

資料 12 その他の資料・情報

資料 12-1 交通量調査結果

資料 12-1-1 渋滞長調査

表 12-1-1 渋滞長調査結果

Period	First Survey 28-Nov-2013 (Thu)		Second Survey 3-Dec-2013 (Wed)	
	East side from city council	West side from city council	East side from city council	West side from city council
7:30 - 8:00	0 m	0 m	0 m	0 m
8:00 - 8:30	0 m	0 m	670 m	0 m
8:30 - 9:00	780 m	120 m	1,310 m	250 m
9:00 - 9:30	800 m	280 m	1,380 m	290 m
9:30 - 10:00	1,330 m	590 m	1,580 m	590 m
10:00 - 10:30	1,650 m	500 m	1,860 m	520 m
10:30 - 11:00	1,740 m	480 m	2,070 m	580 m
11:00 - 11:30	1,750 m	500 m	2,190 m	480 m
11:30 - 12:00	1,650 m	500 m	2,170 m	520 m
12:00 - 12:30	1,750 m	290 m	1,910 m	300 m
12:30 - 13:00	1,580 m	0 m	1,890 m	0 m
13:00 - 13:30	1,550 m	0 m	1,900 m	580 m
13:30 - 14:00	1,650 m	260 m	2,050 m	0 m
14:00 - 14:30	1,880 m	0 m	2,050 m	0 m
14:30 - 15:00	2,100 m	840 m	2,050 m	500 m
15:00 - 15:30	2,220 m	900 m	2,280 m	840 m
15:30 - 16:00	2,130 m	500 m	2,170 m	1,100 m
16:00 - 16:30	1,980 m	480 m	2,050 m	900 m
16:30 - 17:00	1,750 m	740 m	1,790 m	1,100 m
17:00 - 17:30	1,580 m	830 m	1,580 m	830 m
17:30 - 18:00	1,430 m	560 m	1,300 m	480 m
18:00 - 18:30	500 m	0 m	500 m	0 m
18:30 - 19:00	0	0 m	0 m	0 m

資料 12-1-2 旅行速度調査

(1) 第一次調査 (2013/11/26 (火))

表 12-1-2 旅行時間 (第一次調査, 方向: 東)

Location	Distance (m)	Time (minute)					
		8:00~	9:00~	10:00~	11:00~	15:00~	16:00~
1 Townground RA	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2 Central Bank Roundabout	0.29	0.70	0.67	1.25	0.67	0.75	0.58
3 Commonwealth Street Intersection	0.76	1.53	1.55	2.28	1.83	1.75	1.30
4 Hotbread Roundabout	0.96	2.30	2.10	2.87	2.87	2.45	1.87
5 Central Market Intersection	1.30	2.92	2.67	4.17	4.45	3.22	3.23
6 City Council Roundabout	1.65	4.22	4.23	6.00	5.62	4.27	4.37
7 East Side of Mataniko Bridge	2.05	4.83	5.28	6.92	6.73	5.43	5.20
8 Lawsontama Intersection	2.38	5.32	6.00	7.57	7.27	6.08	5.75
9 Kolaa Ridge Road Intersection	2.78	5.92	6.47	8.22	7.92	6.67	6.43
10 Kukum Police Station Intersection	3.56	7.02	7.43	9.27	8.92	7.77	7.83
11 Vura Road Intersection	4.16	8.00	8.23	10.20	9.77	8.55	8.83
12 Panatina Plaza Intersection	5.12	9.08	9.38	11.58	11.00	9.75	10.10
13 Ranadi Roundabout	6.24	10.67	10.92	13.08	12.42	11.52	11.50
14 King Gorge VI High School Intersection	7.40	12.20	12.32	14.43	13.88	13.00	12.97
15 East Side of Luggo Bridge	9.00	14.42	15.00	16.38	16.75	15.22	15.15
16 Honiara International Airport	11.00	17.02	17.58	18.92	19.42	17.78	17.87

表 12-1-3 旅行速度 (第一次調査, 方向: 東)

Location	Distance (m)	Speed (Km/h)					
		8:00~	9:00~	10:00~	11:00~	15:00~	16:00~
1 Townground RA	0.00	0:00	0:00	0:00	0:00	0:00	0:00
2 Central Bank Roundabout	0.29	24.86	26.10	13.92	26.10	23.20	29.83
3 Commonwealth Street Intersection	0.76	33.84	31.92	27.29	24.17	28.20	39.35
4 Hotbread Roundabout	0.96	15.65	21.82	20.57	11.61	17.14	21.18
5 Central Market Intersection	1.30	33.08	36.00	15.69	12.88	26.61	14.93
6 City Council Roundabout	1.65	16.15	13.40	11.45	18.00	20.00	18.53
7 East Side of Mataniko Bridge	2.05	38.92	22.86	26.18	21.49	20.57	28.80
8 Lawsontama Intersection	2.38	40.97	27.63	30.46	37.13	30.46	36.00
9 Kolaa Ridge Road Intersection	2.78	40.00	51.43	36.92	36.92	41.14	35.12
10 Kukum Police Station Intersection	3.56	42.55	48.41	44.57	46.80	42.55	33.43
11 Vura Road Intersection	4.16	36.61	45.00	38.57	42.35	45.96	36.00
12 Panatina Plaza Intersection	5.12	53.17	50.09	41.64	46.70	48.00	45.47
13 Ranadi Roundabout	6.24	42.44	43.83	44.80	47.44	38.04	48.00
14 King Gorge VI High School Intersection	7.40	45.39	49.71	51.56	47.45	46.92	47.45
15 East Side of Luggo Bridge	9.00	43.31	35.78	49.23	33.49	43.31	43.97
16 Honiara International Airport	11.00	46.15	46.45	47.37	45.00	46.75	44.17

表 12-1-4 旅行時間 (第一次調査, 方向 : 西)

	Location	Distance (m)	Time (minute)					
			8:30~	9:30~	10:30~	11:30~	15:30~	16:30~
1	Honiara International Airport	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	East Side of Luggo Bridge	2.00	3.22	2.97	2.75	3.67	3.05	3.05
3	King Gorge VI High School Intersection	3.60	5.40	5.58	5.07	6.02	5.72	5.33
4	Ranadi Roundabout	4.76	7.08	7.08	6.72	7.67	7.50	7.07
5	Panatina Plaza Intersection	5.88	9.00	8.67	8.37	9.22	9.10	8.73
6	Vura Road Intersection	6.84	10.55	9.83	9.75	10.52	10.25	9.95
7	Kukum Police Station Intersection	7.44	11.73	10.67	11.02	11.53	12.38	11.05
8	Kolaa Ridge Road Intersection	8.22	14.00	14.00	16.68	16.00	22.83	13.63
9	Lawsontama Intersection	8.62	16.38	19.00	20.40	20.50	28.55	16.80
10	East Side of Mataniko Bridge	8.95	19.25	24.10	25.13	25.18	32.83	21.77
11	City Council Roundabout	9.35	23.03	30.42	29.63	27.88	37.42	26.78
12	Central Market Intersection	9.70	24.95	33.32	32.08	31.12	40.18	29.37
13	Hotbread Roundabout	10.04	25.73	34.37	33.33	32.02	40.83	30.23
14	Commonwealth Street Intersection	10.24	26.33	34.77	34.07	32.43	41.25	30.72
15	Central Bank Roundabout	10.71	27.38	35.50	34.80	33.87	41.93	31.55
16	Townground RA	11.00	28.03	36.05	35.33	34.75	42.50	32.12

表 12-1-5 旅行速度 (第一次調査, 方向 : 西)

	Location	Distance (m)	Speed (Km/h)					
			8:30~	9:30~	10:30~	11:30~	15:30~	16:30~
1	Honiara International Airport	0.00	0:00	0:00	0:00	0:00	0:00	0:00
2	East Side of Luggo Bridge	2.00	37.31	40.45	43.64	32.73	39.34	39.34
3	King Gorge VI High School Intersection	3.60	43.97	36.69	41.44	40.85	36.00	42.04
4	Ranadi Roundabout	4.76	41.35	46.40	42.18	42.18	39.03	40.15
5	Panatina Plaza Intersection	5.88	35.06	42.44	40.73	43.35	42.00	40.32
6	Vura Road Intersection	6.84	37.16	49.37	41.64	44.31	50.09	47.34
7	Kukum Police Station Intersection	7.44	30.42	43.20	28.42	35.41	16.88	32.73
8	Kolaa Ridge Road Intersection	8.22	20.65	14.04	8.26	10.48	4.48	18.12
9	Lawsontama Intersection	8.62	10.07	4.80	6.46	5.33	4.20	7.58
10	East Side of Mataniko Bridge	8.95	6.91	3.88	4.18	4.23	4.62	3.99
11	City Council Roundabout	9.35	6.34	3.80	5.33	8.89	5.24	4.78
12	Central Market Intersection	9.70	10.96	7.24	8.57	6.49	7.59	8.13
13	Hotbread Roundabout	10.04	26.04	19.43	16.32	22.67	31.38	23.54
14	Commonwealth Street Intersection	10.24	20.00	30.00	16.36	28.80	28.80	24.83
15	Central Bank Roundabout	10.71	26.86	38.45	38.45	19.67	41.27	33.84
16	Townground RA	11.00	26.77	31.64	32.62	19.70	30.71	30.71

## (2) 第二次調査 (2013/11/27 (水))

表 12-1-6 旅行時間 (第二次調査, 方向: 東)

Location	Distance (m)	Time (minute)					
		8:00~	9:00~	10:00~	11:00~	15:00~	16:00~
1	Townground RA	0.00	0.00	0.00	0.00	0.00	0.00
2	Central Bank Roundabout	0.29	0.58	0.60	0.68	0.60	0.63
3	Commonwealth Street Intersection	0.76	1.48	1.40	1.33	1.37	1.50
4	Hotbread Roundabout	0.96	2.20	1.92	1.80	1.82	2.07
5	Central Market Intersection	1.30	2.80	2.50	2.48	3.50	4.65
6	City Council Roundabout	1.65	3.60	3.40	3.75	4.53	6.18
7	East Side of Mataniko Bridge	2.05	4.13	3.98	4.37	5.50	7.17
8	Lawsontama Intersection	2.38	4.55	4.40	4.83	6.05	7.70
9	Kolaa Ridge Road Intersection	2.78	4.97	4.85	5.28	6.53	8.23
10	Kukum Police Station Intersection	3.56	5.83	5.80	6.33	7.40	9.22
11	Vura Road Intersection	4.16	6.58	6.63	7.07	8.15	10.28
12	Panatina Plaza Intersection	5.12	7.57	7.67	8.27	9.17	11.50
13	Ranadi Roundabout	6.24	8.78	9.12	9.63	10.53	13.08
14	King Gorge VI High School Intersection	7.40	10.10	10.47	11.12	11.93	14.42
15	East Side of Luggo Bridge	9.00	12.37	12.67	13.45	14.35	16.23
16	Honiara International Airport	11.00	14.57	14.83	15.62	16.83	18.68

表 12-1-7 旅行速度 (第二次調査, 方向: 東)

Location	Distance (m)	Speed (Km/h)					
		8:00~	9:00~	10:00~	11:00~	15:00~	16:00~
1	Townground RA	0.00	0:00	0:00	0:00	0:00	0:00
2	Central Bank Roundabout	0.29	29.83	29.00	25.46	29.00	27.47
3	Commonwealth Street Intersection	0.76	31.33	35.25	43.38	36.78	32.54
4	Hotbread Roundabout	0.96	16.74	23.23	25.71	26.67	21.18
5	Central Market Intersection	1.30	34.00	34.97	29.85	12.12	7.90
6	City Council Roundabout	1.65	26.25	23.33	16.58	20.32	13.70
7	East Side of Mataniko Bridge	2.05	45.00	41.14	38.92	24.83	24.41
8	Lawsontama Intersection	2.38	47.52	47.52	42.43	36.00	37.13
9	Kolaa Ridge Road Intersection	2.78	57.60	53.33	53.33	49.66	45.00
10	Kukum Police Station Intersection	3.56	54.00	49.26	44.57	54.00	47.59
11	Vura Road Intersection	4.16	48.00	43.20	49.09	48.00	33.75
12	Panatina Plaza Intersection	5.12	58.58	55.74	48.00	56.66	47.34
13	Ranadi Roundabout	6.24	55.23	46.34	49.17	49.17	42.44
14	King Gorge VI High School Intersection	7.40	52.86	51.56	46.92	49.71	52.20
15	East Side of Luggo Bridge	9.00	42.35	43.64	41.14	39.72	52.84
16	Honiara International Airport	11.00	54.55	55.38	55.38	48.32	48.98

表 12-1-8 旅行時間 (第二次調査, 方向 : 西)

	Location	Distance (m)	Time (minute)					
			8:30~	9:30~	10:30~	11:30~	15:30~	16:30~
1	Honiara International Airport	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	East Side of Luggo Bridge	2.00	2.17	2.82	3.37	2.32	2.67	2.67
3	King Gorge VI High School Intersection	3.60	4.57	5.15	6.00	4.78	5.20	5.18
4	Ranadi Roundabout	4.76	6.02	6.58	7.42	6.07	6.62	6.62
5	Panatina Plaza Intersection	5.88	7.63	8.38	8.88	7.58	8.18	8.12
6	Vura Road Intersection	6.84	8.70	9.37	9.87	8.58	9.43	9.20
7	Kukum Police Station Intersection	7.44	9.62	10.17	10.83	9.23	10.35	10.02
8	Kolaa Ridge Road Intersection	8.22	10.72	11.22	11.95	10.18	14.52	11.17
9	Lawsontama Intersection	8.62	11.42	13.67	12.88	14.38	20.25	12.07
10	East Side of Mataniko Bridge	8.95	14.33	17.83	16.08	19.42	23.30	13.75
11	City Council Roundabout	9.35	16.85	21.42	19.60	23.33	27.27	17.33
12	Central Market Intersection	9.70	17.77	22.87	22.28	25.78	29.57	19.98
13	Hotbread Roundabout	10.04	18.55	23.55	23.32	26.55	30.30	20.72
14	Commonwealth Street Intersection	10.24	18.93	24.10	23.92	27.02	30.88	21.25
15	Central Bank Roundabout	10.71	19.88	24.85	24.70	28.03	31.77	21.92
16	Townground RA	11.00	20.53	25.38	25.25	28.55	32.25	22.43

表 12-1-9 旅行速度 (第二次調査, 方向 : 西)

	Location	Distance (m)	Speed (Km/h)					
			8:30~	9:30~	10:30~	11:30~	15:30~	16:30~
1	Honiara International Airport	0.00	0:00	0:00	0:00	0:00	0:00	0:00
2	East Side of Luggo Bridge	2.00	55.38	42.60	35.64	51.80	45.00	45.00
3	King Gorge VI High School Intersection	3.60	40.00	41.14	36.46	38.92	37.89	38.15
4	Ranadi Roundabout	4.76	48.00	48.56	49.13	54.23	49.13	48.56
5	Panatina Plaza Intersection	5.88	41.57	37.33	45.82	44.31	42.89	44.80
6	Vura Road Intersection	6.84	54.00	58.58	58.58	57.60	46.08	53.17
7	Kukum Police Station Intersection	7.44	39.27	45.00	37.24	55.38	39.27	44.08
8	Kolaa Ridge Road Intersection	8.22	42.55	44.57	41.91	49.26	11.23	40.70
9	Lawsontama Intersection	8.62	34.29	9.80	25.71	5.71	4.19	26.67
10	East Side of Mataniko Bridge	8.95	6.79	4.75	6.19	3.93	6.49	11.76
11	City Council Roundabout	9.35	9.54	6.70	6.82	6.13	6.05	6.70
12	Central Market Intersection	9.70	22.91	14.48	7.83	8.57	9.13	7.92
13	Hotbread Roundabout	10.04	26.04	29.85	19.74	26.61	27.82	27.82
14	Commonwealth Street Intersection	10.24	31.30	21.82	20.00	25.71	20.57	22.50
15	Central Bank Roundabout	10.71	29.68	37.60	36.00	27.74	31.92	42.30
16	Townground RA	11.00	26.77	32.62	31.64	33.68	36.00	33.68

資料 12-1-3 交通量調査

(1) 地点 No. 1

i) 第一次調査 (2013/12/3 (火) )

表 12-1-10 地点 No. 1 (第一次調査, 方向: 東)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	508	145	230	12	48	1	0	3	45	945
8:00 - 9:00	1	587	137	218	13	67	2	1	2	52	1,026
9:00 - 10:00	1	555	170	216	8	92	10	7	1	76	1,059
10:00 - 11:00	1	476	141	199	7	61	9	4	2	114	898
11:00 - 12:00	0	561	125	206	8	61	2	5	1	90	968
12:00 - 13:00	0	542	116	202	8	69	10	3	1	102	950
13:00 - 14:00	2	499	134	188	7	65	2	4	3	96	901
14:00 - 15:00	1	566	151	202	10	67	9	3	0	99	1,009
15:00 - 16:00	3	550	135	164	9	84	2	7	0	128	954
16:00 - 17:00	0	565	136	209	14	72	5	6	1	197	1,007
17:00 - 18:00	0	655	157	206	7	75	3	5	0	240	1,108
18:00 - 19:00	0	666	132	211	11	57	1	10	2	105	1,088
Total	10	6,730	1,679	2,451	114	818	56	55	16	1,344	11,913

表 12-1-11 地点 No. 1 (第一次調査, 方向: 西)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	0	476	126	233	8	60	4	1	1	120	908
8:00 - 9:00	1	534	132	246	13	73	5	0	1	89	1,004
9:00 - 10:00	1	436	159	199	9	74	5	8	2	88	891
10:00 - 11:00	1	427	119	210	9	81	6	3	2	84	856
11:00 - 12:00	0	444	133	142	13	64	8	4	1	158	808
12:00 - 13:00	0	332	77	177	8	55	7	5	1	115	661
13:00 - 14:00	0	427	131	167	7	34	9	4	0	75	779
14:00 - 15:00	0	366	99	163	7	51	6	4	0	110	696
15:00 - 16:00	0	397	102	177	11	90	4	7	0	90	788
16:00 - 17:00	0	398	94	157	7	44	6	6	0	207	712
17:00 - 18:00	0	398	124	188	10	61	3	8	0	204	792
18:00 - 19:00	0	431	84	204	9	30	3	5	5	155	766
Total	3	5,066	1,380	2,263	111	717	66	55	13	1,495	9,661

表 12-1-12 地点 No. 1 (第一次調査, 両方向)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	984	271	463	20	108	5	1	4	165	1,853
8:00 - 9:00	2	1,121	269	464	26	140	7	1	3	141	2,030
9:00 - 10:00	2	991	329	415	17	166	15	15	3	164	1,950
10:00 - 11:00	2	903	260	409	16	142	15	7	4	198	1,754
11:00 - 12:00	0	1,005	258	348	21	125	10	9	2	248	1,776
12:00 - 13:00	0	874	193	379	16	124	17	8	2	217	1,611
13:00 - 14:00	2	926	265	355	14	99	11	8	3	171	1,680
14:00 - 15:00	1	932	250	365	17	118	15	7	0	209	1,705
15:00 - 16:00	3	947	237	341	20	174	6	14	0	218	1,742
16:00 - 17:00	0	963	230	366	21	116	11	12	1	404	1,719
17:00 - 18:00	0	1,053	281	394	17	136	6	13	0	444	1,900
18:00 - 19:00	0	1,097	216	415	20	87	4	15	7	260	1,854
Total	13	11,796	3,059	4,714	225	1,535	122	110	29	2,839	21,574

ii) 第二次調査 (2013/12/4 (水))

表 12-1-13 地点 No. 1 (第二次調査, 方向: 東)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	540	135	228	14	54	1	0	2	35	973
8:00 - 9:00	0	677	136	205	8	69	2	4	0	53	1,101
9:00 - 10:00	0	728	142	182	7	69	7	3	2	65	1,138
10:00 - 11:00	0	588	130	181	7	55	6	6	2	47	973
11:00 - 12:00	2	507	169	117	10	59	4	6	0	55	874
12:00 - 13:00	1	601	163	179	9	54	5	0	0	41	1,012
13:00 - 14:00	0	606	202	157	6	95	7	4	1	29	1,077
14:00 - 15:00	1	602	192	205	20	113	11	7	0	126	1,151
15:00 - 16:00	0	735	148	215	18	72	5	4	0	202	1,197
16:00 - 17:00	1	796	117	175	16	64	3	2	0	165	1,174
17:00 - 18:00	0	740	182	213	9	68	5	3	6	178	1,220
18:00 - 19:00	0	648	112	219	15	60	2	6	0	142	1,062
Total	6	7,768	1,828	2,276	139	832	58	45	13	1,138	12,952

表 12-1-14 地点 No. 1 (第二次調査, 方向: 西)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	529	152	233	15	75	1	1	3	115	1,007
8:00 - 9:00	2	551	136	229	10	58	3	3	0	135	992
9:00 - 10:00	2	464	124	188	9	66	6	6	3	118	865
10:00 - 11:00	1	428	132	180	7	63	6	6	7	150	823
11:00 - 12:00	2	457	137	193	6	68	4	6	0	107	873
12:00 - 13:00	0	439	148	209	12	81	9	2	0	105	900
13:00 - 14:00	0	495	112	152	7	54	4	5	1	87	829
14:00 - 15:00	0	457	121	186	14	45	3	5	1	106	831
15:00 - 16:00	2	496	114	184	10	35	2	3	7	225	846
16:00 - 17:00	0	430	104	181	13	98	3	7	5	243	836
17:00 - 18:00	0	472	111	190	12	59	2	3	16	308	849
18:00 - 19:00	0	390	86	190	11	32	3	3	3	257	715
Total	10	5,608	1,477	2,315	126	734	46	50	46	1,956	10,366

表 12-1-15 地点 No. 1 (第二次調査, 両方向)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	2	1,069	287	461	29	129	2	1	5	150	1,980
8:00 - 9:00	2	1,228	272	434	18	127	5	7	0	188	2,093
9:00 - 10:00	2	1,192	266	370	16	135	13	9	5	183	2,003
10:00 - 11:00	1	1,016	262	361	14	118	12	12	9	197	1,796
11:00 - 12:00	4	964	306	310	16	127	8	12	0	162	1,747
12:00 - 13:00	1	1,040	311	388	21	135	14	2	0	146	1,912
13:00 - 14:00	0	1,101	314	309	13	149	11	9	2	116	1,906
14:00 - 15:00	1	1,059	313	391	34	158	14	12	1	232	1,982
15:00 - 16:00	2	1,231	262	399	28	107	7	7	7	427	2,043
16:00 - 17:00	1	1,226	221	356	29	162	6	9	5	408	2,010
17:00 - 18:00	0	1,212	293	403	21	127	7	6	22	486	2,069
18:00 - 19:00	0	1,038	198	409	26	92	5	9	3	399	1,777
Total	16	13,376	3,305	4,591	265	1,566	104	95	59	3,094	23,318

## (2) 地点 No. 2

i) 第一次調査 (昼間) (2013/11/27 (水))

表 12-1-16 地点 No. 2 (第一次調査 (昼間), 方向: 東)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	681	188	236	8	63	0	0	2	65	1,177
8:00 - 9:00	0	720	165	210	14	100	3	6	1	36	1,218
9:00 - 10:00	1	683	148	189	14	96	7	5	0	50	1,143
10:00 - 11:00	3	568	161	162	9	80	7	7	1	31	997
11:00 - 12:00	3	660	190	189	10	81	12	5	1	30	1,150
12:00 - 13:00	0	703	175	204	9	84	5	2	3	26	1,182
13:00 - 14:00	0	704	170	204	7	103	12	5	2	45	1,205
14:00 - 15:00	2	742	210	232	9	97	9	8	3	41	1,309
15:00 - 16:00	4	805	203	279	12	119	10	10	3	47	1,442
16:00 - 17:00	3	846	156	272	13	98	8	6	4	48	1,402
17:00 - 18:00	2	774	172	257	15	98	4	3	8	87	1,325
18:00 - 19:00	0	750	151	236	9	59	5	4	5	87	1,214
Total	19	8,636	2,089	2,670	129	1,078	82	61	33	593	14,764

