# 長寿命化計画
# （道路編）

（案）

令和３年３月

笛吹市役所　建設部　土木課

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# 第１章　長寿命化計画策定の背景と目的、位置づけ

## １　策定の背景と目的

笛吹市は、人口減少、少子高齢化が進行しており、この傾向は、今後も続くものと予測されます。

また、財政状況が厳しさを増すなか、新たな行政ニーズに応えるとともに、引き続き質の高い行政サービスを提供していく必要があります。

一方、市の公共施設は、合併前の旧町村において、その時々の行政ニーズに応じて類似した施設を整備したため、更新時期が一定の時期に集中することが懸念されています。

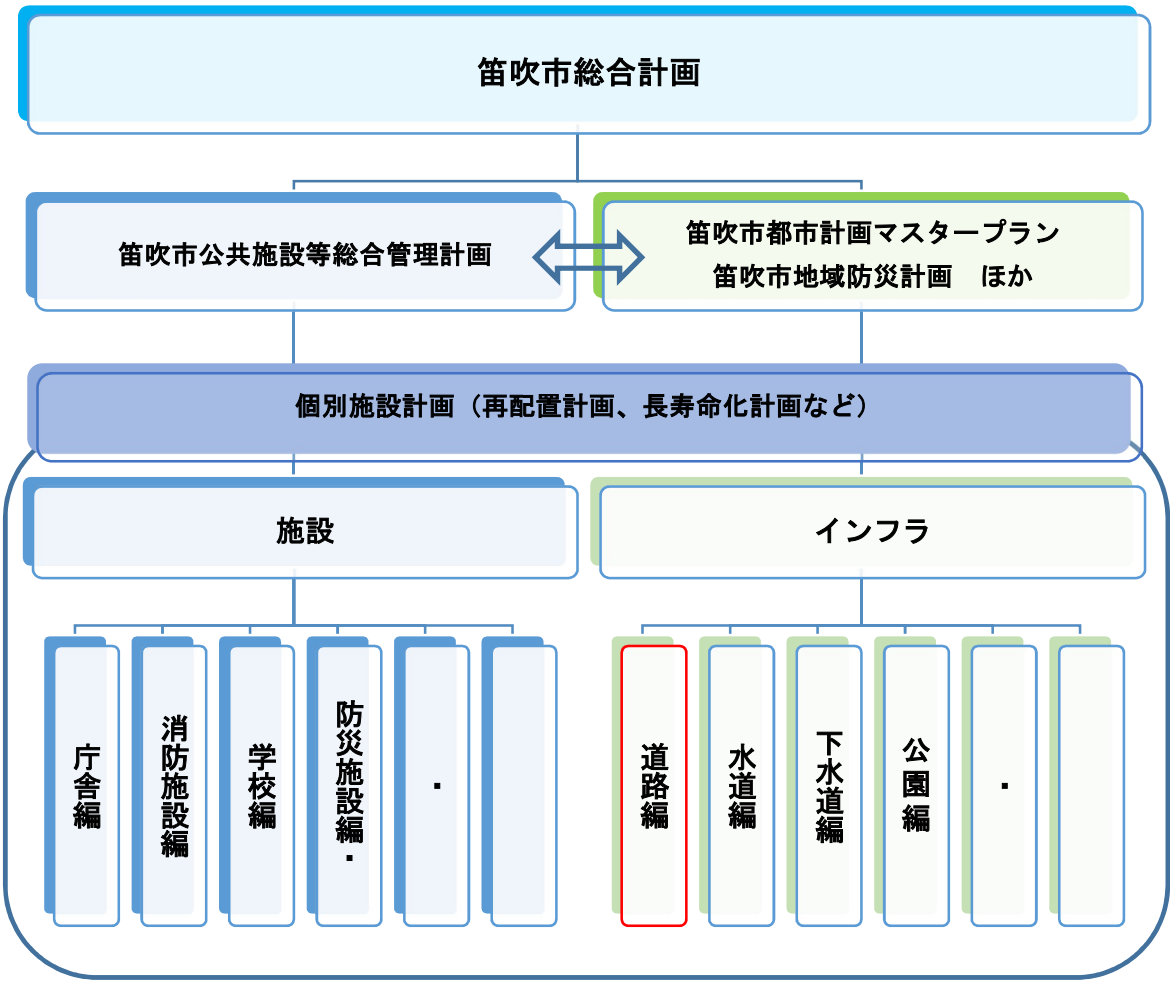
平成 29 年２月に策定した「笛吹市公共施設等総合管理計画」では、公共施設の将来更新費、財政見通しとの比較を行い、削減に向けた基本方針、施設類型別の管理に関する基本的な考え方を示しました。

今後、ますます厳しさを増すことが見込まれる財政状況からも、普通建設事業費の削減は必須であり、利用者の居住地域を想定する中で、公共施設の配置、インフラの長寿命化について、具体性を持った計画の策定が必要となっています。

