

9. 信号現示調査表・車線構成図(現況図)

[信号現示調査表・車線構成図について]

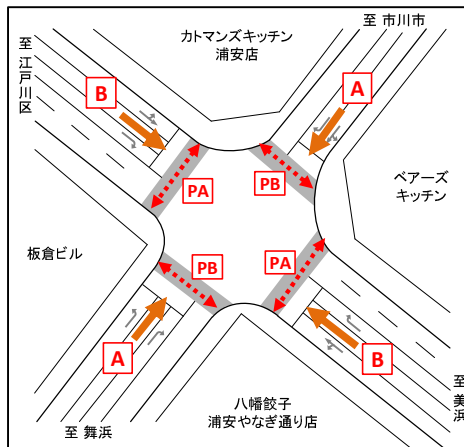
1. 信号現示調査表 (階梯図)

- ・ 現示…信号交差点を通過する複数の交通流の中で、同時に通行権が与えられている交通流の一群、またはその通行権が与えられている時間帯。
- ・ 階梯…交差点における信号表示の切り替えの最小単位であり、全灯器の時系列的な表示状態の組み合わせを規定したもの。

(出典：交通工学研究会「交通工学用語集」)

(例) No.1 4 猫実3丁目交差点

案内図



信号現示階梯図

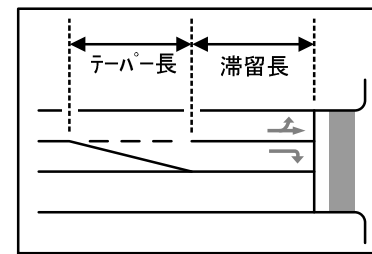
| 現示 灯器 階梯 | 1φ | | | | 2φ | | | 3φ | | | | 4φ | | | 計 |
|-------------|----|---|---|---|----|---|---|----|---|----|----|----|----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | |
| A | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | |
| B | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | |
| PA | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | |
| PB | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | |
| 7:00 | 37 | 6 | 2 | 3 | 6 | 3 | 3 | 49 | 5 | 2 | 3 | 9 | 3 | 3 | 134 |
| 8:00 | 50 | 6 | 2 | 3 | 8 | 3 | 3 | 45 | 5 | 2 | 3 | 4 | 3 | 3 | 140 |
| 9:00 | 46 | 6 | 2 | 3 | 4 | 3 | 3 | 50 | 5 | 2 | 3 | 8 | 3 | 3 | 141 |

現示及び階梯の詳細図

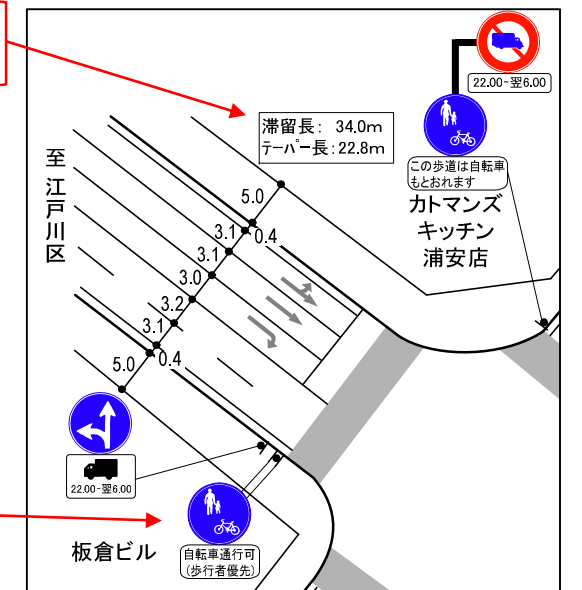
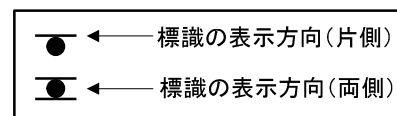
| 現示 | 1φ | | | | 2φ | | |
|------------------------------------|-------------------------------------|------------------------------------|------------------------------------|---------------------------------------|------------------------------------|------------------------------------|-------|
| | 階梯:1 | 階梯:2 | 階梯:3 | 階梯:4 | 階梯:5 | 階梯:6 | 階梯:7 |
| A : 青 PA : 青 B : 赤 PB : 赤 | A : 青 PA : 点滅 B : 赤 PB : 赤 | A : 青 PA : 赤 B : 赤 PB : 赤 | A : 黄 PA : 赤 B : 赤 PB : 赤 | A : 右折青矢 PA : 赤 B : 赤 PB : 赤 | A : 黄 PA : 赤 B : 赤 PB : 赤 | A : 赤 PA : 赤 B : 赤 PB : 赤 | |
| 階梯 | | | | | | 全ての灯器が赤 | |
| 現示 | 3φ | | | | 4φ | | |
| | 階梯:8 | 階梯:9 | 階梯:10 | 階梯:11 | 階梯:12 | 階梯:13 | 階梯:14 |
| A : 赤 PA : 赤 B : 青 PB : 青 | A : 赤 PA : 赤 B : 青 PB : 点滅 | A : 赤 PA : 赤 B : 青 PB : 赤 | A : 赤 PA : 赤 B : 黄 PB : 赤 | A : 赤 PA : 赤 B : 右折青矢 PB : 赤 | A : 赤 PA : 赤 B : 黄 PB : 赤 | A : 赤 PA : 赤 B : 赤 PB : 赤 | |
| 階梯 | | | | | | 全ての灯器が赤 | |

2. 車線構成図 (道路現況)

- ・ テーパー長…車両が車線を移行するための長さ
- ・ 滞留長…車両が滞留可能な長さ



- ・ 標識の表示方向



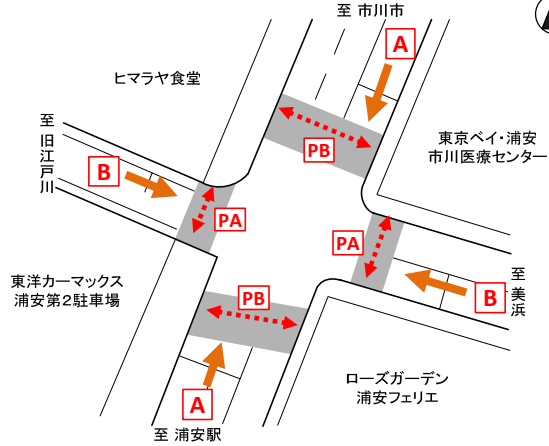
信号現示調査表

調査地点 : No.1 東京ベイ医療センター前交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~19:00(12時間)

凡 例

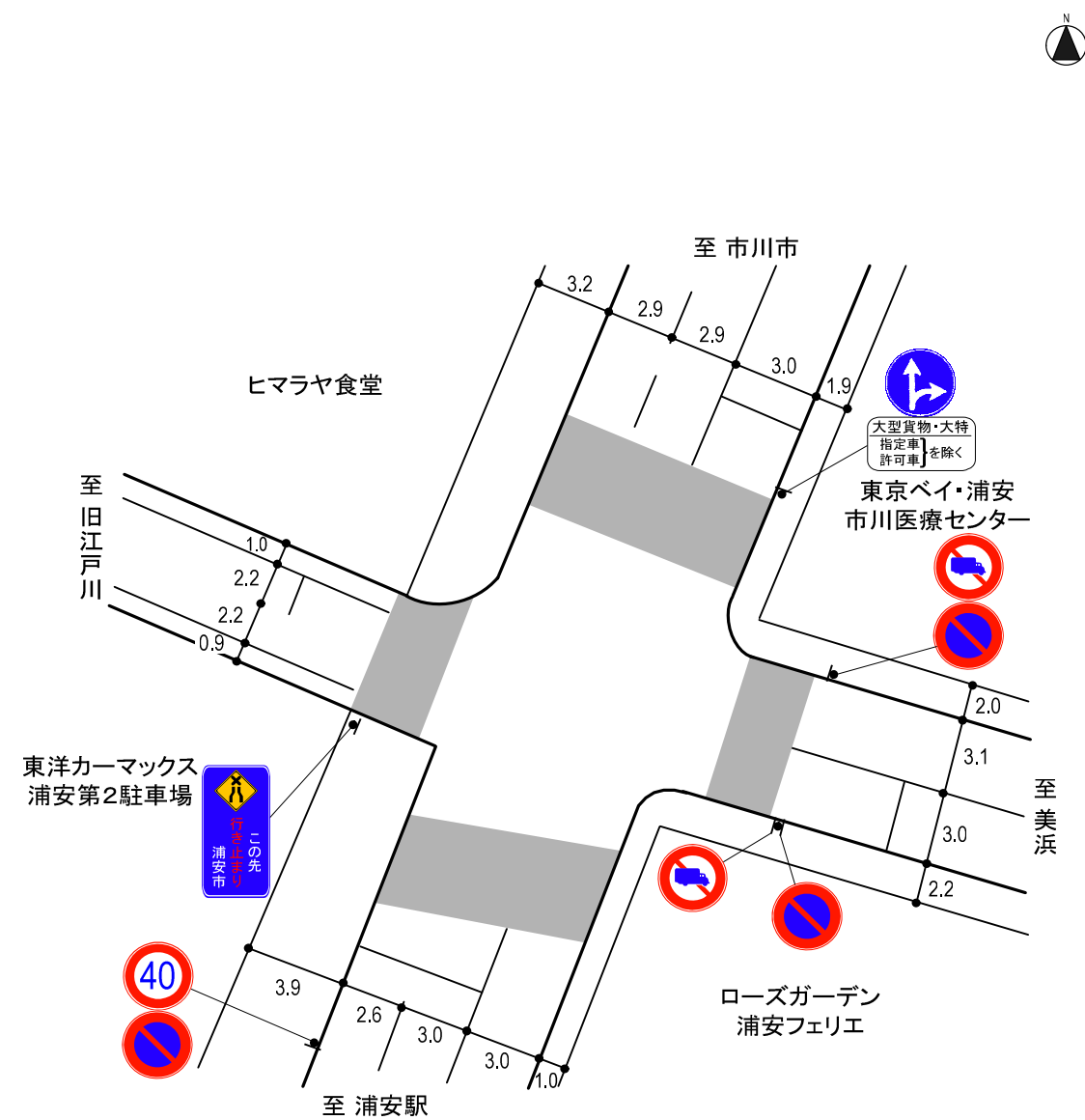
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



車線構成図(現況図)

調査地点 : No.1 東京ベイ医療センター前交差点



| 現示 | 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | 計 | | | | | | | |
|-------|-------|----|---|---|---|----|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|---|----|----|----|----|--|--|----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | 21 | 22 | 23 | 24 | | | |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 29 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 70 |
| 8:00 | 29 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 70 |
| 9:00 | 32 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 70 |
| 10:00 | 27 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 65 |
| 11:00 | 27 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 65 |
| 12:00 | 30 | 4 | 2 | 3 | 2 | 13 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 65 |
| 13:00 | 30 | 4 | 2 | 3 | 2 | 13 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 65 |
| 14:00 | 30 | 4 | 2 | 3 | 2 | 13 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 65 |
| 15:00 | 30 | 4 | 2 | 3 | 2 | 13 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 65 |
| 16:00 | 32 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 70 |
| 17:00 | 32 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 70 |
| 18:00 | 32 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | | | 70 |

| 現示 | | | | | |
|----|----|----|----|----|----|
| | 1φ | 2φ | 3φ | 4φ | 5φ |
| | | | | | |

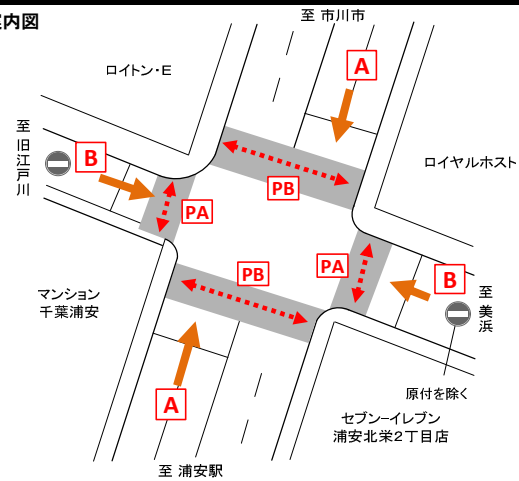
信号現示調査表

調査地点 : No.2 ロイヤルホスト浦安店前交差点(北栄2丁目)
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

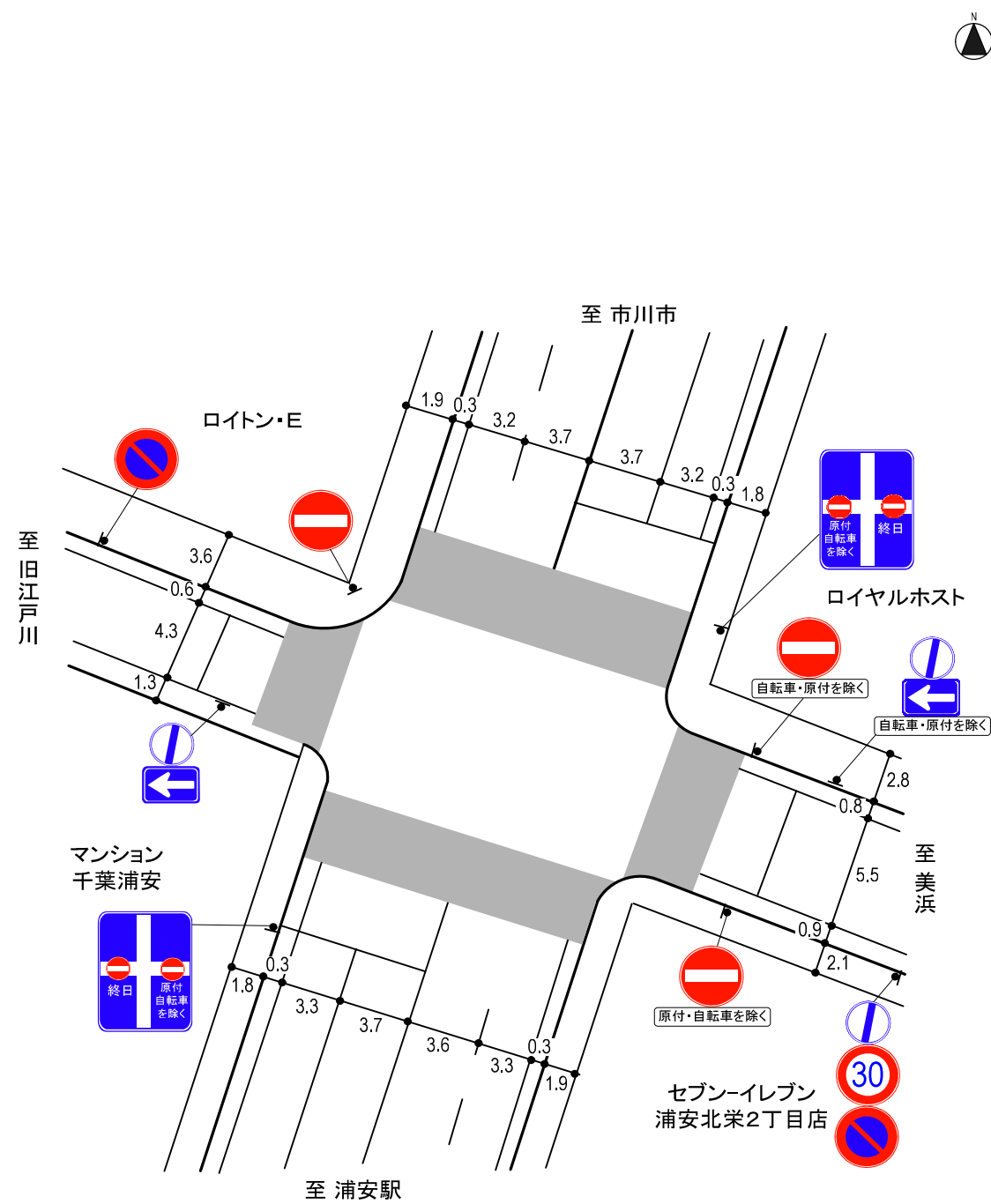
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



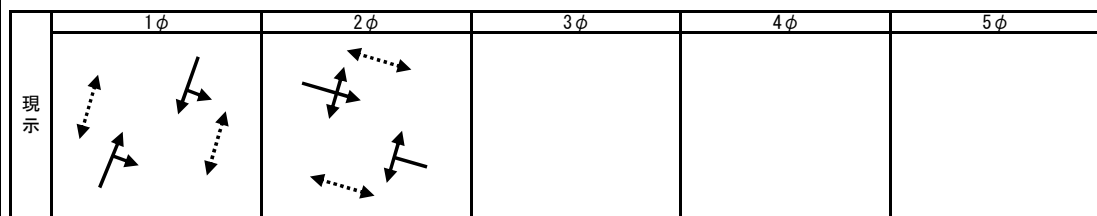
車線構成図(現況図)

調査地点 : No.2 ロイヤルホスト浦安店前交差点(北栄2丁目)



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | 計 | | |
|-------------|-------------------|---|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|---|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | 21 | 22 |
| A | [Signal patterns] | | | | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | | | | | | | | | | | | | | | | | | |

| 時刻 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | | | | | | | | | | | | | | 計 |
|-------|----|---|---|---|---|----|---|---|---|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|
| 7:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 8:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 9:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 10:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 11:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 12:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 13:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 14:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 15:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 16:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 17:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 18:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 19:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 20:00 | 45 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 21:00 | 30 | 4 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 80 |
| 22:00 | 25 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 70 |
| 23:00 | 25 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 70 |
| 0:00 | 25 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 70 |
| 1:00 | 25 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 70 |
| 2:00 | 25 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 70 |
| 3:00 | 25 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 70 |
| 4:00 | 25 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 70 |
| 5:00 | 25 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 70 |
| 6:00 | 25 | 4 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 70 |

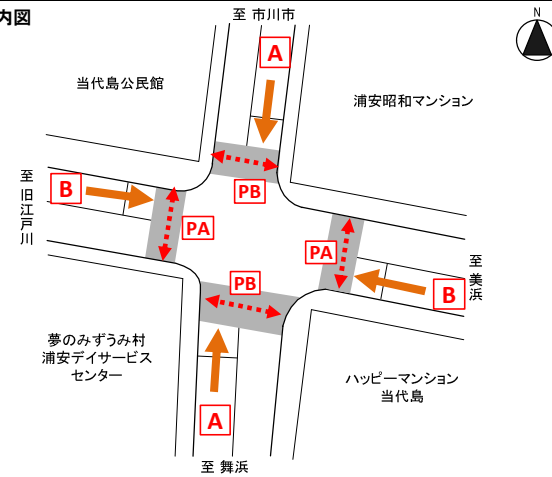


信号現示調査表

調査地点 : No.3 当代島公民館交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~19:00(12時間)

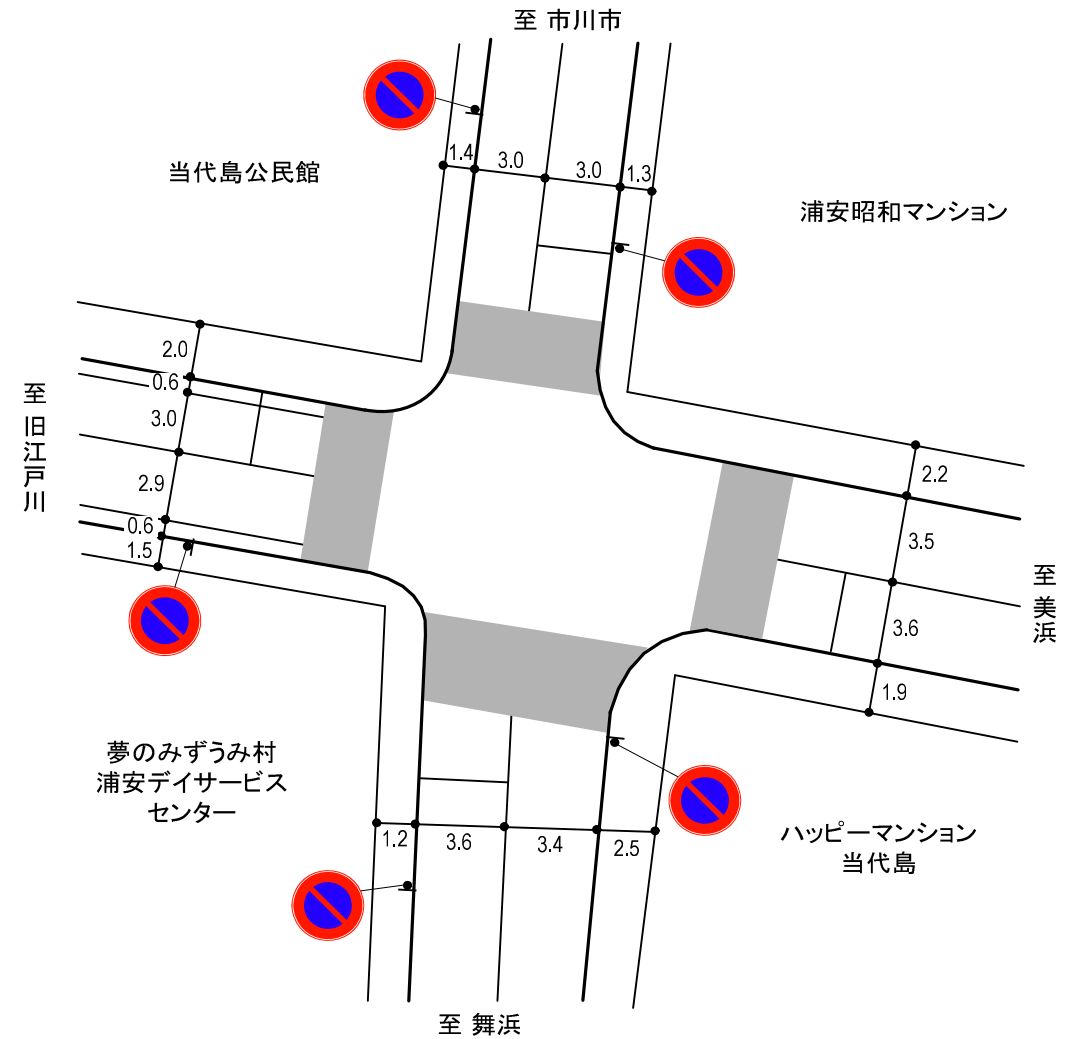
| 凡 例 | | | |
|-----|--------|--|------------|
| | :青 | | :右折・青矢印 |
| | :歩行者点滅 | | :左折・青矢印 |
| | :黄 | | :直進・青矢印 |
| | :赤 | | :直進右折・青矢印 |
| | :黄点滅 | | :直進左折・青矢印 |
| | :黄点滅 | | :直進右左折・青矢印 |
| | :赤点滅 | | |

方向案内図

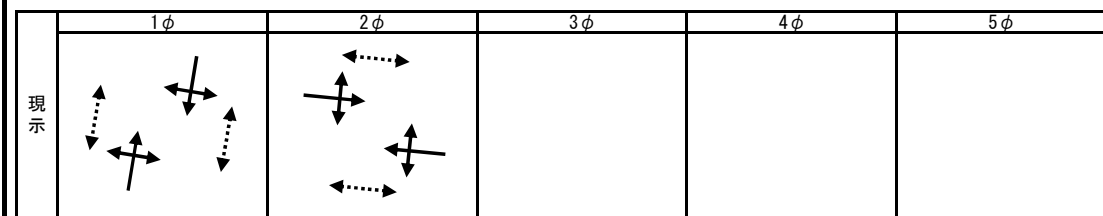


車線構成図 (現況図)

調査地点 : No.3 当代島公民館交差点



| 現示 | 灯器階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | 計 | | | | | | | |
|-------|------|----|---|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|---|----|----|----|----|--|----|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | 21 | 22 | 23 | 24 | | | |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | | 25 | 4 | 2 | 3 | 2 | 23 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | 70 | |
| 8:00 | | 25 | 4 | 2 | 3 | 2 | 23 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | 70 | |
| 9:00 | | 19 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | 60 | |
| 10:00 | | 19 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | 60 | |
| 11:00 | | 19 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | 60 | |
| 12:00 | | 19 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | 60 | |
| 13:00 | | 19 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | 60 | |
| 14:00 | | 19 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | 60 | |
| 15:00 | | 27 | 4 | 2 | 3 | 2 | 21 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | 70 | |
| 16:00 | | 27 | 4 | 2 | 3 | 2 | 21 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | 70 | |
| 17:00 | | 27 | 4 | 2 | 3 | 2 | 21 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | 70 | |
| 18:00 | | 27 | 4 | 2 | 3 | 2 | 21 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | | 70 | |



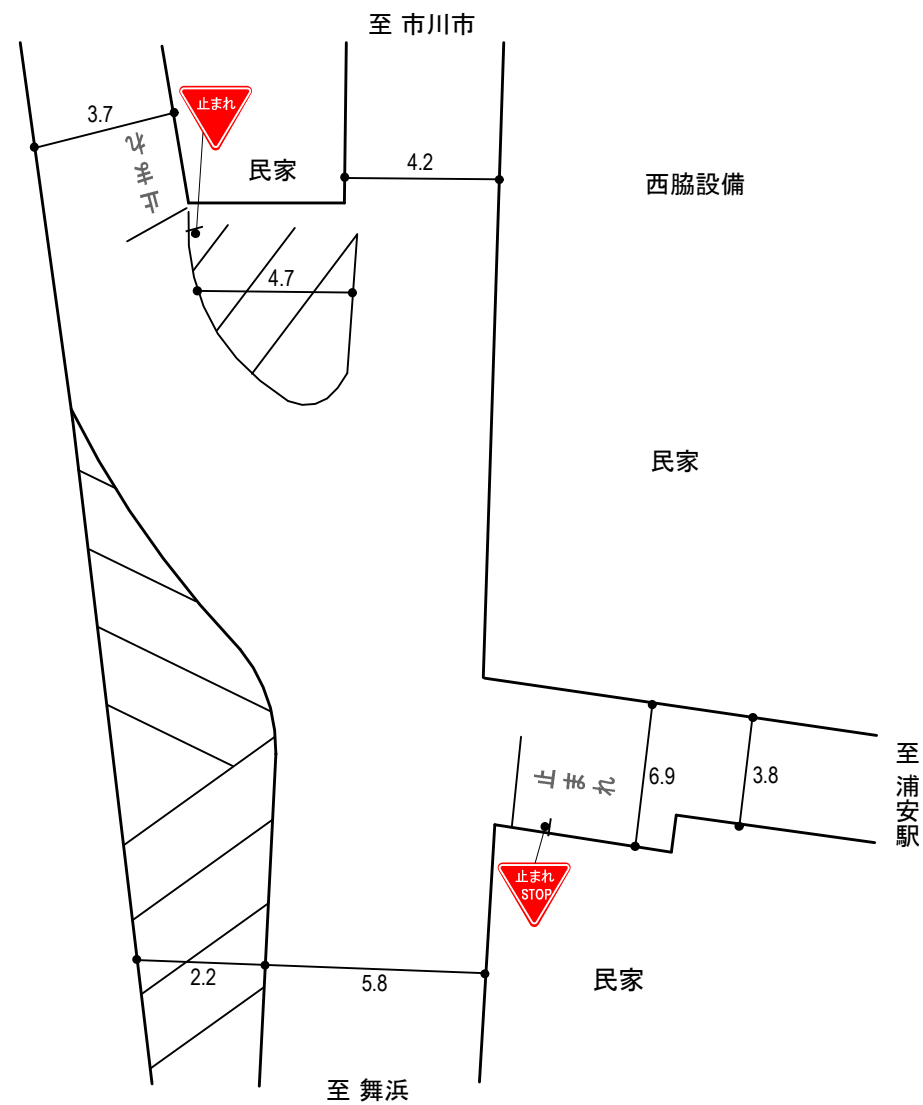
信号現示調査表

調査地点 : No.4 当代島二丁目180番23地先交差点

※信号機が設置されていないため信号現示調査無し

車線構成図(現況図)

調査地点 : No.4 当代島二丁目180番23地先交差点



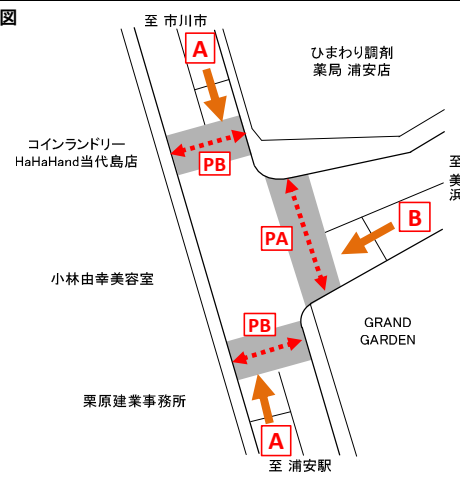
信号現示調査表

調査地点 : No.5 当代島一丁目487番2地先交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~19:00(12時間)

凡 例

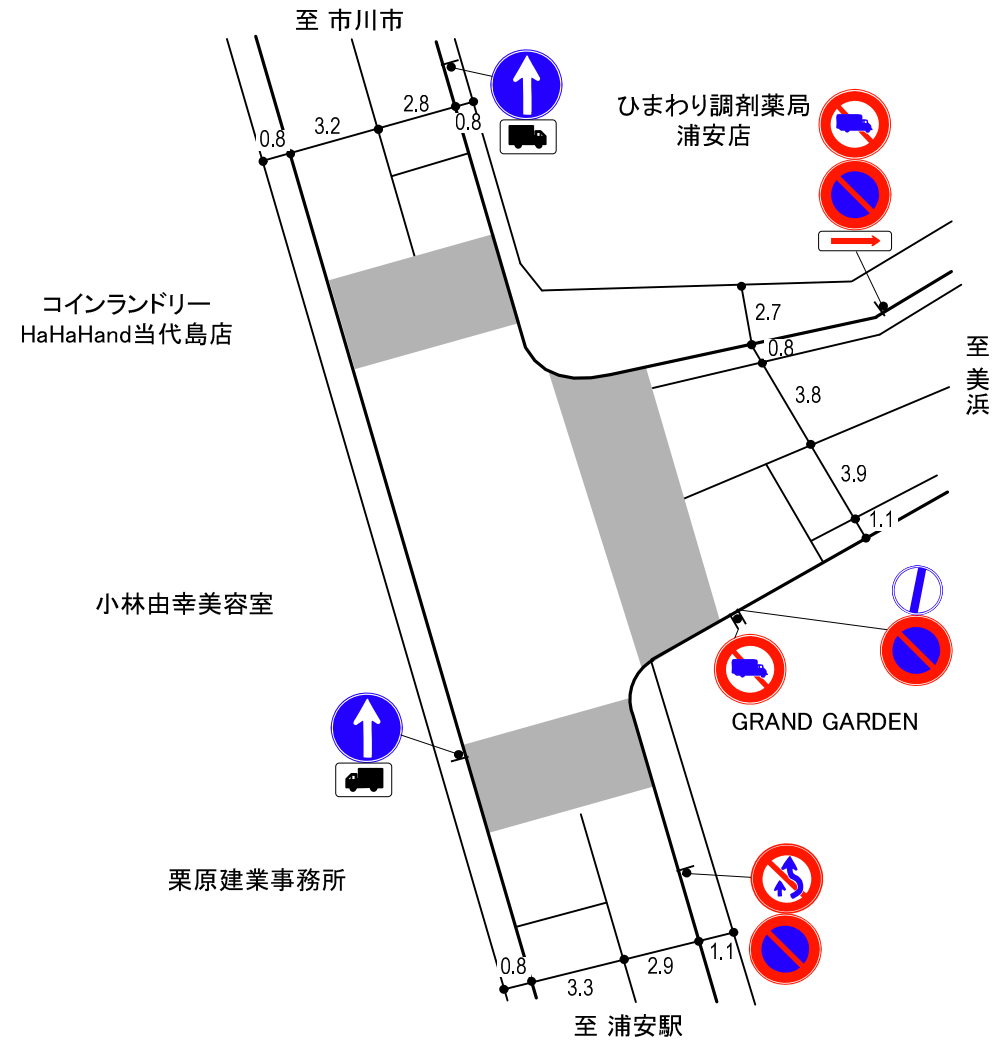
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



車線構成図(現況図)

調査地点 : No.5 当代島一丁目487番2地先交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | 計 | | | | |
|-------------|-------------------|---|---|---|---|-------------------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|---|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | 21 | 22 | 23 | 24 |
| A | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| 7:00 | 25 | 6 | 2 | 3 | 3 | 20 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 8:00 | 25 | 6 | 2 | 3 | 3 | 20 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 9:00 | 23 | 6 | 2 | 3 | 3 | 17 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 65 |
| 10:00 | 23 | 6 | 2 | 3 | 3 | 17 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 65 |
| 11:00 | 23 | 6 | 2 | 3 | 3 | 17 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 65 |
| 12:00 | 23 | 6 | 2 | 3 | 3 | 17 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 65 |
| 13:00 | 23 | 6 | 2 | 3 | 3 | 17 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 65 |
| 14:00 | 23 | 6 | 2 | 3 | 3 | 17 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 65 |
| 15:00 | 25 | 6 | 2 | 3 | 3 | 20 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 16:00 | 25 | 6 | 2 | 3 | 3 | 20 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 17:00 | 25 | 6 | 2 | 3 | 3 | 20 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 18:00 | 25 | 6 | 2 | 3 | 3 | 20 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |

| 現示 | 1φ | 2φ | 3φ | 4φ | 5φ |
|----|----|-----------|-----------|----|----|
| | | [Diagram] | [Diagram] | | |

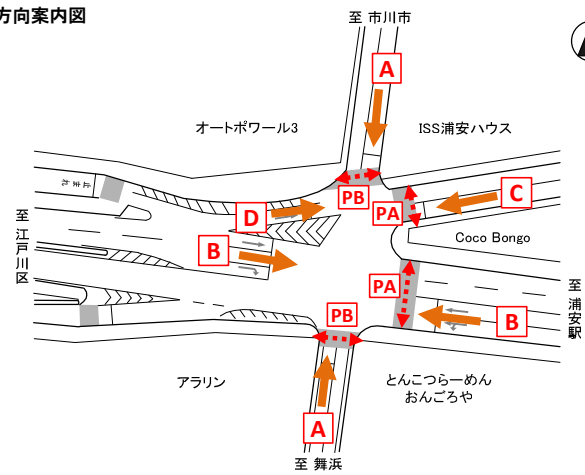
信号現示調査表

調査地点 : No.6 浦安橋東詰交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

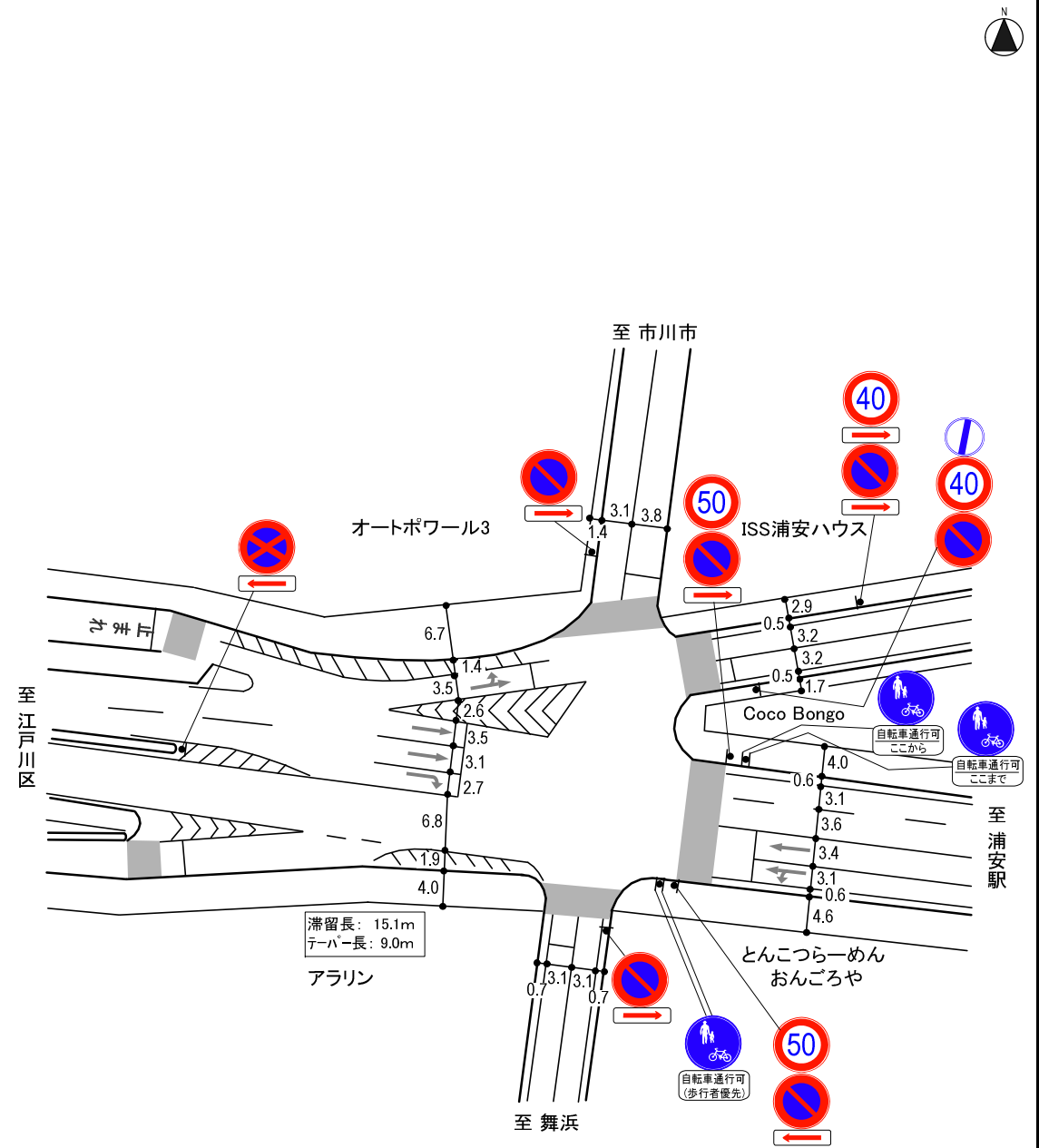
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



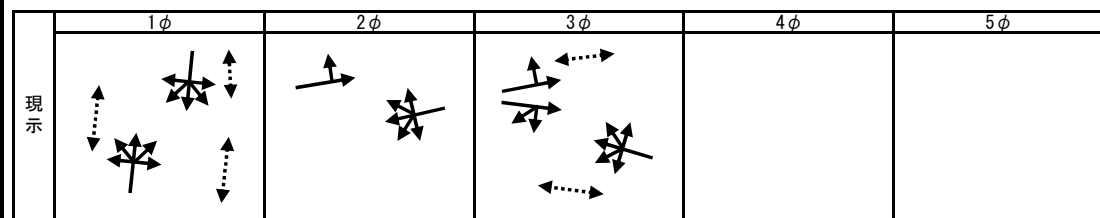
車線構成図(現況図)

調査地点 : No.6 浦安橋東詰交差点



| 現示 | 1φ | | | | 2φ | | | | 3φ | | | | | | | | 計 | | | | | | | | | |
|-------|----|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|--|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|---|---|---|---|----|---|---|----|---|---|---|---|--|--|--|--|--|--|--|--|--|--|--|--|-----|
| 7:00 | 25 | 5 | 2 | 3 | 3 | 21 | 3 | 3 | 56 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 134 |
| 8:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 9:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 10:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 11:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 12:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 13:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 14:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 15:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 16:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 17:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 18:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 19:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 20:00 | 23 | 5 | 2 | 3 | 3 | 22 | 3 | 3 | 63 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 140 |
| 21:00 | 28 | 5 | 2 | 3 | 3 | 17 | 3 | 3 | 38 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 115 |
| 22:00 | 28 | 5 | 2 | 3 | 3 | 17 | 3 | 3 | 38 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 115 |
| 23:00 | 27 | 5 | 2 | 3 | 3 | 16 | 3 | 3 | 35 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 110 |
| 0:00 | 27 | 5 | 2 | 3 | 3 | 16 | 3 | 3 | 35 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 110 |
| 1:00 | 27 | 5 | 2 | 3 | 3 | 16 | 3 | 3 | 35 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 110 |
| 2:00 | 27 | 5 | 2 | 3 | 3 | 16 | 3 | 3 | 35 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 110 |
| 3:00 | 27 | 5 | 2 | 3 | 3 | 16 | 3 | 3 | 35 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 110 |
| 4:00 | 27 | 5 | 2 | 3 | 3 | 16 | 3 | 3 | 35 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 110 |
| 5:00 | 27 | 5 | 2 | 3 | 3 | 16 | 3 | 3 | 35 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 110 |
| 6:00 | 27 | 5 | 2 | 3 | 3 | 16 | 3 | 3 | 35 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | 110 |



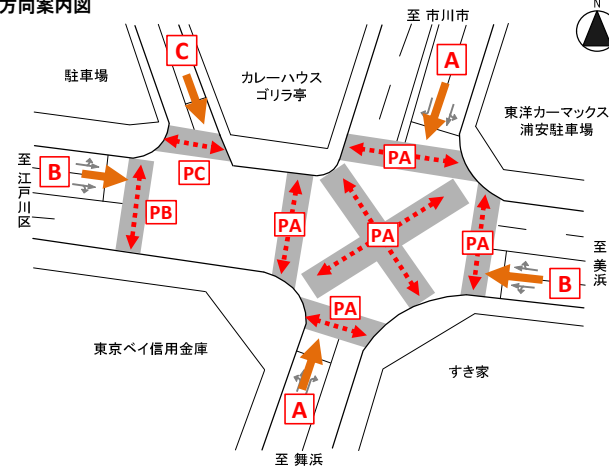
信号現示調査表

調査地点 : No.7 浦安駅前交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

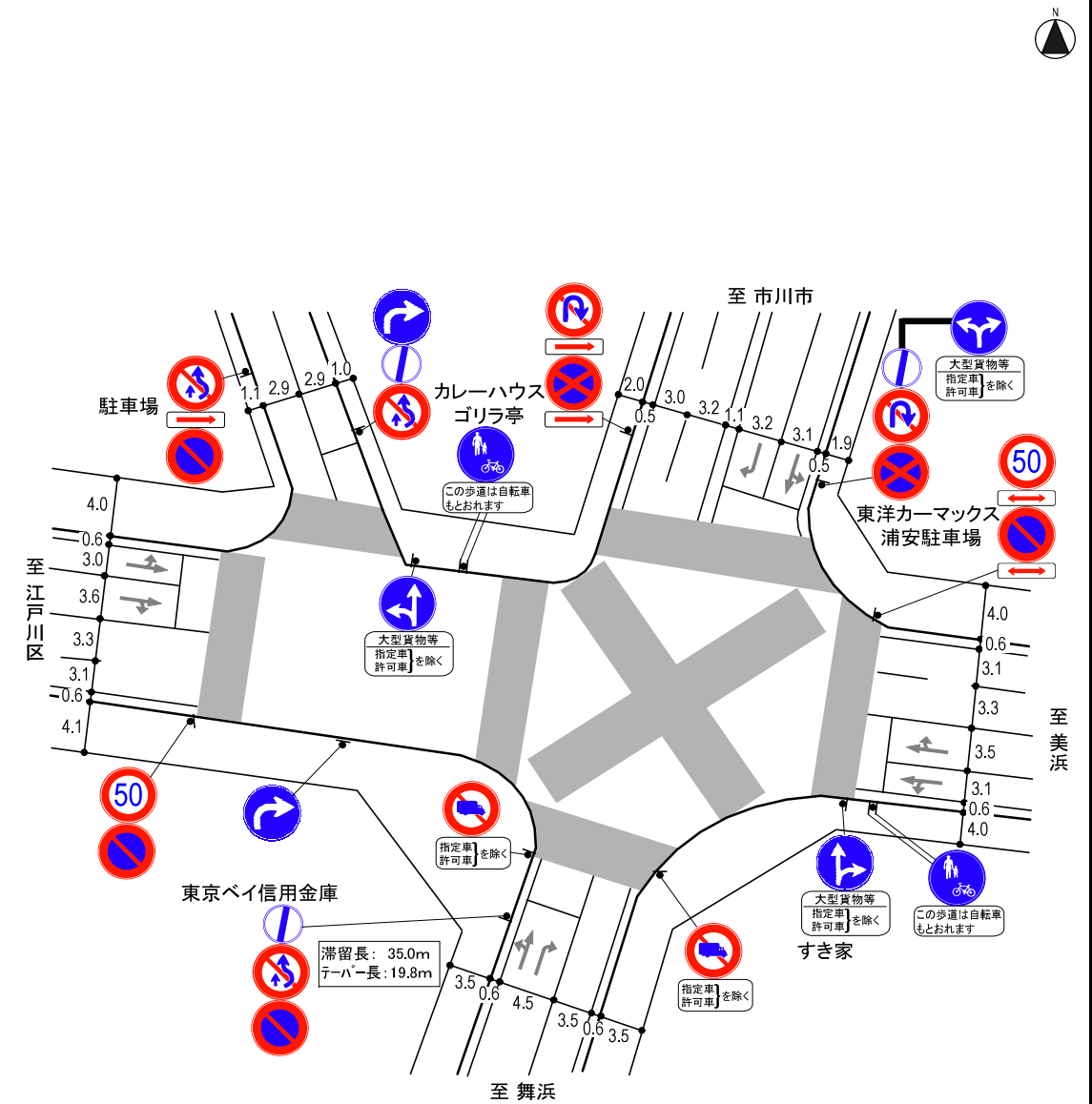
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

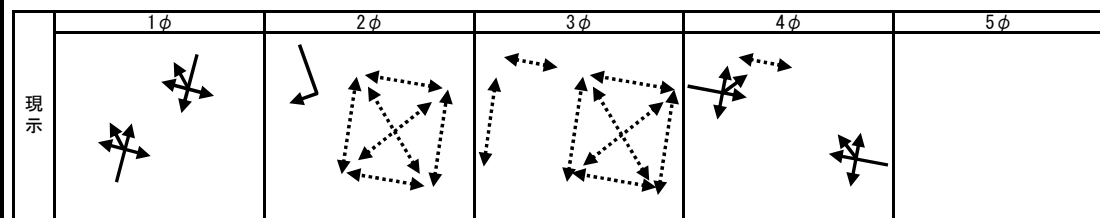


車線構成図(現況図)

調査地点 : No.7 浦安駅前交差点



| 現示 灯器 階梯 | 1φ | | 2φ | | | | 3φ | | | | 4φ | | | | 計 |
|-------------|----|---|----|---|---|---|----|---|---|----|----|----|----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | |
| A | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | |
| PC | | | | | | | | | | | | | | | |
| 7:00 | 34 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 40 | 4 | 2 | 3 | 5 | 135 |
| 8:00 | 38 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 40 | 4 | 2 | 3 | 5 | 139 |
| 9:00 | 27 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 52 | 4 | 2 | 3 | 5 | 140 |
| 10:00 | 27 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 52 | 4 | 2 | 3 | 5 | 140 |
| 11:00 | 27 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 40 | 4 | 2 | 3 | 5 | 128 |
| 12:00 | 27 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 40 | 4 | 2 | 3 | 5 | 128 |
| 13:00 | 27 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 52 | 4 | 2 | 3 | 5 | 140 |
| 14:00 | 27 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 52 | 4 | 2 | 3 | 5 | 140 |
| 15:00 | 27 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 52 | 4 | 2 | 3 | 5 | 140 |
| 16:00 | 30 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 50 | 4 | 2 | 3 | 5 | 141 |
| 17:00 | 27 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 52 | 4 | 2 | 3 | 5 | 140 |
| 18:00 | 30 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 38 | 4 | 2 | 3 | 5 | 129 |
| 19:00 | 27 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 52 | 4 | 2 | 3 | 5 | 140 |
| 20:00 | 27 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 52 | 4 | 2 | 3 | 5 | 140 |
| 21:00 | 27 | 3 | 5 | 6 | 3 | 2 | 20 | 7 | 4 | 26 | 4 | 2 | 3 | 5 | 117 |
| 22:00 | 27 | 3 | 5 | 6 | 3 | 2 | 20 | 7 | 4 | 26 | 4 | 2 | 3 | 5 | 117 |
| 23:00 | 23 | 3 | 5 | 6 | 3 | 2 | 20 | 7 | 4 | 23 | 4 | 2 | 3 | 5 | 110 |
| 0:00 | 23 | 3 | 5 | 6 | 3 | 2 | 20 | 7 | 4 | 23 | 4 | 2 | 3 | 5 | 110 |
| 1:00 | 23 | 3 | 5 | 6 | 3 | 2 | 20 | 7 | 4 | 23 | 4 | 2 | 3 | 5 | 110 |
| 2:00 | 23 | 3 | 5 | 6 | 3 | 2 | 20 | 7 | 4 | 23 | 4 | 2 | 3 | 5 | 110 |
| 3:00 | 23 | 3 | 5 | 6 | 3 | 2 | 20 | 7 | 4 | 23 | 4 | 2 | 3 | 5 | 110 |
| 4:00 | 23 | 3 | 5 | 6 | 3 | 2 | 20 | 7 | 4 | 23 | 4 | 2 | 3 | 5 | 110 |
| 5:00 | 23 | 3 | 5 | 6 | 3 | 2 | 20 | 7 | 4 | 23 | 4 | 2 | 3 | 5 | 110 |
| 6:00 | 27 | 3 | 5 | 6 | 3 | 2 | 17 | 7 | 4 | 40 | 4 | 2 | 3 | 5 | 128 |



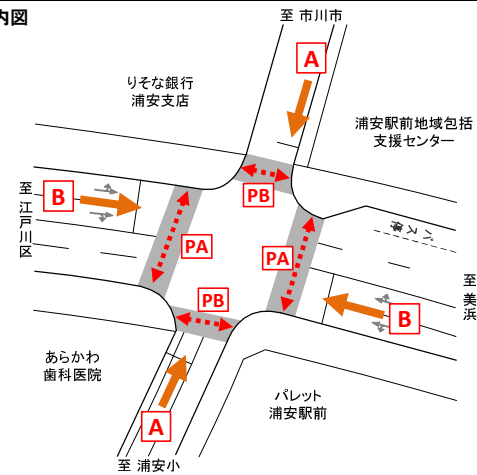
信号現示調査表

調査地点 : No.9 リそな銀行浦安支店前交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

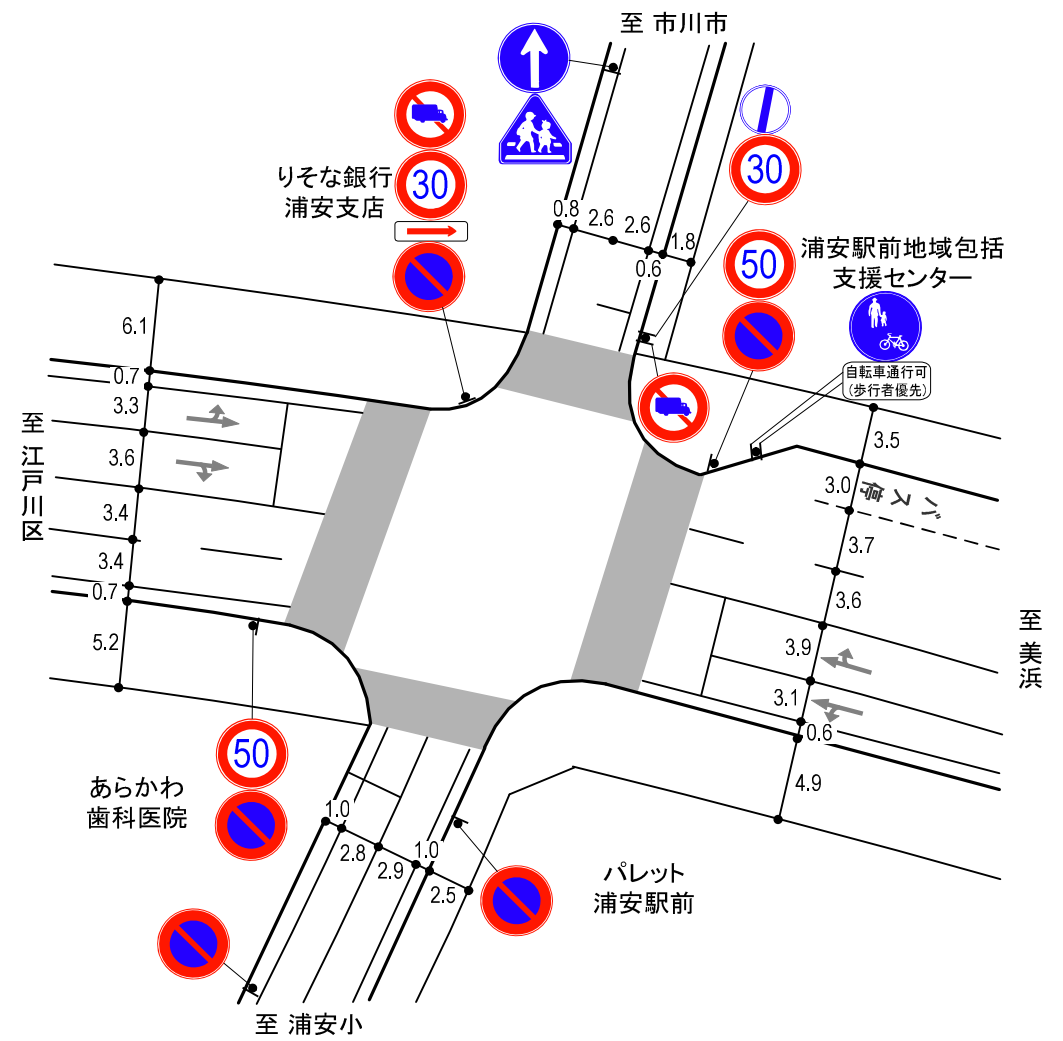
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



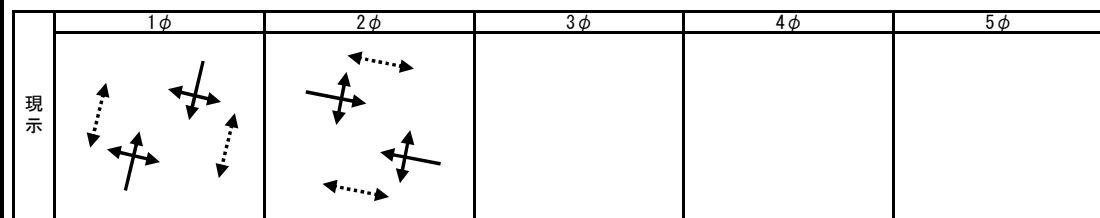
車線構成図(現況図)

