

漁業集落復興効果促進事業の概要を示す書類

| | | | |
|-----------|--|-----|------------------|
| 事業番号 | ◆ C 5 - 2 - 17 | 事業名 | (46)復興地域づくり加速化事業 |
| 事業概要 | <p>島越漁港地区道路補修事業</p> <p>岩手県田野畑村においては、東日本大震災からの復旧・復興を図るため、震災復興計画に基づき、各種復旧・復興事業を進めている。これら復旧・復興事業において、必要となる土砂等は村内山間部から搬出している。これに伴い、大型車両交通量が「舗装計画交通量」を大きく超過しており、村道の舗装が著しく損傷している。このことから、復旧・復興事業による土砂等を運搬する大型車両の通行により損傷した村道の舗装補修を行うものである。</p> | | |
| 事業年度 | <p>■事業年度 令和2年度</p> | | |
| 事業計画概要 | <p>■漁業集落道島越漁港地区道路舗装補修 対象路線：村道島越浜岩泉線 L=1,590m 村道鉄山線 L=2,180m 村道松前沢線 L=1,630m</p> | | |
| 全体事業費 | <p>■309,571千円</p> | | |
| 基幹事業との関連性 | <p>■事業番号：C-5-2 ■事業名：島越漁港地区漁業集落防災機能強化事業 島越漁港地区漁業集落防災機能強化事業等に必要となる盛土材を運搬により、損傷した村道の舗装について復旧するものであり、基幹事業と関連がある。</p> <p>※ この様式は、原則として、参考様式第1の別添2に記載した細要素事業名ごとに作成し、概要を示す図面を添付してください。</p> | | |

復興交付金事業等に要する費用の算出に係る基礎資料

様式1-2① No.

事業番号

◆C5-2-17

(単位:千円)

| 補助事業等の名称/目的及び内容 | | 補助金の算出方法 | |
|------------------|-----------------------|------------------------|--------------------------------|
| 事業名 | (46)復興地域づくり加速化事業 | 事業費 (A) | 309,571 |
| 箇所名 | 島越地区 | 控除額 (B) | |
| 事業認可日 告示年月日 | - | 交付対象事業費 (C)=(A)-(B) | 309,571 |
| 事業施行期間 | 令和2年度 | 基本国費率 | 0.8 |
| 工事施行延長又は積 地面積 | 33,960 m ² | 交付額 (D) | 247,657 |
| 用地面積及び 物件戸数等 | | 摘 要 | |
| 事業完了予定期日 | 令和2年12月 | ○本工事費内訳 | |
| 経費の配分 | | ・島越浜岩泉線補修 (R2) | 77,629千円 10,960m ² |
| | | ・鉄山線補修 (R2) | 106,175千円 12,700m ² |
| 工事費 | 281,428 | ・松前沢線補修 (R2) | 97,624千円 10,300m ² |
| 本工事費 | 281,428 | 合計 | 281,428千円 |
| 測量設計費 | | | |
| 用地費及補償費 | | | |
| 船舶及機械器具費 | | | |
| 換地諸費 | | | |
| 権利交換諸費 | | | |
| 事業費計 (A) | 281,428 | | |
| | | | |
| 消費税相当額 | 28,143 | | |
| 合計 | 309,571 | | |

| NO | 申請路線 | 主な土取場 | 基幹事業(復興交付金) | | 搬出先(基幹事業・移転団地) | 一件/一括/現状申請不可 | 施工予定 | 申請額(千円) |
|----|----------|-------|-------------|--------------------|----------------|--------------|------|-------------|
| | | | 番号 | 事業名 | | | | |
| 1 | 村道島越岩泉線線 | 島越地区 | C-5-2 | 島越漁港地区漁業集落防災機能強化事業 | 島越地区(漁集事業) | 一括 | R2 | 85,392,000 |
| 2 | 村道鉄山線線 | 島越地区 | C-5-2 | 島越漁港地区漁業集落防災機能強化事業 | 島越地区(漁集事業) | 一括 | R2 | 116,793,000 |
| 3 | 村道松前沢線 | 島越地区 | C-5-2 | 島越漁港地区漁業集落防災機能強化事業 | 島越地区(漁集事業) | 一括 | R2 | 107,386,000 |
| | 合計 | | | | | | | 309,571,000 |
| | | | | | | | | |

効果促進事業による道路の損傷箇所の補修に関する確認事項

| 確認事項 | 内 容 |
|--|---|
| (原因者の特定・費用負担) | |
| 1.震災後の復旧・復興事業(国費)において生じた道路の損傷であることが確実であること。 | <p>・震災直後の道路舗装には損傷がないことを確認。その後、復旧・復興工事の本格化に伴った大型工事車両の交通量が急激に増加したため、舗装に損壊が発生したものである。</p> <p>※写真による比較は、別添資料参照【P26】</p> |
| 2.復旧・復興事業(国費)による大型自動車の交通量の推定方法が適切であること。 | <p>(大型自動車の交通量の推定方法)</p> <p>・運搬土量 (m³) /5.0 (m³/台) = 土砂運搬車両 23,350 (m³) /5.0 (m³/台) = 4,670台</p> <p>(日平均交通量の算定)</p> <p>・土砂運搬車両 (台) /稼働日数 (ヶ月) /稼働日数 (日/月) × 往復 4,670 (台) /5 (ヶ月) /11 (日/月) × 2 = 170 (台/日)</p> <p>※運搬土量と稼働月数は村調査の土運搬記録による。</p> |
| 3.損傷箇所の復旧・復興事業(国費)による大型自動車の交通量が舗装計画交通量を超えていること。 | <p>・今回申請路線の舗装計画交通量は、「交通量区分 N 3 (旧 L 交通) : 大型車両40台以上100台/日未満であるが、日平均交通量は、170台/日であり、舗装計画交通量を超えている。【P9】</p> |
| (補修の時期・方法) | |
| 4.復旧・復興事業等の進捗を踏まえ、道路の補修時期が適切なものになっていること。 | <p>・基幹事業は令和2年12月完了予定であり、これ以上の大型車両の交通を想定されないことから、令和2年度に実施することは適切である。</p> |
| 5.道路の補修方法が現状回復を原則としたものになっていること。 ※現状回復を超える部分を単費で負担することは可能。 | <p>現状回復を原則とし、補修工法について、経済性等の比較検討を行い、総合的に優れた工法を採用している。 【P15～25】</p> |
| (補修後の維持管理) | |
| 6.補修後の道路の維持管理が、道路管理者の責任において適切に実施されること。 | <p>・定期的な道路パトロールにより、路面損傷、変状及び落下物等の有無を確認するとともに、車両通行の安全確保の必要に応じた補修等の管理を適切に行う。</p> |
| 7.通常の道路の維持管理費(経常経費)や他の復旧・復興事業(国費)で計上済みの経費が含まれていないこと。 | <p>・含まれていない。</p> |

田野畑村 復興事業に伴う道路補修申請路線

| 番号 | 路線名 | 延長 (m) | 幅員 (m) | 補修延長 (m) | 面積 (m ²) | m ² 当り 単価 | 直接工事費 (千円) | 申請金額 (円) | 備考 |
|----|---------|-----------|-----------|-------------|-------------------------|-------------------------|---------------|-------------|----|
| 1 | 村道島越岩泉線 | 5,834.0 | 7.0 | 1,590.0 | 10,960.0 | 3,371 | 36,946,160 | 85,392,000 | R2 |
| 2 | 村道鉄山線 | 9,492.0 | 6.5 | 2,180.0 | 12,700.0 | 4,459 | 56,629,300 | 116,793,000 | R2 |
| 3 | 村道松前沢線 | 3,988.0 | 6.5 | 1,630.0 | 10,300.0 | 4,759 | 49,017,700 | 107,386,000 | R2 |
| | R2合計 | 19,314.0 | | 5,400.0 | 33,960.0 | | | 309,571,000 | |
| | | | | | | | | | |

(m²当り単価)

島越浜岩泉線:平均単価:3,371円 1区間 路上路盤再生工法嵩上げ:4,653円 2区間 上層路盤打替え:4,533円 3区間 オ-パ-レイ工法(薄層):2,149円 4区間 オ-パ-レイ工法(薄層):2,149円

鉄山線:路上路盤再生工嵩上げ:平均単価:4,459円 1区間 路上路盤再生工法嵩上げ:4,459円 2区間 路上路盤再生工法嵩上げ:4,459円 3・4区間 路上路盤再生工法嵩上げ:4,459円

5・6区間 路上路盤再生工法嵩上げ:4,459円






松前沢線:路上路盤再生工嵩上げ:平均単価:4,759円 1区間 路上路盤再生工法嵩上げ:4,570円 2・3区間 路上路盤再生工法:4,882円 4区間 路上路盤再生工法嵩上げ:4,825円

※路上路盤再生工法(嵩上げ)の単価については、工区によって再生の断面厚などの施工条件が異なることに伴い、差異が生じているもの。

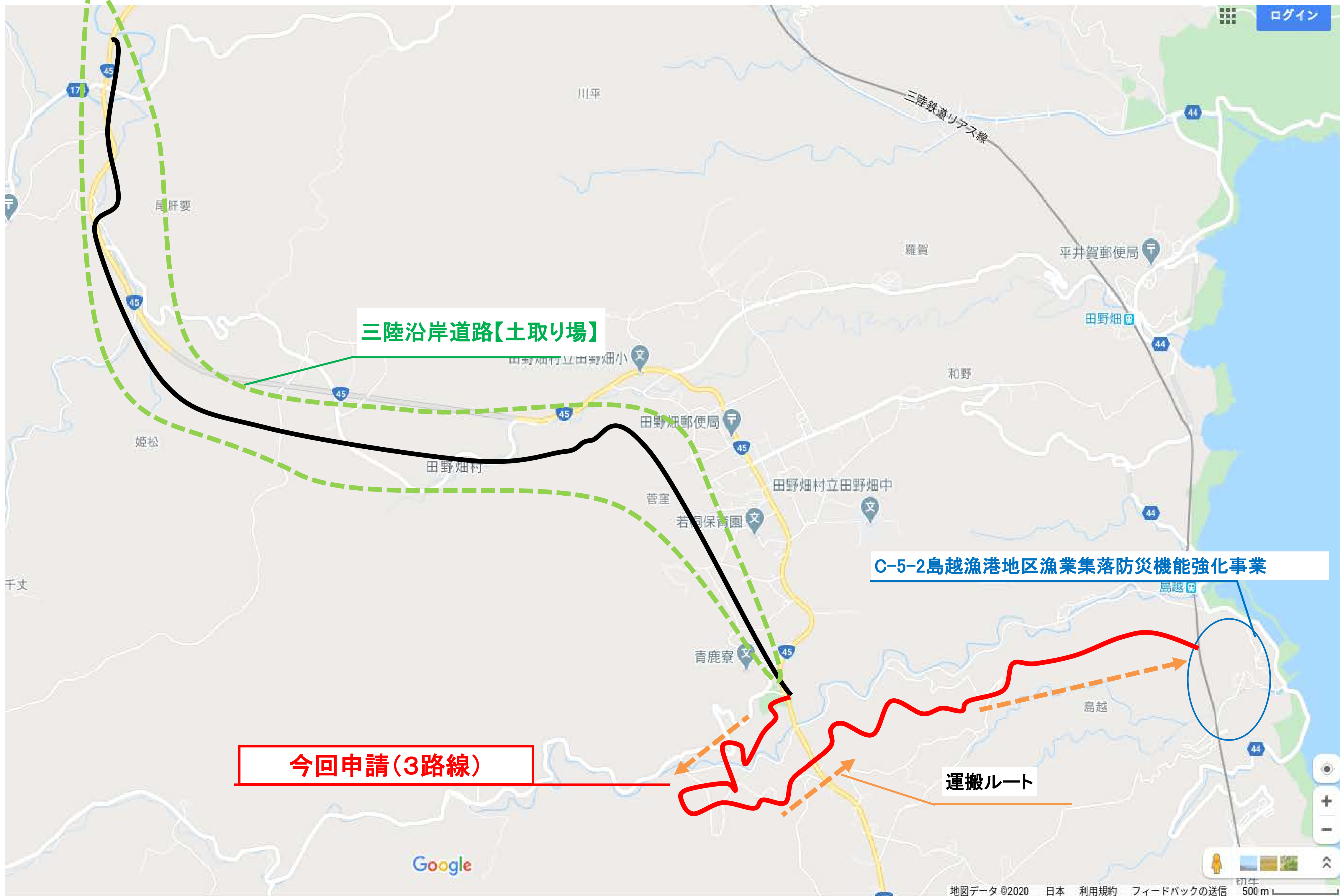
(参考様式)

田野畑村復興交付金事業計画 復興交付金事業等工程表

令和2年5月現在

| 項 目 | 事業名 | 島越地区道路舗装補修事業 令和2年度 | | | | 事業実施主体 | 田野畑村 | |
|------------------------|---|--|---|-------|--|--------|------------------------|------------|
| | 第1四半期 | 第2四半期 | 第3四半期 | 第4四半期 | | 備 考 | | |
| 使途協議 |  | | | | | | | |
| 発注・入札・契約 (3路線) |  | | | | | | 5千万以上議会案件 | |
| 法定手続き・許認可等 (3路線) | |  | | | | | | |
| 工事 (3路線) | | |  | | | | | |
| 工事 (基幹事業:C-5-2島越漁集) | |  | | | | | | 水産用地・集落道整備 |
| その他 (議会等) | | ★ | | | | | 6月議会で補正予算案提出 (中旬予定) | |

(注) 上記項目について、実施予定時期を矢印で示してください。(なお、項目に該当するものがない場合は当該項目は記載する必要はありませんが、他の項目があれば、適
(注) 同一項目で複数の記載事項がある場合はずらして記載してください。



三陸沿岸道路【土取り場】

C-5-2 島越漁港地区漁業集落防災機能強化事業

今回申請(3路線)

