 40         | 0          |          |
| 15:40    | 30         | 0          |          |
| 15:50    | 10         | 0          |          |

| 項目<br>時間 | 流入方向：c     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 16:00    | 50         | 0          |          |
| 16:10    | 30         | 0          |          |
| 16:20    | 50         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 80         | 0          |          |
| 17:00    | 90         | 0          |          |
| 17:10    | 70         | 0          |          |
| 17:20    | 50         | 0          |          |
| 17:30    | 80         | 0          |          |
| 17:40    | 20         | 0          |          |
| 17:50    | 90         | 0          |          |
| 18:00    | 30         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 20         | 0          |          |
| 18:30    | 40         | 0          |          |
| 18:40    | 50         | 0          |          |
| 18:50    | 30         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 26 (34)今川橋西詰交差点  
 方向：d  
 天候：曇り



※ [Patterned Box] : 内の値は最大渋滞長

※渋滞原因凡例

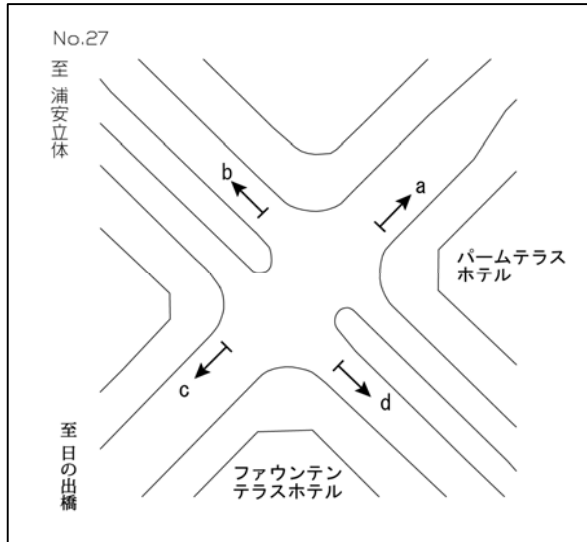
- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 30         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 20         | 0          |          |
| 8:20     | 20         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 40         | 20         | 5, 9     |
| 8:50     | 10         | 0          |          |
| 9:00     | 30         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 30         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 20         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 50         | 0          |          |
| 10:20    | 30         | 0          |          |
| 10:30    | 30         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 50         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 30         | 0          |          |
| 11:20    | 20         | 0          |          |
| 11:30    | 20         | 0          |          |
| 11:40    | 40         | 0          |          |
| 11:50    | 20         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 20         | 0          |          |
| 12:30    | 30         | 0          |          |
| 12:40    | 0          | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 30         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 40         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 20         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 30         | 0          |          |
| 15:30    | 30         | 0          |          |
| 15:40    | 60         | 10         | 5, 9     |
| 15:50    | 50         | 0          |          |

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 30         | 0          |          |
| 16:30    | 30         | 0          |          |
| 16:40    | 40         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 30         | 0          |          |
| 17:10    | 50         | 10         | 5, 9     |
| 17:20    | 10         | 0          |          |
| 17:30    | 30         | 0          |          |
| 17:40    | 30         | 0          |          |
| 17:50    | 40         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 30         | 0          |          |
| 18:20    | 20         | 0          |          |
| 18:30    | 30         | 0          |          |
| 18:40    | 20         | 0          |          |
| 18:50    | 20         | 0          |          |

# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 27 (36) P & F ホテル前交差点  
 方向：a  
 天候：曇り

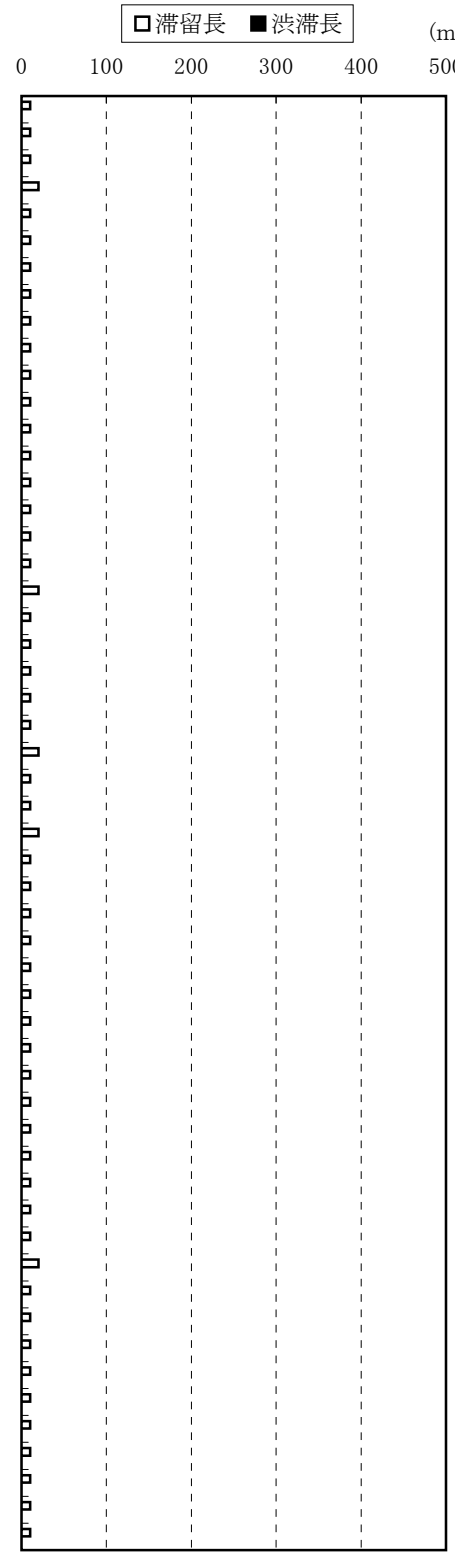


※ [Pattern] : 内の値は最大渋滞長

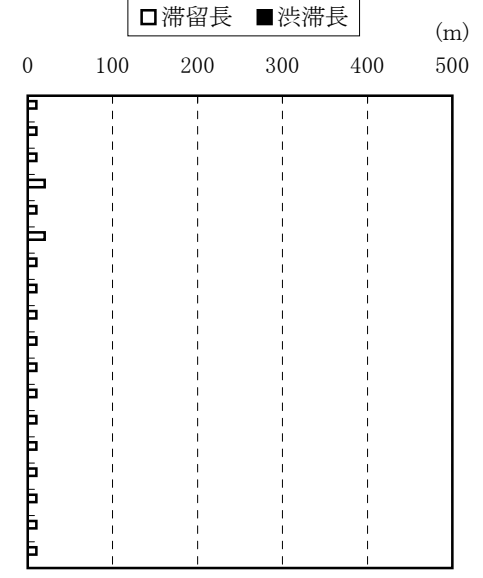
※ 渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 20         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

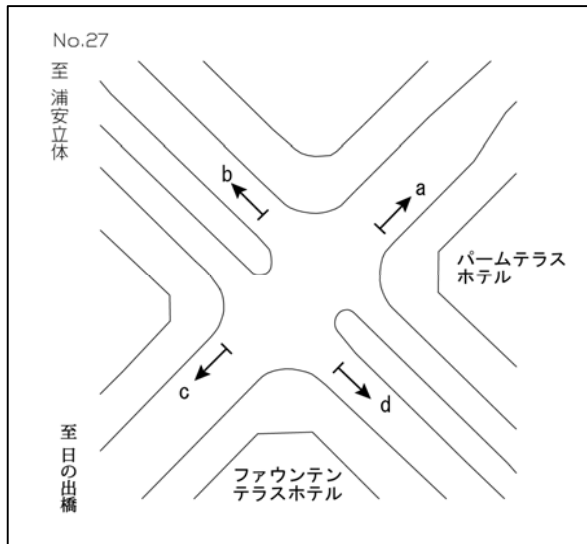


| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 27 (36) P & F ホテル前交差点  
 方 向：b  
 天 候：曇り