調査地点 : No.9 リそな銀行浦安支店前交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | 計 | | | | | | | | | | | | | | |
|-------------|----|---|---|---|---|----|---|---|---|----|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | | | | | | | | | | | | | | |
| A | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|---|---|---|---|----|---|---|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----|
| 7:00 | 26 | 6 | 2 | 3 | 2 | 89 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 140 |
| 8:00 | 26 | 6 | 2 | 3 | 2 | 89 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 140 |
| 9:00 | 26 | 6 | 2 | 3 | 2 | 89 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 140 |
| 10:00 | 26 | 6 | 2 | 3 | 2 | 89 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 140 |
| 11:00 | 26 | 6 | 2 | 3 | 2 | 89 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 140 |
| 12:00 | 26 | 6 | 2 | 3 | 2 | 89 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 140 |
| 13:00 | 26 | 6 | 2 | 3 | 2 | 89 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 140 |
| 14:00 | 26 | 6 | 2 | 3 | 2 | 89 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 140 |
| 15:00 | 26 | 6 | 2 | 3 | 2 | 89 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 140 |
| 16:00 | 26 | 6 | 2 | 3 | 2 | 89 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 140 |
| 17:00 | 26 | 6 | 2 | 3 | 2 | 89 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 140 |
| 18:00 | 31 | 6 | 2 | 3 | 2 | 87 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 143 |
| 19:00 | 28 | 6 | 2 | 3 | 2 | 57 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 20:00 | 28 | 6 | 2 | 3 | 2 | 57 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 21:00 | 28 | 6 | 2 | 3 | 2 | 57 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 22:00 | 28 | 6 | 2 | 3 | 2 | 57 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 23:00 | 28 | 6 | 2 | 3 | 2 | 57 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 0:00 | 28 | 6 | 2 | 3 | 2 | 57 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 1:00 | 28 | 6 | 2 | 3 | 2 | 57 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 2:00 | 28 | 6 | 2 | 3 | 2 | 57 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 3:00 | 28 | 6 | 2 | 3 | 2 | 57 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 4:00 | 28 | 6 | 2 | 3 | 2 | 57 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 5:00 | 28 | 6 | 2 | 3 | 2 | 57 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 6:00 | 28 | 6 | 2 | 3 | 2 | 57 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |



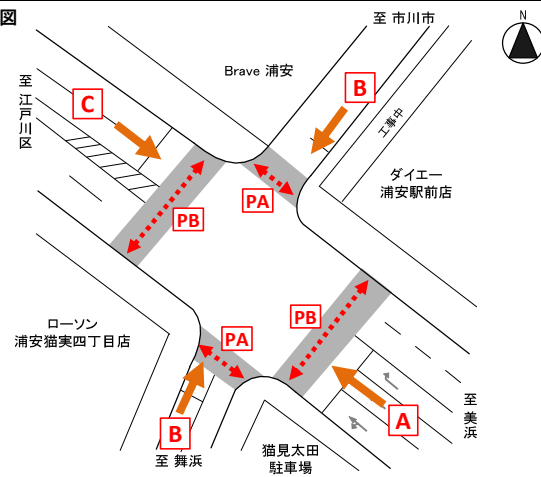
信号現示調査表

調査地点 : No.10 ダイエー浦安駅前店交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

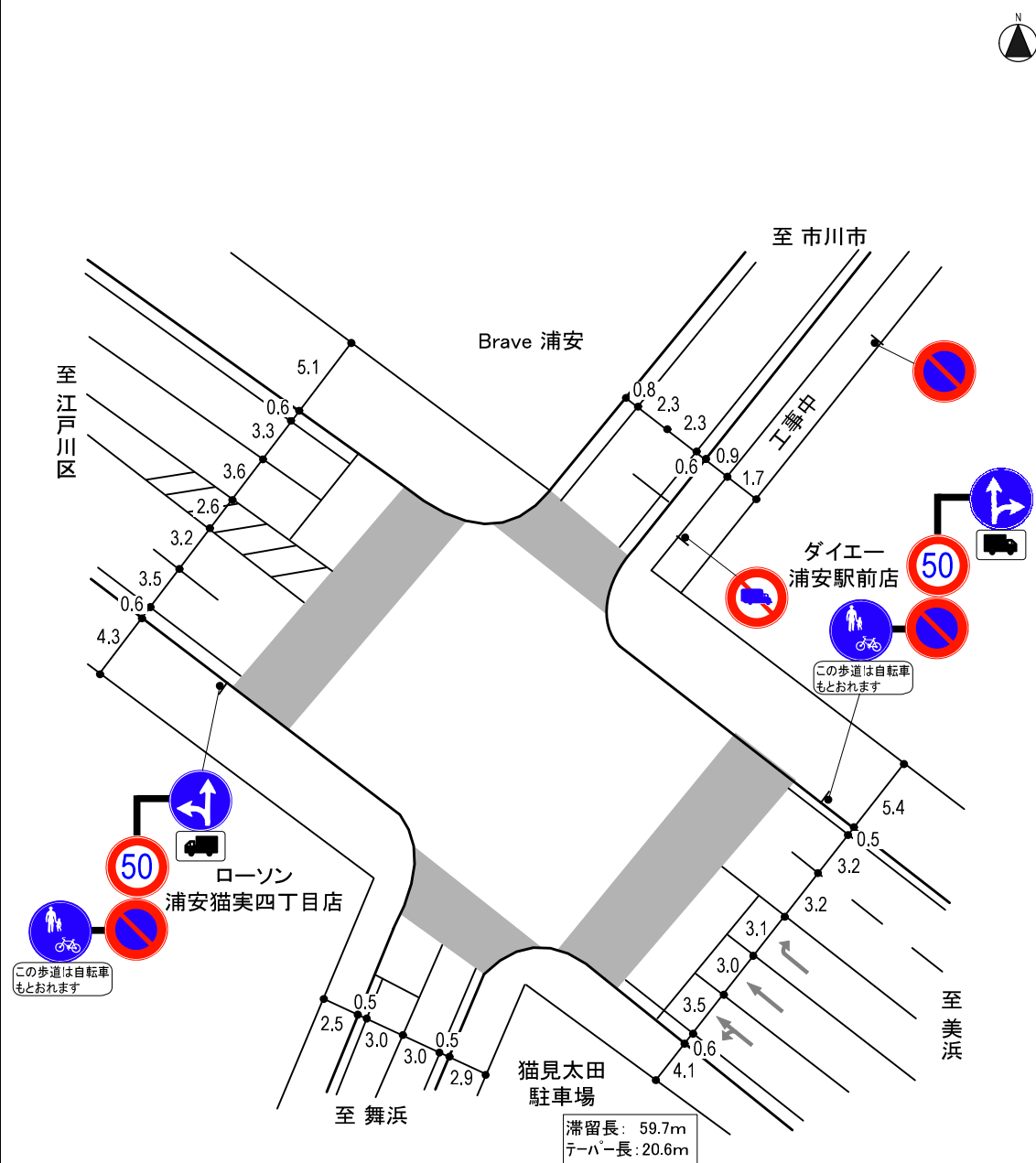
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



車線構成図 (現況図)

調査地点 : No.10 ダイエー浦安駅前店交差点



| 現示 | 灯器 階梯 | 1φ | | | 2φ | | | 3φ | | | | | | | | | | | | 計 | | | | | | | | | |
|----|-------|----|---|---|----|---|---|----|---|---|----|----|----|----|----|----|----|----|----|---|----|----|----|----|----|----|--|--|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | | 19 | 20 | 21 | 22 | 23 | 24 | | | |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|---|---|---|----|---|---|----|---|---|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----|
| 7:00 | 74 | 4 | 2 | 3 | 12 | 3 | 3 | 21 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 135 |
| 8:00 | 82 | 4 | 2 | 3 | 11 | 3 | 3 | 19 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 140 |
| 9:00 | 82 | 4 | 2 | 3 | 11 | 3 | 3 | 19 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 140 |
| 10:00 | 82 | 4 | 2 | 3 | 11 | 3 | 3 | 19 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 140 |
| 11:00 | 82 | 4 | 2 | 3 | 11 | 3 | 3 | 19 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 140 |
| 12:00 | 82 | 4 | 2 | 3 | 11 | 3 | 3 | 19 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 140 |
| 13:00 | 82 | 4 | 2 | 3 | 11 | 3 | 3 | 19 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 140 |
| 14:00 | 82 | 4 | 2 | 3 | 11 | 3 | 3 | 19 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 140 |
| 15:00 | 82 | 4 | 2 | 3 | 11 | 3 | 3 | 19 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 140 |
| 16:00 | 82 | 4 | 2 | 3 | 11 | 3 | 3 | 19 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 140 |
| 17:00 | 82 | 4 | 2 | 3 | 11 | 3 | 3 | 19 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 140 |
| 18:00 | 84 | 4 | 2 | 3 | 13 | 3 | 3 | 20 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 145 |
| 19:00 | 55 | 4 | 2 | 3 | 7 | 3 | 3 | 20 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 110 |
| 20:00 | 57 | 4 | 2 | 3 | 8 | 3 | 3 | 22 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 115 |
| 21:00 | 57 | 4 | 2 | 3 | 8 | 3 | 3 | 22 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 115 |
| 22:00 | 57 | 4 | 2 | 3 | 8 | 3 | 3 | 22 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 115 |
| 23:00 | 57 | 4 | 2 | 3 | 8 | 3 | 3 | 22 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 115 |
| 0:00 | 55 | 4 | 2 | 3 | 7 | 3 | 3 | 20 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 110 |
| 1:00 | 55 | 4 | 2 | 3 | 7 | 3 | 3 | 20 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 110 |
| 2:00 | 55 | 4 | 2 | 3 | 7 | 3 | 3 | 20 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 110 |
| 3:00 | 55 | 4 | 2 | 3 | 7 | 3 | 3 | 20 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 110 |
| 4:00 | 55 | 4 | 2 | 3 | 7 | 3 | 3 | 20 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 110 |
| 5:00 | 55 | 4 | 2 | 3 | 7 | 3 | 3 | 20 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 110 |
| 6:00 | 55 | 4 | 2 | 3 | 7 | 3 | 3 | 20 | 6 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 110 |

| 現示 | 1φ | | 2φ | | 3φ | | 4φ | | 5φ | |
|----|----|--|----|--|----|--|----|--|----|--|
| | | | | | | | | | | |

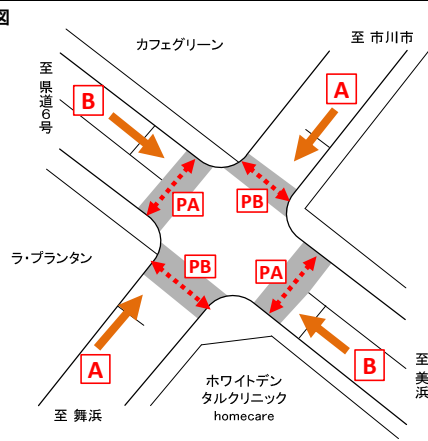
信号現示調査表

調査地点 : No.11 コミュニティケア24 浦安きたさかえ館前交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~19:00(12時間)

凡 例

- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

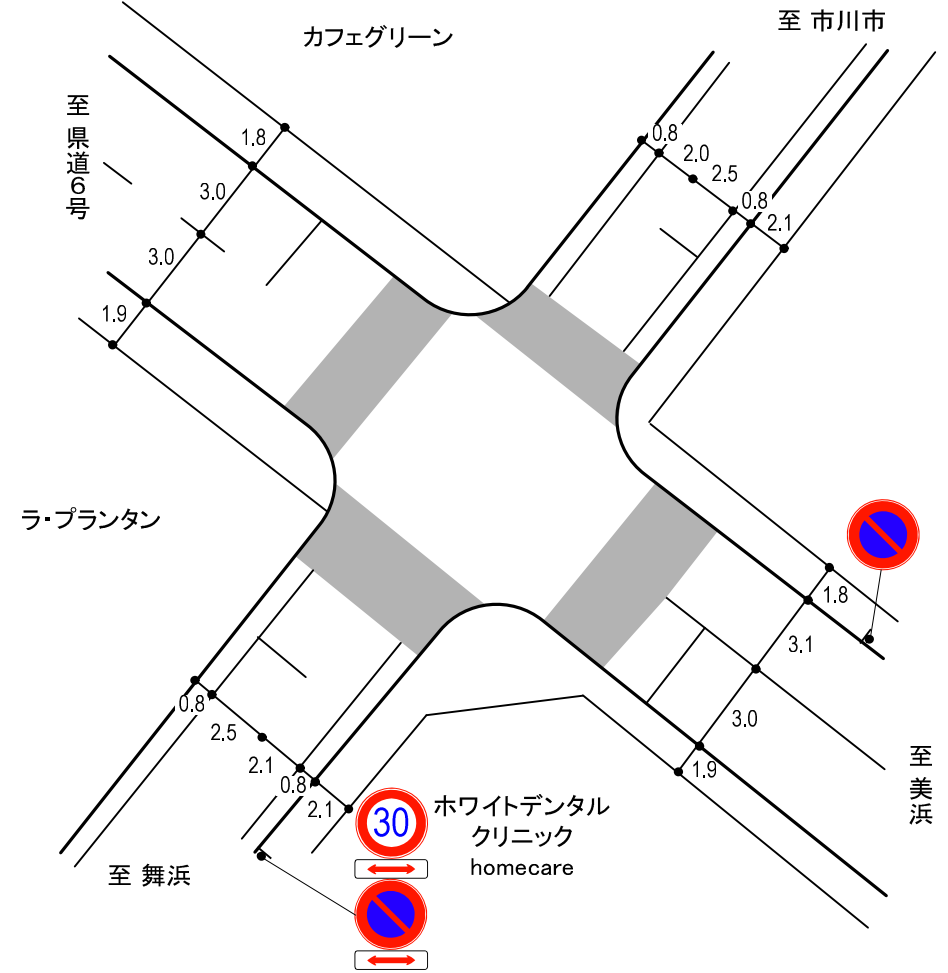
方向案内図



※灯器PAは押しボタン式

車線構成図(現況図)

調査地点 : No.11 コミュニティケア24 浦安きたさかえ館前交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 |
|-------------|--------|---|---|---|---|--------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| A | [Blue] | | | | | [Red] | | | | | | | | | | | | | | | | | | | |
| B | [Red] | | | | | [Blue] | | | | | | | | | | | | | | | | | | | |
| PA | [Blue] | | | | | [Red] | | | | | | | | | | | | | | | | | | | |
| PB | [Red] | | | | | [Blue] | | | | | | | | | | | | | | | | | | | |
| 7:00 | 17 | 4 | 2 | 3 | 2 | 26 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 65 |
| 8:00 | 17 | 4 | 2 | 3 | 2 | 26 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 65 |
| 9:00 | 19 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 10:00 | 19 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 11:00 | 14 | 4 | 2 | 3 | 2 | 24 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 12:00 | 14 | 4 | 2 | 3 | 2 | 24 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 13:00 | 14 | 4 | 2 | 3 | 2 | 24 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 14:00 | 14 | 4 | 2 | 3 | 2 | 24 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 15:00 | 14 | 4 | 2 | 3 | 2 | 24 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 16:00 | 19 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 17:00 | 19 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 18:00 | 19 | 4 | 2 | 3 | 2 | 19 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |

| 現示 | 1φ | 2φ | 3φ | 4φ | 5φ |
|----|----|----|----|----|----|
| | | | | | |

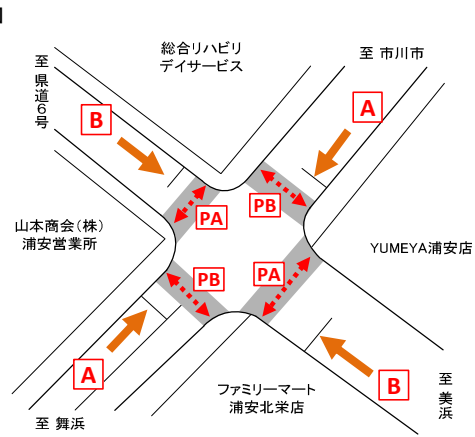
信号現示調査表

調査地点 : No.13 夢屋浦安店前交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

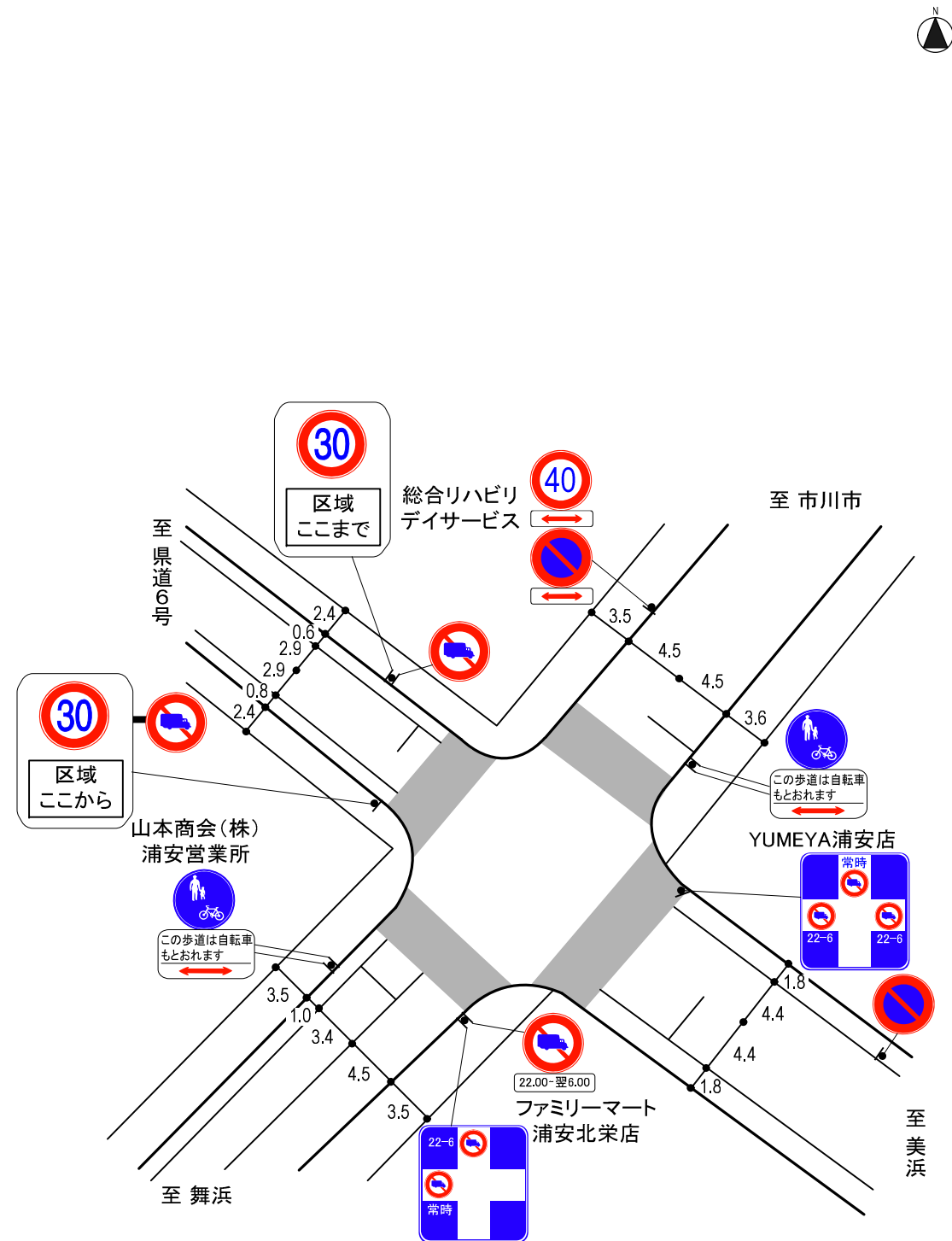
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



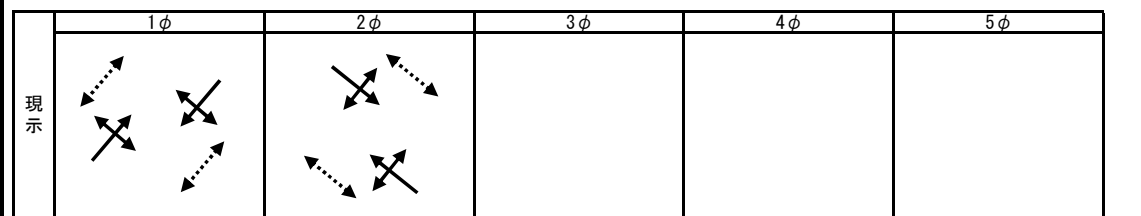
車線構成図 (現況図)

調査地点 : No.13 夢屋浦安店前交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 |
|-------------|--------------------------------|---|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| A | [Signal patterns for phase A] | | | | | | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns for phase B] | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns for phase PA] | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns for phase PB] | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|---|---|---|---|----|---|---|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----|
| 7:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 8:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 9:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 10:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 11:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 12:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 13:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 14:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 15:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 16:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 17:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 18:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 19:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 20:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 21:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 22:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 23:00 | 65 | 4 | 2 | 3 | 3 | 21 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 0:00 | 65 | 4 | 2 | 3 | 3 | 21 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 1:00 | 65 | 4 | 2 | 3 | 3 | 21 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 2:00 | 65 | 4 | 2 | 3 | 3 | 21 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 3:00 | 65 | 4 | 2 | 3 | 3 | 21 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 4:00 | 65 | 4 | 2 | 3 | 3 | 21 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 5:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 6:00 | 72 | 4 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |



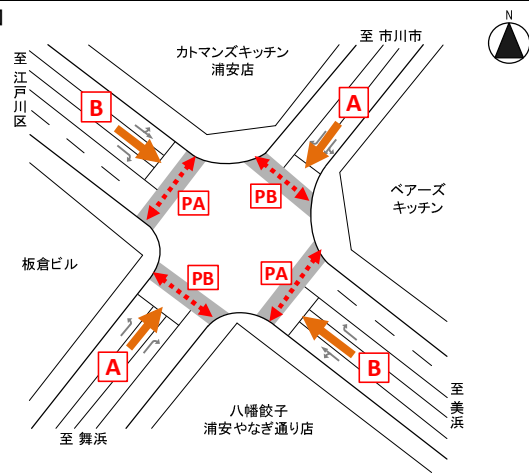
信号現示調査表

調査地点 : No.14 猫実3丁目交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

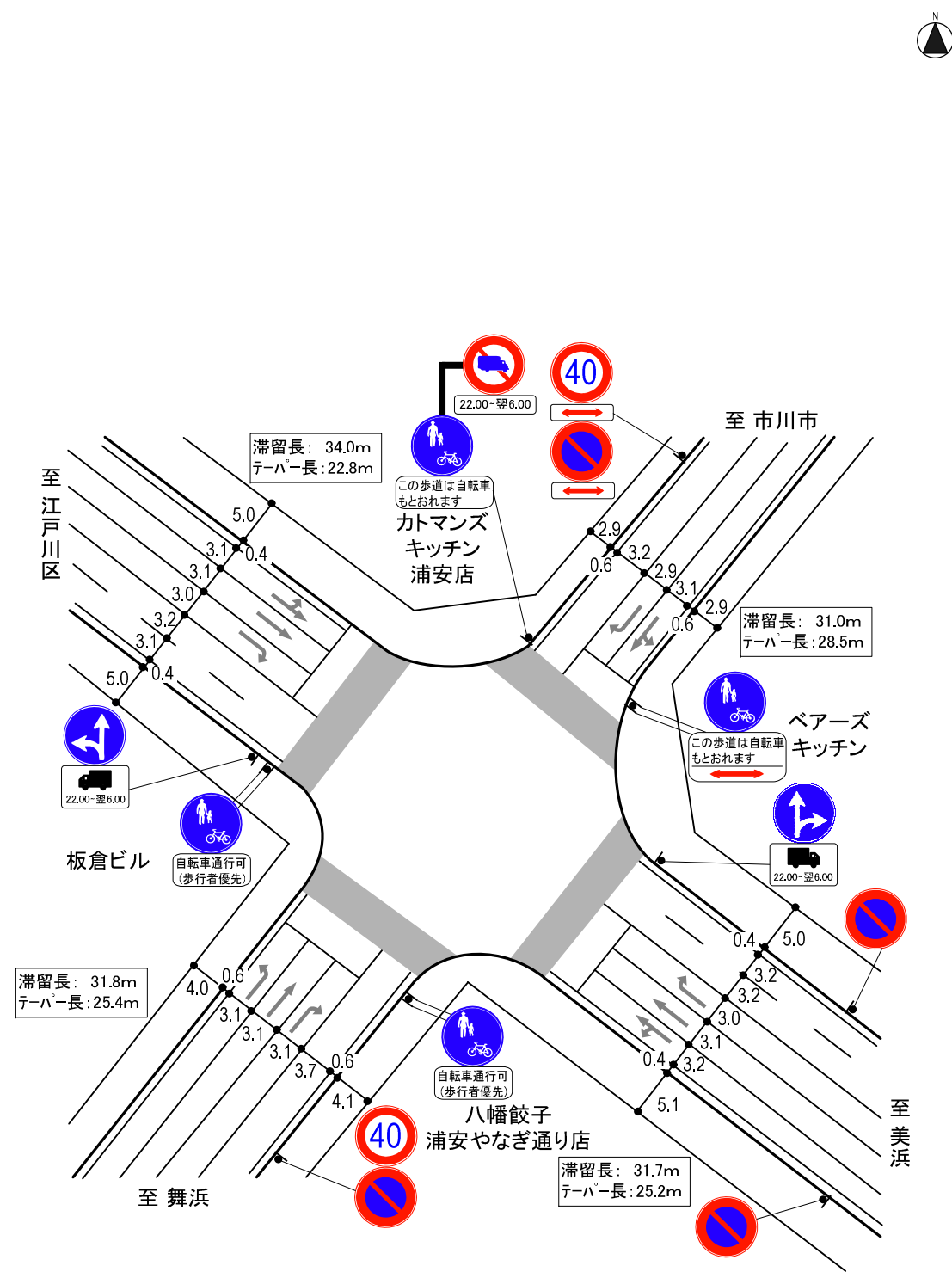
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



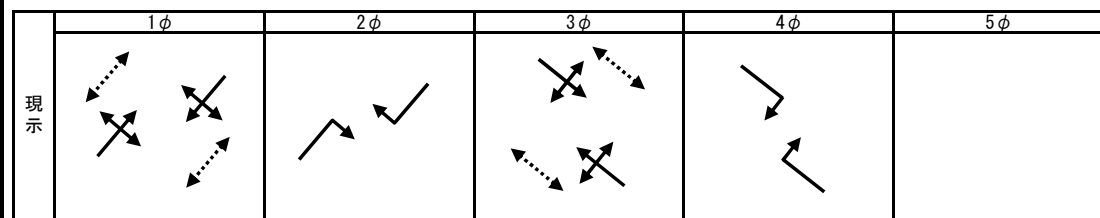
車線構成図(現況図)

調査地点 : No.14 猫実3丁目交差点



| 現示 | 灯器階梯 | 1φ | | | | 2φ | | | | 3φ | | | | 4φ | | | | 計 | | | | | | | | |
|----|------|----|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|---|----|----|----|----|----|----|----|----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|---|---|---|---|---|---|----|---|---|---|----|---|---|--|--|--|--|--|--|--|--|--|--|--|-----|
| 7:00 | 37 | 6 | 2 | 3 | 6 | 3 | 3 | 49 | 5 | 2 | 3 | 9 | 3 | 3 | | | | | | | | | | | | 134 |
| 8:00 | 50 | 6 | 2 | 3 | 8 | 3 | 3 | 45 | 5 | 2 | 3 | 4 | 3 | 3 | | | | | | | | | | | | 140 |
| 9:00 | 46 | 6 | 2 | 3 | 4 | 3 | 3 | 50 | 5 | 2 | 3 | 8 | 3 | 3 | | | | | | | | | | | | 141 |
| 10:00 | 46 | 6 | 2 | 3 | 4 | 3 | 3 | 50 | 5 | 2 | 3 | 8 | 3 | 3 | | | | | | | | | | | | 141 |
| 11:00 | 39 | 6 | 2 | 3 | 6 | 3 | 3 | 48 | 5 | 2 | 3 | 9 | 3 | 3 | | | | | | | | | | | | 135 |
| 12:00 | 39 | 6 | 2 | 3 | 6 | 3 | 3 | 48 | 5 | 2 | 3 | 9 | 3 | 3 | | | | | | | | | | | | 135 |
| 13:00 | 35 | 6 | 2 | 3 | 4 | 3 | 3 | 54 | 5 | 2 | 3 | 8 | 3 | 3 | | | | | | | | | | | | 134 |
| 14:00 | 35 | 6 | 2 | 3 | 4 | 3 | 3 | 54 | 5 | 2 | 3 | 8 | 3 | 3 | | | | | | | | | | | | 134 |
| 15:00 | 32 | 6 | 2 | 3 | 4 | 3 | 3 | 60 | 5 | 2 | 3 | 11 | 3 | 3 | | | | | | | | | | | | 140 |
| 16:00 | 32 | 6 | 2 | 3 | 4 | 3 | 3 | 60 | 5 | 2 | 3 | 11 | 3 | 3 | | | | | | | | | | | | 140 |
| 17:00 | 42 | 6 | 2 | 3 | 4 | 3 | 3 | 53 | 5 | 2 | 3 | 8 | 3 | 3 | | | | | | | | | | | | 140 |
| 18:00 | 30 | 6 | 2 | 3 | 5 | 3 | 3 | 43 | 5 | 2 | 3 | 7 | 3 | 3 | | | | | | | | | | | | 118 |
| 19:00 | 26 | 6 | 2 | 3 | 5 | 3 | 3 | 39 | 5 | 2 | 3 | 7 | 3 | 3 | | | | | | | | | | | | 110 |
| 20:00 | 26 | 6 | 2 | 3 | 5 | 3 | 3 | 39 | 5 | 2 | 3 | 7 | 3 | 3 | | | | | | | | | | | | 110 |
| 21:00 | 26 | 6 | 2 | 3 | 5 | 3 | 3 | 43 | 5 | 2 | 3 | 8 | 3 | 3 | | | | | | | | | | | | 115 |
| 22:00 | 26 | 6 | 2 | 3 | 5 | 3 | 3 | 43 | 5 | 2 | 3 | 8 | 3 | 3 | | | | | | | | | | | | 115 |
| 23:00 | 26 | 6 | 2 | 3 | 5 | 3 | 3 | 39 | 5 | 2 | 3 | 7 | 3 | 3 | | | | | | | | | | | | 110 |
| 0:00 | 26 | 6 | 2 | 3 | 5 | 3 | 3 | 39 | 5 | 2 | 3 | 7 | 3 | 3 | | | | | | | | | | | | 110 |
| 1:00 | 26 | 6 | 2 | 3 | 5 | 3 | 3 | 39 | 5 | 2 | 3 | 7 | 3 | 3 | | | | | | | | | | | | 110 |
| 2:00 | 26 | 6 | 2 | 3 | 5 | 3 | 3 | 39 | 5 | 2 | 3 | 7 | 3 | 3 | | | | | | | | | | | | 110 |
| 3:00 | 26 | 6 | 2 | 3 | 5 | 3 | 3 | 39 | 5 | 2 | 3 | 7 | 3 | 3 | | | | | | | | | | | | 110 |
| 4:00 | 26 | 6 | 2 | 3 | 5 | 3 | 3 | 39 | 5 | 2 | 3 | 7 | 3 | 3 | | | | | | | | | | | | 110 |
| 5:00 | 29 | 6 | 2 | 3 | 5 | 3 | 3 | 36 | 5 | 2 | 3 | 7 | 3 | 3 | | | | | | | | | | | | 110 |
| 6:00 | 29 | 6 | 2 | 3 | 5 | 3 | 3 | 36 | 5 | 2 | 3 | 7 | 3 | 3 | | | | | | | | | | | | 110 |



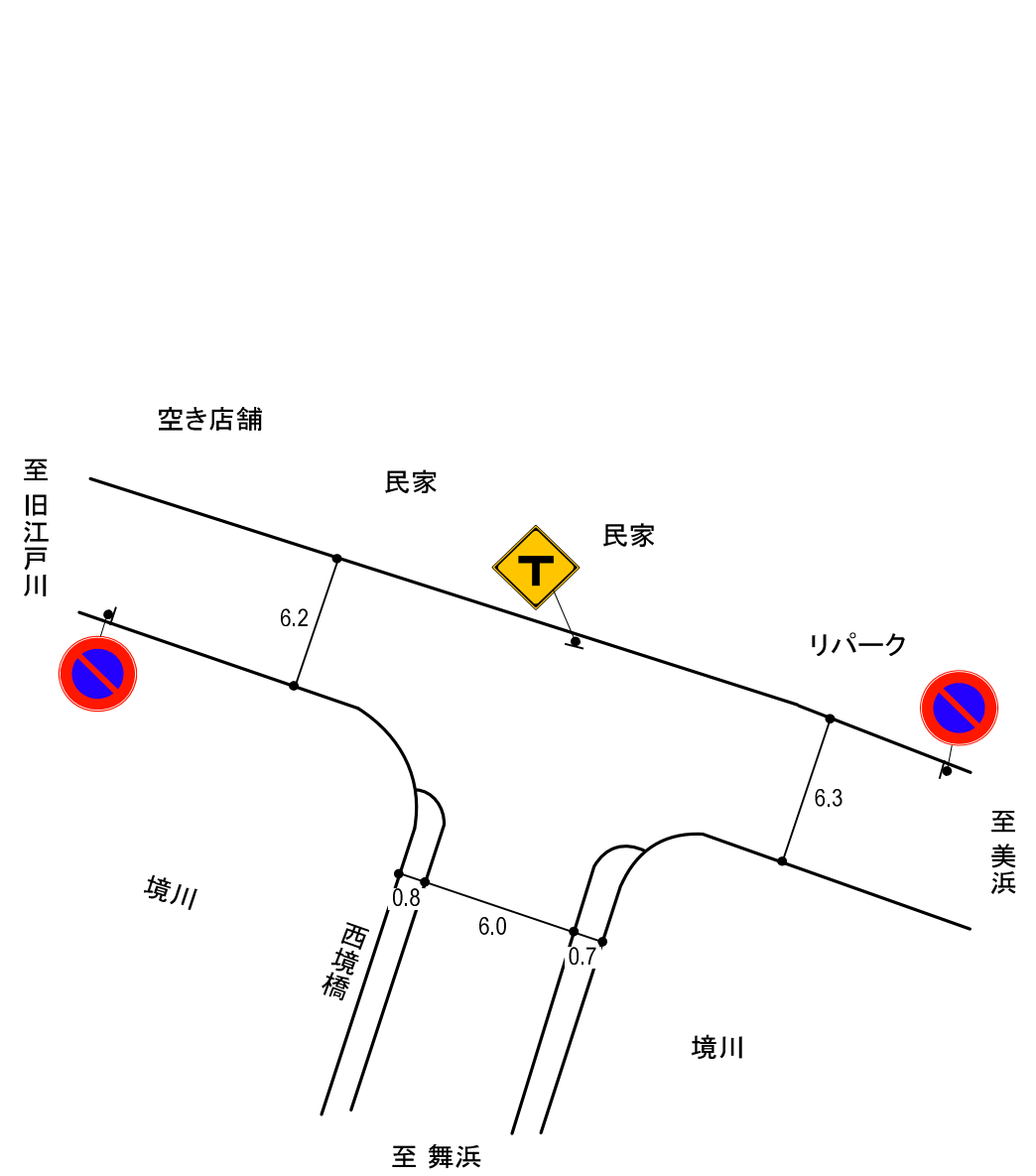
信号現示調査表

調査地点 : No.15 西境橋

※信号機が設置されていないため信号現示調査無し

車線構成図 (現況図)

調査地点 : No.15 西境橋



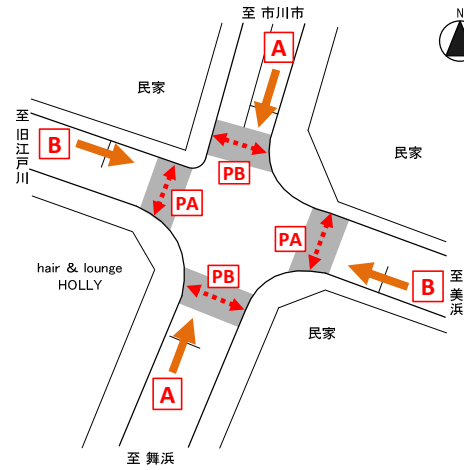
信号現示調査表

調査地点 : No.17 猫実四丁目727 番地先(新中通りとみなと線の交差点)
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~19:00(12時間)

凡 例

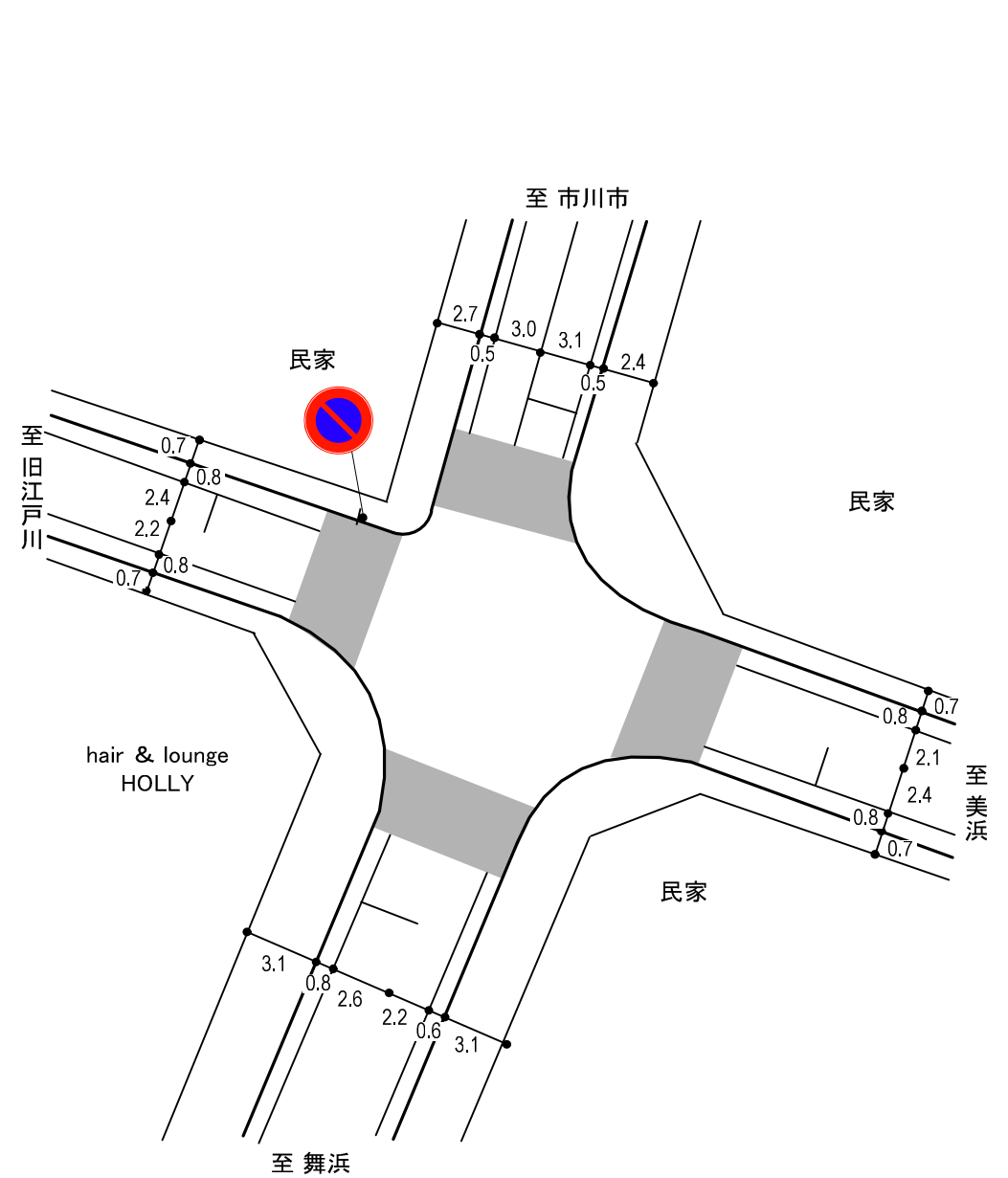
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

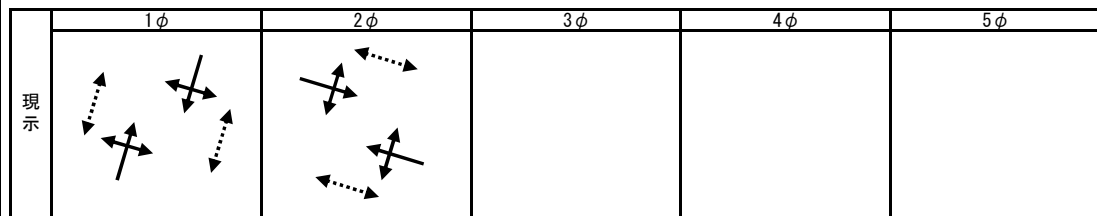


車線構成図(現況図)

調査地点 : No.17 猫実四丁目727 番地先(新中通りとみなと線の交差点)



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 | |
|-------------|----|---|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 22 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 8:00 | 22 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 9:00 | 22 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 10:00 | 22 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 11:00 | 19 | 4 | 2 | 3 | 3 | 12 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 55 |
| 12:00 | 19 | 4 | 2 | 3 | 3 | 12 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 55 |
| 13:00 | 19 | 4 | 2 | 3 | 3 | 12 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 55 |
| 14:00 | 19 | 4 | 2 | 3 | 3 | 12 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 55 |
| 15:00 | 19 | 4 | 2 | 3 | 3 | 12 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 55 |
| 16:00 | 22 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 17:00 | 22 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 18:00 | 22 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |



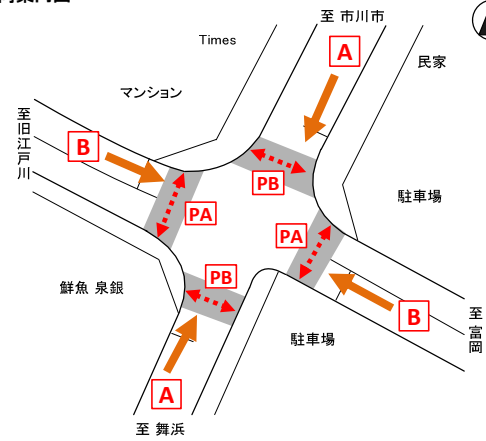
信号現示調査表

調査地点 : No.18 堀江三丁目1006 番地先交差点 (新中通りと5番通りの交差点)
 調査年月日 : 令和5年11月1日 (水)
 調査時間 : 7:00~19:00 (12時間)

凡 例

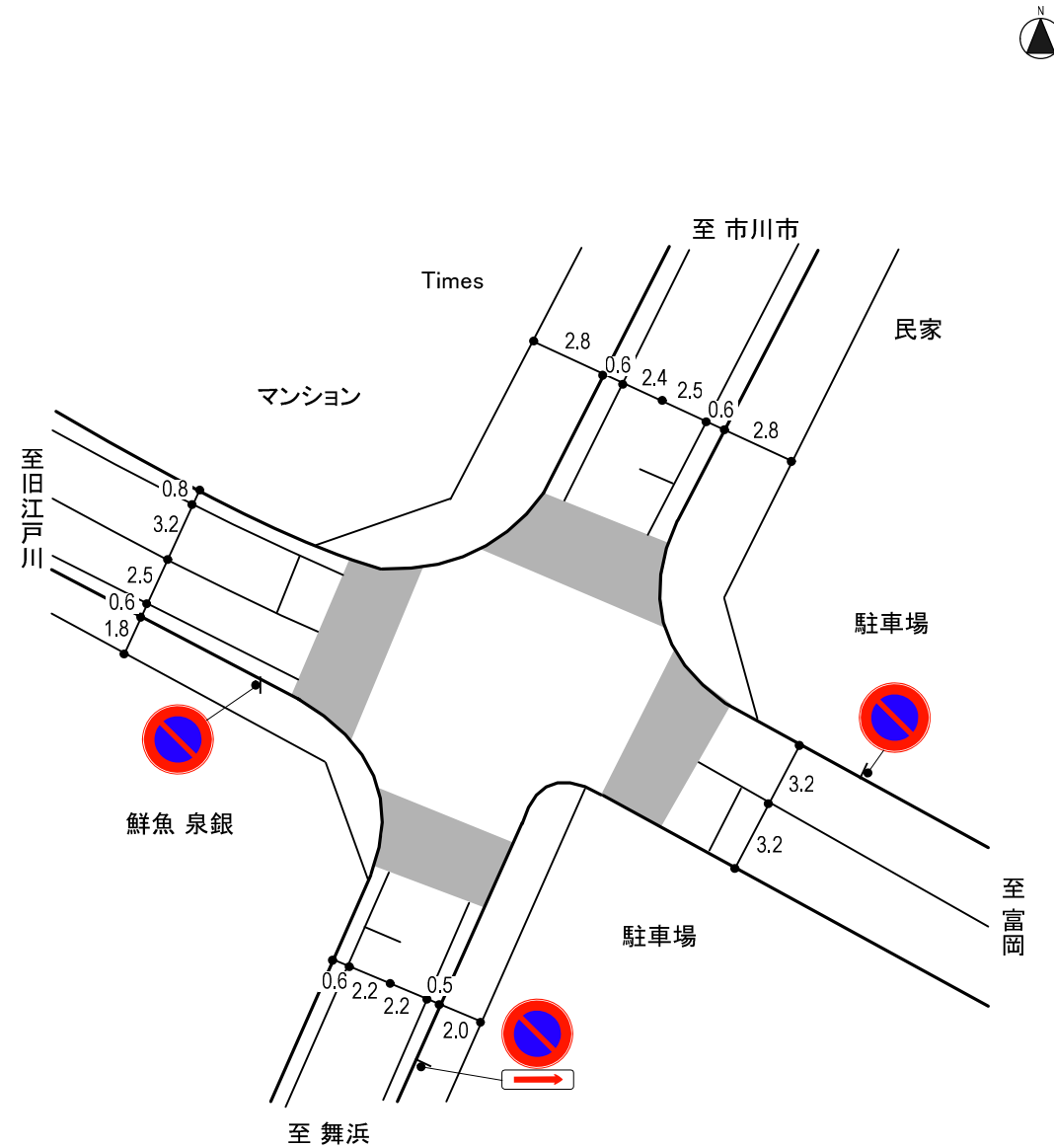
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



車線構成図 (現況図)

調査地点 : No.18 堀江三丁目1006 番地先交差点 (新中通りと5番通りの交差点)



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 |
|-------------|--------|---|---|---|---|--------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| A | [Blue] | | | | | [Red] | | | | | | | | | | | | | | | | | | | |
| B | [Red] | | | | | [Blue] | | | | | | | | | | | | | | | | | | | |
| PA | [Blue] | | | | | [Red] | | | | | | | | | | | | | | | | | | | |
| PB | [Red] | | | | | [Blue] | | | | | | | | | | | | | | | | | | | |
| 7:00 | 16 | 4 | 2 | 3 | 2 | 22 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 8:00 | 16 | 4 | 2 | 3 | 2 | 22 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 9:00 | 16 | 4 | 2 | 3 | 2 | 22 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 10:00 | 16 | 4 | 2 | 3 | 2 | 22 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 11:00 | 16 | 4 | 2 | 3 | 2 | 22 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 12:00 | 15 | 4 | 2 | 3 | 2 | 18 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 55 |
| 13:00 | 15 | 4 | 2 | 3 | 2 | 18 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 55 |
| 14:00 | 15 | 4 | 2 | 3 | 2 | 18 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 55 |
| 15:00 | 15 | 4 | 2 | 3 | 2 | 18 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 55 |
| 16:00 | 15 | 4 | 2 | 3 | 2 | 18 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 55 |
| 17:00 | 16 | 4 | 2 | 3 | 2 | 22 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 18:00 | 16 | 4 | 2 | 3 | 2 | 22 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |

| 現示 | 1φ | 2φ | 3φ | 4φ | 5φ |
|----|----|----|----|----|----|
| | | | | | |

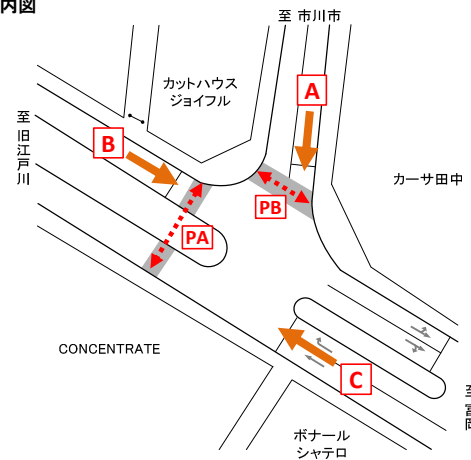
信号現示調査表

調査地点 : No.19 堀江ドック入口交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

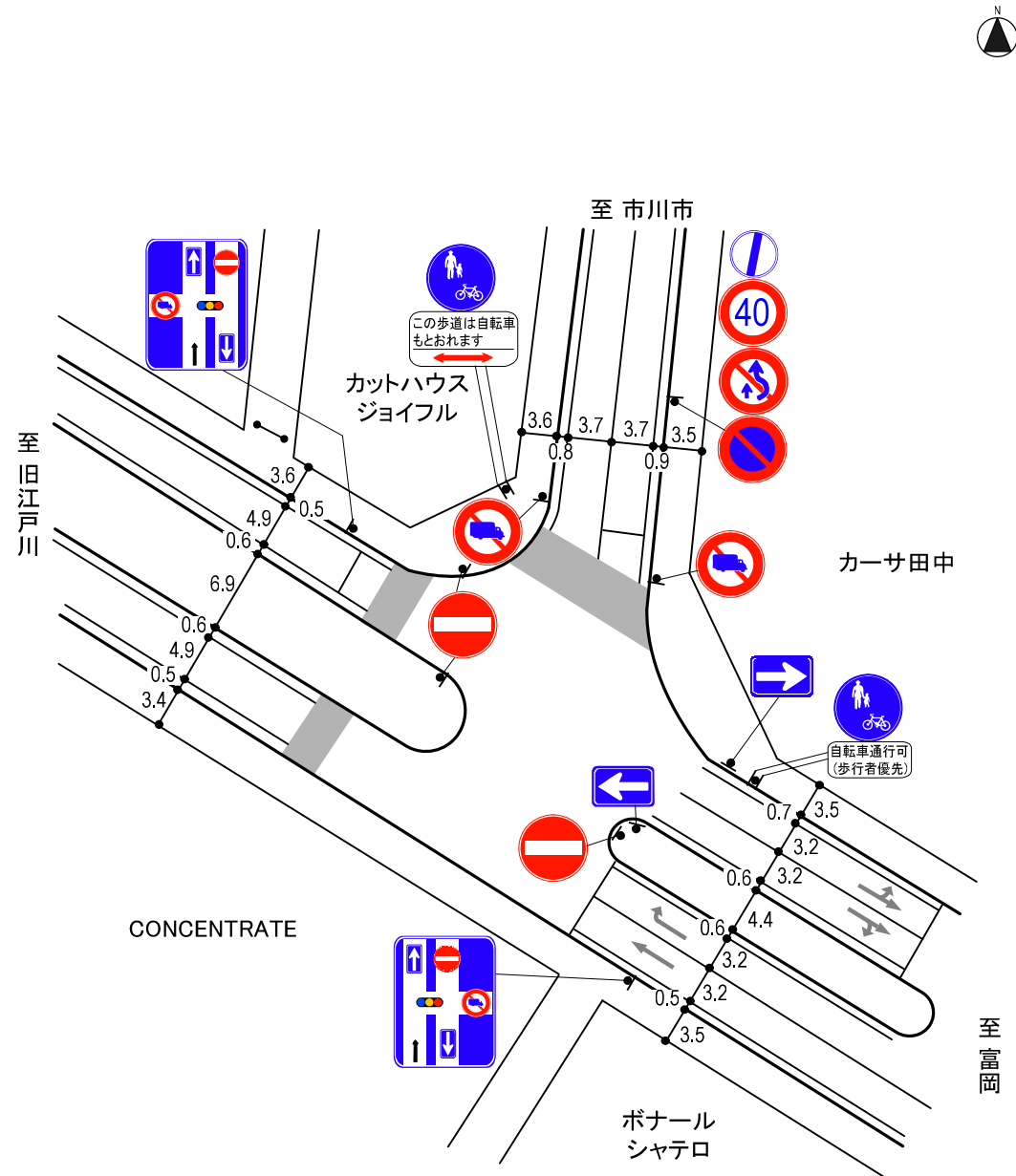
- : 青
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印
- : 歩行者点滅
- : 赤
- : 黄
- : 黄点滅
- : 赤点滅

方向案内図

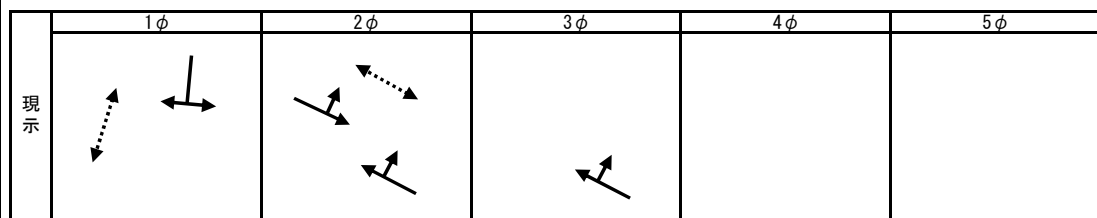


車線構成図(現況図)

