

※This Document Collection Cover is a reference English translation.
Please refer to the Japanese version for the official one.

I 6. Document Collection Cover

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Document 7 - Roadside Entrances and Exits, and Surrounding Traffic
Regulation Status

Others: City Road No. 00-017, National Route 50, Prefectural Road Maebashi
Station Line - Road Ledger Map

Omote-machi Pedestrian Bridge Drawings

[Viewing of the Pedestrian Bridge Drawings for National Route 50]

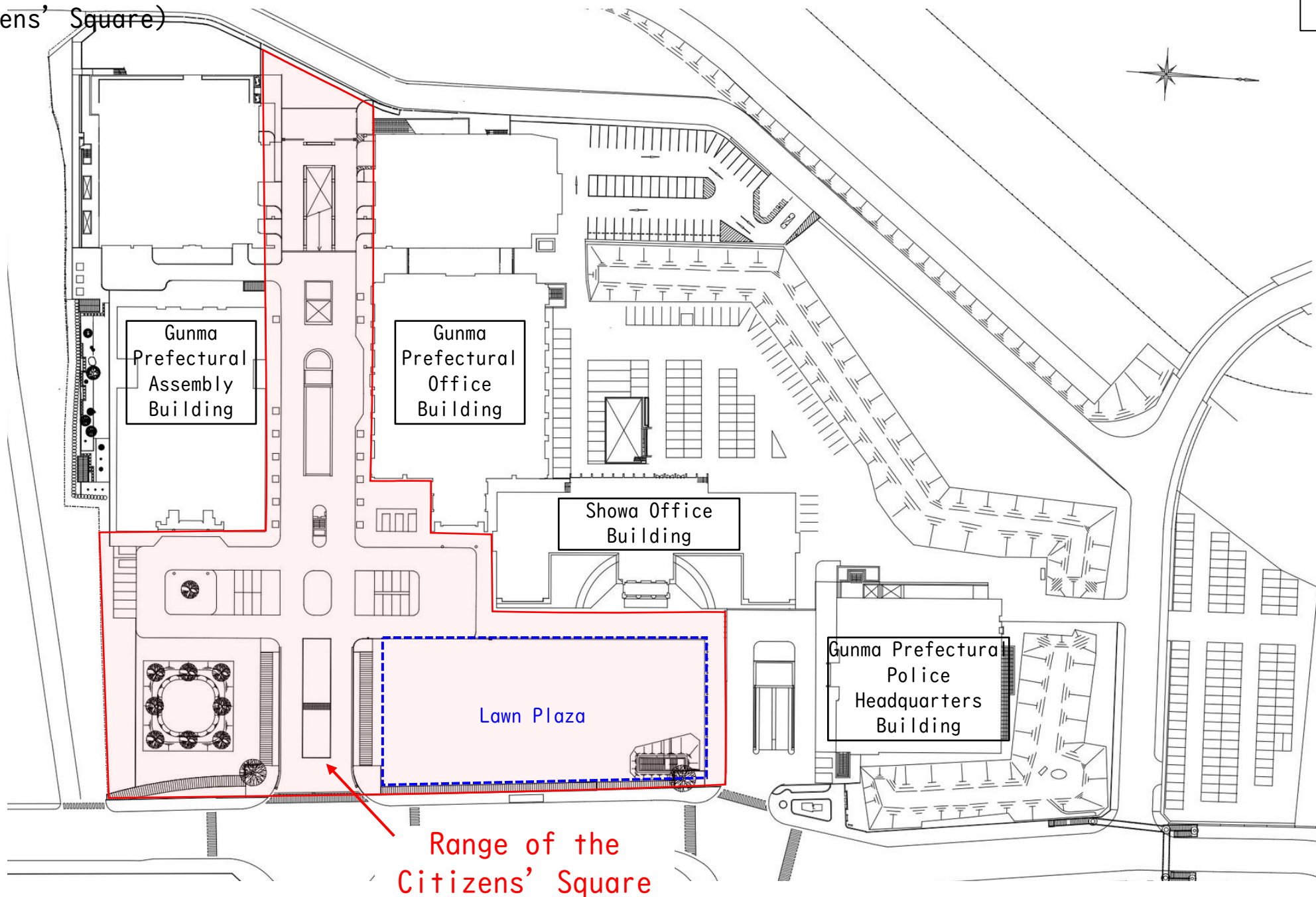
Regarding the pedestrian bridge drawings for National Route 50, due to privacy concerns, the access will be limited to "viewing only."

Therefore, applicants wishing to view the pedestrian bridge drawings for National Route 50 should contact the following email address:

Contact: creative-city@pref.gunma.lg.jp

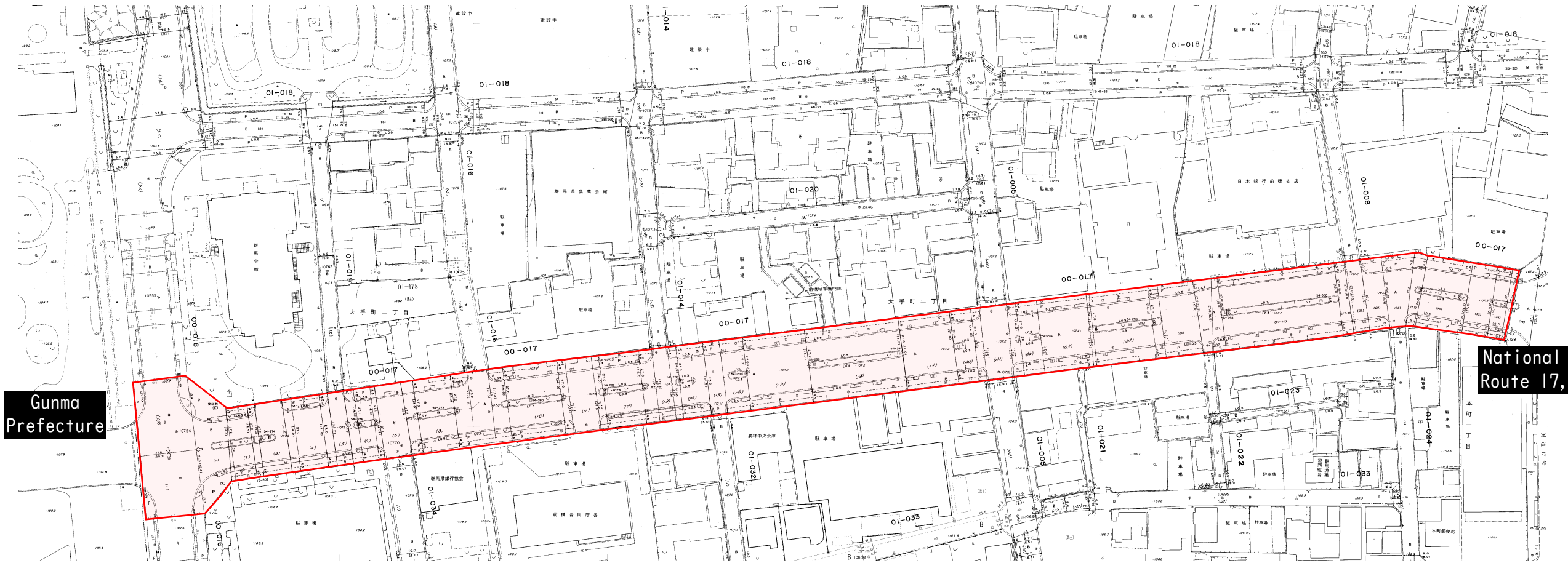
Please use the subject line: "Regarding Viewing of Pedestrian Bridge Drawings for National Route 50."

● Diagram of the Proposed Scope for the Competition
(Citizens' Square)



Range of the
Citizens' Square

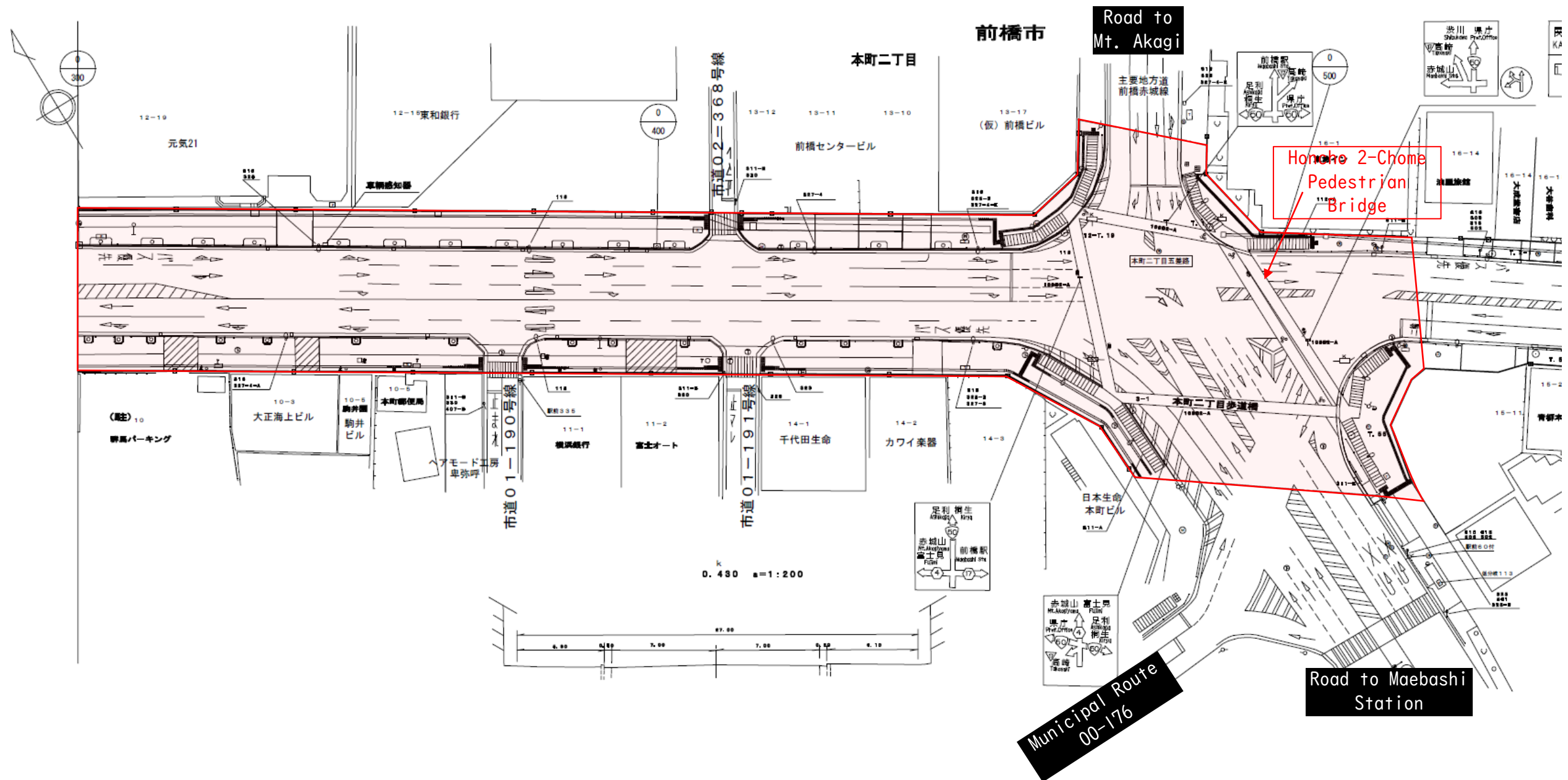
● Diagram of the Proposed Scope for the Competition
(Road Space—Municipal Route 00-017) [1 / 1]