表 12-1-17 地点 No. 2 (第一次調査 (昼間), 方向: 西)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	0	875	189	261	10	79	1	0	3	112	1,415
8:00 - 9:00	1	931	217	210	13	88	6	6	2	112	1,472
9:00 - 10:00	1	617	169	184	12	107	10	8	0	77	1,108
10:00 - 11:00	4	703	189	169	11	115	8	6	0	128	1,205
11:00 - 12:00	2	657	137	199	5	77	14	5	1	130	1,096
12:00 - 13:00	0	699	155	196	17	70	6	3	0	157	1,146
13:00 - 14:00	1	657	187	214	12	90	10	5	0	192	1,176
14:00 - 15:00	0	664	151	192	3	92	9	10	1	220	1,121
15:00 - 16:00	0	592	115	236	11	49	9	1	0	52	1,013
16:00 - 17:00	0	683	136	243	14	92	17	6	12	156	1,191
17:00 - 18:00	0	758	177	289	10	92	2	6	9	160	1,334
18:00 - 19:00	0	684	135	195	9	47	5	0	7	154	1,075
Total	9	8,520	1,957	2,588	127	998	97	56	35	1,650	14,352

表 12-1-18 地点 No. 2 (第一次調査 (昼間), 両方向)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	1,556	377	497	18	142	1	0	5	177	2,592
8:00 - 9:00	1	1,651	382	420	27	188	9	12	3	148	2,690
9:00 - 10:00	2	1,300	317	373	26	203	17	13	0	127	2,251
10:00 - 11:00	7	1,271	350	331	20	195	15	13	1	159	2,202
11:00 - 12:00	5	1,317	327	388	15	158	26	10	2	160	2,246
12:00 - 13:00	0	1,402	330	400	26	154	11	5	3	183	2,328
13:00 - 14:00	1	1,361	357	418	19	193	22	10	2	237	2,381
14:00 - 15:00	2	1,406	361	424	12	189	18	18	4	261	2,430
15:00 - 16:00	4	1,397	318	515	23	168	19	11	3	99	2,455
16:00 - 17:00	3	1,529	292	515	27	190	25	12	16	204	2,593
17:00 - 18:00	2	1,532	349	546	25	190	6	9	17	247	2,659
18:00 - 19:00	0	1,434	286	431	18	106	10	4	12	241	2,289
Total	28	17,156	4,046	5,258	256	2,076	179	117	68	2,243	29,116



ii) 第二次調査 (昼間) (2013/11/28 (木))

表 12-1-19 地点 No. 2 (第二次調査 (昼間), 方向: 東)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	0	582	175	218	10	60	0	0	0	60	1,045
8:00 - 9:00	1	741	160	252	13	105	7	4	4	40	1,283
9:00 - 10:00	0	661	156	197	8	96	9	4	1	42	1,131
10:00 - 11:00	2	644	183	198	11	112	5	5	0	32	1,160
11:00 - 12:00	1	691	153	183	10	82	5	8	2	35	1,133
12:00 - 13:00	0	758	150	199	9	63	7	0	0	41	1,186
13:00 - 14:00	1	555	179	184	14	107	4	9	0	22	1,053
14:00 - 15:00	1	627	171	197	9	107	7	5	2	43	1,124
15:00 - 16:00	1	594	154	186	6	89	9	1	3	20	1,040
16:00 - 17:00	1	707	194	223	11	104	6	6	2	56	1,252
17:00 - 18:00	3	850	173	225	12	101	11	0	2	120	1,375
18:00 - 19:00	0	846	118	288	14	73	1	2	2	98	1,342
Total	11	8,256	1,966	2,550	127	1,099	71	44	18	609	14,124

表 12-1-20 地点 No. 2 (第二次調査 (昼間), 方向: 西)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	0	790	193	293	15	79	3	2	3	94	1,375
8:00 - 9:00	1	850	178	262	13	89	7	2	0	70	1,402
9:00 - 10:00	3	488	140	169	10	89	5	5	2	54	909
10:00 - 11:00	0	525	174	161	11	104	11	6	1	89	992
11:00 - 12:00	1	586	148	177	14	87	8	3	2	96	1,024
12:00 - 13:00	0	585	192	202	9	93	7	5	6	112	1,093
13:00 - 14:00	0	757	144	184	7	81	0	6	0	94	1,179
14:00 - 15:00	1	614	175	154	10	95	7	1	2	28	1,057
15:00 - 16:00	1	584	222	162	11	95	4	6	7	45	1,085
16:00 - 17:00	0	699	188	200	11	110	3	3	4	131	1,214
17:00 - 18:00	0	748	164	196	11	89	2	5	0	60	1,215
18:00 - 19:00	0	724	94	206	11	26	4	0	7	191	1,065
Total	7	7,950	2,012	2,366	133	1,037	61	44	34	1,064	13,610

表 12-1-21 地点 No. 2 (第二次調査 (昼間), 両方向)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	0	1,372	368	511	25	139	3	2	3	154	2,420
8:00 - 9:00	2	1,591	338	514	26	194	14	6	4	110	2,685
9:00 - 10:00	3	1,149	296	366	18	185	14	9	3	96	2,040
10:00 - 11:00	2	1,169	357	359	22	216	16	11	1	121	2,152
11:00 - 12:00	2	1,277	301	360	24	169	13	11	4	131	2,157
12:00 - 13:00	0	1,343	342	401	18	156	14	5	6	153	2,279
13:00 - 14:00	1	1,312	323	368	21	188	4	15	0	116	2,232
14:00 - 15:00	2	1,241	346	351	19	202	14	6	4	71	2,181
15:00 - 16:00	2	1,178	376	348	17	184	13	7	10	65	2,125
16:00 - 17:00	1	1,406	382	423	22	214	9	9	6	187	2,466
17:00 - 18:00	3	1,598	337	421	23	190	13	5	2	180	2,590
18:00 - 19:00	0	1,570	212	494	25	99	5	2	9	289	2,407
Total	18	16,206	3,978	4,916	260	2,136	132	88	52	1,673	27,734

iii) 第一次調査（夜間）（2013/12/11（水））

表 12-1-22 地点 No. 2（第一次調査（夜間），方向：東）

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
19:00 - 20:00	1	730	108	196	3	45	0	3	1	32	1,086
20:00 - 21:00	1	523	74	99	3	31	2	2	0	18	735
21:00 - 22:00	1	462	67	43	0	30	0	1	0	17	604
22:00 - 23:00	0	381	54	20	0	30	0	1	0	9	486
23:00 - 24:00	1	259	42	16	0	12	1	0	0	4	331
24:00 - 1:00	0	239	31	12	0	14	0	1	1	2	297
1:00 - 2:00	0	162	14	5	0	10	0	0	0	2	191
2:00 - 3:00	0	109	10	9	0	2	0	1	0	1	131
3:00 - 4:00	0	101	14	5	0	13	0	0	0	1	133
4:00 - 5:00	0	83	15	12	0	18	0	0	0	1	128
5:00 - 6:00	0	121	26	25	2	16	2	0	2	10	192
6:00 - 7:00	0	209	43	81	0	26	0	1	2	31	360
Total	4	3,379	498	523	8	247	5	10	6	128	4,674

表 12-1-23 地点 No. 2（第一次調査（夜間），方向：西）

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
19:00 - 20:00	1	708	110	181	4	49	2	3	0	32	1,058
20:00 - 21:00	1	627	107	77	1	39	1	4	0	14	857
21:00 - 22:00	0	377	55	35	0	23	1	1	0	5	492
22:00 - 23:00	0	368	35	25	0	19	2	0	0	8	449
23:00 - 24:00	0	236	39	14	0	16	3	0	0	1	308
24:00 - 1:00	0	248	16	8	0	17	0	0	0	7	289
1:00 - 2:00	0	141	16	9	0	15	2	1	0	0	184
2:00 - 3:00	0	152	17	6	0	4	0	0	0	0	179
3:00 - 4:00	0	97	15	9	0	14	2	0	0	0	137
4:00 - 5:00	0	80	16	10	0	11	1	1	0	2	119
5:00 - 6:00	0	80	26	20	0	20	0	0	0	8	146
6:00 - 7:00	0	184	41	83	5	25	0	1	4	28	339
Total	2	3,298	493	477	10	252	14	11	4	105	4,557

表 12-1-24 地点 No. 2（第一次調査（夜間），両方向）

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
19:00 - 20:00	2	1,438	218	377	7	94	2	6	1	64	2,144
20:00 - 21:00	2	1,150	181	176	4	70	3	6	0	32	1,592
21:00 - 22:00	1	839	122	78	0	53	1	2	0	22	1,096
22:00 - 23:00	0	749	89	45	0	49	2	1	0	17	935
23:00 - 24:00	1	495	81	30	0	28	4	0	0	5	639
24:00 - 1:00	0	487	47	20	0	31	0	1	1	9	586
1:00 - 2:00	0	303	30	14	0	25	2	1	0	2	375
2:00 - 3:00	0	261	27	15	0	6	0	1	0	1	310
3:00 - 4:00	0	198	29	14	0	27	2	0	0	1	270
4:00 - 5:00	0	163	31	22	0	29	1	1	0	3	247
5:00 - 6:00	0	201	52	45	2	36	2	0	2	18	338
6:00 - 7:00	0	393	84	164	5	51	0	2	6	59	699
Total	6	6,677	991	1,000	18	499	19	21	10	233	9,231

iv) 第二次調査（夜間）（2013/12/12（木））

表 12-1-25 地点 No. 2（第二次調査（夜間），方向：東）

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
19:00 - 20:00	0	773	113	204	7	53	2	4	0	30	1,156
20:00 - 21:00	0	521	91	111	4	32	0	0	0	18	759
21:00 - 22:00	0	581	74	69	1	30	0	2	0	23	757
22:00 - 23:00	0	411	73	25	1	23	0	0	0	6	533
23:00 - 24:00	1	369	50	29	0	23	0	0	0	0	472
24:00 - 1:00	0	228	24	14	0	20	0	0	0	2	286
1:00 - 2:00	0	137	20	6	0	9	0	0	0	2	172
2:00 - 3:00	0	125	35	6	0	17	1	0	0	17	184
3:00 - 4:00	0	89	7	5	0	7	0	0	0	0	108
4:00 - 5:00	0	70	13	8	0	5	0	0	0	2	96
5:00 - 6:00	0	134	18	17	0	9	0	0	0	17	178
6:00 - 7:00	1	275	49	83	1	23	1	0	0	3	433
Total	2	3,713	567	577	14	251	4	6	0	120	5,134

表 12-1-26 地点 No. 2（第二次調査（夜間），方向：西）

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
19:00 - 20:00	0	664	131	166	6	55	2	4	1	24	1,028
20:00 - 21:00	0	536	94	84	2	25	1	2	2	24	744
21:00 - 22:00	1	480	68	35	0	33	0	1	0	0	618
22:00 - 23:00	0	291	41	23	0	28	0	0	0	7	383
23:00 - 24:00	0	292	32	21	1	16	3	0	4	9	365
24:00 - 1:00	0	255	24	27	0	10	0	0	0	0	316
1:00 - 2:00	0	258	48	11	0	33	1	0	0	0	351
2:00 - 3:00	0	159	12	6	0	10	0	0	0	0	187
3:00 - 4:00	0	103	7	8	0	3	0	0	0	0	121
4:00 - 5:00	1	75	10	4	0	6	0	0	0	0	96
5:00 - 6:00	0	118	29	22	0	14	0	0	4	7	183
6:00 - 7:00	0	323	67	105	4	32	0	0	2	24	531
Total	2	3,554	563	512	13	265	7	7	13	95	4,923

表 12-1-27 地点 No. 2（第二次調査（夜間），両方向）

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
19:00 - 20:00	0	1,437	244	370	13	108	4	8	1	54	2,184
20:00 - 21:00	0	1,057	185	195	6	57	1	2	2	42	1,503
21:00 - 22:00	1	1,061	142	104	1	63	0	3	0	23	1,375
22:00 - 23:00	0	702	114	48	1	51	0	0	0	13	916
23:00 - 24:00	1	661	82	50	1	39	3	0	4	9	837
24:00 - 1:00	0	483	48	41	0	30	0	0	0	2	602
1:00 - 2:00	0	395	68	17	0	42	1	0	0	2	523
2:00 - 3:00	0	284	47	12	0	27	1	0	0	17	371
3:00 - 4:00	0	192	14	13	0	10	0	0	0	0	229
4:00 - 5:00	1	145	23	12	0	11	0	0	0	2	192
5:00 - 6:00	0	252	47	39	0	23	0	0	4	24	361
6:00 - 7:00	1	598	116	188	5	55	1	0	2	27	964
Total	4	7,267	1,130	1,089	27	516	11	13	13	215	10,057

## (3) 地点 No. 3

i) 第一次調査 (2013/11/29 (金))

表 12-1-28 地点 No. 3 (第一次調査, 方向: 東)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	315	145	147	4	58	3	0	0	35	673
8:00 - 9:00	1	410	155	163	6	95	3	3	0	41	836
9:00 - 10:00	1	453	159	126	2	104	11	0	1	13	856
10:00 - 11:00	3	429	165	127	5	92	13	4	0	19	838
11:00 - 12:00	3	493	167	122	9	116	5	7	2	12	922
12:00 - 13:00	0	490	138	129	5	79	8	2	1	14	851
13:00 - 14:00	2	563	157	133	4	104	4	5	2	32	972
14:00 - 15:00	2	533	146	127	8	95	11	5	0	20	927
15:00 - 16:00	4	520	123	139	8	77	8	6	0	23	885
16:00 - 17:00	0	505	155	138	9	91	5	4	2	41	907
17:00 - 18:00	0	446	133	122	2	57	5	4	1	39	769
18:00 - 19:00	1	431	109	158	6	69	3	3	2	35	780
Total	18	5,588	1,752	1,631	68	1,037	79	43	11	324	10,216

表 12-1-29 地点 No. 3 (第一次調査, 方向: 西)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	372	102	198	8	66	1	1	1	61	749
8:00 - 9:00	1	503	155	137	3	91	10	2	1	50	902
9:00 - 10:00	2	488	203	115	3	139	14	5	1	47	969
10:00 - 11:00	3	490	167	114	7	83	11	7	0	76	882
11:00 - 12:00	3	526	163	125	5	102	5	1	1	91	930
12:00 - 13:00	1	425	126	118	5	56	17	3	4	40	751
13:00 - 14:00	3	447	132	108	11	72	7	6	0	69	786
14:00 - 15:00	1	495	170	102	5	96	15	4	0	68	888
15:00 - 16:00	0	408	168	91	11	101	7	1	0	76	787
16:00 - 17:00	1	404	182	112	3	80	1	4	1	92	787
17:00 - 18:00	0	492	99	123	6	65	0	3	3	95	788
18:00 - 19:00	0	442	87	133	10	46	3	2	3	79	723
Total	16	5,492	1,754	1,476	77	997	91	39	15	844	9,942

表 12-1-30 地点 No. 3 (第一次調査, 両方向)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	2	687	247	345	12	124	4	1	1	96	1,422
8:00 - 9:00	2	913	310	300	9	186	13	5	1	91	1,738
9:00 - 10:00	3	941	362	241	5	243	25	5	2	60	1,825
10:00 - 11:00	6	919	332	241	12	175	24	11	0	95	1,720
11:00 - 12:00	6	1,019	330	247	14	218	10	8	3	103	1,852
12:00 - 13:00	1	915	264	247	10	135	25	5	5	54	1,602
13:00 - 14:00	5	1,010	289	241	15	176	11	11	2	101	1,758
14:00 - 15:00	3	1,028	316	229	13	191	26	9	0	88	1,815
15:00 - 16:00	4	928	291	230	19	178	15	7	0	99	1,672
16:00 - 17:00	1	909	337	250	12	171	6	8	3	133	1,694
17:00 - 18:00	0	938	232	245	8	122	5	7	4	134	1,557
18:00 - 19:00	1	873	196	291	16	115	6	5	5	114	1,503
Total	34	11,080	3,506	3,107	145	2,034	170	82	26	1,168	20,158

ii) 第二次調査 (2013/12/2 (月))

表 12-1-31 地点 No. 3 (第二次調査, 方向 : 東)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	0	301	127	110	1	41	0	0	2	25	580
8:00 - 9:00	0	466	148	133	3	84	8	1	1	26	843
9:00 - 10:00	2	488	127	147	8	90	10	7	1	30	879
10:00 - 11:00	0	450	150	149	5	102	11	4	3	37	871
11:00 - 12:00	3	448	147	121	7	80	5	4	0	21	815
12:00 - 13:00	0	493	143	111	4	67	5	1	0	19	824
13:00 - 14:00	4	506	176	113	5	94	11	4	3	20	913
14:00 - 15:00	2	489	161	137	9	117	13	5	0	42	933
15:00 - 16:00	0	463	183	114	5	96	11	6	1	16	878
16:00 - 17:00	3	489	140	139	13	95	9	5	3	32	893
17:00 - 18:00	0	458	128	122	2	77	6	4	5	105	797
18:00 - 19:00	0	348	91	116	8	57	2	3	1	34	625
Total	14	5,399	1,721	1,512	70	1,000	91	44	20	407	9,851

表 12-1-32 地点 No. 3 (第二次調査, 方向 : 西)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	275	94	132	7	54	1	0	0	65	564
8:00 - 9:00	0	474	144	157	2	83	9	4	1	76	873
9:00 - 10:00	2	465	144	119	5	84	7	5	0	78	831
10:00 - 11:00	1	429	144	122	4	73	10	4	4	87	787
11:00 - 12:00	1	499	149	128	6	84	10	6	5	180	883
12:00 - 13:00	1	487	163	125	14	85	10	6	1	87	891
13:00 - 14:00	1	445	143	113	6	78	11	7	0	59	804
14:00 - 15:00	0	537	152	125	6	96	7	3	1	58	926
15:00 - 16:00	2	533	165	126	4	109	9	2	3	71	950
16:00 - 17:00	0	432	128	109	8	73	6	2	7	62	758
17:00 - 18:00	0	444	116	109	6	82	3	3	3	67	763
18:00 - 19:00	0	413	126	102	3	64	5	1	0	85	714
Total	9	5,433	1,668	1,467	71	965	88	43	25	975	9,744

表 12-1-33 地点 No. 3 (第二次調査, 両方向)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	576	221	242	8	95	1	0	2	90	1,144
8:00 - 9:00	0	940	292	290	5	167	17	5	2	102	1,716
9:00 - 10:00	4	953	271	266	13	174	17	12	1	108	1,710
10:00 - 11:00	1	879	294	271	9	175	21	8	7	124	1,658
11:00 - 12:00	4	947	296	249	13	164	15	10	5	201	1,698
12:00 - 13:00	1	980	306	236	18	152	15	7	1	106	1,715
13:00 - 14:00	5	951	319	226	11	172	22	11	3	79	1,717
14:00 - 15:00	2	1,026	313	262	15	213	20	8	1	100	1,859
15:00 - 16:00	2	996	348	240	9	205	20	8	4	87	1,828
16:00 - 17:00	3	921	268	248	21	168	15	7	10	94	1,651
17:00 - 18:00	0	902	244	231	8	159	9	7	8	172	1,560
18:00 - 19:00	0	761	217	218	11	121	7	4	1	119	1,339
Total	23	10,832	3,389	2,979	141	1,965	179	87	45	1,382	19,595

## (4) 地点 No. 4

i) 第一次調査 (2013/11/25 (月))

表 12-1-34 地点 No. 4 (第一次調査, 方向: 東)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	185	66	91	3	34	1	0	2	33	381
8:00 - 9:00	1	302	100	117	8	46	5	0	0	66	579
9:00 - 10:00	0	268	104	123	3	66	7	2	0	26	573
10:00 - 11:00	1	250	126	94	5	57	8	3	5	27	544
11:00 - 12:00	1	251	101	107	4	61	12	4	4	26	541
12:00 - 13:00	0	302	125	102	7	57	9	0	2	30	602
13:00 - 14:00	0	319	111	106	4	57	7	2	2	31	606
14:00 - 15:00	1	289	98	118	6	96	9	2	0	17	619
15:00 - 16:00	5	272	108	104	4	31	6	4	2	20	534
16:00 - 17:00	0	265	110	123	2	51	11	6	3	73	568
17:00 - 18:00	1	301	109	125	3	58	9	2	7	134	608
18:00 - 19:00	0	243	75	140	5	46	4	1	1	61	514
Total	11	3,247	1,233	1,350	54	660	88	26	28	544	6,669

表 12-1-35 地点 No. 4 (第一次調査, 方向: 西)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	0	261	74	119	5	45	0	0	0	129	504
8:00 - 9:00	0	357	117	128	3	53	9	0	0	37	667
9:00 - 10:00	2	252	121	117	3	64	10	2	0	16	571
10:00 - 11:00	1	256	102	116	4	64	9	3	1	27	555
11:00 - 12:00	1	273	130	93	7	73	20	4	3	38	601
12:00 - 13:00	0	288	87	88	5	69	9	0	0	33	546
13:00 - 14:00	0	266	117	87	5	53	16	2	2	36	546
14:00 - 15:00	1	355	128	114	6	57	13	2	1	14	676
15:00 - 16:00	5	246	95	91	1	64	11	4	1	19	517
16:00 - 17:00	1	232	80	103	6	73	18	6	2	26	519
17:00 - 18:00	1	275	92	120	1	44	7	2	10	40	542
18:00 - 19:00	1	228	72	100	3	43	5	0	3	47	452
Total	13	3,289	1,215	1,276	49	702	127	25	23	462	6,696

表 12-1-36 地点 No. 4 (第一次調査, 両方向)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	446	140	210	8	79	1	0	2	162	885
8:00 - 9:00	1	659	217	245	11	99	14	0	0	103	1,246
9:00 - 10:00	2	520	225	240	6	130	17	4	0	42	1,144
10:00 - 11:00	2	506	228	210	9	121	17	6	6	54	1,099
11:00 - 12:00	2	524	231	200	11	134	32	8	7	64	1,142
12:00 - 13:00	0	590	212	190	12	126	18	0	2	63	1,148
13:00 - 14:00	0	585	228	193	9	110	23	4	4	67	1,152
14:00 - 15:00	2	644	226	232	12	153	22	4	1	31	1,295
15:00 - 16:00	10	518	203	195	5	95	17	8	3	39	1,051
16:00 - 17:00	1	497	190	226	8	124	29	12	5	99	1,087
17:00 - 18:00	2	576	201	245	4	102	16	4	17	174	1,150
18:00 - 19:00	1	471	147	240	8	89	9	1	4	108	966
Total	24	6,536	2,448	2,626	103	1,362	215	51	51	1,006	13,365

ii) 第二次調査 (2013/11/26 (火) )