調査地点 : No.19 堀江ドック入口交差点



| 現示 灯器 階梯 | 1φ | | | | 2φ | | | | 3φ | | | | | | | | 計 | | | | | | | | | |
|-------------|----|---|---|---|----|----|---|---|----|----|----|----|----|----|----|----|---|----|----|----|----|----|----|----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 21 | 4 | 2 | 3 | 3 | 40 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 100 |
| 8:00 | 21 | 4 | 2 | 3 | 3 | 40 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 100 |
| 9:00 | 21 | 4 | 2 | 3 | 3 | 30 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 90 |
| 10:00 | 21 | 4 | 2 | 3 | 3 | 30 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 90 |
| 11:00 | 21 | 4 | 2 | 3 | 3 | 30 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 90 |
| 12:00 | 21 | 4 | 2 | 3 | 3 | 30 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 90 |
| 13:00 | 21 | 4 | 2 | 3 | 3 | 30 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 90 |
| 14:00 | 21 | 4 | 2 | 3 | 3 | 30 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 90 |
| 15:00 | 21 | 4 | 2 | 3 | 3 | 40 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 100 |
| 16:00 | 21 | 4 | 2 | 3 | 3 | 40 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 100 |
| 17:00 | 21 | 4 | 2 | 3 | 3 | 40 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 100 |
| 18:00 | 21 | 4 | 2 | 3 | 3 | 40 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 100 |
| 19:00 | 21 | 4 | 2 | 3 | 3 | 30 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 90 |
| 20:00 | 21 | 4 | 2 | 3 | 3 | 30 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 90 |
| 21:00 | 21 | 4 | 2 | 3 | 3 | 20 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 80 |
| 22:00 | 21 | 4 | 2 | 3 | 3 | 20 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 80 |
| 23:00 | 18 | 4 | 2 | 3 | 3 | 15 | 4 | 2 | 3 | 3 | 3 | 4 | 3 | 3 | | | | | | | | | | | | 70 |
| 0:00 | 18 | 4 | 2 | 3 | 3 | 15 | 4 | 2 | 3 | 3 | 3 | 4 | 3 | 3 | | | | | | | | | | | | 70 |
| 1:00 | 18 | 4 | 2 | 3 | 3 | 15 | 4 | 2 | 3 | 3 | 3 | 4 | 3 | 3 | | | | | | | | | | | | 70 |
| 2:00 | 18 | 4 | 2 | 3 | 3 | 15 | 4 | 2 | 3 | 3 | 3 | 4 | 3 | 3 | | | | | | | | | | | | 70 |
| 3:00 | 18 | 4 | 2 | 3 | 3 | 15 | 4 | 2 | 3 | 3 | 3 | 4 | 3 | 3 | | | | | | | | | | | | 70 |
| 4:00 | 18 | 4 | 2 | 3 | 3 | 15 | 4 | 2 | 3 | 3 | 3 | 4 | 3 | 3 | | | | | | | | | | | | 70 |
| 5:00 | 21 | 4 | 2 | 3 | 3 | 20 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 80 |
| 6:00 | 21 | 4 | 2 | 3 | 3 | 30 | 4 | 2 | 3 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | | 90 |



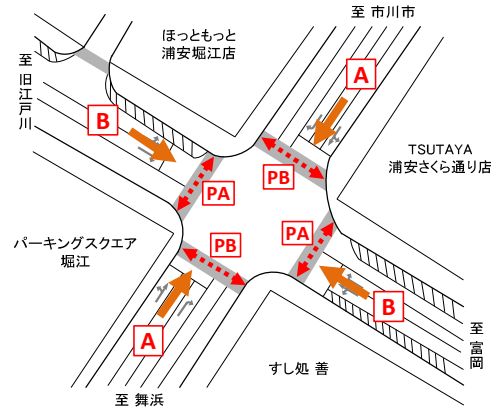
信号現示調査表

調査地点 : No.20 堀江交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

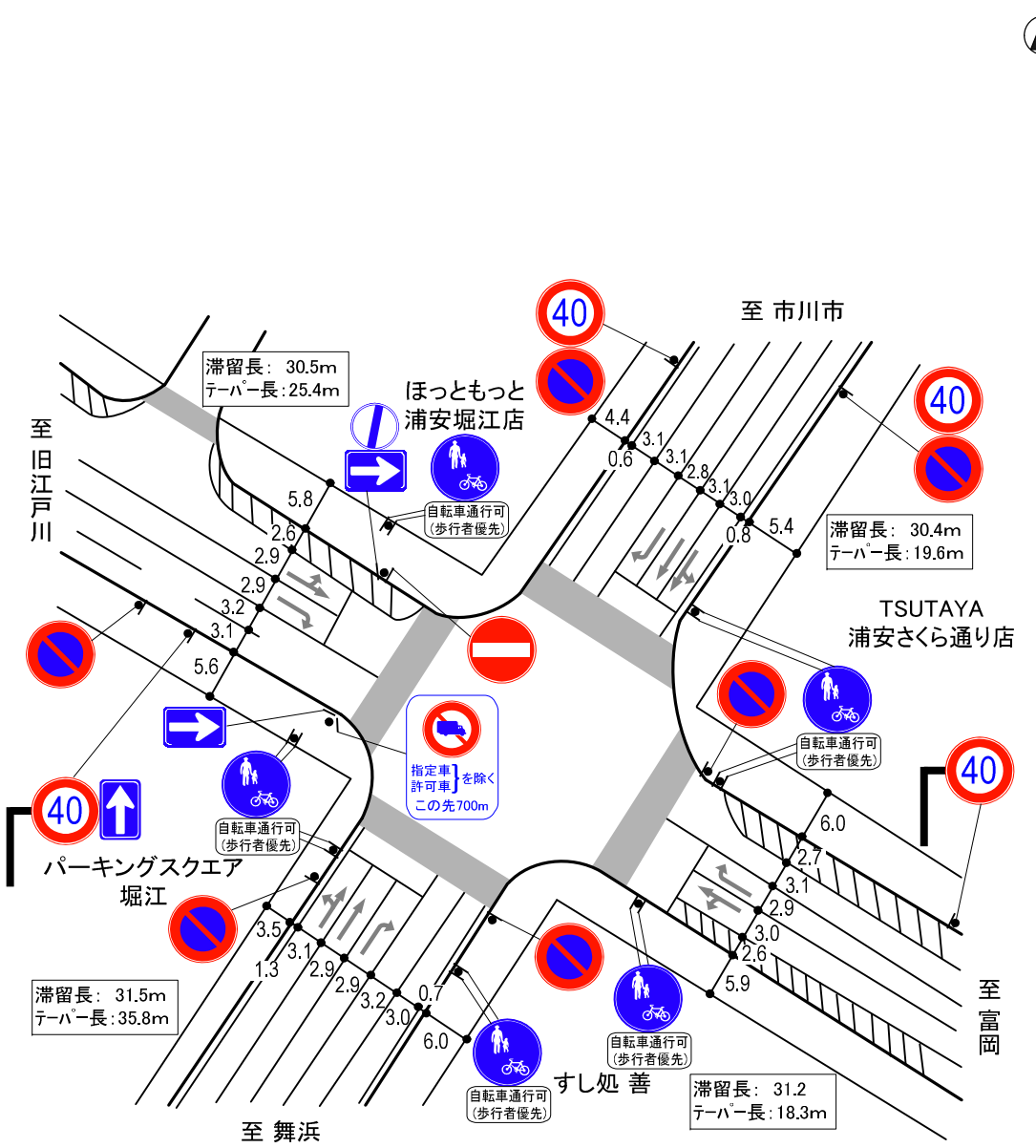
- : 青
- : 右折・青矢印
- : 歩行者点滅
- : 左折・青矢印
- : 黄
- : 直進・青矢印
- : 赤
- : 直進右折・青矢印
- : 黄点滅
- : 直進左折・青矢印
- : 赤点滅
- : 直進右左折・青矢印

方向案内図

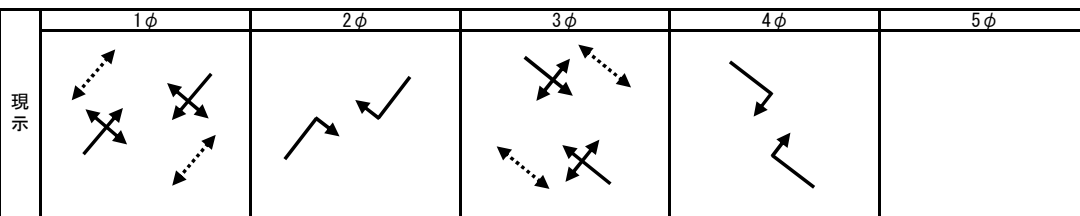


車線構成図(現況図)

調査地点 : No.20 堀江交差点



| 現示 | 1φ | 2φ | 3φ | 4φ | | | | | | | | | | | | | | | | | | | | 計 | | |
|-------|----|----|----|----|---|---|---|----|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|--|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | | |
| B | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | | |
| PA | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | | |
| PB | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | | |
| 7:00 | 40 | 6 | 2 | 3 | 5 | 3 | 3 | 25 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 110 | |
| 8:00 | 40 | 6 | 2 | 3 | 5 | 3 | 3 | 25 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 110 | |
| 9:00 | 40 | 6 | 2 | 3 | 5 | 3 | 3 | 25 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 110 | |
| 10:00 | 40 | 6 | 2 | 3 | 5 | 3 | 3 | 25 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 110 | |
| 11:00 | 40 | 6 | 2 | 3 | 5 | 3 | 3 | 25 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 110 | |
| 12:00 | 40 | 6 | 2 | 3 | 5 | 3 | 3 | 25 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 110 | |
| 13:00 | 40 | 6 | 2 | 3 | 5 | 3 | 3 | 25 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 110 | |
| 14:00 | 40 | 6 | 2 | 3 | 5 | 3 | 3 | 25 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 110 | |
| 15:00 | 35 | 6 | 2 | 3 | 4 | 3 | 3 | 22 | 6 | 2 | 3 | 5 | 3 | 3 | | | | | | | | | | | 100 | |
| 16:00 | 35 | 6 | 2 | 3 | 4 | 3 | 3 | 22 | 6 | 2 | 3 | 5 | 3 | 3 | | | | | | | | | | | 100 | |
| 17:00 | 35 | 6 | 2 | 3 | 4 | 3 | 3 | 22 | 6 | 2 | 3 | 5 | 3 | 3 | | | | | | | | | | | 100 | |
| 18:00 | 35 | 6 | 2 | 3 | 4 | 3 | 3 | 22 | 6 | 2 | 3 | 5 | 3 | 3 | | | | | | | | | | | 100 | |
| 19:00 | 35 | 6 | 2 | 3 | 4 | 3 | 3 | 22 | 6 | 2 | 3 | 5 | 3 | 3 | | | | | | | | | | | 100 | |
| 20:00 | 35 | 6 | 2 | 3 | 4 | 3 | 3 | 22 | 6 | 2 | 3 | 5 | 3 | 3 | | | | | | | | | | | 100 | |
| 21:00 | 35 | 6 | 2 | 3 | 4 | 3 | 3 | 22 | 6 | 2 | 3 | 5 | 3 | 3 | | | | | | | | | | | 100 | |
| 22:00 | 35 | 6 | 2 | 3 | 4 | 3 | 3 | 22 | 6 | 2 | 3 | 5 | 3 | 3 | | | | | | | | | | | 100 | |
| 23:00 | 28 | 6 | 2 | 3 | 4 | 3 | 3 | 18 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 90 | |
| 0:00 | 28 | 6 | 2 | 3 | 4 | 3 | 3 | 18 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 90 | |
| 1:00 | 28 | 6 | 2 | 3 | 4 | 3 | 3 | 18 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 90 | |
| 2:00 | 28 | 6 | 2 | 3 | 4 | 3 | 3 | 18 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 90 | |
| 3:00 | 28 | 6 | 2 | 3 | 4 | 3 | 3 | 18 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 90 | |
| 4:00 | 28 | 6 | 2 | 3 | 4 | 3 | 3 | 18 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 90 | |
| 5:00 | 28 | 6 | 2 | 3 | 4 | 3 | 3 | 18 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 90 | |
| 6:00 | 28 | 6 | 2 | 3 | 4 | 3 | 3 | 18 | 6 | 2 | 3 | 6 | 3 | 3 | | | | | | | | | | | 90 | |



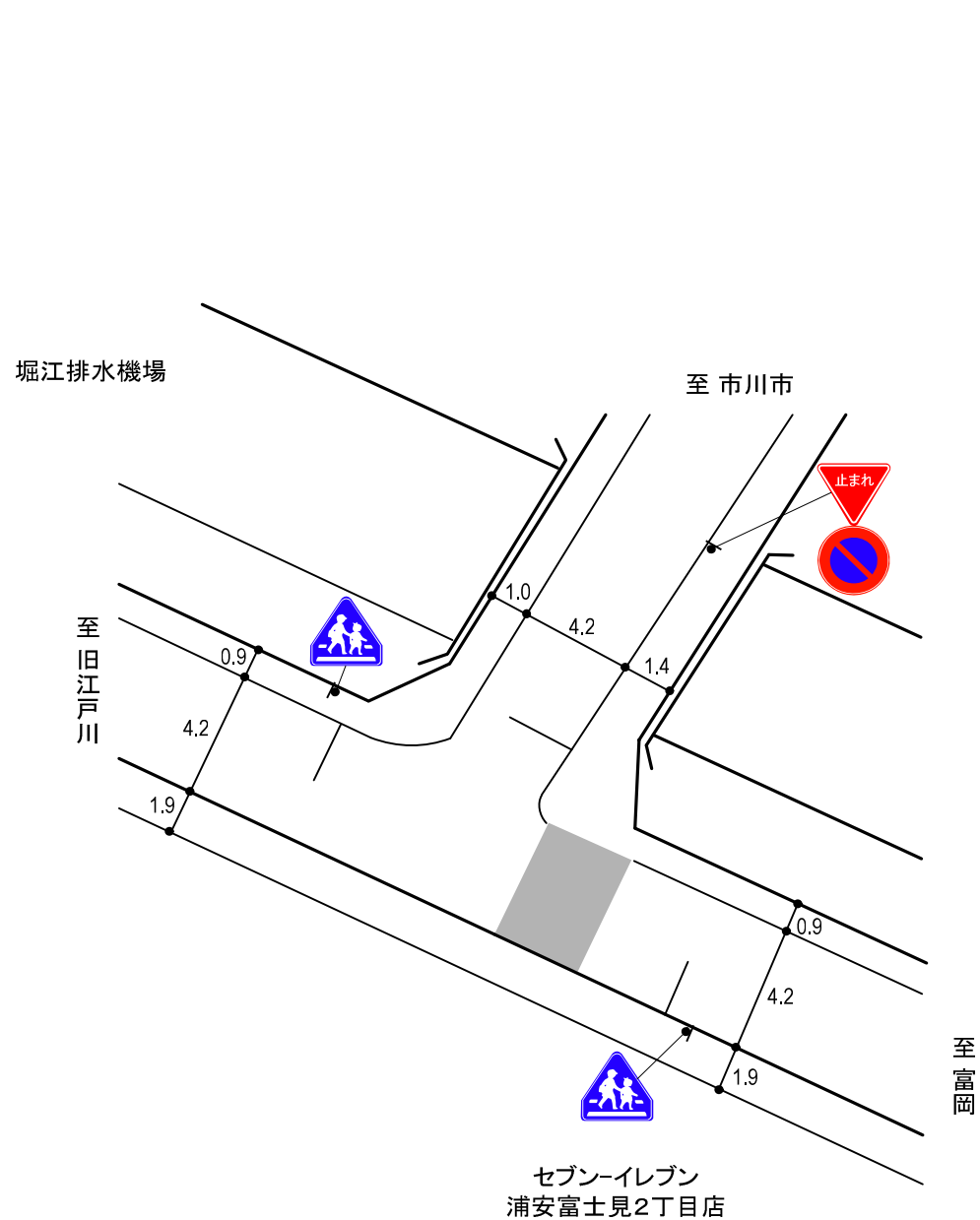
信号現示調査表

調査地点 : No.21 堀江排水機場(河口橋)

※信号機が設置されていないため信号現示調査無し

車線構成図(現況図)

調査地点 : No.21 堀江排水機場(河口橋)



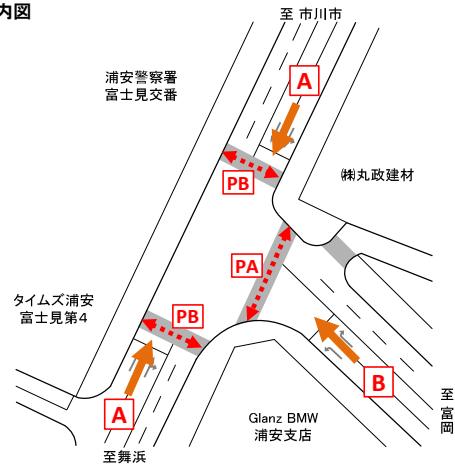
信号現示調査表

調査地点 : No.22 富士見交番交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

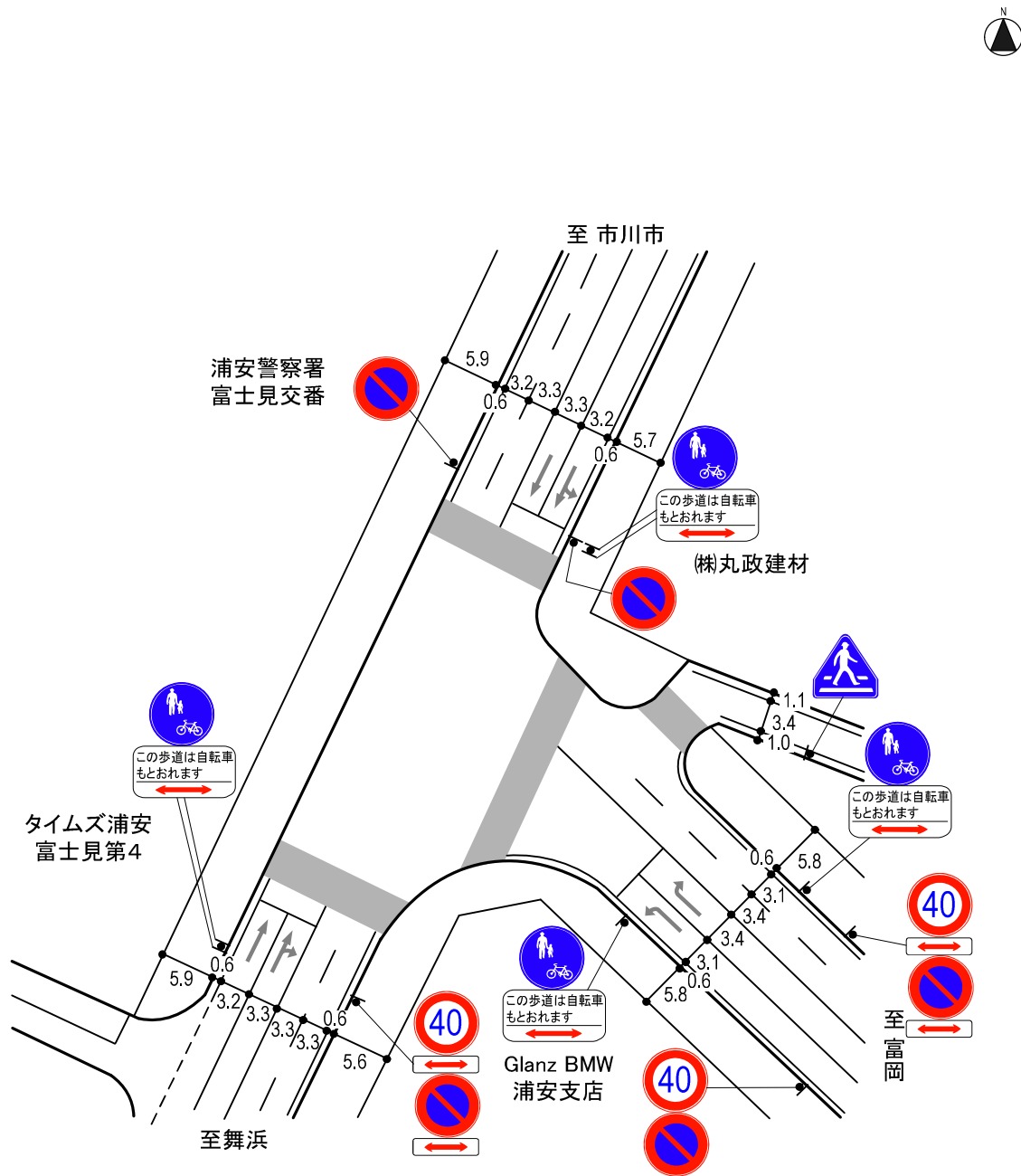
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

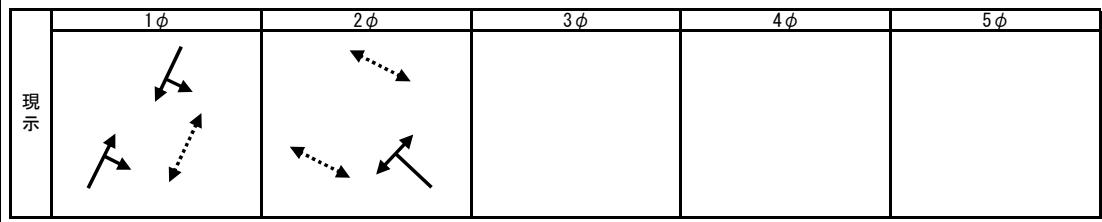


車線構成図 (現況図)

調査地点 : No.22 富士見交番交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 |
|-------------|-------------------|---|---|---|---|-------------------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| A | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| 7:00 | 51 | 8 | 2 | 3 | 3 | 21 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 101 |
| 8:00 | 51 | 8 | 2 | 3 | 3 | 21 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 101 |
| 9:00 | 51 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 105 |
| 10:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 11:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 12:00 | 51 | 8 | 2 | 3 | 3 | 22 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 102 |
| 13:00 | 50 | 8 | 2 | 3 | 3 | 23 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 102 |
| 14:00 | 50 | 8 | 2 | 3 | 3 | 21 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 100 |
| 15:00 | 42 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 96 |
| 16:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 17:00 | 36 | 8 | 2 | 3 | 3 | 26 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 91 |
| 18:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 19:00 | 36 | 8 | 2 | 3 | 3 | 27 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 92 |
| 20:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 21:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 22:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 23:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 0:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 1:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 2:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 3:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 4:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 5:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |
| 6:00 | 36 | 8 | 2 | 3 | 3 | 25 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 |



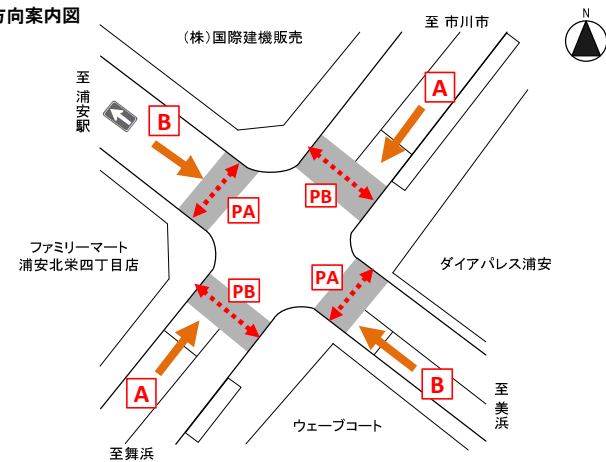
信号現示調査表

調査地点 : No.23 砂田橋バス停前交差点(北栄四丁目)
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~19:00(12時間)

凡 例

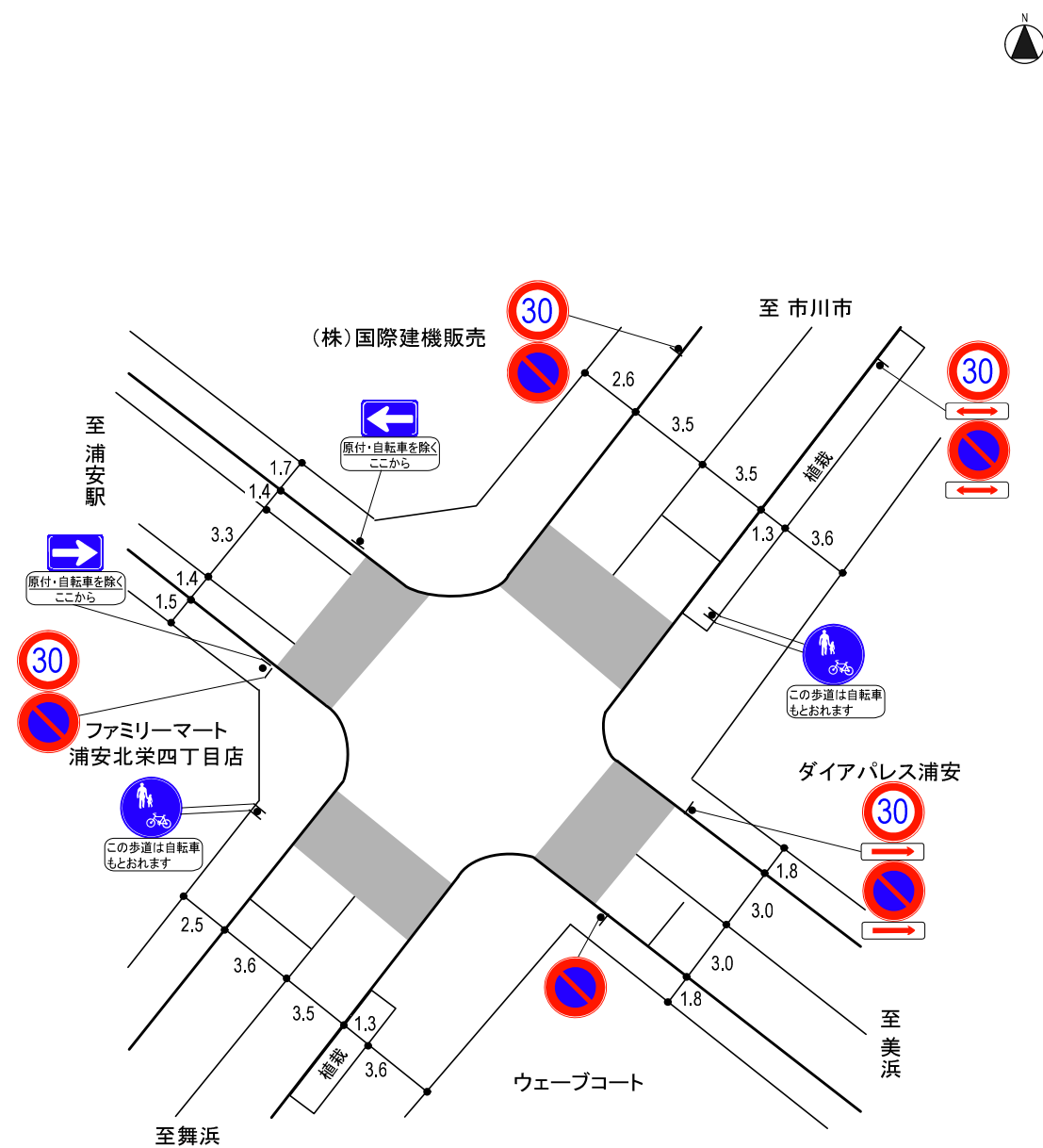
- : 青
- : 右折・青矢印
- : 歩行者点滅
- : 左折・青矢印
- : 黄
- : 直進・青矢印
- : 赤
- : 直進右折・青矢印
- : 黄点滅
- : 直進左折・青矢印
- : 赤点滅
- : 直進右左折・青矢印

方向案内図

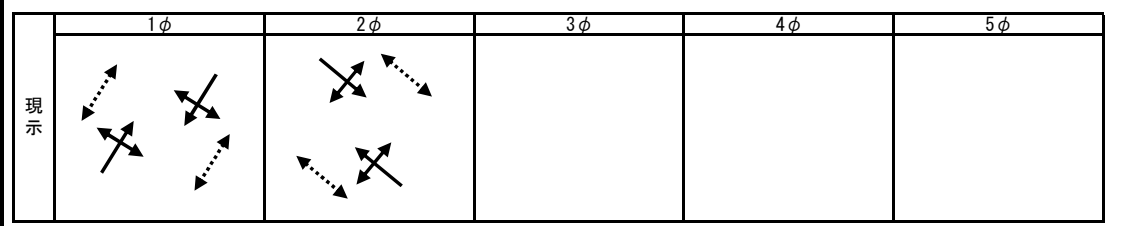


車線構成図(現況図)

調査地点 : No.23 砂田橋バス停前交差点(北栄四丁目)



| 現示 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 | |
|-------|-------------------------------------|---|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | [Signal timing diagram for lane A] | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | [Signal timing diagram for lane B] | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal timing diagram for lane PA] | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal timing diagram for lane PB] | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 32 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 70 |
| 8:00 | 32 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 70 |
| 9:00 | 25 | 4 | 2 | 3 | 2 | 13 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 60 |
| 10:00 | 25 | 4 | 2 | 3 | 2 | 13 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 | |
| 11:00 | 25 | 4 | 2 | 3 | 2 | 13 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 | |
| 12:00 | 25 | 4 | 2 | 3 | 2 | 13 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 | |
| 13:00 | 25 | 4 | 2 | 3 | 2 | 13 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 | |
| 14:00 | 25 | 4 | 2 | 3 | 2 | 13 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 | |
| 15:00 | 25 | 4 | 2 | 3 | 2 | 13 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 | |
| 16:00 | 32 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 | |
| 17:00 | 32 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 | |
| 18:00 | 32 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 | |



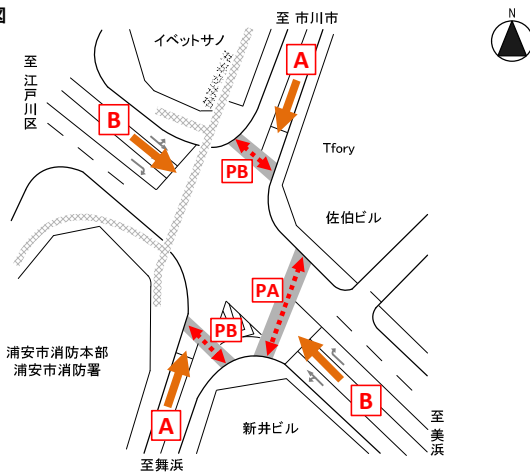
信号現示調査表

調査地点 : No.25 浦安消防本部前交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡例

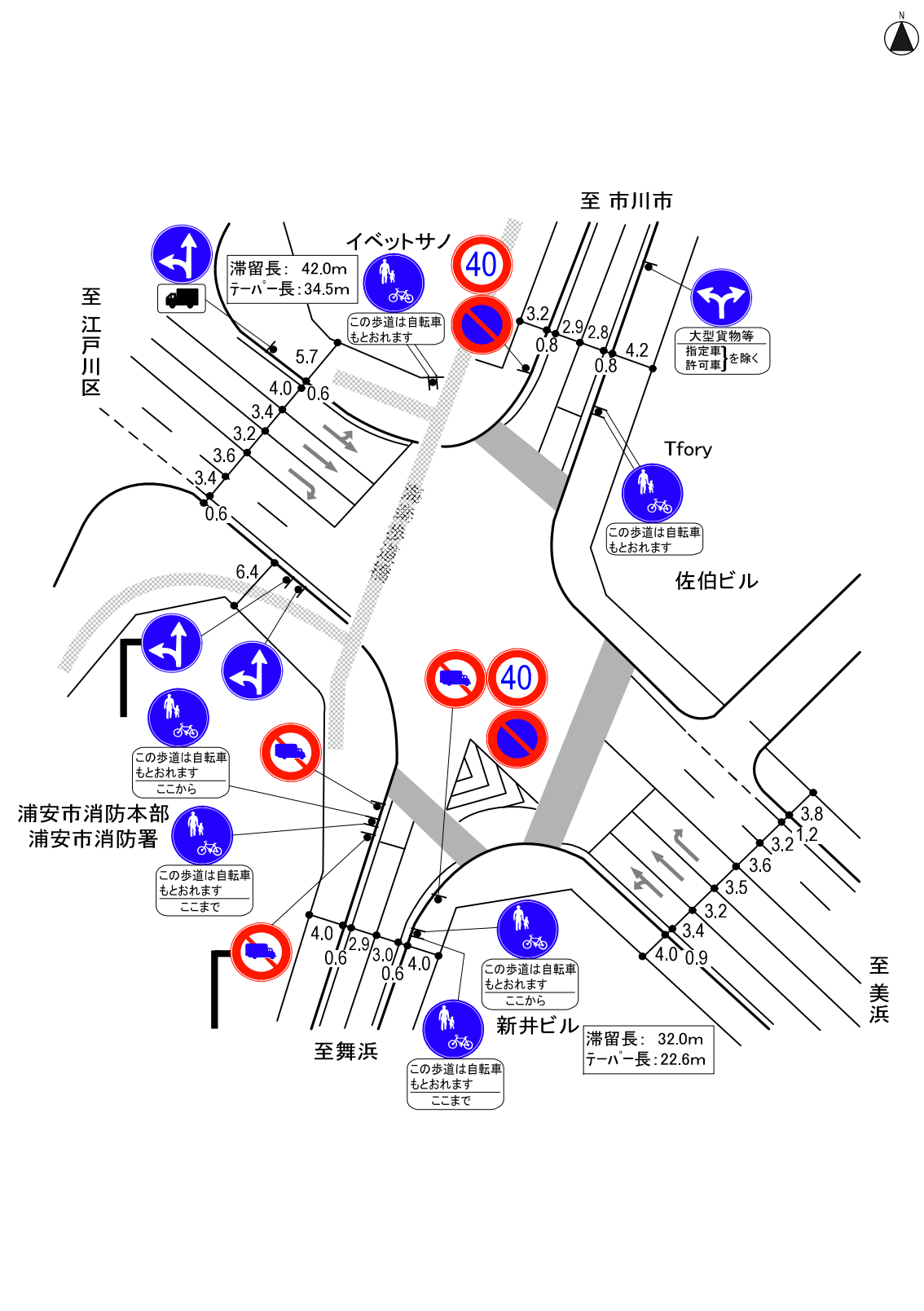
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

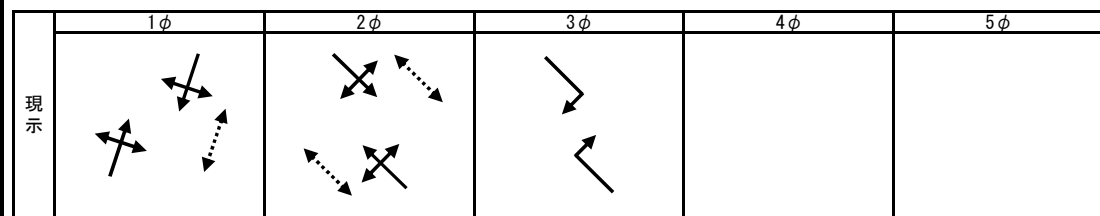


車線構成図 (現況図)

調査地点 : No.25 浦安消防本部前交差点



| 現示 | 1φ | | | 2φ | | | 3φ | | | | | | | | | 計 | | | | | | | | | |
|-------|--------------------------------|---|---|----|---|----|----|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 計 |
| A | [Signal patterns for phase A] | | | | | | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns for phase B] | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns for phase PA] | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns for phase PB] | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 30 | 8 | 2 | 3 | 3 | 64 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 133 |
| 8:00 | 25 | 8 | 2 | 3 | 3 | 76 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 140 |
| 9:00 | 25 | 8 | 2 | 3 | 3 | 76 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 140 |
| 10:00 | 25 | 8 | 2 | 3 | 3 | 76 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 140 |
| 11:00 | 25 | 8 | 2 | 3 | 3 | 76 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 140 |
| 12:00 | 25 | 8 | 2 | 3 | 3 | 61 | 4 | 2 | 3 | 4 | 3 | 4 | | | | | | | | | | | | | 122 |
| 13:00 | 28 | 8 | 2 | 3 | 3 | 63 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 130 |
| 14:00 | 28 | 8 | 2 | 3 | 3 | 63 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 130 |
| 15:00 | 28 | 8 | 2 | 3 | 3 | 63 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 130 |
| 16:00 | 25 | 8 | 2 | 3 | 3 | 57 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 121 |
| 17:00 | 25 | 8 | 2 | 3 | 3 | 76 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 140 |
| 18:00 | 25 | 8 | 2 | 3 | 3 | 76 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 140 |
| 19:00 | 28 | 8 | 2 | 3 | 3 | 63 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 130 |
| 20:00 | 28 | 8 | 2 | 3 | 3 | 63 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 130 |
| 21:00 | 27 | 8 | 2 | 3 | 3 | 44 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 22:00 | 27 | 8 | 2 | 3 | 3 | 44 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 23:00 | 27 | 8 | 2 | 3 | 3 | 48 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 114 |
| 0:00 | 27 | 8 | 2 | 3 | 3 | 44 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 1:00 | 27 | 8 | 2 | 3 | 3 | 44 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 2:00 | 27 | 8 | 2 | 3 | 3 | 44 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 3:00 | 27 | 8 | 2 | 3 | 3 | 44 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 4:00 | 27 | 8 | 2 | 3 | 3 | 44 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 5:00 | 27 | 8 | 2 | 3 | 3 | 44 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 6:00 | 27 | 8 | 2 | 3 | 3 | 44 | 4 | 2 | 3 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |



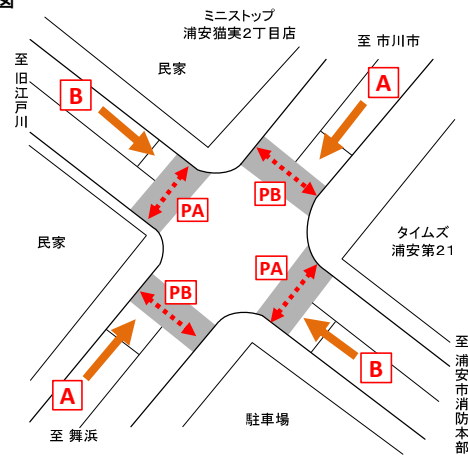
信号現示調査表

調査地点 : No.26 ミニストップ浦安猫実2丁目店前交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~19:00(12時間)

凡 例

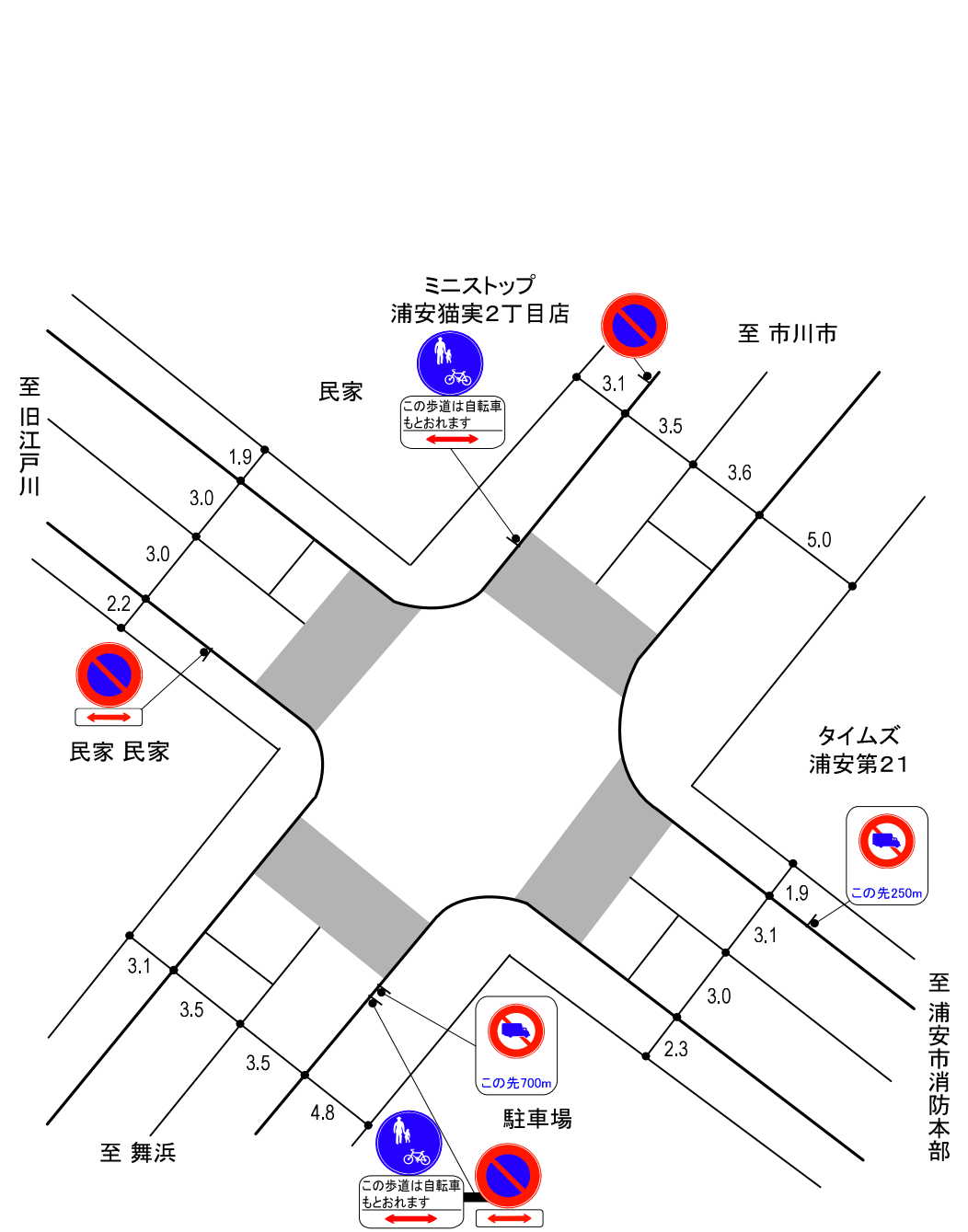
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



車線構成図(現況図)

調査地点 : No.26 ミニストップ浦安猫実2丁目店前交差点



| 現示 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 | |
|-------|-------------------|---|---|---|---|-------------------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 24 | 4 | 2 | 3 | 2 | 39 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 85 |
| 8:00 | 24 | 4 | 2 | 3 | 2 | 39 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 85 |
| 9:00 | 24 | 4 | 2 | 3 | 2 | 39 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 85 | |
| 10:00 | 19 | 4 | 2 | 3 | 2 | 34 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 75 | |
| 11:00 | 19 | 4 | 2 | 3 | 2 | 34 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 75 | |
| 12:00 | 24 | 4 | 2 | 3 | 2 | 34 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 | |
| 13:00 | 24 | 4 | 2 | 3 | 2 | 34 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 | |
| 14:00 | 24 | 4 | 2 | 3 | 2 | 34 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 | |
| 15:00 | 24 | 4 | 2 | 3 | 2 | 34 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 | |
| 16:00 | 19 | 4 | 2 | 3 | 2 | 34 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 75 | |
| 17:00 | 19 | 4 | 2 | 3 | 2 | 34 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 75 | |
| 18:00 | 19 | 4 | 2 | 3 | 2 | 34 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | 75 | |

| 現示 | 1φ | 2φ | 3φ | 4φ | 5φ |
|----|----|-----------|-----------|----|----|
| | | [Diagram] | [Diagram] | | |

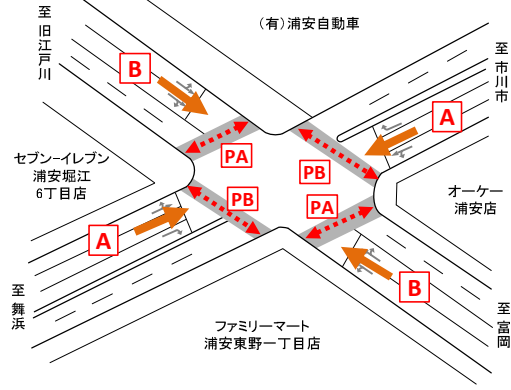
信号現示調査表

調査地点 : No.28 東野交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

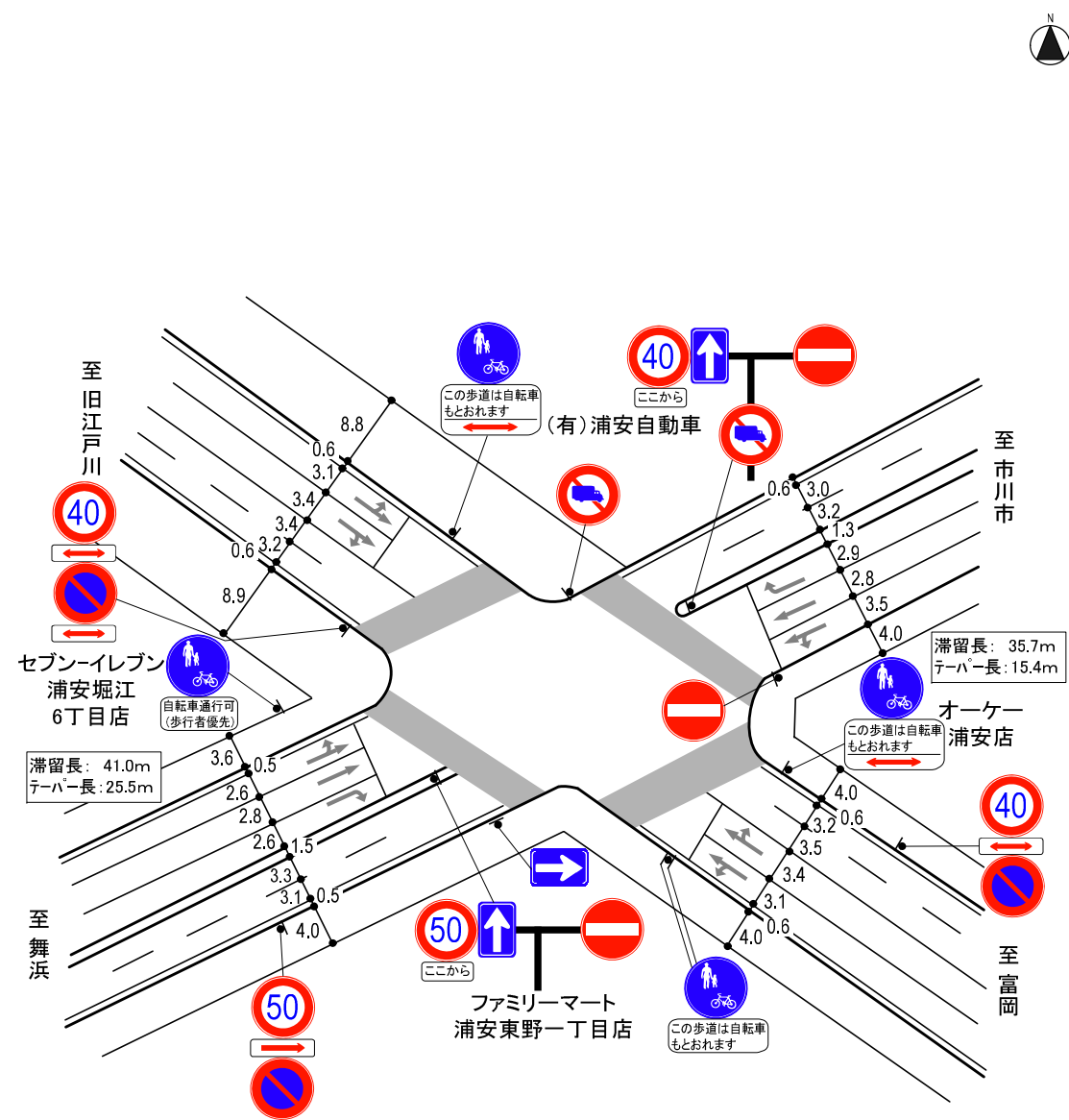
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

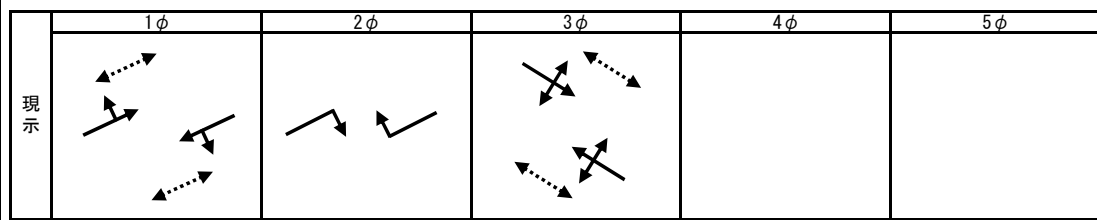


車線構成図 (現況図)

調査地点 : No.28 東野交差点



| 現示 | 階梯 | 1φ | | | | 2φ | | | | 3φ | | | | 計 | | | | | | | | | | | | |
|-------|----|----|----|---|---|----|---|---|----|----|----|----|----|---|----|----|----|----|----|----|----|----|----|----|----|-----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| A | | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | | | | | | | | | | | | | |
| B | | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | | | | | | | | | | | | | |
| PA | | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | | | | | | | | | | | | | |
| PB | | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | | | | | | | | | | | | | |
| 7:00 | 24 | 6 | 10 | 3 | 3 | 11 | 3 | 3 | 25 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 8:00 | 24 | 6 | 10 | 3 | 3 | 11 | 3 | 3 | 25 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 9:00 | 24 | 6 | 10 | 3 | 3 | 11 | 3 | 3 | 25 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 10:00 | 24 | 6 | 10 | 3 | 3 | 11 | 3 | 3 | 25 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 11:00 | 24 | 6 | 10 | 3 | 3 | 11 | 3 | 3 | 25 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 12:00 | 24 | 6 | 10 | 3 | 3 | 11 | 3 | 3 | 25 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 13:00 | 24 | 6 | 10 | 3 | 3 | 11 | 3 | 3 | 25 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 14:00 | 24 | 6 | 10 | 3 | 3 | 11 | 3 | 3 | 25 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |
| 15:00 | 25 | 6 | 13 | 3 | 3 | 11 | 3 | 3 | 28 | 8 | 10 | 3 | 4 | | | | | | | | | | | | | 120 |
| 16:00 | 25 | 6 | 13 | 3 | 3 | 11 | 3 | 3 | 28 | 8 | 10 | 3 | 4 | | | | | | | | | | | | | 120 |
| 17:00 | 25 | 6 | 13 | 3 | 3 | 11 | 3 | 3 | 28 | 8 | 10 | 3 | 4 | | | | | | | | | | | | | 120 |
| 18:00 | 25 | 6 | 13 | 3 | 3 | 11 | 3 | 3 | 28 | 8 | 10 | 3 | 4 | | | | | | | | | | | | | 120 |
| 19:00 | 24 | 6 | 10 | 3 | 3 | 9 | 3 | 3 | 22 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 105 |
| 20:00 | 24 | 6 | 10 | 3 | 3 | 9 | 3 | 3 | 22 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 105 |
| 21:00 | 24 | 6 | 10 | 3 | 3 | 9 | 3 | 3 | 22 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 105 |
| 22:00 | 24 | 6 | 10 | 3 | 3 | 9 | 3 | 3 | 22 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 105 |
| 23:00 | 25 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 23 | 8 | 3 | 3 | 4 | | | | | | | | | | | | | 90 |
| 0:00 | 25 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 23 | 8 | 3 | 3 | 4 | | | | | | | | | | | | | 90 |
| 1:00 | 25 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 23 | 8 | 3 | 3 | 4 | | | | | | | | | | | | | 90 |
| 2:00 | 25 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 23 | 8 | 3 | 3 | 4 | | | | | | | | | | | | | 90 |
| 3:00 | 25 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 23 | 8 | 3 | 3 | 4 | | | | | | | | | | | | | 90 |
| 4:00 | 25 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 23 | 8 | 3 | 3 | 4 | | | | | | | | | | | | | 90 |
| 5:00 | 25 | 6 | 3 | 3 | 3 | 3 | 3 | 3 | 23 | 8 | 3 | 3 | 4 | | | | | | | | | | | | | 90 |
| 6:00 | 24 | 6 | 10 | 3 | 3 | 11 | 3 | 3 | 25 | 8 | 7 | 3 | 4 | | | | | | | | | | | | | 110 |



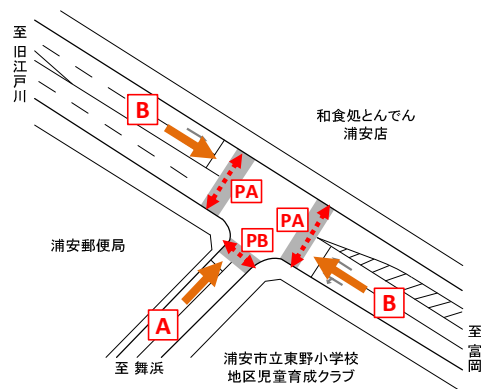
信号現示調査表

調査地点 : No.29 とんでん浦安店前交差点
 調査年月日 : 令和5年11月1日 (水)
 調査時間 : 7:00~翌7:00 (24時間)

凡例

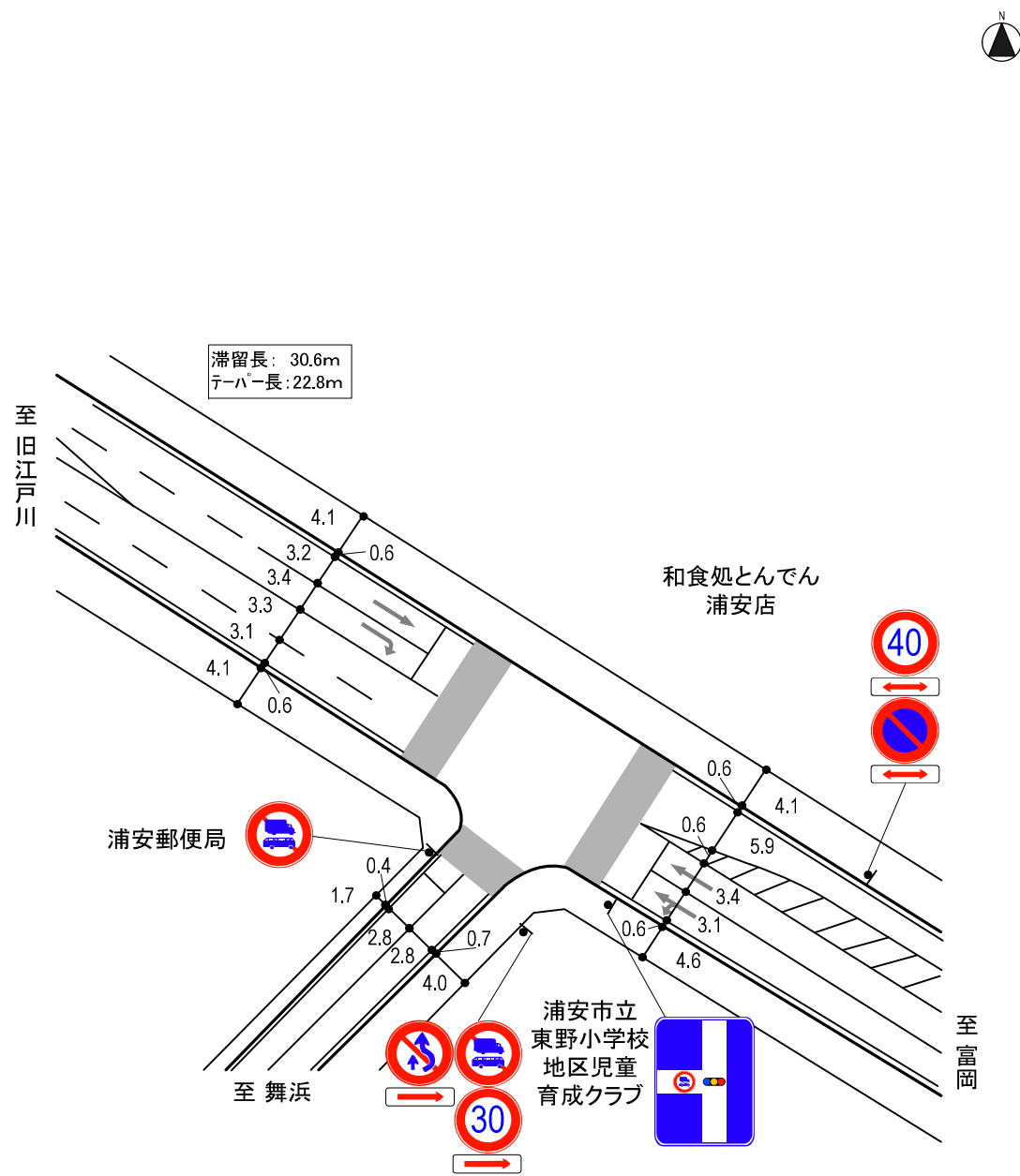
- : 青
- : 右折・青矢印
- : 歩行者点滅
- : 左折・青矢印
- : 黄
- : 直進・青矢印
- : 赤
- : 直進右折・青矢印
- : 黄点滅
- : 直進左折・青矢印
- : 赤点滅
- : 直進右左折・青矢印

