

再 評 価 調 書

| I 事業概要 | | | | | | |
|------------|---|---|---------------------------|---------------------------|--------------------|----------------------|
| 事業名 | 砂防等事業（通常砂防事業） | | | | | |
| 地区名 | こまやまがわ 駒山川 | | | | | |
| 事業箇所 | とよたしうしぢちよう 豊田市牛地町地内 | | | | | |
| 事業のあらまし | <p>駒山川は、愛知県豊田市牛地町に位置する溪流で、下流には、迂回路もなく、この地区唯一の避難路となっている県道大野瀬小渡線や出力78万kWの奥矢作第二発電所が存在し、土石流が発生した場合には人命や生活に大きな被害が及ぶ危険性がある。</p> <p>本事業は、こうした土石流による災害を防止するため、砂防設備を整備するものであり、2005年度に事業着手した。</p> | | | | | |
| 事業目標 | <p>【達成（主要）目標】</p> <p>県道大野瀬小渡線及び中部電力奥矢作第二発電所を土砂災害から保全する。</p> <p>【副次目標】</p> <p>—</p> | | | | | |
| 計画変更の推移 | | 事業採択時 (2005年度) | 再評価時 (1回目) (2012年度) | 再評価時 (2回目) (2023年度) | 変動要因の分析 | |
| | 事業期間 | 2005～2014 | 2005～2019 | 2005～2026 | 用地交渉及び地形・気象条件による延長 | |
| | 事業費（億円） | 12.0 | 12.0 | 16.3 | | |
| | 経費内訳 | 工事費 | 10.6 | 10.6 | 14.1 | 急峻な地形による、工事用道路築造費の増加 |
| | | 用補費 | 0.2 | 0.2 | 0.2 | |
| | | その他 | 1.2 | 1.2 | 2.0 | 事業期間の延長による監督支援業務費の増加 |
| 事業内容 | 堰堤工 5基 | 堰堤工 5基 | 堰堤工 5基 | | | |
| II 評価 | | | | | | |
| ①事業の必要性の変化 | 1) 必要性の変化 | <p>【事前評価時の状況】</p> <p>土石流による土砂災害から県道及び発電所を保全するため、事業採択を受けた。</p> <p>【再評価時の状況】</p> <p>保全対象の施設等は現存しており、事業採択時から変化はない。</p> <p>【変動要因の分析】</p> <p>事業の必要性に変化なし。</p> | | | | |
| | 判定 | <p>B</p> <p>A： 事業着手時に比べ必要性が増大している。 B： 事業着手時に比べ必要性にほとんど変化がない。 C： 事業着手時に比べ必要性が著しく低下している。</p> <p>※事業着手時と比較することが適当ではないと判断される場合は、「事業着手時」を「前回評価時」に置き換えることができる。</p> <p>【理由】</p> <p>事業採択時からその必要性について変化はないため。</p> | | | | |

| ②事業の進捗状況及び見込み | 1) 進捗状況 | <p>【事業計画及び実績】</p> <table border="1"> <thead> <tr> <th></th> <th>2005</th> <th>～</th> <th>2011</th> <th>2012</th> <th>～</th> <th>2019</th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>2025</th> <th>2026</th> <th>2027</th> <th>2028</th> <th>合計</th> </tr> </thead> <tbody> <tr> <td rowspan="6">工種区分</td> <td>調査・設計</td> <td>←</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>→</td> </tr> <tr> <td>用地補償</td> <td>←</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>←</td> <td>→</td> <td></td> <td></td> </tr> <tr> <td>工事</td> <td></td> <td>←</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>→</td> </tr> <tr> <td>・1号えん堤</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>←</td> <td>→</td> <td></td> </tr> <tr> <td>・2号えん堤</td> <td></td> <td></td> <td></td> <td></td> <td>←</td> <td>→</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>・3号えん堤</td> <td></td> <td></td> <td></td> <td></td> <td>←</td> <td>→</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>・4号えん堤</td> <td></td> <td>←</td> <td>→</td> <td></td> <td>←</td> <td>→</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>・5号えん堤</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>←</td> <td>→</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>→</td> </tr> <tr> <td rowspan="3">事業費(億円)</td> <td>計画</td> <td></td> <td>4.1</td> <td></td> <td>7.9</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>12.0</td> </tr> <tr> <td>実績</td> <td></td> <td>4.1</td> <td></td> <td>6.0</td> <td></td> <td></td> <td>2.0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>12.1</td> </tr> <tr> <td>今回計画</td> <td></td> <td>4.1</td> <td></td> <td>6.0</td> <td></td> <td></td> <td>2.0</td> <td></td> <td></td> <td></td> <td></td> <td>4.2</td> <td></td> <td></td> <td></td> <td>16.3</td> </tr> </tbody> </table> <p>【進捗率】</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">これまでの計画に対する達成状況</th> <th