表 12-1-37 地点 No. 4 (第二次調査, 方向 : 東)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	278	99	117	7	44	2	0	1	49	548
8:00 - 9:00	1	382	105	137	4	57	2	0	0	24	688
9:00 - 10:00	0	207	111	81	5	58	13	1	0	47	476
10:00 - 11:00	2	289	108	99	3	53	8	2	2	44	564
11:00 - 12:00	2	298	101	94	5	57	10	3	2	41	570
12:00 - 13:00	1	306	86	93	3	46	6	1	3	59	542
13:00 - 14:00	0	338	119	97	5	71	4	3	1	34	637
14:00 - 15:00	1	357	134	117	4	64	1	2	8	46	680
15:00 - 16:00	2	321	114	94	4	58	1	2	0	31	596
16:00 - 17:00	1	318	116	147	5	73	2	2	3	75	664
17:00 - 18:00	1	295	99	97	2	70	3	3	11	117	570
18:00 - 19:00	0	243	75	140	5	46	4	1	1	61	514
Total	12	3,632	1,267	1,313	52	697	56	20	32	628	7,049

表 12-1-38 地点 No. 4 (第二次調査, 方向 : 西)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	2	359	113	155	4	64	1	0	0	91	698
8:00 - 9:00	2	385	144	130	6	55	16	3	1	20	741
9:00 - 10:00	2	256	104	99	2	60	12	2	1	47	537
10:00 - 11:00	2	251	104	99	8	48	7	2	1	32	521
11:00 - 12:00	0	299	78	91	4	43	8	1	0	33	524
12:00 - 13:00	2	288	94	77	4	34	4	0	4	21	503
13:00 - 14:00	0	283	85	115	20	47	7	3	1	23	560
14:00 - 15:00	3	283	91	97	6	58	7	3	5	17	548
15:00 - 16:00	1	361	93	95	2	50	2	1	1	30	605
16:00 - 17:00	0	316	91	102	5	56	7	2	10	55	579
17:00 - 18:00	1	282	119	113	4	49	2	0	2	87	570
18:00 - 19:00	1	228	72	100	3	43	5	0	3	47	452
Total	16	3,591	1,188	1,273	68	607	78	17	29	503	6,838

表 12-1-39 地点 No. 4 (第二次調査, 両方向)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	3	637	212	272	11	108	3	0	1	140	1,246
8:00 - 9:00	3	767	249	267	10	112	18	3	1	44	1,429
9:00 - 10:00	2	463	215	180	7	118	25	3	1	94	1,013
10:00 - 11:00	4	540	212	198	11	101	15	4	3	76	1,085
11:00 - 12:00	2	597	179	185	9	100	18	4	2	74	1,094
12:00 - 13:00	3	594	180	170	7	80	10	1	7	80	1,045
13:00 - 14:00	0	621	204	212	25	118	11	6	2	57	1,197
14:00 - 15:00	4	640	225	214	10	122	8	5	13	63	1,228
15:00 - 16:00	3	682	207	189	6	108	3	3	1	61	1,201
16:00 - 17:00	1	634	207	249	10	129	9	4	13	130	1,243
17:00 - 18:00	2	577	218	210	6	119	5	3	13	204	1,140
18:00 - 19:00	1	471	147	240	8	89	9	1	4	108	966
Total	28	7,223	2,455	2,586	120	1,304	134	37	61	1,131	13,887

## (5) 地点 No. 5

i) 第一次調査 (2013/12/9 (月))

表 12-1-40 地点 No. 5 (第一次調査, 方向: 東)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	0	110	21	21	1	8	0	0	0	122	161
8:00 - 9:00	0	197	31	34	2	22	0	0	0	211	286
9:00 - 10:00	0	195	35	22	2	22	0	0	0	202	276
10:00 - 11:00	0	182	25	23	0	16	0	0	2	217	246
11:00 - 12:00	1	289	37	24	11	29	0	0	4	358	391
12:00 - 13:00	0	196	23	18	2	16	0	0	3	312	255
13:00 - 14:00	1	164	26	21	0	14	0	0	2	301	226
14:00 - 15:00	0	213	26	21	5	11	0	0	0	283	276
15:00 - 16:00	0	202	17	17	0	16	0	0	0	235	252
16:00 - 17:00	0	195	36	20	0	28	0	0	3	222	279
17:00 - 18:00	1	223	25	17	6	25	0	0	5	271	297
18:00 - 19:00	0	211	27	24	2	26	0	0	9	294	290
Total	3	2,377	329	262	31	233	0	0	28	3,028	3,235

表 12-1-41 地点 No. 5 (第一次調査, 方向: 西)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	0	117	23	29	0	13	0	0	2	298	182
8:00 - 9:00	0	236	44	19	3	16	0	0	2	404	318
9:00 - 10:00	0	333	66	49	0	28	0	0	1	231	476
10:00 - 11:00	1	415	78	33	2	28	0	0	0	286	557
11:00 - 12:00	0	239	65	65	10	23	0	0	0	232	402
12:00 - 13:00	0	256	66	15	1	20	0	0	0	349	358
13:00 - 14:00	0	376	76	21	1	18	0	0	0	513	492
14:00 - 15:00	0	347	117	22	1	51	0	0	1	554	538
15:00 - 16:00	0	311	45	22	1	31	0	0	0	386	410
16:00 - 17:00	0	231	134	26	0	39	0	0	0	285	430
17:00 - 18:00	0	325	106	13	0	81	0	0	1	563	525
18:00 - 19:00	1	250	215	10	0	85	0	0	0	688	561
Total	2	3,436	1,035	324	19	433	0	0	7	4,789	5,249

表 12-1-42 地点 No. 5 (第一次調査, 両方向)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/ Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	0	227	44	50	1	21	0	0	2	420	343
8:00 - 9:00	0	433	75	53	5	38	0	0	2	615	604
9:00 - 10:00	0	528	101	71	2	50	0	0	1	433	752
10:00 - 11:00	1	597	103	56	2	44	0	0	2	503	803
11:00 - 12:00	1	528	102	89	21	52	0	0	4	590	793
12:00 - 13:00	0	452	89	33	3	36	0	0	3	661	613
13:00 - 14:00	1	540	102	42	1	32	0	0	2	814	718
14:00 - 15:00	0	560	143	43	6	62	0	0	1	837	814
15:00 - 16:00	0	513	62	39	1	47	0	0	0	621	662
16:00 - 17:00	0	426	170	46	0	67	0	0	3	507	709
17:00 - 18:00	1	548	131	30	6	106	0	0	6	834	822
18:00 - 19:00	1	461	242	34	2	111	0	0	9	982	851
Total	5	5,813	1,364	586	50	666	0	0	35	7,817	8,484



ii) 第二次調査 (2013/12/10 (火) )

表 12-1-43 地点 No. 5 (第二次調査, 方向 : 東)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	0	87	28	18	1	7	0	0	1	172	141
8:00 - 9:00	0	157	41	18	1	15	0	0	1	151	232
9:00 - 10:00	0	181	52	18	2	23	0	0	0	132	276
10:00 - 11:00	0	232	38	21	1	14	0	0	0	168	306
11:00 - 12:00	0	256	35	29	0	22	0	0	1	228	342
12:00 - 13:00	0	293	30	22	0	7	0	0	2	220	352
13:00 - 14:00	0	166	26	29	1	20	0	0	0	146	242
14:00 - 15:00	0	210	40	21	0	13	0	0	0	180	284
15:00 - 16:00	0	318	32	33	4	13	0	0	0	119	400
16:00 - 17:00	0	245	36	18	0	31	0	0	3	175	330
17:00 - 18:00	0	320	30	31	1	33	0	0	8	347	415
18:00 - 19:00	0	202	40	45	0	11	0	0	4	198	298
Total	0	2,667	428	303	11	209	0	0	20	2,236	3,618

表 12-1-44 地点 No. 5 (第二次調査, 方向 : 西)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	150	37	25	1	11	0	0	3	429	225
8:00 - 9:00	0	277	64	26	3	16	0	0	1	487	386
9:00 - 10:00	0	293	90	33	2	27	0	0	0	275	445
10:00 - 11:00	0	339	83	27	0	46	0	0	2	596	495
11:00 - 12:00	0	337	73	30	0	46	0	0	4	521	486
12:00 - 13:00	0	317	70	29	1	40	0	0	3	498	457
13:00 - 14:00	0	284	91	22	0	40	0	0	0	642	437
14:00 - 15:00	0	325	82	36	0	45	0	0	0	499	488
15:00 - 16:00	1	268	60	21	0	46	0	0	2	423	396
16:00 - 17:00	0	303	54	38	0	40	0	0	4	525	435
17:00 - 18:00	0	293	60	31	3	23	0	0	0	619	410
18:00 - 19:00	0	231	46	22	1	18	0	0	2	257	318
Total	2	3,417	810	340	11	398	0	0	21	5,771	4,978

表 12-1-45 地点 No. 5 (第二次調査, 両方向)

Time	MV								NMV		Total (Vehicle)
	Motorcycle	Sedan/Van/jeep	Pick-up	Mini Bus	Short & Long Body Bus	Truck	Heavy Truck	Trailer Truck	Bicycle	Walker	
7:00 - 8:00	1	237	65	43	2	18	0	0	4	601	366
8:00 - 9:00	0	434	105	44	4	31	0	0	2	638	618
9:00 - 10:00	0	474	142	51	4	50	0	0	0	407	721
10:00 - 11:00	0	571	121	48	1	60	0	0	2	764	801
11:00 - 12:00	0	593	108	59	0	68	0	0	5	749	828
12:00 - 13:00	0	610	100	51	1	47	0	0	5	718	809
13:00 - 14:00	0	450	117	51	1	60	0	0	0	788	679
14:00 - 15:00	0	535	122	57	0	58	0	0	0	679	772
15:00 - 16:00	1	586	92	54	4	59	0	0	2	542	796
16:00 - 17:00	0	548	90	56	0	71	0	0	7	700	765
17:00 - 18:00	0	613	90	62	4	56	0	0	8	966	825
18:00 - 19:00	0	433	86	67	1	29	0	0	6	455	616
Total	2	6,084	1,238	643	22	607	0	0	41	8,007	8,596

(6) 交通量調査結果 (グラフ)

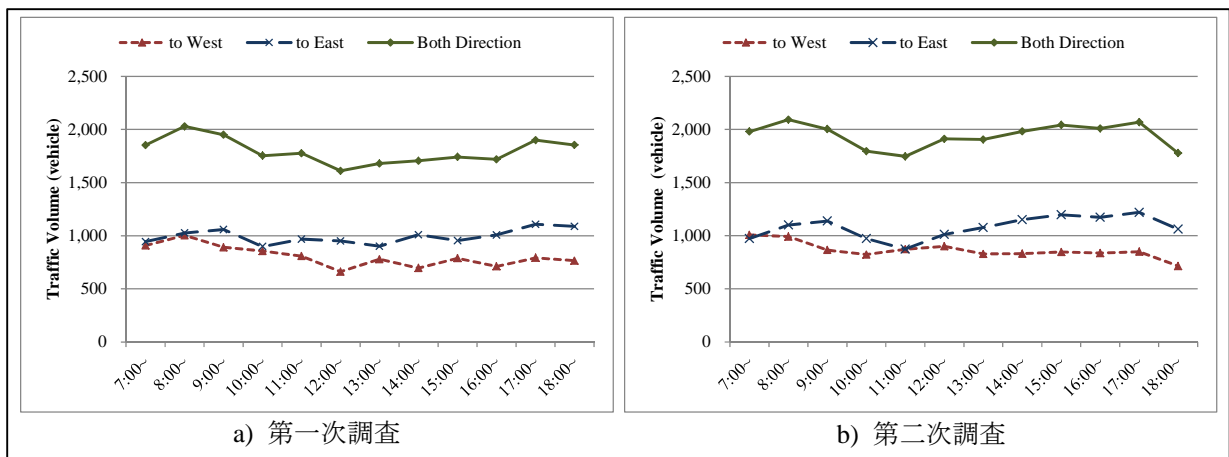


図 12-1-1 地点 No. 1

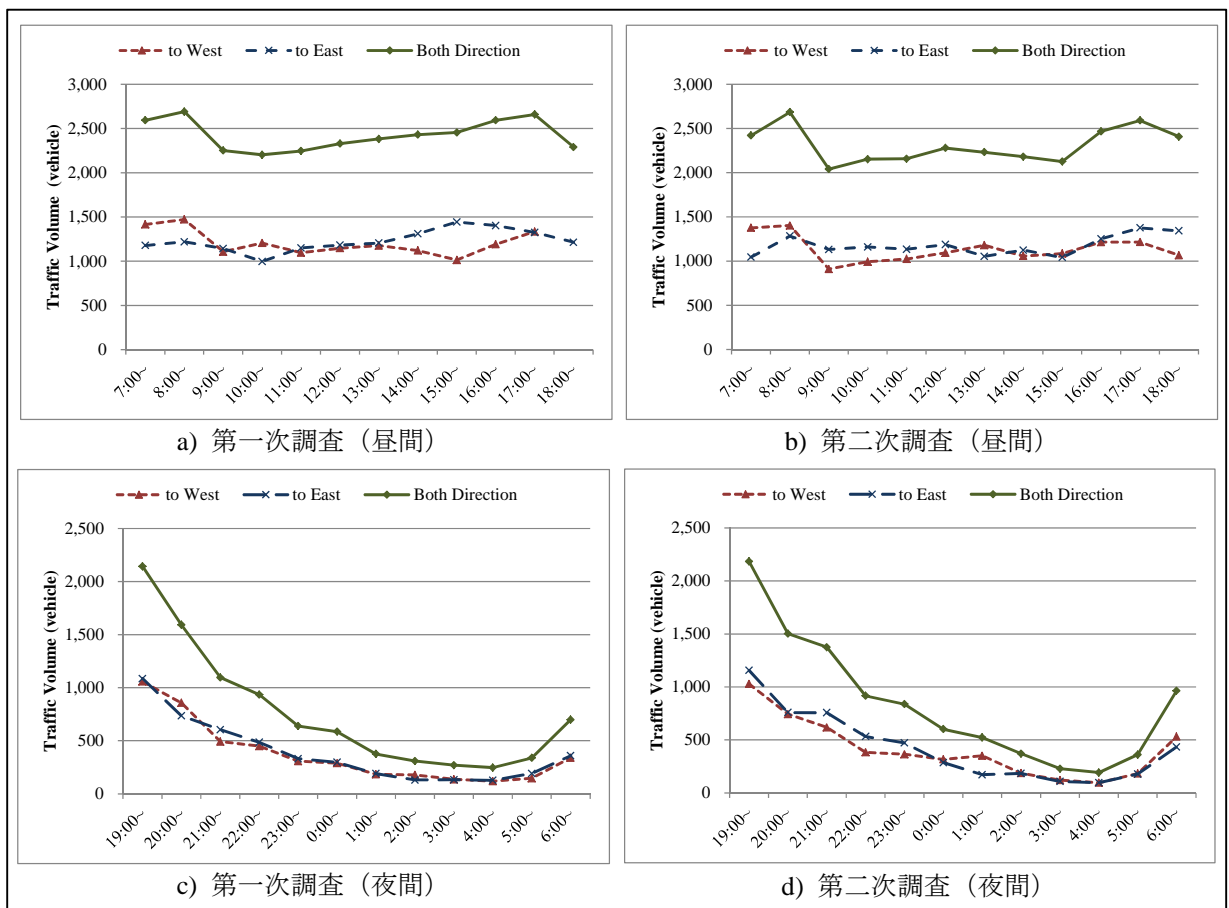


図 12-1-2 地点 No. 2

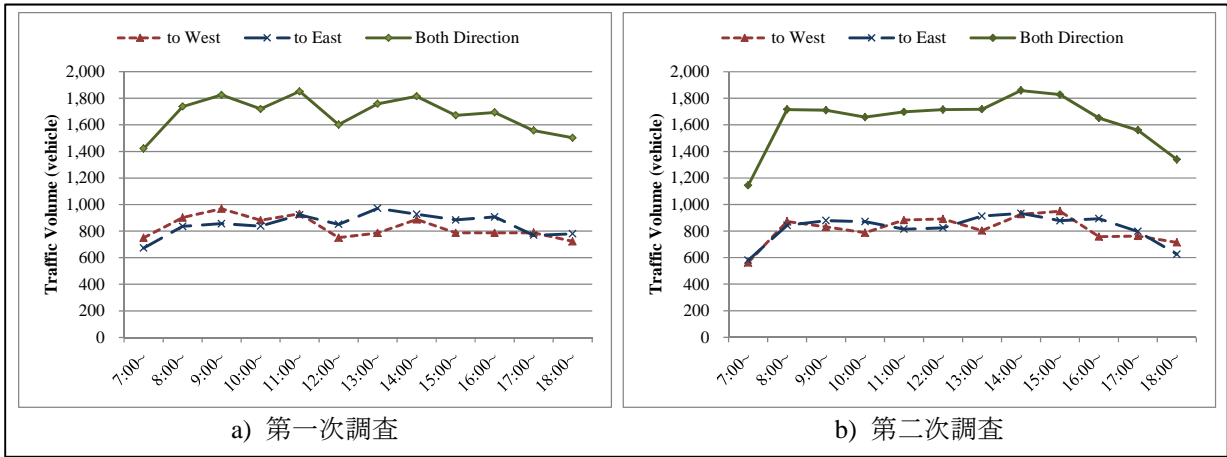


图 12-1-3 地点 No. 3

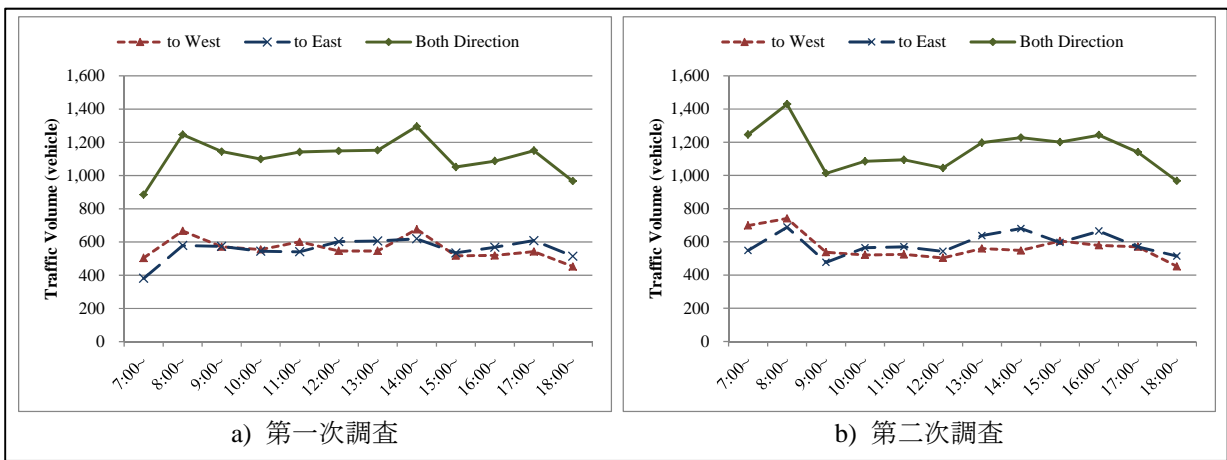


图 12-1-4 地点 No. 4

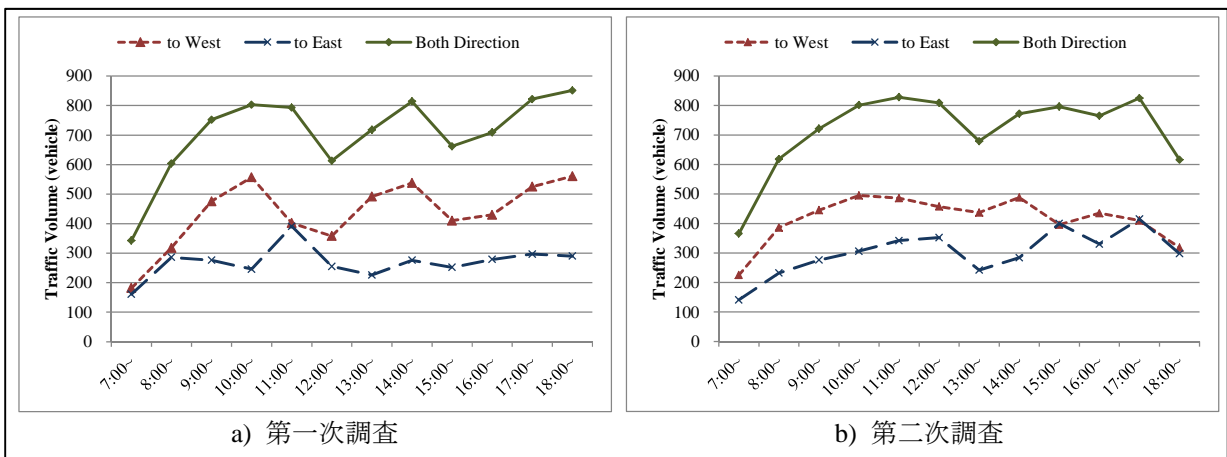


图 12-1-5 地点 No. 5

資料 12-1-4 簡易 OD 調査結果

(1) 車種

表 12-1-46 サンプル数

車種	Direction to West (to City Council)	Direction to East (to China Town)
Sedan/Wagon/Jeep	129	141
Mini Bus	9	14
Long Body Bus	0	3
Pick-up	13	20
Truck	18	17
Total	169	195

(2) Trip Purpose

表 12-1-47 旅行目的

車種	Direction to West (to City Council)	Direction to East (to China Town)
To Home	23	59
To Work/School	7	18
Business	105	61
Shopping	20	34
Social	14	17
Others	0	6
Total	169	195

資料 12-1-5 ラウンドアバウト交通量調査

(1) 12 時間流入交通量

i) 第一次調査 (2013/12/3 (火) )

表 12-1-48 流入交通量 : A

Time	Car	Truck	Total
7:00 - 8:00	909	60	969
8:00 - 9:00	1,222	131	1,353
9:00 - 10:00	1,319	118	1,437
10:00 - 11:00	1,327	92	1,419
11:00 - 12:00	1,199	98	1,297
12:00 - 13:00	1,371	113	1,484
13:00 - 14:00	1,152	108	1,260
14:00 - 15:00	1,275	118	1,393
15:00 - 16:00	1,335	106	1,441
16:00 - 17:00	1,238	98	1,336
17:00 - 18:00	1,222	89	1,311
18:00 - 19:00	950	85	1,035
Total	14,519	1,216	15,735

表 12-1-49 流入交通量 : B

Time	Car	Truck	Total
7:00 - 8:00	10	6	16
8:00 - 9:00	8	1	9
9:00 - 10:00	6	0	6
10:00 - 11:00	9	1	10
11:00 - 12:00	7	0	7
12:00 - 13:00	7	0	7
13:00 - 14:00	4	1	5
14:00 - 15:00	9	0	9
15:00 - 16:00	5	0	5
16:00 - 17:00	0	0	0
17:00 - 18:00	0	0	0
18:00 - 19:00	0	0	0
Total	65	9	74

表 12-1-50 流入交通量 : C

Time	Car	Truck	Total
7:00 - 8:00	835	73	908
8:00 - 9:00	912	91	1,003
9:00 - 10:00	794	96	890
10:00 - 11:00	756	99	855
11:00 - 12:00	719	89	808
12:00 - 13:00	586	75	661
13:00 - 14:00	725	54	779
14:00 - 15:00	628	68	696
15:00 - 16:00	676	112	788
16:00 - 17:00	649	63	712
17:00 - 18:00	710	82	792
18:00 - 19:00	719	47	766
Total	8,709	949	9,658

表 12-1-51 流入交通量 : D

Time	Car	Truck	Total
7:00 - 8:00	216	14	230
8:00 - 9:00	424	17	441
9:00 - 10:00	541	33	574
10:00 - 11:00	500	34	534
11:00 - 12:00	490	25	515
12:00 - 13:00	437	30	467
13:00 - 14:00	503	18	521
14:00 - 15:00	532	39	571
15:00 - 16:00	522	24	546
16:00 - 17:00	410	25	435
17:00 - 18:00	336	14	350
18:00 - 19:00	252	11	263
Total	5,163	284	5,447