方向案内図

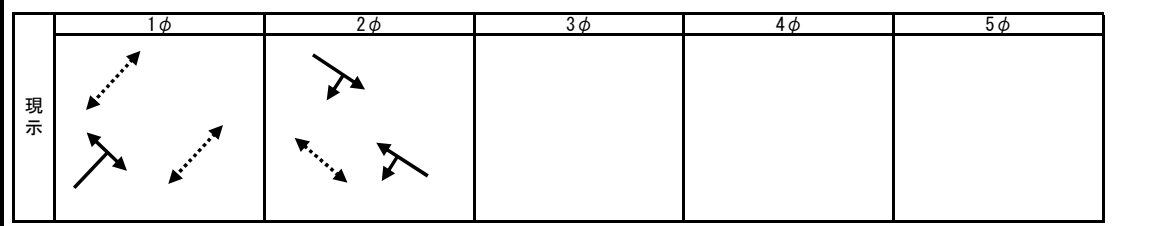


車線構成図 (現況図)

調査地点 : No.29 とんでん浦安店前交差点



| 現示 | 灯器 | 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | 計 | | |
|-------|----|----|----|---|---|----|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 | 24 |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 15 | 5 | 3 | 3 | 2 | 30 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 70 |
| 8:00 | 15 | 5 | 3 | 3 | 2 | 30 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 70 |
| 9:00 | 15 | 5 | 3 | 3 | 2 | 30 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 70 |
| 10:00 | 15 | 5 | 3 | 3 | 2 | 30 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 70 |
| 11:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 12:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 13:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 14:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 15:00 | 15 | 5 | 3 | 3 | 2 | 30 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 70 |
| 16:00 | 15 | 5 | 3 | 3 | 2 | 30 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 70 |
| 17:00 | 15 | 5 | 3 | 3 | 2 | 40 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 80 |
| 18:00 | 15 | 5 | 3 | 3 | 2 | 30 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 70 |
| 19:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 20:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 21:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 22:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 23:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 0:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 1:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 2:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 3:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 4:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 5:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |
| 6:00 | 15 | 5 | 3 | 3 | 2 | 20 | 4 | 3 | 3 | 2 | | | | | | | | | | | | | | | | | 60 |



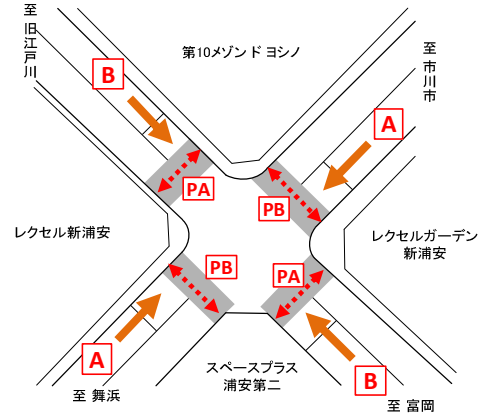
信号現示調査表

調査地点 : No.30 東野地区内交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~19:00(12時間)

凡 例

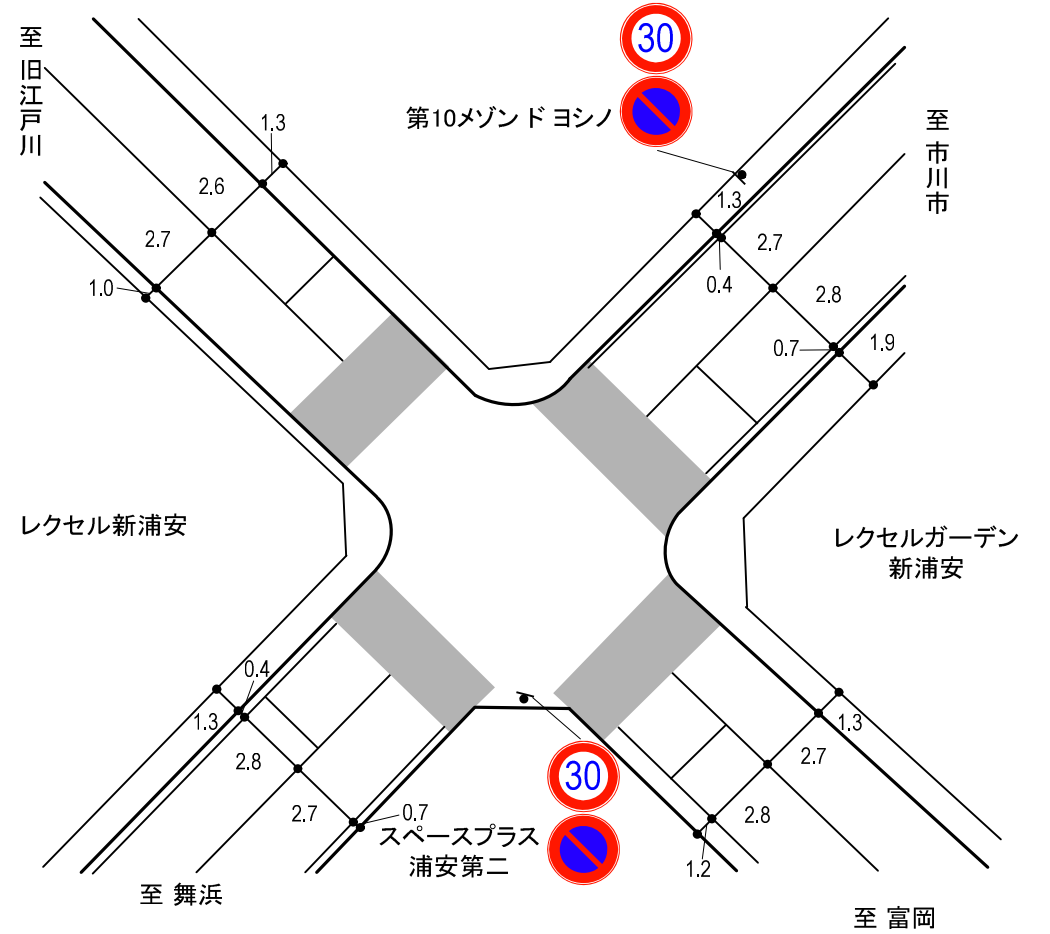
- | | |
|---------|-------------|
| : 青 | : 右折・青矢印 |
| : 歩行者点滅 | : 左折・青矢印 |
| : 黄 | : 直進・青矢印 |
| : 赤 | : 直進右折・青矢印 |
| : 黄点滅 | : 直進左折・青矢印 |
| : 赤点滅 | : 直進右左折・青矢印 |

方向案内図

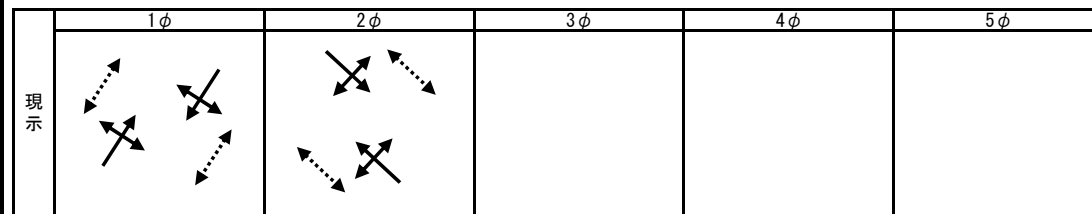


車線構成図(現況図)

調査地点 : No.30 東野地区内交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 | |
|-------------|------------------|---|---|---|---|------------------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | [Signal Pattern] | | | | | [Signal Pattern] | | | | | | | | | | | | | | | | | | | | |
| B | [Signal Pattern] | | | | | [Signal Pattern] | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal Pattern] | | | | | [Signal Pattern] | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal Pattern] | | | | | [Signal Pattern] | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 32 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 8:00 | 32 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 9:00 | 29 | 4 | 2 | 3 | 3 | 12 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 65 |
| 10:00 | 23 | 4 | 2 | 3 | 3 | 12 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 59 |
| 11:00 | 23 | 4 | 2 | 3 | 3 | 12 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 59 |
| 12:00 | 29 | 4 | 2 | 3 | 3 | 12 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 65 |
| 13:00 | 29 | 4 | 2 | 3 | 3 | 12 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 65 |
| 14:00 | 29 | 4 | 2 | 3 | 3 | 12 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 65 |
| 15:00 | 32 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 16:00 | 32 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 17:00 | 32 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 18:00 | 32 | 4 | 2 | 3 | 3 | 14 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |



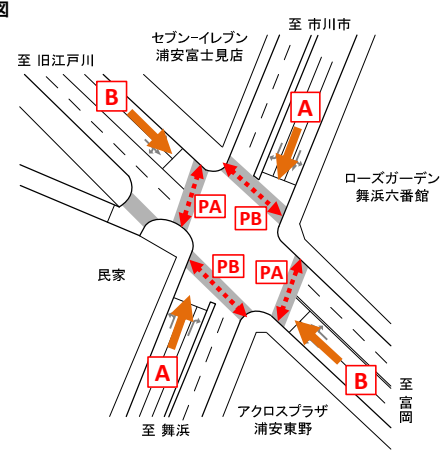
信号現示調査表

調査地点 : No.31 東海大浦安入口交差点
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

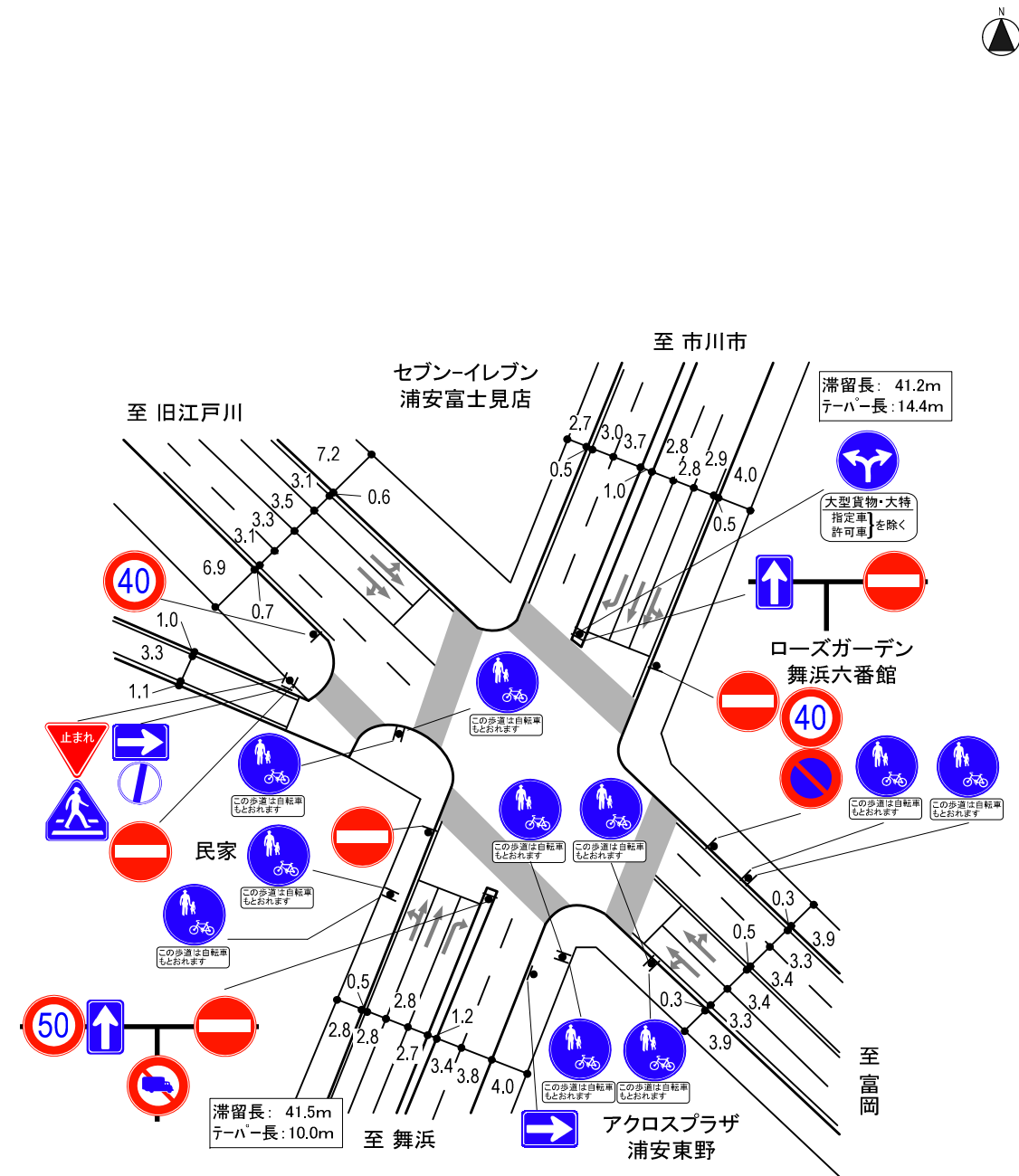
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

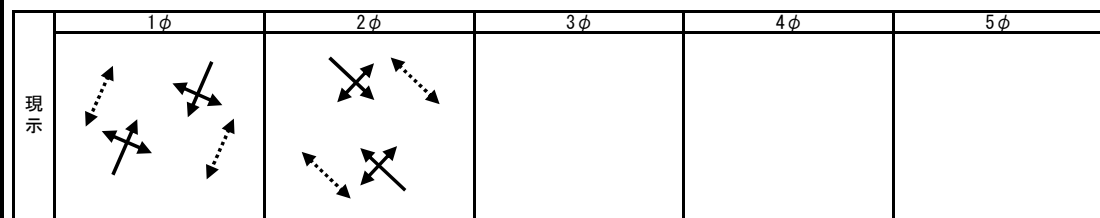


車線構成図(現況図)

調査地点 : No.31 東海大浦安入口交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 | | |
|-------------|--------------------------------------|---|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|--|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | | |
| A | [Signal timing diagram for phase A] | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | [Signal timing diagram for phase B] | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal timing diagram for phase PA] | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal timing diagram for phase PB] | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 26 | 6 | 2 | 3 | 3 | 45 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 8:00 | 26 | 6 | 2 | 3 | 3 | 45 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 9:00 | 26 | 6 | 2 | 3 | 3 | 45 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 10:00 | 26 | 6 | 2 | 3 | 3 | 45 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 11:00 | 26 | 6 | 2 | 3 | 3 | 55 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 110 |
| 12:00 | 26 | 6 | 2 | 3 | 3 | 55 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 110 |
| 13:00 | 26 | 6 | 2 | 3 | 3 | 45 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 14:00 | 26 | 6 | 2 | 3 | 3 | 45 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 15:00 | 26 | 6 | 2 | 3 | 3 | 55 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 110 |
| 16:00 | 26 | 6 | 2 | 3 | 3 | 55 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 110 |
| 17:00 | 26 | 6 | 2 | 3 | 3 | 55 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 110 |
| 18:00 | 26 | 6 | 2 | 3 | 3 | 55 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 110 |
| 19:00 | 26 | 6 | 2 | 3 | 3 | 55 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 110 |
| 20:00 | 33 | 6 | 2 | 3 | 3 | 53 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 115 |
| 21:00 | 26 | 6 | 2 | 3 | 3 | 45 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 22:00 | 26 | 6 | 2 | 3 | 3 | 45 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 23:00 | 26 | 6 | 2 | 3 | 3 | 45 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 0:00 | 22 | 6 | 2 | 3 | 3 | 39 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 90 |
| 1:00 | 22 | 6 | 2 | 3 | 3 | 39 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 90 |
| 2:00 | 22 | 6 | 2 | 3 | 3 | 39 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 90 |
| 3:00 | 22 | 6 | 2 | 3 | 3 | 39 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 90 |
| 4:00 | 22 | 6 | 2 | 3 | 3 | 39 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 90 |
| 5:00 | 26 | 6 | 2 | 3 | 3 | 45 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 6:00 | 26 | 6 | 2 | 3 | 3 | 45 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |

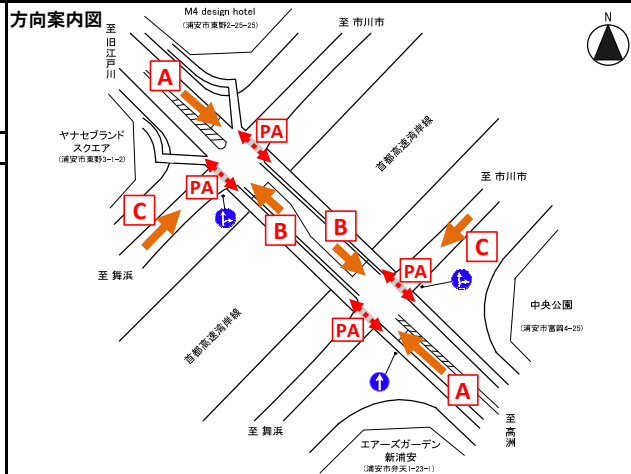


信号現示調査表

調査地点 : No.34 富岡立体 (オーバー部)
調査年月日 : 令和5年11月1日 (水)
調査時間 : 7:00~翌7:00 (24時間)

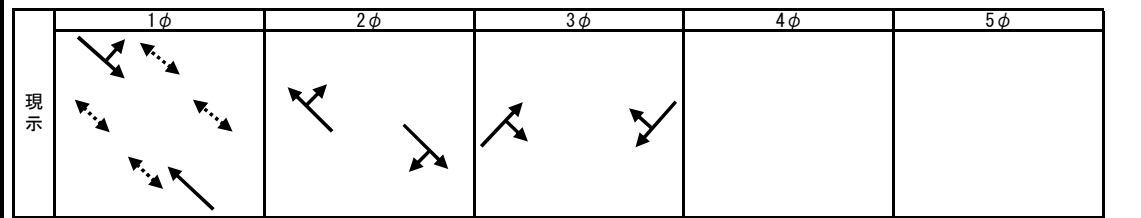
凡例

- [青線] : 青
- [赤線] : 赤
- [黄線] : 黄
- [YF] : 黄点滅
- [RF] : 赤点滅
- [矢印] : 右折・青矢印
- [矢印] : 左折・青矢印
- [矢印] : 直進・青矢印
- [矢印] : 直進右折・青矢印
- [矢印] : 直進左折・青矢印
- [矢印] : 直進右左折・青矢印



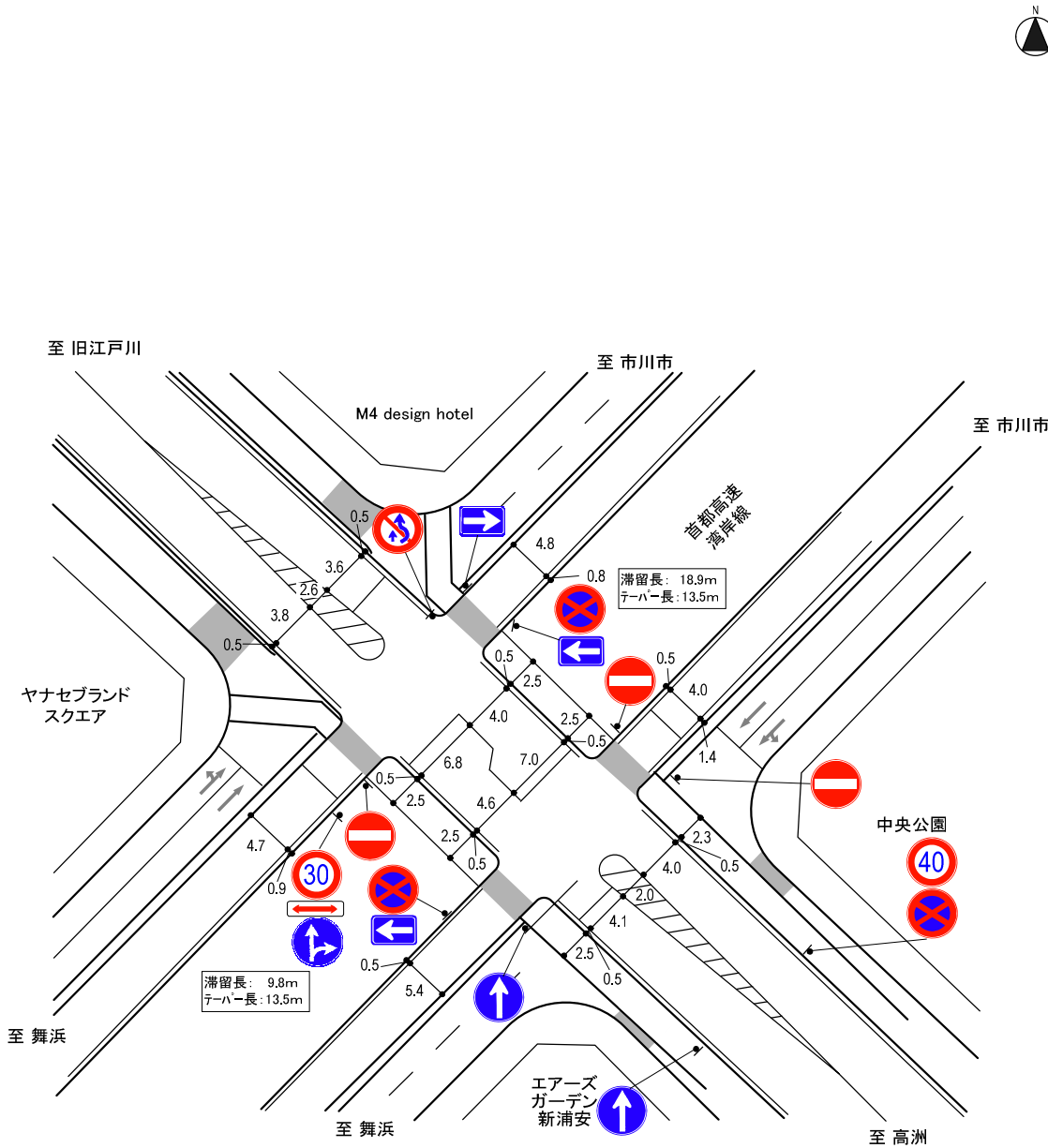
| 現示 | 1φ | 2φ | 3φ | 計 | | | | | | | | | | | | | | | | | | | | | |
|-------|----|----|----|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 計 |
| A | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | |

| 時間 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 計 |
|-------|----|---|---|---|----|---|---|----|---|----|-----|
| 7:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 8:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 9:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 10:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 11:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 12:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 13:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 14:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 15:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 16:00 | 48 | 4 | 2 | 3 | 18 | 3 | 4 | 22 | 3 | 3 | 110 |
| 17:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 22 | 3 | 3 | 96 |
| 18:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 22 | 3 | 3 | 96 |
| 19:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 20:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 21:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 22:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 23:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 0:00 | 30 | 4 | 2 | 3 | 16 | 3 | 4 | 22 | 3 | 3 | 90 |
| 1:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 2:00 | 30 | 4 | 2 | 3 | 16 | 3 | 4 | 22 | 3 | 3 | 90 |
| 3:00 | 30 | 4 | 2 | 3 | 16 | 3 | 4 | 22 | 3 | 3 | 90 |
| 4:00 | 30 | 4 | 2 | 3 | 16 | 3 | 4 | 22 | 3 | 3 | 90 |
| 5:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |
| 6:00 | 34 | 4 | 2 | 3 | 18 | 3 | 4 | 26 | 3 | 3 | 100 |



車線構成図 (現況図)

調査地点 : No.34 富岡立体 (オーバー部)



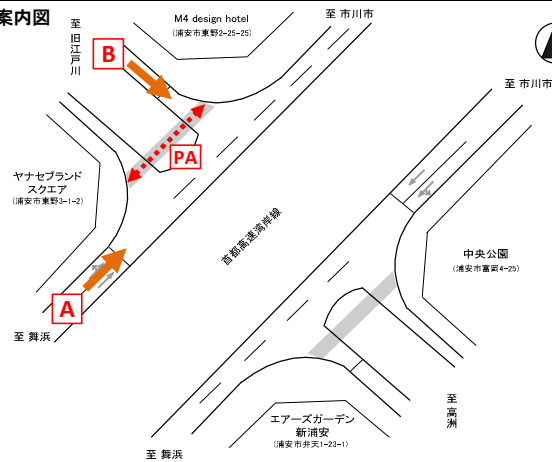
信号現示調査表

調査地点 : No.34 富岡立体 (アンダー部・北側)
 調査年月日 : 令和5年11月1日 (水)
 調査時間 : 7:00~翌7:00 (24時間)

凡 例

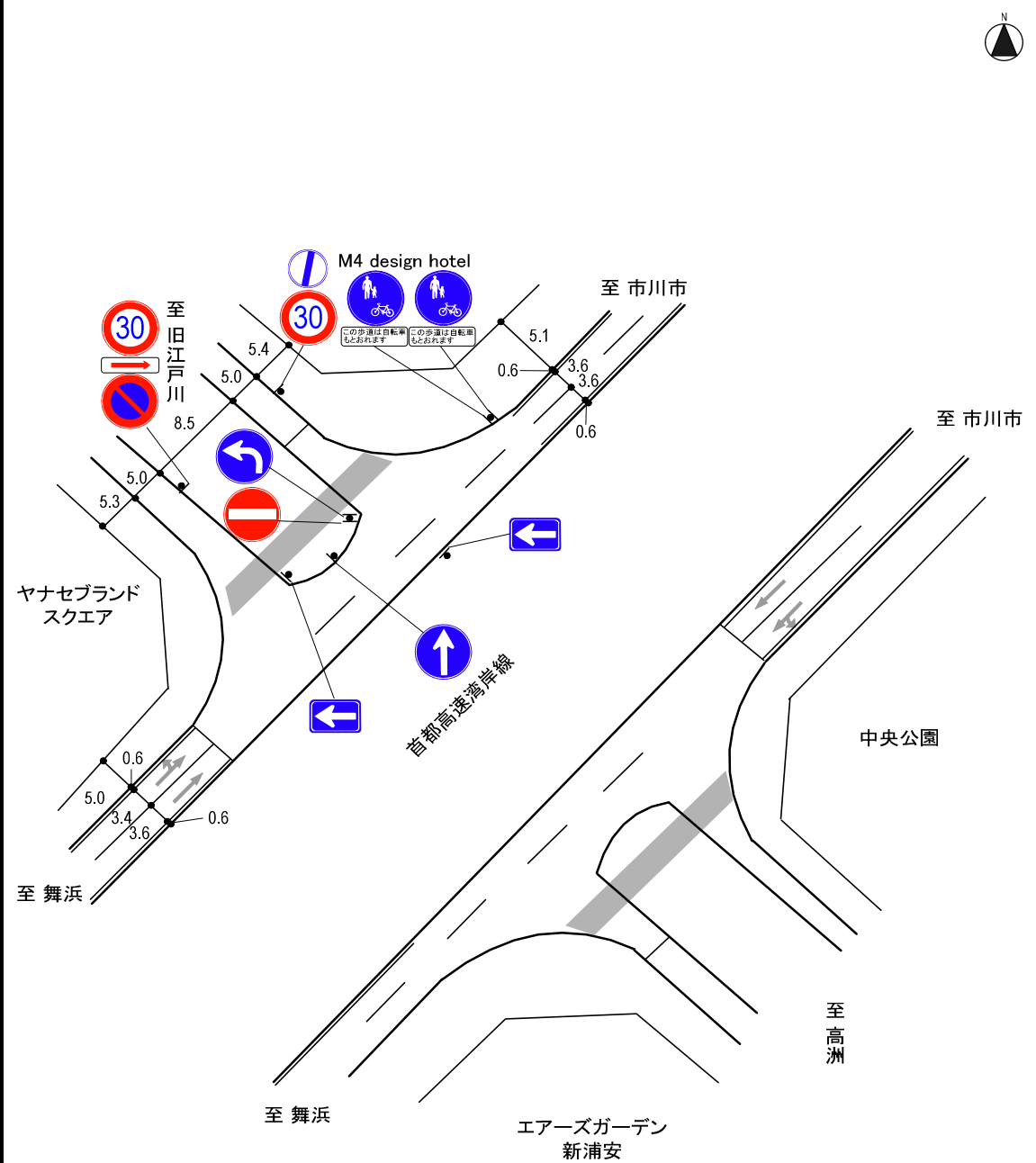
- : 青
- : 右折・青矢印
- : 歩行者点滅
- : 左折・青矢印
- : 黄
- : 直進・青矢印
- : 赤
- : 直進右折・青矢印
- : 黄点滅
- : 直進左折・青矢印
- : 赤点滅
- : 直進右左折・青矢印

方向案内図

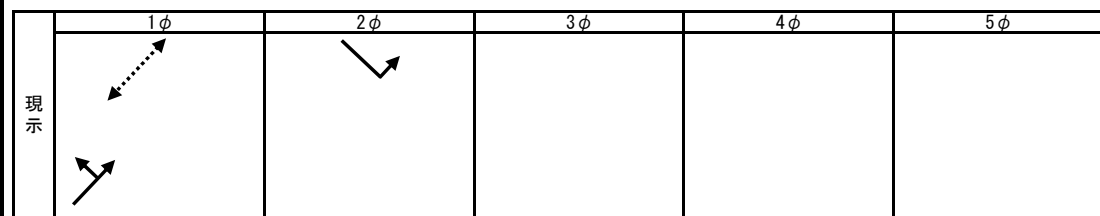


車線構成図 (現況図)

調査地点 : No.34 富岡立体 (アンダー部・北側)



| 現示 | 灯器 階梯 | 1φ | | | | | | | | 2φ | | | | | | | | 計 | | | | | | | | |
|-------|-------|----|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|---|----|----|----|----|----|----|----|-----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 8:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 9:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 10:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 11:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 12:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 13:00 | 66 | 4 | 2 | 3 | 3 | 16 | 3 | 3 | | | | | | | | | | | | | | | | | | 100 |
| 14:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 15:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 16:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 17:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 18:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 19:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 20:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 21:00 | 66 | 4 | 2 | 3 | 3 | 16 | 3 | 3 | | | | | | | | | | | | | | | | | | 100 |
| 22:00 | 66 | 4 | 2 | 3 | 3 | 16 | 3 | 3 | | | | | | | | | | | | | | | | | | 100 |
| 23:00 | 66 | 4 | 2 | 3 | 3 | 16 | 3 | 3 | | | | | | | | | | | | | | | | | | 100 |
| 0:00 | 58 | 4 | 2 | 3 | 3 | 14 | 3 | 3 | | | | | | | | | | | | | | | | | | 90 |
| 1:00 | 58 | 4 | 2 | 3 | 3 | 14 | 3 | 3 | | | | | | | | | | | | | | | | | | 90 |
| 2:00 | 58 | 4 | 2 | 3 | 3 | 14 | 3 | 3 | | | | | | | | | | | | | | | | | | 90 |
| 3:00 | 58 | 4 | 2 | 3 | 3 | 14 | 3 | 3 | | | | | | | | | | | | | | | | | | 90 |
| 4:00 | 66 | 4 | 2 | 3 | 3 | 16 | 3 | 3 | | | | | | | | | | | | | | | | | | 100 |
| 5:00 | 110 | 4 | 2 | 3 | 3 | 16 | 3 | 3 | | | | | | | | | | | | | | | | | | 144 |
| 6:00 | 110 | 4 | 2 | 3 | 3 | 22 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |



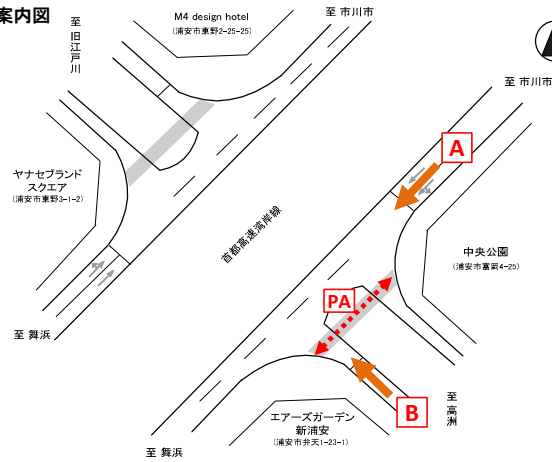
信号現示調査表

調査地点 : No.34 富岡立体 (アンダー部・南側)
 調査年月日 : 令和5年11月1日 (水)
 調査時間 : 7:00~翌7:00 (24時間)

凡 例

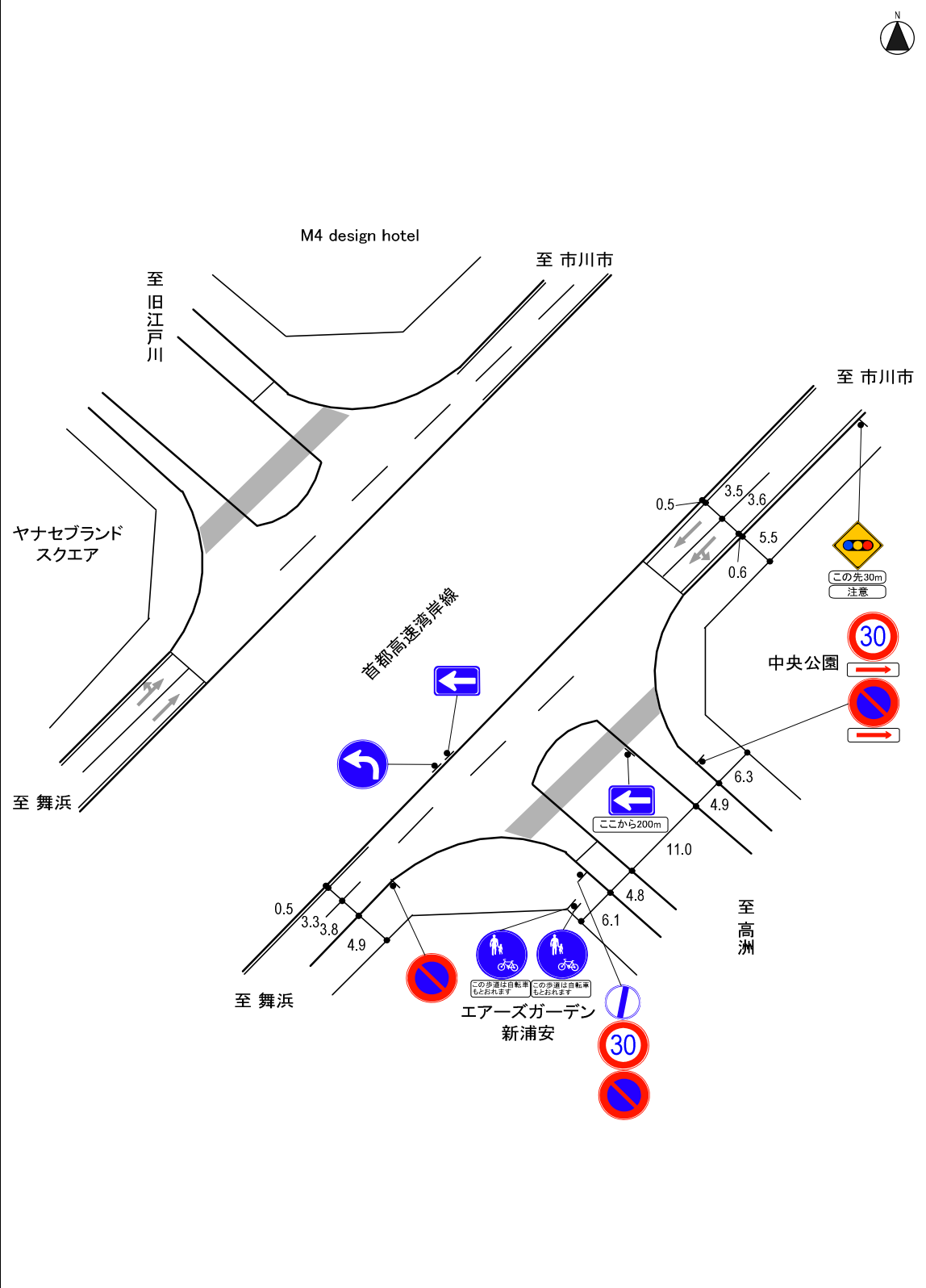
- : 青
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印
- : 歩行者点滅
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅

方向案内図

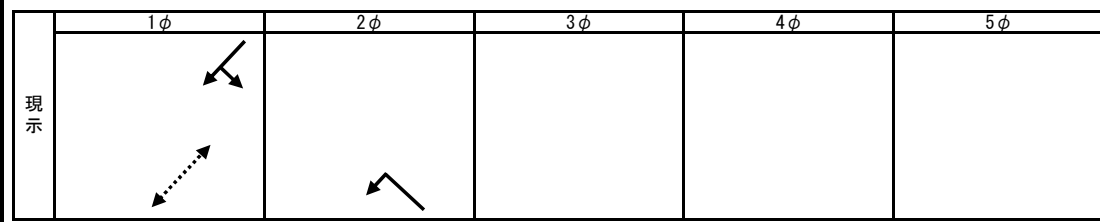


車線構成図 (現況図)

調査地点 : No.34 富岡立体 (アンダー部・南側)



| 現示 灯器 階梯 | 1φ | | | | | | | | 2φ | | | | | | | | 計 | | | | | | | | |
|-------------|-----|---|---|---|---|----|---|---|----|----|----|----|----|----|----|----|---|----|----|----|----|----|----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| A | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 100 | 5 | 2 | 3 | 3 | 31 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |
| 8:00 | 100 | 5 | 2 | 3 | 3 | 31 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |
| 9:00 | 100 | 5 | 2 | 3 | 3 | 31 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |
| 10:00 | 91 | 5 | 2 | 3 | 3 | 40 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |
| 11:00 | 100 | 5 | 2 | 3 | 3 | 31 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |
| 12:00 | 100 | 5 | 2 | 3 | 3 | 31 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |
| 13:00 | 70 | 5 | 2 | 3 | 3 | 21 | 3 | 3 | | | | | | | | | | | | | | | | | 110 |
| 14:00 | 100 | 5 | 2 | 3 | 3 | 31 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |
| 15:00 | 57 | 5 | 2 | 3 | 3 | 24 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 16:00 | 100 | 5 | 2 | 3 | 3 | 31 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |
| 17:00 | 100 | 5 | 2 | 3 | 3 | 31 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |
| 18:00 | 100 | 5 | 2 | 3 | 3 | 31 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |
| 19:00 | 100 | 5 | 2 | 3 | 3 | 31 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |
| 20:00 | 70 | 5 | 2 | 3 | 3 | 21 | 3 | 3 | | | | | | | | | | | | | | | | | 110 |
| 21:00 | 70 | 5 | 2 | 3 | 3 | 21 | 3 | 3 | | | | | | | | | | | | | | | | | 110 |
| 22:00 | 57 | 5 | 2 | 3 | 3 | 24 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 23:00 | 57 | 5 | 2 | 3 | 3 | 24 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 0:00 | 57 | 5 | 2 | 3 | 3 | 24 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 1:00 | 57 | 5 | 2 | 3 | 3 | 24 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 2:00 | 50 | 5 | 2 | 3 | 3 | 21 | 3 | 3 | | | | | | | | | | | | | | | | | 90 |
| 3:00 | 50 | 5 | 2 | 3 | 3 | 21 | 3 | 3 | | | | | | | | | | | | | | | | | 90 |
| 4:00 | 57 | 5 | 2 | 3 | 3 | 24 | 3 | 3 | | | | | | | | | | | | | | | | | 100 |
| 5:00 | 100 | 5 | 2 | 3 | 3 | 31 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |
| 6:00 | 100 | 5 | 2 | 3 | 3 | 31 | 3 | 3 | | | | | | | | | | | | | | | | | 150 |



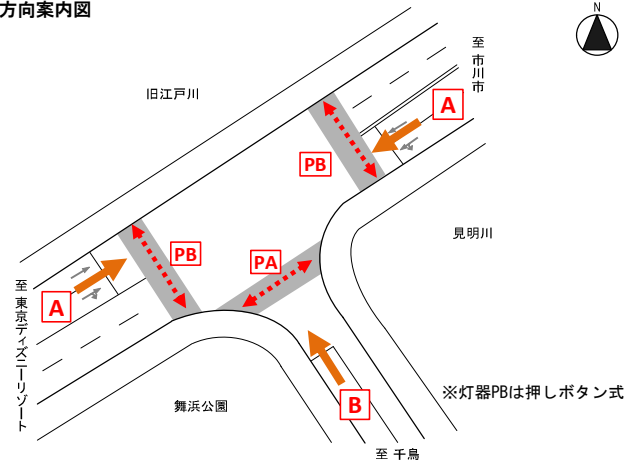
信号現示調査表

調査地点 : No.35 舞浜公園前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

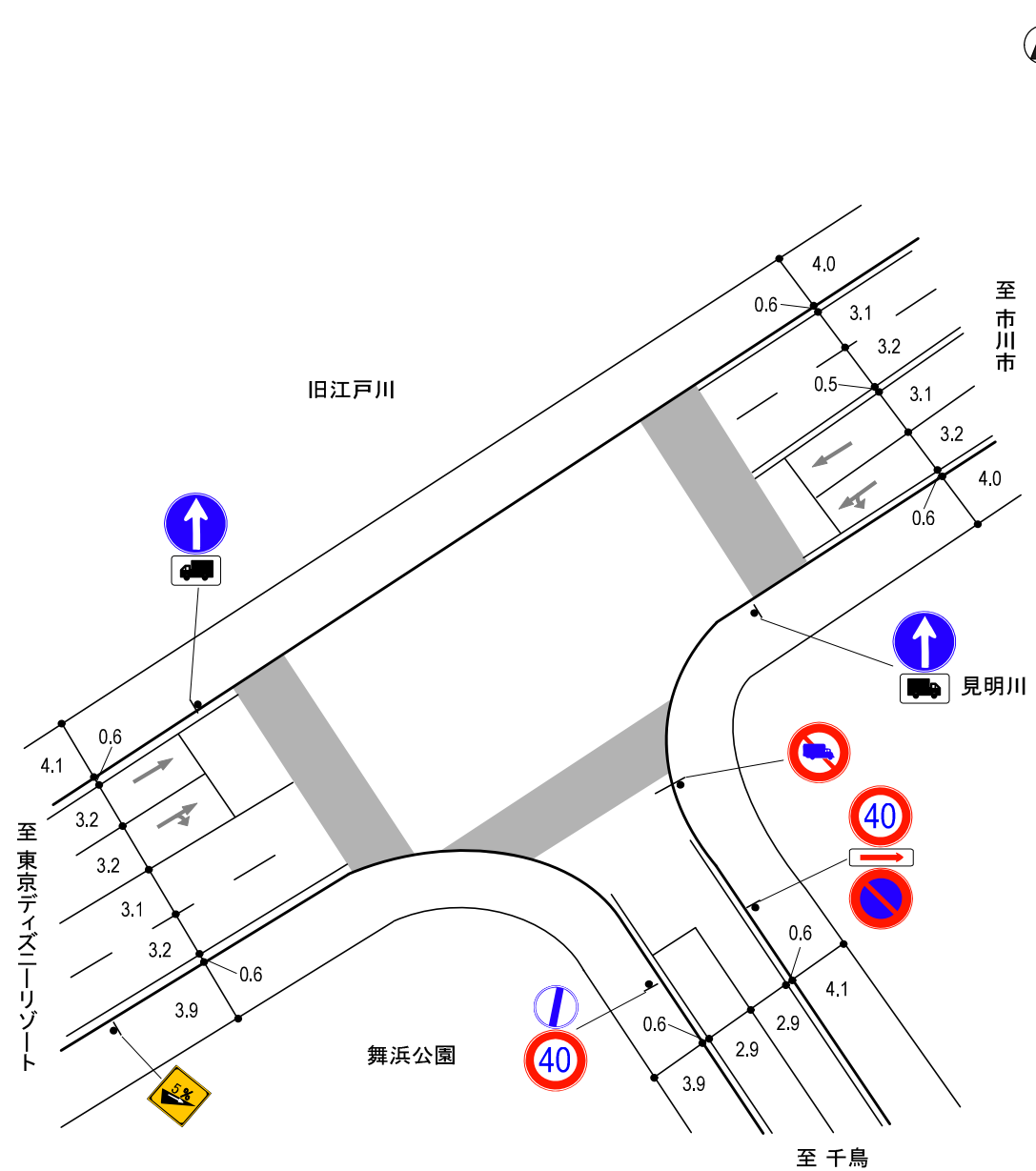
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

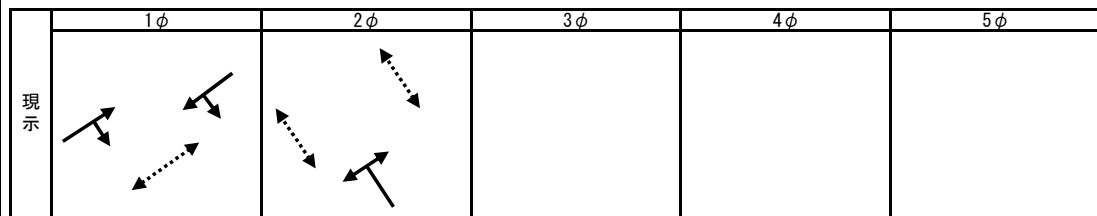


車線構成図(現況図)

調査地点 : No.35 舞浜公園前交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 |
|-------------|-------------------|---|---|---|---|-------------------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| A | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| 7:00 | 62 | 5 | 2 | 3 | 3 | 23 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 110 |
| 8:00 | 62 | 5 | 2 | 3 | 3 | 23 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 110 |
| 9:00 | 62 | 5 | 2 | 3 | 3 | 23 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 110 |
| 10:00 | 62 | 5 | 2 | 3 | 3 | 23 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 110 |
| 11:00 | 62 | 5 | 2 | 3 | 3 | 23 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 110 |
| 12:00 | 62 | 5 | 2 | 3 | 3 | 23 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 110 |
| 13:00 | 62 | 5 | 2 | 3 | 3 | 23 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 110 |
| 14:00 | 62 | 5 | 2 | 3 | 3 | 23 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 110 |
| 15:00 | 62 | 5 | 2 | 3 | 3 | 23 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 110 |
| 16:00 | 62 | 5 | 2 | 3 | 3 | 23 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 110 |
| 17:00 | 55 | 5 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 100 |
| 18:00 | 55 | 5 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 100 |
| 19:00 | 55 | 5 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 100 |
| 20:00 | 55 | 5 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 100 |
| 21:00 | 55 | 5 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 100 |
| 22:00 | 55 | 5 | 2 | 3 | 3 | 20 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 100 |
| 23:00 | 46 | 5 | 2 | 3 | 3 | 19 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 0:00 | 46 | 5 | 2 | 3 | 3 | 19 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 1:00 | 46 | 5 | 2 | 3 | 3 | 19 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 2:00 | 46 | 5 | 2 | 3 | 3 | 19 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 3:00 | 46 | 5 | 2 | 3 | 3 | 19 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 4:00 | 46 | 5 | 2 | 3 | 3 | 19 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 5:00 | 46 | 5 | 2 | 3 | 3 | 19 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 6:00 | 46 | 5 | 2 | 3 | 3 | 19 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |



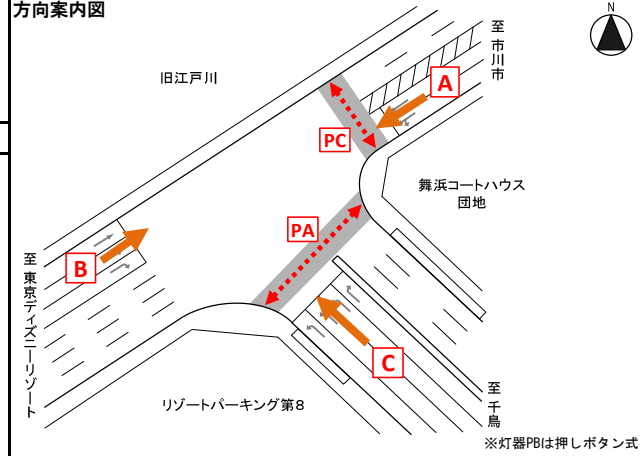
信号現示調査表

調査地点 : No.36 舞浜ローズタウン前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

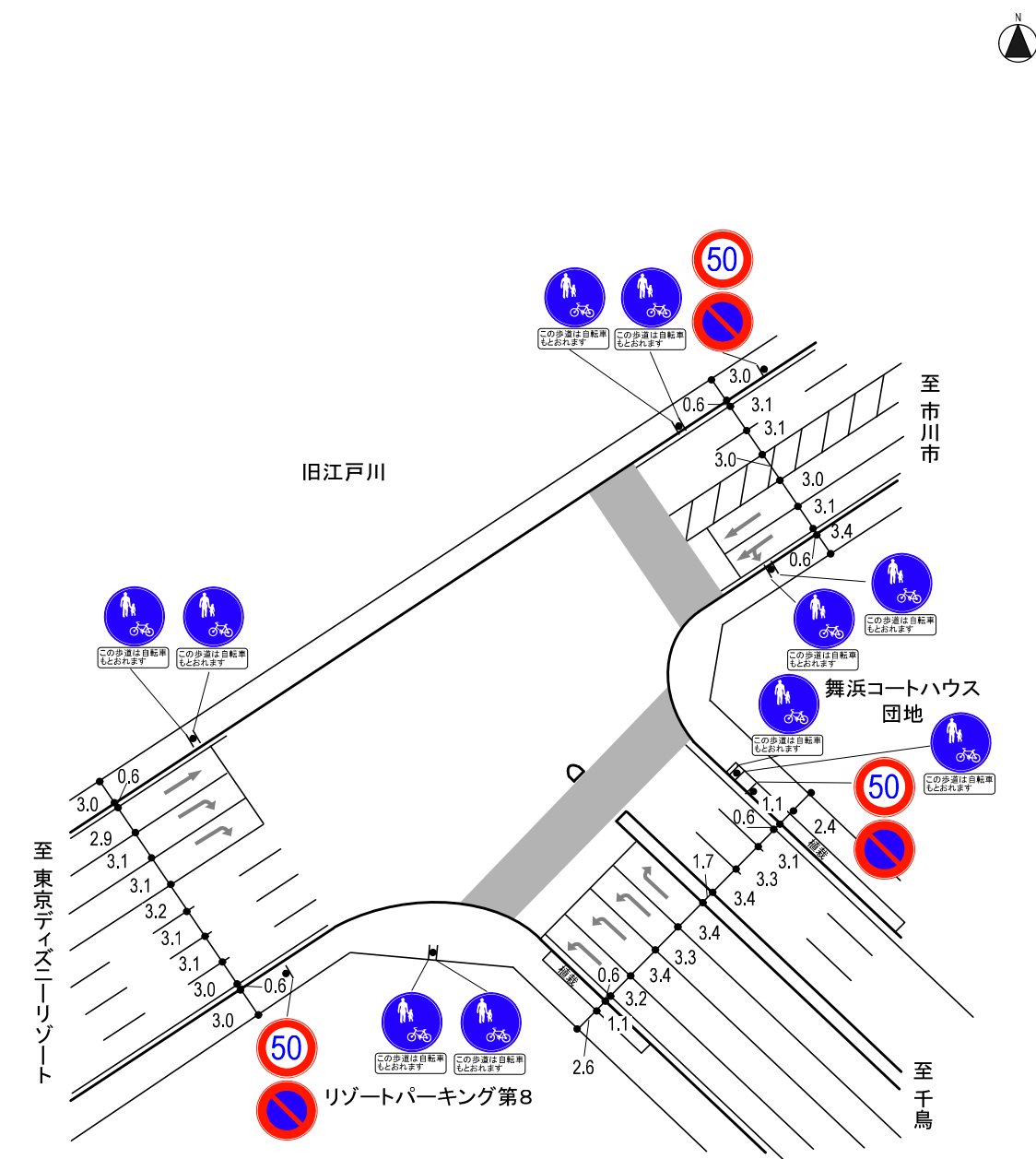
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



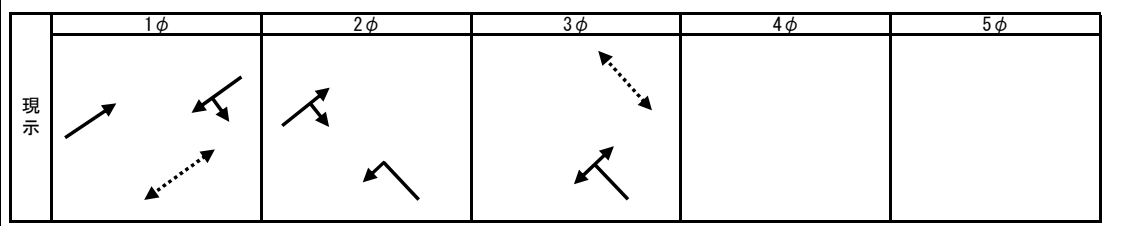
車線構成図 (現況図)

調査地点 : No.36 舞浜ローズタウン前交差点



| 現示 | 1φ | | | | 2φ | | | | 3φ | | | | 計 | |
|----|----|---|---|---|----|---|---|---|----|----|----|----|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | 13 |
| A | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | |
| PC | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|-------|----|---|---|---|---|---|---|---|----|---|---|---|---|-----|
| 7:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 8:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 9:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 10:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 11:00 | 28 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 28 | 6 | 2 | 3 | 2 | 99 |
| 12:00 | 28 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 28 | 6 | 2 | 3 | 2 | 99 |
| 13:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 14:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 15:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 16:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 17:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 18:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 19:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 20:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 21:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 22:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 23:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 0:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |
| 1:00 | 28 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 28 | 6 | 2 | 3 | 2 | 99 |
| 2:00 | 28 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 28 | 6 | 2 | 3 | 2 | 99 |
| 3:00 | 28 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 28 | 6 | 2 | 3 | 2 | 99 |
| 4:00 | 28 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 28 | 6 | 2 | 3 | 2 | 99 |
| 5:00 | 28 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 28 | 6 | 2 | 3 | 2 | 99 |
| 6:00 | 30 | 8 | 2 | 3 | 3 | 8 | 3 | 3 | 37 | 6 | 2 | 3 | 2 | 110 |