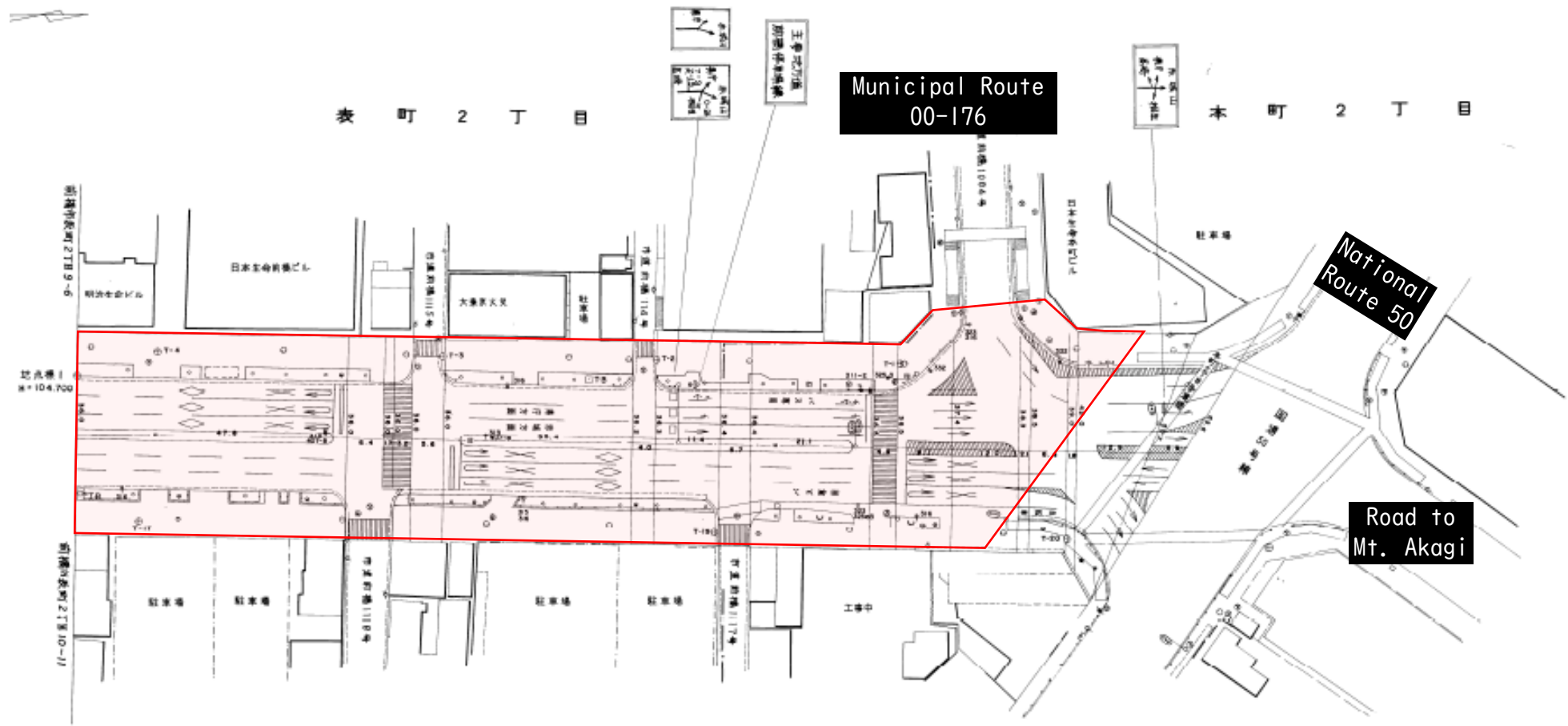
Gunma
Prefecture

National
Route 17,

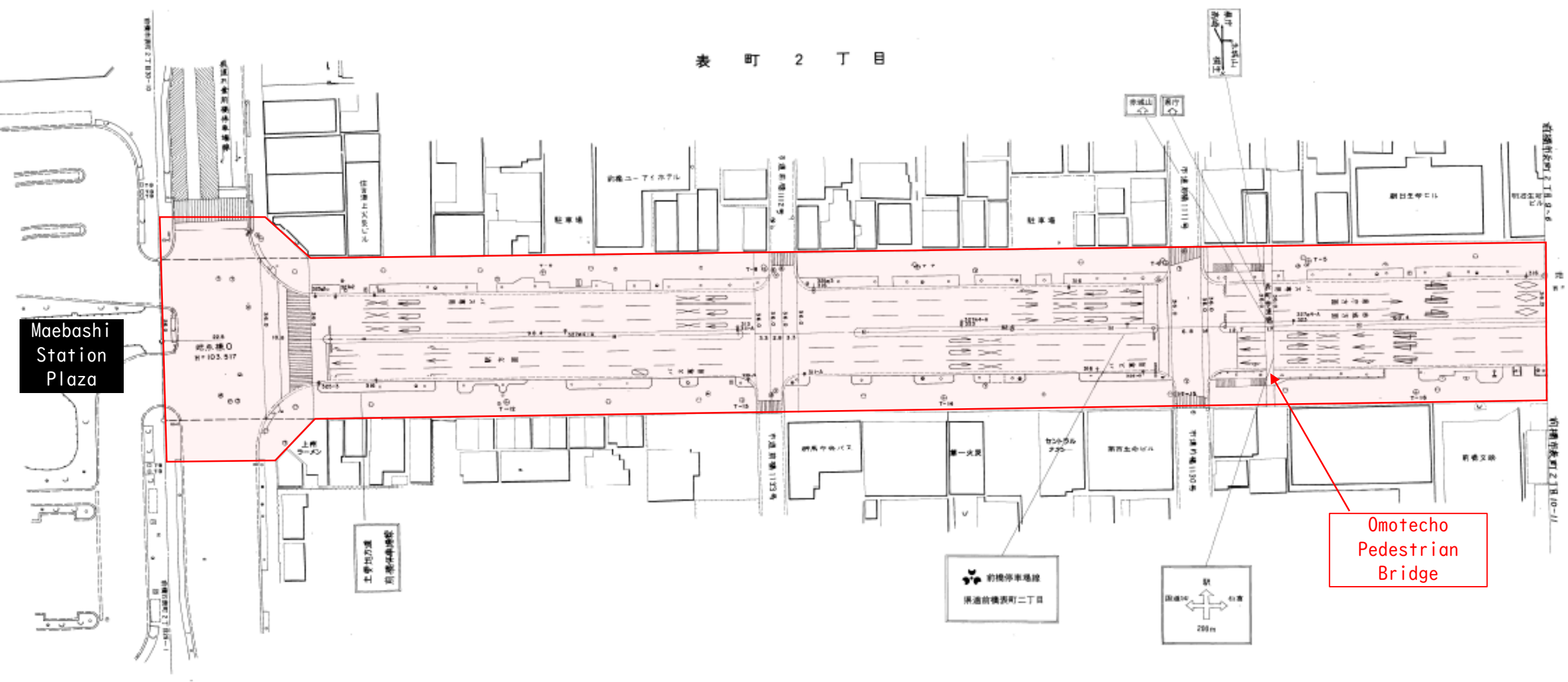
● Diagram of the Proposed Scope for the Competition
(Road Space - National Route 50) [2 / 2]



● Diagram of the Proposed Scope for the Competition
(Road Space - Road to Maebashi Station) [1 / 2]



● Diagram of the Proposed Scope for the Competition
(Road Space - Road to Maebashi Station) [2 / 2]



Maebashi
Station
Plaza

Omotecho
Pedestrian
Bridge

Maebashi Creative City
Urban Space Design from Prefectural Office to
Maebashi Station
Basic Design Work Commission (Draft)

Special Specifications Document

Gunma Prefecture

Article 1 (Scope of Application)

This specification applies to the “Maebashi Creative City Urban Space Design

from Prefectural Office to Maebashi Station Basic Design Work Commission” implemented by Gunma Prefecture.

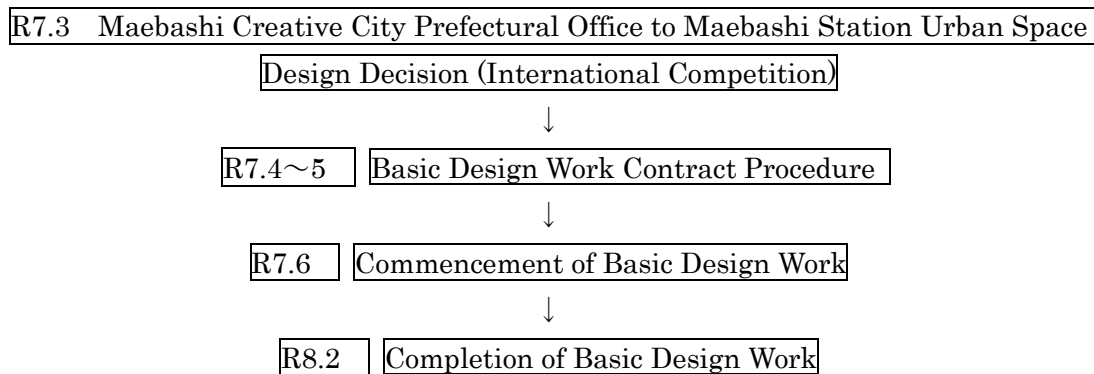
Article 2 (Purpose)

The road space along the 1.5 km stretch from the Prefectural Office to Maebashi Station, and the Prefectural Citizens’ Plaza in front of the Prefectural Office, are undergoing efforts aimed at achieving Level 4 autonomous driving.

Additionally, a new mobility service, “GunMaaS,” has been launched within the prefecture. In response to changes in the transportation environment, the goal is to transform the area into a public transportation and people-centered walkable road space, fostering vibrancy and interaction. This space design aims to create a unique value that reflects Gunma Prefecture, enabling residents and visitors to continue nurturing dreams and hopes for the future. The design was formulated through an international design competition.

This work will be based on the established spatial design and will involve the basic design of road space, public transportation hub layouts, road facility arrangements, structural design, and other related tasks.

Article 3 (Project Schedule (Tentative))



Article 4 (Scope of Work)

(1) Planning Preparation

To carry out the work, understand the objectives and content of the project, gather relevant information and materials, and prepare a work plan document.

The work plan should include an overview of the work, implementation policy, detailed content of the work, project timeline, organizational plan, and meeting schedule.

(2) Site Survey

Conduct a survey of the 1.5 km stretch of road space from the Prefectural Office to Maebashi Station, and its surroundings (e.g., Maebashi city center), including the Prefectural Citizens' Plaza. The survey should focus on understanding the road conditions, surrounding buildings, street conditions, traffic patterns, and how the plaza is utilized.

(3) Road Space Design (1.5 km stretch from Prefectural Office to Maebashi Station)

Based on topographic maps, the site survey results, literature, design conditions, and proposed spatial design, develop a preliminary layout for road facilities, structural design, signage (placement and content), circulation (pedestrian and vehicular), and plans for road management across national, prefectural, and municipal roads. Create floor plans and nine cross-sections of three positions each, including surrounding buildings and streetscapes.

Note: The cross-section locations should be at key points along the road section, and the contractor will conduct studies and collaborate with the client to finalize these locations.

(4) Prefectural Citizens' Plaza Design

Based on the proposed spatial design, examine the shape of the hub for the Prefectural Citizens' Plaza in front of the Prefectural Office, considering its role as a public transportation hub and a lively space that attracts people.

This includes developing a facility layout plan, structural design, signage (placement and content), circulation (pedestrian and vehicular), efficient use of the plaza, landscaping, lighting, electrical and mechanical systems, and selecting materials that complement the surrounding environment (for plaza facilities, paving materials, etc.).

(5) Traffic Simulation

Conduct traffic simulations based on the proposed spatial design at the Honmachi 2-chome intersection (five-way intersection).

(I) Development of Future Simulation Model Based on Spatial Design

Using the simulation model provided by the client, construct a future simulation model incorporating the proposed spatial design for a new four-way intersection and the existing intersections at Honmachi 2-chome. The simulation model is created using PTV Vision VISSIM.

(II) Future Traffic Simulation

Using future traffic volume projections provided by the client and the spatial design-

based future simulation model, perform a simulation to predict future traffic conditions.

(III) Improvement Proposal Simulation

Based on the future traffic simulation model, analyze potential issues such as congestion or safety concerns. Develop improvement proposals, conduct simulations of these proposals, and confirm their effectiveness in resolving the issues. The details of the improvement proposals will be determined through discussions with the client, and the results will be visually presented using graphs, diagrams, and other clear methods.

(6) Traffic Management at Intersections

(I) Targeted Intersections

The four intersections are: Prefectural Office Front, Honmachi 1-chome, Honmachi 2-chome Five-way Intersection, and Maebashi Station Front Intersection.

(II) Scope of Work

Based on the proposed spatial design, consider safe lane and structure placements that take into account the movement of automobiles, pedestrians, and cyclists at each intersection. This includes developing specific traffic management strategies that ensure safety and smooth flow, such as measures to prevent vehicles from mistakenly entering restricted areas.

(7) Preparation of Materials for Local Briefings and Hosting Workshops

Create explanatory materials for local residents and stakeholders to facilitate consensus-building. Organize and manage workshops. It is anticipated that there will be five local briefing sessions and three workshops.

(8) Reevaluation of Spatial Design

Based on the results of items (2) to (7), reexamine the spatial design proposed in the international design competition to ensure it is a highly feasible design. During item (7), design adjustments should be made as necessary to contribute to smooth consensus-building with the local community and stakeholders.

(9) Feasibility Verification

Verify the feasibility of the reexamined spatial design from item (8), including the

traffic management of narrow streets, estimation of construction costs, and the development of a phased implementation program.

(10) Creation of Basic Design Drawings, Perspectives, and CGs

Prepare basic design drawings such as spatial design plans, floor plans (by road manager, including Prefectural Citizens' Plaza), cross-sectional width plans (three sections per road manager), and key structural drawings. Additionally, based on the spatial design, create perspective drawings (three cuts for national, prefectural, and municipal roads, one cut of the Honmachi 2-chome five-way intersection, and one cut of the Prefectural Citizens' Plaza, totaling at least five cuts) and CG renderings of the entire design.

(11) Production of a Video

Produce a video for local briefing purposes that visually expresses how the proposed spatial design will create vibrancy and interaction in the main street and central Maebashi area. The video will highlight how the project will revitalize Gunma Prefecture and Maebashi City by improving the atmosphere of the area.