表 12-1-52 流入交通量 : E

Time	Car	Truck	Total
7:00 - 8:00	232	9	241
8:00 - 9:00	287	24	311
9:00 - 10:00	260	19	279
10:00 - 11:00	209	10	219
11:00 - 12:00	222	12	234
12:00 - 13:00	198	11	209
13:00 - 14:00	189	9	198
14:00 - 15:00	182	10	192
15:00 - 16:00	184	10	194
16:00 - 17:00	241	12	253
17:00 - 18:00	227	8	235
18:00 - 19:00	188	10	198
Total	2,619	144	2,763

ii) 第二次調査 (2013/12/4 (水) )

表 12-1-53 流入交通量 : A

Time	Car	Truck	Total
7:00 - 8:00	973	67	1,040
8:00 - 9:00	1,250	109	1,359
9:00 - 10:00	1,340	129	1,469
10:00 - 11:00	1,066	93	1,159
11:00 - 12:00	1,032	110	1,142
12:00 - 13:00	1,200	95	1,295
13:00 - 14:00	1,149	90	1,239
14:00 - 15:00	1,378	121	1,499
15:00 - 16:00	1,410	94	1,504
16:00 - 17:00	1,322	108	1,430
17:00 - 18:00	1,069	121	1,190
18:00 - 19:00	1,273	90	1,363
Total	14,462	1,227	15,689

表 12-1-54 流入交通量 : B

Time	Car	Truck	Total
7:00 - 8:00	7	11	18
8:00 - 9:00	5	2	7
9:00 - 10:00	1	0	1
10:00 - 11:00	7	1	8
11:00 - 12:00	12	0	12
12:00 - 13:00	9	0	9
13:00 - 14:00	1	0	1
14:00 - 15:00	1	0	1
15:00 - 16:00	2	0	2
16:00 - 17:00	0	0	0
17:00 - 18:00	3	0	3
18:00 - 19:00	0	0	0
Total	48	14	62

表 12-1-55 流入交通量 : C

Time	Car	Truck	Total
7:00 - 8:00	914	92	1,006
8:00 - 9:00	916	74	990
9:00 - 10:00	776	87	863
10:00 - 11:00	740	82	822
11:00 - 12:00	787	84	871
12:00 - 13:00	796	104	900
13:00 - 14:00	759	70	829
14:00 - 15:00	764	67	831
15:00 - 16:00	794	50	844
16:00 - 17:00	715	121	836
17:00 - 18:00	773	76	849
18:00 - 19:00	666	49	715
Total	9,400	956	10,356

表 12-1-56 流入交通量 : D

Time	Car	Truck	Total
7:00 - 8:00	98	8	106
8:00 - 9:00	323	23	346
9:00 - 10:00	669	41	710
10:00 - 11:00	482	38	520
11:00 - 12:00	547	45	592
12:00 - 13:00	394	32	426
13:00 - 14:00	338	36	374
14:00 - 15:00	550	36	586
15:00 - 16:00	502	24	526
16:00 - 17:00	419	22	441
17:00 - 18:00	280	17	297
18:00 - 19:00	295	11	306
Total	4,897	333	5,230

表 12-1-57 流入交通量：E

Time	Car	Truck	Total
7:00 - 8:00	335	17	352
8:00 - 9:00	249	18	267
9:00 - 10:00	331	15	346
10:00 - 11:00	178	10	188
11:00 - 12:00	226	14	240
12:00 - 13:00	307	13	320
13:00 - 14:00	152	10	162
14:00 - 15:00	251	15	266
15:00 - 16:00	253	36	289
16:00 - 17:00	230	11	241
17:00 - 18:00	272	12	284
18:00 - 19:00	341	16	357
Total	3,125	187	3,312

(2) 方向別交通量調査結果

i) 第一次調査

		Out Going					Total
		A	B	C	D	E	
In Coming	A	8.4 %	0.6 %	72.8 %	13.4 %	4.7 %	100 %
	B	31.3 %	0.0 %	62.5 %	6.3 %	0.0 %	100 %
	C	90.6 %	0.2 %	0.6 %	1.3 %	7.4 %	100 %
	D	73.9 %	0.0 %	13.7 %	0.0 %	12.4 %	100 %
	E	49.2 %	0.8 %	36.1 %	13.9 %	0.0 %	100 %

ii) 第二次調査

		Out Going					Total
		A	B	C	D	E	
In Coming	A	10.8 %	0.8 %	69.7 %	12.6 %	6.1 %	100 %
	B	14.3 %	0.0 %	78.6 %	7.1 %	0.0 %	100 %
	C	92.1 %	0.1 %	0.0 %	1.4 %	6.4 %	100 %
	D	76.5 %	0.4 %	8.5 %	0.0 %	14.6 %	100 %
	E	46.8 %	0.4 %	41.3 %	11.5 %	0.0 %	100 %



資料 12-1-6 バス停車時間調査

(1) 第一次調査 (2014/2/26 (水))

表 12-1-58 時間別バス発着台数 (第一次調査)

Time	No.1 (to White River)		No.2 (to KG VI, Kolaridge,)		No.3 (to Henderson)		No.4 (to Gppol)	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
8:00 - 9:00	136	137	110	110	16	13	5	0
9:00 - 10:00	152	152	180	179	16	17	9	8
10:00 - 11:00	134	133	144	145	18	19	12	9
11:00 - 12:00	133	134	146	146	21	20	8	8
12:00 - 13:00	142	142	180	180	23	22	8	7
13:00 - 14:00	131	132	139	139	28	29	3	8
14:00 - 15:00	136	136	136	135	21	21	8	10
15:00 - 16:00	133	133	145	143	15	16	14	12
16:00 - 17:00	102	101	160	162	24	25	16	16
17:00 - 18:00	131	132	161	162	19	19	12	13
Total	1330	1332	1501	1501	201	201	95	91

(2) 第一次調査 (2014/2/27 (木))

表 12-1-59 時間別バス発着台数 (第二次調査)

Time	No.1 (to White River)		No.2 (to KG VI, Kolaridge,)		No.3 (to Henderson)		No.4 (to Gppol)	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
8:00 - 9:00	151	151	191	191	13	12	7	3
9:00 - 10:00	166	167	204	203	22	23	10	9
10:00 - 11:00	180	179	171	171	32	29	4	3
11:00 - 12:00	148	149	160	161	22	24	5	5
12:00 - 13:00	153	153	190	190	15	18	13	11
13:00 - 14:00	165	165	94	93	20	21	8	11
14:00 - 15:00	137	137	85	85	23	22	5	7
15:00 - 16:00	154	154	139	138	18	19	8	10
16:00 - 17:00	167	167	134	136	16	16	9	8
17:00 - 18:00	122	122	107	106	13	13	11	10
Total	1543	1544	1475	1474	194	197	80	77

資料 12-1-7 バス待ち乗客数調査

(1) 第一次調査 (2014/3/6 (木))

表 12-1-60 時間別バス待ち乗客数 (第一次調査)

Time	No.1 (to White River)	No.2 (to KG VI, Kolaridge)	No.3 (to Henderson)
9:00 - 10:00	0	39	12
10:00 - 11:00	8	36	11
11:00 - 12:00	10	29	18
12:00 - 13:00	8	69	22
13:00 - 14:00	6	106	20
14:00 - 15:00	8	149	21
15:00 - 16:00	43	178	12
16:00 - 17:00	42	238	22
17:00 - 18:00	19	332	22
19:00 - 20:00	70	347	26

(2) 第二次調査 (2014/3/7 (金))

表 12-1-61 時間別バス待ち乗客数 (第二次調査)

Time	No.1 (to White River)	No.2 (to KG VI, Kolaridge)	No.3 (to Henderson)
9:00 - 10:00	9	10	13
10:00 - 11:00	8	18	18
11:00 - 12:00	12	26	26
12:00 - 13:00	8	44	39
13:00 - 14:00	12	62	17
14:00 - 15:00	15	96	17
15:00 - 16:00	37	210	47
16:00 - 17:00	45	247	65
17:00 - 18:00	25	312	112
19:00 - 20:00	57	309	100

資料 12-1-8 道路横断者数調査

(1) 第一次調査 (2014/3/4 (月))

表 12-1-62 道路横断者数 (第一次調査)

Time	North to South	South to North	Total
9:00 - 10:00	811	797	1,608
10:00 - 11:00	655	749	1,404
11:00 - 12:00	678	939	1,617
12:00 - 13:00	1,116	1,023	2,139
13:00 - 14:00	1,090	1,348	2,438
14:00 - 15:00	1,941	2,066	4,007
15:00 - 16:00	782	2,198	2,980
16:00 - 17:00	966	1,161	2,127
17:00 - 18:00	949	1,631	2,580
Total	8,988	11,912	20,900

(2) 第一次調査 (2014/3/5 (火))

表 12-1-63 道路横断者数 (第二次調査)

Time	North to South	South to North	Total
9:00 - 10:00	735	835	1,570
10:00 - 11:00	938	1,071	2,009
11:00 - 12:00	1,172	1,149	2,321
12:00 - 13:00	672	1,147	1,819
13:00 - 14:00	1,381	1,217	2,598
14:00 - 15:00	2,054	2,199	4,253
15:00 - 16:00	1,233	1,243	2,476
16:00 - 17:00	1,287	1,637	2,924
17:00 - 18:00	1,249	1,162	2,411
Total	10,721	11,660	22,381

資料 12-2 路床土調査結果

表 12-2-1 に路床土調査結果を示す。

表 12-2-1 路床土調査結果

	層	P1	P2	P3	P4	P5	P6	P7	P8
距離程 (Sta.)		0+050	0+200	0+700	1+400	1+800	2+400	2+600	3+000
位置		海側	山側	山側	海側	山側	山側	海側	海側
舗層厚 (cm)	AC	-	-	60	50	60	60	60	70
	路盤	-	-	340	280	150	380	370	380
DCP 試験	路盤部	-	-	54.4	151	34.7	36.5	39.8	37.2
	路床部	13	21	9	22	22	31	46	24
CBR 試験	路床部	10	15	13	8	80	50	16	23

表 12-2-2 CBR 試驗結果一覽

Table 3 Summary of Laboratory Test Results

Pit No.	Moisture content-% AS 1289.2.1.2	STD Compaction Test AS 1289.5.1.2		PSD AS 1289.3.6.1	Atterberg Limits AS 1289.3.1.1,3.2.1,3.3.1				<sup>1</sup> CBR soaked	Specific Gravity	Swell %	Remarks
		MDD t/m <sup>3</sup>	OMC %		LL	PL	PI	LS				
P1	12.6	1.895	13.7	Type 2, Grade B material	22	17	5	4.0	10	2.627		
P2	19.8	1.707	16.2	<sup>2</sup> Type 2, Grade B material	36	22	14	8.8	15	2.601		
P3	24.1	2.102	13.4	<sup>3</sup> ___	20	11	9	1.6	13	3.154		
P4	19.2	1.828	15.8	<sup>4</sup> ___	28	20	8	5.3	8	2.763		
P5	21.4	1.759	17.2	<sup>5</sup> Type 2, Grade B material	30	27	3	1.5	80	2.684		
P6	15.6	1.700	15.9	<sup>6</sup> ___	NP	NP	NP	0.8	50	2.652	0.85	
P7	13.7	1.514	22	<sup>7</sup> Type 2, Grade B material	39	24	15	8.4	16	2.548	7.7	
P8	17	1.690	18.8	<sup>8</sup> Type 2, Grade C material	36	22	14	7.0	23	2.591	17.1	

<sup>1</sup>California Bearing Ratio % (remoulded specimen) done according to AS 1289.6.1.1.

<sup>2</sup>The grading was near to a Type 2, Grade B material with less amount of fines. However with Coronus material, there is more fines present than indicated in a standard test.

<sup>3</sup>According to the United Soils Classification System (USCS)-Silty, clayey sand with gravel.

<sup>4</sup>The grading was near to a Type 2, Grade B material with less amount of fines. However with coronus material (finger coral), there are more fines present than indicated in a standard test. According to USCS –Well graded gravel with silt and sand.

<sup>5</sup>According to the United Soils Classification System (USCS)-Clayey sand with gravel

<sup>6</sup>According to the United Soils Classification System (USCS)-Poorly graded sand with gravel

<sup>7</sup>The grading was near to a Type 2, Grade B material with less amount of fines. According to USCS –Well- graded sand with silty clay and gravel.

<sup>8</sup>The grading was near to a Type 2, Grade C material with less amount of fines. According to the USCS: Poorly graded sand with silty clay and gravel.

Ministry of Infrastructure Development

Client: Siam Tone Co., Ltd.

California Bearing Ratio

Job No: 14-012

AS 1289.6.1.1

Date Tested/By: SS/CB

Checked By: MI

Soaked / Unsoaked

Sample Number: P1

Project: Kukum Highway Upgrading

Sample Location: MID Workshop

Date Sampled: 28/2/2014

Sample Description: Coronus

Mould Number: \_\_\_\_\_

Balance Number: \_\_\_\_\_

Oven Number: \_\_\_\_\_

Spacer Number: \_\_\_\_\_

Hammer Number: MOD STD

Mass Of Total Sample:	7000g
Mass Retained 19.0 mm:	
Percent Retained %	

O.M.C. %	13.7
M.D.D. t/m3	1.895

Specified Laboratory Density Ratio %

Required Laboratory Dry Density. t/m3

# #

Moisture Contents:	In Situ	At Comp	Top 30mm	Full Depth
Container Number:		T1		L1
Wet Mass Soil & Cont:		1050		2511
Dry Mass Soil & Cont:		928		2351
Check Mass:		122/		160/1185
Mass Of Container:				1166
Moisture Content %		13.2		

# Moisture Samples (Soaked)  
Top 30mm- Sample to depth of 30mm (penetration end)  
Full Depth- Sample from the remaining specimen

Cure Data	
Specified Laboratory Moisture Ratio %	<input type="text"/>
Target Laboratory Moisture Content	% <input type="text"/>
Mass Of Soil & Hygro:	<input type="text"/>
In Situ Moisture Content:	% <input type="text"/>
~ Mass of Dry Soil:	<input type="text"/>
Mass Soil & Hygro @ Target Moist. :	<input type="text"/>
Mass Of Water Required:(g)	<input type="text"/>

Proving Ring   
Load Cell

Compaction Data	STD / MOD
Volume Of Mould: (cm3)	
Mass Of Mould: (g)	6427
Mass Mould & Material:(g)	11394

Penetration Data		
Penetration mm	Prov. Ring mm	Load Cell kn
Seat	Top	Bottom
0.5	4	3
1	8	8
1.5	11	14
2	15	21
2.5	18	30
3	22	38
3.5	25	
4	30	58
4.5	35	68
5	40	78
5.5	45	85
6	51	96
6.5	57	105
7	63	114
7.5	69	122
8	73	129
8.5	79	136
9	85	143
9.5	91	150
10	97	158
10.5	102	164

Swell Data	
Initial Reading(mm)	0
Date & Time Of Immersion:	4days
Final Reading (mm)	0
Mass Mould & Material (g)	11439

Compaction Date/By: 7.03.14

Penetration Date/By: 11.03.14

CBR-10

図 12-2-1 CBR 試験結果 (P1)

Ministry of Infrastructure Development

Client: Siam Tone Co., Ltd.

California Bearing Ratio

Job No: 14-012

AS 1289.6.1.1

Date Tested/By: CB

Checked By: MI

Soaked / Unsoaked

Sample Number: P 2

Project: Kukum Highway Upgrading

Sample Location: SIWA

Date Sampled: 3.03.14

Sample Description: Coronus

Mould Number:

Balance Number:

Oven Number:

Spacer Number:

Hammer Number: MOD **STD**

Mass Of Total Sample:	
Mass Retained 19.0 mm:	
Percent Retained %	

O.M.C. %	16.2
M.D.D. t/m3	1.707

Specified Laboratory Density Ratio %

Required Laboratory Dry Density. t/m3

Moisture Contents:	In Situ	At Comp	Top 30mm	Full Depth	# Moisture Samples (Soaked)
Container Number:		T4		L2	
Wet Mass Soil & Cont:		979		2251	Top 30mm- Sample to depth of 30mm (penetration end)
Dry Mass Soil & Cont:		837		2082	
Check Mass:		142		169	Full Depth- Sample from the remaining specimen
Mass Of Container:				1204	
Moisture Content %		16.9		19.2	

<b>Cure Data</b>	
Specified Laboratory Moisture Ratio %	
Target Laboratory Moisture Content	%
Mass Of Soil & Hygro:	
In Situ Moisture Content:	%
~ Mass of Dry Soil:	
Mass Soil & Hygro @ Target Moist. :	
Mass Of Water Required:(g)	

Proving Ring 28kN  
Load Cell

Penetration Data		
Penetration mm	Prov. Ring mm	Load Cell kn
Seat	Top	Bottom
0.5	4	12
1	11	38
1.5	19	55
2	27	68
2.5	33	77
3	38	86
3.5	43	
4	47	98
4.5	51	104
5	54	109
5.5	57	112
6	60	115
6.5	62	119
7	65	121
7.5	68	124
8	70	126
8.5	72	128
9	75	130
9.5	77	132
10	79	134
10.5	81	136

<b>Compaction Data</b>		STD / MOD
Volume Of Mould: (cm3)		
Mass Of Mould: (g)	6406	
Mass Mould & Material:(g)	11080	

Required Wet Density	
Mass Soil + Hygro	
Required in Mould	
Required Mass/Layer	

<b>Swell Data</b>	
Initial Reading(mm)	0
Date & Time Of Immersion:	4 days
Final Reading (mm)	1
Mass Mould & Material (g)	11199

Swell%- 0.85

Compaction Date/By: 7.03.14

Penetration Date/By: 11.03.14

CBR-14

図 12-2-2 CBR 試験結果 (P2)

Ministry of Infrastructure Development

Client: Siam Tone Co., Ltd.

California Bearing Ratio

Job No: 14-012

AS 1289.6.1.1

Date Tested/By: CB

Checked By: MI

Soaked / Unsoaked

Sample Number: P 3

Project: Kukum Highway Upgrading

Sample Location: Junction Curve

Date Sampled: 3.3.2014

Sample Description: Silty clayey sand with gravel

Mould Number: \_\_\_\_\_

Balance Number: \_\_\_\_\_

Oven Number: \_\_\_\_\_

Spacer Number: \_\_\_\_\_

Hammer Number: MOD STD

Mass Of Total Sample:	
Mass Retained 19.0 mm:	
Percent Retained %	

O.M.C. %	
M.D.D. t/m3	

Specified Laboratory Density Ratio %

Required Laboratory Dry Density. t/m3

# #

Moisture Contents:	In Situ	At Comp	Top 30mm	Full Depth
Container Number:		2		2
Wet Mass Soil & Cont:		1717		1986
Dry Mass Soil & Cont:		1599		1853
Check Mass:		118/908		133/998
Mass Of Container:		691		855
Moisture Content %		12.9		13.3

# Moisture Samples (Soaked)  
Top 30mm- Sample to depth of 30mm (penetration end)  
Full Depth- Sample from the remaining specimen

Cure Data	
Specified Laboratory Moisture Ratio %	
Target Laboratory Moisture Content	%
Mass Of Soil & Hygro:	
In Situ Moisture Content:	%
~ Mass of Dry Soil:	
Mass Soil & Hygro @ Target Moist. :	
Mass Of Water Required:(g)	

Proving Ring 28kN

Load Cell

Penetration Data

Penetration mm	Prov. Ring mm	Load Cell kn
Seat	Top	Bottom
0.5	3	5
1	5	16
1.5	8	26
2	10	36
2.5	13	46
3	18	58
3.5	21	68
4	26	80
4.5	32	91
5	40	102
5.5	46	115
6	54	126
6.5	62	140
7	70	151
7.5	78	164
8	86	175
8.5	95	185
9	104	197
9.5	113	209
10	122	220
10.5	131	231

Compaction Data	STD / MOD
Volume Of Mould: (cm3)	
Mass Of Mould: (g)	6425
Mass Mould & Material:(g)	11929

Required Wet Density	
Mass Soil + Hygro	
Required in Mould	
Required Mass/Layer	

Swell Data	
Initial Reading(mm)	0
Date & Time Of Immersion:	4 days
Final Reading (mm)	0
Mass Mould & Material (g)	11999

Compaction Date/By: 13.03.2014

Penetration Date/By: 17.03.2014

図 12-2-3 CBR 試験結果 (P3)

Ministry of Infrastructure Development

Client: Siam Tone Co., Ltd.

California Bearing Ratio

Job No: 14-015

AS 1289.6.1.1  
Soaked / Unsoaked

Date Tested/By: CB

Checked By: MI

Sample Number: P4

Project: Kukum Highway Upgrading

Sample Location: Opposite New Look

Date Sampled: 3.3.2014

Sample Description: Clayey sand with gravel

Mould Number: \_\_\_\_\_

Balance Number: \_\_\_\_\_

Oven Number: \_\_\_\_\_

Spacer Number: \_\_\_\_\_

Hammer Number: MOD STD

Mass Of Total Sample:	
Mass Retained 19.0 mm:	
Percent Retained %	

O.M.C. %	15.8
M.D.D. t/m3	1.828

Specified Laboratory Density Ratio %

Required Laboratory Dry Density. t/m3

# #

Moisture Contents:	In Situ	At Comp	Top 30mm	Full Depth
Container Number:		T2		L3
Wet Mass Soil & Cont:		750		2087
Dry Mass Soil & Cont:		645		1904
Check Mass:		105		183
Mass Of Container:				783
Moisture Content %		16.3		16.3

# Moisture Samples (Soaked)  
Top 30mm- Sample to depth of 30mm (penetration end)  
Full Depth- Sample from the remaining specimen

Cure Data	
Specified Laboratory Moisture Ratio %	<input type="text"/>
Target Laboratory Moisture Content	% <input type="text"/>
Mass Of Soil & Hygro:	<input type="text"/>
In Situ Moisture Content:	% <input type="text"/>
~ Mass of Dry Soil:	<input type="text"/>
Mass Soil & Hygro @ Target Moist. :	<input type="text"/>
Mass Of Water Required:(g)	<input type="text"/>

Proving Ring 28kN

Load Cell

Compaction Data		STD / MOD
Volume Of Mould: (cm3)		
Mass Of Mould: (g)	6441	
Mass Mould & Material:(g)	11404	

Required Wet Density	
Mass Soil + Hygro	
Required in Mould	
Required Mass/Layer	

Penetration Data		
Penetration mm	Prov. Ring mm	Load Cell kn
Seat	Top	Bottom
0.5	2	3
1	5	10
1.5	7	17
2	11	25
2.5	14	33
3	17	39
3.5	21	45
4	25	51
4.5	30	57
5	35	63
5.5	39	68
6	43	75
6.5	48	80
7	54	85
7.5	60	91
8	65	96
8.5	71	101
9	76	107
9.5	81	111
10	88	116
10.5	93	121

Swell Data	
Initial Reading(mm)	0
Date & Time Of Immersion:	4 days
Final Reading (mm)	0
Mass Mould & Material (g)	11467

Compaction Date/By: 7.03.14

Penetration Date/By: 11.03.14

CBR- 8

図 12-2-4 CBR 試験結果 (P4)



Ministry of Infrastructure Development

Client: Siam Tone Co., Ltd.

California Bearing Ratio

Job No: 14-012

AS 1289.6.1.1

Date Tested/By: CB

Checked By: MI

Soaked / Unsoaked

Sample Number: P 5

Project: Kukum Highway Upgrading

Sample Location: Betel Nut Store near Police Sta.