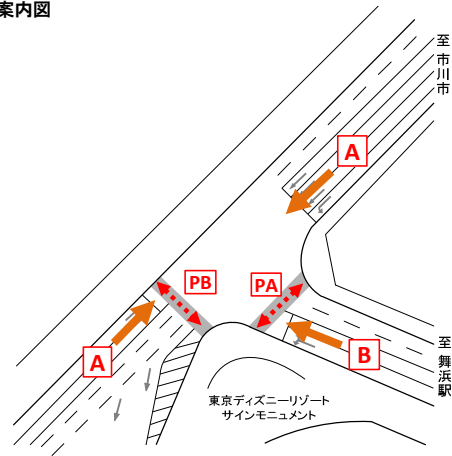
信号現示調査表

調査地点 : No.37 東京ディズニーリゾート・サインモニュメント前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

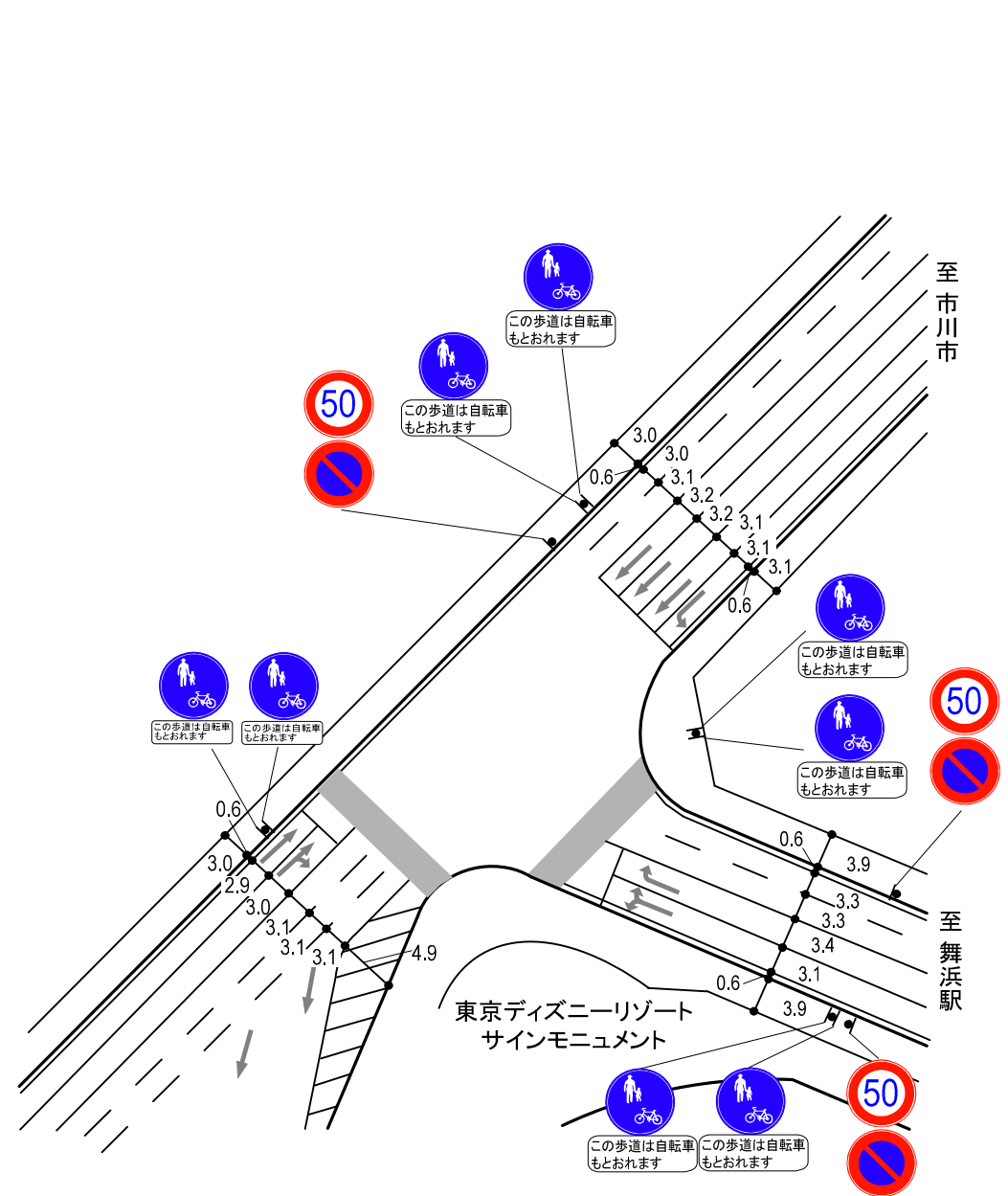
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

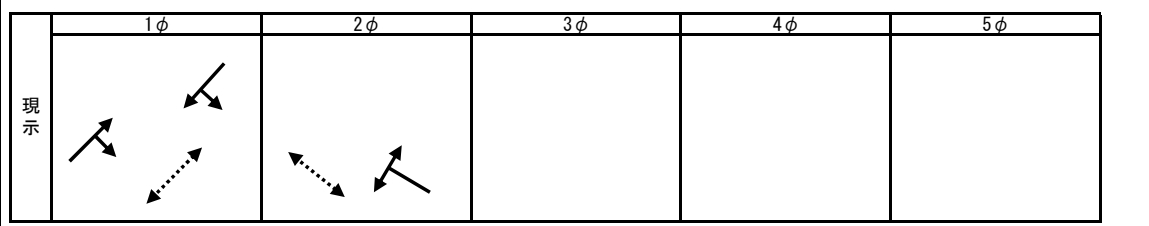


車線構成図 (現況図)

調査地点 : No.37 東京ディズニーリゾート・サインモニュメント前交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 | |
|-------------|-------------------|---|----|---|---|-------------------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 48 | 6 | 10 | 3 | 3 | 25 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 8:00 | 48 | 6 | 10 | 3 | 3 | 25 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 9:00 | 48 | 6 | 10 | 3 | 3 | 25 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 10:00 | 48 | 6 | 10 | 3 | 3 | 25 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 11:00 | 48 | 6 | 10 | 3 | 3 | 25 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 12:00 | 46 | 6 | 10 | 3 | 3 | 27 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 13:00 | 48 | 6 | 10 | 3 | 3 | 25 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 14:00 | 48 | 6 | 10 | 3 | 3 | 25 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 15:00 | 46 | 6 | 10 | 3 | 3 | 27 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 16:00 | 46 | 6 | 10 | 3 | 3 | 27 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 17:00 | 48 | 6 | 10 | 3 | 3 | 25 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 18:00 | 46 | 6 | 10 | 3 | 3 | 27 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 19:00 | 58 | 6 | 10 | 3 | 3 | 25 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 20:00 | 58 | 6 | 10 | 3 | 3 | 25 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 120 |
| 21:00 | 48 | 6 | 10 | 3 | 3 | 25 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 22:00 | 48 | 6 | 10 | 3 | 3 | 25 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 23:00 | 42 | 6 | 10 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 0:00 | 42 | 6 | 10 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 1:00 | 42 | 6 | 10 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 2:00 | 42 | 6 | 10 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 3:00 | 42 | 6 | 10 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 4:00 | 42 | 6 | 10 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 5:00 | 42 | 6 | 10 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 6:00 | 46 | 6 | 10 | 3 | 3 | 27 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |



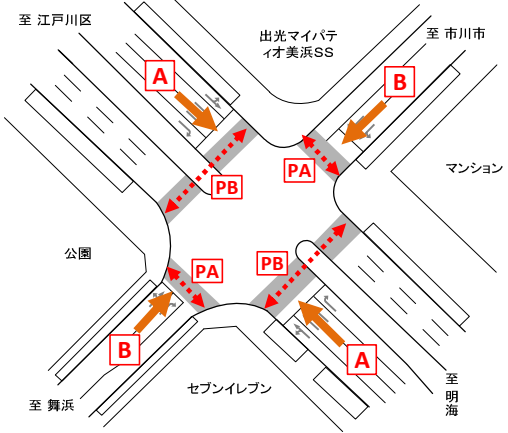
信号現示調査表

調査地点 : No.38 浦安立体
 調査年月日 : 令和5年11月1日(水)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

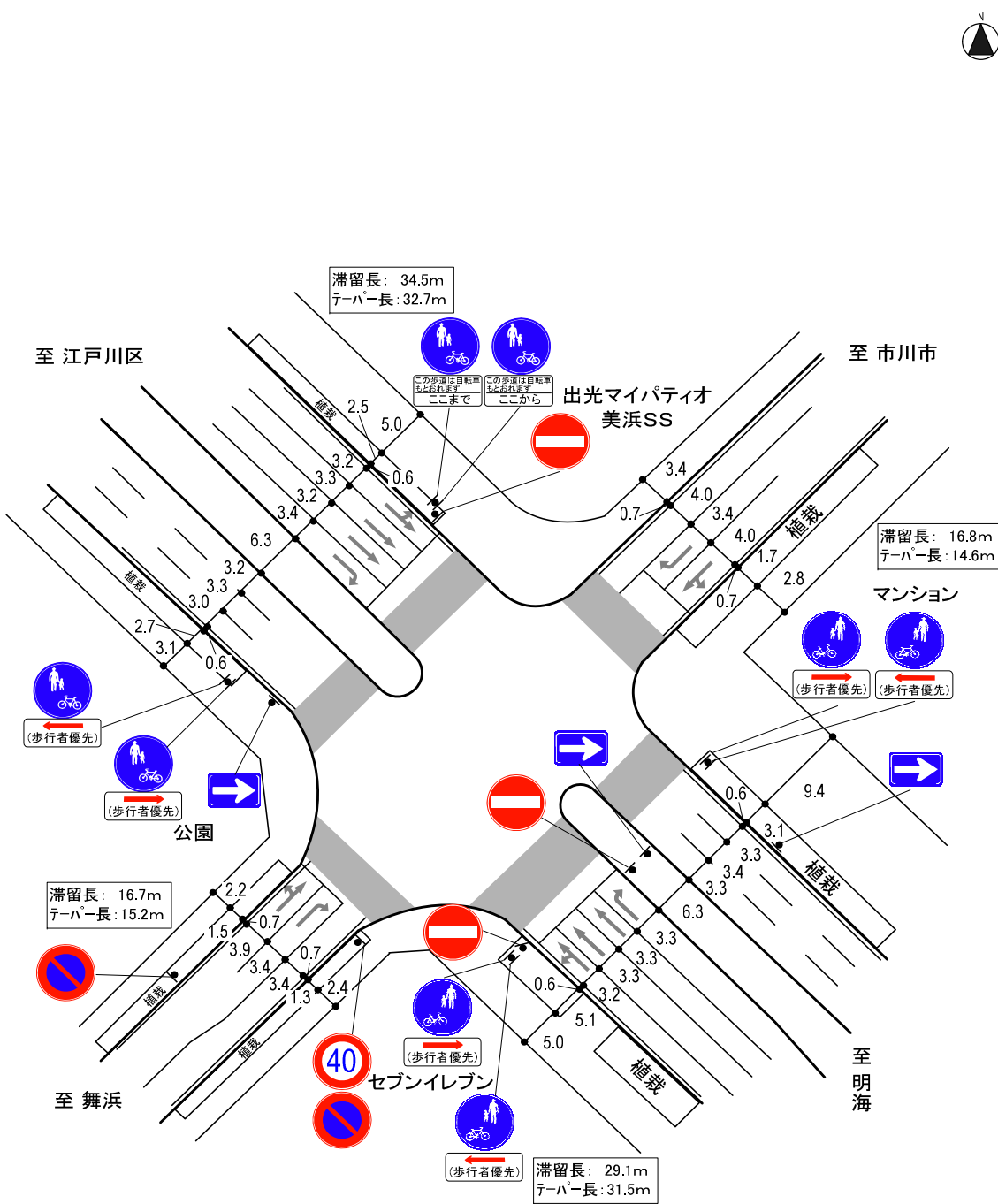
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



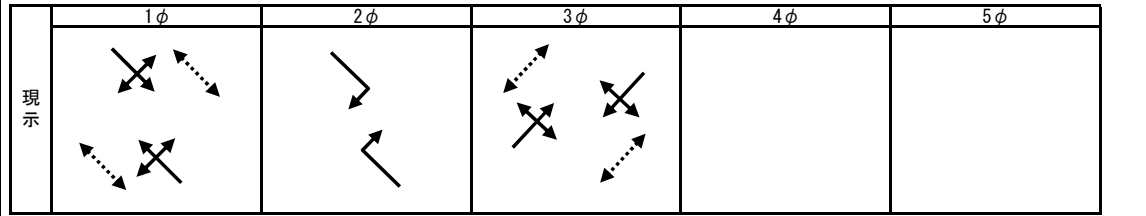
車線構成図 (現況図)

調査地点 : No.38 浦安立体



| 現示 | 1φ | 2φ | 3φ | 計 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|--------------------------|----|----|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|--|--|--|--|--|--|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 計 | | | | | | |
| A | [Signal patterns for A] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns for B] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns for PA] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns for PB] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|---|----|---|---|---|---|----|---|---|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|-----|
| 7:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 8:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 9:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 10:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 11:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 12:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 13:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 14:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 15:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 16:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 17:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 18:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 19:00 | 61 | 4 | 10 | 3 | 8 | 3 | 3 | 42 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 150 |
| 20:00 | 47 | 4 | 10 | 3 | 8 | 3 | 3 | 47 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 141 |
| 21:00 | 47 | 4 | 10 | 3 | 8 | 3 | 3 | 47 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | 141 |
| 22:00 | 41 | 4 | 4 | 3 | 8 | 3 | 3 | 45 | 8 | 4 | 3 | 4 | | | | | | | | | | | | | | 130 |
| 23:00 | 41 | 4 | 4 | 3 | 8 | 3 | 3 | 45 | 8 | 4 | 3 | 4 | | | | | | | | | | | | | | 130 |
| 0:00 | 41 | 4 | 4 | 3 | 8 | 3 | 3 | 45 | 8 | 4 | 3 | 4 | | | | | | | | | | | | | | 130 |
| 1:00 | 41 | 4 | 4 | 3 | 8 | 3 | 3 | 45 | 8 | 4 | 3 | 4 | | | | | | | | | | | | | | 130 |
| 2:00 | 41 | 4 | 4 | 3 | 8 | 3 | 3 | 45 | 8 | 4 | 3 | 4 | | | | | | | | | | | | | | 130 |
| 3:00 | 41 | 4 | 4 | 3 | 8 | 3 | 3 | 45 | 8 | 4 | 3 | 4 | | | | | | | | | | | | | | 130 |
| 4:00 | 41 | 4 | 4 | 3 | 8 | 3 | 3 | 45 | 8 | 4 | 3 | 4 | | | | | | | | | | | | | | 130 |
| 5:00 | 41 | 4 | 4 | 3 | 8 | 3 | 3 | 45 | 8 | 4 | 3 | 4 | | | | | | | | | | | | | | 130 |
| 6:00 | 52 | 4 | 4 | 3 | 8 | 3 | 3 | 42 | 8 | 4 | 3 | 4 | | | | | | | | | | | | | | 138 |



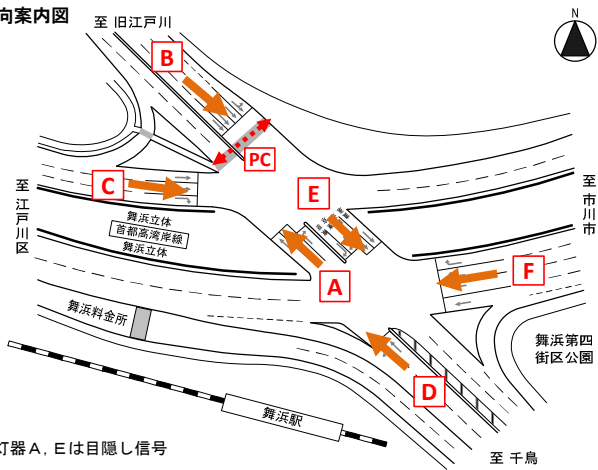
信号現示調査表

調査地点 : No.45 舞浜交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

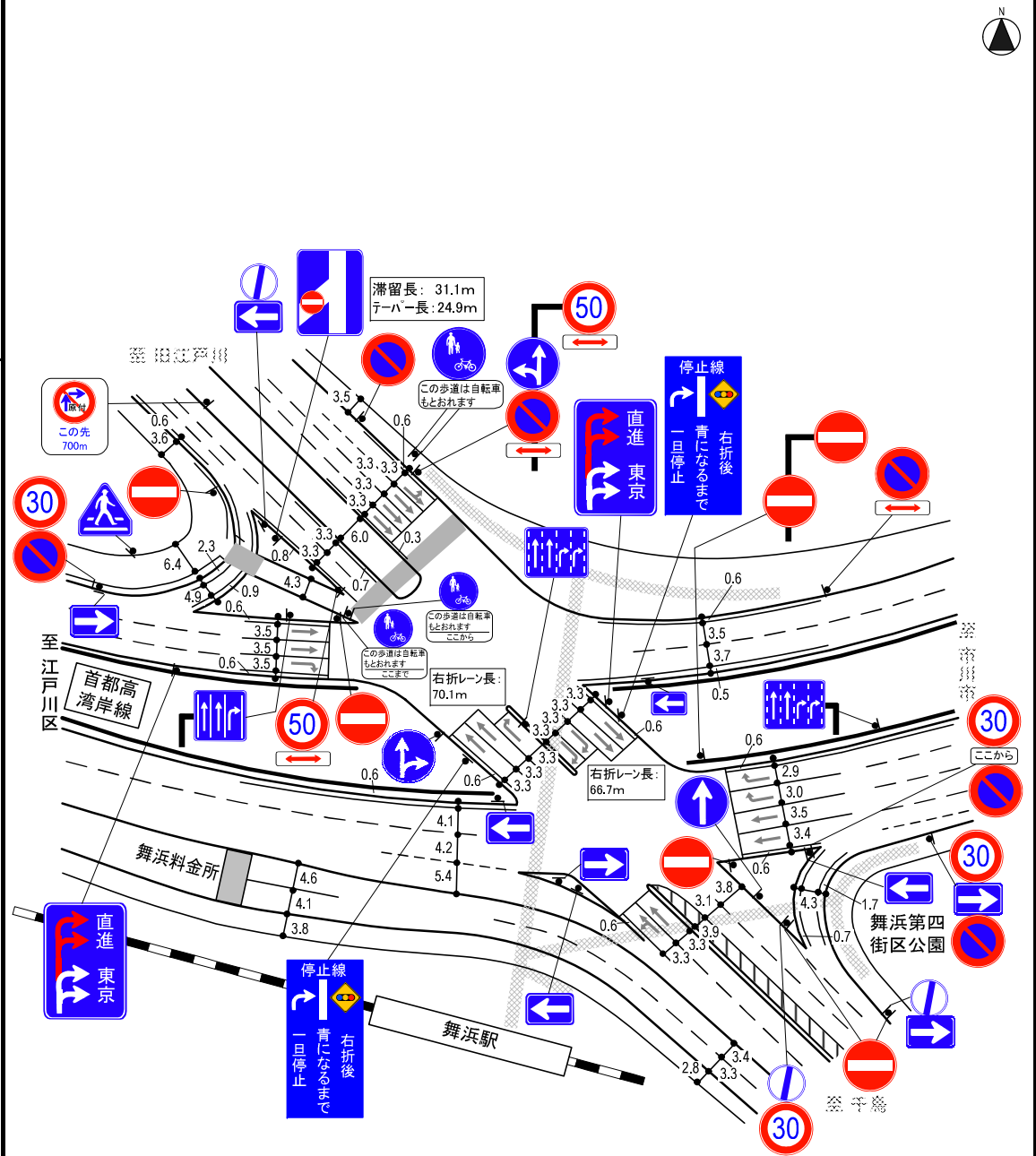
方向案内図



※灯器A, Eは目隠し信号

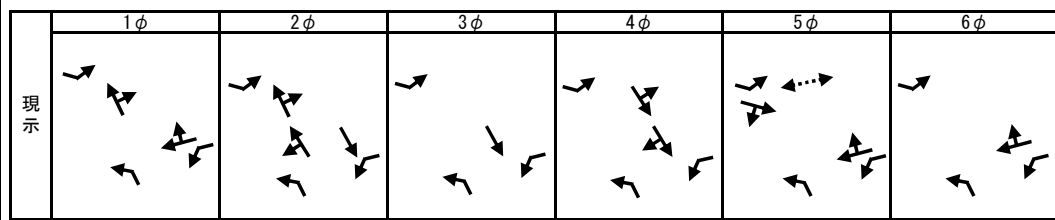
車線構成図(現況図)

調査地点 : No.45 舞浜交差点



| 現示 | 1φ | 2φ | 3φ | 4φ | 5φ | 6φ | 計 | | | | | | | | | | | | | | | | | | |
|-------|----|----|----|----|----|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 計 |
| A | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | | | | | | | | | | | | | | | | | | | | | | | | | |
| F | | | | | | | | | | | | | | | | | | | | | | | | | |
| PC | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|---|---|----|---|---|----|---|---|----|---|---|---|---|--|--|--|--|--|--|--|--|--|--|-----|
| 7:00 | 5 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 33 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 8:00 | 8 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 30 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 9:00 | 8 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 30 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 10:00 | 8 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 30 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 11:00 | 8 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 30 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 12:00 | 5 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 33 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 13:00 | 8 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 30 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 14:00 | 5 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 33 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 15:00 | 8 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 30 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 16:00 | 5 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 33 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 17:00 | 5 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 33 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 18:00 | 5 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 33 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 19:00 | 5 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 33 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 20:00 | 5 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 33 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 21:00 | 5 | 3 | 3 | 11 | 3 | 3 | 39 | 3 | 4 | 29 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 22:00 | 5 | 3 | 3 | 11 | 3 | 3 | 39 | 3 | 4 | 29 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |
| 23:00 | 5 | 3 | 3 | 14 | 3 | 3 | 14 | 3 | 4 | 31 | 8 | 2 | 3 | 4 | | | | | | | | | | | 100 |
| 0:00 | 5 | 3 | 3 | 14 | 3 | 3 | 14 | 3 | 4 | 31 | 8 | 2 | 3 | 4 | | | | | | | | | | | 100 |
| 1:00 | 5 | 3 | 3 | 14 | 3 | 3 | 14 | 3 | 4 | 31 | 8 | 2 | 3 | 4 | | | | | | | | | | | 100 |
| 2:00 | 5 | 3 | 3 | 14 | 3 | 3 | 14 | 3 | 4 | 31 | 8 | 2 | 3 | 4 | | | | | | | | | | | 100 |
| 3:00 | 5 | 3 | 3 | 14 | 3 | 3 | 14 | 3 | 4 | 31 | 8 | 2 | 3 | 4 | | | | | | | | | | | 100 |
| 4:00 | 5 | 3 | 3 | 19 | 3 | 3 | 20 | 3 | 4 | 31 | 8 | 2 | 3 | 4 | | | | | | | | | | | 111 |
| 5:00 | 5 | 3 | 3 | 23 | 3 | 3 | 20 | 3 | 4 | 31 | 8 | 2 | 3 | 4 | | | | | | | | | | | 115 |
| 6:00 | 5 | 3 | 3 | 23 | 3 | 3 | 23 | 3 | 4 | 33 | 8 | 2 | 3 | 4 | | | | | | | | | | | 120 |



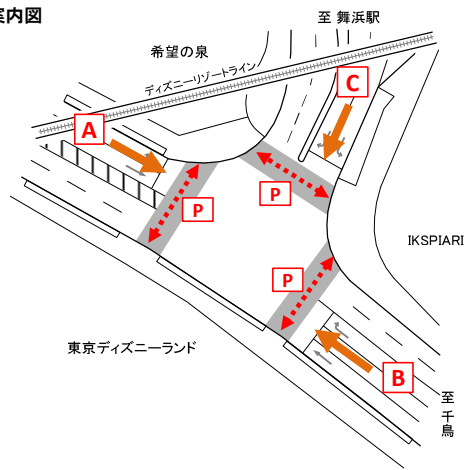
信号現示調査表

調査地点 : No.49 舞浜駅南口ロータリー前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~19:00(12時間)

凡 例

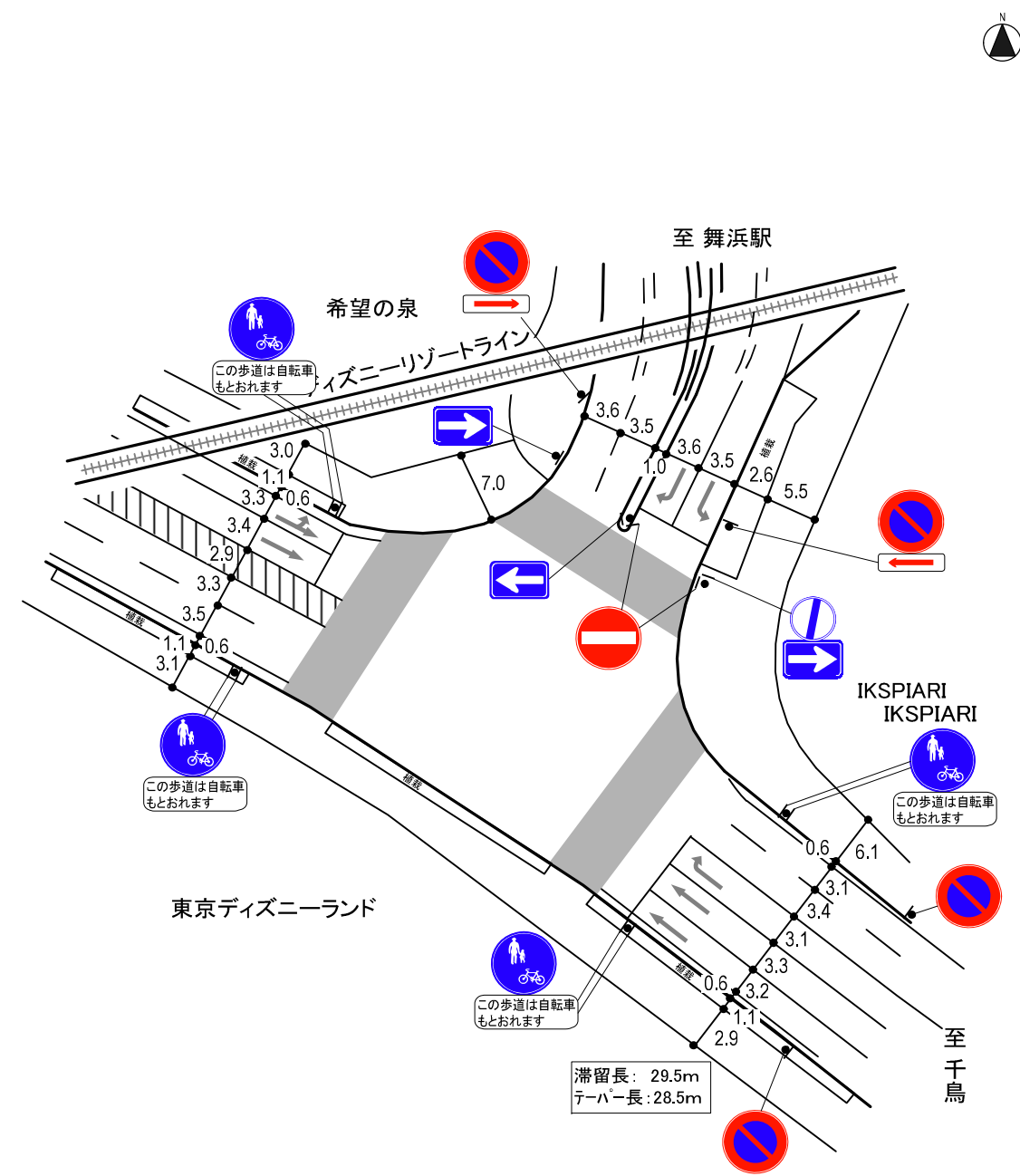
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

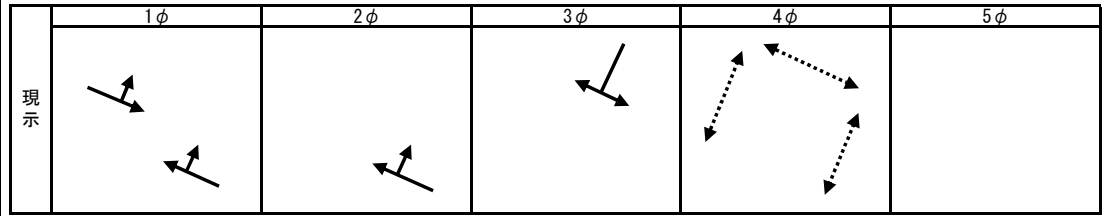


車線構成図(現況図)

調査地点 : No.49 舞浜駅南口ロータリー前交差点



| 現示 | 1φ | 2φ | 3φ | 4φ | 計 | | | | | | | | | | | | | | | | | | | | | |
|-------|----|----|----|----|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|-----|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 計 | |
| A | 青 | 黄 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | | | | | | | | | | | | | | | 130 |
| B | 青 | 黄 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | | | | | | | | | | | | | | | 130 |
| C | 青 | 黄 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | | | | | | | | | | | | | | | 120 |
| P | 青 | 黄 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | 赤 | | | | | | | | | | | | | | | 99 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 99 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 120 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 130 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 130 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 120 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 120 |



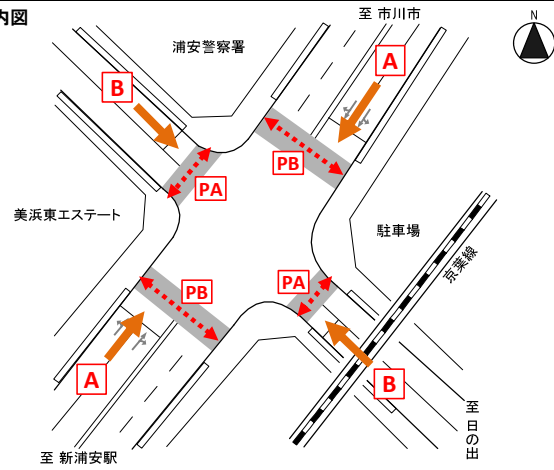
信号現示調査表

調査地点 : No.51 浦安警察署前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~19:00(12時間)

凡 例

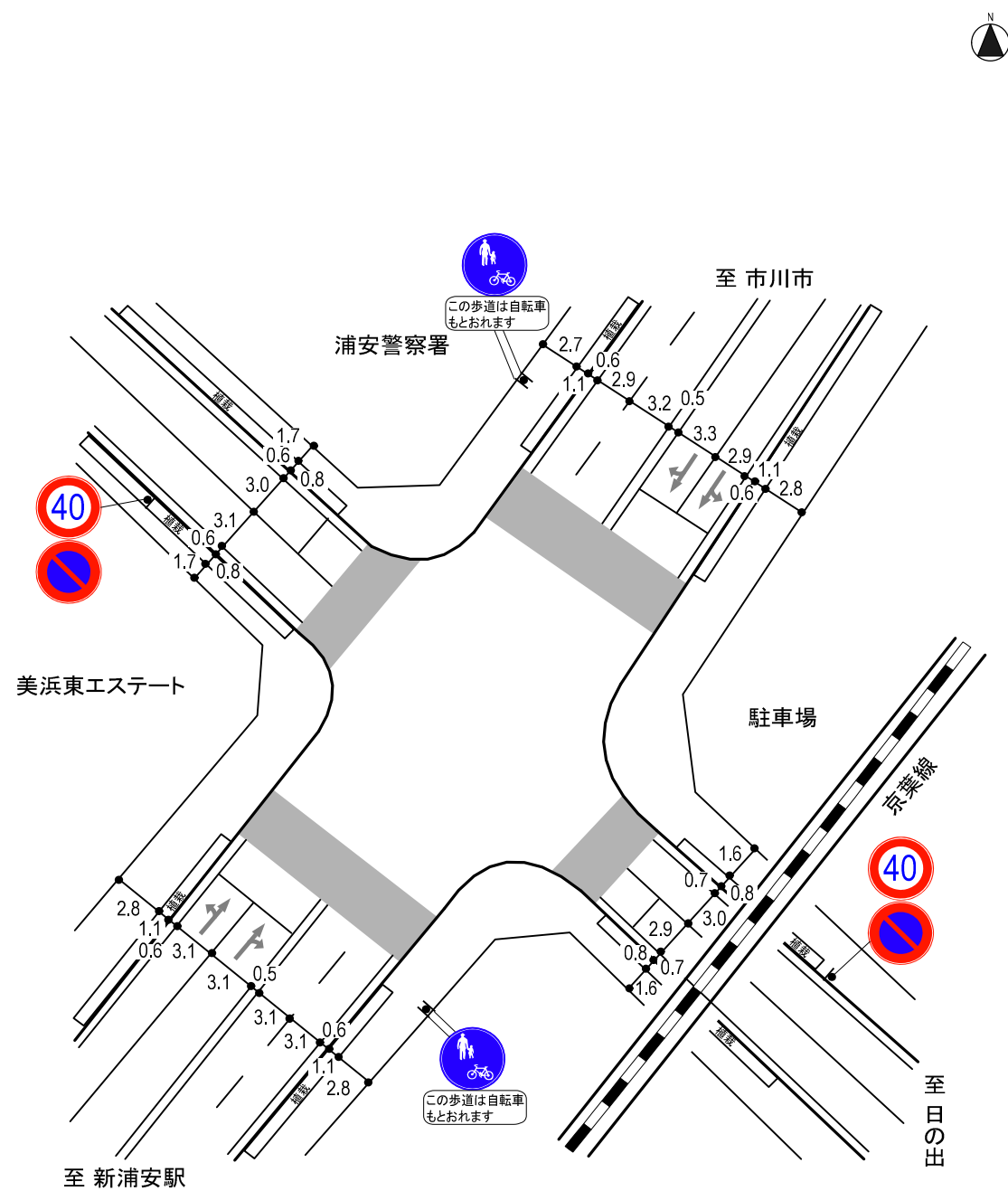
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



車線構成図(現況図)

調査地点 : No.51 浦安警察署前交差点



| 現示 | 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | 計 | | | | |
|-------|-------|----|---|---|---|----|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|----|--|-----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 | 24 | | |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 92 | 4 | 2 | 3 | 3 | 33 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 8:00 | 92 | 4 | 2 | 3 | 3 | 33 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 9:00 | 92 | 4 | 2 | 3 | 3 | 33 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 10:00 | 92 | 4 | 2 | 3 | 3 | 33 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 11:00 | 92 | 4 | 2 | 3 | 3 | 33 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 12:00 | 92 | 4 | 2 | 3 | 3 | 33 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 13:00 | 92 | 4 | 2 | 3 | 3 | 33 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 14:00 | 92 | 4 | 2 | 3 | 3 | 33 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 15:00 | 92 | 4 | 2 | 3 | 3 | 33 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 16:00 | 92 | 4 | 2 | 3 | 3 | 33 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 17:00 | 92 | 4 | 2 | 3 | 3 | 33 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |
| 18:00 | 92 | 4 | 2 | 3 | 3 | 33 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | 150 |

| 現示 | 1φ | | | | | 2φ | | | | | 3φ | | | | | 4φ | | | | | 5φ | | | | |
|----|----|--|--|--|--|----|--|--|--|--|----|--|--|--|--|----|--|--|--|--|----|--|--|--|--|
| | | | | | | | | | | | | | | | | | | | | | | | | | |

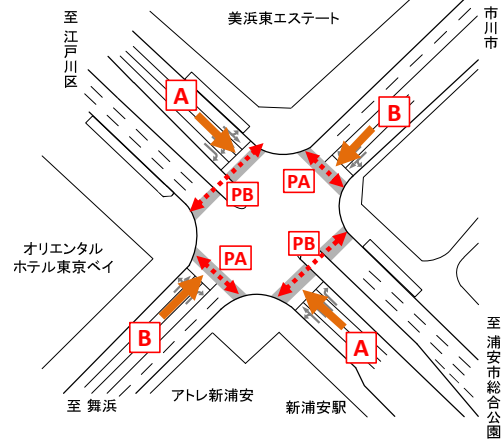
信号現示調査表

調査地点 : No.52 入船交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

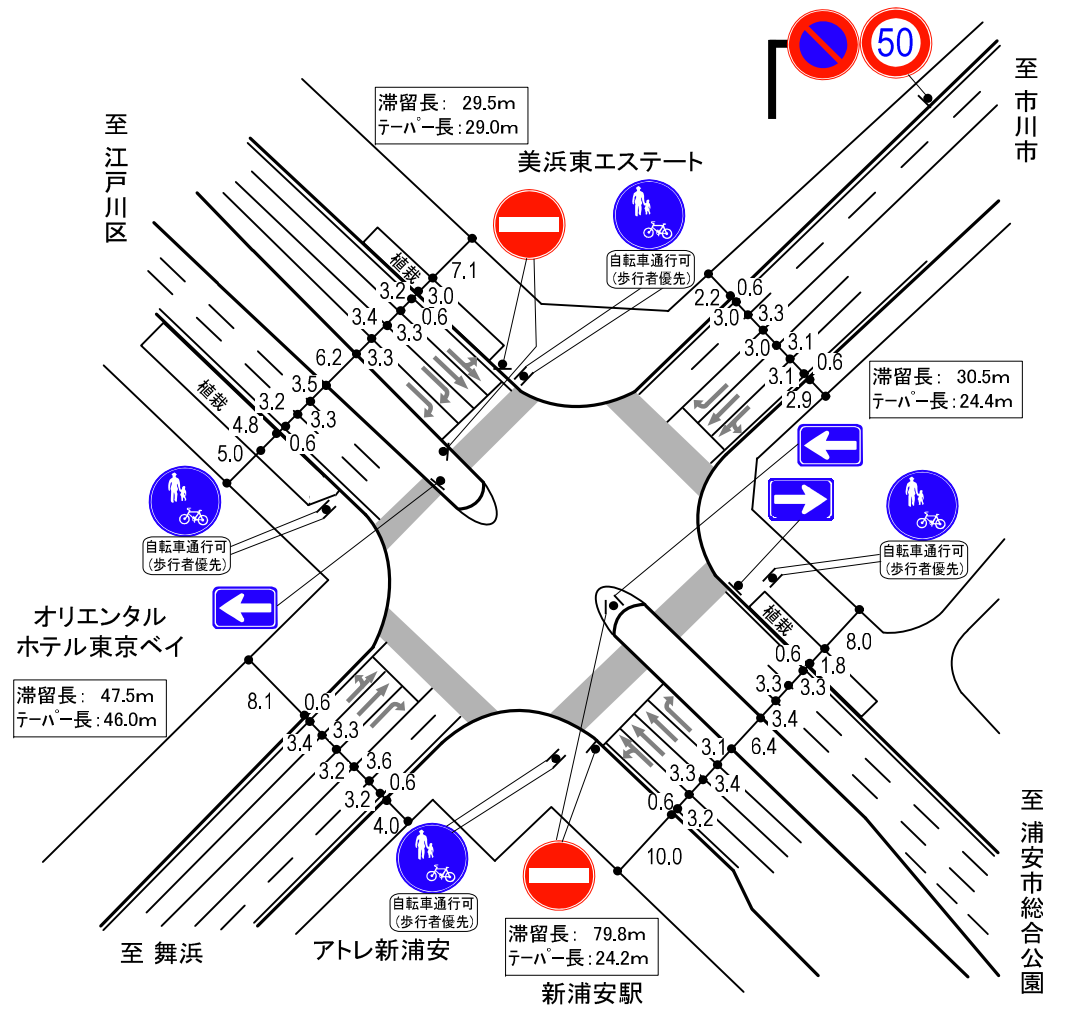
- : 青
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅

方向案内図

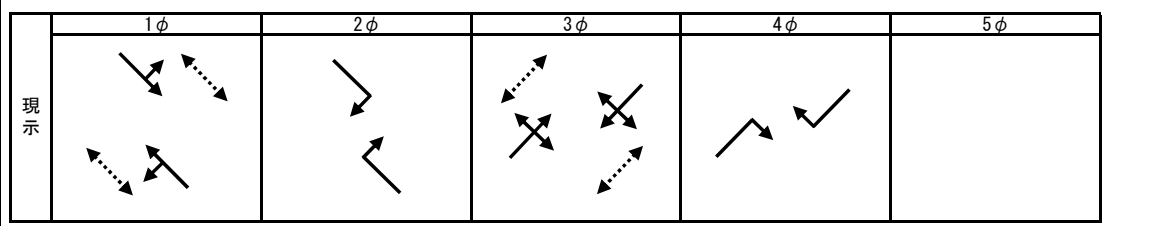


車線構成図(現況図)

調査地点 : No.52 入船交差点



| 現示 灯器 階梯 | 1φ | | 2φ | | 3φ | | 4φ | | 計 | | | | | | | | | | | | | | | | | |
|-------------|----|---|----|---|----|---|----|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 計 | |
| A | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 149 |
| B | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 147 |
| PA | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 149 |
| PB | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 147 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 147 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | 147 |
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| | | | | | | | | | | | | | | | | | | | | | | | | | | 136 |



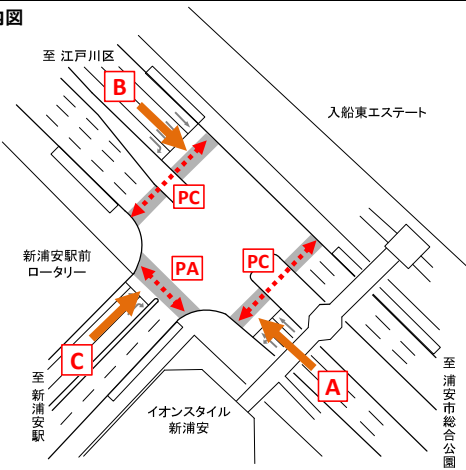
信号現示調査表

調査地点 : No.53 新浦安駅前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

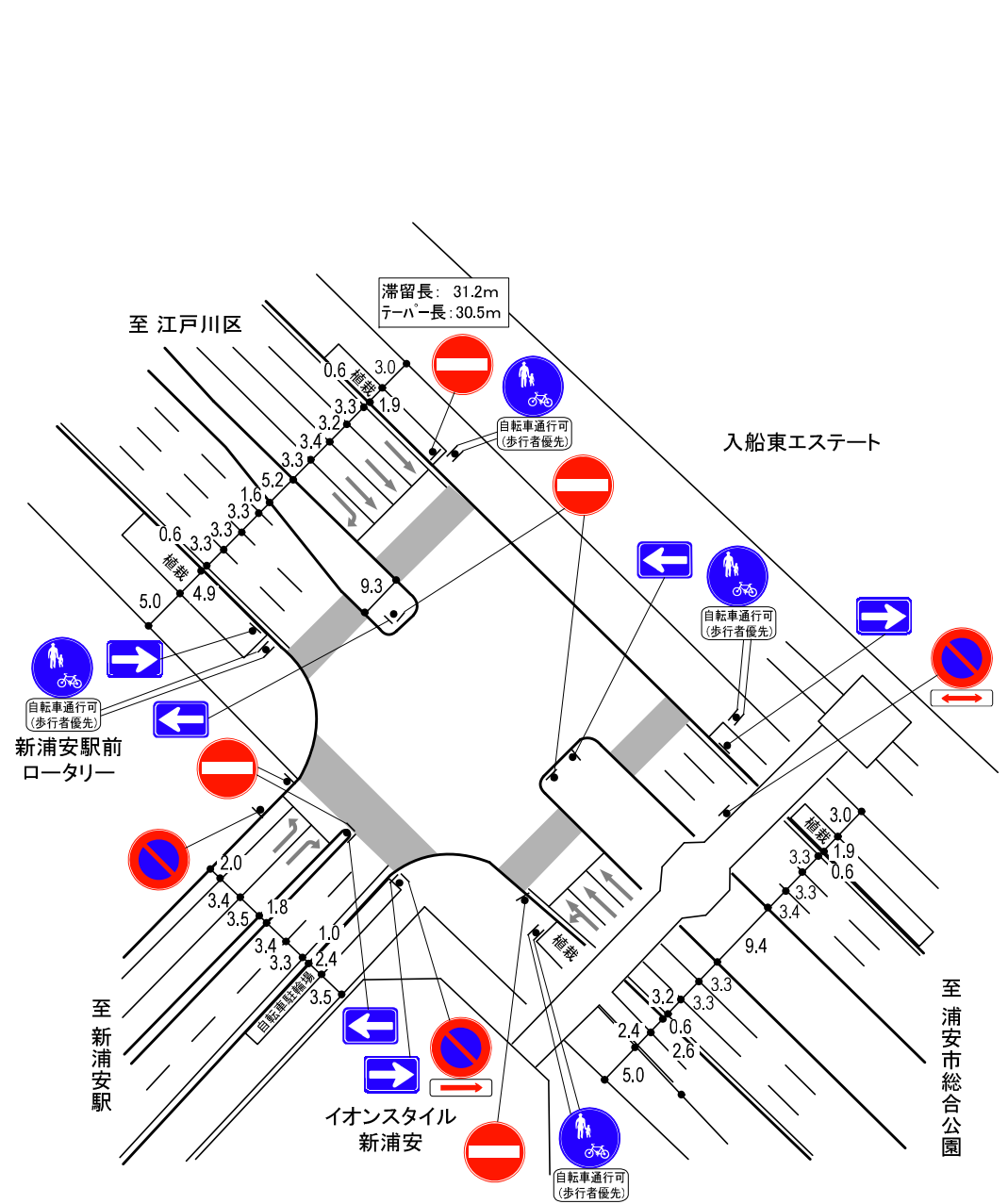
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



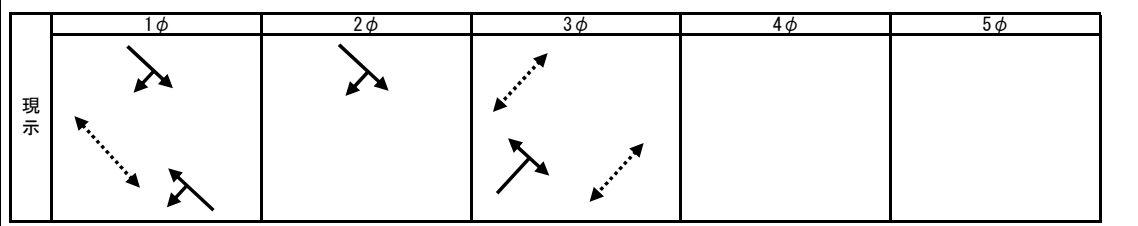
車線構成図(現況図)

調査地点 : No.53 新浦安駅前交差点



| 現示 | 1φ | 2φ | 3φ | 計 | | | | | | | | | | | | | | | | | | | | | |
|-------|--------------------------------------|----|----|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 計 |
| A | [Signal timing diagram for phase A] | | | | | | | | | | | | | | | | | | | | | | | | |
| B | [Signal timing diagram for phase B] | | | | | | | | | | | | | | | | | | | | | | | | |
| C | [Signal timing diagram for phase C] | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal timing diagram for phase PA] | | | | | | | | | | | | | | | | | | | | | | | | |
| PC | [Signal timing diagram for phase PC] | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|---|---|---|---|---|---|----|---|---|---|---|--|--|--|--|--|--|--|--|--|--|--|--|-----|
| 7:00 | 65 | 7 | 8 | 3 | 9 | 3 | 3 | 40 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 151 |
| 8:00 | 65 | 7 | 8 | 3 | 9 | 3 | 3 | 40 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 151 |
| 9:00 | 65 | 7 | 8 | 3 | 9 | 3 | 3 | 40 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 151 |
| 10:00 | 65 | 7 | 8 | 3 | 9 | 3 | 3 | 40 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 151 |
| 11:00 | 63 | 7 | 8 | 3 | 9 | 3 | 3 | 42 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 151 |
| 12:00 | 63 | 7 | 8 | 3 | 9 | 3 | 3 | 42 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 151 |
| 13:00 | 65 | 7 | 8 | 3 | 9 | 3 | 3 | 38 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 149 |
| 14:00 | 65 | 7 | 8 | 3 | 9 | 3 | 3 | 38 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 149 |
| 15:00 | 65 | 7 | 8 | 3 | 9 | 3 | 3 | 38 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 149 |
| 16:00 | 65 | 7 | 8 | 3 | 9 | 3 | 3 | 40 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 151 |
| 17:00 | 65 | 7 | 8 | 3 | 9 | 3 | 3 | 40 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 151 |
| 18:00 | 65 | 7 | 8 | 3 | 9 | 3 | 2 | 38 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 148 |
| 19:00 | 65 | 7 | 8 | 3 | 4 | 3 | 3 | 40 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 146 |
| 20:00 | 65 | 7 | 8 | 3 | 4 | 3 | 3 | 40 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 146 |
| 21:00 | 65 | 7 | 8 | 3 | 4 | 3 | 3 | 40 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 146 |
| 22:00 | 65 | 7 | 8 | 3 | 4 | 3 | 3 | 40 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 146 |
| 23:00 | 56 | 7 | 8 | 3 | 4 | 3 | 3 | 38 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 135 |
| 0:00 | 56 | 7 | 8 | 3 | 4 | 3 | 3 | 38 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 135 |
| 1:00 | 56 | 7 | 8 | 3 | 4 | 3 | 3 | 38 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 135 |
| 2:00 | 56 | 7 | 8 | 3 | 4 | 3 | 3 | 38 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 135 |
| 3:00 | 56 | 7 | 8 | 3 | 4 | 3 | 3 | 38 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 135 |
| 4:00 | 56 | 7 | 8 | 3 | 4 | 3 | 3 | 38 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 135 |
| 5:00 | 56 | 7 | 8 | 3 | 4 | 3 | 3 | 38 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 135 |
| 6:00 | 56 | 7 | 8 | 3 | 4 | 3 | 3 | 38 | 5 | 2 | 3 | 3 | | | | | | | | | | | | | 135 |



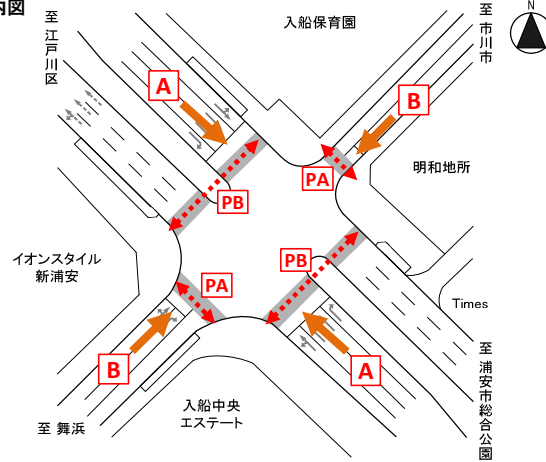
信号現示調査表

調査地点 : No.54 入船中央交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

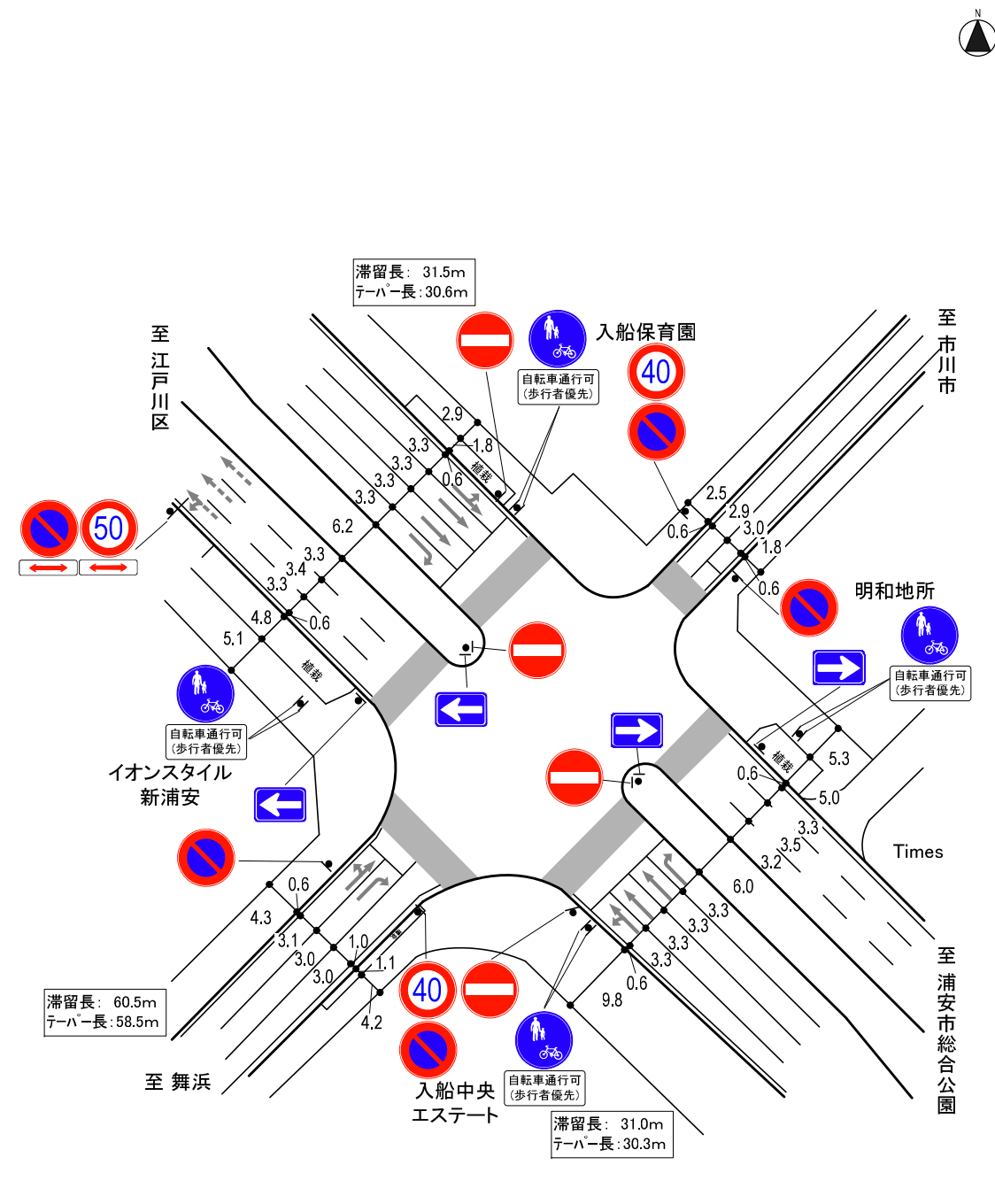
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