運搬ルート

田野畑・島越地区 拡大図



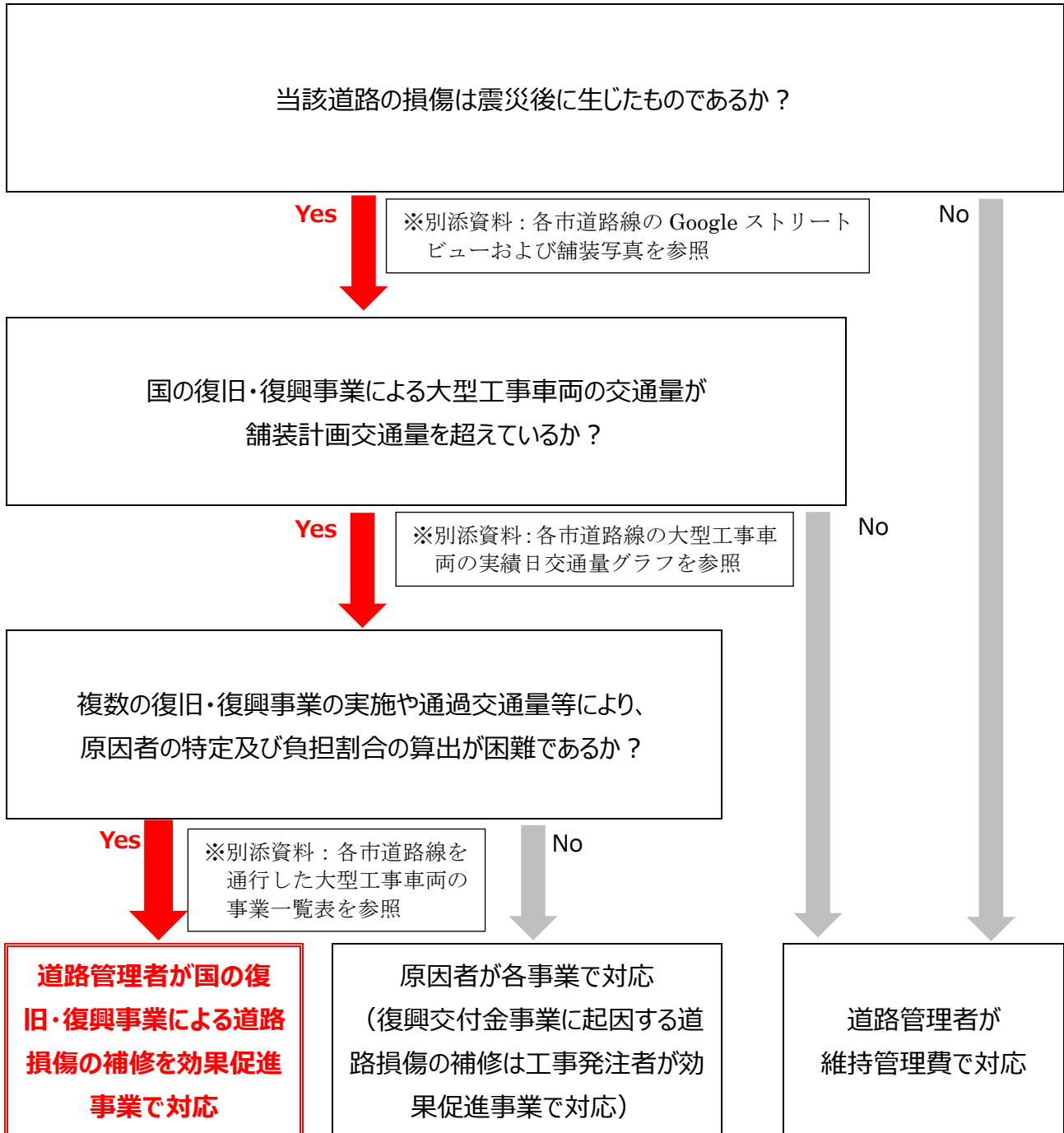
村道島越浜岩泉線、村道鉄山線、村道松前沢線 運搬実績

| 発注機関 | 事業名 | 工事名 | 運搬土量 (m ³) H26 | 運搬 月数 | 日当り 大型車両交通量 | 通行ルート | 26 | | | | | | | | | | | | 土取場・番号 |
|------|--|---------------------------------|----------------------------------|----------|----------------|---------------------------|----|---|---|---|-----|-----|-----|-----|---|----|-----|----|----------|
| | | | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | |
| 田野畑村 | 復興交付金 C-5-2 島越漁港地区漁 業集落防災機能 強化事業 | 平井賀漁港地区土地利用高度化 再編整備羅賀地区その2工事 | 23,350 | 5 | 170 | 村道島越浜岩泉線～村道鉄山線～村 道松前沢線 | | | | | 170 | 170 | 170 | 170 | | | 170 | | 三陸沿岸自動車道 |
| | | | 23,350 | 5 | | | 0 | 0 | 0 | 0 | 170 | 170 | 170 | 170 | 0 | 0 | 170 | | |

: 大型自動車の交通量が舗装計画交通量を超過

※上記の他、岩手県事業「島越漁港海岸高潮対策工事」、「島越漁港海岸防潮堤災害復旧工事」による大型車の通行もあり、原因者を特定することは困難である。

効果促進事業による道路補修の考え方



田野畑村道路舗装修繕計画について

1. 基本方針

- (1) 田野畑村の復旧・復興事業による大型車両が通行する各路線について、大型車両交通量及び路面性状（ひび割れ）を調査し、とりまとめる。
- (2) 調査結果から、以下のいずれの要件にも合致することを確認し、必要な舗装修繕を計画する。
 - ・復旧・復興事業により舗装計画以上の大型車両交通量が確認され、舗装が損傷したものの。
 - ・舗装の損傷状態が中度（概ねのひび割れ率が15～35%）で早急な修繕が必要であると判断される路面または重度（概ねのひび割れ率が35%以上）である路面
- (3) 令和元年度で概ね復旧・復興車両の通行が終了すること。また、路面損傷を原因とする事故発生の可能性もあることから、令和2年度に舗装補修工事を実施する。
- (4) 修繕後の維持管理については、定期的に巡回し、路面の損傷、変状及び落下物の有無を確認し、車両通行の安全確保と必要に応じた適切な修繕に努めることとする。

2. 路面性状調査 令和元年11月実施

- ① 村道島越浜岩泉線：L=1,590m
- ② 村道鉄山線：L=2,180m
- ③ 村道松前沢線：L=1,630m

3. 舗装修繕計画路線

- ① 村道島越浜岩泉線：L=1,590m
- ② 村道鉄山線：L=2,180m
- ③ 村道松前沢線：L=1,630m

補修工法の検討

路面性状

今回申請路線は、東日本大震災後の工事車両通行に伴い、進行したと思われるひび割れが車線内全面に渡り発生している。当区間において、令和元年11月に行った舗装構造調査でひび割れ等の状態等を確認したところ、劣化及び疲労による損傷が認められた。

補修設計条件

調査結果より、各路線の舗装構成調査結果・設計条件の整理は、以下のとおり。

1. 島越浜岩泉線

表 1. 補修設計条件

| | | 区間 1 | 区間 2 | 区間 3 | 区間 4 | 備 考 |
|-----------------------------------|------|---------|-----------------|-------------------|-------------------|-------------------------------|
| 測 点 | | 0m~440m | 440m~ 1,040m | 1,040m~ 1,340m | 1,340m~ 1,590m | |
| 補修路線延長(m) | | 440.0 | 600.0 | 300.0 | 250.0 | |
| 交通量区分 | | N3 | | | | |
| ひびわれ率(%) | | 35%以上 | 35%以上 | 20%程度 | 20%程度 | 破損程度：表 4 参照 【P13】 |
| 区間代表 たわみ量 (μm) | D0 | 1,251 | 565 | 489 | 379 | 許容たわみ量 1,300 μm |
| | D20 | 1,054 | 424 | 377 | 268 | |
| | D150 | 149 | 64 | 50 | 34 | |
| 区 間 CBR(%) | | 6.71 | 15.63 | 20.00 | 29.41 | |
| 設 計 CBR(%) | | 6 | 12 | 20 | 20 | |
| 目 標 T_A | | 14 | 14 | 14 | 14 | |
| アスコン弾性係数 (MPa) | | 2,987 | 3,889 | 5,186 | 5,244 | 健全値 6,000MPa 以上 |
| 残 存 T_{A0} | | 10.01 | 18.84 | 20.32 | 23.02 | たわみ量からの値 |

区間代表値の D0 たわみ量は許容値を満足しており、舗装の支持力は得られていると判断できるが、たわみ量から求められた残存 T_{A0} は目標 T_A に対して不足している区間も見受けられる。また、アスコン層の弾性係数は健全値 6,000MPa を下回り、アスコン層が損傷・劣化していると判断できる。

舗装破損状況は区間により 中度損傷(20%程度)~重度損傷(35%以上) であり、ひび割れ率が高い区間は、雨水の影響や構造的破損により路盤への影響も考慮し、路盤以下からの対策工法を検討することとする。

各路盤の評価は既設路面破損状況を考慮し、表 4 (P13) に示された舗装破損の状態の判断を参照し、表 5 (P14) に示す値を用いる。

2. 鉄山線

表 2. 補修設計条件

| | | 区間 1 | 区間 2 | 区間 3 | 備 考 |
|----------------------------|------|-------------------|-------------------|-------------------|----------------------|
| 測 点 | | 0m~640m | 640m~1,040m | 1,040m~ 1,400m | |
| 補修路線延長(m) | | 640.0 | 400.0 | 360.0 | |
| 交通量区分 | | N3 | | | |
| ひびわれ率(%) | | 35%以上 | 35%以上 | 35%以上 | 破損程度：表 4 参照 【P13】 |
| 区間代表 たわみ量 (μ m) | D0 | 685 | 888 | 752 | 許容たわみ量 1,300 μ m |
| | D20 | 521 | 644 | 577 | |
| | D150 | 72 | 61 | 76 | |
| 区 間 CBR(%) | | 13.89 | 16.39 | 13.16 | |
| 設 計 CBR(%) | | 12 | 12 | 12 | |
| 目 標 T_A | | 14 | 14 | 14 | |
| アスコン弾性係数 (MPa) | | 3,756 | 2,743 | 4,156 | 健全値 6,000MPa 以上 |
| 残 存 T_{A0} | | 16.58 | 13.23 | 15.49 | たわみ量からの値 |
| | | 区間 4 | 区間 5 | 区間 6 | 備 考 |
| 測 点 | | 1,400m~ 1,600m | 1,600m~ 1,880m | 1,880m~ 2,180m | |
| 補修路線延長(m) | | 200.0 | 280.0 | 300.0 | |
| 交通量区分 | | N3 | | | |
| ひびわれ率(%) | | 35%以上 | 35%以上 | 35%以上 | 破損程度：表 4 参照 【P13】 |
| 区間代表 たわみ量 (μ m) | D0 | 635 | 1,090 | 747 | 許容たわみ量 1,300 μ m |
| | D20 | 465 | 809 | 543 | |
| | D150 | 69 | 94 | 76 | |
| 区 間 CBR(%) | | 14.49 | 10.64 | 13.18 | |
| 設 計 CBR(%) | | 12 | 8 | 12 | |
| 目 標 T_A | | 14 | 14 | 14 | |
| アスコン弾性係数 (MPa) | | 4,304 | 2,304 | 3,422 | 健全値 6,000MPa 以上 |
| 残 存 T_{A0} | | 17.48 | 11.15 | 15.57 | たわみ量からの値 |

区間代表値の D0 たわみ量は許容値を満足しており、舗装の支持力は得られていると判断できるが、たわみ量から求められた残存 T_{A0} は目標 T_A に対して不足している区間も見受けられる。また、アスコン層の弾性係数は健全値 6,000MPa を下回り、アスコン層が損傷・劣化していると判断できる。

舗装破損状況は **重度損傷(35%以上)** であり、ひび割れ率が高い区間は、雨水の影響や構造的破損により路盤への影響も考慮し、路盤以下からの対策工法を検討することとする。

各路盤の評価は既設路面破損状況を考慮し、表 4 (P13) に示された舗装破損の状態の判断を参照し、表 5 (P14) に示す値を用いる。

3. 松前沢線

表 3. 補修設計条件

| | | 区間 1 | 区間 2 | 区間 3 | 区間 4 | 備 考 |
|-----------------------------------|------|---------|-----------|-----------------|-------------------|-------------------------------|
| 測 点 | | 0m~400m | 400m~880m | 880m~ 1,240m | 1,240m~ 1,630m | |
| 補修路線延長(m) | | 400.0 | 480.0 | 360.0 | 390.0 | |
| 交通量区分 | | N3 | | | | |
| ひびわれ率(%) | | 35%以上 | 35%以上 | 35%以上 | 35%以上 | 破損程度：表 4 参照 |
| 区間代表 たわみ量 (μm) | D0 | 1,002 | 666 | 752 | 961 | 許容たわみ量 1,300 μm |
| | D20 | 802 | 529 | 567 | 648 | |
| | D150 | 116 | 47 | 47 | 127 | |
| 区 間 CBR(%) | | 8.62 | 21.28 | 21.28 | 7.88 | |
| 設 計 CBR(%) | | 8 | 20 | 20 | 6 | |
| 目 標 T_A | | 14 | 14 | 14 | 14 | |
| アスコン弾性係数 (MPa) | | 2,931 | 3,135 | 2,154 | 1,438 | 健全値 6,000MPa 以上 |
| 残 存 T_{A0} | | 12.46 | 16.47 | 15.02 | 13.14 | たわみ量からの値 |

区間代表値の D0 たわみ量は許容値を満足しており、舗装の支持力は得られていると判断できるが、たわみ量から求められた残存 T_{A0} は目標 T_A に対して不足している区間も見受けられる。また、アスコン層の弾性係数は健全値 6,000MPa を下回り、アスコン層が損傷・劣化していると判断できる。

舗装破損状況は重度損傷(35%以上)であり、雨水の影響や構造的破損により路盤への影響も考慮し、路盤以下からの対策工法を検討することとする。

各路盤の評価は既設路面破損状況を考慮し、表 4 (P13) に示された舗装破損の状態の判断を参照し、表 5 (P14) に示す値を用いる。

表 4. T_{A0} の計算に用いる換算係数

| 層 | 既設舗装の構成材料 | 各層の状態 | 係 数 | 摘 要 |
|-------|--------------|-----------------------------|-----------|---|
| 表層・基層 | 加熱アスファルト混合物 | 破損の状態が軽度で中度の状態に進行するおそれのある場合 | 0.90 | 破損の状態が軽度に近い場合を最大値、重度に近い場合を最小値に考え、中間は破損の状態に応じて係数を定める |
| | | 破損の状態が中度で重度の状態に進行するおそれのある場合 | 0.85~0.60 | |
| | | 破損の状態が重度の場合 | 0.50 | |
| 上層路盤 | 瀝青安定処理(加熱混合) | | 0.80~0.40 | 新設時と同等と認められるものを最大値にとり、破損の状況に応じて係数を定める |
| | セメント・瀝青安定処理 | | 0.65~0.35 | |
| | セメント安定処理 | | 0.55~0.30 | |
| | 石灰安定処理 | | 0.45~0.25 | |
| | 水硬性粒度調整スラグ | | 0.55~0.30 | |

| | | | | |
|-------------|------------------------|----------------------|-----------|--|
| | 粒度調整碎石 | | 0.35～0.20 | |
| 下層路盤 | クラッシャーラン、 鉄鋼スラグ、砂など | | 0.25～0.15 | |
| | セメント安定処理および石 灰安定処理 | | 0.25～0.15 | |
| セメントコンクリート版 | | 破損の状態が軽度または 中度の場合 | 0.90 | |
| | | 破損の状態が重度の場合 | 0.85～0.50 | |

〔注〕 舗装破損の状態の判断

軽度：ほぼ完全な供用性を有しており、当面の補修は不要であるもの。

(おおむねひび割れ率が15%以下のもの)