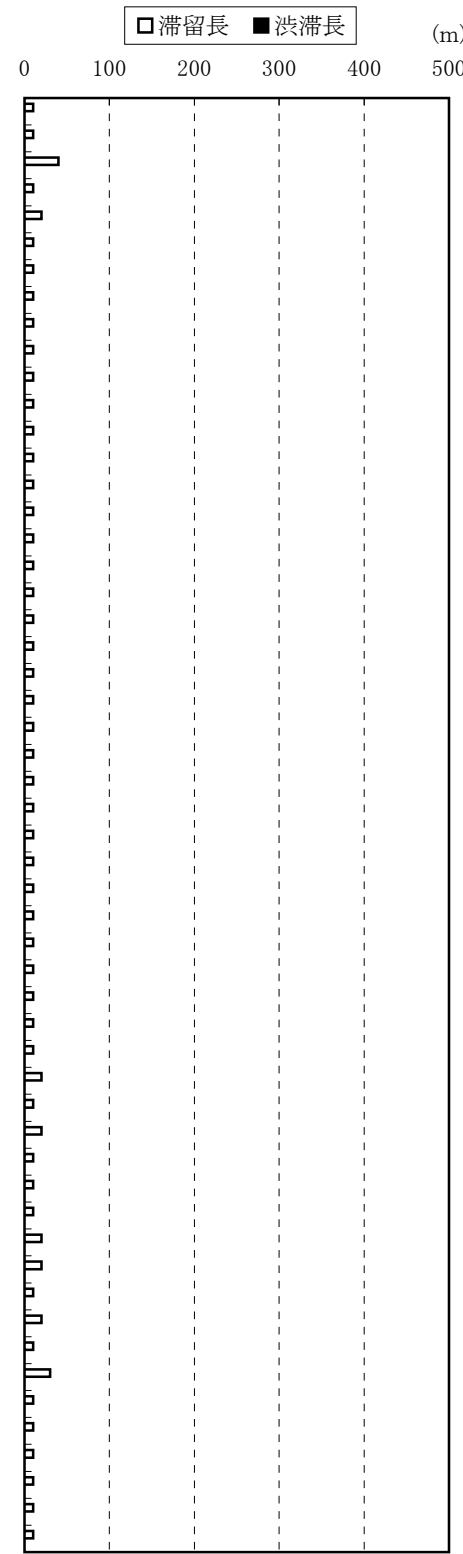


※ [Patterned Box] : 内の値は最大渋滞長

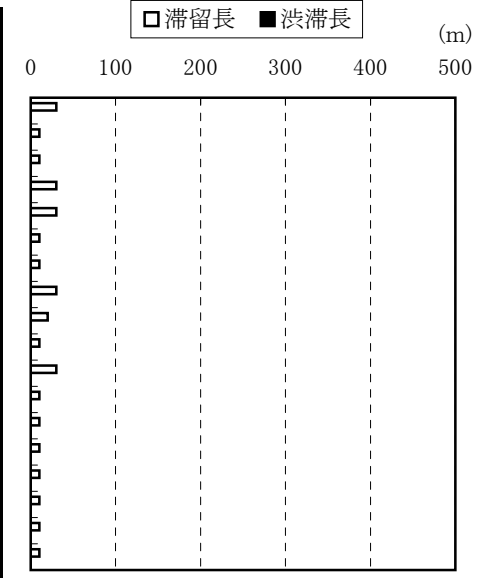
※渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 40         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 30         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

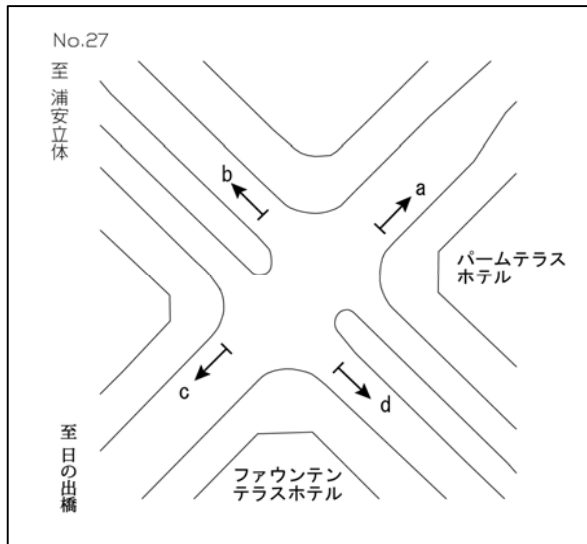


| 項目<br>時間 | 流入方向：b     |            | 渋滞<br>原因 |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) |          |
| 16:00    | 30         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 30         | 0          |          |
| 16:40    | 30         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 30         | 0          |          |
| 17:20    | 20         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 30         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 27 (36) P & F ホテル前交差点  
 方向：c  
 天候：曇り

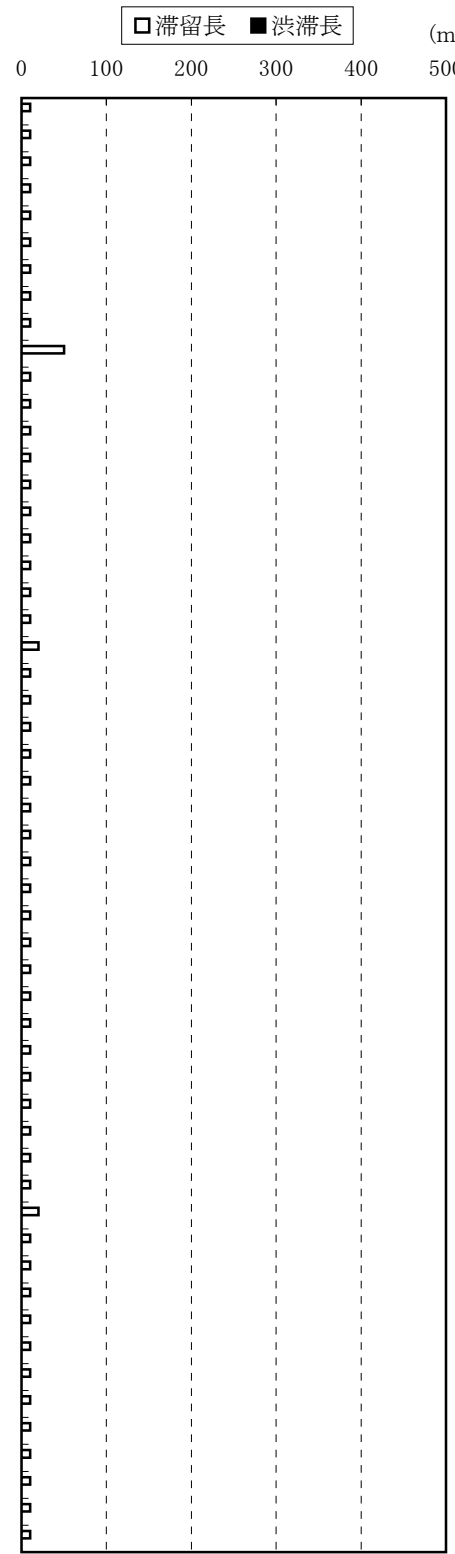


※ [Patterned Box] : 内の値は最大渋滞長

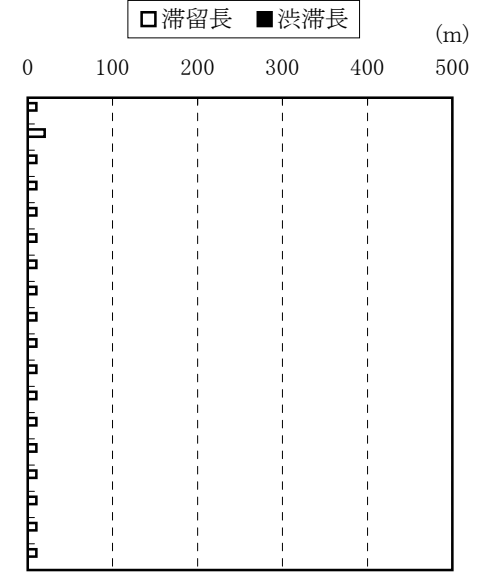
※ 渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 50         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 20         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 20         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

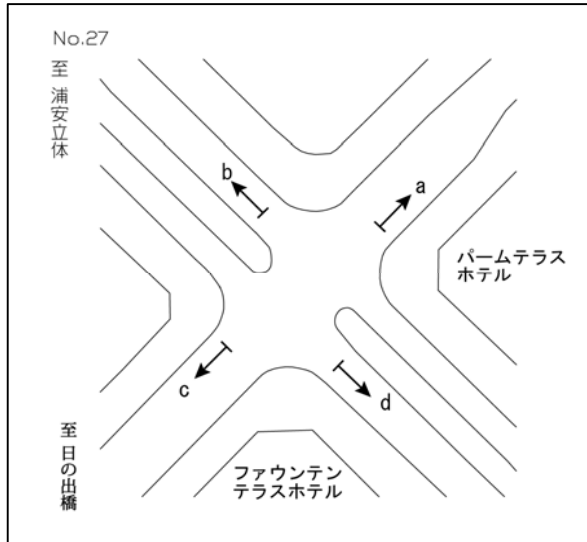


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 20         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 27 (36) P & F ホテル前交差点  
 方 向：d  
 天 候：曇り