Date Sampled: 4.03.2014

Sample Description: Well graded gravel with silt & sand

Mould Number: \_\_\_\_\_

Balance Number: \_\_\_\_\_

Oven Number: \_\_\_\_\_

Spacer Number: \_\_\_\_\_

Hammer Number: MOD STD

Mass Of Total Sample:	
Mass Retained 19.0 mm:	
Percent Retained %	

O.M.C. %	
M.D.D. t/m3	

Specified Laboratory Density Ratio %

Required Laboratory Dry Density. t/m3

# #

Moisture Contents:	In Situ	At Comp	Top 30mm	Full Depth
Container Number:	4			4
Wet Mass Soil & Cont:	2159			2001
Dry Mass Soil & Cont:	1964			1838
Check Mass:	195/1113			163/987
Mass Of Container:	851			851
Moisture Content %	17.5			16.5

# Moisture Samples (Soaked)  
Top 30mm- Sample to depth of 30mm (penetration end)  
Full Depth- Sample from the remaining specimen

Cure Data	
Specified Laboratory Moisture Ratio %	<input type="text"/>
Target Laboratory Moisture Content	% <input type="text"/>
Mass Of Soil & Hygro:	<input type="text"/>
In Situ Moisture Content:	% <input type="text"/>
~ Mass of Dry Soil:	<input type="text"/>
Mass Soil & Hygro @ Target Moist. :	<input type="text"/>
Mass Of Water Required:(g)	<input type="text"/>

Proving Ring 28kN  
Load Cell

Penetration Data		
Penetration mm	Prov. Ring mm	Load Cell kn
Seat	Top	Bottom
0.5	2	15
1	7	70
1.5	12	141
2	24	220
2.5	37	291
3	57	371
3.5	80	440
4	110	505
4.5	141	568
5	175	626
5.5	210	675
6	245	730
6.5	280	784
7	315	832
7.5	350	875
8	385	918
8.5	420	963
9	455	1006
9.5	492	1036
10	524	1073
10.5	557	1103

Compaction Data		STD / MOD
Volume Of Mould: (cm3)		
Mass Of Mould: (g)	6439	
Mass Mould & Material:(g)	11256	

Required Wet Density	
Mass Soil + Hygro Required in Mould	
Required Mass/Layer	

Swell Data	
Initial Reading(mm)	0
Date & Time Of Immersion:	4 days
Final Reading (mm)	0
Mass Mould & Material (g)	11289

Compaction Date/By: 13.03.2014

Penetration Date/By: 17.03.2014

図 12-2-5 CBR 試験結果 (P5)

Ministry of Infrastructure Development

Client: Siam Tone Co., Ltd.

California Bearing Ratio

Job No: 14-017

AS 1289.6.1.1

Date Tested/By: SS/CB 21.03.14 Checked By: MI

Soaked / Unsoaked

Sample Number: P 6

Project: Kukum Highway Upgrading

Sample Location: Container Yard

Date Sampled: 04.03.2014

Sample Description: Poorly graded sand with gravel

Mould Number: 3

Balance Number:

Oven Number:

Spacer Number:

Hammer Number: MOD **STD**

Mass Of Total Sample:	7000g
Mass Retained 19.0 mm:	
Percent Retained	%

O.M.C. %	15.9
M.D.D. t/m3	1.700

Specified Laboratory Density Ratio %

Required Laboratory Dry Density. t/m3

Moisture Contents:	In Situ	At Comp	Top 30mm	Full Depth
Container Number:		T1		
Wet Mass Soil & Cont:		1383		
Dry Mass Soil & Cont:		1225		
Check Mass:				
Mass Of Container:		288		
Moisture Content %		16.9		

# Moisture Samples (Soaked)  
Top 30mm- Sample to depth of 30mm (penetration end)  
Full Depth- Sample from the remaining specimen

Cure Data	
Specified Laboratory Moisture Ratio %	
Target Laboratory Moisture Content	%
Mass Of Soil & Hygro:	
In Situ Moisture Content:	%
~ Mass of Dry Soil:	
Mass Soil & Hygro @ Target Moist. :	
Mass Of Water Required:(g)	

Proving Ring Load Cell

Penetration Data		
Penetration mm	Prov. Ring mm	Load Cell kn
Seat	Top	Bottom
0.5	1	1
1	2	20
1.5	5	42
2	13	85
2.5	25	142
3	43	201
3.5	70	
4	105	302
4.5	142	350
5	187	392
5.5	225	330
6	260	370
6.5	295	405
7	335	440
7.5	365	470
8	400	500
8.5	430	526
9	451	552
9.5	475	580
10	500	608
10.5	516	635

Compaction Data	STD / MOD
Volume Of Mould: (cm3)	
Mass Of Mould: (g)	6406
Mass Mould & Material:(g)	11053

Required Wet Density	
Mass Soil + Hygro	
Required in Mould	
Required Mass/Layer	

Swell Data	
Initial Reading(mm)	0
Date & Time Of Immersion:	4days
Final Reading (mm)	1
Mass Mould & Material (g)	11130

Swell %-0.85

Compaction Date/By: 17.03.14

Penetration Date/By: 21.03.14

CBR- 50

図 12-2-6 CBR 試験結果 (P6)

Ministry of Infrastructure Development

Client: Siam Tone Co., Ltd.

California Bearing Ratio

Job No: 14-018

AS 1289.6.1.1  
Soaked / Unsoaked

Date Tested/By: CB

Checked By: MI

Sample Number: P 7

Project: Kukum Highway Upgrading

Sample Location: Fish Market

Date Sampled: 4.03.2014

Sample Description: Well-graded sand with silty clay and gravel

Mould Number: \_\_\_\_\_

Balance Number: \_\_\_\_\_

Oven Number: \_\_\_\_\_

Spacer Number: \_\_\_\_\_

Hammer Number: MOD **STD**

Mass Of Total Sample:	
Mass Retained 19.0 mm:	
Percent Retained %	

O.M.C. %	22.0
M.D.D. t/m <sup>3</sup>	1.514

Specified Laboratory Density Ratio %

Required Laboratory Dry Density. t/m<sup>3</sup>

Moisture Contents:	In Situ	At Comp	Top 30mm	Full Depth
Container Number:		M3		T1
Wet Mass Soil & Cont:		1427		1999
Dry Mass Soil & Cont:		1307		1758
Check Mass:				
Mass Of Container:		694		857
Moisture Content %		19.6		26.7

# Moisture Samples (Soaked)  
Top 30mm- Sample to depth of 30mm (penetration end)  
Full Depth- Sample from the remaining specimen

Cure Data	
Specified Laboratory Moisture Ratio %	<input type="text"/>
Target Laboratory Moisture Content	% <input type="text"/>
Mass Of Soil & Hygro:	<input type="text"/>
In Situ Moisture Content:	% <input type="text"/>
~ Mass of Dry Soil:	<input type="text"/>
Mass Soil & Hygro @ Target Moist.:	<input type="text"/>
Mass Of Water Required:(g)	<input type="text"/>

Proving Ring **28kN**  
Load Cell

Compaction Data	STD / MOD
Volume Of Mould: (cm <sup>3</sup> )	
Mass Of Mould: (g)	6413
Mass Mould & Material:(g)	10514

Penetration Data		
Penetration mm	Prov. Ring mm	Load Cell kn
Seat	Top	Bottom
0.5	6	25
1	12	50
1.5	20	65
2	27	82
2.5	36	91
3	43	100
3.5	50	109
4	55	117
4.5	60	125
5	65	130
5.5	68	136
6	70	141
6.5	74	147
7	77	152
7.5	79	156
8	83	161
8.5	85	166
9	88	171
9.5	91	177
10	94	180
10.5	96	185

Swell Data	
Initial Reading(mm)	0
Date & Time Of Immersion:	4 days
Final Reading (mm)	9
Mass Mould & Material (g)	10719

Swell%-7.7

Compaction Date/By: 14.03.14

Penetration Date/By: 18.03.14

CBR- **16**

図 12-2-7 CBR 試験結果 (P7)

Ministry of Infrastructure Development

Client: Siam Tone Co., Ltd.

California Bearing Ratio

Job No: 14-019

AS 1289.6.1.1  
Soaked / Unsoaked

Date Tested/By: CB

Checked By: MI

Sample Number: P 8

Project: Kukum Highway Upgrading

Sample Location: Ministry of Fishery

Date Sampled: 4.03.2014

Sample Description: Brown clay sandy soil

Mould Number: \_\_\_\_\_

Balance Number: \_\_\_\_\_

Oven Number: \_\_\_\_\_

Spacer Number: \_\_\_\_\_

Hammer Number: MOD **STD**

Mass Of Total Sample:	
Mass Retained 19.0 mm:	
Percent Retained %	

O.M.C. %	18.8
M.D.D. t/m3	1.690

Specified Laboratory Density Ratio %

Required Laboratory Dry Density. t/m3

Moisture Contents:	In Situ	At Comp	Top 30mm	Full Depth
Container Number:		2		4
Wet Mass Soil & Cont:		1778		1762
Dry Mass Soil & Cont:		1633		1612
Check Mass:				
Mass Of Container:		855		851
Moisture Content %		18.6		19.7

# Moisture Samples (Soaked)  
Top 30mm- Sample to depth of 30mm (penetration end)  
Full Depth- Sample from the remaining specimen

Cure Data	
Specified Laboratory Moisture Ratio %	<input type="text"/>
Target Laboratory Moisture Content	% <input type="text"/>
Mass Of Soil & Hygro:	<input type="text"/>
In Situ Moisture Content:	% <input type="text"/>
~ Mass of Dry Soil:	<input type="text"/>
Mass Soil & Hygro @ Target Moist. :	<input type="text"/>
Mass Of Water Required:(g)	<input type="text"/>

Proving Ring **28kN**  
Load Cell

Penetration Data		
Penetration mm	Prov. Ring mm	Load Cell kn
Seat	Top	Bottom
0.5	10	15
1	26	40
1.5	44	66
2	63	90
2.5	83	108
3	103	126
3.5	118	141
4	132	155
4.5	143	168
5	153	178
5.5	161	190
6	168	201
6.5	174	211
7	180	221
7.5	185	231
8	190	240
8.5	195	248
9	200	256
9.5	205	264
10	210	271
10.5	214	278

Compaction Data	STD / MOD
Volume Of Mould: (cm3)	
Mass Of Mould: (g)	6538
Mass Mould & Material:(g)	11193

Required Wet Density	
Mass Soil + Hygro	
Required in Mould	
Required Mass/Layer	

Swell Data	
Initial Reading(mm)	0
Date & Time Of Immersion:	4 days
Final Reading (mm)	20
Mass Mould & Material (g)	11284

Swell%- 17.1

Compaction Date/By: 14.03.14

Penetration Date/By: 18.03.14

CBR- 23

図 12-2-8 CBR 試験結果 (P8)

設計 CBR の算定

ピット	実測値	計算値
P1	10	10
P2	15	15
P3	13	13
P4	8	8
P5	80	20
P6	50	20
P7	16	16
P8	23	20

平均=15.25

標準偏差=4.68

区間 CBR=10

設計 CBR=8

舗装構造の検討

設計 CBR : 8

交通量区分 : N5

信頼性 : 90%

アスファルト舗装の必要等値換算厚 TA

CBR	3	4	6	8	12	20
N7	45	41	37	34	30	26
N6	35	32	28	26	23	20
N5	26	24	21	19	17	15
N4	19	18	16	14	13	11
N3	15	14	12	11	10	9
N2	12	11	10	9	8	7
N1	9	9	8	7	7	7

舗装構造

舗装	材料	等値換算係数	厚さ
表層	加熱アスファルト 混合物	1.00	5 cm
基層		1.00	5 cm
上層路盤	粒度調整碎石	0.35	15 cm
下層路盤	クラッシャーラン	0.20	25 cm
		$T_A =$	20.25

AASHTO 設計法による照査

W18=2.30E+06

R=90%

zR=-1.282

S0=0.45

$\Delta$  PSI=1.7

CBR=8

MR=12000

SN=3.32

	層係数	厚さ(cm)	厚さ(inch)	排水係数	SN
AC 350,000psi	0.390	10	3.937	-	1.535
粒調路盤 CBR=80	0.135	15	5.906	1.000	0.797
切込路盤 CBR=30	0.108	25	9.843	1.000	1.063
		t=50cm		合計	3.396

資料 12-3 ボーリング柱状図

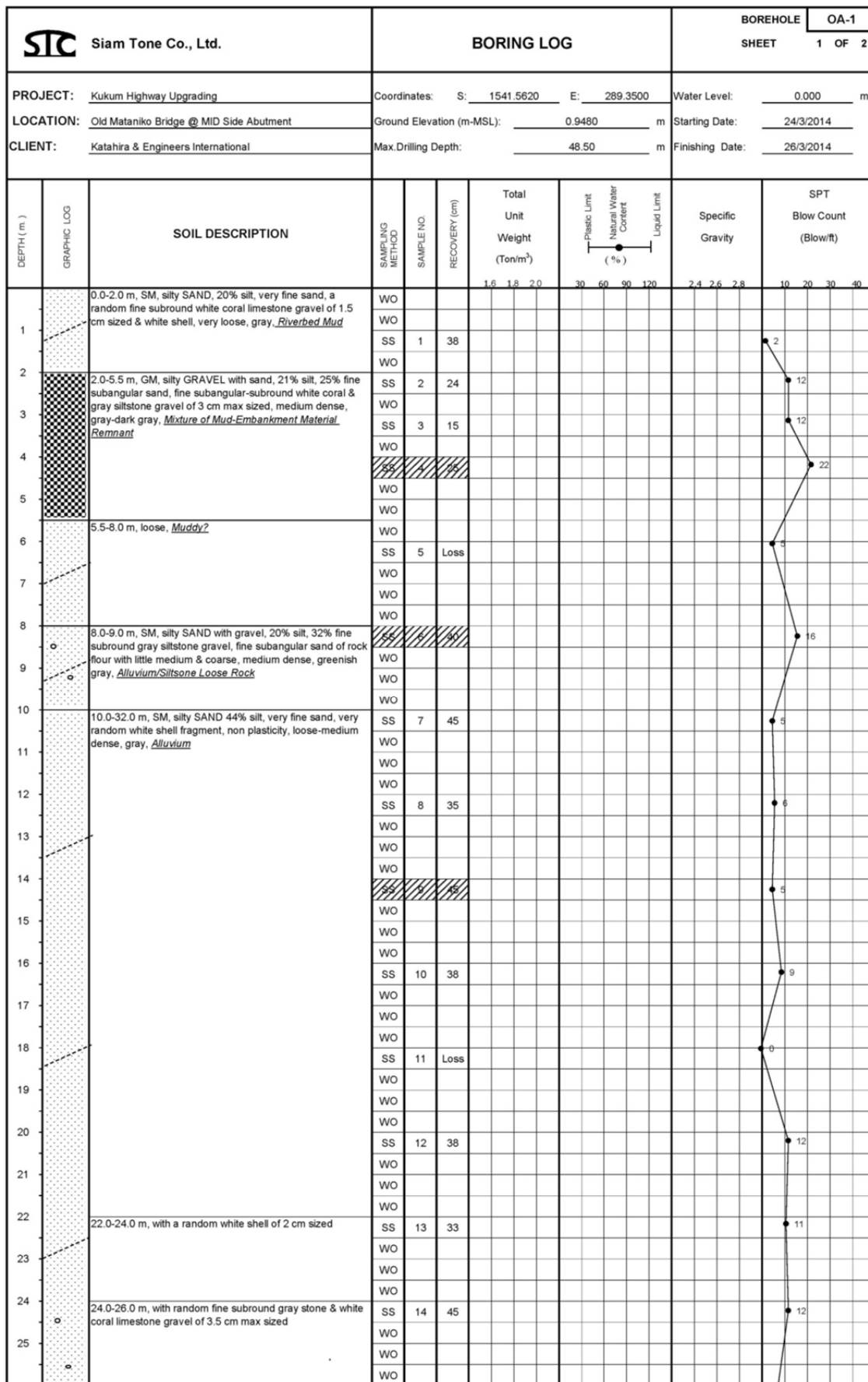


図 12-3-1 (1) ボーリング柱状図 (旧マタニコ橋 OA-1 (BH-1))

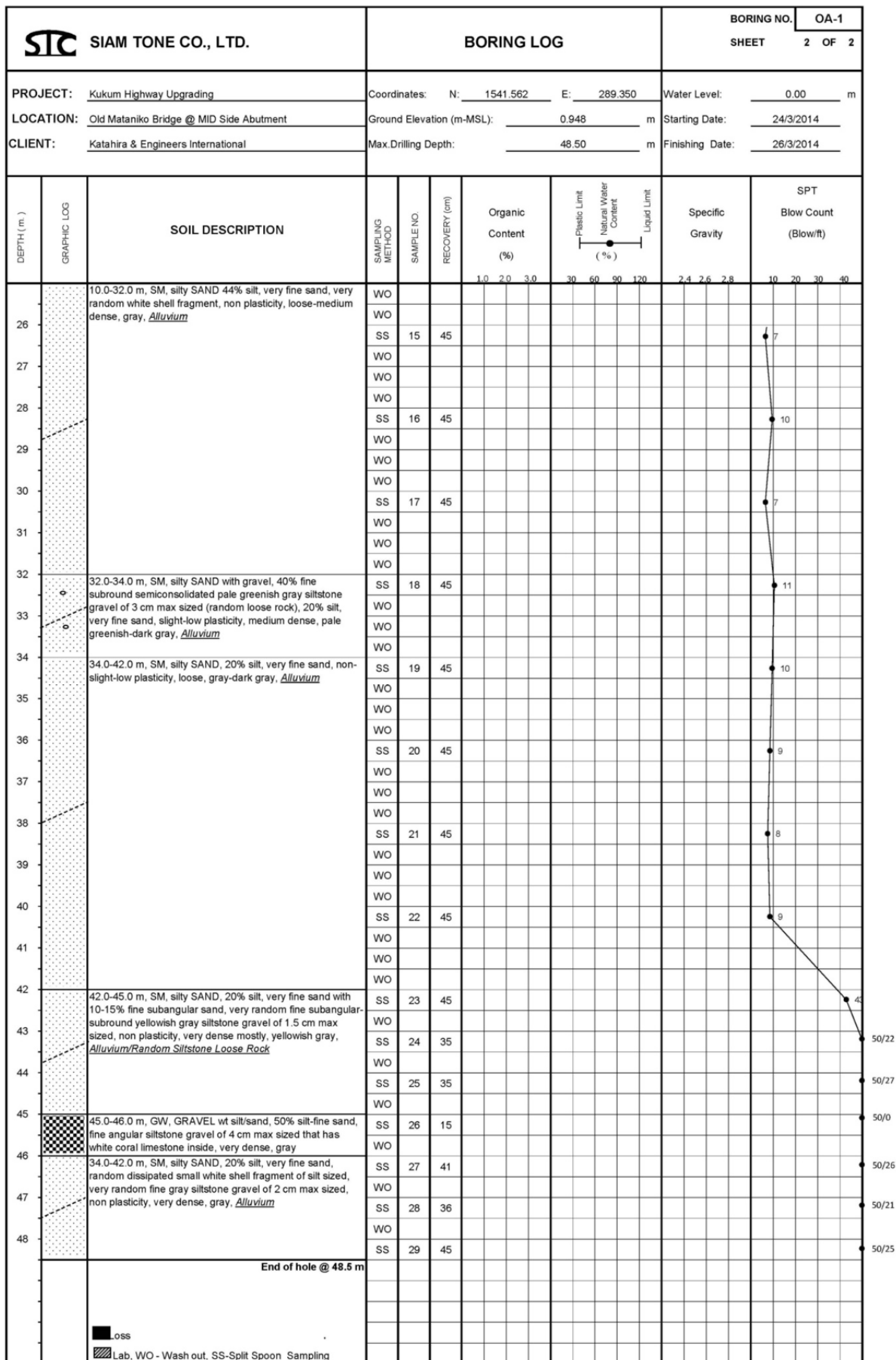


図 12-3-1 (2) ボーリング柱状図 (旧マタニコ橋 OA-1 (BH-1))



STC Siam Tone Co., Ltd.		BORING LOG				BOREHOLE OP-1			
						SHEET 1 OF 3			
PROJECT: Kukum Highway Upgrading		Coordinates: S: 1554.5680 E: 265.1270		Water Level: 0.000 m					
LOCATION: Old Mataniko Bridge @ Middle Pier		Ground Elevation (m-MSL): -0.7740 m		Starting Date: 27/3/2014					
CLIENT: Katahira & Engineers International		Max. Drilling Depth: 58.50 m		Finishing Date: 30/3/2014					
DEPTH (m)	GRAPHIC LOG	SOIL DESCRIPTION	SAMPLING METHOD	SAMPLE NO	RECOVERY (cm)	Total Unit Weight (Ton/m <sup>3</sup> )	Plastic Limit Natural Water Content Liquid Limit (%)	Specific Gravity	SPT Blow Count (Blow/ft)
0.0-3.0		0.0-3.0 m, <u>Riverbed Mud?</u>	WO						
1			WO						
2			SS	1	Loss				5
2			WO						
3			SS	2	Loss				4
3			WO						
3.0-4.0		3.0-4.0 m, SP, SAND with gravel, 10% fine subround white coral limestone gravel of 3 cm max sized, fine subangular sand, very loose, dark gray, <u>Alluvium</u>	SS	3	24				4
4			WO						
4.0-6.0		4.0-6.0 m, SM, silty SAND, <50% silt, very fine sand with 10% fine subangular sand, non plasticity, loose, gray, <u>Alluvium</u>	SS	4	25				6
5			WO						
5			WO						
6			SS	5	42				9
6			WO						
6			WO						
6.0-12.0		6.0-12.0 m, SP, SAND, very fine sand, nil-very random small white shell fragment, non plasticity, poorly graded, loose, gray, <u>Alluvium</u>	SS	6	34				9
7			WO						
7			WO						
8			SS	7	45				5
8			WO						
8			WO						
9			SS	8	45				4
9			WO						
9			WO						
10			SS	9	45				4
10			WO						
10			WO						
12.0-16.0		12.0-16.0 m, SM, silty SAND, 46% silt, very fine sand, non-slight plasticity, loose, gray, <u>Alluvium</u>	SS	10	39				4
11			WO						
11			WO						
12			SS	11	38				6
12			WO						
12			WO						
14			SS	12	45				8
14			WO						
14			WO						
16.0-24.0		16.0-24.0 m, SM, silty SAND, 47% silt, very fine sand, nil-very random small white shell fragment, non plasticity, loose, gray, <u>Alluvium</u>	SS	13	45				8
15			WO						
15			WO						
16			SS	14	38				10
16			WO						
16			WO						
18			SS	13	45				8
18			WO						
18			WO						
24.0-30.0		24.0-30.0 m, SM, silty SAND, <50% silt, very fine sand, random fine subround white coral limestone & black gravel of 2 cm max sized with small white shell fragment, non plasticity, loose, gray, <u>Alluvium</u>	SS	14	38				10
19			WO						
19			WO						
20			SS	12	45				8
20			WO						
20			WO						
22			SS	13	45				8
22			WO						
22			WO						
24			SS	14	38				10
24			WO						
24			WO						

図 12-3-2(1) ボーリング柱状図 (旧マタニコ橋 OP-1 (BH-2))