colspan="2">全体進捗状況</th> </tr> <tr> <th>計画【①】</th> <th>実績【②】</th> <th>達成率(%)【②÷①】</th> <th>計画【③】</th> <th>進捗率(%)【②÷③】</th> </tr> </thead> <tbody> <tr> <td>延長(km)</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> </tr> <tr> <td>事業費(億円)</td> <td>12.0</td> <td>12.1</td> <td>100.8%</td> <td>16.3</td> <td>74.2%</td> </tr> <tr> <td> 工事費</td> <td>10.6</td> <td>10.3</td> <td>97.2%</td> <td>14.1</td> <td>73.0%</td> </tr> <tr> <td> 用補費</td> <td>0.2</td> <td>0.2</td> <td>100.0%</td> <td>0.2</td> <td>100.0%</td> </tr> <tr> <td> その他</td> <td>1.2</td> <td>1.6</td> <td>133.3%</td> <td>2.0</td> <td>80.0%</td> </tr> </tbody> </table> <p>【施工済みの内容】 新設えん堤3基（2、3、4号）5号右岸側が完了</p> | | 2005 | ～ | 2011 | 2012 | ～ | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 合計 | 工種区分 | 調査・設計 | ← | | | | | | | | | | | | | | → | 用地補償 | ← | | | | | | | | | | | ← | → | | | 工事 | | ← | | | | | | | | | | | | | → | ・1号えん堤 | | | | | | | | | | | | | ← | → | | ・2号えん堤 | | | | | ← | → | | | | | | | | | | ・3号えん堤 | | | | | ← | → | | | | | | | | | | ・4号えん堤 | | ← | → | | ← | → | | | | | | | | | | ・5号えん堤 | | | | | | ← | → | | | | | | | | | → | 事業費(億円) | 計画 | | 4.1 | | 7.9 | | | | | | | | | | | | 12.0 | 実績 | | 4.1 | | 6.0 | | | 2.0 | | | | | | | | | 12.1 | 今回計画 | | 4.1 | | 6.0 | | | 2.0 | | | | | 4.2 | | | | 16.3 | | これまでの計画に対する達成状況 | | | 全体進捗状況 | | 計画【①】 | 実績【②】 | 達成率(%)【②÷①】 | 計画【③】 | 進捗率(%)【②÷③】 | 延長(km) | — | — | — | — | — | 事業費(億円) | 12.0 | 12.1 | 100.8% | 16.3 | 74.2% | 工事費 | 10.6 | 10.3 | 97.2% | 14.1 | 73.0% | 用補費 | 0.2 | 0.2 | 100.0% | 0.2 | 100.0% | その他 | 1.2 | 1.6 | 133.3% | 2.0 | 80.0% |
|----------------|--|---|-------------|--------|-------------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|------|-------|---|--|--|--|--|--|--|--|--|--|--|--|--|--|---|------|---|--|--|--|--|--|--|--|--|--|--|---|---|--|--|----|--|---|--|--|--|--|--|--|--|--|--|--|--|--|---|--------|--|--|--|--|--|--|--|--|--|--|--|--|---|---|--|--------|--|--|--|--|---|---|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|---|---|--|--|--|--|--|--|--|--|--|--------|--|---|---|--|---|---|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|---|---|--|--|--|--|--|--|--|--|---|---------|----|--|-----|--|-----|--|--|--|--|--|--|--|--|--|--|--|------|----|--|-----|--|-----|--|--|-----|--|--|--|--|--|--|--|--|------|------|--|-----|--|-----|--|--|-----|--|--|--|--|-----|--|--|--|------|--|-----------------|--|--|--------|--|-------|-------|-------------|-------|-------------|--------|---|---|---|---|---|---------|------|------|--------|------|-------|-----|------|------|-------|------|-------|-----|-----|-----|--------|-----|--------|-----|-----|-----|--------|-----|-------|
| | | 2005 | ～ | 2011 | 2012 | ～ | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 合計 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 工種区分 | 調査・設計 | ← | | | | | | | | | | | | | | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 用地補償 | ← | | | | | | | | | | | ← | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 工事 | | ← | | | | | | | | | | | | | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ・1号えん堤 | | | | | | | | | | | | | ← | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ・2号えん堤 | | | | | ← | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ・3号えん堤 | | | | | ← | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ・4号えん堤 | | ← | → | | ← | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ・5号えん堤 | | | | | | ← | → | | | | | | | | | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 事業費(億円) | 計画 | | 4.1 | | 7.9 | | | | | | | | | | | | 12.