(12) Preparation of Materials for Coordination with Related Agencies

Prepare coordination materials for discussions with relevant agencies (Ministry of Land, Infrastructure, Transport and Tourism, Maebashi City, traffic authorities, etc.). A total of five meetings are anticipated.

(13) Preparation of a Report

Summarize the results of this work and prepare a report. The report must be written in Japanese.

(14) Meetings and Discussions

Plan seven meetings during the course of the work: one at the beginning, five during the intermediate phase, and one at the time of delivery. Additional meetings may be necessary depending on the progress of the work and will be held in consultation with the supervisor. Meetings will generally be conducted in Japanese, with the option to hold them via web conference.

Article 5 (Deliverables)

The deliverables for this work are as follows:

- Report (A4 size, A3 drawings can be included) – 2 copies
- Electronic data (CD-R or DVD) – 1 set
The electronic data must be virus-checked and should clearly specify the software used.
- Other items:
Any additional items deemed necessary, as discussed with the supervisor.

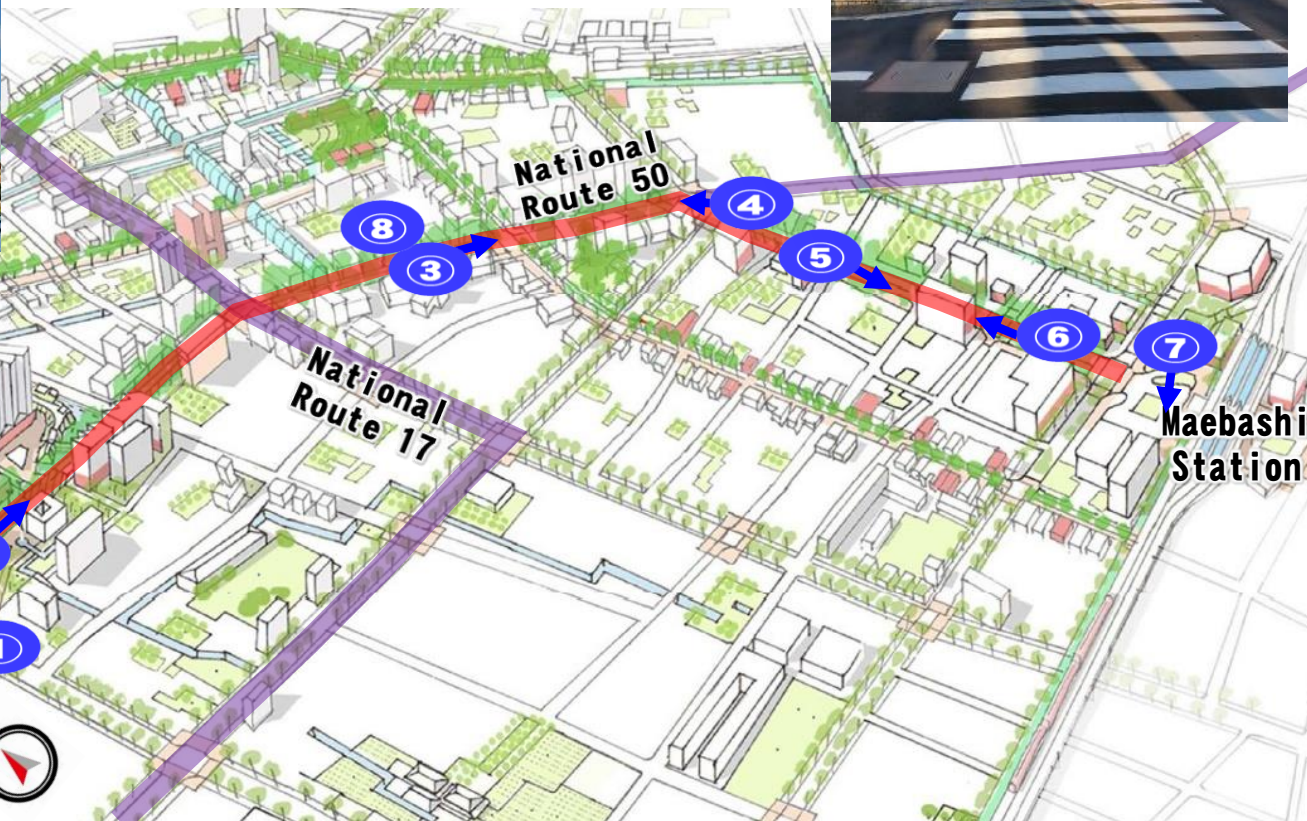
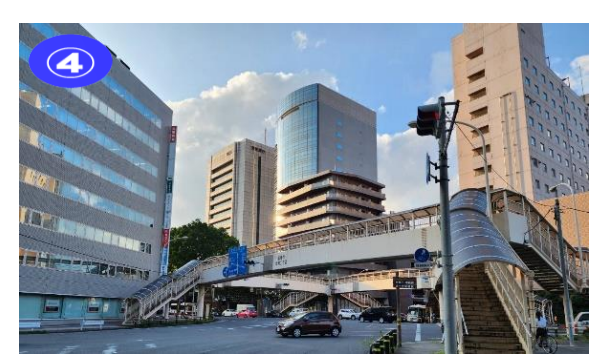
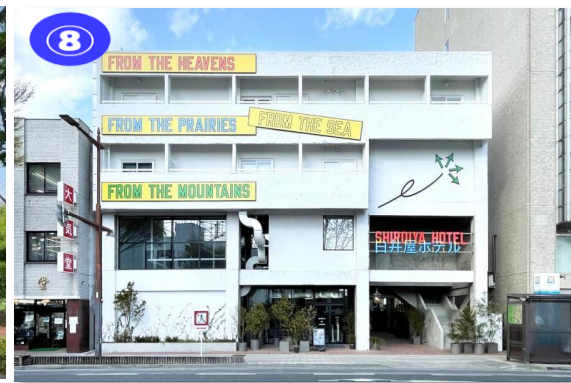
Article 6 (Miscellaneous)

- (1) The language used for this work will be Japanese. If interpretation is required, it shall be the responsibility of the contractor to provide it.
- (2) All documents and reports created for this work must be written in Japanese and will be at the contractor's expense.
- (3) If conducting on-site surveys, care must be taken not to disturb nearby residents or road users, and steps must be taken to prevent discomfort. The contractor must also carry an identification card issued by the prefecture at all times.
- (4) The prefecture will lend any necessary materials required for this work to the contractor.
- (5) If tasks beyond those specified in this specification arise during meetings with the supervisor, the contractor must perform them in accordance with the supervisor's instructions.

Article 7 (Compliance Matters)

In executing this work, any matters not explicitly stated in this specification, or any doubts that arise, must be discussed with the client as necessary.

Moreover, in carrying out the work, the contractor must handle any information obtained with utmost care, ensuring that no unauthorized use, citation, public disclosure, or leakage to third parties occurs without the client's permission.

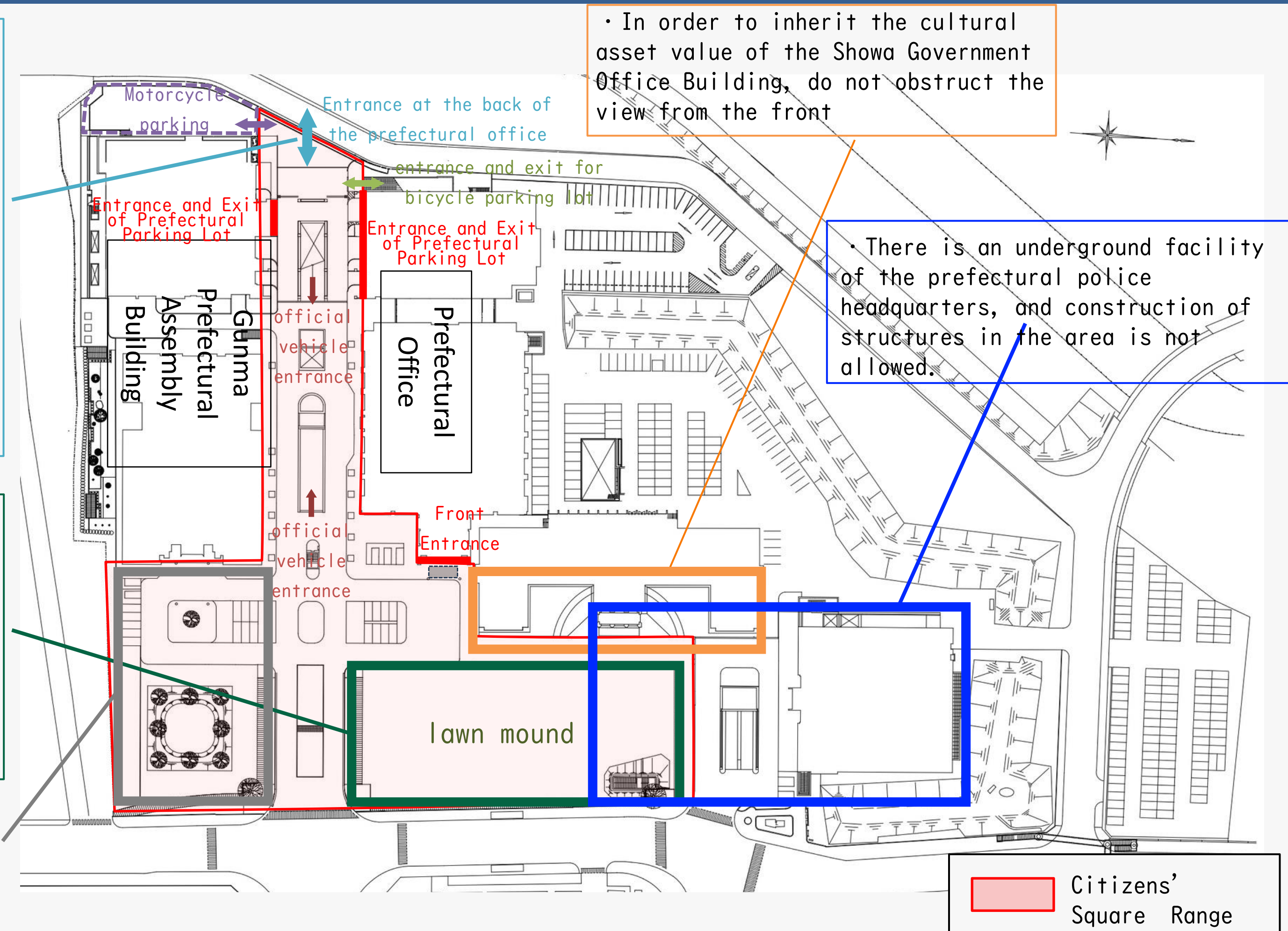


Conditions for setting up a Citizens' Square

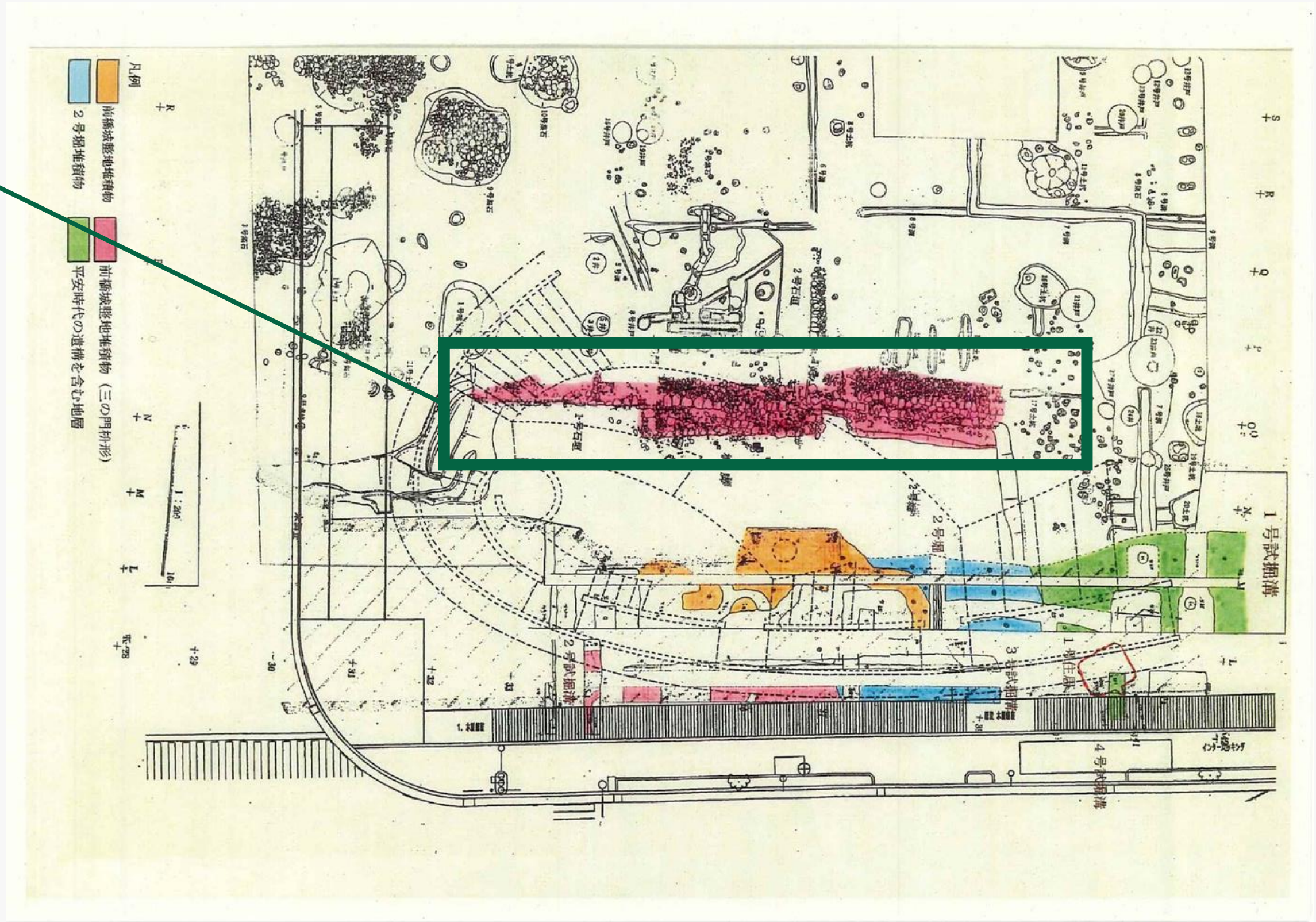
• Entry and exit at the rear of the Prefectural Office should be done in close proximity to users of the Prefectural Office. Consideration should be given to the traffic safety of both users of the Prefectural Office and users of adjacent roads. The back of the Prefectural Office may be opened to the public, taking into consideration the traffic safety of both users of the prefectural government and users of adjacent roads.