中度：ほぼ完全な供用性を有しているが、局部的・機能的な補修が必要なもの。

(おおむねひび割れ率が15～35%のもの)

重度：オーバーレイあるいはそれ以上の大規模な補修が必要であるもの。

(おおむねひび割れ率が35%以上のもの)

「舗装設計便覧 平成18年2月 社)日本道路協会」P-93 参照

表 5. 当業務で T_{A0} の計算に用いた等値換算係数

| | 軽度損傷 | 中度損傷 | | | 重度損傷 |
|----------------|-------|-------|-------|-------|-------|
| | 15%以下 | 20%程度 | 25%程度 | 30%程度 | 35%以上 |
| 加熱アスファルト混合物 | 0.90 | 0.85 | 0.73 | 0.60 | 0.50 |
| 上層路盤(粒度調整碎石) | 0.35 | 0.32 | 0.28 | 0.24 | 0.20 |
| 下層路盤(クラッシャーラン) | 0.25 | 0.23 | 0.20 | 0.18 | 0.15 |

補修検討断面の整理

舗装構造調査で確認した既設断面から、最も適切な工法を検討する。(補修工法比較表(別紙)のとおり)

村道島越浜岩泉線(区間1) 補修工法比較表

| | 第1案：切削オーバーレイ工法 | 第2案：上層路盤打換え工法 | 第3案：全層打換え工法 | 第4案：路上路盤再生工法 | 第5案：路上路盤再生工法(嵩上げ) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|--|---|---|--|---|-------|------|----|--------|-----|--------|-------------------|----|------|-------|--------|--------------|---|-------|-------|--------|------------|----|--------|-------|---------|-----------------|----|--------|-------|---------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|-------|---------|--|--|----------|--|--|-------|--|--|-----|----|----|-----|-------|-------|----|--------|-----|--------|---------------------|----|------|-------|--------|--------------|---|-------|-------|--------|-----------|----|-------|-----|-------|---------------------|----|-------|-------|--------|----------------|----|-------|-----|-------|------|----|--------|-----|--------|-------------|----|--------|-----|--------|-----------------|----|--------|-------|---------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|-------|---------|--|--|----------|--|--|-------|--|---|-----|----|----|-----|-------|-------|----|--------|-----|--------|---------------------|----|------|-------|--------|--------------|---|-------|-------|--------|-----------|----|-------|-----|--------|---------------------|----|-------|-------|--------|----------------|----|-------|-----|-------|------|----|--------|-----|--------|--------------|----|--------|-----|--------|-------------|----|--------|-----|--------|-----------------|----|--------|-------|---------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|-------|---------|--|--|----------|--|--|-------|--|---|-----|----|----|-----|-------|------|----|--------|-----|--------|-------------------|----|------|-------|--------|--------------|---|-------|-------|--------|-----------------|----|--------|-------|---------|-----------------|----|--------|-------|---------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|-------|---------|--|--|----------|--|--|-------|--|---|-----|----|----|-----|-------|-----------------|----|--------|-------|---------|-----------------|----|--------|-------|---------|-------|---|-------|-------|--------|-------|---|-------|-------|--------|------|---|-------|-----|-------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|-------|---------|--|--|----------|--|--|-------|--|
| 設計条件 | 調査区間(0m~440m)、交通量区分：N3(40≦T<100)、設計CBR：6%、目標TA：14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 断面略図 | <p>構造上、目標TAを満足しないため不採用。</p> | <p>構造上、目標TAを満足しないため不採用。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概要 | 既設アスファルト層を5cm切削後、ひび割れ箇所へリフレクションクラック抑制対策として応力緩和層を施し、アスファルト混合層を新たに構築する補修工法である。 | 既設舗装を所定深さ(h=20cm)まで掘削し、上層路盤を構築しアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設舗装を所定深さ(h=35cm)まで掘削し、下層路盤および上層路盤を構築し、アスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設アスファルト層を5cm切削後、路上において既設アスファルト混合層を現位置で破砕し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 路上において既設アスファルト混合層を現位置で破砕し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概 算 工 事 費 | <table border="1"> <thead> <tr> <th>名 称</th><th>単位</th><th>数量</th><th>単 価</th><th>金額(円)</th></tr> </thead> <tbody> <tr><td>路面切削</td><td>m2</td><td>100.00</td><td>415</td><td>41,500</td></tr> <tr><td>廃材運搬工(L=13.5km以下)</td><td>m3</td><td>5.00</td><td>2,120</td><td>10,600</td></tr> <tr><td>産廃処理費(中間処理費)</td><td>t</td><td>11.75</td><td>2,300</td><td>27,025</td></tr> <tr><td>応力緩和層(撒布式)</td><td>m2</td><td>100.00</td><td>1,085</td><td>108,500</td></tr> <tr><td>舗装工(再生密粒度As20F)</td><td>m2</td><td>100.00</td><td>2,164</td><td>216,400</td></tr> <tr><td>区画線工(実線)</td><td>m</td><td>28.60</td><td>112</td><td>3,203</td></tr> <tr><td>区画線工(破線)</td><td>m</td><td>7.15</td><td>145</td><td>1,037</td></tr> <tr><td>計(100m2当り)</td><td>直接工事費</td><td>408,265</td><td></td><td></td></tr> <tr><td>1m2当たり単価</td><td></td><td></td><td>4,082</td><td></td></tr> </tbody> </table> | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 路面切削 | m2 | 100.00 | 415 | 41,500 | 廃材運搬工(L=13.5km以下) | m3 | 5.00 | 2,120 | 10,600 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 応力緩和層(撒布式) | m2 | 100.00 | 1,085 | 108,500 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 区画線工(実線) | m | 28.60 | 112 | 3,203 | 区画線工(破線) | m | 7.15 | 145 | 1,037 | 計(100m2当り) | 直接工事費 | 408,265 | | | 1m2当たり単価 | | | 4,082 | | <table border="1"> <thead> <tr> <th>名 称</th><th>単位</th><th>数量</th><th>単 価</th><th>金額(円)</th></tr> </thead> <tbody> <tr><td>舗装版破砕</td><td>m2</td><td>100.00</td><td>170</td><td>17,000</td></tr> <tr><td>搬運搬(破砕・積込：22.0km以下)</td><td>m3</td><td>6.00</td><td>4,690</td><td>28,140</td></tr> <tr><td>産廃処理費(中間処理費)</td><td>t</td><td>14.10</td><td>2,300</td><td>32,430</td></tr> <tr><td>バックホウ掘削積込</td><td>m3</td><td>14.00</td><td>413</td><td>5,782</td></tr> <tr><td>ダンプトラック運搬(15.5km以下)</td><td>m3</td><td>16.80</td><td>2,176</td><td>36,557</td></tr> <tr><td>整地(残土受入れ地での処理)</td><td>m3</td><td>16.80</td><td>112</td><td>1,882</td></tr> <tr><td>不陸整正</td><td>m2</td><td>100.00</td><td>114</td><td>11,400</td></tr> <tr><td>上層路盤工(M-40)</td><td>m2</td><td>100.00</td><td>926</td><td>92,600</td></tr> <tr><td>舗装工(再生密粒度As20F)</td><td>m2</td><td>100.00</td><td>2,164</td><td>216,400</td></tr> <tr><td>区画線工(実線)</td><td>m</td><td>28.60</td><td>112</td><td>3,203</td></tr> <tr><td>区画線工(破線)</td><td>m</td><td>7.15</td><td>145</td><td>1,037</td></tr> <tr><td>計(100m2当り)</td><td>直接工事費</td><td>446,430</td><td></td><td></td></tr> <tr><td>1m2当たり単価</td><td></td><td></td><td>4,464</td><td></td></tr> </tbody> </table> | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | 搬運搬(破砕・積込：22.0km以下) | m3 | 6.00 | 4,690 | 28,140 | 産廃処理費(中間処理費) | t | 14.10 | 2,300 | 32,430 | バックホウ掘削積込 | m3 | 14.00 | 413 | 5,782 | ダンプトラック運搬(15.5km以下) | m3 | 16.80 | 2,176 | 36,557 | 整地(残土受入れ地での処理) | m3 | 16.80 | 112 | 1,882 | 不陸整正 | m2 | 100.00 | 114 | 11,400 | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 区画線工(実線) | m | 28.60 | 112 | 3,203 | 区画線工(破線) | m | 7.15 | 145 | 1,037 | 計(100m2当り) | 直接工事費 | 446,430 | | | 1m2当たり単価 | | | 4,464 | | <table border="1"> <thead> <tr> <th>名 称</th><th>単位</th><th>数量</th><th>単 価</th><th>金額(円)</th></tr> </thead> <tbody> <tr><td>舗装版破砕</td><td>m2</td><td>100.00</td><td>170</td><td>17,000</td></tr> <tr><td>搬運搬(破砕・積込：22.0km以下)</td><td>m3</td><td>6.00</td><td>4,690</td><td>28,140</td></tr> <tr><td>産廃処理費(中間処理費)</td><td>t</td><td>14.10</td><td>2,300</td><td>32,430</td></tr> <tr><td>バックホウ掘削積込</td><td>m3</td><td>29.00</td><td>413</td><td>11,977</td></tr> <tr><td>ダンプトラック運搬(15.5km以下)</td><td>m3</td><td>34.80</td><td>2,176</td><td>75,725</td></tr> <tr><td>整地(残土受入れ地での処理)</td><td>m3</td><td>34.80</td><td>112</td><td>3,898</td></tr> <tr><td>不陸整正</td><td>m2</td><td>100.00</td><td>114</td><td>11,400</td></tr> <tr><td>下層路盤工(RC-40)</td><td>m2</td><td>100.00</td><td>798</td><td>79,800</td></tr> <tr><td>上層路盤工(M-40)</td><td>m2</td><td>100.00</td><td>926</td><td>92,600</td></tr> <tr><td>舗装工(再生密粒度As20F)</td><td>m2</td><td>100.00</td><td>2,164</td><td>216,400</td></tr> <tr><td>区画線工(実線)</td><td>m</td><td>28.60</td><td>112</td><td>3,203</td></tr> <tr><td>区画線工(破線)</td><td>m</td><td>7.15</td><td>145</td><td>1,037</td></tr> <tr><td>計(100m2当り)</td><td>直接工事費</td><td>573,609</td><td></td><td></td></tr> <tr><td>1m2当たり単価</td><td></td><td></td><td>5,736</td><td></td></tr> </tbody> </table> | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | 搬運搬(破砕・積込：22.0km以下) | m3 | 6.00 | 4,690 | 28,140 | 産廃処理費(中間処理費) | t | 14.10 | 2,300 | 32,430 | バックホウ掘削積込 | m3 | 29.00 | 413 | 11,977 | ダンプトラック運搬(15.5km以下) | m3 | 34.80 | 2,176 | 75,725 | 整地(残土受入れ地での処理) | m3 | 34.80 | 112 | 3,898 | 不陸整正 | m2 | 100.00 | 114 | 11,400 | 下層路盤工(RC-40) | m2 | 100.00 | 798 | 79,800 | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 区画線工(実線) | m | 28.60 | 112 | 3,203 | 区画線工(破線) | m | 7.15 | 145 | 1,037 | 計(100m2当り) | 直接工事費 | 573,609 | | | 1m2当たり単価 | | | 5,736 | | <table border="1"> <thead> <tr> <th>名 称</th><th>単位</th><th>数量</th><th>単 価</th><th>金額(円)</th></tr> </thead> <tbody> <tr><td>路面切削</td><td>m2</td><td>100.00</td><td>415</td><td>41,500</td></tr> <tr><td>廃材運搬工(L=13.5km以下)</td><td>m3</td><td>5.00</td><td>2,120</td><td>10,600</td></tr> <tr><td>産廃処理費(中間処理費)</td><td>t</td><td>11.75</td><td>2,300</td><td>27,025</td></tr> <tr><td>路上路盤再生工(10cm処理)</td><td>m2</td><td>100.00</td><td>1,902</td><td>190,200</td></tr> <tr><td>舗装工(再生密粒度As20F)</td><td>m2</td><td>100.00</td><td>2,164</td><td>216,400</td></tr> <tr><td>区画線工(実線)</td><td>m</td><td>28.60</td><td>112</td><td>3,203</td></tr> <tr><td>区画線工(破線)</td><td>m</td><td>7.15</td><td>145</td><td>1,037</td></tr> <tr><td>計(100m2当り)</td><td>直接工事費</td><td>489,965</td><td></td><td></td></tr> <tr><td>1m2当たり単価</td><td></td><td></td><td>4,899</td><td></td></tr> </tbody> </table> | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 路面切削 | m2 | 100.00 | 415 | 41,500 | 廃材運搬工(L=13.5km以下) | m3 | 5.00 | 2,120 | 10,600 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 路上路盤再生工(10cm処理) | m2 | 100.00 | 1,902 | 190,200 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 区画線工(実線) | m | 28.60 | 112 | 3,203 | 区画線工(破線) | m | 7.15 | 145 | 1,037 | 計(100m2当り) | 直接工事費 | 489,965 | | | 1m2当たり単価 | | | 4,899 | | <table border="1"> <thead> <tr> <th>名 称</th><th>単位</th><th>数量</th><th>単 価</th><th>金額(円)</th></tr> </thead> <tbody> <tr><td>路上路盤再生工(12cm処理)</td><td>m2</td><td>100.00</td><td>2,155</td><td>215,500</td></tr> <tr><td>舗装工(再生密粒度As20F)</td><td>m2</td><td>100.00</td><td>2,164</td><td>216,400</td></tr> <tr><td>防護柵撤去</td><td>m</td><td>11.10</td><td>1,060</td><td>11,766</td></tr> <tr><td>防護柵設置</td><td>m</td><td>11.10</td><td>1,160</td><td>12,876</td></tr> <tr><td>路肩盛土</td><td>m</td><td>11.10</td><td>415</td><td>4,607</td></tr> <tr><td>区画線工(実線)</td><td>m</td><td>28.60</td><td>112</td><td>3,203</td></tr> <tr><td>区画線工(破線)</td><td>m</td><td>7.15</td><td>145</td><td>1,037</td></tr> <tr><td>計(100m2当り)</td><td>直接工事費</td><td>465,388</td><td></td><td></td></tr> <tr><td>1m2当たり単価</td><td></td><td></td><td>4,653</td><td></td></tr> </tbody> </table> | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 路上路盤再生工(12cm処理) | m2 | 100.00 | 2,155 | 215,500 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 防護柵撤去 | m | 11.10 | 1,060 | 11,766 | 防護柵設置 | m | 11.10 | 1,160 | 12,876 | 路肩盛土 | m | 11.10 | 415 | 4,607 | 区画線工(実線) | m | 28.60 | 112 | 3,203 | 区画線工(破線) | m | 7.15 | 145 | 1,037 | 計(100m2当り) | 直接工事費 | 465,388 | | | 1m2当たり単価 | | | 4,653 | |
| | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路面切削 | m2 | 100.00 | 415 | 41,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 廃材運搬工(L=13.5km以下) | m3 | 5.00 | 2,120 | 10,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 応力緩和層(撒布式) | m2 | 100.00 | 1,085 | 108,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 28.60 | 112 | 3,203 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.15 | 145 | 1,037 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 | 408,265 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | 4,082 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 搬運搬(破砕・積込：22.0km以下) | m3 | 6.00 | 4,690 | 28,140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 産廃処理費(中間処理費) | t | 14.10 | 2,300 | 32,430 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| バックホウ掘削積込 | m3 | 14.00 | 413 | 5,782 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ダンプトラック運搬(15.5km以下) | m3 | 16.80 | 2,176 | 36,557 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 整地(残土受入れ地での処理) | m3 | 16.80 | 112 | 1,882 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 不陸整正 | m2 | 100.00 | 114 | 11,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 28.60 | 112 | 3,203 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.15 | 145 | 1,037 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 | 446,430 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | 4,464 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 搬運搬(破砕・積込：22.0km以下) | m3 | 6.00 | 4,690 | 28,140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 産廃処理費(中間処理費) | t | 14.10 | 2,300 | 32,430 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| バックホウ掘削積込 | m3 | 29.00 | 413 | 11,977 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ダンプトラック運搬(15.5km以下) | m3 | 34.80 | 2,176 | 75,725 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 整地(残土受入れ地での処理) | m3 | 34.80 | 112 | 3,898 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 不陸整正 | m2 | 100.00 | 114 | 11,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 下層路盤工(RC-40) | m2 | 100.00 | 798 | 79,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 28.60 | 112 | 3,203 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.15 | 145 | 1,037 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 | 573,609 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | 5,736 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路面切削 | m2 | 100.00 | 415 | 41,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 廃材運搬工(L=13.5km以下) | m3 | 5.00 | 2,120 | 10,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路上路盤再生工(10cm処理) | m2 | 100.00 | 1,902 | 190,200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 28.60 | 112 | 3,203 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.15 | 145 | 1,037 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 | 489,965 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | 4,899 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路上路盤再生工(12cm処理) | m2 | 100.00 | 2,155 | 215,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 防護柵撤去 | m | 11.10 | 1,060 | 11,766 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 防護柵設置 | m | 11.10 | 1,160 | 12,876 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路肩盛土 | m | 11.10 | 415 | 4,607 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 28.60 | 112 | 3,203 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.15 | 145 | 1,037 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 | 465,388 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | 4,653 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 経 済 性 | | | ・比較案中、経済性に劣る (工事費対比123%) <input type="checkbox"/> △ | ・比較案中、中位である (工事費対比105%) <input type="checkbox"/> ○ | ・比較案中、最も安価である (工事費対比100%) <input type="checkbox"/> ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 発 生 材 排 出 量 | | | ・既設アスファルト：h=6cm、掘削：h=29cm ・補修断面が厚いため、発生材排出量が多い <input type="checkbox"/> △ | ・既設アスファルト：h=5cm ・新設舗装高さ分の切削のみとなり少ない <input type="checkbox"/> ○ | ・発生材排出量はなし <input type="checkbox"/> ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 施 工 日 数 | | | ・掘削量が多く多数の工種を実施し、短区間での施工を余儀なくされるため、長期間の交通規制を要することとなり、他工法に比較して、施工日数が長い。 <input type="checkbox"/> △ | ・既設発生材を混合し安定処理路盤を構築し、短期の交通解放が可能 <input type="checkbox"/> ◎ | ・既設発生材を混合し安定処理路盤を構築し、最も短期の交通解放が可能 <input type="checkbox"/> ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 総 合 評 価 | 構造上、目標TAを満足しない補修工法となり、不採用とする。 <input type="checkbox"/> × | 構造上、目標TAを満足しない補修工法となり、不採用とする。 <input type="checkbox"/> × | 比較案中、経済性に最も劣るため、不採用とする。 <input type="checkbox"/> △ | 比較案中、中位であり経済性に劣るため、不採用とする。 <input type="checkbox"/> ○ | 比較案中、最も安価であるため、本工法を採用する。 <input type="checkbox"/> ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