本計画は、これらの背景や方針を踏まえ、道路に必要な機能を効率的に維持するため、中長期的な維持管理や改修等に係る更新コストの削減と平準化を目的として長寿命化計画（道路編）を策定します。

## 2　笛吹市公共施設等総合管理計画と長寿命化計画の関係

本計画では、笛吹市公共施設等総合管理計画を具体的に推進するため、各施設やインフラの状況、果たしている機能や役割、対策の優先順位を明確化し、施設の複合化、集約化、転用や廃止、点検や修繕、更新の方向性を明記した具体的な計画として位置付けます。



# 第２章　長寿命化計画の対象施設と計画期間

## １　長寿命化計画の対象

### （1） 保有資産の状況

令和元年度末現在における道路の保有状況は次のとおりです。

| 区　分 | | 道　路 | | | 歩　道 |
|---|---|---|---|---|---|
| | | 路線数 | 延長（km） | 面積（万㎡） | 設置路線延長（km） |
| 道路 | １級 | 39 | 82.9 | 約 63.977 | 25.8 |
| | ２級 | 66 | 76.1 | 約 41.826 | 2.9 |
| | その他 | 2,796 | 741.8 | 約 308.156 | 15.1 |
| 合計 | | 2,901 | 900.8 | 約 413.959 | 43.7 |

【1 級市道：（市の基幹となる道路）】
　国道又は県道と主要な地域又は公共施設を連絡する幹線道路
　都市計画法又は土地区画整理法により整備された幹線道路
　交通量が多く国道又は県道を補う道路
【2 級市道：（1 級市道に準ずる幹線道路）】
　1 級市道を補う市の道路網を構成する幹線道路に準ずる道路
　国道・県道又は 1 級市道と集落を連絡する道路
　集落を連絡する道路
【その他市道：（幹線道路を補助する枝葉の道路）】
　1 級市道、2 級市道以外の市道

### （2） 施設等の配置

市が管理する市道路は別紙の路線網図のとおりです。

## ２　計画期間

本計画の対象期間は、2021 年から 2030 年の 10 年間とします。

# 第３章　長寿命化計画の対象を取り巻く現状と課題

## １　道路の状況

市では、１級･２級･その他路線の約 900km の道路を管理しています。

これらは、旧町村時代の昭和 40 年代から 50 年代にかけて、道路付属物も含め整備が進められてきたものです。これらの道路のうち幹線道路については、計画的に舗装修繕を実施することとし、重要生活道路等については、ひび割れ率に応じての対応とすることで維持管理を行っています。

しかしながら、交通事情により舗装の劣化が変化するため、巡回パトロールや地区要望等による修繕対応を行わなければならないケースもあります。

## ２　現在の課題

H26 年度に市管理の１級･２級路線、約 149km の幹線道路、重要生活道路、生活道路について舗装路面調査を実施し、「平均ひび割れ率」「わだち掘れ」「舗装の平坦性」について調査を行いました。

その結果、「わだち掘れ」「舗装の平坦性」の状況は、深刻でないとの診断がなされたものの、ひび割れ率 20%以上の損傷が進行しつつある路線が５割となっており、全ての路線に対し同様の維持管理水準で維持することは、困難との調査結果が報告されています。

## ３　将来の課題

全路線に対し最適な道路品質を維持するための改修基準をひび割れ率 40%とした場合、舗装補修にかかる費用は、年間約２億８千万円と見込まれておりますが、インフラに投資する費用が年々削減される傾向にあり、この水準を維持することは困難です。

市道は、市民生活の日常を支える生活道路、広域的な道路網の構築、災害時の緊急避難路となる防災、物資の輸送機能、水道や下水道の収容空間として重要な役割を担っており、将来にわたって良好に維持管理していくためには、道路状況を把握しながら修繕対象となる「ひび割れ率」の引上げを検討するなど、更なる費用の削減を図る必要があります。このため、舗装補修の基準を幹線道路ひび割れ率 40%、それ以外の道路のひび割れ率 60%で修繕を行い、年間経費を 1/6 程度まで抑える必要がありますが、このひび割れ率 60%の基準が、妥当であるか状況を踏まえ検証していく必要があります。

# 第４章　管理に関する基本方針

## １　インフラの考え方

市道は、市民生活の日常を支える生活道路として、平時は、一般交通に支障を及ぼさないよう維持管理を行う必要があります。

一方、広域的な道路網の構築、災害時の緊急避難路及び防災、物資の輸送道路、水道や下水道の収容空間として重要な役割を担っています。

現在、市が維持管理する市道は、2,901 路線、総延長約 900km となっています。

今後、政策的な市道の新設も見込まれ、その重要度に応じて維持管理する必要があります。

新規路線の整備は、国や県の高規格道路の延伸や整備による政策的に位置づけられた道路を重点的に整備することとし、その他路線の整備については、路線の重要性を総合的に判断し実施することとします。