• Secure more than the area of the existing lawn area that is used for events as an open county Prefectural Office
• No excavation is allowed below ground level due to the presence of buried cultural properties, and no permanent facilities are allowed above ground level.

• It can be used for various purposes, such as an event space integrated with the lawn plaza and a node for public transportation.



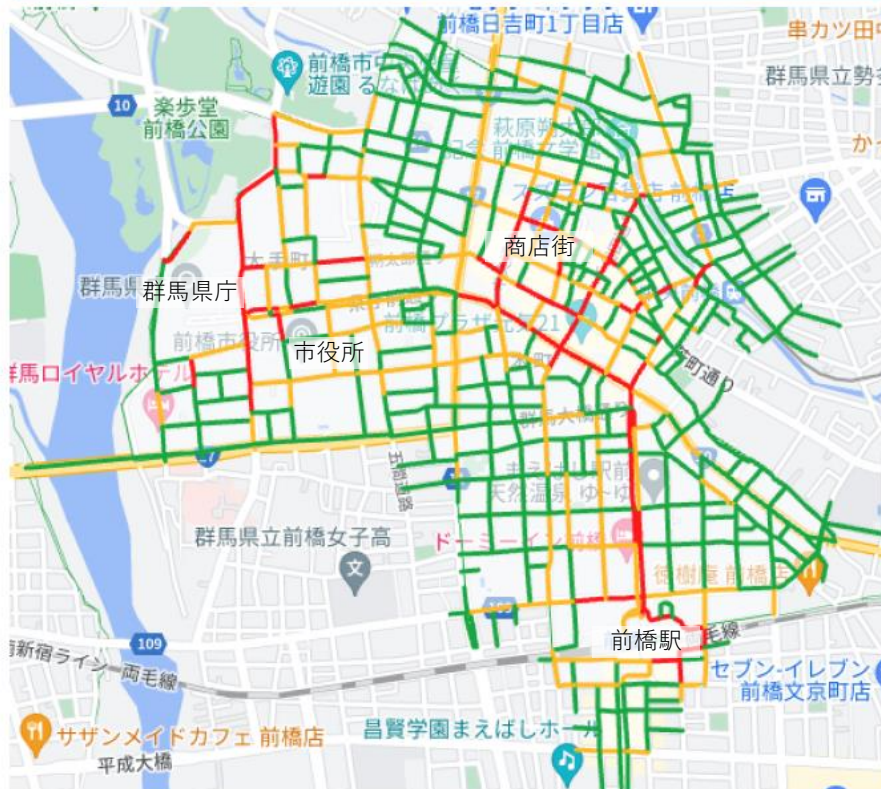
• Note the “three gate square” buried in the north and south sides of the west side of the the Citizens' Square.



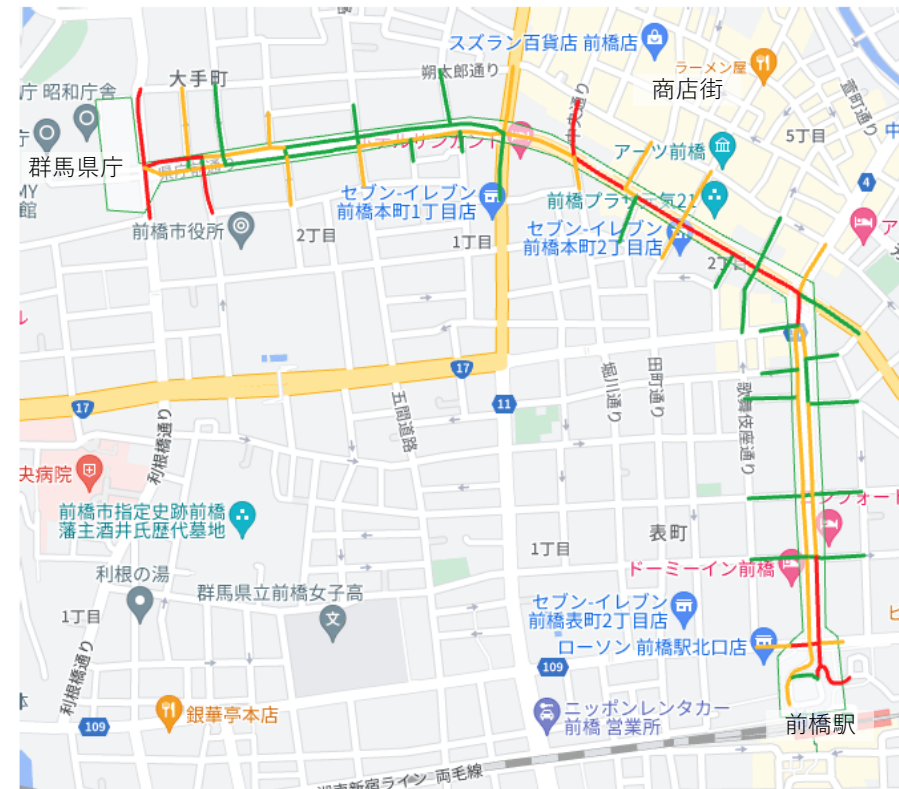
Using the pedestrian flow analysis from KDDI Location Analyzer, the results of the pedestrian traffic analysis within the central area of Maebashi City are as follows: (The users whose logs were obtained within the area in the year 2023 were counted as the target pedestrians.) The areas shaded closer to red represent higher pedestrian traffic, while those closer to green indicate lower pedestrian traffic.

- In the entire city center, there is higher pedestrian traffic around key facilities such as the Prefectural Office, City Hall, shopping streets, and Maebashi Station.
- Focusing on the main street, while there is high pedestrian traffic around each facility, the roads connecting them have relatively low traffic. This indicates a challenge in terms of pedestrian flow and connectivity between the facilities.

徒歩（全域）

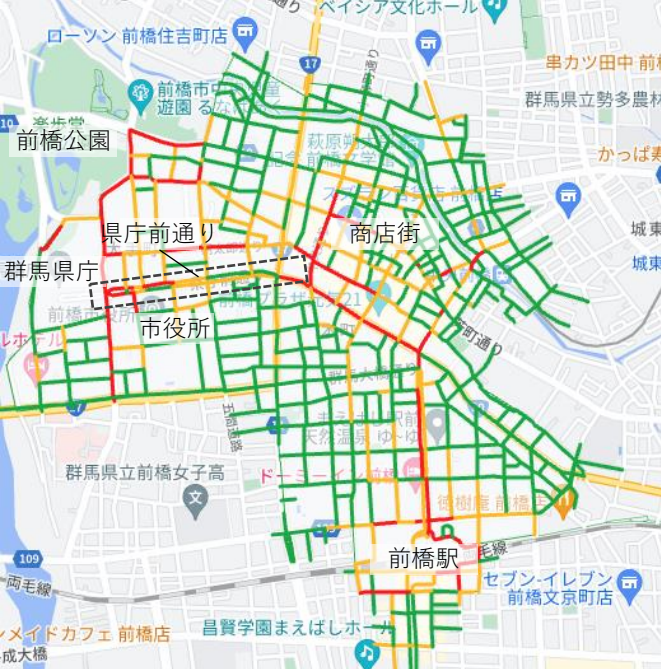


徒歩（メインストリート）

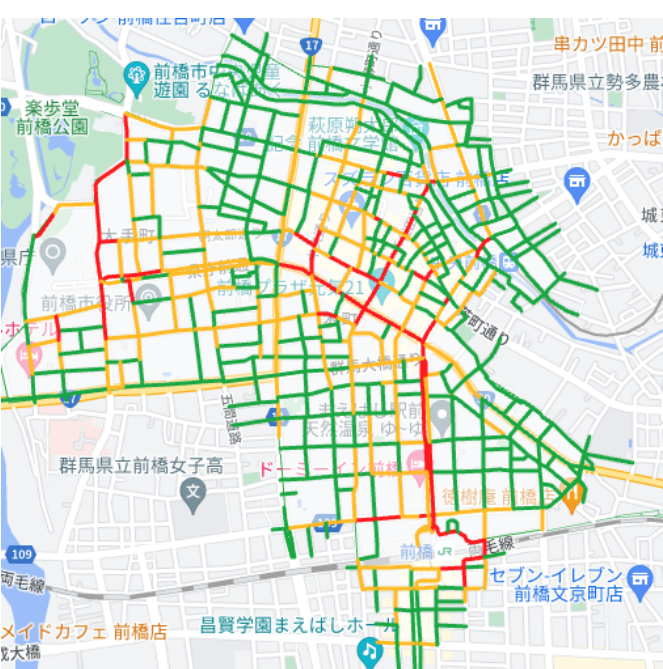


- The analysis by age group reveals that there is high pedestrian traffic around the Prefectural Office, Maebashi Park, shopping streets, and Maebashi Station, regardless of age.
- For individuals in their 20s to 50s, pedestrian traffic from Maebashi Station to the shopping streets is high, while those aged 60 and above show lower pedestrian traffic.
- In all age groups, there is high pedestrian movement near the Prefectural Office and City Hall, but the traffic decreases as one moves towards the shopping streets.
- On the street in front of the station, it is evident that pedestrian traffic is concentrated on one side of the sidewalk, with an imbalance in the distribution of pedestrians between both sides.