村道島越浜岩泉線(区間2) 補修工法比較表

| | 第1案：切削オーバーレイ工法 | 第2案：上層路盤打換え工法 | 第3案：路上路盤再生工法 | 第4案：路上路盤再生工法(嵩上げ) | | | | | | | | | | | | | | | | | | | |
|------------|---|---|---|--|---|---------------------|-------------|--------|-------|---------|---|------------|--------|-------|-------------|-----------------|---|------------|-------|---------|--|-------|---------|
| 設計条件 | 調査区間(440m~1,040m)、交通量区分：N3(40≦T<100)、設計CBR：12%、目標TA：14 | | | | | | | | | | | | | | | | | | | | | | |
| 断面略図 | <p>構造上、目標TAを満足しないため不採用。</p> | | | | | | | | | | | | | | | | | | | | | | |
| 概要 | 既設アスファルト層を5cm切削後、ひび割れ箇所へリフレクションクラック抑制対策として応力緩和層を施し、アスファルト混合物層を新たに構築する補修工法である。 | 既設舗装を所定深さ(h=20cm)まで掘削し、上層路盤を構築しアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設アスファルト層を5cm切削後、路上において既設アスファルト混合物層を現位置で破砕し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 路上において既設アスファルト混合物層を現位置で破砕し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | | | | | | | | | | | | | | | | | | | |
| 概算工事費 | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | | | |
| | 路面切削 | m2 | 100.00 | 415 | 41,500 | 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | 路面切削 | m2 | 100.00 | 415 | 41,500 | 路上路盤再生工(14cm処理) | m2 | 100.00 | 2,410 | 241,000 | | | |
| | 廃材運搬工(L=13.5km以下) | m3 | 5.00 | 2,120 | 10,600 | 殻運搬(破砕・積込：22.0km以下) | m3 | 7.00 | 4,690 | 32,830 | 廃材運搬工(L=13.5km以下) | m3 | 5.00 | 2,120 | 10,600 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | |
| | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 産廃処理費(中間処理費) | t | 16.45 | 2,300 | 37,835 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 防護柵撤去 | m | 11.10 | 1,060 | 11,766 | | | |
| | 応力緩和層(撒布式) | m2 | 100.00 | 1,085 | 108,500 | バックホウ掘削積込 | m3 | 13.00 | 413 | 5,369 | 路上路盤再生工(10cm処理) | m2 | 100.00 | 1,902 | 190,200 | 防護柵設置 | m | 11.10 | 1,160 | 12,876 | | | |
| | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | ダンプトラック運搬(15.5km以下) | m3 | 15.60 | 2,176 | 33,946 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 路肩盛土 | m | 11.10 | 415 | 4,607 | | | |
| | 区画線工(実線) | m | 28.60 | 112 | 3,203 | 整地(残土受入れ地での処理) | m3 | 15.60 | 112 | 1,747 | 区画線工(実線) | m | 28.60 | 112 | 3,203 | 区画線工(実線) | m | 28.60 | 112 | 3,203 | | | |
| | 区画線工(破線) | m | 7.15 | 145 | 1,037 | 不陸整正 | m2 | 100.00 | 114 | 11,400 | 区画線工(破線) | m | 7.15 | 145 | 1,037 | 区画線工(破線) | m | 7.15 | 145 | 1,037 | | | |
| | | | | | | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | | | | | | | | | | | | | |
| | | | | | | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | |
| 計(100m2当り) | | | | 直接工事費 | 408,265 | 計(100m2当り) | | | | 直接工事費 | 453,367 | 計(100m2当り) | | | | 直接工事費 | 489,965 | 計(100m2当り) | | | | 直接工事費 | 490,888 |
| 1m2当たり単価 | | | | | 4,082 | 1m2当たり単価 | | | | 4,533 | 1m2当たり単価 | | | | 4,899 | 1m2当たり単価 | | | | 4,908 | | | |
| 経済性 | | | | | ・比較案中、最も安価である | | | | | | ・比較案中、経済性に劣る | | | | | | ・比較案中、経済性に劣る | | | | | | |
| | | | | | | | (工事費対比100%) | | ◎ | | | | | | (工事費対比108%) | | △ | | | | | | |
| | | | | | ・既設アスファルト：h=7cm、掘削：h=13cm | | | | | | ・既設アスファルト：h=5cm | | | | | | ・発生材排出量はなし | | | | | | |
| | | | | | ・補修断面が厚いため、発生材排出量は多い | | | | △ | | ・新設舗装高さ分の切削のみとなり少ない | | | | | | ◎ | | | | | | |
| 施工日数 | | | | | ・掘削量が多く多数の工種を実施し、短区間での施工を余儀なくされるため、長期間の交通規制を要する | | | | | | ・既設発生材を混合することにより、原位置で安定処理路盤を構築するため、短期での交通開放が可能となり、施工日数の短縮も図ることができる。 | | | | | | ・既設発生材を混合することにより、原位置で安定処理路盤を構築するため、最も短期での交通開放が可能となり、施工日数の短縮も図ることができる。 | | | | | | |
| | | | | | | | △ | | | | ◎ | | | | | | ◎ | | | | | | |
| | | | | | 比較案中、経済的に最も安価であり、本工法を採用する。 | | | | | | 第2案に比較して、経済的に劣るため、不採用とする。 | | | | | | △ | | | | | | |
| | | | | | | | | | ◎ | | | | | | | | ○ | | | | | | |
| 総合評価 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
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村道島越浜岩泉線(区間3) 補修工法比較表

| | 第1案：切削オーバーレイ工法 | | | | | 第2案：オーバーレイ工法(薄層) | | | | | | | | | |
|----------------|---|----|--------|-------|---------|---|----|--------|-------|---------|--|--|--|--|--|
| 設計条件 | 調査区間(1,040m~1,340m)、交通量区分：N3(40≦T<100)、設計CBR：20%、目標TA：14 | | | | | | | | | | | | | | |
| 断面略図 | <p>検討既設断面</p> <p>舗装厚 h=49cm</p> <p>補修断面</p> <p>舗装厚 h=49cm TA= 18.80 ≥ 14 --- OK</p> | | | | | <p>検討既設断面</p> <p>舗装厚 h=49cm</p> <p>補修断面</p> <p>舗装厚 h=51cm TA= 20.50 ≥ 14 --- OK</p> | | | | | | | | | |
| 概要 | 既設アスファルト層を3cm切削後、ひび割れ箇所へリフレクションクラック抑制対策として応力緩和層を施し、アスファルト混合物層を新たに構築する補修工法である。 | | | | | 既設アスファルト上に直接、クラック抑制機能があるポリマー改質型のアスファルト混合物層を新たに構築する補修工法である。 | | | | | | | | | |
| 概 算 工 事 費 | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | | |
| | 路面切削 | m2 | 100.00 | 415 | 41,500 | 路面切削 | m2 | 100.00 | 415 | 41,500 | | | | | |
| | 廃材運搬工(L=13.5km以下) | m3 | 3.00 | 2,120 | 6,360 | 廃材運搬工(L=13.5km以下) | m3 | 2.00 | 2,120 | 4,240 | | | | | |
| | 産廃処理費(中間処理費) | t | 7.05 | 2,300 | 16,215 | 産廃処理費(中間処理費) | t | 4.70 | 2,300 | 10,810 | | | | | |
| | 応力緩和層(シート式) | m2 | 15.00 | 2,137 | 32,055 | 舗装工(ポリマー改質As5) | m2 | 100.00 | 1,542 | 154,200 | | | | | |
| | 舗装工(再生密粒度As13F) | m2 | 100.00 | 1,334 | 133,400 | 区画線工(実線) | m | 28.60 | 112 | 3,203 | | | | | |
| | 区画線工(実線) | m | 28.60 | 112 | 3,203 | 区画線工(破線) | m | 7.15 | 145 | 1,037 | | | | | |
| | 区画線工(破線) | m | 7.15 | 145 | 1,037 | | | | | | | | | | |
| | 計(100m2当り) 直接工事費 233,770 | | | | | 計(100m2当り) 直接工事費 214,990 | | | | | | | | | |
| | 1m2当たり単価 2,337 | | | | | 1m2当たり単価 2,149 | | | | | | | | | |
| 経 済 性 | ・比較案中、経済性に劣る (工事費対比109%) ◎ | | | | | ・比較案中、安価である (工事費対比100%) ○ | | | | | | | | | |
| 発 生 材 排 出 量 | ・既設アスファルト：h=3cm ○ | | | | | ・発生材なし ◎ | | | | | | | | | |
| 施 工 日 数 | ・舗装版切削、シート工、舗設と、第2案より長期での交通規制が伴う ○ | | | | | ・舗装舗設のみであり、即日開放が可能 ◎ | | | | | | | | | |
| 総 合 評 価 | 比較案中、経済性に劣るため不採用とする ○ | | | | | 比較案中、最も安価であるため、本工法を採用する。 ◎ | | | | | | | | | |

※本路線の補修対象箇所は、他の2路線のように、構造的な路盤の破損に伴う上下層路盤改良の必要が無いことから、表層(アスファルト)の改良に係る工法において比較検討するものである。

村道島越浜岩泉線(区間4) 補修工法比較表

| | 第1案：切削オーバーレイ工法 | 第2案：オーバーレイ工法(薄層) | | | | | | | | | | | | | | | | |
|--------|---|------------------|--------|-------|---------|-------------------|------------|--------|-------|--|-------|--------------|--|--|--|--|--|--|
| 設計条件 | 調査区間(1,360m~1,590m)、交通量区分：N3(40≦T<100)、設計CBR：20%、目標TA：14 | | | | | | | | | | | | | | | | | |
| 断面略図 | <p>構造上、目標TAを満足しないため不採用。</p> | | | | | | | | | | | | | | | | | |
| 概要 | 既設アスファルト層を5cm切削後、ひび割れ箇所へリフレクションクラック抑制対策として応力緩和層を施し、アスファルト混合物層を新たに構築する補修工法である。 | | | | | | | | | 既設アスファルト上に直接、クラック抑制機能があるポリマー改質型のアスファルト混合物層を新たに構築する補修工法である。 | | | | | | | | |
| 概算工事費 | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | | | | | | | | |
| | 路面切削 | m2 | 100.00 | 415 | 41,500 | 路面切削 | m2 | 100.00 | 415 | 41,500 | | | | | | | | |
| | 廃材運搬工(L=13.5km以下) | m3 | 5.00 | 2,120 | 10,600 | 廃材運搬工(L=13.5km以下) | m3 | 2.00 | 2,120 | 4,240 | | | | | | | | |
| | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 産廃処理費(中間処理費) | t | 4.70 | 2,300 | 10,810 | | | | | | | | |
| | 応力緩和層(シート式) | m2 | 15.00 | 2,137 | 32,055 | 舗装工(ポリマー改質As5) | m2 | 100.00 | 1,542 | 154,200 | | | | | | | | |
| | 舗装工(再生密粒度As13F) | m2 | 100.00 | 1,334 | 133,400 | 区画線工(実線) | m | 28.60 | 112 | 3,203 | | | | | | | | |
| | 区画線工(実線) | m | 28.60 | 112 | 3,203 | 区画線工(破線) | m | 7.15 | 145 | 1,037 | | | | | | | | |
| | 区画線工(破線) | m | 7.15 | 145 | 1,037 | | | | | | | | | | | | | |
| | 計(100m2当り) | | | | 直接工事費 | 248,820 | 計(100m2当り) | | | | 直接工事費 | 214,990 | | | | | | |
| | 1m2当たり単価 | | | | | 2,488 | 1m2当たり単価 | | | | | 2,149 | | | | | | |
| 経済性 | <div style="font-size: 4em; opacity: 0.5;">X</div> | | | | | | | | | 比較案中、最も安価である。 | | | | | | | | |
| 発生材排出量 | | | | | | | | | | ・発生材なし | | | | | | | | |
| 施工日数 | | | | | | | | | | ・舗装舗設のみであり、即日開放が可能 | | | | | | | | |
| 総合評価 | 構造上、目標TAを満足しないため、不採用。 | | | | | | | | | 比較案中、目標PAを満足させる工法であるため、本工法を採用する。 | | | | | | | | |
| | | | | | | × | | | | | | ◎ | | | | | | |