STC SIAM TONE CO., LTD.		BORING LOG				BORING NO. OP-1					
						SHEET 2 OF 3					
PROJECT: Kukum Highway Upgrading		Coordinates: N: 1554.5680 E: 265.1270		Water Level: 0.00 m							
LOCATION: Old Mataniko Bridge @ Middle Pier		Ground Elevation (m-MSL): -0.7740 m		Starting Date: 27/3/2014							
CLIENT: Katahira & Engineers International		Max. Drilling Depth: 58.50 m		Finishing Date: 30/3/2014							
DEPTH (m)	GRAPHIC LOG	SOIL DESCRIPTION	SAMPLING METHOD	SAMPLE NO.	RECOVERY (cm)	Organic Content (%)	Plastic Limit (%) Natural Water Content (%) Liquid Limit (%)	Specific Gravity	SPT Blow Count (Blow/ft)		
26	[Dotted pattern]	24.0-30.0 m, SM, silty SAND, <50% silt, very fine sand, random fine subround white coral limestone & black gravel of 2 cm max sized with small white shell fragment, non plasticity, loose, gray, <i>Alluvium</i>	WO								
			WO								
			SS 15	42						11	
27			WO								
			WO								
			SS 16	23						8	
28		WO									
		WO									
		SS 17	24						9		
30		[Dotted pattern]	30.0-32.0 m, SM, silty SAND, <50% silt, very fine sand, random fine subround white coral limestone & black gravel of 2 cm max sized, non-slight plasticity, loose, dark gray, <i>Alluvium</i>	WO							
				WO							
				SS 18	45						5
31	WO										
	WO										
	SS 19			45						7	
32	[Dotted pattern]	32.0-42.0 m, SM, silty SAND, <50% silt, very fine sand, non-slight plasticity, loose, gray, <i>Alluvium</i>	WO								
			WO								
			SS 20	45						10	
33			WO								
			WO								
			SS 21	45						6	
34	[Dotted pattern]	42.0-42.0 m, SM, silty SAND, <50% silt, very fine sand, non plasticity, loose, greenish gray, <i>Alluvium</i>	WO								
			WO								
			SS 22	45						8	
35			WO								
			WO								
			SS 23	45						9	
36	[Dotted pattern]	44.0-46.0 m, SM, silty SAND with gravel, <40% silt, <10% fine subround gray sandstone gravel of 3 cm max sized, very fine sand, non-slight plasticity, medium dense, gray, <i>Alluvium</i>	WO								
			WO								
			SS 24	45						12	
37			WO								
			WO								
			SS 25	45						10	
38	[Dotted pattern]	46.0-48.0 m, SM, silty SAND, <50% silt, very fine sand, non plasticity, loose, gray, <i>Alluvium</i>	WO								
			WO								
			SS 26	45						12	
39			WO								
			WO								
			SS 27	45						12	
40	[Dotted pattern]	48.0-50.0 m, SM, silty SAND, <50% silt, very fine sand, random fine subround gray sandstone gravel with very random small white shell fragment of 2 cm max sized, non plasticity, medium dense, greenish gray, <i>Alluvium</i>	WO								
			WO								
			SS 27	45						12	
41			WO								
			WO								
			SS 27	45						12	
42	[Dotted pattern]	50.0-54.0 m, SM, silty SAND, <50% silt, very fine sand, very random small white shell fragment, non plasticity, very dense mostly, gray, <i>Alluvium</i>	WO								
			WO								
			SS 27	45						12	
43			WO								
			WO								
			SS 27	45						12	
44	[Dotted pattern]	50.0-54.0 m, SM, silty SAND, <50% silt, very fine sand, very random small white shell fragment, non plasticity, very dense mostly, gray, <i>Alluvium</i>	WO								
			WO								
			SS 27	45						12	
45			WO								
			WO								
			SS 27	45						12	
46	[Dotted pattern]	50.0-54.0 m, SM, silty SAND, <50% silt, very fine sand, very random small white shell fragment, non plasticity, very dense mostly, gray, <i>Alluvium</i>	WO								
			WO								
			SS 27	45						12	
47			WO								
			WO								
			SS 27	45						12	
48	[Dotted pattern]	50.0-54.0 m, SM, silty SAND, <50% silt, very fine sand, very random small white shell fragment, non plasticity, very dense mostly, gray, <i>Alluvium</i>	WO								
			WO								
			SS 27	45						12	
49			WO								
			WO								
			SS 27	45						12	
50	[Dotted pattern]	50.0-54.0 m, SM, silty SAND, <50% silt, very fine sand, very random small white shell fragment, non plasticity, very dense mostly, gray, <i>Alluvium</i>	WO								
			WO								
			SS 27	45						12	
51			WO								
			WO								
			SS 27	45						12	

図 12-3-2 (2) ボーリング柱状図 (旧マタニコ橋 OP-1 (BH-2))

STC SIAM TONE CO., LTD.		BORING LOG				BORING NO. OP-1				
						SHEET 3 OF 3				
PROJECT: Kukum Highway Upgrading		Coordinates: N: 1554.5680 E: 265.1270		Water Level: 0.00 m						
LOCATION: Old Mataniko Bridge @ Middle Pier		Ground Elevation (m-MSL): -0.7740 m		Starting Date: 27/3/2014						
CLIENT: Katahira & Engineers International		Max. Drilling Depth: 58.50 m		Finishing Date: 30/3/2014						
DEPTH (m)	GRAPHIC LOG	SOIL DESCRIPTION	SAMPLING METHOD	SAMPLE NO.	RECOVERY (cm)	Total Unit Weight (Ton/m <sup>3</sup> )	Plastic Limit Natural Water Content (%) Liquid Limit	Specific Gravity	SPT Blow Count (Blow/ft)	
51		50.0-54.0 m, SM, silty SAND, <50% silt, very fine sand, very random small white shell fragment, non plasticity, very dense mostly, gray, <i>Alluvium</i>	SS	27	45	1.6 1.8 2.0	30 60 90 120	2.4 2.6 2.8	10 20 30 40	
			WO							
52			SS	28	43					50/28
			WO							
53			SS	29	45					39
			WO							
54		54.0-55.0 m, SM, silty SAND with gravel, <30% silt, 20% fine subround white & gray gravel of 2.5 cm max sized, very fine sand, non plasticity, very dense, gray, <i>Alluvium</i>	SS	31	16					50/1
			WO							
55		55.0-58.5 m, SM, silty SAND, <50% silt, very fine sand, a random fine subround white coral limestone gravel of 1.5 cm max sized with very random small white shell fragment, non plasticity, very dense, gray, <i>Alluvium</i>	SS	32	33					50/30
			WO							
56	SS		33	31					50/16	
	WO									
57	SS		34	23					50/8	
	WO									
58	SS		34	30					50/15	
	WO									
End of hole @ 58.5 m										

図 12-3-2 (3) ボーリング柱状図 (旧マタニコ橋 OP-1 (BH-2))

STC Siam Tone Co., Ltd.		BORING LOG				BOREHOLE OA-2					
						SHEET 1 OF 3					
PROJECT: Kukum Highway Upgrading		Coordinates: S: 1564.4630 E: 236.5240		Water Level: 0.000 m							
LOCATION: Old Mataniko Bridge @ China Town Side Abutment		Ground Elevation (m-MSL): 3.2596 m		Starting Date: 19/3/2014							
CLIENT: Katahira & Engineers International		Max. Drilling Depth: 61.50 m		Finishing Date: 23/3/2014							
DEPTH (m)	GRAPHIC LOG	SOIL DESCRIPTION	SAMPLING METHOD	SAMPLE NO	RECOVERY (cm)	Total Unit Weight (Ton/m <sup>3</sup> )	Plastic Limit Natural Water Content Liquid Limit (%)	Specific Gravity	SPT Blow Count (Blow/ft)		
						1.6 1.8 2.0	30 60 90 120	2.4 2.6 2.8	10 20 30 40		
1	[Cross-hatched pattern]	0.0-2.0 m, GW, GRAVEL, <10% fine-medium angular sand of coral flour, random fine white angular coral limestone gravel of 3 cm max sized, loose, yellowish white, <u>Coral Soil Backfill</u>	WO								
			SS	1	24					5	
2	[Dotted pattern]	2.0-3.0 m, very loose, <u>Muddy?</u>	WO								
			SS	2	Loss					2	
3	[Dotted pattern]	3.0-8.0 m, SM, silty SAND, 15-30% silt, fine subangular sand, random fine subround black stone & white coral limestone gravel of 3 cm max sized, loose-medium dense, gray-dark gray, <u>Alluvium</u>	WO								
			SS	3	40					6	
			WO								
			SS	4	43						10
			WO								18
5	[Dotted pattern]		SS	5	33						
			WO								
6	[Diagonal hatched pattern]		SS	6	40						
			WO								
7	[Dotted pattern]		SS	7	35						
			WO								
8	[Dotted pattern]	8.0-9.0 m, SM-ML, silty SAND-sandy SILT, 50% silt, fine subangular sand, very random fine white angular coral limestone gravel of 4 cm max sized, loose-medium dense, gray-dark gray, <u>Alluvium</u>	SS	8	45						
			WO								
			SS	9	5						
9	[Dotted pattern]		WO								
			SS	9	5					18	
10	[Dotted pattern]	10.0-11.0 m, SM, silty SAND, <50% silt, very fine with 10% fine subangular sand, non plasticity, loose, gray, <u>Alluvium</u>	SS	10	45						
			WO								
11	[Dotted pattern]	11.0-12.0 m, SM-ML, silty SAND-sandy SILT with gravel, 40% silt, 20% fine-coarse subround gravel of 4.5 cm max sized, medium dense, greenish gray, <u>Alluvium</u>	SS	11	45						
			WO								
12	[Dotted pattern]	12.0-26.0 m, SM, silty SAND, 45% silt, very fine sand, very random dissipated white small shell fragment, non plasticity, loose, greenish gray-gray, <u>Alluvium</u>	SS	12	45						
			WO								
			SS	13	45						
14	[Diagonal hatched pattern]		SS	14	45						
			WO								
15	[Dotted pattern]		SS	15	45						
			WO								
16	[Dotted pattern]		SS	16	45						
			WO								
17	[Dotted pattern]		SS	17	45						
			WO								
18	[Dotted pattern]		SS	18	41						
			WO								
19	[Dotted pattern]		SS	19	45						
			WO								
20	[Dotted pattern]		SS	20	45						
			WO								
21	[Dotted pattern]		SS	21	45						
			WO								
22	[Dotted pattern]		SS	22	45						
			WO								
23	[Dotted pattern]		SS	23	45						
			WO								
24	[Dotted pattern]		SS	24	45						
			WO								
25	[Dotted pattern]		SS	25	45						
			WO								

図 12-3-3(1) ボーリング柱状図 (旧マタニコ橋 OA-2(BH-3))

STC SIAM TONE CO., LTD.		BORING LOG					BORING NO. OA-2		
							SHEET 2 OF 3		
PROJECT: Kukum Highway Upgrading		Coordinates: N: 1564.4630 E: 236.5240		Water Level: 0.00 m					
LOCATION: Old Mataniko Bridge @ China Town Side Abutment		Ground Elevation (m-MSL): 3.2596 m		Starting Date: 19/3/2014					
CLIENT: Katahira & Engineers International		Max. Drilling Depth: 61.50 m		Finishing Date: 23/3/2014					
DEPTH (m)	GRAPHIC LOG	SOIL DESCRIPTION	SAMPLING METHOD	SAMPLE NO	RECOVERY (cm)	Organic Content (%)	Plastic Limit Natural Water Content Liquid Limit (%)	Specific Gravity	SPT Blow Count (Blow/ft)
						1.0 2.0 3.0	30 60 90 120	2.4 2.6 2.8	10 20 30 40
26.0		12.0-26.0 m, SM, silty SAND, 45% silt, very fine sand, very random dissipated white small shell fragment, non plasticity, loose, greenish gray-gray, <i>Alluvium</i>	SS	25	45				12
27.0		26.0-27.0 m, SM, silty SAND with gravel, <35% silt, 15% fine subround gravel of 2.5 cm max sized, very fine sand, non plasticity, medium dense, gray, <i>Alluvium</i>	SS	26	32				11
28.0		27.0-28.0 m, SM, silty SAND, <50% silt, very fine sand, very random dissipated white small shell fragment, non plasticity, medium dense, gray, <i>Alluvium</i>	SS	27	25				21
29.0		28.0-29.0 m, SM, silty SAND wt gravel, <35% silt, very fine sand wt 15% fine subang sand, 15% fine gravel, non plasticity, med dense, gray-dark gray, <i>Alluvium</i>	SS	28	34				17
30.0		29.0-36.0 m, SM, silty SAND, <50% silt, very fine sand, very random fine gravel & small white shell fragment, non plasticity, medium dense, gray, <i>Alluvium</i>	SS	29	45				13
31.0			SS	30	45				11
32.0			SS	31	45				10
33.0			SS	32	27				8
34.0			SS	33	45				10
35.0			SS	34	45				11
36.0		36.0-41.0 m, SM, silty SAND, <50% silt, very fine sand, slight plasticity, loose-medium dense, gray, <i>Alluvium</i>	SS	35	45				8
37.0			SS	36	45				9
38.0			SS	37	45				11
39.0			SS	38	45				12
40.0			SS	39	45				11
41.0		41.0-47.0 m, SM, silty SAND, <50% silt, very fine sand, non-slight plasticity, loose-medium dense, gray, <i>Alluvium</i>	SS	40	25				12
42.0			SS	41	45				11
43.0			SS	42	45				8
44.0			SS	43	45				10
45.0			SS	44	45				12
46.0			SS	45	45				9
47.0		47.0-48.0 m, SM, silty SAND, <50% silt, very fine sand with 10% fine subangular sand, random fine white coral gravel, non plasticity, medium dense, gray, <i>Alluvium</i>	SS	46	45				
48.0		48.0-57.0 m, SM, silty SAND, <50% silt, very fine sand, very random dissipated white small shell fragment, non-slight plasticity, loose, gray, <i>Alluvium</i>	SS	47	45				
49.0			SS	48	45				
50.0			SS	49	45				

図 12-3-3 (2) ボーリング柱状図 (旧マタニコ橋 OA-2 (BH-3))

STC SIAM TONE CO., LTD.		BORING LOG					BORING NO. OA-2 SHEET 3 OF 3		
PROJECT: Kukum Highway Upgrading		Coordinates: N: 1564.4630 E: 236.5240		Water Level: 0.00 m					
LOCATION: Old Mataniko Bridge @ China Town Side Abutment		Ground Elevation (m-MSL): 3.2596 m		Starting Date: 19/3/2014					
CLIENT: Katahira & Engineers International		Max. Drilling Depth: 61.50 m		Finishing Date: 23/3/2014					
DEPTH (m.)	GRAPHIC LOG	SOIL DESCRIPTION	SAMPLING METHOD	SAMPLE NO.	RECOVERY (cm)	Total Unit Weight (Ton/m <sup>3</sup> )	Plastic Limit Natural Water Content (%) Liquid Limit	Specific Gravity	SPT Blow Count (Blow/ft)
						1.6 1.8 2.0	30 60 90 120	2.4 2.6 2.8	10 20 30 40
51	[Dotted pattern]	48.0-57.0 m, SM, silty SAND, <50% silt, very fine sand, very random dissipated white small shell fragment, non-slight plasticity, loose, gray, <i>Alluvium</i>	WO						
52			WO						
53			WO						
54			SS	47	45				7
55			WO						
56			WO						
57			SS	48	45				10
58			WO						
59			WO						
60			SS	49	45				8
61	[Dotted pattern]	57.0-61.5 m, SM, silty SAND, <50% silt, very fine sand, random dissipated white small shell fragment, non plasticity, loose-medium dense, gray, <i>Alluvium</i>	SS	50	42				10
			WO						
			WO						
			SS	51	45				14
			WO						
		End of hole @ 61.5 m	SS	52	45				7

図 12-3-3 (3) ボーリング柱状図 (旧マタニコ橋 OA-2 (BH-3))

STC Siam Tone Co., Ltd.		BORING LOG				BOREHOLE NA-1 SHEET 1 OF 2			
PROJECT: Kukum Highway Upgrading		Coordinates: S: 1896.4030 E: 529.4510		Water Level: 0.000 m					
LOCATION: New Mataniko Bridge @ MID Side Abutment		Ground Elevation (m-MSL): 0.8340 m		Starting Date: 26/4/2014					
CLIENT: Katahira & Engineers International		Max. Drilling Depth: 43.50 m		Finishing Date: 2/5/2014					
DEPTH (m)	GRAPHIC LOG	SOIL DESCRIPTION	SAMPLING METHOD	SAMPLE NO.	RECOVERY (cm)	Total Unit Weight (Ton/m <sup>3</sup> )	Plastic Limit Natural Water Content Liquid Limit (%)	Specific Gravity	SPT Blow Count (Blow/ft)
						1.6 1.8 2.0	30 60 90 120	2.4 2.6 2.8	10 20 30 40
1		0.0-4.0 m, SM, silty SAND, 24% silt, a random fine subround white coral limestone gravel of 3.5 cm max sized, very fine sand, non plasticity, very loose-loose, gray, <i>Riverbed Mud</i>	WO						0
2			SS	1	19				2
3			WO						5
4		4.0-10.0 m, GW-GM, GRAVEL with silt/sand, 41% silt-fine subangular sand, fine subangular-subround white coral limestone & gray siltstone gravel of 4 cm max sized, loose-medium dense, gray-dark gray, <i>Alluvium</i>	SS		5				14
5			WO						
6			WO						18
7			SS	5	5				
8			WO						
9			WO						
10		10.0-12.0 m, SW, gravelly SAND, 25% fine subangular-white coral limestone & gray gravel of 3 cm max sized, fine subangular sand, loose, gray, <i>Alluvium</i>	SS	6	Loss				10
11			WO						
12			WO						
13		12.0-16.0 m, SM, silty SAND, 59% silt, very random small white shell fragment, very fine sand, non plasticity, loose-medium dense, gray, <i>Alluvium</i>	SS	8	45				9
14			WO						
15			WO						
16		16.0-24.0 m, SM, silty SAND, 20% silt, some small white shell fragment, fine subangular sand, loose, gray, <i>Alluvium</i>	SS	10	45				7
17			WO						
18			WO						
19			SS	11	45				8
20			WO						
21			WO						
22			SS	12	45				7
23			WO						
24		24.0-26.0 m, GW, GRAVEL, fine-coarse siltstone & coral limestone gravel of 7.5 cm max sized, medium dense, gray & white, <i>Alluvium (Random Gravel or Loose Rock)</i>	SS	13	Loss				8
25			WO						
			SS	14	Loss				25
			WO						
			SS	15	Loss				21
			WO						

図 12-3-4(1) ボーリング柱状図 (新マタニコ橋 NA-1 (BH-4))

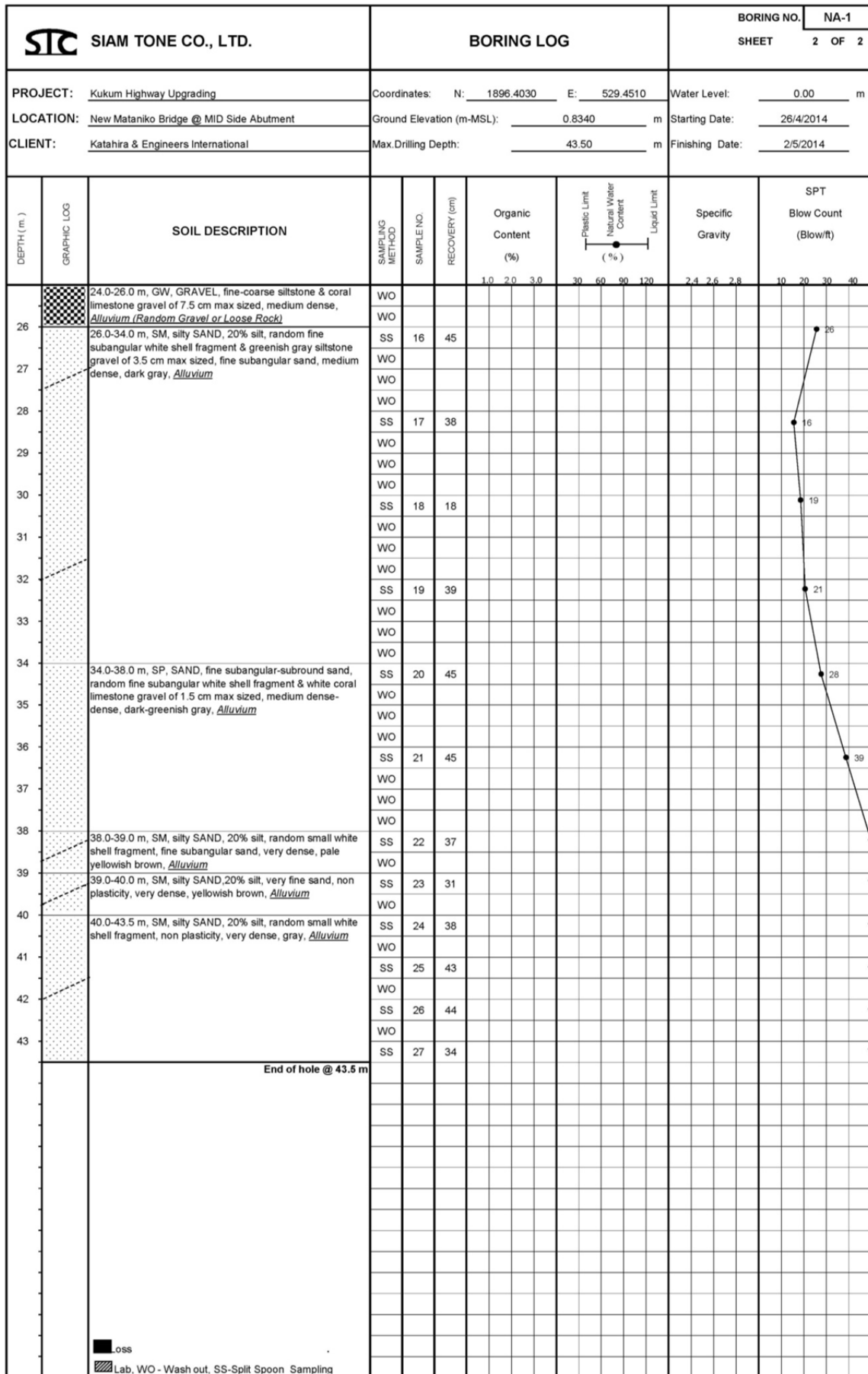


図 12-3-4 (2) ボーリング柱状図 (新マタニコ橋 NA-1 (BH-4))



STC Siam Tone Co., Ltd.		BORING LOG				BOREHOLE NP-1			
						SHEET 1 OF 2			
PROJECT: Kukum Highway Upgrading		Coordinates: S: 1876.9400 E: 530.3690		Water Level: 0.000 m					
LOCATION: New Mataniko Bridge @ Middle Pier		Ground Elevation (m-MSL): -1.5080 m		Starting Date: 31/3-2/4/2014					
CLIENT: Katahira & Engineers International		Max. Drilling Depth: 40.50 m		Finishing Date: 3-5/5/2014					
DEPTH (m.)	GRAPHIC LOG	SOIL DESCRIPTION	SAMPLING METHOD	SAMPLE NO.	RECOVERY (cm)	Total Unit Weight (Ton/m <sup>3</sup> )	Plastic Limit Natural Water Content (%) Liquid Limit	Specific Gravity	SPT Blow Count (Blow/ft)
0.0-2.0 m		0.0-2.0 m, Riverbed Mud?	WO						
1			WO						
2.0-3.0 m		2.0-3.0 m, GW-GM, GRAVEL with silt/sand, 7% silt, 30% fine subangular sand, fine subang-subround white & black gravel of 3 cm max sized, loose, gray, Alluvium	SS	1	Loss				0
3.0-6.0 m		3.0-6.0 m, SM, silty SAND, 21% silt, very fine sand with 30% fine subangular sand, small white shell fragment generally, non plasticity, loose-medium dense, gray, Alluvium	WO						8
3			SS	3	17				8
4			WO						11
5			WO						
6.0-14.0 m		6.0-14.0 m, SM, silty SAND, 47% silt, very fine sand, non plasticity, loose, gray, Alluvium	SS	5	45				7
6			WO						
7			WO						
8			SS	6	23				4
9			WO						
10			SS	7	23				5
11			WO						
12			SS	8	15				6
13			WO						
14.0-22.0 m		14.0-22.0 m, SM, silty SAND, <50% silt, very fine sand, very random small shell fragment, non plasticity, loose-medium dense, greenish gray, Alluvium	SS	9	40				6
14			WO						
15			WO						
16			SS	10	40				6
17			WO						
18			SS	11	Loss				15
19			WO						
20			SS	12	25				11
21			WO						
22.0-24.0 m		22.0-24.0 m, SP, SAND, fine subangular sand, little small white shell fragment generally, medium dense, gray, Alluvium	SS	13	42				18
22			WO						
23			WO						
24.0-34.0 m		24.0-34.0 m, SM, silty SAND, <50% silt, very fine sand, very random small white shell fragment, non plasticity, medium dense, gray, Alluvium	SS	14	39				16
24			WO						
25			WO						