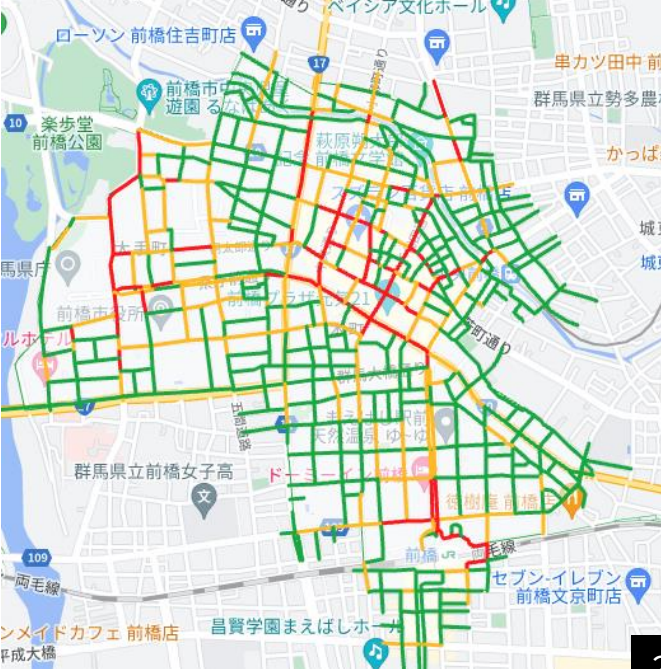
Pedestrian Analysis: 20s to 30s



Pedestrian Analysis: 40s to 50s



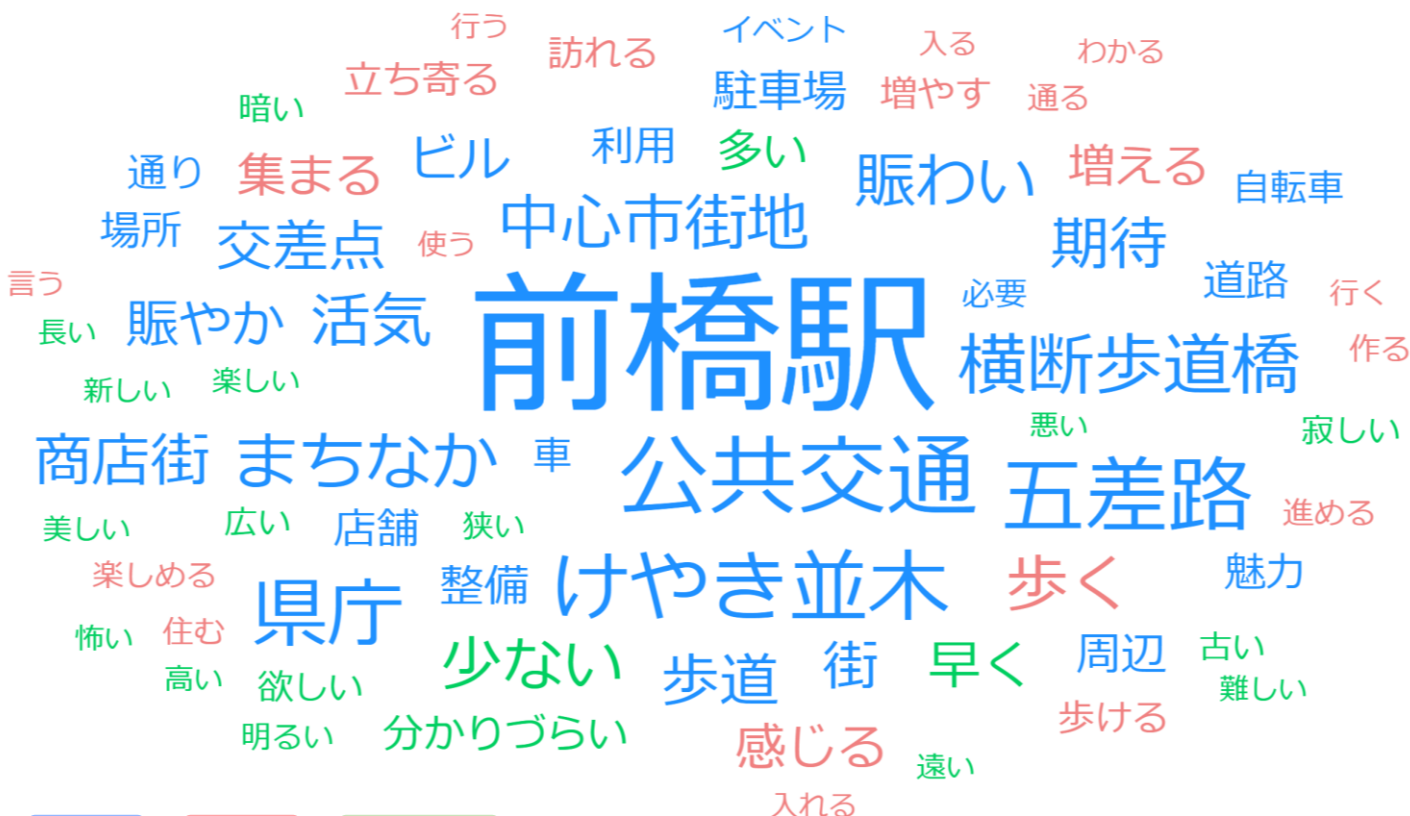
Pedestrian Analysis: 60s and Above



From the results of the survey conducted in July, an analysis of the overall trends shows that there were many opinions regarding "Maebashi Station," "Five-Way Intersection," "Keyaki Avenue," "Public Transportation," "Pedestrian Overpasses," etc., with many voices expressing expectations for revitalizing and energizing the downtown area.

Paper Survey: 376 responses (2,300 distributed) WEB Survey: 389 responses Open House: 80 responses

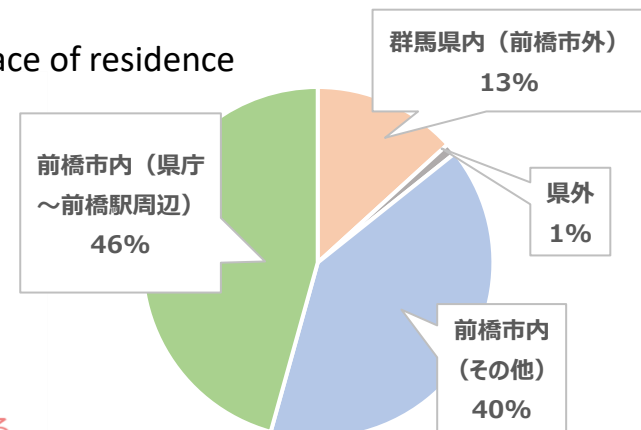
Word Cloud (Importance)



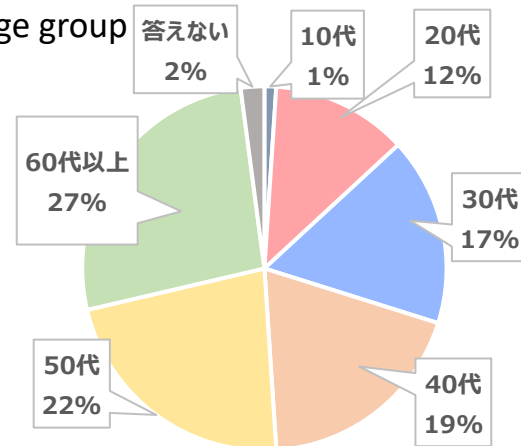
Nouns Verbs Adjectives

Font size = Number of opinions

Place of residence



Age group

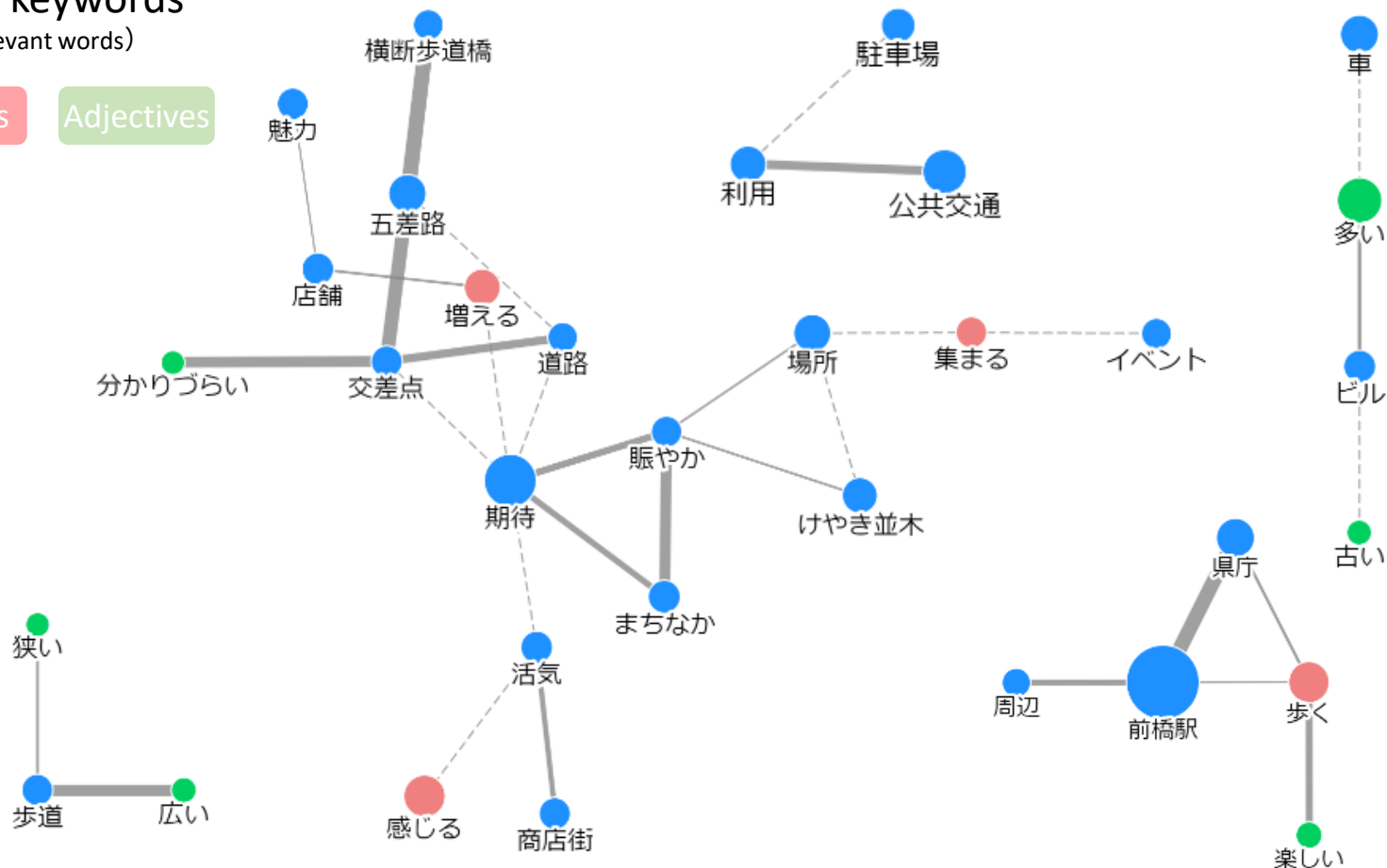


- When analyzing the most relevant words, there are many voices expressing expectations for revitalizing the downtown area, creating a city that is enjoyable to walk in, and making public transportation more accessible.
- Regarding specific locations, there are comments such as "The Five-Way Intersection is difficult to understand," "I want the Keyaki Avenue to be utilized," and "I want the area from Maebashi Station to the Prefectural Government Office to be made more enjoyable for walking."

Co-occurring keywords

(Set of highly relevant words)

Nouns
Verbs
Adjectives



Line thickness = Number of opinions, strength of association

Things to expect	Things to be concerned about	Things to be concerned about	The future vision of urban design
<ol style="list-style-type: none"> 1. Revitalization of Kencho-mae Street 2. Utilization of vacant stores and old buildings 3. Expansion of sidewalks 4. Creation of pedestrian-friendly spaces 5. Improving overall walkability in the city and ensuring the availability of rest areas 6. Creation of lively and enjoyable places or shops 7. Development and revitalization tailored to the characteristics of the street 8. Ensuring that pedestrians can walk safely and comfortably 	<ol style="list-style-type: none"> 1. Pedestrian bridges are difficult to use 2. Sidewalks feel dark 3. Many vacant stores and aging buildings 4. Issues with the traffic environment and lack of vibrancy 5. Low number of pedestrians 6. Characteristics of the government district (quiet on weekends) 7. Parking issues 	<ol style="list-style-type: none"> 1. Many vacant properties, dark areas, and unsafe for walking 2. Building seismic safety and aging issues 3. Pedestrian safety 4. Unresolved issues with vacant buildings 5. The atmosphere of the street not improving 6. The abandoned-like condition of the street from Kencho-mae to Resona Bank 	<ol style="list-style-type: none"> 1. A street where government offices are concentrated, with the tradition of Maebashi Castle ruins and its historical background. 2. Buildings along sidewalks with sufficient width have a continuous bustle of commercial stores. 3. As an area where the history of Maebashi can be felt, the goal is to create a street where people pass through not only on weekdays but also on weekends. <div data-bbox="1618 1225 2016 1279" style="border: 1px dashed black; padding: 5px; margin-top: 20px;"> <p>Survey results organized by AI</p> </div>

Things to expect	Things to be concerned about	Things to be concerned about	The future vision of urban design
<ol style="list-style-type: none"> 1. Make the area around Maebashi Station a pleasant space to walk 2. Transform the Maebashi Station area into a cohesive and attractive streetscape 3. Increase the number of appealing stores such as cafes and restaurants 4. Create a lively, must-visit place that cannot be overlooked 5. Revitalize Keyaki Avenue 6. Revitalize the station area as the face of the prefectural capital 7. Improve the transportation convenience in the station area 	<ol style="list-style-type: none"> 1. The landscape and maintenance status of the station front street 2. Issues with pedestrian movement and accessibility 3. The station front street feels spacious but has a lonely atmosphere 4. Insufficient utilization of Keyaki Avenue 5. Vacant stores and aging buildings 6. Quietness at night and concerns about safety 7. Lack of the sense of local characteristics 	<ol style="list-style-type: none"> 1. Lack of attractions in front of the station, which hinders the revitalization of the area 2. Insufficient separation between the roadway and pedestrian areas on the station front street 3. Noise late at night 4. Large-scale development potentially damaging Maebashi's historic landscape 5. Financial sustainability concerns 6. Efforts that do not easily reflect the opinions of residents 	<ol style="list-style-type: none"> 1. A main street connecting Maebashi Station and the downtown area 2. Maintaining a high-quality landscape that is worthy of the prefectural capital 3. Creating stores and street spaces where businessmen and tourists can enjoy the bustle of the street while walking