## ２　長寿命化に向けた基本方針

市道の維持管理については、路線の重要性、修繕の緊急性を判断し、次のとおり維持管理を行います。

舗装については、１級市道は、比較的大型車の交通量が多い路線であることから、５年ごとに路面性状調査を実施し、予防保全型の管理を行うこととします。

２級市道については、比較的交通量のある路線であることから、５年ごとに路面性状調査を実施し、状況を把握したのち維持管理の必要性について判断する現況把握型の管理を行うこととします。

その他の市道については、交通量の少ない路線であることから、パトロールや通報による補修を前提とした事後保全型の管理を行うこととします。

擁壁や側溝などの道路付属構造物については、随時のパトロールによりその状況を判断します。

幹線道路の機能を保持するための道路付属構造物については、予防保全的に改修を行います。また、幹線道路以外の道路付属構造物については、改修、修繕の必要性を判断し舗装修繕と同時期にその必要性を判断し行います。

なお、大規模な改修や改良については、それぞれの路線の重要度と利用状況、劣化状況に応じ、計画的な改修、改良を実施します。

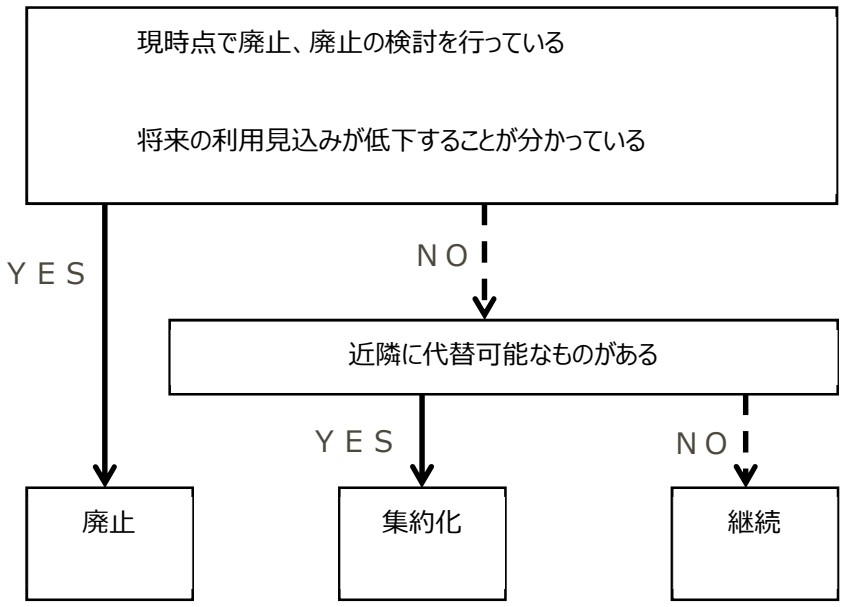
# 第５章　評価の方法

## １　機能の必要性

次の基準により分類を行います。

| 分類 | 基　　準 |
|---|---|
| **廃止** | 現時点で廃止が決定している<br>現時点で廃止の検討を行っている<br>将来の利用見込みが低下することが分かっている<br>利用実態の無いことが明らかである |
| **集約化・統合** | 上記の基準以外で、近隣に代替可能（迂回可能）な類似の施設等がある<br>（例えば、公園、橋梁、道路など） |
| **継続・維持** | 上記の基準以外で、<br>ライフラインとして必要不可欠なもの<br>法令等で義務付けられているもの<br>ネットワーク上継続しなければならないもの |

**《フロー》**



## 2　優先度

次の基準により優先度を定めます。

**道路（トンネルを含む）**

| 優先度 | 基準 |
|---|---|
| **高** | 高速道路又はＪＲ上を通過する道路、緊急輸送道路、１級市道 |
| **中** | 上記以外の２級市道 |
| **低** | 上記以外の市道 |

# 第６章　個別施設管理方針等

## 1　優先度に応じた対策

第５章２で定めた優先度に応じた対策は、次のとおり行います。

| 優先度 | 対策 | 具体的な方法 |
|---|---|---|
| 高 | 予防保全型 | 点検で見つかった損傷や劣化した箇所について、報告に基づき、損傷や劣化が進行する前に修繕を行う。 |
| 中 | 現況把握型 | パトロールで見つかった損傷や劣化した箇所について、現地確認、必要性を判断の後、修繕を行う。 |
| 低 | 事後保全型 | パトロールや通報により、損傷した箇所の修繕を行う。 |