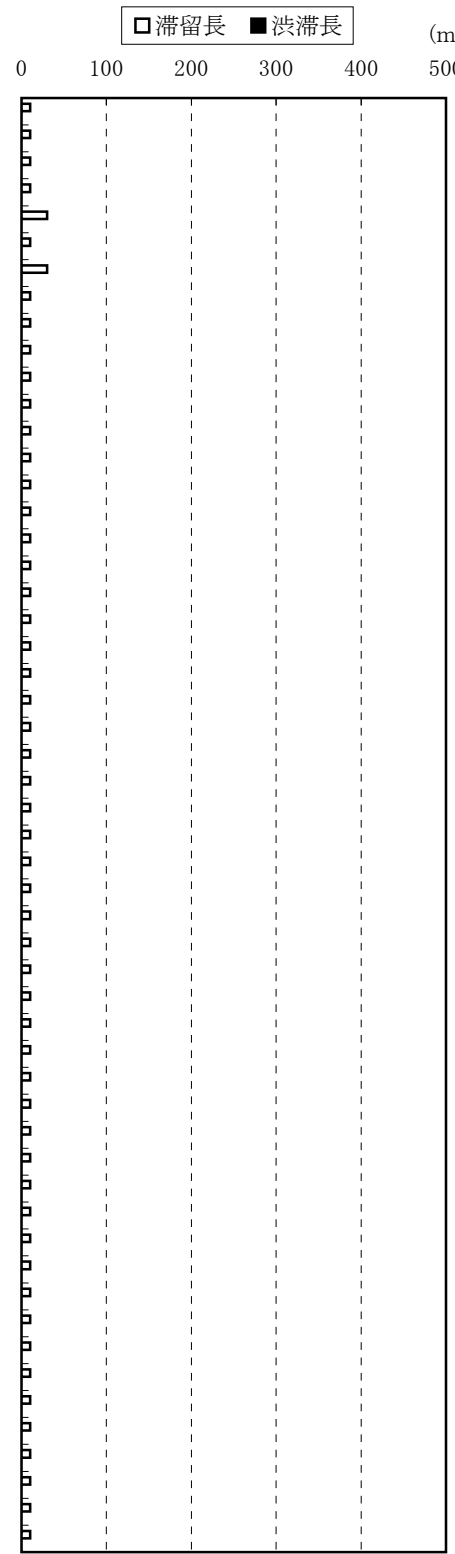


※ [Pattern] : 内の値は最大渋滞長

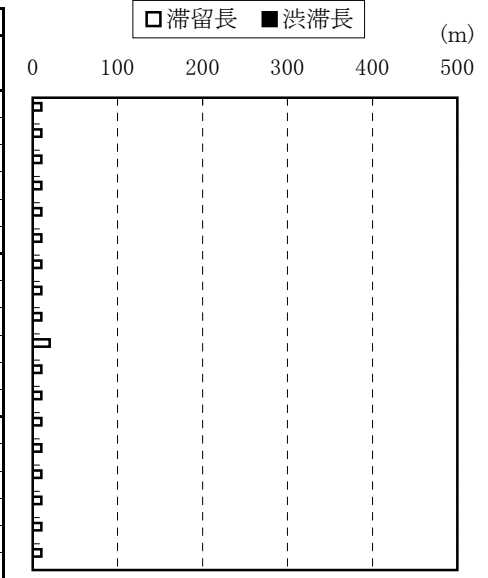
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 30         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 30         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |



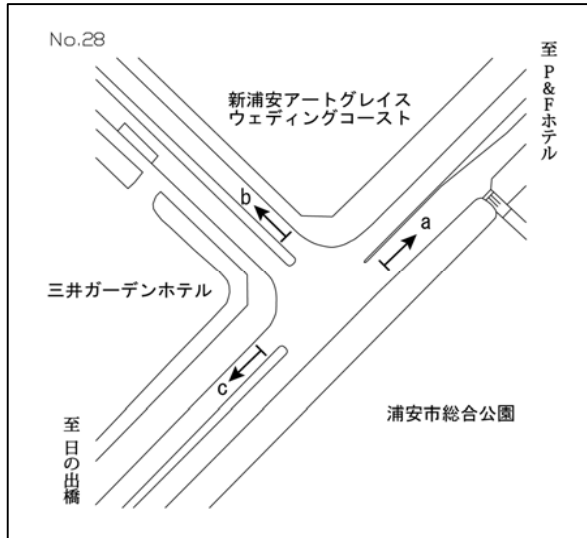
| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |





# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 28 (37)日の出橋東詰交差点  
 方向：a  
 天候：曇り

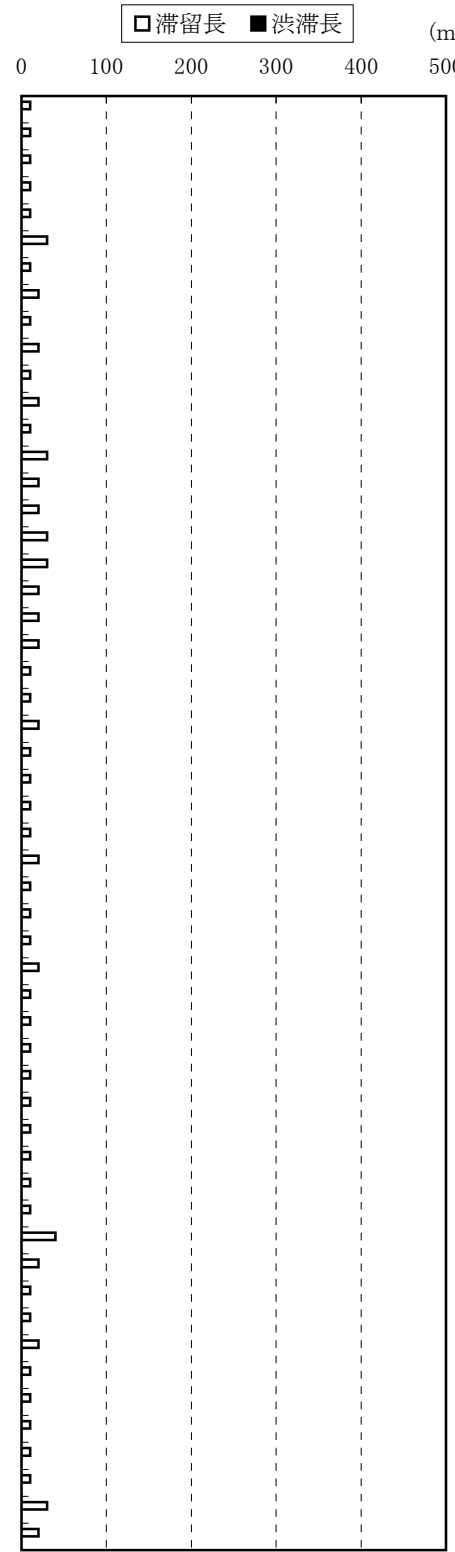


※ [Pattern] : 内の値は最大渋滞長

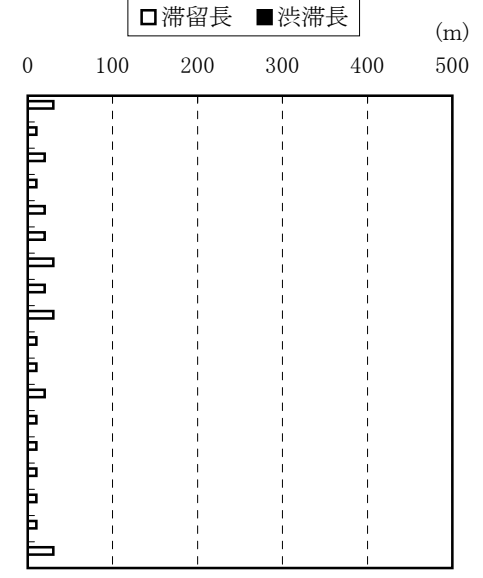
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 30         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 20         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 20         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 30         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 30         | 0          |          |
| 9:50     | 30         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 20         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 20         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 20         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 20         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 40         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 30         | 0          |          |
| 15:50    | 20         | 0          |          |

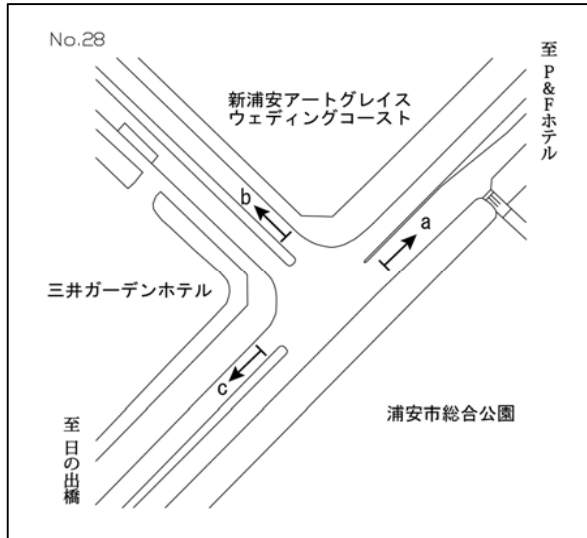


| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 30         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 20         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 20         | 0          |          |
| 17:00    | 30         | 0          |          |
| 17:10    | 20         | 0          |          |
| 17:20    | 30         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 20         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 30         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 28 (37)日の出橋東詰交差点  
 方向：b  
 天候：曇り