Survey results organized by AI

Things to expect	Things to be concerned about	Things to be concerned about	The future vision of urban design
<ol style="list-style-type: none"> 1. Early improvement of the Five-Way Intersection 2. Improvement of road crossing at Honmachi 2-chome Intersection 3. Removal or renovation of pedestrian bridges 4. Make it easier for both vehicles and pedestrians to pass through 5. Design the Five-Way Intersection to be more pedestrian- and bicycle-friendly 	<ol style="list-style-type: none"> 1. Issues with the Five-Way Intersection 2. Deterioration and dirt on the pedestrian bridge 3. Issues with the crosswalk 4. Littering problems 5. Management of planted greenery 6. Dangerous and difficult crossing at the Five-Way Intersection 7. Traffic congestion that has not been resolved 	<ol style="list-style-type: none"> 1. The complex traffic environment at the Five-Way Intersection 2. Safety of the pedestrian bridge 3. The unresolved issues at the Five-Way Intersection 4. Slow progress and delay in the improvement works at the Five-Way Intersection 5. Inadequate administrative response to the problems at the Five-Way Intersection 	<p>•The prompt promotion of the improvement project for the at-grade intersection of National Route 50 and Honmachi 2-chome, aimed at enabling smooth movement for pedestrians and cyclists, and strengthening collaboration between the national, prefectural, and municipal governments to realize this goal.</p> <div style="border: 1px dashed black; padding: 5px; width: fit-content; margin: 10px auto;"> <p>Survey results organized by AI</p> </div>

Things to expect

1. Revitalization of the downtown area and increased vibrancy
2. A walkable and attractive streetscape where people can gather, with spaces for relaxation
3. Increased and improved commercial facilities and shops (restaurants, family restaurants, supermarkets, cafes, etc.)
4. Improved convenience for daily life
5. A streetscape with the dignity and charm befitting a prefectural capital
6. Urban planning that is accessible to all, including families with children, the elderly, and people with disabilities
7. A safe and clean city
8. An attractive city that can draw people from outside the prefecture
9. Enhanced public transportation
10. A vibrant streetscape that preserves the beauty of Keyaki Avenue
11. A balance between preserving past efforts and history while incorporating new elements
12. Urban planning from the perspective of the residents
13. Avoiding unnecessary spending and taking a long-term approach
14. A walkable and lively downtown environment
15. A space where Maebashi residents can feel proud, with a sense of history
16. Connecting the area between the prefectural government office and Maebashi Station via public transportation
17. Utilizing vacant buildings to attract people and create facilities
18. A distinctive urban development that reflects the uniqueness of Maebashi

Things to be concerned about

1. Many vacant buildings and stores, creating a lonely atmosphere
2. Concerns about safety, including pedestrian traffic at night
3. Poor sidewalk conditions (uneven surfaces, bicycle traffic, etc.), making it difficult for the elderly and others to walk
4. Confusing traffic flow between cars, pedestrians, and cyclists
5. Lack of cohesion in building designs
6. The streetscape feels dull and lacks vibrancy
7. A high number of bicycles, creating a safety risk
8. Noise at night
9. Difficulty in securing parking
10. Impact of vehicle traffic restrictions
11. Balancing the development of the area around the prefectural government office and the downtown area
12. Ways to utilize vacant buildings and old structures
13. Separation of pedestrian and vehicle traffic flows
14. Ensuring pedestrian safety (e.g., improving sightlines at crosswalks)
15. Preservation and proper maintenance of Keyaki Avenue
16. Coordination of pedestrian and traffic flow between the station front and downtown
17. Balancing the needs of visitors and local residents
18. Improving public transportation convenience and designing vehicle traffic flow

Things to be worried about

1. Impact on the local residents' daily lives due to rapid changes
2. Deterioration of the living environment due to population growth (noise, congestion, etc.)
3. Risk of accidents due to the management and aging of Keyaki Avenue trees
4. Financial sustainability concerns
5. Loss of a quiet atmosphere due to too much vibrancy
6. Loss of Maebashi's unique character
7. Challenges of long-term maintenance and securing funding
8. Increased traffic congestion due to development
9. Disruption of the local community due to large-scale redevelopment
10. Lack of citizen input in government-led initiatives
11. Deterioration of historical landscapes
12. Consideration of policies, such as LRT introduction, that may not align with Maebashi's realities

Survey results organized by AI

Things to expect

1. Revitalization of the arcade district
2. Enjoying literature outdoors while relaxing in the pleasant atmosphere in front of the Literature Museum
3. Expectations for the improvement and revitalization of roads in Maebashi's suburban areas
4. Appreciation for the environmental improvements along the Hirose River and Baba River, with hopes for further utilization
5. Anticipation for comprehensive urban development that includes Maebashi Station, the Prefectural Government Office, and Maebashi Central Station
6. Expectations for new facilities at the public library
7. Hope for the development of attractive facilities that families with children can enjoy
8. Improving the convenience of stations and public facilities, as well as enhancing transportation access

Things to be concerned about

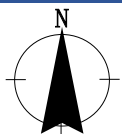
1. Difficulty in visiting various facilities due to the high number of paid bicycle parking lots
2. Traffic congestion, on-street parking, and safety issues such as alcohol-related problems in downtown Maebashi.
3. The development around the Prefectural Government Office and shopping districts has been prioritized, leaving other areas behind
4. Trends in transportation network developments, such as the LRT plans in Utsunomiya
5. The handling and future direction of existing facilities like the Prefectural Civic Center and Prefectural Library
6. The positioning of the Creative City concept and design competitions
7. The direction of policies and initiatives under the new mayor
8. The design of Maebashi Station is considered dull
9. A high outflow of younger generations
10. Progressing aging population
11. Many vacant stores and a lack of vibrancy
12. An increasing foreign population is changing the atmosphere of the city
13. The frequent use of katakana English by the administration, making it difficult to understand

Things to be worried about

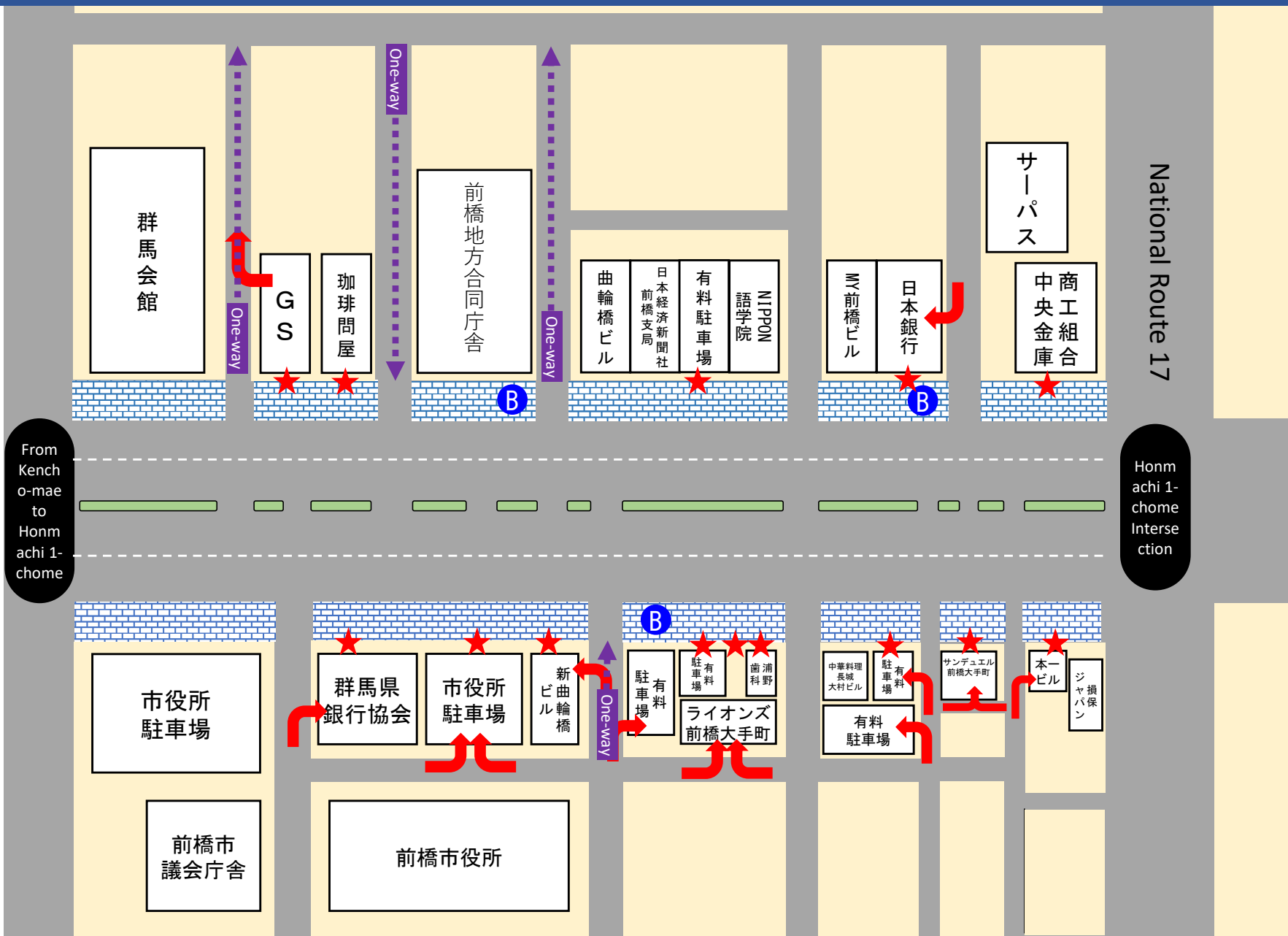
1. Traffic congestion on National Route 17 (Gunma Bridge)
2. Slow progress in the revitalization of the area around Maebashi Station
3. Lack of progress in the redevelopment of the city center, leading to continued shuttered storefronts
4. A focus on building new facilities rather than prioritizing the natural environment
5. The feeling that citizens' opinions are not sufficiently reflected
6. The prize money for design competitions being too high
7. The closure of Terusa, making it difficult for elderly people to access the facility
8. Concerns over the lack of progress in revitalizing the downtown area
9. Uncertainty about the overall direction (vision and concept) of urban development in the city
10. Insufficient communication between the government and residents

Survey results organized by AI

The traffic regulation status of the roadside entrances and exits and surrounding roads (From Kencho-mae to Honmachi 1-chome)



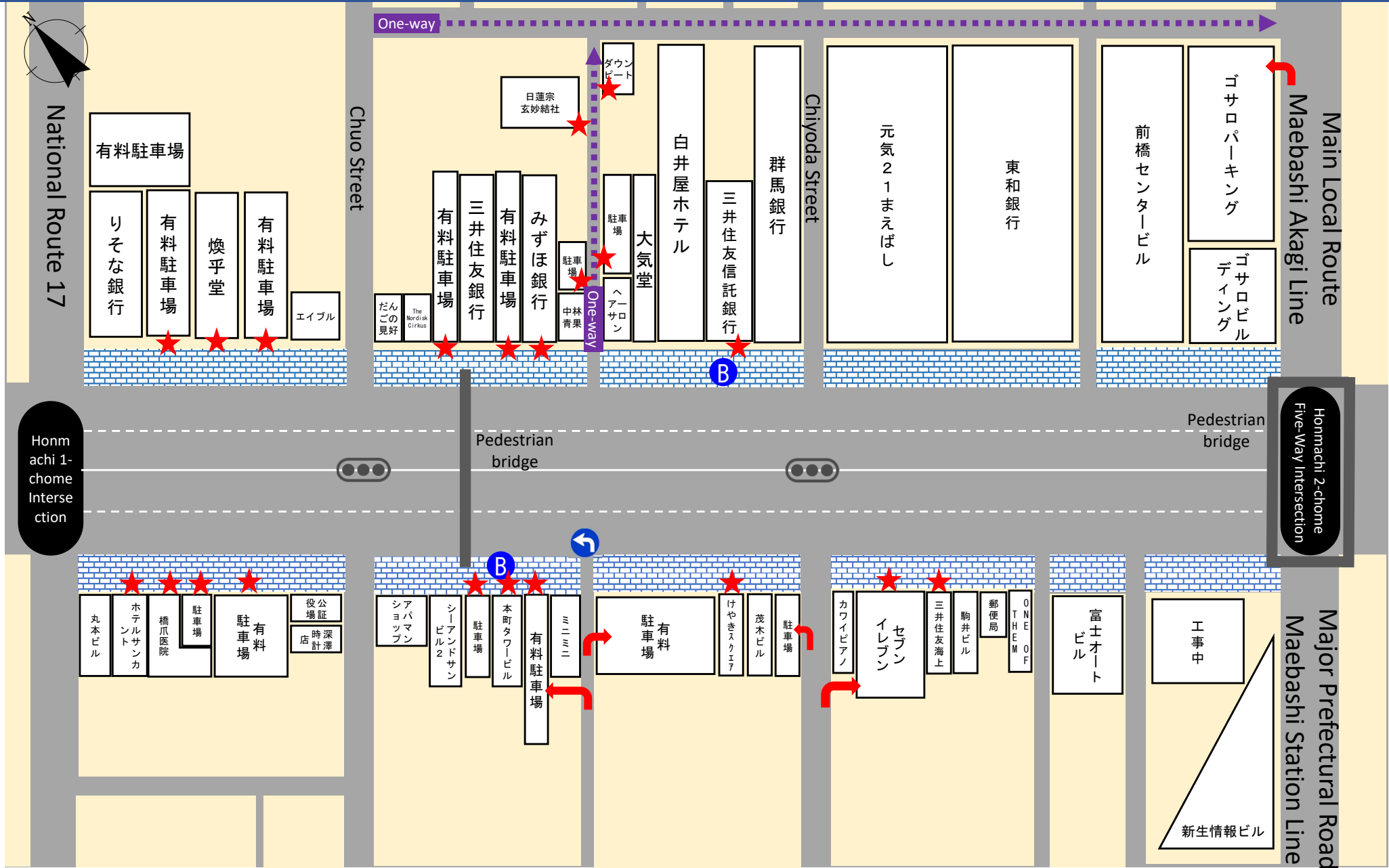
Gunma Prefectural Office



Legend

- ★ : Entrance and exit points
- ↪ : Accessible routes from surrounding roads
- B : Bus stop