※本路線の補修対象箇所は、他の2路線のように、構造的な路盤の破損に伴う上下層路盤改良の必要が無いことから、表層(アスファルト)の改良に係る工法において比較検討するものである。

村道鉄山線(区間1) 補修工法比較表

| | 第1案：表層打換え工法 | 第2案：上層路盤打換え工法 | 第3案：全層打換え工法 | 第4案：路上路盤再生工法 | 第5案：路上路盤再生工法(嵩上げ) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|--|---|---|---|--|---------------------|----|--------|---------|------------|---------------------|----|--------|---------|------------|-------------------|----|--------|---------|------------|-----------------|----|--------|---------|---------|--|---|--|---|--|---|--|---|--|
| 設計条件 | 調査区間(0m~640m)、交通量区分：N3(40≦T<100)、設計CBR：12%、目標TA：14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 断面略図 | <p>構造上、目標TAを満足しないため不採用。</p> | <p>構造上、目標TAを満足しないため不採用。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概要 | 既設アスファルト層を5cm切削後、ひび割れ箇所へフレキションクラック抑制対策として応力緩和層を施し、アスファルト混合物層を新たに構築する補修工法である。 | 既設舗装を所定深さ(h=20cm)まで掘削し、上層路盤を構築しアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設舗装を所定深さ(h=35cm)まで掘削し、下層路盤および上層路盤を構築し、アスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設アスファルト層を5cm切削後、路上において既設アスファルト混合物層を現位置で破碎し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 路上において既設アスファルト混合物層を現位置で破碎し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概算工費 | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | | | | | | | | | | | | | | |
| | 路面切削 | m2 | 100.00 | 415 | 41,500 | 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | 路面切削 | m2 | 100.00 | 415 | 41,500 | 路上路盤再生工(12cm処理) | m2 | 100.00 | 2,155 | 215,500 | | | | | | | | | |
| | 廃材運搬工(L=13.5km以下) | m3 | 5.00 | 2,120 | 10,600 | 般運搬(破碎・積込：22.0km以下) | m3 | 6.00 | 4,690 | 28,140 | 般運搬(破碎・積込：22.0km以下) | m3 | 6.00 | 4,690 | 28,140 | 廃材運搬工(L=13.5km以下) | m3 | 5.00 | 2,120 | 10,600 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | |
| | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 産廃処理費(中間処理費) | t | 14.10 | 2,300 | 32,430 | 産廃処理費(中間処理費) | t | 14.10 | 2,300 | 32,430 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 防護柵撤去 | m | 3.60 | 1,060 | 3,816 | | | | | | | | | |
| | 応力緩和層(撒布式) | m2 | 100.00 | 1,085 | 108,500 | バックホウ掘削積込 | m3 | 14.00 | 413 | 5,782 | バックホウ掘削積込 | m3 | 29.00 | 413 | 11,977 | 路上路盤再生工(12cm処理) | m2 | 100.00 | 2,155 | 215,500 | 防護柵設置 | m | 3.60 | 1,160 | 4,176 | | | | | | | | | |
| | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | ダンプトラック運搬(15.5km以下) | m3 | 16.80 | 2,176 | 36,557 | ダンプトラック運搬(15.5km以下) | m3 | 34.80 | 2,176 | 75,725 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 路肩盛土 | m | 3.60 | 415 | 1,494 | | | | | | | | | |
| | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 整地(残土受入れ地での処理) | m3 | 16.80 | 112 | 1,882 | 整地(残土受入れ地での処理) | m3 | 34.80 | 112 | 3,898 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | |
| | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 不陸整正 | m2 | 100.00 | 114 | 11,400 | 下層路盤工(RC-40) | m2 | 100.00 | 798 | 79,800 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | |
| | | | | | | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | | | | | | | | | | | | | | | | | | | |
| | | | | | | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 | | | 408,585 | 計(100m2当り) | 直接工事費 | | | 446,751 | 計(100m2当り) | 直接工事費 | | | 562,530 | 計(100m2当り) | 直接工事費 | | | 515,585 | 計(100m2当り) | 直接工事費 | | | 445,946 | | | | | | | | | | |
| 1m2当たり単価 | | | | 4,085 | 1m2当たり単価 | | | | 4,467 | 1m2当たり単価 | | | | 5,625 | 1m2当たり単価 | | | | 5,155 | 1m2当たり単価 | | | | 4,459 | | | | | | | | | | |
| 経済性 | × | | × | | △ | | △ | | △ | | △ | | ○ | | ○ | | ◎ | | ◎ | | | | | | | | | | | | | | | |
| 発生材排出量 | | | | | | | | | | | | | | | | | | | | | △ | | ○ | | ◎ | | ◎ | | | | | | | |
| 施工日数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | △ | | ◎ | | ◎ | |
| 総合評価 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 構造上、目標TAを満足しない補修工法となり、不採用とする。 | △ | | ○ | | ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 構造上、目標TAを満足しない補修工法となり、不採用とする。 | | | | | | | △ | | ○ | | ◎ | | | | | | | | | | | | | | | | | | | | | | | |
| 比較案中、経済的に最も劣るため、不採用とする。 | | | | | | | | | | | | | △ | | ○ | | ◎ | | | | | | | | | | | | | | | | | |
| 比較案中、経済性において中位であるため、不採用とする。 | | | | | | | | | | | | | | | | | | | △ | | ○ | | ◎ | | | | | | | | | | | |
| 比較案中、最も安価であるため、本工法を採用する。 | △ | | ○ | | ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

村道鉄山線(区間2) 補修工法比較表

| | 第1案：表層打換え工法 | 第2案：上層路盤打換え工法 | 第3案：全層打換え工法 | 第4案：路上路盤再生工法 | 第5案：路上路盤再生工法(嵩上げ) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|---|---|---|---|--|-------|-------|----|--------|-----|--------|---------------------|----|------|-------|--------|--------------|---|-------|-------|--------|------------|----|--------|-------|---------|-----------------|----|--------|-------|---------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|--|--|-------|---------|----------|--|--|--|-------|--|-----|----|----|-----|-------|-------|----|--------|-----|--------|---------------------|----|------|-------|--------|--------------|---|-------|-------|--------|-----------|----|-------|-----|-------|---------------------|----|-------|-------|--------|----------------|----|-------|-----|-------|------|----|--------|-----|--------|-------------|----|--------|-----|--------|-----------------|----|--------|-------|---------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|--|--|-------|---------|----------|--|--|--|-------|---|-----|----|----|-----|-------|-------|----|--------|-----|--------|---------------------|----|------|-------|--------|--------------|---|-------|-------|--------|-----------|----|-------|-----|--------|---------------------|----|-------|-------|--------|----------------|----|-------|-----|-------|--------------|----|--------|-----|--------|-------------|----|--------|-----|--------|-----------------|----|--------|-------|---------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|--|--|-------|---------|----------|--|--|--|-------|--|-----|----|----|-----|-------|-------|----|--------|-----|--------|---------------------|----|------|-------|--------|--------------|---|-------|-------|--------|-----------------|----|--------|-------|---------|-----------------|----|--------|-------|---------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|--|--|-------|---------|----------|--|--|--|-------|--|-----|----|----|-----|-------|-----------------|----|--------|-------|---------|-----------------|----|--------|-------|---------|-------|---|------|-------|-------|-------|---|------|-------|-------|------|---|------|-----|-------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|--|--|-------|---------|----------|--|--|--|-------|
| 設計条件 | 調査区間(640m~1,040m)、交通区分：N3(40≦T<100)、設計CBR：12%、目標TA：14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 断面略図 | <p>構造上、目標TAを満足しないため不採用。</p> | <p>構造上、目標TAを満足しないため不採用。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概要 | 既設アスファルト層を5cm撤去し不陸修正後、アスファルト混合物層を新たに構築する補修工法である。 | 既設舗装を所定深さ(h=20cm)まで掘削し、上層路盤を構築しアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設舗装を所定深さ(h=35cm)まで掘削し、下層路盤および上層路盤を構築し、アスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設アスファルト層を5cm取り壊し後、路上においてセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 路上において既設アスファルト混合物層を現位置で破碎し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概 算 工 事 費 | <table border="1"> <thead> <tr> <th>名 称</th><th>単位</th><th>数量</th><th>単 価</th><th>金額(円)</th></tr> </thead> <tbody> <tr><td>舗装版破碎</td><td>m2</td><td>100.00</td><td>170</td><td>17,000</td></tr> <tr><td>般運搬(破碎・積込：22.0km以下)</td><td>m3</td><td>5.00</td><td>4,690</td><td>23,450</td></tr> <tr><td>産廃処理費(中間処理費)</td><td>t</td><td>11.75</td><td>2,300</td><td>27,025</td></tr> <tr><td>応力緩和層(撒布式)</td><td>m2</td><td>100.00</td><td>1,085</td><td>108,500</td></tr> <tr><td>舗装工(再生密粒度As20F)</td><td>m2</td><td>100.00</td><td>2,164</td><td>216,400</td></tr> <tr><td>区画線工(実線)</td><td>m</td><td>30.76</td><td>112</td><td>3,445</td></tr> <tr><td>区画線工(破線)</td><td>m</td><td>7.69</td><td>145</td><td>1,115</td></tr> <tr><td>計(100m2当り)</td><td></td><td></td><td>直接工事費</td><td>396,935</td></tr> <tr><td>1m2当たり単価</td><td></td><td></td><td></td><td>3,969</td></tr> </tbody> </table> | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | 般運搬(破碎・積込：22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 応力緩和層(撒布式) | m2 | 100.00 | 1,085 | 108,500 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 計(100m2当り) | | | 直接工事費 | 396,935 | 1m2当たり単価 | | | | 3,969 | <table border="1"> <thead> <tr> <th>名 称</th><th>単位</th><th>数量</th><th>単 価</th><th>金額(円)</th></tr> </thead> <tbody> <tr><td>舗装版破碎</td><td>m2</td><td>100.00</td><td>170</td><td>17,000</td></tr> <tr><td>般運搬(破碎・積込：22.0km以下)</td><td>m3</td><td>5.00</td><td>4,690</td><td>23,450</td></tr> <tr><td>産廃処理費(中間処理費)</td><td>t</td><td>11.75</td><td>2,300</td><td>27,025</td></tr> <tr><td>バックホウ掘削積込</td><td>m3</td><td>15.00</td><td>413</td><td>6,195</td></tr> <tr><td>ダンプトラック運搬(15.5km以下)</td><td>m3</td><td>18.00</td><td>2,176</td><td>39,168</td></tr> <tr><td>整地(残土受入れ地での処理)</td><td>m3</td><td>18.00</td><td>112</td><td>2,016</td></tr> <tr><td>不陸修正</td><td>m2</td><td>100.00</td><td>114</td><td>11,400</td></tr> <tr><td>上層路盤工(M-10)</td><td>m2</td><td>100.00</td><td>926</td><td>92,600</td></tr> <tr><td>舗装工(再生密粒度As20F)</td><td>m2</td><td>100.00</td><td>2,164</td><td>216,400</td></tr> <tr><td>区画線工(実線)</td><td>m</td><td>30.76</td><td>112</td><td>3,445</td></tr> <tr><td>区画線工(破線)</td><td>m</td><td>7.69</td><td>145</td><td>1,115</td></tr> <tr><td>計(100m2当り)</td><td></td><td></td><td>直接工事費</td><td>439,814</td></tr> <tr><td>1m2当たり単価</td><td></td><td></td><td></td><td>4,398</td></tr> </tbody> </table> | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | 般運搬(破碎・積込：22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | バックホウ掘削積込 | m3 | 15.00 | 413 | 6,195 | ダンプトラック運搬(15.5km以下) | m3 | 18.00 | 2,176 | 39,168 | 整地(残土受入れ地での処理) | m3 | 18.00 | 112 | 2,016 | 不陸修正 | m2 | 100.00 | 114 | 11,400 | 上層路盤工(M-10) | m2 | 100.00 | 926 | 92,600 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 計(100m2当り) | | | 直接工事費 | 439,814 | 1m2当たり単価 | | | | 4,398 | <table border="1"> <thead> <tr> <th>名 称</th><th>単位</th><th>数量</th><th>単 価</th><th>金額(円)</th></tr> </thead> <tbody> <tr><td>舗装版破碎</td><td>m2</td><td>100.00</td><td>170</td><td>17,000</td></tr> <tr><td>般運搬(破碎・積込：22.0km以下)</td><td>m3</td><td>5.00</td><td>4,690</td><td>23,450</td></tr> <tr><td>産廃処理費(中間処理費)</td><td>t</td><td>11.75</td><td>2,300</td><td>27,025</td></tr> <tr><td>バックホウ掘削積込</td><td>m3</td><td>30.00</td><td>413</td><td>12,390</td></tr> <tr><td>ダンプトラック運搬(15.5km以下)</td><td>m3</td><td>36.00</td><td>2,176</td><td>78,336</td></tr> <tr><td>整地(残土受入れ地での処理)</td><td>m3</td><td>36.00</td><td>112</td><td>4,032</td></tr> <tr><td>下層路盤工(RC-40)</td><td>m2</td><td>100.00</td><td>798</td><td>79,800</td></tr> <tr><td>上層路盤工(M-10)</td><td>m2</td><td>100.00</td><td>926</td><td>92,600</td></tr> <tr><td>舗装工(再生密粒度As20F)</td><td>m2</td><td>100.00</td><td>2,164</td><td>216,400</td></tr> 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| 216,400 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 計(100m2当り) | | | 直接工事費 | 516,735 | 1m2当たり単価 | | | | 5,167 | <table border="1"> <thead> <tr> <th>名 称</th><th>単位</th><th>数量</th><th>単 価</th><th>金額(円)</th></tr> </thead> <tbody> <tr><td>路上路盤再生工(12cm処理)</td><td>m2</td><td>100.00</td><td>2,155</td><td>215,500</td></tr> <tr><td>舗装工(再生密粒度As20F)</td><td>m2</td><td>100.00</td><td>2,164</td><td>216,400</td></tr> <tr><td>防護柵撤去</td><td>m</td><td>3.60</td><td>1,060</td><td>3,816</td></tr> <tr><td>防護柵設置</td><td>m</td><td>3.60</td><td>1,160</td><td>4,176</td></tr> <tr><td>路肩盛土</td><td>m</td><td>3.60</td><td>415</td><td>1,494</td></tr> <tr><td>区画線工(実線)</td><td>m</td><td>30.76</td><td>112</td><td>3,445</td></tr> <tr><td>区画線工(破線)</td><td>m</td><td>7.69</td><td>145</td><td>1,115</td></tr> <tr><td>計(100m2当り)</td><td></td><td></td><td>直接工事費</td><td>445,946</td></tr> <tr><td>1m2当たり単価</td><td></td><td></td><td></td><td>4,459</td></tr> </tbody> </table> | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 路上路盤再生工(12cm処理) | m2 | 100.00 | 2,155 | 215,500 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 防護柵撤去 | m | 3.60 | 1,060 | 3,816 | 防護柵設置 | m | 3.60 | 1,160 | 4,176 | 路肩盛土 | m | 3.60 | 415 | 1,494 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 計(100m2当り) | | | 直接工事費 | 445,946 | 1m2当たり単価 | | | | 4,459 |
| | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 般運搬(破碎・積込：22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 応力緩和層(撒布式) | m2 | 100.00 | 1,085 | 108,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | | | 直接工事費 | 396,935 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | | 3,969 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 般運搬(破碎・積込：22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| バックホウ掘削積込 | m3 | 15.00 | 413 | 6,195 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ダンプトラック運搬(15.5km以下) | m3 | 18.00 | 2,176 | 39,168 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 整地(残土受入れ地での処理) | m3 | 18.00 | 112 | 2,016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 不陸修正 | m2 | 100.00 | 114 | 11,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 上層路盤工(M-10) | m2 | 100.00 | 926 | 92,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | | | 直接工事費 | 439,814 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | | 4,398 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 般運搬(破碎・積込：22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| バックホウ掘削積込 | m3 | 30.00 | 413 | 12,390 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ダンプトラック運搬(15.5km以下) | m3 | 36.00 | 2,176 | 78,336 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 整地(残土受入れ地での処理) | m3 | 36.00 | 112 | 4,032 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 下層路盤工(RC-40) | m2 | 100.00 | 798 | 79,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 上層路盤工(M-10) | m2 | 100.00 | 926 | 92,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | | | 直接工事費 | 555,593 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | | 5,555 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 般運搬(破碎・積込：22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路上路盤再生工(13cm処理) | m2 | 100.00 | 2,283 | 228,300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | | | 直接工事費 | 516,735 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | | 5,167 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路上路盤再生工(12cm処理) | m2 | 100.00 | 2,155 | 215,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 防護柵撤去 | m | 3.60 | 1,060 | 3,816 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 防護柵設置 | m | 3.60 | 1,160 | 4,176 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路肩盛土 | m | 3.60 | 415 | 1,494 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | | | 直接工事費 | 445,946 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | | 4,459 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 経 済 性 | | | ・比較案中、中位である (工事費対比125%) ○ | ・比較案中、最も経済性に劣る (工事費対比116%) △ | ・比較案中、最も安価である (工事費対比100%) ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 発 生 材 排 出 量 | | | ・既設アスファルト：h=5cm、掘削：h=30cm ・補修断面が厚いため、発生材排出量が多い △ | ・既設アスファルト：h=5cm ・新設舗装高さ分の切削のみとなり少ない ○ | ・発生材排出量はなし ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 施 工 日 数 | | | ・掘削量が多く多数の工種を実施し、短区間での施工を余儀なくされるため、長期間の交通規制を要する △ | ・既設発生材を混合し安定処理路盤を構築し、短期の交通解放が可能 ◎ | ・既設発生材を混合し安定処理路盤を構築し、最も短期の交通解放が可能 ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 総 合 評 価 | 構造上、目標TAを満足しない補修工法となり、不採用とする。 × | 構造上、目標TAを満足しない補修工法となり、不採用とする。 × | 比較案中、経済性において中位であるため、不採用とする。 △ | 比較案中、最も経済的に劣るため、不採用とする。 ○ | 比較案中、最も安価であるため、本工法を採用する。 ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