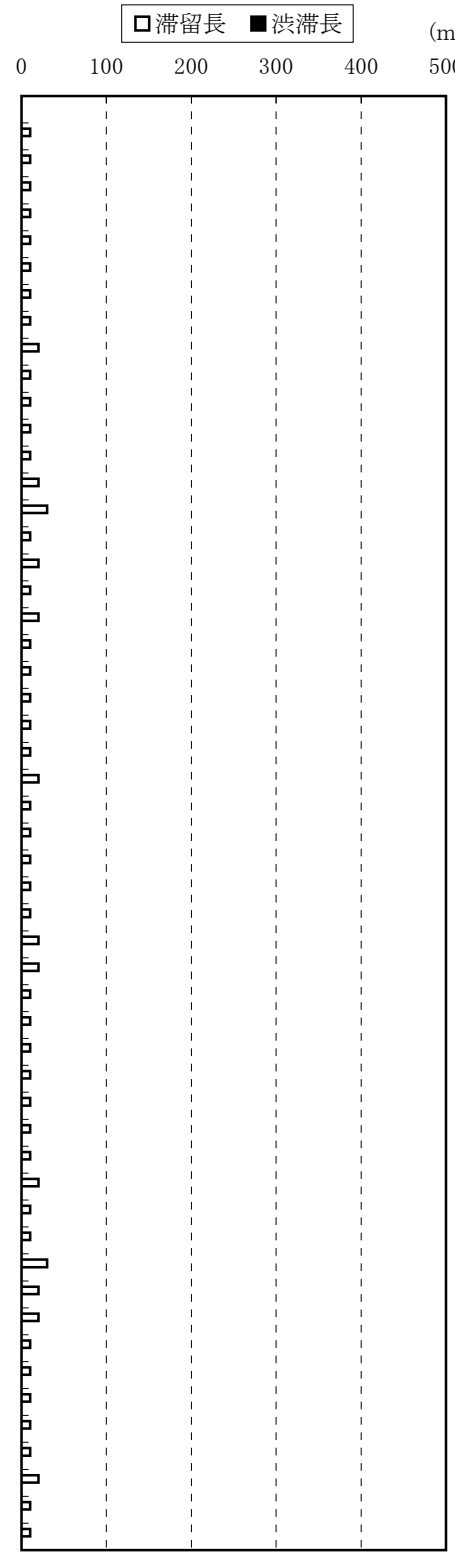


※ [Pattern] : 内の値は最大渋滞長

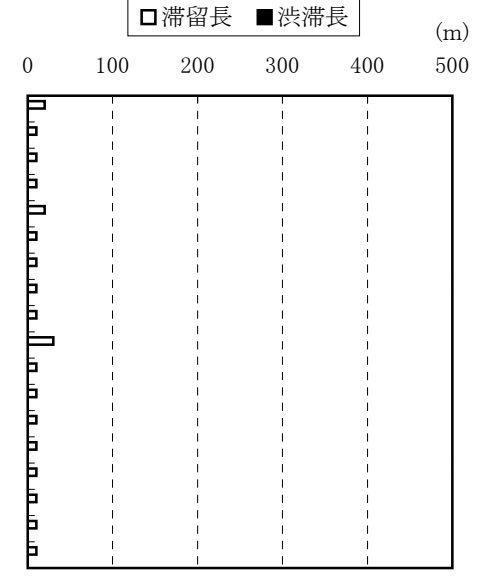
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 0          | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 30         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 20         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 20         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 20         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 20         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 30         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 20         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 20         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

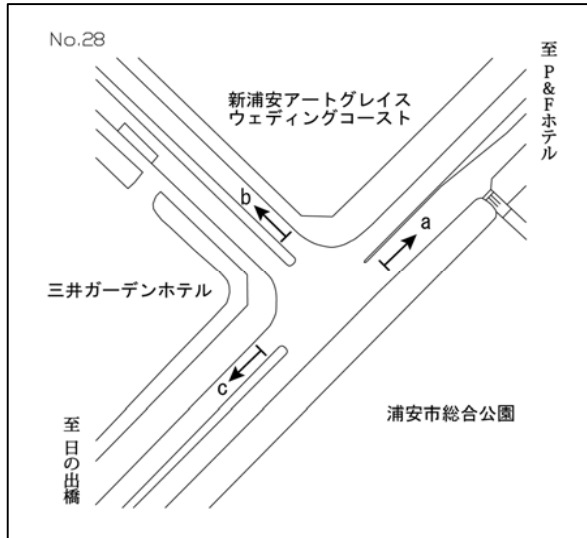


| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 30         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 28 (37)日の出橋東詰交差点  
 方向：c  
 天候：曇り

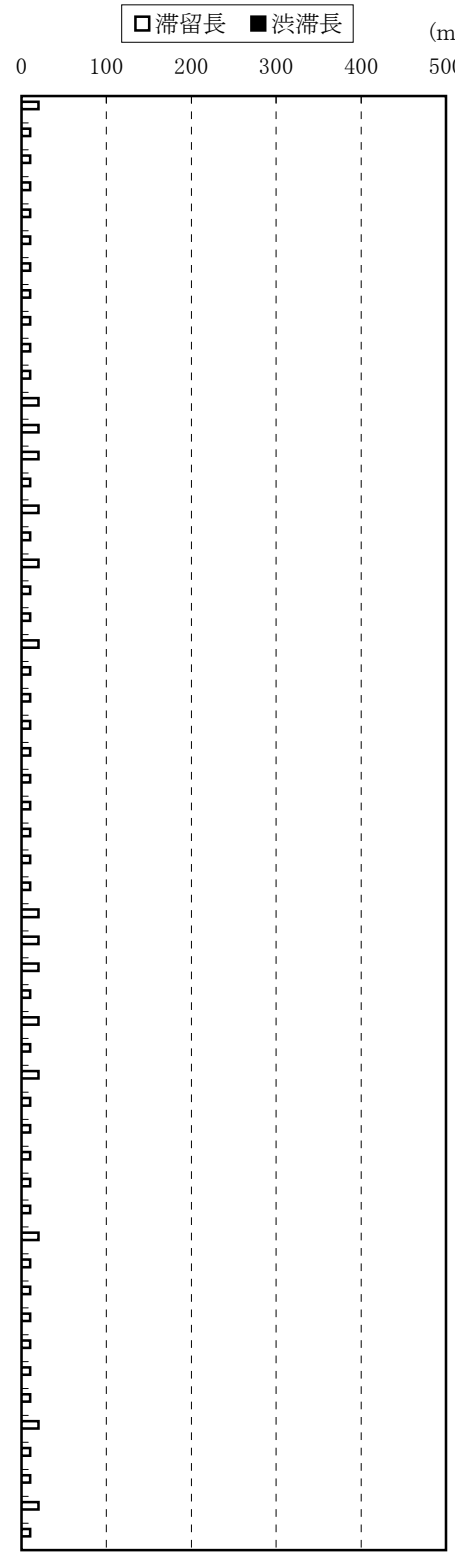


※ [Pattern] : 内の値は最大渋滞長

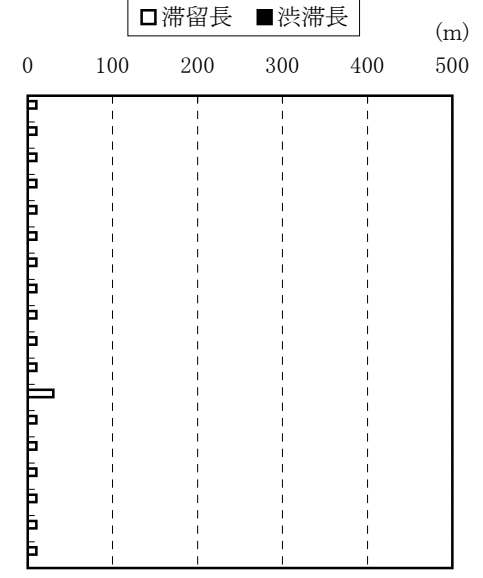
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 20         | 0          |          |
| 9:00     | 20         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 20         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 20         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 20         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 20         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 20         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 20         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 20         | 0          |          |
| 15:50    | 10         | 0          |          |

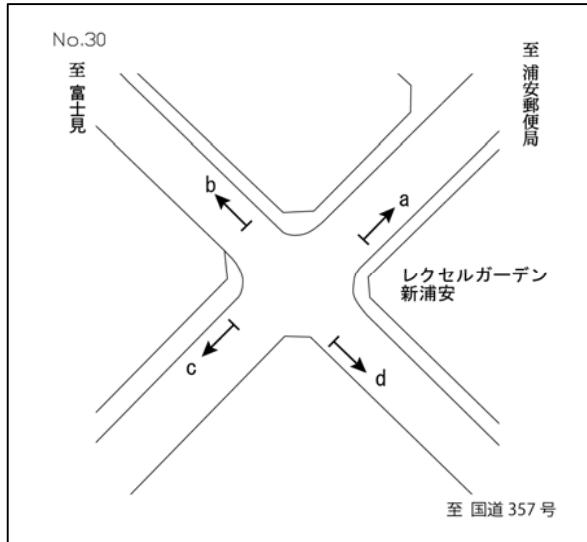


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 30         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 30 (39)東野地区内交差点  
 方 向：a  
 天 候：曇り