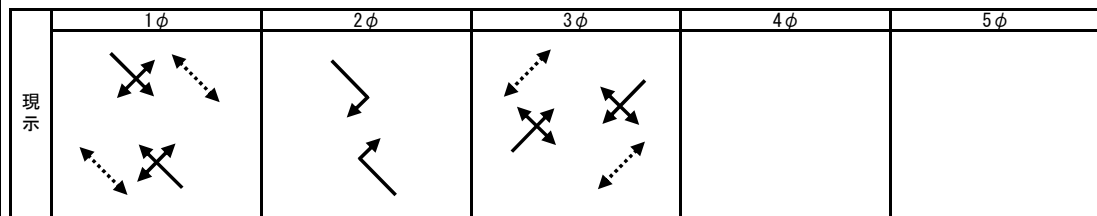


車線構成図(現況図)

調査地点 : No.54 入船中央交差点



| 現示 | 灯器階梯 | 1φ | | | | 2φ | | | 3φ | | | | 計 | |
|-------|------|----|---|---|---|----|---|---|----|---|----|----|---|-----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | 12 |
| A | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | |
| 7:00 | | 37 | 5 | 8 | 3 | 5 | 3 | 3 | 33 | 8 | 8 | 3 | 4 | 120 |
| 8:00 | | 37 | 5 | 8 | 3 | 5 | 3 | 3 | 33 | 8 | 8 | 3 | 4 | 120 |
| 9:00 | | 30 | 5 | 3 | 3 | 5 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 100 |
| 10:00 | | 30 | 5 | 3 | 3 | 5 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 100 |
| 11:00 | | 30 | 5 | 3 | 3 | 5 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 100 |
| 12:00 | | 30 | 5 | 3 | 3 | 5 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 100 |
| 13:00 | | 30 | 5 | 3 | 3 | 5 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 100 |
| 14:00 | | 30 | 5 | 3 | 3 | 5 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 100 |
| 15:00 | | 30 | 5 | 3 | 3 | 5 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 100 |
| 16:00 | | 49 | 5 | 8 | 3 | 5 | 3 | 3 | 39 | 8 | 8 | 3 | 4 | 138 |
| 17:00 | | 40 | 5 | 8 | 3 | 5 | 3 | 3 | 30 | 8 | 8 | 3 | 4 | 120 |
| 18:00 | | 40 | 5 | 8 | 3 | 5 | 3 | 3 | 30 | 8 | 8 | 3 | 4 | 120 |
| 19:00 | | 38 | 5 | 3 | 3 | 5 | 3 | 3 | 36 | 8 | 3 | 3 | 4 | 114 |
| 20:00 | | 30 | 5 | 3 | 3 | 5 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 100 |
| 21:00 | | 21 | 5 | 3 | 3 | 5 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 91 |
| 22:00 | | 24 | 5 | 3 | 3 | 3 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 92 |
| 23:00 | | 17 | 5 | 3 | 3 | 3 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 85 |
| 0:00 | | 17 | 5 | 3 | 3 | 3 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 85 |
| 1:00 | | 17 | 5 | 3 | 3 | 3 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 85 |
| 2:00 | | 17 | 5 | 3 | 3 | 3 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 85 |
| 3:00 | | 17 | 5 | 3 | 3 | 3 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 85 |
| 4:00 | | 17 | 5 | 3 | 3 | 3 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 85 |
| 5:00 | | 17 | 5 | 3 | 3 | 3 | 3 | 3 | 30 | 8 | 3 | 3 | 4 | 85 |
| 6:00 | | 28 | 5 | 3 | 3 | 3 | 3 | 3 | 36 | 8 | 3 | 3 | 4 | 102 |



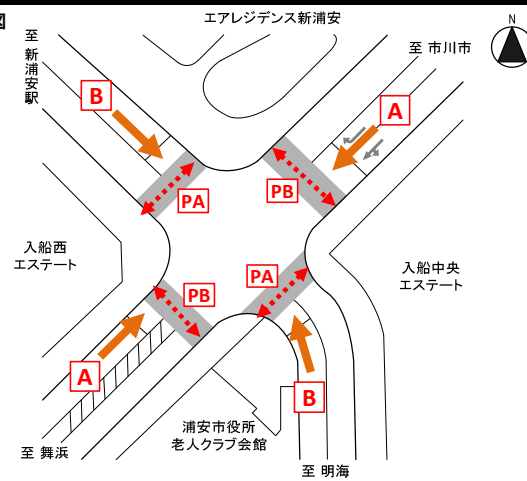
信号現示調査表

調査地点 : No.55 入船中央エステート自治会館前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~19:00(12時間)

凡 例

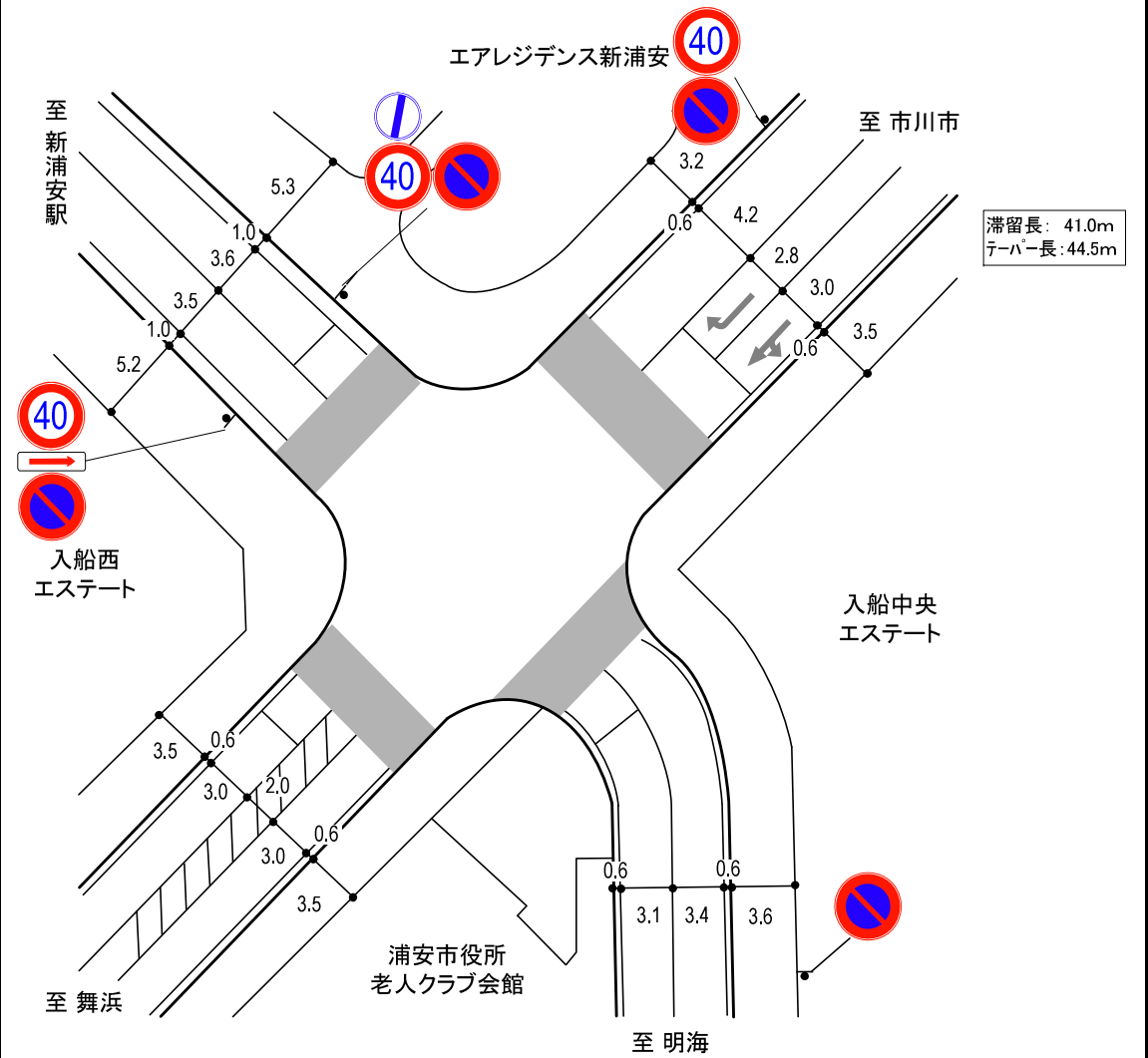
- : 青
- : 右折・青矢印
- : 歩行者点滅
- : 左折・青矢印
- : 黄
- : 直進・青矢印
- : 赤
- : 直進右折・青矢印
- : 黄点滅
- : 直進左折・青矢印
- : 赤点滅
- : 直進右左折・青矢印

方向案内図



車線構成図(現況図)

調査地点 : No.55 入船中央エステート自治会館前交差点



| 現示 | 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | 計 | | | |
|-------|-------|----|---|---|---|----|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|----|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 23 | 24 | |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 32 | 5 | 3 | 3 | 3 | 20 | 5 | 3 | 3 | 3 | | | | | | | | | | | | | | | | 80 | |
| 8:00 | 32 | 5 | 3 | 3 | 3 | 20 | 5 | 3 | 3 | 3 | | | | | | | | | | | | | | | | 80 | |
| 9:00 | 22 | 5 | 3 | 3 | 3 | 15 | 5 | 3 | 3 | 3 | | | | | | | | | | | | | | | | 65 | |
| 10:00 | 22 | 5 | 3 | 3 | 3 | 15 | 5 | 3 | 3 | 3 | | | | | | | | | | | | | | | | 65 | |
| 11:00 | 22 | 5 | 3 | 3 | 3 | 15 | 5 | 3 | 3 | 3 | | | | | | | | | | | | | | | | 65 | |
| 12:00 | 22 | 5 | 3 | 3 | 3 | 15 | 5 | 3 | 3 | 3 | | | | | | | | | | | | | | | | 65 | |
| 13:00 | 22 | 5 | 3 | 3 | 3 | 15 | 5 | 3 | 3 | 3 | | | | | | | | | | | | | | | | 65 | |
| 14:00 | 22 | 5 | 3 | 3 | 3 | 15 | 5 | 3 | 3 | 3 | | | | | | | | | | | | | | | | 65 | |
| 15:00 | 27 | 5 | 3 | 3 | 3 | 20 | 5 | 3 | 3 | 3 | | | | | | | | | | | | | | | | 75 | |
| 16:00 | 27 | 5 | 3 | 3 | 3 | 20 | 5 | 3 | 3 | 3 | | | | | | | | | | | | | | | | 75 | |
| 17:00 | 27 | 5 | 3 | 3 | 3 | 20 | 5 | 3 | 3 | 3 | | | | | | | | | | | | | | | | 75 | |
| 18:00 | 22 | 5 | 3 | 3 | 3 | 15 | 5 | 3 | 3 | 3 | | | | | | | | | | | | | | | | 65 | |

| 現示 | 1φ | | 2φ | | 3φ | 4φ | 5φ |
|----|----|--|----|--|----|----|----|
| | | | | | | | |

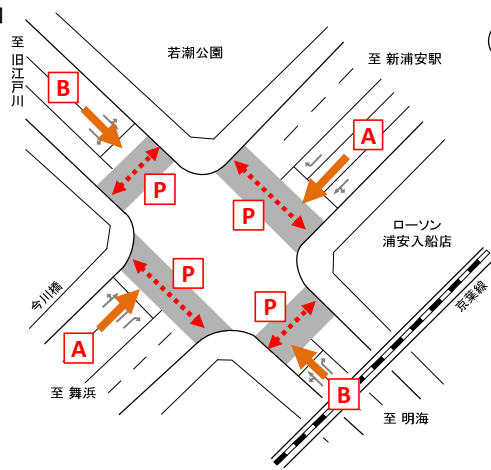
信号現示調査表

調査地点 : No.56 今川橋東詰交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

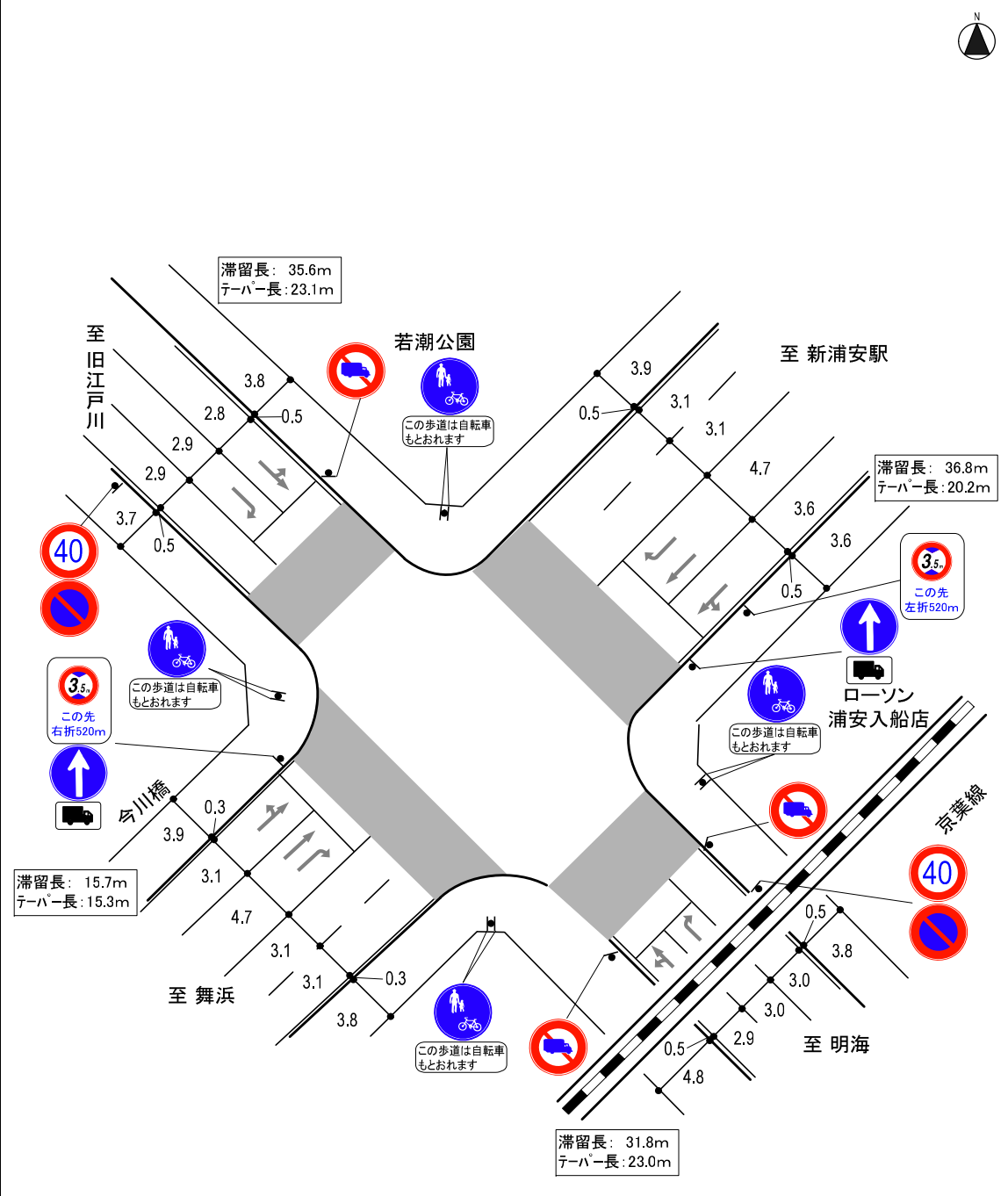
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



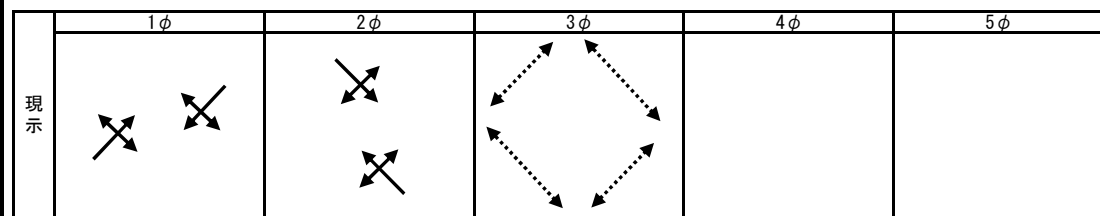
車線構成図 (現況図)

調査地点 : No.56 今川橋東詰交差点



| 現示 | 1φ | 2φ | 3φ | 計 | |
|----|----------------------------------|----|----|---|--|
| A | [Signal timing bars for phase A] | | | | |
| B | [Signal timing bars for phase B] | | | | |
| P | [Signal timing bars for phase P] | | | | |

| 時刻 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 計 |
|-------|----|---|---|----|---|---|----|---|---|-----|
| 7:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 8:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 9:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 10:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 11:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 12:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 13:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 14:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 15:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 16:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 17:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 18:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 19:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | 150 |
| 20:00 | 69 | 3 | 4 | 28 | 3 | 4 | 21 | 5 | 3 | 140 |
| 21:00 | 69 | 3 | 4 | 28 | 3 | 4 | 21 | 5 | 3 | 140 |
| 22:00 | 69 | 3 | 4 | 28 | 3 | 4 | 21 | 5 | 3 | 140 |
| 23:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | 130 |
| 0:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | 130 |
| 1:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | 130 |
| 2:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | 130 |
| 3:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | 130 |
| 4:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | 130 |
| 5:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | 130 |
| 6:00 | 69 | 3 | 4 | 28 | 3 | 4 | 21 | 5 | 3 | 140 |



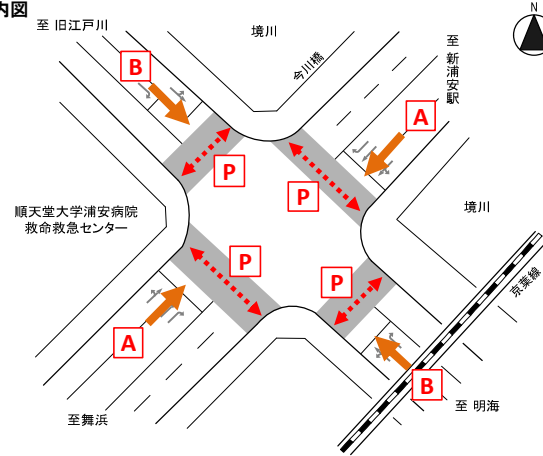
信号現示調査表

調査地点 : No.57 今川橋西詰交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

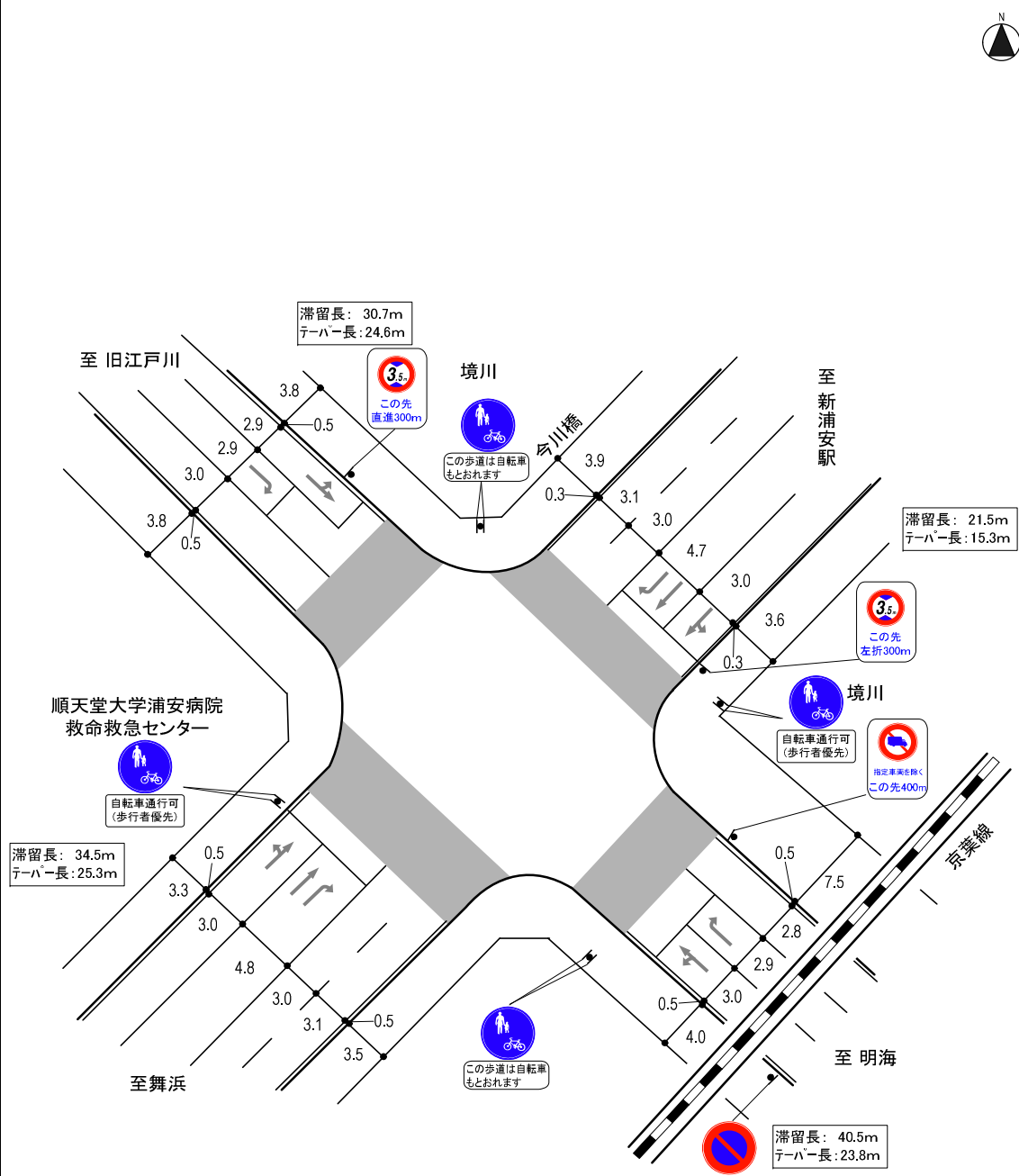
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



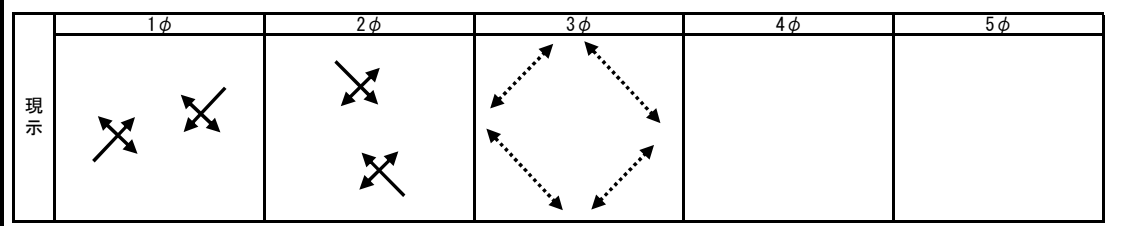
車線構成図(現況図)

調査地点 : No.57 今川橋西詰交差点



| 現示 | 1φ | 2φ | 3φ | 計 | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|----|----|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|--|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 計 | |
| A | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | | | | | | | | | | | | | | | | | |
| B | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | | | | | | | | | | | | | | | | | |
| P | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|---|---|----|---|---|----|---|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----|
| 7:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 8:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 9:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 10:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 11:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 12:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 13:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 14:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 15:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 16:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 17:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 18:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 19:00 | 74 | 3 | 4 | 28 | 3 | 4 | 26 | 5 | 3 | | | | | | | | | | | | | | | | | 150 |
| 20:00 | 69 | 3 | 4 | 28 | 3 | 4 | 21 | 5 | 3 | | | | | | | | | | | | | | | | | 140 |
| 21:00 | 69 | 3 | 4 | 28 | 3 | 4 | 21 | 5 | 3 | | | | | | | | | | | | | | | | | 140 |
| 22:00 | 69 | 3 | 4 | 28 | 3 | 4 | 21 | 5 | 3 | | | | | | | | | | | | | | | | | 140 |
| 23:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | | | | | | | | | | | | | | | | | 130 |
| 0:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | | | | | | | | | | | | | | | | | 130 |
| 1:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | | | | | | | | | | | | | | | | | 130 |
| 2:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | | | | | | | | | | | | | | | | | 130 |
| 3:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | | | | | | | | | | | | | | | | | 130 |
| 4:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | | | | | | | | | | | | | | | | | 130 |
| 5:00 | 46 | 3 | 4 | 28 | 3 | 4 | 34 | 5 | 3 | | | | | | | | | | | | | | | | | 130 |
| 6:00 | 69 | 3 | 4 | 28 | 3 | 4 | 21 | 5 | 3 | | | | | | | | | | | | | | | | | 140 |



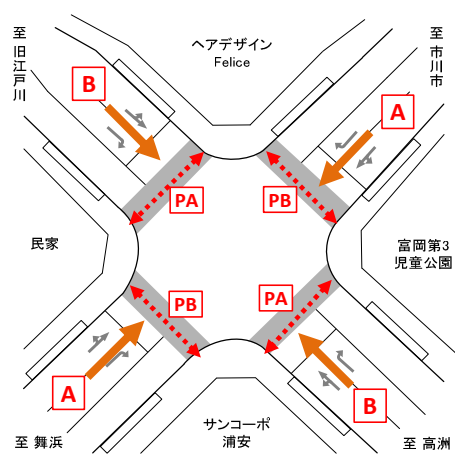
信号現示調査表

調査地点 : No.58 富岡地区内交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~19:00(12時間)

凡 例

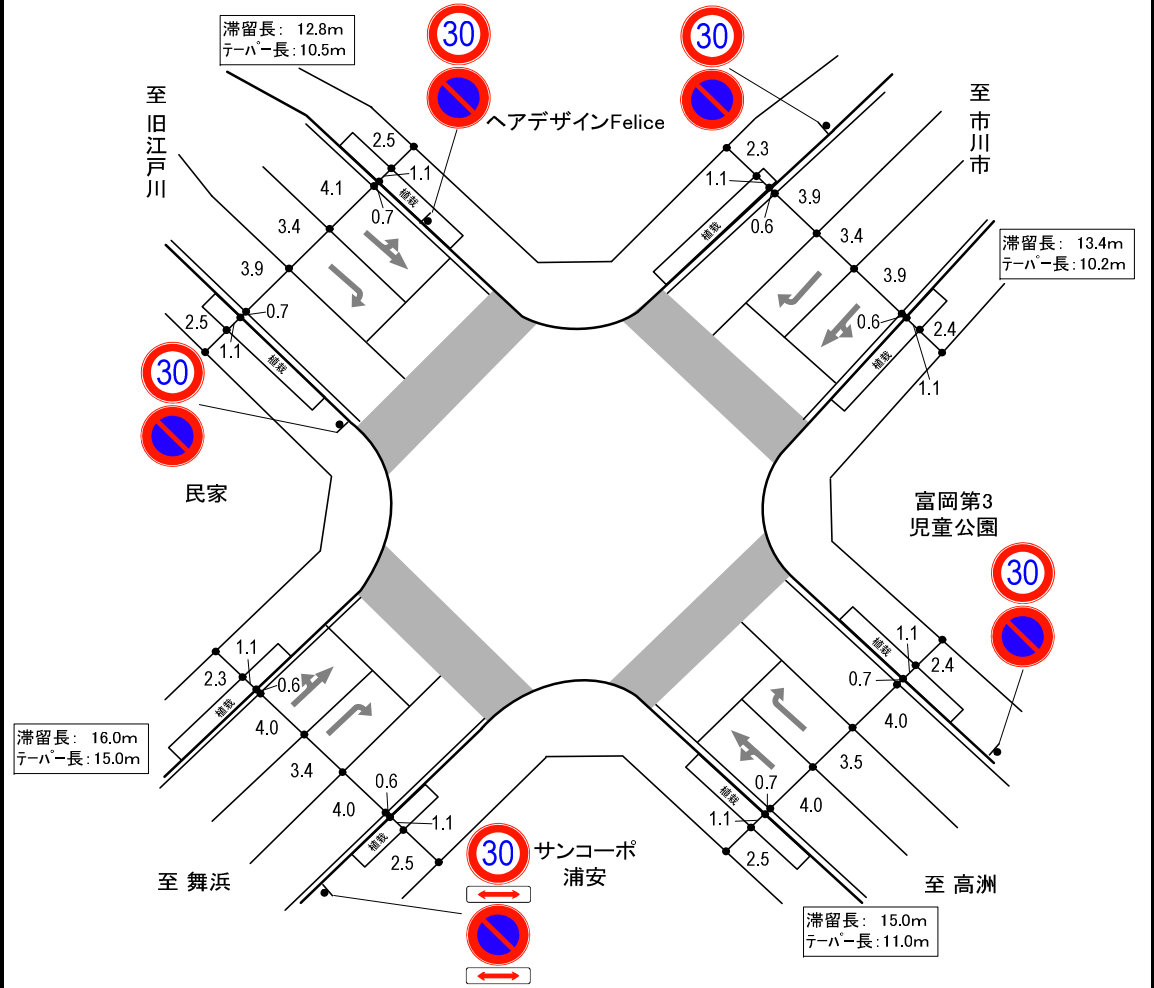
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



車線構成図(現況図)

調査地点 : No.58 富岡地区内交差点



| 現示 | 1φ | | | | | | | | | | 2φ | | | | | | | | | | 計 | | | | |
|-------|-------------------|---|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|---|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | 21 | 22 | 23 | 24 |
| A | [Signal patterns] | | | | | | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 30 | 5 | 3 | 3 | 4 | 20 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 80 |
| 8:00 | 30 | 5 | 3 | 3 | 4 | 20 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 80 |
| 9:00 | 22 | 5 | 3 | 3 | 4 | 18 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 70 |
| 10:00 | 22 | 5 | 3 | 3 | 4 | 18 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 70 |
| 11:00 | 22 | 5 | 3 | 3 | 4 | 18 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 70 |
| 12:00 | 22 | 5 | 3 | 3 | 4 | 18 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 70 |
| 13:00 | 22 | 5 | 3 | 3 | 4 | 18 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 70 |
| 14:00 | 22 | 5 | 3 | 3 | 4 | 18 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 70 |
| 15:00 | 27 | 5 | 3 | 3 | 4 | 18 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 75 |
| 16:00 | 27 | 5 | 3 | 3 | 4 | 18 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 75 |
| 17:00 | 27 | 5 | 3 | 3 | 4 | 18 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 75 |
| 18:00 | 27 | 5 | 3 | 3 | 4 | 18 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 75 |

| 現示 | 1φ | 2φ | 3φ | 4φ | 5φ |
|----|----|-----------|-----------|----|----|
| | | [Diagram] | [Diagram] | | |

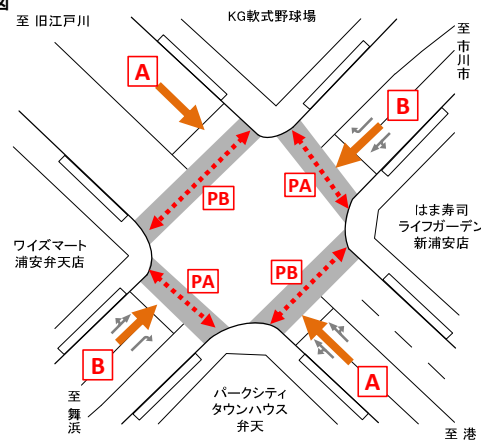
信号現示調査表

調査地点 : No.59 中央公園南交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

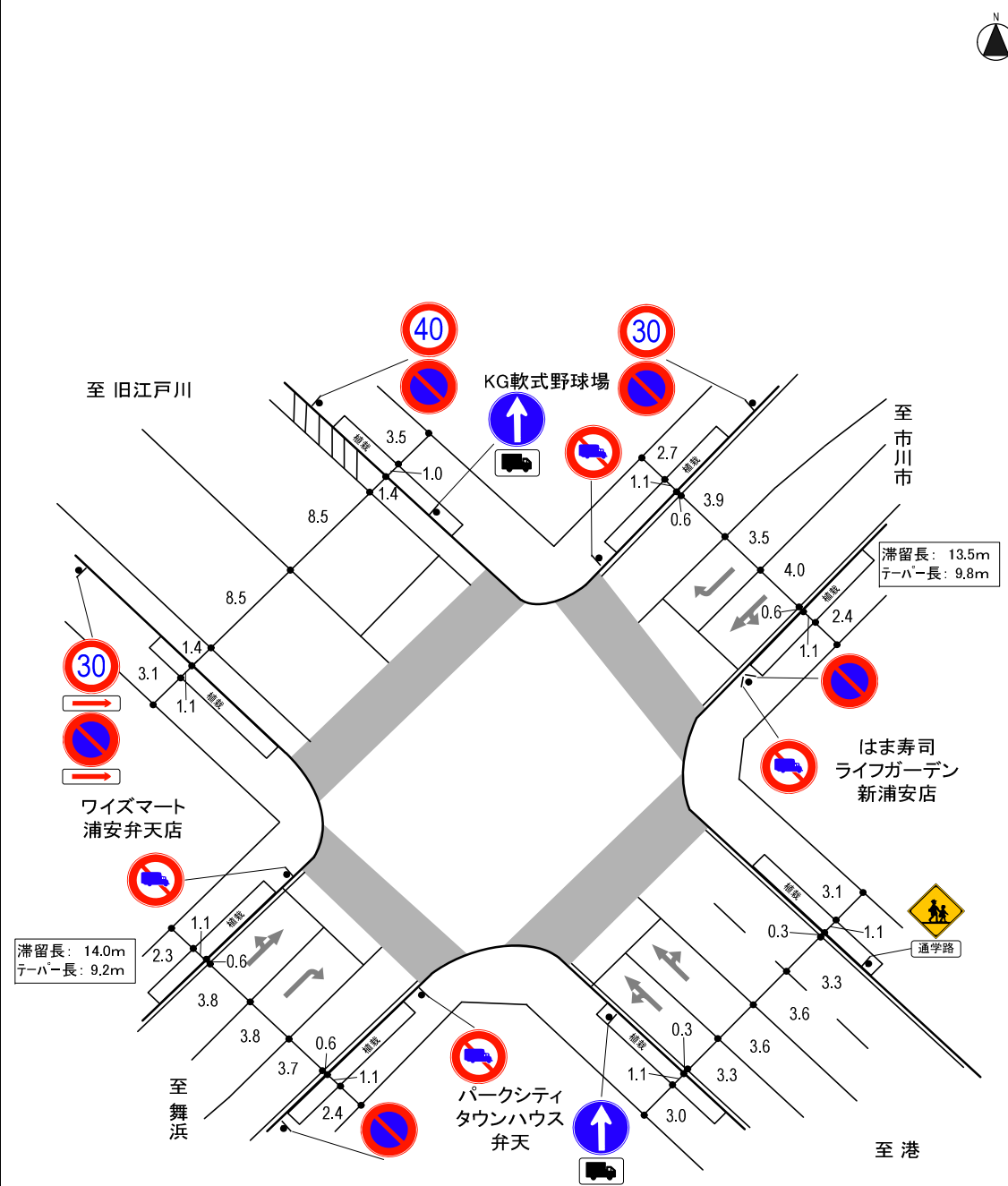
- : 青
- : 右折・青矢印
- : 歩行者点滅
- : 左折・青矢印
- : 黄
- : 直進・青矢印
- : 赤
- : 直進右折・青矢印
- : 黄点滅
- : 直進左折・青矢印
- : 赤点滅
- : 直進右左折・青矢印

方向案内図

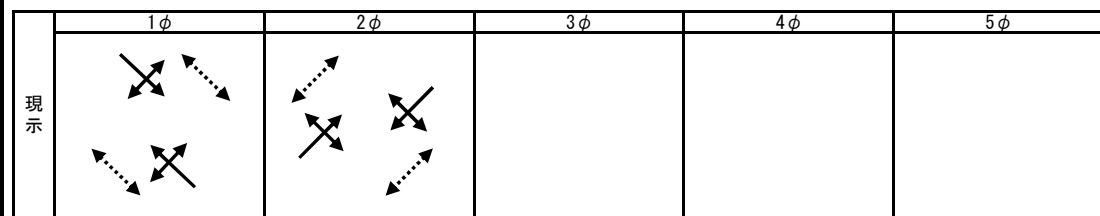


車線構成図(現況図)

調査地点 : No.59 中央公園南交差点



| 現示 灯器 階梯 | 1φ | | | | | | | | | | 2φ | | | | | | | | | | | | | | 計 | |
|-------------|-------------------|---|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | [Signal patterns] | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 58 | 5 | 2 | 3 | 3 | 24 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 8:00 | 58 | 5 | 2 | 3 | 3 | 24 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 9:00 | 41 | 5 | 2 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 10:00 | 41 | 5 | 2 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 11:00 | 41 | 5 | 2 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 12:00 | 41 | 5 | 2 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 13:00 | 41 | 5 | 2 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 14:00 | 41 | 5 | 2 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 15:00 | 41 | 5 | 2 | 3 | 3 | 21 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 16:00 | 58 | 5 | 2 | 3 | 3 | 24 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 17:00 | 58 | 5 | 2 | 3 | 3 | 24 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 18:00 | 58 | 5 | 2 | 3 | 3 | 24 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 19:00 | 29 | 5 | 2 | 3 | 3 | 23 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 20:00 | 29 | 5 | 2 | 3 | 3 | 23 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 21:00 | 29 | 5 | 2 | 3 | 3 | 23 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 22:00 | 29 | 5 | 2 | 3 | 3 | 23 | 7 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 23:00 | 27 | 5 | 2 | 3 | 3 | 20 | 3 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 71 |
| 0:00 | 27 | 5 | 2 | 3 | 3 | 20 | 3 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 71 |
| 1:00 | 27 | 5 | 2 | 3 | 3 | 20 | 3 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 71 |
| 2:00 | 27 | 5 | 2 | 3 | 3 | 20 | 3 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 71 |
| 3:00 | 27 | 5 | 2 | 3 | 3 | 20 | 3 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 71 |
| 4:00 | 27 | 5 | 2 | 3 | 3 | 20 | 3 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 71 |
| 5:00 | 27 | 5 | 2 | 3 | 3 | 20 | 3 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 71 |
| 6:00 | 27 | 5 | 2 | 3 | 3 | 20 | 3 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 71 |

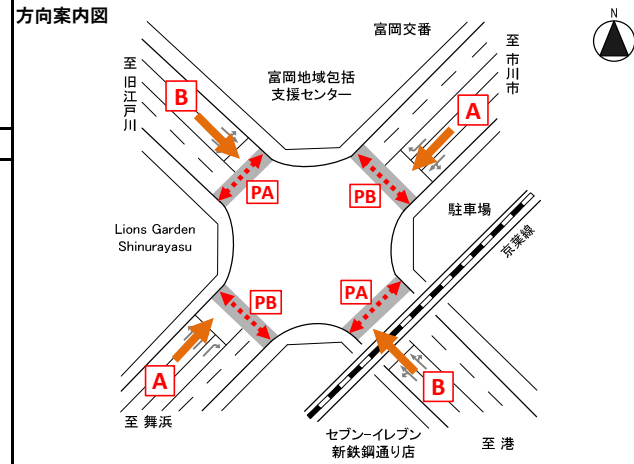


信号現示調査表

調査地点：No.60 富岡交番交差点
 調査年月日：令和5年11月21日（火）
 調査時間：7:00～翌7:00（24時間）

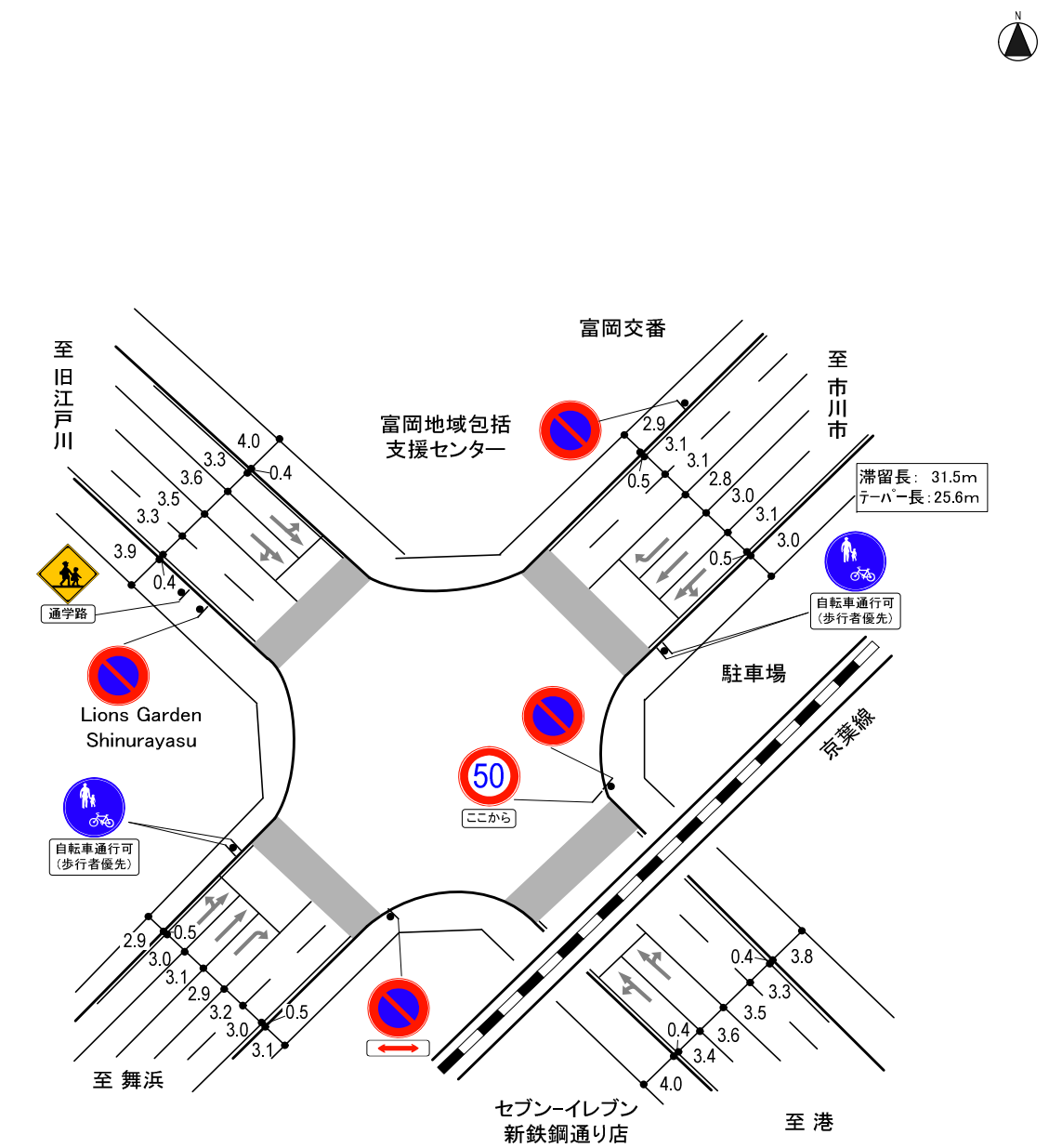
凡 例

| | | | |
|--|---------|--|-------------|
| | : 青 | | : 右折・青矢印 |
| | : 歩行者点滅 | | : 左折・青矢印 |
| | : 黄 | | : 直進・青矢印 |
| | : 赤 | | : 直進右折・青矢印 |
| | : 黄点滅 | | : 直進左折・青矢印 |
| | : 赤点滅 | | : 直進右左折・青矢印 |

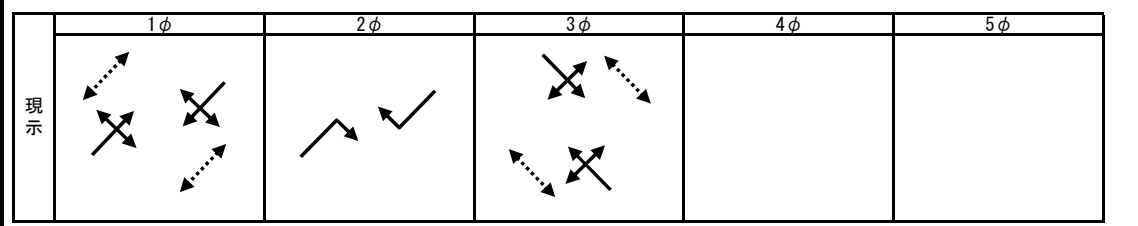


車線構成図（現況図）

調査地点：No.60 富岡交番交差点



| 現示 灯器 階梯 | 1φ | | | 2φ | | | 3φ | | | | | | | | | | | | 計 | | | | | | | | |
|----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | [Blue] | | | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | | |
| B | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | | |
| PA | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | | |
| PB | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | [Blue] | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 47 | 5 | 2 | 3 | 6 | 3 | 2 | 28 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | 110 | |
| 8:00 | 47 | 5 | 2 | 3 | 6 | 3 | 2 | 28 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 9:00 | 34 | 5 | 2 | 3 | 6 | 3 | 2 | 41 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 10:00 | 47 | 5 | 2 | 3 | 6 | 3 | 2 | 28 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 11:00 | 47 | 5 | 2 | 3 | 6 | 3 | 2 | 28 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 12:00 | 47 | 5 | 2 | 3 | 6 | 3 | 2 | 28 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 13:00 | 45 | 5 | 2 | 3 | 6 | 3 | 2 | 30 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 14:00 | 47 | 5 | 2 | 3 | 6 | 3 | 2 | 28 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 15:00 | 47 | 5 | 2 | 3 | 6 | 3 | 2 | 28 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 16:00 | 34 | 5 | 2 | 3 | 6 | 3 | 2 | 41 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 17:00 | 34 | 5 | 2 | 3 | 6 | 3 | 2 | 41 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 18:00 | 45 | 5 | 2 | 3 | 6 | 3 | 2 | 30 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 19:00 | 34 | 5 | 2 | 3 | 6 | 3 | 2 | 41 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 20:00 | 34 | 5 | 2 | 3 | 6 | 3 | 2 | 41 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 21:00 | 34 | 5 | 2 | 3 | 6 | 3 | 2 | 41 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 22:00 | 34 | 5 | 2 | 3 | 6 | 3 | 2 | 41 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 110 |
| 23:00 | 36 | 5 | 2 | 3 | 8 | 3 | 2 | 32 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 105 |
| 0:00 | 36 | 5 | 2 | 3 | 8 | 3 | 2 | 32 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 105 |
| 1:00 | 36 | 5 | 2 | 3 | 8 | 3 | 2 | 32 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 105 |
| 2:00 | 36 | 5 | 2 | 3 | 8 | 3 | 2 | 32 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 105 |
| 3:00 | 36 | 5 | 2 | 3 | 8 | 3 | 2 | 32 | 5 | 2 | 3 | 4 | | | | | | | | | | | | | | | 105 |
| 4:00 | 36 | 5 | 2 | 3 | 8 | 3 | 2 | 32 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 106 |
| 5:00 | 47 | 5 | 2 | 3 | 6 | 3 | 2 | 28 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 111 |
| 6:00 | 47 | 5 | 2 | 3 | 6 | 3 | 2 | 28 | 5 | 3 | 3 | 4 | | | | | | | | | | | | | | | 111 |



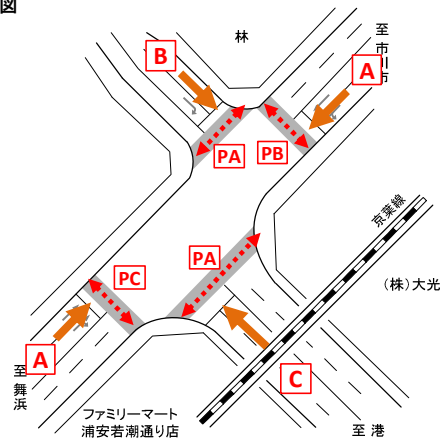
信号現示調査表

調査地点 : No.61 見明川中学校交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

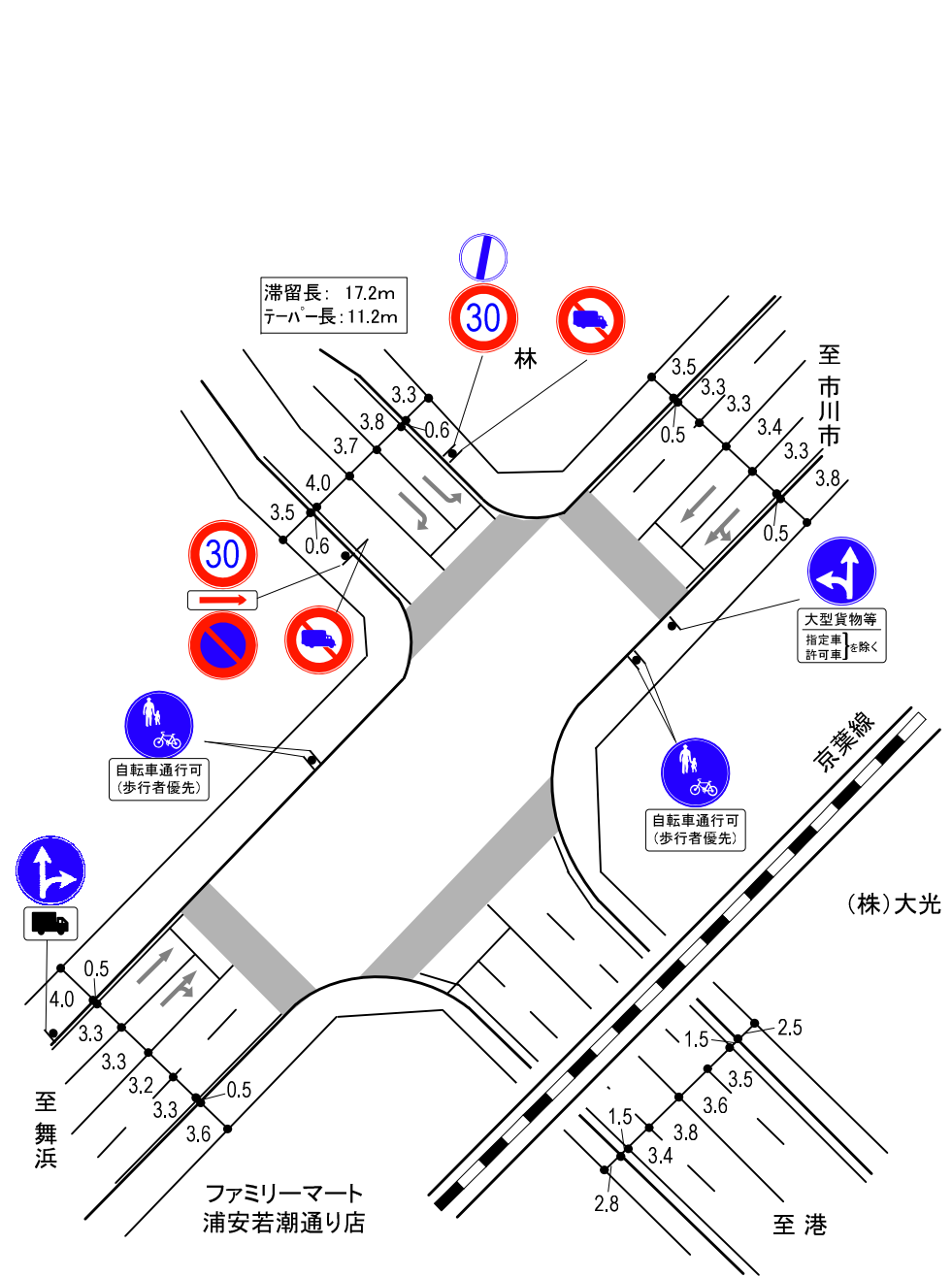
| | | | |
|--|---------|--|-------------|
| | : 青 | | : 右折・青矢印 |
| | : 歩行者点滅 | | : 左折・青矢印 |
| | : 黄 | | : 直進・青矢印 |
| | : 赤 | | : 直進右折・青矢印 |
| | : 黄点滅 | | : 直進左折・青矢印 |
| | : 赤点滅 | | : 直進右左折・青矢印 |

方向案内図



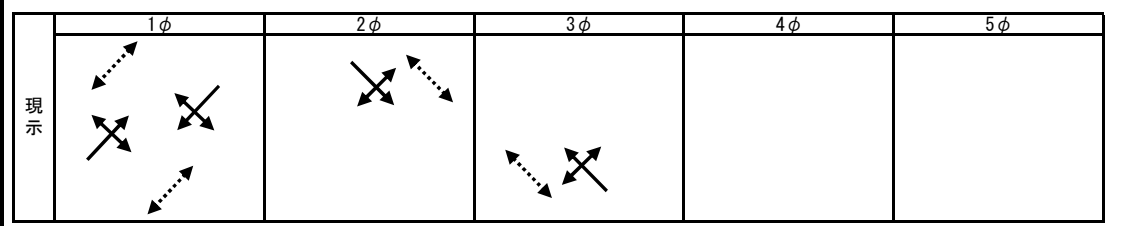
車線構成図 (現況図)

調査地点 : No.61 見明川中学校交差点



| 現示 | 1φ | | | | 2φ | | | | 3φ | | | | | | | | 計 | | | | | | | | |
|-------|--------|---|---|---|--------|---|---|---|--------|----|----|----|--------|----|----|----|----|----|----|----|----|----|----|----|--|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| A | [Red] | | | | [Red] | | | | [Red] | | | | [Red] | | | | | | | | | | | | |
| B | [Red] | | | | [Red] | | | | [Red] | | | | [Red] | | | | | | | | | | | | |
| C | [Red] | | | | [Red] | | | | [Red] | | | | [Red] | | | | | | | | | | | | |
| PA | [Blue] | | | | [Blue] | | | | [Blue] | | | | [Blue] | | | | | | | | | | | | |
| PB | [Blue] | | | | [Blue] | | | | [Blue] | | | | [Blue] | | | | | | | | | | | | |
| PC | [Blue] | | | | [Blue] | | | | [Blue] | | | | [Blue] | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|---|---|---|---|----|---|---|---|---|----|---|---|---|---|--|--|--|--|--|--|--|--|--|-----|
| 7:00 | 44 | 8 | 1 | 3 | 4 | 26 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 124 |
| 8:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 9:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 10:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 11:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 12:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 13:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 14:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 15:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 16:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 17:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 18:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 19:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 20:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 21:00 | 44 | 8 | 1 | 3 | 4 | 26 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 124 |
| 22:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |
| 23:00 | 30 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 105 |
| 0:00 | 30 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 105 |
| 1:00 | 30 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 105 |
| 2:00 | 30 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 105 |
| 3:00 | 30 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 105 |
| 4:00 | 30 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 105 |
| 5:00 | 30 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 105 |
| 6:00 | 35 | 8 | 1 | 3 | 4 | 21 | 6 | 1 | 3 | 3 | 14 | 5 | 1 | 3 | 2 | | | | | | | | | | 110 |