村道鉄山線(区間3および区間4) 補修工法比較表

| | 第1案：表層打換え工法 | 第2案：上層路盤打換え工法 | 第3案：全層打換え工法 | 第4案：路上路盤再生工法 | 第5案：路上路盤再生工法(嵩上げ) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|--|---|---|---|--|---------------------|-------|--------|---------|------------|---------------------|-------|--------|---------|------------|---------------------|----|--------|---------|------------|-----------------|----|--------|---------|------------|--|---|-------|---------|--|---|--|---|--|---|--|---|--|---|--|
| 設計条件 | 調査区間(1,040m~1,600m)、交通量区分:N3(40≦T<100)、設計CBR:12%、目標TA:14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 断面略図 | <p>構造上、目標TAを満足しないため不採用。</p> | <p>構造上、目標TAを満足しないため不採用。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概要 | 既設アスファルト層を5cm撤去し不陸整正後、アスファルト混合物層を新たに構築する補修工法である。 | 既設舗装を所定深さ(h=20cm)まで掘削し、上層路盤を構築しアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設舗装を所定深さ(h=35cm)まで掘削し、下層路盤および上層路盤を構築し、アスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設アスファルト層を5cm取り壊し後、路上においてセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 路上において既設アスファルト混合物層を現位置で破砕し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概 算 工 事 費 | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | | | | | | | | | | | | | | | | | |
| | 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | 路上路盤再生工(12cm処理) | m2 | 100.00 | 2,155 | 215,500 | | | | | | | | | | | | | | | |
| | 般運搬(破砕・積込:22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | 般運搬(破砕・積込:22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | 般運搬(破砕・積込:22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | 般運搬(破砕・積込:22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | |
| | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 防護柵撤去 | m | 3.60 | 1,060 | 3,816 | | | | | | | | | | | | | | | |
| | 応力緩和層(撒布式) | m2 | 100.00 | 1,085 | 108,500 | バックホウ掘削積込 | m3 | 15.00 | 413 | 6,195 | バックホウ掘削積込 | m3 | 30.00 | 413 | 12,390 | 路上路盤再生工(13cm処理) | m2 | 100.00 | 2,283 | 228,300 | 防護柵設置 | m | 3.60 | 1,160 | 4,176 | | | | | | | | | | | | | | | |
| | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | ダンプトラック運搬(15.5km以下) | m3 | 18.00 | 2,176 | 39,168 | ダンプトラック運搬(15.5km以下) | m3 | 36.00 | 2,176 | 78,336 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 路肩盛土 | m | 3.60 | 415 | 1,494 | | | | | | | | | | | | | | | |
| | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 整地(残土受け入れ地での処理) | m3 | 18.00 | 112 | 2,016 | 整地(残土受け入れ地での処理) | m3 | 36.00 | 112 | 4,032 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | |
| | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 不陸整正 | m2 | 100.00 | 114 | 11,400 | 下層路盤工(RC-40) | m2 | 100.00 | 798 | 79,800 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | |
| | | | | | | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 計(100m2当り) | | | 直接工事費 | 396,935 | 計(100m2当り) | | | 直接工事費 | 439,814 | 計(100m2当り) | | | 直接工事費 | 555,593 | 計(100m2当り) | | | 直接工事費 | 516,735 | 計(100m2当り) | | | 直接工事費 | 445,946 | | | | | | | | | | | |
| | | | | | 1m2当たり単価 | | | | 3,969 | 1m2当たり単価 | | | | 4,398 | 1m2当たり単価 | | | | 5,555 | 1m2当たり単価 | | | | 5,167 | 1m2当たり単価 | | | 4,459 | | | | | | | | | | | | |
| 経 済 性 | × | | × | | △ | | △ | | △ | | △ | | ○ | | ○ | | ◎ | | ◎ | | | | | | | | | | | | | | | | | | | | | |
| 発 生 材 排 出 量 | | | | | | | | | | | | | | | | | | | | | △ | | △ | | ◎ | | ◎ | | ◎ | | ◎ | | | | | | | | | |
| 施 工 日 数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | △ | | ◎ | | ◎ | | ◎ | |
| 総 合 評 価 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | △ | | ○ | | ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

村道鉄山線(区間5および区間6) 補修工法比較表

| | 第1案：表層打換え工法 | 第2案：上層路盤打換え工法 | 第3案：全層打換え工法 | 第4案：路上路盤再生工法 | 第5案：路上路盤再生工法(嵩上げ) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|---|---|---|--|---------------------|-------|---------|-------|---------|---------------------|-------|---------|-------|---------|---------------------|-------|---------|-------|---------|-----------------|-------|---------|-------|---------|--|---|--|---|--|---|--|---|--|
| 設計条件 | 調査区間(1,600m~2,180m)、交通量区分：N3(40≦T<100)、設計CBR：8%・12%、目標TA：14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 断面略図 | <p>構造上、目標TAを満足しないため不採用。</p> | <p>構造上、目標TAを満足しないため不採用。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概要 | 既設アスファルト層を5cm撤去し不陸整正後、アスファルト混合物層を新たに構築する補修工法である。 | 既設舗装を所定深さ(h=20cm)まで掘削し、上層路盤を構築しアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設舗装を所定深さ(h=35cm)まで掘削し、下層路盤および上層路盤を構築し、アスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設アスファルト層を5cm取り壊し後、路上においてセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 路上において既設アスファルト混合物層を現位置で破碎し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概算工事費 | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | | | | | | | | | | | | | | |
| | 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | 路上路盤再生工(12cm処理) | m2 | 100.00 | 2,155 | 215,500 | | | | | | | | | |
| | 般運搬(破碎・積込：22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | 般運搬(破碎・積込：22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | 般運搬(破碎・積込：22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | 般運搬(破碎・積込：22.0km以下) | m3 | 5.00 | 4,690 | 23,450 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | |
| | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 防護柵撤去 | m | 3.60 | 1,060 | 3,816 | | | | | | | | | |
| | 応力緩和層(撒布式) | m2 | 100.00 | 1,085 | 108,500 | バックホウ掘削積込 | m3 | 15.00 | 413 | 6,195 | バックホウ掘削積込 | m3 | 30.00 | 413 | 12,390 | 路上路盤再生工(14cm処理) | m2 | 100.00 | 2,410 | 241,000 | 防護柵設置 | m | 3.60 | 1,160 | 4,176 | | | | | | | | | |
| | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | ダンプトラック運搬(15.5km以下) | m3 | 18.00 | 2,176 | 39,168 | ダンプトラック運搬(15.5km以下) | m3 | 36.00 | 2,176 | 78,336 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 路肩盛土 | m | 3.60 | 415 | 1,494 | | | | | | | | | |
| | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 整地(残土受け入れ地での処理) | m3 | 18.00 | 112 | 2,016 | 整地(残土受け入れ地での処理) | m3 | 36.00 | 112 | 4,032 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | |
| | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 不陸整正 | m2 | 100.00 | 114 | 11,400 | 下層路盤工(RC-40) | m2 | 100.00 | 798 | 79,800 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | |
| | | | | | | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | | | | | | | | | | | | | | | | | | | |
| | | | | | | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 | | 396,935 | | | 計(100m2当り) | 直接工事費 | 439,814 | | | 計(100m2当り) | 直接工事費 | 555,593 | | | 計(100m2当り) | 直接工事費 | 529,435 | | | 計(100m2当り) | 直接工事費 | 445,946 | | | | | | | | | | | |
| 1m2当たり単価 | | | 3,969 | | | 1m2当たり単価 | | 4,398 | | | 1m2当たり単価 | | 5,555 | | | 1m2当たり単価 | | 5,294 | | | 1m2当たり単価 | | 4,459 | | | | | | | | | | | |
| 経済性 | × | | × | | △ | | △ | | △ | | ○ | | ◎ | | ◎ | | ◎ | | ◎ | | | | | | | | | | | | | | | |
| 発生材排出量 | | | | | | | | | | | | | | | | | | | | | △ | | ○ | | ◎ | | ◎ | | | | | | | |
| 施工日数 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | △ | | ◎ | | ◎ | |
| 総合評価 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | △ | | ○ | | ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