## 2 個別施設管理方針

「路線ごとの管理方針」「工程表」は、次のとおりです。

個別施設管理方針【１／４】

| NO | 施設名称（路線名等） | 種別 | 路線の位置（地内） | 延長（m） | 面積（㎡） | 基準による分類 | 優先度 | 対策の基準 | 備考 |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 1-1号線 | 一級 | 春日居町 | 1,561 | 15,085 | 継続 | 高 | 高 | |
| 2 | 1-2号線 | 一級 | 春日居町 | 672 | 3,510 | 継続 | 高 | 高 | |
| 3 | 1-3号線 | 一級 | 石和町 | 2,316 | 14,652 | 継続 | 高 | 高 | |
| 4 | 1-4号線 | 一級 | 春日居町 | 1,067 | 4,851 | 継続 | 高 | 高 | |
| 5 | 1-5号線 | 一級 | 石和町 | 5,197 | 41,154 | 継続 | 高 | 高 | |
| 6 | 1-6号線 | 一級 | 石和町 | 880 | 5,939 | 継続 | 高 | 高 | |
| 7 | 1-7号線 | 一級 | 石和町 | 634 | 8,251 | 継続 | 高 | 高 | |
| 8 | 1-8号線 | 一級 | 石和町 | 728 | 5,462 | 継続 | 高 | 高 | |
| 9 | 1-9号線 | 一級 | 石和町 | 757 | 9,471 | 継続 | 高 | 高 | |
| 10 | 1-10号線 | 一級 | 石和町 | 1,542 | 9,252 | 継続 | 高 | 高 | |
| 11 | 1-11号線 | 一級 | 石和町 | 1,526 | 10,285 | 継続 | 高 | 高 | |
| 12 | 1-12号線 | 一級 | 石和町 | 513 | 3,983 | 継続 | 高 | 高 | |
| 13 | 1-13号線 | 一級 | 石和町 | 271 | 1,085 | 継続 | 高 | 高 | |
| 14 | 1-14号線 | 一級 | 境川町 | 1,511 | 12,207 | 継続 | 高 | 高 | |
| 15 | 1-15号線 | 一級 | 石和町 | 1,419 | 8,204 | 継続 | 高 | 高 | |
| 16 | 1-16号線 | 一級 | 一宮町 | 2,351 | 17,048 | 継続 | 高 | 高 | |
| 17 | 1-17号線 | 一級 | 一宮町 | 2,154 | 17,592 | 継続 | 高 | 高 | |
| 18 | 1-18号線 | 一級 | 一宮町 | 1,121 | 8,944 | 継続 | 高 | 高 | |
| 19 | 1-19号線 | 一級 | 一宮町 | 1,794 | 12,155 | 継続 | 高 | 高 | |
| 20 | 1-20号線 | 一級 | 一宮町 | 13,349 | 127,211 | 継続 | 高 | 高 | |
| 21 | 1-21号線 | 一級 | 一宮町 | 3,481 | 25,394 | 継続 | 高 | 高 | |
| 22 | 1-22号線 | 一級 | 一宮町 | 1,640 | 19,358 | 継続 | 高 | 高 | |
| 23 | 1-23号線 | 一級 | 一宮町 | 1,008 | 6,069 | 継続 | 高 | 高 | |
| 24 | 1-24号線 | 一級 | 石和町 | 1,742 | 8,415 | 継続 | 高 | 高 | |
| 25 | 1-25号線 | 一級 | 石和町 | 8,362 | 45,136 | 継続 | 高 | 高 | |
| 26 | 1-26号線 | 一級 | 御坂町 | 1,426 | 10,365 | 継続 | 高 | 高 | |
| 27 | 1-27号線 | 一級 | 御坂町 | 1,461 | 21,515 | 継続 | 高 | 高 | |
| 28 | 1-28号線 | 一級 | 御坂町 | 2,835 | 24,590 | 継続 | 高 | 高 | |
| 29 | 1-29号線 | 一級 | 御坂町 | 2,785 | 14,510 | 継続 | 高 | 高 | |
| 30 | 1-31号線 | 一級 | 御坂町 | 1,469 | 10,148 | 継続 | 高 | 高 | |