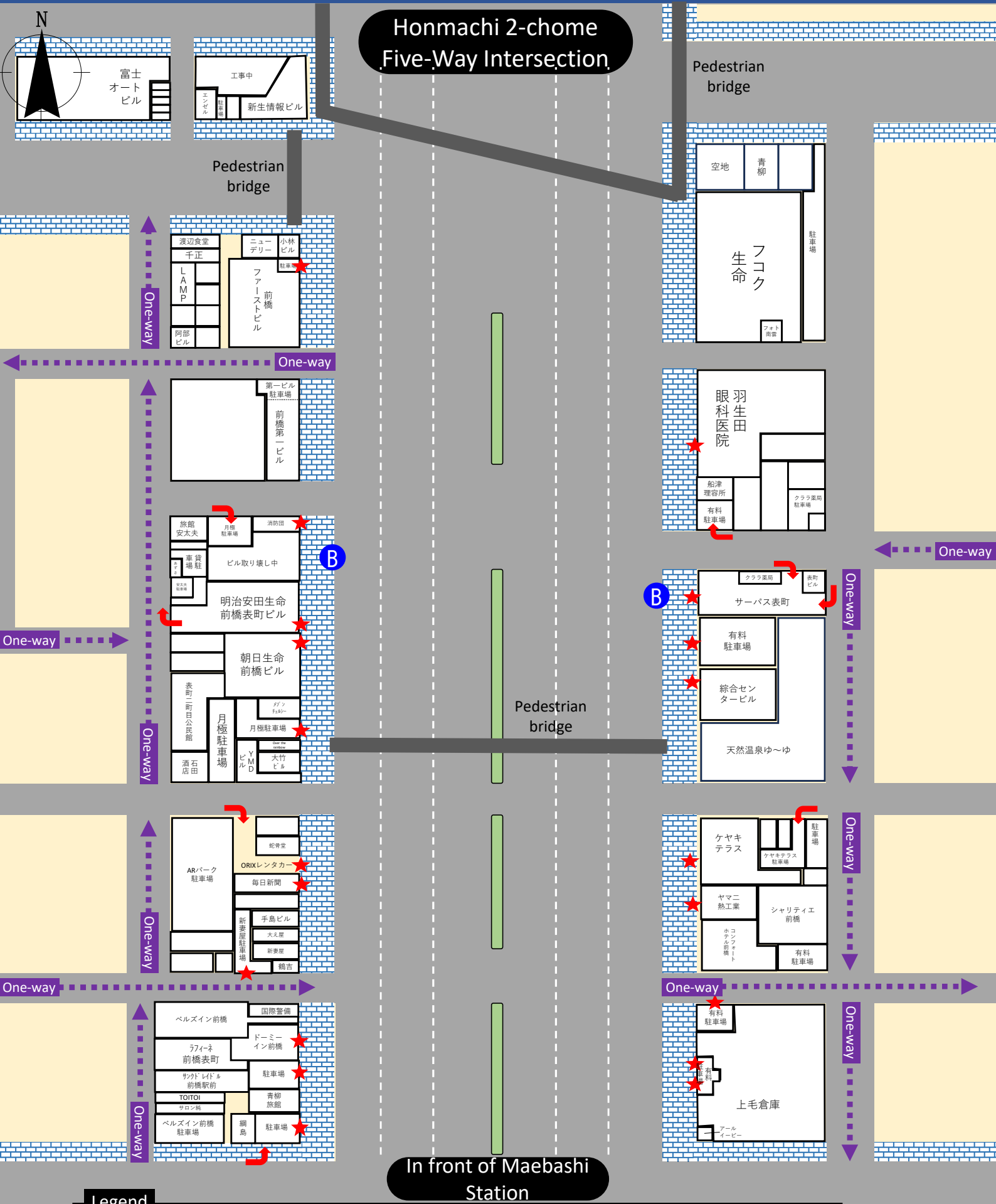
The traffic regulation status of the roadside entrances and exits and surrounding roads (From Honmachi 1-chome to Honmachi 2-chome)



Legend

- ★ : Entrance and exit points
- ➡ : Accessible routes from surrounding roads
- ⓑ : Bus stop

The traffic regulation status of the roadside entrances and exits and surrounding roads(Honmachi 2-chome to Maebashi Station Front)



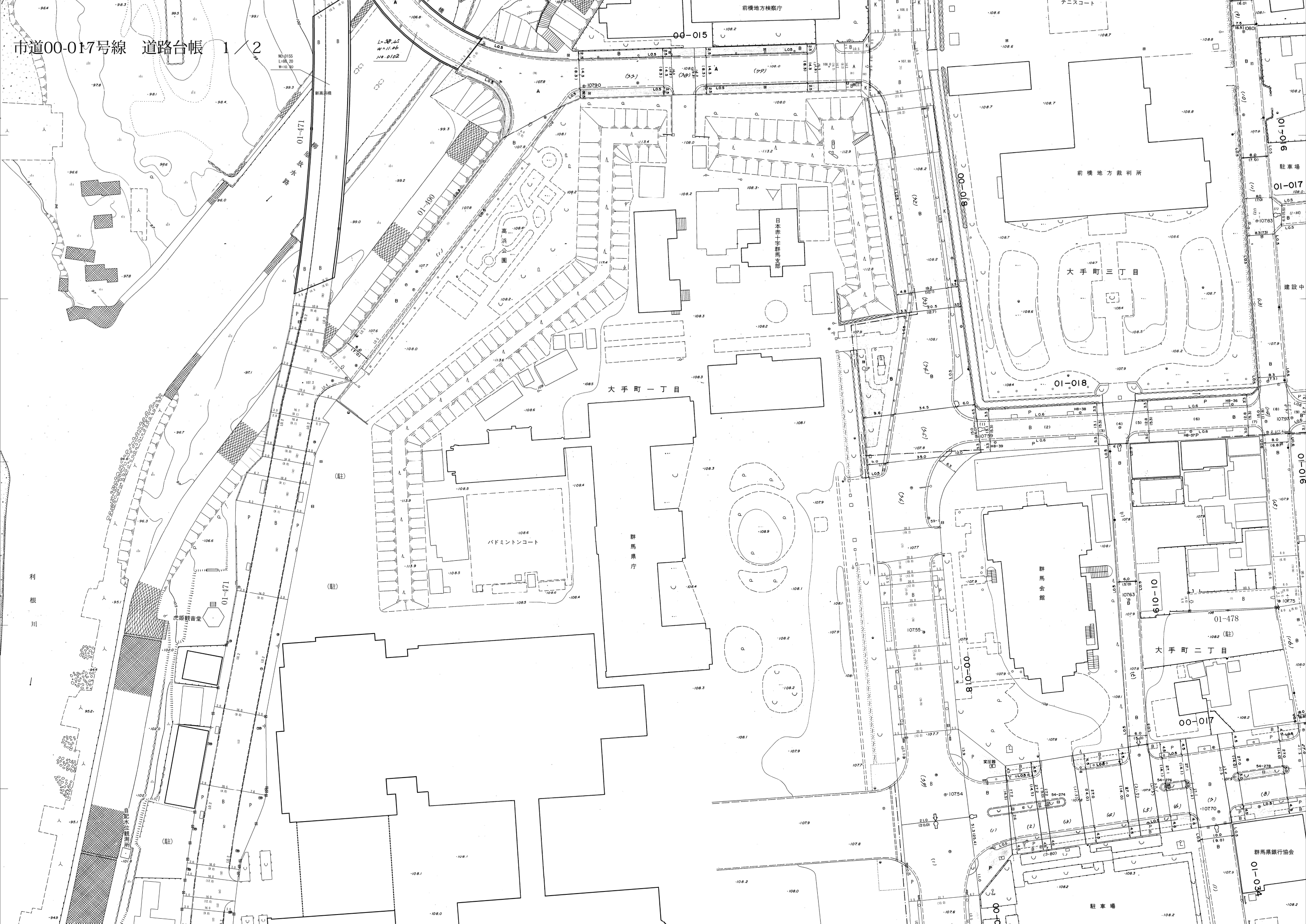
Honmachi 2-chome
Five-Way Intersection

In front of Maebashi
Station

Legend

- ★ : Entrance and exit points
- ↪ : Accessible routes from surrounding roads
- B : Bus stop

市道00-017号線 道路台帳 1 / 2



利根川

01-034

群馬県銀行協会

01-017

01-018

01-010

01-478

01-017

01-018

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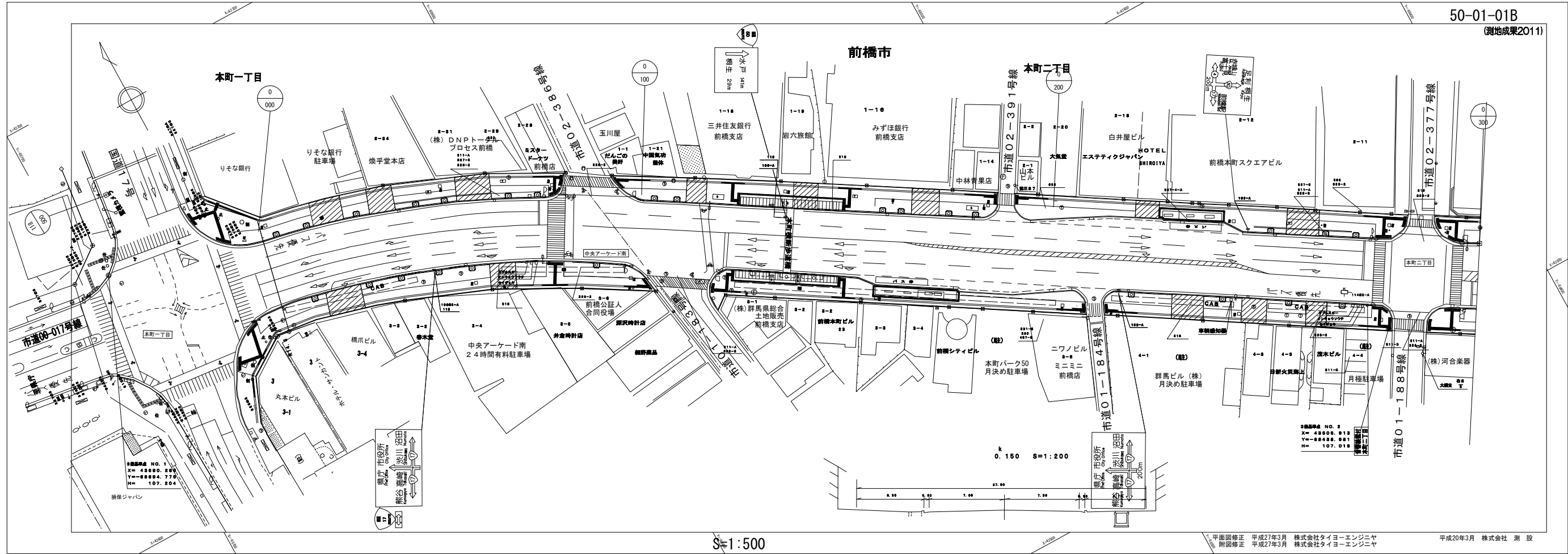
01-018