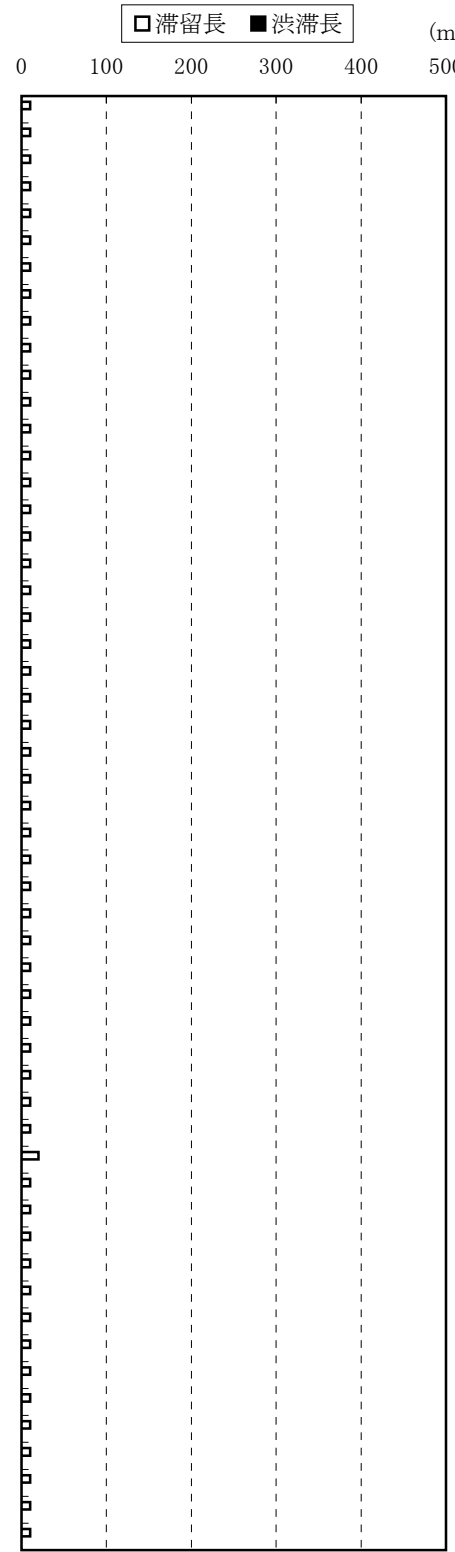


※ [Pattern] : 内の値は最大渋滞長

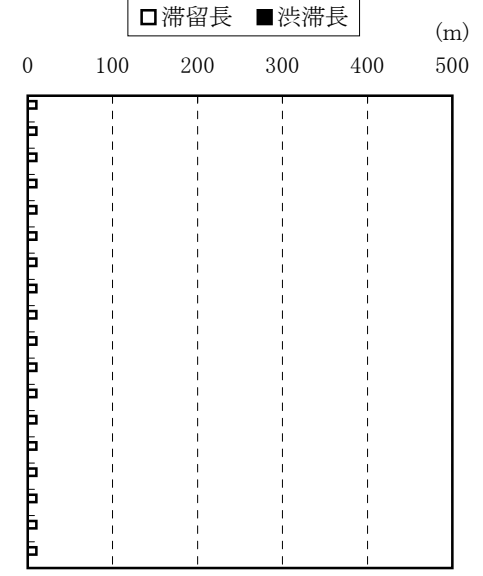
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 20         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

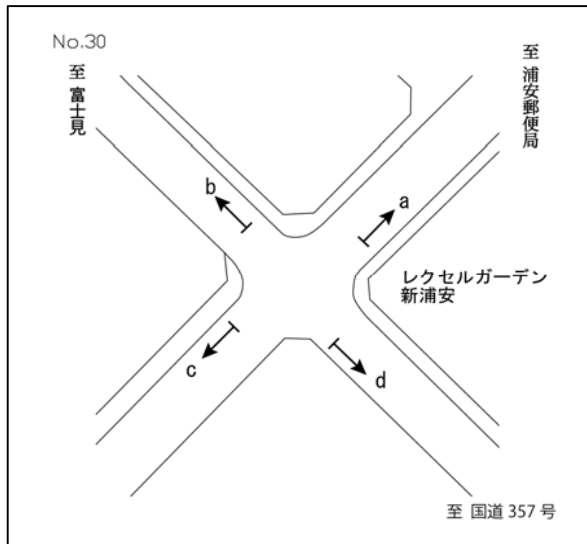


| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 30 (39)東野地区内交差点  
 方向：b  
 天候：曇り

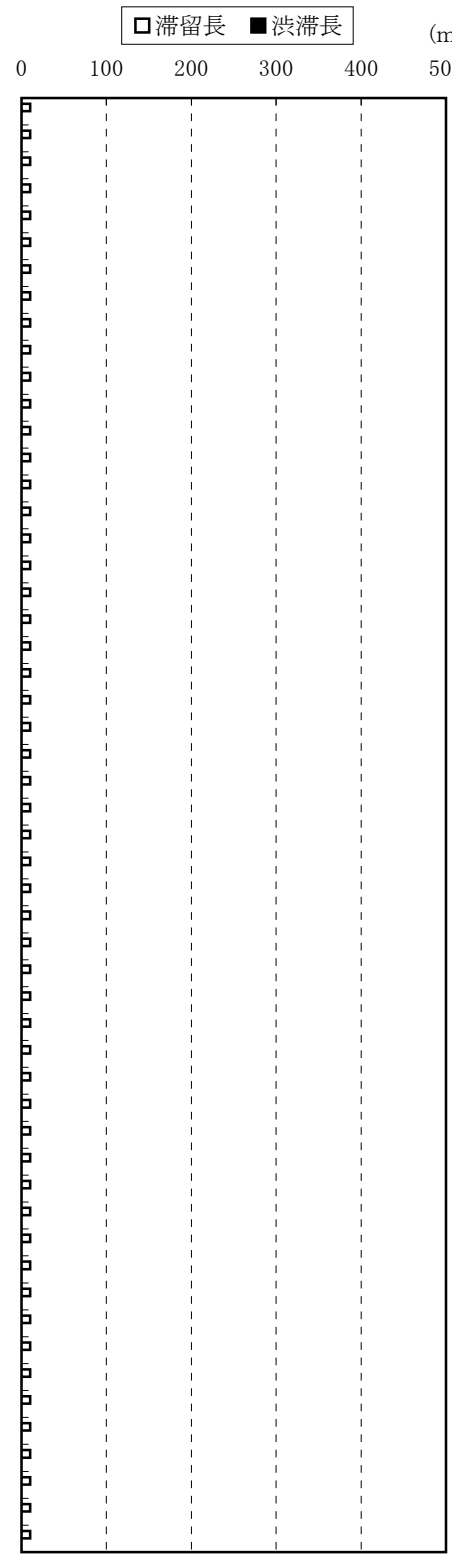


※ [Pattern] : 内の値は最大渋滞長

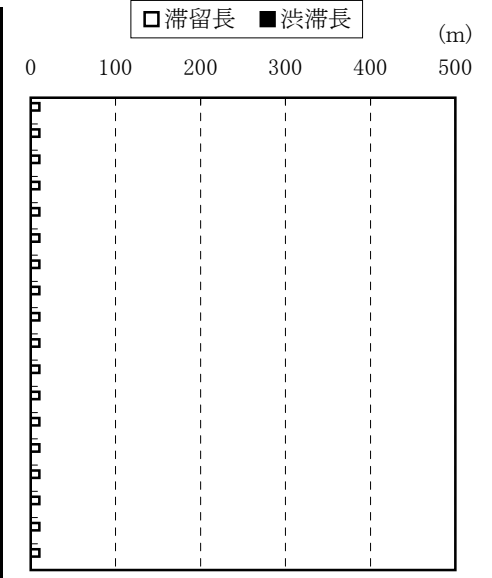
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

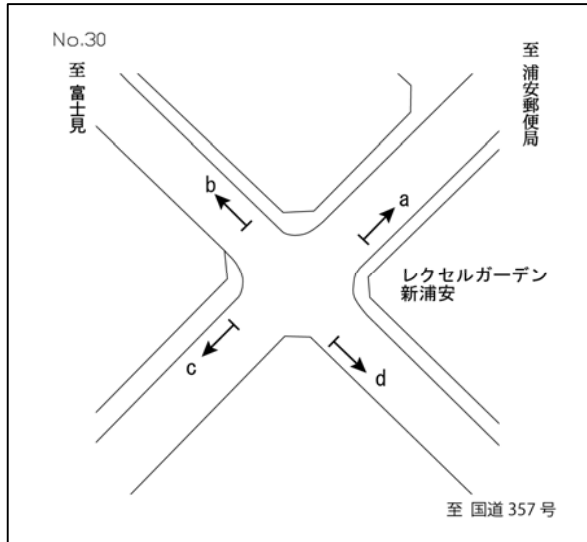


| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 30 (39)東野地区内交差点  
 方 向：c  
 天 候：曇り

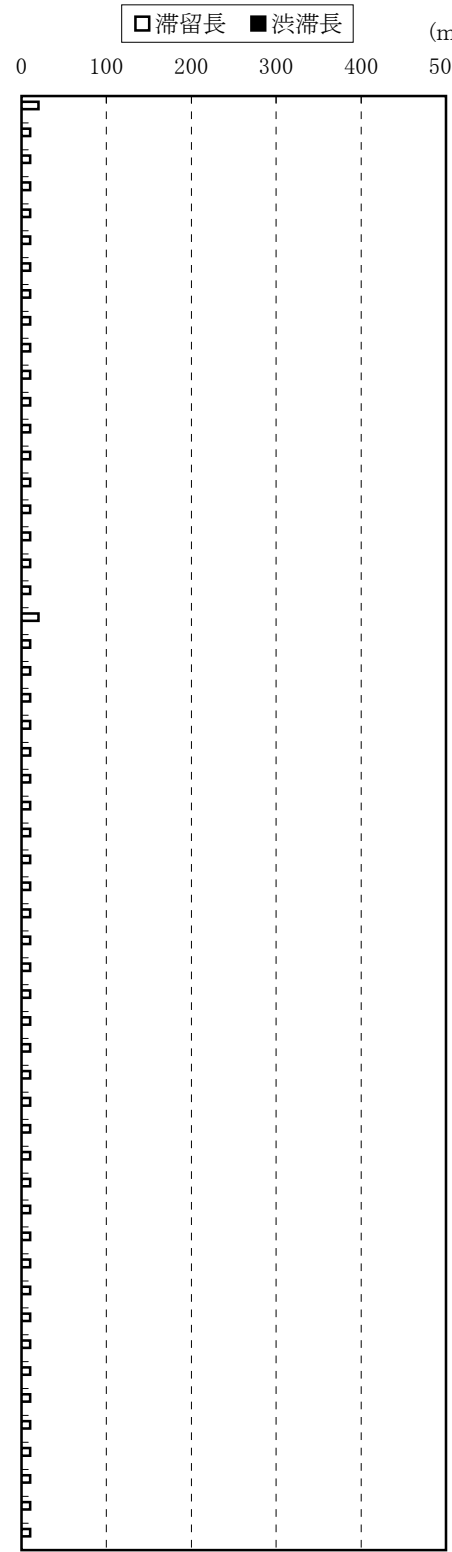


※ [Patterned Box] : 内の値は最大渋滞長

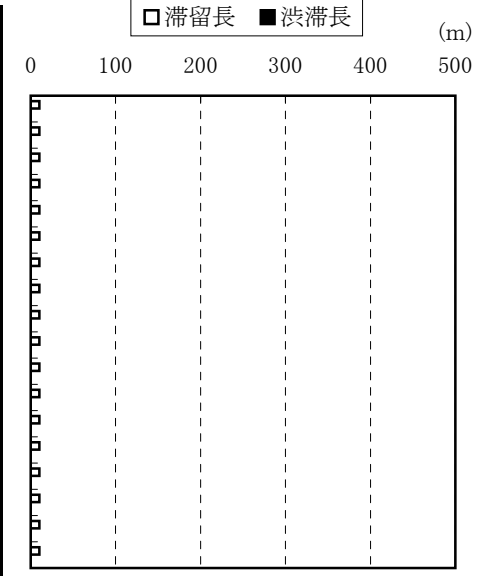
※渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 20         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 20         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