# 個別施設管理方針【2/4】

| NO | 施設名称（路線名等） | 種別 | 路線の位置（地内） | 延長（m） | 面積（㎡） | 基準による分類 | 優先度 | 対策の基準 | 備考 |
|---|---|---|---|---|---|---|---|---|---|
| 31 | 1-32号線 | 一級 | 八代町 | 2,266 | 15,144 | 継続 | 高 | 高 | |
| 32 | 1-33号線 | 一級 | 御坂町 | 2,567 | 13,917 | 継続 | 高 | 高 | |
| 33 | 1-34号線 | 一級 | 八代町 | 1,492 | 15,381 | 継続 | 高 | 高 | |
| 34 | 1-35号線 | 一級 | 境川町 | 2,006 | 16,730 | 継続 | 高 | 高 | |
| 35 | 1-36号線 | 一級 | 境川町 | 685 | 7,358 | 継続 | 高 | 高 | |
| 36 | 1-37号線 | 一級 | 境川町 | 2,117 | 22,815 | 継続 | 高 | 高 | |
| 37 | 1-38号線 | 一級 | 境川町 | 3,635 | 24,825 | 継続 | 高 | 高 | |
| 38 | 1-39号線 | 一級 | 芦川町 | 564 | 1,760 | 継続 | 高 | 高 | |
| 39 | 2-1号線 | 二級 | 春日居町 | 743 | 3,434 | 継続 | 中 | 中 | |
| 40 | 2-2号線 | 二級 | 春日居町 | 248 | 1,578 | 継続 | 中 | 中 | |
| 41 | 2-3号線 | 二級 | 春日居町 | 1,099 | 6,063 | 継続 | 中 | 中 | |
| 42 | 2-4号線 | 二級 | 春日居町 | 871 | 4,741 | 継続 | 中 | 中 | |
| 43 | 2-5号線 | 二級 | 春日居町 | 984 | 4,182 | 継続 | 中 | 中 | |
| 44 | 2-6号線 | 二級 | 春日居町 | 653 | 2,782 | 継続 | 中 | 中 | |
| 45 | 2-7号線 | 二級 | 春日居町 | 825 | 3,391 | 継続 | 中 | 中 | |
| 46 | 2-8号線 | 二級 | 石和町 | 1,375 | 7,845 | 継続 | 中 | 中 | |
| 47 | 2-9号線 | 二級 | 春日居町 | 603 | 3,121 | 継続 | 中 | 中 | |
| 48 | 2-10号線 | 二級 | 春日居町 | 1,396 | 7,767 | 継続 | 中 | 中 | |
| 49 | 2-11号線 | 二級 | 石和町 | 989 | 6,823 | 継続 | 中 | 中 | |
| 50 | 2-12号線 | 二級 | 石和町 | 1,222 | 6,154 | 継続 | 中 | 中 | |
| 51 | 2-13号線 | 二級 | 石和町 | 1,243 | 6,385 | 継続 | 中 | 中 | |
| 52 | 2-14号線 | 二級 | 石和町 | 1,142 | 4,971 | 継続 | 中 | 中 | |
| 53 | 2-15号線 | 二級 | 石和町 | 488 | 3,335 | 継続 | 中 | 中 | |
| 54 | 2-16号線 | 二級 | 石和町 | 863 | 6,656 | 継続 | 中 | 中 | |
| 55 | 2-17号線 | 二級 | 石和町 | 1,247 | 6,693 | 継続 | 中 | 中 | |
| 56 | 2-18号線 | 二級 | 石和町 | 2,379 | 16,033 | 継続 | 中 | 中 | |
| 57 | 2-19号線 | 二級 | 境川町 | 780 | 3,740 | 継続 | 中 | 中 | |
| 58 | 2-20号線 | 二級 | 境川町 | 452 | 3,958 | 継続 | 中 | 中 | |
| 59 | 2-21号線 | 二級 | 境川町 | 1,405 | 11,717 | 継続 | 中 | 中 | |
| 60 | 2-22号線 | 二級 | 八代町 | 4,157 | 21,556 | 継続 | 中 | 中 | |