村道松前沢線(区間1) 補修工法比較表

| | 第1案：表層打換え工法 | 第2案：上層路盤打換え工法 | 第3案：全層打換え工法 | 第4案：路上路盤再生工法 | 第5案：路上路盤再生工法(嵩上げ) | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|---|---|---|--|---------------------|---------------|--------|-------|---------|---------------------------------|------------|---------------|-------|---------|------------------------------|----|------------|---------------|---------|---|----|--------|------------|---------------|--|--|--|--|
| 設計条件 | 調査区間(0m~400m)、交通量区分：N3(40≦T<100)、設計CBR：8%、目標TA：14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 断面略図 | <p>構造上、目標TAを満足しないため不採用。</p> | <p>構造上、目標TAを満足しないため不採用。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概要 | 既設アスファルト層を5cm切削後、ひび割れ箇所へリフレクションクラック抑制対策として応力緩和層を施し、アスファルト混合物層を新たに構築する補修工法である。 | 既設舗装を所定深さ(h=20cm)まで掘削し、上層路盤を構築しアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設舗装を所定深さ(h=35cm)まで掘削し、下層路盤および上層路盤を構築し、アスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設アスファルト層を5cm切削後、路上において既設アスファルト混合物層を現位置で破碎し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 路上において既設アスファルト混合物層を現位置で破碎し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | | | | | | | | | | | | | | | | | | | | | | | | |
| 概算工事費 | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | 名称 | 単位 | 数量 | 単価 | 金額(円) | | | | | | | | | |
| | 路面切削 | m2 | 100.00 | 415 | 41,500 | 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | 舗装版破碎 | m2 | 100.00 | 170 | 17,000 | 路面切削 | m2 | 100.00 | 415 | 41,500 | 路上路盤再生工(12cm処理) | m2 | 100.00 | 2,155 | 215,500 | | | | |
| | 廃材運搬工(L=10.5km以下) | m3 | 5.00 | 1,717 | 8,585 | 殻運搬(破碎・積込：11.5km以下) | m3 | 6.00 | 3,499 | 20,994 | 殻運搬(破碎・積込：11.5km以下) | m3 | 6.00 | 3,499 | 20,994 | 廃材運搬工(L=10.5km以下) | m3 | 5.00 | 1,717 | 8,585 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | |
| | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 産廃処理費(中間処理費) | t | 14.10 | 2,300 | 32,430 | 産廃処理費(中間処理費) | t | 14.10 | 2,300 | 32,430 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 防護柵撤去 | m | 7.80 | 1,060 | 8,268 | | | | |
| | 応力緩和層(撒布式) | m2 | 100.00 | 1,085 | 108,500 | バックホウ掘削積込 | m3 | 14.00 | 413 | 5,782 | バックホウ掘削積込 | m3 | 29.00 | 413 | 11,977 | 路上路盤再生工(12cm処理) | m2 | 100.00 | 2,155 | 215,500 | 防護柵設置 | m | 7.80 | 1,160 | 9,048 | | | | |
| | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | ダンプトラック運搬(15.5km以下) | m3 | 16.80 | 2,176 | 36,557 | ダンプトラック運搬(15.5km以下) | m3 | 34.80 | 2,176 | 75,725 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 路肩盛土 | m | 7.80 | 415 | 3,237 | | | | |
| | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 整地(残土受け入れ地での処理) | m3 | 16.80 | 112 | 1,882 | 整地(残土受け入れ地での処理) | m3 | 34.80 | 112 | 3,898 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | |
| | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 不陸整正 | m2 | 100.00 | 114 | 11,400 | 下層路盤工(RC-40) | m2 | 100.00 | 798 | 79,800 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | |
| | | | | | | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | | | | | | | | | | | | | | |
| | | | | | | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 406,570 | | | | | 計(100m2当り) | 直接工事費 439,605 | | | | | 計(100m2当り) | 直接工事費 555,384 | | | | | 計(100m2当り) | 直接工事費 513,570 | | | | | 計(100m2当り) | 直接工事費 457,013 | | | | |
| 1m2当たり単価 | 4,065 | | | | | 1m2当たり単価 | 4,396 | | | | | 1m2当たり単価 | 5,553 | | | | | 1m2当たり単価 | 5,135 | | | | | 1m2当たり単価 | 4,570 | | | | |
| 経済性 | × | | | | | × | | | | | ・比較案中、最も経済性に劣る (工事費対比121%) △ | | | | | ・比較案中、安価である (工事費対比113%) ○ | | | | | ・比較案中、最も安価である (工事費対比100%) ◎ | | | | | | | | |
| 発生材排出量 | | | | | | | | | | | × | | | | | × | | | | | ・既設アスファルト：h=6cm、掘削：h=29cm ・補修断面が厚いため、発生材排出量が多い △ | | | | | ・既設アスファルト：h=5cm ・新設舗装高さ分の切削のみとなり少ない ○ | | | |
| 施工日数 | × | | | | | × | | | | | | | | | | | | | | | ・掘削量が多く多数の工種を実施し、短区間での施工を余儀なくされるため、長期間の交通規制を要する △ | | | | | ・既設発生材を混合し安定処理路盤を構築し、短期の交通解放が可能 ◎ | | | |
| 総合評価 | | | | | | | | | | | × | | | | | × | | | | | △ | | | | | ○ | | | |

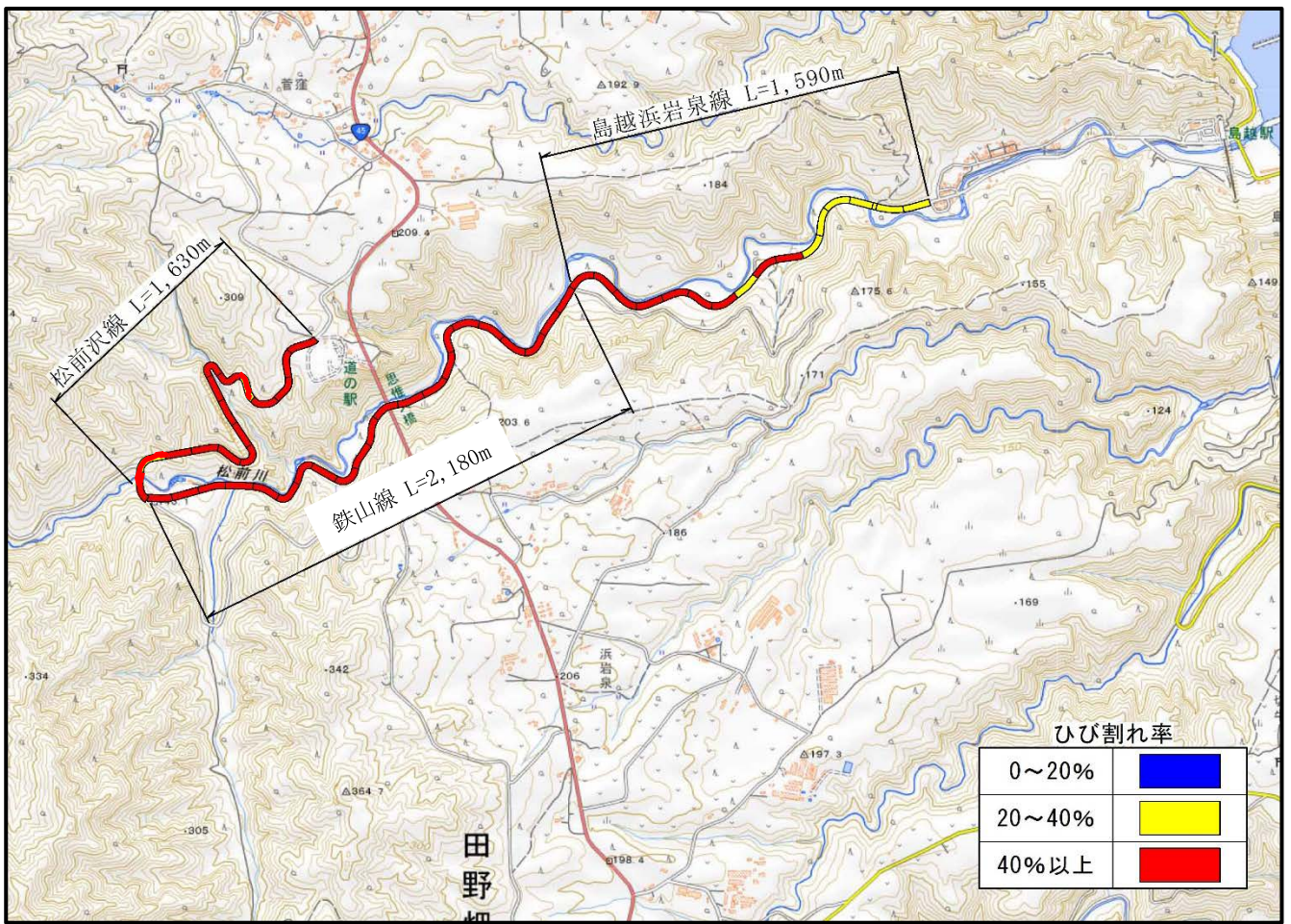
村道松前沢線(区間2および区間3) 補修工法比較表

| | 第1案：表層打換え工法 | 第2案：上層路盤打換え工法 | 第3案：全層打換え工法 | 第4案：路上路盤再生工法 | 第5案：路上路盤再生工法(嵩上げ) | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|---|---|---|---|--|---------------------|-------|--------|---------|---|---------------------|--------|--------|---------|--------------------------------------|-------------------|----|--------|---------|------------|-----------------|----|--------|---------|------------|--|--|-------|---------|
| 設計条件 | 調査区間(400m~1,240m)、交通量区分：N3(40≦T<100)、設計CBR：20%、目標TA：14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 断面略図 | <p>構造上、目標TAを満足しないため不採用。</p> | <p>構造上、目標TAを満足しないため不採用。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概要 | 既設アスファルト層を5cm切削後、ひび割れ箇所へリフレクションクラック抑制対策として応力緩和層を施し、アスファルト混合物層を新たに構築する補修工法である。 | 既設舗装を所定深さ(h=20cm)まで掘削し、上層路盤を構築しアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設舗装を所定深さ(h=35cm)まで掘削し、下層路盤および上層路盤を構築し、アスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設アスファルト層を5cm切削後、路上において既設アスファルト混合物層を現位置で破砕し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 路上において既設アスファルト混合物層を現位置で破砕し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | | | | | | | | | | | | | | | | | | | | | | | | |
| 概 算 工 事 費 | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | 名 称 | 単位 | 数量 | 単 価 | 金額(円) | | | | |
| | 路面切削 | m2 | 100.00 | 415 | 41,500 | 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | 路面切削 | m2 | 100.00 | 415 | 41,500 | 路上路盤再生工(18cm処理) | m2 | 100.00 | 2,921 | 292,100 | | | | |
| | 廃材運搬工(L=10.5km以下) | m3 | 5.00 | 1,717 | 8,585 | 搬運搬(破砕・積込：11.5km以下) | m3 | 9.00 | 3,499 | 31,491 | 搬運搬(破砕・積込：11.5km以下) | m3 | 9.00 | 3,499 | 31,491 | 廃材運搬工(L=10.5km以下) | m3 | 5.00 | 1,717 | 8,585 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | |
| | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 産廃処理費(中間処理費) | t | 21.15 | 2,300 | 48,645 | 産廃処理費(中間処理費) | t | 21.15 | 2,300 | 48,645 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 防護柵撤去 | m | 7.80 | 1,060 | 8,268 | | | | |
| | 応力緩和層(撒布式) | m2 | 100.00 | 1,085 | 108,500 | バックホウ掘削積込 | m3 | 11.00 | 413 | 4,543 | バックホウ掘削積込 | m3 | 26.00 | 413 | 10,738 | 路上路盤再生工(10cm処理) | m2 | 100.00 | 1,902 | 190,200 | 防護柵設置 | m | 7.80 | 1,160 | 9,048 | | | | |
| | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | ダンプトラック運搬(15.5km以下) | m3 | 13.20 | 2,176 | 28,723 | ダンプトラック運搬(15.5km以下) | m3 | 31.20 | 2,176 | 67,891 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 路肩盛土 | m | 7.80 | 415 | 3,237 | | | | |
| | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 整地(残土受け入れ地での処理) | m3 | 13.20 | 112 | 1,478 | 整地(残土受け入れ地での処理) | m3 | 31.20 | 112 | 3,494 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | |
| | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 不陸整正 | m2 | 100.00 | 114 | 11,400 | 不陸整正 | m2 | 100.00 | 114 | 11,400 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | |
| | | | | | | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | 下層路盤工(RC-40) | m2 | 100.00 | 798 | 79,800 | | | | | | | | | | | | | | |
| | | | | | | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | | | | | | | | | | | | | | |
| | | | | | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | |
| | | | | | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | |
| | | | | | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | |
| | | | | | 計(100m2当り) | | | 直接工事費 | 406,570 | 計(100m2当り) | | | 直接工事費 | 456,841 | 計(100m2当り) | | | 直接工事費 | 584,020 | 計(100m2当り) | | | 直接工事費 | 488,270 | 計(100m2当り) | | | 直接工事費 | 533,613 |
| | | | | | 1m2当たり単価 | | | | 4,065 | 1m2当たり単価 | | | | 4,568 | 1m2当たり単価 | | | | 5,840 | 1m2当たり単価 | | | | 4,882 | 1m2当たり単価 | | | 5,336 | |
| 経 済 性 | | | | | ・比較案中、最も経済性に劣る | | | | | ・比較案中、最も安価である | | | | | ・比較案中、中位である | | | | | | | | | | | | | | |
| (工事費対比120%) <input type="checkbox"/> | | | | | (工事費対比100%) <input checked="" type="checkbox"/> | | | | | (工事費対比109%) <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | |
| | | | | | ・既設アスファルト：h=9cm、掘削：h=26cm | | | | | ・既設アスファルト：h=5cm | | | | | ・発生材排出量はなし | | | | | | | | | | | | | | |
| | | | | | ・舗修断面が厚いため、発生材排出量が多い | | | | | ・新設舗装高さ分の切削のみとなり少ない | | | | | ・既設舗装高さを混合し安定処理路盤を構築し、短期の交通解放が可能 | | | | | | | | | | | | | | |
| 施 工 日 数 | | | | | ・掘削量が多く多数の工種を実施し、短区間での施工を余儀なくされるため、長期間の交通規制を要する | | | | | ・既設発生材を混合し安定処理路盤を構築し、短期の交通解放が可能 | | | | | ・既設発生材を混合し安定処理路盤を構築し、最も短期の交通解放が可能 | | | | | | | | | | | | | | |
| (工事費対比120%) <input type="checkbox"/> | | | | | (工事費対比100%) <input checked="" type="checkbox"/> | | | | | (工事費対比109%) <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | |
| | | | | | ・比較案中、最も経済性に劣るため、不採用とする。 | | | | | ・比較案中、最も安価であるため、本工法を採用する。 | | | | | ・比較案中、経済的に中位であるため、不採用とする。 | | | | | | | | | | | | | | |
| | | | | | (工事費対比120%) <input type="checkbox"/> | | | | | (工事費対比100%) <input checked="" type="checkbox"/> | | | | | (工事費対比109%) <input type="checkbox"/> | | | | | | | | | | | | | | |
| 総 合 評 価 | | | | | × | | | | | × | | | | | △ | | | | | ◎ | | | | | | | | | |