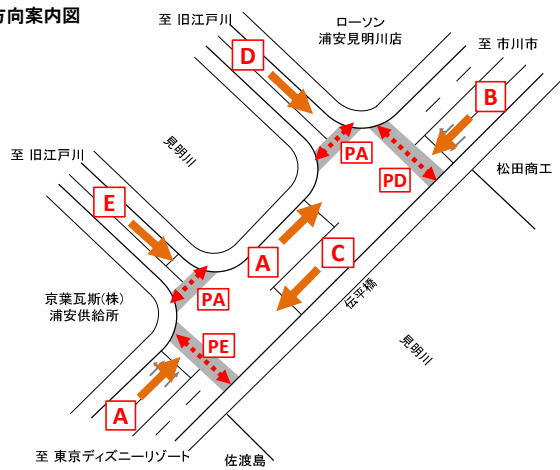
信号現示調査表

調査地点 : No.62 伝平橋
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

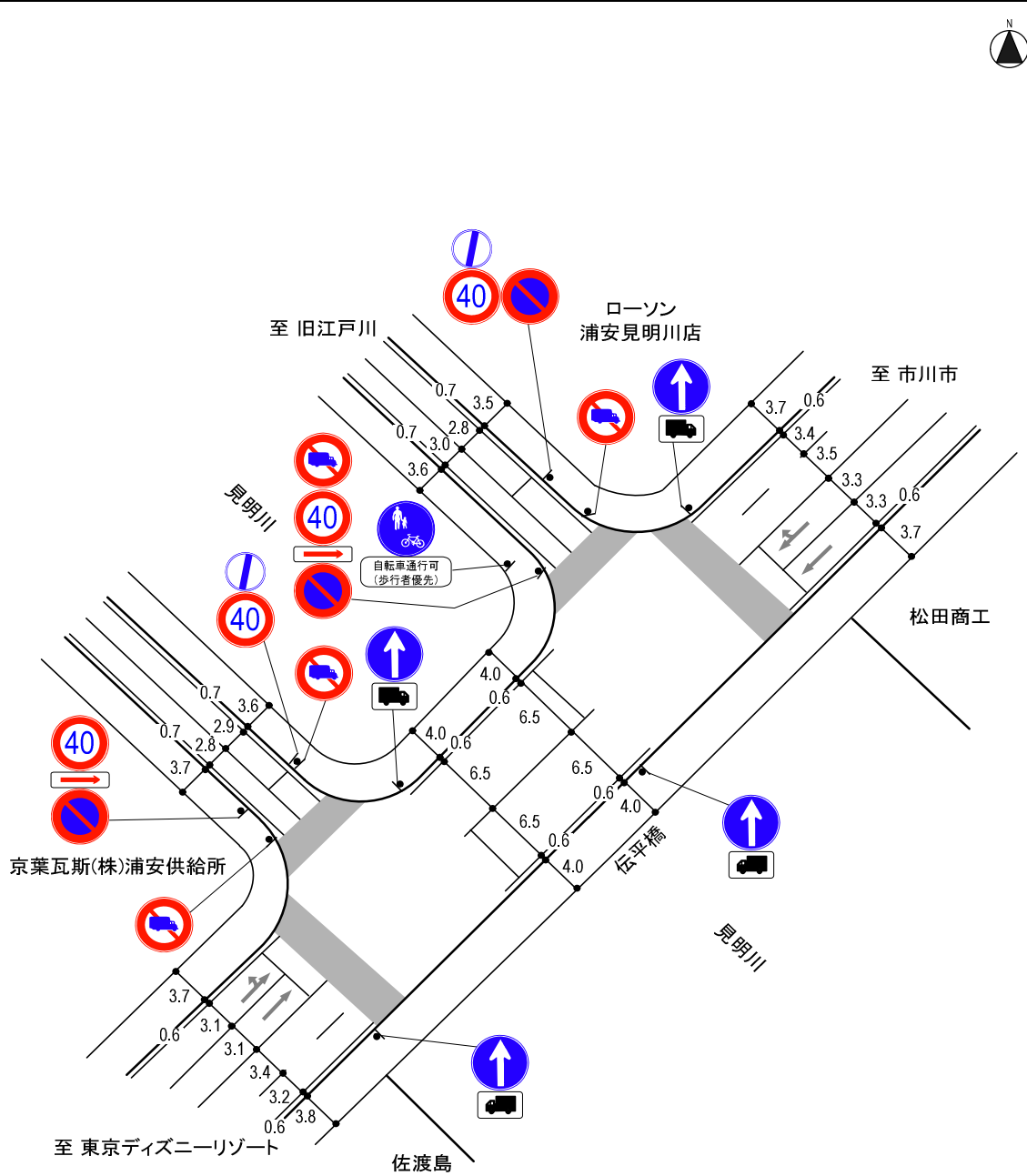
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

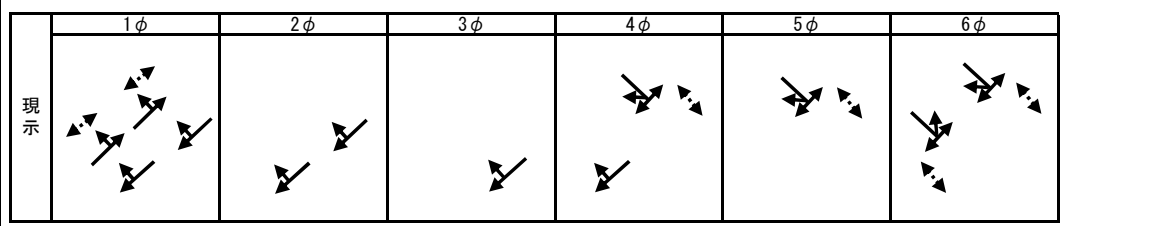


車線構成図 (現況図)

調査地点 : No.62 伝平橋



| 現示 | 1φ | | | | 2φ | | 3φ | | 4φ | | 5φ | | 6φ | | | | 計 | | | | | | | | | | |
|-------|----|---|---|---|----|---|----|---|----|----|----|----|----|----|----|----|---|----|----|----|----|----|----|----|----|--|-----|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 8:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 9:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 10:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 11:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 12:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 13:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 14:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 15:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 16:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 17:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 18:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 19:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 20:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 21:00 | 58 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 16 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 122 |
| 22:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |
| 23:00 | 39 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 18 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 105 |
| 0:00 | 39 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 18 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 105 |
| 1:00 | 39 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 18 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 105 |
| 2:00 | 39 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 18 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 105 |
| 3:00 | 39 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 18 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 105 |
| 4:00 | 39 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 18 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 105 |
| 5:00 | 39 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 18 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 105 |
| 6:00 | 42 | 4 | 2 | 3 | 7 | 3 | 2 | 9 | 3 | 2 | 20 | 5 | 2 | 3 | 3 | | | | | | | | | | | | 110 |



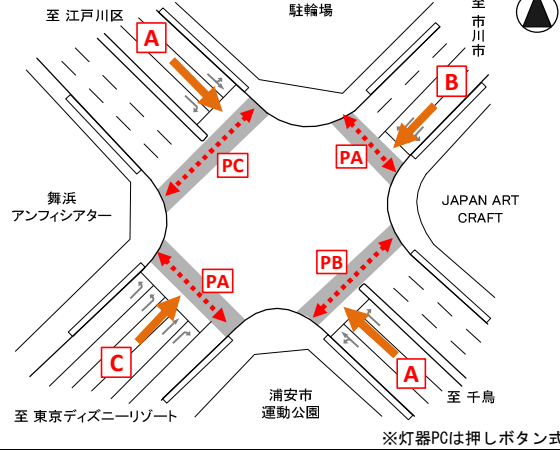
信号現示調査表

調査地点 : No.63 運動公園前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡例

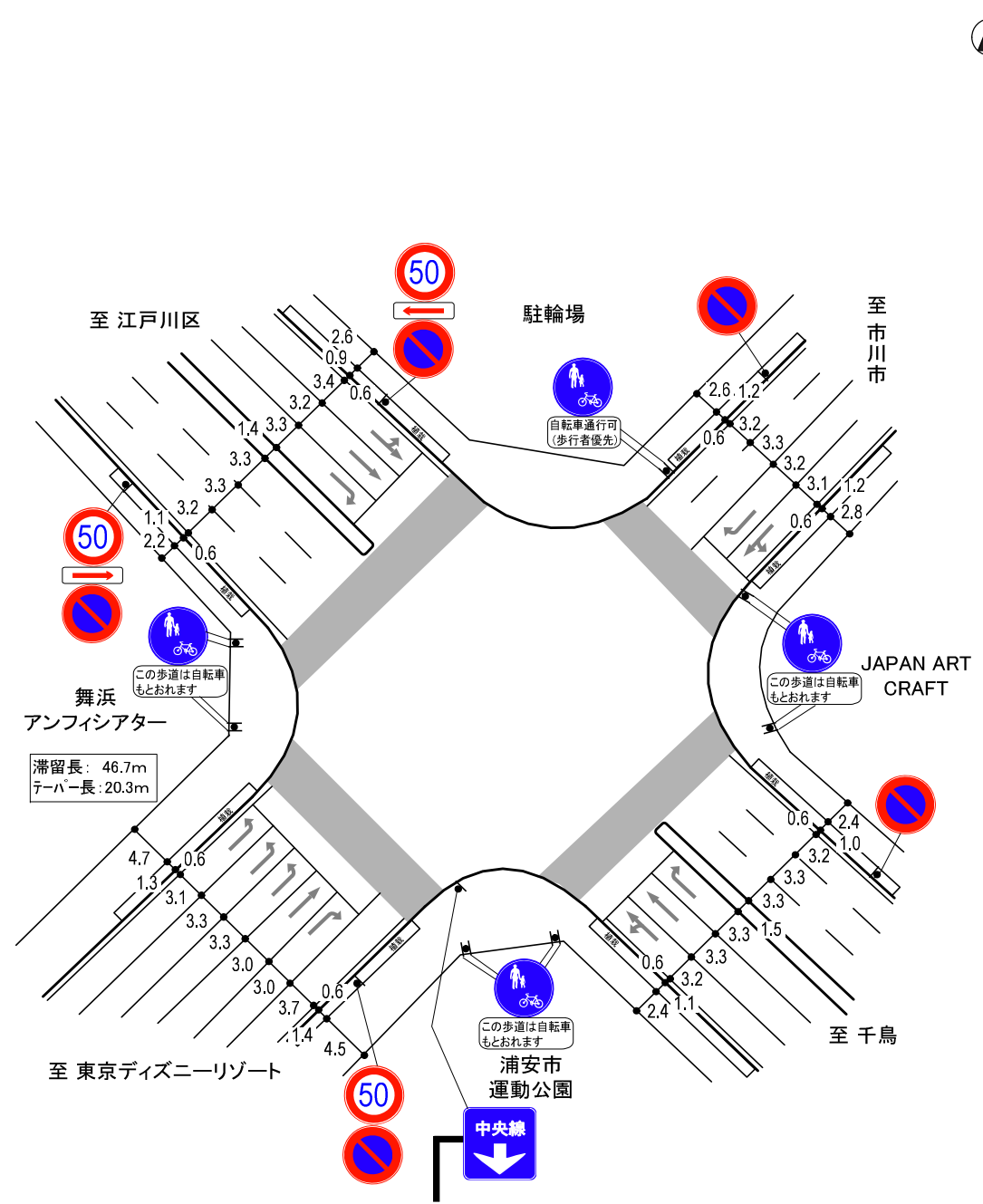
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

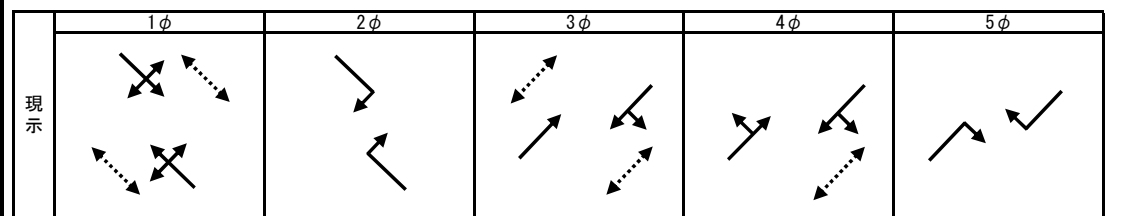


車線構成図(現況図)

調査地点 : No.63 運動公園前交差点



| 現示 | 灯器 階梯 | 1φ | | 2φ | | | 3φ | | | 4φ | | | 5φ | | | 計 | | | | | | | | | | | | | |
|-------|-------|----|---|----|----|---|----|----|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|--|-----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | | |
| A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 25 | 8 | 2 | 3 | 9 | 3 | 3 | 25 | 8 | 2 | 1 | 8 | 20 | 3 | 3 | 21 | 3 | 3 | | | | | | | | | | | 150 |
| 8:00 | 25 | 8 | 2 | 3 | 9 | 3 | 3 | 25 | 8 | 2 | 1 | 8 | 20 | 3 | 3 | 21 | 3 | 3 | | | | | | | | | | | 150 |
| 9:00 | 31 | 8 | 2 | 3 | 9 | 3 | 3 | 25 | 8 | 2 | 1 | 8 | 18 | 3 | 3 | 17 | 3 | 3 | | | | | | | | | | | 150 |
| 10:00 | 31 | 8 | 2 | 3 | 9 | 3 | 3 | 25 | 8 | 2 | 1 | 8 | 18 | 3 | 3 | 17 | 3 | 3 | | | | | | | | | | | 150 |
| 11:00 | 31 | 8 | 2 | 3 | 9 | 3 | 3 | 25 | 8 | 2 | 1 | 8 | 18 | 3 | 3 | 17 | 3 | 3 | | | | | | | | | | | 150 |
| 12:00 | 31 | 8 | 2 | 3 | 9 | 3 | 3 | 25 | 8 | 2 | 1 | 8 | 18 | 3 | 3 | 17 | 3 | 3 | | | | | | | | | | | 150 |
| 13:00 | 31 | 8 | 2 | 3 | 9 | 3 | 3 | 25 | 8 | 2 | 1 | 8 | 18 | 3 | 3 | 17 | 3 | 3 | | | | | | | | | | | 150 |
| 14:00 | 31 | 8 | 2 | 3 | 9 | 3 | 3 | 25 | 8 | 2 | 1 | 8 | 18 | 3 | 3 | 17 | 3 | 3 | | | | | | | | | | | 150 |
| 15:00 | 29 | 8 | 2 | 3 | 10 | 3 | 3 | 25 | 8 | 2 | 1 | 8 | 18 | 3 | 3 | 18 | 3 | 3 | | | | | | | | | | | 150 |
| 16:00 | 25 | 8 | 2 | 3 | 7 | 3 | 3 | 26 | 8 | 2 | 1 | 8 | 21 | 3 | 3 | 21 | 3 | 3 | | | | | | | | | | | 150 |
| 17:00 | 25 | 8 | 2 | 3 | 7 | 3 | 3 | 26 | 8 | 2 | 1 | 8 | 21 | 3 | 3 | 21 | 3 | 3 | | | | | | | | | | | 150 |
| 18:00 | 25 | 8 | 2 | 3 | 7 | 3 | 3 | 26 | 8 | 2 | 1 | 8 | 21 | 3 | 3 | 21 | 3 | 3 | | | | | | | | | | | 150 |
| 19:00 | 22 | 8 | 2 | 3 | 10 | 3 | 3 | 26 | 8 | 2 | 1 | 8 | 15 | 3 | 3 | 24 | 3 | 3 | | | | | | | | | | | 147 |
| 20:00 | 22 | 8 | 2 | 3 | 7 | 3 | 3 | 26 | 8 | 2 | 1 | 8 | 7 | 3 | 3 | 16 | 3 | 3 | | | | | | | | | | | 128 |
| 21:00 | 22 | 8 | 2 | 3 | 5 | 3 | 3 | 25 | 8 | 2 | 1 | 8 | 33 | 3 | 3 | 5 | 3 | 3 | | | | | | | | | | | 140 |
| 22:00 | 22 | 8 | 2 | 3 | 5 | 3 | 3 | 25 | 8 | 2 | 1 | 8 | 33 | 3 | 3 | 5 | 3 | 3 | | | | | | | | | | | 140 |
| 23:00 | 23 | 8 | 2 | 3 | 4 | 3 | 3 | 26 | 8 | 2 | 1 | 8 | 6 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | 115 |
| 0:00 | 23 | 8 | 2 | 3 | 4 | 3 | 3 | 26 | 8 | 2 | 1 | 8 | 6 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | 115 |
| 1:00 | 23 | 8 | 2 | 3 | 4 | 3 | 3 | 26 | 8 | 2 | 1 | 8 | 6 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | 115 |
| 2:00 | 23 | 8 | 2 | 3 | 4 | 3 | 3 | 26 | 8 | 2 | 1 | 8 | 6 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | 115 |
| 3:00 | 23 | 8 | 2 | 3 | 4 | 3 | 3 | 26 | 8 | 2 | 1 | 8 | 6 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | 115 |
| 4:00 | 23 | 8 | 2 | 3 | 4 | 3 | 3 | 26 | 8 | 2 | 1 | 8 | 6 | 3 | 3 | 6 | 3 | 3 | | | | | | | | | | | 115 |
| 5:00 | 23 | 8 | 2 | 3 | 8 | 3 | 3 | 26 | 8 | 2 | 1 | 8 | 7 | 3 | 3 | 16 | 3 | 3 | | | | | | | | | | | 130 |
| 6:00 | 25 | 8 | 2 | 3 | 12 | 3 | 3 | 25 | 8 | 2 | 1 | 8 | 29 | 3 | 3 | 28 | 3 | 3 | | | | | | | | | | | 169 |



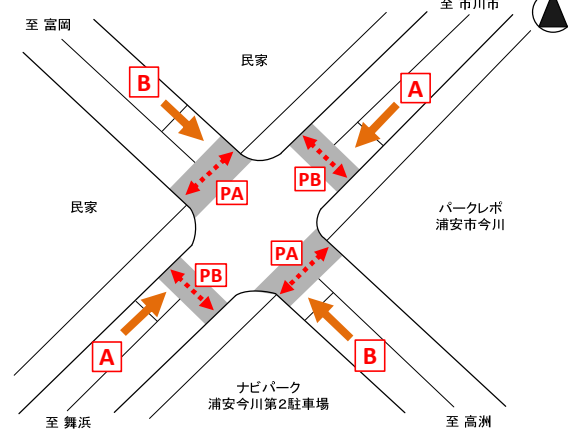
信号現示調査表

調査地点 : No.64 今川地区中央交差点(今川一～四丁目の境界)
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~19:00(12時間)

凡 例

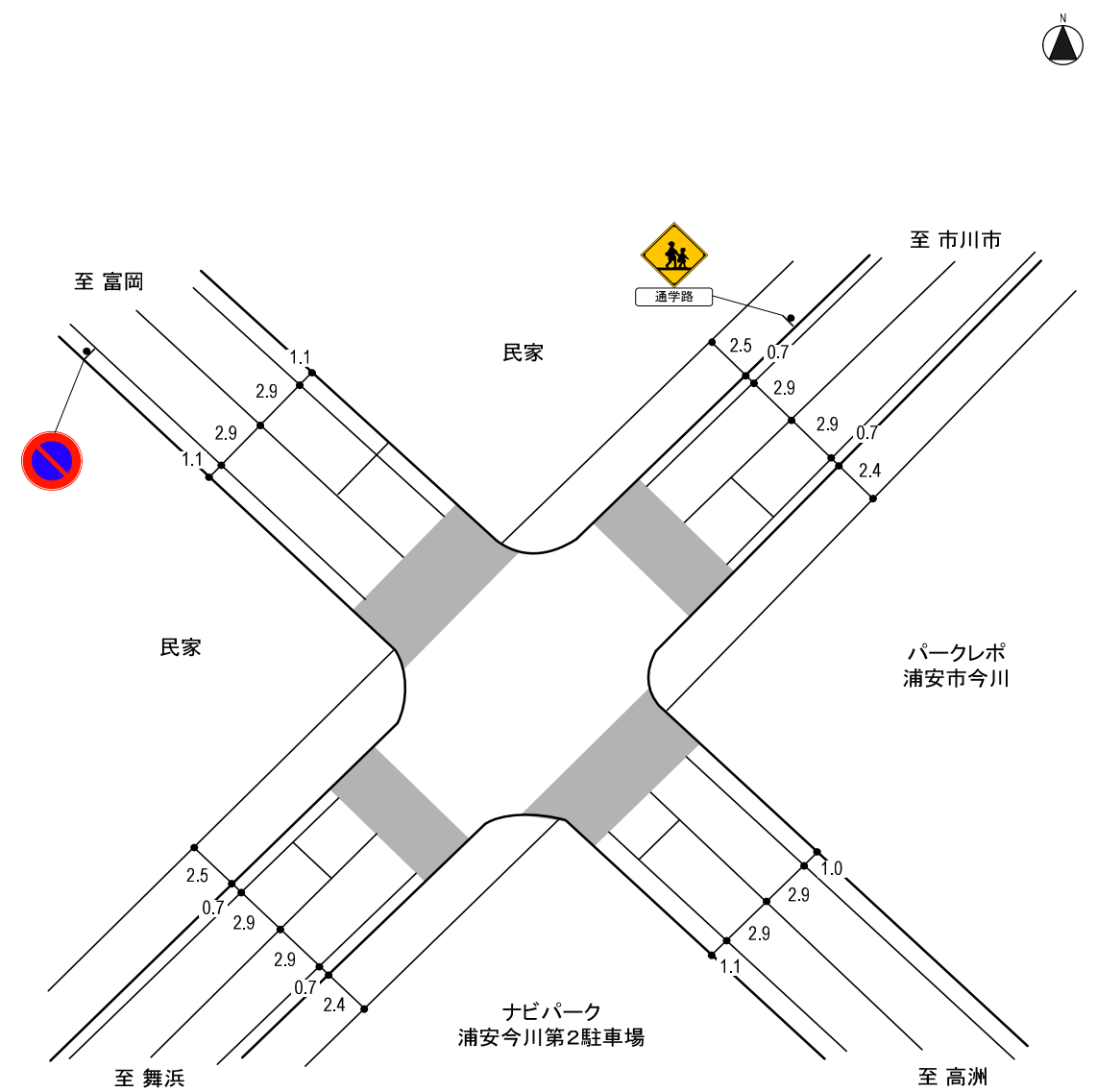
- : 青
- : 右折・青矢印
- : 歩行者点滅
- : 左折・青矢印
- : 黄
- : 直進・青矢印
- : 赤
- : 直進右折・青矢印
- : 黄点滅
- : 直進左折・青矢印
- : 赤点滅
- : 直進右左折・青矢印

方向案内図



車線構成図(現況図)

調査地点 : No.64 今川地区中央交差点(今川一～四丁目の境界)



| 現示 | 1φ | | | | | | | | | | 2φ | | | | | | | | | | | | | | 計 | |
|-------|------------------|---|---|---|---|----|---|---|---|----|------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | [Signal pattern] | | | | | | | | | | [Signal pattern] | | | | | | | | | | | | | | | |
| B | [Signal pattern] | | | | | | | | | | [Signal pattern] | | | | | | | | | | | | | | | |
| PA | [Signal pattern] | | | | | | | | | | [Signal pattern] | | | | | | | | | | | | | | | |
| PB | [Signal pattern] | | | | | | | | | | [Signal pattern] | | | | | | | | | | | | | | | |
| 7:00 | 20 | 4 | 2 | 3 | 2 | 18 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 60 |
| 8:00 | 20 | 4 | 2 | 3 | 2 | 18 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 60 |
| 9:00 | 18 | 4 | 2 | 3 | 2 | 15 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 55 |
| 10:00 | 18 | 4 | 2 | 3 | 2 | 15 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 55 |
| 11:00 | 18 | 4 | 2 | 3 | 2 | 15 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 55 |
| 12:00 | 18 | 4 | 2 | 3 | 2 | 15 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 55 |
| 13:00 | 18 | 4 | 2 | 3 | 2 | 15 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 55 |
| 14:00 | 18 | 4 | 2 | 3 | 2 | 15 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 55 |
| 15:00 | 18 | 4 | 2 | 3 | 2 | 15 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 55 |
| 16:00 | 18 | 4 | 2 | 3 | 2 | 15 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 55 |
| 17:00 | 22 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 60 |
| 18:00 | 22 | 4 | 2 | 3 | 2 | 16 | 4 | 2 | 3 | 2 | | | | | | | | | | | | | | | | 60 |

| 現示 | 1φ | | 2φ | | 3φ | 4φ | 5φ |
|----|----|--|----|--|----|----|----|
| | | | | | | | |

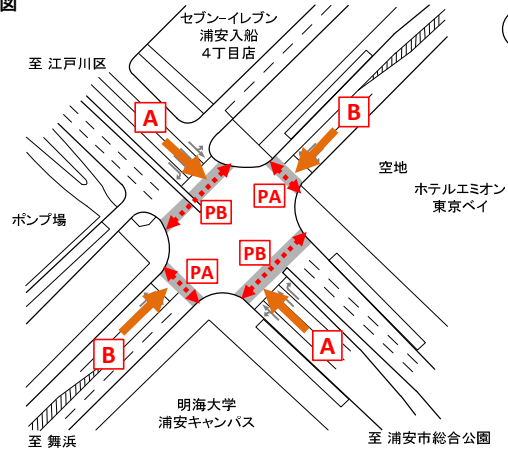
信号現示調査表

調査地点 : No.66 明海交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

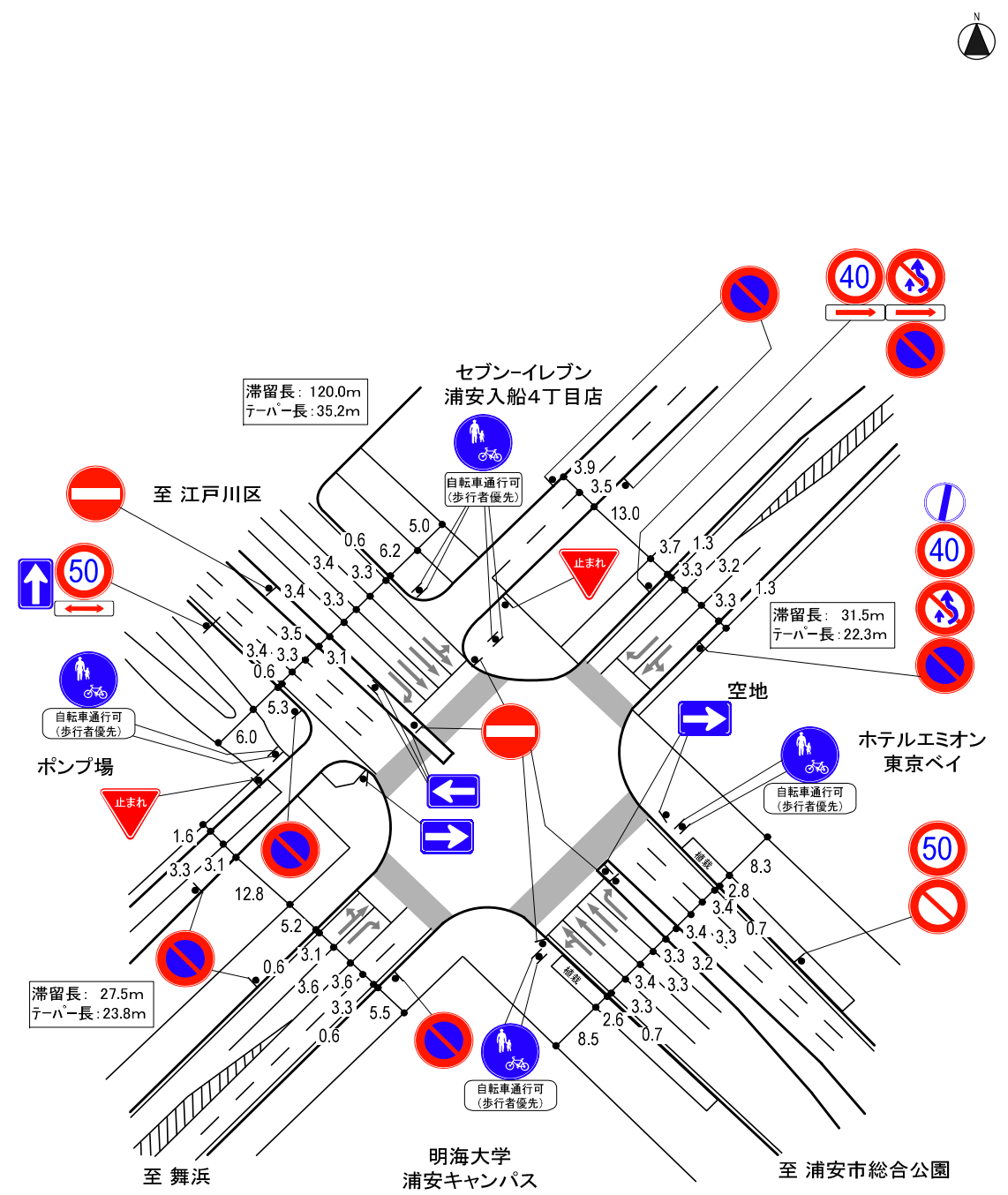
- : 青
- : 右折・青矢印
- : 歩行者点滅
- : 左折・青矢印
- : 黄
- : 直進・青矢印
- : 赤
- : 直進右折・青矢印
- : 黄点滅
- : 直進左折・青矢印
- : 赤点滅
- : 直進右左折・青矢印

方向案内図



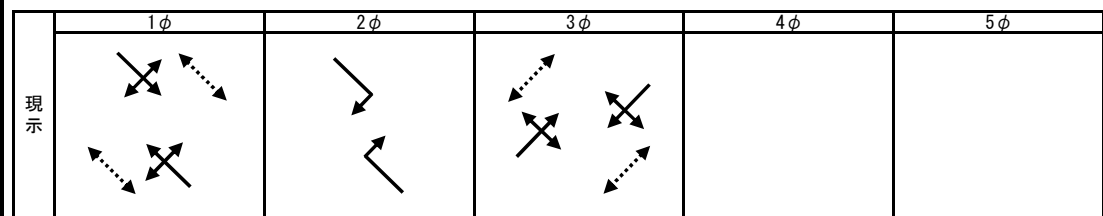
車線構成図 (現況図)

調査地点 : No.66 明海交差点



| 現示 | 1φ | 2φ | 3φ | 計 | | | | | | | | | | | | | | | | | | | | | |
|-------|--------------------------------------|----|----|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 計 |
| A | [Signal timing diagram for phase A] | | | | | | | | | | | | | | | | | | | | | | | | |
| B | [Signal timing diagram for phase B] | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal timing diagram for phase PA] | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal timing diagram for phase PB] | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|----|---|---|---|---|---|---|----|---|----|---|---|--|--|--|--|--|--|--|--|--|--|--|--|-----|
| 7:00 | 19 | 5 | 7 | 3 | 9 | 3 | 3 | 32 | 8 | 7 | 3 | 3 | | | | | | | | | | | | | 102 |
| 8:00 | 18 | 5 | 7 | 3 | 9 | 3 | 3 | 30 | 8 | 13 | 3 | 3 | | | | | | | | | | | | | 105 |
| 9:00 | 18 | 5 | 4 | 3 | 7 | 3 | 3 | 30 | 8 | 4 | 3 | 3 | | | | | | | | | | | | | 91 |
| 10:00 | 18 | 5 | 4 | 3 | 7 | 3 | 3 | 30 | 8 | 4 | 3 | 3 | | | | | | | | | | | | | 91 |
| 11:00 | 18 | 5 | 4 | 3 | 7 | 3 | 3 | 30 | 8 | 9 | 3 | 3 | | | | | | | | | | | | | 96 |
| 12:00 | 18 | 5 | 4 | 3 | 7 | 3 | 3 | 30 | 8 | 9 | 3 | 3 | | | | | | | | | | | | | 96 |
| 13:00 | 21 | 5 | 7 | 3 | 7 | 3 | 3 | 30 | 8 | 7 | 3 | 3 | | | | | | | | | | | | | 100 |
| 14:00 | 21 | 5 | 7 | 3 | 7 | 3 | 3 | 30 | 8 | 7 | 3 | 3 | | | | | | | | | | | | | 100 |
| 15:00 | 21 | 5 | 7 | 3 | 7 | 3 | 3 | 30 | 8 | 7 | 3 | 3 | | | | | | | | | | | | | 100 |
| 16:00 | 28 | 5 | 7 | 3 | 9 | 3 | 3 | 30 | 8 | 7 | 3 | 3 | | | | | | | | | | | | | 109 |
| 17:00 | 29 | 5 | 7 | 3 | 9 | 3 | 3 | 30 | 8 | 7 | 3 | 3 | | | | | | | | | | | | | 110 |
| 18:00 | 29 | 5 | 7 | 3 | 9 | 3 | 3 | 30 | 8 | 7 | 3 | 3 | | | | | | | | | | | | | 110 |
| 19:00 | 21 | 5 | 7 | 3 | 7 | 3 | 3 | 30 | 8 | 7 | 3 | 3 | | | | | | | | | | | | | 100 |
| 20:00 | 21 | 5 | 7 | 3 | 7 | 3 | 3 | 30 | 8 | 7 | 3 | 3 | | | | | | | | | | | | | 100 |
| 21:00 | 18 | 5 | 4 | 3 | 7 | 3 | 3 | 30 | 8 | 3 | 3 | 3 | | | | | | | | | | | | | 90 |
| 22:00 | 18 | 5 | 4 | 3 | 3 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | 85 |
| 23:00 | 18 | 5 | 4 | 3 | 3 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | 85 |
| 0:00 | 18 | 5 | 4 | 3 | 3 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | 85 |
| 1:00 | 18 | 5 | 4 | 3 | 3 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | 85 |
| 2:00 | 18 | 5 | 4 | 3 | 3 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | 85 |
| 3:00 | 18 | 5 | 4 | 3 | 3 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | 85 |
| 4:00 | 18 | 5 | 4 | 3 | 3 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | 85 |
| 5:00 | 18 | 5 | 4 | 3 | 3 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | 85 |
| 6:00 | 15 | 5 | 4 | 3 | 7 | 3 | 3 | 28 | 8 | 3 | 3 | 3 | | | | | | | | | | | | | 85 |



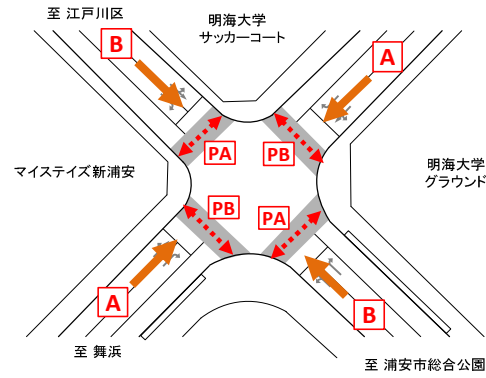
信号現示調査表

調査地点 : No.67 マイステイズ新浦安コンファレンスセンター前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~19:00(12時間)

凡 例

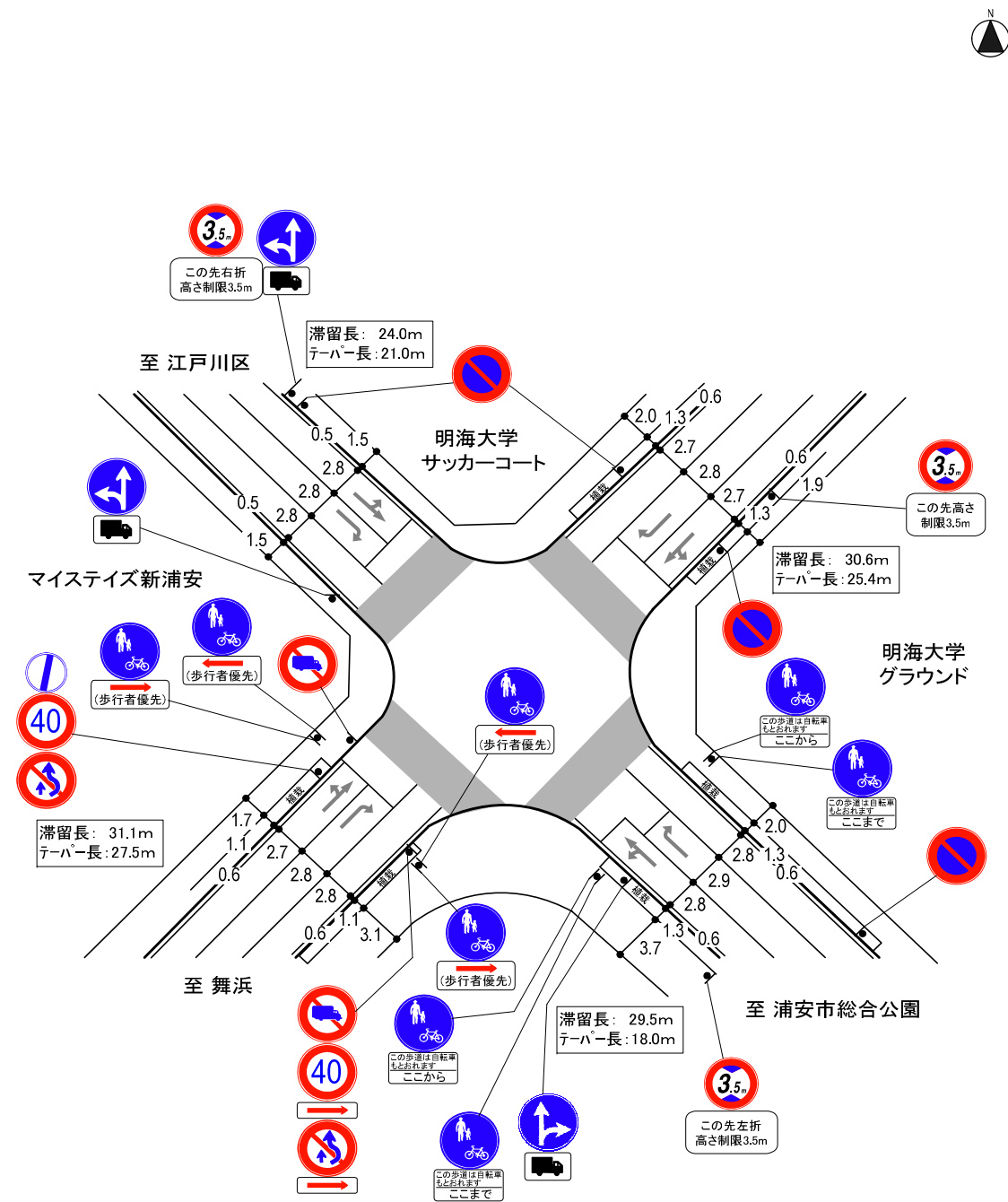
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

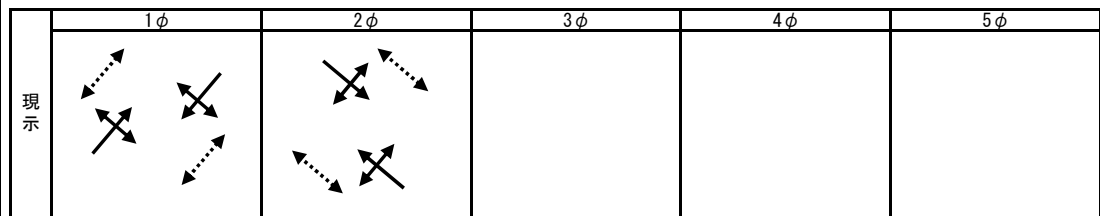


車線構成図 (現況図)

調査地点 : No.67 マイステイズ新浦安コンファレンスセンター前交差点



| 現示 | 1φ | | | | | | | | | | 2φ | | | | | | | | | | 計 | | | | |
|-------|-------------------|---|---|---|---|----|---|---|---|----|-------------------|----|----|----|----|----|----|----|----|----|---|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | 21 | 22 | 23 | 24 |
| A | [Signal patterns] | | | | | | | | | | [Signal patterns] | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | | | | | | [Signal patterns] | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | | | | | | [Signal patterns] | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | | | | | | [Signal patterns] | | | | | | | | | | | | | | |
| 7:00 | 33 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 80 |
| 8:00 | 33 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 80 |
| 9:00 | 28 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 75 |
| 10:00 | 28 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 75 |
| 11:00 | 28 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 75 |
| 12:00 | 28 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 75 |
| 13:00 | 28 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 75 |
| 14:00 | 28 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 75 |
| 15:00 | 28 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 75 |
| 16:00 | 28 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 75 |
| 17:00 | 33 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 80 |
| 18:00 | 33 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 80 |



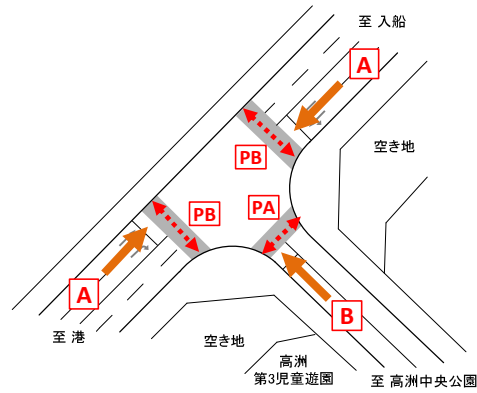
信号現示調査表

調査地点 : No.70 入船橋バス停前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

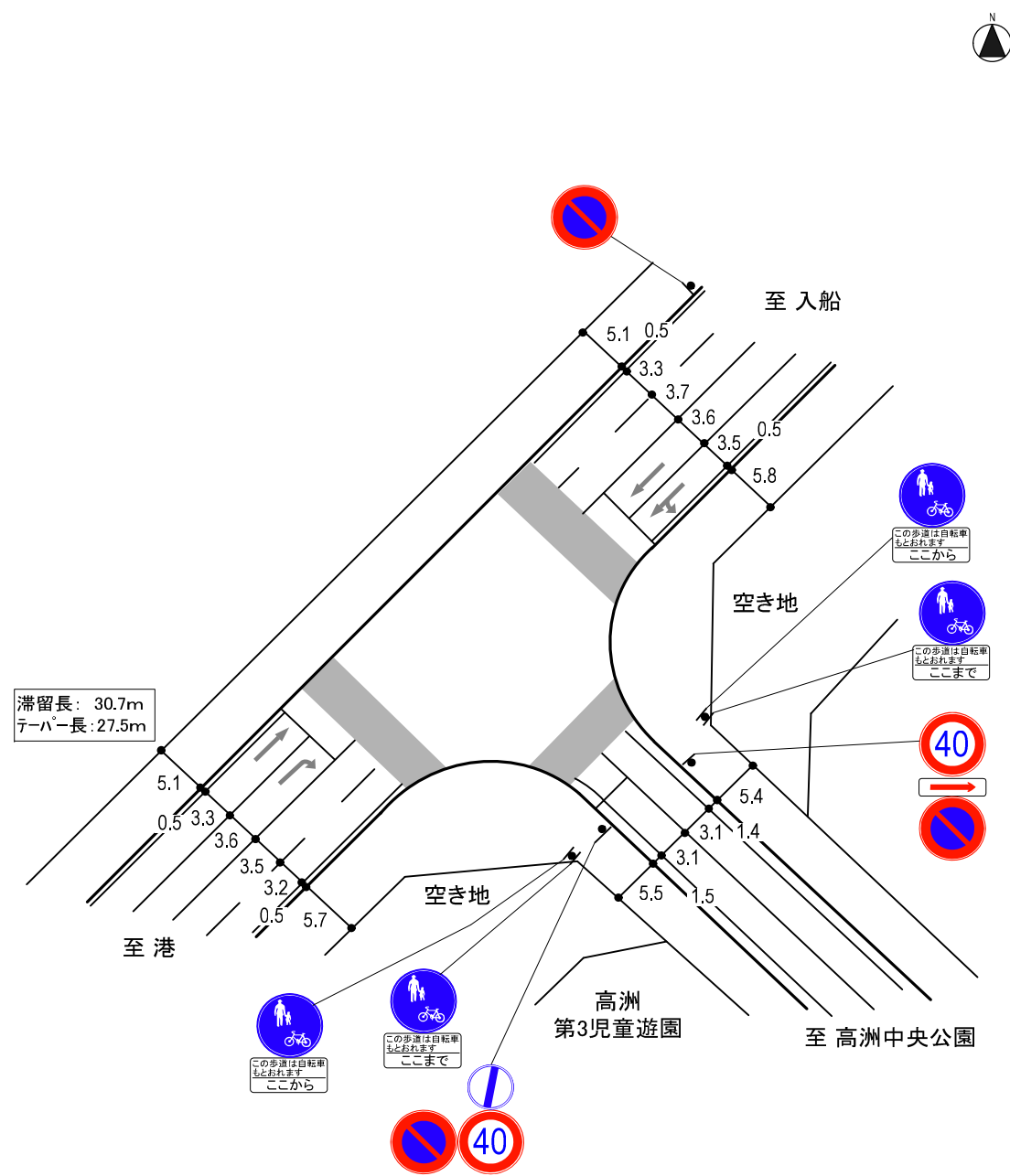
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

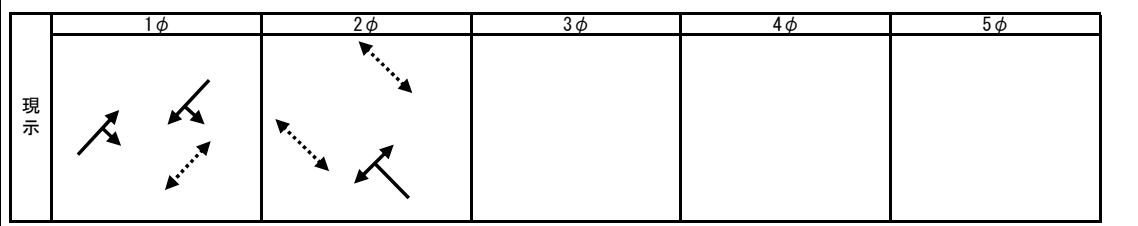


車線構成図(現況図)

調査地点 : No.70 入船橋バス停前交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 | |
|-------------|-------------------|---|---|---|---|-------------------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 27 | 4 | 2 | 3 | 3 | 22 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 8:00 | 27 | 4 | 2 | 3 | 3 | 22 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 9:00 | 26 | 4 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 10:00 | 26 | 4 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 11:00 | 26 | 4 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 12:00 | 26 | 4 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 13:00 | 26 | 4 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 14:00 | 26 | 4 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 15:00 | 26 | 4 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 16:00 | 30 | 4 | 2 | 3 | 3 | 19 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 17:00 | 30 | 4 | 2 | 3 | 3 | 19 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 18:00 | 30 | 4 | 2 | 3 | 3 | 19 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 19:00 | 30 | 4 | 2 | 3 | 3 | 19 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 20:00 | 30 | 4 | 2 | 3 | 3 | 19 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 73 |
| 21:00 | 18 | 4 | 2 | 3 | 3 | 16 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 22:00 | 18 | 4 | 2 | 3 | 3 | 16 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 23:00 | 18 | 4 | 2 | 3 | 3 | 16 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 0:00 | 18 | 4 | 2 | 3 | 3 | 16 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 1:00 | 18 | 4 | 2 | 3 | 3 | 16 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 2:00 | 18 | 4 | 2 | 3 | 3 | 16 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 3:00 | 18 | 4 | 2 | 3 | 3 | 16 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 4:00 | 18 | 4 | 2 | 3 | 3 | 16 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 5:00 | 18 | 4 | 2 | 3 | 3 | 16 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |
| 6:00 | 18 | 4 | 2 | 3 | 3 | 16 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 60 |



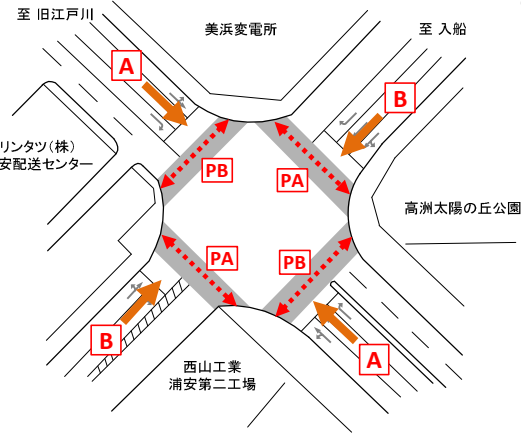
信号現示調査表

調査地点 : No.71 高洲太陽の丘公園前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

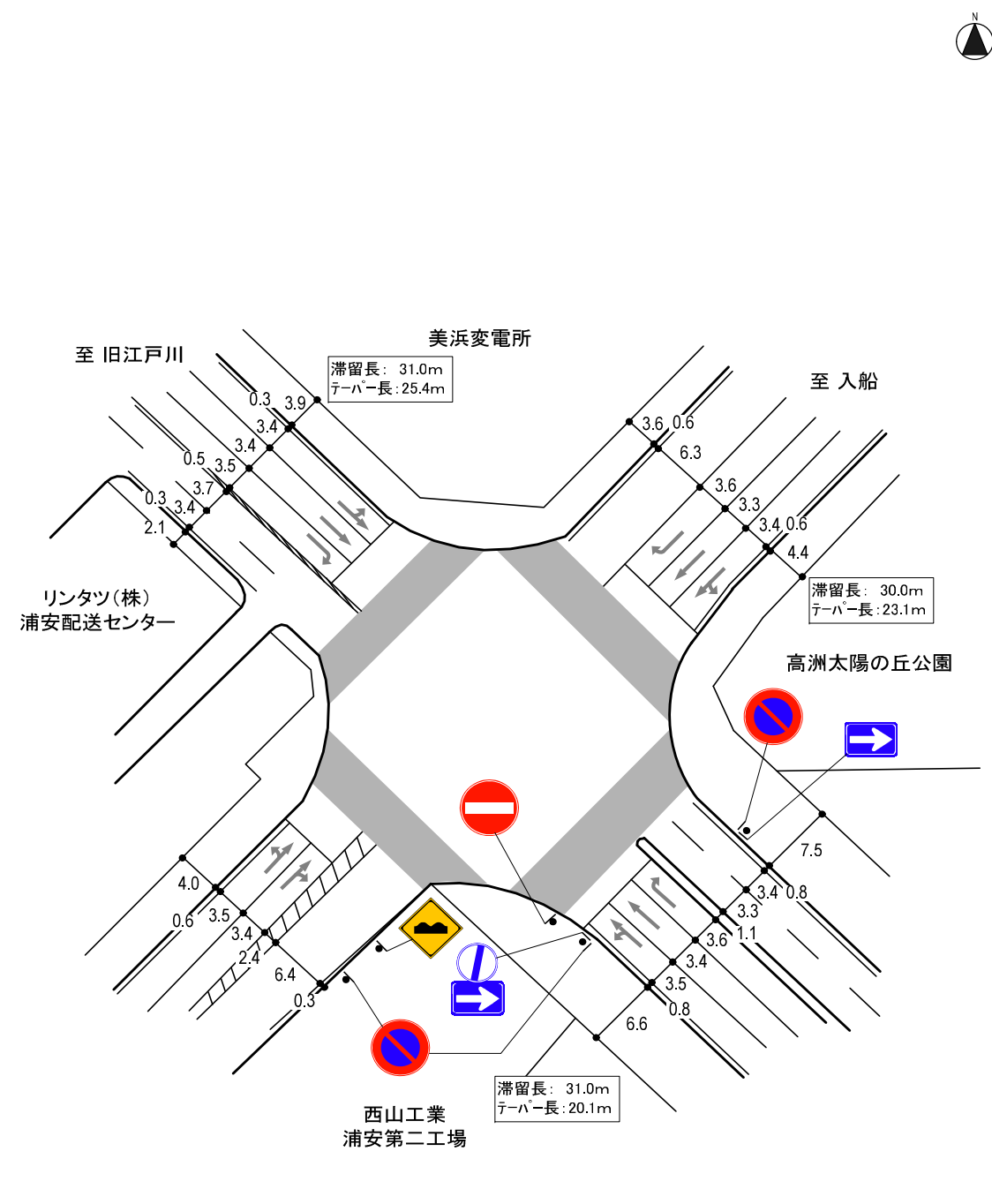
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



車線構成図 (現況図)

調査地点 : No.71 高洲太陽の丘公園前交差点



| 現示 | 灯器 階梯 | 1φ | | | 2φ | | | 3φ | | | 計 | | |
|----|-------|----|---|---|----|---|---|----|---|---|---|----|----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | | 10 | 11 |
| A | | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | | | |
| B | | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | | | |
| PA | | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | | | |
| PB | | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | 青 | | | |

| | | | | | | | | | | | | | | | |
|-------|----|---|---|---|----|---|---|----|---|---|---|---|--|--|-----|
| 7:00 | 18 | 8 | 3 | 3 | 12 | 3 | 3 | 33 | 8 | 3 | 3 | 3 | | | 100 |
| 8:00 | 18 | 8 | 3 | 3 | 12 | 3 | 3 | 33 | 8 | 3 | 3 | 3 | | | 100 |
| 9:00 | 23 | 8 | 3 | 3 | 12 | 3 | 3 | 28 | 8 | 3 | 3 | 3 | | | 100 |
| 10:00 | 23 | 8 | 3 | 3 | 12 | 3 | 3 | 28 | 8 | 3 | 3 | 3 | | | 100 |
| 11:00 | 23 | 8 | 3 | 3 | 12 | 3 | 3 | 28 | 8 | 3 | 3 | 3 | | | 100 |
| 12:00 | 23 | 8 | 3 | 3 | 12 | 3 | 3 | 28 | 8 | 3 | 3 | 3 | | | 100 |
| 13:00 | 23 | 8 | 3 | 3 | 12 | 3 | 3 | 28 | 8 | 3 | 3 | 3 | | | 100 |
| 14:00 | 23 | 8 | 3 | 3 | 12 | 3 | 3 | 28 | 8 | 3 | 3 | 3 | | | 100 |
| 15:00 | 23 | 8 | 3 | 3 | 12 | 3 | 3 | 28 | 8 | 3 | 3 | 3 | | | 100 |
| 16:00 | 18 | 8 | 3 | 3 | 12 | 3 | 3 | 33 | 8 | 3 | 3 | 3 | | | 100 |
| 17:00 | 18 | 8 | 3 | 3 | 12 | 3 | 3 | 33 | 8 | 3 | 3 | 3 | | | 100 |
| 18:00 | 18 | 8 | 3 | 3 | 12 | 3 | 3 | 33 | 8 | 3 | 3 | 3 | | | 100 |
| 19:00 | 23 | 8 | 3 | 3 | 12 | 3 | 3 | 28 | 8 | 3 | 3 | 3 | | | 100 |
| 20:00 | 23 | 8 | 3 | 3 | 12 | 3 | 3 | 28 | 8 | 3 | 3 | 3 | | | 100 |
| 21:00 | 12 | 8 | 3 | 3 | 10 | 3 | 3 | 21 | 8 | 3 | 3 | 3 | | | 80 |
| 22:00 | 12 | 8 | 3 | 3 | 10 | 3 | 3 | 21 | 8 | 3 | 3 | 3 | | | 80 |
| 23:00 | 12 | 8 | 3 | 3 | 10 | 3 | 3 | 21 | 8 | 3 | 3 | 3 | | | 80 |
| 0:00 | 12 | 8 | 3 | 3 | 10 | 3 | 3 | 21 | 8 | 3 | 3 | 3 | | | 80 |
| 1:00 | 12 | 8 | 3 | 3 | 10 | 3 | 3 | 21 | 8 | 3 | 3 | 3 | | | 80 |
| 2:00 | 12 | 8 | 3 | 3 | 10 | 3 | 3 | 21 | 8 | 3 | 3 | 3 | | | 80 |
| 3:00 | 12 | 8 | 3 | 3 | 10 | 3 | 3 | 21 | 8 | 3 | 3 | 3 | | | 80 |
| 4:00 | 12 | 8 | 3 | 3 | 10 | 3 | 3 | 21 | 8 | 3 | 3 | 3 | | | 80 |
| 5:00 | 12 | 8 | 3 | 3 | 10 | 3 | 3 | 21 | 8 | 3 | 3 | 3 | | | 80 |
| 6:00 | 12 | 8 | 3 | 3 | 10 | 3 | 3 | 21 | 8 | 3 | 3 | 3 | | | 80 |

| 現示 | 1φ | 2φ | 3φ | 4φ | 5φ |
|----|----|----|----|----|----|
| | | | | | |

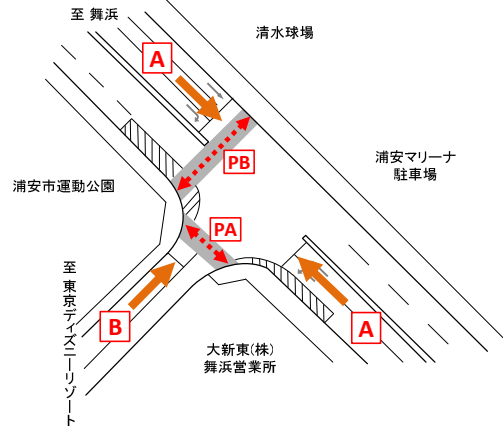
信号現示調査表

調査地点 : No.73 運動公園前交差点(ドッグラン側)
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