# 個別施設管理方針【3/4】

| NO | 施設名称（路線名等） | 種別 | 路線の位置（地内） | 延長（m） | 面積（㎡） | 基準による分類 | 優先度 | 対策の基準 | 備考 |
|---|---|---|---|---|---|---|---|---|---|
| 61 | 2-23号線 | 二級 | 石和町 | 1,948 | 11,595 | 継続 | 中 | 中 | |
| 62 | 2-24号線 | 二級 | 御坂町 | 436 | 2,246 | 継続 | 中 | 中 | |
| 63 | 2-25号線 | 二級 | 御坂町 | 677 | 3,334 | 継続 | 中 | 中 | |
| 64 | 2-26号線 | 二級 | 石和町 | 526 | 3,309 | 継続 | 中 | 中 | |
| 65 | 2-27号線 | 二級 | 石和町 | 2,044 | 8,754 | 継続 | 中 | 中 | |
| 66 | 2-28号線 | 二級 | 御坂町 | 1,541 | 6,619 | 継続 | 中 | 中 | |
| 67 | 2-29号線 | 二級 | 御坂町 | 1,440 | 9,269 | 継続 | 中 | 中 | |
| 68 | 2-30号線 | 二級 | 石和町 | 1,050 | 8,233 | 継続 | 中 | 中 | |
| 69 | 2-31号線 | 二級 | 一宮町 | 1,377 | 7,561 | 継続 | 中 | 中 | |
| 70 | 2-32号線 | 二級 | 一宮町 | 688 | 3,553 | 継続 | 中 | 中 | |
| 71 | 2-33号線 | 二級 | 一宮町 | 894 | 3,504 | 継続 | 中 | 中 | |
| 72 | 2-34号線 | 二級 | 一宮町 | 1,181 | 7,836 | 継続 | 中 | 中 | |
| 73 | 2-35号線 | 二級 | 一宮町 | 938 | 3,568 | 継続 | 中 | 中 | |
| 74 | 2-36号線 | 二級 | 一宮町 | 2,089 | 10,115 | 継続 | 中 | 中 | |
| 75 | 2-37号線 | 二級 | 一宮町 | 225 | 765 | 継続 | 中 | 中 | |
| 76 | 2-38号線 | 二級 | 一宮町 | 715 | 3,710 | 継続 | 中 | 中 | |
| 77 | 2-39号線 | 二級 | 一宮町 | 901 | 5,522 | 継続 | 中 | 中 | |
| 78 | 2-40号線 | 二級 | 一宮町 | 782 | 4,762 | 継続 | 中 | 中 | |
| 79 | 2-41号線 | 二級 | 御坂町 | 276 | 1,424 | 継続 | 中 | 中 | |
| 80 | 2-42号線 | 二級 | 御坂町 | 2,285 | 14,835 | 継続 | 中 | 中 | |
| 81 | 2-43号線 | 二級 | 御坂町 | 682 | 2,853 | 継続 | 中 | 中 | |
| 82 | 2-44号線 | 二級 | 御坂町 | 387 | 1,827 | 継続 | 中 | 中 | |
| 83 | 2-45号線 | 二級 | 御坂町 | 474 | 3,018 | 継続 | 中 | 中 | |
| 84 | 2-46号線 | 二級 | 八代町 | 1,181 | 6,859 | 継続 | 中 | 中 | |
| 85 | 2-47号線 | 二級 | 八代町 | 447 | 2,137 | 継続 | 中 | 中 | |
| 86 | 2-48号線 | 二級 | 八代町 | 2,542 | 13,086 | 継続 | 中 | 中 | |
| 87 | 2-49号線 | 二級 | 八代町 | 2,405 | 12,525 | 継続 | 中 | 中 | |
| 88 | 2-50号線 | 二級 | 八代町 | 1,679 | 8,419 | 継続 | 中 | 中 | |
| 89 | 2-51号線 | 二級 | 八代町 | 646 | 4,561 | 継続 | 中 | 中 | |
| 90 | 2-52号線 | 二級 | 八代町 | 1,173 | 11,548 | 継続 | 中 | 中 | |

# 個別施設管理方針【4/4】

| NO | 施設名称（路線名等） | 種別 | 路線の位置（地内） | 延長（m） | 面積（㎡） | 基準による分類 | 優先度 | 対策の基準 | 備考 |
|---|---|---|---|---|---|---|---|---|---|
| 91 | 2-53号線 | 二級 | 境川町 | 924 | 5,742 | 継続 | 中 | 中 | |
| 92 | 2-54号線 | 二級 | 境川町 | 1,187 | 6,474 | 継続 | 中 | 中 | |
| 93 | 2-55号線 | 二級 | 境川町 | 908 | 7,038 | 継続 | 中 | 中 | |
| 94 | 2-56号線 | 二級 | 境川町 | 793 | 4,140 | 継続 | 中 | 中 | |
| 95 | 2-57号線 | 二級 | 境川町 | 1,870 | 13,372 | 継続 | 中 | 中 | |
| 96 | 2-58号線 | 二級 | 境川町 | 1,989 | 11,467 | 継続 | 中 | 中 | |
| 97 | 2-59号線 | 二級 | 境川町 | 191 | 1,415 | 継続 | 中 | 中 | |
| 98 | 2-60号線 | 二級 | 境川町 | 1,391 | 7,803 | 継続 | 中 | 中 | |
| 99 | 2-61号線 | 二級 | 境川町 | 1,033 | 4,765 | 継続 | 中 | 中 | |
| 100 | 2-62号線 | 二級 | 御坂町 | 431 | 1,599 | 継続 | 中 | 中 | |
| 101 | 2-63号線 | 二級 | 御坂町 | 591 | 2,365 | 継続 | 中 | 中 | |
| 102 | 2-64号線 | 二級 | 芦川町 | 1,215 | 5,728 | 継続 | 中 | 中 | |
| 103 | 2-65号線 | 二級 | 芦川町 | 203 | 562 | 継続 | 中 | 中 | |
| 104 | 2-66号線 | 二級 | 芦川町 | 4,562 | 15,510 | 継続 | 中 | 中 | |
| 105 | その他市道 | その他市道 | 笛吹市内 | 736,719 | 3,056,004 | 継続 | 低 | 低 | 路線数 2,790 |
| 106 | 新環状道路側道（右） | その他市道 | 石和町 | 1330 | 7980 | 継続 | 高 | 高 | |
| 107 | 新環状道路側道（左） | その他市道 | 石和町 | 1330 | 7980 | 継続 | 高 | 高 | |
| 108 | 新環状道路側道（広瀬） | その他市道 | 広瀬IC区間 | 1000 | 4000 | 継続 | 高 | 高 | L=500m×2路線 |
| 109 | 新環状道路側道（砂原） | その他市道 | 砂原区間 | 1400 | 5600 | 継続 | 高 | 高 | L=700m×2路線 |