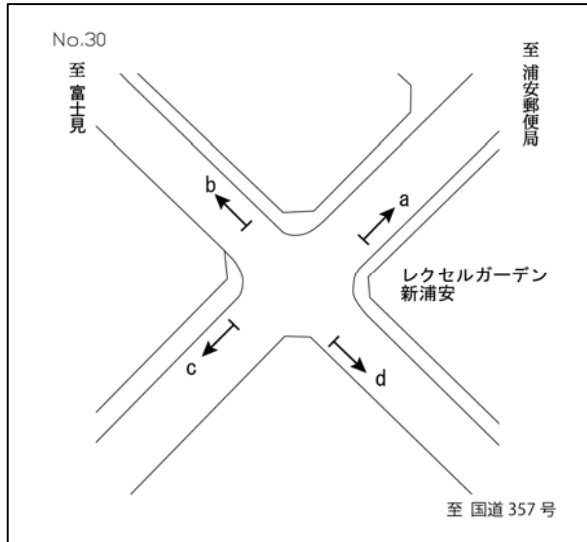


| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 30 (39)東野地区内交差点  
 方 向：d  
 天 候：曇り

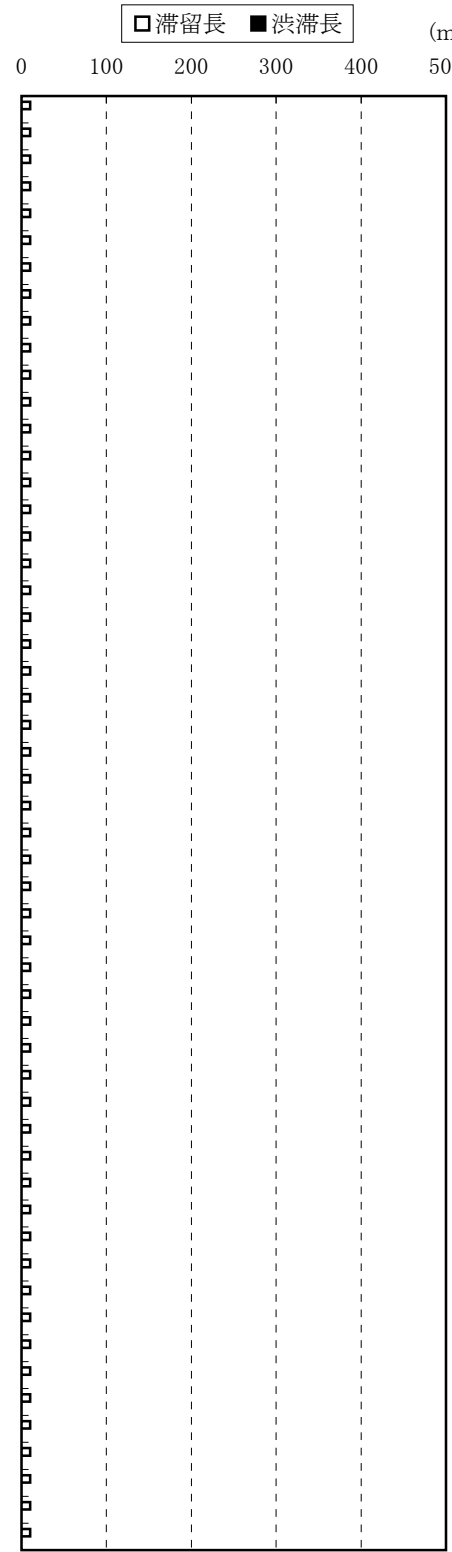


※ [Pattern] : 内の値は最大渋滞長

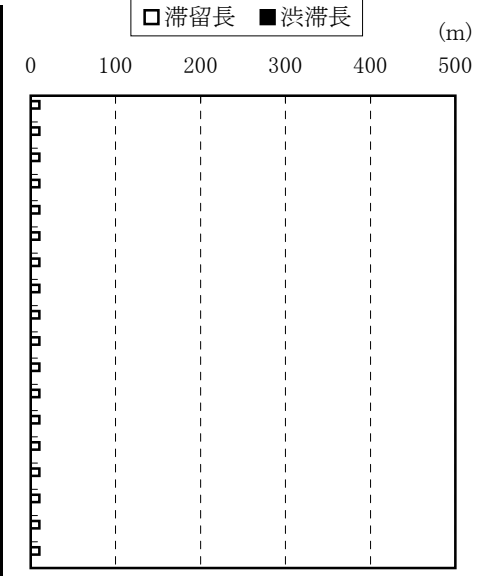
※渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

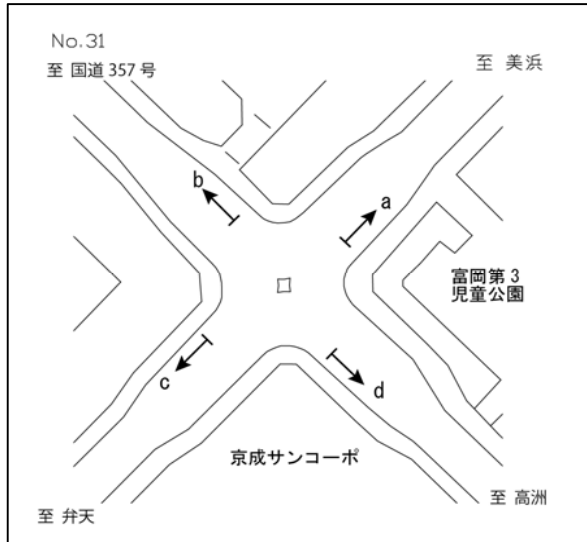


| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 31 (40) 富岡地区内交差点  
 方向：a  
 天候：曇り

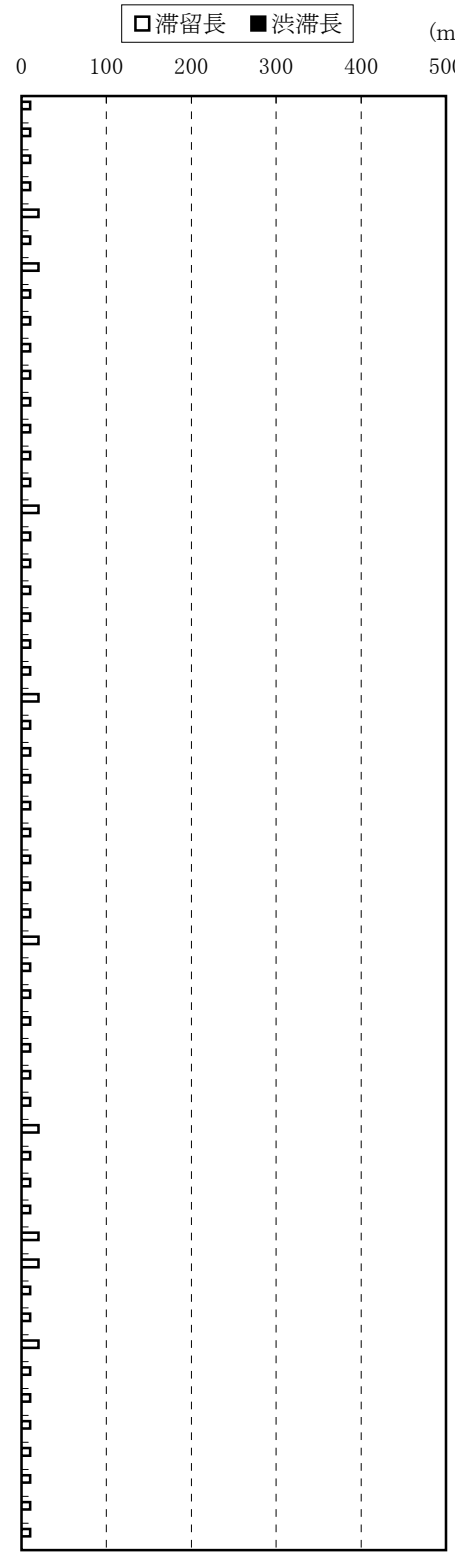


※ [Pattern] : 内の値は最大渋滞長

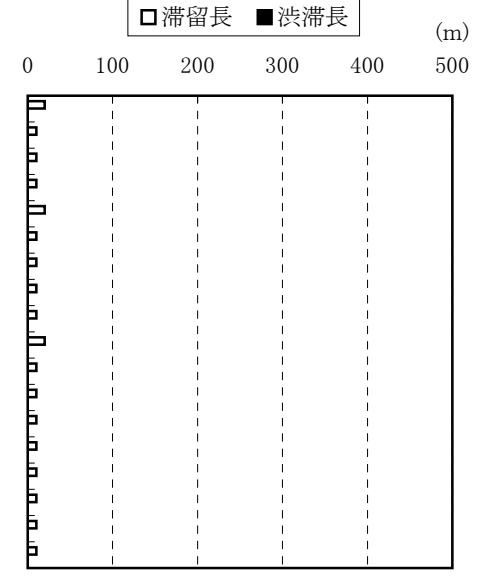
※ 渋滞原因凡例

- 1：車線減少 2：信号現示不適 3：踏切 4：橋梁
- 5：右折、対向直進 6：左折車 7：大型車
- 8：二輪車 9：歩行者 10：駐車車両
- 11：バス停、バスレーン 12：工事、事故
- 13：沿道出入車両 14：道路線形
- 15：交差点形状 16：先詰まり 17：その他

| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 20         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 20         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 20         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 20         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 10         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 20         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 20         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 20         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |



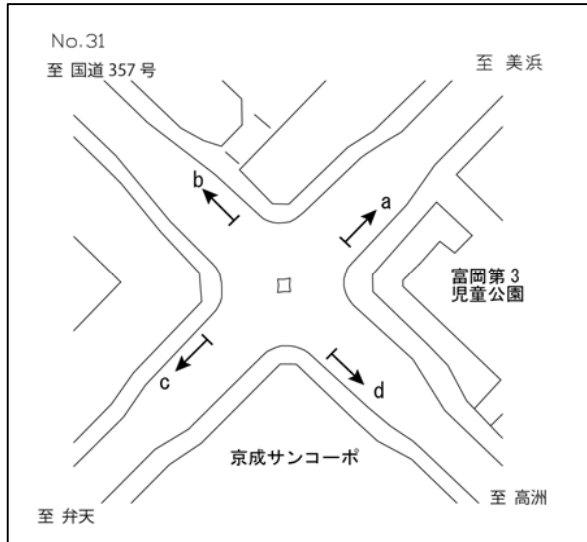
| 項目<br>時間 | 流入方向：a     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 20         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 20         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |





# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 31 (40) 富岡地区内交差点  
 方 向：b  
 天 候：曇り

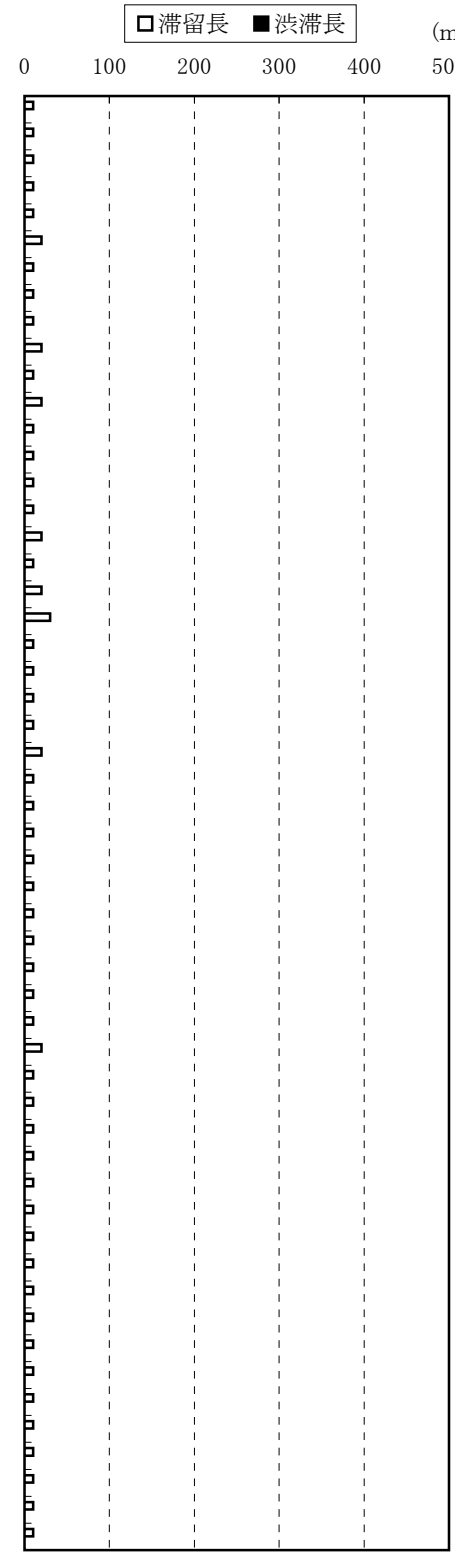


※ [Patterned Box] : 内の値は最大渋滞長

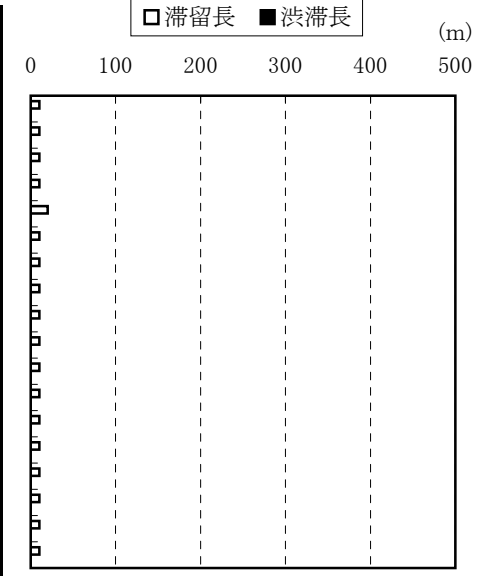
※渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 20         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 20         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 20         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 20         | 0          |          |
| 10:10    | 30         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 20         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

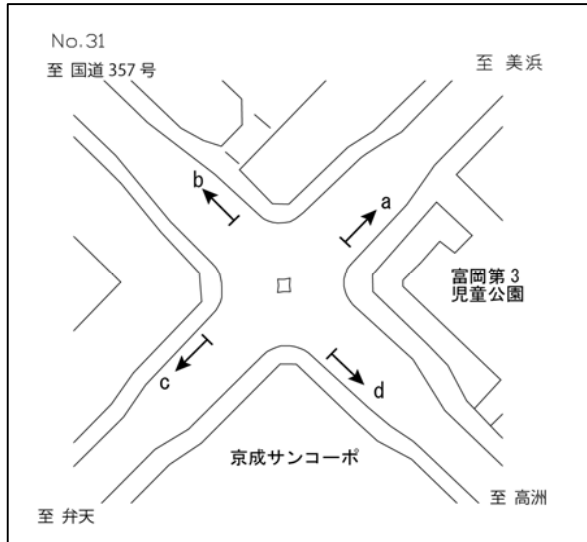


| 項目<br>時間 | 流入方向：b     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 10         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 31 (40) 富岡地区内交差点  
 方 向：c  
 天 候：曇り