村道松前沢線(区間4) 補修工法比較表

| | 第1案：表層打換え工法 | 第2案：上層路盤打換え工法 | 第3案：全層打換え工法 | 第4案：路上路盤再生工法 | 第5案：路上路盤再生工法(嵩上げ) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|---|---|---|---|--|-------|------|----|--------|-----|--------|-------------------|----|------|-------|-------|--------------|---|-------|-------|--------|------------|----|--------|-------|---------|-----------------|----|--------|-------|---------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|-------|--|--|---------|----------|--|--|--|-------|---|----|----|----|----|-------|-------|----|--------|-----|--------|---------------------|----|------|-------|--------|--------------|---|-------|-------|--------|-----------|----|-------|-----|-------|---------------------|----|-------|-------|--------|-----------------|----|-------|-----|-------|------|----|--------|-----|--------|-------------|----|--------|-----|--------|-----------------|----|--------|-------|---------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|-------|--|--|---------|----------|--|--|--|-------|--|----|----|----|----|-------|-------|----|--------|-----|--------|---------------------|----|------|-------|--------|--------------|---|-------|-------|--------|-----------|----|-------|-----|--------|---------------------|----|-------|-------|--------|-----------------|----|-------|-----|-------|--------------|----|--------|-----|--------|-------------|----|--------|-----|--------|-----------------|----|--------|-------|---------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|-------|--|--|---------|----------|--|--|--|-------|--|----|----|----|----|-------|------|----|--------|-----|--------|-------------------|----|------|-------|-------|--------------|---|-------|-------|--------|-----------------|----|--------|-------|---------|-----------------|----|--------|-------|---------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|-------|--|--|---------|----------|--|--|--|-------|--|----|----|----|----|-------|-----------------|----|--------|-------|---------|-----------------|----|--------|-------|---------|-------|---|------|-------|-------|-------|---|------|-------|-------|------|---|------|-----|-------|----------|---|-------|-----|-------|----------|---|------|-----|-------|------------|-------|--|--|---------|----------|--|--|--|-------|
| 設計条件 | 調査区間(1,240m~1,630m)、交通量区分：N3(40≦T<100)、設計CBR：6%、目標TA：14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 断面略図 | <p>構造上、目標TAを満足しないため不採用。</p> | <p>構造上、目標TAを満足しないため不採用。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概要 | 既設アスファルト層を5cm切削後、ひび割れ箇所へリフレクションクラック抑制対策として応力緩和層を施し、アスファルト混合物層を新たに構築する補修工法である。 | 既設舗装を所定深さ(h=20cm)まで掘削し、上層路盤を構築しアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設舗装を所定深さ(h=35cm)まで掘削し、下層路盤および上層路盤を構築し、アスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 既設アスファルト層を5cm切削後、路上において既設アスファルト混合物層を現位置で破砕し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | 路上において既設アスファルト混合物層を現位置で破砕し、同時にセメントや瀝青材料(アスファルト乳剤)などの安定材と既設路盤材とともに混合、転圧して、新たにアスファルト舗装を順次締め固めて仕上げ、目標TAを満たす補修工法である。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 概算工事費 | <table border="1"> <thead> <tr> <th>名称</th><th>単位</th><th>数量</th><th>単価</th><th>金額(円)</th></tr> </thead> <tbody> <tr><td>路面切削</td><td>m2</td><td>100.00</td><td>415</td><td>41,500</td></tr> <tr><td>廃材運搬工(L=10.5km以下)</td><td>m3</td><td>5.00</td><td>1,717</td><td>8,585</td></tr> <tr><td>産廃処理費(中間処理費)</td><td>t</td><td>11.75</td><td>2,300</td><td>27,025</td></tr> <tr><td>応力緩和層(撒布式)</td><td>m2</td><td>100.00</td><td>1,085</td><td>108,500</td></tr> <tr><td>舗装工(再生密粒度As20F)</td><td>m2</td><td>100.00</td><td>2,164</td><td>216,400</td></tr> <tr><td>区画線工(実線)</td><td>m</td><td>30.76</td><td>112</td><td>3,445</td></tr> <tr><td>区画線工(破線)</td><td>m</td><td>7.69</td><td>145</td><td>1,115</td></tr> <tr><td>計(100m2当り)</td><td>直接工事費</td><td></td><td></td><td>406,570</td></tr> <tr><td>1m2当たり単価</td><td></td><td></td><td></td><td>4,065</td></tr> </tbody> </table> | 名称 | 単位 | 数量 | 単価 | 金額(円) | 路面切削 | m2 | 100.00 | 415 | 41,500 | 廃材運搬工(L=10.5km以下) | m3 | 5.00 | 1,717 | 8,585 | 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | 応力緩和層(撒布式) | m2 | 100.00 | 1,085 | 108,500 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 計(100m2当り) | 直接工事費 | | | 406,570 | 1m2当たり単価 | | | | 4,065 | <table border="1"> <thead> <tr> <th>名称</th><th>単位</th><th>数量</th><th>単価</th><th>金額(円)</th></tr> </thead> <tbody> <tr><td>舗装版破砕</td><td>m2</td><td>100.00</td><td>170</td><td>17,000</td></tr> <tr><td>殻運搬(破砕・積込：11.5km以下)</td><td>m3</td><td>7.00</td><td>3,499</td><td>24,493</td></tr> <tr><td>産廃処理費(中間処理費)</td><td>t</td><td>16.45</td><td>2,300</td><td>37,835</td></tr> <tr><td>バックホウ掘削積込</td><td>m3</td><td>13.00</td><td>413</td><td>5,369</td></tr> <tr><td>ダンプトラック運搬(15.5km以下)</td><td>m3</td><td>15.60</td><td>2,176</td><td>33,946</td></tr> <tr><td>整地(残土受け入れ地での処理)</td><td>m3</td><td>15.60</td><td>112</td><td>1,747</td></tr> <tr><td>不陸整正</td><td>m2</td><td>100.00</td><td>114</td><td>11,400</td></tr> 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| 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 計(100m2当り) | 直接工事費 | | | 488,270 | 1m2当たり単価 | | | | 4,882 | <table border="1"> <thead> <tr> <th>名称</th><th>単位</th><th>数量</th><th>単価</th><th>金額(円)</th></tr> </thead> <tbody> <tr><td>路上路盤再生工(14cm処理)</td><td>m2</td><td>100.00</td><td>2,410</td><td>241,000</td></tr> <tr><td>舗装工(再生密粒度As20F)</td><td>m2</td><td>100.00</td><td>2,164</td><td>216,400</td></tr> <tr><td>防護柵撤去</td><td>m</td><td>7.80</td><td>1,060</td><td>8,268</td></tr> <tr><td>防護柵設置</td><td>m</td><td>7.80</td><td>1,160</td><td>9,048</td></tr> <tr><td>路肩盛土</td><td>m</td><td>7.80</td><td>415</td><td>3,237</td></tr> <tr><td>区画線工(実線)</td><td>m</td><td>30.76</td><td>112</td><td>3,445</td></tr> <tr><td>区画線工(破線)</td><td>m</td><td>7.69</td><td>145</td><td>1,115</td></tr> <tr><td>計(100m2当り)</td><td>直接工事費</td><td></td><td></td><td>482,513</td></tr> <tr><td>1m2当たり単価</td><td></td><td></td><td></td><td>4,825</td></tr> </tbody> </table> | 名称 | 単位 | 数量 | 単価 | 金額(円) | 路上路盤再生工(14cm処理) | m2 | 100.00 | 2,410 | 241,000 | 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | 防護柵撤去 | m | 7.80 | 1,060 | 8,268 | 防護柵設置 | m | 7.80 | 1,160 | 9,048 | 路肩盛土 | m | 7.80 | 415 | 3,237 | 区画線工(実線) | m | 30.76 | 112 | 3,445 | 区画線工(破線) | m | 7.69 | 145 | 1,115 | 計(100m2当り) | 直接工事費 | | | 482,513 | 1m2当たり単価 | | | | 4,825 |
| 名称 | 単位 | 数量 | 単価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路面切削 | m2 | 100.00 | 415 | 41,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 廃材運搬工(L=10.5km以下) | m3 | 5.00 | 1,717 | 8,585 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 応力緩和層(撒布式) | m2 | 100.00 | 1,085 | 108,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 | | | 406,570 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | | 4,065 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名称 | 単位 | 数量 | 単価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 殻運搬(破砕・積込：11.5km以下) | m3 | 7.00 | 3,499 | 24,493 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 産廃処理費(中間処理費) | t | 16.45 | 2,300 | 37,835 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| バックホウ掘削積込 | m3 | 13.00 | 413 | 5,369 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ダンプトラック運搬(15.5km以下) | m3 | 15.60 | 2,176 | 33,946 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 整地(残土受け入れ地での処理) | m3 | 15.60 | 112 | 1,747 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 不陸整正 | m2 | 100.00 | 114 | 11,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 | | | 445,350 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | | 4,453 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名称 | 単位 | 数量 | 単価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装版破砕 | m2 | 100.00 | 170 | 17,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 殻運搬(破砕・積込：11.5km以下) | m3 | 7.00 | 3,499 | 24,493 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 産廃処理費(中間処理費) | t | 16.45 | 2,300 | 37,835 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| バックホウ掘削積込 | m3 | 28.00 | 413 | 11,564 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ダンプトラック運搬(15.5km以下) | m3 | 33.60 | 2,176 | 73,114 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 整地(残土受け入れ地での処理) | m3 | 33.60 | 112 | 3,763 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 下層路盤工(RC-40) | m2 | 100.00 | 798 | 79,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 上層路盤工(M-40) | m2 | 100.00 | 926 | 92,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 | | | 561,129 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | | 5,611 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名称 | 単位 | 数量 | 単価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路面切削 | m2 | 100.00 | 415 | 41,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 廃材運搬工(L=10.5km以下) | m3 | 5.00 | 1,717 | 8,585 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 産廃処理費(中間処理費) | t | 11.75 | 2,300 | 27,025 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路上路盤再生工(10cm処理) | m2 | 100.00 | 1,902 | 190,200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 | | | 488,270 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | | 4,882 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 名称 | 単位 | 数量 | 単価 | 金額(円) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路上路盤再生工(14cm処理) | m2 | 100.00 | 2,410 | 241,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 舗装工(再生密粒度As20F) | m2 | 100.00 | 2,164 | 216,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 防護柵撤去 | m | 7.80 | 1,060 | 8,268 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 防護柵設置 | m | 7.80 | 1,160 | 9,048 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路肩盛土 | m | 7.80 | 415 | 3,237 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(実線) | m | 30.76 | 112 | 3,445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区画線工(破線) | m | 7.69 | 145 | 1,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 計(100m2当り) | 直接工事費 | | | 482,513 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1m2当たり単価 | | | | 4,825 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 経済性 | × | | △ (工事費対比116%) | ○ (工事費対比101%) | ◎ (工事費対比100%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 発生材排出量 | △ | | △ | ○ | ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 施工日数 | △ | | △ | ◎ | ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 総合評価 | × | × | △ | ○ | ◎ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

ひび割れ評価図



| | |
|-------|--------|
| 路線番号 | 146 |
| 路線名 | 島越浜岩泉線 |
| 延長 | 1,590m |
| 破損度 | 中度・重度 |
| 大型車交通 | |
| 調査日 | 令和2年3月 |



破損前写真



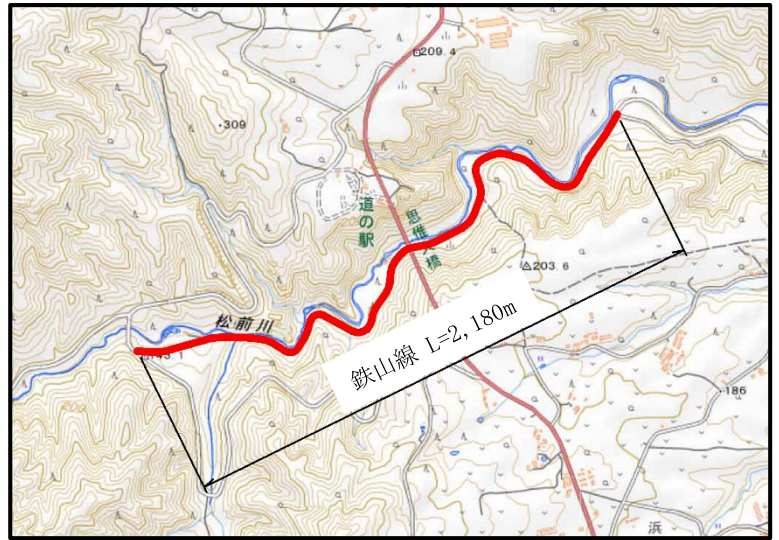
平成23年11月撮影

破損後写真



令和2年3月撮影

| | |
|-------|--------|
| 路線番号 | 3 |
| 路線名 | 鉄山線 |
| 延長 | 2,180m |
| 破損度 | 重度 |
| 大型車交通 | |
| 調査日 | 令和2年3月 |



破損前写真



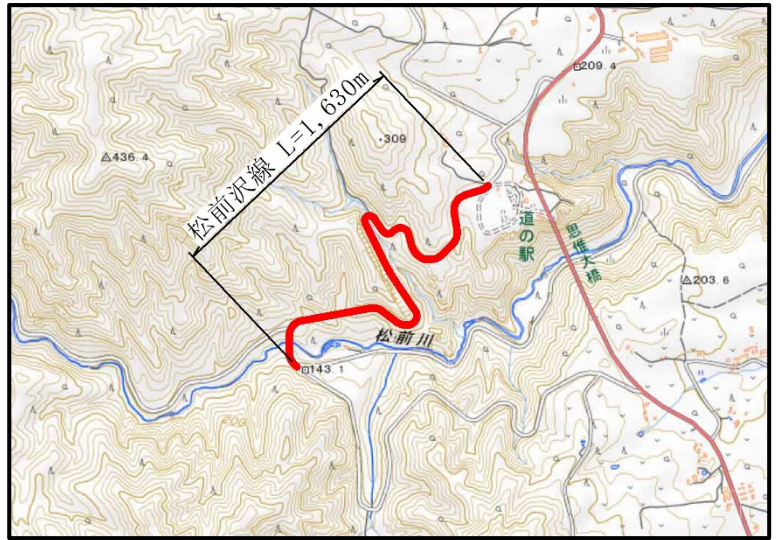
平成 23 年 11 月 撮影

破損後写真



令和 2 年 3 月 撮影

| | |
|-------|--------|
| 路線番号 | 81 |
| 路線名 | 松前沢線 |
| 延長 | 1,630m |
| 破損度 | 重度 |
| 大型車交通 | |
| 調査日 | 令和2年3月 |



破損前写真



平成23年11月撮影

破損後写真



令和2年3月撮影

参考資料

<ひび割れに関する損傷について>

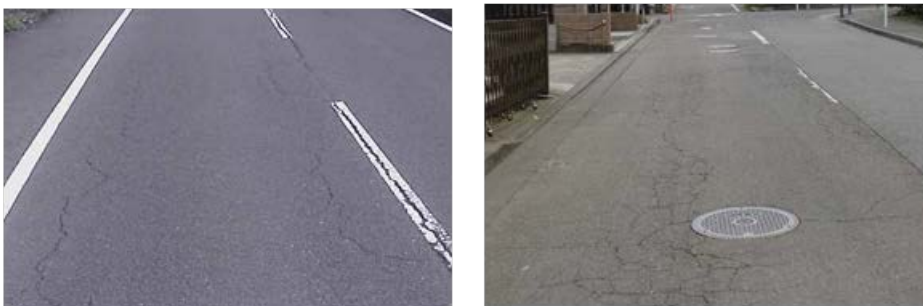
軽度損傷(ひび割れ率 0~20%程度)

- ・ひび割れの発生が認められない：0%、
- ・縦断方向に1本連続的に発生：概ね10%
- ・左右両輪の通過部で縦断方向に1本ずつ連続的に発生：概ね20%
- ・評価単位区間内で片側の車輪通過部で複数本又は亀甲状に発生：概ね20%



中度損傷(ひび割れ率 20~40%程度)

- ・ひび割れが左右両輪の通過部で発生し、かつ片側の車輪通過部ではひび割れが縦横に派生するなど複数本発生：概ね30%
- ・ひび割れが左右両輪の通過部で発生し、かつ片側の車輪通過部ではひび割れが亀甲状に発生：概ね40%



重度損傷レベル大(ひび割れ率 40%程度以上)

- ・ひび割れが左右両輪の通過部でそれぞれ亀甲状に発生：概ね50%~60%
- ・ひび割れが車線内全面に渡り亀甲状に発生：概ね80~100%