# 個別施設計画工程表【1/8】

路線ごとの工程表は次のとおりです。

| NO | 施設名称（路線名等） | 種別 | 基準による分類 | 優先度 | 対策と区分（千円） | 計画期間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 |
| 1 | 1-1号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 1-2号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 1-3号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 1-4号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 1-5号線 | 一級 | 継続 | 高 | 対策 | 改良 | 改良 | 改良 | 改良 | 改良 | 改良 | 改良 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 改修 | 31,800 | 40,000 | 35,000 | 40,000 | 30,000 | 30,000 | 30,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 31,800 | 40,000 | 35,000 | 40,000 | 30,000 | 30,000 | 30,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 1-6号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 1-7号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 1-8号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 1-9号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 1-10号線 | 一級 | 継続 | 高 | 対策 | 修繕 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | 13,580 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 13,580 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 |
| 11 | 1-11号線 | 一級 | 継続 | 高 | 対策 | 改良 | | | | | | | | | | | | | | | | 修繕 | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | 10,000 | | | | | | | | |
| | | | | | 改修 | 25,555 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 25,555 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 1-12号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 1-13号線 | 一級 | 継続 | 高 | 対策 | 改良 | 改良 | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | |
| | | | | | 改修 | 206,343 | 90,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 206,343 | 90,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 |
| 14 | 1-14号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 1-15号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# 個別施設計画工程表【2/8】

| NO | 施設名称（路線名等） | 種別 | 基準による分類 | 優先度 | 対策と区分（千円） | 計画期間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 |
| 16 | 1-16号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 1-17号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 1-18号線 | 一級 | 継続 | 高 | 対策 | 修繕 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | 9,970 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 9,970 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 |
| 19 | 1-19号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 1-20号線 | 一級 | 継続 | 高 | 対策 | 修繕 | 修繕 | 修繕 | 修繕 | 修繕 | 修繕 | 修繕 | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | 16,198 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | | 30,000 | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 16,198 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 | 0 | 30,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 |
| 21 | 1-21号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 1-22号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 1-23号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | 対策 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| 24 | 1-24号線 | 一級 | 継続 | 高 | 改修 | 46,974 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 46,974 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 |
| 25 | 1-25号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 |
| 26 | 1-26号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | 1-27号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 28 | 1-28号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 29 | 1-29号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 | 1-31号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |

# 個別施設計画工程表【3/8】

| NO | 施設名称（路線名等） | 種別 | 基準による分類 | 優先度 | 対策と区分（千円） | 計画期間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 |
| 31 | 1-32号線 | 一級 | 継続 | 高 | 対策 | 改良 | 改良 | 改良 | 改良 | 改良 | 改良 | 改良 | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | |
| | | | | | 改修 | 128,844 | 60,000 | 60,000 | 60,000 | 60,000 | 60,000 | 60,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 128,844 | 60,000 | 60,000 | 60,000 | 60,000 | 60,000 | 60,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 32 | 1-33号線 | 一級 | 継続 | 高 | 対策 | 予防保全 | 予防保全 | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | 80,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 80,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 |
| 33 | 1-34号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 34 | 1-35号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 |
| 35 | 1-36号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 36 | 1-37号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 37 | 1-38号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 38 | 1-39号線 | 一級 | 継続 | 高 | 対策 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 39 | 2-1号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | 2-2号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 41 | 2-3号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 42 | 2-4号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | 2-5号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 44 | 2-6号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45 | 2-7号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |

# 個別施設計画工程表【4/8】

| NO | 施設名称（路線名等） | 種別 | 基準による分類 | 優先度 | 対策と区分（千円） | 計画期間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 |
| 46 | 2-8号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 |
| 47 | 2-9号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 |
| 48 | 2-10号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 |
| 49 | 2-11号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50 | 2-12号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 |
| 51 | 2-13号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 |
| 52 | 2-14号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 |
| 53 | 2-15号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 |
| 54 | 2-16号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | 修繕 | | | | | | | | 修繕 | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | 10,000 | | | | | | | | 10,000 | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 55 | 2-17号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 56 | 2-18号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 |
| 57 | 2-19号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 |
| 58 | 2-20号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 |
| 59 | 2-21号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 |
| 60 | 2-22号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# 個別施設計画工程表【5/8】

| NO | 施設名称（路線名等） | 種別 | 基準による分類 | 優先度 | 対策と区分（千円） | 計画期間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 |
| 61 | 2-23号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 |
| 62 | 2-24号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63 | 2-25号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 |
| 64 | 2-26号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 |
| 65 | 2-27号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 |
| 66 | 2-28号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 |
| 67 | 2-29号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 |
| 68 | 2-30号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 69 | 2-31号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 70 | 2-32号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 |
| 71 | 2-33号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 |
| 72 | 2-34号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 |
| 73 | 2-35号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 74 | 2-36号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 |
| 75 | 2-37号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | | | | | 修繕 |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | | | | | 10,000 |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 |