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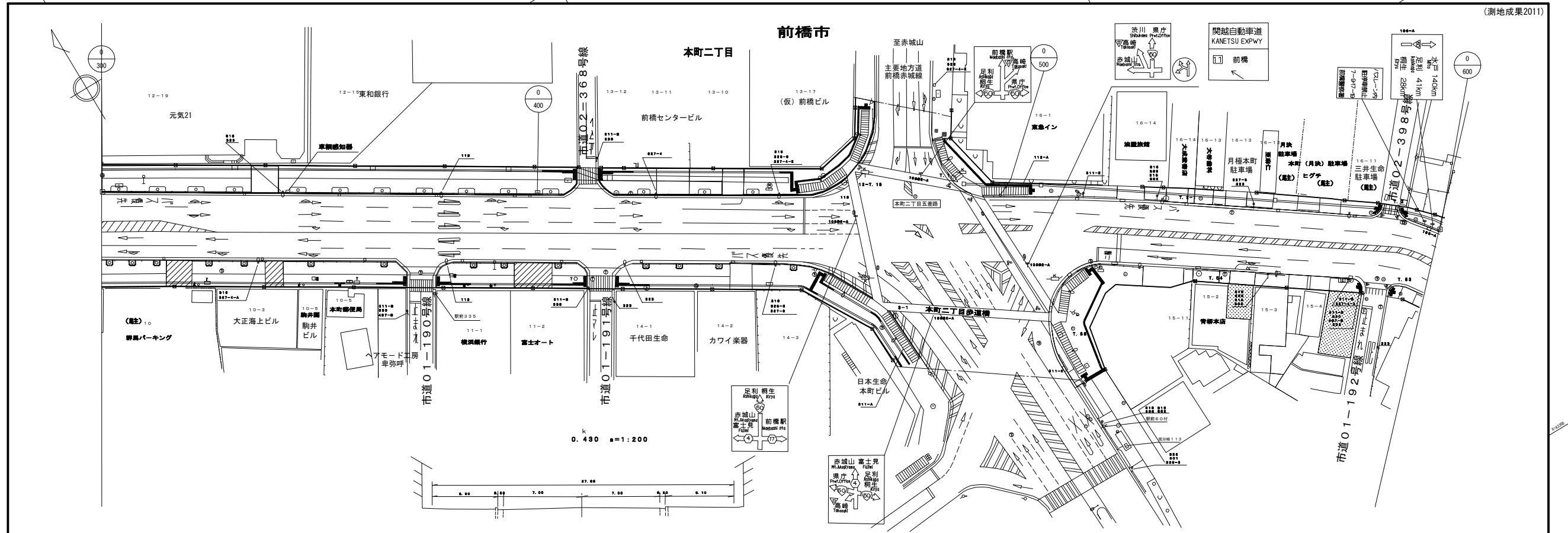
市道00-017号線 道路台帳 2/2





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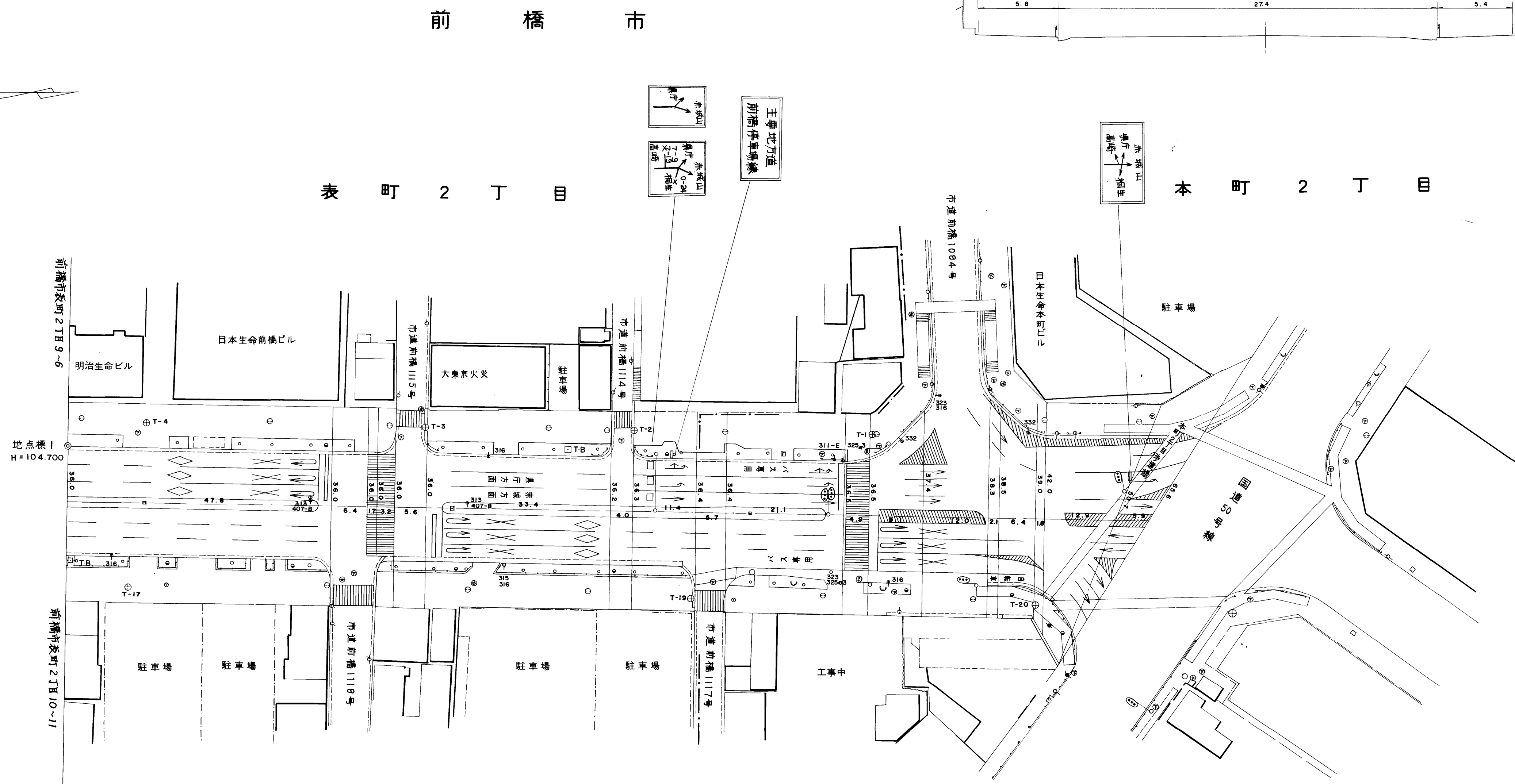
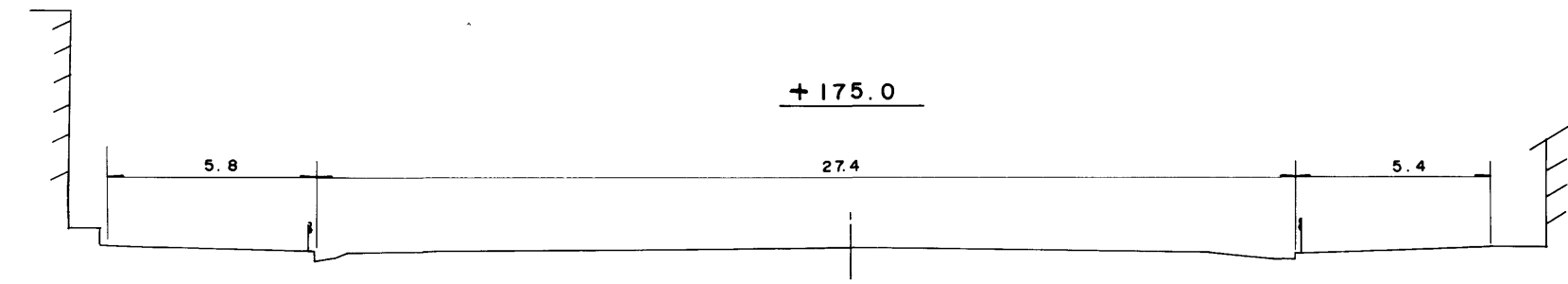
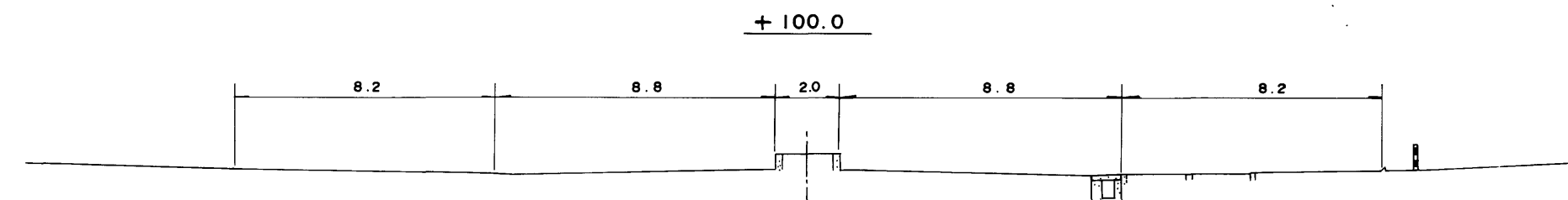
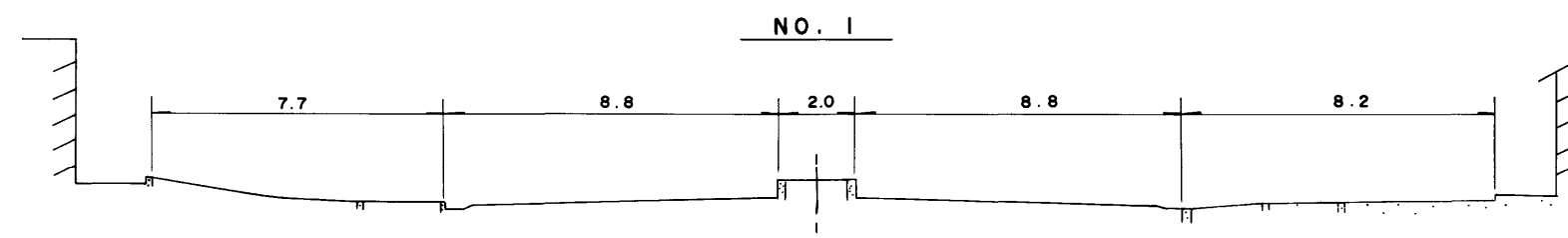
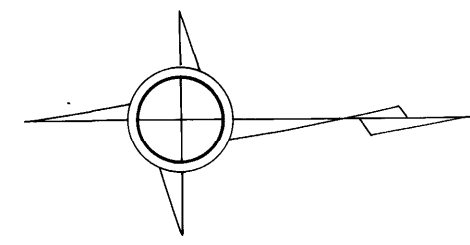
平面図修正 平成27年3月 株式会社タイエエンジニア
附図修正 平成27年3月 株式会社タイエエンジニア
平成20年3月 株式会社 測 設



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平面図修正 平成27年3月 株式会社タイヨエンジニアヤ
 附図修正 平成27年3月 株式会社タイヨエンジニアヤ
 平成20年3月 株式会社 測 設

平面図



縦断		
地点距離	300.0	347.8 355.9 364.7 354.2 359.1
舗装の種類構成	AS	
重要構造物		
排水工		
現況調査スパン番号	13	14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
占用物件		
区域決定告示年月日	群馬県507号 昭和30年9月27日	
工事名及び実施年度	平成3年度 交通安全対策工事 平成2年度 交通安全対策工事	
調製年月日	平成4年11月30日	

横断歩道橋

台帳

調整年月日

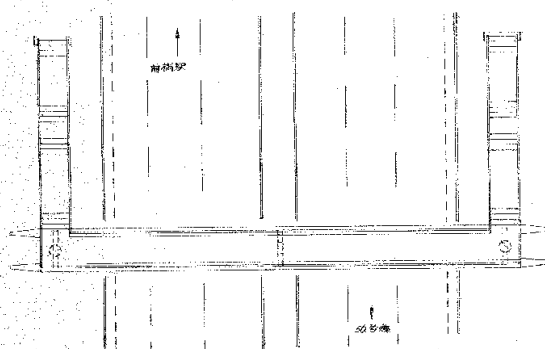
2022/6/30

構造物種別	橋梁	前橋	土木事務所
構造物細目	横断歩道橋	管理番号	01MA120
名称	表町歩道橋	路線名	(主)前橋停車場線

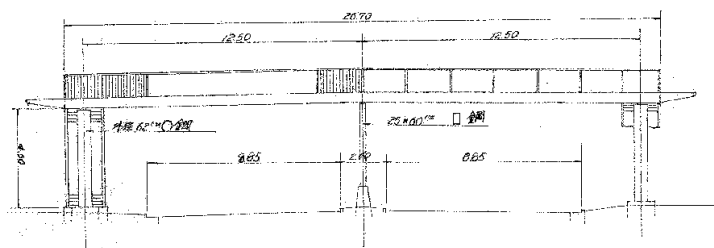
一般図(平面図、位置図、側面図、横断図)



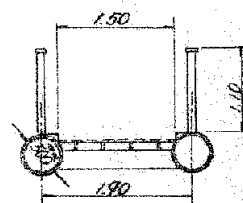
平面図



側面図



横断図



現況写真