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 実績 | | 4.1 | | 6.0 | | | 2.0 | | | | | | | | | 12.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 今回計画 | | 4.1 | | 6.0 | | | 2.0 | | | | | 4.2 | | | | 16.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | これまでの計画に対する達成状況 | | | 全体進捗状況 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 計画【①】 | 実績【②】 | 達成率(%)【②÷①】 | 計画【③】 | 進捗率(%)【②÷③】 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 延長(km) | — | — | — | — | — | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 事業費(億円) | 12.0 | 12.1 | 100.8% | 16.3 | 74.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 工事費 | 10.6 | 10.3 | 97.2% | 14.1 | 73.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 用補費 | 0.2 | 0.2 | 100.0% | 0.2 | 100.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| その他 | 1.2 | 1.6 | 133.3% | 2.0 | 80.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2) 未着手又は長期化の理由 | <p>5号堰堤及び管理用通路予定地の用地取得において地権者の理解が得られず用地買収・補償に時間を要したため、事業に遅れが生じた。</p> <p>また、当該地は、急峻な地形と冬期の厳しい気象条件のため、作業が難航しており、工事用道路築造に期間と費用を要し、工事の進捗に遅れが生じている。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3) 今後の事業進捗の見込み | <p>【阻害要因】 今後の事業実施に必要な予算は確保できる見込みです。</p> <p>これまで、地権者の理解が得られなかった用地についても、現在、理解を得て、用地取得も完了したため阻害要因はありません。</p> <p>【今後の見込み】 事業実施に対する阻害要因はないため、計画通りに事業が完了できる見込みです。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 判定 | <p>B</p> <p>A：これまで事業は順調であり、引き続き計画通り確実な完成が見込まれる。 B：次のいずれか（該当する項目に「○印」を付ける）</p> <ul style="list-style-type: none"> これまで事業は順調である。今後は多少の阻害要因が見込まれるものの、一定の期間等を要すれば、解決できる見通しがあり、ほぼ計画通りの完成が見込まれる。 ○これまで事業が長期化していたが、事業期間を延長したことにより、今後は阻害要因がなく、ほぼ計画通りの完成が見込まれる。 これまでの事業長期化により、事業期間を延長した。今後も多少の阻害要因が見込まれるが、一定の期間等を要すれば、解決できる見通しがあり、ほぼ計画通りの完成が見込まれる。 <p>C：阻害要因の解決が困難で、現時点では、事業進捗の目処がたたない。</p> <p>【理由】 事業期間を延長したことにより、阻害要因はなく、計画通り 2028 年の完成が見込まれる。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| ③事業の効果の変化 | 1) 貨幣価値化可能な効果(費用対効果分析結果)の変化 | <p>【貨幣価値化可能な効果(費用対効果)分析の算定基礎となった要因変化の有無】</p> <p>事業費の増加</p> <p>【貨幣価値化可能な効果(費用対効果)分析結果】</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">区分</th> <th>事業採択時 (基準年:2005)</th> <th>再評価時(1回目) (基準年:2012)</th> <th>再評価時(2回目) (基準年:2023)</th> <th>備考</th> </tr> </thead> <tbody> <tr> <td rowspan="3" style="text-align: center;">費用 (億円)</td> <td>事業費</td> <td style="text-align: center;">10.4</td> <td style="text-align: center;">—</td> <td style="text-align: center;">23.5</td> <td></td> </tr> <tr> <td>維持管理費</td> <td style="text-align: center;">0.0</td> <td style="text-align: center;">—</td> <td style="text-align: center;">0.0</td> <td></td> </tr> <tr> <td style="text-align: center;">合計(C)</td> <td style="text-align: center;">10.4</td> <td style="text-align: center;">—</td> <td style="text-align: center;">23.5</td> <td></td> </tr> <tr> <td rowspan="5" style="text-align: center;">効果 (億円)</td> <td>被害抑止効果</td> <td style="text-align: center;">78.6</td> <td style="text-align: center;">—</td> <td style="text-align: center;">96.3</td> <td></td> </tr> <tr> <td style="text-align: center;">合計(B)</td> <td style="text-align: center;">78.6</td> <td style="text-align: center;">—</td> <td style="text-align: center;">96.3</td> <td></td> </tr> <tr> <td rowspan="2" style="text-align: center;">(参考) 算定 要因</td> <td>中部電力発電所</td> <td style="text-align: center;">1施設</td> <td style="text-align: center;">—</td> <td style="text-align: center;">1施設</td> <td></td> </tr> <tr> <td>道路(大野瀬小渡線)</td> <td style="text-align: center;">180m</td> <td style="text-align: center;">—</td> <td style="text-align: center;">180m</td> <td></td> </tr> <tr> <td colspan="2">費用対効果分析結果(B/C)</td> <td style="text-align: center;">7.6</td> <td style="text-align: center;">—</td> <td style="text-align: center;">4.1</td> <td></td> </tr> </tbody> </table> <p>※金額は、社会的割引率(4%)を用いて現在の価値に換算したものです。