図 12-3-5 (1) ボーリング柱状図 (新マタニコ橋 NP-1 (BH-5))

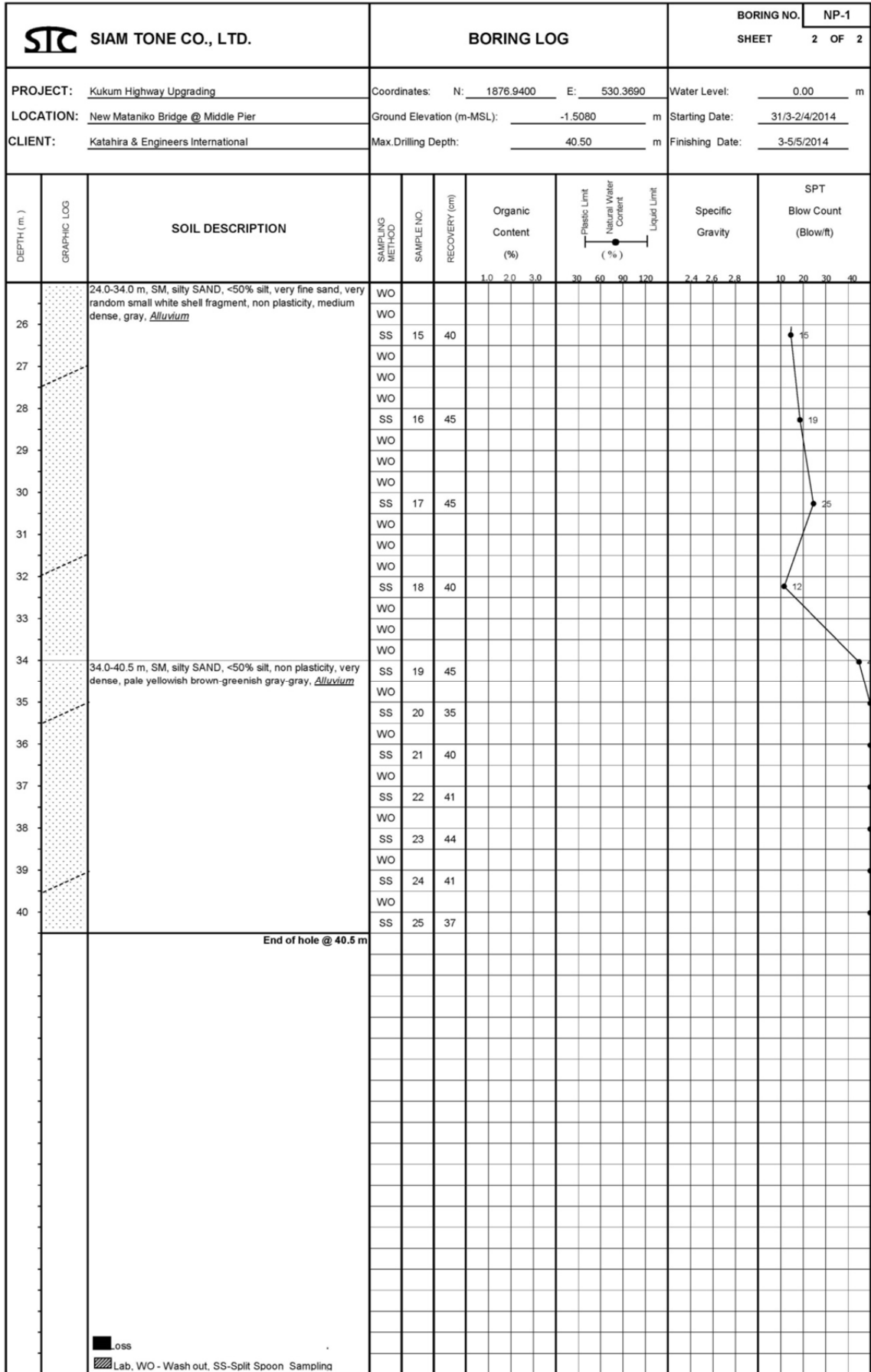


図 12-3-5 (2) ボーリング柱状図 (新マタニコ橋 NP-1 (BH-5))

STC Siam Tone Co., Ltd.		BORING LOG				BOREHOLE NA-2 SHEET 1 OF 3				
PROJECT: Kukum Highway Upgrading		Coordinates: S: 1916.3575 E: 528.7728		Water Level: 0.000 m						
LOCATION: New Mataniko Bridge @ China Town Side Abutment		Ground Elevation (m-MSL): 1.7800 m		Starting Date: 6/5/2014						
CLIENT: Katahira & Engineers International		Max. Drilling Depth: 63.50 m		Finishing Date: 9/5/2014						
DEPTH (m)	GRAPHIC LOG	SOIL DESCRIPTION	SAMPLING METHOD	SAMPLE NO	RECOVERY (cm)	Total Unit Weight (Ton/m <sup>3</sup> )	Plastic Limit Natural Water Content (%) Liquid Limit	Specific Gravity	SPT Blow Count (Blow/ft)	
						1.6 1.8 2.0	30 60 90 120	2.4 2.6 2.8	10 20 30 40	
1	[Dotted pattern]	0.0-4.0 m, BACKFILL upon abutment repair due to flood on 2-4/4/14	WO							
2			WO							
3			SS 1	35					21	
4			WO							
5	[Checkered pattern]	4.0-7.0 m, GW, GRAVEL with silt/sand, 10% silt-fine subangular sand, fine subangular-subround white coral limestone & gray stone gravel of 3.5 cm max sized, medium dense, gray-dark gray, Backfill upon Abutment Repair due to Flood	SS 2	42					12	
6			WO							
7			SS 3	Loss						17
8			WO							
9	[Dotted pattern]	7.0-24.0 m, SM, silty SAND, 43% silt, some small white shell fragment, fine subangular sand, loose, gray, Alluvium	SS 4	28					9	
10			WO							
11			SS 5	45						8
12			WO							
13			SS 6	45						5
14			WO							
15			SS 7	45						7
16			WO							
17			SS 8	45						9
18			WO							
19			SS 9	45						8
20			WO							
21	SS 10	45						8		
22	WO									
23	SS 11	45						7		
24	WO									
25	SS 12	44						13		
			WO							
			WO							
			WO							

図 12-3-6 (1) ボーリング柱状図 (新マタニコ橋 NA-2 (BH-6))

SIAM TONE CO., LTD.		BORING LOG						BORING NO. NA-2				
								SHEET 2 OF 3				
PROJECT: Kukum Highway Upgrading		Coordinates: N: 1916.3575 E: 528.7728				Water Level: 0.00 m						
LOCATION: New Mataniko Bridge @ China Town Side Abutment		Ground Elevation (m-MSL): 1.7800 m				Starting Date: 6/5/2014						
CLIENT: Katahira & Engineers International		Max. Drilling Depth: 63.50 m				Finishing Date: 9/5/2014						
DEPTH (m.)	GRAPHIC LOG	SOIL DESCRIPTION	SAMPLING METHOD	SAMPLE NO.	RECOVERY (cm)	Organic Content (%)	Plastic Limit (%)	Natural Water Content (%)	Liquid Limit (%)	Specific Gravity	SPT Blow Count (Blow/ft)	
						1.0 2.0 3.0	30 60 90 120			2.4 2.6 2.8	10 20 30 40	
26	[Dotted pattern]	24.0-36.0 m, SM, silty SAND, 10% silt, some small white shell fragment, random fine subangular gray stone gravel of 2.5 cm max sized, fine subangular sand, medium dense, gray, <i>Alluvium</i>	WO									
			WO									
			SS 13	45								13
27			WO									
			WO									
			WO									
28			SS 14	45								22
			WO									
			WO									
30			SS 15	39								24
			WO									
			WO									
32			SS 16	39								19
			WO									
34			SS 17	45								22
			WO									
			WO									
36	[Dotted pattern]	36.0-46.0 m, SM, silty SAND, 15% silt, some small white shell fragment, random fine subround gray stone gravel of 0.5 cm max sized, fine subangular sand, medium dense, gray, <i>Alluvium</i>	SS 18	45							17	
			WO									
			WO									
			WO									
38			SS 19	45								17
			WO									
			WO									
			WO									
40			SS 20	25								24
			WO									
	WO											
42	SS 21	45								20		
	WO											
	WO											
44	SS 22	45								29		
	WO											
	WO											
46	[Dotted pattern]	46.0-48.0 m, SP, SAND, random fine subround gray stone gravel of 2 cm max sized, fine subangular sand, medium dense, gray, <i>Alluvium</i>	SS 23	45							18	
			WO									
			WO									
48	[Dotted pattern]	48.0-58.0 m, SM, silty SAND, 10-15% silt, some small white shell fragment, very fine sand, non plasticity, medium dense mostly, dark gray, <i>Alluvium</i>	SS 24	45							33	
			WO									
			WO									
			WO									
50			SS 25	45								10
	WO											

図 12-3-6 (2) ボーリング柱状図 (新マタニコ橋 NA-2 (BH-6))

STC SIAM TONE CO., LTD.		BORING LOG					BORING NO. NA-2				
							SHEET 3 OF 3				
PROJECT: Kukum Highway Upgrading		Coordinates: N: 1916.3575 E: 528.7728		Water Level: 0.00 m							
LOCATION: New Mataniko Bridge @ China Town Side Abutment		Ground Elevation (m-MSL): 1.7800 m		Starting Date: 6/5/2014							
CLIENT: Katahira & Engineers International		Max. Drilling Depth: 63.50 m		Finishing Date: 9/5/2014							
DEPTH (m.)	GRAPHIC LOG	SOIL DESCRIPTION	SAMPLING METHOD	SAMPLE NO.	RECOVERY (cm)	Plastic Limit Natural Water Content (%) Liquid Limit			Specific Gravity	SPT Blow Count (Blow/ft)	
						1.6	1.8	2.0			
51	[Dotted pattern]	48.0-58.0 m, SM, silty SAND, 10-15% silt, some small white shell fragment, very fine sand, non plasticity, medium dense mostly, dark gray, <i>Alluvium</i>	SS	25	45						
			WO								
			WO								
			WO								
52					SS	26	45				8
					WO						
					WO						
					WO						
54					SS	27	10				10
					WO						
					WO						
					WO						
56			SS	28	45				12		
			WO								
			WO								
			WO								
58	[Dotted pattern]	58.0-62.0 m, SM, silty SAND, 10-15% silt, random fine subangular gray stone gravel of 1 cm max sized with random small white shell fragment, very fine sand, non plasticity, very dense, greenish gray, <i>Alluvium</i>	SS	29	30						
			WO								
			SS	29	37						
			WO								
			SS	27	33						
			WO								
60			SS	29	30						
			WO								
			SS	29	30						
			WO								
62	[Dotted pattern]	62.0-63.5 m, SM, silty SAND, 10-15% silt, random fine subangular gray gravel of 3 cm max sized with random small white shell fragment, very fine sand, non plasticity, very dense, pale yellowish brown, <i>Alluvium</i>	SS	28	30						
			WO								
63			SS	29	23						
End of hole @ 63.5 m											
<div style="display: flex; justify-content: space-between;"> <span>Loss</span> <span>Lab, WO - Wash out, SS-Split Spoon Sampling</span> </div>											

図 12-3-6 (3) ボーリング柱状図 (新マタニコ橋 NA-2 (BH-6))

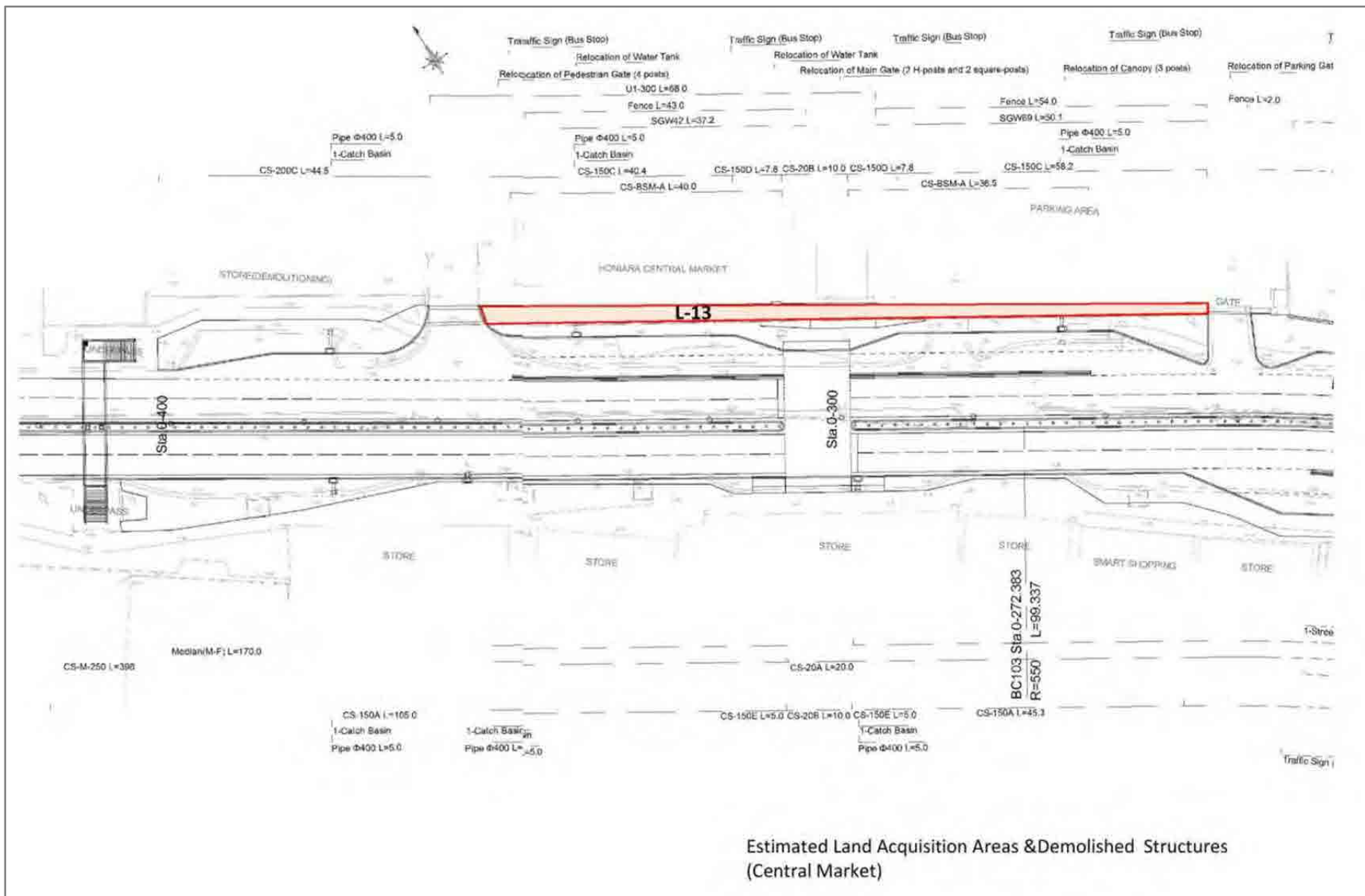
資料 12-4 用地取得・補償対象構造物リスト及び位置図

用地取得範囲リスト

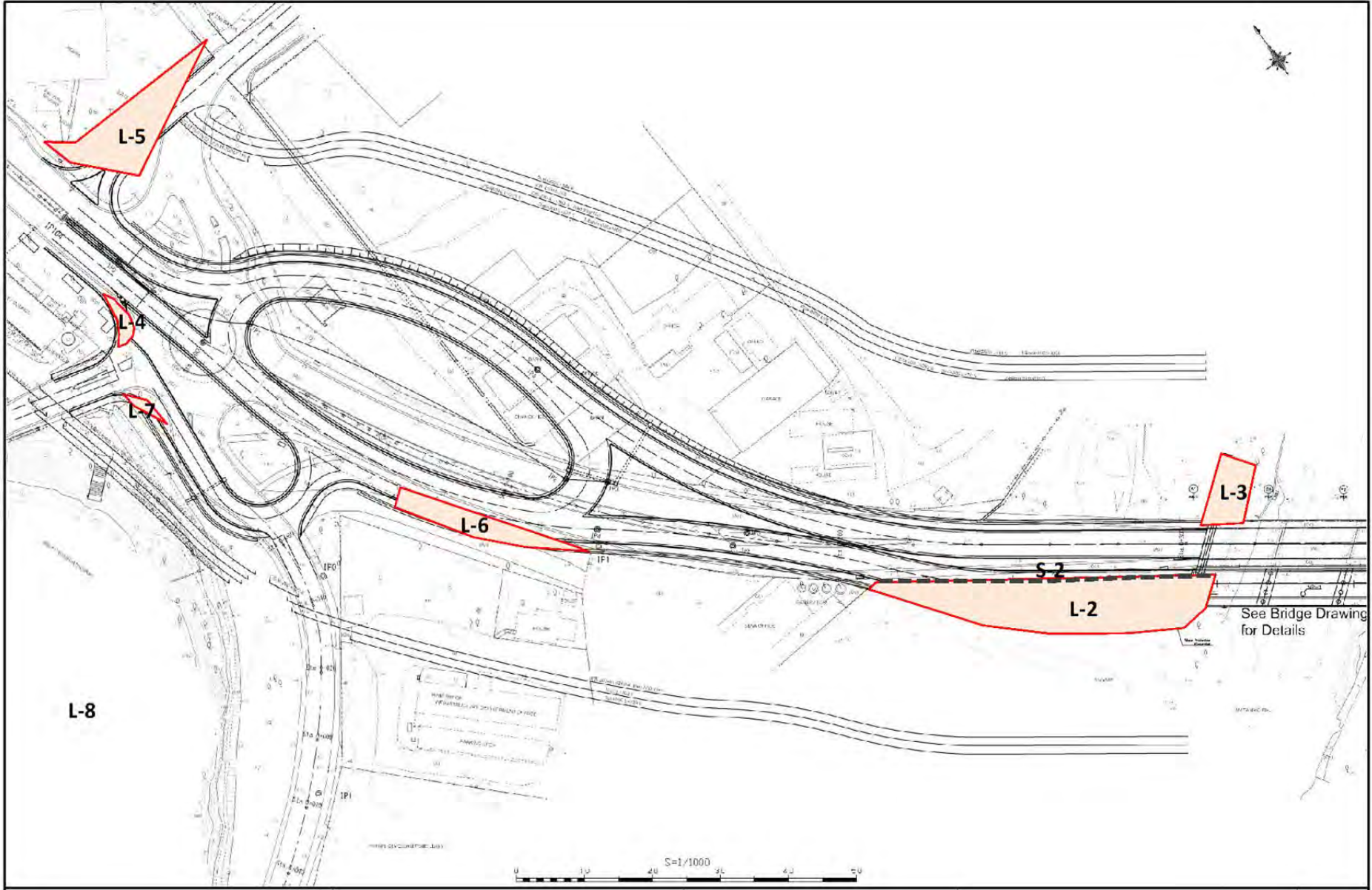
No.	Estimated area of Land Acquired (s.m.)	Location	Parcel Number	Note
L-1	230	New Mataniko Bridge	025-118	
L-2	860		023-119	
L-3	160		023-141	
L-4	20	City Council Roundabout	023-050	Honiara Town Council
L-5	440		023-154/155	
L-6	210		023-137	Solomon Islands Water Authority
L-7	30		024-090	
L-8	60	Old Mataniko Bridge	023-119	
L-9	15		023-119	
L-10	60	Kukum	041-259	
L-11	70	Vura Intersection	037-015	
L-12	100		038-033	
L-13	270	Central Market	023-071	Central Market

補償対象構造物リスト

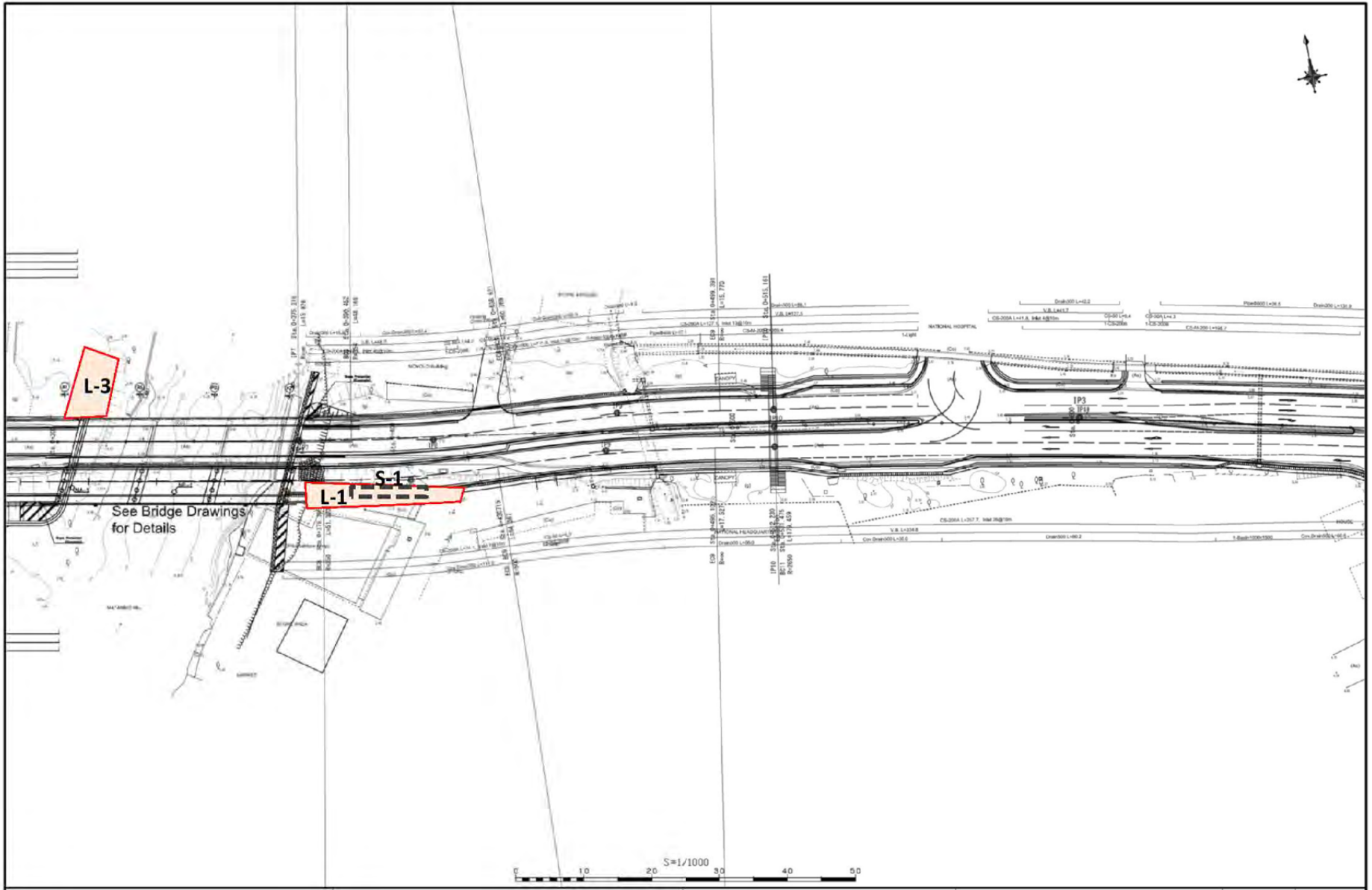
No.	Estimated Losses of Properties	Location	Parcel Number	Note
S-1	Block Wall H2.0m L=110m	New Mataniko Bridge	025-118	
S-2	Steel Fence H2.0m L=120m		023-119	
S-3	Steel Fence H2.0m L=25m	Old Mataniko Bridge	023-119	
S-4	Steel Fence H2.0m L=20m	Vura Intersection	037-015	
S-5	Block Wall H2.0m L=27m		038-033	