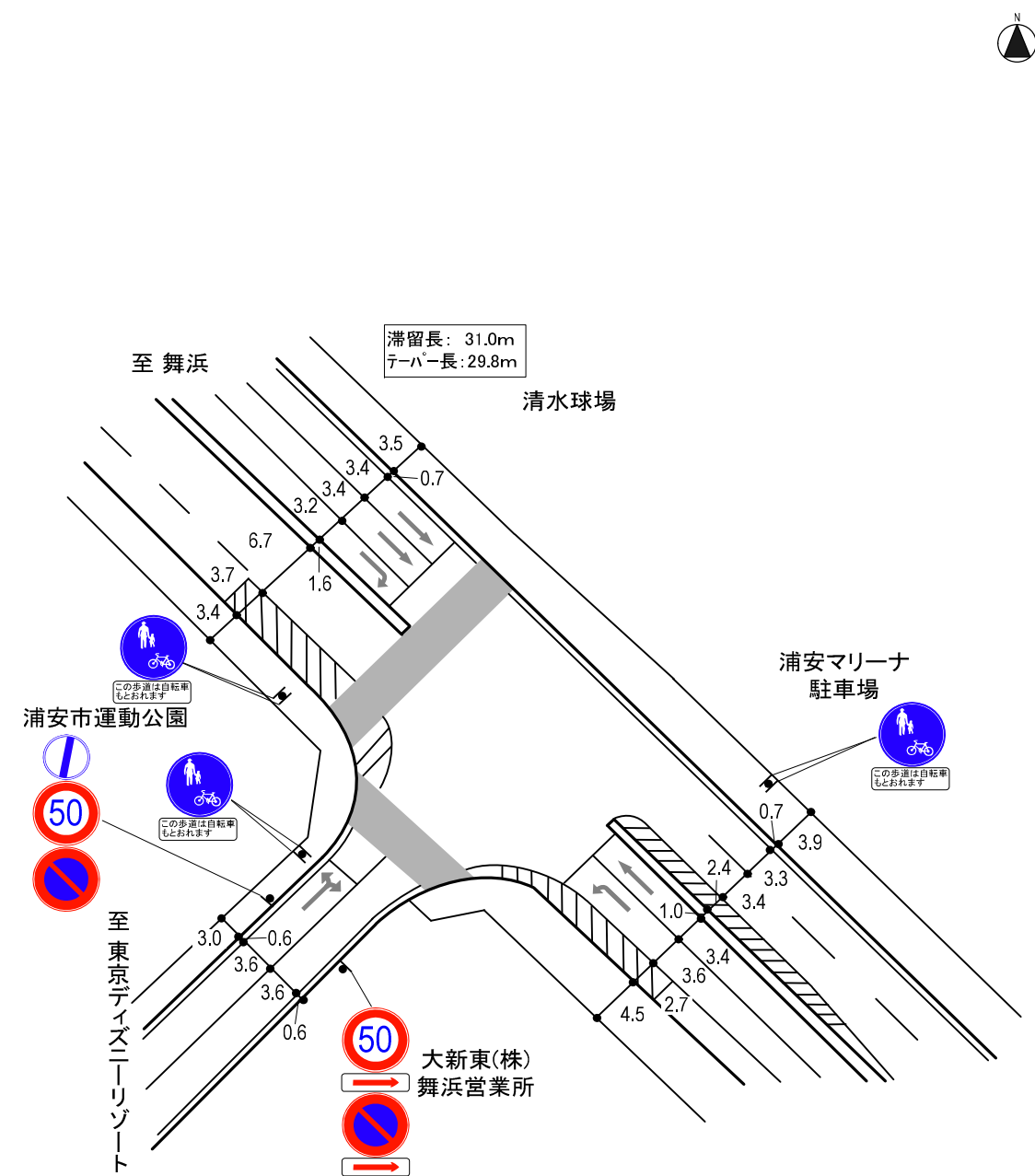
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



車線構成図(現況図)

調査地点 : No.73 運動公園前交差点(ドッグラン側)



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 |
|-------------|-------------------|---|---|---|---|-------------------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| A | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| 7:00 | 29 | 5 | 2 | 3 | 3 | 23 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 8:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 9:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 10:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 11:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 12:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 13:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 14:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 15:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 16:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 17:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 18:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 19:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 20:00 | 18 | 5 | 2 | 3 | 3 | 44 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 21:00 | 18 | 5 | 2 | 3 | 3 | 44 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 22:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |
| 23:00 | 29 | 5 | 2 | 3 | 3 | 23 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 0:00 | 29 | 5 | 2 | 3 | 3 | 23 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 1:00 | 29 | 5 | 2 | 3 | 3 | 23 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 2:00 | 29 | 5 | 2 | 3 | 3 | 23 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 3:00 | 29 | 5 | 2 | 3 | 3 | 23 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 4:00 | 29 | 5 | 2 | 3 | 3 | 23 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 5:00 | 29 | 5 | 2 | 3 | 3 | 23 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 6:00 | 38 | 5 | 2 | 3 | 3 | 24 | 8 | 2 | 3 | 2 | | | | | | | | | | | | | | | 90 |

| 現示 | 1φ | 2φ | 3φ | 4φ | 5φ |
|----|----|-----------|-----------|----|----|
| | | [Diagram] | [Diagram] | | |

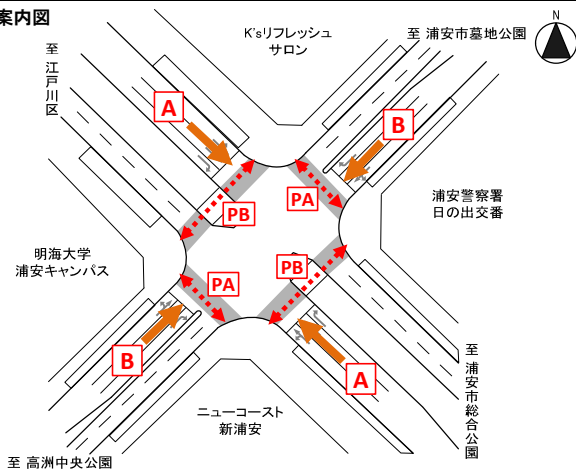
信号現示調査表

調査地点 : No.75 日の出公民館前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

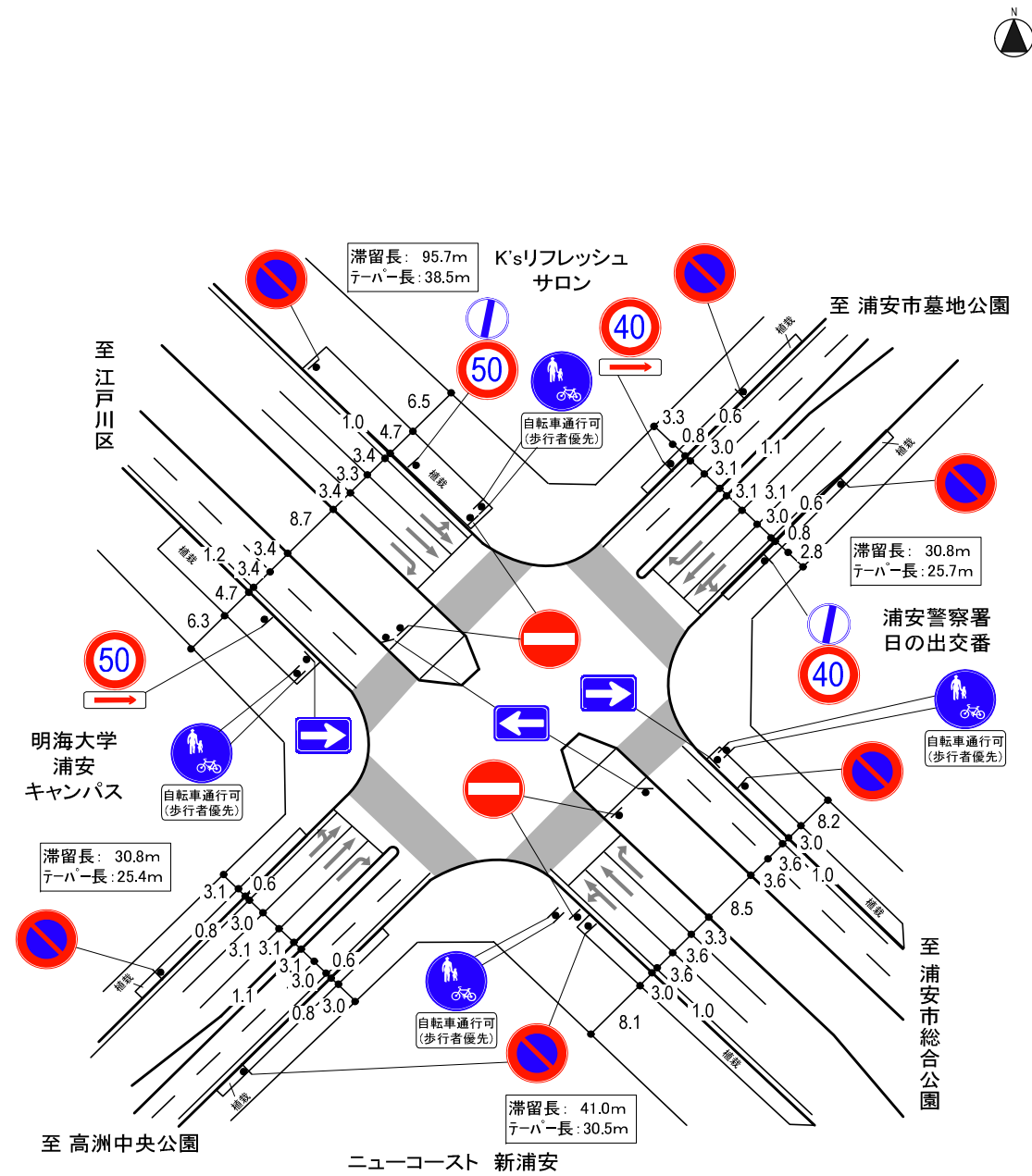
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



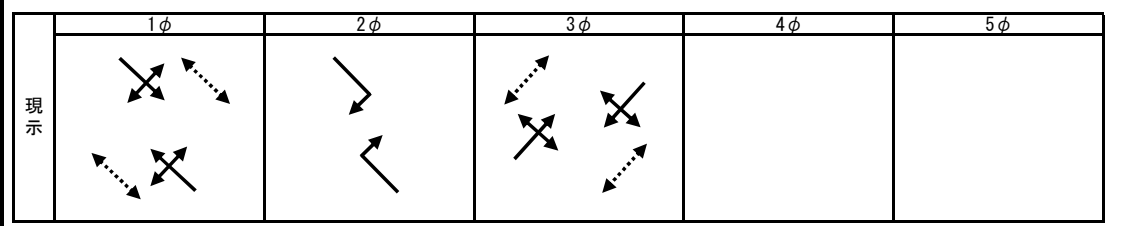
車線構成図 (現況図)

調査地点 : No.75 日の出公民館前交差点



| 現示 | 1φ | 2φ | 3φ | 計 | | | | | | | | | | | | | | | | | | | | | |
|-------|--------------------------------------|----|----|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| 灯器 階梯 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 計 |
| A | [Signal timing diagram for phase A] | | | | | | | | | | | | | | | | | | | | | | | | |
| B | [Signal timing diagram for phase B] | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal timing diagram for phase PA] | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal timing diagram for phase PB] | | | | | | | | | | | | | | | | | | | | | | | | |

| 時刻 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 計 |
|-------|----|---|---|---|---|---|---|----|---|----|----|----|-----|
| 7:00 | 30 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 3 | 3 | 3 | 100 |
| 8:00 | 30 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 3 | 3 | 3 | 100 |
| 9:00 | 21 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 2 | 3 | 3 | 90 |
| 10:00 | 21 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 2 | 3 | 3 | 90 |
| 11:00 | 21 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 2 | 3 | 3 | 90 |
| 12:00 | 21 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 2 | 3 | 3 | 90 |
| 13:00 | 30 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 3 | 3 | 3 | 100 |
| 14:00 | 30 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 3 | 3 | 3 | 100 |
| 15:00 | 30 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 3 | 3 | 3 | 100 |
| 16:00 | 37 | 6 | 5 | 3 | 8 | 3 | 2 | 29 | 8 | 3 | 3 | 3 | 110 |
| 17:00 | 37 | 6 | 5 | 3 | 8 | 3 | 2 | 29 | 8 | 3 | 3 | 3 | 110 |
| 18:00 | 37 | 6 | 5 | 3 | 8 | 3 | 2 | 29 | 8 | 3 | 3 | 3 | 110 |
| 19:00 | 30 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 3 | 3 | 3 | 100 |
| 20:00 | 30 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 3 | 3 | 3 | 100 |
| 21:00 | 21 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 2 | 3 | 3 | 90 |
| 22:00 | 20 | 6 | 2 | 3 | 3 | 3 | 2 | 26 | 8 | 1 | 3 | 3 | 80 |
| 23:00 | 20 | 6 | 2 | 3 | 3 | 3 | 2 | 26 | 8 | 1 | 3 | 3 | 80 |
| 0:00 | 20 | 6 | 2 | 3 | 3 | 3 | 2 | 26 | 8 | 1 | 3 | 3 | 80 |
| 1:00 | 20 | 6 | 2 | 3 | 3 | 3 | 2 | 26 | 8 | 1 | 3 | 3 | 80 |
| 2:00 | 20 | 6 | 2 | 3 | 3 | 3 | 2 | 26 | 8 | 1 | 3 | 3 | 80 |
| 3:00 | 20 | 6 | 2 | 3 | 3 | 3 | 2 | 26 | 8 | 1 | 3 | 3 | 80 |
| 4:00 | 20 | 6 | 2 | 3 | 3 | 3 | 2 | 26 | 8 | 1 | 3 | 3 | 80 |
| 5:00 | 20 | 6 | 2 | 3 | 3 | 3 | 2 | 26 | 8 | 1 | 3 | 3 | 80 |
| 6:00 | 21 | 6 | 5 | 3 | 5 | 3 | 2 | 29 | 8 | 2 | 3 | 3 | 90 |



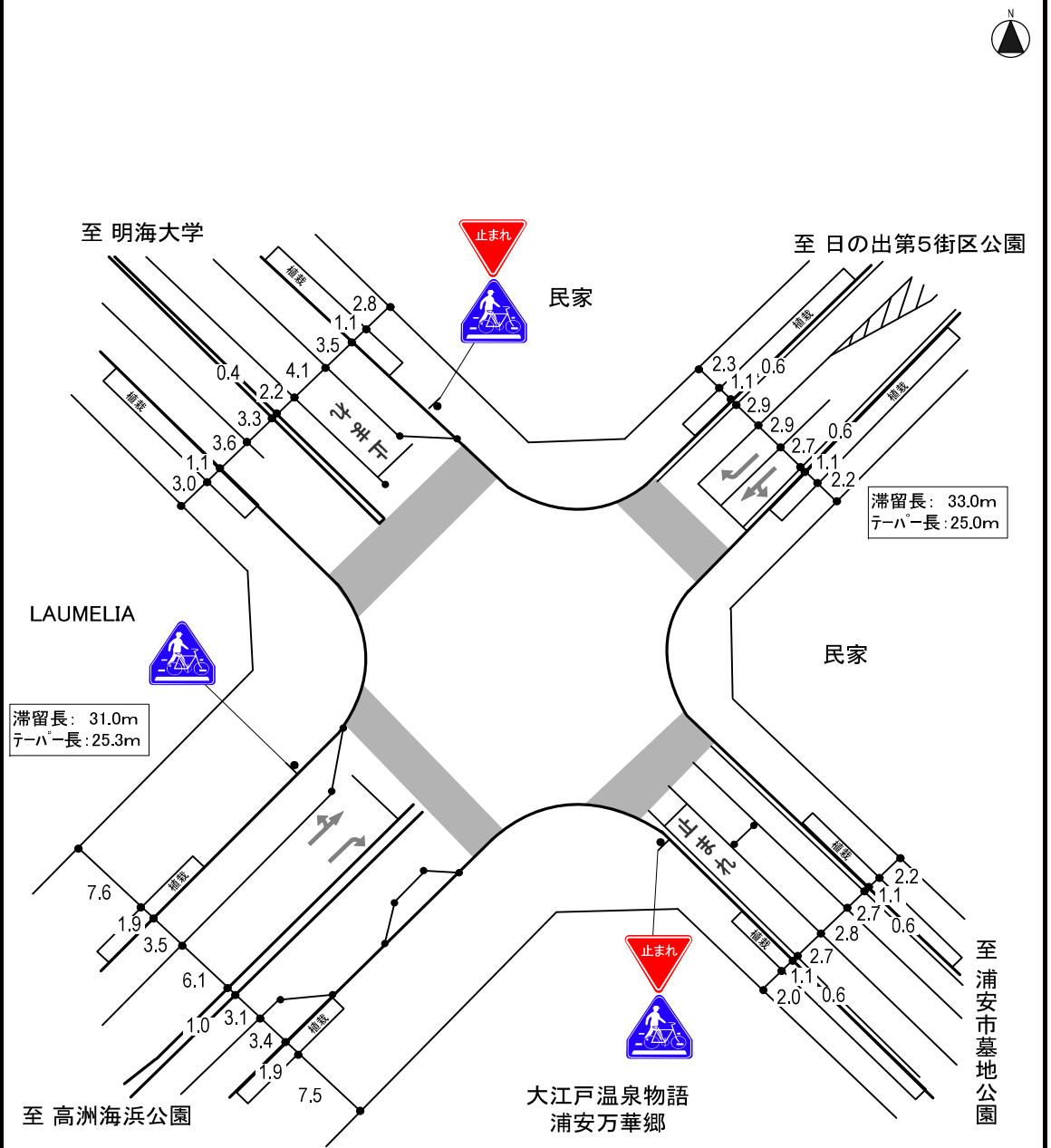
信号現示調査表

調査地点 : No.76 メルセデスベンツ浦安前交差点

※信号機が設置されていないため信号現示調査無し

車線構成図 (現況図)

調査地点 : No.76 メルセデスベンツ浦安前交差点



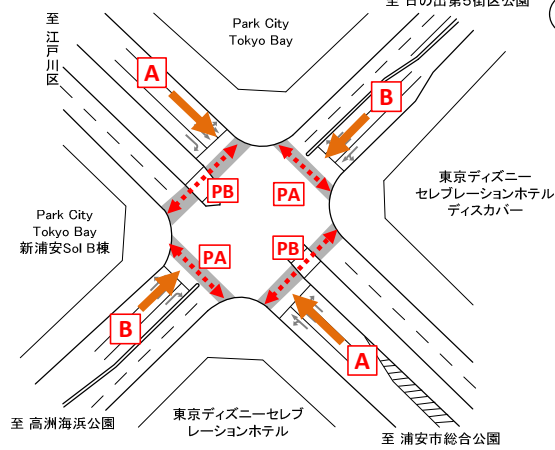
信号現示調査表

調査地点 : No.77 パークシティ東京ベイ前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

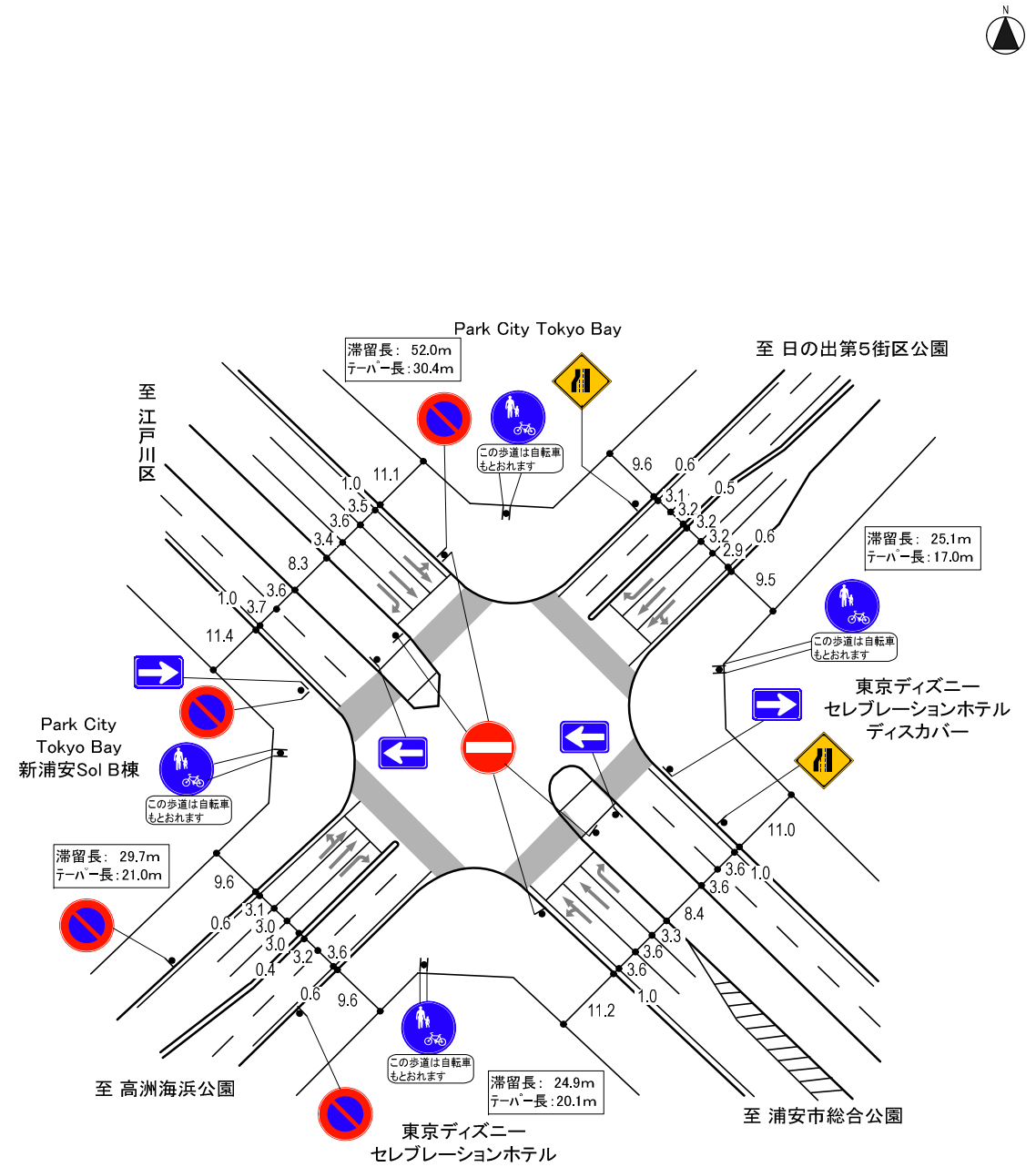
- : 青
- : 歩行者点滅
- : 黄
- : 赤
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- : 赤点滅
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- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

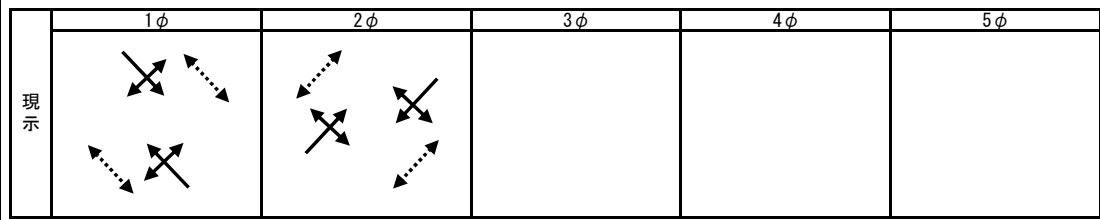


車線構成図(現況図)

調査地点 : No.77 パークシティ東京ベイ前交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | 計 | | | | | |
|-------------|--------------------------------------|---|---|---|---|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|---|----|----|----|----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | 21 | 22 | 23 | 24 | |
| A | [Signal timing diagram for phase A] | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | [Signal timing diagram for phase B] | | | | | | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal timing diagram for phase PA] | | | | | | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal timing diagram for phase PB] | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 38 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 8:00 | 38 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 9:00 | 28 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 10:00 | 28 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 11:00 | 28 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 12:00 | 28 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 13:00 | 38 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 14:00 | 38 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 15:00 | 38 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 16:00 | 48 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 17:00 | 48 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 18:00 | 48 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 110 |
| 19:00 | 38 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 20:00 | 38 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 100 |
| 21:00 | 28 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 22:00 | 20 | 8 | 2 | 3 | 3 | 28 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 23:00 | 20 | 8 | 2 | 3 | 3 | 28 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 0:00 | 20 | 8 | 2 | 3 | 3 | 28 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 1:00 | 20 | 8 | 2 | 3 | 3 | 28 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 2:00 | 20 | 8 | 2 | 3 | 3 | 28 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 3:00 | 20 | 8 | 2 | 3 | 3 | 28 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 4:00 | 20 | 8 | 2 | 3 | 3 | 28 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 5:00 | 20 | 8 | 2 | 3 | 3 | 28 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 6:00 | 28 | 8 | 2 | 3 | 3 | 30 | 8 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |



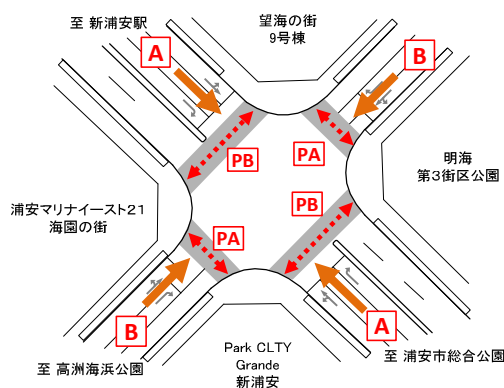
信号現示調査表

調査地点 : No.78 明海第3街区公園前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

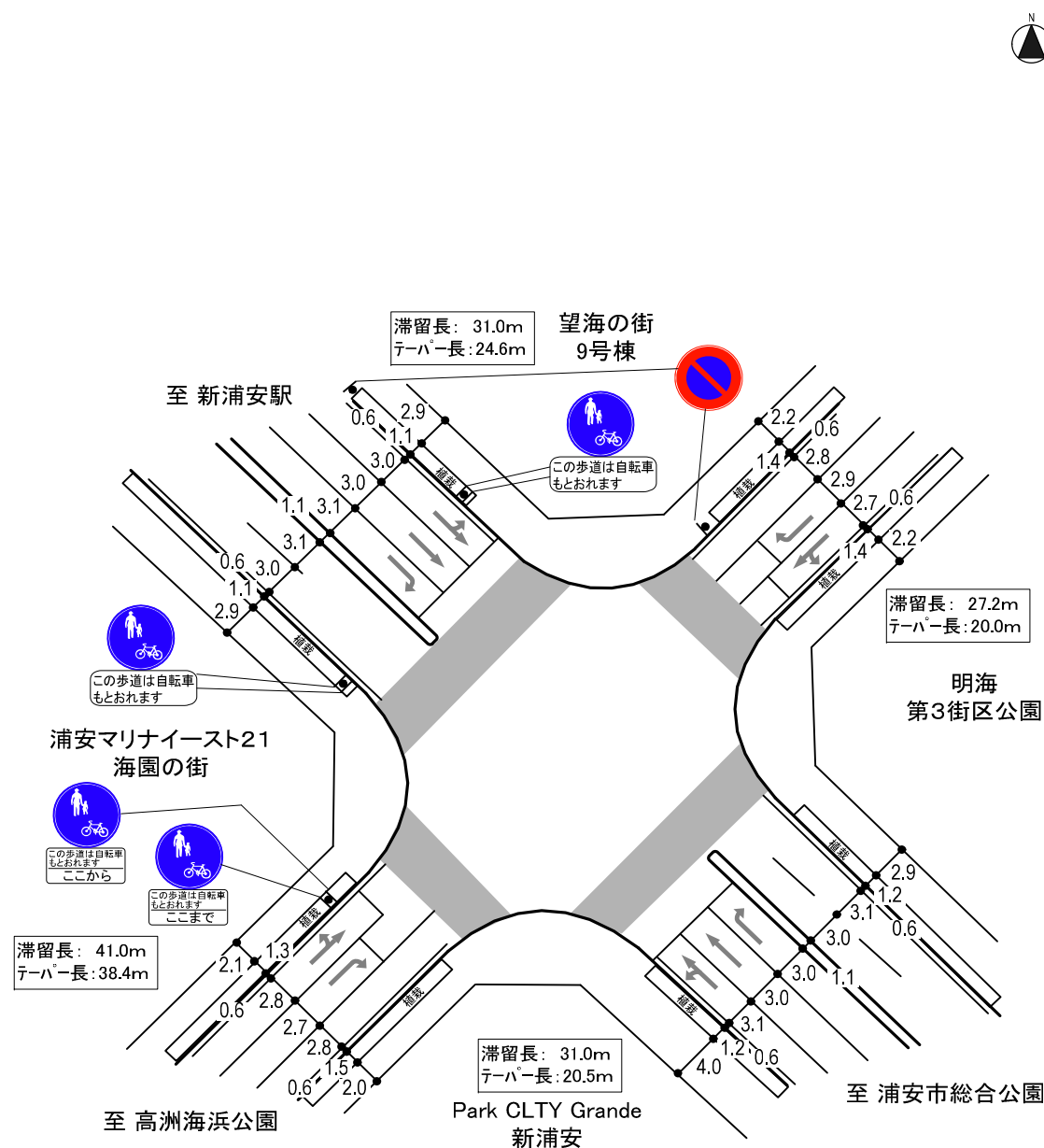
- | | |
|--|--------------------------------------|
| [Blue Box] : 青 | [Blue Circle with Arrow] : 右折・青矢印 |
| [Blue Box with Vertical Lines] : 歩行者点滅 | [Blue Circle with Arrow] : 左折・青矢印 |
| [Yellow Box] : 黄 | [Blue Circle with Arrow] : 直進・青矢印 |
| [Red Box] : 赤 | [Blue Circle with Arrow] : 直進右折・青矢印 |
| [Yellow Box with Y] : 黄点滅 | [Blue Circle with Arrow] : 直進左折・青矢印 |
| [Red Box with R] : 赤点滅 | [Blue Circle with Arrow] : 直進右左折・青矢印 |

方向案内図

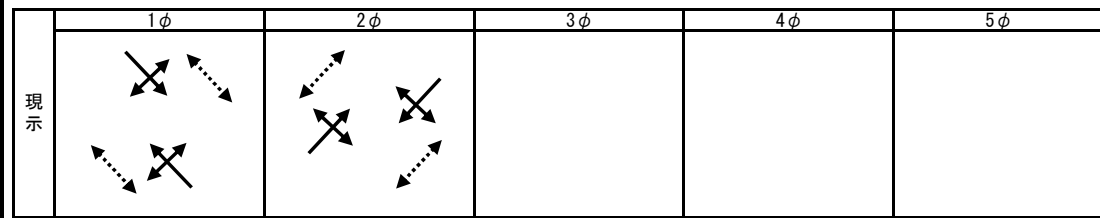


車線構成図 (現況図)

調査地点 : No.78 明海第3街区公園前交差点



| 現示 | 灯器 階梯 | 1φ | | | | | 2φ | | | | | 計 | |
|-------|-------|----|---|---|---|----|----|---|---|---|----|---|----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | |
| A | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | |
| PA | | | | | | | | | | | | | |
| PB | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| 7:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 8:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 9:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 10:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 11:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 12:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 13:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 14:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 15:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 16:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 17:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 18:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 19:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 20:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 21:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 22:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 23:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 0:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 1:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 2:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 3:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 4:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 5:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |
| 6:00 | 18 | 4 | 5 | 3 | 3 | 22 | 7 | 2 | 3 | 3 | | | 70 |



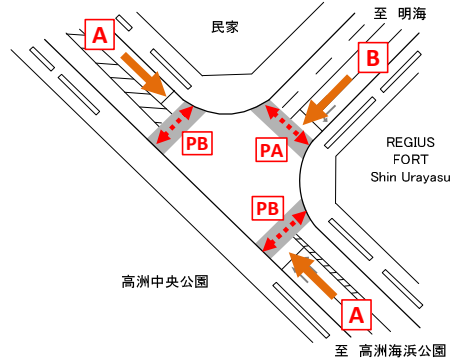
信号現示調査表

調査地点 : No.79 高洲中央公園前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

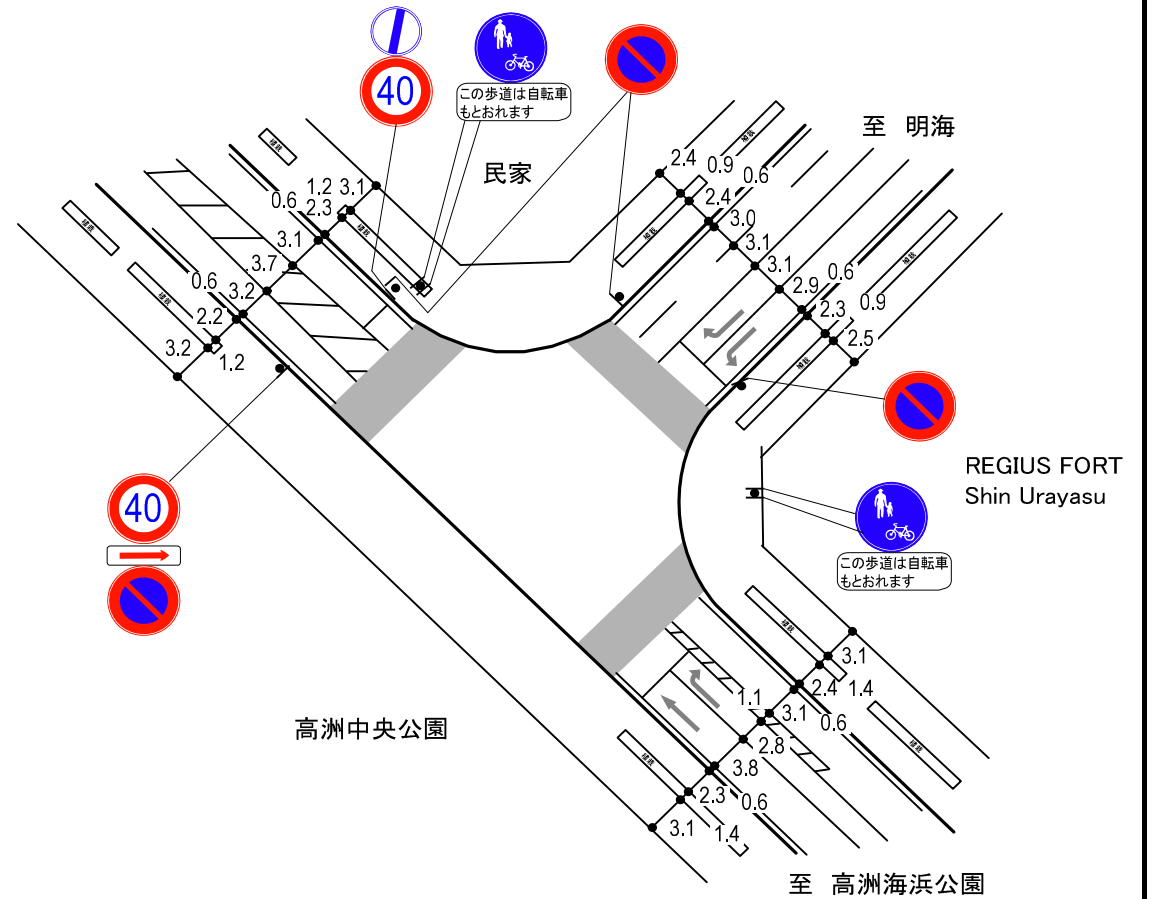
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

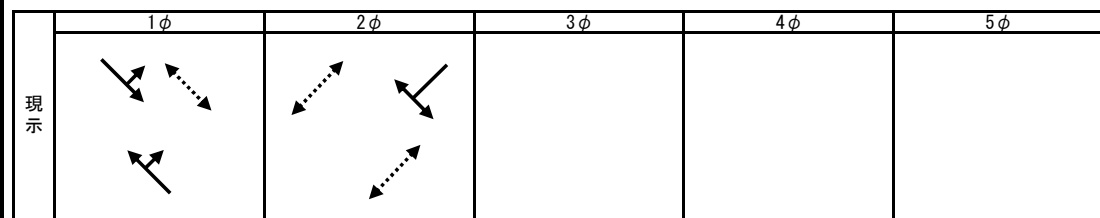


車線構成図(現況図)

調査地点 : No.79 高洲中央公園前交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 | |
|-------------|------------------|---|---|---|---|------------------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | [Signal pattern] | | | | | [Signal pattern] | | | | | | | | | | | | | | | | | | | | |
| B | [Signal pattern] | | | | | [Signal pattern] | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal pattern] | | | | | [Signal pattern] | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal pattern] | | | | | [Signal pattern] | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 43 | 5 | 2 | 3 | 3 | 22 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 8:00 | 46 | 5 | 2 | 3 | 3 | 19 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 90 |
| 9:00 | 31 | 5 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 80 | |
| 10:00 | 31 | 5 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 80 | |
| 11:00 | 31 | 5 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 80 | |
| 12:00 | 31 | 5 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 80 | |
| 13:00 | 31 | 5 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 80 | |
| 14:00 | 31 | 5 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 80 | |
| 15:00 | 31 | 5 | 2 | 3 | 3 | 24 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 80 | |
| 16:00 | 46 | 5 | 2 | 3 | 3 | 19 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 | |
| 17:00 | 46 | 5 | 2 | 3 | 3 | 19 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 | |
| 18:00 | 46 | 5 | 2 | 3 | 3 | 19 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 90 | |
| 19:00 | 30 | 5 | 2 | 3 | 3 | 20 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 75 | |
| 20:00 | 26 | 5 | 2 | 3 | 3 | 19 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 70 | |
| 21:00 | 30 | 5 | 2 | 3 | 3 | 20 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 75 | |
| 22:00 | 30 | 5 | 2 | 3 | 3 | 20 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 75 | |
| 23:00 | 22 | 5 | 2 | 3 | 3 | 13 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 60 | |
| 0:00 | 22 | 5 | 2 | 3 | 3 | 13 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 60 | |
| 1:00 | 22 | 5 | 2 | 3 | 3 | 13 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 60 | |
| 2:00 | 22 | 5 | 2 | 3 | 3 | 13 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 60 | |
| 3:00 | 22 | 5 | 2 | 3 | 3 | 13 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 60 | |
| 4:00 | 22 | 5 | 2 | 3 | 3 | 13 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 60 | |
| 5:00 | 22 | 5 | 2 | 3 | 3 | 13 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 60 | |
| 6:00 | 22 | 5 | 2 | 3 | 3 | 13 | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | 60 | |



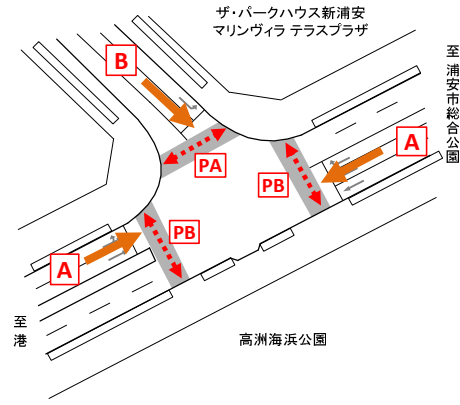
信号現示調査表

調査地点 : No.80 高洲海浜公園前交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

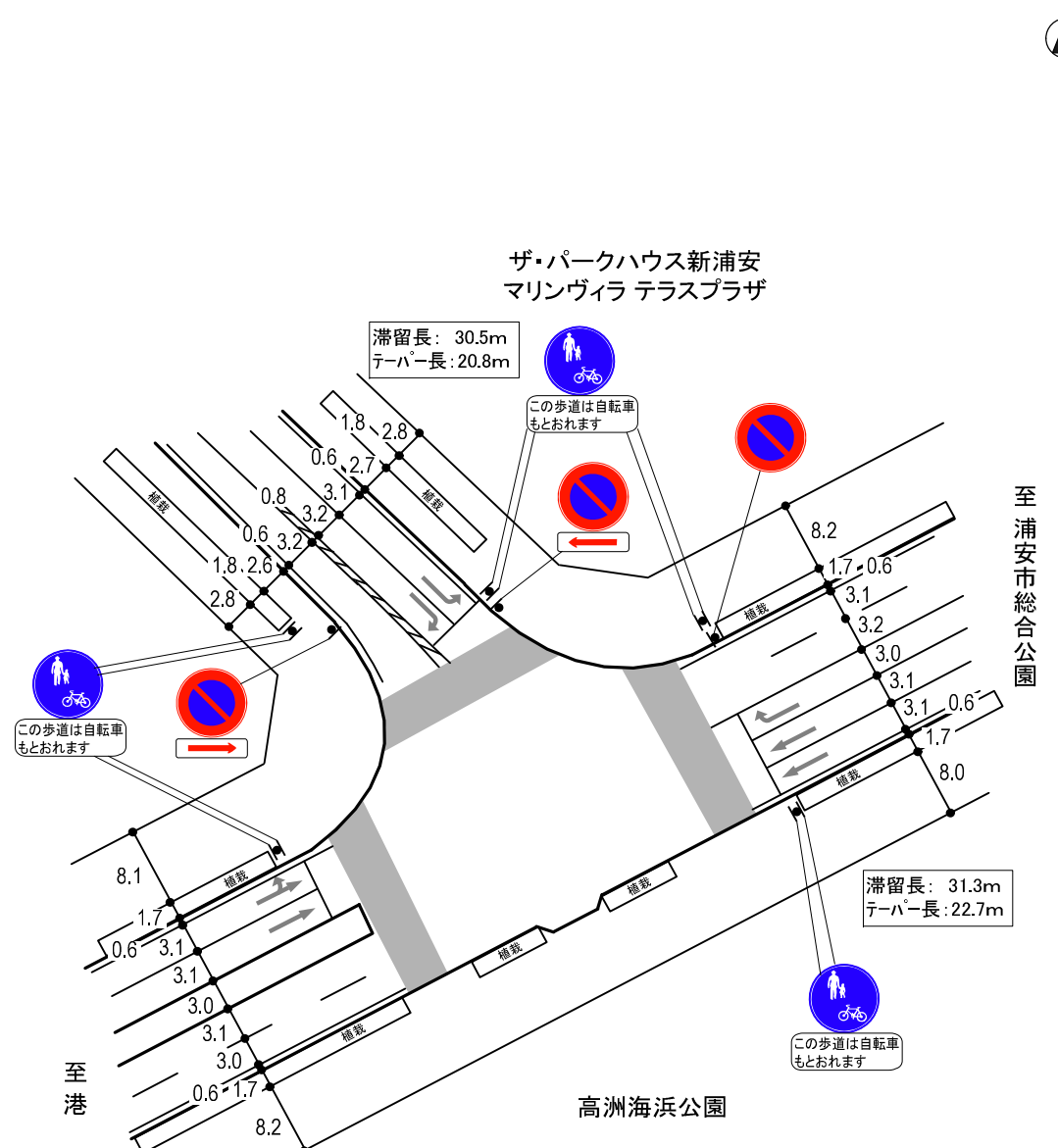
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図

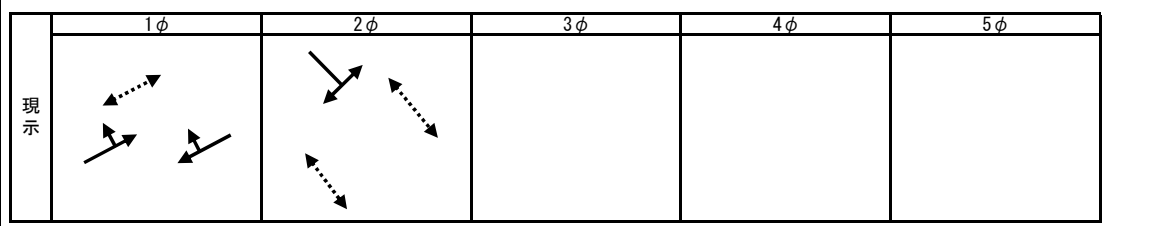


車線構成図 (現況図)

調査地点 : No.80 高洲海浜公園前交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 | |
|-------------|-------------------|---|---|---|---|-------------------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| A | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | | |
| 7:00 | 33 | 5 | 2 | 3 | 3 | 20 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 8:00 | 33 | 5 | 2 | 3 | 3 | 20 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 9:00 | 30 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 10:00 | 30 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 11:00 | 30 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 12:00 | 30 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 13:00 | 30 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 14:00 | 30 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 15:00 | 30 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 16:00 | 33 | 5 | 2 | 3 | 3 | 20 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 17:00 | 33 | 5 | 2 | 3 | 3 | 20 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 18:00 | 33 | 5 | 2 | 3 | 3 | 20 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 80 |
| 19:00 | 30 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 20:00 | 30 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 75 |
| 21:00 | 25 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 22:00 | 25 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 23:00 | 25 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 0:00 | 25 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 1:00 | 25 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 2:00 | 25 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 3:00 | 25 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 4:00 | 25 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 5:00 | 25 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |
| 6:00 | 25 | 5 | 2 | 3 | 3 | 18 | 6 | 2 | 3 | 3 | | | | | | | | | | | | | | | | 70 |



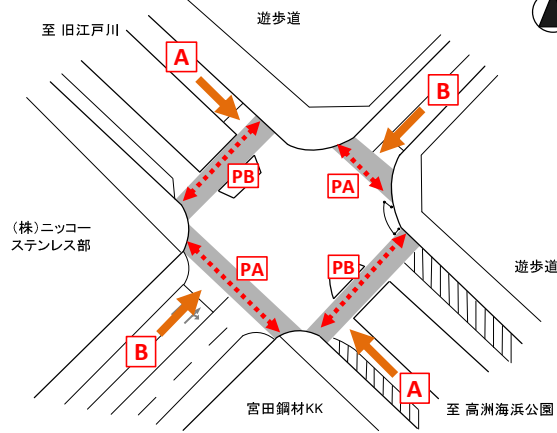
信号現示調査表

調査地点 : No.81 高洲西側緑地交差点
 調査年月日 : 令和5年11月21日(火)
 調査時間 : 7:00~翌7:00(24時間)

凡 例

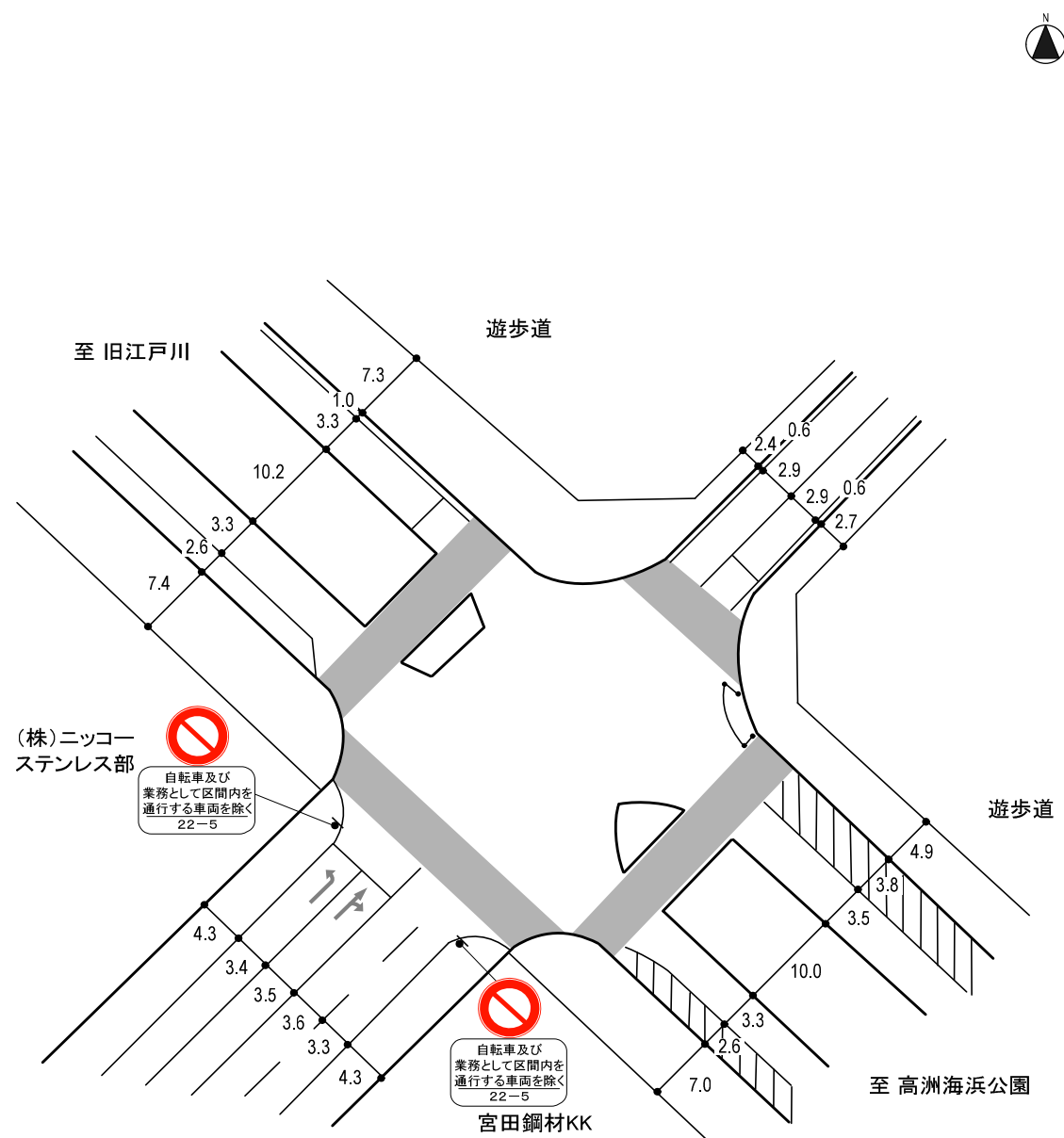
- : 青
- : 歩行者点滅
- : 黄
- : 赤
- : 黄点滅
- : 赤点滅
- : 右折・青矢印
- : 左折・青矢印
- : 直進・青矢印
- : 直進右折・青矢印
- : 直進左折・青矢印
- : 直進右左折・青矢印

方向案内図



車線構成図 (現況図)

調査地点 : No.81 高洲西側緑地交差点



| 現示 灯器 階梯 | 1φ | | | | | 2φ | | | | | | | | | | | | | | | | | | | 計 |
|-------------|-------------------|---|---|---|---|-------------------|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | |
| A | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| B | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| PA | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| PB | [Signal patterns] | | | | | [Signal patterns] | | | | | | | | | | | | | | | | | | | |
| 7:00 | 35 | 5 | 2 | 3 | 2 | 21 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 8:00 | 35 | 5 | 2 | 3 | 2 | 21 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 9:00 | 29 | 5 | 2 | 3 | 2 | 17 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 10:00 | 29 | 5 | 2 | 3 | 2 | 17 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 11:00 | 29 | 5 | 2 | 3 | 2 | 17 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 12:00 | 29 | 5 | 2 | 3 | 2 | 17 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 13:00 | 29 | 5 | 2 | 3 | 2 | 17 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 14:00 | 29 | 5 | 2 | 3 | 2 | 17 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 15:00 | 29 | 5 | 2 | 3 | 2 | 17 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 16:00 | 35 | 5 | 2 | 3 | 2 | 21 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 17:00 | 35 | 5 | 2 | 3 | 2 | 21 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 18:00 | 35 | 5 | 2 | 3 | 2 | 21 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 19:00 | 35 | 5 | 2 | 3 | 2 | 21 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 80 |
| 20:00 | 29 | 5 | 2 | 3 | 2 | 17 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 70 |
| 21:00 | 21 | 5 | 2 | 3 | 2 | 15 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 22:00 | 21 | 5 | 2 | 3 | 2 | 15 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 23:00 | 21 | 5 | 2 | 3 | 2 | 15 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 0:00 | 21 | 5 | 2 | 3 | 2 | 15 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 1:00 | 21 | 5 | 2 | 3 | 2 | 15 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 2:00 | 21 | 5 | 2 | 3 | 2 | 15 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 3:00 | 21 | 5 | 2 | 3 | 2 | 15 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 4:00 | 21 | 5 | 2 | 3 | 2 | 15 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 5:00 | 21 | 5 | 2 | 3 | 2 | 15 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |
| 6:00 | 21 | 5 | 2 | 3 | 2 | 15 | 5 | 2 | 3 | 2 | | | | | | | | | | | | | | | 60 |