# 個別施設計画工程表【6/8】

| NO | 施設名称（路線名等） | 種別 | 基準による分類 | 優先度 | 対策と区分（千円） | 計画期間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 |
| 76 | 2-38号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| 77 | 2-39号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| 78 | 2-40号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| 79 | 2-41号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| 80 | 2-42号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 81 | 2-43号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | 2-44号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 83 | 2-45号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 84 | 2-46号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 85 | 2-47号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 86 | 2-48号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 87 | 2-49号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 88 | 2-50号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 89 | 2-51号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90 | 2-52号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | 10,000 | | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# 個別施設計画工程表【7/8】

| NO | 施設名称（路線名等） | 種別 | 基準による分類 | 優先度 | 対策と区分（千円） | 計画期間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 |
| 91 | 2-53号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 92 | 2-54号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 93 | 2-55号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 94 | 2-56号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 95 | 2-57号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 96 | 2-58号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97 | 2-59号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 98 | 2-60号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 99 | 2-61号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 100 | 2-62号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 2-63号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 102 | 2-64号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 2-65号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 104 | 2-66号線 | 二級 | 継続 | 中 | 対策 | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | | | 修繕 | | | | | |
| | | | | | 維持管理・修繕 | 2,273 | | | | | | | | | | | | | | | | | | 10,000 | | | | | | | | | | 10,000 | | | | | |
| | | | | | 改修 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 2,273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | その他市道 | その他市道 | 継続 | 低 | 対策 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 | 修繕・改修 |
| | | | | | 維持管理・修繕 | 201,803 | 20,000 | 20,000 | 21,000 | 20,000 | 20,000 | 20,000 | 20,000 | 161,000 | 20,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 |
| | | | | | 改修 | 275,693 | 117,000 | 117,000 | 110,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 477,496 | 137,000 | 137,000 | 131,000 | 120,000 | 120,000 | 120,000 | 120,000 | 261,000 | 120,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 |

# 個別施設計画工程表【8/8】

| NO | 施設名称（路線名等） | 種別 | 基準による分類 | 優先度 | 対策と区分（千円） | 計画期間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 |
| 106 | 新環状道路側道（右） | その他市道 | 石和町小石和～広瀬地内 | 高 | 対策 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | | | | | | | | 24,000 | | | | | | | | |
| | | | | | 改修 | 169,776 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | 213,286 | 233,515 | 40,142 | 40,140 | 40,140 | 40,140 | 40,140 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 169,776 | 213,286 | 233,515 | 40,142 | 40,140 | 40,140 | 40,140 | 40,140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 107 | 新環状道路側道（左） | その他市道 | 継続 | 高 | 対策 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | | | | | | | | 24,000 | | | | | | | | |
| | | | | | 改修 | 169,776 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | 213,286 | 233,515 | 40,142 | 40,140 | 40,140 | 40,140 | 40,140 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 169,776 | 213,286 | 233,515 | 40,142 | 40,140 | 40,140 | 40,140 | 40,140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 108 | 新環状道路側道（広瀬） | その他市道 | 継続 | 高 | 対策 | | 新規改良 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | | | | | | | | 24,000 | | | | | | | | |
| | | | | | 改修 | | 463,000 | 550,000 | 158,480 | 61,800 | 61,800 | 32,255 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 463,000 | 550,000 | 158,480 | 61,800 | 61,800 | 32,255 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 新環状道路側道（砂原） | その他市道 | 継続 | 高 | 対策 | | 新規改良 | 新規改良 | 新規改良 | 新規改良 | 新規改良 | | | | | | | | | | | | | | | | | | | | 修繕 | | | | | | | | |
| | | | | | 維持管理・修繕 | | | | | | | | | | | | | | | | | | | | | | | | | | 24,000 | | | | | | | | |
| | | | | | 改修 | | 26,000 | 30,000 | 52,000 | 30,000 | 10,359 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 更新費 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 合計 | 0 | 26,000 | 30,000 | 52,000 | 30,000 | 10,359 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# 第 7 章　今後の対応方針と本計画の実現に向けて

路面性状調査の点検等の結果を反映し、巡回パトロールや通報による適切な維持管理や修繕により、一般交通及び歩行者の安全を確保するとともに、舗装や道路構造物の長寿命化に取り組みます。

また、本計画に基づき、効率的かつ効果的な施設管理を進めていくため、PDCA サイクルを活用した計画の進行管理を行うとともに、本計画の推進に影響を及ぼす諸条件に大きな変化がある場合には、計画の見直しを行います。

# 長寿命化計画

# （道路編）

令和３年３月

発行・編集：笛吹市役所　建設部　土木課