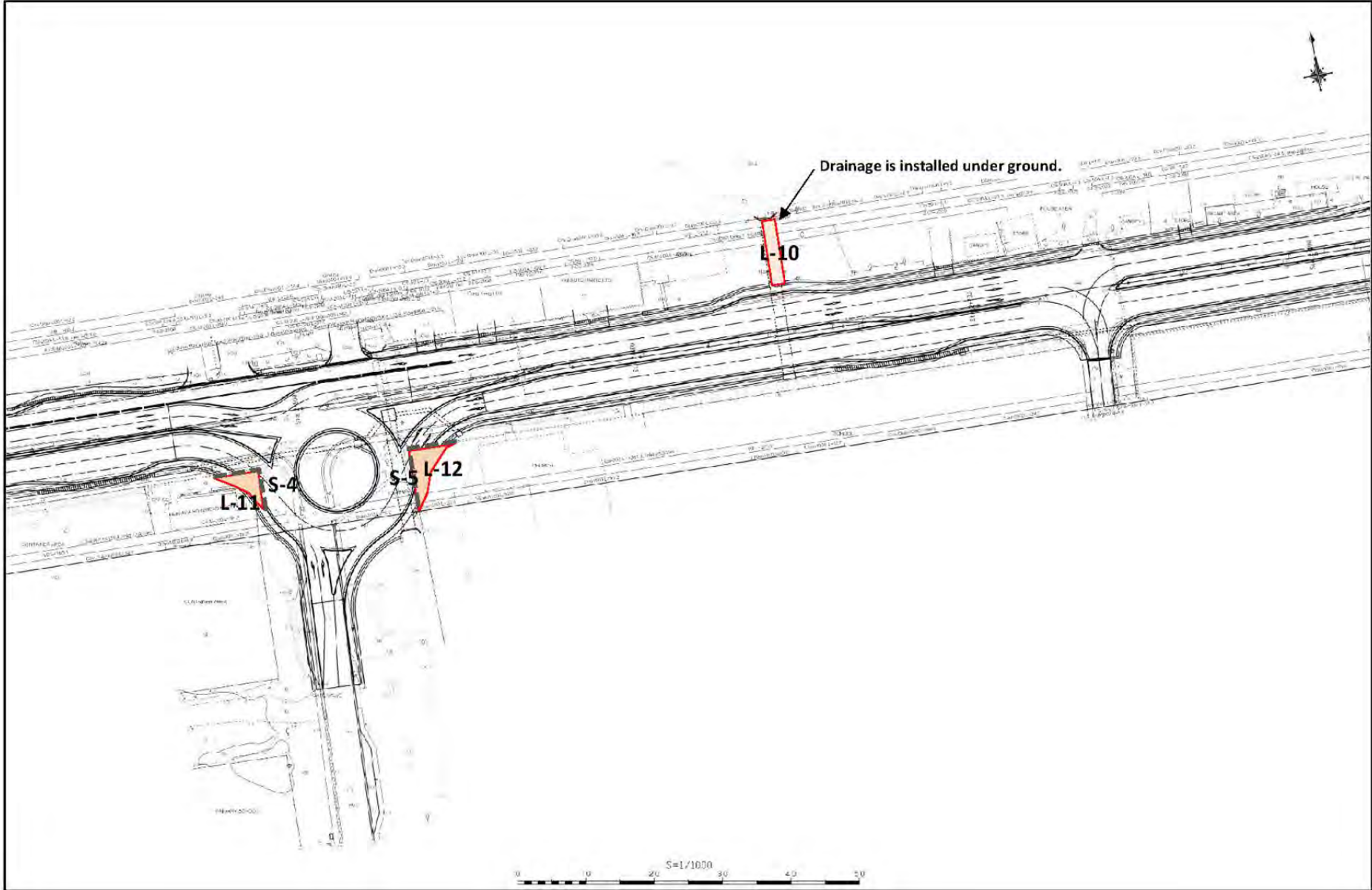


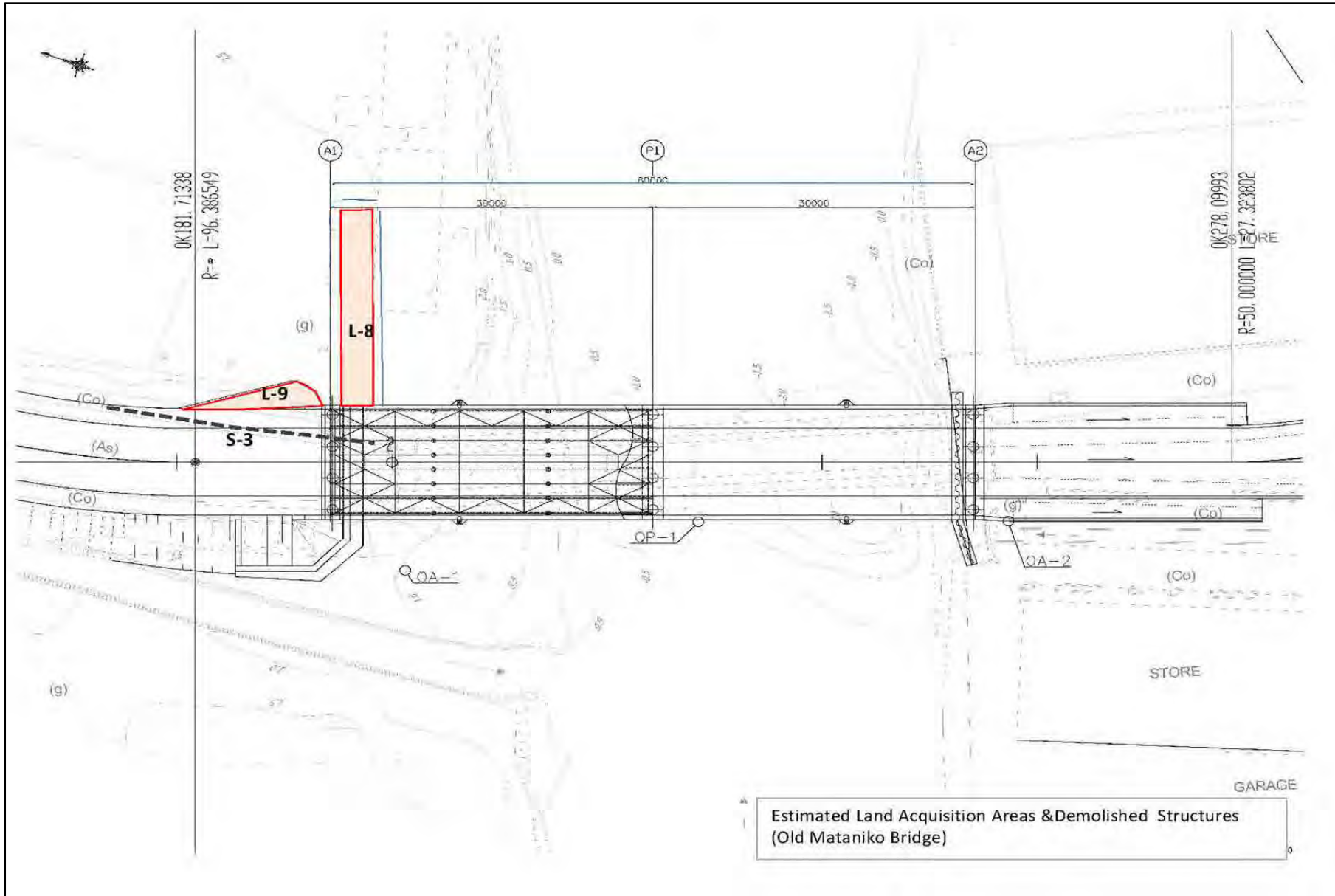
Estimated Land Acquisition Areas & Demolished Structures  
(Central Market)





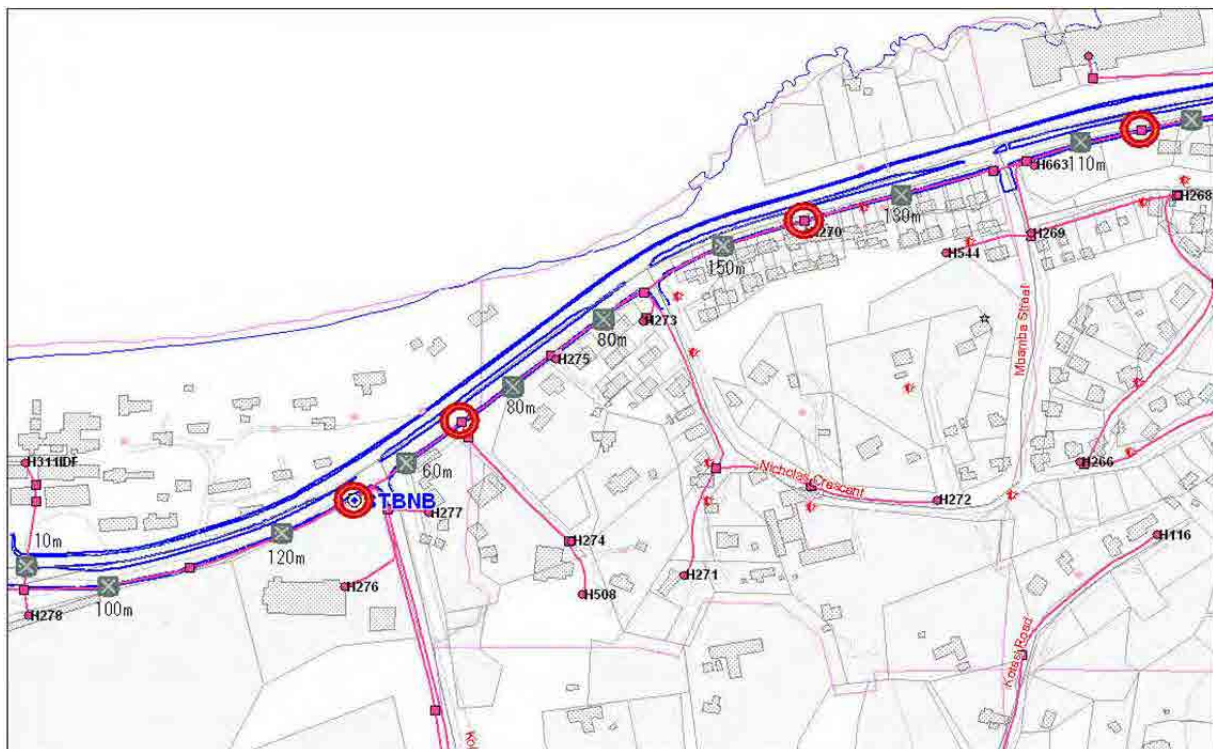
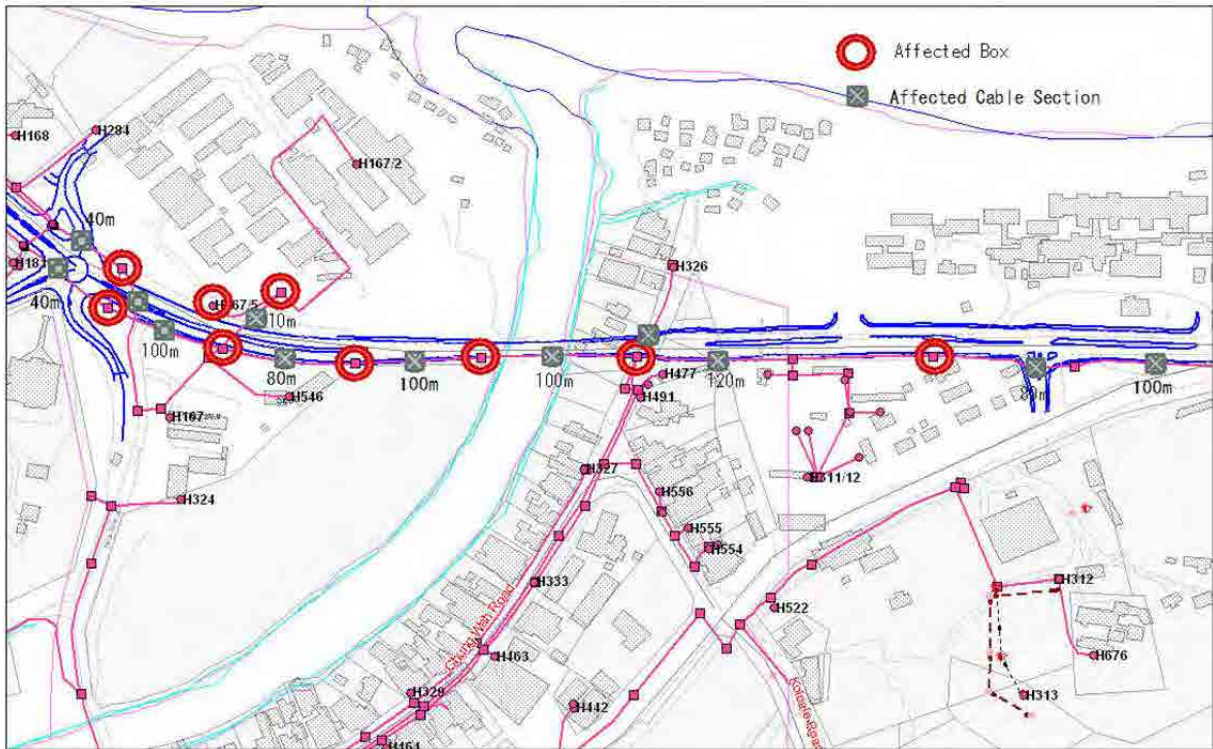


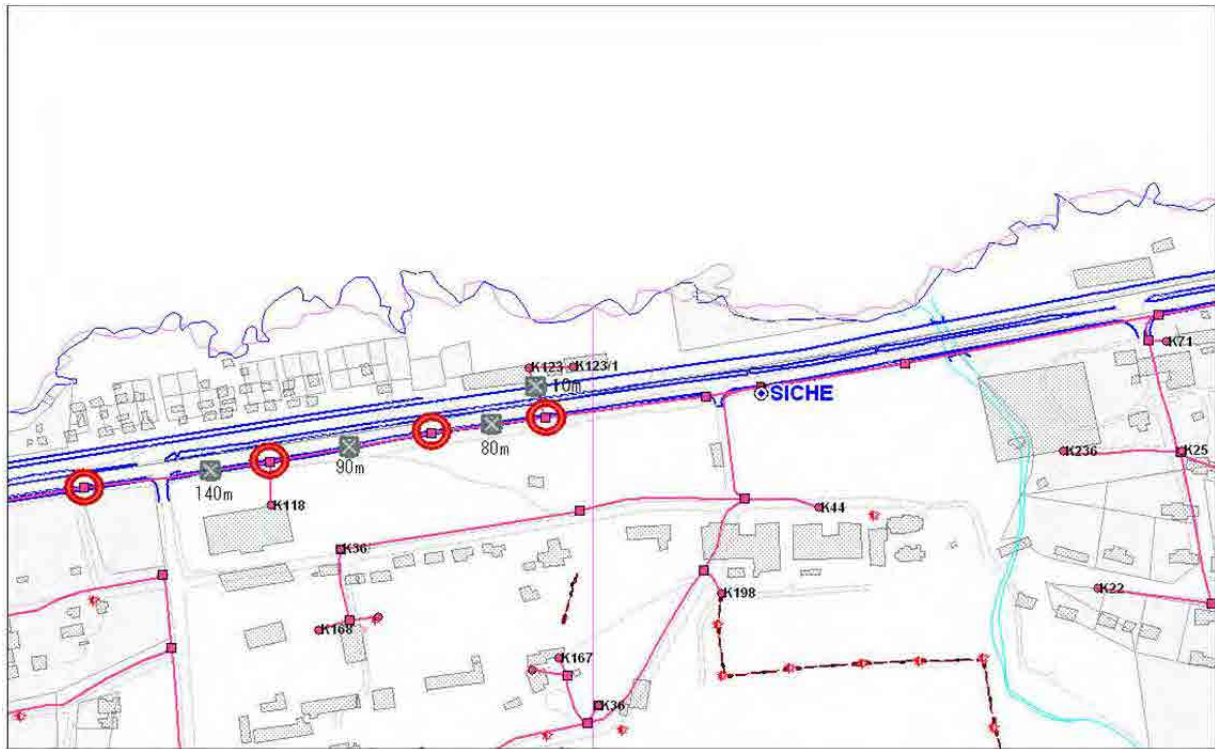
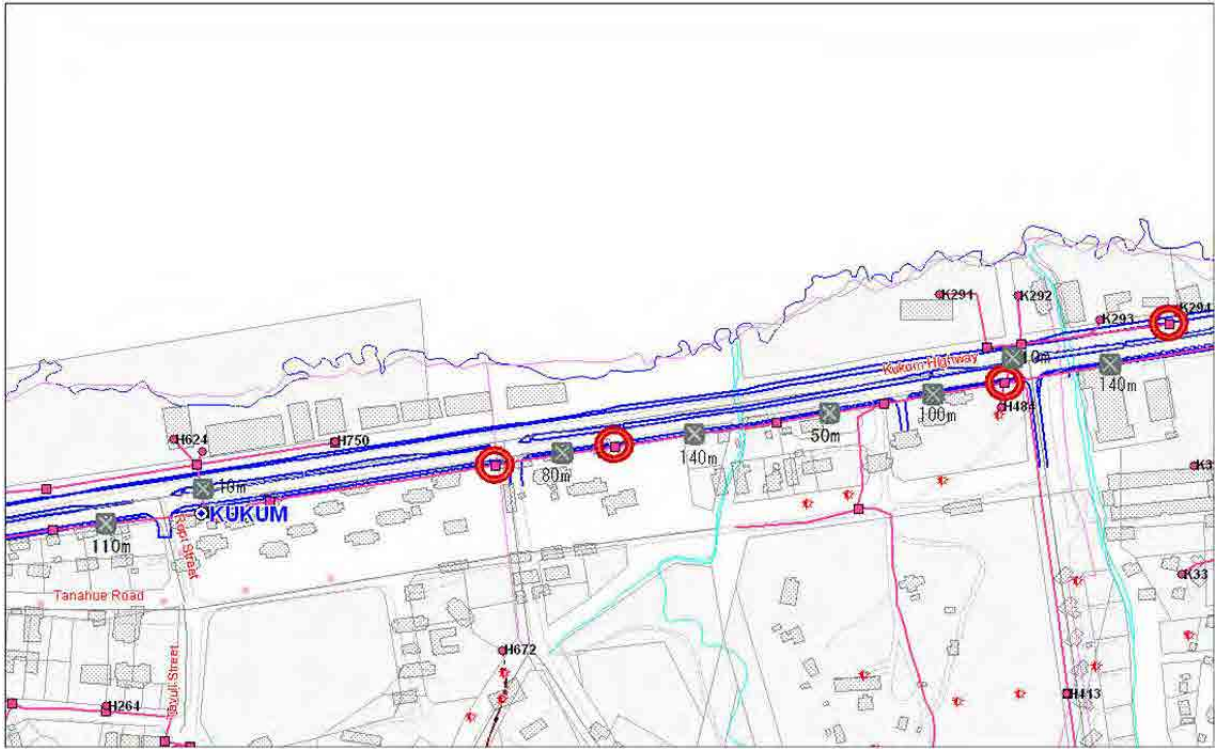




資料 12-5 移設が必要なユーティリティ位置図

(1) 埋設電話ケーブル



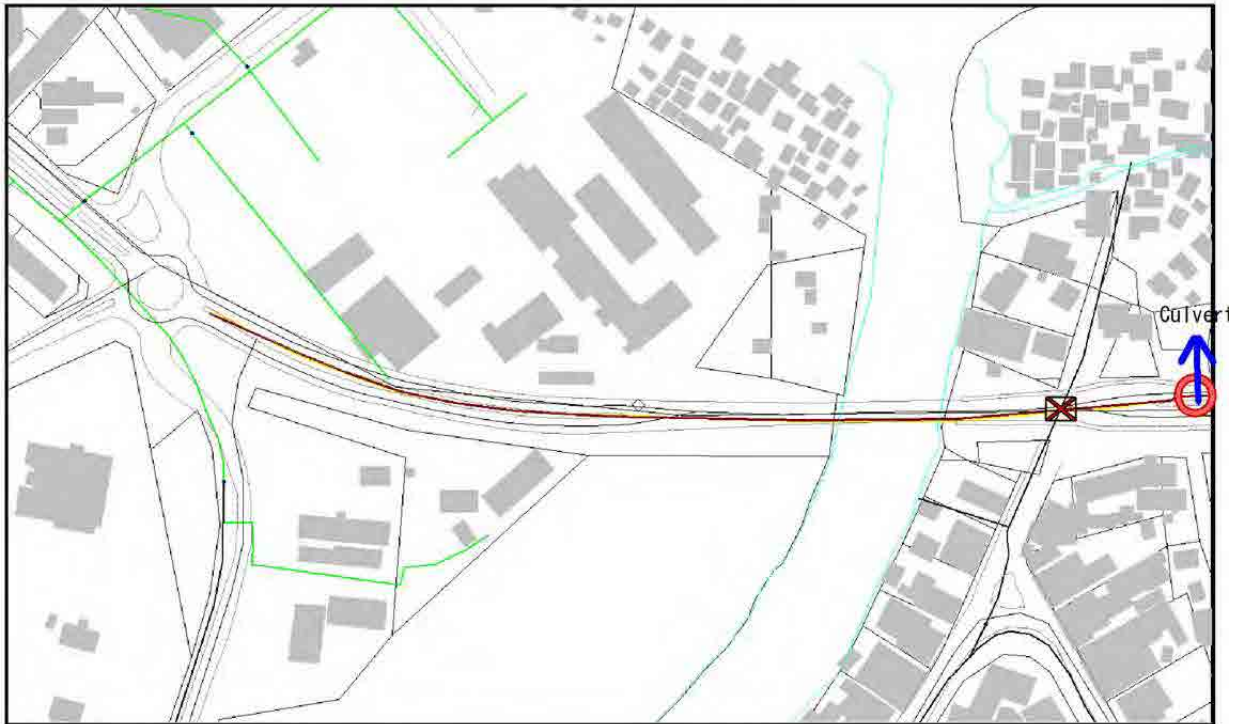


(2) 埋設電力線







(3) 上水道管



Pipe lines colour



-  Cross Point with Pipe
-  Affected Pipeline