</p> <p>【貨幣価値化可能な効果(費用対効果)分析手法】</p> <ul style="list-style-type: none"> ・(事業採択時) 土石流対策事業の費用便益分析マニュアル(案)(H12年度版)(建設省河川局砂防部 H12.2)、治水経済調査マニュアル(案)(建設省河川局 H15.3)に基づき算出 ・(再評価時) 土石流対策事業の費用便益分析マニュアル(案)(国土交通省水管理・国土保全局砂防部 R3.1)、治水経済調査マニュアル(案)(国土交通省水管理・国土保全局 R2.4)に基づき算出 <p>【変動要因の分析】</p> <p>本事業箇所は急峻な地形で、2号、3号、4号堰堤の工事用道路築造、5号堰堤の管理用通路築造に費用及び期間を要し工事費が増加した。また、冬期の気象条件も厳しく工事が難航しており、事業期間が長期化し、それに伴い監督支援業務等委託費も増加している。</p> | | 区分 | | 事業採択時 (基準年:2005) | 再評価時(1回目) (基準年:2012) | 再評価時(2回目) (基準年:2023) | 備考 | 費用 (億円) | 事業費 | 10.4 | — | 23.5 | | 維持管理費 | 0.0 | — | 0.0 | | 合計(C) | 10.4 | — | 23.5 | | 効果 (億円) | 被害抑止効果 | 78.6 | — | 96.3 | | 合計(B) | 78.6 | — | 96.3 | | (参考) 算定 要因 | 中部電力発電所 | 1施設 | — | 1施設 | | 道路(大野瀬小渡線) | 180m | — | 180m | | 費用対効果分析結果(B/C) | | 7.6 | — | 4.1 | |
|--|---|---|---------------------|-------------------------|-------------------------|---------------------|-------------------------|-------------------------|----|------------|-----|------|---|------|--|-------|-----|---|-----|--|-------|------|---|------|--|------------|--------|------|---|------|--|-------|------|---|------|--|------------------|---------|-----|---|-----|--|------------|------|---|------|--|----------------|--|-----|---|-----|--|
| | 区分 | | 事業採択時 (基準年:2005) | 再評価時(1回目) (基準年:2012) | 再評価時(2回目) (基準年:2023) | 備考 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 費用 (億円) | 事業費 | 10.4 | — | 23.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 維持管理費 | | 0.0 | — | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計(C) | | 10.4 | — | 23.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 効果 (億円) | 被害抑止効果 | 78.6 | — | 96.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 合計(B) | 78.6 | — | 96.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (参考) 算定 要因 | 中部電力発電所 | 1施設 | — | 1施設 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 道路(大野瀬小渡線) | 180m | — | 180m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 費用対効果分析結果(B/C) | | 7.6 | — | 4.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2) 貨幣価値化困難な効果の変化 | <p>【事業着手時の状況】</p> <p>該当なし</p> <p>【再評価時の状況】</p> <p>該当なし</p> <p>【変動要因の分析】</p> <p>該当なし</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 判定 | B | <p>A：事業着手時とほぼ同様の事業効果が発現される見通しがある。</p> <p>B：事業着手時と比べ低下が見られるが、十分な事業効果が確保される見通しがある。</p> <p>C：事業着手時と比べ著しく低下し、現時点では事業効果が確保される見通しが立たない。</p> <p>【理由】</p> <p>事業着手時と比べ算定要因に変化はなく、事業費の増加による費用対効果の低下がみられるが、十分な事業効果は確保される見通しがあるため。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| III 対応方針(案) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 継続 | <p>中止：上記①～③の評価で一つでもC判定があるもの。</p> <p>継続：上記以外のもの。</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IV 事後評価実施の有無と主な評価内容 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>■対象(事業完了後5年目) □対象外</p> <p>【事業完了後5年を越えて実施する理由・対象外の理由】</p> <ul style="list-style-type: none"> ・該当なし <p>【主な評価内容】</p> <ul style="list-style-type: none"> ・土石流発生による、砂防堰堤や保全対象の状況から事業効果を確認する。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| V 事業評価監視委員会の意見 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

駒山川の対応方針（案）[事業継続] を了承する。

VI 対応方針

事業継続