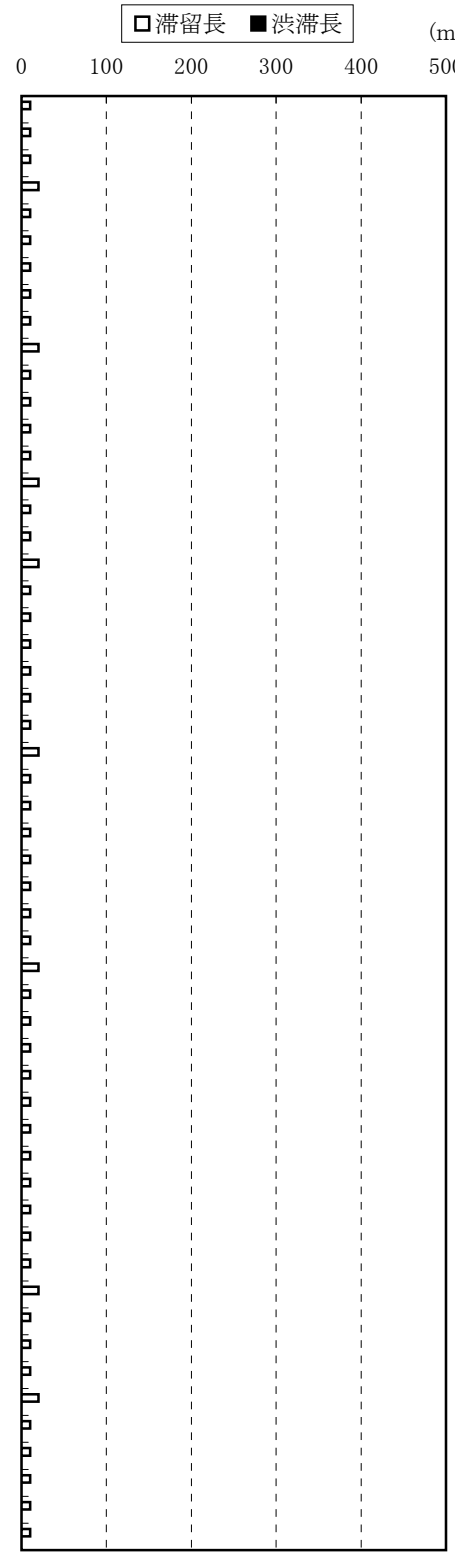


※ : 内の値は最大渋滞長

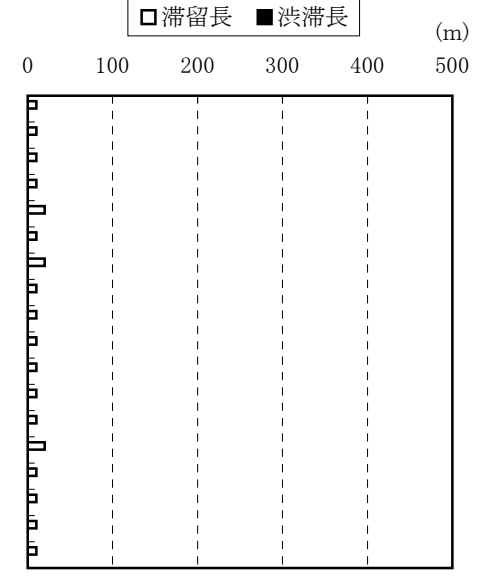
※ 渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 20         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 10         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 20         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 10         | 0          |          |
| 9:20     | 20         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 20         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 10         | 0          |          |
| 12:20    | 20         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 10         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 10         | 0          |          |
| 14:20    | 20         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 20         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 10         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |

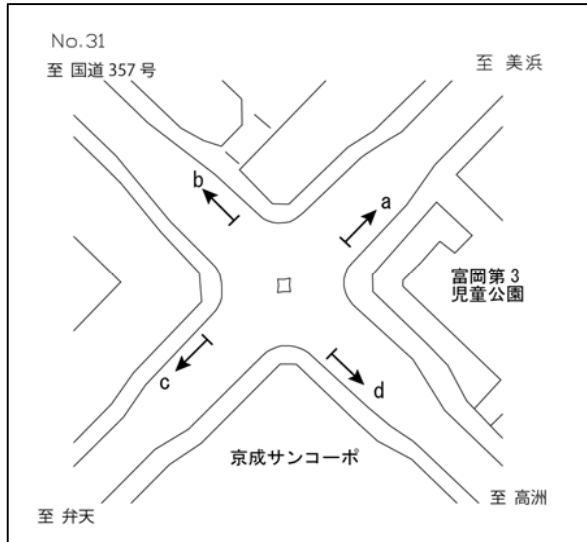



| 項目<br>時間 | 流入方向：c     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 10         | 0          |          |
| 16:30    | 10         | 0          |          |
| 16:40    | 20         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 10         | 0          |          |
| 18:10    | 20         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |



# 渋滞長調査表・変動図

調査年月日：平成25年6月6日(木)  
 調査地点：No. 31 (40) 富岡地区内交差点  
 方 向：d  
 天 候：曇り

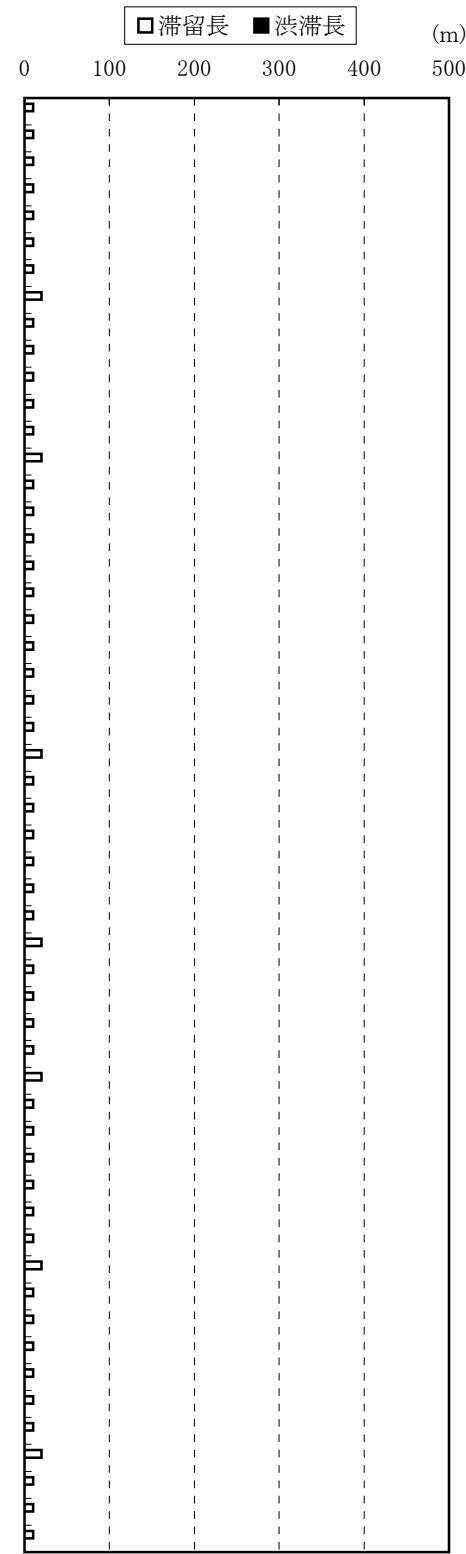


※  : 内の値は最大渋滞長

※ 渋滞原因凡例

- |                |            |           |        |
|----------------|------------|-----------|--------|
| 1 : 車線減少       | 2 : 信号現示不適 | 3 : 踏切    | 4 : 橋梁 |
| 5 : 右折、対向直進    | 6 : 左折車    | 7 : 大型車   |        |
| 8 : 二輪車        | 9 : 歩行者    | 10 : 駐車車両 |        |
| 11 : バス停、バスレーン | 12 : 工事、事故 |           |        |
| 13 : 沿道出入車両    | 14 : 道路線形  |           |        |
| 15 : 交差点形状     | 16 : 先詰まり  | 17 : その他  |        |

| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 7:00     | 10         | 0          |          |
| 7:10     | 10         | 0          |          |
| 7:20     | 10         | 0          |          |
| 7:30     | 10         | 0          |          |
| 7:40     | 10         | 0          |          |
| 7:50     | 10         | 0          |          |
| 8:00     | 10         | 0          |          |
| 8:10     | 20         | 0          |          |
| 8:20     | 10         | 0          |          |
| 8:30     | 10         | 0          |          |
| 8:40     | 10         | 0          |          |
| 8:50     | 10         | 0          |          |
| 9:00     | 10         | 0          |          |
| 9:10     | 20         | 0          |          |
| 9:20     | 10         | 0          |          |
| 9:30     | 10         | 0          |          |
| 9:40     | 10         | 0          |          |
| 9:50     | 10         | 0          |          |
| 10:00    | 10         | 0          |          |
| 10:10    | 10         | 0          |          |
| 10:20    | 10         | 0          |          |
| 10:30    | 10         | 0          |          |
| 10:40    | 10         | 0          |          |
| 10:50    | 10         | 0          |          |
| 11:00    | 20         | 0          |          |
| 11:10    | 10         | 0          |          |
| 11:20    | 10         | 0          |          |
| 11:30    | 10         | 0          |          |
| 11:40    | 10         | 0          |          |
| 11:50    | 10         | 0          |          |
| 12:00    | 10         | 0          |          |
| 12:10    | 20         | 0          |          |
| 12:20    | 10         | 0          |          |
| 12:30    | 10         | 0          |          |
| 12:40    | 10         | 0          |          |
| 12:50    | 10         | 0          |          |
| 13:00    | 20         | 0          |          |
| 13:10    | 10         | 0          |          |
| 13:20    | 10         | 0          |          |
| 13:30    | 10         | 0          |          |
| 13:40    | 10         | 0          |          |
| 13:50    | 10         | 0          |          |
| 14:00    | 10         | 0          |          |
| 14:10    | 20         | 0          |          |
| 14:20    | 10         | 0          |          |
| 14:30    | 10         | 0          |          |
| 14:40    | 10         | 0          |          |
| 14:50    | 10         | 0          |          |
| 15:00    | 10         | 0          |          |
| 15:10    | 10         | 0          |          |
| 15:20    | 20         | 0          |          |
| 15:30    | 10         | 0          |          |
| 15:40    | 10         | 0          |          |
| 15:50    | 10         | 0          |          |



| 項目<br>時間 | 流入方向：d     |            |          |
|----------|------------|------------|----------|
|          | 滞留長<br>(m) | 渋滞長<br>(m) | 渋滞<br>原因 |
| 16:00    | 10         | 0          |          |
| 16:10    | 10         | 0          |          |
| 16:20    | 20         | 0          |          |
| 16:30    | 20         | 0          |          |
| 16:40    | 10         | 0          |          |
| 16:50    | 10         | 0          |          |
| 17:00    | 20         | 0          |          |
| 17:10    | 10         | 0          |          |
| 17:20    | 10         | 0          |          |
| 17:30    | 10         | 0          |          |
| 17:40    | 10         | 0          |          |
| 17:50    | 10         | 0          |          |
| 18:00    | 20         | 0          |          |
| 18:10    | 10         | 0          |          |
| 18:20    | 10         | 0          |          |
| 18:30    | 10         | 0          |          |
| 18:40    | 10         | 0          |          |
| 18:50    | 10         | 0          |          |

